

# MEMO

To: U.P. Town Council, Mayor Len Carey  
From: Police, Traffic, and Public Safety Committee  
Date: 5 July 2019

Re: Streets/sidewalks infrastructure work

The committee has reviewed its previous recommendation to council concerning proposed repairs and construction of town streets, sidewalks, and park paths, along with some additional work that has been proposed in the intervening time. The review took into account updated cost estimates and other new information, as well as public discussion that has occurred since the committee made its recommendations in February 2019, particularly during deliberations over the town's FY2020 budget.

The committee structured its review around the detailed cost distribution prepared by the director of public works, dated June 7, 2019 (attached), which groups the work into three categories: proposed sidewalk and path repairs, proposed street repair, and proposed new sidewalk. It considered each category separately.

## Proposed Sidewalk and Path Repairs

The committee unanimously reaffirmed its earlier recommendations and approved work now proposed for eight additional sites that committee did not consider previously. One site the committee had recommended, a path through the pollinator meadow being restored on Adelphi Rd at Wells Run, was removed from the proposed scope of work in this category because that project is now expected to be funded by a grant.

With the addition of the new work sites, this part of the infrastructure project will bring all sidewalks and paths in town up to a state of good repair.

The committee also noted again its recommendation that all work in this category be funded from designated and undesignated reserves, not borrowing.

## Proposed Street Repair

The committee unanimously reaffirmed its earlier recommendations and approved the street repair work now proposed, with two limitations.

One, the committee exempted the proposed unpaving of 42nd Ave. along Henson Green from its review. That site will be the subject of a public hearing in July, and the committee preferred to defer consideration to that time.

Two, while the committee reaffirmed its recommendation that two mini-traffic circles be built on Clagett Rd., it rejected the cost estimate provided in the June 7 cost distribution from town staff. The budget for this work should be capped at \$30,000 (\$15,000 per mini-circle), in line with the committee's February recommendation.

The committee also approved the addition of minor repairs at the Mews to the scope of work in this category.

### Proposed New Sidewalk

By a 4-1 vote, the committee approved the new sidewalk construction proposed.

The scope of work in this category is changed slightly from the committee's February recommendations at two sites. At the 6800 block of Wells Pkwy, rather than new sidewalk on the even-numbered side of the street the town now proposes to build an ADA-compliant mulched path on the park side of the street, which will accomplish the same purpose at a fraction of the cost. And on 43rd Ave. behind the Word of God church, the committee now defers to town staff's view that adding a short section to extend the existing sidewalk all the way to the end of the block does accommodate existing pedestrian use in a cost-effective way.

The committee also noted that the work proposed in this category is intended to improve walkability and pedestrian connectivity, not traffic calming as such. That represents a distinct set of concerns in certain areas of town, which the committee recognizes but which need to be taken up separately.

### Attachments

1. Minutes, June 19, 2019, meeting of the Police, Traffic, and Public Safety Committee
2. FY20 Infrastructure Project, Detailed Cost Distribution (June 7, 2019)
3. Map of University Park showing locations of proposed new sidewalks and mini-traffic circles (distributed at 6.19.19 PT&PS committee meeting)

4. PT&PS committee memo to Council, February 10, 2019

5. "Proposed Street and Sidewalk Projects DRAFT 120318 MOD 02-18" [spreadsheet file that was attached to the February 10, 2019 memo]

## Town of University Park Council Committee on Police, Traffic and Public Safety

Wednesday, June 19, 2019

### Meeting notes

Committee Members present: David Brosch, Council Member, Ward 1; Joe Schultz, Council Member, Ward 2 and Committee Chair; Linda Verrill, Council Member, Ward 4; Martha Wells, Council Member, Ward 6; Roland Stephen, Council Member, Ward 7

Guests: Mickey Beall, Director of Public Works

The meeting was called to order at 7:30 p.m.

### Agenda

*1. Review the streets repaving, sidewalk construction, and sidewalk/path maintenance work recommended by the committee in its February 2019 report to the town council; reaffirm or revise the recommendations; and propose a prioritization scheme for council.*

Mr. Schultz opened the meeting by noting that its purpose was specifically for the committee to review its recommendations to council made in February concerning repairs and new construction of streets, sidewalks, and paths in town, and to receive public input as it conducted that review. The purpose was not to redo the committee's work from last fall/winter and redeliberate over each individual project. To that end, he proposed as a method of proceeding to consider the committee's February recommendations in three main categories of work—sidewalk/path maintenance and repair; streets repaving and reconstruction; and new sidewalks and other infrastructure—in turn, taking account of changes to cost estimates and proposed scope of work that had occurred in the intervening time. The committee would structure its review around a document provided by Mr. Beall (attached, and also made available at the meeting) containing a comprehensive summary of proposed projects and cost distributions as of June 7, 2019 (referred to below at the 6/7 Projects Summary).

