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please write us at [comments@oregonaveddot.com](mailto:comments@oregonaveddot.com)

# Welcome

## Oregon Avenue Public Meeting #3 Design Phase

**Wednesday, February 25, 2015**

**6:30 p.m. – 8:30 p.m.**

St. John's College High School, Auditorium  
2607 Military Road, NW, Washington, DC 20015

### AGENDA

- 6:30 Open House  
*Informal meet and greet, please feel free to visit  
stations and engage in discussion with the Design Team*
- 7:00 Introductory Background  
Q&A Session
- 7:30 Open House continues

# GLOSSARY

**Bioretention** – Plant-based stormwater collection facilities that remove pollutants from runoff using the natural functions of plants and soil. Some common techniques include bioretention cells (also known as rain gardens) and bioswales.

**Bridge** – an erected structure longer than 20 feet spanning over a depression or an obstacle, such as a body of water or transportation corridor, and having a passageway for carrying traffic.

**Coping** – a structure less than 18” holding in place a mass of earth.

**Collector Street** - A street that provides both land access service and traffic circulation within residential neighborhoods and commercial and industrial areas. The primary purpose is to collect traffic from local streets and properties and channel it into the arterial system.

**Culvert** – A structure other than a bridge that provides an opening under a roadway for drainage or other uses.

**Curb Abutted Sidewalk** – Sidewalk that is adjacent to curb.

**Design Speed** – The speed determined for design that takes into account the physical features of a street influencing vehicle operation; the maximum safe speed maintainable on a specified section of street when conditions permit design features to govern. Design speed is 5 to 10 mph higher than the posted speed limit to provide a factor of safety and allow for other conditions or uses of the street that may affect vehicle operation.

**Design Submissions** – A set of drawings submitted to the District for review.

**Preliminary Design Submission** – This is sometimes called the 30% Submission which typically includes addressing roadway geometry, roadway sections and profiles, location of sidewalks, bridge design alternatives, utility relocations, preservation of trees, new planting, storm water management, electrical and lighting, maintenance of traffic, identify ROW issues, site features such as retaining walls, and disturbance to residential features in the landscape.

**Intermediate Design Submission** – This is sometimes called the 65% submission which addresses issues from 30% revision, identifies any overlaps or conflicts and makes further adjustments if needed, and verifies construction plans, details, special provisions, and cost estimates.

**Final Design Submission** – This is sometimes called the 90% submission which incorporates comments received from previous design reviews and finalizes specifications, details, and quantities.

**Detached Sidewalk** – Sidewalk that is offset from the curb.

**Frontage** – The distance along the street ROW line of a single property or development within the property lines. Corner property at an intersection would have a separate frontage along each street.

**Geometric Design** – The roadway engineering part that is concerned with the positioning of the physical elements of the roadway according to standards and constraints. The basic objectives in geometric design are to optimize efficiency and safety while minimizing cost and environmental damage. Geometric design also affects an emerging fifth objective called “livability,” which is defined as designing roads to foster broader community goals other than transportation. Geometric roadway design can be broken into three main parts: alignment, profile, and cross-section. Combined, they provide a three-dimensional layout for a roadway:

**Alignment** is the route of the road, defined as a series of horizontal tangents and curves.

**Profile** is the vertical aspect of the road, including crest and sag curves, and the straight grade lines connecting them.

**Cross section** is made by a plane cutting the roadway transversely. It shows the roadway and sidewalks position along with the impacted slopes.

**Green Infrastructure** – a network of connected landscape, natural, and waterway areas that helps control stormwater runoff by replicating the natural collection of rainfall.

**Lane Width** – The width of a travel lane measured from the centerline of the lane striping to the centerline of the parallel lane stripe, to the face of the curb, or lip of gutter whichever is applicable.

**Low Impact Development** – a design approach that uses techniques that capture, store, and infiltrate stormwater runoff as close as possible to the source. Bioretention cells, bioswales, permeable pavements, tree plantings, preservation of trees, and conservation landscaping are forms of Low Impact Development (LID).

**No-Mow Conservation Planting** – native grass and perennial landscaping allowed to become established and provide a habitat for wildlife.

**Permeable Pavements and Porous Pavements** – Rigid walkway and roadway surfaces that allow water to pass through various layers eventually infiltrating into the soil.

**Public Space** – All publicly owned property between the property lines such any roadway, greenspace, sidewalk, or parking between such property lines.

**Reforestation** – Replanting trees in an effort to restore to a wooded condition.

**Retaining Wall** – a structure greater than 18” holding in place a mass of earth.

**ROW (Right-of-Way)** – Also “Public ROW (ROW).” A public street, way, alley, sidewalk, easement, park, square, plaza, tract, or District-owned lands. In addition, any other public property owned and controlled by the District, or dedicated to public use.

**Roadway** – The portion of the right-of-way intended for vehicular use.

**Setback** – The lateral distance measured perpendicular to the street and extending from the ROW line, or other specific feature, to the closest point of a structure.

**Sidewalks** – Paved or otherwise improved area for pedestrian use, located within the public Right -of- Ways.

**Special Provisions (Designated as S.P.)** – Special directions and requirements peculiar to a project not otherwise thoroughly set forth in Standard Contract Provisions and Standard Specifications.

**Specifications** – Construction specifications and standards adopted by the District.

**Standards** – “District Standards” inclusive of all secondary/supplemental codes and any subsequent amendments.

**Streetscape** – Pedestrian and landscape improvements in the ROW generally occurring between the curb and the ROW line. Streetscape generally includes sidewalks, street trees, lighting, fencing, furnishings, and landscaped areas.

**Structure** – Anything constructed or erected with a fixed location below, upon, or above grade, including without limitation: foundations, traffic signals, fences, retaining walls, buildings, inlets, vaults, poles, bridges, and major drainage facilities.