



**DHS CONSOLIDATION
AT ST. ELIZABETHS**

I-295 / Malcolm X Avenue Interchange Preliminary Design Presentation

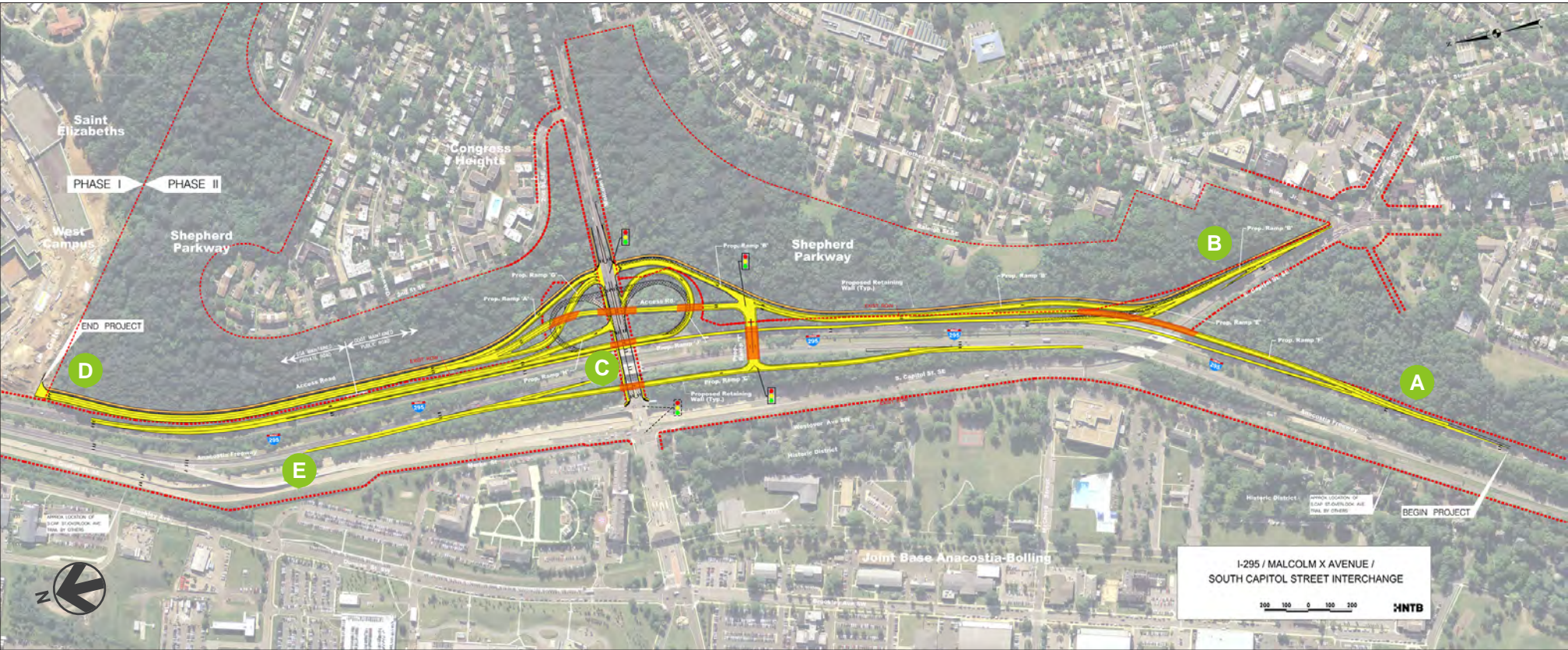
October 21, 2014 :: **Consulting Party Meeting**

ZGF | **HNTB** | **LAB**
LANDSCAPE ARCHITECTURE BUREAU

Vicinity Map



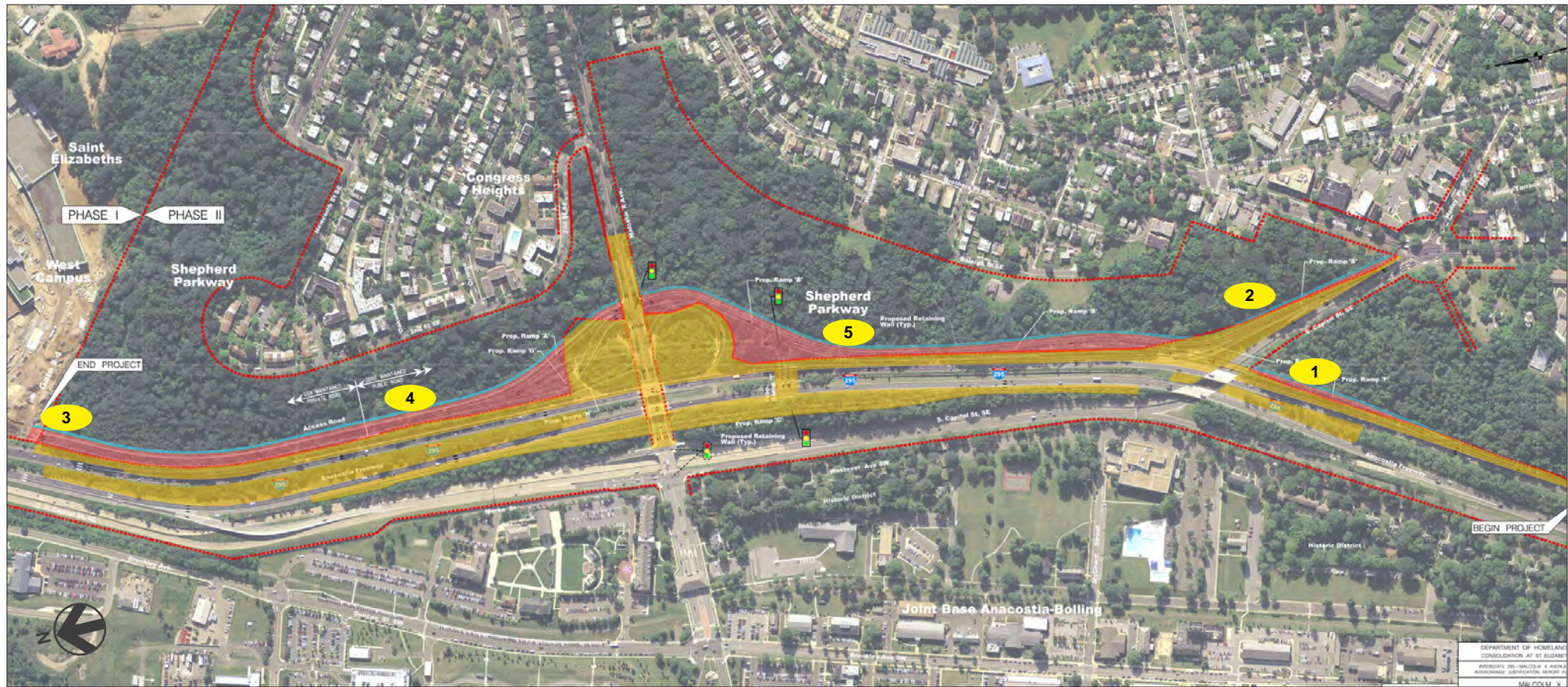
Preferred Alternative Roadway Alignment



- Legend:**
- Proposed Pavement**
 - Proposed Sidewalk**
 - Proposed Bridge**
 - Right of Way/Property Line**
 - Updated Design Location**

LOCATION		DESIGN CHANGES
A B C		Ramp modified as a result of updated field survey and/or additional direction provided by DDOT.
D		Access Road geometry modified at northern project limit as a result of updated field survey.
E		Changes removed from SB I-295 lanes (existing lane configuration to remain). New exit ramp to interchange to be located south of existing SB South Capitol Street ramp.

Site Area and Limits of Disturbance (LOD)



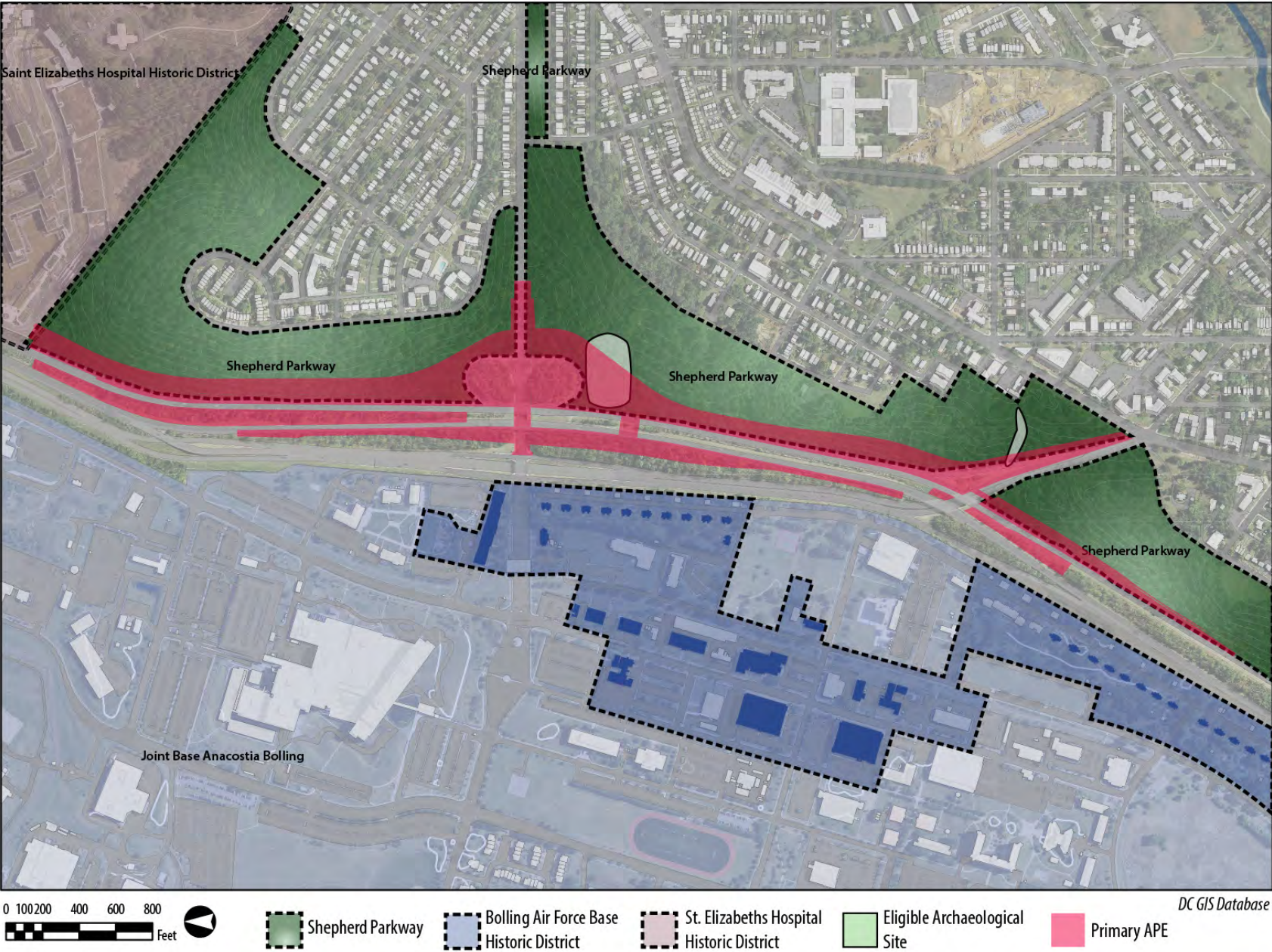
Legend:

- Disturbance on NPS Property (8.6 ac)
- Area for Temporary Construction Easement (1.6 ac)
- Disturbance on DC Right of Way (25.3 ac)
- Right of Way/Property Line
- Location of Change in Limit of Disturbance

