



WELCOME



District Department of Transportation
Federal Railroad Administration



PROJECT PROCESS

- **Data Collection**
- **Public Involvement**
- **Agency and Bridge User Involvement**
- **Transportation Analysis and Evaluation**
- **Alternatives Development**
- **Environmental Review**
- **Next Steps – Environmental Documentation and Approval**

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PROJECT CONSIDERATIONS

- **Operational Capacity**
- **Future Demand**
- **Safety**
- **Accessibility**
- **Ownership**
- **Location of Right of Way**
- **Aesthetics**
- **Constructability**
- **Funding**



DATA COLLECTION

- **Freight and Rail Operations**
- **Roadway Traffic and Transit**
- **Right of Way**
- **Structures and Utilities**
- **Land Uses**
- **Natural Environment**



ALTERNATIVES PROCESS

- Develop Purpose and Need
- Identify Initial Sets of Alternatives
- Reduced List of Alternatives
- Evaluate Alternatives
- Complete Study Report



ALTERNATIVES DEVELOPMENT

- Began with over 100 alternatives depending on alignment and configuration
- Narrowed down to 10 alternatives that were presented to the stakeholders and public (eliminated three track railroad alternatives) – shared with public June 6, 2013
- Alternatives under consideration for further analysis:
 - Alternative 1: No Build
 - Alternative 2: expansion to 4 railroad tracks + pedestrian/bicycle
 - Alternative 3: expansion to 4 railroad tracks + streetcar + pedestrian/bicycle
 - Alternative 4: expansion to 4 railroad tracks + shared streetcar/general purpose + pedestrian/bicycle
 - Alternative 5: expansion to 4 railroad tracks + shared streetcar/general purpose + general purpose + pedestrian/bicycle
 - Alternative 6: 4 railroad track tunnel



Peak Period
defined as
6:00 am – 9:00 am
plus
4:00 pm – 7:00 pm

RAIL OPERATIONS

2013 Level of Service (2 Tracks)

Period	Freight	Passenger	Total	Capacity	V/C
Peak	5	36	41	42	0.98
Off Peak	18	20	38	54	0.70
Daily Total	23	56	79	96	0.82

2040 NoBuild Level of Service (2 Tracks)

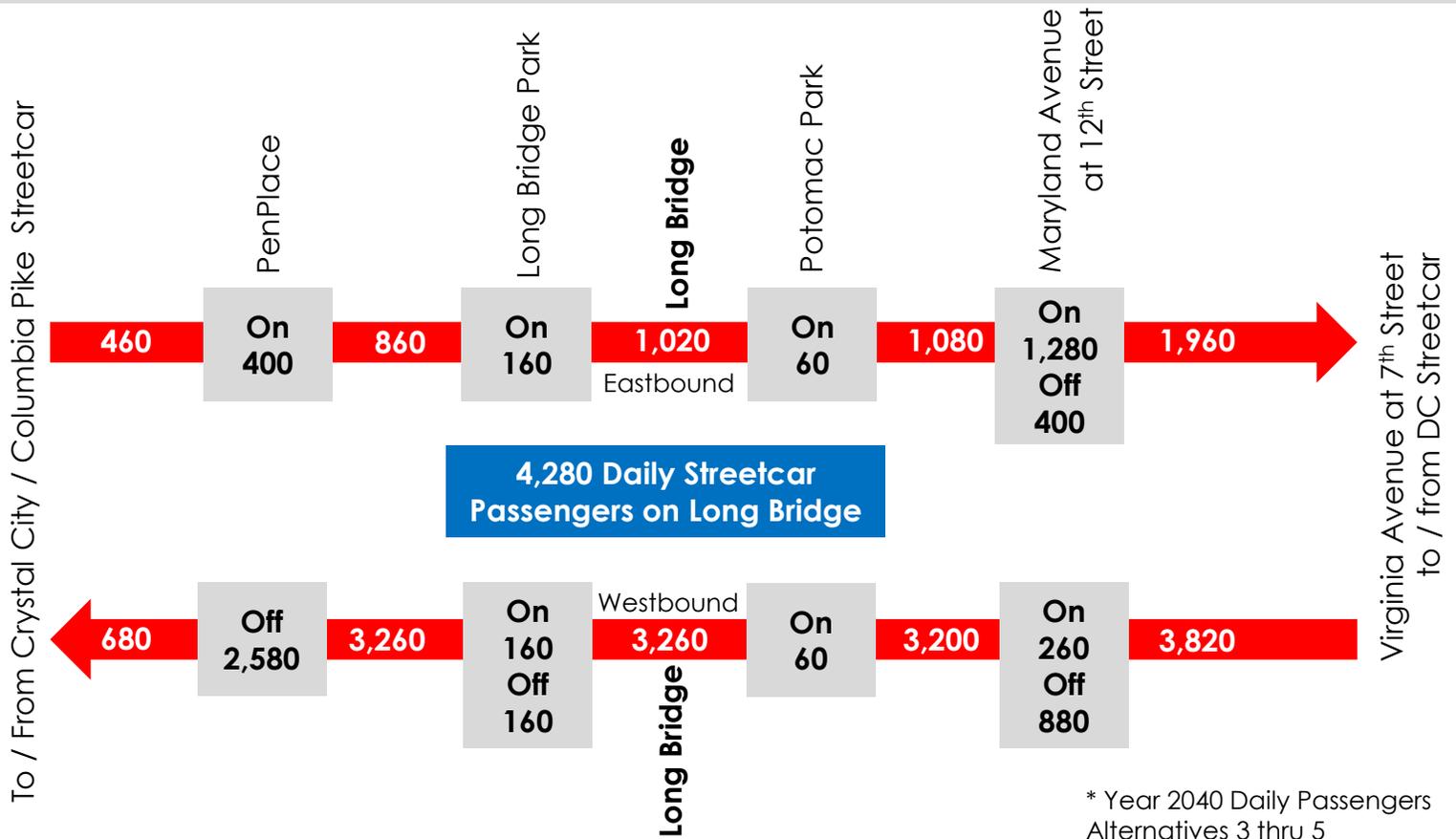
Period	Freight	Passenger	Total	Capacity	V/C
Peak	8	62	70	42	1.67
Off Peak	26	70	96	54	1.78
Daily Total	34	132	166	96	1.73

