LONG BRIDGE PROJECT

Connecting North and South Through our Nation's Capital

National Historic Preservation Act
Section 106
Consulting Parties Meeting #4

October 24, 2018

District Department of Transportation

U.S. Department of Transportation
Federal Railroad Administration

Meeting Agenda

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- Section 106 Process Update
- Action Alternatives for DEIS
- Conceptual Engineering
- Bike-Pedestrian Crossing (Potential Mitigation)
  - *Questions/Comments*
- Identification of Historic Properties
- Assessment of Effects
  - *Questions/Comments*
- Resolution of Effects and Next Steps

Section 106 and NEPA Coordination

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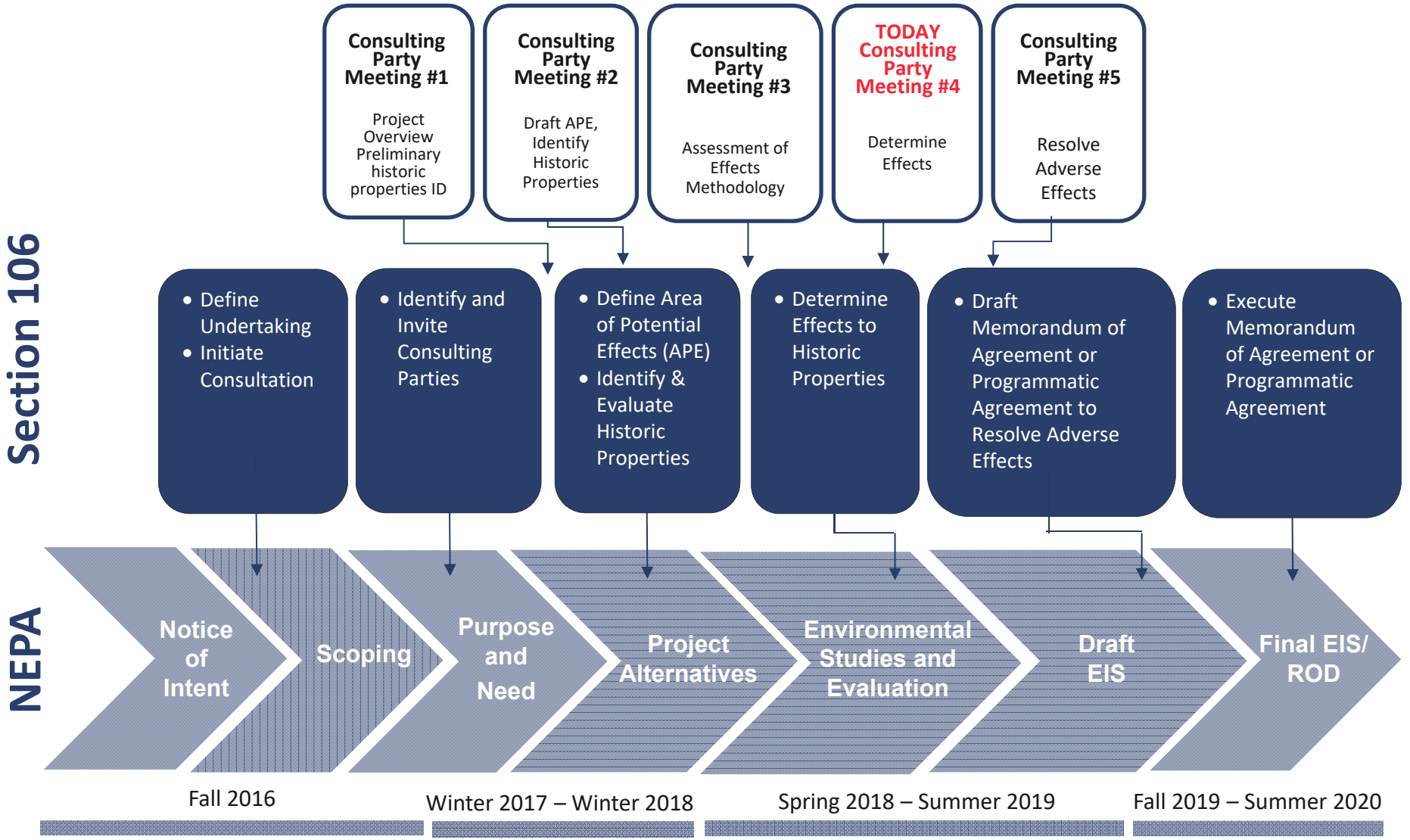

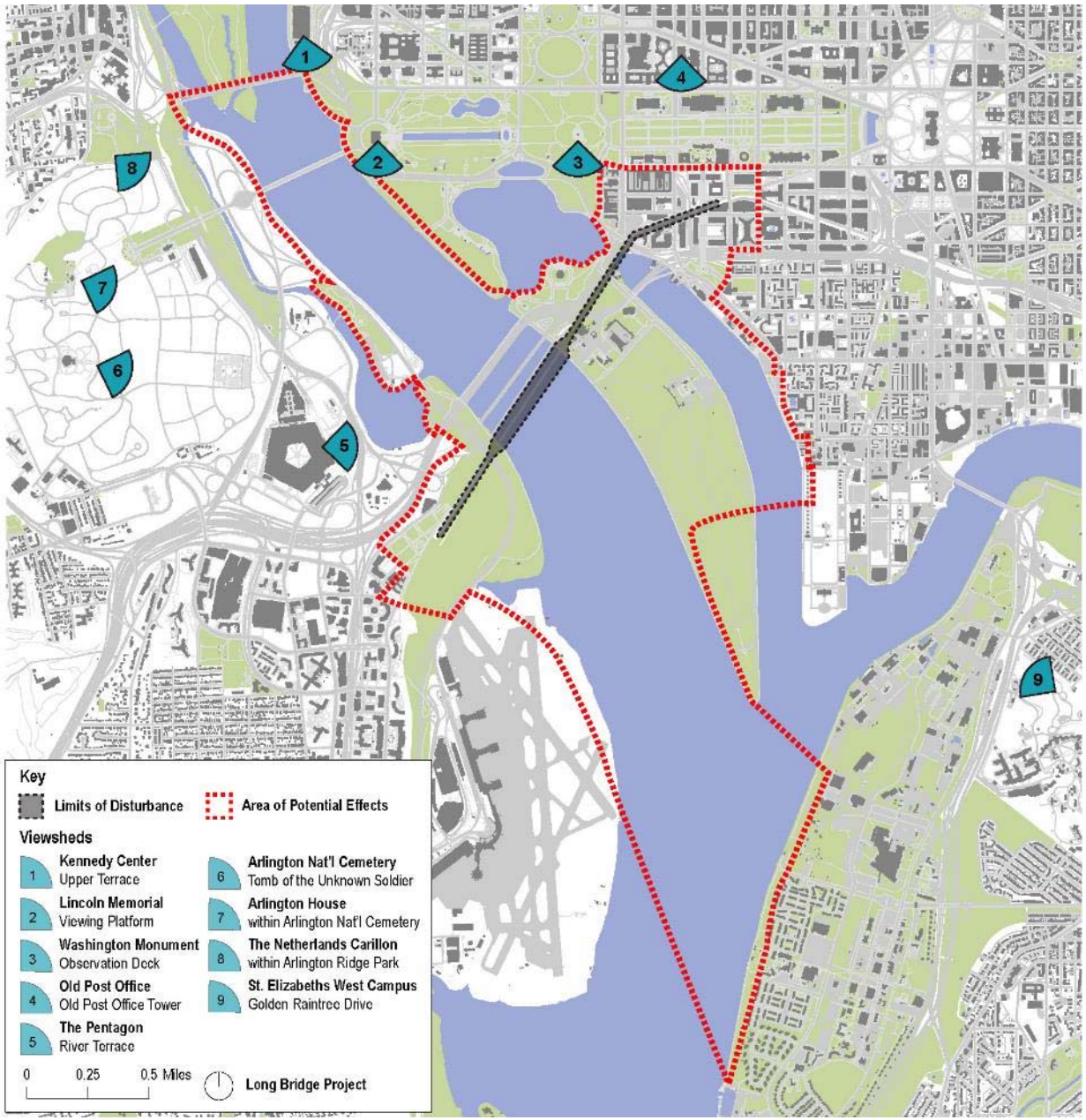

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Long Bridge Project

Area of Potential Effects (APE) and Limits of Disturbance (LOD)

