



WELCOME

TO TONIGHT'S OPEN HOUSE!

June 27, 2018

PURPOSE OF TONIGHT'S PUBLIC OPEN HOUSE

- ✓ Update the public on the NPS proposal to rehabilitate the GWMP North Section
 - ✓ Gain public feedback on the environmental assessment
- ✓ Identify any other areas of public concern regarding the proposed project



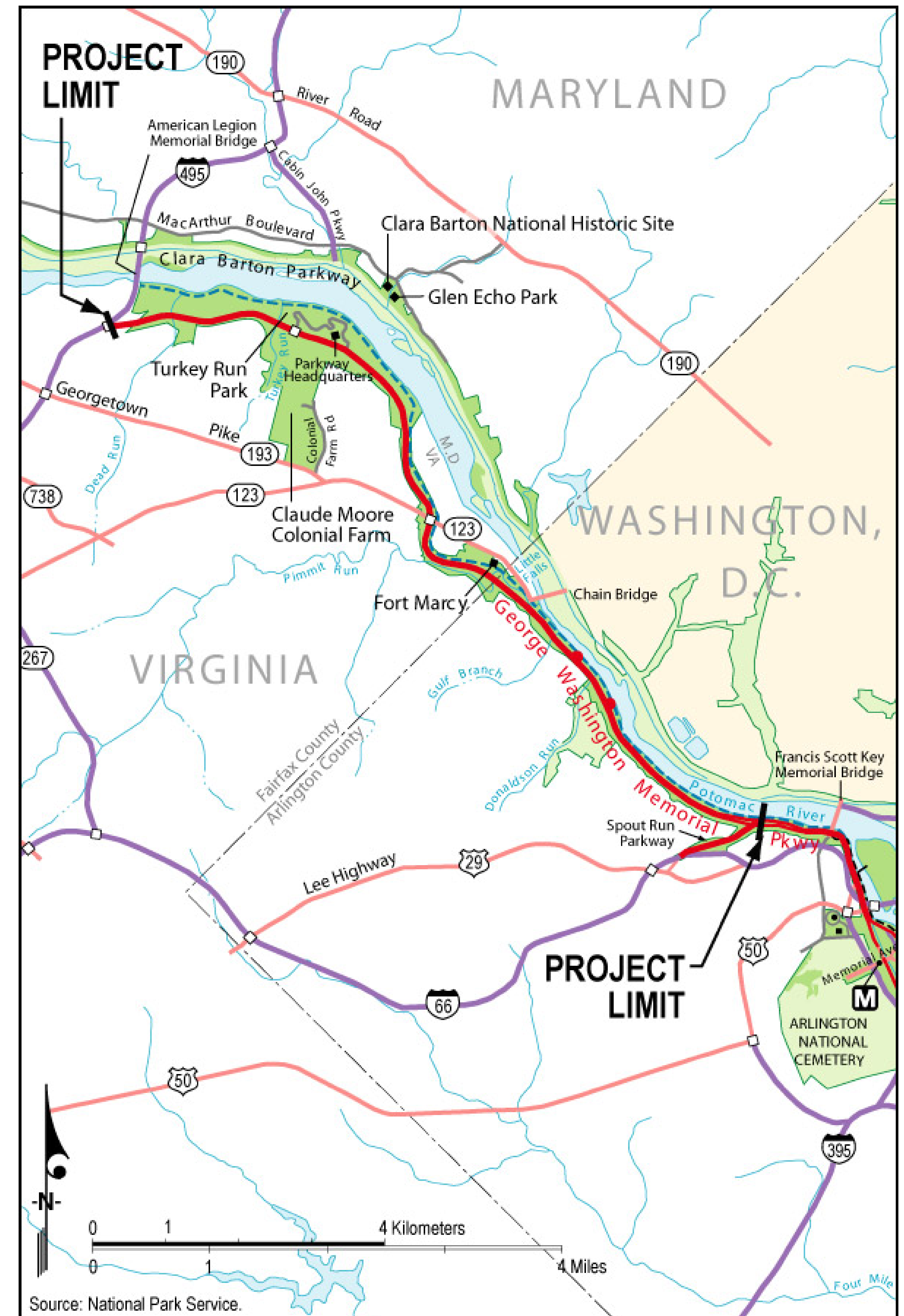


Project Limits

- Spout Run Parkway to I-495/Capital Beltway including the Route 123/GWMP Interchange

