### Purpose
- Replace and widen the structurally deficient bridge superstructure, modify substructure and replace abutments.

### From
- About 0.5 mile north of Columbia Pike

### To
- About 0.6 miles south of the Arlington Memorial Bridge

### Total Length
- 0.178 mile

### Improvements
- New, wider bridge that meets current design standards and facilitates pedestrian access.
This project will modify and repair the Washington Boulevard (Route 27) bridge over Jefferson Davis Highway (Route 110) in Arlington County. The existing bridge, located adjacent to the Pentagon, carries three lanes of traffic in each direction, has a concrete sidewalk on each side and a 6-foot-wide concrete raised median. The bridge was built in 1941 and is considered structurally deficient. In 2002, Route 110 was realigned just south of the bridge.

The bridge will be widened by 9 feet to 105 feet, to accommodate a 14-foot shared-use path on the east side, and an 8-foot sidewalk on the west. The superstructure will be replaced and widened, expanding the length of the bridge to 470 feet by adding two new end spans. The existing slab vault structure behind the abutments will be completely replaced by two new piers and abutments, adding an additional span at each end of the bridge.

The proposed bridge superstructure will be shallower than the existing bridge superstructure, increasing the vertical clearance for westbound Route 110 from 15 feet 4 inches to 17 feet.

VDOT will maintain a minimum of two traffic lanes in each direction on both Routes 27 and 110, other than temporary night time closures to install bridge girders.

According to 2011 traffic counts, Route 27 carries 69,000 vehicles per day south of Route 110 and 46,000 vehicles per day north of Route 110, and Route 110 carries 62,000 vehicles per day east of Route 27 and 73,000 vehicles per day west of Route 27.

No residences, farms, businesses or non-profit organizations will be displaced. The proposed construction will require about half an acre of Permanent Roadway Easement from various parcels owned by the United States of America.

Additionally, just under one acre of Temporary Construction Easements are required from various parcels owned by the United States of America, National Park Service, and the Washington Metropolitan Airports Authority.

As design of this project is finalized, additional right of way may be required beyond the proposed right of way shown on the public hearing plans. The property owners will be informed of the exact location of the easements during the right of way acquisition process and prior to construction.

Information about right of way purchase is discussed in VDOT’s brochure, “Right of Way and Utilities: a Guide for Property Owners and Tenants.” Copies of this brochure are available here from a VDOT right of way agent.

**Estimated Project Cost**

- **Total Cost:** $20.1 million
- **Design Engineering of Roadway Plans:** $1.18 million
- **Right of Way Acquisition and Utility Relocation:** $206,000
- **Construction:** $18.67 million

This cost is subject to change, as development of the project is in early design stages.

The project is fully funded through design and right of way phases, but presently is not funded for construction.

**Environmental Review**

In compliance with the National Environmental Policy Act (NEPA) and 23 CFR Part 771, a Programmatic Categorical Exclusion was prepared and will be available for review. In compliance with the National Historic Preservation Act, Section 106 and 36 CFR Part 800, information concerning the potential effects of the proposed project on properties listed in or eligible for listing in the National Register of Historic Places will also be available for review.

**Right of Way**

No residences, farms, businesses or non-profit organizations will be displaced. The proposed construction will require about half an acre of Permanent Roadway Easement from various parcels owned by the United States of America.

Additionally, just under one acre of Temporary Construction Easements are required from various parcels owned by the United States of America, National Park Service, and the Washington Metropolitan Airports Authority.

As design of this project is finalized, additional right of way may be required beyond the proposed right of way shown on the public hearing plans. The property owners will be informed of the exact location of the easements during the right of way acquisition process and prior to construction.

Information about right of way purchase is discussed in VDOT’s brochure, “Right of Way and Utilities: a Guide for Property Owners and Tenants.” Copies of this brochure are available here from a VDOT right of way agent.

**Civil Rights**

VDOT ensures nondiscrimination in all programs and activities in accordance with Title VI and VII of the Civil Rights Act of 1964. If you need more information in regards to your civil rights on this project or special assistance for persons with disabilities or limited English proficiency, contact the project manager listed in this brochure.

**Anticipated Schedule**

- **Public hearing – February 2013**
- **Public hearing comment period ends – March 2013**
- **Right-of-way acquisition – Spring 2014**
- **Construction – 2014-2015 (Tentative)**
All comments are subject to public disclosure.

Name (optional):

Email (optional):

Address (optional):

1. In your opinion, does this project address the needs for this bridge? Yes________ No________
   Comments:

2. Are there any concerns that you feel have not been addressed? Yes________ No________
   Comments:

3. Please provide us with any ideas or suggestions which you feel would improve this project.

4. Do you support this project? Yes________ No________
   Comments:

Please leave this comment sheet at the designated location or mail your comments, postmarked by February 23, 2013 (or March 2, 2013 if meeting is held February 20, 2013) to the addressee on the reverse side.