

UNITING THE STATES

Having reached 65 percent completion by late 2006, the Woodrow Wilson Bridge Project is literally uniting the states, connecting the region and improving quality of life for the traveling and neighboring public. At the close of 2006, the \$2.4 billion construction project remained on-time and on-budget. With the opening of the first new bridge in mid 2006 and rapid progress on the second new bridge and landside approaches, the project is visibly closing the gap that has impeded national, regional and local travel for decades.



BRIDGE



Completing the second Wilson Bridge between 2006 and 2008 mirrors construction of the first bridge, with many efficiencies and lessons learned aiding in the construction. For example, the foundations for the second bridge were built at the same time as those for the first bridge, from 2001 to 2003, with the exception of a small number of foundations whose construction was precluded because the old bridge was in the same location.

After the concrete piers are erected on the foundations, structural steel beams are placed atop to span between the piers. Next, concrete bridge decks are poured, upon which vehicles will ride. Lastly, final details such as lighting, roadway striping, installation of barrier walls and testing of drawbridge leaves occurs.

The second new bridge will be 14 feet wider than the first new bridge to accommodate a bike-pedestrian path located on the north side of the structure.



MARYLAND LANDSIDE

The large majority of Maryland landside work began in 2001 and is slated for completion in or before 2008. Non traffic-related finishing touches will be completed in 2009.

Interstate 295 Interchange

In 2006, the expansion of I-295 to provide access south of the Capital Beltway was substantially completed. New access ramps to and from the National Harbor development were completed in 2006 and will undergo final traffic-opening preparations prior to the development's opening in mid 2008.

Final elements of the new I-295 Interchange and mainline Capital Beltway are scheduled for completion between 2007 and 2009. Noticeable improvements on the ultimate configuration of the I-295 Interchange include two continuous lanes (versus the current one) on the northbound ramp connecting Maryland 210 with I-295 and three lanes in each direction (versus the current two lanes) further north on I-295. In addition, all work on the Maryland shoreline will be finished, including a deckover that will provide a bike and pedestrian trail from the Maryland shoreline across the Wilson bridge into Virginia.



Maryland 210 Interchange

More than halfway complete by the end of 2006, construction of the Maryland 210 Interchange began in early 2004. In late fall 2006, all lanes of Maryland 210 were transferred onto the newly-constructed first half of the overpass, with demolition following to make room for construction of the second new half. The entire Maryland 210 overpass is scheduled to be complete in late 2007, providing an additional lane in the southbound direction.

Another substantial congestion-relieving measure occurs in late 2007 when the Oxon Hill Road and Maryland 210 Intersection is transformed into a "mini interchange." Once in place, Maryland 210 will fly over Oxon Hill Road and ramps will provide access to and from each road, eliminating the congested traffic signal at Maryland 210 and Oxon Hill Road.



COMMUNITY

Building safely and efficiently, while maintaining local neighbors' quality of life, continues to be a central focus for the Wilson Bridge Project. The project's commitment to being a good neighbor is evidenced by the following friendly and sensitive efforts that are enforced throughout each construction contract:

- Restricting the number of trucks and locations of haul routes to reduce noise and dust
- Imposing time restrictions on haul routes to avoid conflicts with local school drop off and pick up times, and to reduce nighttime noise
- Using water trucks, hoses and sweepers to control work site dust
- Building sound walls in sensitive residential areas to mitigate noise
- Confining construction to fenced-in areas for the safety of workers and others in the vicinity
- Holding construction information meetings, posting signs, providing updates on the Web site and a myriad of other public outreach activities to keep local communities informed
- Including community representatives in construction and partnering meetings

COMMUNICATION

Instrumental to the success of the Wilson Bridge Project is ongoing communication with travelers and neighbors. With construction still in high gear, maintaining this two-way dialogue with the public remains important. Obtaining current and accurate project information and providing input is easy through the following information tools:

Web Site and Toll-Free Information Line

www.wilsonbridge.com
877-INFO WWB (463-6992)

Regular construction updates, major traffic changes and lane closures, and neighborhood news.

Project Literature

Timely, issue-specific fact sheets and other literature are available through the Web site, at project offices and at special events.

Connections Newsletter

The project newsletter communicates construction progress and other project developments and is mailed directly or electronically to interested members of the public (accessible on the project Web site).

COMMUTING THROUGH CONSTRUCTION

The Woodrow Wilson Bridge has long been one of the area's worst traffic hot spots. Opening the first new bridge has helped to improve commutes through this bottleneck. Traveling across the new span is noticeably easier than negotiating the old bridge and overall safety has improved with the availability of shoulders to accommodate disabled vehicles. While these improvements are significant, substantially greater relief will not occur until the second new bridge and majority of interchange improvements are completed in mid 2008. Keeping commuters and other travelers moving through the final years of construction continues to be a top focus of the project.