Action Alternatives for Draft EIS

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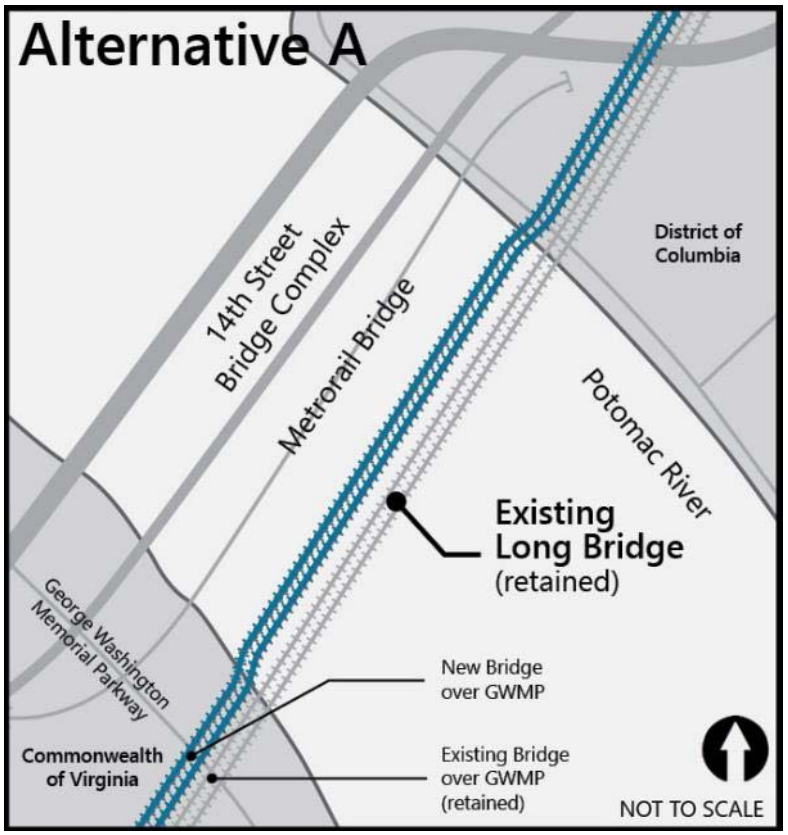
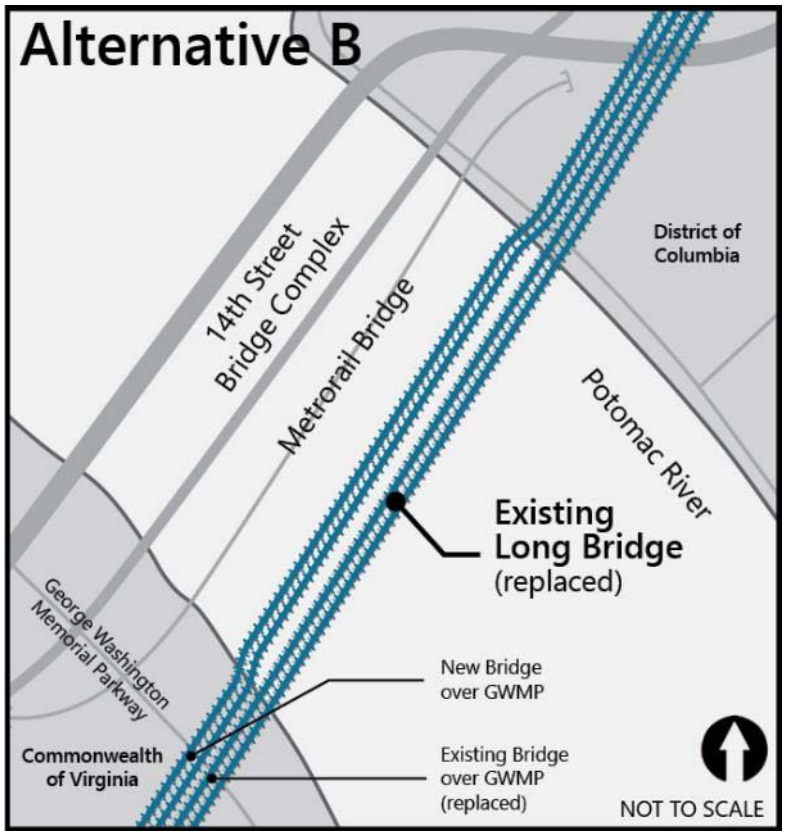


- New two-track bridge upstream of existing bridge
- Retain existing bridge



- New two-track bridge upstream of existing bridge
- Replace existing bridge

Conceptual Engineering

Bridge Structure and Design Criteria

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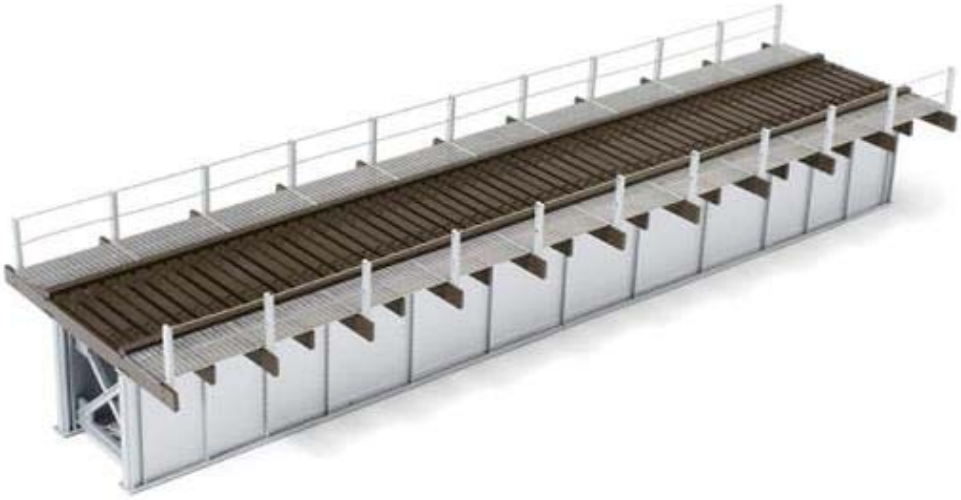

Steel Deck Plate Girder

Steel Through Plate Girder

- Both options feasible under either Action Alternative
- Structure type to be determined in final design

Conceptual Engineering

New GWMP Railroad Bridge

- Existing through girder bridge with arched steel and stone masonry
- Center pier located in median
- New bridge(s) would be through plate girder with similar aesthetics
- Bridges over NPS property would be designed compatible with existing resources

