

Right-of-Way Impacts

No displacements or relocations of families or businesses are anticipated. As the project further develops and is finalized, additional easements for maintenance, construction and utility relocations may be required beyond the proposed right of way shown on the project plans. Property owners will be informed of the exact location of these easements during the right of way acquisition process prior to construction. If you require further information about the right of way process, please contact one of the right of way representatives at the meeting tonight, or write to:

Mr. Brian Costello
District Right of Way Manager
VDOT Northern Virginia District Office
14685 Avion Parkway
Chantilly, VA 20151-1104

Current Project Cost Estimate

The current estimated cost for this project \$54.8 Million, of which \$6.8 Million is for preliminary engineering, \$8.5 Million is for right of way and utilities, and \$39.5 Million is for construction. These costs are subject to change depending on final design features, inflation and utility relocations.

Project Schedule

In an effort to encourage innovation and expedite the design and construction schedule, VDOT has chosen to use the design-build process to complete the project. The process to select a qualified candidate is underway. A definitive schedule for design and construction will be developed once the design-build firm has been selected. It is anticipated that Right of Way Acquisition and Utility Relocations will take place from 2009 through 2011, and construction will take approximately 30 months. Project completion is slated for December 2013.

Comments

All comments must be received within 10 days of this hearing (by June 27, 2008) to be considered a part of the formal hearing transcript. Comments may be dropped into the Comment Box at tonight's meeting, mailed or emailed (see addresses to the right). A Court Reporter is also available here tonight to record verbal comments.

What's Next?

The public comment period will close 10 days after this public hearing. VDOT will review and evaluate any information received as a result of the Design Public Hearing. The public hearing summary will be available for review at the VDOT office (address listed to the right). After all comments have been addressed and after receiving endorsement from the Arlington County Board of Supervisors, the major design features will be presented to VDOT's Chief Engineer for his approval. Participants will be notified of his decision.

CONTACT INFORMATION

Project Comments

To be received no later than June 27, 2008 via the following:

U.S. Mail:

Virginia Department of Transportation
Mr. Leonard Siegel, Jr., P.E.
Arlington / Fairfax Preliminary
Engineering Manager
VDOT, Northern VA District Office
14685 Avion Parkway
Chantilly, VA 20151-1104

Email:

meeting_comments@VDOT.virginia.gov
(please include "Route 27/244 Interchange, PH comment" in the subject line).

In Person:

A court reporter is here tonight to record your verbal comments.

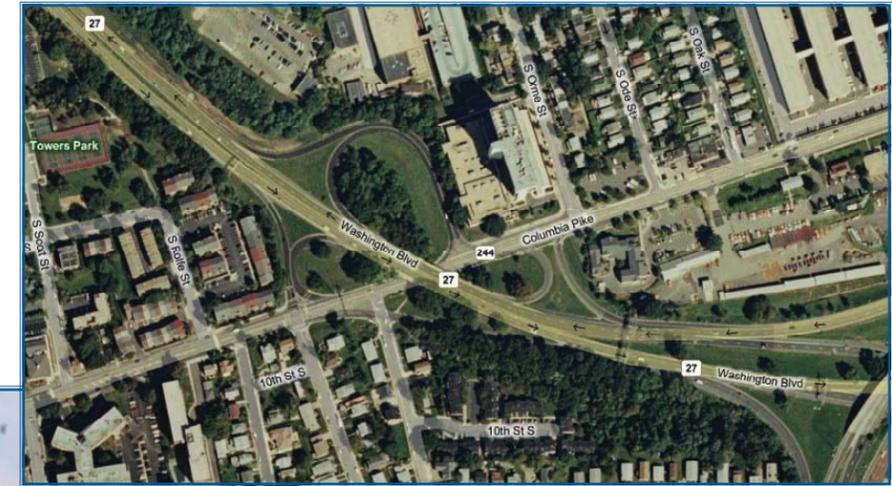
Additional Information and Comment Cards

http://www.virginiadot.org/projects/northernvirginia/washington_bvd_and_columbia.asp

Or call (703) 383-2433 for additional information.

Office of Civil Rights

VDOT ensures nondiscrimination in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need more information or special assistance for persons with disabilities or limited English proficiency, contact VDOT's Northern Virginia Civil Rights Office, 14685 Avion Parkway in Chantilly at (703) 383-2341 or TTY/TDD 711.



Washington Blvd (Route 27)/ Columbia Pike (Route 244) Interchange Modifications Arlington County, Virginia

Welcome, Thanks for Attending!

