

**Overview of 1st Bridge Working Group Meeting
For the Route 27/244 Interchange Modification Project
(VDOT Project No. 0027-000-V01, UPC 13528)
Held February 28, 2006
At the Carver Center, Arlington**

The first meeting of the Washington Boulevard/Columbia Pike Bridge Working Group was held on February 28, 2006 from 7:00 P.M. to 9:00 P.M. at the Carver Center in Arlington. The following representatives were in attendance:

Arlington View Civic Association

Mr. George Figliozzi
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Foxcroft Heights Civic Association

Mr. John F. Moroz, Jr.
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Penrose Neighborhood Association

Mr. Tom Greenfield
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Arlington Heights Civic Association

Ms. Cathy Camp
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Mount Olive Baptist Church

Ms. Sabra Jones, Administrator
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Bicycle Advisory Committee

Mr. Allen Muchnick
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Ms. Karen Riecks

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Lancaster Condominium Association

Ms. Shirley Hale
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West Hampton Mews Condominium Association

Ms. Betty Hartman
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Residential Treatment Center

Ms. Danielle Cole, Director
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VDOT

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Angela Adams

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The meeting was brought to order by Mr. Dennis Leach. Mr. Leach gave a brief overview of the project and the purpose of the Washington Boulevard/Columbia Pike Bridge Working Group. This working group was developed to work hand-in-hand with Arlington County and VDOT to

make decisions regarding the bridge aesthetics. Other input from the group is welcomed as well. The agenda and discussions of possible solutions will be guided by VDOT, and once the decisions are made and recorded, they will not be revisited. The group is encouraged to meet monthly or as needed to provide input between now and September 2006. Round table introductions followed, and then Mr. Leach turned the meeting over to VDOT Project Manager, Tina Briganti-Dunn. By show of hands the group voted to focus the discussions on the traffic operations rather than the aesthetic treatments for the bridge.

Several copies of the conceptual plan were made available for the Working Group to review. The plan illustrated a number of proposed improvements to the operations of the overall interchange, and Ms. Briganti-Dunn described these improvements:

Original Project Scope was Reduced:

- To eliminate the displacement of four residents on Columbia Pike between Scott Street and S. Quinn Street
- Improvements to Columbia Pike will now be made from S. Quinn Street to S. Orme Street to accommodate the typical section described below.
- Improvements to Washington Boulevard are from the I-395 Ramps to the south to north of Ramps A and G.

Washington Boulevard Bridge:

- The Single-Span Structure will have vertical abutment walls and steel girders; the fascia girders will have haunches to mimic arched effect of existing bridge.
- Vertical profile of Washington Boulevard will be raised 6.63 feet over existing in order to meet vertical clearance requirements (16'6" for Street Car).
- Vertical profile will tie in at all ramps within one foot of existing elevations, thereby eliminating the need for detours onto local streets during construction, with the exception of Ramps B and F. Detours via local streets will be designated only with Arlington County approval.
- Maintenance of traffic (MOT) and sequence of construction has been modified to accommodate two phases of construction: In Phase I, a portion of the existing bridge will be demolished, the remainder of which will carry four 11'-lanes of traffic, and one 54' wide bridge will be constructed to the east of the existing bridge. In Phase II, traffic will be shifted to the newly constructed bridge and the remainder of the existing bridge would be demolished and the second 54' bridge would be built.
- This latest MOT plan will result in a light well that varies in width from 15' to 18', which meets the request of Arlington County staff and the citizens to minimize the "tunnel effect" of the wider bridge structure (the current bridge is just 68' wide and the new bridge will be over 120' wide).
- The traffic barrier on northbound Washington Boulevard will be continued further north to eliminate the possibility of vehicles traveling from the ramp from Arlington Ridge Road and I-395 Northbound to exit onto Columbia Pike via Ramp D. This movement would be directed to exit via Ramp B which provides access to either direction of Columbia Pike.

Columbia Pike Improvements:

- Ramp C will be eliminated and the traffic will be diverted onto Ramp A via a new left turn lane. The traffic movements at this intersection will be controlled with the installation of a new traffic signal.
- The new typical section of Columbia Pike under the bridge will be 95' to accommodate two-11' lanes in each direction, one 11' lane for left turns onto Ramp A, a 4' on-road bike lane in each direction, a 7' sidewalk along the eastbound lanes, and a 10' shared use path with buffers on the westbound side. There will be a 4' raised median adjacent to the left turn lane.
- Noise walls will be constructed along Ramps E and G and between S. Quinn Street and S. Queen Street along Columbia Pike eastbound lanes, though these are not currently shown on the conceptual plan.
- The plan currently shows access at S. Queen Street being closed; however, it is intended that access will be provided as a Right In/Right Out to/from Ramp E.
- Though not shown on the plan, VDOT is also investigating the possibility of realigning Ramp D to align with S. Orme Street and signaling this intersection (it would be coordinated with the signal at Ramps A/B).

After this presentation, several issues were raised by the Working Group members with regard to:

- the time of day restrictions on the eastbound lanes of Columbia Pike (our current plan does not have time of day restrictions)
- the access of S. Queen Street and the importance of keeping that open (a proposal was made to relocate Ramp E away from S. Queen Street to maintain access to S. Queen Street from Columbia Pike)
- the existence of noise walls (since they were not shown on the plans – there will be three, one along Ramp G, one along Ramp E, and another to protect the two homes between S. Queen Street and S. Quinn Street on the south side of Columbia Pike)
- the bicycle lanes and the safety issues related to bicyclists trying to navigate through the lanes/movements along eastbound Columbia Pike (Where will the bicycle lane be located? This has yet to be resolved by VDOT's designers.)

The Working Group attendees were given the opportunity to draw out their ideas for improvements to the conceptual layout directly on the plan sheets. In addition to those mentioned above, other proposals were introduced such as signaling the intersections of Rolfe Street, S. Queen Street, Ramps A/B, and S. Orme Street (in addition to the existing signal at S. Quinn Street) and coordinating all of these signals.

VDOT will investigate the proposed improvements/changes in terms of traffic operations, safety, and compliance with VDOT and federal standards, and will report back to the Working Group in the coming months.

Ms. Briganti-Dunn then gave a brief presentation on the parts of the bridge structure to which aesthetic treatments can be applied, including Abutments, Buttresses, MSE/Wing Walls, Girders, and Parapets. Such treatments include Arch Inset Shapes, Surface-Mounted Pre-Cast Panels, Form Liners, Colored Concrete, Textures and Patterns. More detailed information about these

treatments will be provided in future meetings. A link to the PowerPoint presentation will be provided on the project webpage.

Ms. Briganti-Dunn proposed that this group meet again on the last Tuesday of March. More information will be sent out to the group via email regarding the project webpage and the upcoming meeting.

The meeting was adjourned at 9:10pm.