Category 1, Sidewalk and path repairs

All work proposed in this category would be funded from designated and undesignated reserves, not new debt. The 6/7 Projects Summary shows additional proposed work at seven sites in town, which the committee had not considered prior to its February report to council. Expanding the scope of work in this manner will allow the town to take advantage of the opportunity to have concrete work done at a lower cost because crews are already working in town, and bring all sidewalks and paths in town up to a state of good repair.

A resident raised a question concerning tree roots as a cause of sidewalk problems. Mr. Beall explained the town's case-by-case approach, which distinguishes between low-value (e.g., pear) and high-value (e.g., elm) street trees and schedules maintenance accordingly.

A resident noted that sidewalk deterioration is frequently related to stormwater, which should be addressed as a cause, and cited Sheridan and Tuckerman as examples. A committee member noted that the proposed paving and new infrastructure work at this time is confined to areas already disturbed by WSSC, which constrains the ability to change or reduce stormwater flows in areas where that's a particular problem.

Mr. Beall noted that under the proposed scope of work, nearly the entire system of park paths will be repaved.

Ms. Wells moved to approve the proposed sidewalk and path repairs in the 6/7 Projects Summary. Mr. Stephen seconded. Motion carried 5–0.

## Category 2, Streets

The committee's February recommendations to council reflected a fundamental commitment to bring all streets in town up to the same standard, as well as a desire to take advantage of the opportunity presented by repaving work to add physical traffic calming features if that could be done cost effectively.

The 6/7 Projects Summary includes two sites not explicitly considered in the committee's February report: the Mews, and 42 Ave.

Mr. Beall explained the work proposed for the Mews, which amounts to a relatively minor repair of a small area of that street.

Mr. Brosch objected to the proposal to unpave 42nd Ave. as costly and unnecessary. A resident asked why the project had even been proposed. A committee member noted that it came as a recommendation by the town trees, parks, and environment committee, and presented environmental benefits. Discussion followed concerning the tree committee's recommendation, benefits (principally related to increasing permeable surface area), costs, consequences for

traffic patterns, engineering difficulties and consequences for pedestrian safety of changing the curb radius at Sheridan and Queens Chapel Rd. to better accommodate turning traffic. It was noted that this project will be one of the subjects of a public hearing on new sidewalks/street, presently scheduled for July 15, 2019.

Mr. Stephen moved to exempt the 42nd Ave. site from the committee's review here, because of the pending July hearing. Mr. Brosch seconded. Motion carried 5-0.

A resident raised a question concerning the two proposed mini-traffic circles, in particular the cost (\$100,000 total). Mr. Schultz noted that the committee's February recommendation had included a cost estimate of \$15,000 per circle, which was a maximum based on Federal Highway Administration guidelines, and that the estimate in the 6/7 Projects Summary, which has been circulating in town for some time, would indeed be an irrational expense. In fact, the FHWA guidelines suggest that the probably cost for building mini-circles in asphalt streets would be considerably lower. The discrepancy seems to be the result of a misunderstanding concerning what was recommended: a small (e.g., 6' diameter) island in the intersection intended to slow traffic by presenting an obstacle in the road that deflects vehicles sideways, forcing them to slow down.

A resident noted that he had been skeptical of the idea, but after visiting the site, testing it with his minivan, and reading some of the voluminous literature available, he was forced to conclude that it really was not absurd. He also noted, however, that other alterations to the street design at the proposed sites, such as reducing the curb radius, could perhaps achieve similar effects.

Ms. Wells moved to reduce the cost estimate in the 6/7 Projects Summary to \$30,000, and stipulate that it was intended to cover mini-traffic circles or comparable measures. Mr. Stephen seconded. Motion carried 5-0.