Project History

- 2005 Project Planning Began
- 2006 Initial Public Scoping
- 2008 EA Released for Public Comment
- 2009 Project Put on Hold for Comment Analysis and Additional Studies
- 2009 Cultural Landscape Inventory
- 2010 FHWA Safety Risk Analysis
- 2014-2015 Visual Resources Inventory and Assessment
- 2015 Updated Cultural Landscape Inventory
- 2016 Re-initiation Planning Process/ Public Scoping
- 2017-2018 NPS/FHWA Refined Approach to Achieve Safety While Minimizing Impacts to Historic Walls
- 2018 EA Released for Public Comment

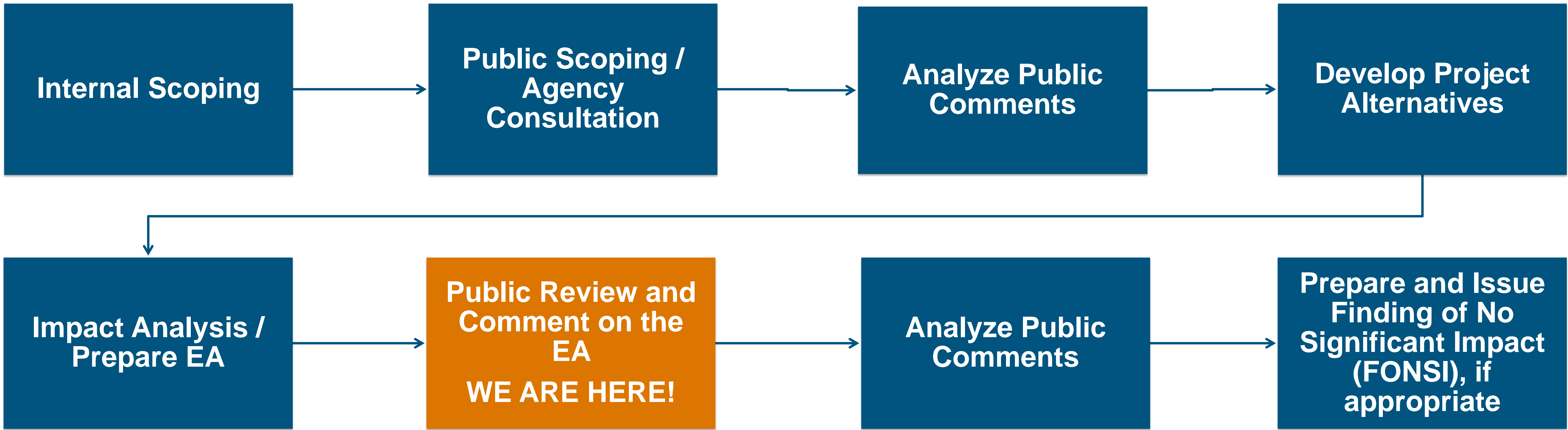




Where are we in the Planning Process?

To comply with the **National Environmental Policy Act (NEPA)**, the NPS has prepared an environmental assessment (EA) that describes a reasonable range of alternatives for the proposed action and analyzes the environmental consequences of implementing the alternatives. The EA is open for public review and comment from **June 14 to July 14, 2018.**

Environmental Assessment Process



Section 106 of the National Historic Preservation Act

Section 106 of the National Historic Preservation Act requires Federal agencies to take into account the effects of their undertakings on historic properties. Consultation in accordance with Section 106 is on-going. Public involvement is also a key ingredient in successful Section 106 consultation. The NPS is considering the impacts of the project undertaking to historic properties in a separate, but parallel process.



