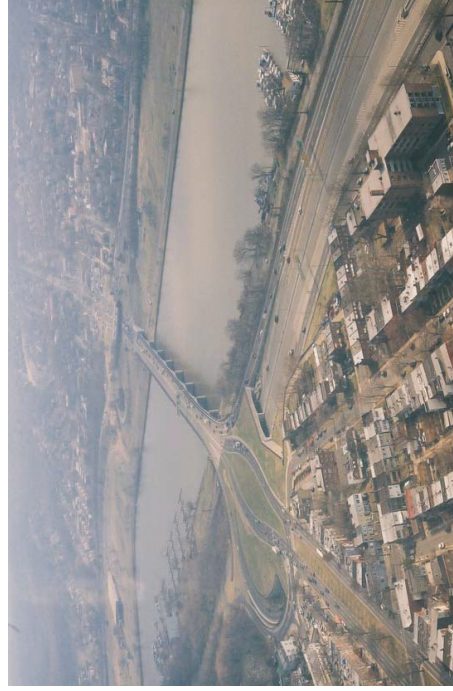


Boulevard along the Southeast Freeway

Considerations for a boulevard in the Southeast Freeway right-of-way between 11th Street and Barney Circle provide a more appropriate transportation use within this area. Currently, this section of the Southeast Freeway contains an abundance of underutilized pavement, including the ramps for RFK Stadium access. Three typical sections envisioned for the boulevard have been developed. To maintain flexibility in land use, various plans to redevelop the Southeast Freeway right-of-way with a boulevard design have been prepared. In addition, the alignment and profile of the boulevard would have a bearing on which section could be achieved.

In general, the boulevard would be developed as a four-lane, divided minor arterial. Pedestrian and bicycle accessibility would be provided adjacent to the roadway by a shared-use trail. Enhanced landscaping would also be applied to medians, buffer zones and all other areas where existing pavement is removed. This would assist in providing a better connection between the neighborhoods and the waterfront by creating a park-like environment, accessible to all modes of travel.



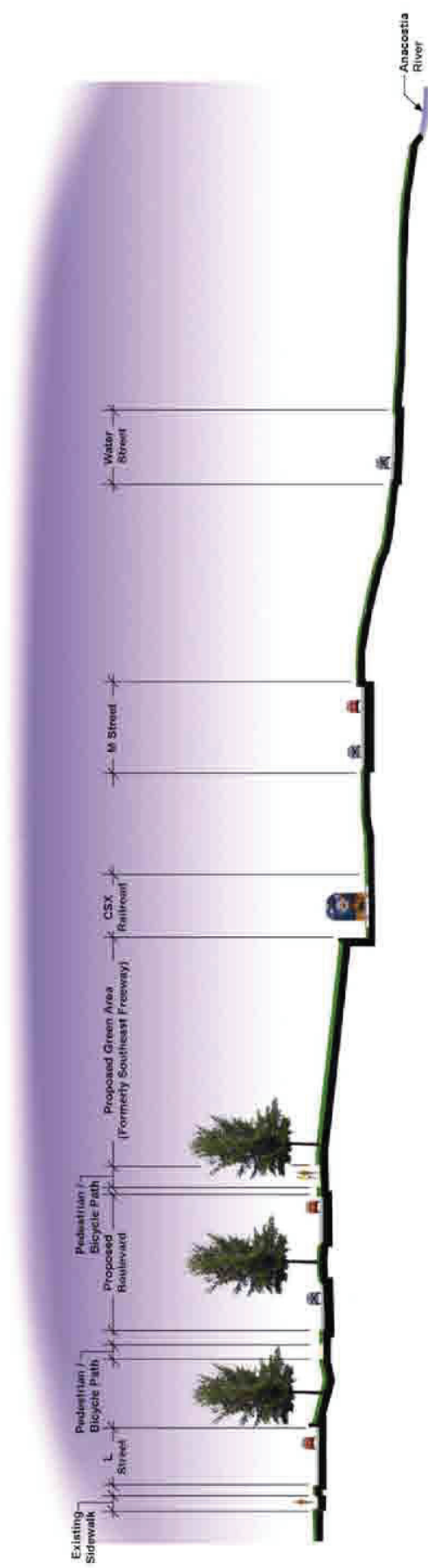
A view of Barney Circle and a portion of the Southeast Freeway targeted for a boulevard design and land use redevelopment.

