16 Aug 2008, 1:00 pm - 2:30 pm

Post-Conference Tour

Multiple People

POST-CONFERENCE TOUR
Saturday, August 16, 2008

1:00 pm	**Lunch** **Introduction - Woodrow Wilson Bridge Video, Site Visit (Marriott Hotel)**	**4:00 pm**	**Leave for Construction Site**
		4:30 pm	**Visit the site**
		7:00 pm	**Return to hotel by bus**
2:00 pm	**Leave for bridge site by bus**		
2:30 pm	**Visit the Woodrow Wilson Bridge**		

1. WOODROW WILSON BRIDGE

This is a major 12-lane bridge with drawbridge which is both open to traffic and still under construction.

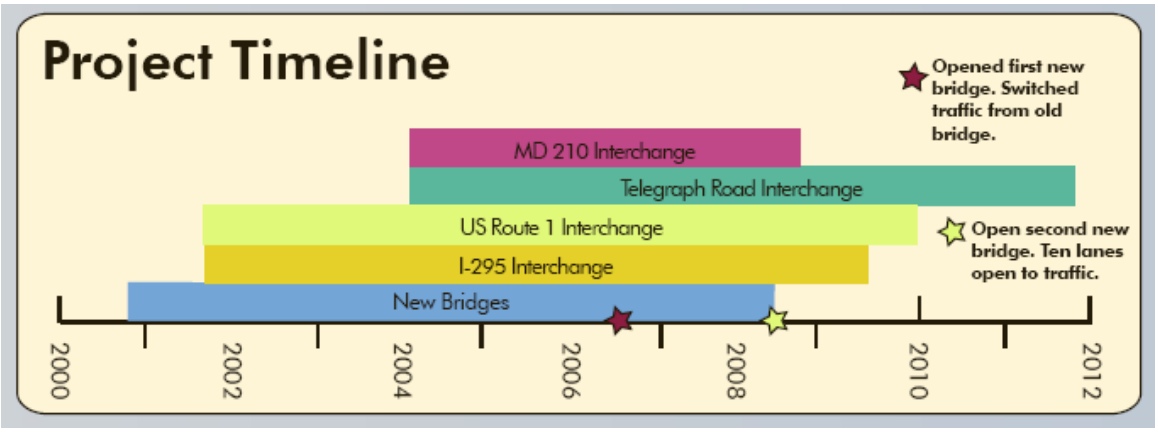
THE WOODROW WILSON BRIDGE PROJECT

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.

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.



New bridge will accommodate pedestrians and bicyclists, as well as Metrorail (artist rendering 2001)

2. CONSTRUCTION SITE TOUR

Several deep excavations are in progress in Washington, D.C. We will visit one such site close to the National Mall.