

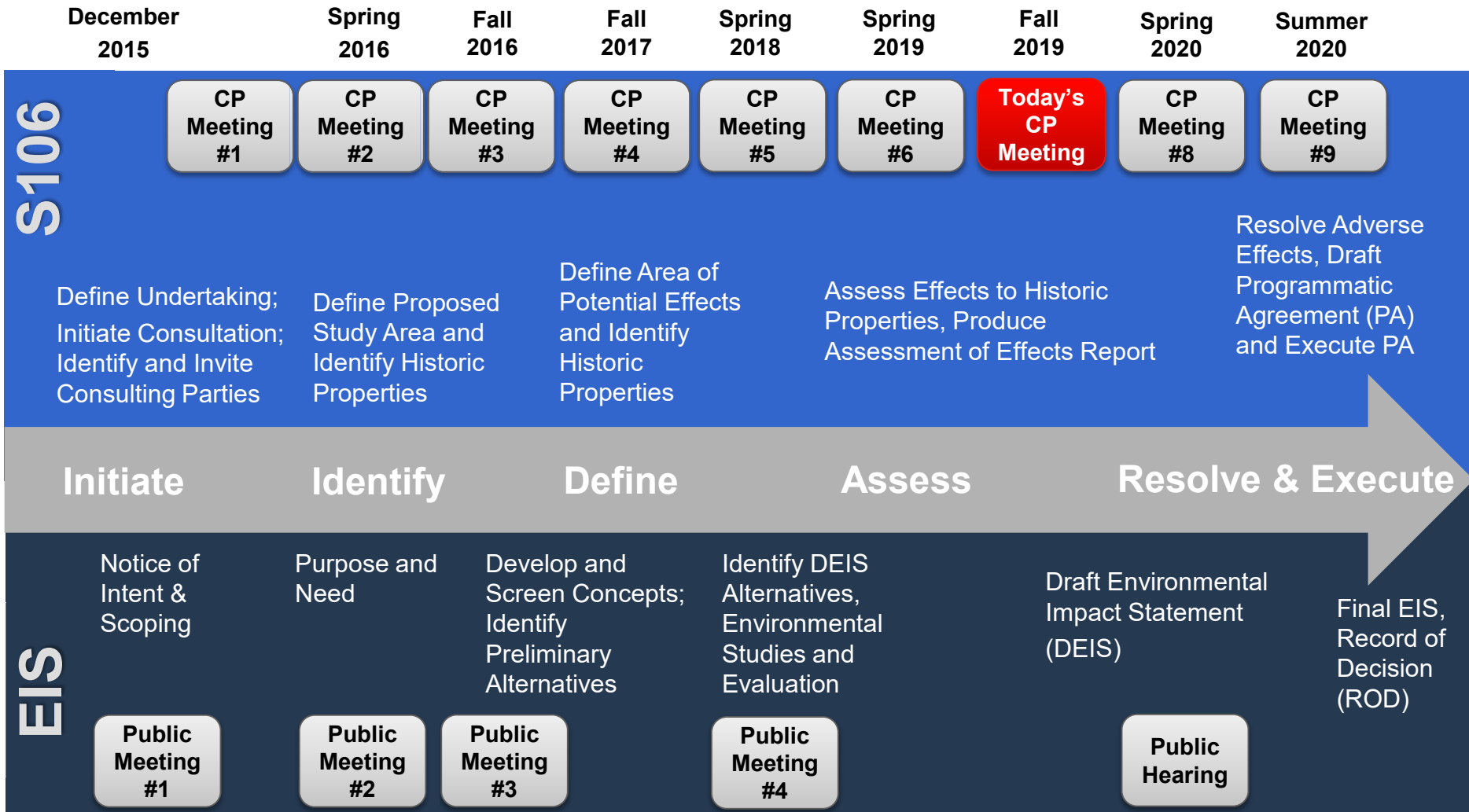
Section 106 Consulting Parties Meeting #7 for the Washington Union Station (WUS) Expansion Project

November 19, 2019

Meeting Purpose and Agenda:

1. Alternative A-C
2. Discuss additional project scope – column removal within the First Street Tunnel
3. Questions and Discussion

NEPA & Section 106 Process to Date



Consultation to Date

Step 1:
Initiate the
Process

November 2015: Section 106 Process initiated with DC SHPO

December 2015: **Public & Interagency Scoping Meetings**

March 1, 2016: Invitations sent to Consulting Parties (CPs)

March 28, 2016: **CP Meeting #1** – Introduced the Project

May 9, 2016: **CP Meeting #2** – Discussed Proposed Study Area

October 2016

- **CP Meeting #3 – October 6, 2016**
 - Presented Preliminary Concepts
 - Presented on Proposed Study Area
 - Presented on the identification of historic properties
- **Public & Interagency Meetings** – presented the Preliminary Concepts

February – March 2017

- FRA requested final comments on the proposed Study Area and identification of Historic Properties

Step 2:
Identify
Historic
Properties
and
Define APE

Consultation to Date

Step 2:
Identify
Historic
Properties
and
Define APE
(cont'd)

August 2017

- FRA provided draft APE and Identification of Historic Properties Report for CP Review
- FRA made Concept Screening Report available for public review

September 7, 2017: CP Meeting #4

- Presented Preliminary Alternatives
- Discussed Draft APE and Identification of Historic Properties

September 29, 2017: SHPO concurred with APE and identified historic properties

November 6, 2017: FRA issued Final APE and Identification of Historic Properties Final Report to CPs

Spring 2018: CP Meeting #5

- Presented DEIS Alternatives
- Reviewed methodology for assessing effects

Spring 2019: CP Meeting #6

- Reviewed findings of the draft Assessment of Effects Report
- Solicited input from consulting parties on PA content and structure

Step 3:
Assess
Effects

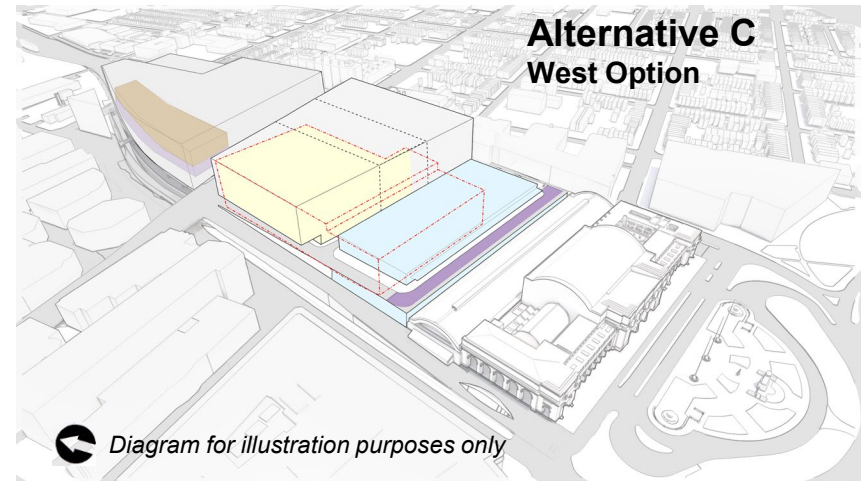
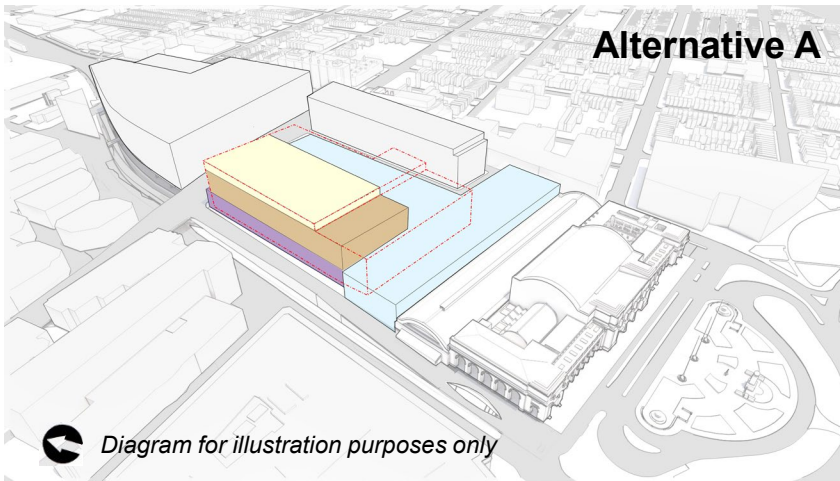


Alternative A-C

(See Handout for Alternatives A through E)

Alternative A-C

ELEMENTS OF ALTERNATIVE



- Aboveground parking and bus facility similar to Alternative A

- East-West Train Hall similar to Alternative C

Alternative A-C has been identified as the Preferred Alternative.

