



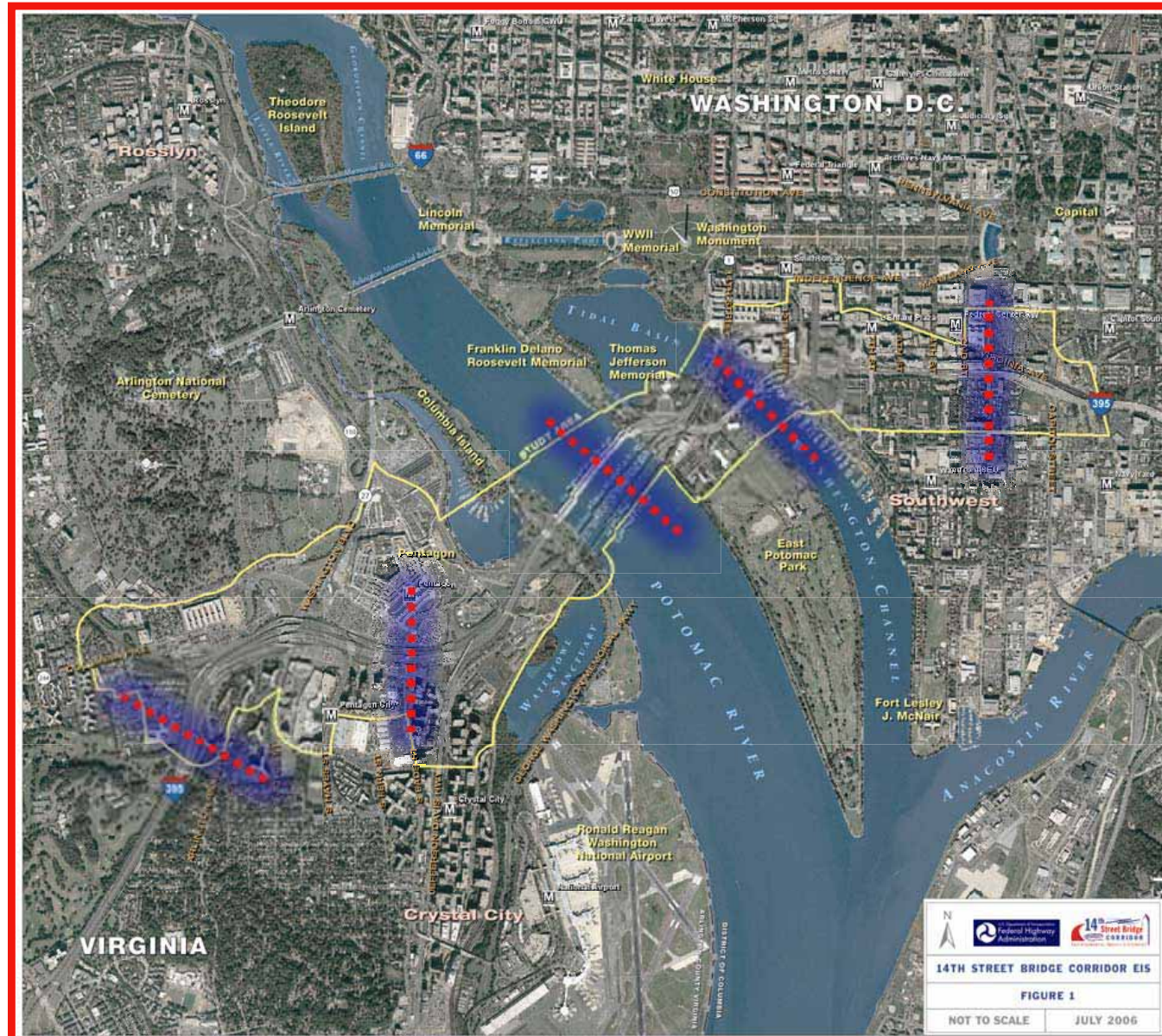
**14th Street Bridge Corridor EIS
Steering Committee Meeting**

October 7th, 2009

- ▶ Overall Measures of Effectiveness (MOEs)
 - Vehicle-Miles Traveled (VMT);
 - Vehicle-Hours Traveled (VHT);
 - Mean system speed; and
 - Emissions (i.e., CO, NO_x).