Boulevard Typical Section Considerations

Three typical sections have been considered for the boulevard to address potential land use redevelopment within this section of the Southeast Freeway. The following describes the three typical sections being considered for the boulevard concepts.

Typical Section 1 shows the boulevard to be constructed approximately five feet below the elevation of L Street (**Figure 54**). Off-street paths would be provided on both sides of the travel way, separated from the edges road by grass buffer areas. At least one of the off-street paths would be wide enough to accommodate pedestrians and bicyclists. In between the boulevard and the CSX railroad tracks, a park-like setting would be created to allow for new green areas on the west side of the Anacostia River. Just as with Anacostia Park, trails and landscaping could be provided to replace the pavement of the existing Southeast Freeway.

Boulevard Typical Section 1 - Looking East towards Barney Circle



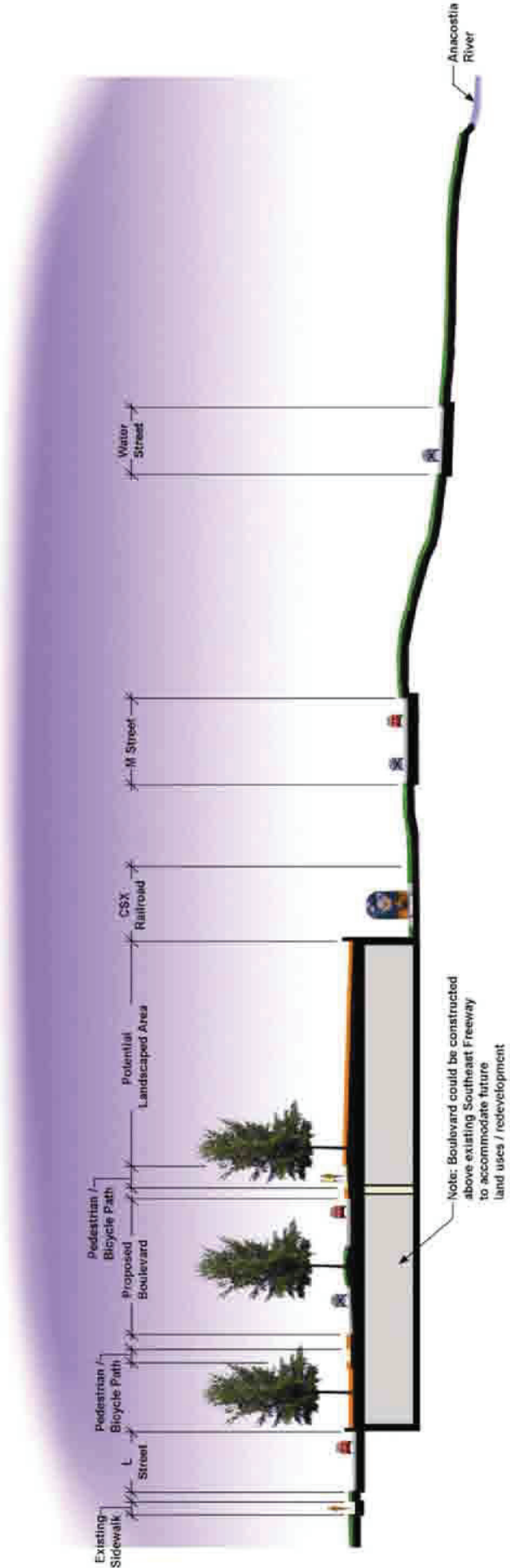
NOT TO SCALE

Typical Section 2 considers the boulevard to be constructed at the same elevation as L Street, allowing for redevelopment beneath the boulevard (in the Southeast Freeway right-of-way). This typical section is shown in **Figure 55**. This section would place the boulevard on an elevated deck over the existing Southeast Freeway right-of-way. By keeping the boulevard at the same elevation of L Street, the following possibilities are created:

- Local streets that currently terminate at L Street can be extended to the boulevard, providing better connectivity to the waterfront and newly developed park areas.
- The extension of local streets to the boulevard would improve neighborhood accessibility to Barney Circle and other major roadways in the Middle Anacostia River study area.
- The extension of local roads would help connect the neighborhoods north of L Street to the rest of the Middle Anacostia River region and bring them closer to the river.
- The creation of a deck provides the opportunity to reuse transportation right-of-way of the Southeast Freeway for other land uses.