On the Go, Stay In the Know

To ensure that **commuting through construction** remains a **"Mission Possible,"** the project follows **Four Golden Traffic Rules** throughout construction:

1. Coordinate daily with all project contractors to ensure that traffic-affecting work is timed and sequenced to exert minimal impact on travelers.
2. Keep Beltway lanes open to traffic during morning and evening commuting periods, holidays and major regional events.
3. Clear traffic-clogging incidents quickly through increased presence of Virginia and Maryland State Police and motorist assistance patrols.
4. Provide interested citizens and media outlets with lane closure reports and construction updates.

Public Hours

An open door policy enables citizens to learn about the project and have specific concerns addressed by knowledgeable project representatives. Public hours are offered at the Alexandria, Virginia office every Friday from 10:00 a.m. to 4:00 p.m. and the Oxon Hill, Maryland office every Wednesday from 11:00 a.m. to 5:00 p.m.

Site Tours, Information Sessions and Speakers Bureau

Periodic group site tours or information sessions are hosted by on-site construction managers and provide citizens up-close views and understanding of construction progress. In addition, an active speakers bureau is available to all interested groups.



PROJECT OVERVIEW 2007-2008



VIRGINIA LANDSIDE

The Virginia landside stretch of the project encompasses the reconstruction of the US Route 1 and Telegraph Road Interchanges, as well as improvements to the Capital Beltway.

Route 1 Interchange

The Route 1 Interchange is scheduled to open to traffic in 2008, with substantial completion in 2009. By the close of 2006, four of eleven new Capital Beltway ramps had been completed, already improving traffic and safety for motorists.



The centerpiece is a new overpass that will span the wider future Beltway. This critical work reaches a halfway point in early 2007 when the first half (eastern side) is completed and all Route 1 traffic is switched onto the structure. Subsequently, the old Route 1 overpass will be demolished and the second half will be built. When finished, the Route 1 overpass will provide six lanes, as compared with four lanes currently.

Just east of Route 1, the Washington Street deck that passes over the Beltway will be finished in mid 2007, featuring wide sidewalks, a bike path and verdant landscaping.



Telegraph Road Interchange

The final component of the overall Wilson Bridge Project is the reconstruction of the Telegraph Road Interchange. In summer 2005, the design was modified to improve traffic flow by separating the grade of Huntington Avenue and North Kings Highway at Telegraph Road. On the heels of extensive utility relocation work, construction will begin in 2008 and finish in 2011.

THE WOODROW WILSON BRIDGE PROJECT

The Woodrow Wilson Bridge Project is replacing almost 12 percent of Interstate 95 (the Capital Beltway) with two new wider bridges, four new interchanges and Beltway improvements throughout its 7.5-mile corridor. These improvements are critically needed, as today's 200,000 daily trips across the bridge are projected to grow to 300,000 by 2020.



NEW

The first of two new Woodrow Wilson Bridges opened in spring 2006 with a star-spangled dedication ceremony. By mid summer, all traffic was transferred onto the new six lane bridge, which features full shoulders and a smoother drive. Demolition of the old Wilson Bridge began immediately, beginning with the Virginia landside, to ensure construction on the second new bridge remains on time.



Dedication of the first new Woodrow Wilson Bridge - May 18, 2006

As with the first span, construction of the drawbridge is the most technically challenging aspect of building the second new span, primarily because it operates as a structure and a machine. The magnitude of the overall drawbridge is illustrated by the enormous weight of steel used in both spans' eight drawbridge leaves – more than 7,000 tons, which is equivalent to some 2,800 cars.



Please contact us if you would like to be added to our newsletter or electronic mailing lists.

Virginia

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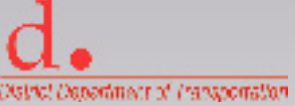


www.wilsonbridge.com

Photos courtesy of: Trevor Wrayton (VDOT), Joe Romeo, Bob Stockton, Frank Greenwell

Maryland

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Telegraph Road Interchange
Early 2004 – Late 2011

✓ **Completed by 2006**

- Preliminary ground improvement work
- More than 65 percent of utility relocation work
- 9 percent of Telegraph Road Interchange complete

Telegraph Road Interchange
Early 2004 – Late 2011

🔧 **Ongoing/Remaining Work**

- Complete extensive utility relocation work
- Fully reconstruct new interchange
- Widen Capital Beltway from west of Telegraph Road Interchange to meet Route 1 improvements