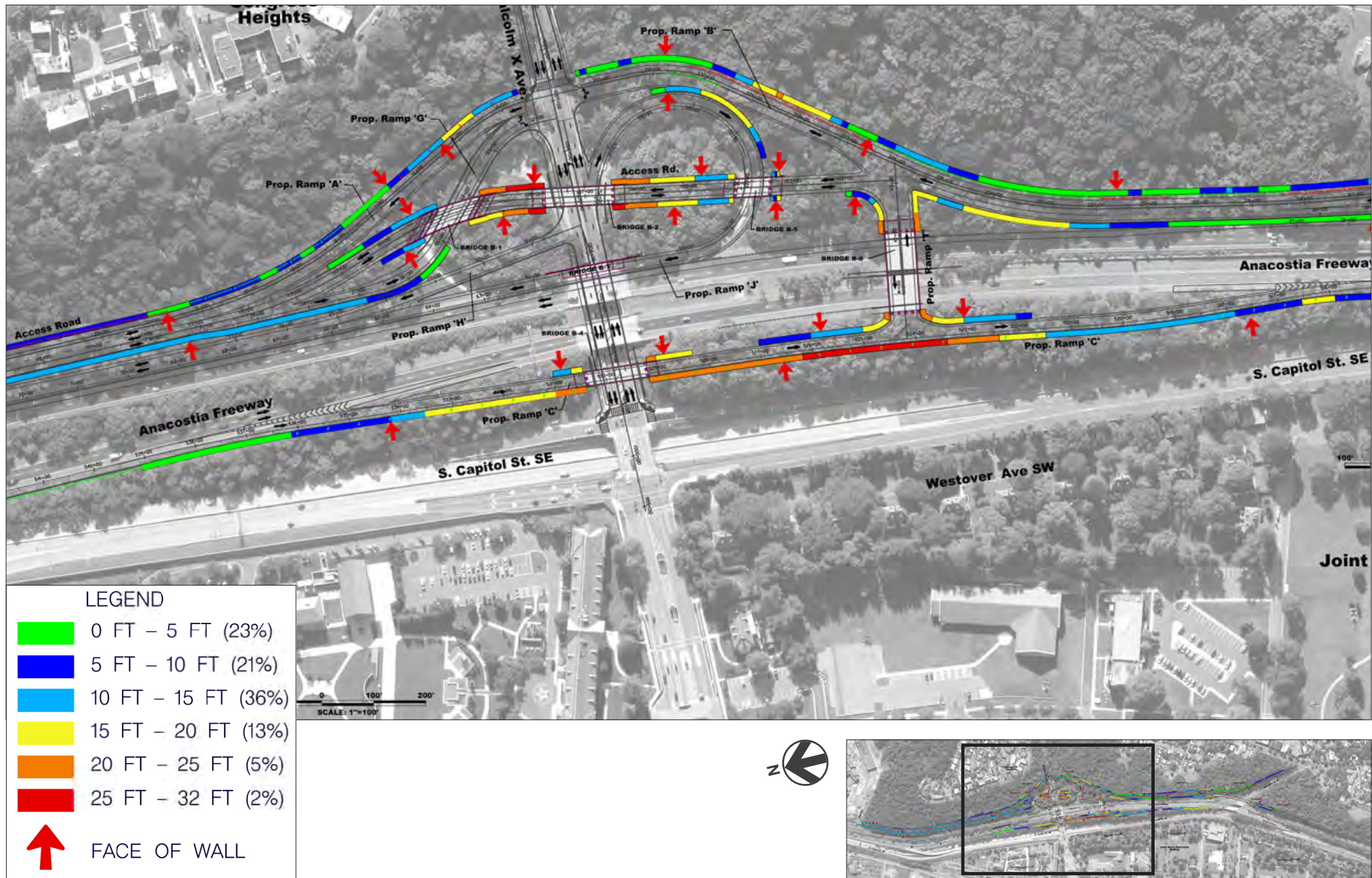
CHANGE IN LIMIT OF DISTURBANCE		2012 (FROM SHEPHERD PARKWAY MOA)	2014	CHANGE
Disturbance on NPS Property		Approximately 8.0 acres	8.6 acres	0.6 acres +
Temporary Construction Easement		Approximately 1.2 acres	1.6 acres	0.4 acres +

LOCATION	REASON FOR CHANGES
1 2 3	Ramp and access road modified as a result of updated field survey.
4 5	Proposed Right of Way modified to reflect current AASHTO bicycle guidelines and advancement of retaining wall design.

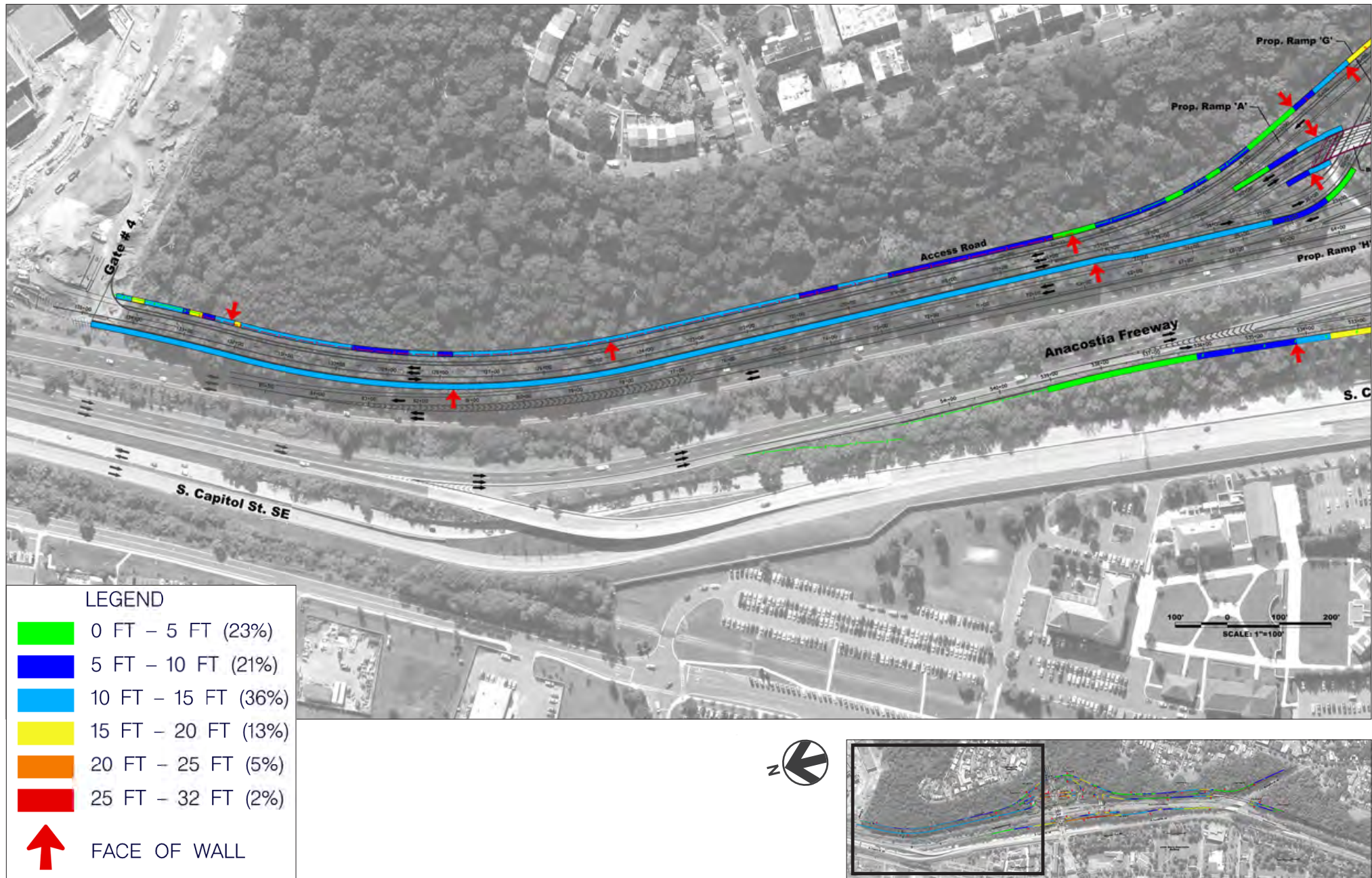
Area of Potential Effect (APE)



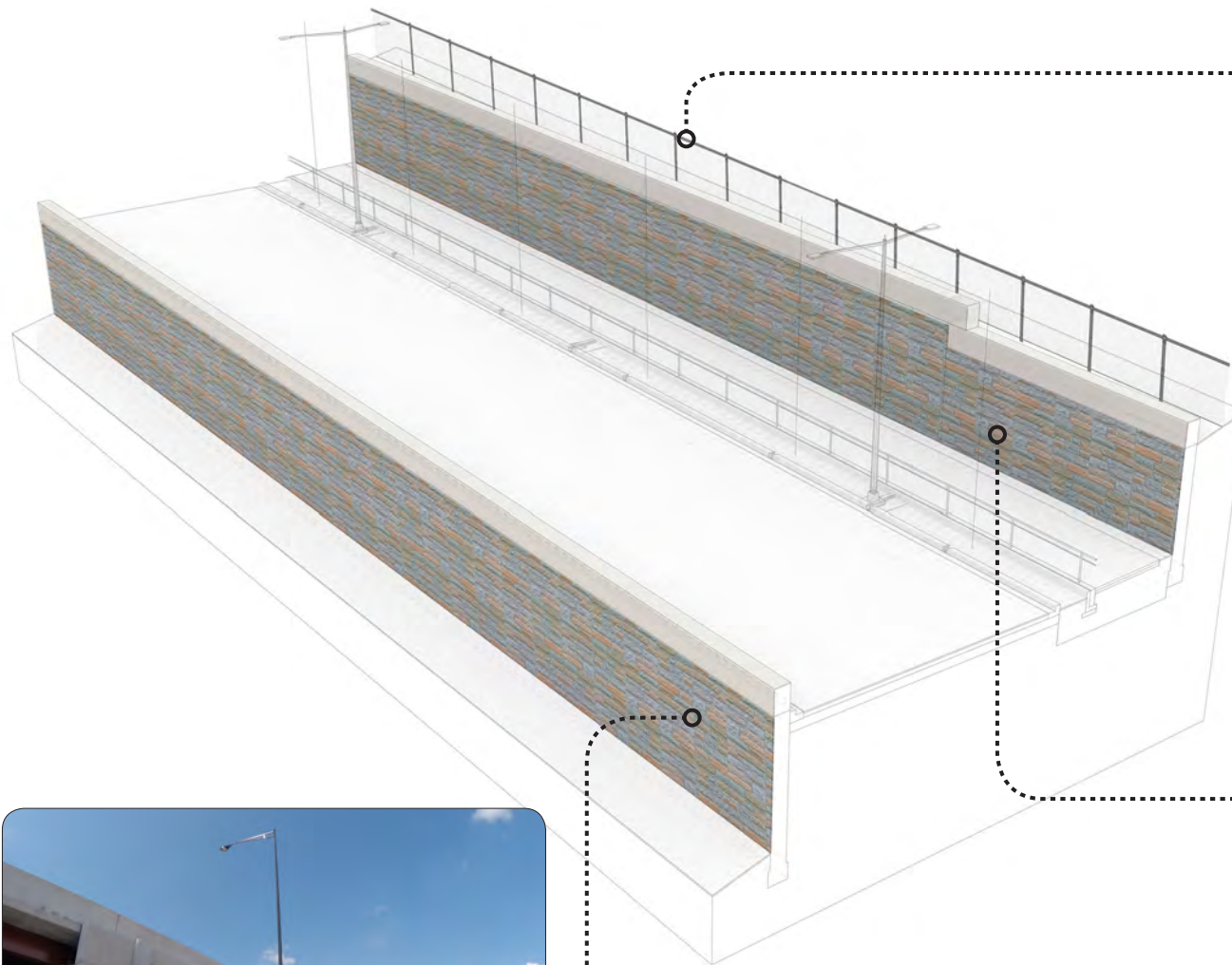
Wall Heights : CENTER SEGMENT



Wall Heights : NORTH SEGMENT



Rendered Sections along Access Road : WALLS



Chain-Link Fence

- **DDOT Std.** 607.01
- **Height:** 96"
- **Color:** Black Vinyl Coated

- Recessed 3' from face of wall
- Along "cut" portions of Shepherd Pkwy retaining wall



Post and Panel "Cut" Wall

- Existing ground removed in phases near vertical face.
- Wall built from top down
- Finish panels installed last to achieve desired aesthetics.

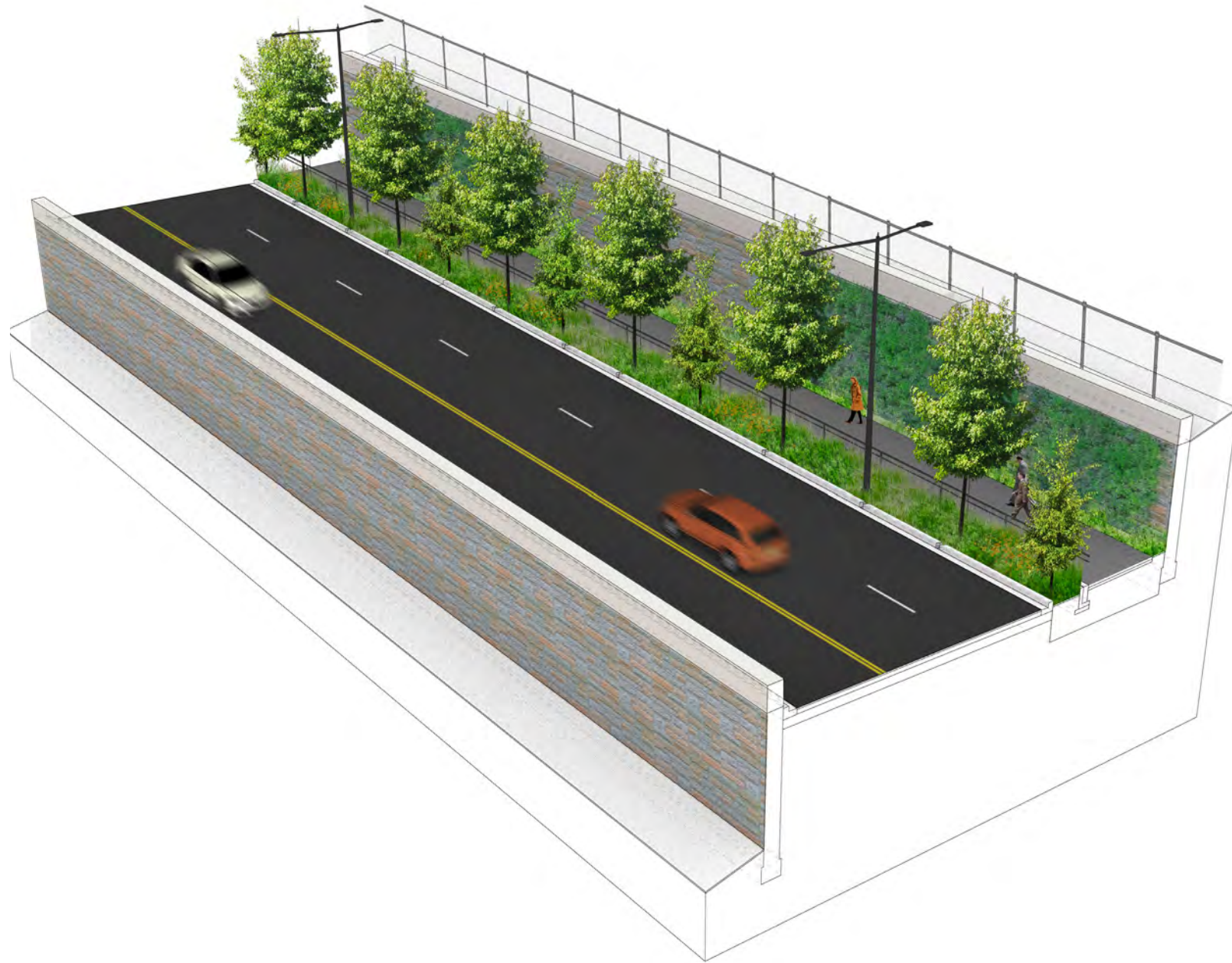
Mechanically Stabilized Earth MSE "Fill" Wall

- Built up from existing ground.
- Wall consists of multiple panels keyed together and anchored to earth behind.