Bike-Pedestrian Crossing

Potential 4(f) Mitigation

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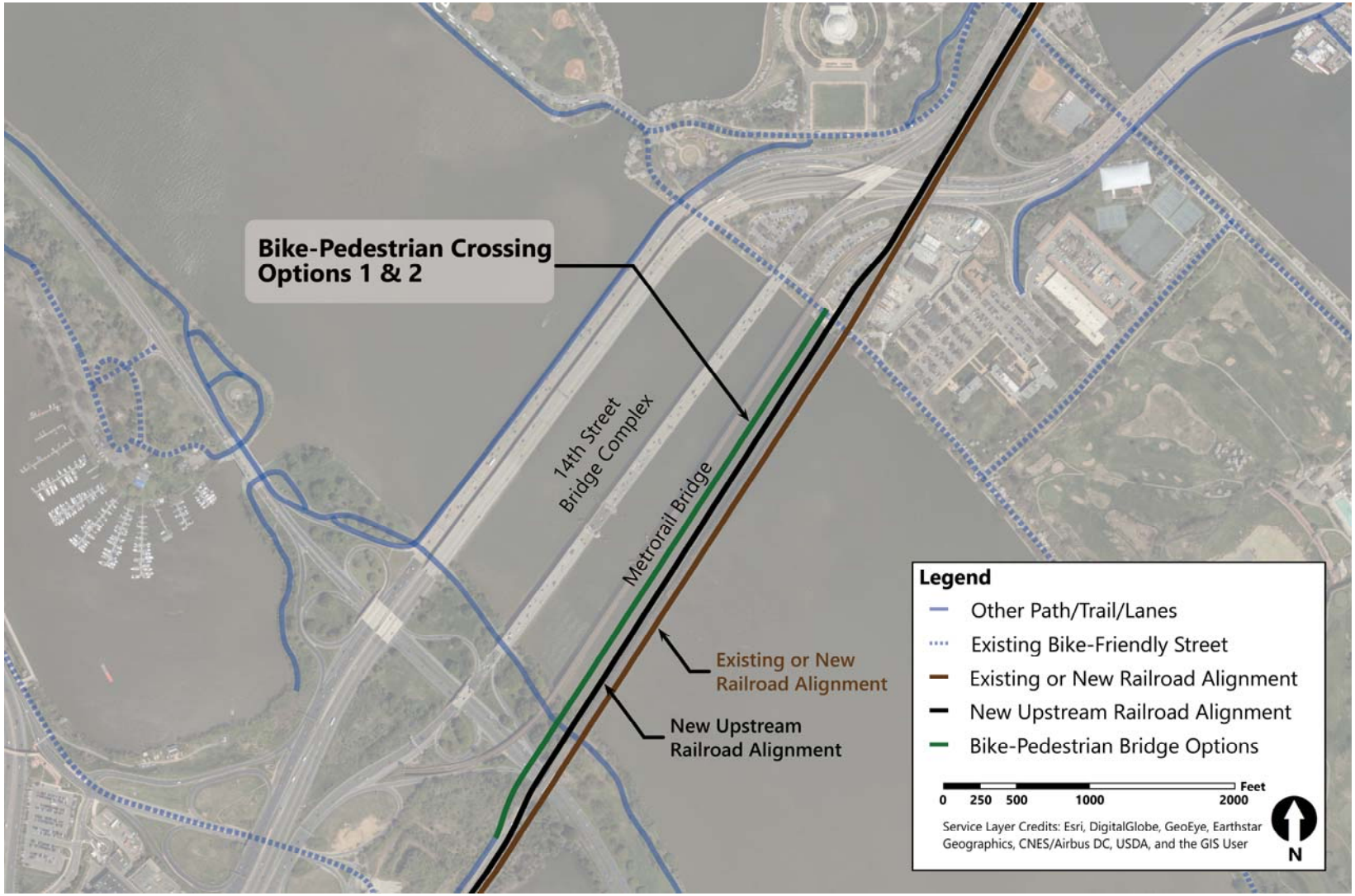
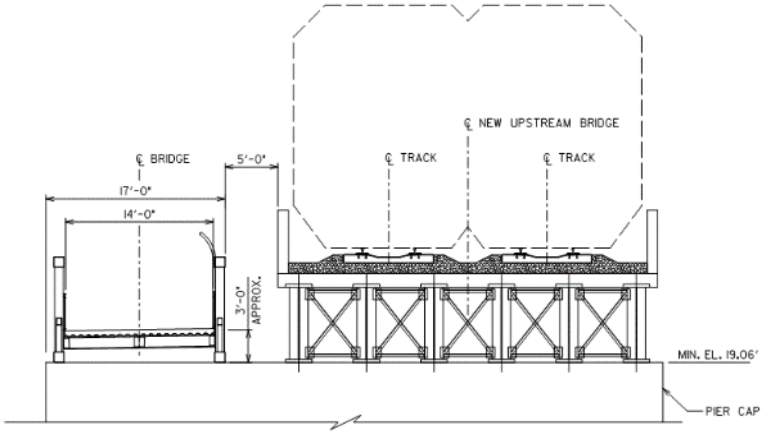


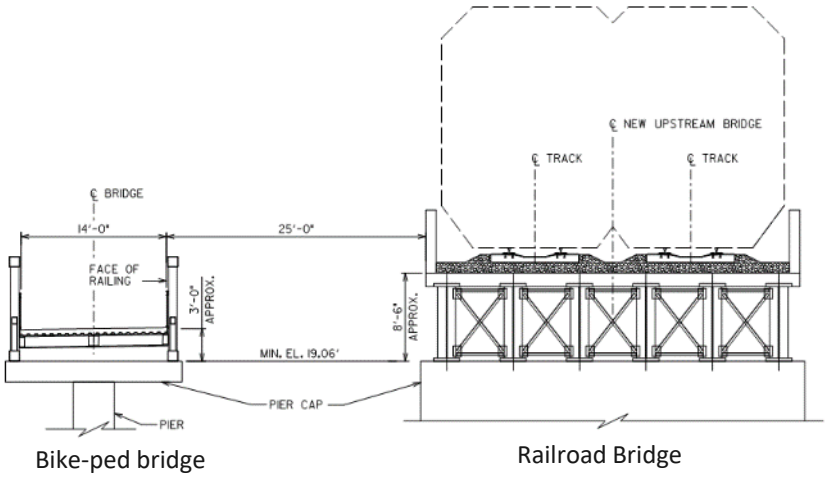
Section Diagrams

New Railroad Bridge with Bike-Ped Crossing Options



Bike-ped bridge Railroad Bridge

Option 1: Shared railroad bridge substructure



Bike-ped bridge Railroad Bridge

Option 2: Independent bridge

Bike-Pedestrian Crossing

Potential 4(f) Mitigation

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Option 1: Shared RR Bridge Substructure

- Prefabricated truss superstructures
- Extended railroad piers
- Larger permanent footprint
- Would require substantial security measures including railing or screening between bridges
- More difficult inspection and maintenance procedures
- More expensive than Option 2

Option 2: Independent Bridge

- Prefabricated truss superstructures
- Single column piers
- Smaller permanent footprint
- 25-foot separation from railroad bridge
- Simpler inspection and maintenance
- Preferred by railroad operators and NPS
- Construction cost approximately 20% less than Option 1