Mr. Brosch asked Mr. Beall to explain the estimated cost of \$694,000 for Queens Chapel Rd., and in particular what part of these costs were to cover sidewalks. Mr. Beall noted that because of a miscommunication an earlier estimate to council had included the cost of replacing all sidewalk on one side of QCR with ADA-compliant 5' sidewalk, but that that had since been corrected. The proposed work as it now stand envisions replacing only sidewalk in a state of disrepair, amounting to 10% to 15% of the total on both sides of the road. In addition, the cost estimate covers curb-and-gutter, driveway aprons, handicapped ramps, and repaving the roadway, including the cost of rectifying the problems for stormwater flow at some intersections created by the fact that the roadbeds of QCR and some intersecting streets are different heights.

Ms. Wells moved to approve the proposed streets work in the 6/7 Projects Summary, but exempting the 42nd Ave. site and reducing the cost ceiling for traffic circles to \$30,000. Mr. Stephen seconded. Motion carried 5-0.

### Category 3, New sidewalk

All the sites in this category will also be subjects of a public hearing presently scheduled for July 15, 2019.

Virtually all the work proposed is in three sites—the 4200 block of Underwood, Clagett-Pineway, and College Heights Drive between Wells Run and Woodberry—and intended to fill holes in the pedestrian connections between Adelphi Rd. and that area of town, UPES, and Baltimore Ave. and College Park/UMd.

A resident noted that the proposed sidewalk route on Underwood toward UPES would entail a pedestrian crossing at Beechwood, which is a busy intersection in the morning and afternoon and maybe too dangerous for children.

A resident said that he doubted the work proposed for Underwood could be accomplished from an engineering point of view, and that the number of mature street trees that would have to be removed was concerning. He did not agree that the project was justified.

Mr. Brosch said that the sidewalk proposed for the block of Clagett-Pineway between Woodberry and Clagett was unnecessary, based on current pedestrian traffic, and should be removed from the proposal.

A resident noted that the new sidewalk on Clagett-Pineway, as proposed, would not slow traffic, which he viewed as the real problem. Mr. Stephen commented that the town can and should do more on traffic calming and take a wider view of that issue, and that that part of the town streets network was of particular concern. He suggested that any further recommendation from the committee concerning new sidewalk along Clagett-Pineway explicitly note that that was not intended to directly contribute to traffic calming, in contrast to the new sidewalk proposed for College Heights Drive. Ms. Verrill concurred.

Mr. Brosch distributed a photo of a street near Brookland/CUA showing a bike lane separated from traffic lanes by collapsible plastic bollards and parking curbs, and bordered on the other side by a pedestrian sidewalk separated from the road by a curb and planting strip. He suggested that something like that bike lane would be a less expensive and preferable way to provide a pedestrian walkway on College Heights Drive and narrow the roadway there.

Ms. Verrill moved to approve the proposed new sidewalk work in the 6/7 Projects Summary, noting that the sidewalk on Clagett-Pineway is intended to promote pedestrian connectivity and not to calm traffic. Ms. Wells seconded. Motion carried 4-1 (Brosch opposed).

The committee agreed to defer prioritization of sites and projects, against the event that circumstances arising during actual construction force additional decisions to forego some of the work envisioned in the current plan, to the council as a whole.

The meeting was adjourned at 10:05 p.m.

Submitted by Joe Schultz, Chair

FY20 Infrastructure Project-Proposed Sidewalk and Path Repairs

Original Infrastructure Streets

Tuckerman
Wells-6600 & 6700 blocks (odd)
Wells-6800 block
Holly Hill
Woodberry
Van Buren

Combined Cost (excl H/C)

\$24,944
\$22,138
\$10,228
\$1,594
\$12,538
\$12,253
<b>\$83,695</b>

includes \$2000 for 3 PVC drains

Paths

44th/43rd
QCR/Tennyson
Tennyson/Falkenberg Bridge
Tennyson/41st
41st/40th
40th/Adelphi
Wells/Bridge (behind school)

\$21,328
\$9,549
\$4,958
\$26,169
\$15,277
\$6,280
\$2,204
<b>\$85,765</b>

Additional Infrastructure Streets

40th Ave
Forest Hill
Beechwood-3900 block
Beechwood-4100 block
Pineway
Sheridan
Tennyson
Wells-6600 & 6700 blocks (even)

\$10,400
\$1,200
\$1,680
\$1,900
\$1,520
\$14,992
\$2,240
\$2,720
<b>\$36,652</b>

Subtotal	<b>\$206,112</b>
Contingency @ 10%	<b>\$20,611</b>
Total	<b>\$226,723</b>

Some streets include sidewalk (S/W) work that is more correctly identified as driveway (D/W) because it is between the driveway apron and driveway and is priced differently. This should be included with the S/W repair work

Handicapped ramps (H/C) were excluded because their replacement includes curb and gutter (C/G) replacement so their costs have been associated to the road repaving in keeping with the intent to repair sidewalks with reserve funds.