US Route 1 Interchange
Late 2001 – 2010

🔧 **Ongoing/Remaining Work**

- Complete aesthetic features for new Washington Street overpass including brick sidewalks, a bike/pedestrian path and extensive landscaping
- Restore Church Street ramp for traffic exiting Beltway Inner Loop
- Finish second half (western side) of Route 1 Beltway overpass
- Complete remaining seven Beltway ramps
- Widen Capital Beltway from Route 1 Interchange to east of Telegraph Road Interchange
- Build ramps from Route 1 to Capital Beltway express lanes

US Route 1 Interchange
Late 2001 – 2010

✓ **Completed by 2006**

- New bridges over Cameron Run and Hunting Creek to line up with widened Capital Beltway
- New Washington Street deck over wider Capital Beltway. Four lanes permanently reopened following three years of lane restrictions.
- Wider Capital Beltway to "tie-in" to new bridge
- Majority of first half (eastern side) of Route 1 Beltway overpass
- Four new Beltway ramps
- 68 percent of Route 1 Interchange complete

New Bridges
Late 2000 – Mid 2008

✓ **Completed by 2006**

- Southern bridge completed and opened to both directions of I-95/Capital Beltway traffic in summer 2006
- Six travel lanes open (three lanes in each direction), with full shoulders
- Demolition of Virginia landside and majority of drawbridge sections of old bridge
- 81 percent of both bridges complete

New Bridges
Late 2000 – Mid 2008

🔧 **Ongoing/Remaining Work**

- Demolish old bridge (remaining drawbridge followed by Maryland approach over water)
- Complete northern bridge and shift Beltway Inner Loop traffic in mid 2008 (maintain Outer Loop traffic on southern bridge)
- Ten travel lanes open (five lanes in each direction), with additional two lanes available for future transit or HOV
- Bike pedestrian path, connecting Maryland and Virginia

I-295 Interchange
Late 2001 – Mid 2009

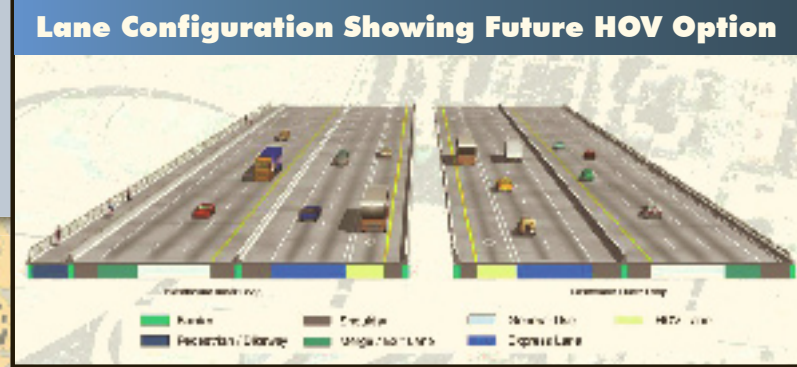
✓ **Completed by 2006**

- Wider Beltway Outer Loop to match new southern bridge
- Access ramps to and from National Harbor development
- New and longer north- and southbound ("S-curve") ramps on MD 210 to/from I-295 to accommodate wider future Capital Beltway
- 72 percent of I-295 Interchange complete

I-295 Interchange
Late 2001 – Mid 2009

🔧 **Ongoing/Remaining Work**

- Build a wider Beltway Inner Loop to match up with new northern bridge and the center portion of wider Outer Loop
- Match up I-295 roadway in MD with I-295 Anacostia Freeway
- Complete all work at Rosalie Island near Maryland shoreline, including connection to Wilson Bridge bike-pedestrian path across river



MD 210 Interchange
Early 2004 – Late 2008

✓ **Completed by 2006**

- First half (western side) of MD 210 Beltway overpass
- Ten new Beltway ramps
- 52 percent of MD 210 complete

MD 210 Interchange
Early 2004 – Late 2008

🔧 **Ongoing/Remaining Work**

- Complete second half (eastern side) of MD 210 Beltway overpass
- Replace Oxon Hill Road/MD 210 intersection with interchange, with MD 210 flying over Oxon Hill Road and ramps providing access to and from each road
- Complete new Beltway ramps and interchange reconstruction
- Widen Beltway from west of Livingston Road to east of MD 210 Interchange

PROTECTING THE ENVIRONMENT

As construction continues toward completion, protecting the natural environment remains a daily top priority. Extensive efforts continue to be made to build the Wilson Bridge Project and protect the diverse surrounding environment.