Questions/Comments

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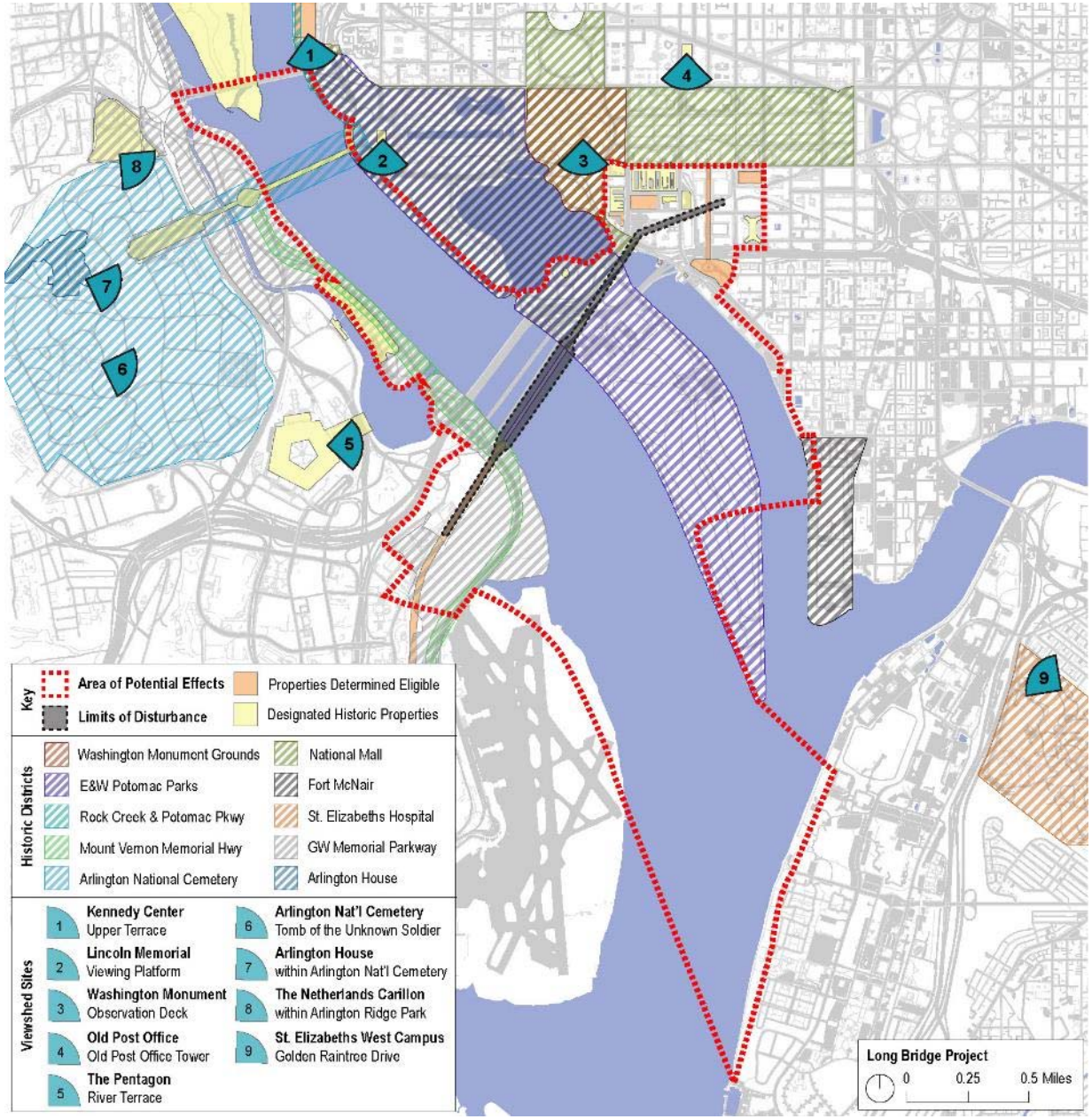
- Section 106 Process Update
- Action Alternatives for Draft EIS
- Conceptual Engineering
- Bike-Pedestrian Crossing
  - *Questions/Comments*
- **Identification of Historic Properties**
- **Assessment of Effects**
  - *Questions/Comments*
- **Resolution of Effects and Next Steps**



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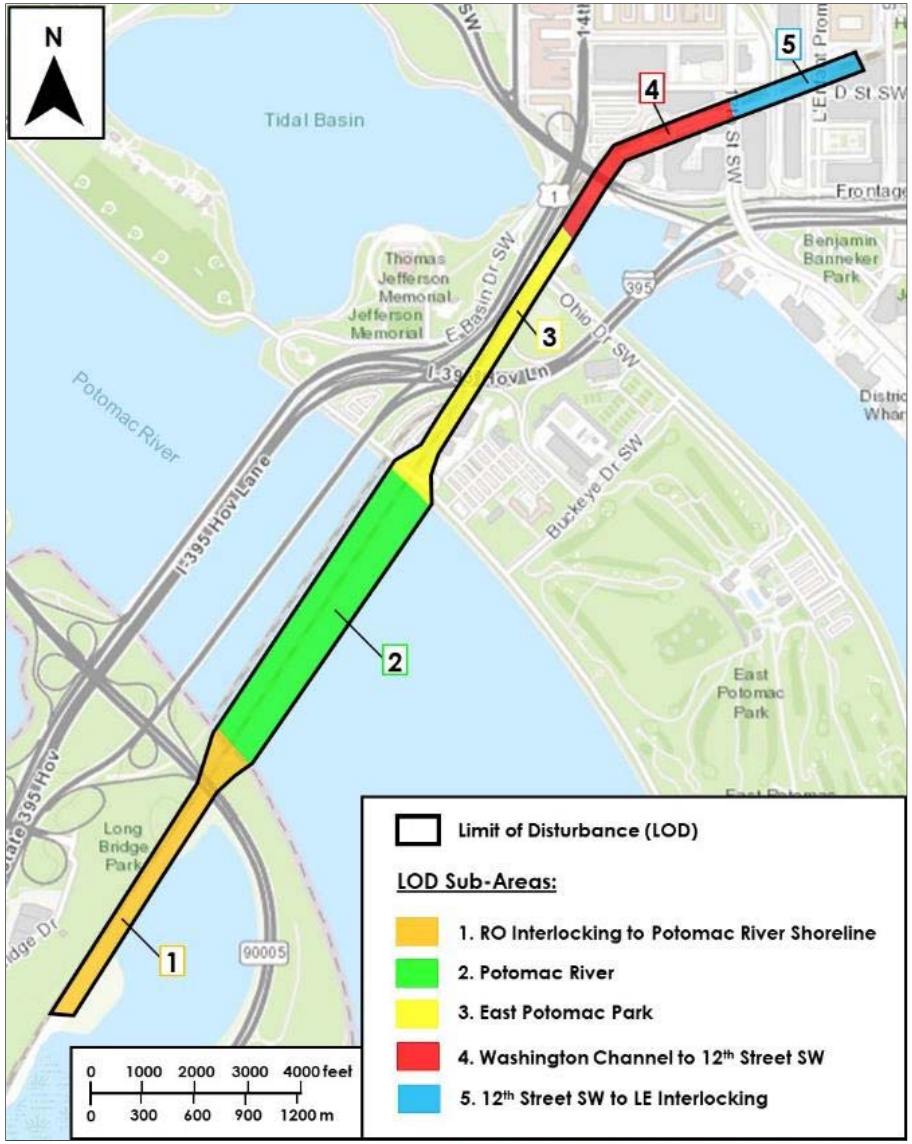
Identification of Historic Properties:

Area of Potential Effect

Identification of Historic Properties

Phase IA Archaeological Assessment

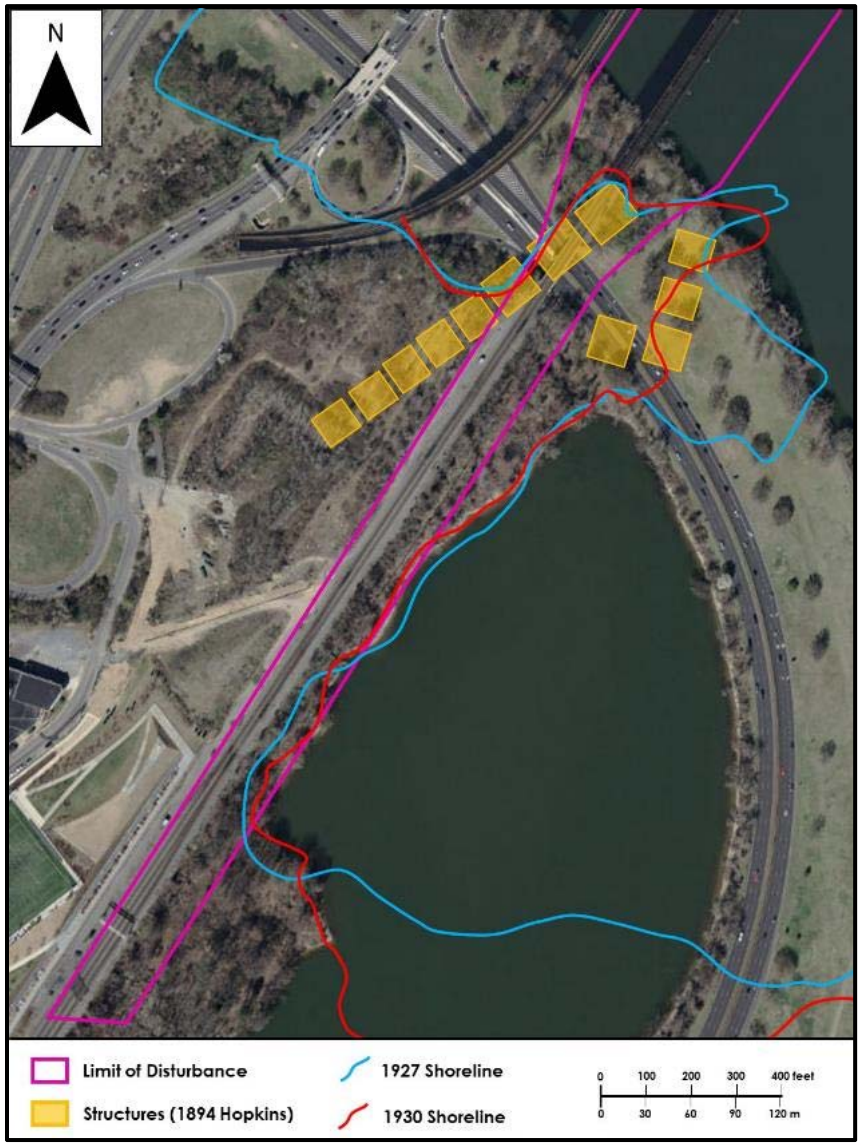


Phase IA Process

- Coordinated with DC and VA SHPO
- Documented history of LOD
- Site visit to verify desktop analysis
- Identified areas as having high, low, or no potential for resources

Identification of Historic Properties

Phase IA Archaeological Assessment



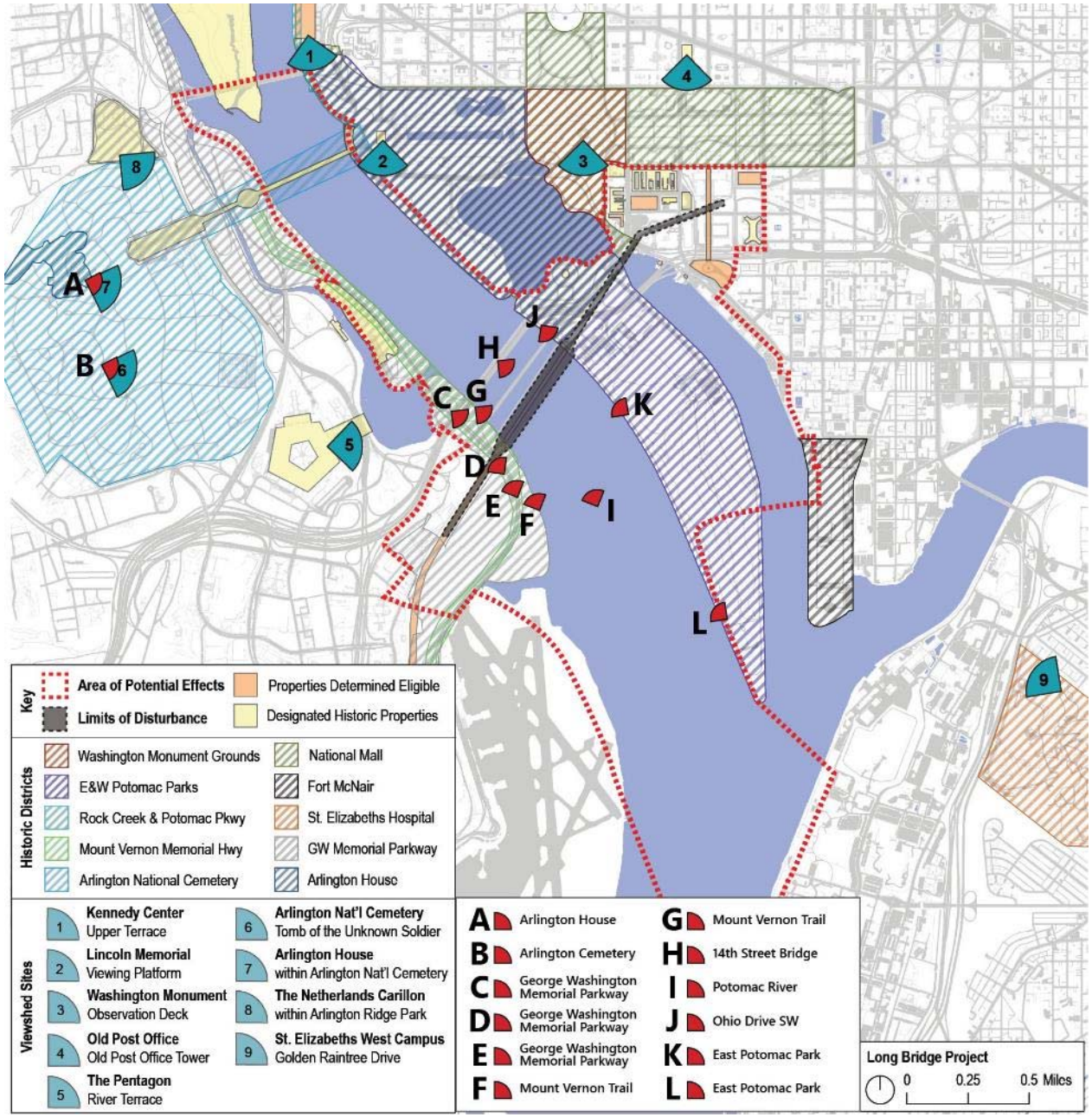
Archaeology Next Steps

Short term

- Phase IA submitted to SHPOs
- Draft EIS identifies Preferred Alternative

Long term

- Prepare final design for Preferred Alternative
- Continue Section 106 consultation
- Conduct recommended investigations based on assessment and SHPO consultation prior to construction