Project Purpose & Need

Purpose:

- The purpose of this proposal is to 1) rehabilitate and repair the roadway and related transportation assets and implement safety improvements along the 7.6 miles of the Parkway between Spout Run and I-495/ Capital Beltway, and 2) improve existing roadway geometry and safety features along the entire roadway within the project limits, including at the Route 123/GWMP interchange, Central Intelligence Agency interchange, and GWMP Headquarters/US Park Police entrance. This rehabilitation project would not increase the existing Parkway traffic capacity, and would be a multi-year, phased construction project implemented based on available funding.

Need:

- Pavement contains potholes, cracks, and settlement
- Existing shoulders are damaged as a result of improper drainage, plowing, and frequent pull offs by vehicles
- Existing drainage system cannot drain road surface during severe weather events causing unsafe ponding in roadway
- Existing historic stone walls need to be assessed for safety
- Erosion and bank failure at outfall causing safety and environmental impacts
- Acceleration/deceleration lanes are inadequate
- Route 123/GWMP Interchange has tight geometry and inadequate deceleration lane length
- Parkway lacks turn around for Park Police and maintenance vehicles to safely and efficiently respond to incidents on the Parkway





Alternatives Analyzed in EA



- **Alternative A No-Action**
- **Alternative B Proposed Action**

Project Elements of Alternative B include:

- Roadway rehabilitation including full pavement reconstruction and shoulder stabilization
- Roadway drainage improvements
- Selective replacement of historic guardwalls with 27-inch high stone masonry guardwalls
- Acceleration/deceleration lane extensions
- Route 123/GWMP interchange reconfiguration
- Outfall structure repairs
- Stormwater management facilities
- North and South Donaldson Run Overlook rehabilitation
- Emergency turn-arounds installation
- ITS infrastructure installation
- Construction maintenance of traffic





Roadway Repairs and Reconstruction

- **Pavement** – Full pavement reconstruction
- **Shoulders** – Reconstruct existing unpaved shoulders (6 to 10 feet on outside and 6 to 8 feet on median side; sensitive areas may be reduced to 3 feet)
- **Curb/Inlets** – Replace curb and inlets as well as add additional inlets and curb cuts





Roadside Barrier Modifications

- Used 2018 Wall Safety Risk Assessment to determine treatment for each wall segment (i.e., raised to 27 inches or repaired including safety countermeasures)
- Rebuild historic stone walls at high, medium-high, and medium-medium* risk locations with a concrete core and raise to 27 inches to enhance safety
- Medium-low and low walls to be repaired and include safety countermeasures
- Replace w-beam with steel-backed timber where median width is minimal
- Approach balances safety requirements while protecting scenic views to Potomac River gorge and historic character of the parkway

*Eight walls with superior and/or high views under high, medium-high, or medium-medium categories were addressed based on additional FHWA visual analyses and were not uniformly raised to 27 inches.