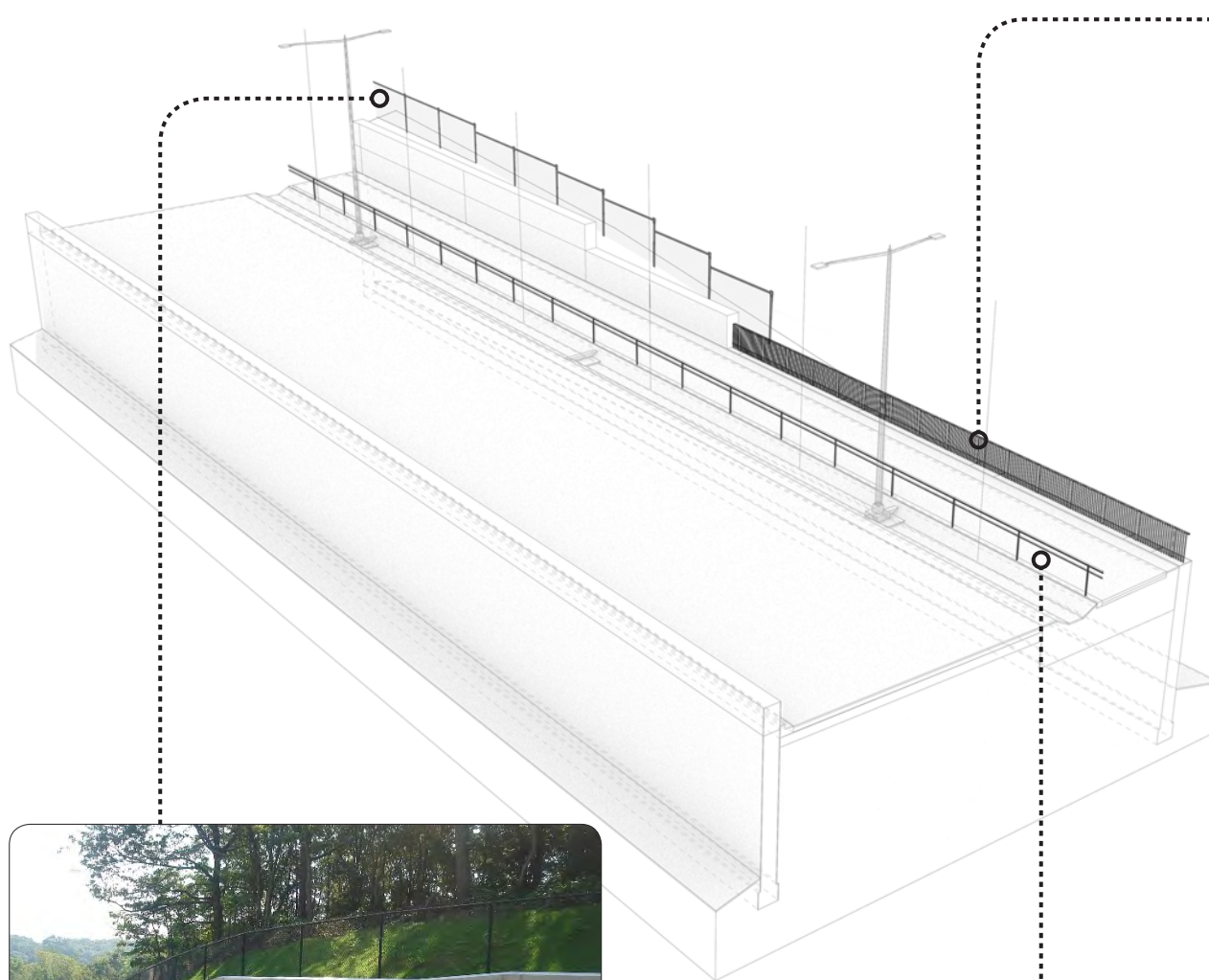


INSTALLATION METHOD MINIMIZES IMPACTS TO SHEPHERD PARKWAY.

Access Road : COMPOSITE PERSPECTIVE

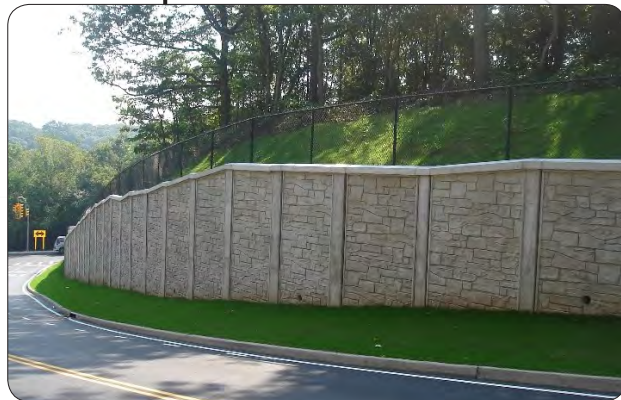


Rendered Sections along Access Road : RAILINGS



Pedestrian Railing

- DDOT Std. 709.02 (modified)
- Height: 60"
- Color: Black



Chain Link Fence

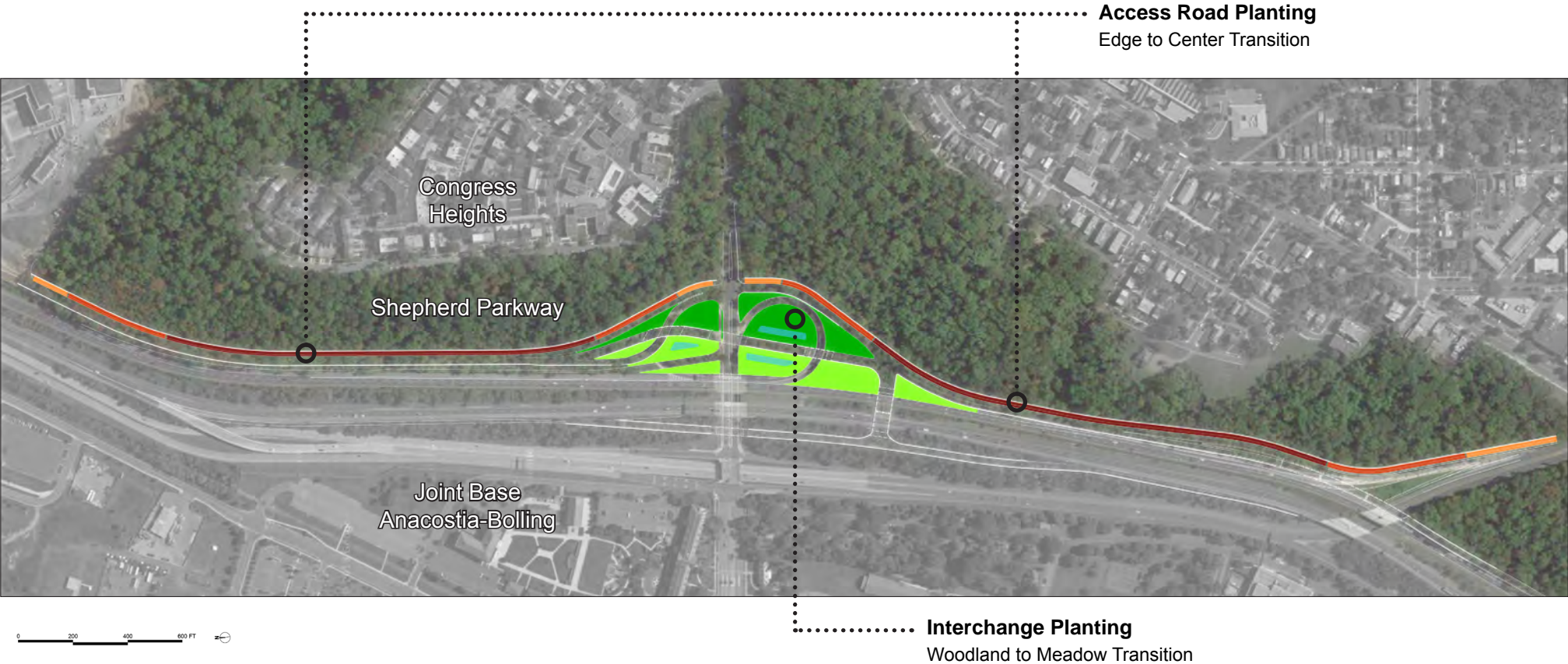
- DDOT Std. 607.01
- Height: 96"
- Color: Black Vinyl Coated



Handrail

- DDOT Std. 709.01 (modified)
- Height: 42"
- Color: Black

Landscape Concept Diagram



Access Road : LANDSCAPE PLAN – SOUTH SEGMENT



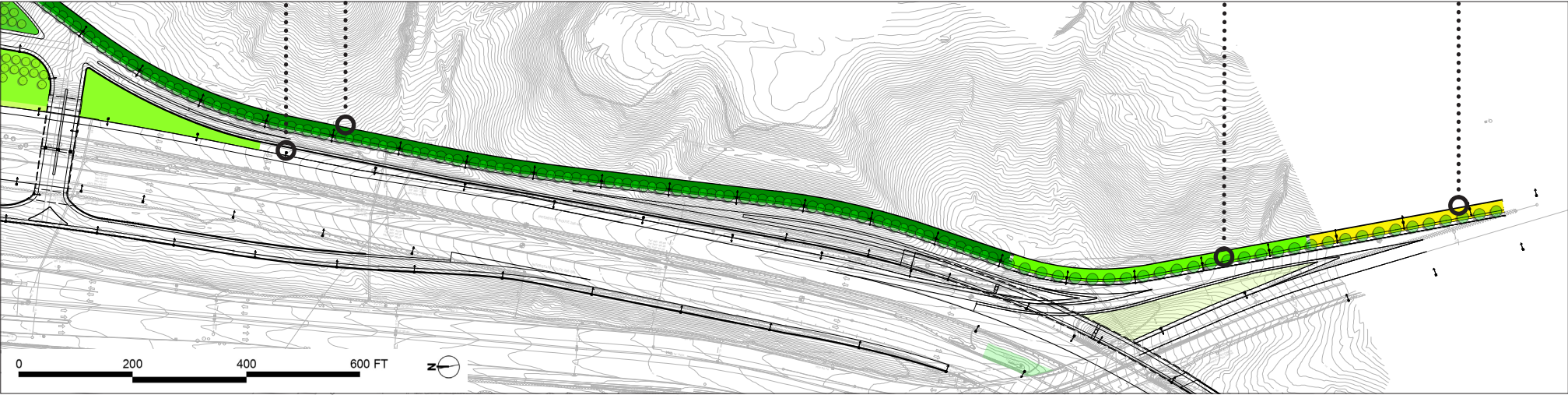
Woodland Planting
Perennials, Shrubs
+ Street Trees @ 30' O.C.
+ Intermediate Understory Trees.



Transitional Planting
Perennials
+ Street Trees @ 30' O.C.



Edge Planting
Grasses, Perennials
+ Street Trees @ 30' O.C.



Access Road : LANDSCAPE PLAN – CENTER SEGMENT



Woodland Planting
Perennials, Shrubs
+ Street Trees @ 30' O.C.
+ Intermediate Understory
Trees, Vine Planting.

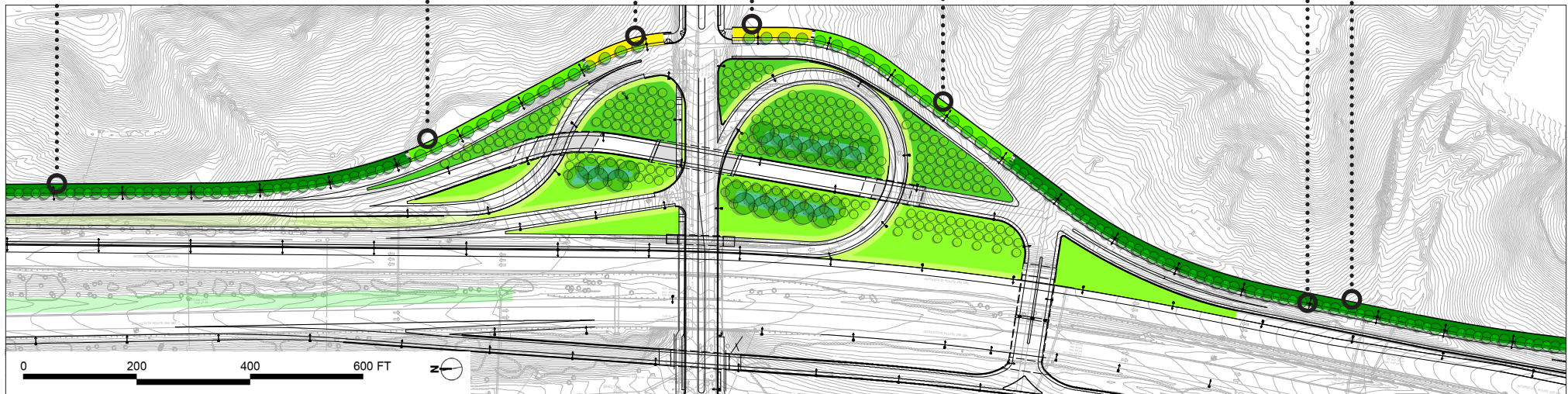


Edge Planting
Grasses, Perennials
+ Street Trees @ 30' O.C.