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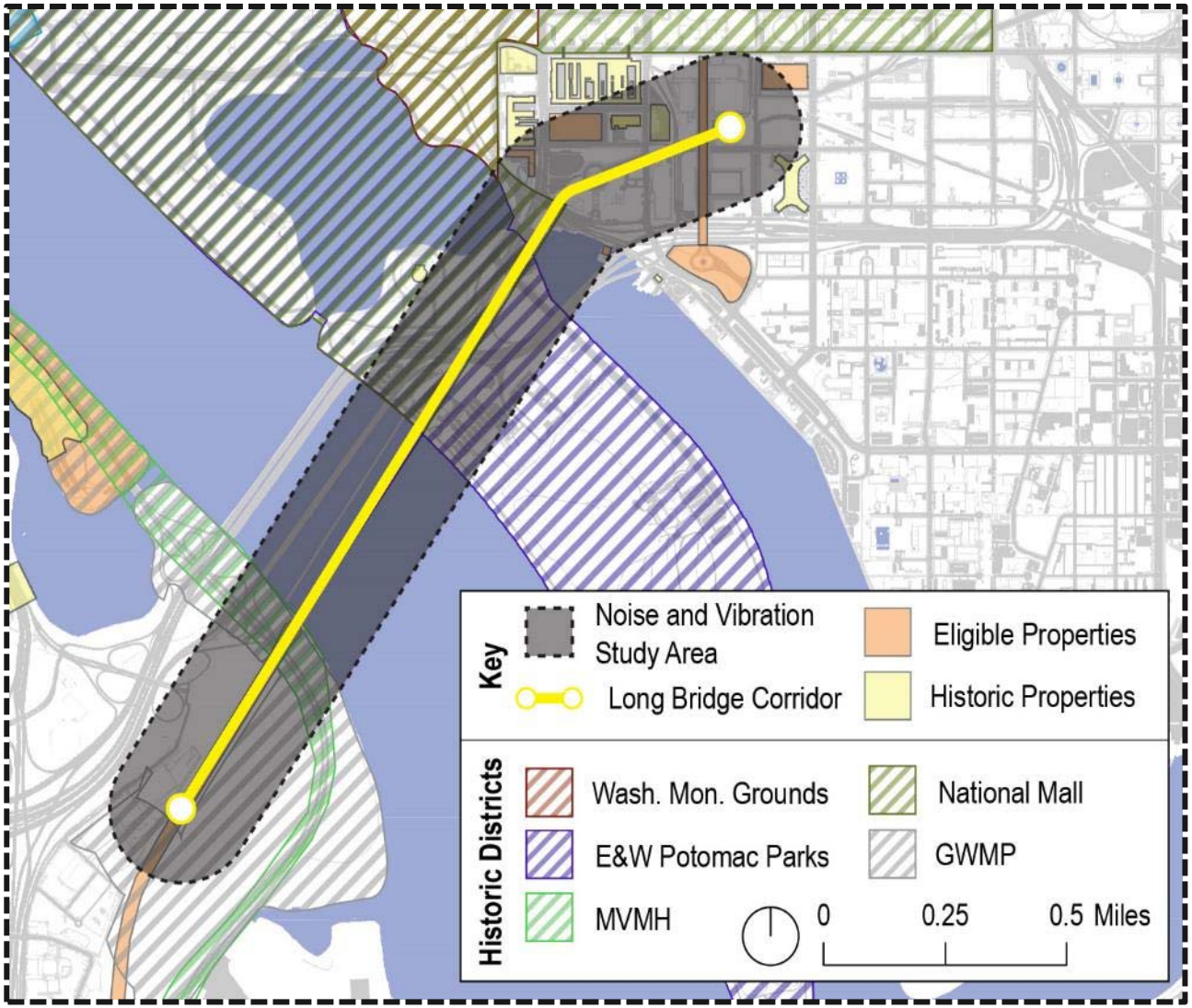
Assessment of Effects

Visual Effects

Assessment of Effects

Noise and Vibration Effects



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The ***EIS Noise and Vibration Study Area*** encompasses locations where substantial noise and vibration effects may occur.

Historic Properties within the Study Area may experience effects.

Assessment of Effects

Summary of Adverse Effects Determination

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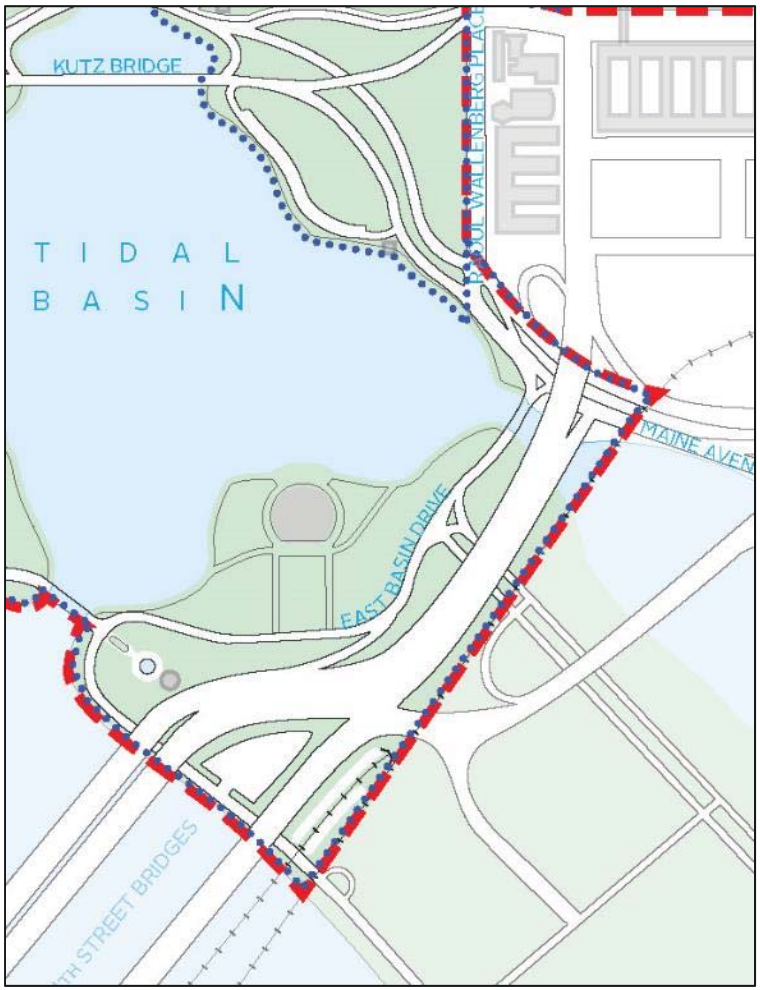
Historic Property	No Action Alternative	Action Alternative A	Action Alternative B	Cumulative Effects	Temporary Effects
National Mall *DC*	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	**Indirect Adverse Effect**
George Washington Memorial Parkway (GWMP) *VA/DC*	No Adverse Effect	**Direct Adverse Effect**	**Direct and Indirect Adverse Effect**	**Direct Adverse Effect**	**Direct and Indirect Adverse Effect**
Mount Vernon Memorial Highway (MVMH) *VA/DC*	No Adverse Effect	**Direct Adverse Effect**	**Direct and Indirect Adverse Effect**	**Direct Adverse Effect**	**Direct and Indirect Adverse Effect**
East and West Potomac Parks *DC*	No Adverse Effect	**Direct Adverse Effect**	**Direct Adverse Effect**	**Direct Adverse Effect**	**Direct and Indirect Adverse Effect**