Alternative A-C (Preferred)

AERIAL PERSPECTIVE LOOKING NORTHEAST

- TRAIN HALL
- BUS FACILITY
- PARKING
- FEDERAL AIR RIGHTS SQUARE 172
- POTENTIAL FEDERAL AIR RIGHTS DEVELOPMENT
- PRIVATE AIR RIGHTS DEVELOPABLE AREA
- POTENTIAL DEVELOPMENT

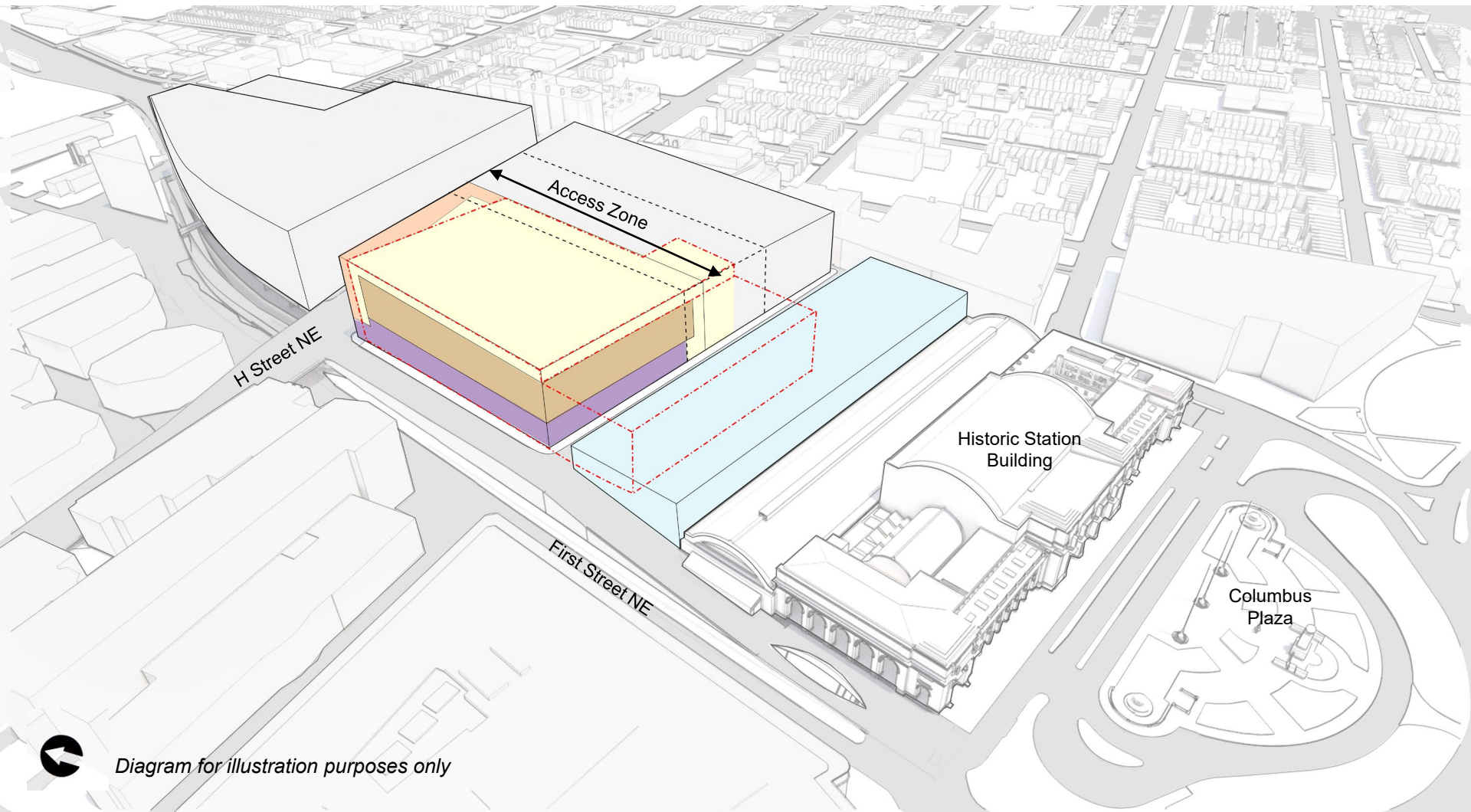


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Alternative A-C (Preferred)

- CONCOURSES
- BACK OF HOUSE

LOWER CONCOURSE LEVEL PLAN

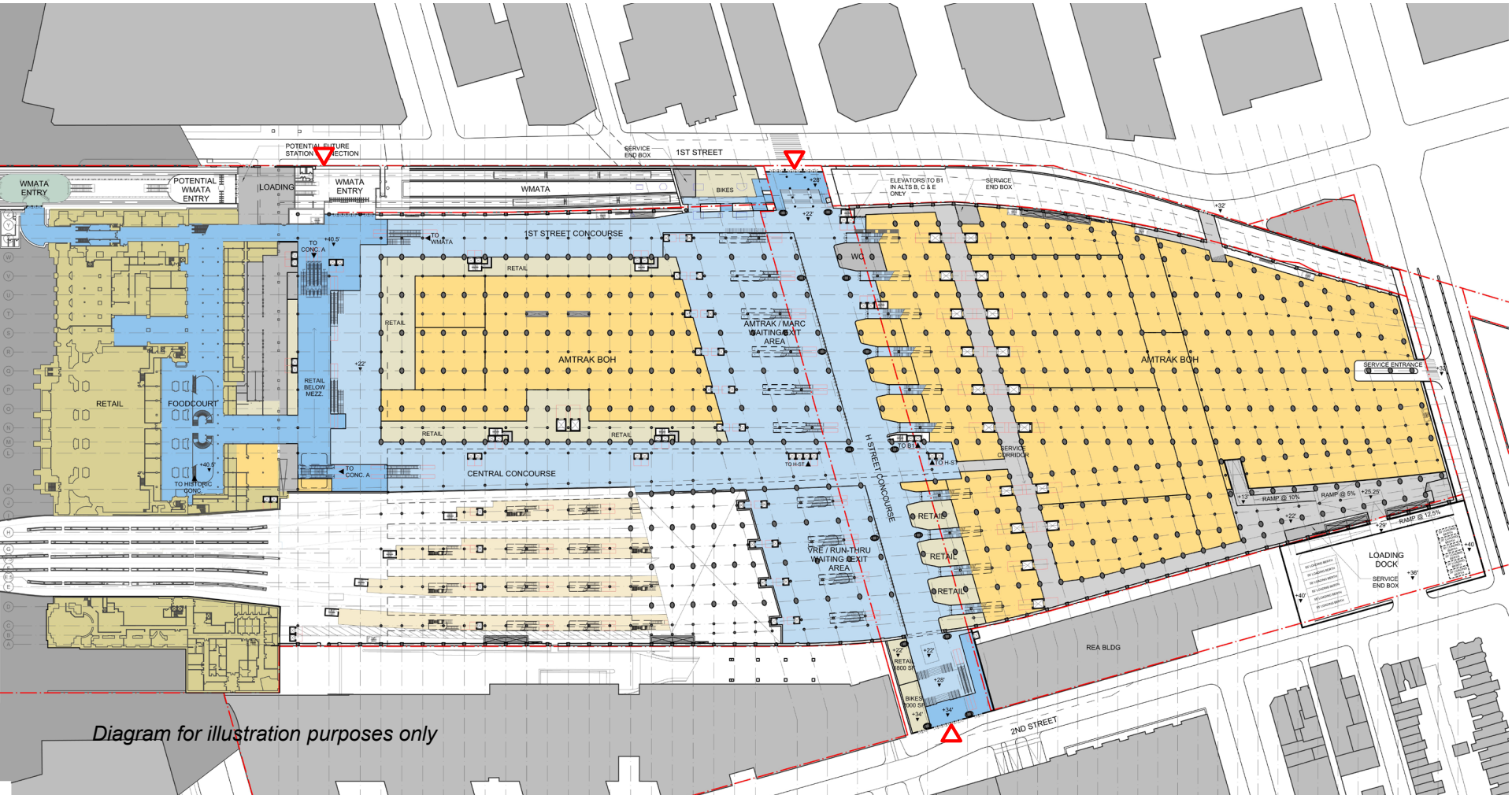


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▲ SEP Pedestrian Entrance

Alternative A-C (Preferred)