This typical section would also provide off-street paths for pedestrian and bicycle use. The remainder of the deck above the Southeast Freeway would be open for landscaping opportunities or other development.

Boulevard Typical Section #2 - Looking East towards Barney Circle

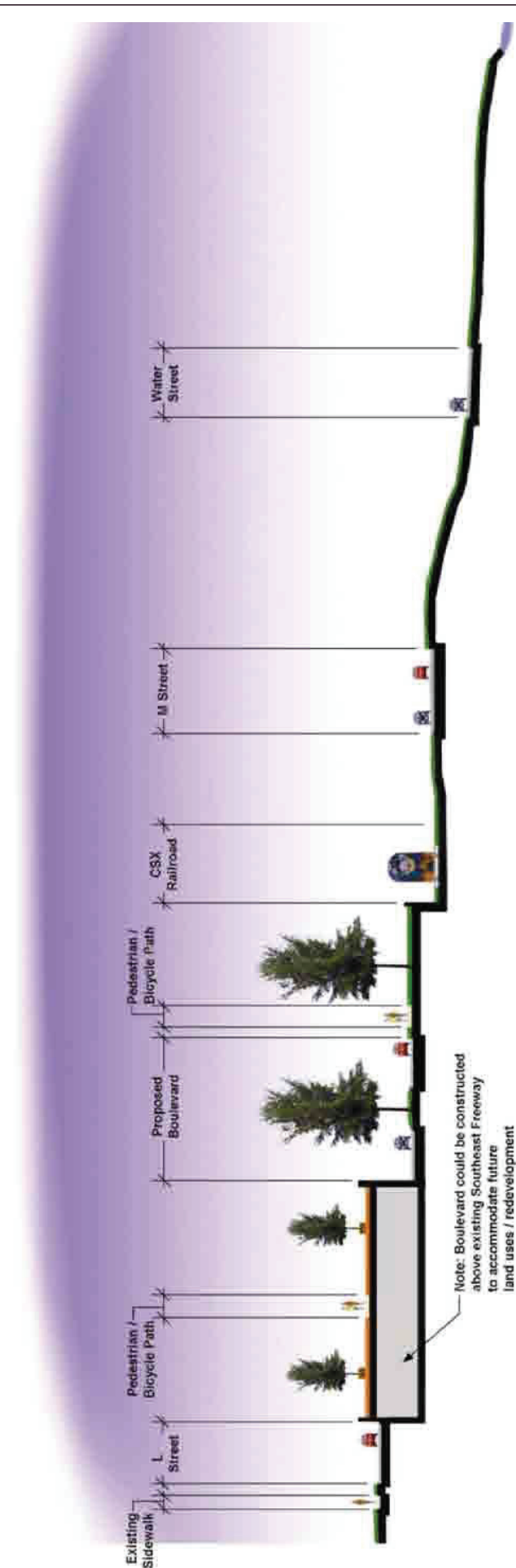


NOT TO SCALE

Typical Section 3 considers that future redevelopment can occur beneath a deck structure and a boulevard can be located at the elevation of existing Southeast Freeway, adjacent to the decked area for future development (**Figure 56**). The decked area would be approximately half the width of the deck proposed under Typical Section 2. It would accommodate some landscaping and a meandering multi-use path. Access from the deck down to the boulevard would be provided for pedestrians and bicycles. Local streets would be unable to connect directly with the boulevard, as in Typical Sections 1 and 2. Landscaping and an adjacent sidewalk path would also be provided between the boulevard and the CSX railroad to create park-like environment.

Note that all typical sections do not apply to each of the four options. The four options are described along with those typical sections that would be feasible for implementation.

