



11th Street Bridge & Park

Washington, D.C.

District Department of Transportation

Top: Residents celebrate at the opening of the new bridges. Photo by FHWA.

Bottom: Aerial view of the 11th Street Bridge shows the reconfigured traffic patterns. Photo by DDOT.

The 11th Street Bridge Project replaced two existing bridges with three new bridges that separated freeway traffic from local traffic and integrated multimodal features.

CONTEXT

- Bridge completed in 2015.
- Park to be complete by 2023.
- Northeast.
- Urban setting.
- \$390 million (Bridge); \$60 million (Park)



BRIDGE REPLACEMENT AND

GREEN SPACE

- Separated Interstate traffic from local roads and improved bicycle and pedestrian accessibility.
- Driving local economic development.

WHAT WAS THE PROJECT DRIVER?

In 2009, the District Department of Transportation (DDOT) began construction on the new 11th Street Bridge project to replace the existing bridges over the Anacostia River at the interchange for Interstate 695, Interstate 295, and District of Columbia Route 295.

The new bridges are a result of a partnership known as the Anacostia Waterfront Initiative (AWI). AWI partners include local agencies (DDOT, Mayor's Office of Planning, DC Department of Energy and Environment, DC Water, DC Office of Contracting and Procurement), Federal agencies (Department of

the Interior, Department of Transportation, National Park Service), State agencies (Maryland DOT, Department of Parks & Recreation), and non-profit groups (Earth Conservation Corps Anacostia Watershed Society). The 11th Street Bridge is part of AWI's larger vision of a clean river environment, new green space and recreational facilities, job-creating commercial centers, and multimodal transportation options. By providing better mobility options for all users, the bridge will reconnect communities on both sides of the Anacostia River.

A major goal for the new 11th Street Bridge was to separate freeway traffic from local roads. DDOT replaced the old, functionally deficient and structurally obsolete bridges and greatly improved mobility by separating the freeway and local traffic on both sides of the river.

HOW DID THIS CONNECT THE COMMUNITY?



Rendering of the future 11th Street Bridge Park. Image courtesy of OMA+OLIN

The 11th Street Bridge project improved accessibility across the bridge, with a new 14-foot-wide sidewalk that accommodates bicyclists and pedestrians and connects to the Anacostia Riverwalk Trail. Additionally, a new boulevard was added between 11th Street and Pennsylvania Avenue, SE to ease the flow of traffic.

The bridge was constructed in two phases. The first phase involved replacing the two existing bridges while adding a new bridge for local traffic. The second phase further improved the connections between the freeway and major access points.

WHAT WERE THE BENEFITS?



The bridge's shared bicycle and pedestrian path has created a much-needed access route between the two riverbanks. Additionally, the bridge also includes the provisions for future multimodal infrastructure to expand **access to transit**. Other benefits of the bridge include new trail connections, improved storm water management, and the creation of an additional emergency evacuation route.

The 11th Street Bridge Park (a partnership between DDOT and Ward 8 non-profit Building Bridges Across the River [BBAR]) will be Washington, D.C.'s first elevated public park and will be built on the pilings of the old 11th Street bridges. The park's community-driven Equitable Development Plan seeks to link neighborhoods that have been historically excluded from economic development to a flourishing downtown economic hub through housing, workforce, small business, and cultural equity strategies. In this way, the park will become a cornerstone of equitable and inclusive development that provides access to economic opportunity.

The park's design utilizes a **Context Sensitive Solutions** approach by drawing inspiration from local architecture and incorporating artwork from local artists. The design has also been informed by intensive **stakeholder engagement** efforts with members of the community and project partners. DDOT and BBAR employed **visualization techniques** and **experiential public engagement** opportunities to communicate important project information and keep stakeholders engaged throughout the project. The park is expected to open in late 2023.

For more information: <https://ddot.dc.gov/page/11th-street-bridge-project>
<https://www.bridgepark.org/>