



National Historic Preservation Act Section 106 **Consulting Parties Meeting #4**

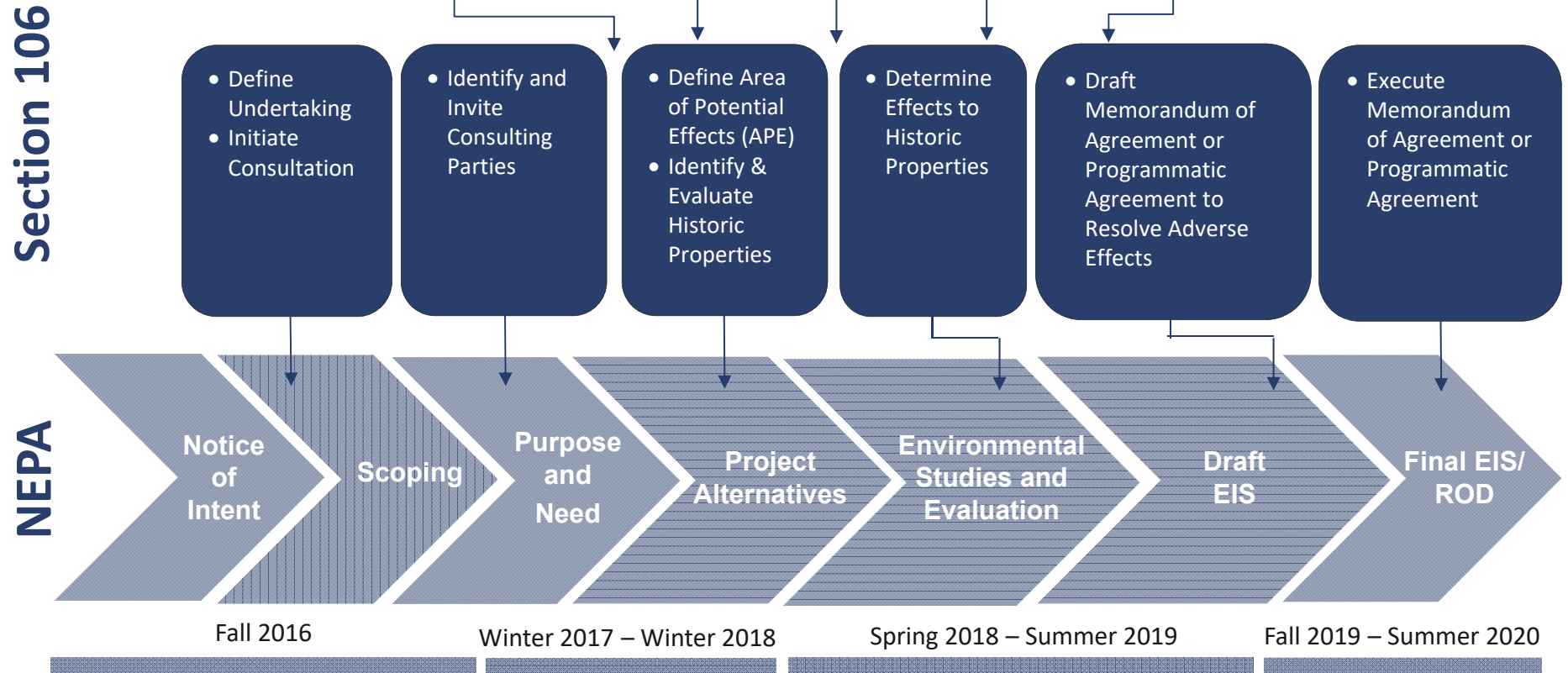
October 24, 2018



Meeting Agenda

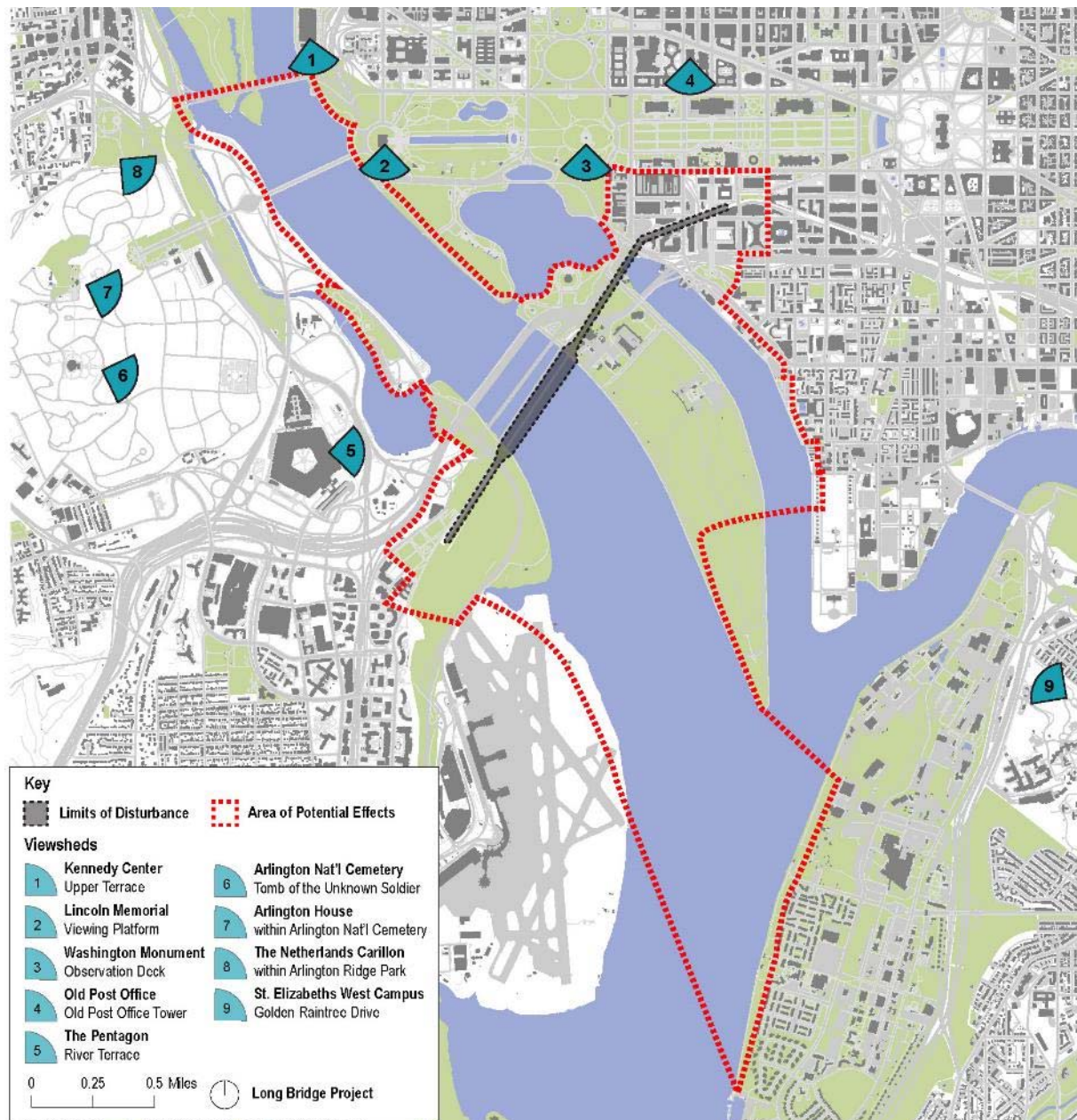
- 
- Section 106 Process Update
 - Action Alternatives for DEIS
 - Conceptual Engineering
 - Bike-Pedestrian Crossing (Potential Mitigation)
 - *Questions/Comments*
 - Identification of Historic Properties
 - Assessment of Effects
 - *Questions/Comments*
 - Resolution of Effects and Next Steps

