# Executive Director's Recommendation

Commission Meeting: July 9, 2026

**PROJECT**
**New Monumental Arch**
George Washington Memorial Parkway
Memorial Avenue
Washington, DC

**SUBMITTED BY**
United States Department of the Interior

**REVIEW AUTHORITY**
Federal Projects in the District
per 40 U.S.C. § 8722(b)(1) and (d)

**NCPC FILE NUMBER**
8778

**NCPC MAP FILE NUMBER**
1.45(73.10)46221

**APPLICANT'S REQUEST**
Approval of preliminary site and building plans

**PROPOSED ACTION**
Approve preliminary site and building plans with comments

**ACTION ITEM TYPE**
Staff Presentation

## PROJECT SUMMARY

The U.S. Department of the Interior (the "applicant") has submitted plans for a new monumental arch to be located in Memorial Circle for Commission approval. The Commission provided comments on the concept plan for the arch at the June 4, 2026 meeting. The applicant proposes an arch topped with gold statuary. The overall height from the base to the top of the statuary is 250 feet.

Memorial Circle is located on Columbia Island, which is within the boundary channel of Washington, DC. Construction of the circle began in 1940. It sits at the west terminus of Arlington Memorial Bridge, which was designed by the architectural firm McKim, Mead, & White and opened in 1932. In response to the Commission's previous comments, the applicant has provided additional information regarding a range of topics including site and building design, viewsheds, circulation, and programming.

## KEY INFORMATION

- The Arlington Memorial Bridge (Memorial Bridge) spans the Potomac River and provides a connection between the Lincoln Memorial on the east and Arlington National Cemetery on the west via Memorial Circle and Memorial Avenue. The bridge, including Memorial Circle, was designed to create a physical and symbolic connection between the North and South.
- Prior to construction, the design of Memorial Circle went through multiple design iterations that began as a formal space with decorative pillars on either side of the axial view to the current design of a traffic circle within oval loops connecting it to area roadways.
- The Memorial Bridge was restored between 2019-2023 to address structural, aesthetic and functional issues. Memorial Circle was not included in this restoration.

- In 1980 the bridge, including Memorial Circle, was listed on the National Register of Historic Places for its architectural characteristics and innovative engineering.
- The sight line, design, and landscape features of Memorial Avenue, which includes Memorial Circle, are contributing elements of the National Register-listed Arlington National Cemetery Historic District and Arlington Memorial Bridge.
- The Memorial Circle is administered and maintained by the George Washington Memorial Parkway, a unit of the National Park Service (NPS).
- The proposed project includes a 166-foot-tall arch structure topped with three gilded figures which extend to an overall height of 250 feet.
- Access to the arch is proposed by the applicant at ground level using new pedestrian refuge island areas, crosswalks, and traffic signals.
- The Commission provided comments on the concept plans for the project at the June 4, 2026 meeting.
- The U.S. Commission of Fine Arts approved the concept plan for the proposed arch with comments at the April 16, 2026 meeting. The final design was approved at their May 21, 2026 meeting.

## RECOMMENDATION

The Commission:

**Approves** the preliminary site and building plans for the proposed Monumental Arch, located at Memorial Circle on Columbia Island in Washington, DC, with comments to be addressed prior to final review.

**Supports** the purpose of the project to celebrate America's Semiquincentennial.

**Notes** the general site was identified as a location for potential design features as part of the McMillan Commission (1902) and Arlington Bridge Commission (1925); and

**Notes**, as with these previously contemplated designs, any new monumental structure at this location must balance urban design, visitor experience, historic preservation, transportation, and other considerations.

**Notes** that, in response to the Commission's concept review requests, the applicant has provided additional information regarding various topics as outlined in this report and further detailed in the analysis.

*Height of Buildings Act*

**Notes** NCPC's role as the central planning agency for the federal government in the nation's capital has included application of the Height of Buildings Act to preserve the horizontal skyline of the District.

**Notes** NCPC has historically held that the Height of Buildings Act is binding on federal buildings, and NCPC has consistently applied that position in project reviews since being tasked with that authority in 1938.

**Finds** that, consistent with NCPC's historic position, the Height of Buildings Act applies to federal buildings including the project, and consistent with NCPC's role to apply the Height of Buildings Act to any federal building in the District of Columbia, the project is inconsistent with the Height of Buildings Act.

**Notes** that while it would require an adjustment to the design of the proposed arch and statuary, application of the Height of Buildings Act would not prevent the stated goal of 250 feet.

**Requests** the applicant revise the project design to comply with the Height of Buildings Act and return to NCPC for final approval.

*Pedestrian Accessibility*

**Notes** the Commission requested a transportation or traffic study that evaluated the proposed pedestrian access to ensure that visitors can avoid pedestrian and vehicular conflicts.

**Notes** the proposed design has been updated to include four full traffic signals at each of the eight pedestrian crossings, instead of flashing pedestrian signals, as well as eliminating vehicular merge movements through the circle, including northbound and westbound traffic movements around the circle from northbound Washington Boulevard, improving driver expectations.

**Finds** traffic movement will be simplified and the addition of pedestrian-activated traffic signals will provide safer pedestrian and bicycle circulation for visitors to the arch, as well as daily commuters.

**Finds** that while the proposed traffic signals will improve pedestrian safety, the inclusion of 32 individual traffic signal poles around the circle could also create visual clutter in the viewshed and **encourages** the applicant to consider fewer individual traffic signal poles should additional analysis warrant a reduction without compromising safety.

*Vehicular Network*

**Notes** that the Commission requested a transportation or traffic study that identifies any potential impacts of the proposed project on the road network and level of service.

**Notes** that the applicant has prepared a traffic study, and according to the submission, there will be impacts to vehicular traffic and access around the circle including:

- Potential traffic delays during the weekday morning peak of almost half a mile on the Washington Boulevard and the George Washington Memorial Parkway; and

- Removal of northbound and westbound movements around the circle from Washington Boulevard, where visitors will no longer be able to access Arlington National Cemetery from Washington Boulevard.

**Finds** that while the project will limit overall vehicular traffic movement around the circle and potentially increase delays on Washington Boulevard from the south, the design will improve pedestrian and bicycle safety and circulation.

**Notes** that the applicant has stated that further refinement of traffic signal timing will occur as visitation to the arch is better understood.

**Requests** the applicant provide, as part of the final submission, updated information regarding the potential off-site impacts to the vehicular transportation network in response to comments from the District Department of Transportation and Arlington County, Virginia.

**Requests** the applicant continue to work with the Federal Highway Administration, District Department of Transportation, Arlington County, and other agencies as appropriate, regarding the proposed changes and impacts to the surface transportation network.

*Loading/Unloading*

**Notes** that the Commission requested information regarding parking and loading/unloading for visitors to the arch to ensure safe access for those of all abilities and minimize disruption to the traffic network.

**Notes** that the applicant is proposing to utilize the Arlington National Cemetery Garage for visitor parking and Memorial Avenue for visitor pick up and drop off.

**Requests** the applicant provide details regarding pick-up, drop-off, and loading locations, and coordinate with Arlington National Cemetery prior to final review regarding the use of the Memorial Avenue and the cemetery parking garage for arch visitor parking.

*Visitor Safety*

**Notes** at concept review, the Commission requested the applicant provide, as part of this review, a risk assessment and evaluation of the project to ensure that the proposed design will address security considerations.

**Note** the applicant included a summary of the project's security considerations and details regarding the site elements.

**Supports** the integration of site security features, including the seat wall, to help protect the visitor experience while not detracting from the project design.

*Aviation Safety*

**Notes** the Commission previously recommended the applicant continue consultation with the Federal Aviation Administration to evaluate potential impacts of the proposed project on air navigation and provide an update to the Commission as part of the next review, and advised them that any design recommendations provided by the FAA should be incorporated into the proposed project prior to the Commission's final action.

**Notes** the Federal Aviation Administration conducted a limited aeronautical review concerning the feasibility of the arch and found the structure would have no significant adverse effect on airspace and visual/instrument procedures at Ronald Reagan Washington National Airport, subject to the inclusion of red obstruction lights.

**Notes** the Federal Aviation Administration requires a full aeronautical study for the actual design of the arch prior to its construction; and therefore

**Requests** the final plans include any navigational or safety lighting as required by the Federal Aviation Administration.

**Advises** the applicant that if, subject to the full Federal Aviation Administration study, any component of the project design must be altered, the updated design must be submitted to the Commission for review.

*Viewsheds*

**Notes** at concept review, the Commission requested:

- Updated photo-visualizations (renderings) of existing and proposed pedestrian-level views from the north steps of the Jefferson Memorial looking toward the Lincoln Memorial, and from the George Washington Memorial Parkway, one looking south toward the circle from a point immediately south of I-66, and one looking north toward the circle from a point near the Lyndon B. Johnson Memorial Grove; and
- Design options that were explored to avoid or minimize impacts on the visual connection between Arlington House and the Lincoln Memorial.

**Notes** that the applicant has included updated renderings from several vantage points which demonstrate the visual impact of the arch.

**Finds** that based on newly submitted renderings from the north and south of the George Washington Memorial Parkway and more distant views, the visual impacts will be evident but less visible than the direct views from the Memorial Avenue/Arlington Bridge axis.

**Notes** the applicant has stated that various smaller arch heights were evaluated. The smaller arches were ultimately dismissed because according to the applicant, they would have had greater impacts on the cultural landscapes, specifically the views between the Lincoln Memorial and Arlington National Cemetery. The smaller designs fully obstructed this view and did not create any new viewing opportunities, in contrast to the proposed arch, which would allow a less obstructed view

through its central opening. In addition, because the arch is intended to celebrate 250 years of American independence, the smaller heights were not considered representative of this milestone.

**Finds** the scale of the arch and its opening have a relational impact on direct and panoramic views from different elevations resulting in tradeoffs, which should be considered in balance with the project's overall purpose and need. In its current form, the proposed arch will:

- Allow for framed views of the Lincoln Memorial and Arlington House from the lower elevations of Memorial Bridge and Memorial Avenue.
- Fully obstruct reciprocal views of the Lincoln Memorial and Arlington from the higher elevations of Arlington House and the Lincoln Memorial terrace; and
- Introduce a new panoramic view of the monumental core from the observation deck.

**Requests** the applicant continue to consult as necessary with the federal agencies and the Section 106 consulting parties, to continue to explore ways to minimize impacts to historic resources, and to determine appropriate mitigation to resolve adverse effects, to be included in a Programmatic Agreement.

*Project Design and Materials*

**Notes** that the Commission previously requested the applicant provide, as part of this submission, information regarding the proposed arch and site materials palette, including cladding, paving, pedestrian features, and security elements, the proposed lighting strategy, including nighttime renderings from key views demonstrating the lighting concept in context, and the proposed stormwater management strategy.

**Notes** that the applicant has submitted the proposed materials including three potential granite cladding options for the exterior of the arch with the final selected dependent on availability and desired color.

**Requests** that, prior to final review, the applicant provide information about the final granite cladding selection.

**Notes** that the applicant intends to include lighting at the site including in-ground recessed uplighting, up-lights above the impost base, entablature, and attic story, and to up-light the statuary, with eight 14- to 20-foot tall, ground-mounted light stanchions around the circle to ensure the arch is brilliantly illuminated.

**Requests** the applicant submit a narrative describing the proposed lighting concept and its relationship to the Lincoln Memorial and Arlington National Cemetery that includes relevant details on the proposed lighting stanchions and any other site lighting, including illumination levels proposed (foot lambers, or other measure) to understand the relative brightness of the monument as compared to other national monuments and memorials, and to protect the lighting hierarchy of the National Mall.

**Notes** that the applicant included stormwater management details in the submission and will utilize bioretention with native grasses and shrubs around the perimeter of the circle to accommodate runoff, and additional coordination with the District Department of Energy and Environment will be necessary to meet all applicable permitting requirements.

*Project Coordination*

**Notes** the Commission previously requested as part of this submission, updates on the Section 106 process and the National Environmental Policy Act (NEPA) evaluation process, as completion of both processes is required prior to the Commission's final action.

**Notes** the applicant is lead federal agency for the preparation of an Environmental Assessment and Finding of No Significant Impact pursuant to the National Environmental Policy Act, and NCPC utilized the applicant's EA for purposes of compliance with the Act.

**Notes** the National Park Service initiated the Section 106 process of the National Historic Preservation Act on June 6, 2026, and prepared a draft Assessment of Effects and Programmatic Agreement and held a consulting parties meeting on June 15, 2026.

**Notes** NCPC designated the National Park Service as lead federal agency for the purpose of compliance with the Section 106 process of the National Historic Preservation Act.

## PROJECT REVIEW TIMELINE

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|---|---|
| **Previous actions** | **June 4, 2026 –** Comments on concept plans |
| **Remaining actions** (anticipated) | – Review of final site and building plans |

## PROJECT ANALYSIS

### Executive Summary

The U.S. Department of the Interior has submitted plans for a new monumental arch in Memorial Circle, located on Columbia Island in Washington, DC. Per the submission, the overall design is 250 feet tall and consists of an arch structure which is 166 feet in height, topped with gilded statuary. The arch sits within a plaza that consists of granite pavers and is surrounded by a seat wall with bollards aligning with the openings of the arch. The submission details the interior space that includes elevators, stairs, ticketing and security, back of house space, restrooms, programming space, and an observation deck below the statuary. The proposed plan includes changes to Memorial Circle with new pedestrian refuge island areas, new pedestrian crosswalks, and traffic signals. In response to the Commission's previous comments, the applicant has provided additional information regarding a range of topics including site and building design, viewsheds, circulation,

and programming. Considering the applicant's submission and responses, the project's purpose and need, and in balance with the policies set forth in the *Comprehensive Plan for the National Capital,* staff recommends the **Commission approve the preliminary site and building plans for the proposed Monumental Arch located at Memorial Circle on Columbia Island in Washington, DC, with comments to be addressed prior to final review.**

## Overview

*History and Background of Site*

According to the Cultural Landscape Report (CLR) published by the National Park Service in 2024, the Memorial Avenue Corridor was designed as a symbolic and physical link between the Lincoln Memorial, a tribute to the 16th American President; the entrance to Arlington National Cemetery; and Arlington House, the former plantation home of Confederate General Robert E. Lee. Architect William Mitchell Kendall, of the firm McKim, Mead & White, was responsible for the corridor's overall design. The corridor was built in phases: Arlington Memorial Bridge was constructed between 1926 and 1932; the Boundary Channel Bridge was built between 1929 and 1930; Memorial Circle was constructed on Columbia Island beginning in 1940; and Memorial Avenue was built beginning in 1930. Memorial Circle was designed as part of the western terminus of the Arlington Memorial Bridge as a means to connect to the George Washington Memorial Parkway, Arlington Boulevard, and Memorial Avenue.

According to the CLR, early designs for the area on Columbia Island that would become Memorial Circle included the bridge roadway meeting at an ellipse plaza where the cross arms would extend north and south from the ellipse. This elliptical plaza design also featured two columns, each 166 feet in height, each topped with a sculpture, intended to represent the post-Civil War reunion of the North and South, on either side of the Memorial Avenue roadway viewshed. The north and south arms of the ellipse plaza ended in small traffic circles, each with a circular Greek temple in the center. The designs for this area changed significantly before construction began on the single large traffic circle known today as Memorial Circle. The Circle has had other minor modifications over the years including reducing the travel lanes around the Circle to one, changing the paving materials, modifications to connecting roadways, and changes to pedestrian access and roadway efficiency as recently as 2020.

*Project Purpose*

According to the applicant, the purpose of the arch is to celebrate 250 years of American independence by honoring America's founding principles through installation of a structure at the intersection of Arlington Memorial Bridge and Memorial Avenue within George Washington Memorial Parkway, in a manner consistent with the avenue's established role as a ceremonial gateway and "Avenue of Heroes" celebrating valor, sacrifice, and American heritage. Staff supports the celebration of the 250th anniversary of the nation's independence and therefore recommends the **Commission supports the purpose of the project to celebrate America's Semiquincentennial.**

According to the application, Arlington Memorial Bridge and Memorial Avenue serve as a ceremonial entrance to Washington, DC, and the gateway to Arlington National Cemetery, physically and symbolically uniting the nation's history along a corridor already lined with monuments honoring diverse figures of American significance. Executive Order 14252, *Making the District of Columbia Safe and Beautiful*, directs the Secretary of the Interior to develop proposals to ensure Federal buildings and lands uplift and beautify public spaces and generate in the citizenry pride in and respect for our Nation, promoting beautification and the preservation of our history and heritage. Installation of an appropriate structure presents an opportunity to advance that directive within one of the most symbolically significant corridors in the Capital.

*Project Description*

The proposed arch consists of an arch structure with two legs at a height of 166 feet. The arch sits within a plaza that includes granite pavers encircled by a seat wall and two pedestrian access points lined with bollards. The two access points face east and west, aligned with the opening of the arch. The circle is shown with new pedestrian crosswalks connecting visitors via pedestrian refuge islands next to the traffic circle.

The exterior of the proposed arch will be primarily clad in stone. The vertical faces of the arch include several recessed or framed spaces that would typically house statuary or relief sculpture, though no specific details on the future use of these spaces has yet been identified. The top area of the arch structure that includes the mezzanine, below the observation deck and statuary plinth, includes gilded lettering quoting the American Pledge of Allegiance on both east and west facing sides. Above the primary arch structure and mezzanine is a recessed area housing the observation deck interior space and, above that, the proposed statuary. The proposed statues include a 60-foot-tall central gilded, winged Lady Liberty flanked by a gilded flying eagle on each side. All the statuary is facing east toward the Lincoln Memorial. There are also additional gold decorative elements on the underside of the arch and on each vertical face.

The proposed interior of the arch at the ground floor level includes ticketing and security, back of house space, stairwells, and elevators in the south leg, with an exit hall, back of house space, stairwells, and elevators in the north leg. The submission plans include a stair hall, restrooms, program spaces, and stair and elevator lobbies that connect up from the legs in the mezzanine. The stair hall includes two additional staircases and an elevator in the center to provide access to the observation deck above.

*Height of Buildings Act*

NCPC's role as the central planning agency for the federal government in the nation's capital has included application of the Height of Buildings Act (HBA) to preserve the horizontal skyline of the District. NCPC has historically held that the HBA is binding on federal buildings, and NCPC has consistently applied that position in project reviews since being tasked with that authority in 1938. A memorandum from NCPC's General Counsel and Secretariat detailing the history of NCPC's position on the HBA is attached hereto. Applying this same position to the project, staff

suggests the **Commission request the applicant revise the project design to comply with the Height of Buildings Act and return to NCPC for final approval.**

For the proposed arch project, the application of the HBA would not prevent the stated project purpose of creating a 250-foot structure for a monumental arch at Memorial Circle, but it would require design revisions to redistribute the height between the main structure, habitable roof structure, and statuary as noted here:

- The HBA limits building height based on the width of the adjacent street with an absolute maximum height of 130 feet. Here, Memorial Circle fronts on a street that is more than 110 feet wide at its widest point, so a building is allowed up to 130 feet. The proposed project is currently designed to a main structure height of 166 feet, which is 36 feet above the 130-foot HBA limit.
- Additionally, the HBA was amended in 2014 to allow a one-story, 20-foot habitable penthouse to be constructed above the HBA height limit provided that it is set back on a 1:1 basis from the roof edge below. For the project, the top level that provides access to the observation deck is proposed to be 24 feet in height and set back from the roof edges, though the exact dimension of the setback is not marked on the plans. To comply with the HBA, the roof structure above the main structure can remain and provide access to the roof's observation deck, but the structure can only be 20 feet in height (instead of 24 feet) and must be set back on a 1:1 basis on all sides.
- Finally, the HBA allows certain architectural embellishments (e.g. pinnacles, domes, minarets, statuary) to be constructed above the HBA limit, provided they are approved by NCPC. Thus, the project could still reach the desired 250-feet in height if NCPC were to approve 100 feet of statuary or other architectural embellishments atop the 130-foot main structure and 20-foot penthouse to create the full arch project.

*Pedestrian Accessibility*

The arch is intended to be a visitor destination and includes an observation deck. Memorial Circle is an integral part of the vehicular access between the Arlington Memorial Bridge and the George Washington Memorial Parkway, Washington Boulevard, and Memorial Avenue with significant traffic volume, especially on the eastern side of the circle. As such, it will be important to ensure the continued safe operation of the traffic network, as well as the safe passage of visitors. At concept review, the Commission requested a transportation or traffic study that evaluated the proposed pedestrian access to ensure that visitors can avoid pedestrian and vehicular conflicts.

Per the submission, the project now includes new traffic signalization, pedestrian-actuated crossings, refuge islands, and circulation changes within and around Memorial Circle. Memorial Circle would be fully signalized, with new pedestrian crossings providing access into the center of the circle. The design also includes narrower circulating roadway geometry, motorcoach accommodation, designated pickup and drop-off areas, and traffic-calming measures.

Pedestrians will access the site at two locations along the Memorial Avenue axis, directly opposite the openings of the Triumphal Arch. Pedestrian access to these entry points is anticipated to occur in two stages: (1) crossings between the north and south sidewalks of Memorial Avenue and an

intermediate triangular refuge area, and (2) crossings between the triangular refuge area and the center of the circle. Traffic will be periodically stopped to allow pedestrians to cross through coordinated signalization, balancing available green time for pedestrian crossings, when vehicles are stopped, with time allocated to conflicting vehicular movements, when pedestrians must wait. Similarly, pedestrians will exit the site using the same two access points along the Memorial Avenue axis. From the center of the circle, pedestrians will cross to the intermediate triangular refuge area and then continue from the refuge area to either the north or south sidewalk along Memorial Avenue. As such, staff recommends the **Commission find traffic movement will be simplified and the addition of pedestrian-activated traffic signals will provide safer pedestrian and bicycle circulation for visitors to the arch, as well as daily commuters;** and further, **finds that while the proposed traffic signals will improve pedestrian safety, the inclusion of 32 individual traffic signal poles around the circle could also create visual clutter in the viewshed and encourages the applicant to consider fewer individual traffic signal poles should additional analysis warrant a reduction without compromising safety.**

*Vehicular Accessibility*

At the concept review, the Commission requested a transportation or traffic study that identifies any potential impacts of the proposed project on the road network and level of service. The project now includes a series of physical roadway and public realm modifications intended to calm traffic and improve pedestrian safety. These include enlarged median islands, relocated crosswalks and curb islands, a narrowed circulating roadway, a mountable concrete truck apron, and other safety features such as raised crossings, curb extensions, refuge islands, reduced curb radii, and rumble strips. Most vehicle movements would be retained; however, the most notable change is that traffic from Washington Boulevard will no longer enter the circle and will instead be directed right onto Arlington Memorial Bridge. All vehicle lanes would be designed to accommodate motorcoaches, and NPS anticipates coordination with Arlington National Cemetery regarding motorcoach access, funeral procession operations, garage access, and designated rideshare pick-up and drop-off areas outside Memorial Circle.

Specifically, the project would replace the existing yield- and merge-based circulation pattern at Memorial Circle with a more controlled configuration centered on pedestrian access and signalized traffic management. The current concept includes full signalization of Memorial Circle and all pedestrian crossings, coordinated among the major approaches from Washington Boulevard, Arlington Boulevard, and Memorial Avenue. As noted above, pedestrian access to the arch would occur at two locations on the Memorial Avenue axis, using a two-stage crossing system through intermediate refuge areas into the center of the circle. Traffic would be paused periodically to allow pedestrians to cross, with signal timing intended to balance pedestrian demand and vehicular throughput. The pedestrian access analysis concluded that the site could accommodate up to 950 pedestrian arrivals and departures per hour, although that capacity depends on arrival patterns, queueing space, crosswalk dimensions, and adaptive signal timing.

The applicant has prepared a traffic study, and according to the submission, there will be impacts to vehicular traffic and access around the circle including:

- Potential traffic delays during the weekday morning peak of almost half a mile on Washington Boulevard and the George Washington Memorial parkway; and
- Removal of northbound and westbound movements around the circle from Washington Boulevard, where visitors will not be able to access Arlington National Cemetery from Washington Boulevard to the south.

