



H/Benning Construction: Phase 2

The final leg of construction to bring DC Streetcar to H Street and Benning Road has begun!

About 80% of the work to make H/Benning streetcar-ready was completed in 2011 during the Great Streets roadway reconstruction project. In December 2012, the DC Streetcar Team will begin work on Phase 2 of construction. This phase will make the H/Benning corridor ready for the arrival of streetcars in Fall 2013.

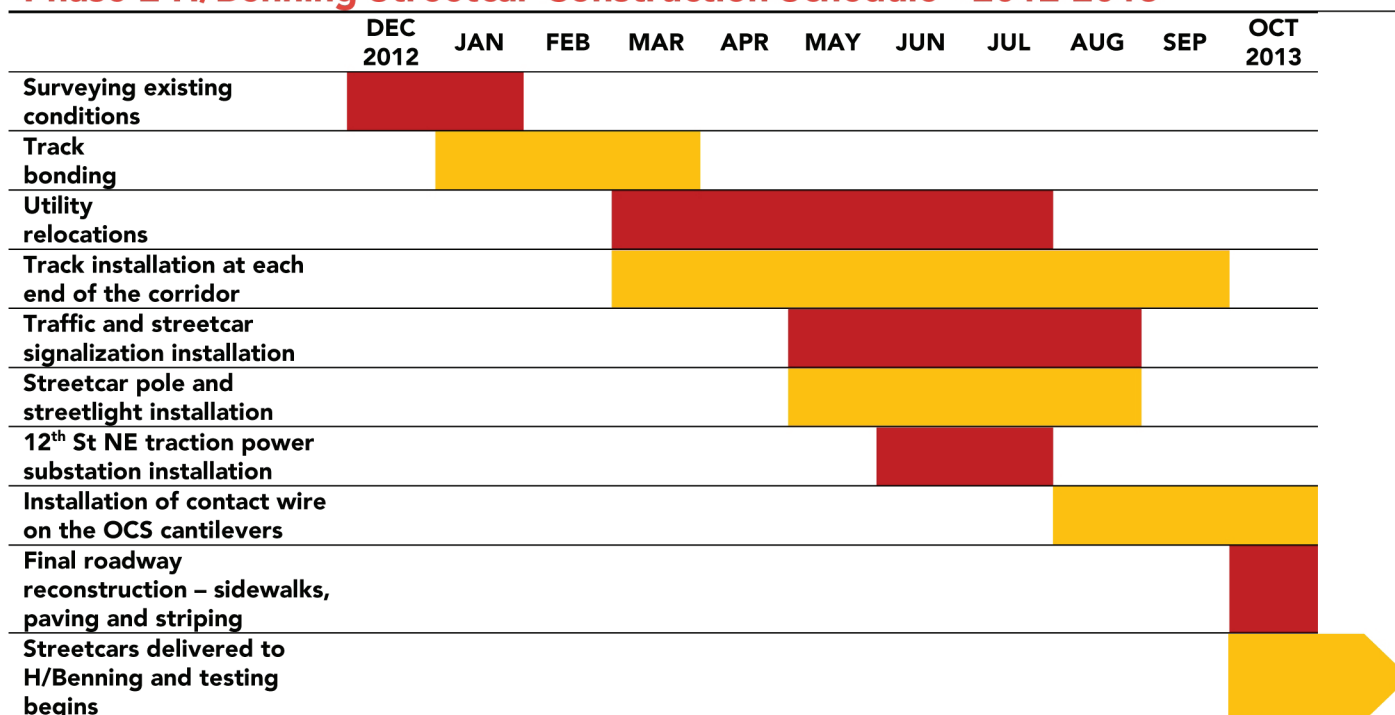
Beginning this month, you'll see the DC Streetcar team hard at work on H Street and Benning Road. The following schedule provides a snapshot of the work slated for 2013, resulting in streetcars offloaded on H Street next Fall.