Section 106 and NEPA Coordination

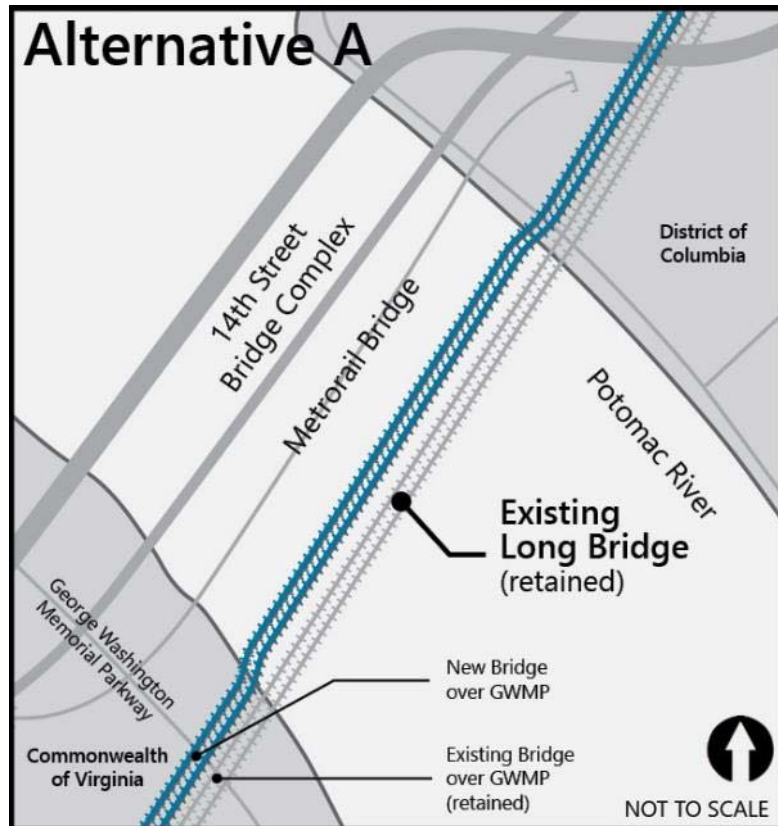


Long Bridge Project

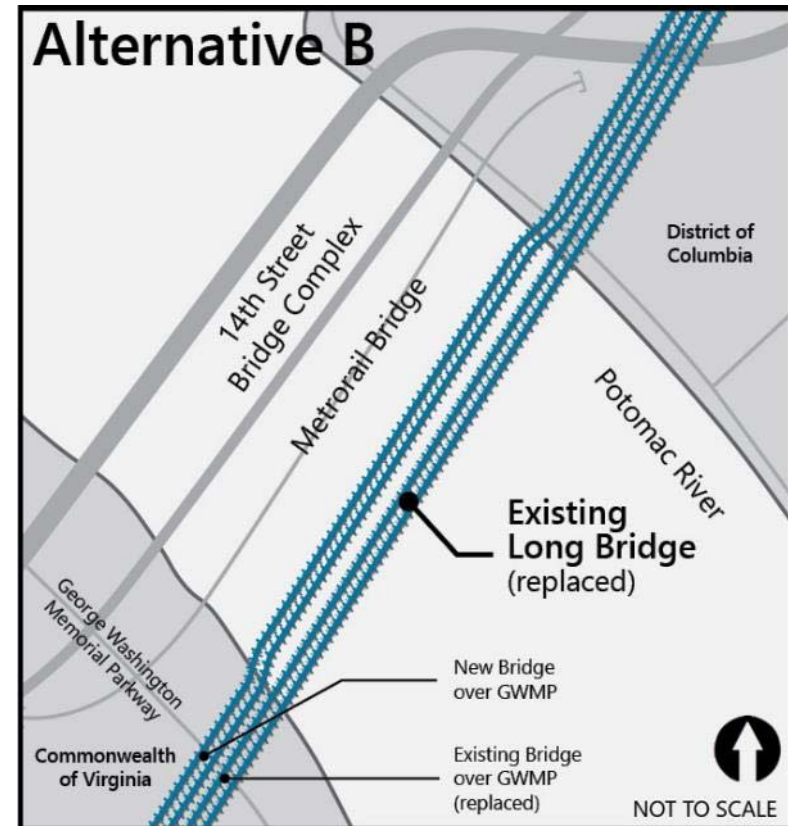
Area of Potential Effects (APE) and Limits of Disturbance (LOD)