STATION CIRCULATION AND ACCESS DIAGRAM FOR FRONT OF STATION

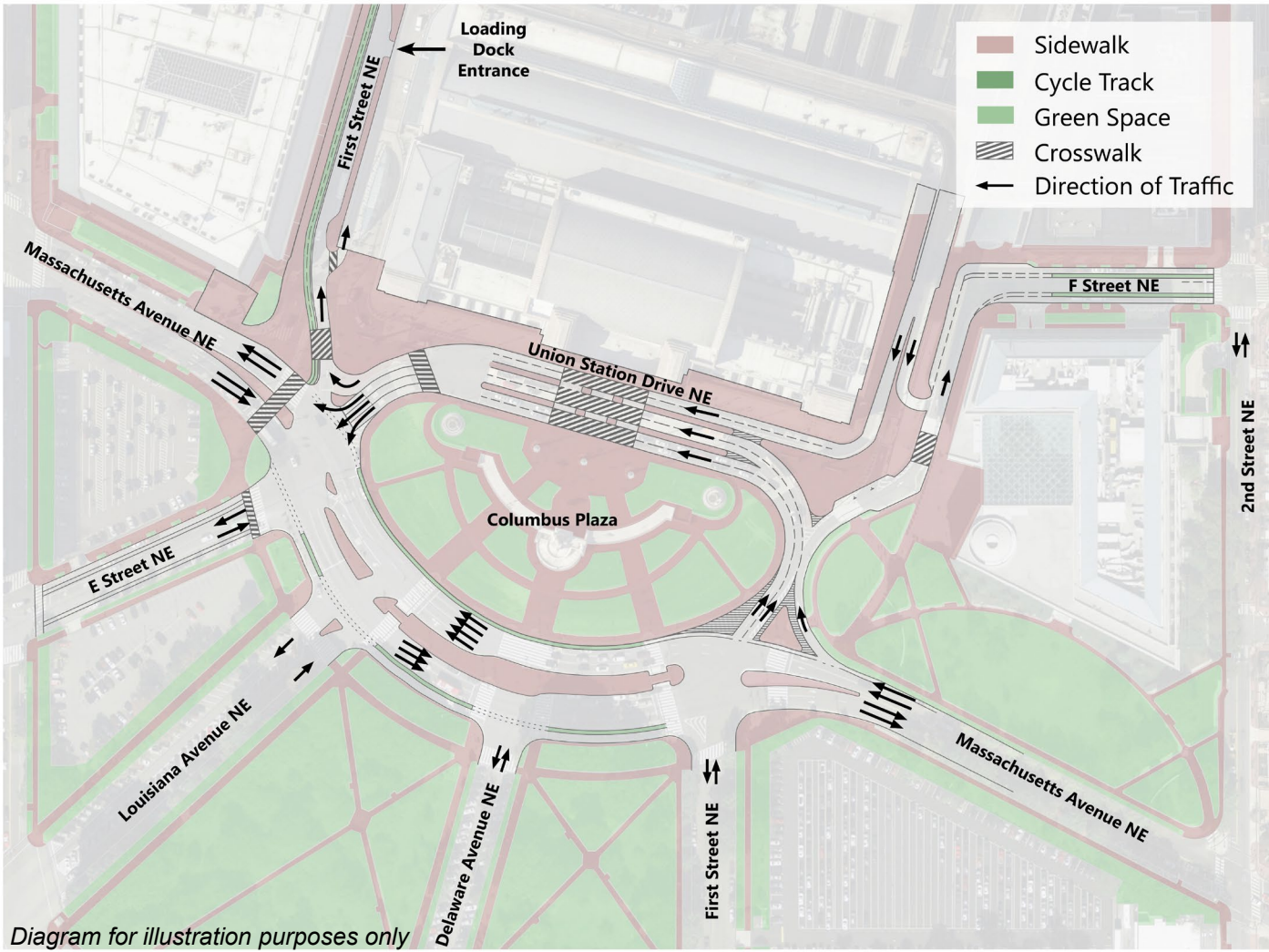


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CONCOURSES

Alternative A-C (Preferred)

PLATFORM PLAN

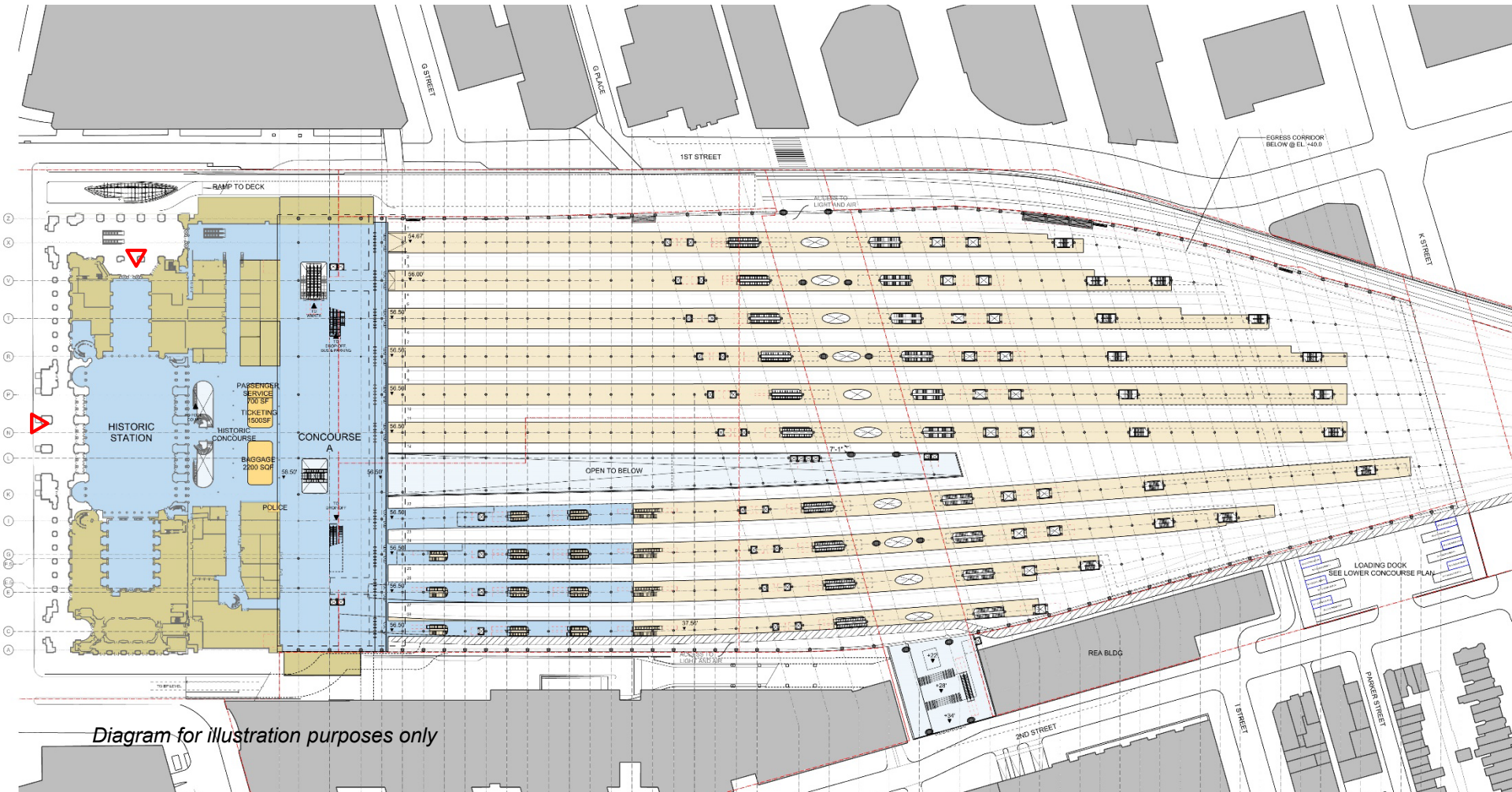


Diagram for illustration purposes only

▲ SEP Pedestrian Entrance

Alternative A-C (Preferred)

DECK ALLOCATION DIAGRAM

- SEP PROJECT
- POTENTIAL FEDERAL AIR RIGHTS DEVELOPMENT
- SEP PROJECT ABOVE OR BELOW
- PRIVATE AIR RIGHTS DEVELOPABLE AREA
- PROPERTY LINE
- POTENTIAL DEVELOPMENT