Before

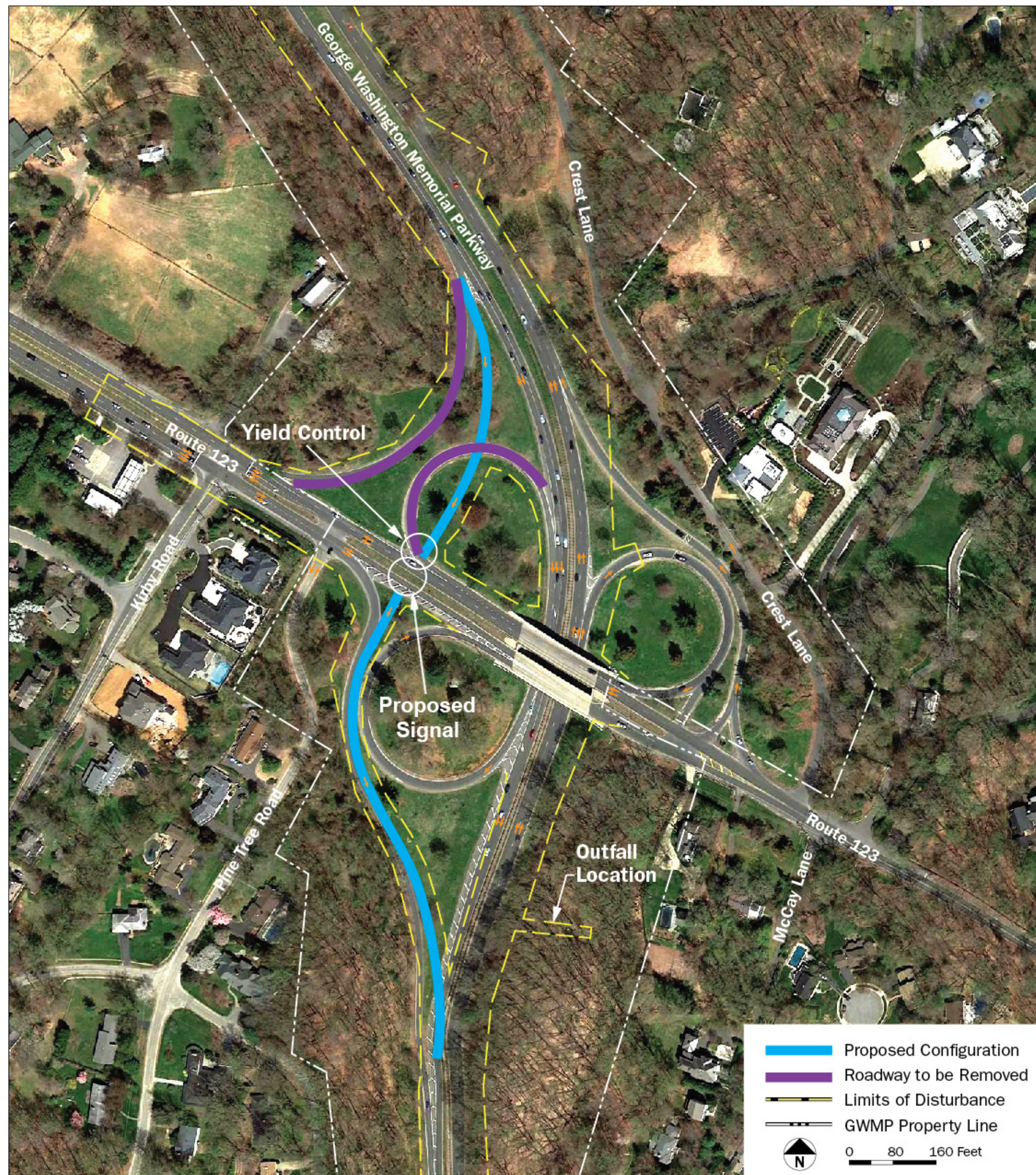
FHWA Design Visualizations (wall raised to 27 inches)



After



Route 123/GWMP Interchange



Option 1

- Reconfiguration of the ramps on the west side of the interchange to improve safety along the southbound side of the Parkway
- Acceleration/deceleration lanes would be extended to allow safer merging and diverging
- Other improvements would address drainage, signing, pavement markings, curbs, and rehabilitating or resurfacing existing ramps on the east side of the interchange and Route 123



Outfall Repairs

- 80 outfalls identified in need of repair
- Repair pipes and outfalls to minimize erosion
- Stabilization of outfall erosion
- Careful consideration how to access outfalls for repair work



Other Elements

- Acceleration/deceleration lanes at the Park Police/GWMP Headquarters
- Improvements to the Central Intelligence Agency/GWMP interchange
- Repairs to the walls and pavement reconstruction at the existing north and south scenic overlooks
- Stormwater management facilities (bioswales and bioretention areas)
- Turn-arounds for incident management
- ITS backbone infrastructure (housing for future conduit)



Environmental Impacts

Surface Waters

- Minor short-term adverse impact due to outfall repairs
- Long-term beneficial impact from stream/drainage channel stabilization

Vegetation

- Removal of vegetation due to outfall repairs; minimal disturbance from other project elements
- Minor long-term adverse impacts

Wildlife

- Slight loss of habitat and noise generation during construction
- In context of Parkway, only minor and short-term