- ▶ Localized performances
 - Travel time/speed;
 - Queuing;
 - Delay;
 - Volume/Capacity (V/C);
 - Throughput (i.e., vehicles, persons); and
 - Level of Service (i.e., signalized/unsignalized intersections).

- Southern limit
- S. Eads Street
- 14th Street Bridges
- Case Bridge
- Northern limit





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Alternative 1: Improve Bike and Pedestrian Access to Mason Bridge



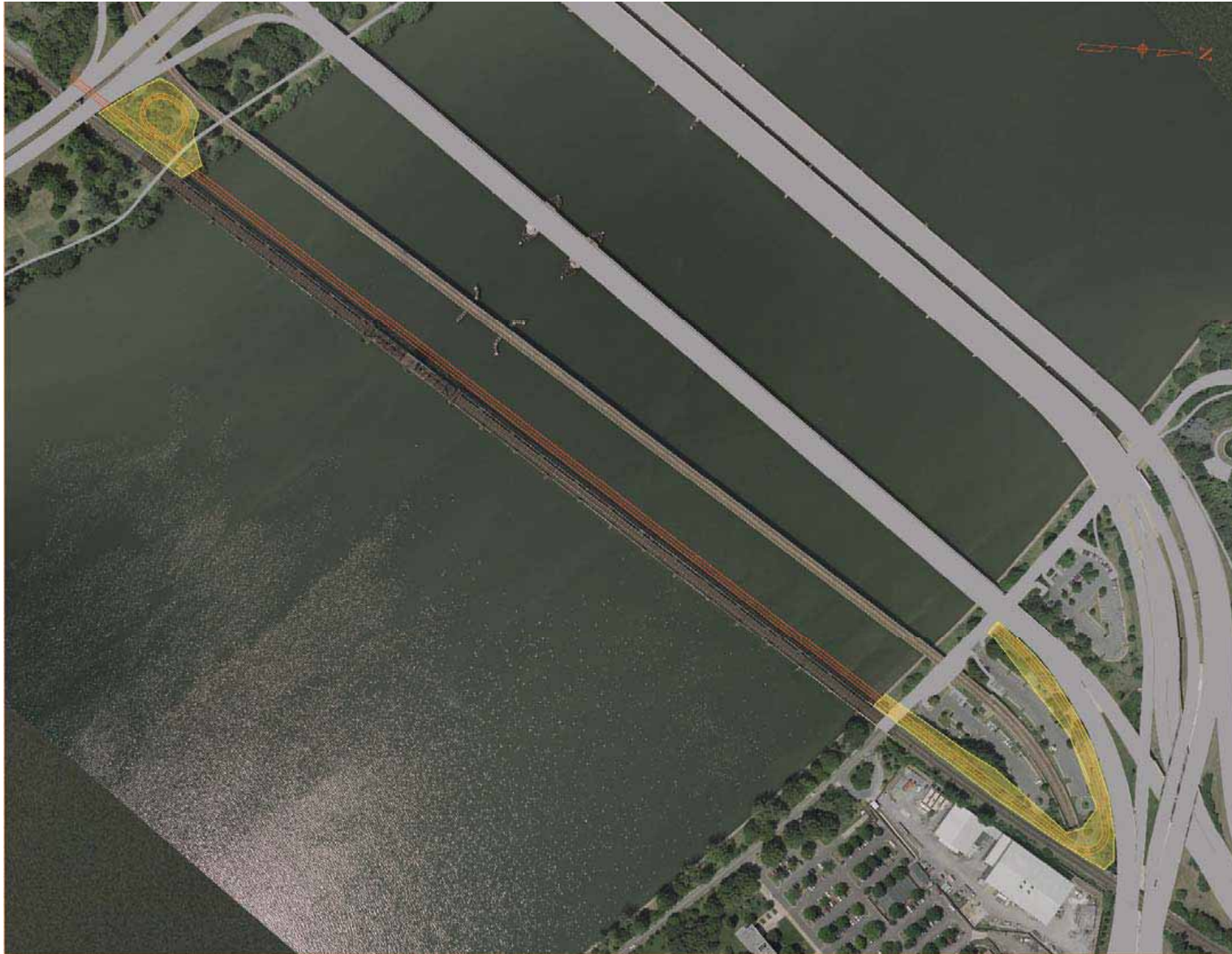