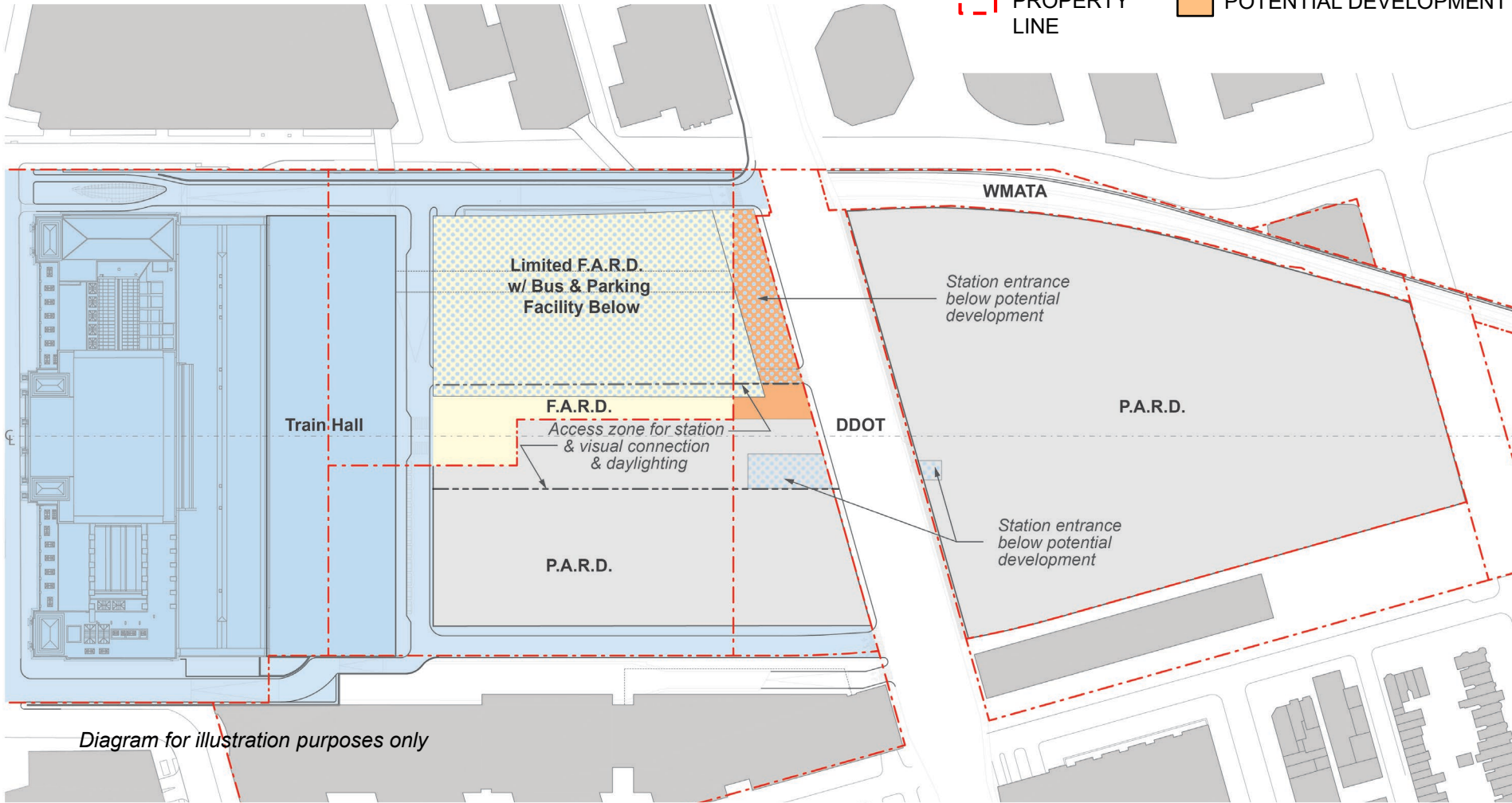


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Alternative A-C (Preferred)

DECK LEVEL PLAN

- TRAIN HALL
- BUS FACILITY
- PARKING
- PROPERTY LINE
- POTENTIAL FEDERAL AIR RIGHTS DEVELOPMENT
- PRIVATE AIR RIGHTS DEVELOPABLE AREA
- POTENTIAL DEVELOPMENT

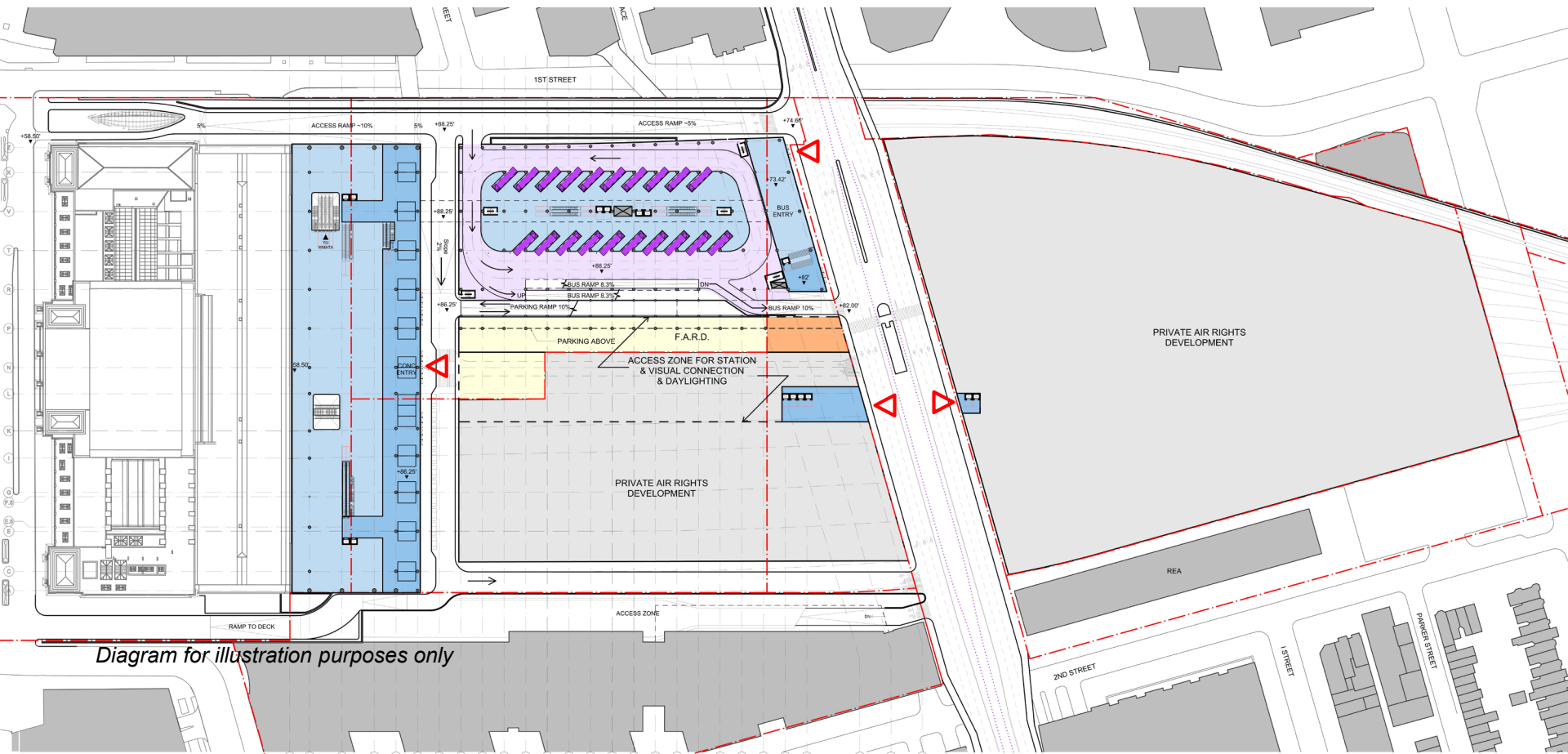


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▲ SEP Pedestrian Entrance

Alternative A-C (Preferred)

UPPER DECK LEVEL PLAN

- TRAIN HALL
- BUS FACILITY
- PARKING
- PROPERTY LINE
- POTENTIAL FEDERAL AIR RIGHTS DEVELOPMENT
- PRIVATE AIR RIGHTS DEVELOPABLE AREA
- POTENTIAL DEVELOPMENT

