



eleventh street bridge project

Fact Sheet



An artist's rendering of an aerial view of how the 11th Street Bridge Project will appear upon completion in 2013.

Project Overview

The District Department of Transportation (DDOT) began construction of 11th Street Bridge Project in December 2009 to replace the two existing bridges with three new bridges and improve the related interchanges. When completed in mid-2013, the \$300-million project will:

- Improve mobility by providing separate freeway and local traffic connections to both directions of DC 295, the Southeast-Southwest Freeway and local streets on both sides of the Anacostia River,
- Provide a shared path for pedestrians and bicycles, as well as rails to allow future streetcar connections,
- Replace the existing functionally deficient and structurally obsolete bridges,
- Provide an additional alternate evacuation route from our Nation's Capital, and
- Include new trail connections, improved drainage and other environmental investments.

Projected to serve almost 180,000 vehicles per day by 2030, the existing bridges lack connections to allow travel directly from southbound DC 295/Anacostia Freeway to the Southeast-Southwest Freeway or from the Southeast-Southwest Freeway to northbound DC 295. The two new freeway bridges will provide these connections. The third bridge will carry local traffic between city streets on both sides of the river and provide additional connections to both directions of DC 295.

The project is the largest ever constructed by DDOT and is the first river bridge replacement in the District in more than 40 years.

ELEVENTH STREET BRIDGE PROJECT • FACT SHEET

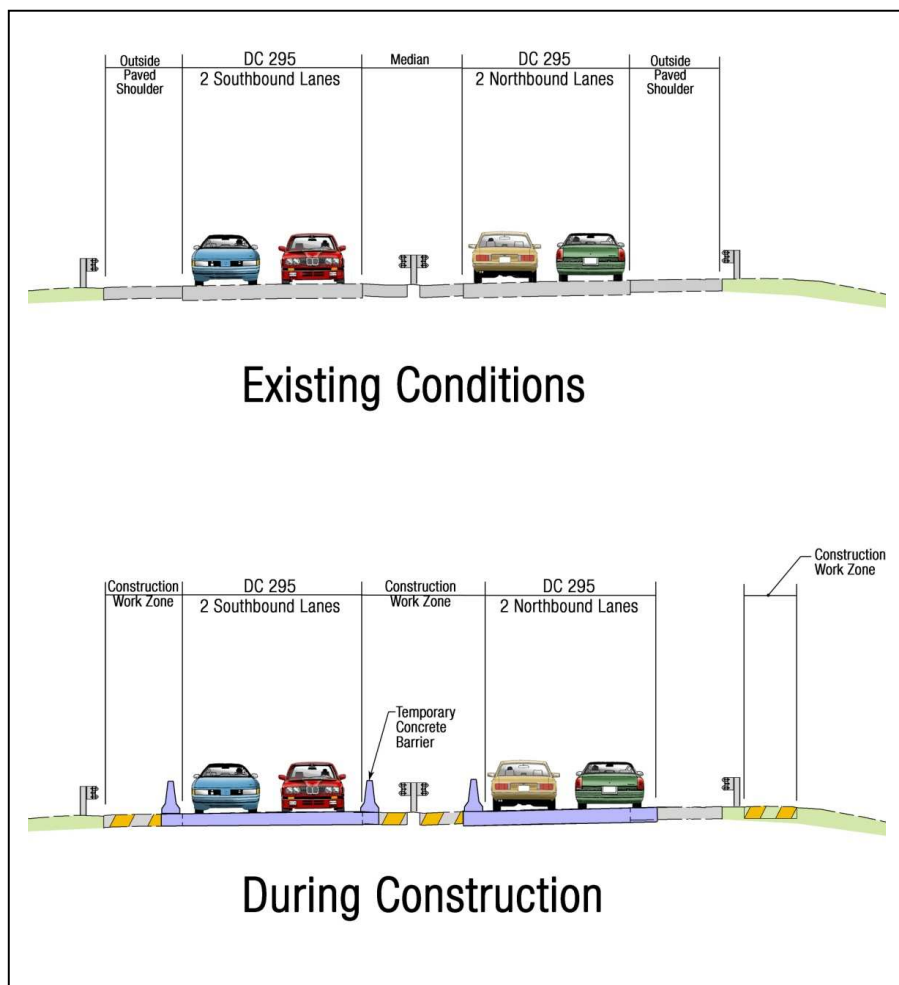


Figure 1: View of DC 295 traffic configurations looking north between the Pennsylvania Avenue and Howard Road interchanges before and during construction.



Artist's rendering of a future view of the bridges looking northwest from the eastern side of the Anacostia River.

Initial Construction Work

Construction will start with pile driving in the Anacostia River for the 12 foundation piers of the three new 11th Street bridges. In all, 61 hollow, concrete cylinder piles must be driven about 70 feet into the river bed. These piles average 110 feet in length.

In addition, contractors will begin placing concrete barriers, off-roadway clearing and drainage work adjacent to both directions of DC 295, resulting in shoulder encroachments and minor lane shifts (see figure 1). Within months, this will lead to land-side pile driving on both sides of the river required to construct new connecting ramps and related improvements to DC 295 and the Southeast-Southwest Freeway.

Minimizing Construction Impacts

To minimize impacts on motorists, the new bridges will be constructed between the existing bridges. This will allow contractors to maintain all existing travel movements and 12-foot travel lanes on the bridges and freeways except during approved work in off-peak travel hours.

Noise and vibration levels will be monitored at all times in order to minimize impacts on local residents and businesses.

In addition, contractors will practice good-neighbor construction by establishing designated haul routes, having most materials delivered via the river or highway, controlling dust, and requiring that workers not park on neighborhood streets.

For More Information

Please call Public Information Manager Bryon Johnston at 202-484-2330, Ext. 137, email ddotpublicaffairs@dc.gov, or visit <http://www.theanacostiawaterfront.com/11thstreet.isp>.