Legend

- Impacted Trees
- All Trees
- New Bike/Ped Path Alignment
- Existing Bike/Ped Network
- Limit of Disturbance
- Existing Roadway Alignment
- National Park Services
- Project Area Boundary

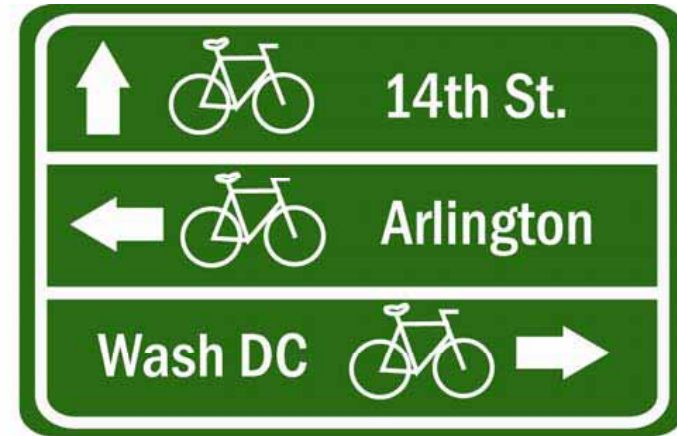
0.04 0.02 0 0.04 0.08 0.12 Miles



Alternative 2: Construct Separate Bike/Ped crossing of Potomac River



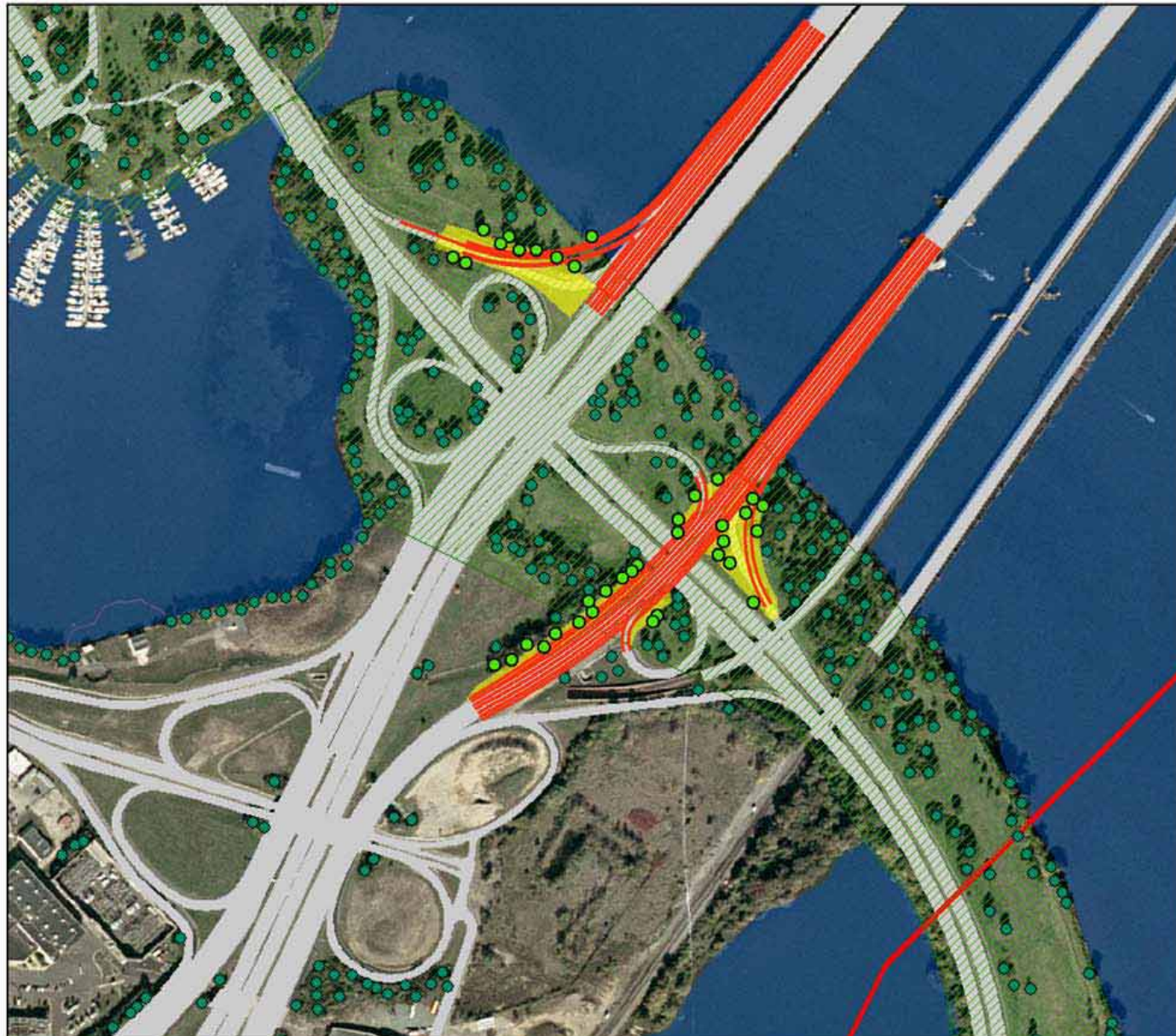
Alternative 3: Create Integrated (DC-VA-NPS) Bike System