Assessment of Effects

National Mall *(DC)*



Action Alternative A	**Physical Effects:** No contributing features within railroad corridor. **NO ADVERSE EFFECT.** **Visual Effects:** No significant views or visual resources in this portion of the HD. **NO ADVERSE EFFECT.** **Noise and Vibration Effects:** No exceedances of FTA thresholds at test locations. **NO ADVERSE EFFECT.**
Action Alternative B	**Physical Effects:** Same as Action Alternative A. **Visual Effects:** Same as Action Alternative A. **Noise and Vibration Effects:** Same as Action Alternative A.
Cumulative	No contributing features within railroad corridor or potential to alter significant views or visual resources. **NO ADVERSE EFFECT.**
Temporary	Construction staging and access would diminish integrity of feeling, association, and setting of the HD. **INDIRECT ADVERSE EFFECT.**

Assessment of Effects

GWMP *(DC/VA)*

Action Alternative A	**Physical Effects:** Construction of a new railroad bridge would remove contributing vegetation. **DIRECT ADVERSE EFFECT.** **Visual Effects:** New bridge would be added in area of diminished integrity. **NO ADVERSE EFFECT.** **Noise and Vibration Effects:** No exceedances of FTA thresholds at test locations. **NO ADVERSE EFFECT.**
Action Alternative B	**Physical Effects:** Construction of a new railroad bridge would remove contributing vegetation. Would also remove the contributing railroad bridge. **DIRECT ADVERSE EFFECT.** **Visual Effects:** Removal of existing Long Bridge and trestle would diminish integrity of setting and feeling. **INDIRECT ADVERSE EFFECT.** **Noise and Vibration Effects:** Same as Action Alternative A
Cumulative	Construction of a bike-pedestrian crossing and access ramp would remove contributing vegetation. **DIRECT ADVERSE EFFECT.**
Temporary	Construction staging, access, and trail relocation would diminish integrity of feeling, association, and setting of the GWMP. **DIRECT AND INDIRECT ADVERSE EFFECT.**

Assessment of Effects

MVMH *(DC/VA)*

Action Alternative A	**Physical Effects:** Construction of a new railroad bridge would remove contributing vegetation. **DIRECT ADVERSE EFFECT.** **Visual Effects:** New bridge would be added in area of diminished integrity. **NO ADVERSE EFFECT.** **Noise and Vibration Effects:** No exceedances of FTA thresholds at test locations. **NO ADVERSE EFFECT.**
Action Alternative B	**Physical Effects:** Same as Action Alternative A. **Visual Effects:** Removal of existing Long Bridge and truss would diminish integrity of setting and feeling. **INDIRECT ADVERSE EFFECT.** **Noise and Vibration Effects:** Same as Action Alternative A
Cumulative	Construction of a bike-pedestrian crossing and access ramp would remove contributing vegetation. **DIRECT ADVERSE EFFECT.**
Temporary	Construction staging, access, and trail relocation would diminish integrity of feeling, association, and setting of the MVMH. **DIRECT AND INDIRECT ADVERSE EFFECT.**

Viewshed Analysis – GWMP/MVMH

View from southbound motorway approaching Metrorail Bridge

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Existing Conditions

Viewshed Analysis – GWMP/MVMH

View from southbound motorway approaching Metrorail Bridge

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Alternative A

Note: material and color choices to be determined in final design

Viewshed Analysis – GWMP/MVMH

View from southbound motorway approaching Metrorail Bridge

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Alternative B

Note: material and color choices to be determined in final design

Viewshed Analysis – GWMP/MVMH

View from northbound motorway approaching Long Bridge Corridor

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Existing Conditions

Viewshed Analysis – GWMP/MVMH

View from northbound motorway approaching Long Bridge Corridor

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Alternative A

Note: material and color choices to be determined in final design

Viewshed Analysis – GWMP/MVMH

View from northbound motorway approaching Long Bridge Corridor

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Alternative B

Note: material and color choices to be determined in final design

Viewshed Analysis – GWMP/MVMH

View from northbound motorway approaching Metrorail-14th Street bridges

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Existing Conditions

Viewshed Analysis – GWMP/MVMH

View from northbound motorway approaching Metrorail-14th Street bridges

Alternative A

Note: material and color choices to be determined in final design

Viewshed Analysis – GWMP/MVMH

View from northbound motorway approaching Metrorail-14th Street bridges

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Alternative B

Note: material and color choices to be determined in final design

Viewshed Analysis - GWMP

View north on Mount Vernon Trail from Gravelly Point

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Existing Conditions

Viewshed Analysis - GWMP

View north on Mount Vernon Trail from Gravelly Point

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Alternative A

Note: material and color choices to be determined in final design

Viewshed Analysis - GWMP

View north on Mount Vernon Trail from Gravelly Point

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Alternative B

Note: material and color choices to be determined in final design

Viewshed Analysis - GWMP

View south on Mount Vernon Trail from beneath Metrorail Bridge

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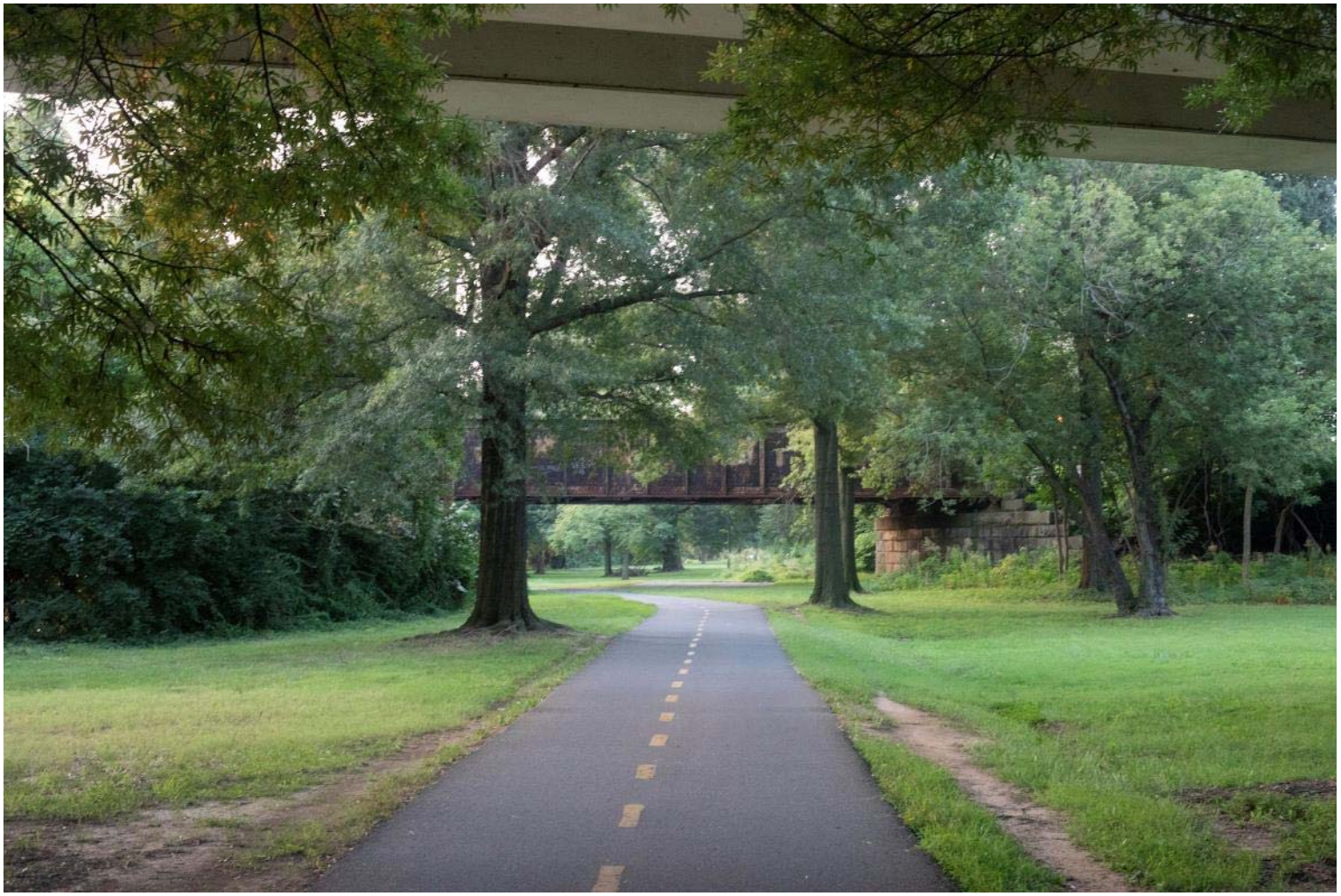