Funding

Desingated Reserves	\$107,500
Undesignated Reserves	\$83,106
	<b>\$190,606</b>

## FY20 Infrastructure Project-Proposed New Sidewalk

### Streets

Underwood St (4200 block-even)
Wells (6810-6812)
Clagett-Pineway (4300 block)
College Hgts. Dr (Wells-Woodberry)
43rd Ave (WOG Church)

### Costs

	\$33,500	
	\$2,500	
	\$45,000	
	\$124,000	includes \$15,000 related to storm inlets
	\$2,500	
	\$207,500	
	\$20,750	contingency @ 10%
	<b>\$228,250</b>	<b>subtotal</b>

### Misc. Related Costs

Tree Removals (Underwood & Clagett-Pineway)
Surveys

	\$15,000	
	\$17,500	
	\$32,500	
	\$3,250	contingency @ 10%
	<b>\$35,750</b>	<b>subtotal</b>
	<b>\$264,000</b>	<b>Total</b>

## FY20 Infrastructure Project-Proposed Street Repair

### Streets-repaving, C/G, and H/C

Holly Hill
Clagett-Pineway
Beechwood
Underwood
College Hgts
Woodberry
Clagett
Wells (6800 block)
Wells (6900 block)
Van Buren
The Mews
42nd

### Costs

\$24,000
\$19,000
\$14,500
\$24,500
\$56,000
\$161,000
\$48,000
\$2,300
\$37,000
\$191,000
\$2,000
\$43,500

includes \$2000 related to raising curb at 4200

\$622,800

\$62,280

**\$685,080**

### Misc Related Items

Pineway-2 speed humps
Clagett-Raised crosswalk
Longitudinal Sawcutting
Sawcutting
Restoration for asphalt removal
Clagett-mini traffic circles
Utilities
Traffic control
Traffic markings
Surveys

\$7,000
\$6,000
\$3,200
\$4,000
\$12,500
\$100,000
\$15,000
\$10,000
\$15,000
\$7,500

\$180,200

\$18,020

**\$198,220**

### QCR

QCR
QCR borings
QCR Bridge Repairs
QCR raised crosswalk
QCR-elevation of sidewalk between Pineway and Clagett
QCR-road rebuild at 6513