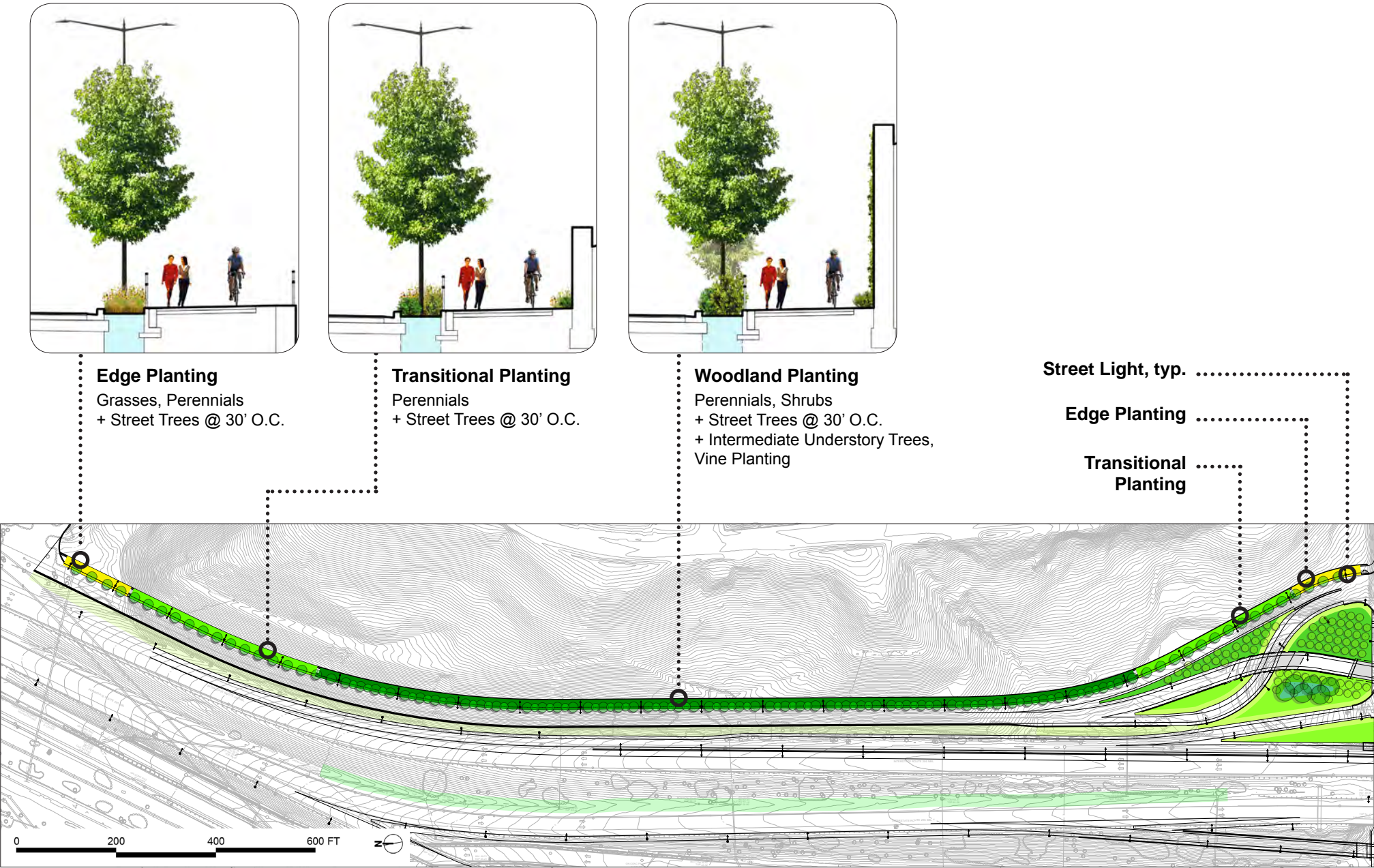


Transitional Planting
Perennials
+ Street Trees @ 30' O.C.

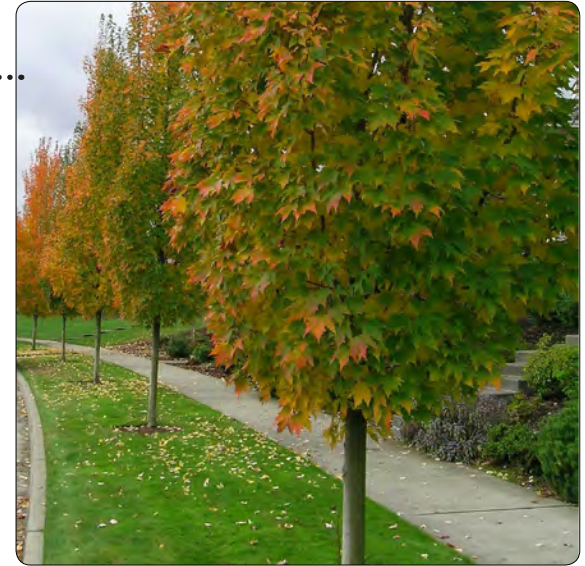
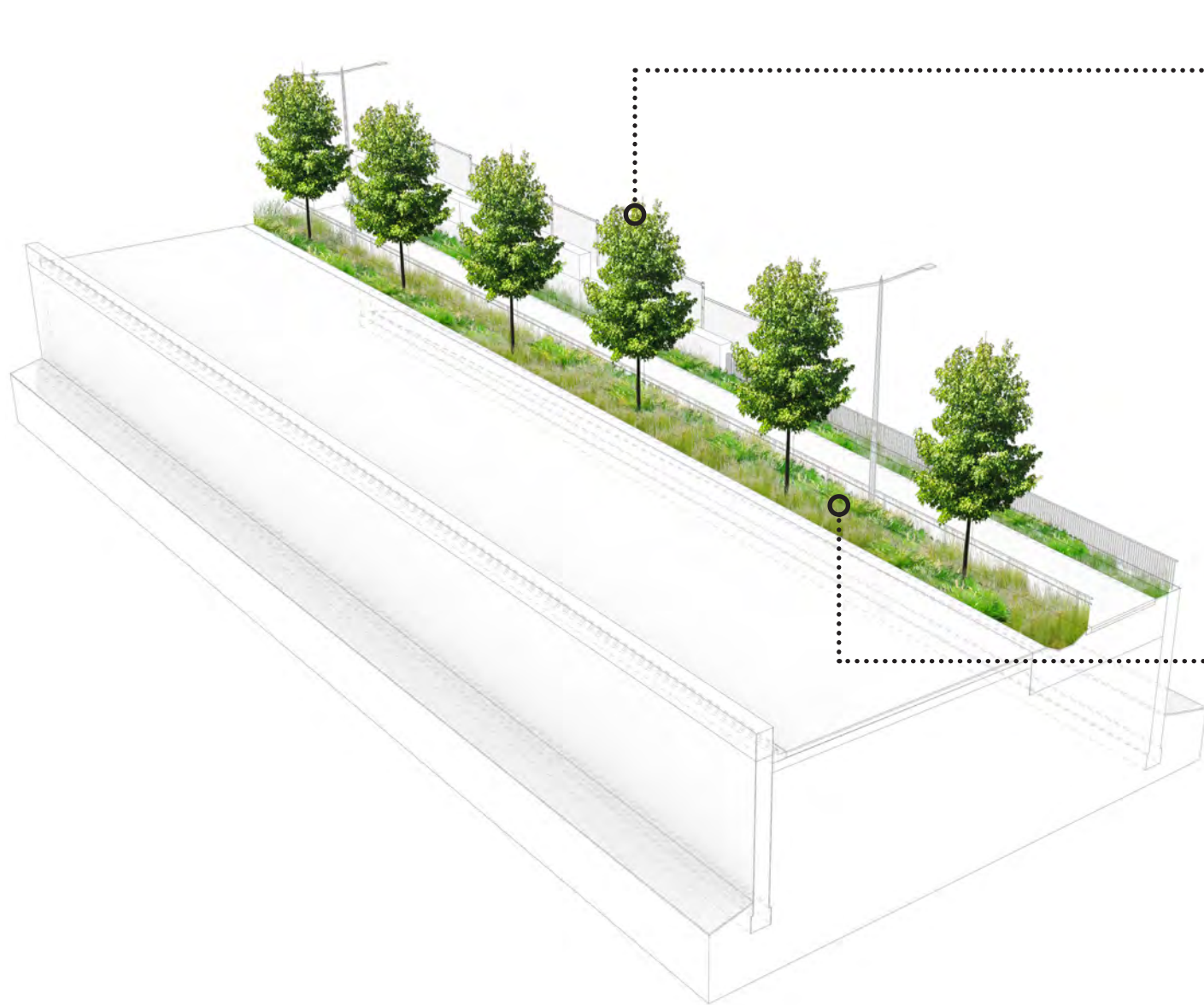
Street Light
Woodland Planting



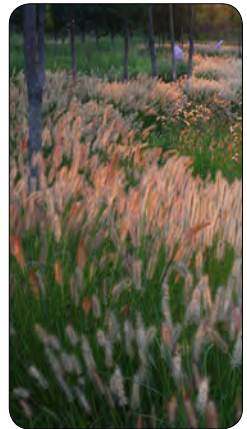
Access Road : LANDSCAPE PLAN – NORTH SEGMENT



Access Road : EDGE PLANTING

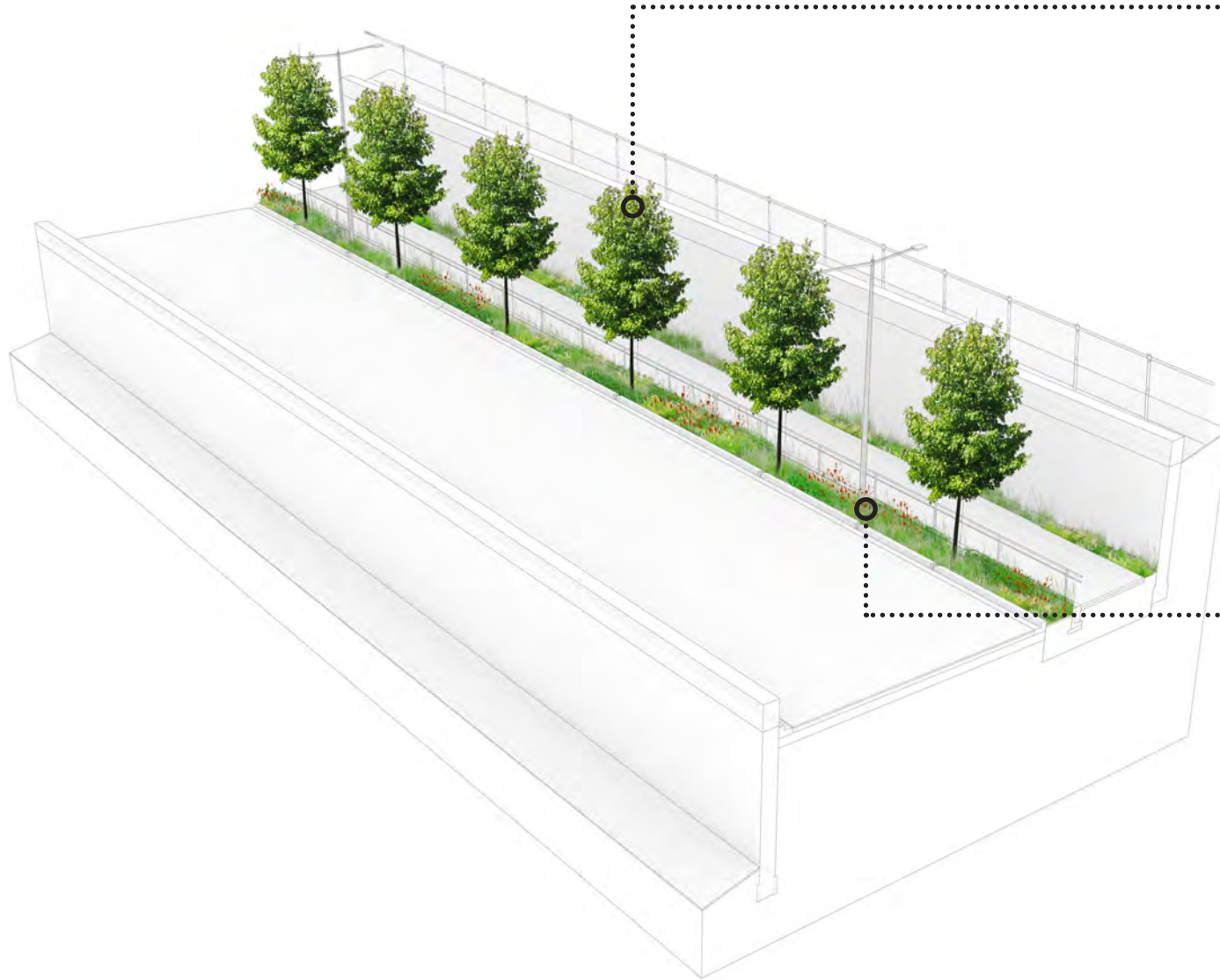


Street Tree Planting @ 30' O.C.