Staff acknowledges the proposed plan will alter traffic movement, and as described in the submission materials, may increase vehicular delays to help improve pedestrian access. As such, staff recommends the **Commission finds that while the project will limit overall traffic movement around the circle and potentially increase delays on Washington Boulevard from the south, the design will improve pedestrian and bicycle safety and circulation.** NCPC received comments from both the District Department of Transportation and Arlington County, Virginia regarding the transportation study materials. These should be addressed prior to final review. As such, staff recommends the **Commission request the applicant provide, as part of the final submission, updated information regarding the potential off-site impacts to the vehicular transportation network in response to comments from the District Department of Transportation and Arlington County, Virginia.** After the project is completed, the applicant has stated that further refinement of traffic signal timing will occur as visitation to the arch is better understood. Regarding this and other issues, staff suggests the **Commission requests the applicant continue to work with the Federal Highway Administration, District Department of Transportation, Arlington County, and other agencies as appropriate, regarding the proposed changes and impacts to the surface transportation network.**

*Loading/Unloading*

At concept review, the Commission requested information regarding parking and loading/unloading for visitors to the arch to ensure safe access for those of all abilities and minimize disruption to the traffic network. The application states that tour buses and ride hailing services will be a common method for visitors to access the site. Providing safe and dedicated locations for tour buses and ride hailing services to drop-off or pick-up passengers is critical to the success of the transportation operations. Tour bus and ride hailing services would be encouraged to load and unload on Memorial Avenue and private vehicles to use the Arlington Memorial National Cemetery garage. Further information is necessary to ensure safe loading/unloading and access to the arch. Therefore, staff suggests the **Commission request the applicant provide details regarding pick-up, drop-off, and loading locations, and coordinate with Arlington National Cemetery prior to final review regarding the use of the Memorial Avenue and the cemetery parking garage for arch visitor parking.**

*Visitor Safety*

The proposed arch sits within an at-grade plaza surrounded by a seat wall with openings with bollards for pedestrian access aligned with the openings of the arch. The submission includes some security elements including the seat wall, bollards, and security in the ticketing space. Per the Commission's request at concept review, the applicant included a summary of the project's security considerations and details regarding the site elements to ensure they will meet safety

requirements. As noted previously, the seat wall as a security element is consistent with integrated design elements that NCPC policies support. As such, staff recommends the **Commission express support for the integration of site security features, including the seat wall, to help protect the visitor experience while not detracting from the project design.**

*Aviation Safety*

The proposed project is shown at a height of 250 feet and the location along the Potomac River is approximately 3,000 feet from Ronald Reagan Washington National Airport, near landing approaches for two runways (01/19 and 15/33). According to Title 14, Chapter I, Subchapter E, Par 77 of the Code of Federal Regulations (C.F.R.) Safe, Efficient Use and Preservation of the Navigable Airspace outlines requirements for any construction that is more than 200 feet above ground level to file notice with the Federal Aviation Administration for determination of whether the proposed construction would be a hazard to air navigation. At the concept review, the Commission recommended the applicant continue consultation with the Federal Aviation Administration to evaluate potential impacts of the proposed project on air navigation and provide an update to the Commission as part of the this review, and advised them that any design recommendations provided by the FAA should be incorporated into the proposed project prior to the Commission's final action.

According to the submission, because of Memorial Circle's proximity to Ronald Regan Washington National Airport, NPS has considered whether the proposed project would adversely affect aviation safety. NPS does not possess specialized expertise in aviation safety and therefore relies on the expertise of the Federal Aviation Administration (FAA). According to the submission, the FAA completed a feasibility study and concluded that the proposed project would have no significant adverse effect on airspace or on visual or instrument procedures at Ronald Reagan Washington National Airport and would not have any effect on airport facilities or radio/visual navigational and landing aids. The FAA feasibility study determined that the project requires obstruction lights. As such, staff suggests the **Commission requests the final plans include any navigational or safety lighting as required by the Federal Aviation Administration.**

Further, a full aeronautical study for the actual design of the arch is required prior to its construction. The applicant indicated in the submission that they plan to implement any required mitigation measures and will address additional FAA compliance steps as the project progresses through subsequent design phases. As such, staff recommends the **Commission advise the applicant that if, subject to the full Federal Aviation Administration study, any component of the project design must be altered, the proposal must be submitted to the Commission for review.**

*Viewsheds*

The proposed location of the arch is at the center of Memorial Avenue and the sight line, design, and landscape features of Memorial Avenue, which includes Memorial Circle, are contributing elements of the National Register-listed Arlington National Cemetery Historic District and Arlington Memorial Bridge. The panoramic views from Arlington House at Arlington National Cemetery to the west and the Lincoln Memorial to the east have been in place since the 1920s and

reflect the visual connectivity characteristic of the McMillan Plan. This alignment from the Lincoln Memorial to Arlington House was originally designed as a memorial symbolizing reunification of the North and South after the Civil War. The bridge and Memorial Avenue serve as the ceremonial entrance to Arlington National Cemetery.

Given the viewshed consideration, at concept review, the Commission requested:

- Updated photo-visualizations (renderings) of existing and proposed pedestrian-level views from the north steps of the Jefferson Memorial looking toward the Lincoln Memorial, and from the George Washington Memorial Parkway, one looking south toward the circle from a point immediately south of I-66, and one looking north toward the circle from a point near the Lyndon B. Johnson Memorial Grove; and
- Design options that were explored to avoid or minimize impacts on the visual connection between Arlington House and the Lincoln Memorial.

In response, the applicant has included updated renderings from several vantage points which demonstrate the visual impact of the arch. Based on the new materials, staff recommends the **Commission find that based on newly submitted renderings from the north and south of the George Washington Memorial Parkway and more distant views, the visual impacts will be evident but less visible than the direct views from the Memorial Avenue/Arlington Bridge axis.**

Regarding design options explored to minimize impacts on the visual connection between Arlington House and the Lincoln Memorial, the applicant has stated that various smaller arch heights were evaluated. The smaller arches were ultimately dismissed because according to the applicant, they would have had greater impacts on the cultural landscapes, specifically the views between the Lincoln Memorial and Arlington National Cemetery. According to the applicant, the smaller designs fully obstructed this view and did not create any new viewing opportunities, in contrast to the proposed arch, which would allow a less obstructed view through its central opening. In addition, because the arch is intended to celebrate 250 years of American independence, the smaller heights were not considered representative of this milestone.

Given the submission materials and the additional background provided by the applicant, staff recommends the **Commission find the scale of the arch and its opening have a relational impact on direct and panoramic views from different elevations resulting in tradeoffs, which should be considered in balance with the project's overall purpose and need. In its current form, the proposed arch will:**

- **Allow for framed views of the Lincoln Memorial and Arlington House from the lower elevations of Memorial Bridge and Memorial Avenue.**
- **Fully obstruct reciprocal views of the Lincoln Memorial and Arlington from the higher elevations of Arlington House and the Lincoln Memorial terrace; and**
- **Introduce a new panoramic view of the monumental core from the observation deck.**

As the visual impact of the proposed project is essential to the Section 106 process, staff recommends the **Commission requests the applicant continue to consult as necessary with the federal agencies and the Section 106 consulting parties, to continue to explore ways to minimize impacts to historic resources, and to determine appropriate mitigation to resolve adverse effects, to be included in a Programmatic Agreement.**

*Project Design and Materials*

The Commission previously requested the applicant provide, as part of this submission, information regarding the proposed arch and site materials palette, including cladding, paving, pedestrian features, and security elements, the proposed lighting strategy, including nighttime renderings from key views demonstrating the lighting concept in context, and the proposed stormwater management strategy. In response, the applicant has submitted the proposed materials including three potential granite cladding options for the exterior of the arch with the final selected dependent on availability and desired color. Therefore, staff recommends the **Commission request that, prior to final review, the applicant provide information about the final granite cladding selection.**

Further, the applicant intends to include lighting at the site including in-ground recessed uplighting, up-lights above the impost base, entablature, and attic story, and to up-light the statuary, with eight 14- to 20-foot tall, ground-mounted light stanchions around the circle to ensure the arch is brilliantly illuminated. Given the project location and importance of lighting within the monumental core, staff suggests the **Commission request the applicant submit a narrative describing the proposed lighting concept and its relationship to the Lincoln Memorial and Arlington National Cemetery that includes relevant details on the proposed lighting stanchions and any other site lighting, including illumination levels proposed (foot lambers, or other measure) to understand the relative brightness of the monument as compared to other national monuments and memorials, and to protect the lighting hierarchy of the National Mall.**

Finally, staff notes the applicant included stormwater management details in the submission and will utilize bioretention with native grasses and shrubs around the perimeter of the circle to accommodate runoff. Additional coordination with the District Department of Energy and Environment (DOEE) will be necessary to meet all applicable permitting requirements.

## CONFORMANCE TO EXISTING PLANS, POLICIES AND RELATED GUIDANCE

### Comprehensive Plan for the National Capital

Staff reviewed the project considering the policies set forth in the *Comprehensive Plan for the National Capital,* particularly those found in the Urban Design, Historic Preservation, Parks and Open Space, and Visitors and Commemoration Elements as described in this report. Several Comprehensive Plan policies acknowledge the need to balance new uses and contemporary needs within existing landscapes and the built legacy of Washington, DC (POS.A.8 and POS.A.12). This

should be done in balance with protecting key design elements like viewsheds as described in the analysis above (HP.D.3). The policies recognize that the Nation's Capital will continue to change and develop over time.

As a reminder, the Commission takes a holistic approach when applying the Comprehensive Plan policies in the context of the project's needs and objectives when making a determination regarding consistency. On the whole, the project is generally consistent with the Federal Elements of the *Comprehensive Plan for the National Capital*.

**National Historic Preservation Act**

Both NPS and NCPC have an independent responsibility to comply with the National Historic Preservation Act. NPS initiated the Section 106 process of the National Historic Preservation Act on June 6, 2026, and prepared a draft Assessment of Effects and Programmatic Agreement and held a consulting parties meeting on June 15, 2026. NCPC designated the National Park Service as lead federal agency for the purpose of compliance with the Section 106 process of the National Historic Preservation Act. NHPA compliance will be completed prior to final review.

**National Environmental Policy Act**

Both NPS and NCPC have an independent responsibility to comply with the National Environmental Policy Act (NEPA). NPS is lead agency and prepared an Environmental Assessment, dated June 2026, and issued a Finding of No Significant Impact for the project on June 18, 2026. As noted in the EA, the construction of the arch will celebrate 250 years of American independence by honoring America's founding principles through installation of a structure at the intersection of Arlington Memorial Bridge and Memorial Avenue within George Washington Memorial Parkway, in a manner consistent with the avenue's established role as a ceremonial gateway and "Avenue of Heroes" celebrating valor, sacrifice, and American Heritage. However, the EA states the impacts are not likely to be significant. Further, the proposed project will meet the stated purpose and need. Per NEPA and NCPC's NEPA regulations, NCPC may utilize environmental documentation prepared by another agency for a project submitted to NCPC. NEPA compliance will be completed at final review.

**Commemorative Works Act**

The applicant, the Department of the Interior, has indicated that the project is not subject to the Commemorative Works Act (CWA) and NCPC relies on the applicant to determine whether the CWA applies. In this case, NCPC is reviewing the project pursuant to the National Capital Planning Act.

**CONSULTATION**

**Coordinating Committee**

The Committee forwarded the proposed site and building plans to the Commission with the statement that the proposal was coordinated with some, but not all, participating agencies. The SHPO is not coordinating, noting that Section 106 was initiated on June 6, 2026, but it has significant concerns about several deficiencies in the Section 106 review of this undertaking that are outlined in an attached letter dated June 15, 2026. Given the extent and severity of these concerns, and the time that will be required to address the deficiencies, SHPO does not anticipate that Section 106 will be substantially complete in the near future. Additional time will also be required for NPS to consider and respond to the alternative SHPO requested them to evaluate pursuant to 36 CFR 800.6 in order to avoid or minimize adverse effects, specifically the possibility of constructing the arch at the ceremonial gateway entrance to the city at South Capitol Street near the Douglass Memorial Bridge, a site endorsed by CFA for a monumental arch. Subsequently, the SHPO wrote to formally object to the monumental arch being placed on NCPC's July 9 agenda because they did not believe it meets "the technical requirements for the requested stage of review" (i.e. Section 106 is not substantially complete for final review).

DOEE is also not coordinating and requested that the applicant contact it to schedule a preliminary design review meeting if needed, as work will trigger stormwater requirements. It noted that the applicant seems to be aware of DOEE stormwater requirements and has a plan to meet the stormwater retention volume. DOEE's Fisheries and Wildlife Division asked the applicant to consider minimizing upward directed lighting, especially during spring and fall bird migration periods, as well as consider planting native grasses and meadow wildflowers when replacing any turf areas that are removed to encourage native pollinators and reduce needs for turf maintenance.

CFA staff noted that it reviewed the project at its June meeting where it approved final revised concept plans, except for the sculptural elements which they anticipate will be reviewed in the future. NPS noted that the FAA study recommended safety lights that were not shown on the rendering. NPS noted the capacity limits and NCPC staff understood any limits applies to the structure rather than the site.

The District Department of Transportation (DDOT) asked if there was information in the submission about how visitors would arrive by vehicle. NCPC noted that it is anticipated that the primary vehicle parking would be in the Arlington National Cemetery parking deck. Pick-up and drop-off would take place on Memorial Avenue on the west of the site. DDOT asked about arch staff parking. While there is no indication in the submission, NCPC presumes they would also park in the ANC parking deck. CFA asked if the bollards were removable. NCPC noted that some bollards at the east and west openings are retractable for emergency access.

DDOT also sent separate review comments on the proposal regarding the proposed traffic changes and impacts. Specifically, DDOT requests additional design refinement and traffic analysis to ensure that the proposed sidewalks, bicycle facilities, and roadway elements are appropriately sized for the anticipated increase in pedestrian and bicycle activity. It is also likely that some visitors will arrive via rideshare or taxi, yet the current design does not identify a location for these operations; this should be addressed in future iterations. Further analysis is needed to right-size the transportation network modifications and support access to the new Memorial. In addition, the proposed signal operations require

clarification. DDOT requests a detailed signal phasing concept and accompanying traffic analysis to assess the feasibility and operational impacts of the proposed approach. It remains unclear whether the design envisions an exclusive pedestrian phase, individually actuated crossings, or coordinated crosswalk pairs.

Participating agencies included NCPC, the U.S. General Services Administration, NPS, CFA, the DCSHPO, the District of Columbia Office of Planning, the District Departments of Transportation and Energy & the Environment, and the Washington Metropolitan Area Transit Authority.

**Other Coordination**

While the project is located within the District of Columbia, it is most directly connected to the road network located within the Arlington County, Virginia. As such, staff referred the transportation plans to both Arlington County and the Virginia Department of Transportation (VDOT) for comments. In response, VDOT noted the location and deferred to the DDOT who provided comments on the plans. Arlington County provided a series of comments, which are provided in the attached letter.

**U.S. Commission of Fine Arts**

The U.S. Commission of Fine Arts, at their April 16, 2026 meeting, approved the concept plans for the monumental arch with comments for the applicant to consider. At their May 21, 2026 meeting, the Commission approved the final design.

## PUBLIC COMMENT

NCPC has received a substantial number of public comments on the project. As of the date of this report, approximately 400 comments have been submitted. The vast majority of the comments received are in opposition to the project, specifically the height, scale, location, traffic impacts, and lack of sufficient public review process for the project. Others raised concerns about the celebratory intent in a solemn location. Some comments raised objections to components of the project outside of NCPC's purview such as the cost and compliance with the Commemorative Works Act. NCPC also received some comments in support, which have generally mentioned the need to celebrate the 250th anniversary of American independence. NCPC staff considered these concerns in the evaluation of the project as detailed in the analysis above.

## ONLINE REFERENCE

The following supporting documents for this project are available online at www.ncpc.gov:

- Submission Package
- National Environmental Policy Act Materials
- National Historic Preservation Act Section 106 Materials
- Project Synopsis

## ATTACHMENTS

1. U.S. Commission of Fine Arts Letters
2. Agency Comments
3. Height of Buildings Act Memo

National Capital Planning Commission

# New Monumental Arch

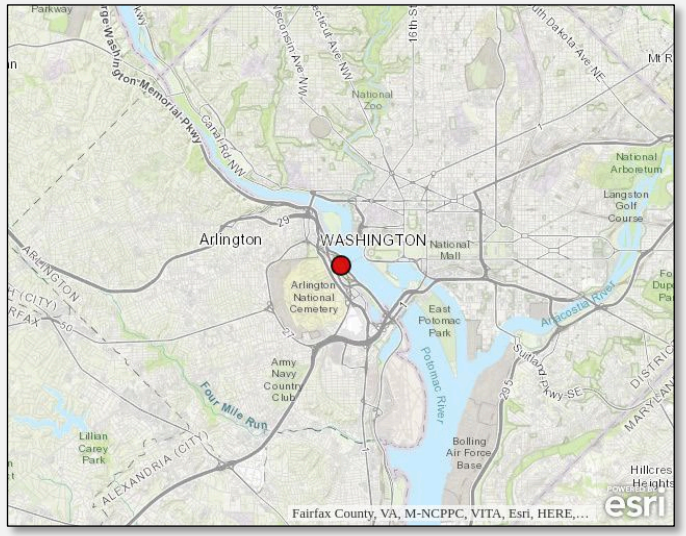
Memorial Avenue, Washington, DC

## Approval of Preliminary Site and Building Plans

United States Department of the Interior

July 9, 2026 | File: 8778

# Site Location




Location Map

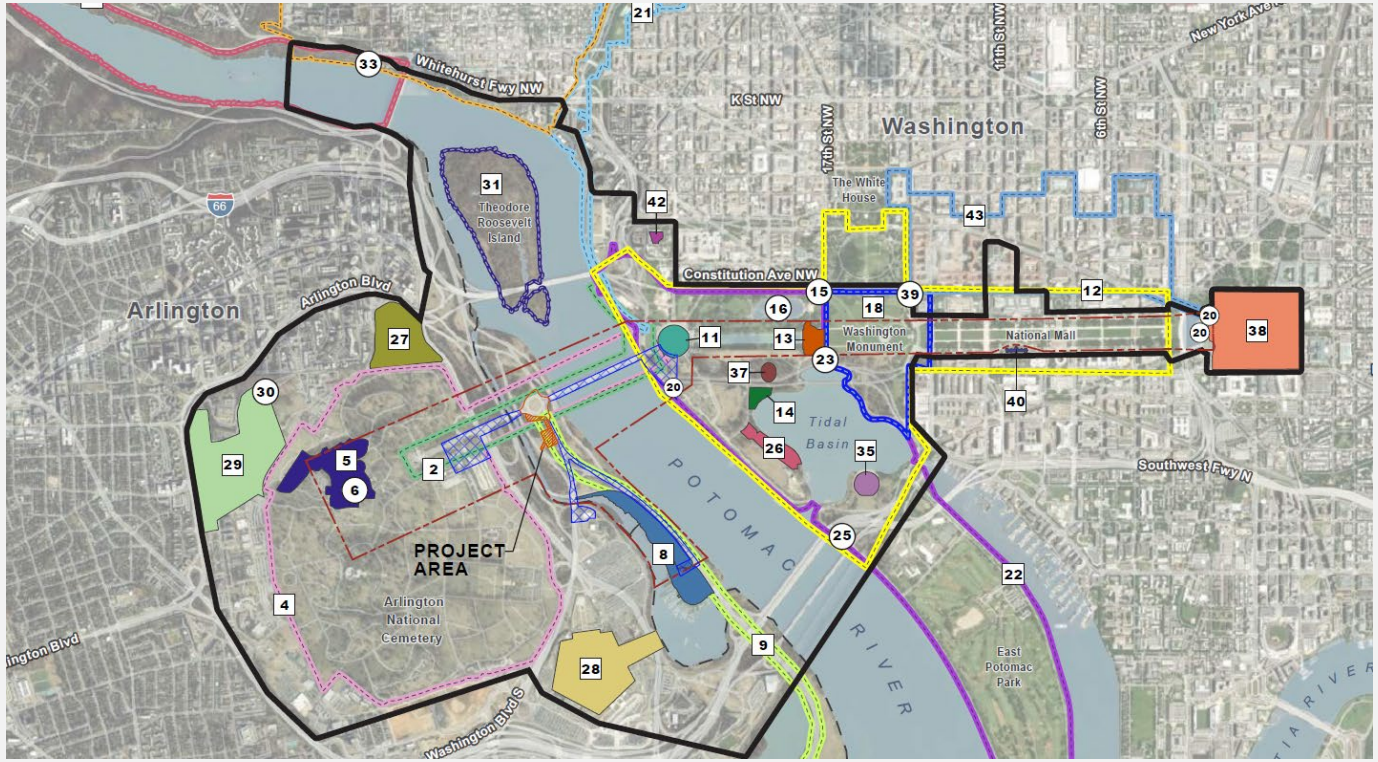
# Project Location

# Proposed Project


The proposed action would include site development within and immediately around Memorial Circle. A paved public plaza would surround the Arch inside the traffic circle. The plaza would be protected by a barricade seat wall generally located at the existing inner curb and by removable or retractable bollards at authorized vehicle access points. Exterior lighting would be installed to illuminate the Arch and plaza, and the undertaking would include minimal exterior signage, perimeter and rooftop security cameras, access-control systems for major doors and nonpublic areas, interior and exterior video surveillance, and a security screening area with walk-through magnetometers, x-ray equipment, and explosive trace detection equipment. Vehicle access to the plaza would be restricted to authorized maintenance, contractor, law enforcement, and emergency vehicles.

# Description of Project Area

The immediate project area is located within the Memorial Avenue Corridor cultural landscape, a nationally significant historic designed landscape extending between the Lincoln Memorial in Washington, D.C., and Arlington National Cemetery in Arlington, Virginia. The corridor consists of the Watergate Steps, the Rock Creek and Potomac Parkway Entrance, Arlington Memorial Bridge, Memorial Circle, Memorial Avenue Bridge over Boundary Channel, Memorial Avenue, and the ceremonial entrance sequence into Arlington National Cemetery at the Arlington Hemicycle. Memorial Circle serves as the link between the Arlington Memorial Bridge and Memorial Avenue, providing a hub to secondary destinations and routes within a compressed urban geography. The circular travel pattern provides a scenic route for commuters to experience the Memorial Avenue Corridor. The entirety of the corridor forms a major component of the monumental core of Washington, D.C. and was conceived as both a ceremonial gateway to the nation's capital and a symbolic landscape commemorating national unity and reconciliation following the Civil War.