Thank you for attending tonight's Public Hearing to discuss the design improvements for the Washington Boulevard (Route 27) / Columbia Pike (Route 244) Interchange in Arlington County. This meeting is intended to provide interested citizens an opportunity to formally review, discuss, and provide input on the proposed interchange improvements.

Public meetings are beneficial to citizens and VDOT alike. They permit VDOT's engineers to report the study findings and present the design and to obtain citizens' comments. Comment sheets are available at tonight's meeting for your written comments and a Court Reporter is also here to record your verbal comments.

Project representatives from VDOT, Arlington County and T.Y. Lin International are available tonight to answer questions. It is VDOT's duty to ensure that members of the community have the opportunity to participate in public decisions on transportation systems and projects affecting them.

We look forward to working with you as the project moves forward!

Design Public Hearing

Project Number:
0027-000-V01 P101, R201, C501, B617,
B601, D602

Federal Project Number for PE:
STP-5401 (251)

Tuesday, June 17, 2008
6:00 PM to 9:00 PM

There will be a brief presentation at
7:00 PM followed by a Question and
Answer period.

Thomas Jefferson Middle School
Gold Commons Room
125 South Old Glebe Road
Arlington, Virginia

Project History

The Washington Boulevard and Columbia Pike Interchange design was originally presented at a public hearing in 1998. The project was placed on hold in 2002 to develop a reduced cost alternative and provide an opportunity for the local community to participate in the aesthetic design of the Bridge and operational considerations of the interchange. In 2003, the Arlington County Board adopted a wider typical section for Columbia Pike as part of the Columbia Pike Revitalization Plan. VDOT in cooperation with Arlington County agreed to lead a Bridge Working Group comprising of representatives from the community Civic Associations, Columbia Pike Revitalization Organization, Bicycle Advisory Committee, Sheraton, Residential Treatment Center and the Mt. Olive Baptist Church. The Bridge Working Group has provided key input in the modifications to the design since 2006. The plans presented tonight are a result of extensive traffic operational analyses and comments received from numerous stakeholders interested in the project.

Why is This Project Being Built?

The purpose of this project is to replace the bridge, to accommodate the design elements of the Columbia Pike Revitalization Plan, and to enhance safety, access and mobility for multimodal users. The Bridge, a 1940's Single-Span Rigid Concrete structure, is rated as "Poor" in recent Structural Inspection Reports, meaning the concrete elements are in poor condition. The bridge is sufficiently capable of carrying traffic without further restriction or risk to the public.

Traffic Data

The existing Average Daily Traffic (ADT) volume on Washington Boulevard is 83,000 vehicles per day. ADT is expected to increase to 95,000 vehicles per day in 2031.

The existing ADT volume on Columbia Pike is 27,000 vehicles per day. ADT is expected to increase to 31,000 vehicles per day in 2031.

Interchange Design

The project has undergone significant changes since 1998. The Washington Boulevard Bridge is longer to accommodate the widening of Columbia Pike, and a light well now separates the northbound from the southbound lanes. Columbia Pike consists of two 11' travel lanes, two 15' shared use lanes, a left-turn lane, and a raised median. Ramp F in the northwest quadrant will be eliminated and traffic redirected to a left-turn lane at S. Queen Street for access to Route 27 Southbound and I-395. Ramp G will be realigned opposite of S. Queen Street and the intersection will be signalized. Ramp B and westbound Columbia Pike will be signalized, and Ramp D will be realigned opposite of S. Orme Street with a new signal. The existing traffic signal at S. Quinn Street will be eliminated and certain movements restricted. This design provides enhanced safety, mobility, and aesthetics for all users of the interchange – pedestrians, bicyclists, and motorists alike – and accommodates the future planned Streetcar.

Transportation Management Plan

The preliminary transportation management plan is designed to ensure that traffic, access and construction activities can be maintained adequately during all phases of construction based on existing/anticipated traffic volumes, distribution, geometry and analysis of impact. The selected contractor may make modifications as necessary for improved constructability provided that access, hours of operations and analysis are included to demonstrate that proposed modification will not introduce unreasonable higher impact. Since information regarding the phasing and changes to traffic operations will be shared in advance with the public, the selected contractor must provide a plan for disclosing the TMP modification to the public.