This summary schedule should be used for general

information purposes only and is subject to change based on weather, material availability and other unforeseen conditions. Detailed construction notification – including traffic changes such as lane closures, sidewalk closures, detours, new traffic patterns, etc. – will be regularly distributed to stakeholders in advance of all construction activities and will be published to both the DC Streetcar and District Department of Transportation (DDOT) websites. All traffic changes will also be shared with the media in advance for proper public notification.

To sign up for construction-related updates, please send an e-mail to construction@dcstreetcar.com and indicate that you would like to receive H/Benning updates. The DC Streetcar Outreach Team will be visiting businesses regularly to keep them informed. Stay tuned for more information. We're looking forward to a great year of progress!

Phase 2 H/Benning Streetcar Construction Schedule - 2012-2013



Schedule is for informational purposes and is subject to change

Elements of Phase 2 H/Benning Streetcar Construction

Surveying existing conditions

Opening manholes, digging holes, identifying and locating utilities.

Impact: Occasional sidewalk closures and lane closures.

Track bonding

Track bonding is the process by which heavy-gauge wire is connected from rail to rail and track to track, also called cross-bonding. This process ensures the efficiency of the traction power system that will power the streetcars.

Impact: There will be a four-day process for each of the eleven sections of track that will undergo cross-bonding. Alternating lane closures will be made to maintain traffic flow.

Utility relocations

Utility relocations will take place in only a few locations along H/Benning and side streets: 3rd Street, 12th Street, and 23rd-26th Streets.

Impact: Open trench work will be done to relocate utilities, resulting in sidewalk and lane closures.

Turnaround track installation

Track installation will be done at each end of the corridor for the streetcar turnarounds, at 3rd Street/Hopscotch Bridge and along 23rd-26th Streets.

Impact: Alternating lane closures will be made to maintain traffic flow. Track installation work will be done in conjunction with signalization installation whenever possible to minimize impacts. Final staging plans are not complete.

Traffic and streetcar signalization installation

New signalization will be installed for traffic and for streetcars. One new traffic signal will be erected at 23rd Street. Streetcar signalization will be on a separate pole and located at intersections where the streetcars change lanes: Oklahoma, 23rd-26th Streets, the Starburst and 3rd Street.

Impact: Alternating lane closures will be made to maintain traffic flow. Signalization work will be done in conjunction with track installation whenever possible to minimize impacts.

Streetcar pole and streetlight installation

Installation of new streetcar poles and streetlights on the existing foundations will begin. Some existing streetlight poles will need to be removed and replaced with a streetcar pole; in that case, the poles will feature both streetcar wire and a streetlight.

Impact: It will take two days to replace each pole. In order to preserve parking for any given block, crews will complete one side of the street at a time, rather than both sides at once. There will be sidewalk and parking lane closures during pole and streetlight installation.

Traction power substation installation

Begin installing the Traction Power Substation (TPSS) on the southwest corner of H and 12th Streets.

Impact: 12th Street between H and G Streets will be closed for one day during the delivery of the substation. The sidewalk around the installation site on 12th Street will be closed throughout installation.

Installation of contact wire on streetcar poles

Contact wire will be hung on the streetcar poles in order to power the streetcars.

Impact: There will be rolling lane closures throughout the day, one block at a time, while wire is attached to the streetcar poles. When the wire is ready to be strung across H Street and Benning Road, the streets will shut down for short periods.