Boulevard Typical Section 3 - Looking East towards Barney Circle



NOT TO SCALE

Option Boulevard 1 (Boulevard on L Street)

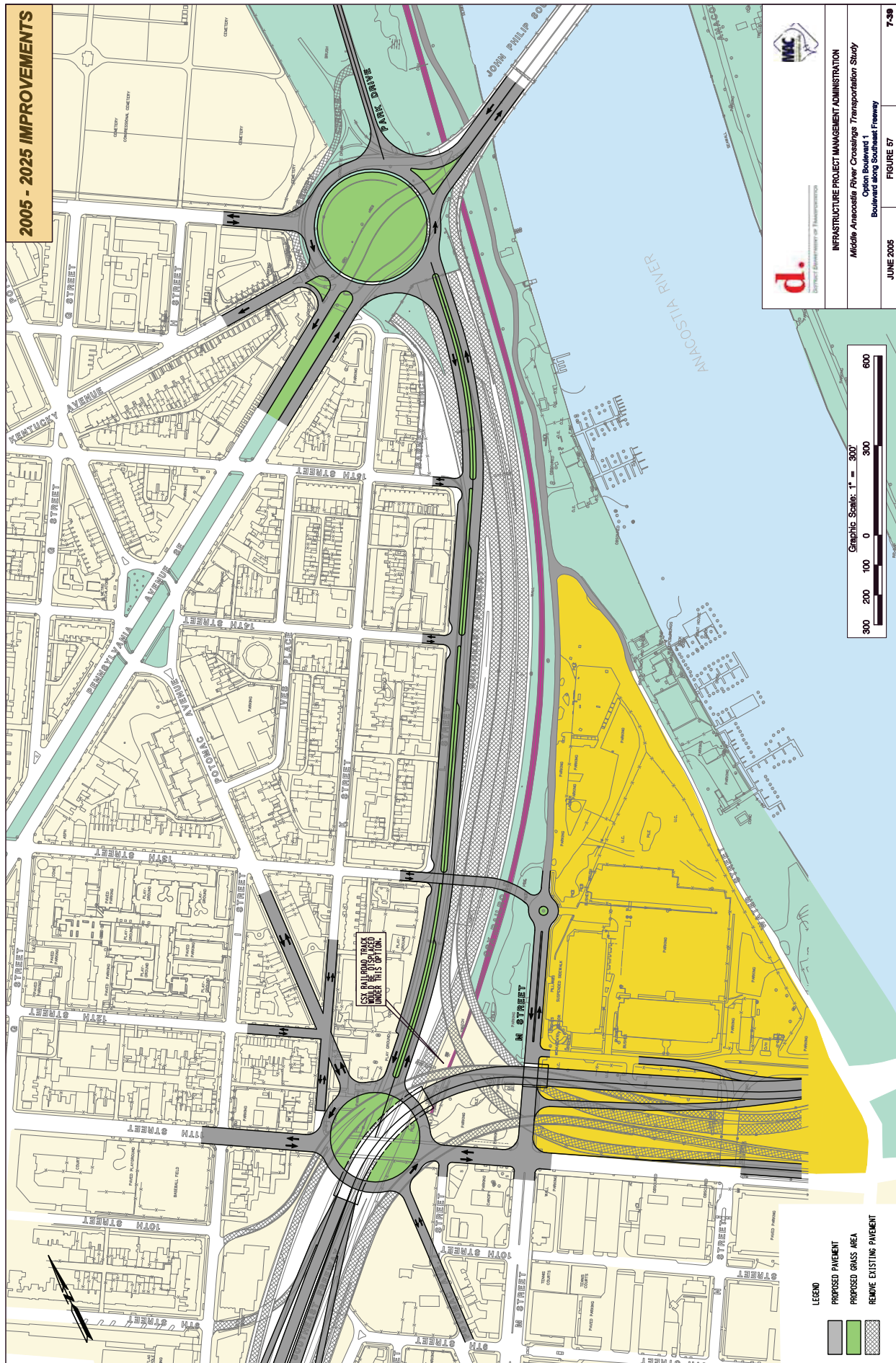
Option Boulevard 1 proposes that the alignment of the boulevard will replace existing L Street. This concept would provide better accessibility to the transportation network for the adjacent neighborhood north of L Street because it would connect directly with Barney Circle and the circle proposed at 11th Street and Potomac Avenue under the SE-1, SE-2, and SE-3 options. Refer to **Figure 57** for this boulevard option. This option could be adjusted to accommodate Typical Section 1.