## LEGEND

- Area of Potential Effects
- Direct Effects Boundary
- Project Area
- Construction Staging Area
- Potential Utility Corridors

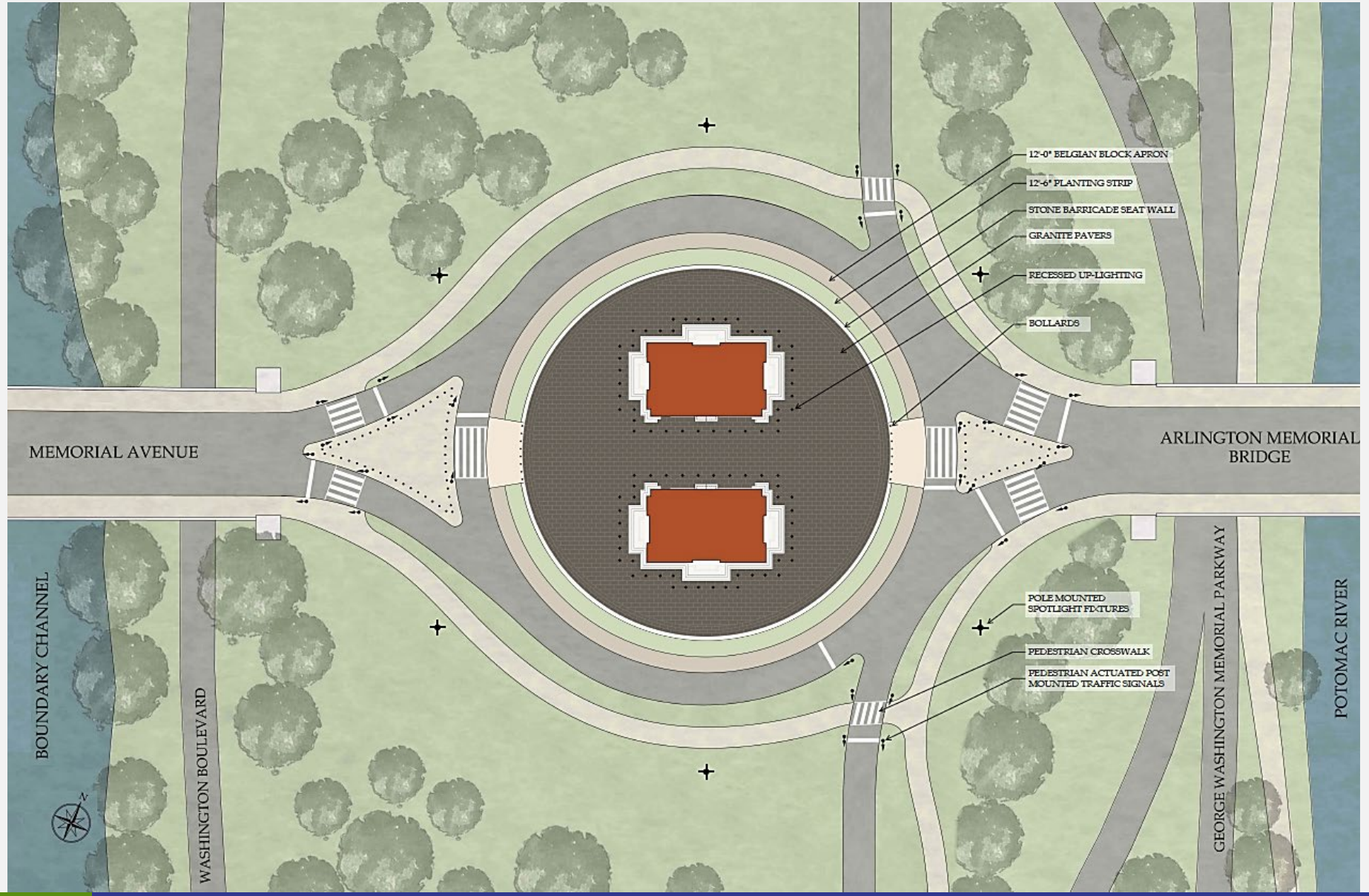
### Individual Structures

- 6 Arlington House (Robert E. Lee Memorial)
- 15 Lockkeeper's House, C & O Canal Extension
- 16 56 Signers Memorial
- 20 Civil War Monuments in Washington, D.C. (Adjacent Lands)
- 23 American Revolutionary Statuary in the District of Columbia
- 25 Cuban Friendship Urn
- 30 Quarters 1 (NHL- Adjacent Lands)
- 33 Washington Canoe Club
- 38 U.S. Capitol Gatehouses and Gateposts

### District Boundaries

- 2 Arlington Memorial Bridge and Related Features
- 4 Arlington National Cemetery Historic District
- 5 Arlington House Historic District (also known as Robert E. Lee Historic District)
- 8 Lyndon Baines Johnson Memorial Grove on the Potomac
- 9 Mount Vernon Memorial Highway
- 11 Lincoln Memorial
- 12 National Mall
- 13 World War II Memorial
- 14 Martin Luther King Jr. Memorial
- 18 Washington Monument and Grounds Historic District
- 21 Rock Creek Park and Potomac Parkway Historic District
- 22 East and West Potomac Parks Historic District
- 26 Franklin Delano Roosevelt Memorial
- 27 Arlington Ridge Park
- 28 Pentagon (NHL- Adjacent Lands)
- 29 Fort Myer Historic District (NHL- Adjacent Lands)
- 31 Theodore Roosevelt Island
- 35 Thomas Jefferson Memorial
- 37 DC War Memorial
- 38 United States Capitol (NHL- Adjacent Lands)
- 40 Smithsonian Building (NHL- Adjacent Lands)
- 41 Georgetown Historic District (NHL- NPS and Adjacent Lands)
- 42 Old Naval Observatory (NHL- Adjacent Lands)
- 43 Pennsylvania Avenue National Historic Site

# Proposed Site Plan



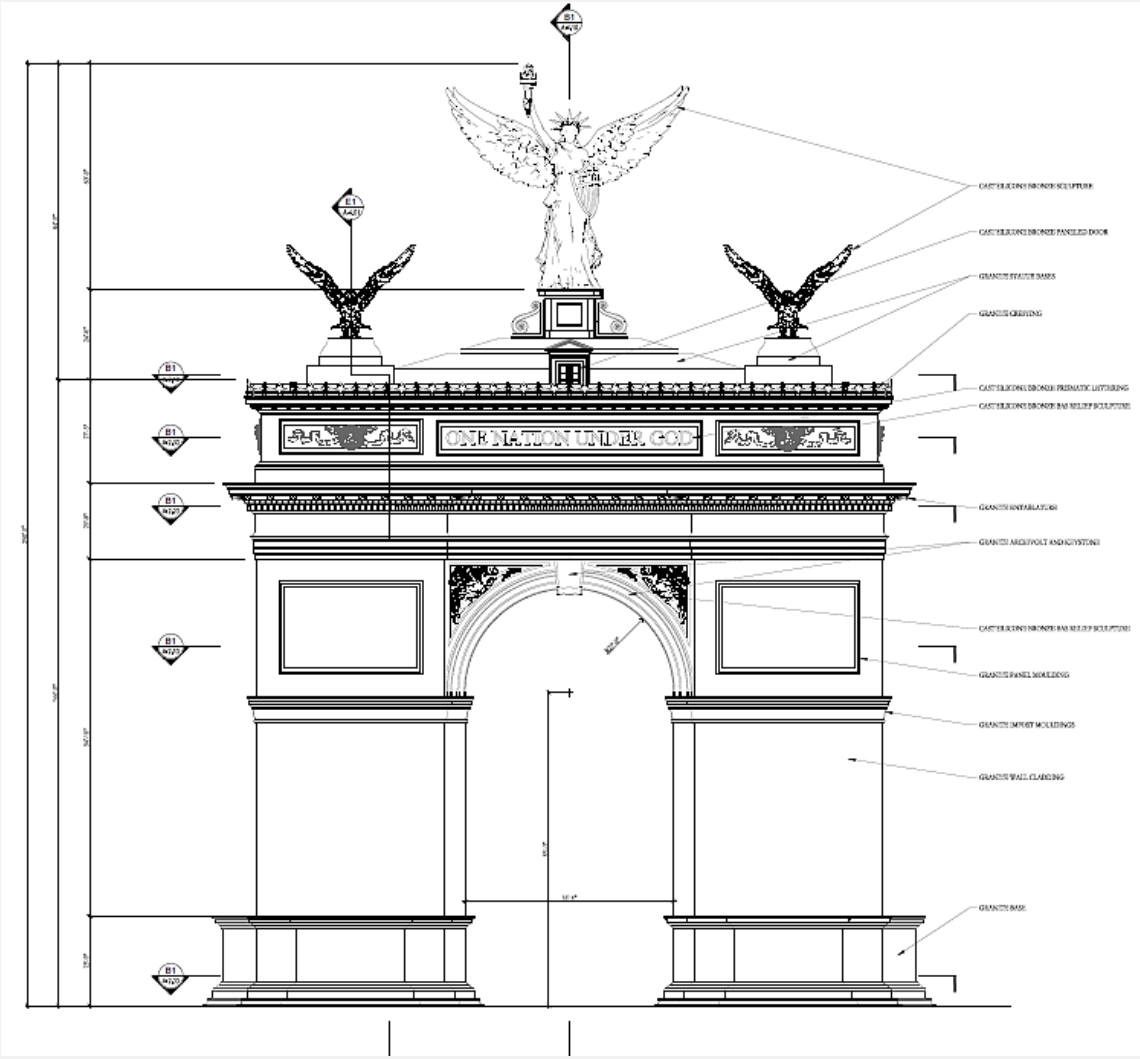

Proposed Elements:

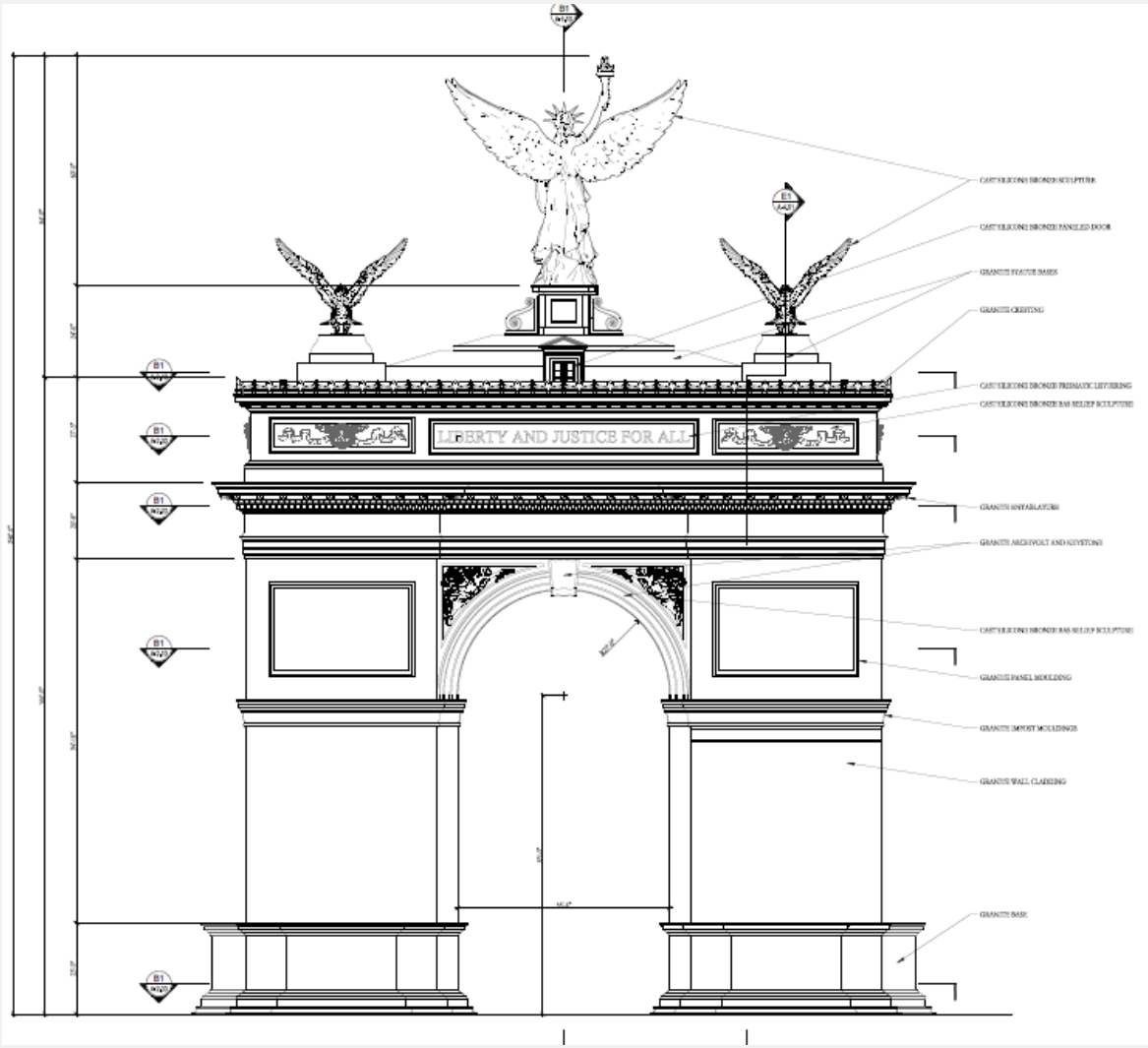
- Belgian Block Apron
- Planting Strip
- Stone Seat Wall
- Granite pavers
- Recessed Up-Lights
- Bollards
- Pole Mounted Spotlight
- Pedestrian Crosswalk
- Traffic Signals

# Proposed Architectural and Design Program


Design

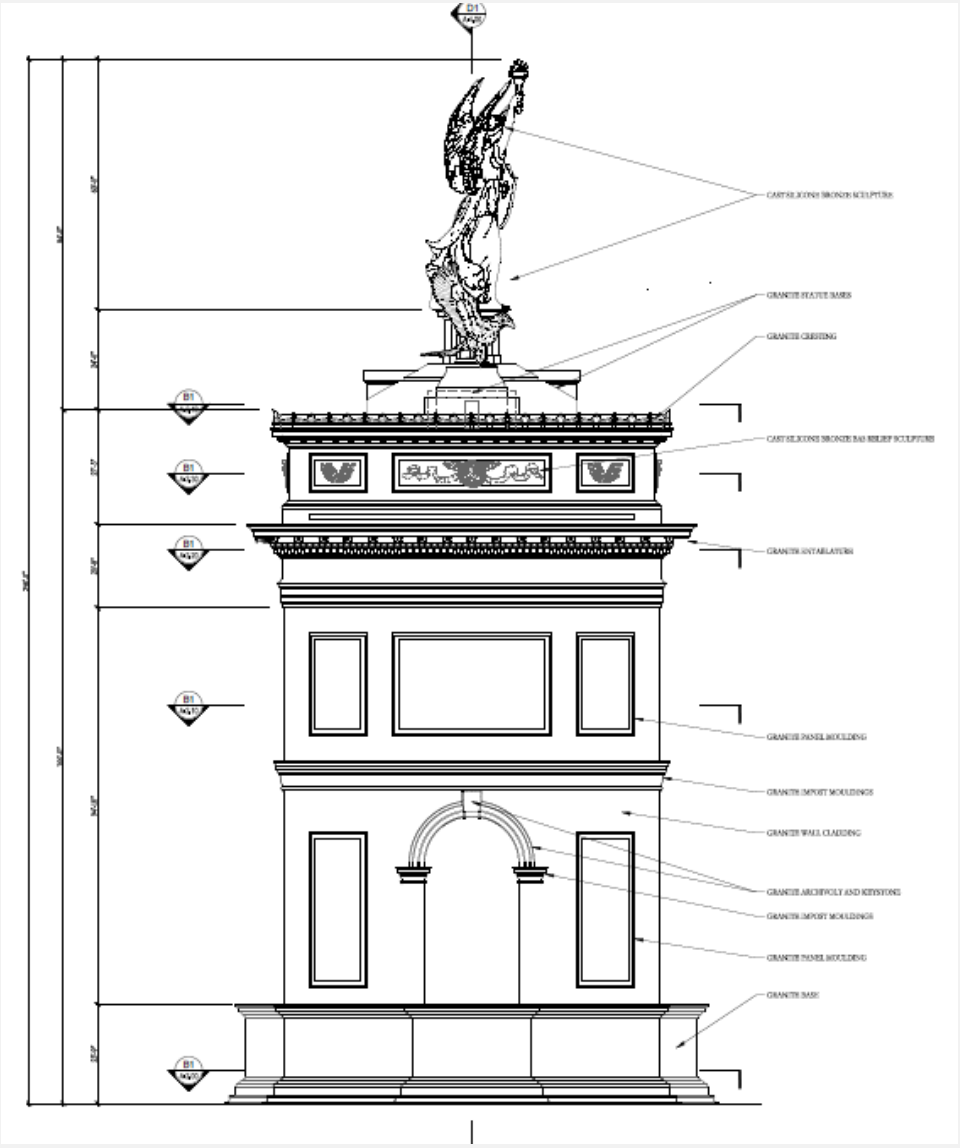
# Proposed Architectural and Design Program



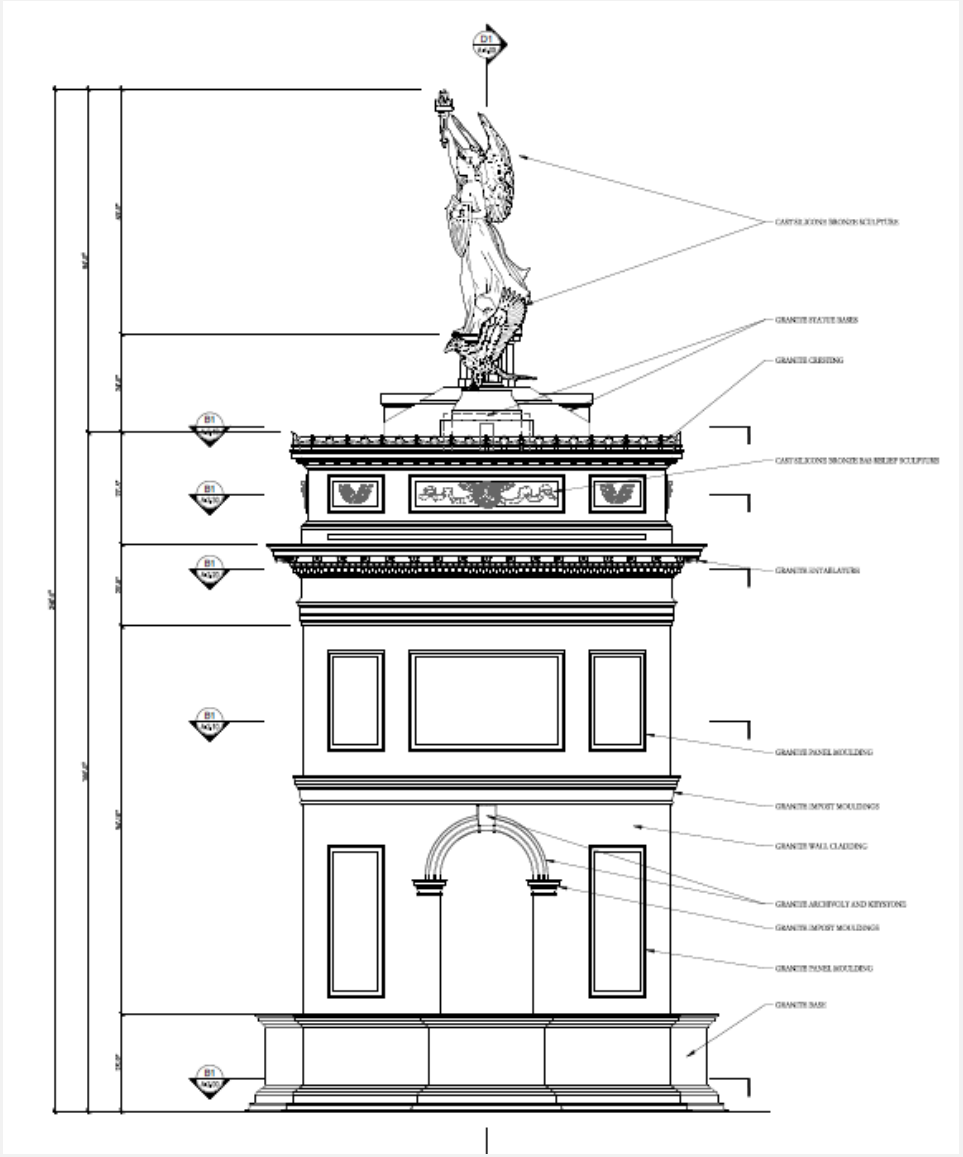




Elevations

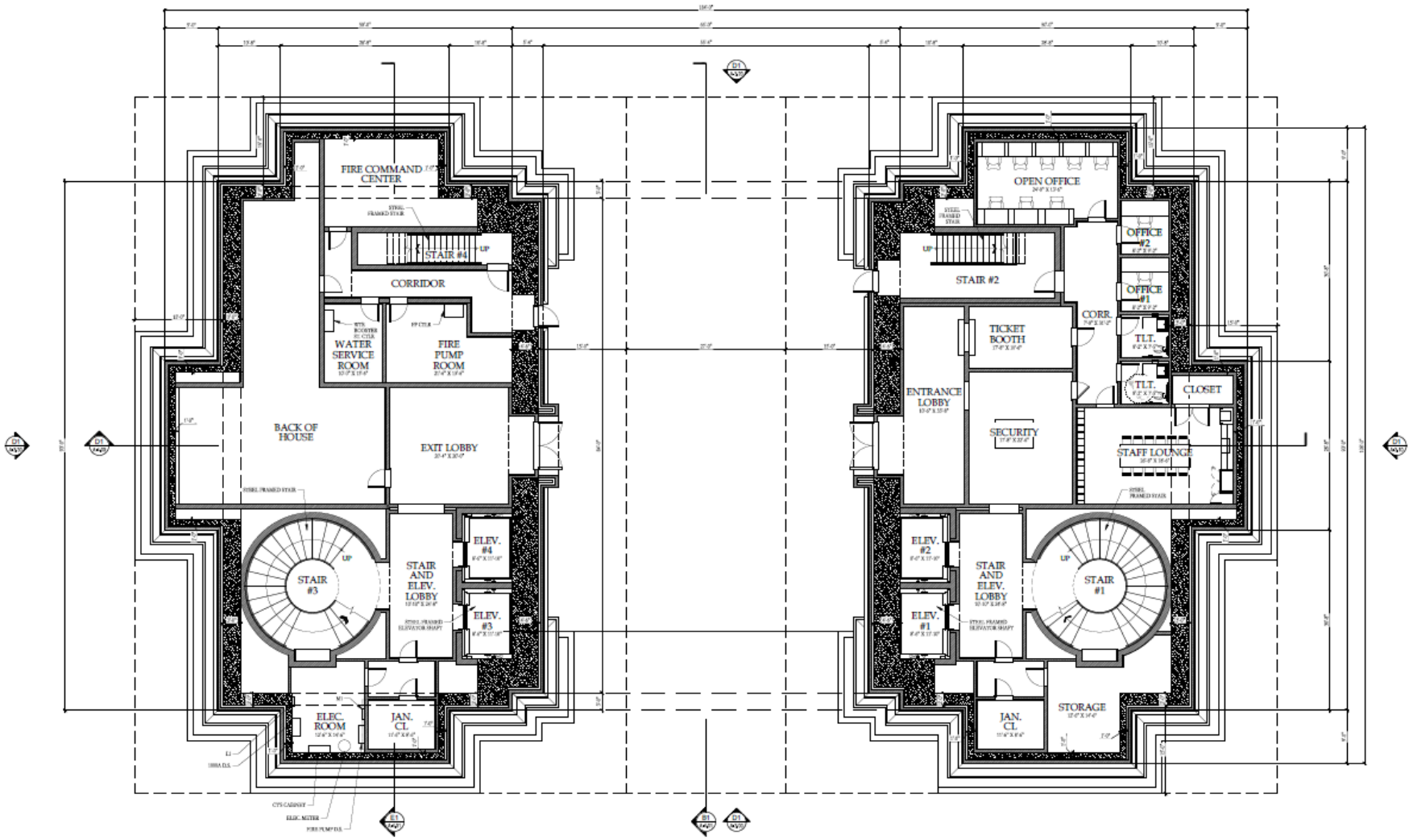
# Proposed Architectural and Design Program




Elevations



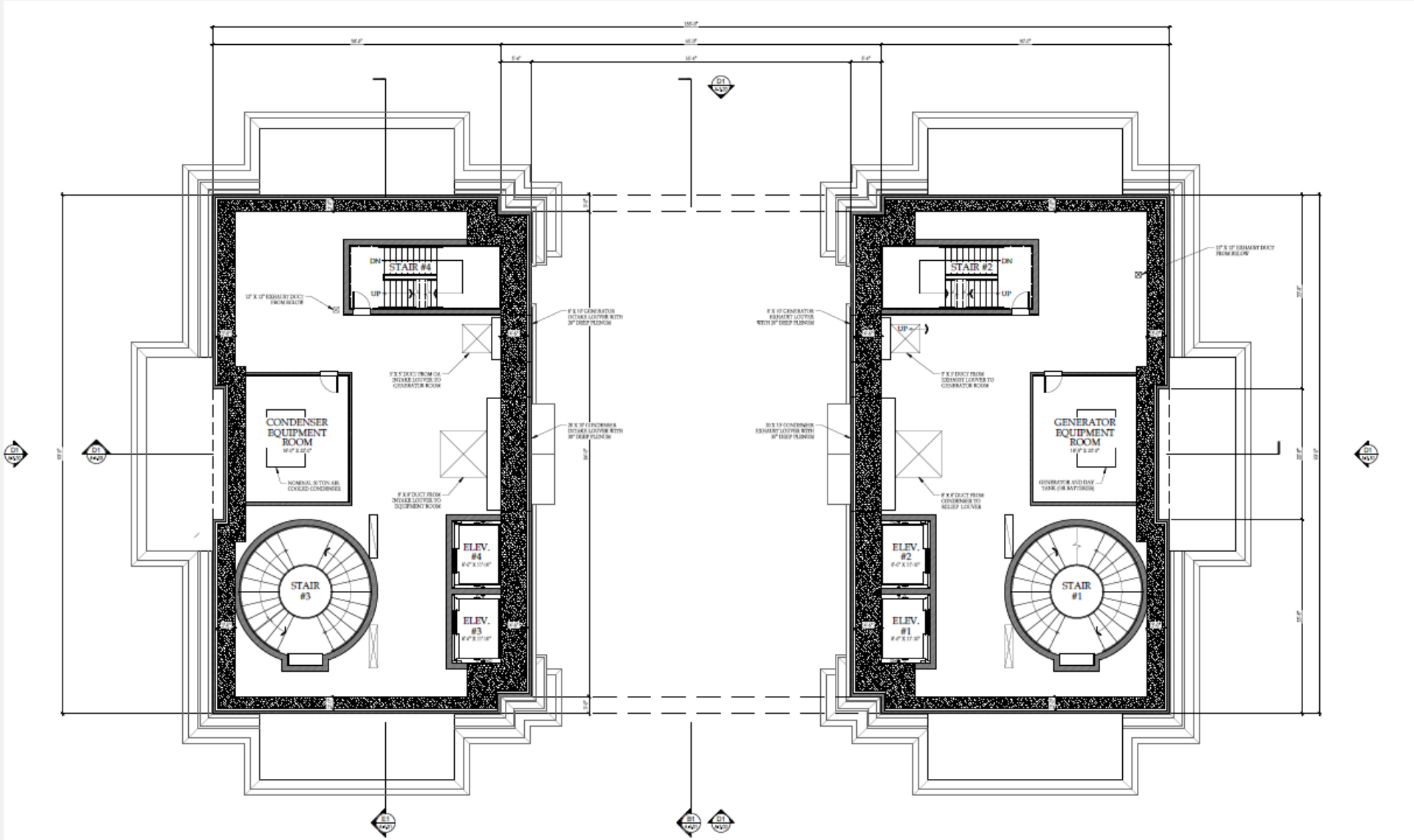
# Proposed Architectural and Design Program




