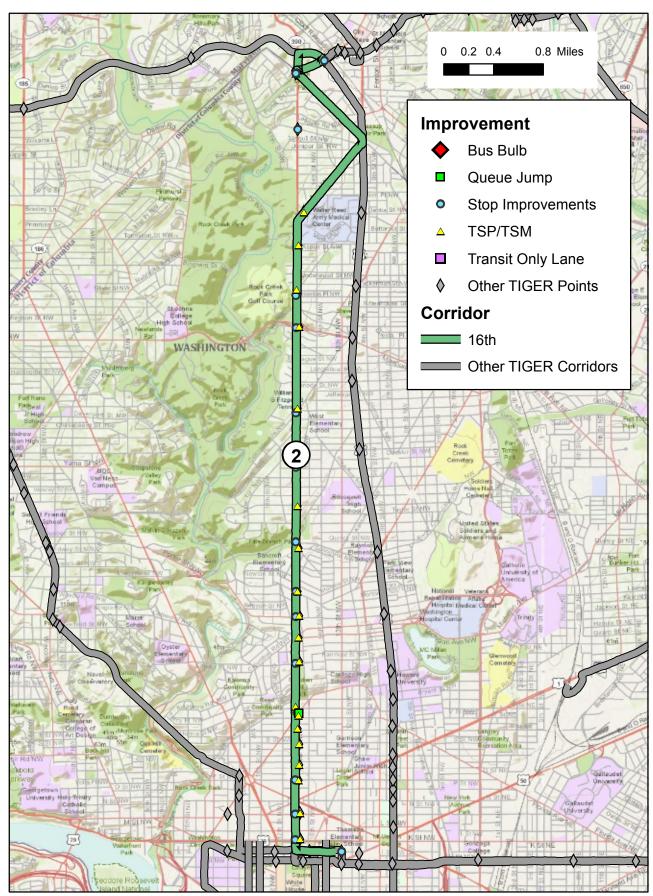
Metrobus TIGER Projects Corridor 2: S-Line - 16th Street NW



Projects funded through Transportation Investments Generating Economic Recovery (TIGER) federal grant program.

Worder of product with term to the control to the	1.0 16th Street Real-time Bus Information		\$316,000	Jun-10 Jul-10 Aug-10 Sep-10 Oct-) Nov-10 Dec-10 Jan-11 Feb-11 Mar-11 Apr-11 May-11 Jun-11 Jul-11 Aug-11 Sep-11 Oct-11 Nov-11 Dec-11 Jan-12
Control Cont	This project will provide real-time transit service information to users at 30				
Company	service disruptions or delays, public safety announcements, public service				
### Company of the Co	contract that provides for the installation of shelters, including an electrical				
Service of the control of the contro					
March Marc	1.1 Silver Spring Metro Station (1) Next Bus Information Display (Express bus bay)	DDOT	\$10,000		
Mary	1.2 Eastern Avenue (2)				
Marchan Parchase	1.3 Kalmia Road (2)				
Control Cont	1.4 Sheridan Street (SB) and Somerset Plance (NB) (2)				
Secure Secure Content	1.5 Missouri Avenue (2)				
Mary	1.6 Colorado Avenue (2)				
Service March Marc	1.7 Buchanan Street (2)				
March Marc	8 Spring Road (NB) (1)				
March Marc	1.9 Park Road (2)				
Column C	10 Irving Street/Columbia Road (2)				
# TRANSPORT PROPERTY PROPERT	11 Euclid Street (2)				
### Comment of the Park Service Servi	2 U Street (2)				
State Stat	B P Street (2)				
### Continue of the Continue o	M Street (2)				
A Second Control Con	5 K Street (2)				
A control of the co	6 McPherson Square (I Street between 13th and 14th) (2)				
1.15	7 All stop locations				
The first live for the first liv	1.17b New Schedules	WMATA	\$8,000		
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Set to secure and a recommendation to be set to the secure of the secure	· · · · · ·		\$414,000		
Second Content of the Second Content of th	DDOT to successfully manage the data feeding the real-time bus information				
Interfaction from some mate and selection flooring, based and control solution of the control flooring and selection flooring and selec	jurisdictions along the corridor and is necessary in order to provide users with				
Second					
The contrology of climate injurements and a control of climate injurement injurements and a control of climate injurements and a control of climate injurements and a control of climate injuremen	will provide the bare minimum of usefulness to users, but this project element				
Procur cultimare spaintening spaintening spaintening between 2007 and 1500 and 150	technology.				