13th Street could be extended beyond the boulevard to connect with M Street (near the existing circle) to expand the local street network on the west side of the Anacostia River. Note that this extension may only be provided if the CSX railroad track is removed.

Cost Estimate

The estimated cost for these improvements with Typical Section 1 is **\$22.4 million**. Under this estimate, it should be noted that the cost to remove the RFK Access Ramps has not been included. The costs associated with removal of these ramps have been accounted for under the mid-term project #13.

2005 - 2025 IMPROVEMENTS



INFRASTRUCTURE PROJECT MANAGEMENT ADMINISTRATION
 Middle Anacostia River Crossings Transportation Study
 Option Boulevard 1
 Boulevard along Southeast Freeway



- LEGEND
- PROPOSED PAVEMENT
 - PROPOSED GRASS AREA
 - REMOVE EXISTING PAVEMENT

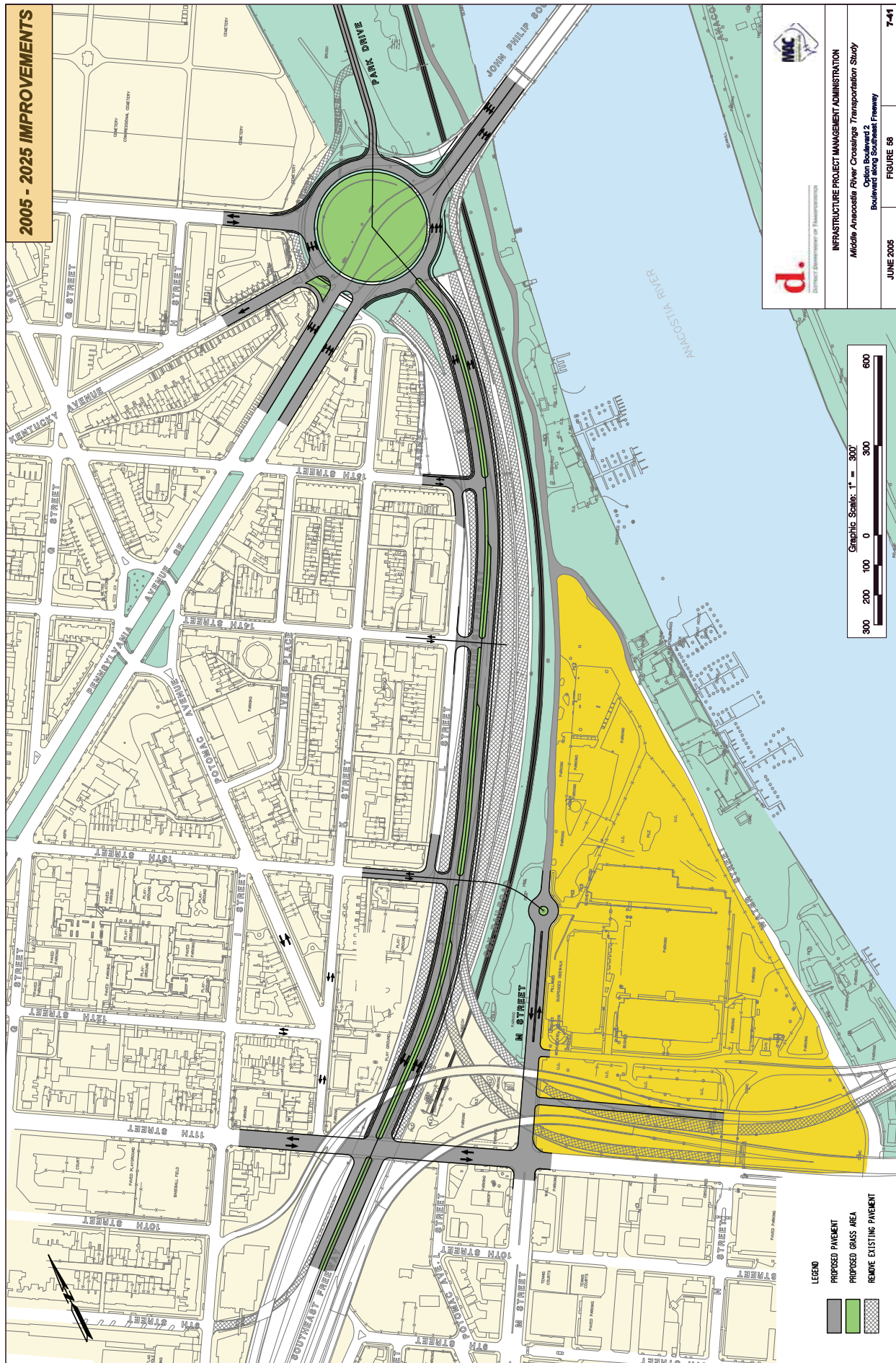
Option Boulevard 2 (Local Street Connections to Boulevard)