Floor plans - Base

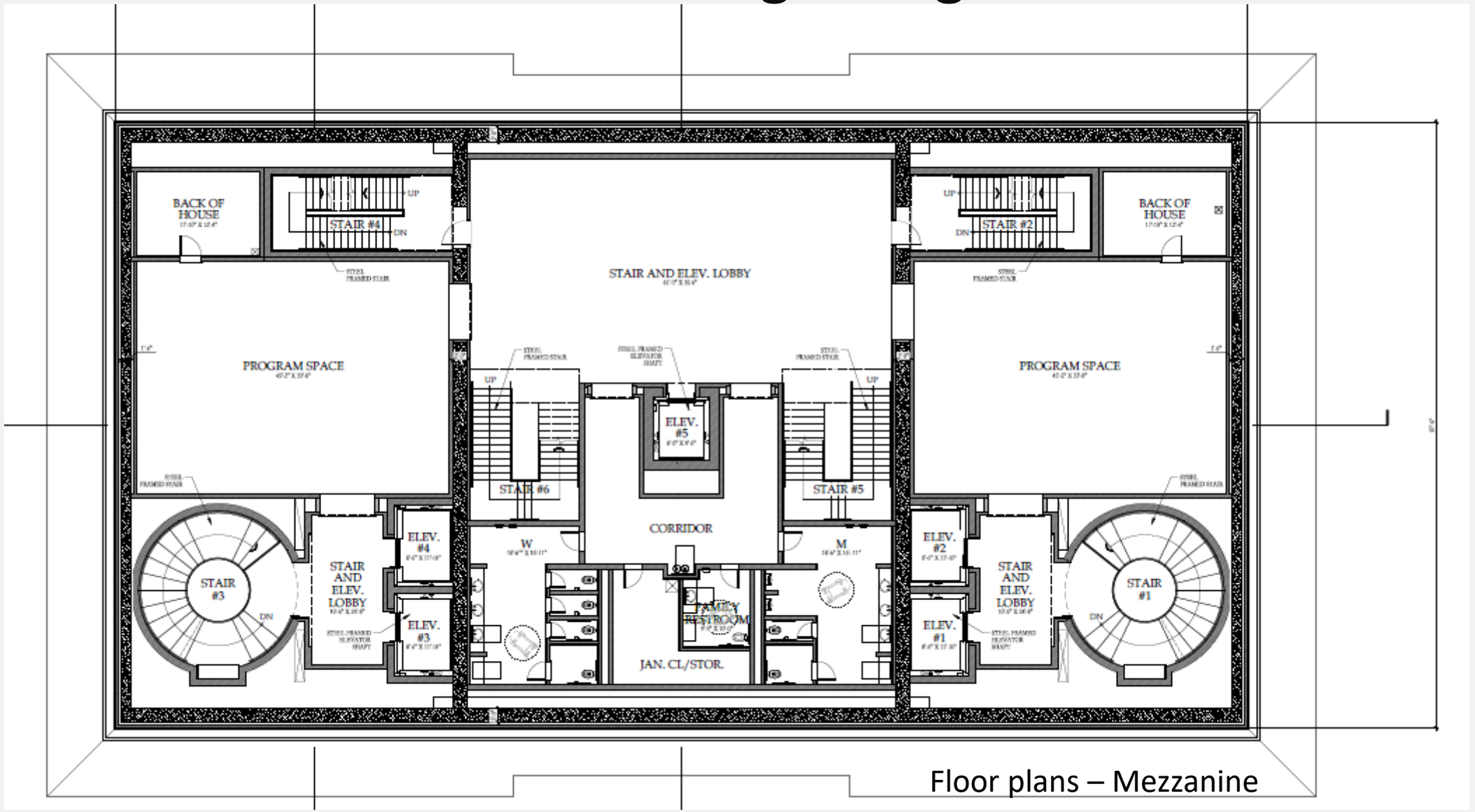
The building program includes security screening and vertical circulation at the ground level; mechanical and support functions at the mezzanine levels; exhibit, visitor support, restroom, and potential café/gift shop functions at the gallery level; and an observation deck at the uppermost public level. The project is designed to function as a screened federal visitor facility with timed entry, restricted authorized vehicle access to the plaza, and integrated interior and exterior security systems. The project would also include substantial lighting, both for architectural illumination and site safety, as well as aviation safety lighting required by applicable approvals.

# Proposed Architectural and Design Program



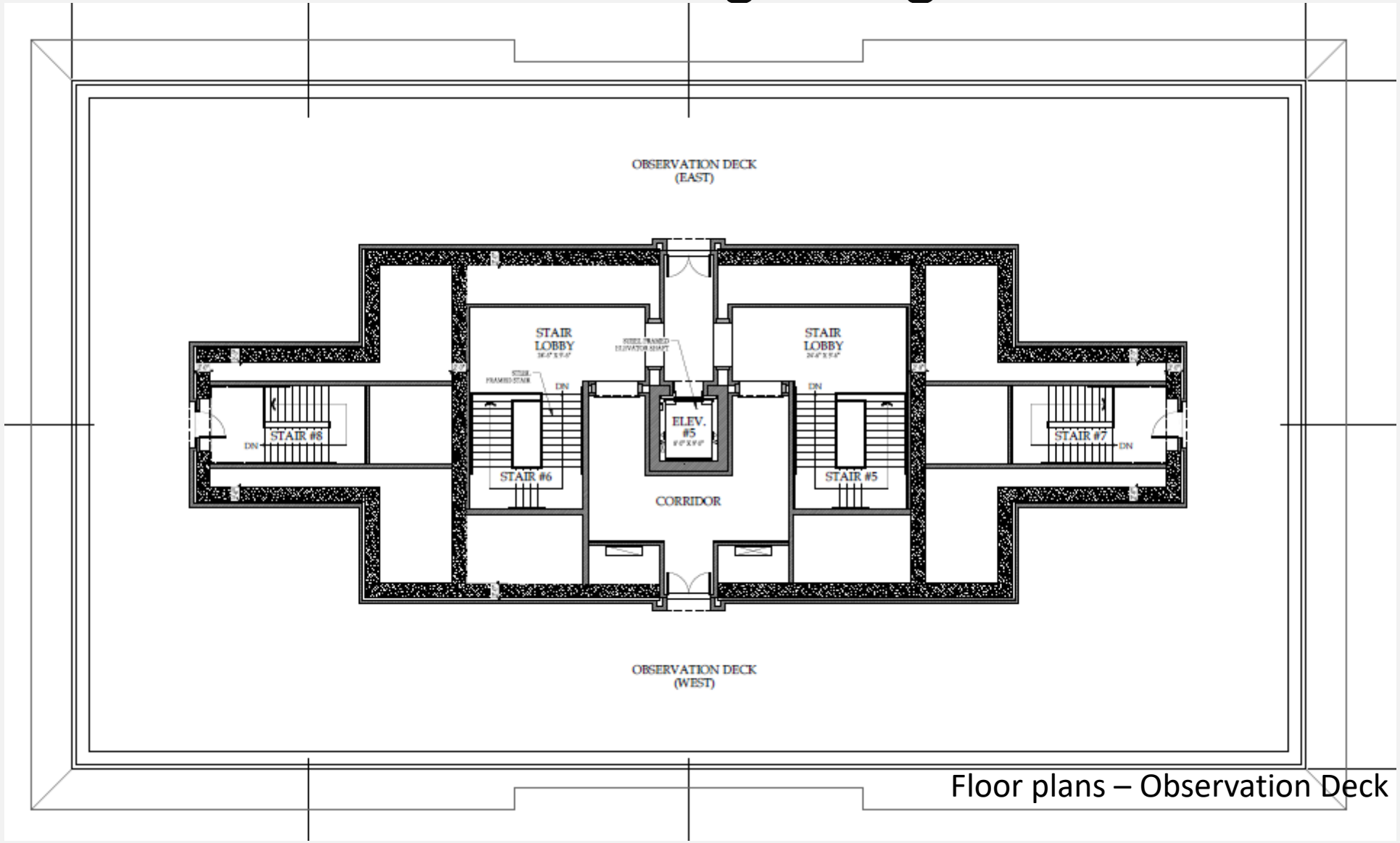

Floor plans - Legs

# Proposed Architectural and Design Program



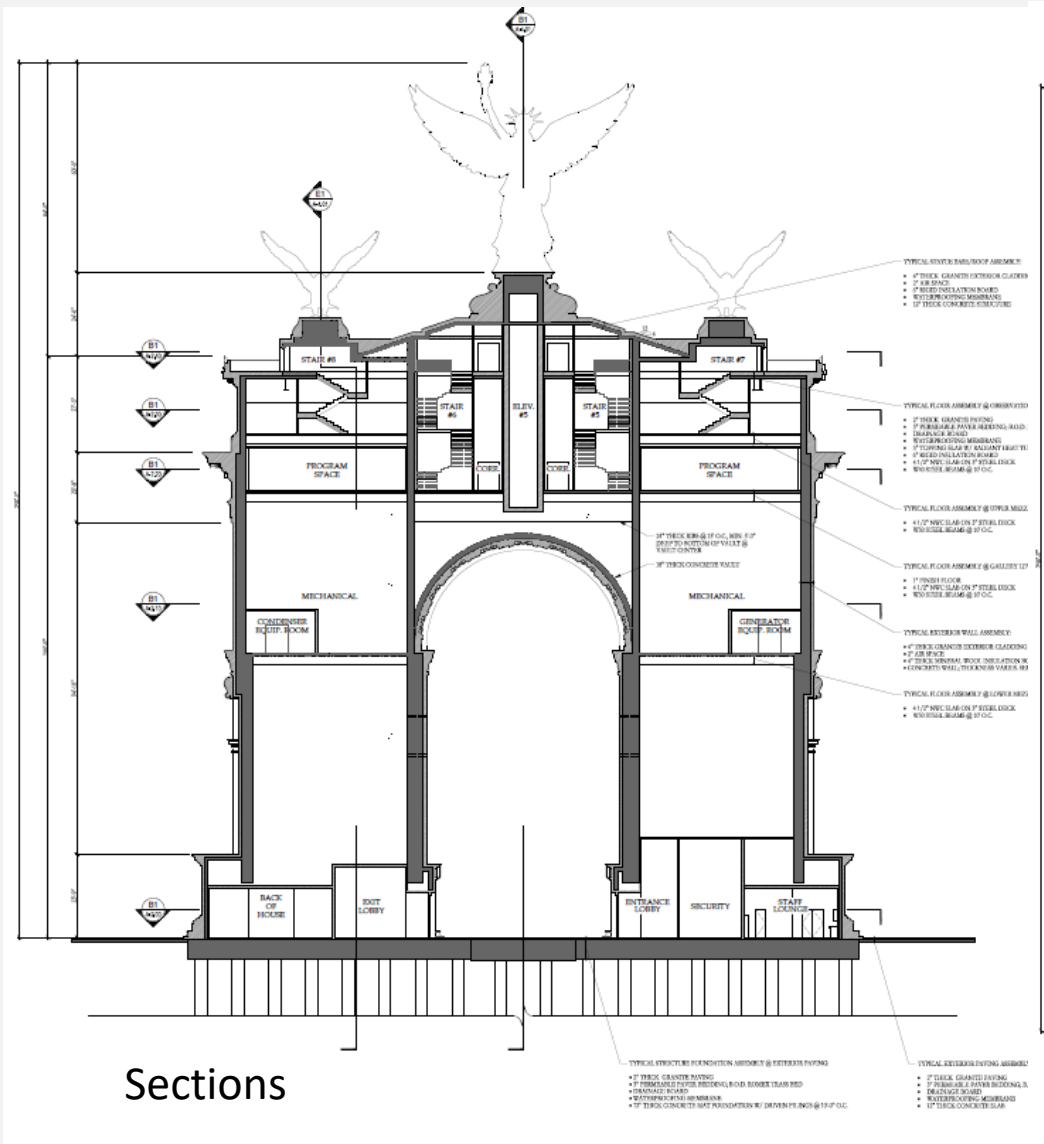

Floor plans – Mezzanine

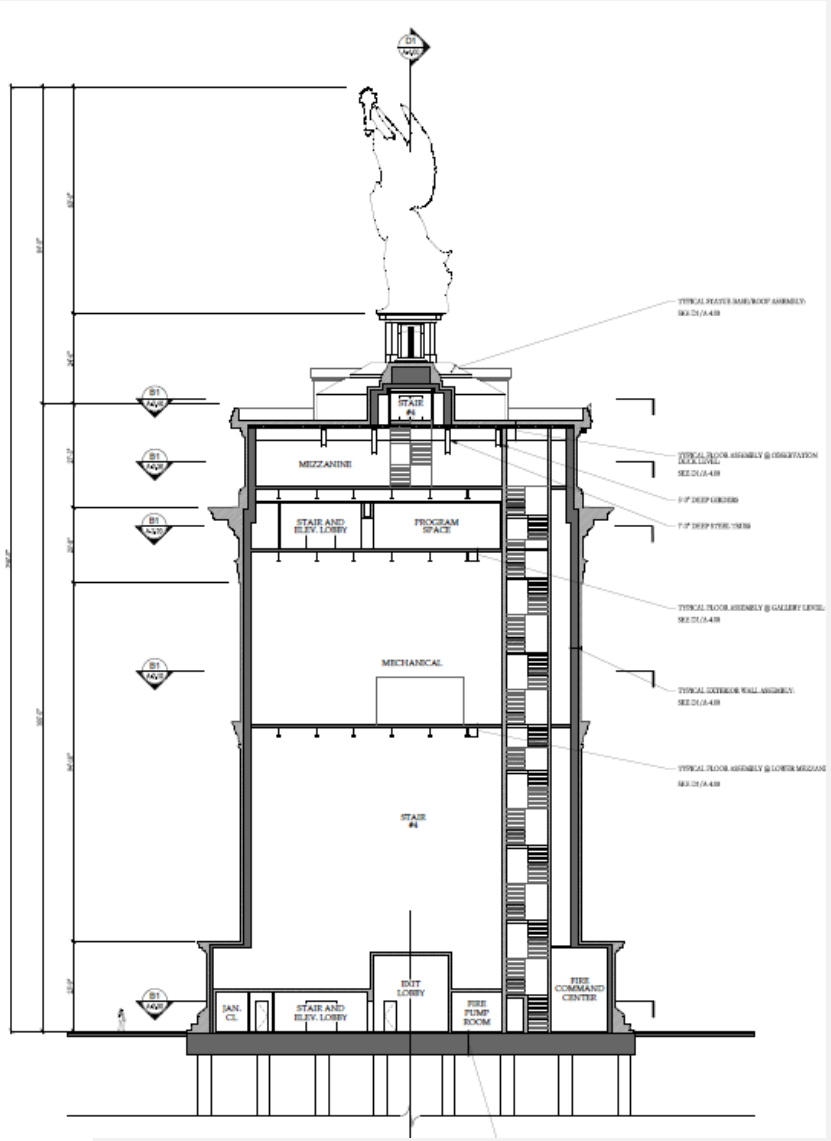
# Proposed Architectural and Design Program

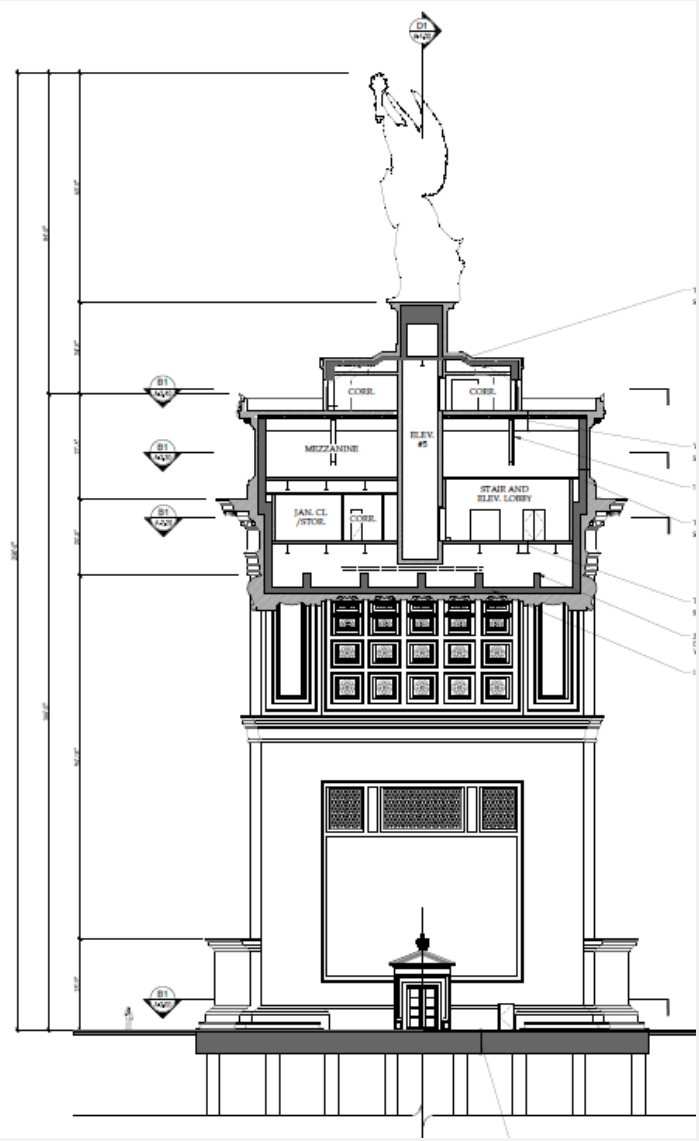



Floor plans – Observation Deck

# Proposed Architectural and Design Program



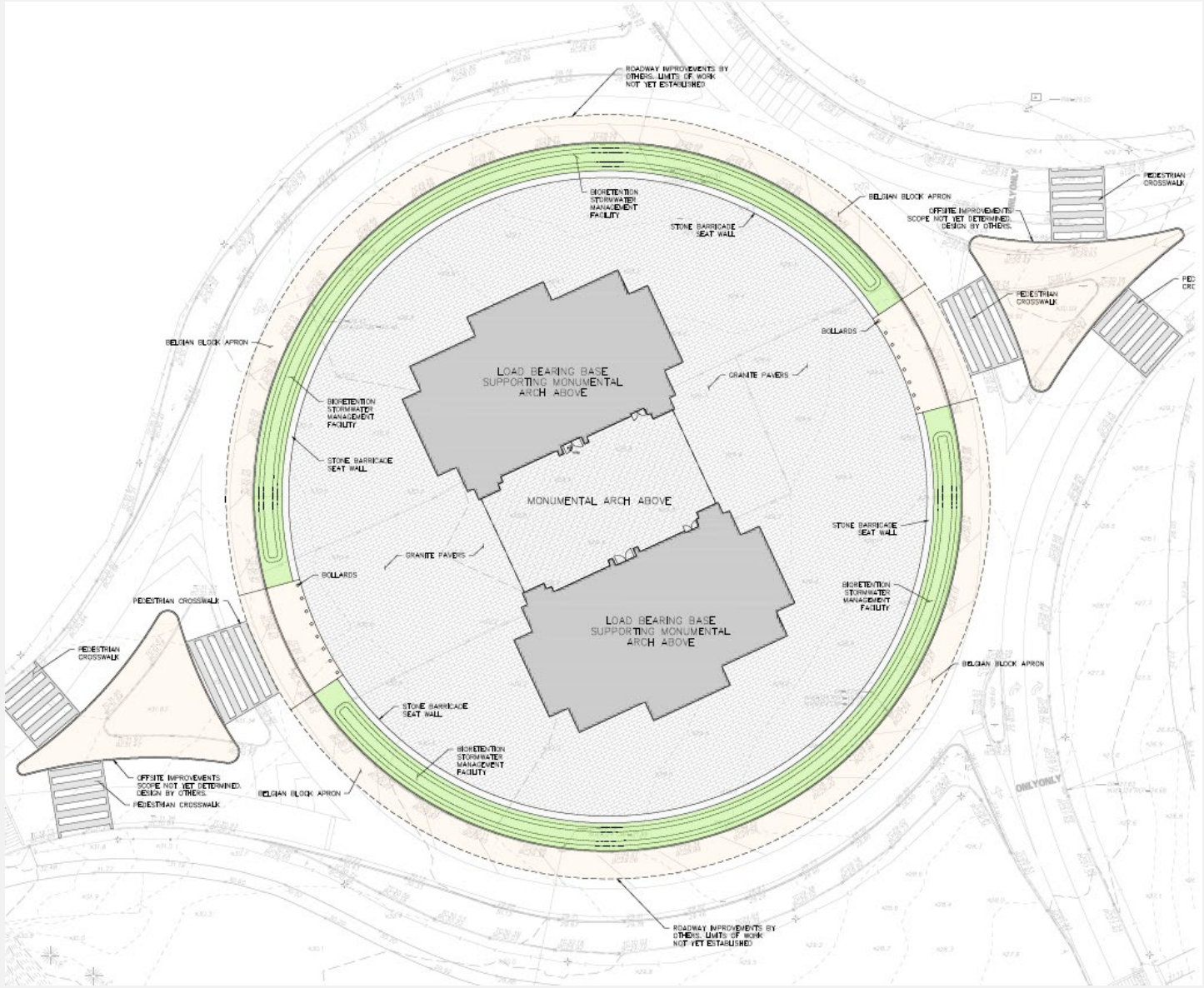




Sections

# Proposed Architectural and Design Program

Rendering

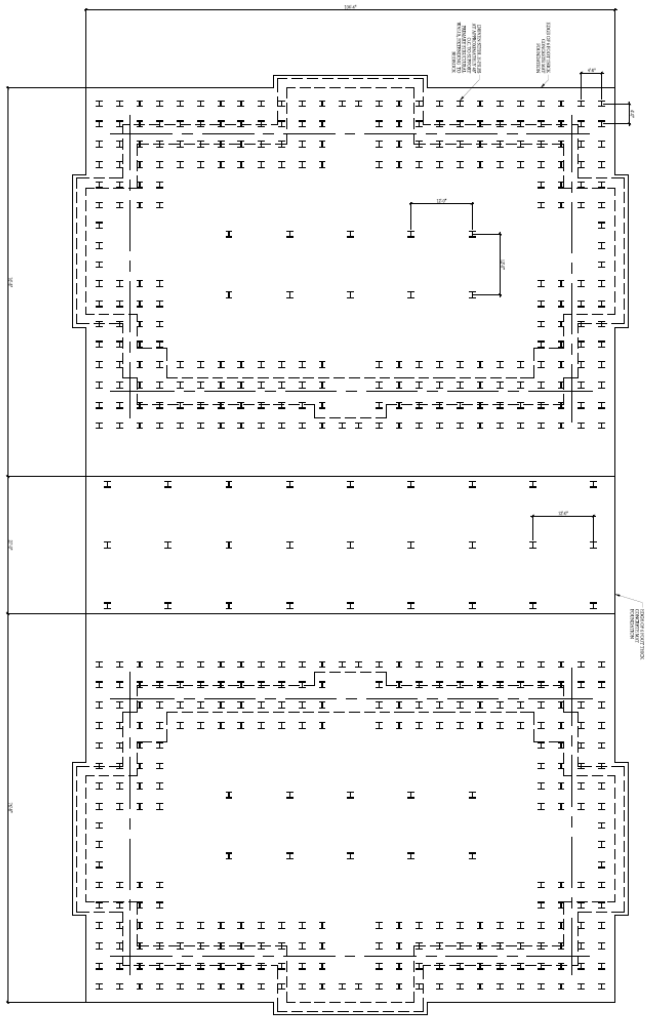
# Proposed Architectural and Design Program