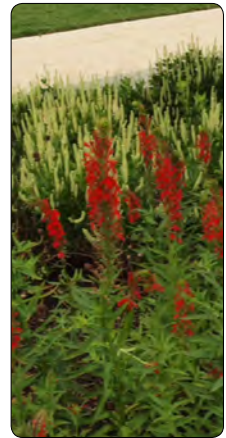


Native Grasses + Perennial Planting

Access Road : TRANSITION PLANTING

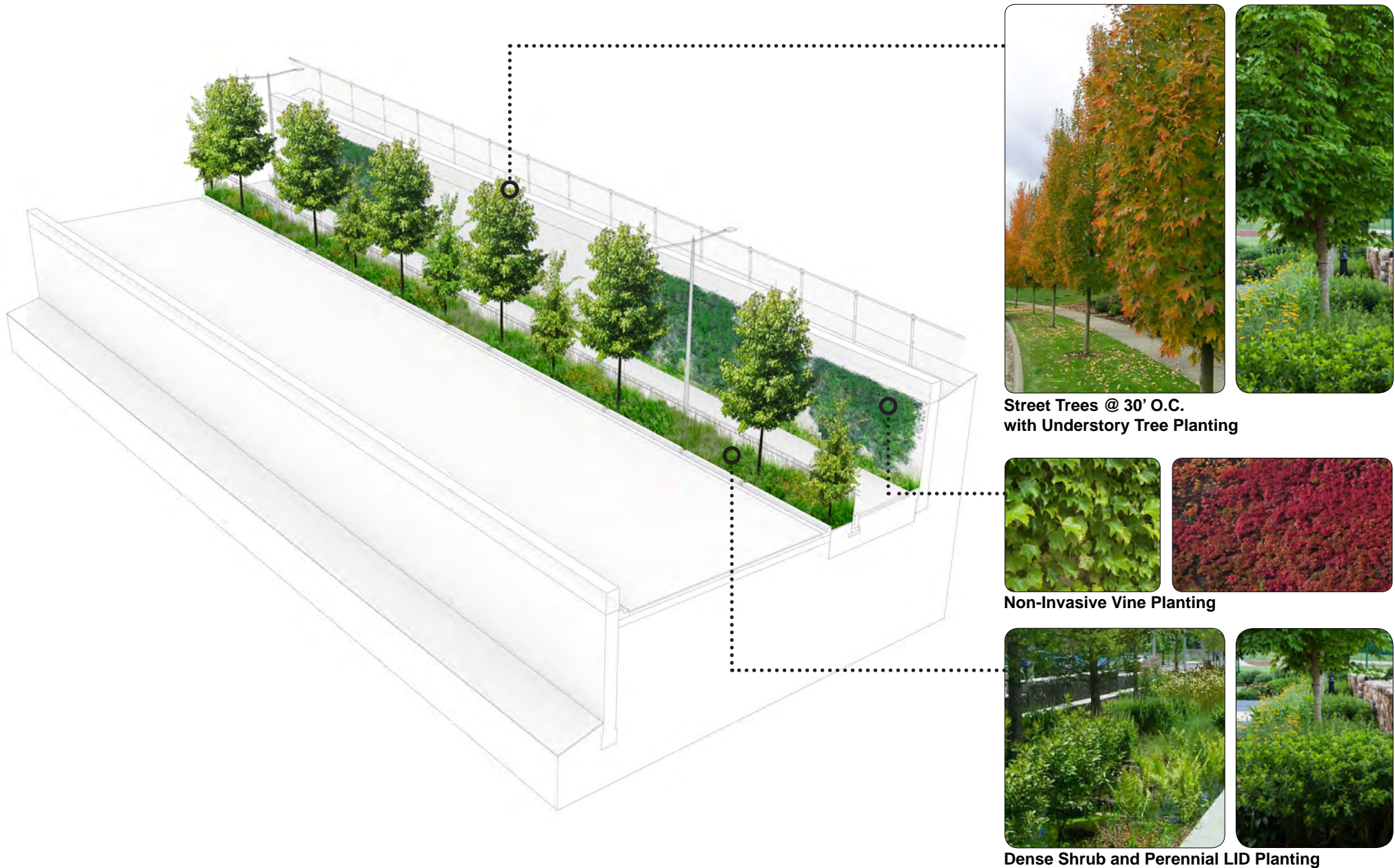


Street Tree Planting @ 30' O.C.

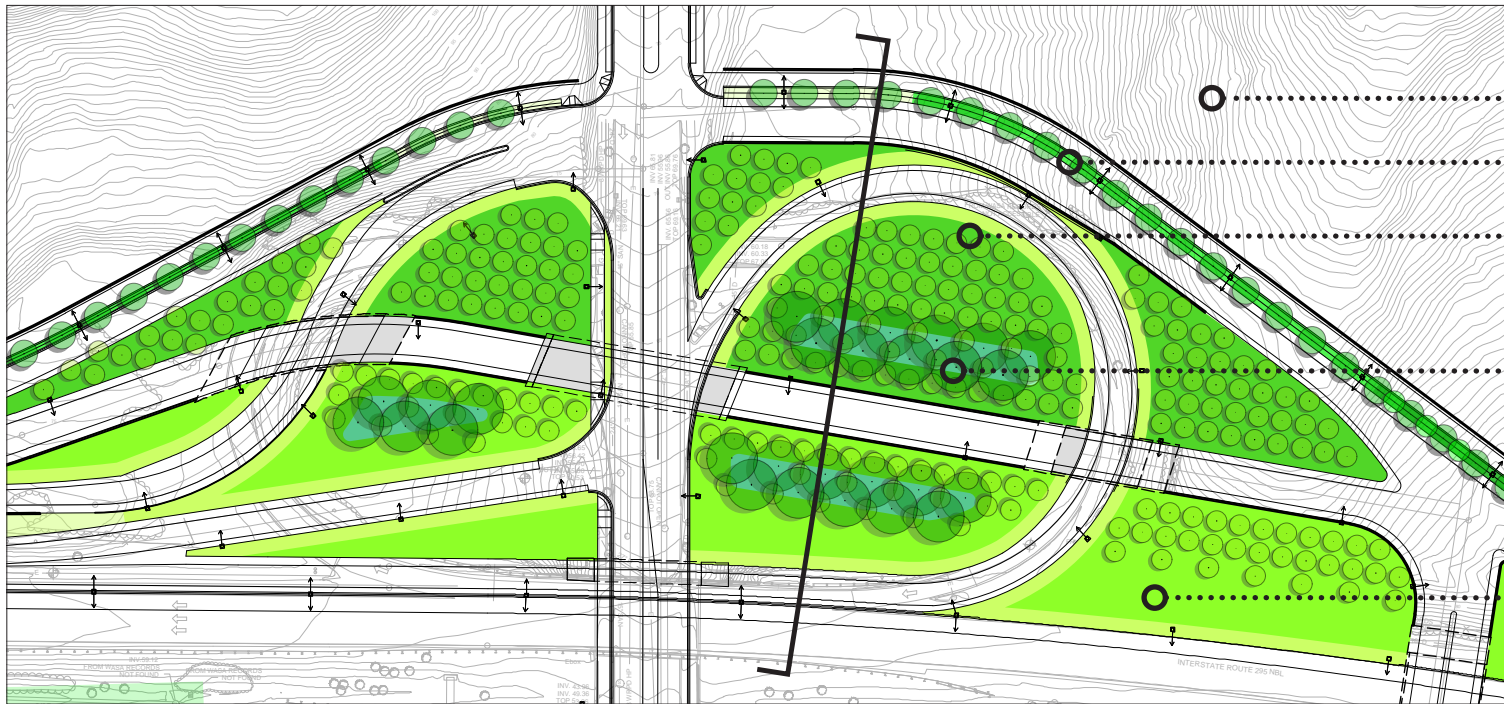
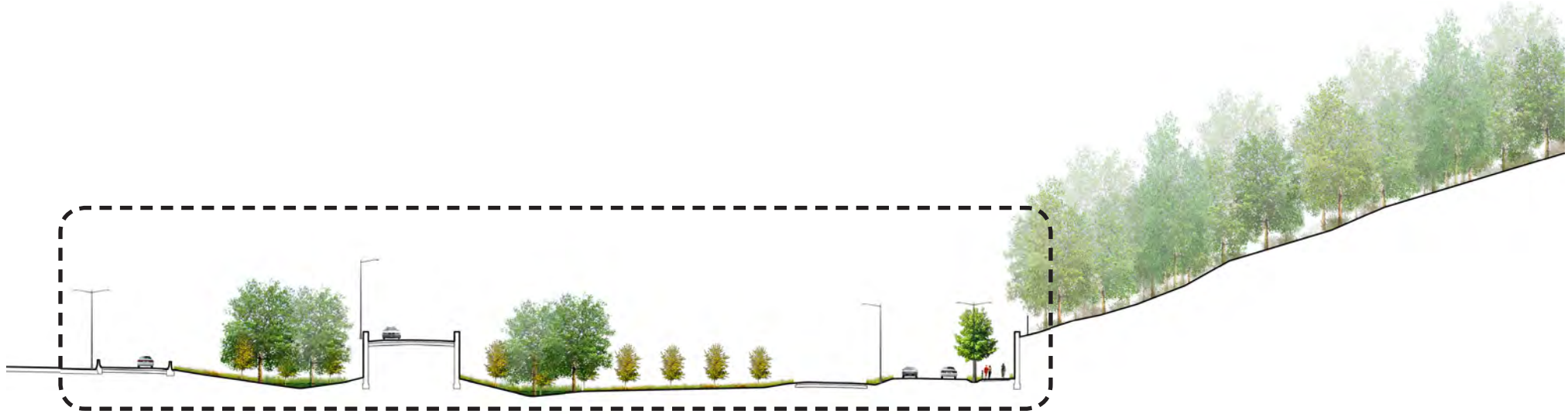


Low Ground Cover and Perennial LID Planting

Access Road : WOODLAND PLANTING



Interchange Section and Plan Enlargement



Existing Hardwood Woodland

Access Road Planting

Woodland Transition Zone

Small Native Tree and
Shrub Planting

Bioretention Zones (3)

Large Inundation-Tolerant
Native Tree Planting

Meadow Transition Zone

Grasses + Perennials

Interchange Planting Precedent



Meadow Transition Zone
Grasses + Perennials



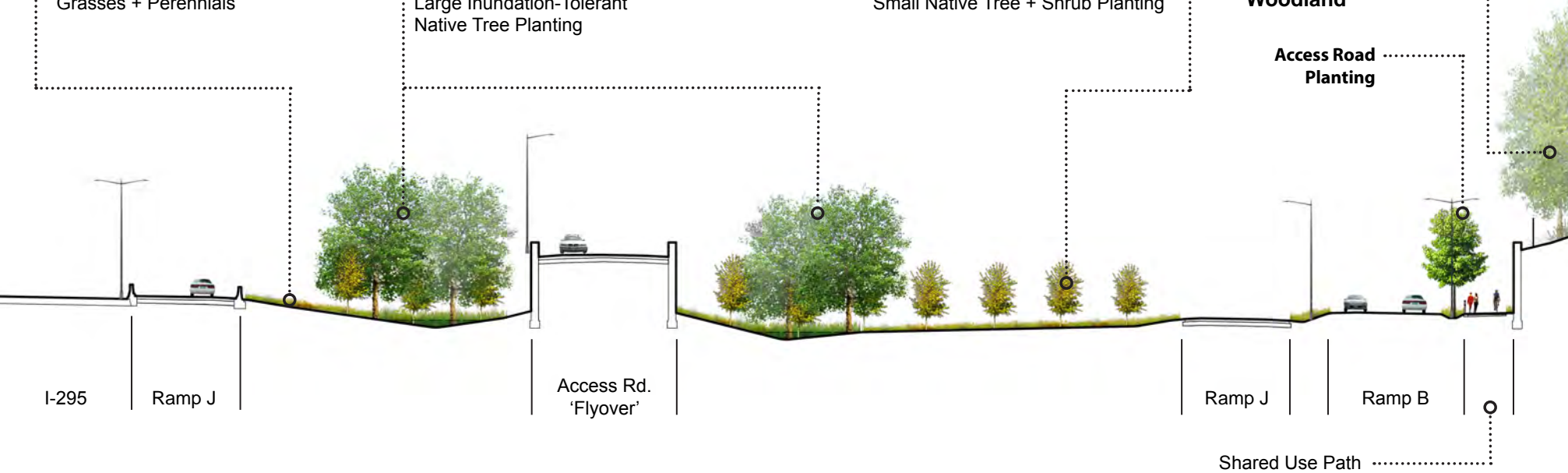
Bioretention Zone
Large Inundation-Tolerant
Native Tree Planting