March Section March Ma	Procure software and hardware, begin testing	DDOT	\$182,000		
be meanment facility and perfect control of the con					
with ROOT sign system infortanceurs. Order with a value to surprise to special for surprise to support and contractive Selection of WMAN A selection and WMAN A selection show that is a selection s	0 16th Street Transit Signal Priority	DDOT			
But However and Caracitant Melecian Accomplement Pering and Agreement Agree	.0 16th Street Transit Signal Priority This project is a partnership between DDOT and WMATA designed to enhance bus movement along the corridor. DDOT will invest in signal and signal systems	DDOT			
1-12 Acceptance Testing and Approvals	Joith Street Transit Signal Priority This project is a partnership between DDOT and WMATA designed to enhance bus movement along the corridor. DDOT will invest in signal and signal systems upgrades and WMATA will invest in bus-based equipment designed to interact with DDOT signal system infrastructure. DDOT will be able to upgrade up to 6	DDOT			
1.31 Design Speed Federistation Consultant Support Suppo	16th Street Transit Signal Priority This project is a partnership between DDOT and WMATA designed to enhance bus movement along the corridor. DDOT will invest in signal and signal systems upgrades and WMATA will invest in bus-based equipment designed to interact with DDOT signal system infrastructure. DDOT will be able to upgrade up to 6 intersections and WMATA will be able to install TSP equipment on up to 14	DDOT			
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1-22 Sake-holder Workshop W	16th Street Transit Signal Priority This project is a partnership between DDOT and WMATA designed to enhance bus movement along the corridor. DDOT will invest in signal and signal systems upgrades and WMATA will invest in bus-based equipment designed to interact with DDOT signal system infrastructure. DDOT will be able to upgrade up to 6 intersections and WMATA will be able to install TSP equipment on up to 14 buses. RFP Development and Consultant Selection 3.1a Acceptance Testing and Approvals 3.1b Design Specifications 3.1c Performance Specifications	DDOT/WMATA Consultant Consultant	\$400,000 \$5,000 \$1,000 \$1,000		
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3.36 Existing Signal Timing Review 3.36 To Throiting Development 3.37 To Circutor Setting Development 3.38 To Throiting Development 3.39 To Circutor Setting Development 3.40 Construction Details 3.50 Construction Details 3.50 Construction Management 3.50 Vendor System Design 3.51 To Construction Management 3.52 Signal System Engineent Upgrades 4 Vendor 3.54 To Construction Management 3.55 Construction Management 3.56 Construction Management 3.57 Construction Management 3.58 Construction Management 3.59 Construction Management 3.50 Construction Management 3.51 Construction Management 3.52 Signal System Recipiant Designal 3.53 Construction Management 3.54 Construction Management 3.55 Construction Management 3.56 Construction Management 3.57 Construction Management 3.58 Construction Management 3.59 Construction Management 3.50 Constru	Titis project is a partnership between DDOT and WMATA designed to enhance bus movement along the corridor. DDOT will invest in signal and signal systems upgrades and WMATA will invest in bus-based equipment designed to interact with DDOT signal system infrastructure. DDOT will be able to upgrade up to 6 intersections and WMATA will be able to install TSP equipment on up to 14 buses. RFP Development and Consultant Selection 3.1a Acceptance Testing and Approvals 3.1b Design Specifications 4.1c Performance Specifications 4.2a Agency Coordination 3.2a Agency Coordination 3.2b Stakeholder Workshop 1.2c Intergovernmental Agreements/Memorandums of Understanding 5.2g Signal System Design 5.2g Signal System Design 5.2g Signal System Design 5.2d Intergovernmental Agreements/Memorandums of Understanding	DDOT/WMATA Consultant Consultant Consultant Consultant WMATA WMATA/DDOT DDOT	\$5,000 \$1,000 \$1,000 \$2,000 \$4,000 \$4,000 \$4,000 \$1,500		