2040 Build Level of Service (4 Tracks)

Period	Freight	Passenger	Total	Capacity	V/C
Peak	8	62	70	70	1.00
Off Peak	26	70	96	117	0.82
Daily Total	34	132	166	187	0.89



STREETCAR TRANSIT



* Year 2040 Daily Passengers Alternatives 3 thru 5



BRIDGE AND TUNNEL COST ESTIMATES

(2013 Dollars)*

Structure Type	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 6
1. Steel Tied Arch	\$424M - 556M	\$607M - \$794M	\$623M - \$816M	\$733M - \$963M	(A) Shallow Bored Jack-Box Tunnel \$2.348 Billion
2. Steel Through Arch	\$450M - \$590M	\$638M - \$837M	\$655M - \$859M	\$770M - \$1.012M	
3. Extradosed	\$700M - \$893M	\$917M - \$1.169B	\$941M - \$1.200B	\$1.104B - \$1.410B	
3a. Partial Extradosed	\$535M - \$695M	\$709M - \$919M	\$727M - \$943M	\$849M - \$1.104M	
4. Concrete Deck Arch	\$483M - \$628M	\$664M - \$862M	\$686M - \$890M	\$815M - \$1.062B	
4a. Standard Girder Structure with Concrete Arch Façade Elements	\$492M - \$555M	\$667M - \$758M	\$688M - \$781M	\$812M - \$923M	
					(B) Shallow Immersed Tunnel \$2.691 Billion
					(C) Deep Bored Tunnel \$1.818 Billion

**These costs and the bridge and tunnel types discussed herein are conceptual in nature, and therefore evaluations of cost at this stage of the project development must be considered to be very preliminary, and should not be used for funding or programming purposes. None of the alternatives described in this report have been sufficiently engineered to determine costs based on estimated structural quantities, anticipated erection methods, right-of way implications, expected schedule durations, and potential effects of inflation based on the anticipated timing of the beginning of construction. At this stage of development, only preliminary level of cost evaluation can be made that differentiates the alternatives on the basis of anticipated construction cost. A 35% contingency is included in the cost of bridge or tunnel options.*

SCHEDULE

Project Task	Date
Data Collection, Analysis and Evaluation	Fall 2012/Winter 2013
First Public Meeting	November 13, 2012
Bridge Design Workshop	January 24, 2013
Environmental Review	Spring 2013
Bridge Alternatives and Conceptual Engineering	Spring 2013/Summer 2013
Second Public Meeting	June 6, 2013
Select Alternatives and Prepare Cost Estimates	Fall 2013
Third Public Meeting	December 5, 2013
Final Report	Winter 2014



BRIDGE AND TUNNEL CONCEPTS - AREA OF IMPACT

- LEGEND**
- METRO RAIL
 - MULTI-MODAL EXPANSION
 - TUNNEL OPTION
 - RAIL EXPANSION
 - EXISTING RAIL