Existing Conditions

Viewshed Analysis - GWMP

View south on Mount Vernon Trail from beneath Metrorail Bridge

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Alternative A

Note: material and color choices to be determined in final design

Viewshed Analysis - GWMP

View south on Mount Vernon Trail from beneath Metrorail Bridge

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Alternative B

Note: material and color choices to be determined in final design

Assessment of Effects

East and West Potomac Parks *(DC)*

Action Alternative A	**Physical Effects:** Construction of a new railroad bridge would remove contributing vegetation. **DIRECT ADVERSE EFFECT.** **Visual Effects:** Despite visible changes along Ohio Drive SW and along perimeter of park, they do not rise to the level of adverse. **NO ADVERSE EFFECT.** **Noise and Vibration Effects:** No exceedances of FTA thresholds at test locations. **NO ADVERSE EFFECT.**
Action Alternative B	**Physical Effects:** Removal of contributing Long Bridge represents a total loss of contributing feature. Construction of a new railroad bridge would remove contributing vegetation. **DIRECT ADVERSE EFFECT.** **Visual Effects:** Same as Action Alternative A. **Noise and Vibration Effects:** Same as Action Alternative A.
Cumulative	Construction of a bike-pedestrian crossing and access ramp would remove contributing vegetation. **DIRECT ADVERSE EFFECT.**
Temporary	Construction staging and access would diminish integrity of feeling, association, and setting of the HD. Temporary construction noise has potential to diminish integrity of contributing U.S. Engineers' Storehouse. **DIRECT AND INDIRECT ADVERSE EFFECT.**

Viewshed Analysis – E. Potomac Park

Facing north on Ohio Drive SW

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Existing Conditions

Viewshed Analysis – E. Potomac Park

Facing north on Ohio Drive SW

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Alternative A

Note: material and color choices to be determined in final design

Viewshed Analysis – E. Potomac Park

Facing north on Ohio Drive SW

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Alternative B

Note: material and color choices to be determined in final design

Viewshed Analysis – E. Potomac Park

Facing northwest from Hains Point

Existing Conditions

Viewshed Analysis – E. Potomac Park

Facing northwest from Hains Point

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Alternative A

Note: material and color choices to be determined in final design

Viewshed Analysis – E. Potomac Park

Facing northwest from Hains Point

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Alternative A

Note: material and color choices to be determined in final design

Viewshed Analysis – E. Potomac Park

Facing northwest from Hains Point

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Existing Conditions

Viewshed Analysis – E. Potomac Park

Facing northwest from Hains Point

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Alternative A

Note: material and color choices to be determined in final design

Viewshed Analysis – E. Potomac Park

Facing northwest from Hains Point

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Alternative B

Note: material and color choices to be determined in final design

Questions/Comments

- Section 106 Process Update
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  - *Questions/Comments*
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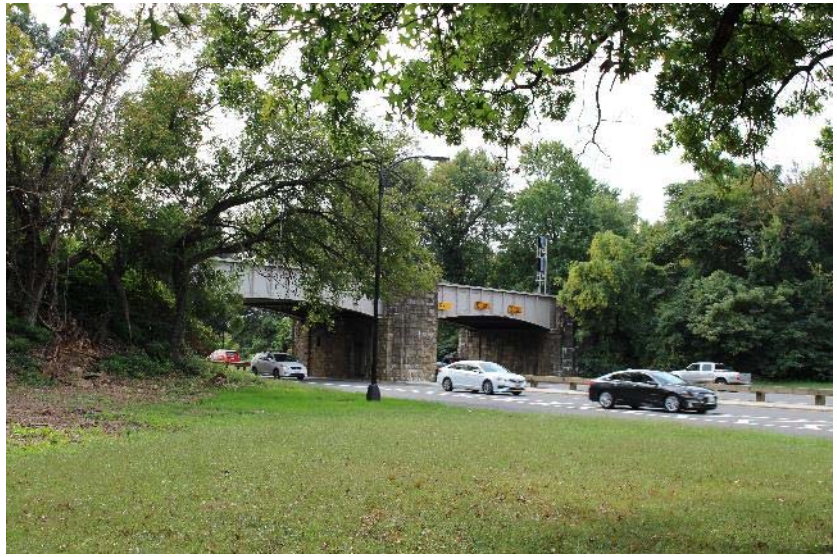
- **Resolution of Effects and Next Steps**

Resolution of Effects



- Adverse effects identified for the **National Mall**, **GWMP**, **MVMH**, and **East and West Potomac Parks** historic districts.
- Adverse effects would be intensified in Action Alternative B
- Adverse effects will be resolved through appropriate avoidance, minimization, and mitigation measures and documented in a MOA or PA

Resolution of Effects

FRA and DDOT welcome additional ideas on potential avoidance, minimization, and mitigation options from SHPOs and Consulting Parties

Some measures already identified through consultation:

Avoidance

- **Retain Long Bridge and GWMP railroad bridge (Action Alternative A)**
- **Dismissed alternatives outside of Long Bridge Corridor (did not meet Purpose and Need)**

Minimization

- **New bridge(s) to be compatible with existing bridges**
- **Compatible aesthetic treatment of new bridges within NPS properties**
- **Appropriate construction management and screening**

Mitigation

- **New trees and other vegetation to replace mature vegetation and screen new structures**

Schedule for Continued Consultation

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Assess Adverse Effects

Resolve Adverse Effects

October 24, 2018: Consulting Party Meeting #4

- Review findings of the draft AOE Report
- Solicit input on avoidance, minimization, and mitigation strategies
- *Comments on today's meeting and the AOE Report due* ***November 9, 2018.***

Fall 2018/Winter 2019

- Incorporate comments on AOE Report
- Identify Preferred Alternative (Public Meeting Nov 29th)
- Issue final determination of effect to SHPOs and notify ACHP
- Develop and refine resolution strategies

Winter/Spring 2019: Consulting Party Meeting #5

- Present resolution strategies
- Discuss draft MOA or PA

Winter 2020: MOA or PA signed

Consulting Party Questions & Comments

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Comments can be provided in multiple ways:

- At this meeting
- Website: www.longbridgeproject.com
- Email: info@longbridgeproject.com - **ENCOURAGED!**

- Correspondence addressed to:

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