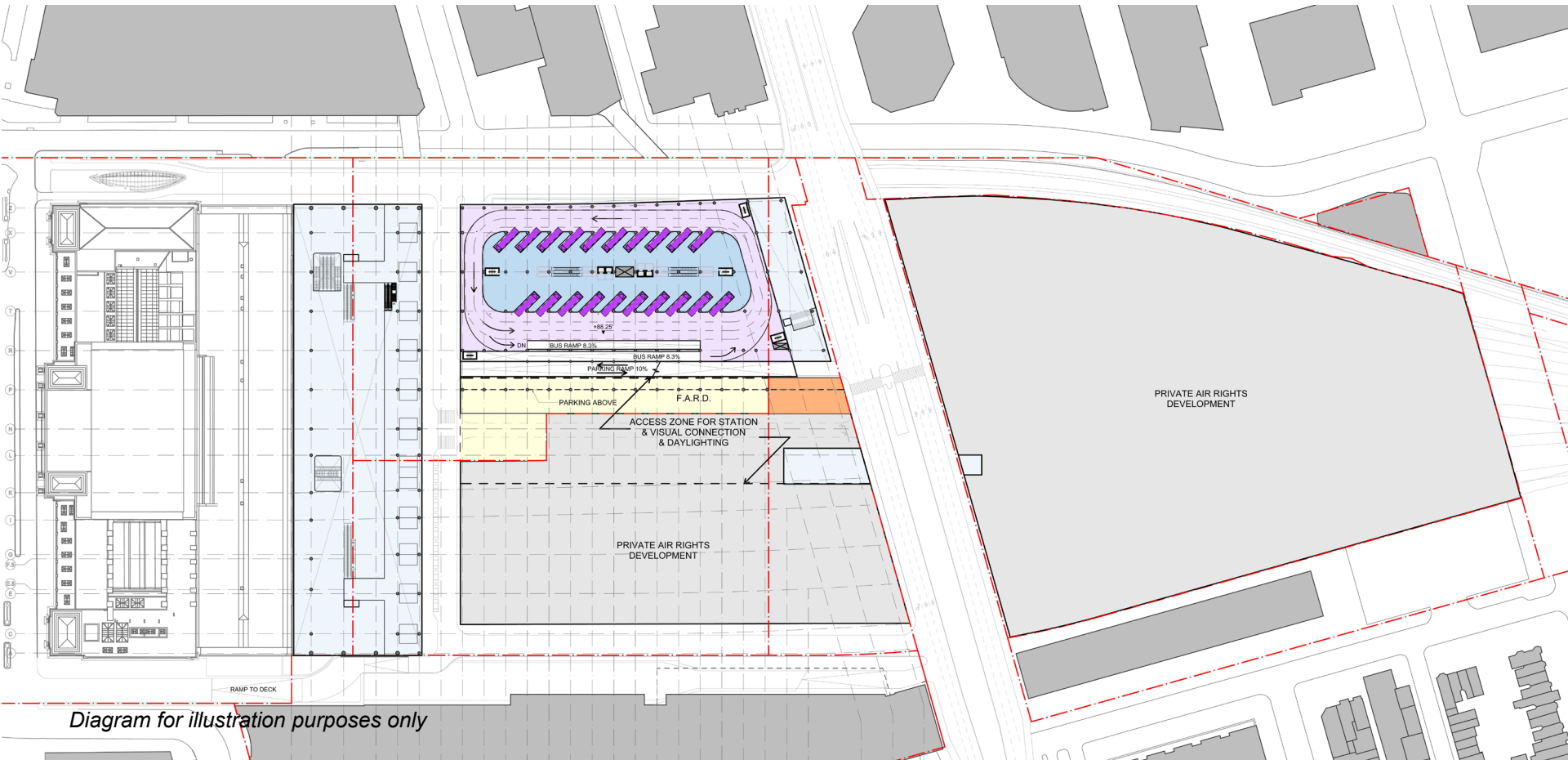
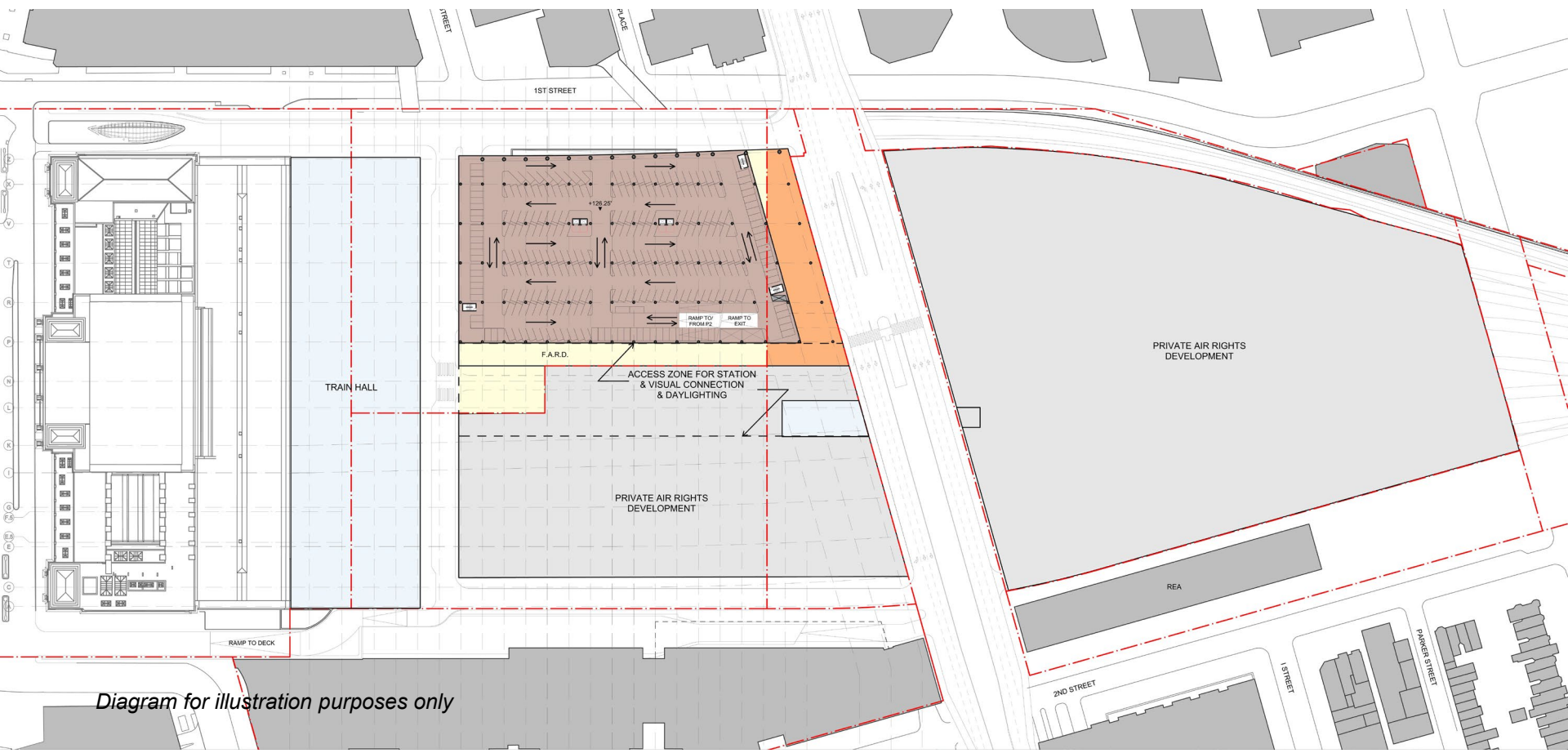


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Alternative A-C (Preferred)

PARKING LEVEL PLAN

- TRAIN HALL
- BUS FACILITY
- PARKING
- PROPERTY LINE
- POTENTIAL FEDERAL AIR RIGHTS DEVELOPMENT
- PRIVATE AIR RIGHTS DEVELOPABLE AREA
- POTENTIAL DEVELOPMENT



Alternative A-C (Preferred)

TRANSVERSE SECTION THROUGH BUS AND PARKING

- CONCOURSES
- BACK OF HOUSE
- BUS FACILITY
- PARKING
- PRIVATE AIR RIGHTS DEVELOPABLE AREA
- POTENTIAL FEDERAL AIR RIGHTS DEVELOPMENT

