



## Commission Action

May 5, 2016

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<b>PROJECT</b> <b>Arlington Memorial Bridge Rehabilitation</b> Southwest Washington, DC	<b>NCPC FILE NUMBER</b> 7547
<b>SUBMITTED BY</b> United States Department of the Interior National Park Service	<b>NCPC MAP FILE NUMBER</b> 75.00.01(48.00)43884
	<b>APPLICANT'S REQUEST</b> Approval of comments on concept design
	<b>ACTION TAKEN</b> Approve comments as requested
	<b>REVIEW AUTHORITY</b> Approval per 40 U.S.C. § 8722(b)(1) and (d)

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The Commission:

**Notes** that Arlington Memorial Bridge is the work of the architectural firm McKim, Mead, and White, and the McMillan Commission identified a memorial bridge in the location as part of the Plan of 1901. The bridge opened in 1932 and was listed in the National Register of Historic Places in 1980.

**Notes** that the bascule spans have deteriorated, and corrective measures are necessary to keep the bridge open to the public.

**Supports** the National Park Service's efforts to rehabilitate the bridge as a commemorative work, important regional transportation connection and significant gateway to the nation's capital.

**Notes** that several alternatives were considered, but dismissed from further analysis in the EA. These included replacing the bascule span with a new concrete arch span, providing a temporary bridge during construction, replacing the entire bridge, and replacing the bascule span with a new identical span of riveted steel.

Provides the following comments on the action alternatives:

**Does not support** Alternative 1A (Replace Bascule Span with Precast Concrete Box Girders) because its material and design approach is not sympathetic to the existing bridge. The new bascule span would replace the existing steel arch with a straight concrete span.

**Notes** that Alternative 2 (Replace Bascule Span with New Span Comprised of Welded Steel Truss Construction) would visually replicate the existing bridge, however, it would also replicate some of the existing design flaws and maintenance challenges faced by the current bridge.

**Notes** that Alternative 3 (Rehabilitate the Existing Bascule Span in Place) would preserve elements of the existing bridge, however, the continued challenge of maintaining and repairing the existing span design may lead to more substantial operational issues over time.

**Supports** Alternative 1B (Replace Bascule Span with Variable Depth Girders) as the preferred alternative for the Arlington Bridge Rehabilitation, as it best balances historic preservation goals with constructability, maintenance and cost.

**Supports** methods that eliminate or minimize the need for full bridge closures for vehicular, pedestrian and bicycle traffic during construction.

**Encourages** continued coordination with local and regional agencies to address potential impacts to mobility during the period of construction.

**Requests** that NPS evaluate short-term and long-term opportunities to improve pedestrian and bicycle connections to and from the west end of the bridge, including around Memorial Circle and to and from the Mount Vernon Trail.

**Requests** the following information be submitted at the time of preliminary review to better evaluate the proposal:

- Detailed project plans, sections and elevations of the bascule span, to understand the elements of the design and their relationship to any character-defining features, either retained or removed;
- Additional renderings and perspectives from several locations indicating the visibility of the bascule span elements, including upstream from the Kennedy Center River Terrace, downstream from the George Washington Memorial Parkway, and at a location approaching the bascule span at the river level;
- Plans for pedestrian and bicycle access and alternative routes during the construction period; and
- The location and configuration of specific construction staging areas, including screening measures, to minimize impacts on views and circulation between the Lincoln Memorial and Arlington National Cemetery.

//Original Signed//

05/05/2016

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Julia A. Koster

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Date

Secretary to the National Capital Planning Commission



