



COMMONWEALTH of VIRGINIA

Department of Historic Resources

Matt Strickler
Secretary of Natural Resources

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Julie V. Langan
Director

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November 9, 2018

Ms. Amanda Murphy, Environmental Protection Specialist
Federal Railroad Administration
1200 New Jersey Avenue SE, Mail Stop-20
Washington, DC 20590

Re: Long Bridge Project
Arlington County, Virginia
DHR Project No. 2016-0932

Dear Ms. Murphy:

Thank you for requesting comments from the Virginia Department of Historic Resources (DHR) on the materials presented at the Fourth Consulting Parties Meeting held on October 30, 2018.

Action Alternatives. DHR recommends the selection of Option 2 for the bike-pedestrian crossing, as the footprint would be smaller than Option 1; it would not as directly impact the historic bridge and would be more easily reversible. We recommend that it be placed upstream. Because Long Bridge is contributing to the East-West Potomac Park, it should be retained and a new two-track bridge should be constructed. Action alternatives may include ground disturbances for piers and/or landings in Virginia and in the District of Columbia. Any necessary further survey should be completed prior to the selection of the preferred alternative.

Summary for Assessment of Effects. Regarding summary assessment for Virginia properties, DHR concurs with the following determinations:

Property	No Action Alternative	Action Alternative A	Action Alternative B	Cumulative Effects	Temporary Effects
George Washington Memorial Parkway	No Adverse Effect	Direct Adverse Effect	Direct and Indirect Adverse Effect	Direct Adverse Effect	Direct and Indirect Adverse Effect
Mount Vernon Memorial Highway	No Adverse Effect	Direct Adverse Effect	Direct and Indirect Adverse Effect	Direct Adverse Effect	Direct and Indirect Adverse Effect

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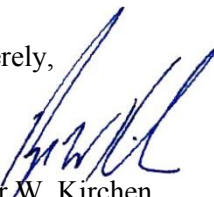
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Long Bridge Project: Phase IA Archaeological Assessment Draft Technical Report. We have reviewed the document entitled *Long Bridge Project: Phase IA Archaeological Assessment Draft Technical Report* and find that its recommendations are sound. We support the proposed classification of areas with high, moderate, and no archaeological potential and the Recommended Actions presented in Section 11.5.

This letter provides our concurrence with the FRA's determination of Adverse Effect for all action alternatives as submitted. We look forward to continued consultation with the FRA and the other consulting parties as the project progresses. For any additional questions, please contact the reviewer assigned to this project, Adrienne Birge-Wilson at (804) 482-6092, or via email at adrienne.birge-wilson@dhr.virginia.gov.

Sincerely,



Roger W. Kirchen
Director, Review and Compliance Division

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GOVERNMENT OF THE DISTRICT OF COLUMBIA
STATE HISTORIC PRESERVATION OFFICER



February 11, 2019

Ms. Amanda Murphy, Environmental Protection Specialist
Office of Railroad Policy and Development
U.S. Department of Transportation
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Final Assessment of Effects Report for the Long Bridge Project

Dear Ms. Murphy:

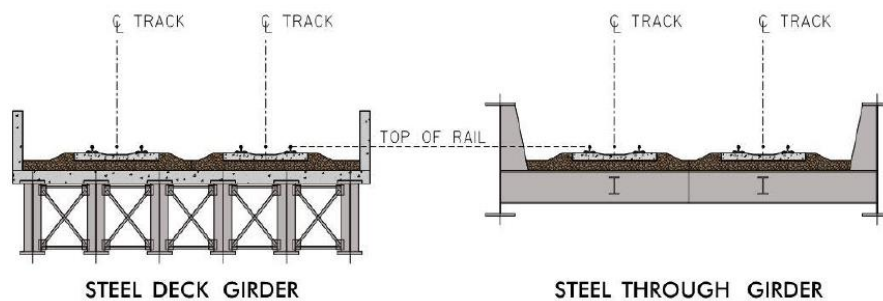
Thank you for providing the District of Columbia State Historic Preservation Officer (DC SHPO) with a copy of the *Final Assessment of Effects Report* which is dated December 7, 2018. We have reviewed the final report and are writing to provide additional comments regarding effects on historic properties in accordance with Section 106 of the National Historic Preservation Act.

As you are aware, the DC SHPO provided comments on the October 10, 2018 Draft *Assessment of Effects Report* in a letter dated November 8, 2018. Since we understand that relatively few revisions to the draft report were made, this letter will only highlight the most significant changes.

Most notably, we appreciate that Alternative A, which proposes to retain and restore the historic bridge and to construct a second bridge upstream from the existing structure, has been identified as the Preferred Alternative. Similarly, we are pleased that Option 2, the independent upstream approach, is the only option that will be carried forward for the potential bicycle/pedestrian bridge.

We appreciate that the final report also reflects several earlier DC SHPO comments including:

- Construction of the new railroad bridge will cause indirect adverse effects on the East & West Potomac Parks Historic District by blocking important views of the historic bridge;
- Our preference for Steel Through Girders for the new railroad bridge to establish a consistent “vocabulary” for the railroad bridges; and



- Our concurrence that further consultation regarding minimization and mitigation measures will be necessary as we learn more about the project and the Section 106 process continues.

The table below summarizes what we believe to be the determinations of effect at this point in the consultation process.

Historic Property	Action Alternative A	Action Alternative B	Cumulative Effects	Temporary Effects
National Mall HD (DC)	No adverse effect	No adverse effect	No adverse effect	Indirect adverse effect
GWMP HD (DC/VA)	Direct adverse effect	Direct and indirect adverse effect	Direct adverse effect	Direct and indirect adverse effect
MVMH HD (DC/VA)	Direct adverse effect	Direct and indirect adverse effect	Direct adverse effect	Direct and indirect adverse effect
East and West Potomac Parks HD (DC)	Direct and indirect adverse effect	Direct and indirect adverse effect	Direct adverse and indirect effect	Direct and indirect adverse effect

If you should have any questions or comments regarding this matter, please contact me at andrew.lewis@dc.gov or 202-442-8841. Otherwise, we look forward to consulting further and thank you for providing this additional opportunity to review and comment.

Sincerely,



C. Andrew Lewis
Senior Historic Preservation Officer
DC State Historic Preservation Office