Woodland Transition Zone
Small Native Tree + Shrub Planting

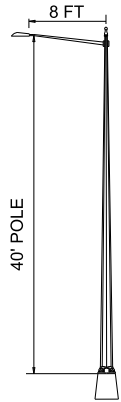


**Existing Hardwood
Woodland**

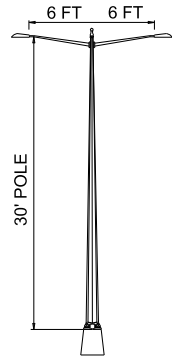


Rendered Sections along Access Road : LIGHTING

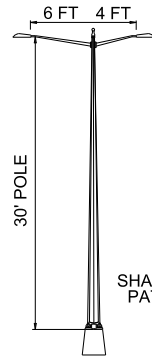
LIGHT POLES



I-295



RAMPS



ACCESS ROAD

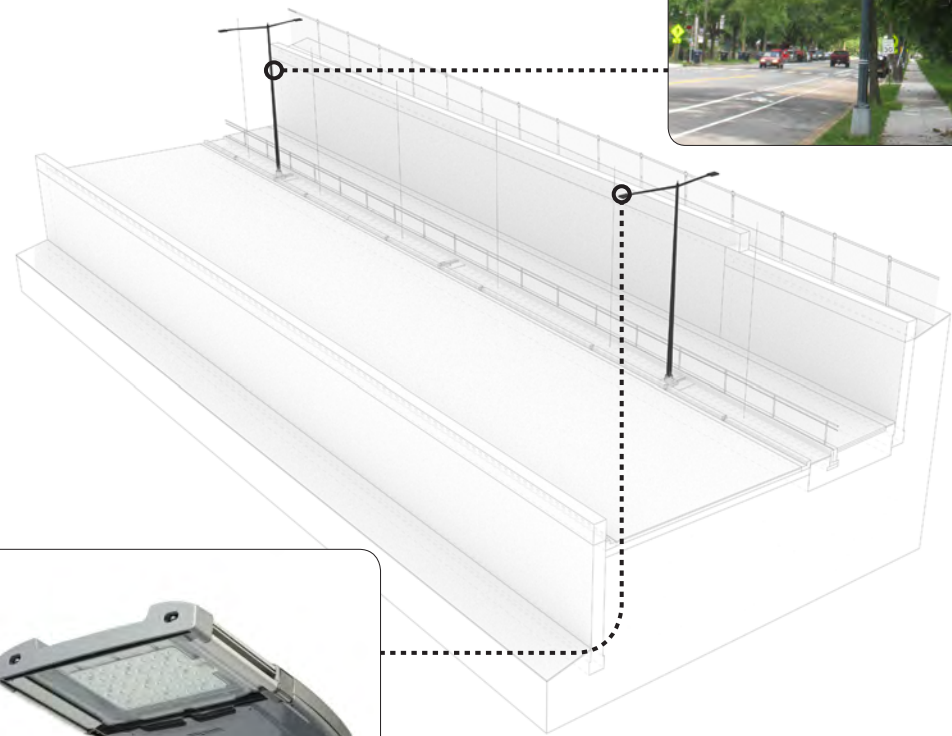
SHARED USE
PATH SIDE

LIGHT POLE TYPES

	I-295	RAMPS	ACCESS ROAD
Average Spacing	160' O.C.	140' O.C.	120' O.C.
Pole Height	40'	30'	30'
Pole Arm Extension	8' Single-arm	6' Double-arm	Double-arm (6' Facing Road, 4' Facing Shared Use Path)
Fixture	215W Full Cutoff	110W Full Cutoff	110W Full Cutoff

Street Light Pendant Pole

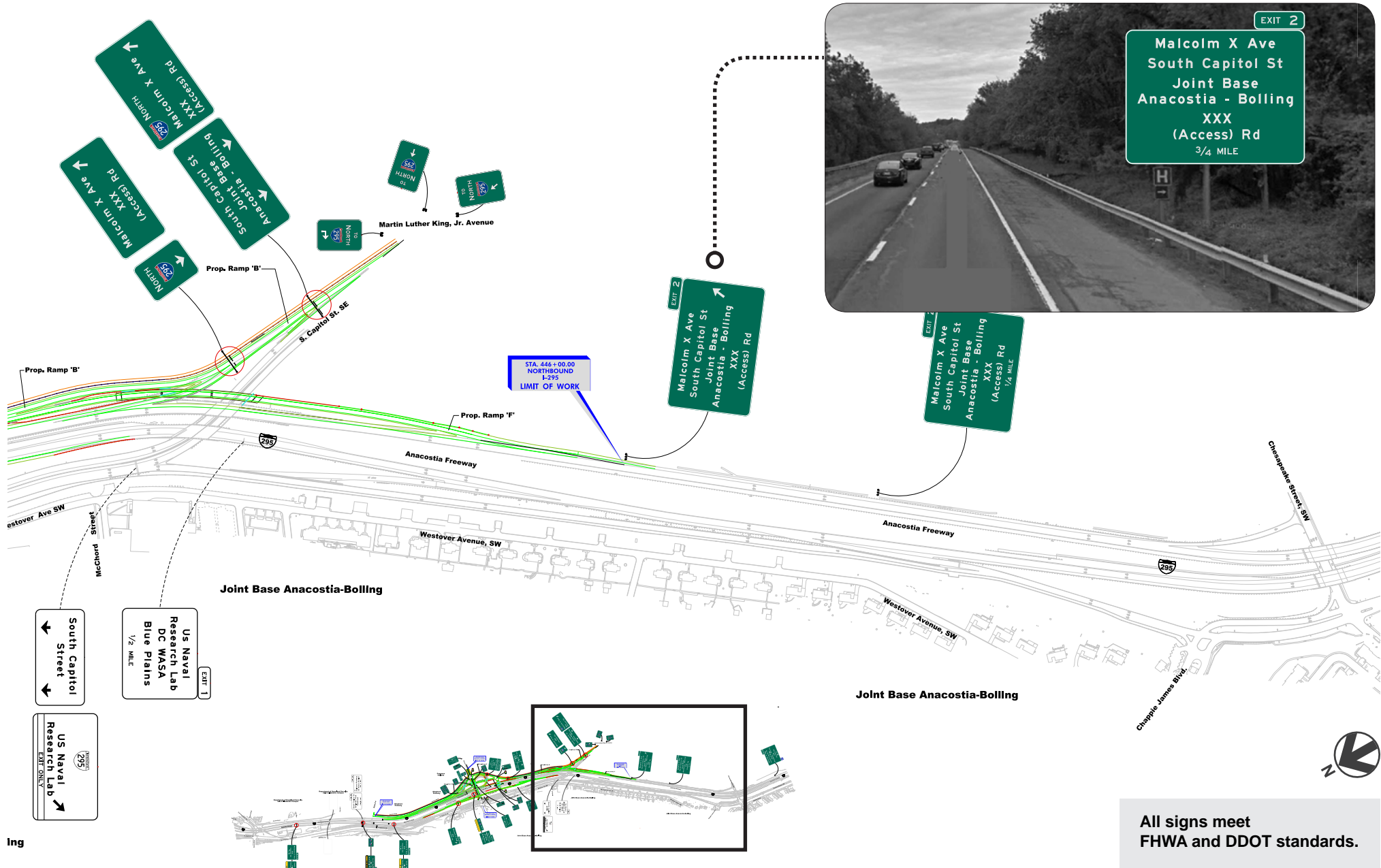
- DDOT Std. 618.03
- Color: Black



Luminaire

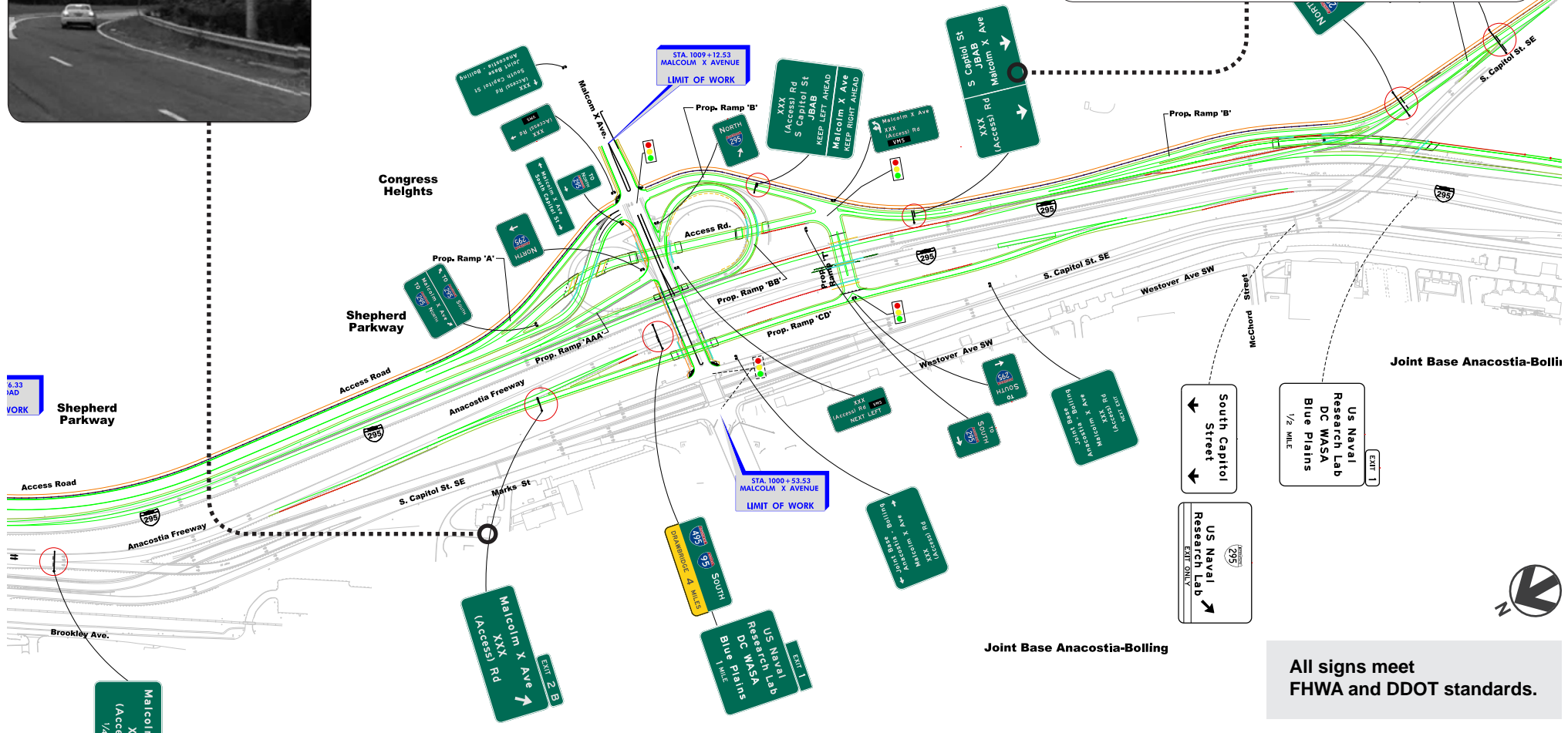
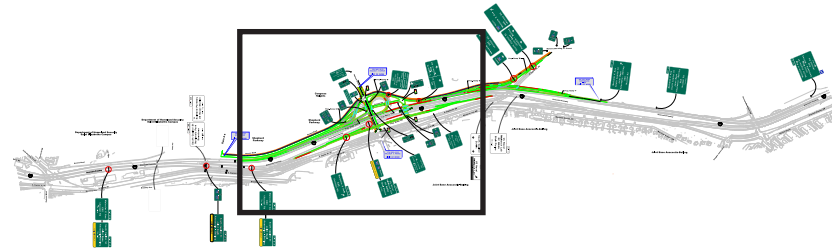
- DDOT Std. 618.03

Signage : SOUTH SEGMENT



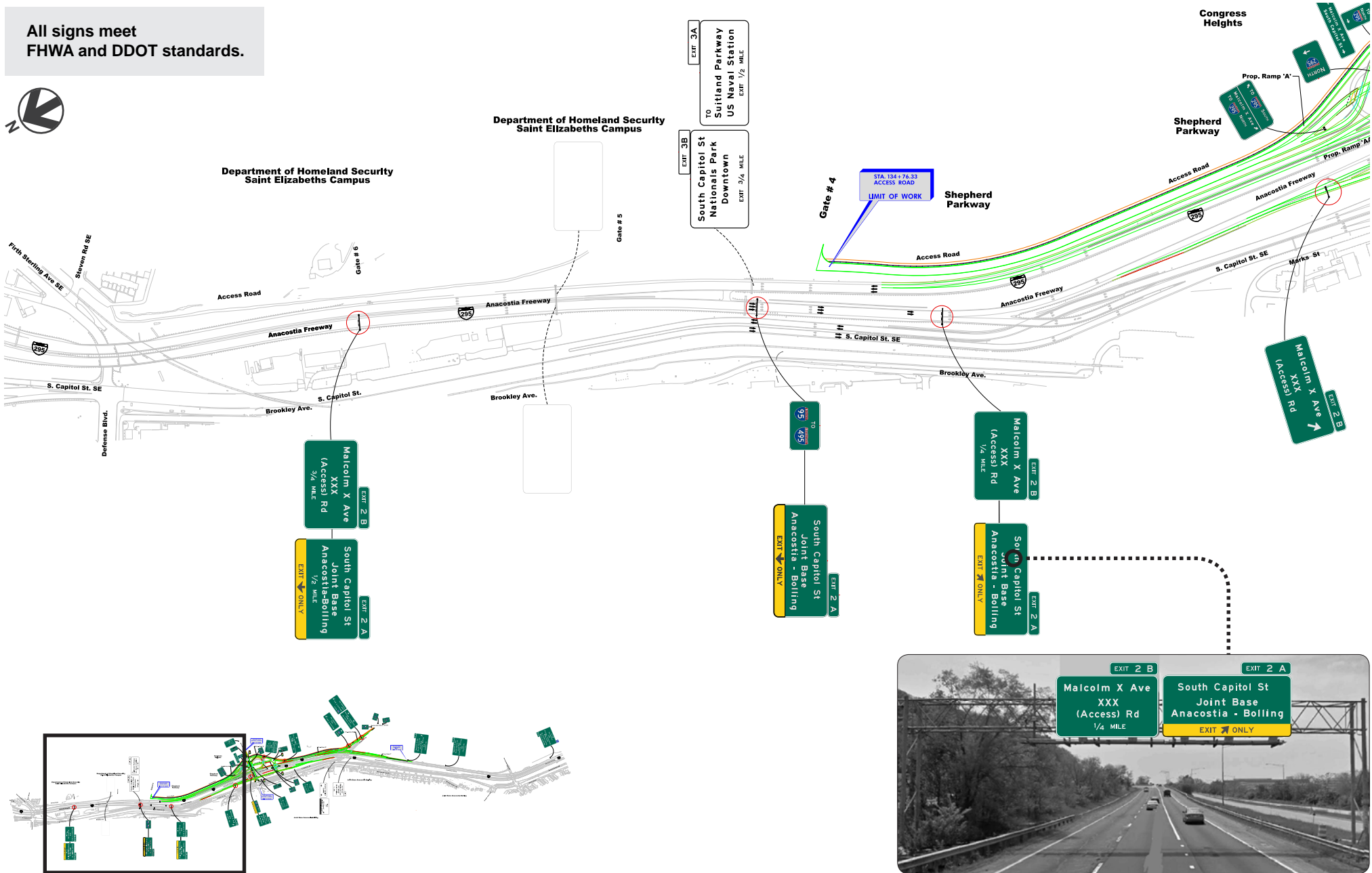
All signs meet
FHWA and DDOT standards.