Option Boulevard 2 proposes a parallel roadway to L Street, with the extension of 13th Street, 14th Street, and 15th Street to the boulevard. It is again possible to extend 13th Street to connect with M Street if the CSX railroad is displaced. **Figure 58** shows this option with the boulevard intersecting 11th Street at-grade. This option may be seen as an interim step prior to the development of an "SE-option", previously discussed. This option could be adjusted to work with Typical Section 3.

Cost Estimate

The estimated cost for these improvements with Typical Section 3 is **\$121.0 million**. As in Option Boulevard 1, the cost to remove the RFK Access Ramps has not been included. The costs associated with removal of these ramps have been accounted for under the mid-term project #13.

2005 - 2025 IMPROVEMENTS



INFRASTRUCTURE PROJECT MANAGEMENT ADMINISTRATION
 Middle Anacostia River Crossings Transportation Study
 Option Boulevard 2
 Boulevard along Southeast Freeway

JUNE 2005

FIGURE 58

7-41

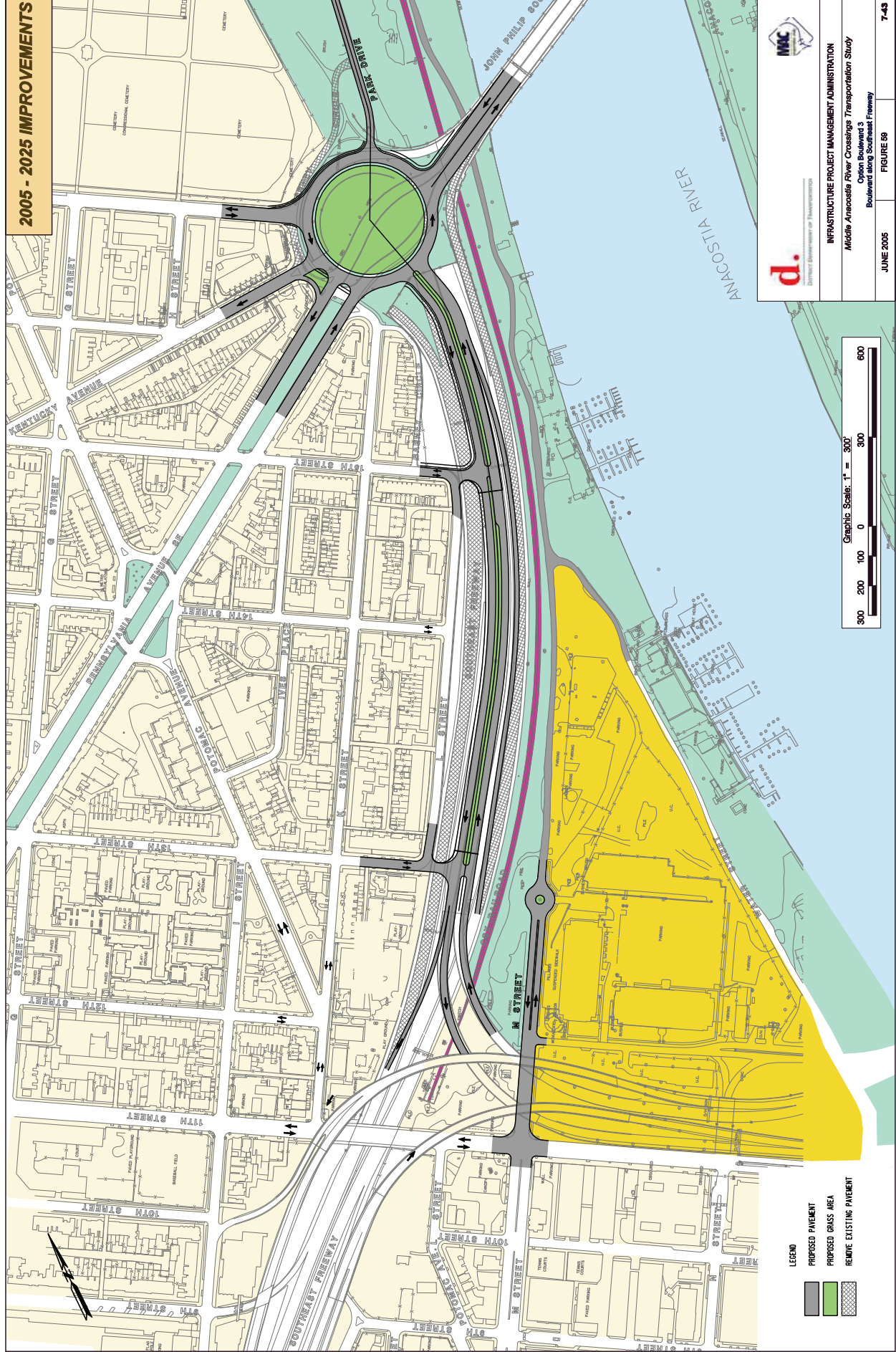
Option Boulevard 3 (RFK Access Ramp Tie-ins)