Bridge Aesthetics

The Bridge Working Group has worked extensively with VDOT and Arlington County staff in the development of Bridge Aesthetics. Haunched girders that mimic an arched bridge, patterned parapets, concrete block retaining walls, and pylons are all part of this project. The Group has also proposed to name the bridge the "Freedmen's Village Bridge."

Bicyclists and Pedestrians

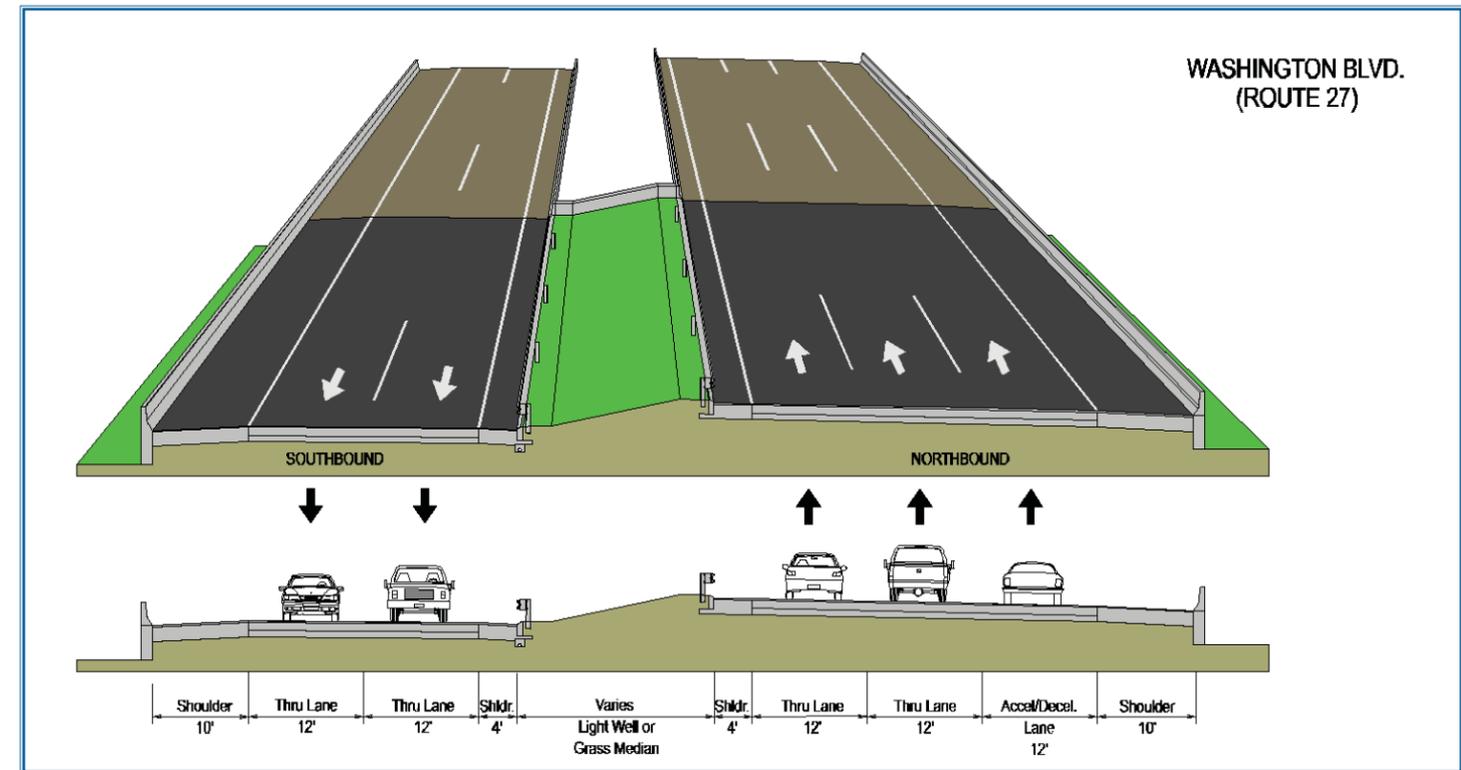
Every reasonable effort was made to accommodate the safe movement of bicyclists and pedestrians through this interchange, via signalized crossings, sidewalks, a shared use path, and on-road bicycle accommodations.

Sound Walls

A noise analysis was performed for the project, in accordance with Federal Highway Administration (FHWA) regulations and VDOT State Noise Abatement Policy. Noise impact was identified and noise mitigation will be evaluated for consideration where warranted and feasible. You may review the noise analysis for further details.