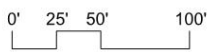
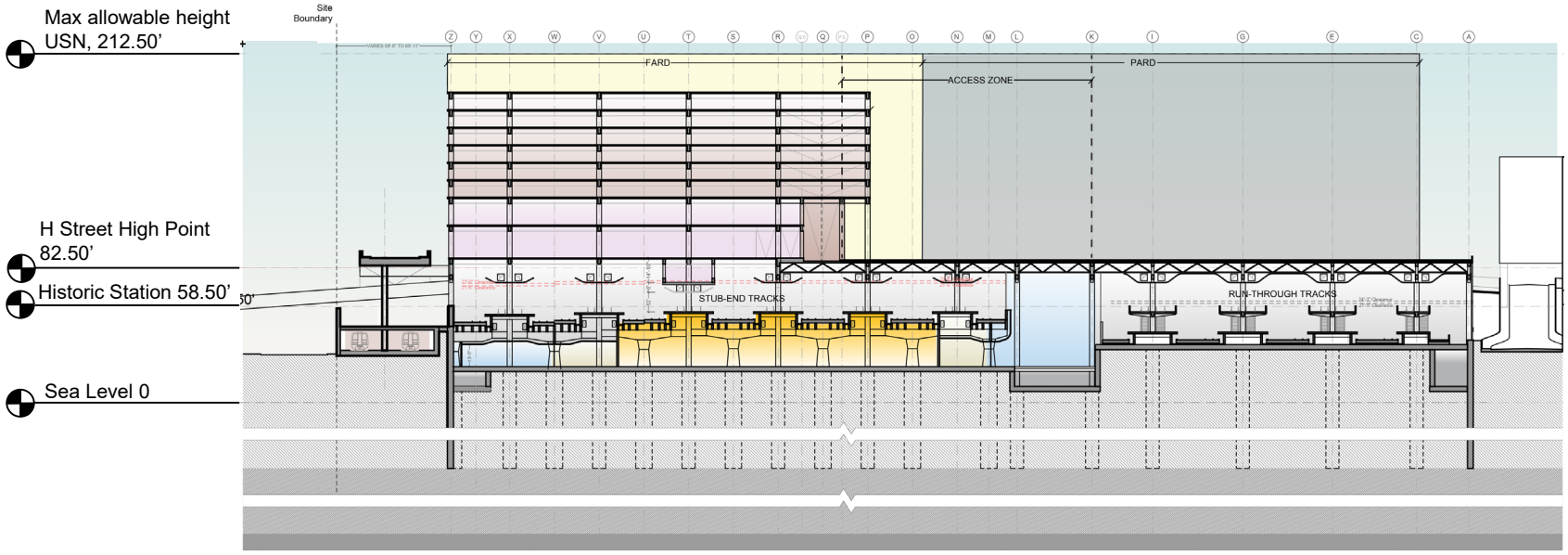
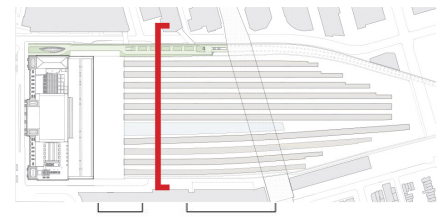


Diagram for illustration purposes only



KEY PLAN

Alternative A-C (Preferred)

LONGITUDINAL SECTION THROUGH BUS AND PARKING SOUTH OF H STREET

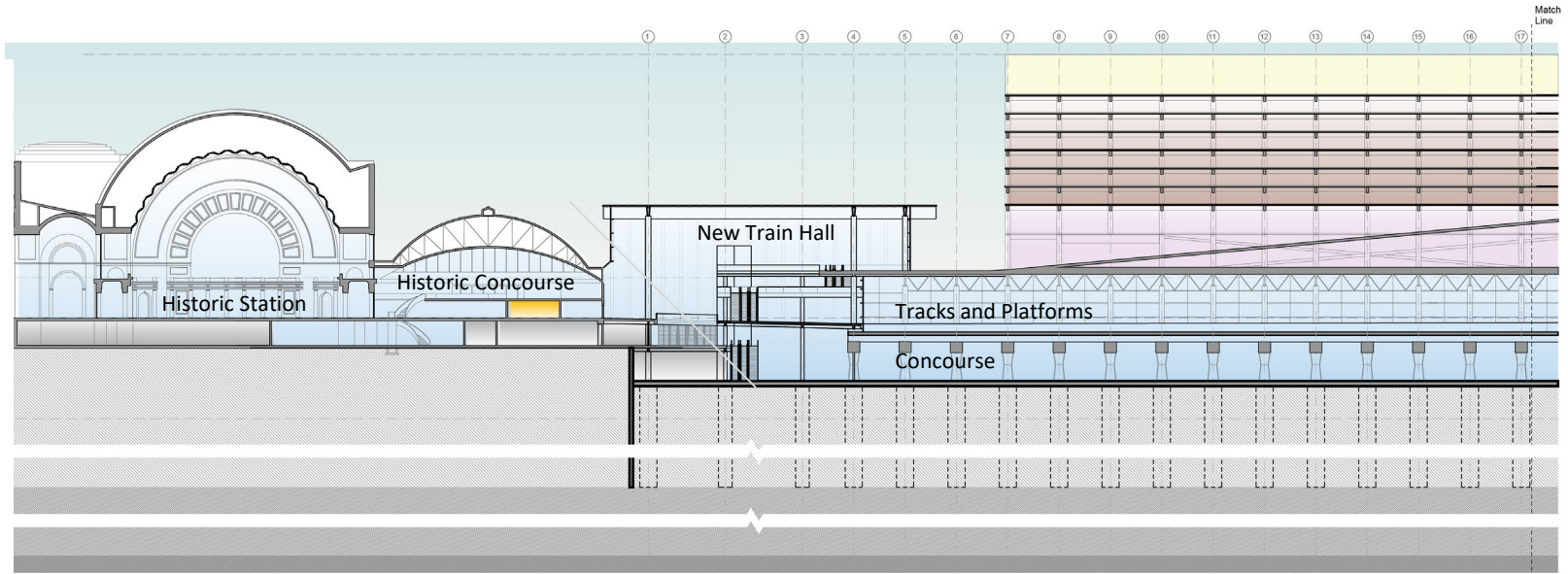
- CONCOURSES
- BACK OF HOUSE
- BUS FACILITY
- PARKING
- PRIVATE AIR RIGHTS DEVELOPABLE AREA
- POTENTIAL FEDERAL AIR RIGHTS DEVELOPMENT

Max allowable height
USN, 212.50'

H Street High Point
82.50'

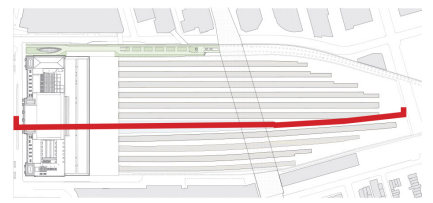
Historic Station 58.50'

Sea Level 0



0' 25' 50' 100'

Diagram for illustration purposes only



KEY PLAN

Alternative A-C (Preferred)

LONGITUDINAL SECTION THROUGH BUS AND PARKING NORTH OF H STREET

- CONCOURSES
- BACK OF HOUSE
- BUS FACILITY
- PARKING
- PRIVATE AIR RIGHTS DEVELOPABLE AREA
- POTENTIAL FEDERAL AIR RIGHTS DEVELOPMENT
- POTENTIAL DEVELOPMENT