Option Boulevard 3 proposes a ramp separation to allow buses and other vehicles continuing eastbound on the Southeast Freeway to merge up onto the boulevard and access Barney Circle. This option is more conducive of providing the deck option for the boulevard over the Southeast Freeway. **Figure 59** shows direct connections between the boulevard and the RFK Access Ramps. Initially, it was thought that the RFK Access Ramps might serve as logical connections to a newly developed boulevard. However, the Middle Anacostia River study has determined that more benefit would be provided to the region by removing these ramps entirely. Any further development of this option would require connections to the RFK Access ramps be excluded. This option could be adjusted to accommodate Typical Section 1 or 2.

Cost Estimate

The estimated cost for these improvements with Typical Section 1 is **\$18.3 million**. The estimated cost for these improvements with Typical Section 2 is **\$175.0 million**.

2005 - 2025 IMPROVEMENTS



INFRASTRUCTURE PROJECT MANAGEMENT ADMINISTRATION		
Middle Anacostia River Crossings Transportation Study		
Option Boulevard 3		
Boulevard along Southeast Freeway		
JUNE 2005	FIGURE 59	7-43

Option Boulevard 4 (Isolated Boulevard)

Option Boulevard 4 proposes that the boulevard would not be at the same elevation as L Street and, therefore, be unable to accommodate local street (13th, 14th or 15th Streets) connections. This option is illustrated in **Figure 60** and provides direct connection of the boulevard between Barney Circle and the proposed circle at 11th Street and Potomac Avenue. Additional right-of-way along the Southeast Freeway would be redeveloped for landscaping or other appropriate uses. This option could be adjusted to accommodate Typical Section 3.