\$694,000
\$10,000
\$50,000
\$17,000
\$10,000
\$10,000

\$791,000

\$118,650

**\$909,650**

**\$1,792,950** Streets

\$264,000 New Sidewalk

\$226,723 Sidewalk Repairs

**\$2,283,673** Subtotal

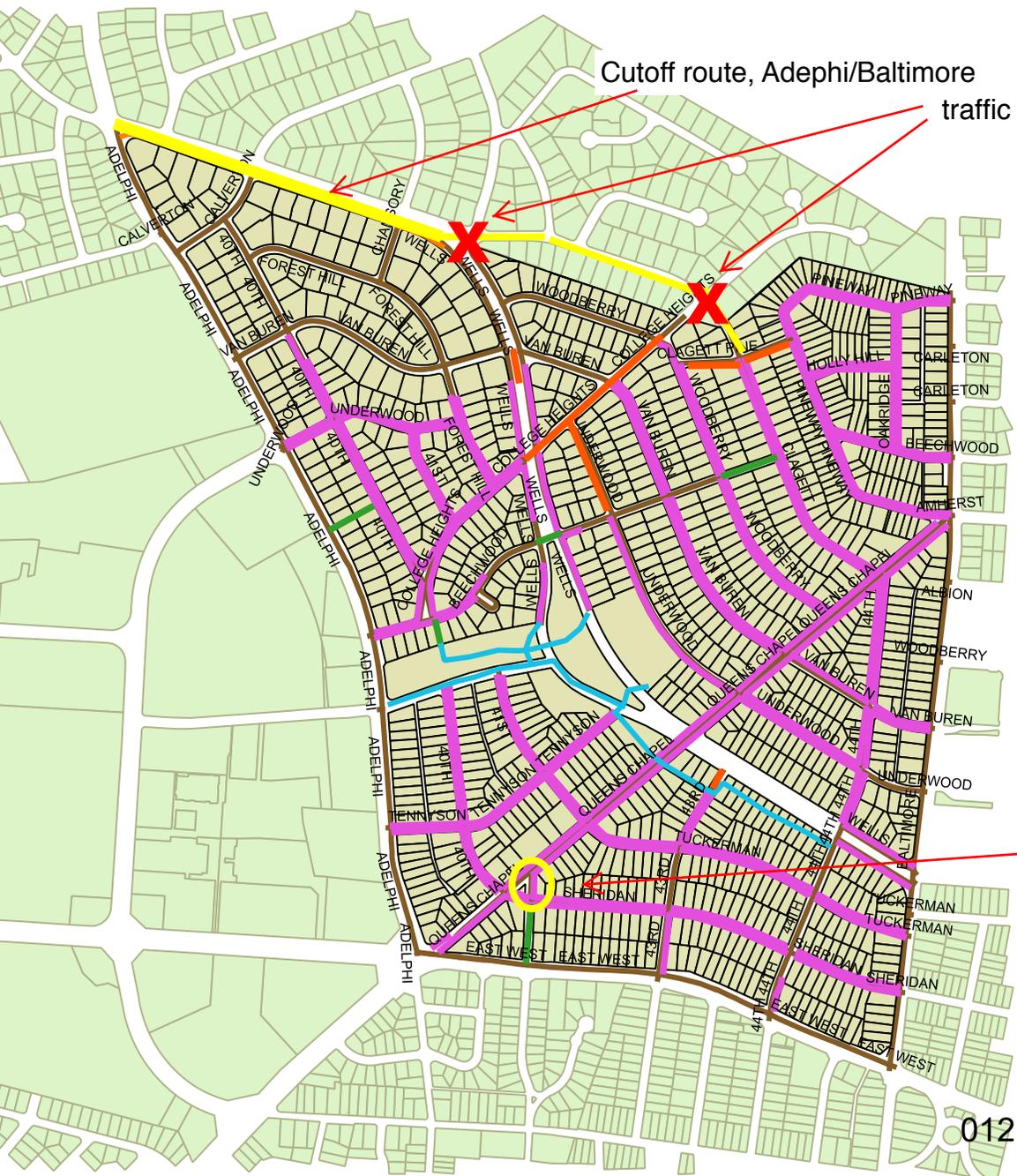
\$228,367 Engineering

\$2,512,041

# Attachment 3

## Legend

- Sidewalks
  - sidewalk
  - walkway
  - pathway
  - proposed sidewalk
- univ park prop poly
- univ park street centerlines
- univ park addresses 2018
- univ park muni boundary
- Property\_Py



To: U.P. Town Council  
From: Police, Traffic, and Public Safety Committee  
CC: Mayor Len Carey, Director of Public Works Mickey Beall  
Date: 10 February 2019

Re: Paving projects review

The committee has completed a review of potential repairs, modifications, and new construction of streets, sidewalks, and paths in town.

The timing of the review is tied to the water-main replacement work underway in town. When that work is completed, some miles of streets will have to be repaved. That presents an opportunity to improve details of the design of those streets, where that makes better sense than simply restoring them to their previous condition. It also creates an opportunity to undertake additional work on streets and sidewalks in town in a cost-effective manner, since construction crews will already be here.

The review had two primary aims. The paving work will be extensive enough that the town will have to issue a bond to finance it. The first purpose of the review was to provide useful context for council's eventual decision on authorizing a bond. The second was to consider what, if anything, should be done as part of this upcoming construction to enhance walkability, improve bike and pedestrian connectivity within the town and at the periphery, and add traffic-calming features.

The director of public works compiled a comprehensive list of all potential work sites in town, which included initial rough cost estimates. That was the departure point for the review. The committee's discussions were spread over six public meetings, including a half-day walking inspection of the potential work sites, led by Mr. Beall.

The committee's conclusions and recommendations are summarized below. For additional detail, see the attached spreadsheet (filename: *Proposed Street and Sidewalk Projects DRAFT 120318 MOD 02-18*), which includes the original comprehensive list of potential work sites provided by town staff (as updated in December 2018) and site-specific notes re the committee's recommendations.

### Major sidewalk repair and park path repair projects

In the committee's view these represent deferred maintenance of infrastructure, all of which remains useful and necessary to the town. The estimated cost of all work is about \$106,000. The town's fund balance at present, approximately \$1.9 million, comfortably exceeds the minimum recommendations of the Government Finance Officers Association. The town could, and arguably should, have funded that maintenance work rather than building additional reserves. Under the circumstances, the committee recommends that all of the potential work in this category be completed, and that it be funded from reserves, not by bond.

