

Disposition Codes:
A: Incorporated Already (see attached)
B: Not Incorporated (see explanation)
C: Clarification Required
D: Will be incorporated in future submittals
E: Acknowledged, No action required

Project Title:	Long Bridge Project – Environmental Impact Statement (EIS)			Operator’s Signature Package – OPERATOR COMMENTS & RESPONSES			
Contract No.:				Prepared By:	VHB		
Comments Date:	04/23/20	Submission Phase or No.:	Long Bridge Operator’s Signature Package	Agency:	DRPT	Date Submitted:	05/05/2020

Agency/ Dept.:	Comment No.:	Reviewer	Page	Reviewer’s Comments	Consultant - Responses	Disposition	Acceptance by DRPT (Y/N)
DRPT	1	Katherine Youngbluth	Basis of Design	General Comment - the references to the Long Bridge EIS process appear to be dated, please check and update accordingly to the current stage in the EIS system.	Basis of design updated accordingly.	A	
DRPT	2	Katherine Youngbluth	Engineering Design	ROW over NPS property - A close examination of the NPS CSXT right of way revealed that the ROW lines for CSXT are unclear. Please update to reflect the differences of the right of way lines.	ROW information is based on aerial mapping, District Lidar files, District GIS parcel information, and available as-built drawings. The ROW information between CSX and NPS property is relatively undefined from these sources and has been provided to DRPT in GIS files. This information will confirmation during additional title research planned for a future phase of the project.	B	
DRPT	3	Katherine Youngbluth	Basis of Design	General Comment - Obtain written approval for substandard clearances over roadway(s), e.g. GW Parkway at 14'-0" proposed clearance.	Roadway clearances have been discussed with owners throughout the project length with an understanding that the proposed clearances shown are conceptual for the EIS phase and will be confirmed and/or adjusted after a full project ground survey and additional engineering can be completed for the rail bridge superstructures.	B	
DRPT	4	Katherine Youngbluth	Basis of Design	General Comment - Obtain official CSXT variance for non-standard clearances within the corridor between Maryland Ave. to L'Enfant interlocking as applicable.	The Operators Signoff Package that CSX approved as of May 1, 2020 has these clearances identified in the detail sheets as well as on Index Sheet 2, which includes a detailed list of CSX criteria that was requested in a 12/18/2018 letter from CSX to DDOT with a copy to FRA. CSX indicated in a 11/5/2018 DDOT-FRA-CSXT meeting that an official variance would not be required and could be more problematic to achieve rather than continuing with a collaborative design process through future engineering phases. At the completion of the 12/17/2018 DDOT-FRA-CSX in-person meeting at DDOT with Randy Marcus and Brandon Knapp present for CSX, Randy noted “No formal design exception will be required if CSX, FRA, DDOT continue to work together.”	B	
DRPT	5	Katherine Youngbluth	Basis of Design	General Comment - Propose new Long Bridge structure be designed for E80 loading consistent with AREMA recommendation and CSXT internal standards. We may also look at economies gained in reduction in structure size, for common 4-track structures within the District, of going from E-90 to E-80 criteria.	The Project team initially recommended E-80 loading but were directed to use the CSX E-90 standard for the EIS analysis phase to ensure impacts were captured. The next stage of the project is intended to further refine specific loading requirements and structure sizes, which will impact the above comments regarding available vertical clearances as well. A reduction from E-90 to E-80 design loading may result in improved geometry and cost savings depending on what factors are controlling the design for a specific bridge structure, however the EIS phase documents will remain as shown using E-90 design loading.	B	
DRPT	6	Katherine Youngbluth	Engineering Design	"RO" to "L'Enfant" Phasing Diagram Phase C, 1/2 & 2/2 - Will need to coordinate proposed routing over New Long Bridge structure with proposed configuration of RO interlocking to ensure freight routes are preserved from RF to AF interlocking. During Phase C freight movement is restricted to use of ML 2 from Ro to Slaters Lane and ML 0 is unusable from RO to AF.	Mark Colgan of VHB discussed this issue with Brandon Knapp of CSX on April 23 rd , 2020 and both agreed this should be resolved through coordination in the upcoming Alexandria 4 th Track and Long Bridge Preliminary Engineering design efforts. The construction phasing and impacts on passenger and freight operations will be revisited extensively as the design of these two projects evolve with no changes intended for the remainder of the EIS phase.	B	