Alternative 4: Construct Geometric Improvements at I-395 and 9th St.



Alternative 5: Geometric Improvements at 395 and GWMP



Legend

- Impacted Trees
- All Trees
- Proposed Alignment
- Existing Alignment
- Limit of Disturbance
- National Park Services
- Project Area Boundary

0.04 0.02 0 0.04 0.08 0.12 Miles



Alternative 6: Reduce I-395 Access Points at Boundary Channel Dr.



Legend

- Impacted Trees
- All Trees
- Proposed Alignment
- Existing Alignment
- Limit of Disturbance
- National Park Services
- Project Area

0.03 0.015 0 0.03 0.06 0.09 Miles



Alternative 7: Eliminate Turn Movements at 14th St. and C St.





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VIEWSHED ANALYSIS PRIORITY PERSPECTIVES

- 1 Lincoln Memorial
- 2 MLK Jr. Memorial
- 3 Potomac River shoreline in West Potomac Park (west of FDR Memorial)
- 4 Washington Monument and grounds
- 5 Jefferson Memorial
- 6 Tidal Basin on Maine Avenue west of 14th Street
- 7 St. Dominic's Church
- 8 Maine Lobstermen Memorial
- 9 Titanic Memorial (P Street SW)
- 10 East Potomac Park on the Potomac between the golf course and Haines Point
- 11 East Potomac Park on the Potomac at the RR Bridge
- 12 Cuban Friendship Urn
- 13 George Mason Memorial
- 14 Navy and Marine Memorial
- 15 Air Force Memorial
- 16 LBJ Grove
- 17 Memorial Bridge at George Washington Memorial Parkway
- 18 Lady Bird Johnson Park
- 19 Gravelly Point



Alternative 5: Geometric Improvements at 395 and GWMP

Two important locations have been selected to analyze the potential visual impact of the proposed alternative. Real distance panoramic views, zoomed in pictures, and 3-D computer massing models will be used for the viewshed analysis from these locations. The two locations are:

- A. Navy and Marine Memorial
- B. Potomac River Shoreline in West Potomac Park

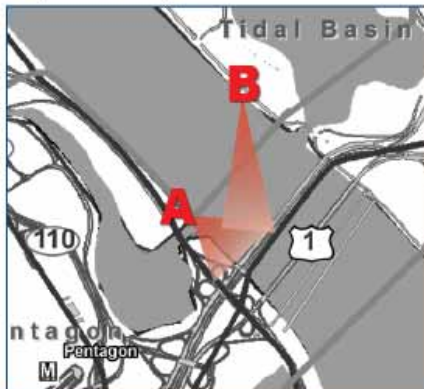
EXISTING RAMP:

From the Navy Marine Memorial the 14th St. Bridges are clearly seen, however, the ramp structure connecting to the George Washington Memorial Parkway is obstructed by heavily planted trees. From the West Potomac Park, the site is visible at a distance and any changes to the structure might not be very noticeable.