LEGEND:

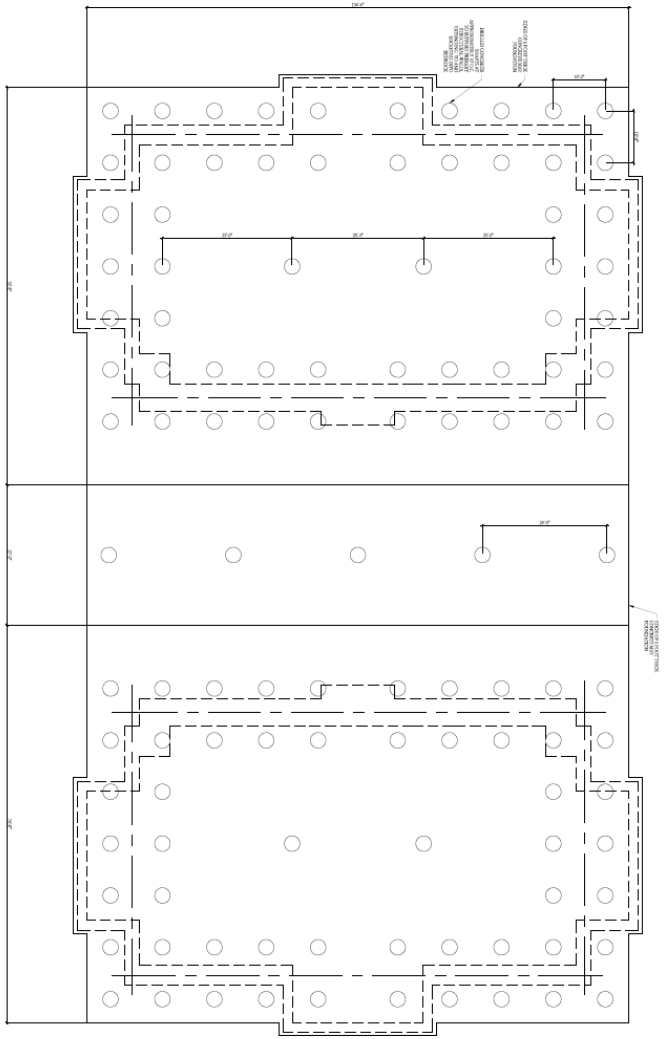
| | |
|---|---|
| LOAD BEARING BASE SUPPORTING MONUMENTAL ARCH ABOVE | |
| ARCH OVERHEAD | |
| GRANITE PAVERS | |
| LANDSCAPE | |

# Proposed Architectural and Design Program



Support structure Option 1

Support structure Option 2

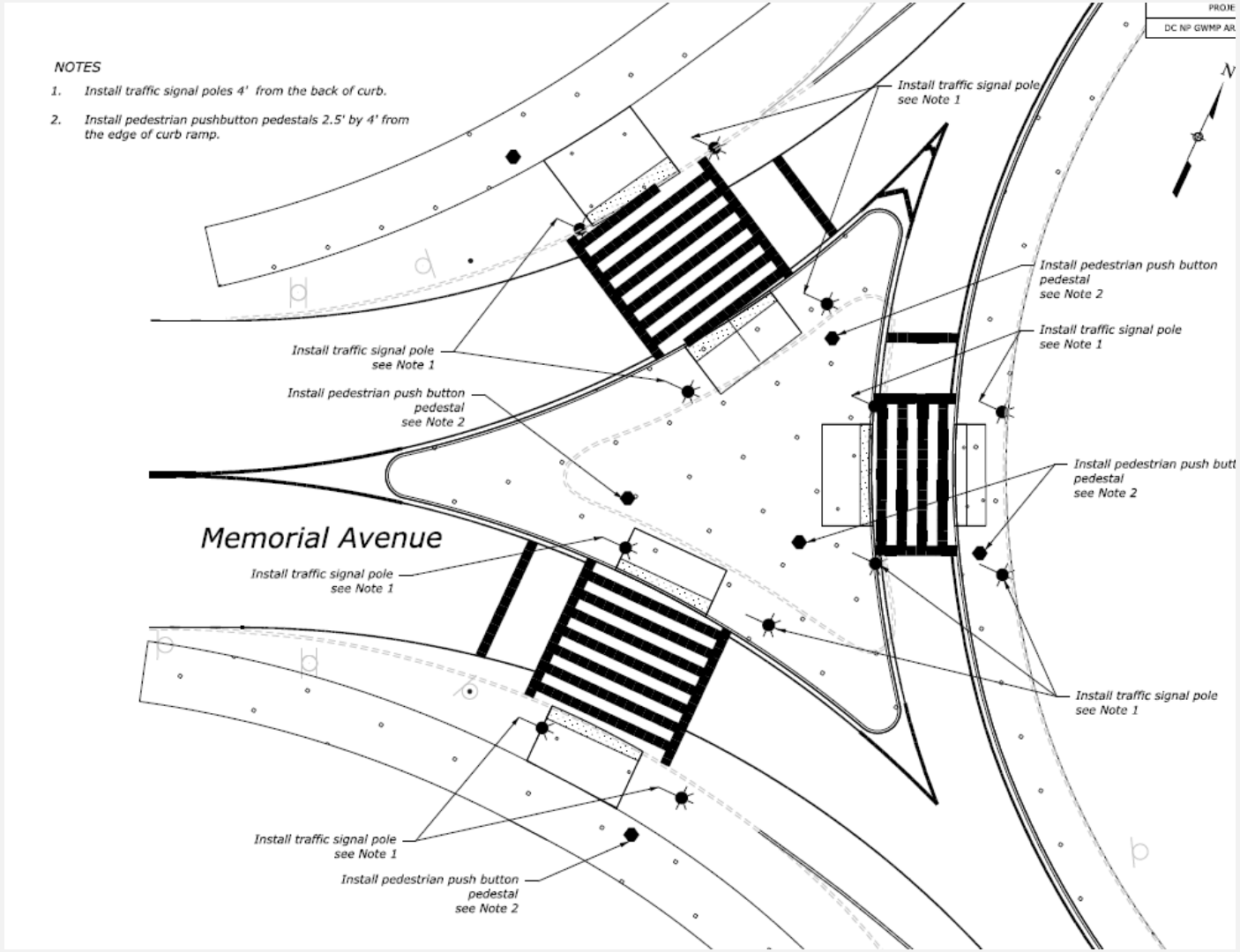


Support structure Option 3

# Existing Tree Survey and Inventory

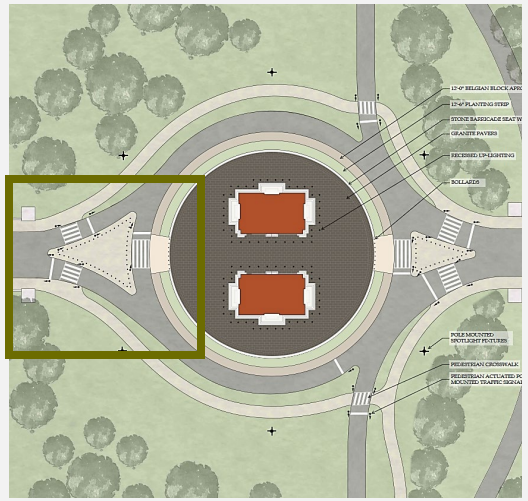
A tree inventory was completed for the monument area and the anticipated construction laydown area south of Memorial Circle. No trees are located within the lawn area at the center of the traffic circle where the Arch is proposed. The surveyed trees surrounding the project area are primarily in fair to good condition, and current civil planning materials indicate that tree removal is not anticipated for the laydown area at this stage. Construction staging and temporary work areas would need to remain outside critical root zones, and protective fencing and maintenance measures would be required during construction.

# Proposed Transportation and Circulation




Proposed Elements:

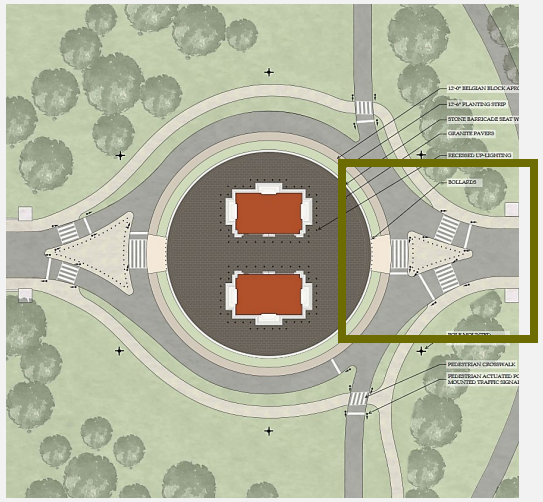
- Install 4 traffic signal poles per crosswalk
- Install 1 pedestrian push button pedestal per crosswalk
- Install 3 crosswalks to traffic island

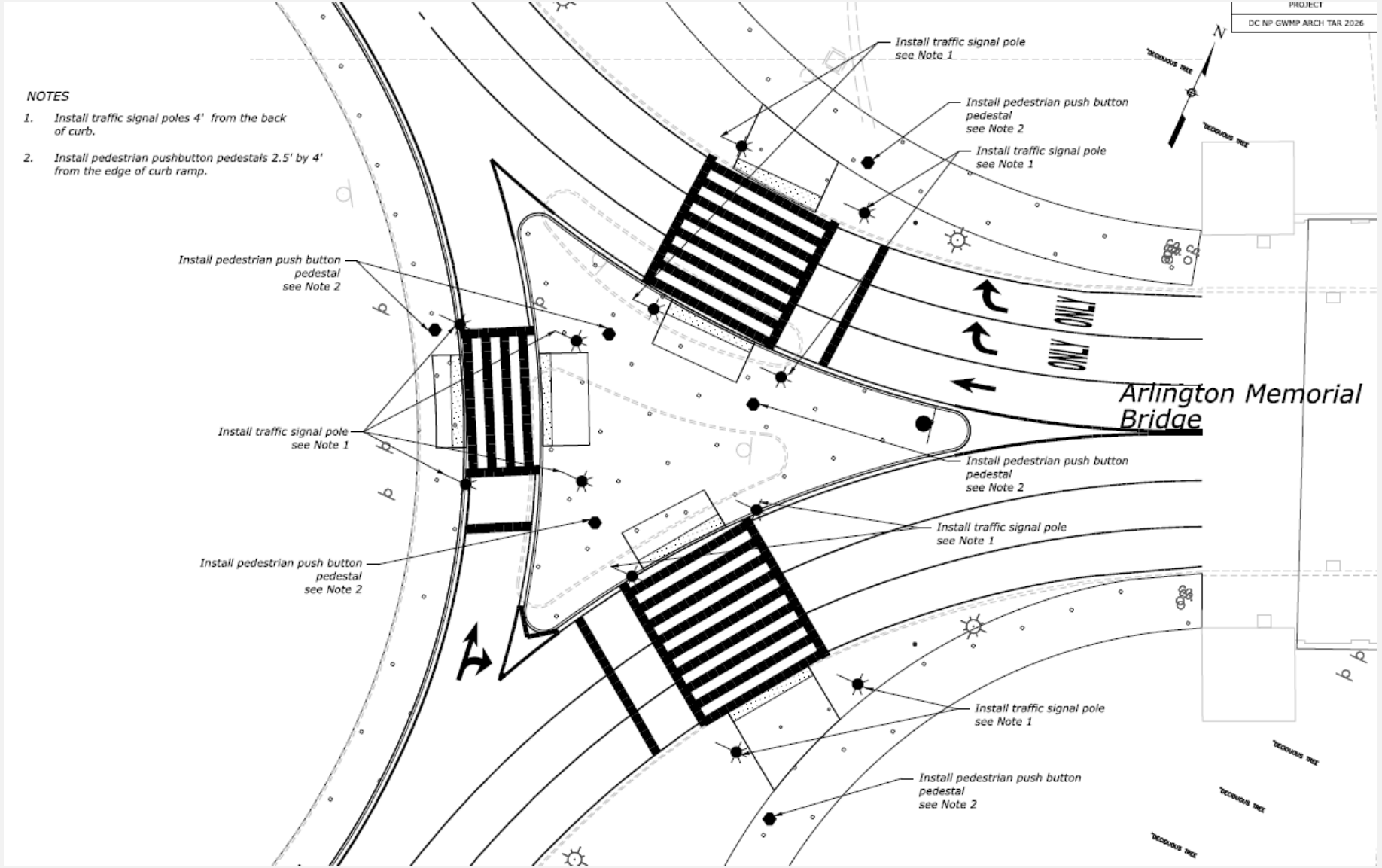


# Proposed Transportation and Circulation

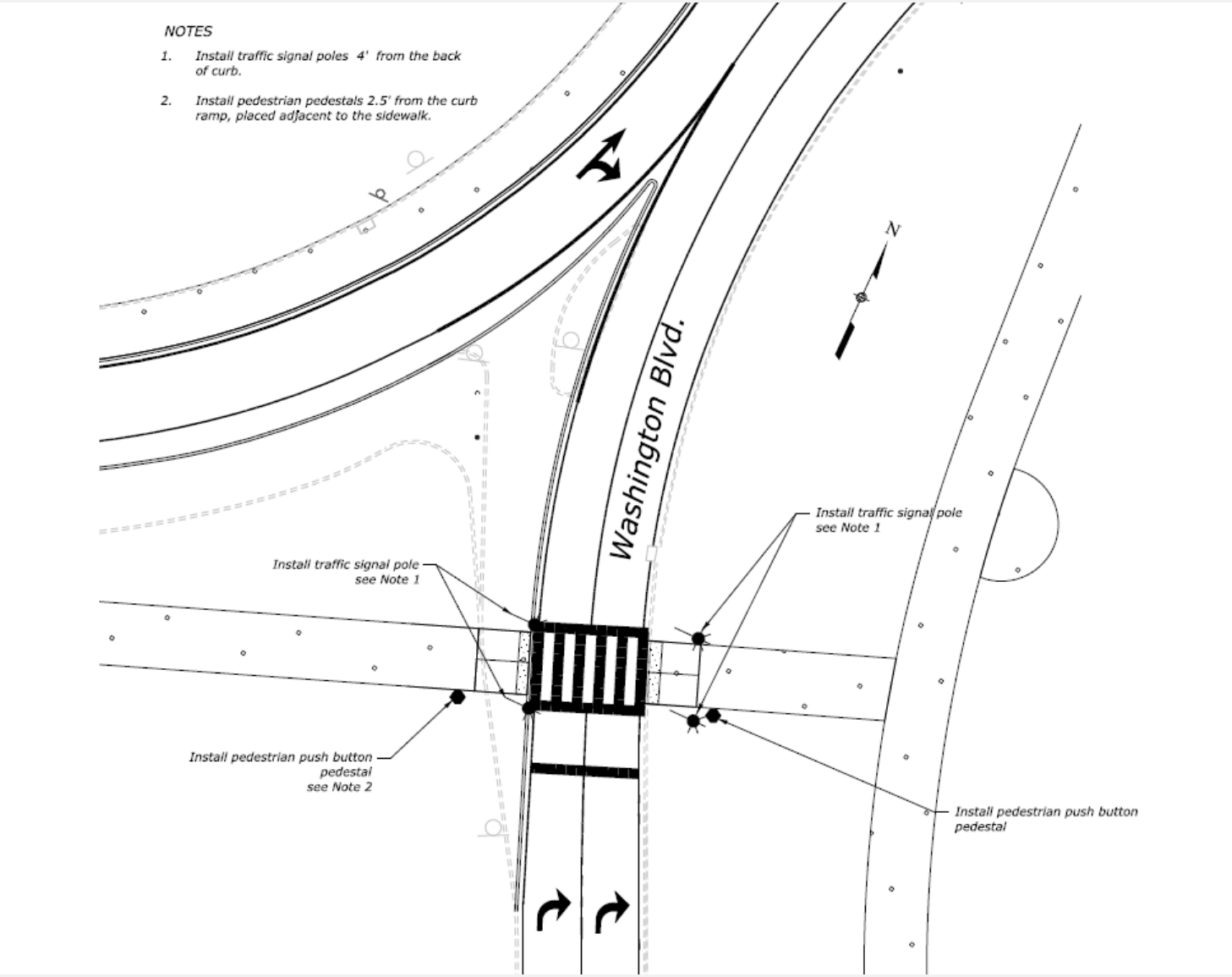
Proposed Elements:

- Install 4 traffic signal poles per crosswalk
- Install 1 pedestrian push button pedestal per crosswalk
- Install 3 crosswalks to traffic island
- Modify two smaller islands into one larger island

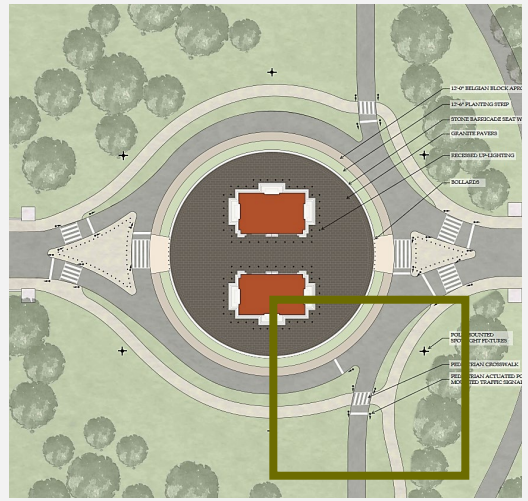




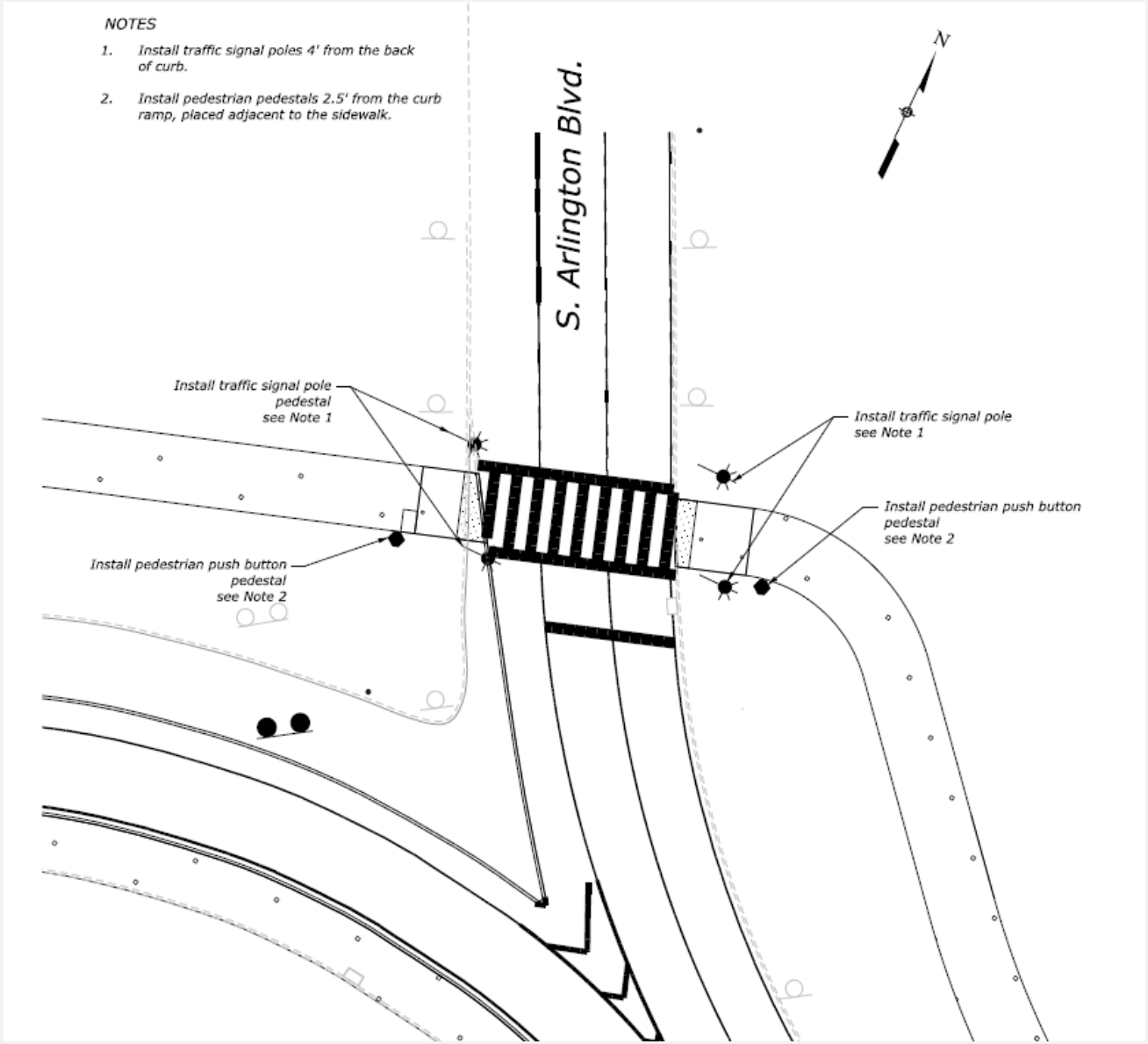
# Proposed Transportation and Circulation



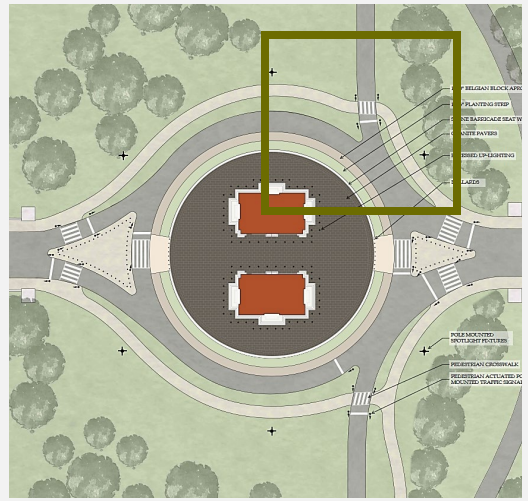

- Remove left turn lane for northbound and westbound movements
- Add 4 traffic signal poles
- Add a pedestrian push button pedestal
- Remove existing path and crossing
- Add new path and crosswalk with stop bar