Historic Structures

- Moderate long-term adverse impact due to changes in original design elements
- No adverse impact on other nearby historic resources eligible for or listed in the NRHP

Archeological Resources

- Negligible long-term adverse impact due to avoidance and mitigation

Cultural Landscapes

- Moderate long-term adverse impact because of change in feeling, location, and spatial organization of the barrier walls and other changes to the historically-designed landscape

Visual and Aesthetic Resources

- Minor short-term adverse impact due to construction equipment and signage
- Moderate long-term adverse impact from noticeable changes to original design landscape/addition of new elements

Transportation

- Moderate short-term adverse impact associated with construction and lane closures
- Long-term beneficial impacts on Route 123/GWMP interchange
- TMP, interagency coordination, and public outreach would minimize cumulative impacts on traffic

Visitor Use and Experience

- Short-term/long-term minor adverse impact from change to viewsheds and wall appearance
- Short-term moderate adverse impact due to traffic
- Long-term beneficial impact due to sense of protection and comfort from roadway improvements



Mitigation Measures*

Cultural Resources

- Prior to construction, the contractor would implement an education program that informs their staff of the sensitive resources in the area and protocols to follow for protection as well as new discovery.
- If archeological resources are uncovered during construction, all excavation work in that area would cease and archeological resources would be investigated by archeologists of the park's cultural resources staff meeting the *Secretary of Interior's Qualification Standards*.

Surface Waters

- The preferred alternative would be constructed in such a manner as to avoid degrading water quality to the maximum extent possible. During construction, measures would be employed to prevent or control spills of fuels, lubricants, or other contaminants from entering waterways or wetlands.

Wildlife

- For species of concern, areas with high potential or known resources would be surveyed at the approved time of year before construction for each phase of work.
- If any species is discovered during the survey, the area would be fenced and included as a no impact zone.

Vegetation

- Restored areas would be monitored by the responsible party identified in the construction specification for up to three years after construction to determine if reclamation efforts are successful or if additional remedial actions are necessary.
- Perform work near sensitive area during the winter months to prevent the likelihood of herbaceous exotic and invasive species establishment.

Outfall Repair

- Prior to any drainage outfall construction activities (including clearing and grubbing, stockpiling of materials or equipment, and construction access routes), biological monitors and cultural resources staff would stake, flag, or mark construction limits and resource protection zones around cultural resource areas and natural resource areas.

Public Outreach

- Variable message boards on the Parkway would be posted two weeks in advance of construction and public notices would be placed in local newspapers or other sources.

Transportation and Traffic (see next Board)

*See EA for full list of Mitigation Measures.



Transportation and Traffic Mitigation



- Traffic Control and Management
 - Detailed Transportation Management Plans will be prepared during design
 - Construction phasing considers ways to minimize delays and duration of construction
 - Public Outreach, Notifications, and Signage before and during construction
- Future coordination with FHWA, DDOT, VDOT, WMATA, and local agencies
- Coordination with Regional Projects during Construction
- Trail Protection and Provisions



Construction Maintenance of Traffic



Implementation of Traffic Control Plan in Phases

- Construction of temporary pavement
- Temporary median crossovers
- Installation of concrete barriers to maintain flow of traffic
- Maintain two lanes of traffic during AM/PM rush hours to extent possible
- One lane open in each direction at all other times





How to Comment

Online: <http://parkplanning.nps.gov/gwmp>

Mail: Attn: Superintendent
George Washington Memorial Parkway
c/o Turkey Run Park
700 George Washington Memorial Parkway
McLean, Virginia 22101

Tonight: Take a moment to write down your comments on the forms provided.

Comments must be received by **July 14, 2018** to receive consideration.

WE THANK YOU FOR YOUR PARTICIPATION IN THIS PROCESS

Before including personal identifying information in your comment, you should be aware that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so.

The National Park Service is committed to ensuring that no person is excluded from participation in, or denied the benefits of their projects, programs, and services on the basis of race, color, national origin, or gender, as provided by Title VI of the Civil Rights Act of 1964 or on the basis of disability as provided by the Americans with Disabilities Act.