Action Alternatives for Draft EIS



- 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



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

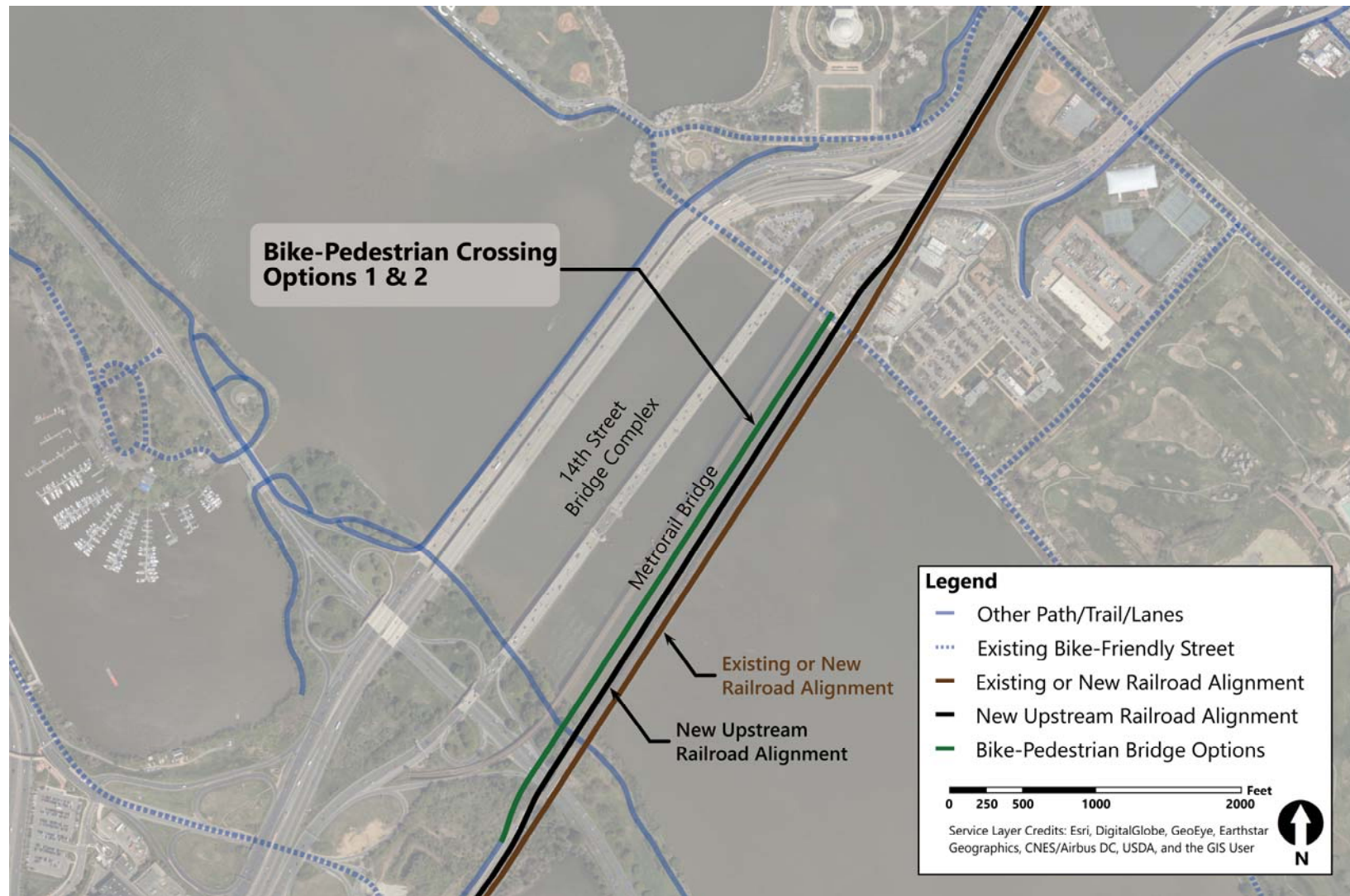
New GWMP Railroad Bridge

- 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



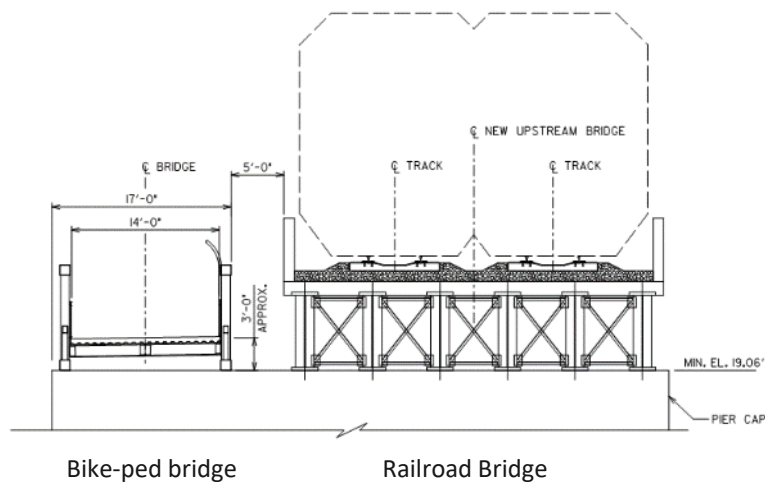
Bike-Pedestrian Crossing

Potential 4(f) Mitigation

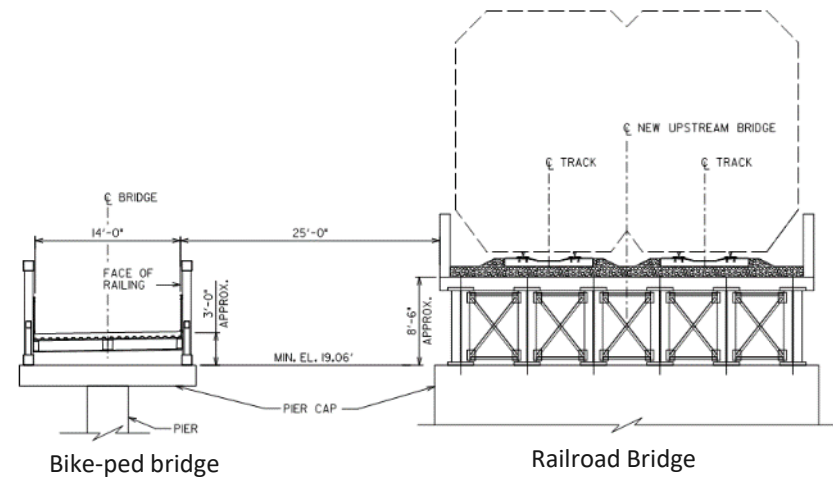


Section Diagrams

New Railroad Bridge with Bike-Ped Crossing Options