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Installation 3.5 Construction Management 3.5 Vendor System Design 4. Vendor 3.5 Vendor System Design 5. Transit Vehicle Equipment Upgrades 4. Vendor 3.5 Transit Vehicle Equipment Upgrades 5. Vendor 5. System Intergration Testing 6. Consultant 5. Complete System Intergration Testing 7. System Intergration Testing 7. System Intergration Testing 8. System Microplance Festing 9. System Intergration Testing 9. System Design Intergrate Testing 9. System Design Intergrate Testing 9. System Designment 9. System Design	Tish Street Transit Signal Priority This project is a partnership between DDOT and WMATA designed to enhance bus movement along the corridor. DDOT will invest in signal and signal systems upgrades and WMATA will invest in bus-based equipment designed to interact with DDOT signal system infrastructure. DDOT will be able to upgrade up to 6 intersections and WMATA will be able to install TSP equipment on up to 14 buses. RFP Development and Consultant Selection 3.1a Acceptance Testing and Approvals Design Specifications 4 performance Specifications Agency Coordination 3.2a Agency Coordination 3.2b Stakeholder Workshop 3.2c Intergovernmental Agreements/Memorandums of Understanding Signal System Design 3.3a Field Review for System Requirements 3.3b Field Review for System Requirements 3.3c Scope Refinement 3.3d Existing Signal Timing Review 3.3e TSP Timing Development 1.3.7e Detection Serting Development 1.3.8g Procurement from Vendor(s) Procurement from Vendor(s) 4.4a 4.5b August Design Drawings 4.5c Procurement from Vendor(s) 4.5c Procureme	DDOT/WMATA Consultant Consultant Consultant Consultant WMATA/DDOT DOT Consultant Consultant Consultant Consultant Consultant Consultant	\$5,000 \$1,000 \$1,000 \$2,000 \$4,000 \$4,000 \$4,000 \$5,000 \$1,500 \$5,000 \$7,500 \$5,000 \$12,000 \$12,000 \$12,000		
3.5b Vendor System Design 3.5c Signal System Equipment Upgrades 3.5d Transit Vehicle Equipment Upgrades 3.5d Transit Vehicle Equipment Upgrades 3.5d Transit Vehicle Equipment Upgrades 3.5d System Intergration Testing 3.5f System Intergration Testing 3.5h Complete System Installation 4 vendor 5 Spoon 5 Performance Evaluation 5 Develop Performance Neutrics 5 Develop Perfo	Tish project is a partnership between DDOT and WMATA designed to enhance bus movement along the corridor. DDOT will invest in signal and signal systems upgrades and WMATA will invest in bus-based equipment designed to interact with DDOT signal system infrastructure. DDOT will be able to upgrade up to 6 intersections and WMATA will be able to install TSP equipment on up to 14 buses. RFP Development and Consultant Selection 3.1a Acceptance Testing and Approvals 3.1b Design Specifications 4.2e Performance Specifications 4.2e Agency Coordination 3.2a Agency Coordination 3.2b Stakeholder Workshop 3.2c Intergovernmental Agreements/Memorandums of Understanding Signal System Design Specifications Prelininary Scoping of Intersections 3.3b Field Review for System Requirements 3.3c Scope Refinement 3.3d Esting Signal Timing Review 3.3f TSP Timing Development 3.7f TSP Detection Setting Development 1.7f Timing Development 1.7f Timing Development 1.7f Decurement from Vendor(s) 3.4a Construction Device Design Drawings Procurement from Vendor(s) 3.4a Design Specifications 4.4c Equipment Delivery	DDOT/WMATA Consultant Consultant Consultant Consultant WMATA DDOT DDOT Consultant	\$5,000 \$1,000 \$1,000 \$2,000 \$4,000 \$4,000 \$1,500 \$5,000 \$1,500 \$5,000 \$5,000 \$1,500 \$2,500 \$7,500 \$5,000 \$1,500 \$3,500 \$3,500		