PROPOSED PROJECT:

The proposed ramp structure extends further out from the existing structure and will be more visible from both locations. Several trees along the new ramp alignment are expected to come down providing greater exposure to the new structure from both locations.

Perspective View Map



Location A: Zoomed In image of area



Location A: Panoramic View



Location B: Zoomed in image of area



Location B: Panoramic View

Rendering



Before



After

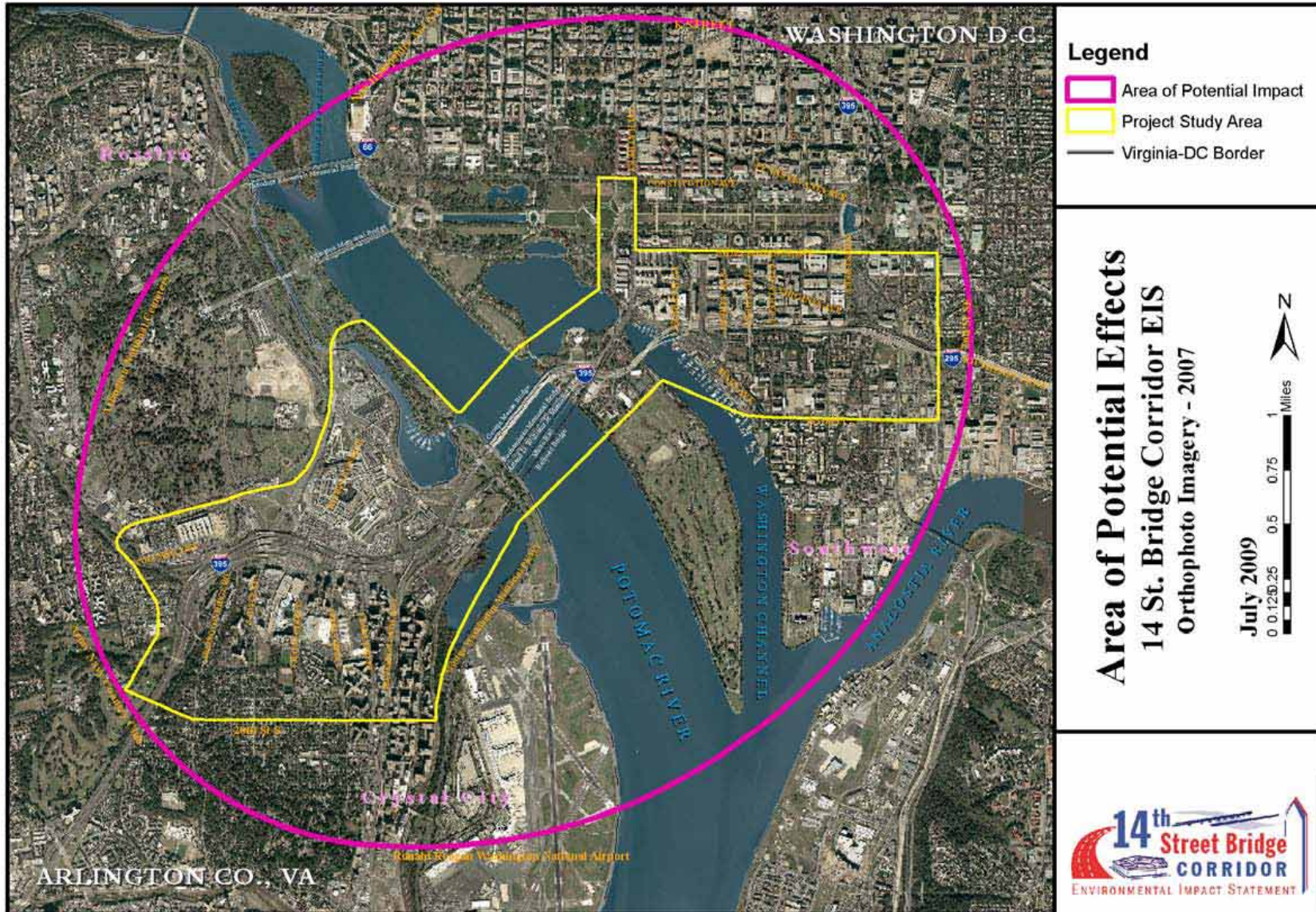
Environmental Impacts Summary Table

Alternatives Retained: Measures of Impact														
Resource	No Action	Alternative												
		1	2	3	4	5	6	7	8	9	10	11	12	13
TRANSPORTATION IMPACTS														
Total Limit of Disturbance (Acres)														
SOCIOECONOMIC/CULTURAL IMPACTS														
Residential Displacements (No.)														
Business Displacements (No.)														
Community Facilities Displacements (No.)														
Section 4(f) Use (No.)														
Adversely Affected National Register of Historic Places (NRHP) Eligible Properties (No.)														
Potential Archaeological Resources (No.)														
Affected Environmental Justice Communities (No.)														
Noise Impacted Areas (No. Residences/No. Noise Sensitive Areas)														
NATURAL ENVIRONMENTAL RESOURCES														
Parklands (Acres)														
Wetlands (Acres)														
Streams (Linear Feet)														
Floodplains (Acres)														
Rare, Threatened, and Endangered Species (No.)														
Trees (No.)														
WORK IN PROGRESS 9/25/09														