Option 1: Shared railroad bridge substructure



Option 2: Independent bridge

Bike-Pedestrian Crossing

Potential 4(f) Mitigation



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

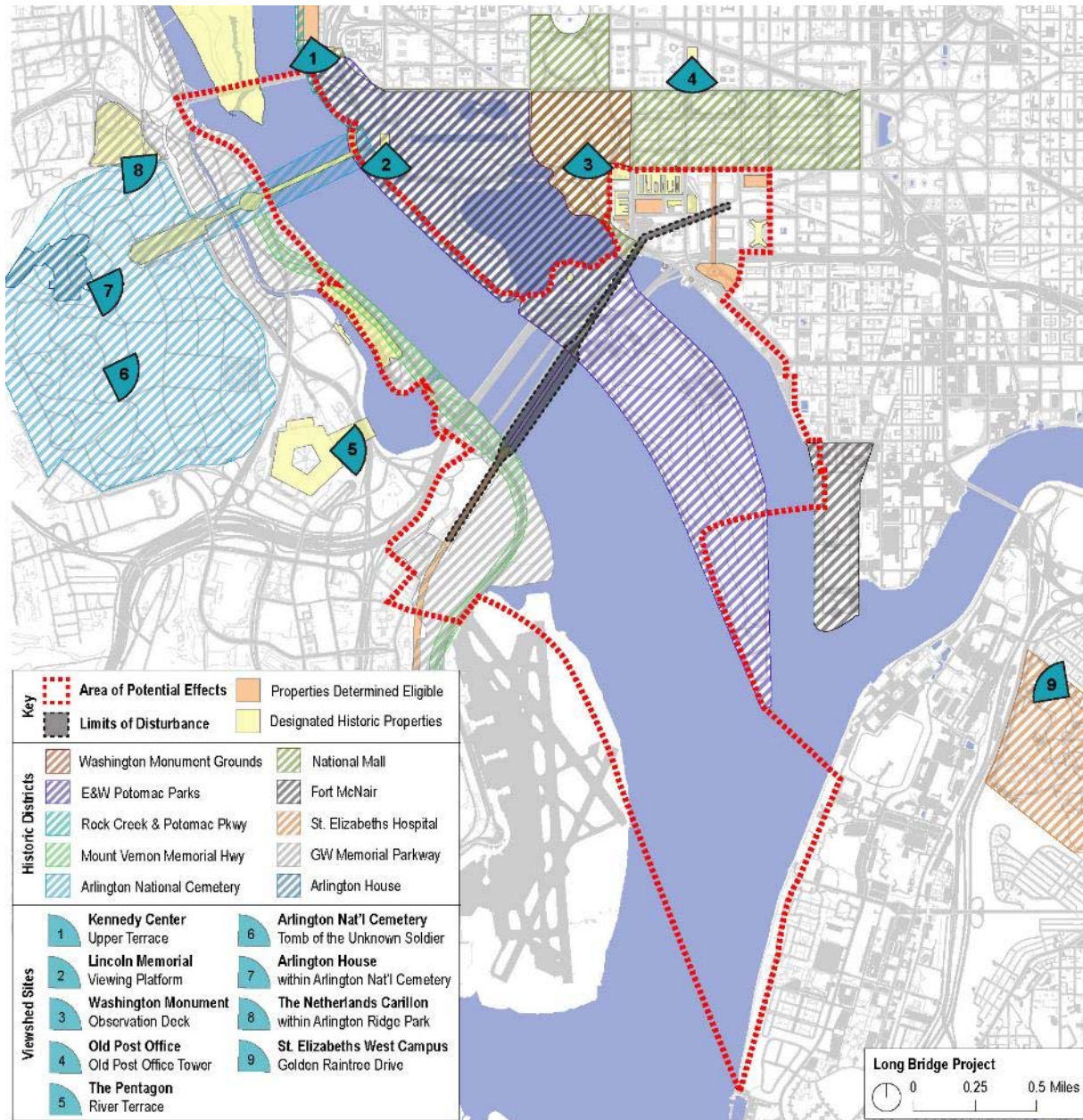
- Prefabricated truss superstructures
- Single column piers
- Smaller permanent footprint
- 25-foot separation from railroad bridge
- Simpler inspection and maintenance
- Preferred by railroad operators and NPS
- Construction cost approximately 20% less than Option 1