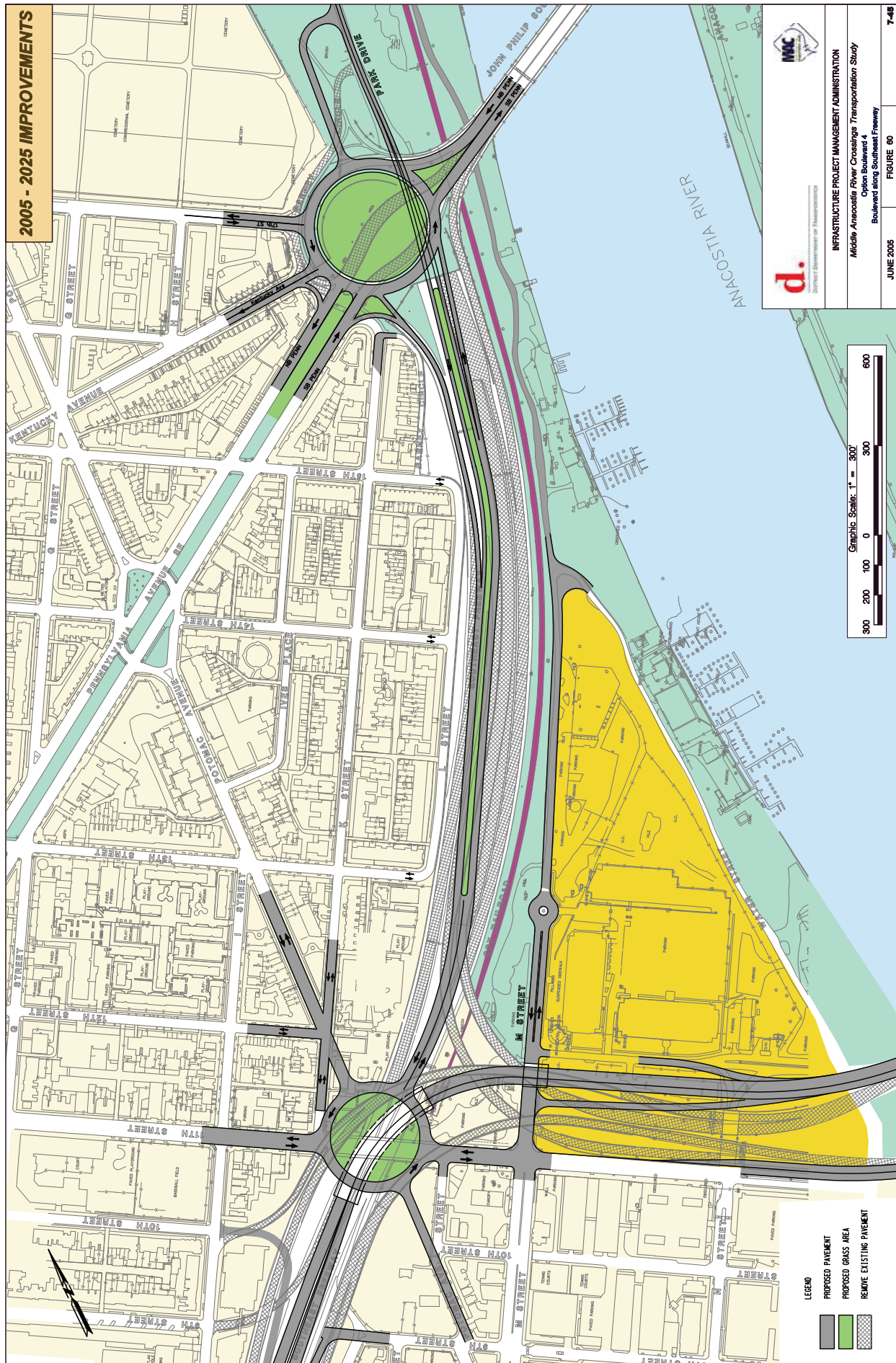
Cost Estimate

The estimated cost for these improvements with Typical Section 3 is **\$20.9 million**. This cost reflects a variation to the typical section shown in Figure 56. Instead of creating a partial deck over the Southeast Freeway, sloped earthwork would be proposed from the south side of L Street down to the proposed boulevard. The selection of fill materials in place of a deck structure result in a significant cost savings. In addition, note that the cost to remove the RFK Access Ramps has not been included.

Related project improvements to the Boulevard Options along Southeast Freeway

- Upgrade of the Service Road Connecting Barney Circle and the Southeast Freeway (Project 8 – Mid-Term)
- M Street Ramp Connection to Southbound Welsh Memorial Bridge (Project 13 – Mid-Term)

2005 - 2025 IMPROVEMENTS



d.
District Department of Transportation

MDC
Metropolitan District Council

INFRASTRUCTURE PROJECT MANAGEMENT ADMINISTRATION
Middle Anacostia River Crossings Transportation Study
Option Boulevard 4
Boulevard along Southeast Freeway

JUNE 2005 FIGURE 80 7-48