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3.5f System Integration Testing Consultant 510,000 System Integration System Integra	Tish Street Transit Signal Priority This project is a partnership between DDOT and WMATA designed to enhance bus movement along the corridor. DDOT will invest in signal and signal systems upgrades and wMATA will invest in bus-based equipment designed to interact with DDOT signal system infrastructure. DDOT will be able to upgrade up to 6 intersections and WMATA will be able to install TSP equipment on up to 14 buses. REP Development and Consultant Selection 3.1a Design Specifications Performance Specifications Agency Coordination 3.1c Agency Coordination 3.2a Agency Coordination 3.2b Stakeholder Workshop 3.2c Intergovernmental Agreements/Memorandums of Understanding Signal System Design 3.3a Prelininary Scoping of Intersections 3.3c Scope Refinement 3.3c Scope Refinement 3.3c Scope Refinement 3.3d Existing Signal Timing Review 3.3e TSP Timing Development 1.3g Procurement from Vendor(s) 3.4a Construction Details 3.4b Design Specifications 3.5a Construction Management 3.5b Vendor System Design	DDOT/WMATA Consultant Consultant Consultant Consultant WMATA WMATA/DDOT DOT Consultant	\$5,000 \$1,000 \$2,000 \$4,000 \$4,000 \$4,000 \$1,500 \$5,000 \$1,500 \$1		
3.5h Complete System Installation Performance Evaluation 3.6a Develop Performance Metrics 3.6b Before Data Collection 3.6c After Data Collection 3.6c After Data Collection 3.6d Data Analysis and Reporting Consultant 3.7d Signal System Design Tech memo 3.7a Signal System Design Tech memo 3.7c System Deployment Tech memo 3.7c System Deployment Tech memo 3.7d Inial Report 3.7e Lessons Learned Consultant 56,000 3.7e Lessons Learned This project will increase the amount of space available to riders boarding or alighting buses. Many locations are restricted and meet minimum space cleanance requirements. Improvement locations will be prioritise based on ridership and transfer information as well as constructability factors. A sample site plan is included in the scope. Site Analysis / Design Installation (up to 5 curb extensions) Vendor	This project is a partnership between DDOT and WMATA designed to enhance bus movement along the corridor. DDOT will invest in signal and signal systems upgrades and WMATA will invest in bus-based equipment designed to interact with DDOT signal system infrastructure. DDOT will be able to upgrade up to 6 intersections and WMATA will be able to install TSP equipment on up to 14 buses. RFP Development and Consultant Selection Acceptance Testing and Aprovals 3.1b Design Specifications Performance Specifications Agency Coordination 3.2a Agency Coordination 3.2b Stakeholder Workshop Intergovernmental Agreements/Memorandums of Understanding Signal System Design Field Review for System Requirements 3.2c Scope Refinement 3.2d TSP Timing Development 3.2d TSP Timing Development 3.2d TSP Timing Development 3.2d Intergovernet from Vendors) 3.2d Construction Device Design Drawings Procurement from Vendors) 3.2d Construction Device Design Drawings Procurement from Vendors) 3.2d Construction Management 3.2d Construction Management 3.2d Construction Management 3.2d Signal System Design Osterne Upgrades 3.2d Transit Vendor System Design 3.2d Transit Vendor System Design Osterne Upgrades 3.2d Transit Vendor System Design Osterne Upgrades	DDOT/WMATA Consultant Consultant Consultant Consultant WMATA WMATA/DDOT DOT Consultant C	\$5,000 \$1,000 \$1,000 \$2,000 \$4,000 \$4,000 \$1,500 \$1,500 \$1,500 \$1,500 \$3,500 \$1		