Questions/Comments

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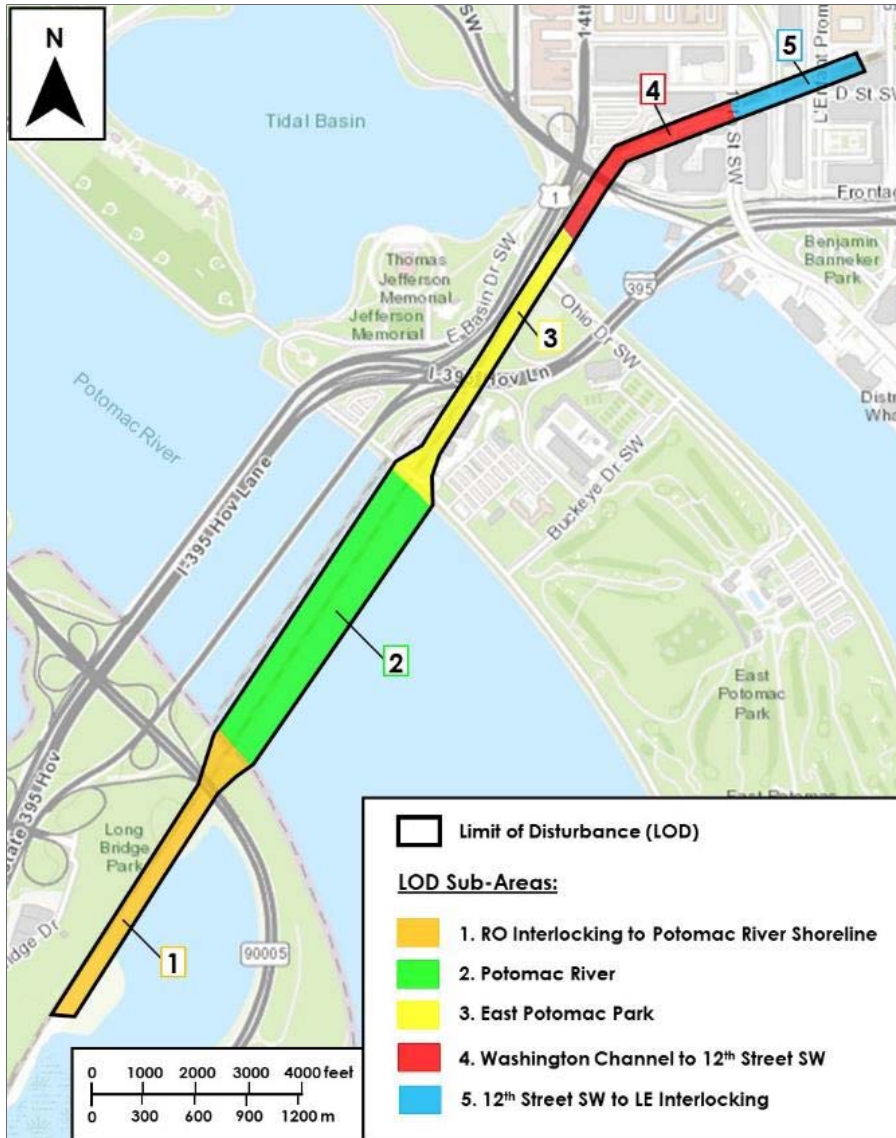
Identification of Historic Properties:

Area of Potential Effect



Identification of Historic Properties

Phase IA Archaeological Assessment

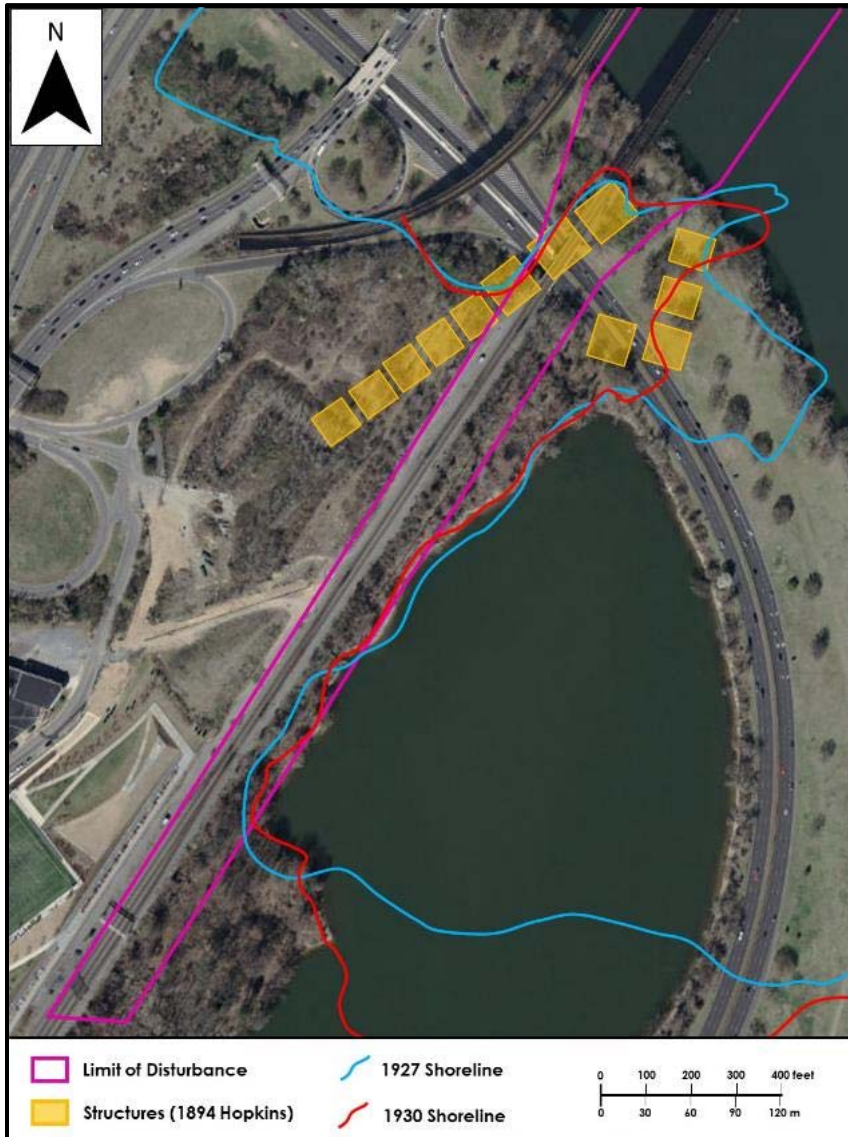


Phase IA Process

- 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

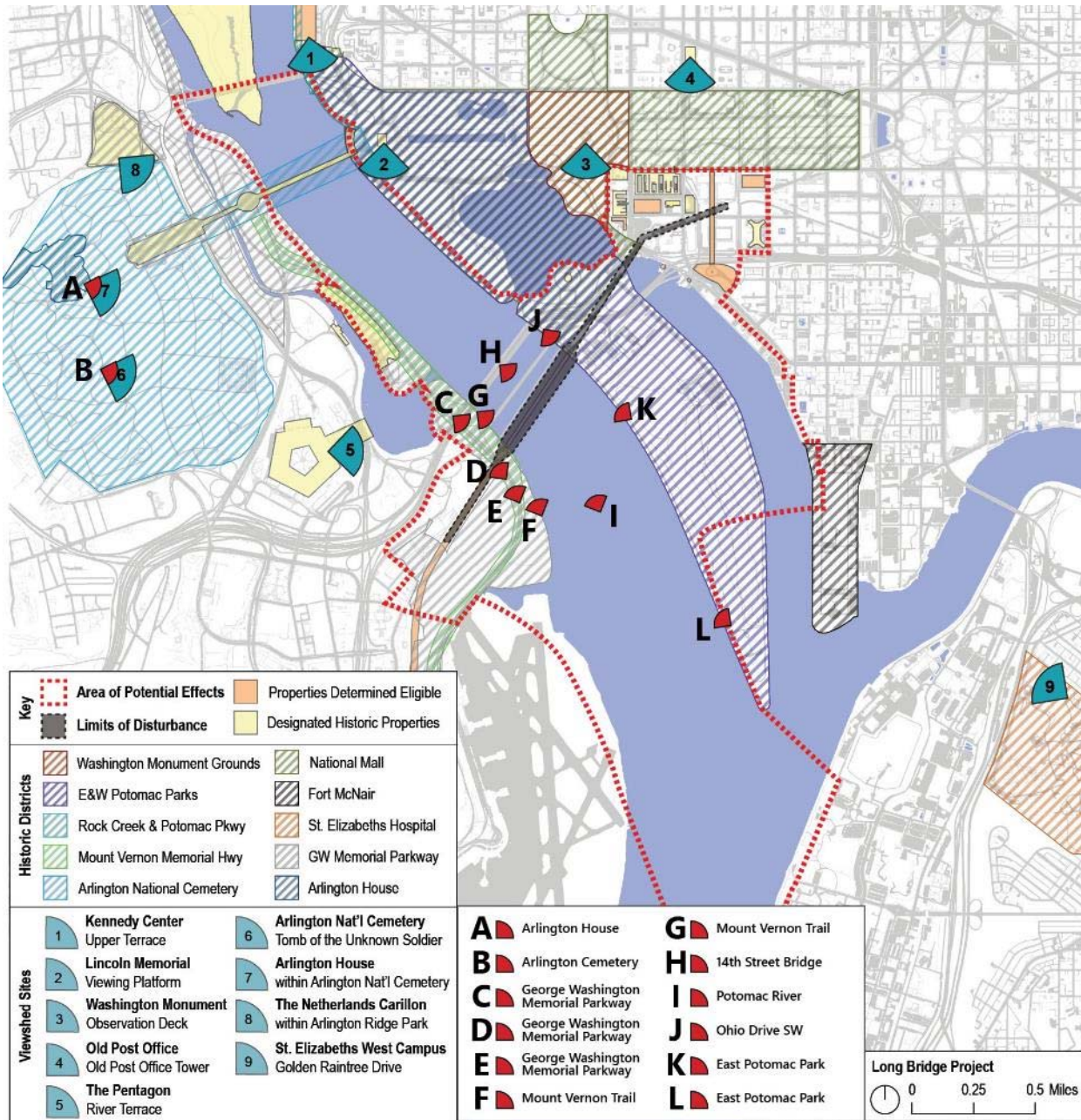
Short term

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

Long term

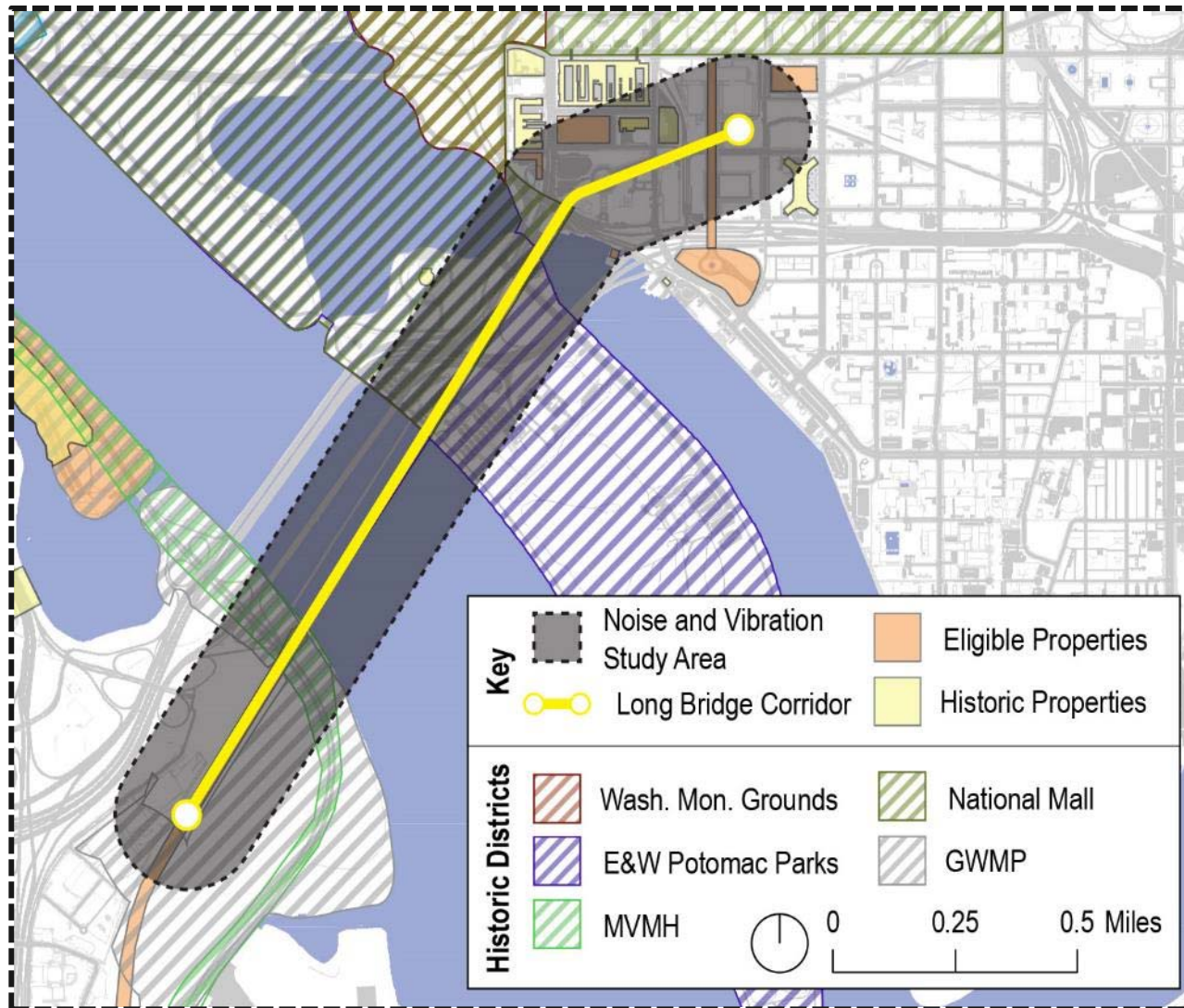