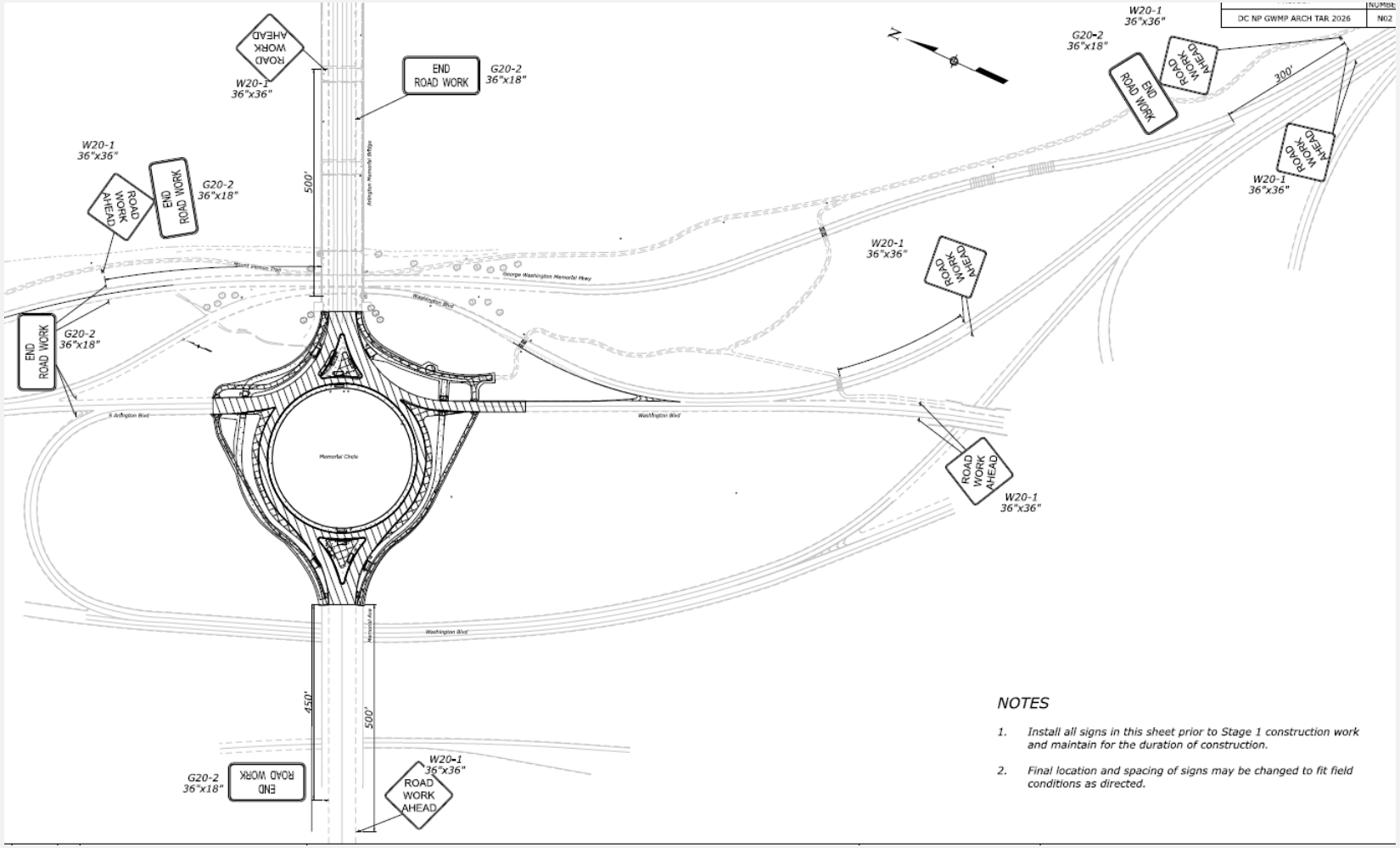
# Proposed Transportation and Circulation




- Add 4 traffic signal poles
- Add new crosswalk and stop bar
- Add pedestrian push button pedestal
- Remove existing path and crossing

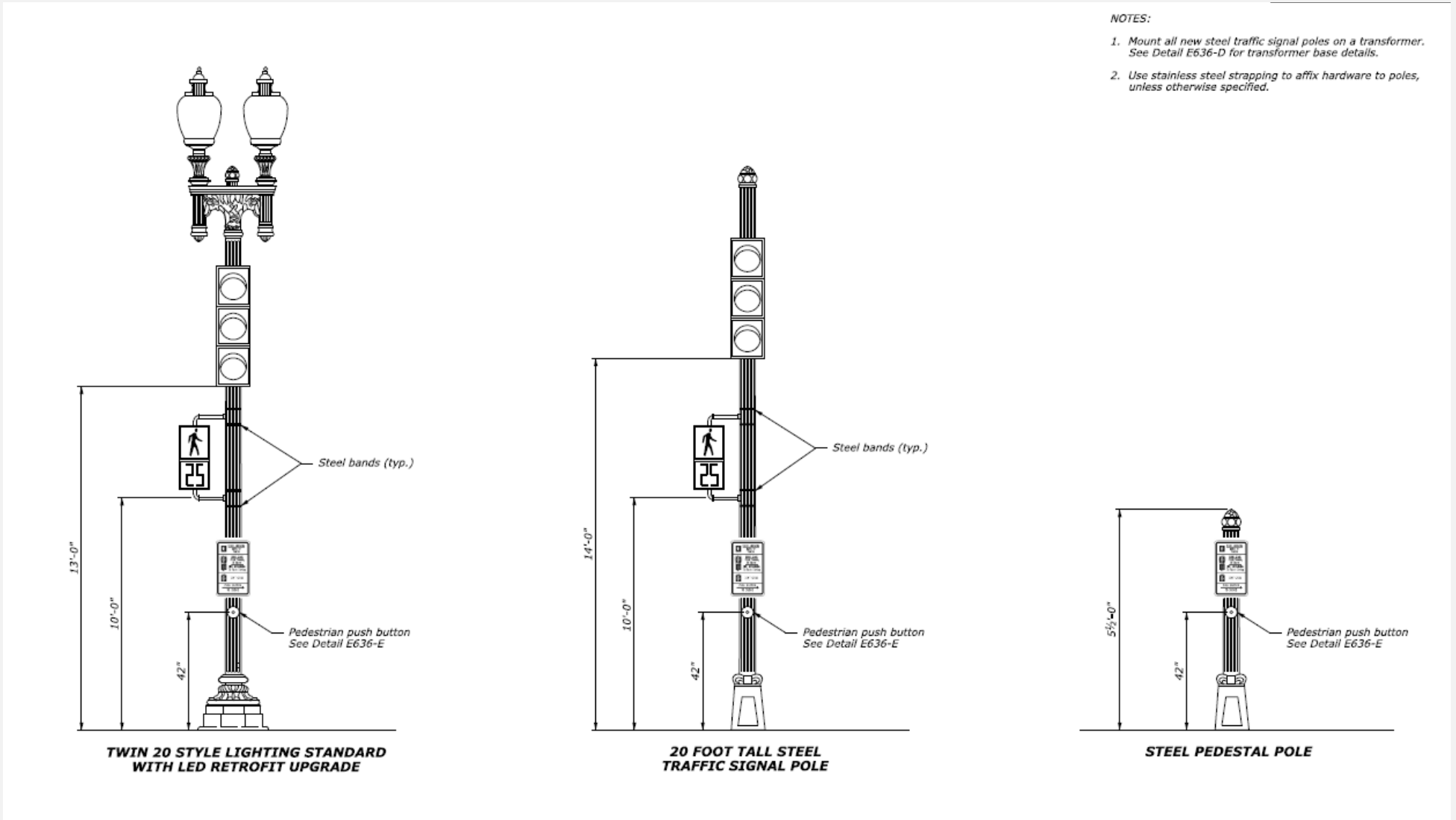


# Proposed Transportation and Circulation




Example plan for signage and wayfinding during a portion of construction on Memorial Circle

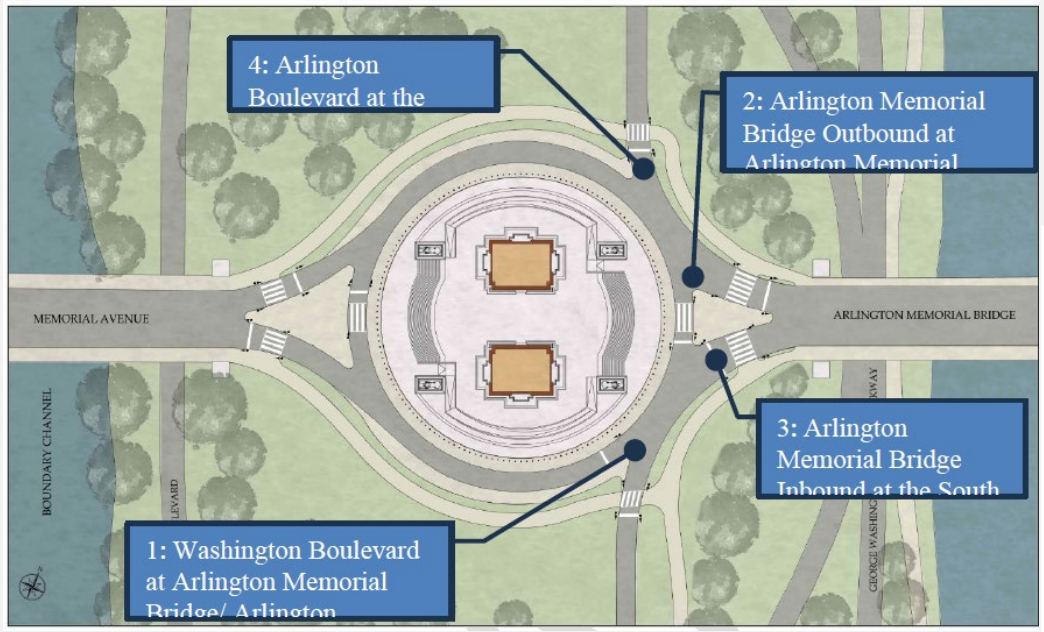
# Proposed Transportation and Circulation




Traffic Signal Hardware Arrangement on Metal Poles

# Proposed Transportation and Circulation

**Figure 9: Intersection Reference Key for Level of Service Tables**




AM Peak Hour Traffic simulation with proposed roadway changes and signalization.
Design of proposed Arch shown on the site is a prior version and not currently for review

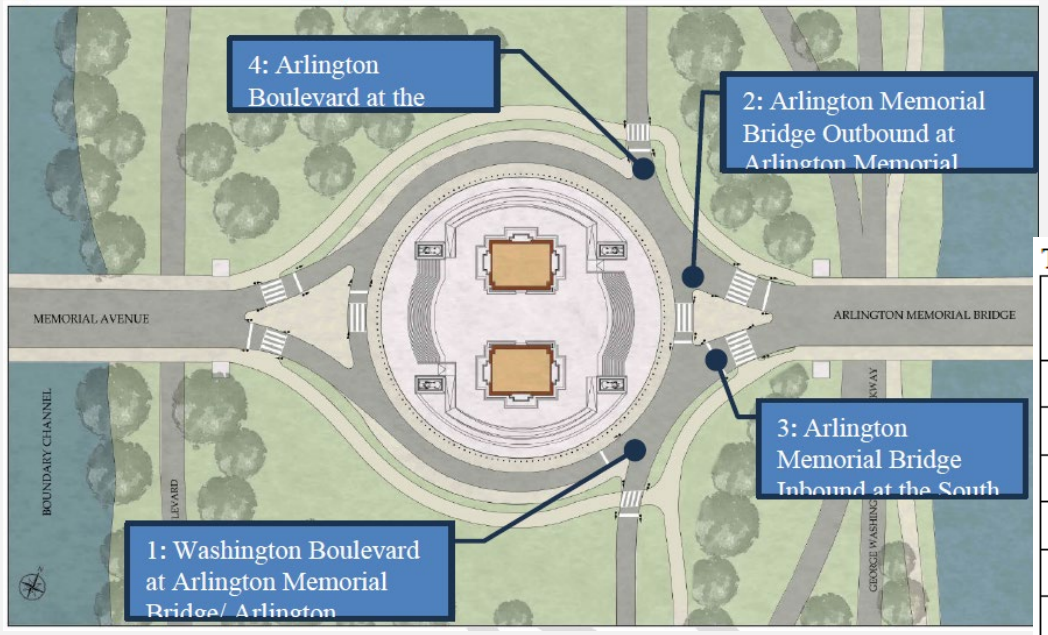
**Table 4: Preliminary Signalization Traffic Operations Analysis, Weekday a.m. Peak Hour**

| Intersection | LOS | Delay (seconds) | Average Queue (feet) | 95th Percentile Queue (feet) |
|---|---|---|---|---|
| **1: Washington Blvd at AMC/AMB** | **E** | **62.6** | - | - |
| AMC EB L/T | B | 14.4 | 253 | 406 |
| Washington Blvd NB R* | E | 79.8 | 1,781 | 1,928 |
| Washington Blvd NB R* | F | 80.0 | 1,763 | 1,958 |
| **2: AMB Outbound at AMC** | **A** | **8.4** | - | - |
| AMB WB T | A | 4.7 | 37 | 85 |
| AMB WB R | A | 4.6 | 86 | 164 |
| AMB WB R | A | 6.2 | 95 | 173 |
| AMC NB L/T | D | 29.1 | 83 | 141 |
| **3: AMB Inbound at South Crosswalk** | **A** | **4.1** | - | - |
| AMB EB T | A | 1.9 | 54 | 87 |
| AMB EB T | A | 5.2 | 57 | 74 |
| AMB EB T | A | 4.6 | 59 | 73 |
| **4: Arlington Blvd at North Crosswalk** | **A** | **3.5** | - | - |
| Arlington Blvd NB T | A | 3.6 | 69 | 113 |
| Arlington Blvd NB T | A | 3.4 | 69 | 136 |

* 410 Denied Vehicles, this metric indicates that the queue length was long and vehicles were unable to enter the network during the simulation. An additional 173.8 seconds of delay was unaccounted for due to denied entry to the network.

# Proposed Transportation and Circulation

Figure 9: Intersection Reference Key for Level of Service Tables



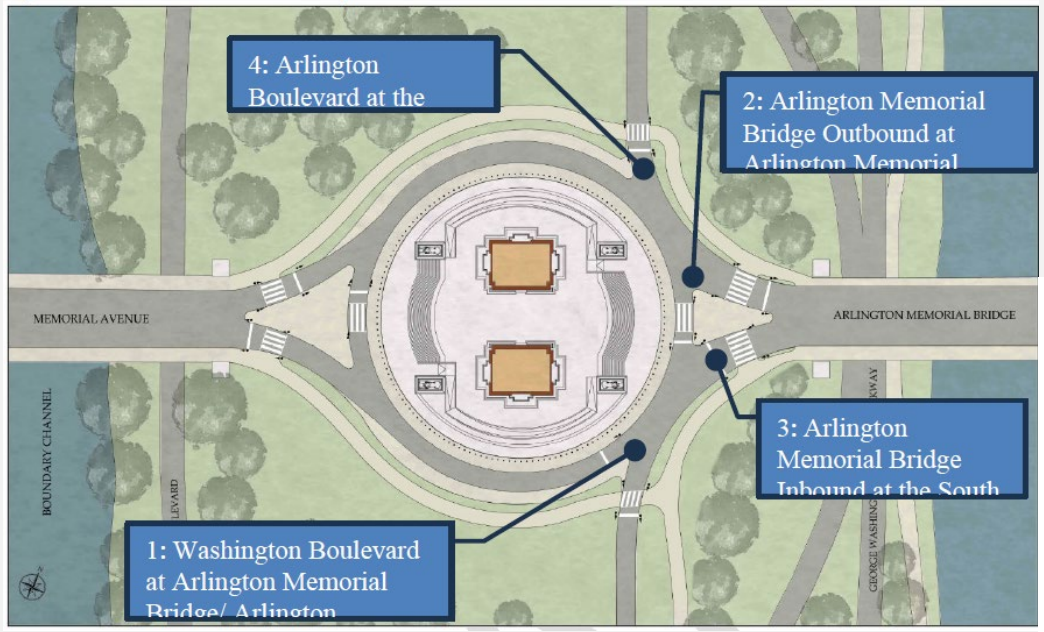

PM Peak Hour Traffic simulation with proposed roadway changes and signalization.
Design of proposed Arch shown on the site is a prior version and not currently for review

**Table 5: Preliminary Signalization Traffic Operations Analysis, Weekday p.m. Peak Hour**

| Intersection | LOS | Delay (seconds) | Average Queue (feet) | 95th Percentile Queue (feet) |
|---|---|---|---|---|
| **1: Washington Blvd at AMC/AMB** | **B** | **15.1** | - | - |
| AMC EB L/T | C | 21.6 | 341 | 653 |
| Washington Blvd NB R | B | 12.1 | 128 | 272 |
| Washington Blvd NB R | A | 10.2 | 176 | 269 |
| **2: AMB Outbound at AMC** | **A** | **13.2** | - | - |
| AMB WB T | A | 6.7 | 40 | 86 |
| AMB WB R | A | 8.2 | 112 | 191 |
| AMB WB R | A | 9.0 | 133 | 216 |
| AMC NB L/T | D | 41.3 | 116 | 204 |
| **3: AMB Inbound at South Crosswalk** | **A** | **3.6** | - | - |
| AMB EB T | A | 2.7 | 68 | 123 |
| AMB EB T | A | 4.4 | 27 | 64 |
| AMB EB T | A | 3.8 | 40 | 73 |
| **4: Arlington Blvd at North Crosswalk** | **A** | **5.1** | - | - |
| Arlington Blvd NB T | A | 5.4 | 83 | 143 |
| Arlington Blvd NB T | A | 4.9 | 84 | 147 |

# Proposed Transportation and Circulation

**Figure 9: Intersection Reference Key for Level of Service Tables**

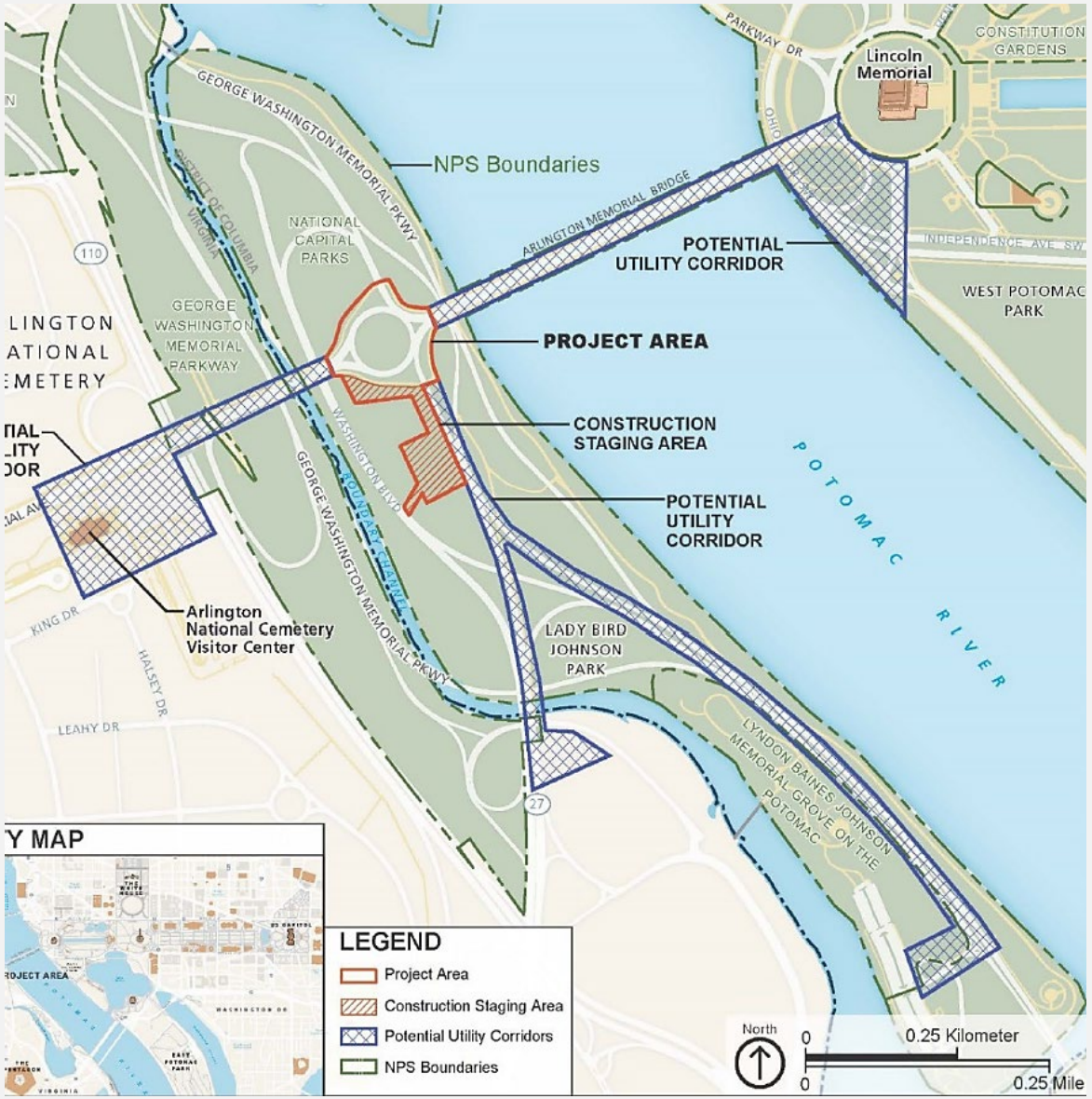



Saturday Midday Peak Hour Traffic simulation with proposed roadway changes and signalization. Design of proposed Arch shown on the site is a prior version and not currently for review

**Table 6: Preliminary Signalization Traffic Operations Analysis, Saturday Midday Peak Hour**

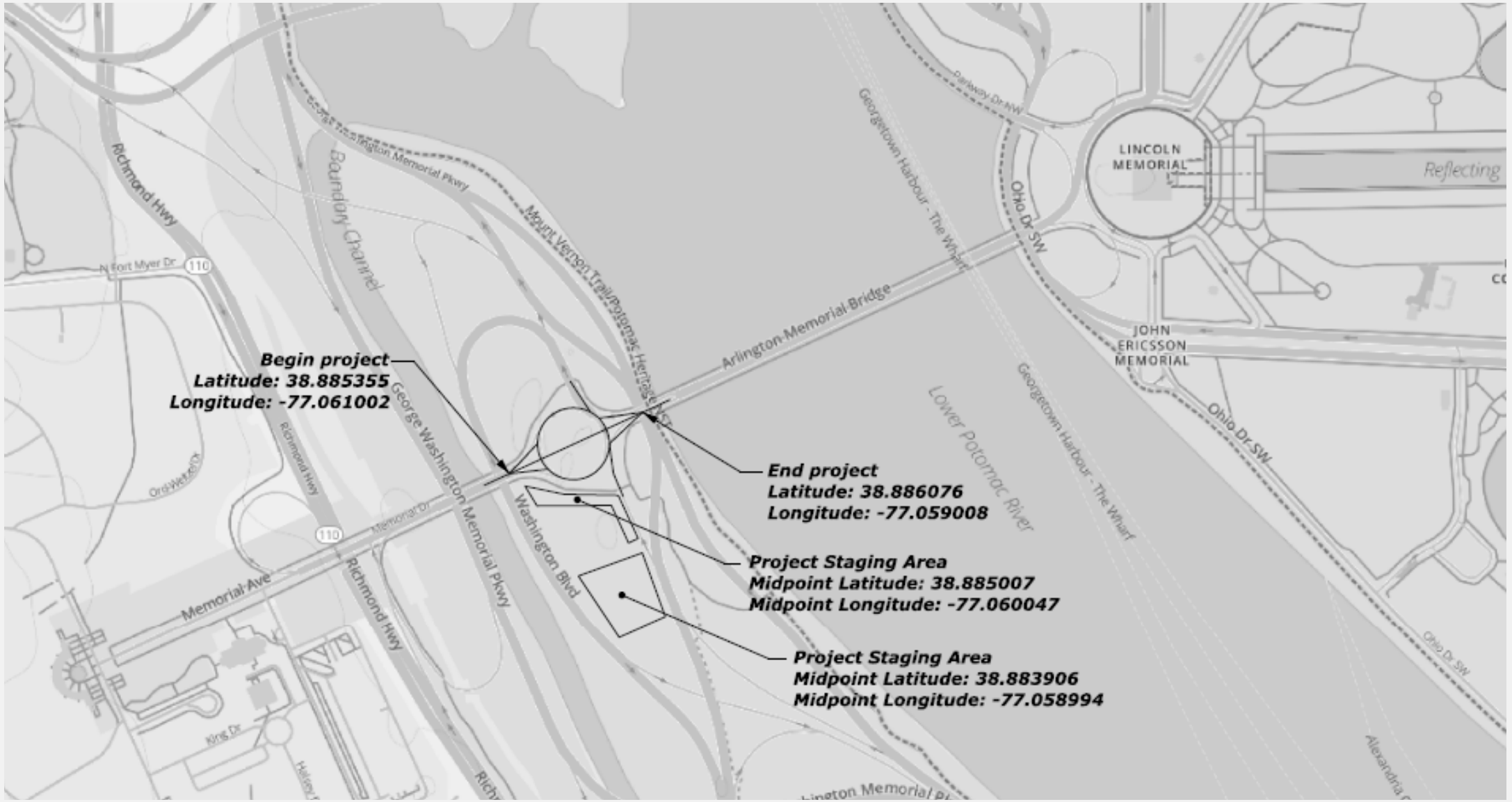
| Intersection | LOS | Delay (seconds) | Average Queue (feet) | 95th Percentile Queue (feet) |
|---|---|---|---|---|
| **1: Washington Blvd at AMC/AMB** | **B** | **10.3** | - | - |
| AMC EB L/T | B | 12.3 | 181 | 322 |
| Washington Blvd NB R | B | 10.5 | 82 | 230 |
| Washington Blvd NB R | A | 8.4 | 137 | 239 |
| **2: AMB Outbound at AMC** | **B** | **10.6** | - | - |
| AMB WB T | A | 5.9 | 32 | 73 |
| AMB WB R | A | 7.5 | 145 | 240 |
| AMB WB R | A | 8.3 | 164 | 253 |
| AMC NB L/T | D | 36.3 | 94 | 169 |
| **3: AMB Inbound at South Crosswalk** | **A** | **3.4** | - | - |
| AMB EB T | A | 1.8 | 32 | 75 |
| AMB EB T | A | 4.4 | 23 | 58 |
| AMB EB T | A | 3.7 | 27 | 65 |
| **4: Arlington Blvd at North Crosswalk** | **A** | **3.8** | - | - |
| Arlington Blvd NB T | A | 4.1 | 84 | 136 |
| Arlington Blvd NB T | A | 3.5 | 84 | 132 |

# Proposed Construction Staging and Laydown

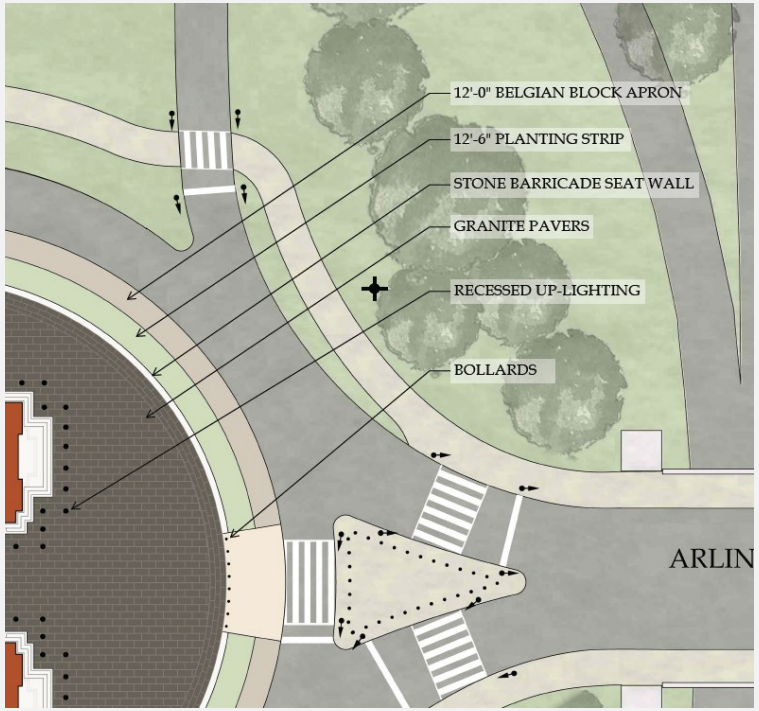



Construction access would primarily use I-395 via Route 27, with US 50 as a secondary route. The current construction planning materials indicate approximately 1,400 truckloads of soil export and approximately 400 truckloads of engineered fill import over the life of the project. A staging footprint immediately south of the circle and additional parking/staging space would support equipment, contractor trailers, generators, fuel and water storage, and material laydown.