3.6a Develop Performance Metrics Consultant \$7,500 Consultant \$7,5	This project is a partnership between DDOT and WMATA designed to enhance bus movement along the corridor. DDOT will invest in signal and signal systems upgrades and WMATA will invest in bus-based equipment designed to interact with DDOT signal system infrastructure. DDOT will be able to upgrade up to 6 intersections and WMATA will be able to install TSP equipment on up to 14 buses. RFP Development and Consultant Selection 3.1a Design Specifications Performance Specifications Agency Coordination 3.2a Stakeholder Workshop Intergovernmental Agreements/Memorandums of Understanding Signal System Design 3.3a Prelininary Scoping of Intersections 3.3b Field Review for System Requirements 3.3c Scope Refinement 3.3d Existing Signal Timing Review 3.3e TSP Timing Development 3.3f TSP Detection Settling Development Intersection Device Design Drawings Procurement from Vendor(s) 3.4a Construction Details 3.5b Design Specifications 4.c Equipment Delivery 1.stallation 3.5a Construction Management 3.5c Signal System Design 3.5c Signal System Design 3.5c Signal System Design 3.5c Timing Epolopment Upgrades 3.5d Transit Vehicle Equipment Upgrades 3.5d Transit Vehicle Equipment Upgrades 3.5d Timing Epolopment System Integration Testing	DDOT/WMATA Consultant Consultant Consultant Consultant WMATA WMATA/DDOT DDOT Consultant	\$5,000 \$1,000 \$1,000 \$2,000 \$4,000 \$4,000 \$3,500 \$1,500 \$1,500 \$3,500 \$1		
3.6c After Data Collection Consultant Documentation 3.7a Signal System Design Tech memo Consultant 3.7b Performance Evaluation Tech memo Consultant 3.7c System Deployment Tech memo Consultant 55,000 3.7c Isolate Pool Tech Memo Consultant 55,000 3.7e Lessons Learned Consultant 55,000 3.7e Lessons Learned Consultant 55,000 This project will increase the amount of space available to riders boarding or alighting buses. Many locations are restricted and meet minimum space cleanare requirements. Improvement locations will be prioritized based on ridership and transfer information as well as constructability factors. A sample site plan is included in the scope. Site Analysis / Design Installation (up to 5 curb extensions) WMATA/DDOT 5140,000 S140,000	This project is a partnership between DDOT and WMATA designed to enhance bus movement along the corridor. DDOT will invest in signal and signal systems upgrades and WMATA will invest in bus-based equipment designed to interact with DDOT signal system infrastructure. DDOT will be able to upgrade up to 6 intersections and WMATA will be able to install TSP equipment on up to 14 buses. REP Development and Consultant Selection 3.1a Design Specifications Performance Specifications Agency Coordination 3.2a Stakeholder Workshop Intergovernmental Agreements/Memorandums of Understanding Signal System Design 3.3a Prelinnary Scoping of Intersections 3.3b Field Review for System Requirements 3.3c Scope Refinement 3.3d Existing Signal Timing Review 3.3e TSP Timing Development 3.3f TSP Detection Settling Development Intersection Device Design Drawings Procurement from Vendor(s) 3.4a Construction Device Design Drawings Procurement from Vendor(s) 3.5d Construction Management 3.5d Vendor System Design 3.5c Signal System Design 3.5c Signal System Design 3.5c Signal System Design 3.5c Signal System Design 3.5d Transit Vehicle Equipment Upgrades 3.5d Transit Vehicle Equipment Upgrades 3.5d Complete System Intergration Testing 3.5g System Acceptance Testing 3.5g System Acceptance Testing 3.5g Complete System Intergration Testing 3.5g Complete System Intergration Testing 3.5g Complete System Intergration Testing 3.5d Complete System Intergration Testing	DDOT/WMATA Consultant Consultant Consultant Consultant WMATA WMATA/DDOT DDOT Consultant	\$5,000 \$1,000 \$1,000 \$2,000 \$4,000 \$4,000 \$5,000 \$1,500 \$2,500 \$1,500 \$1,500 \$1,500 \$1,500 \$1,500 \$1,500 \$1,500 \$1,500 \$1,500 \$1,000 \$1		
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