- Prepare final design for Preferred Alternative
- Continue Section 106 consultation
- Conduct recommended investigations based on assessment and SHPO consultation prior to construction

Assessment of Effects Visual Effects



Assessment of Effects

Noise and Vibration Effects



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

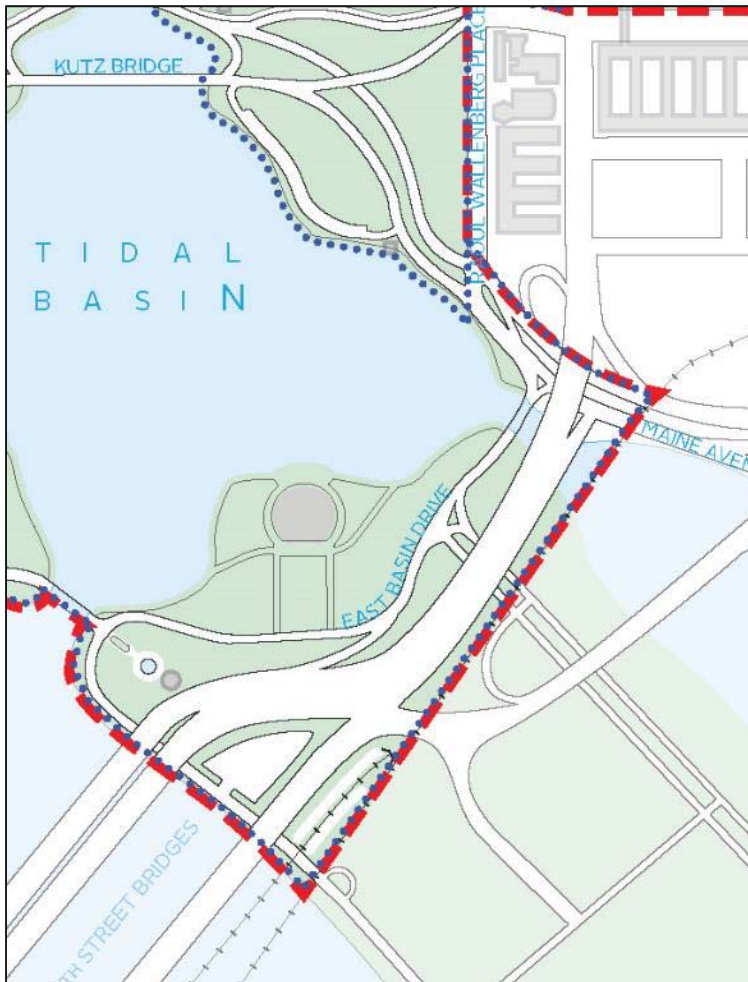
Summary of Adverse Effects Determination