## Street projects

The WSSC is required to either restore the streets to their previous condition or pay the town what it would spend to do so. The amount is determined according to a statutory formula. The director of public works estimates that the payment in this case will be about \$450,000. The town prefers to accept the payment, rather than have WSSC do the work, because that affords the town the opportunity to contract additional work, and gives the town more control.

One guiding principle for the committee's review was that repaved streets should be finished to a standard comparable to other streets in the town. In the case of Queens Chapel Road, the existing condition is well below that standard. This is due in large part to the fact that the town elected not to repair the parts of QCR that were torn up during the last round of water-main replacement, several years ago, and instead used the WSSC payment for other purposes. In a sense, then, this is another case of deferred maintenance.

Whatever the case, the whole length of Queens Chapel Road must now be repaved, not just the parts that have been torn up in the current project. In addition, curbs and gutters along much of the roadway need to be replaced. In numerous places the roadbed of QCR is higher than intersecting streets, creating persistent problems with stormwater pooling in those intersections that can only be remedied by lowering the QCR roadbed. Additional improvements along QCR could also be most cost-effectively made while such major reconstruction is going on. In particular, the parking area in front of the church should be paved and cleaned up, additional nose-in parking can be added in that area to accommodate overflow from the UPES lot, and some exceptionally narrow (4') sidewalks widened.

Queens Chapel Road is far and away the largest single expense in this overall streets/walkways project. The cost estimates for the several sites under review are necessarily rough at this stage. But even allowing for their preliminary nature, the estimate for the work on QCR doesn't seem firm enough to adequately inform council's decision on a bond. In the course of the committee's review, the estimate for QCR rose from \$500,000 to \$850,000. A more reliable estimate should be acquired before any decision on a bond amount is made.

The initial comprehensive list of projects included only one change to street geometry, a reconfiguration of the intersection at Woodberry and College Heights Drive. That change should make the intersection significantly safer for pedestrians by improving sight lines.

But additional changes on two long, wide straightaways, Wells/Clagett and College Heights Drive, could respond to residents' concerns about traffic flow and speed. Therefore the committee recommends (1) adding landscaped mini traffic circles at the intersection of Wells/Clagett/Eversfield and the intersection of Clagett and College Heights Drive, and (2) taking part of the roadway on the south side of College Heights Drive for the proposed sidewalk and planting strip from Wells Pkwy to Woodberry, rather than confining that work to the town right of way alongside the existing street. The mini traffic circles interrupt drivers' view of the

straightaway, which sends a signal to slow down, and deflect a vehicle horizontally, an effective way to physically reinforce a speed limit. Narrowing a roadway similarly tends to slow traffic.

New sidewalk and path projects

All the potential projects in this category are discretionary, i.e., not repairs or normal maintenance. The committee visited every site. In evaluating each possible project the committee weighed benefits of enhanced walkability, improved pedestrian connectivity, and increased pedestrian safety against costs both financial (construction costs) and otherwise (loss of mature trees, for example).

The table below summarizes the projects the committee supports. The spreadsheet accompanying this report (*Proposed Street and Sidewalk Projects DRAFT 120318 MOD 02-18*) contains additional detail.

Street	Location	Est. cost	Committee comments
Wells Pkwy	6800 block	\$25,000	connection to Van Buren bridge means significant enhancement of pedestrian connectivity in that part of the town, persuasive grounds for this.
Adelphi Rd	Adelphi Field	\$10,000	ADA-compliant mulched path, north side of creek, through pollinator meadow. Better alternative to replacing stairs to path on south side of creek with a ramp; has about the same effect for connectivity at a fraction of the cost. Path over hardscape; consistent with the aims of the meadow project, evades possible permitting issues. Can be funded from reserves.
Underwood	4200 block	\$46,000	A sidewalk on Underwood is essential to any safe routes to school effort in UP. This should be a high priority. Even-numbered (east) side, despite the loss of numerous mature trees. In this case, thinking long term, that's a tradeoff that should be made.
Clagett Pineway	4300 block	\$50,000	Important pedestrian corridor now, significant vehicle traffic. This is a high priority. Right of way is mostly clear, construction should be uncomplicated.
CHD/Woodberry	4200-4300 blocks	\$76,000	Roadway is 30' wide or more, town right of way on south side of the street is reasonably clear, sidewalk and planting strip using both would significantly change street geometry in favor of pedestrian safety, traffic calming.
CHD	Bridge over Wells Run	?	To connect existing sidewalk to the west w/ new sidewalk to the east of the creek