# Proposed Construction Staging and Laydown

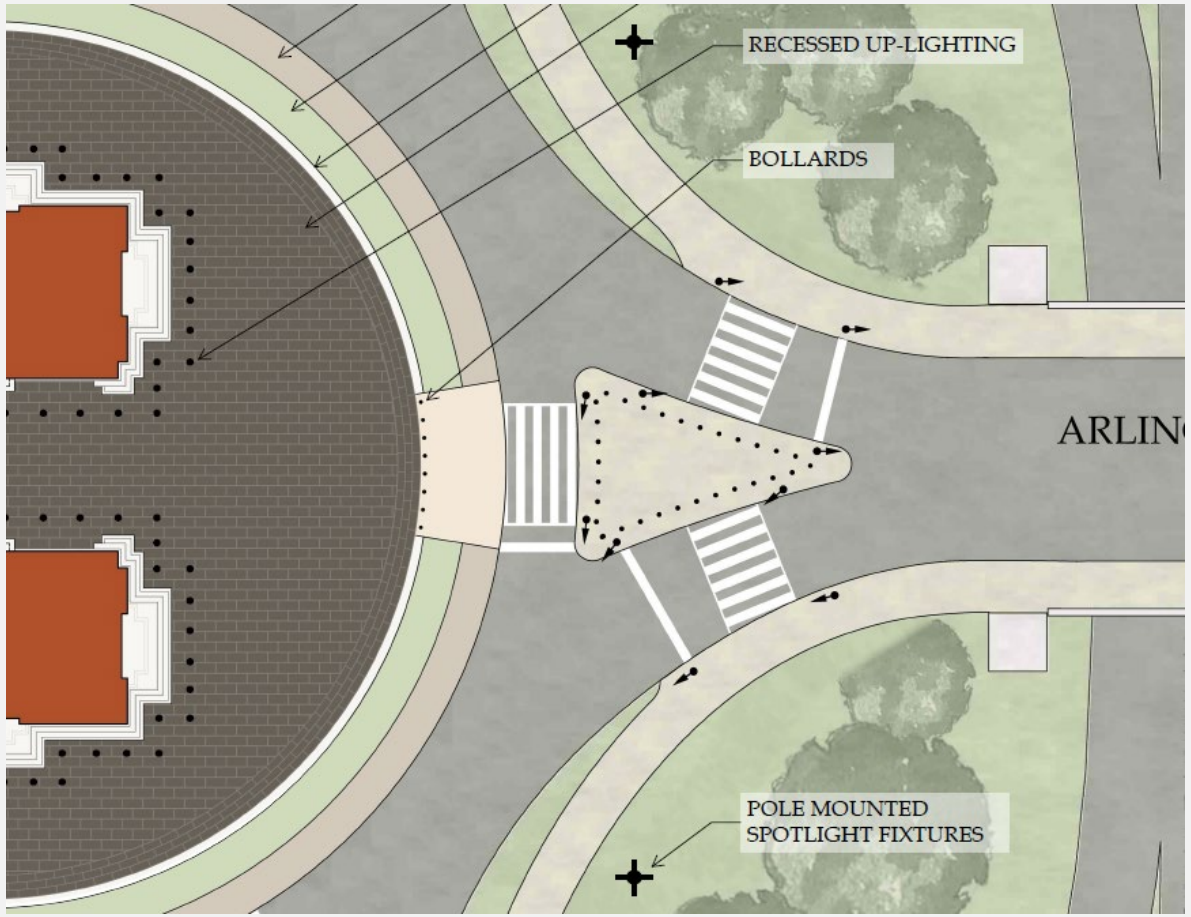


# Proposed Perimeter Security




The plaza and interior facility would be operated as a controlled-access federal site. Authorized vehicle access would be managed by barricade walls and removable or retractable bollards. Visitors would queue between the Arch legs and enter a screening area equipped with walk-through magnetometers, x-ray machines, and explosive trace detection equipment. The site would include concentric layers of security through perimeter barriers, lighting, exterior and interior surveillance, access control on major and critical-path doors, and active patrol. The current operating concept assumes security screening is a key throughput constraint and would govern visitor access into the building.

# Proposed Lighting




The Arch would be illuminated using a low spill, fully shielded lighting system designed to highlight the Arch. In addition, aviation-required safety lighting would be incorporated into the design using the least intrusive technology available, ensuring compliance with aircraft visibility requirements while limiting unnecessary light emission.

The Arch will be brilliantly illuminated at night, similar to other monuments and government edifices on the National Mall. Uplighting recessed into the ground at the plaza level and protected by transparent covers will light all major aspects of the Arch. Additionally, smaller uplights above the impost base, entablature, and attic story will light the upper registers and center vaulting of the Arch, to prevent any unsightly shadow lines that may be cast from the ground level uplighting. Directional lighting discretely mounted around the perimeter of the observation deck will light the surmounting statues from multiple angles. The high volume of lumens on the arch surface will create a glow that ensures even levels of ground lighting within the arch plaza. Illumination of the Arch would be supplemented by eight light stanchions, ranging from 14 to 20 feet in height, strategically located around the intersection.

# Proposed Lighting

Existing lighting condition looking east

# Proposed Lighting

Proposed lighting condition looking east

# Proposed Lighting


Existing lighting condition looking west

# Proposed Lighting


Proposed lighting condition looking west

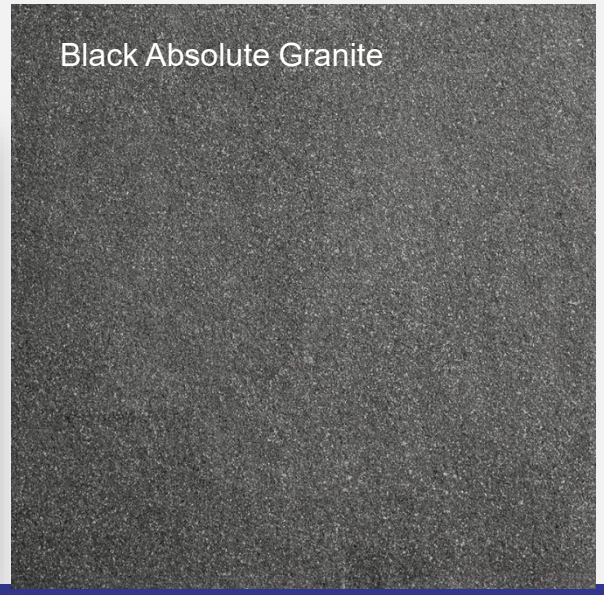
# Proposed Materials

## Exterior Cladding Options

The Arch would be built from concrete and finished with granite. The granite used for the Arch would be sourced from one of three quarries, located in Vermont, North Carolina, or California—depending on availability and desired color.




## Exterior Paving



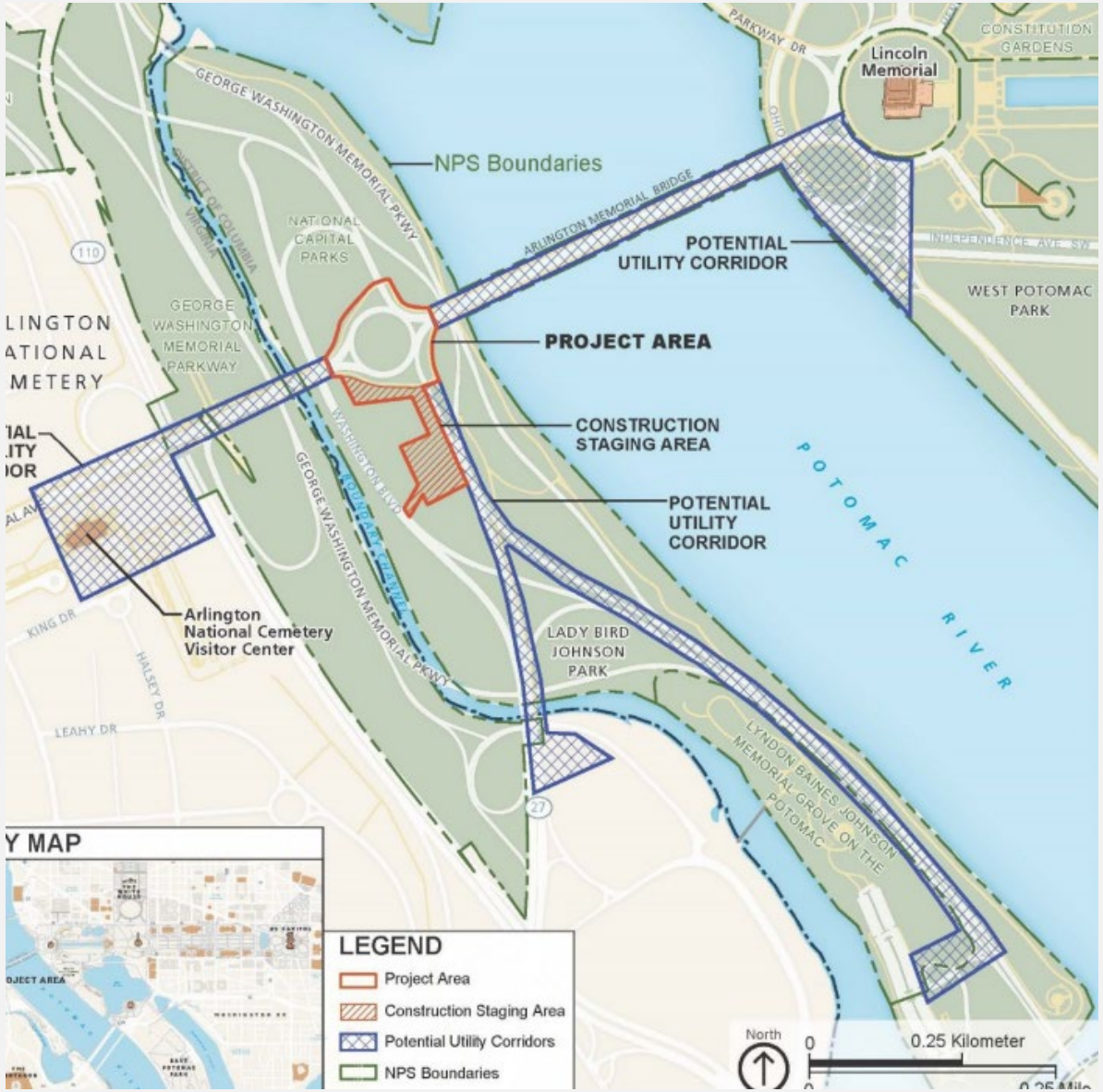

## Statuary and Exterior Doors

Bronze

Antique Bronze

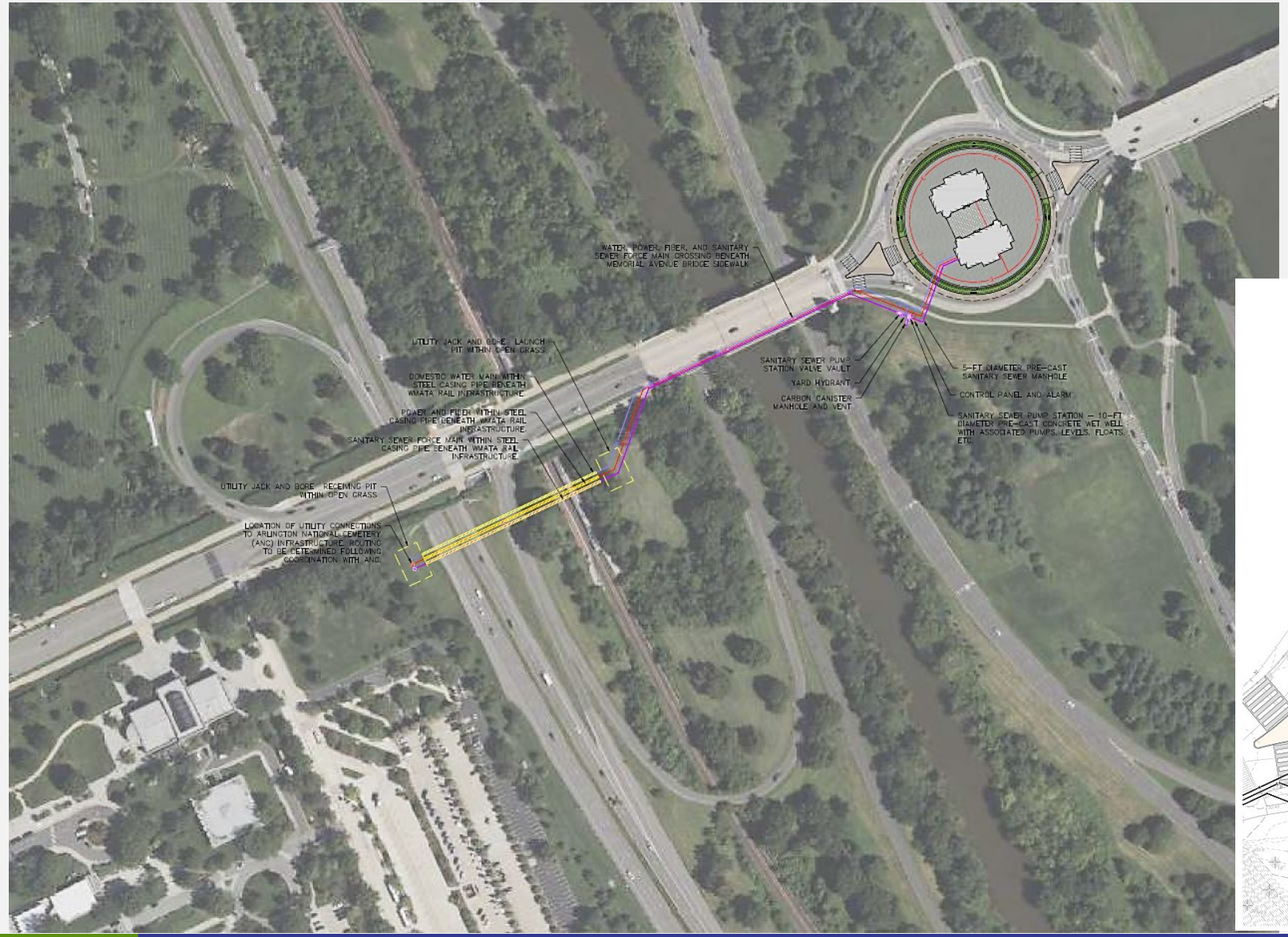
Gold

# Proposed Utilities and Infrastructure

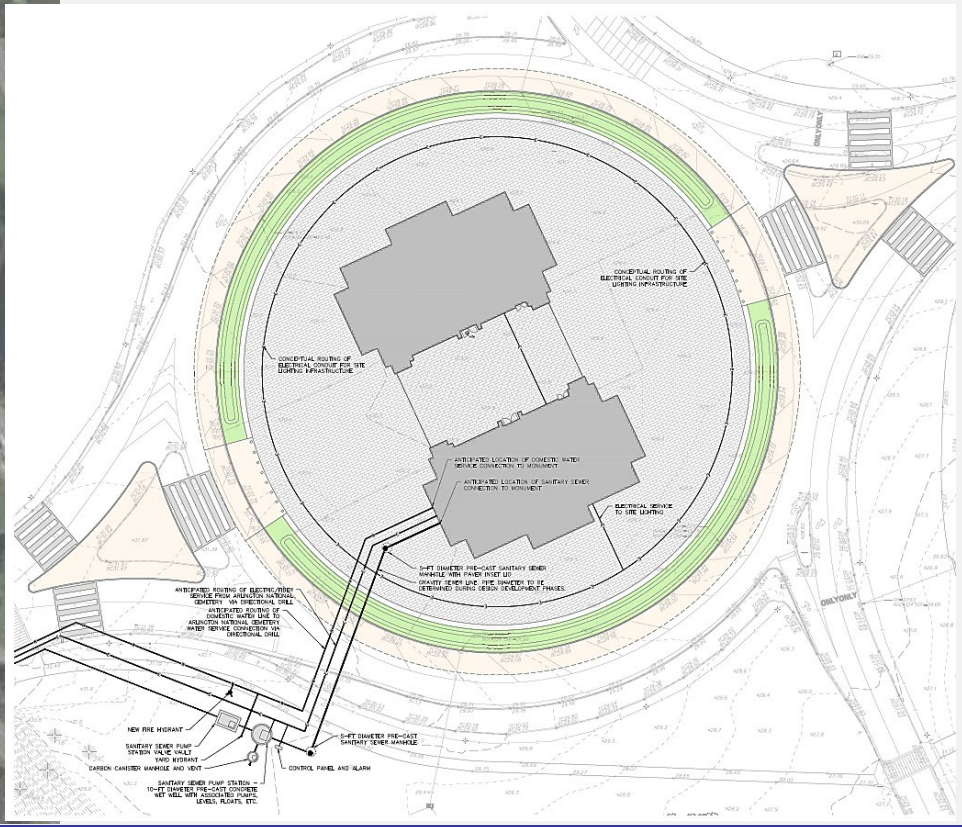



The project would require installation of new utility and supporting civil infrastructure to serve the Arch and associated visitor facilities. Because Memorial Circle does not currently contain the utility systems necessary to support a large occupiable structure and public restroom functions, the project would introduce new potable water, sanitary sewer, electric, gas, and telecommunications service to the site through one or more utility corridors linking Columbia Island to existing infrastructure in Virginia and, potentially, across Arlington Memorial Bridge. The current concept is to route utilities along existing transportation or bridge corridors where feasible in order to consolidate impacts and reduce the extent of new ground disturbance.