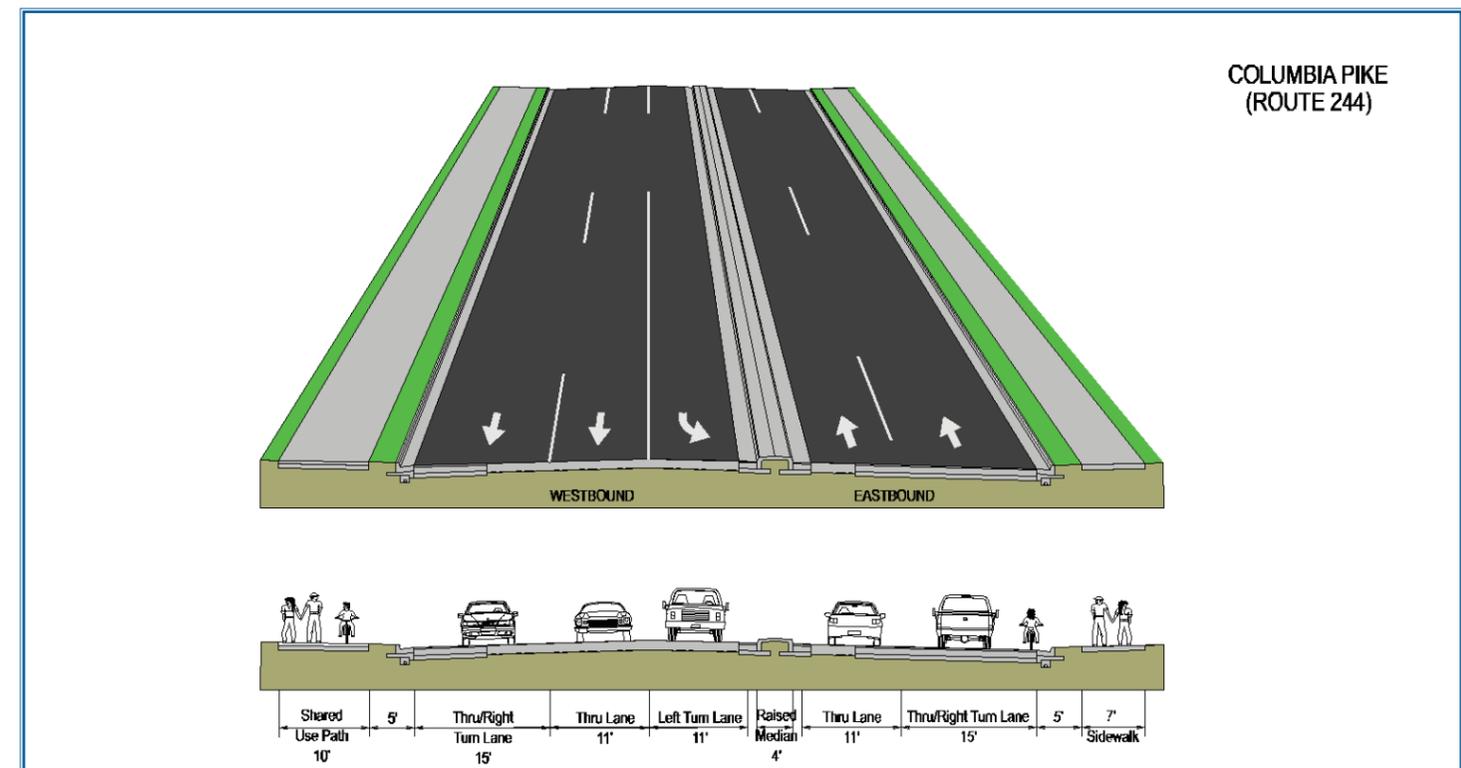
Environmental Impacts

Through onsite inspection, coordination and correspondence with state and local agencies, the NOVA District Environmental Section has determined that this project will not significantly affect streams or wetlands. The project will not affect any endangered species, natural, cultural, or historic resources and will not involve significant air or water quality impacts. This project was coordinated through the State Environmental Review Process (SERP) and an Environmental Assessment was prepared in compliance with the National Environmental Protection Act (NEPA). A Finding of No Significant Impacts was made by the FHWA and will be available for review.



The typical section diagram above illustrates individual design elements on [Washington Boulevard](#), just south of Columbia Pike.

Typical Sections for Washington Boulevard and Columbia Pike



The typical section diagram above illustrates individual design elements on [Columbia Pike](#), just east of S. Queen Street.