University Park Sidewalk Projects								
Proposed NEW Sidewalk and Path Projects								
Priority	Street	Location	Description	DPW Comments	LF	Cost	Construction Issues	Committee comments
	Wells Pkwy	6800 block (even)	install new sidewalk	connect to VB bridge--55' from exist., add'l 70' from Van Buren bridge to corner	185	\$25,000	fence, R&R 60' of sidewalk, 3 tree removals (\$3k), steps at 6812 Wells	
	Wells Pkwy	6600-6700 blks (even)	install new sidewalk	connect across both sides of intersection to the Beechwood bridge	250	\$14,000	3 large trees would have to be removed on the 6600 block side, 2 ramps, replace 50'+	very little vehicle traffic on this dead-end street, and the town park is across the street — more economical to construct a path in the park, if that's truly necessary.
	43rd Ave	6500 block (even)	install new sidewalk	connect dead end sidewalk to sidewalk along church property	125	\$3,500		Insufficient foot traffic to justify this.
	Adelphi Rd	Adelphi Steps/Ramp	install ramp to Adelphi Rd from park	supplement steps	100	\$50,000+	need easement or acquisition to have enough space for a switchback, WSSC sewer main	There is access to Adelphi nearby at Tennyson and Beechwood, and a new path on the opposite side of the creek can add to that much more economically.
	Adelphi Rd	Adelphi Field	install new path	connect Beechwood path to Adelphi Rd across the field	475	\$10,000	likely a cheaper alternative to building a ramp	Should be built as an ADA-compliant mulched path, funded at a level consistent with the estimate provided by the Anacostia Watershed Society in its concept plan for the meadow (~\$10,000). Furthermore, should be funded out of reserves, not bonded.
	Underwood	4200 block (odd)	install new sidewalk	appears to be enough ROW on odd side	560	\$46,000	slopes away at one driveway, 2 retaining walls some tree conflicts, on even side would have to remove 11 mature trees, manage 8 sets of front steps and hill	Adding sidewalk on Underwood is key to improving walkability around UPES. This should be a high priority. But later info from DPW is that walk would have to be built on the EVEN side (east), despite the loss of numerous mature trees. In this case, thinking long term, that's a tradeoff that should be made.
	Wells Pkwy	6900-7100 blocks (o/e)	install new sidewalk	Adelphi Rd to Wells Pkwy at Clagett- may not be enough ROW on odd side	1960	\$120,000	homeowner objections, multiple tree conflicts, ROW limitations on north side, one set of front gates, on street striping narrows road to 20' or less	Existing pedestrian traffic doesn't argue for assuming such a large expense now, and the wide right-of-way on the south/west side of the creek is a complicating factor that probably can't be dealt with effectively at this moment.
	Clagett Pineway	4300 block (o/e)	install new sidewalk	install 2 blocks to connect Pineway and Woodberry--recommend even side	585	\$50,000	multiple issues on either side of street, narrowing road does not appear to be a good option	Important pedestrian corridor, significant vehicle traffic = very high priority. If necessary for cost savings, the block between Woodberry and Claggett could be dropped from this item
	CHD/Woodberry	4200-4300 blocks (odd)	install new sidewalk	connect Woodberry to Wells- recommend odd side and extend to Clagett	1150	\$76,000	multiple issues on either side of street, could be done in road to narrow road 2'-8'	South side of the streets seems quite feasible. Use the opportunity to narrow the roadway; this is a long straightaway and wide, narrowing the roadway should also slow traffic.
	CHD	Bridge over Wells Run	install new sidewalk		?	?		to connect existing sidewalk to the west w/ new sidewalk to the east of the creek