Minimizing Construction Impacts

Every project activity is evaluated for its potential environmental impact and extensive techniques are employed to minimize impacts. Past and present efforts include:

- Reusing parts of the old Wilson Bridge by recycling the steel and using concrete components to create fish reefs in the Chesapeake Bay.
- Utilizing the old Wilson Bridge between the drawbridge and Maryland shoreline to store construction equipment and provide access to the second new bridge that is under construction. Use of the old bridge eliminates the need for additional dredging, thus accelerating construction of the second new bridge and reducing impacts to the sensitive underwater grass beds.
- Reducing unavoidable impacts from demolition of the old bridge by employing noise-reducing equipment, streams of water to minimize dust, and time-of-day work restrictions. Low levels of impacts are documented through regular monitoring of noise, air quality, and vibration levels.
- Constructing a temporary trail to maintain pedestrian/bicycle access to Jones Point Park in Alexandria, Virginia during demolition of the old Wilson Bridge and construction of the second new Wilson Bridge span.
- Maintaining continual water quality checks (every 15 minutes, 24 hours, 7 days a week) to ensure that no water quality impacts occur due to construction efforts (approximately 5 million readings occurred as of late 2006).
- Conducting careful monitoring by an environmental management team and construction contractors so that construction is not adversely affecting natural resources outside construction areas.

Giving Back to the Environment

To compensate for unavoidable impacts on the environment, a multi-faceted package of mitigation efforts is set for completion in 2009. Valued at approximately \$55 million, many of these initiatives reach far beyond the project area, providing environmental benefits throughout Virginia, Maryland and the District of Columbia. These initiatives include:

- More than 100 acres of wetlands, which have been created or preserved in Virginia, Maryland and the District of Columbia including additional wetlands created in 2006 at Virginia's Route 1 Interchange.
- Twenty-two acres of river grasses, which were planted in the lower Potomac River, serving as fish habitat and cleaning the water.
- More than 140 acres of forest, which have been planted or preserved in Prince George's County, Maryland.
- "Fish ladders" and other measures, which are enabling spawning fish to cross man-made barriers in the Anacostia and Potomac River tributaries in Maryland and the District of Columbia. Eliminating or modifying these barriers has resulted in the potential re-opening of over 35 miles of spawning habitat for migratory fish. These fish passage projects have been recognized nationally for their level of innovation and success.

Bald Eagle Habitat Preservation

The most dramatic evidence of environmental sensitivity has been the successful propagation of bald eagles nesting immediately adjacent to the project. Bald eagles "George and Martha" quickly became the mascots of the Wilson Bridge Project as they nested in Rosalie Island directly adjacent to ongoing construction. Over the years, the couple produced 15 eaglets.

Unfortunately, 2006 marked a turning point for the eagles, though in no way related to the project. Martha sustained life-threatening injuries during a battle with another bald eagle, but was rehabilitated and returned to her nesting area. Soon thereafter, however, she sustained a severe wing injury that precluded future flight and was euthanized in September 2006. Fortunately, George has been spotted near the nest and will continue to be closely observed.

An 84-acre bald eagle sanctuary remains near the project area at the Maryland shoreline and is frequented by resident and transient eagles.



PROJECT AT-A-GLANCE

To enhance mobility, reduce accidents and remove one of the worst bottlenecks in the country, the Woodrow Wilson Bridge Project is building:

- Two side-by-side 6,075-foot-long drawbridges (technically called bascule bridges, a French word meaning "seesaw") to replace the old bridge. The first bridge opened to traffic in mid 2006, while the second new bridge will open in mid 2008. Whereas the nearly 30-foot lower old bridge opened for passing vessels an average of 260 times a year, openings of the new bridge by the end of 2006 indicate an annual total of approximately 20 openings.

- Ten conventional highway lanes throughout the 7.5-mile corridor – eight lanes to match the eight-lane I-95/Capital Beltway and two lanes to facilitate merging/exiting.
- Four new interchanges allowing travelers to more easily enter and leave the highway at:
 - Maryland 210 (complete in late 2008)
 - Maryland I-295 (complete in mid 2009)
 - Virginia US Route 1 (complete in 2010)
 - Virginia Telegraph Road (complete in late 2011)
- Two additional lanes for alternative transportation options during the 75-plus-year life of the bridge and corridor. The lanes could serve one of the following options: trains, buses, high occupancy vehicles, express toll lane service, high occupancy toll lanes or another special purpose.
- A lane configuration that separates local and long-distance travelers with full shoulders across the bridge, boosting efficiency and safety.
- Numerous new pedestrian/bike paths, parks and other community amenities.