Alternatives: 1 - Improve bicycle and pedestrian access to the Martin Bridge by making improvements at each end of the bridge. 2 - Construct separated bicycle/pedestrian crossing of the Potomac River and add a grade-separated bicycle crossing of George Washington Memorial Parkway as proposed by Arlington County. 3 - Drains integrated (DC-0A-0795) into system, including signing for construction and other detouring signs. 4 - Construct geometric improvements at I-395 & 14 th St. 5 - Construct geometric improvements at I-395 and George Washington Memorial Parkway. 6 - Restore I-395 access points at Boundary Channel Drive. 7 - Eliminate tree encroachment at 14 th Street and C Street intersection. 8 - Construct shoulders on Rockledge Bridge to general purpose lanes, with additional lane to 14 th Street. 9 - Construct shoulders on Rockledge Bridge to general purpose lanes with additional lane to ND I-395. 10 - Three HOT Lanes, one new lane. Construct one reversible shared bus HOT lane in the median across Rockledge Bridge, convert existing GPL's to HOT in the peak direction with connections to 14 th Street and to I-395 Expressway. 11 - Two HOT Lanes. Extend congestion pricing across Rockledge Bridge by constructing two reversible shared HOT bus lanes in median, maintain existing GPL's, HOT lanes continue up 14 th Street. 12 - Construct reversible general purpose lanes in median on Rockledge Bridge (include potential turn-while-lane or stacked turn-lane). 13 - Construct bus lanes between Potomac Transit Center and 14 th St at Independence Ave using inside shoulders on Rockledge Bridge.														
6 DRAFT 9/25/09														

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- ▶ Section 106 of the National Historic Preservation Act of 1966 (NHPA) requires Federal agencies to take into account the effects of their undertakings on historic properties, and afford the Advisory Council on Historic Preservation a reasonable opportunity to comment.



