

Barney Circle Improvements

Barney Circle currently does not operate as a true circle. Grade separated ramp movements to the Southeast Freeway from Pennsylvania Avenue and the fact that several movements are not accommodated make Barney Circle more of a barrier than a traffic mover. Various movements may only be made using the "Authorized Use Only" Service Road that runs adjacent to Barney Circle. Two long-term improvement options are being considered at Barney Circle that address the creation of a true circle, providing for all the movements. A basic assumption of both options is the reuse of the Southeast Freeway as a boulevard, operating as a minor arterial when missing freeway movements are provided at other existing interchanges in the study area, most critically at the 11th Street Bridges/Anacostia Freeway location.

In Option BC-1, it is proposed that the converted Southeast Freeway (boulevard) will continue to run below Barney Circle. Option BC-2 proposes the new boulevard to connect into the newly configured circle. As such, the improvements at Barney Circle are closely tied into considerations for the boulevard along the Southeast Freeway from 11th Street to Barney Circle. Also, the replacement of the existing RFK Stadium Access Road with Park Drive (east of Barney Circle) is interrelated to improvements at this location. Both the boulevard options and replacement of the RFK Access Road are discussed later in this chapter.



A view of Barney Circle today (looking north).

Option BC-1 (Southeast Freeway remains beneath Barney Circle)

Option BC-1 has one major similarity to the existing Barney Circle. Currently, traffic utilizing the Southeast Freeway travels below Barney Circle in both directions as demand is provided from Pennsylvania Avenue and 17th Street. Eastbound traffic feeding into Barney Circle from Pennsylvania Avenue and the 17th Street can only access the westbound direction of the Southeast Freeway by traveling on the Service Road. **Figure 45** shows this option. In Option BC-1, the Southeast Freeway is still grade separated below Barney Circle. However, the "Authorized Vehicles Only" Service Road is replaced by a modified circle design that allows for approach streets to access it. Traffic wishing to enter Barney Circle would do so by using a connection from the proposed Park Drive, a continuation of the Southeast Freeway underneath Barney Circle.

