



RUBBERSIDEWALKS, INC.

CASE STUDY: *Washington, DC / Rhode Island Avenue*

Rhode Island Avenue in Northeast Washington, DC is rich in history, having been part of our country's founding and development since the original land grant from King Charles I to Lord Calvert in 1632. In 1900, the neighborhood boasted plank sidewalks and a streetcar line. Today, Rhode Island Avenue is a wide tree-lined street with well-kept homes and apartments, scattered commercial businesses and churches, and public uses like fire stations and parks.

Problem:

It is important that Rhode Island Avenue is able to provide a pedestrian experience that reflects its role as a historical site. Relative to the City as a whole, the area has a much higher percentage of seniors as almost one in five residents are over 65. Therefore, it is essential that Rhode Island Avenue offers an attractive, safe, and cost effective pedestrian experience. Specifically, the City was searching for a better way to deal with the tree boxes around the mature Oak trees on Rhode Island Avenue. The old concrete was badly damaged by the tree roots which exposed the City to trip-and-fall liabilities from its senior residents.

Solution:

In 2005, the City installed 4,000 square feet of Rubbersidewalks™ adjacent to thirty-five Oak trees along Rhode Island Avenue. Rubbersidewalks™ have performed exceptionally well. Over the last seven years, there have been no trip-and-falls and no maintenance of any kind. Today, Rubbersidewalks™ reflect only normal ground movement and weathering. With routine cyclical maintenance, Rubbersidewalks™ are expected to continue to perform.



The left photo depicts the broken concrete sidewalks around the mature Oak trees on Rhode Island Avenue. The right photo depicts a Rubbersidewalks™ installation seven years later.

“We only need some maintenance resetting the Rubbersidewalks™ along the curbs. Washington, DC has already installed TERREWALKS® at another location so we’ll continue to work with this safer and more sustainable sidewalk solution.” *Wasi Khan, P.E. Chief Materials Engineer*

For more information, please contact:

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