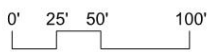
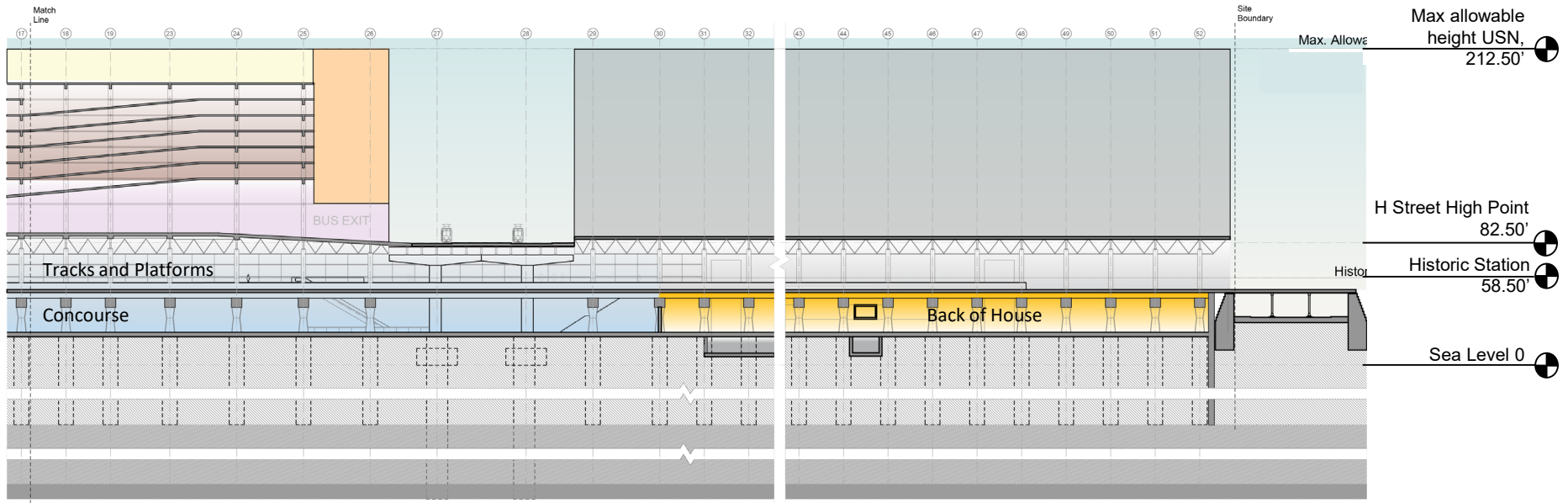
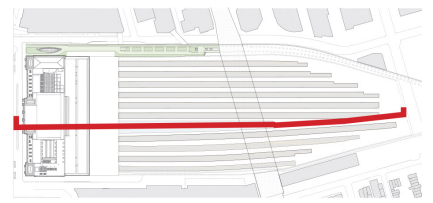


Diagram for illustration purposes only



KEY PLAN

Summary: Alternative A-C (Preferred):

- Responds to public and agency comments
- Minimizes construction impacts
- Maintains close connection of intermodal uses near historic station building
- Minimizes operational traffic impacts
- Minimizes property impacts
- Enhances urban setting at the deck level



Column Removal

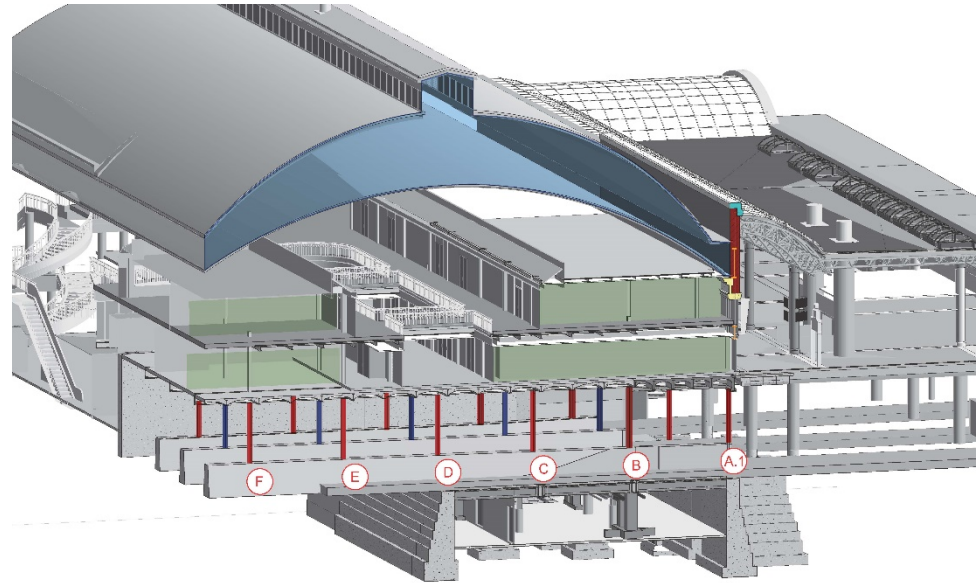


Column Removal Description

Column removal is necessary for the proposed track realignment in the Station Expansion Project.

18 columns would be removed within the First Street Tunnel.

The column removal was originally considered as part of Amtrak's Subbasement Structural Replacement Project, which has a separate Section 106 process.



Model of WUS showing column lines within the First Street tunnel that will be affected by column removal, Source: Gannett Fleming

Column Removal Section 106 Consultation

Step 1:
Initiate the
Process

January 22, 2018: Section 106 Process initiated with DC SHPO

- Described the project
- Identified proposed APE and identification of historic properties
- Invited Union Station Redevelopment Corporation (USRC), Capitol Hill Restoration Society (CHRS), the DC Preservation League, National Trust for Historic Preservation, National Capital Planning Commission, and ANC 6C to be consulting parties.

Step 2:
Identify
Historic
Properties
and
Define APE

Spring 2018: Consulting Party Response

- **DC SHPO** concurred with the proposed APE and identified historic properties (February 9, 2018)
- USRC and CHRS accepted invitation to be consulting parties

Step 3:
Assess
Effects

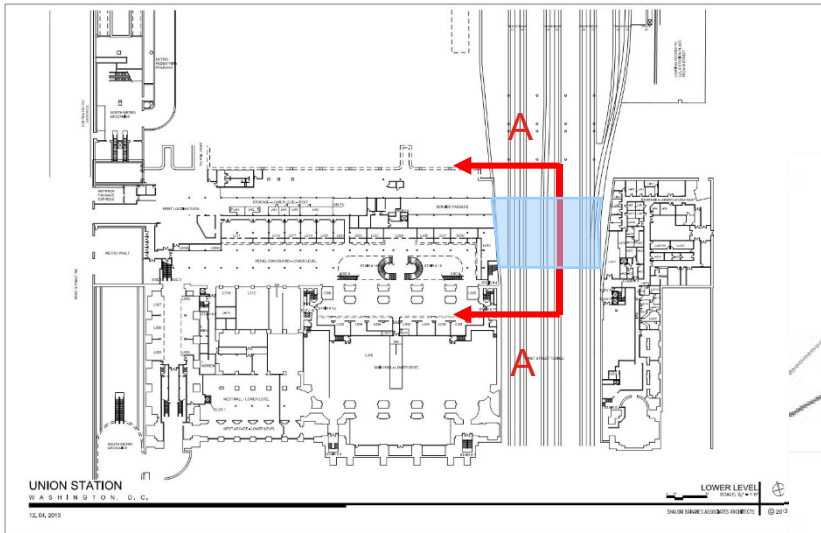
March 29, 2019: **CP Meeting**

- Presented four column removal options and solicited comments
- Explained criteria for evaluating options and identified the recommended option.

April 25, 2019: Consulting Party Response

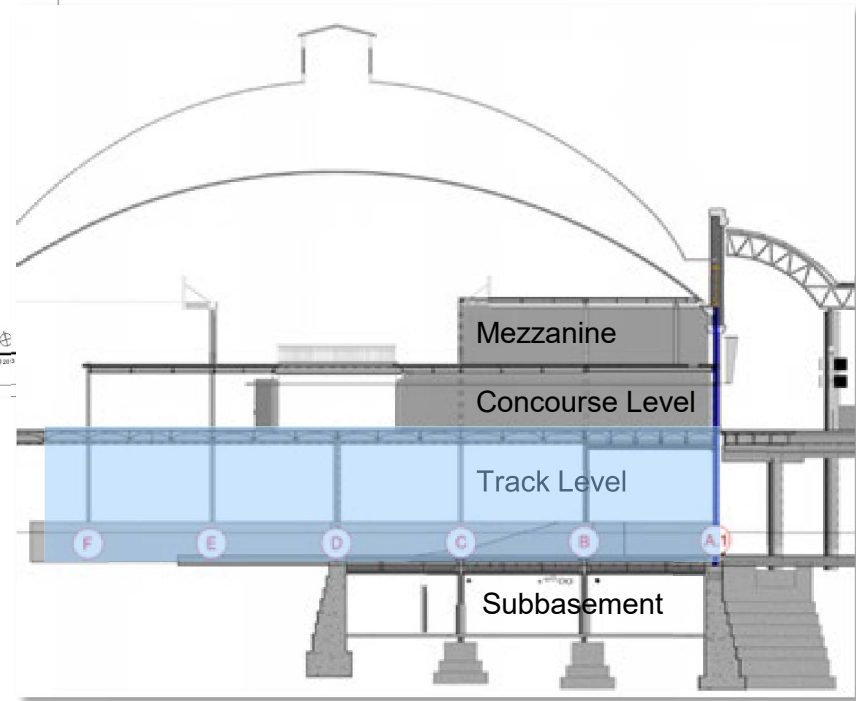
- **DC SHPO** concurred that the recommended option appeared to be the most appropriate in terms of avoiding and minimizing effects to historic fabric.