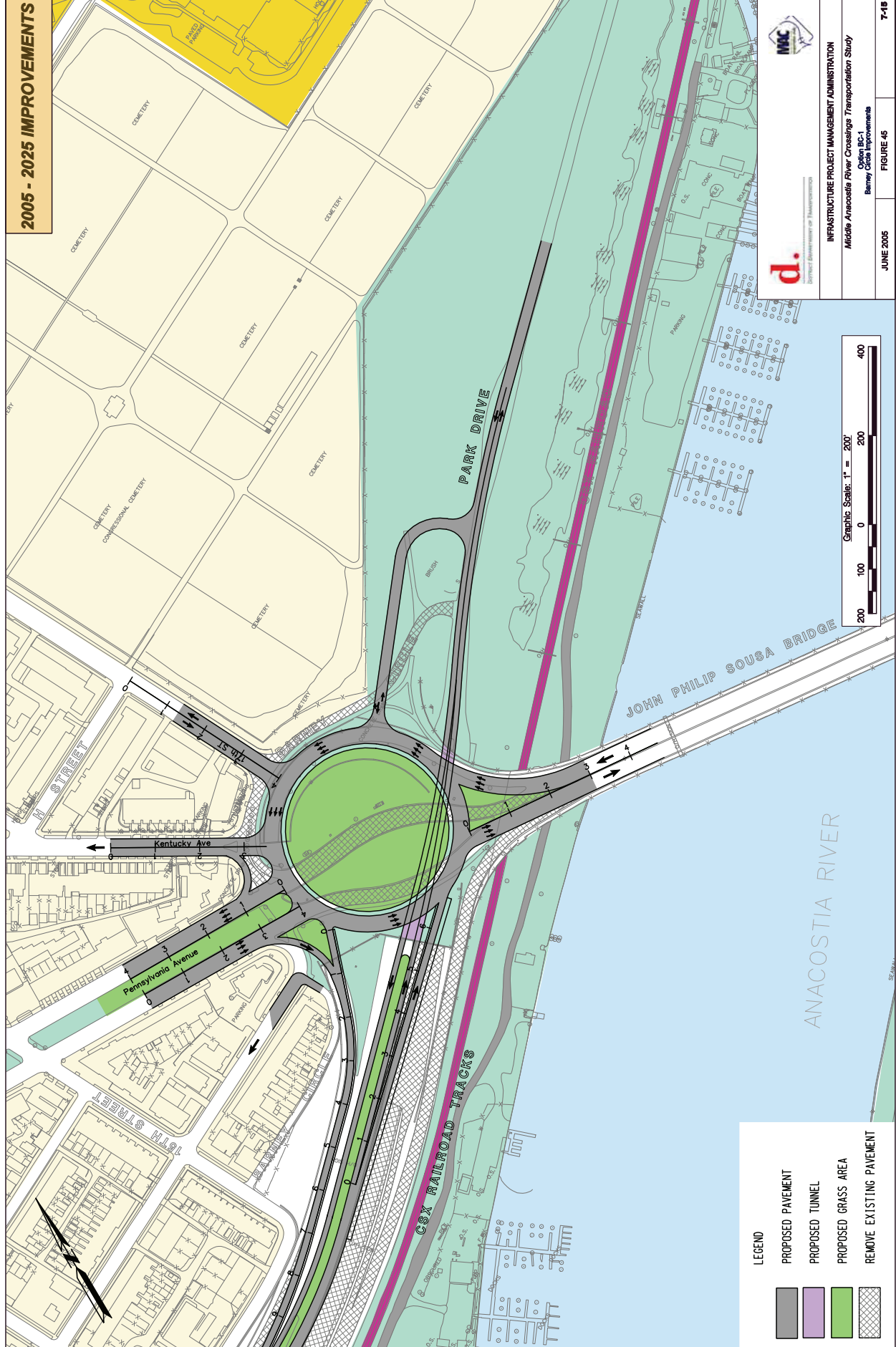
All approaches to Barney Circle would be signalized, making it operate similarly to DuPont Circle or other comparable locations within Washington, D.C. Because the approaches would operate with signal control, safer, well-defined pedestrian crossings would occur, while effectively calming traffic flows on Pennsylvania Avenue. A total of five signals are proposed under this option.

Due to the development of the exit ramp from westbound Pennsylvania Avenue to westbound Southeast Freeway, the connection between Pennsylvania Avenue and K Street would be removed. A cul de sac would be created at the end of K Street, separating it completely from Barney Circle.

Cost Estimate

The estimated cost for these improvements is **\$23.6 million**.

2005 - 2025 IMPROVEMENTS



INFRASTRUCTURE PROJECT MANAGEMENT ADMINISTRATION
 Middle Anacostia River Crossings Transportation Study
 Option BC-1
 Barney Circle Improvements
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 FIGURE 45
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LEGEND

- PROPOSED PAVEMENT
- PROPOSED TUNNEL
- PROPOSED GRASS AREA
- REMOVE EXISTING PAVEMENT

Option BC-2 (Southeast Freeway brought into Barney Circle)

Option BC-2 has the eastbound Southeast Freeway approach brought directly into the circle instead of maintaining the grade separation of both existing conditions and Option BC-1. A direct connection would then be provided to Barney Circle from the proposed Reservation 13 Road. This option is illustrated in **Figure 46**.

All other parameters such as signalization, the number of lanes within the circle, and disconnection of Pennsylvania Avenue and K Street would be the same as in Option BC-1.

Cost Estimate

The estimated cost for these improvements is **\$21.3 million**.

Related project improvements to Barney Circle improvements

- Signing and pavement marking improvements along Sousa Bridge (Pennsylvania Avenue) and ramp to Southeast Freeway
- Spot-specific pedestrian improvements (Project 5 – Near-Term)
- Upgrades to the Service Road connecting Barney Circle and the Southeast Freeway (Project 8 – Mid-Term)
- Boulevard options along the Southeast Freeway (Options 1, 2, 3, and 4 – Long-Term)
- Park Drive Connector Road improvements (Option R-1 – Long-Term)

[illegible]

REMOVE EXISTING PAVEMENT

**Middle Anacostia River Crossings Transportation Study
Option BC-2**

JUNE 2005	FIGURE 48
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