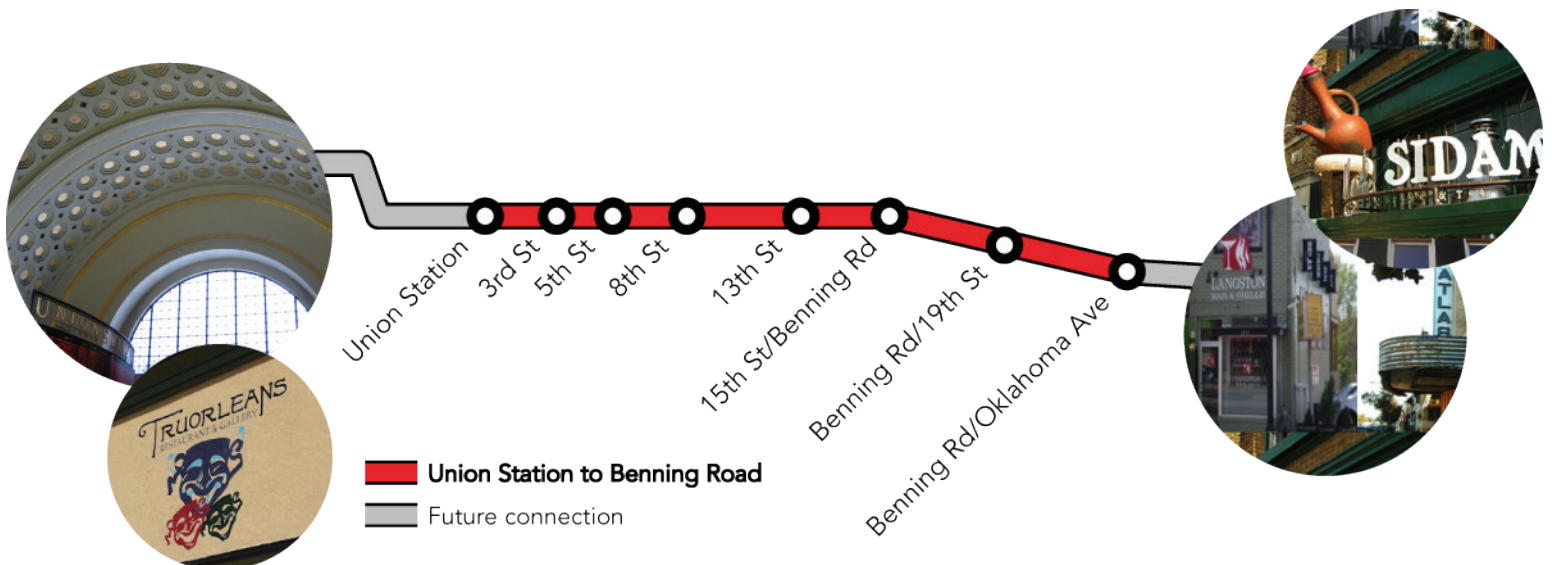
Final roadway reconstruction

Roadway reconstruction will need to be done in areas where new track was installed or sidewalks were disrupted. This will include sidewalk work, paving and striping.

Impact: Occasional sidewalk closures and lane closures.

Streetcars delivered to H/Benning and testing begins

Streetcars will be delivered to H Street and Benning Road in order for the testing process to begin. This testing process is an official safety procedure. It provides vehicle operators an opportunity to get familiar with traffic patterns along the route. Likewise, it helps drivers, pedestrians, cyclists and delivery trucks acclimate to sharing the road with streetcars. Testing also ensures that the route is safe and ready for service - all components working together. A robust public information and safety awareness campaign will be ongoing before, during and after the official testing process. The testing process will be deemed complete when desired outcomes are achieved.



Month by Month

Sidewalk and lane closures, in addition to occasional street closures, can be expected throughout H/Benning construction and will be publicized in advance.

December 2012

Survey existing conditions, including opening manholes and digging holes to locate and identify utilities.

January 2013

Continue surveying activities. Begin track bonding.

February 2013

Continue track bonding.

March 2013

Continue track bonding. Begin utility relocations. Begin track installation at each end of the corridor.

April 2013

Continue track installation and utility relocations.

May 2013

Continue track installation and utility relocations. Begin installing streetcar poles and streetlights. Begin installing signalization for traffic and streetcars.

June 2013

Continue track, pole and signalization installation. Continue utility relocations. Begin installing the Traction Power Substation (TPSS) on 12th Street.

July 2013

Continue track, pole and signalization installation. Complete utility relocations. Continue installation of the 12th Street TPSS.

August 2013

Continue track, pole and signalization installation. Begin installing contact wire on the streetcar poles.

September 2013

Continue track and contact wire installation.

October 2013

Perform final roadway reconstruction – sidewalks, paving and striping. Continue contact wire installation. Deliver the streetcars to H Street to begin their final testing process.