Signage : CENTER SEGMENT

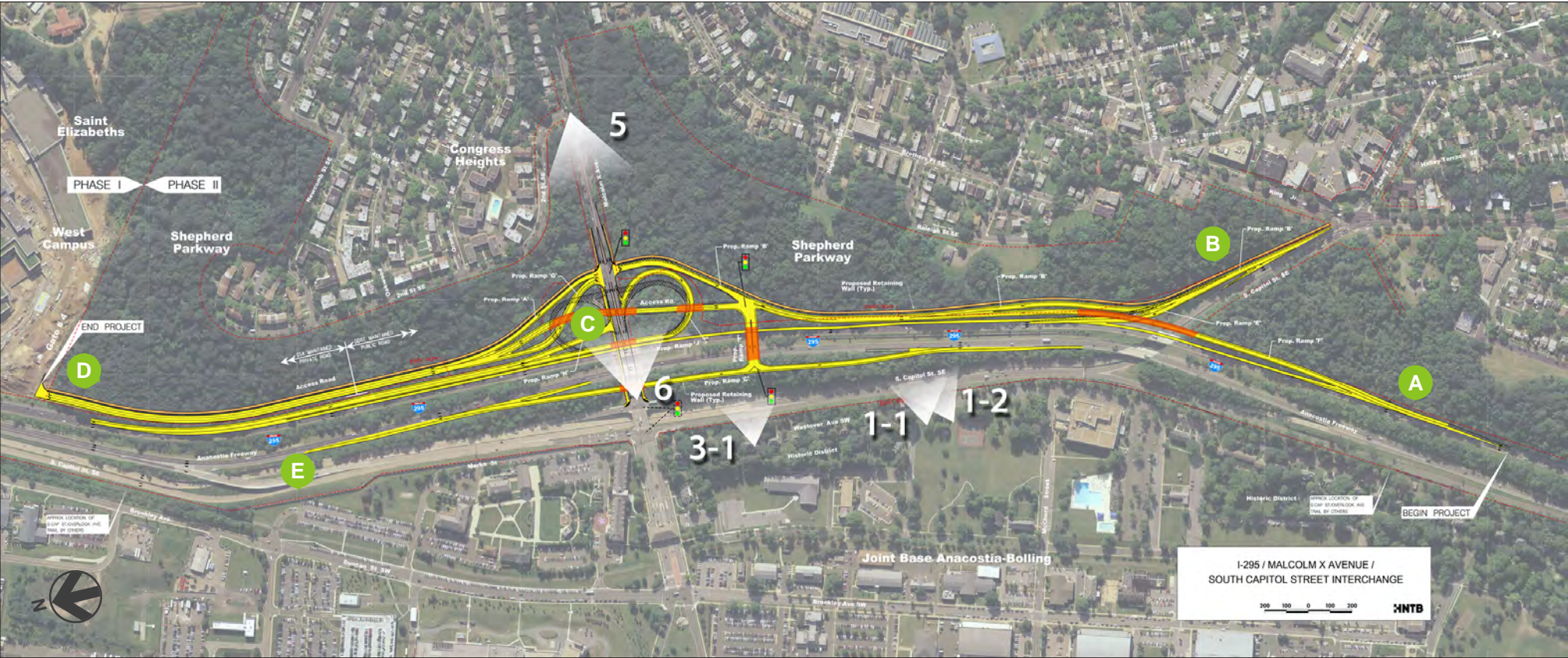


Signage : NORTH SEGMENT

All signs meet FHWA and DDOT standards.



Rendered Views : LOCATION PLAN



Rendered Views : 5 EXISTING

VIEW LOOKING WEST TOWARD I-295 INTERCHANGE FROM MALCOLM X AVENUE



Rendered Views : 5 PROPOSED

VIEW FACING WEST TOWARD I-295 INTERCHANGE FROM MALCOLM X AVENUE



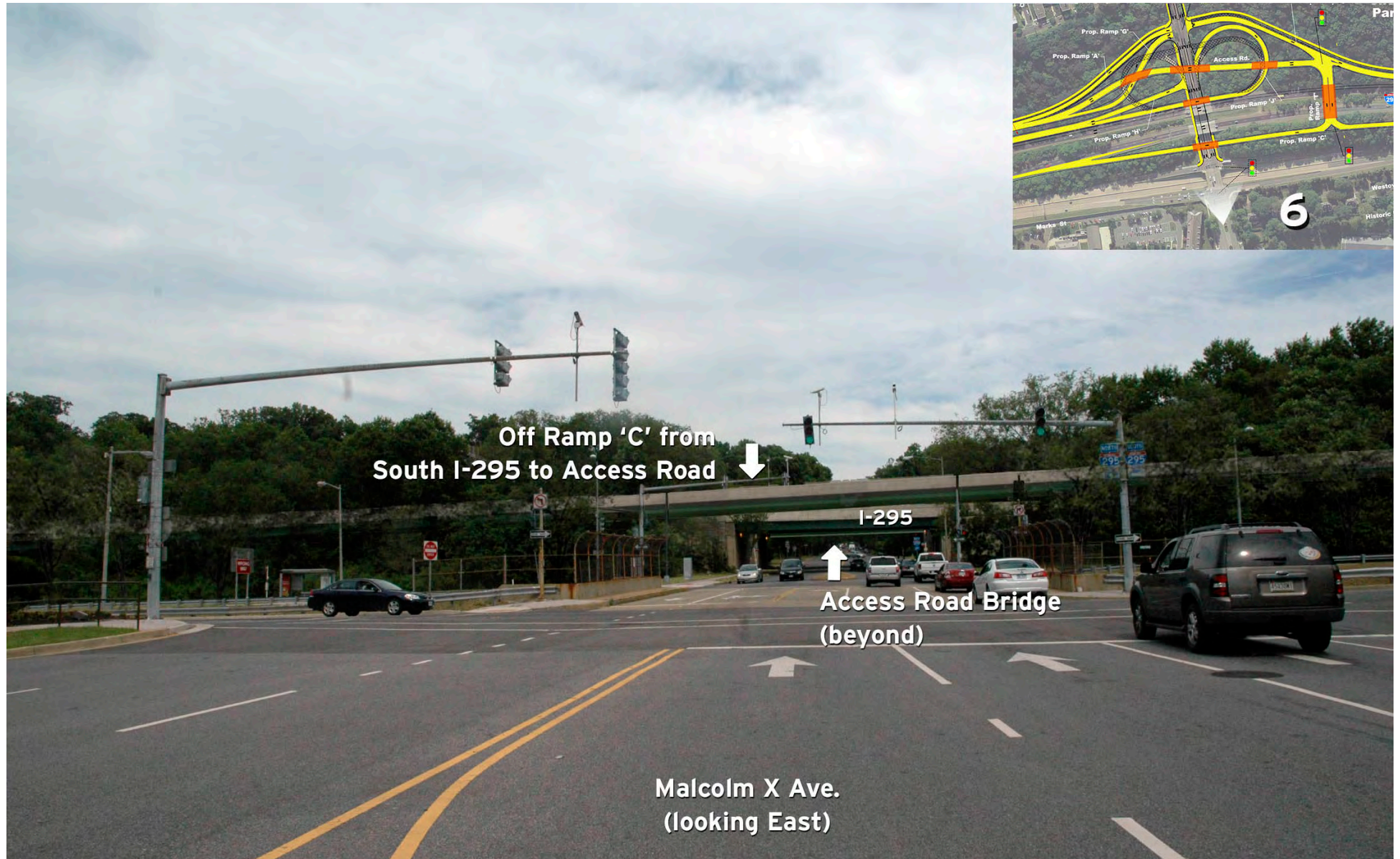
Rendered Views : 6 EXISTING

VIEW LOOKING EAST TOWARD MALCOLM X AVE. INTERCHANGE FROM I-295 (FROM OUTSIDE JBAB GATES AT BUILDINGS 20 AND 21)



Rendered Views : 6 PROPOSED

VIEW FACING EAST TOWARD MALCOLM X AVE. INTERCHANGE FROM I-295 (FROM OUTSIDE JBAB GATES AT BUILDINGS 20 AND 21)



Rendered Views : 1-2 EXISTING

VIEW LOOKING NORTHEAST TOWARD SOUTH CAPITOL STREET AND I-295 (FROM WESTOVER AVENUE)



Rendered Views : 1-2 PROPOSED

VIEW LOOKING NORTHEAST TOWARD PROPOSED RAMP C (FROM WESTOVER AVENUE)



**ROADWAY ELEVATION
HAS REMAINED
UNCHANGED**

**RAMP C LOCATED
APPROXIMATELY 270'
FROM WESTOVER
AVENUE**

Rendered Views : 1-1 EXISTING

VIEW LOOKING EAST TOWARD SOUTH CAPITOL STREET AND I-295 (FROM WESTOVER AVENUE)



Rendered Views : 1-1 PROPOSED

PROPOSED VIEW LOOKING EAST TOWARD RAMP C MERGE (FROM WESTOVER AVENUE)



**ROADWAY ELEVATION
HAS REMAINED
UNCHANGED**

**RAMP C LOCATED
APPROXIMATELY 270'
FROM WESTOVER
AVENUE**

Rendered Views : 3-1 EXISTING

VIEW LOOKING EAST TOWARD I-295 INTERCHANGE (FROM WESTOVER AVENUE AND BOLLING OFFICERS' QUARTERS)



Rendered Views : 3-1 PROPOSED

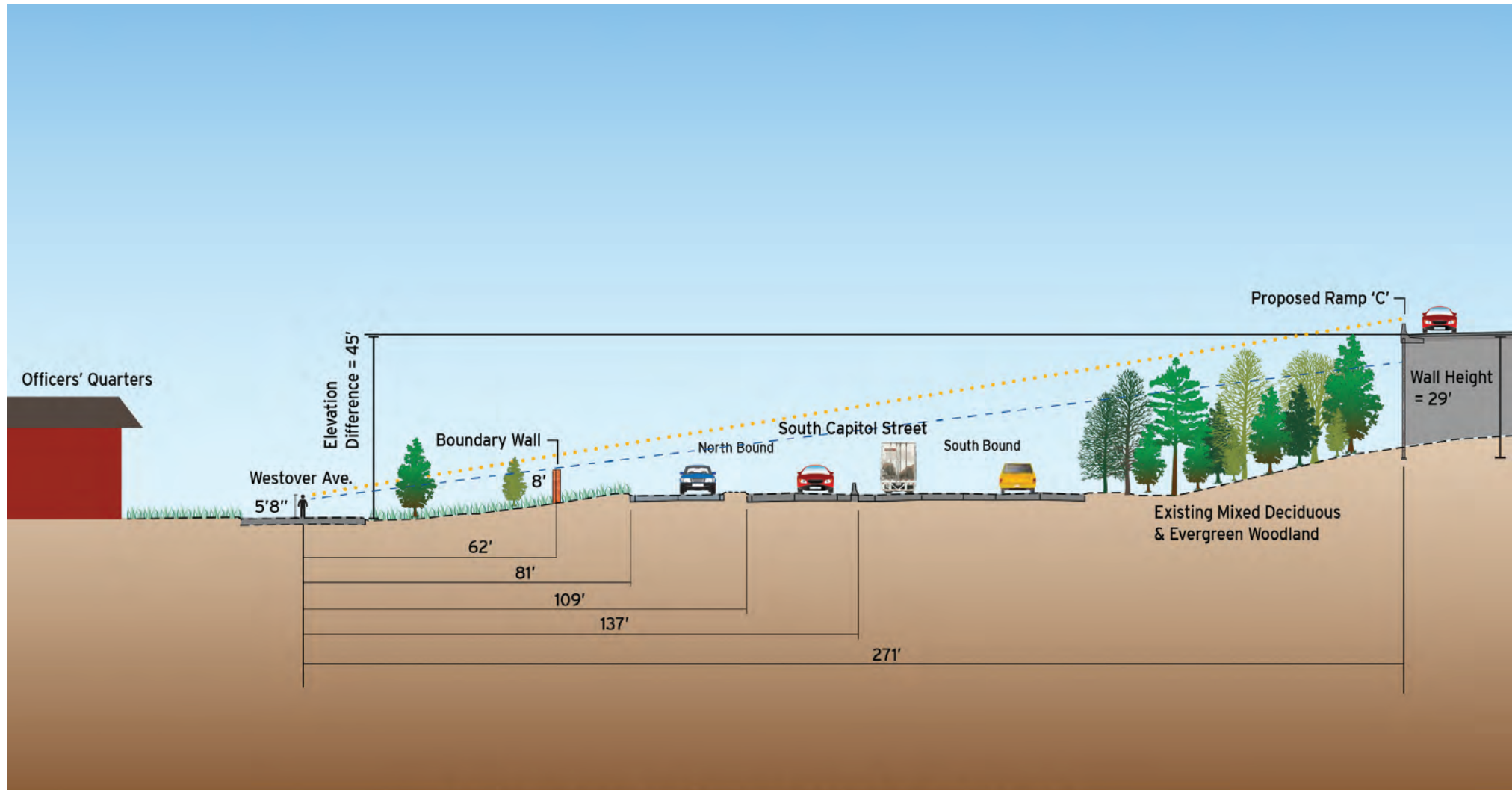
VIEW LOOKING EAST TOWARD PROPOSED RAMP C (FROM WESTOVER AVENUE AND BOLLING OFFICERS' QUARTERS)