Historic Property	No Action Alternative	Action Alternative A	Action Alternative B	Cumulative Effects	Temporary Effects
National Mall <i>DC</i>	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	Indirect Adverse Effect
George Washington Memorial Parkway (GWMP) <i>VA/DC</i>	No Adverse Effect	Direct Adverse Effect	Direct and Indirect Adverse Effect	Direct Adverse Effect	Direct and Indirect Adverse Effect
Mount Vernon Memorial Highway (MVMH) <i>VA/DC</i>	No Adverse Effect	Direct Adverse Effect	Direct and Indirect Adverse Effect	Direct Adverse Effect	Direct and Indirect Adverse Effect
East and West Potomac Parks <i>DC</i>	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. <u>Would also remove the contributing railroad bridge.</u> 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



Existing Conditions

Viewshed Analysis – GWMP/MVMH

View from southbound motorway approaching Metrorail Bridge



Alternative A

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

Viewshed Analysis – GWMP/MVMH

View from southbound motorway approaching Metrorail Bridge



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



Existing Conditions

Viewshed Analysis – GWMP/MVMH

View from northbound motorway approaching Long Bridge Corridor



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



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



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



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



Existing Conditions

Viewshed Analysis - GWMP

View north on Mount Vernon Trail from Gravelly Point



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

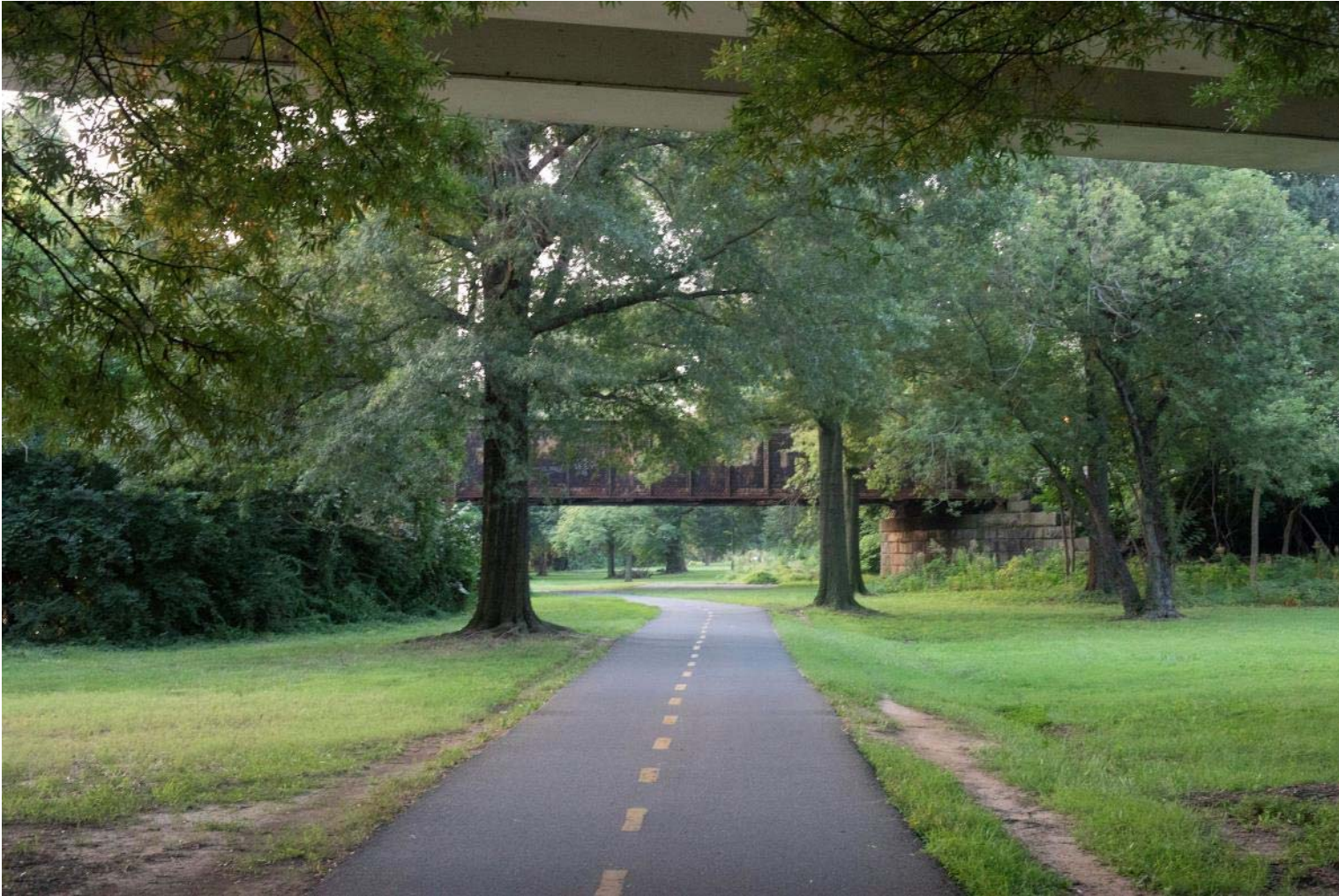


Alternative B

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

Viewshed Analysis - GWMP

View south on Mount Vernon Trail from beneath Metrorail Bridge



Existing Conditions

Viewshed Analysis - GWMP

View south on Mount Vernon Trail from beneath Metrorail Bridge



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



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: <u>Removal of contributing Long Bridge represents a total loss of contributing feature.</u> 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



Existing Conditions

Viewshed Analysis – E. Potomac Park

Facing north on Ohio Drive SW



Alternative A

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

Viewshed Analysis – E. Potomac Park

Facing north on Ohio Drive SW



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



Alternative A

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

Viewshed Analysis – E. Potomac Park

Facing northwest from Hains Point



Alternative A

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



Alternative A

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

Viewshed Analysis – E. Potomac Park

Facing northwest from Hains Point



Alternative B

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

Questions/Comments

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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

Assess
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

Resolve
Adverse
Effects

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

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