Column Removal Location



WUS Existing Lower Level (Track Level) Floor Plan

 = Location of Column Removal



*Section A-A of WUS passenger concourse,
Source: Gannett Fleming*

Column Removal Location

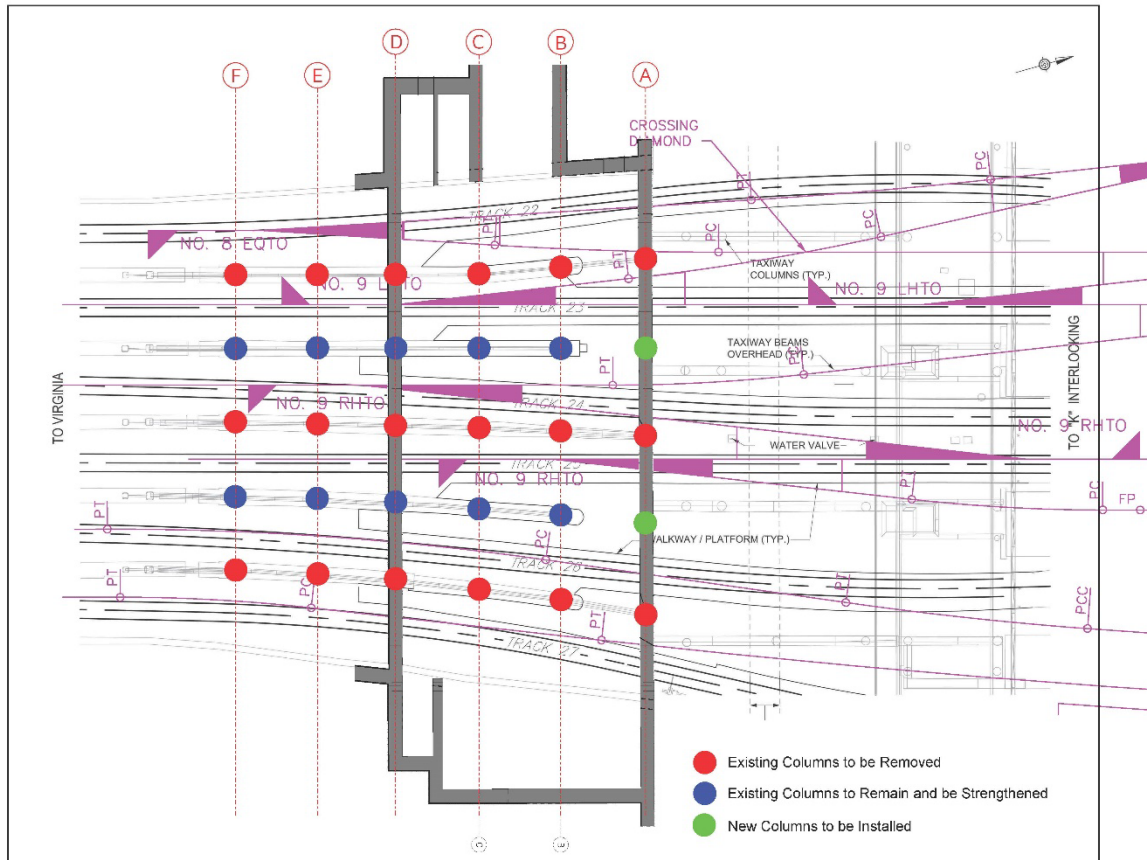


Diagram illustrating columns to be removed in red (left), photo of example column to be removed (right),
Source: Gannett Fleming

Column Removal Method

- Four column removal method options were studied previously with varied levels of risk and effects to historic fabric.
- Some options had moderate-high effects to historic fabric and effects to the structure above the main concourse level.
- The proposed method would have a moderate effect to the station's historic fabric that is not visible to the public.

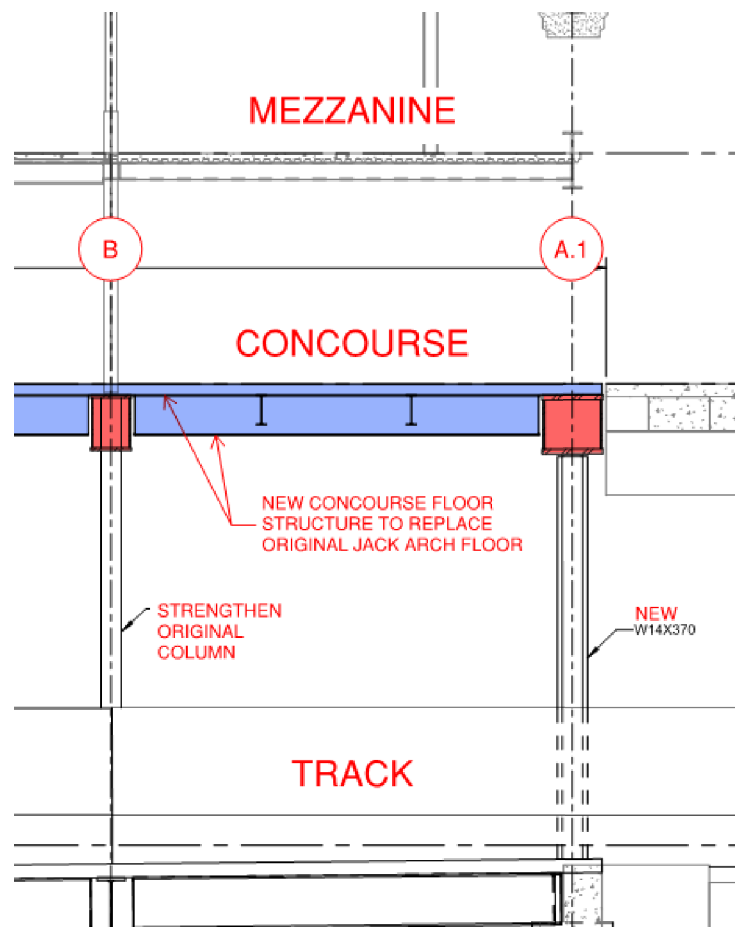


Columns in the First Street Tunnel

Column Removal

Possible Construction Method

- Remove existing jack arch floors and install new girders at column lines A.1 – F.
- Remove concourse flooring in order to create room to install the new transfer girders.
- Install new transfer girders.
- Install new concrete floor and new finish floor
- Restore retail areas



Schematic diagram showing where new girders would be installed, Source: Gannett Fleming

Column Removal – Affected Fabric

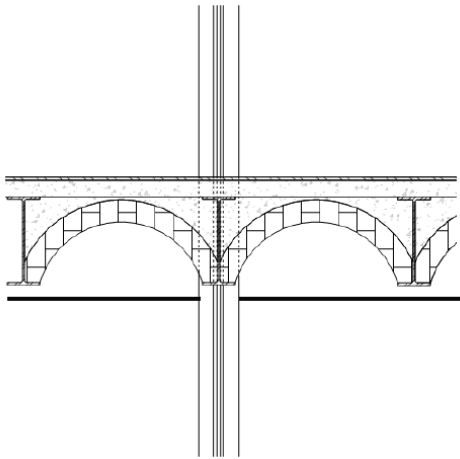


Photo and illustration of terra cotta jack arch floor construction, Source: Gannett Fleming



Construction of original concourse floor, Source: Historical Society of Washington, DC

Column Removal – Affected Fabric

Column Removal would include (but may not be limited to) the removal of:

- 18 of the 28 original columns
- Concrete and terra cotta jack arch floor concourse floor above the tunnel

Sections of the terra cotta jack arch floor were replaced during the 1980s. The original concrete floor finish has been replaced with non-original marble floor tiles.



1910 photo of concourse (top), 1980s photo of alterations to concourse floor, Source: Library of Congress

Upcoming Consultation Schedule

Step 4:
Resolve
Adverse
Effects

Spring 2020:

- **Consulting Party Meeting #8**
 - Discuss revised AOE
- **Submit Final AOE to SHPO and Consulting Parties**

Summer 2020:

- **Consulting Party Meeting #9**
 - Discuss Draft PA

Fall 2020: PA Signed



Questions/Discussion

Please email comments by
December 10, 2019 to:

info@wusstationexpansion.com

Address letters to FRA:
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USDOT
MS-20 RPD-13
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Project website:

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