**ROADWAY ELEVATION
HAS REMAINED
UNCHANGED**

**RAMP C LOCATED
APPROXIMATELY 270'
FROM WESTOVER
AVENUE**

Section : FACING NORTH AT BOLLING OFFICERS' QUARTERS



CROSS SECTION LOOKING TOWARD
PROP. RAMP C FROM WESTOVER AVENUE

Matrix of Effects : SHEPHERD PARKWAY LANDSCAPE UNITS

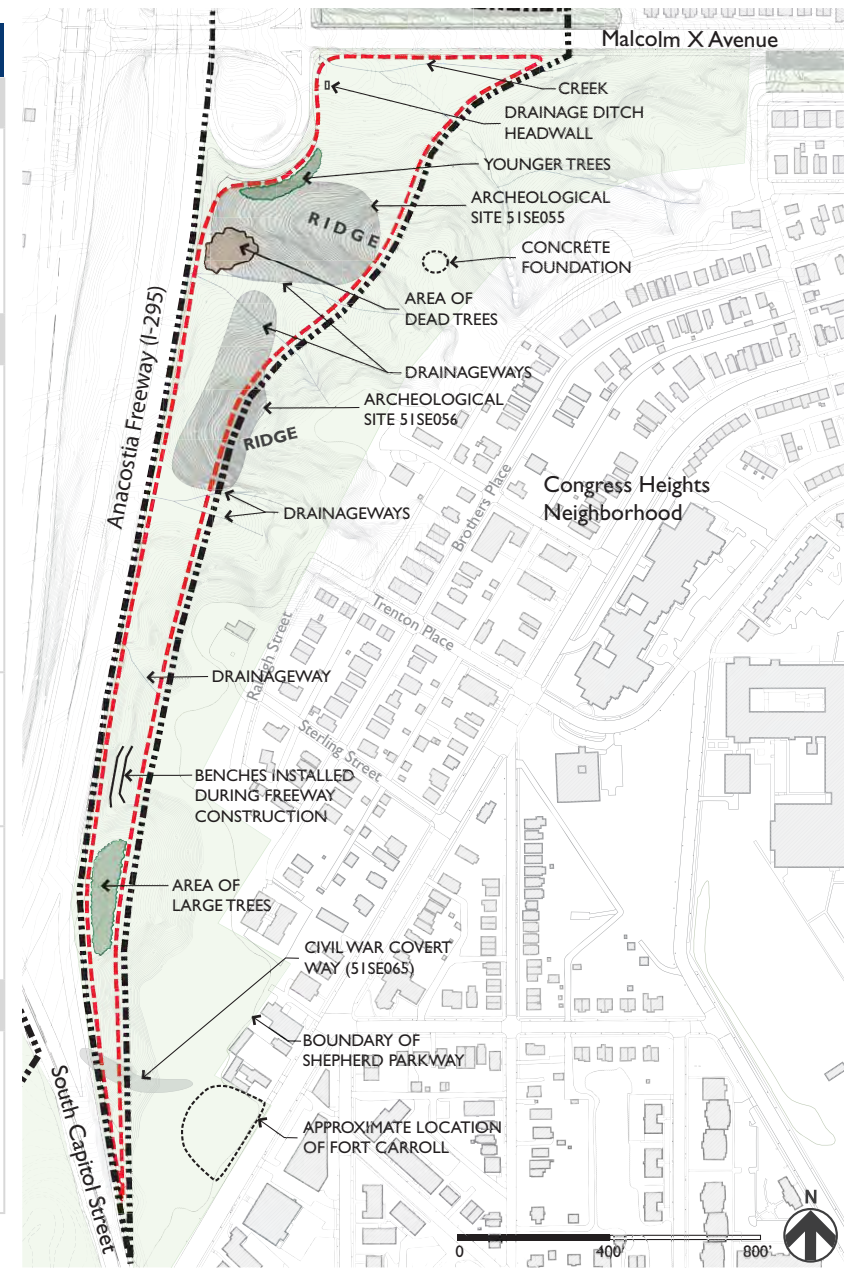
	STATUS	2012 EFFECT	2014 TREATMENT	2014 EFFECT
SHEPHERD PARKWAY				
Spatial Organization Sloping topography, base of ravine, & Malcolm X Avenue	Contributing	Transportation improvements determined to have adverse effect on the Setting & Feeling of Shepherd Parkway	Adverse effects addressed in Shepherd Parkway MOA mitigation Minimization through appropriate wall cladding, signage, material, and landscaping	Minor increase in impact due to expanded LOD Area. Adverse effects to Feeling and Setting of Shepherd Parkway remain.
Topography Sloping topography, incised drainage ways, & ravines				
Circulation Malcolm X Avenue				



Shepherd Parkway Landscape Units (JMA 2010)

Matrix of Effects : SHEPHERD PARKWAY LANDSCAPE UNITS

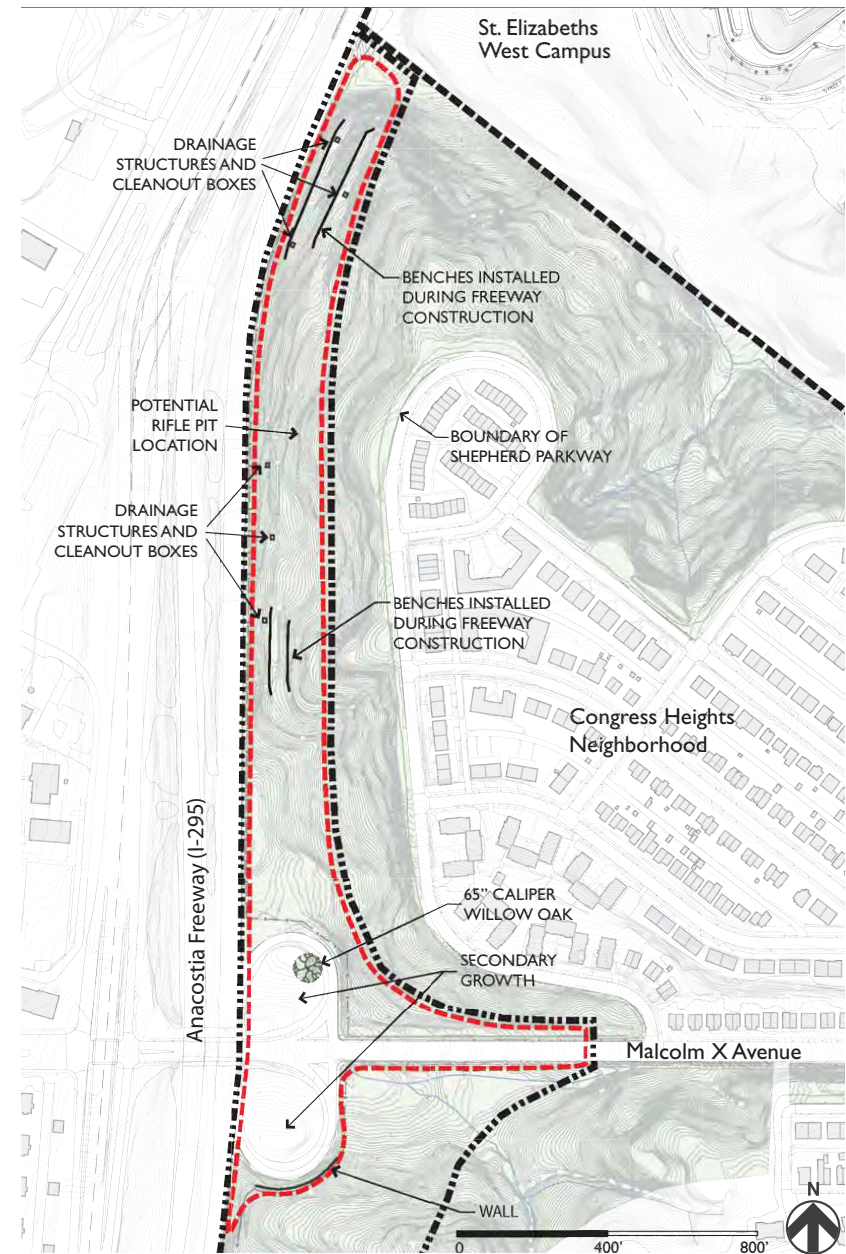
STATUS		2012 EFFECT	2014 TREATMENT	2014 EFFECT
WOODLAND UNIT				
VEGETATION				
Groves of large trees	Contributing	Partial removal of tree grove Adverse effect	Addressed in Shepherd Parkway MOA mitigation	Unchanged
CIRCULATION AND ARCHAEOLOGY				
"Archaeological Site 51SE055 (Late 19th to Early 20th Century Farmstead Component)"	Eligible	Roadway elements on SE side of interchange	Addressed in Shepherd Parkway MOA mitigation	"Unchanged Archaeological investigation pending"
"Archaeological Site 51SE065 (Civil War Covert Way)"	Contributing	Adverse effect		
"Archaeological Site 51SE055 (Small Prehistoric Component)"	Not eligible	No Adverse Effect		
"Archaeological Site 51SE056 (Late 19th to Early 20th Century Farmstead)"	Not eligible	No Adverse Effect		
NON-HISTORIC FEATURES				
Anacostia Freeway & South Capitol Street; Benches associated with the 1960s freeway construction; Groves of secondary growth trees	Non-contributing	No Adverse Effect		



Woodland Unit (JMA 2010)

Matrix of Effects : SHEPHERD PARKWAY LANDSCAPE UNITS

STATUS		2012 EFFECT	2014 TREATMENT	2014 EFFECT
ANACOSTIA UNIT				
VEGETATION				
65" Caliper Willow Oak	Contributing	Tree Removal Adverse effect	Addressed in Shepherd Parkway MOA mitigation	Unchanged
NON-HISTORIC FEATURES				
Anacostia Freeway and associated benches, cloverleaf grading, on/off ramps, & sidewalks along Malcolm X Ave; Secondary vegetative growth within circle ramps & street trees along Malcolm X Ave; Landscape Structures & Small Scale Features	Non-contributing	No Adverse Effect		
FREEWAY UNIT				
CIRCULATION AND ARCHAEOLOGY				
Archaeological Site 51SW020	Not eligible	No Adverse Effect		
Archaeological Site 51SW019	Not eligible	No Adverse Effect		
NON-HISTORIC FEATURES				
Successional vegetation; Freeway benches; Potential rifle pit location (determined ineligible)	Non-contributing	No Adverse Effect		



Anacostia Unit (JMA 2010)

Matrix of Effects : JOINT BASE ANACOSTIA-BOLLING

	STATUS	2012 EFFECT	2014 TREATMENT	2014 EFFECT
JOINT BASE ANACOSTIA-BOLLING				
Bolling Air Force Base Historic District Building 20 11th Wing Headquarters Building 21 Base Dispensary Officers' Quarters	Eligible	West Ramp Construction Indirect, moderate, adverse effect on Historic District Setting.	Adverse effects addressed in Shepherd Parkway MOA mitigation Minimization through appropriate wall cladding, signage, material, and landscaping	Adverse effects minimized
	Individually Eligible; Contributing to Historic District	West Ramp Construction Indirect, moderate, adverse effect on viewshed of Buildings 20 and 21 <i>(Assessed in 2012 Master Plan Amendment EIS)</i>		Adverse effect minimized through design details
	Individually Eligible; Contributing to Historic District			
	Contributing to Historic District	West Ramp Construction Indirect, moderate effect on viewshed.		Adverse effect minimized through design details



Building 20



Building 21



Officers' Quarters

Anticipated Schedule

Preliminary Design to Consulting Parties	October 21
CP 10-Day Review Period	November 4
CFA Commission Meeting – <i>Preliminary Design Review</i>	November 2014
NCPC Commission Meeting – <i>Preliminary Design Approval</i>	December 2014
NPS/GSA Transfer Agreement Executed	Spring 2015
Design/Build Award	Summer 2015
Final Design to Consulting Parties	Late 2015/Early 2016
CFA/NCPC Final Design Reviews	Late 2015/Early 2016
I-295 Construction Start	Early 2016
I-295 Construction Completion	Concurrent with Phase 2a Occupancy



**DHS CONSOLIDATION
AT ST. ELIZABETHS**

Questions & Discussion