	Clagett	4200 block (o/e)	install new sidewalk	connect to new sidewalk on Clagett-Pineway-recommend odd side	365	\$33,000	substantial conflict on either side--stone walls, brick columns, trees, aprons--odd side more feasible	Mini traffic circle at CHD and Clagett should slow traffic. New sidewalks on Clagett-Pineway should direct pedestrian traffic in that direction. Those factors, plus light existing pedestrian traffic and multiple construction issues argue against this.
	QCR	6300 block (odd)	install new sidewalk	connect between dead ends	275	\$12,000	7 tree conflicts, remove at least 4 (\$4k)	Little vehicle traffic. Existing sidewalk on one side of the street, which pedestrians decline to use now.
	Van Buren	4000 block	install new sidewalk	install sidewalk from Adelphi Rd to Wells Pkwy	1550	\$90,000		
						<b>\$207,000</b>		<b>doesn't include cost for building sidewalk on CHD bridge over Wells Run</b>
				<b>Committee supports</b>				
				<b>Committee recommends against</b>				
				<b>Added by the committee</b>				
<b>University Park Street Projects</b>								
Priority	Street	Location	Description	DPW Comments	LF	Cost	Construction Issues	Committee comments
	QCR	full length	complete upgrade of street	install 175' of new sidewalk on 6300 block, replace asphalt curb w/ concrete curb and gutter	3275	\$850,000	replace 26 asphalt aprons and several concrete aprons, improve water conveyance, reduce impervious surface at some intersections	
	QCR	bridge	repair issues noted in bridge inspection report		NA	\$50,000		
	Woodberry/CHD	intersection	reconfigure intersection	extend sidewalk on odd side	NA	\$50,000		Significant improvement to this intersection for pedestrian traffic by improving sight lines. High priority.
	Wells/Clagett/ Eversfield	mini traffic circle	landscape		na	\$15,000		Small landscaped traffic circle. Aim of adding this and another at Clagett and CHD is to break up a long, wide, mostly straight road, and discourage speeding.
	Clagett/CHD	mini traffic circle	landscape		na	\$15,000		
	Clagett-Pineway	4300 block	repave	coincide with new sidewalk	310	\$550,000		
	Woodberry	4100-4300 blocks	repave	coincide with new sidewalk	2785			
	Van Buren	4100-4300 blocks	repave		2635			
	CHD	4200 block	repave	coincide with new sidewalk	450			
	Wells Pkwy	6900 block	repave		730			
	Underwood	4200 block	repave	coincide with new sidewalk	1200			
	Beechwood	4100 block	repave		275			
	Clagett	4000 block	repave		835			
	Holly Hill	4400 block	repave		445			
						<b>\$1,530,000</b>		

Added by the committee								
<b>Major Sidewalk Repair Projects</b>								
Priority	Street	Location	Description	Comments	LF	Cost	Construction Issues	Committee comments
	Wells Pkwy	6700 block(odd)	R&R sidewalk	low areas and trip hazards--water pools on sidewalk	460	\$15,000	minor elevation adjustments for front walks	
	Wells Pkwy	6600 block (odd)	R&R sidewalk	low areas and trip hazards--water pools on sidewalk	425	\$14,000	minor elevation adjustments for front walks	
	Tuckerman St	4200-4400 blocks	replace 100's of linear feet of sidewalk	various locations from a few sections to entire blocks	1200	\$37,000	avoidance of tree roots	
						<b>\$66,000</b>		Fund from reserves, not bond
<b>Park Path Repair Projects</b>								
Priority	Street	Location	Description	Comments	LF	Cost	Construction Issues	Committee comments
	43rd-44th	Tot Lot	R&R path	R&R entire path	700	\$8,000		
	Tennyson-41st	Tennyson-41st	R&R path	R&R entire length of asphalt path	700	\$8,000		
	M Lucas Trail	Falkenberg Bridge	eliminate step up onto bridge	sawcut about 25' from bridge to make ADA compliant rise to bridge elevation	25	\$2,000		
	40th-41st	40th-41st	R&R path	R&R 60' of concrete curb and gutter, ramp, and minimum 175' of concrete sidewalk	250	\$6,000	PG Co storm water BMP proposed for location was abandoned due to too many complications	
	Adelphi-40th	Adelphi-40th	R&R path	concrete ramp, and minimum 220' of concrete sidewalk	325	\$6,000	PG Co storm water BMP proposed for location was abandoned due to too many complications	
	Beechwood-9/11	Beechwood-9/11	R&R path	100' concrete and 700' asphalt	800	\$9,000		
	Tennyson-QCR	Tennyson-QCR	R&R path	only 2 small sections may need replacement	60	\$1,000		
						<b>\$40,000</b>		Fund from reserves, not bond
				<b>Subtotal</b>		<b>\$1,843,000</b>		
				Contingency (15%)		\$276,450		
				Engineering (10%)		\$211,945		
				<b>Total</b>		<b>\$2,331,395</b>		
				Anticipated WSSC reimbursement approximately		-\$450,000		
				<b>Net Bond Amount</b>		<b>\$1,775,395</b>		