- ▶ Convened at the invitation of FHWA
- ▶ May be a subcommittee/offshoot of the Technical Advisory Committee

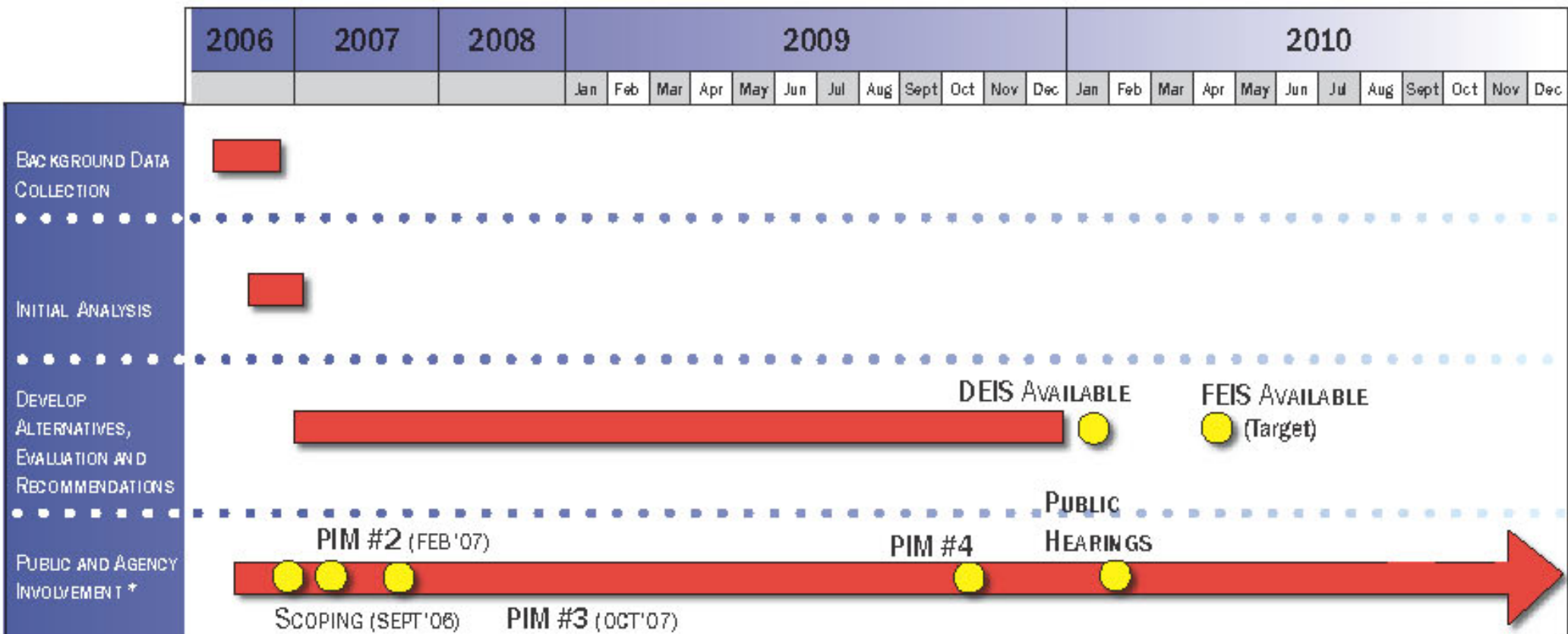
- ▶ Assist in identification of historic properties potentially affected by the undertaking
- ▶ Assist in assessment of effects
- ▶ Discuss ways to avoid or minimize any adverse effects on historic properties



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Preliminary Schedule



* All major public meetings will be conducted in pairs (DC and VA)

PIM: Public Information Meeting

Update 9/09

Public Meeting Display Example

Alternative 5: Geometric Improvements at 395 and GWMP



- ### PURPOSE & NEED
- ✓ Reduce congestion
 - ✓ Enhance Safety
 - ✓ Improve Traffic Operations



ENVIRONMENTAL IMPACTS

Resource	Impact	(Unit)
New Asphalt	26,000	(SF)
Removed Asphalt	13,000	(SF)
Total Limit of Disturbance	2.69	(Acres)
Park Area Impacted (Total)	2.50	(Acres)
Wetlands	No Impact	
Flood Plain	No Impact	
Streams	No Impact	
Private Properties	No Impact	
Impacted Trees (total)	38	
Impacted Significant Trees	21	

TRAFFIC DATA/INFO

Traffic data/info TBD