# Proposed Utilities and Infrastructure

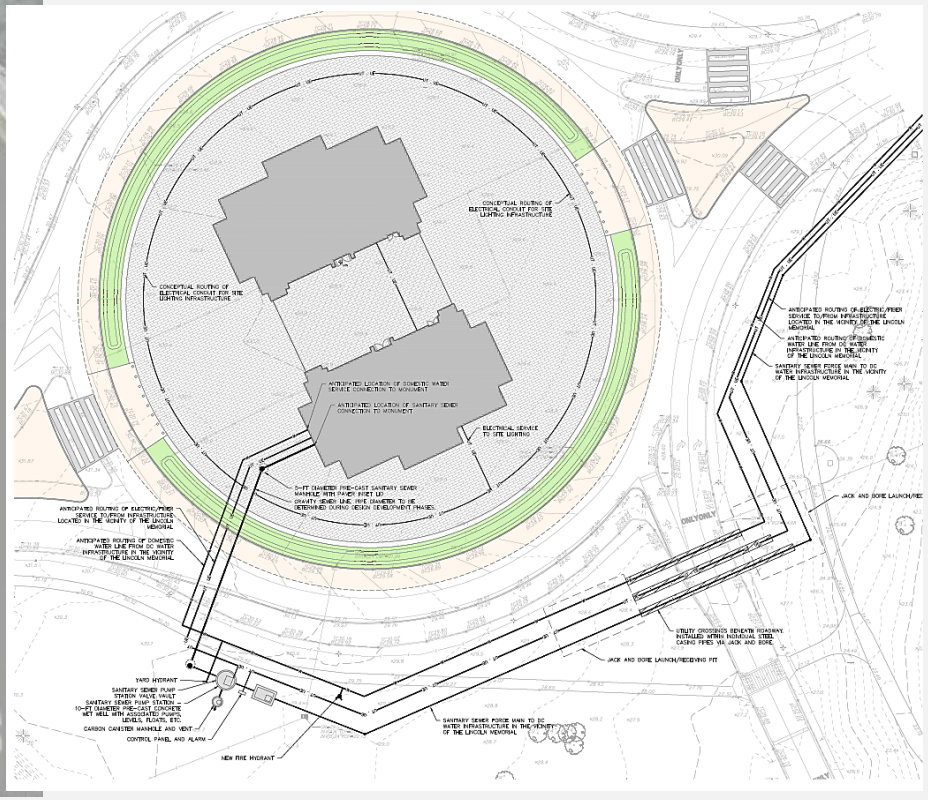



Proposed utility plan – Option 1

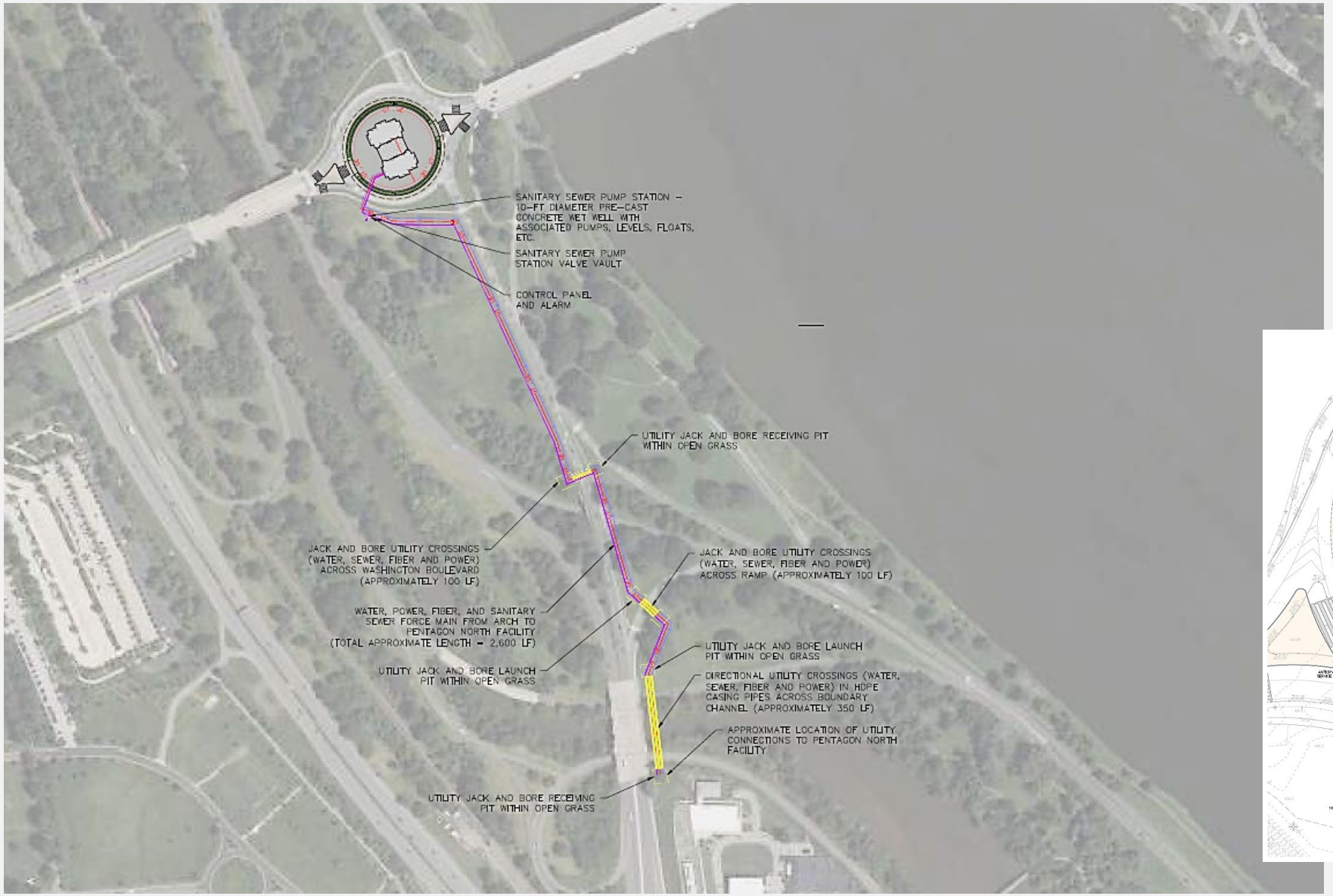


# Proposed Utilities and Infrastructure

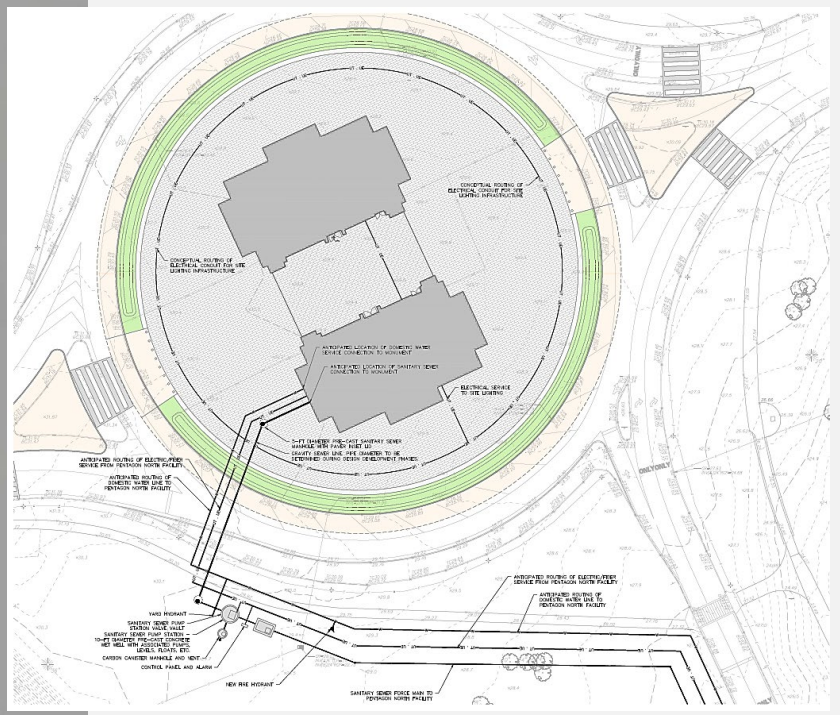

Proposed utility plan – Option 2



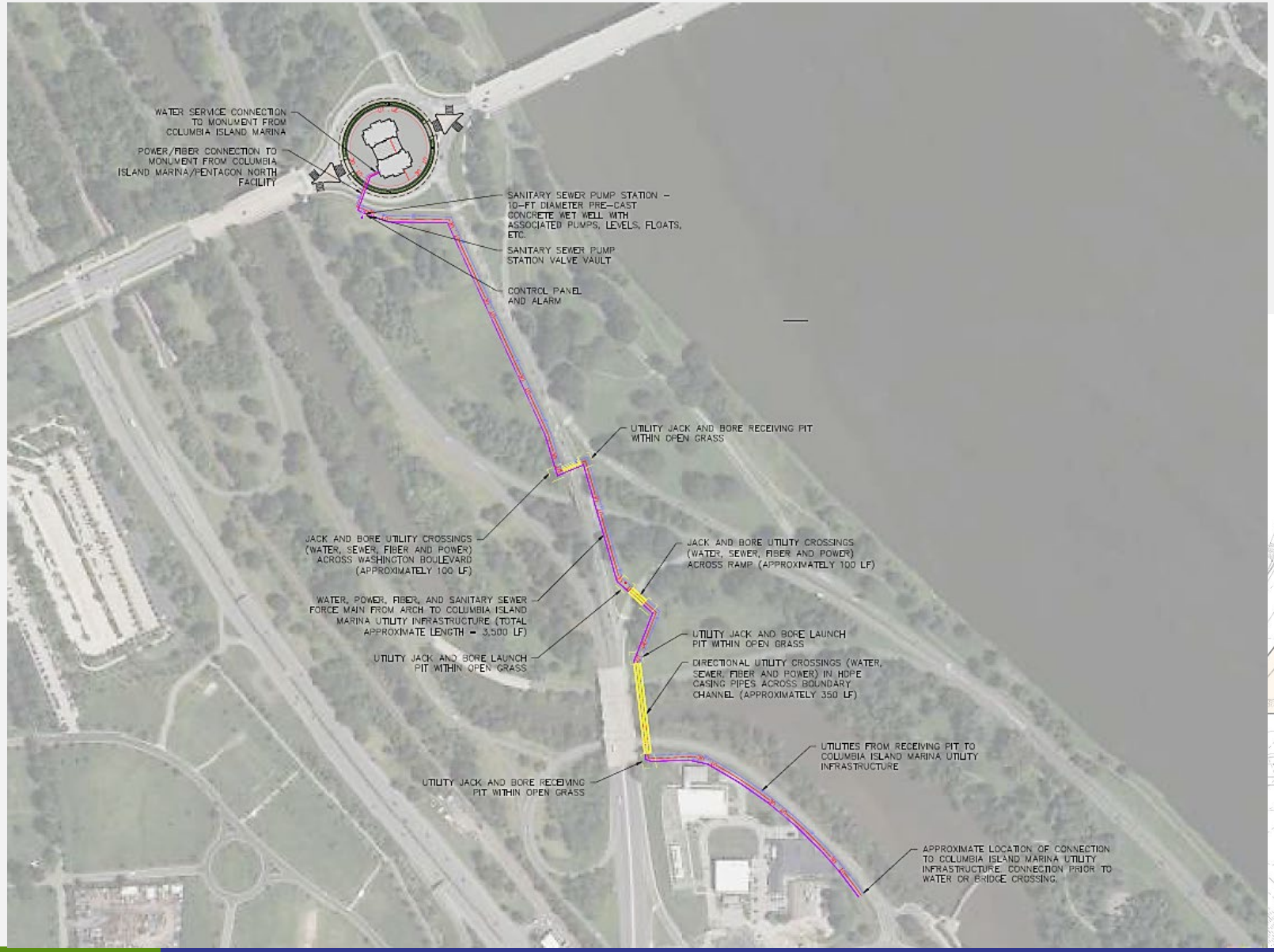
# Proposed Utilities and Infrastructure



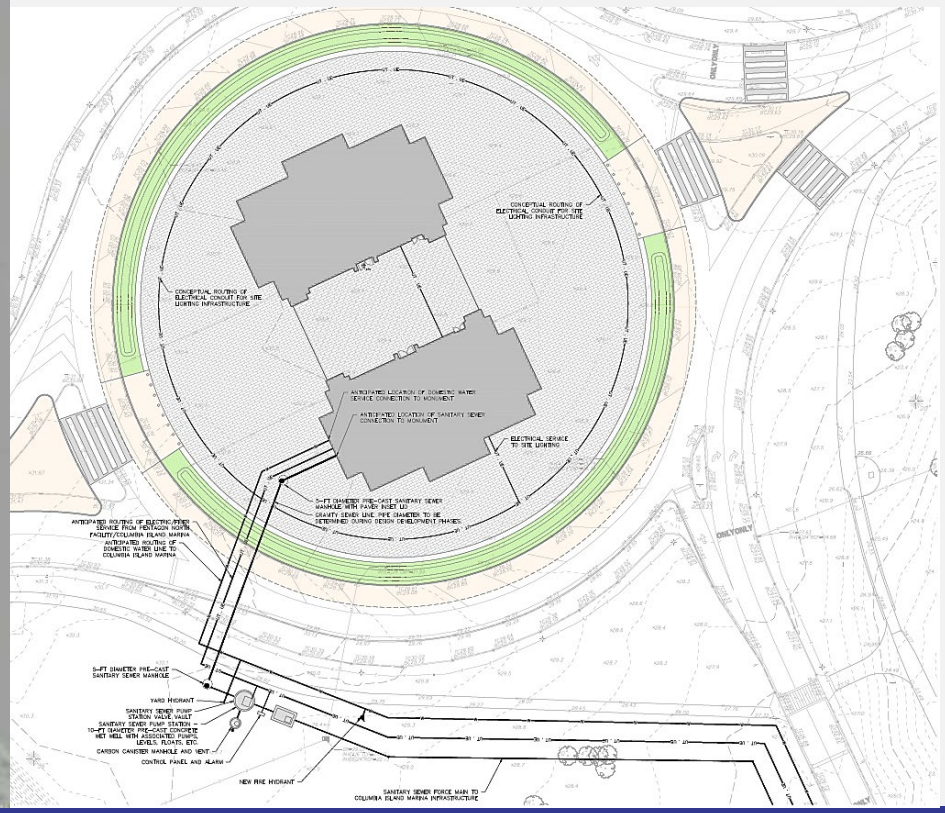

Proposed utility plan – Option 3



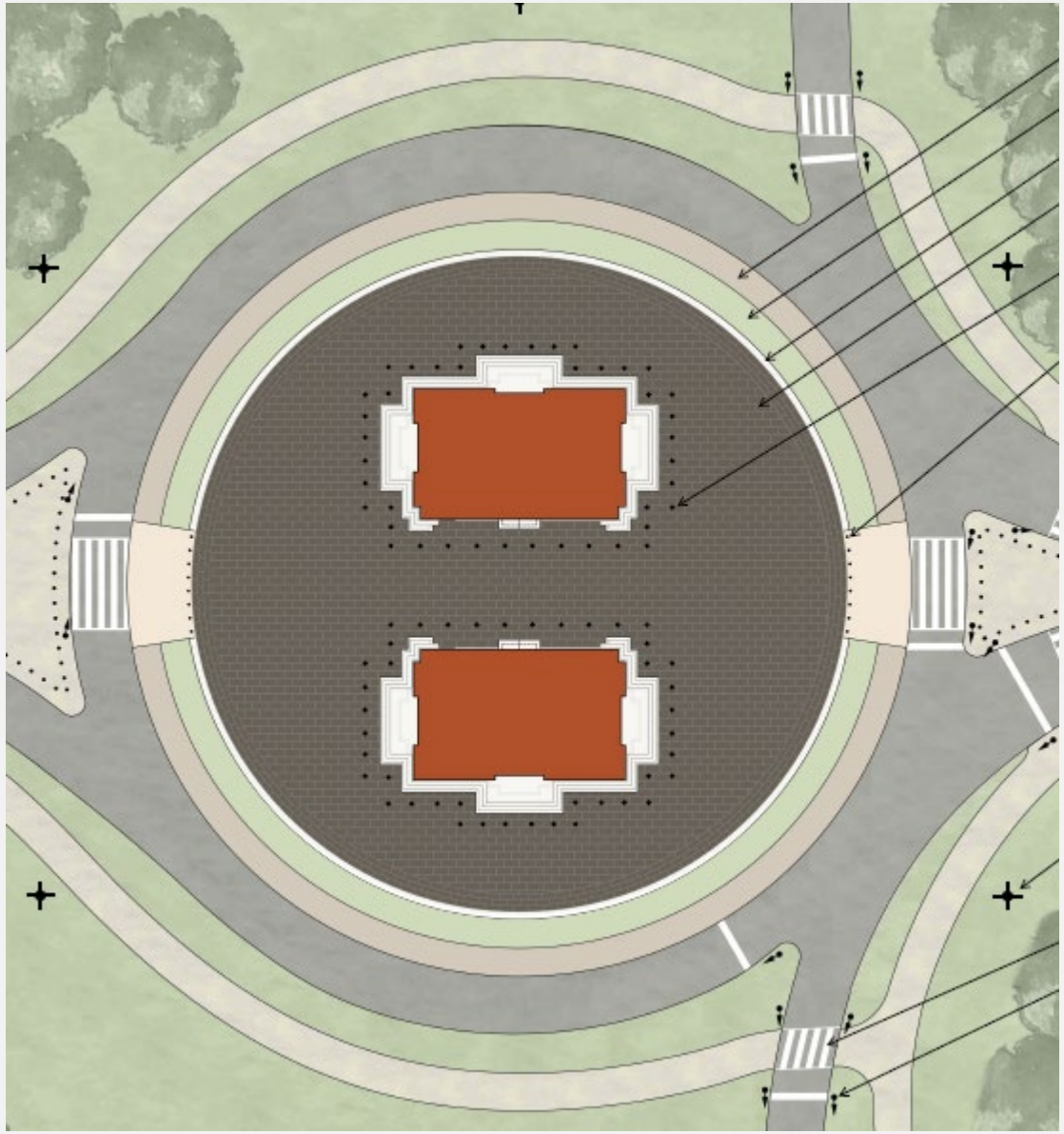
# Proposed Utilities and Infrastructure




Proposed utility plan – Option 4



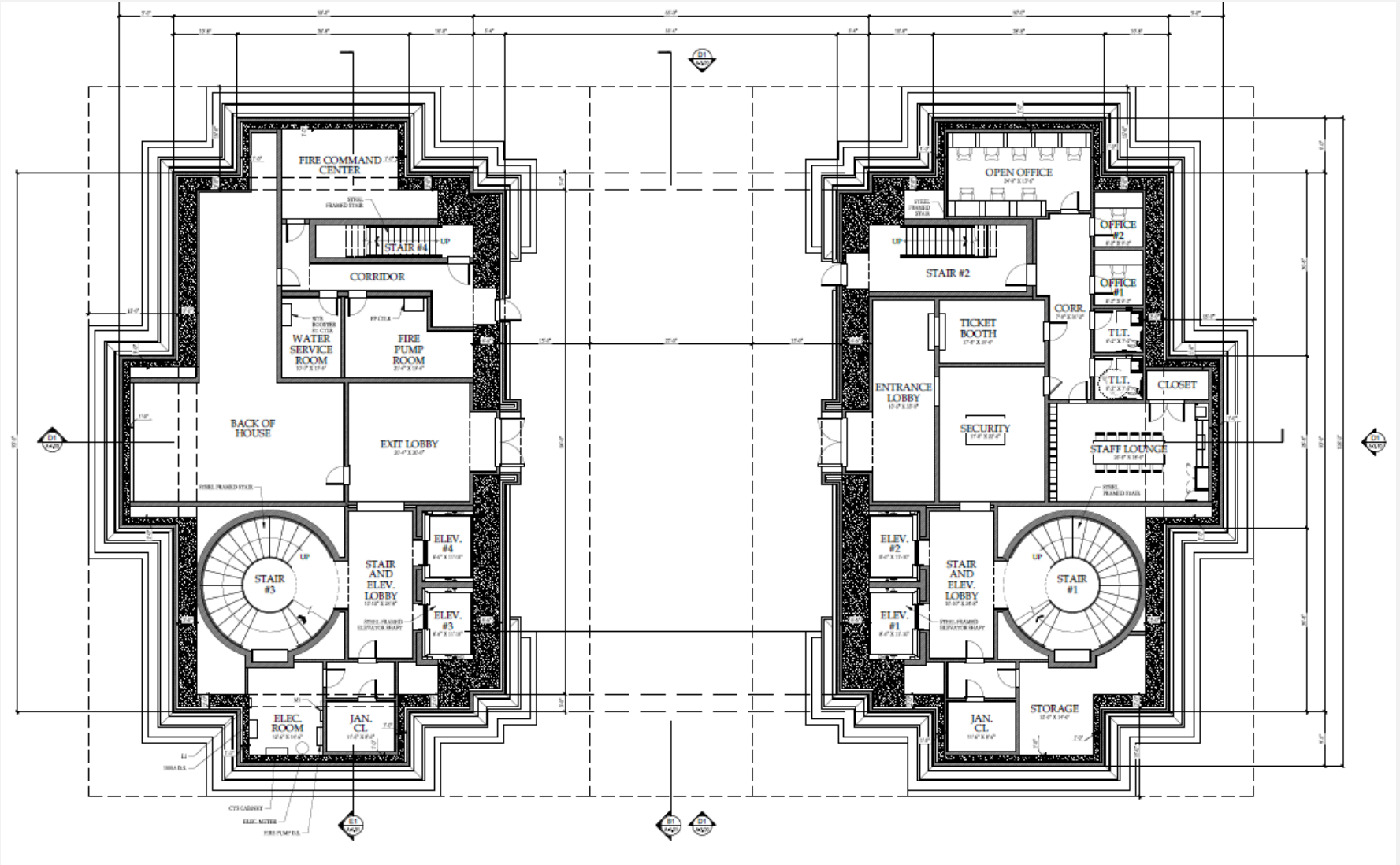
# Proposed Visitor Access and Experience



Visitor access would be shaped primarily by security screening and controlled circulation rather than by unrestricted public entry. The current operational assumption is that approximately 20 visitors would be screened every 15 minutes, making screening the principal throughput constraint for the interior visitor experience. Timed-entry tickets would therefore be used to regulate arrivals and reduce congestion, similar to operations at the Washington Monument. After screening, visitors would enter the public portion of the Arch and proceed by stair or elevator to the mezzanine and observation levels, where visitor services could include exhibit space, restrooms, and potentially a café and gift shop. This operating model would create a structured, capacity-managed visitor experience rather than a free-flow public memorial condition.

Visitors would reach the Arch through a controlled pedestrian circulation system centered on the Memorial Avenue axis, with two-stage crossings from surrounding sidewalks to intermediate refuge areas and then into the center of Memorial Circle. New signals, crosswalks, curb islands, and related pedestrian safety features would be used to support this access pattern.

# Proposed Visitor Access and Experience




Under the current operating concept, the exterior plaza surrounding the Arch would remain publicly accessible, while access to the interior of the structure would occur during defined visitor hours and would be regulated through a timed-entry system. Visitors would enter through the south leg of the Arch, queue between the two columns, proceed through a security screening area, and then move through the public portions of the structure by stairs or elevator. The public program would include screening and circulation space at the ground level, exhibit and support functions at the mezzanine or gallery level, and access to the observation deck above.

# Proposed Visitor Access and Experience

East view from the future observation deck

# Proposed Visitor Access and Experience

West view from the future observation deck

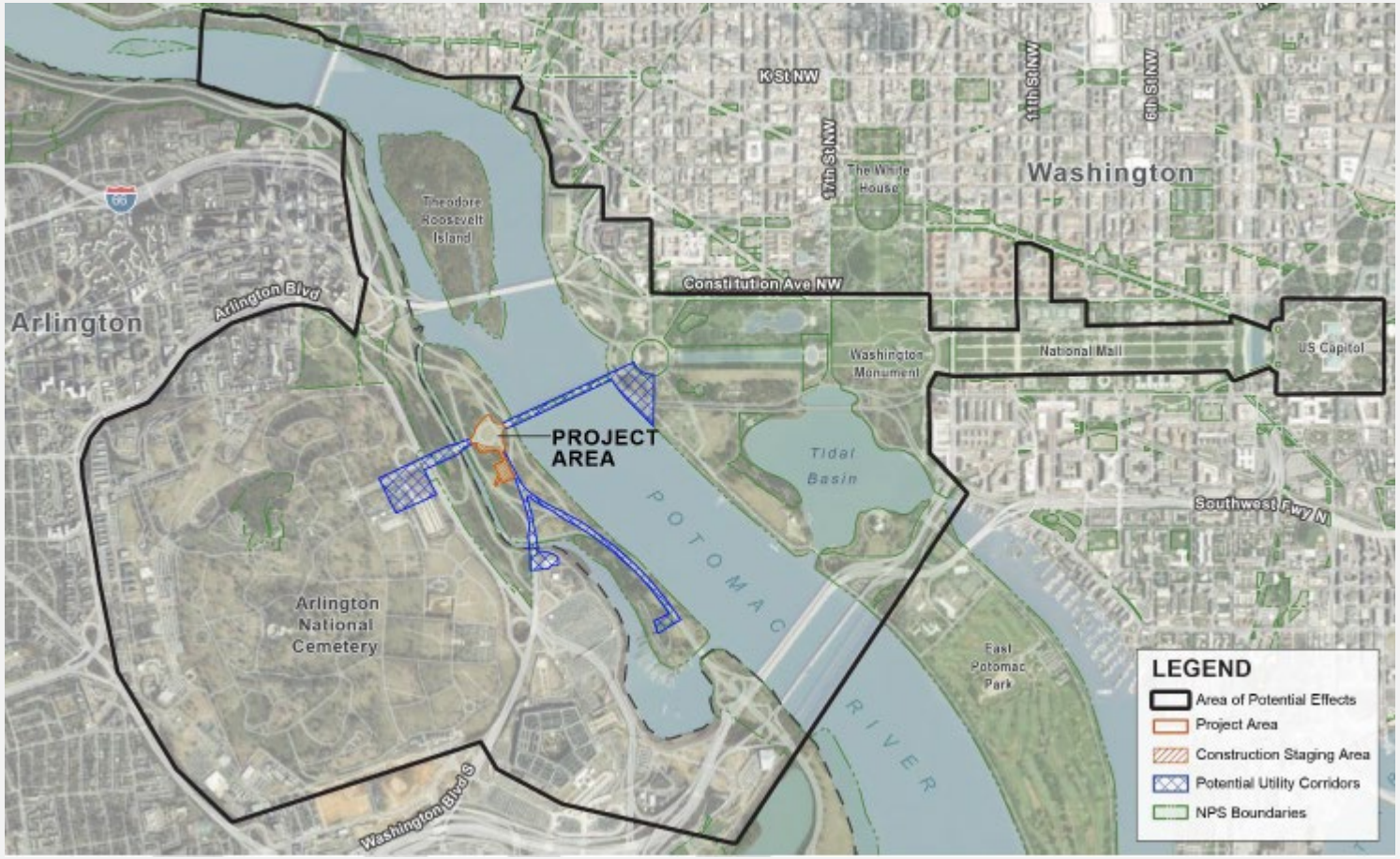
# Proposed Visitor Access and Experience

North view from the future observation deck

# Proposed Visitor Access and Experience

South view from the future observation deck

# Proposed Viewsheds and Public Realm




The project would affect several historically significant public realm conditions and viewsheds that contribute to the ceremonial and commemorative character of Memorial Circle, the Memorial Avenue Corridor, Arlington Memorial Bridge, and the broader monumental core. The most important affected viewshed is the primary east-west axial relationship between the Lincoln Memorial and Arlington House. The proposed Arch would introduce a new permanent vertical element within Memorial Circle.

The Arch would affect broader views toward Memorial Circle from surrounding areas, including Parkway Drive and adjacent portions of Lady Bird Johnson Park, where the Arch would become a new vertical element within a landscape presently defined by roadway geometry, open space, bridge-related features, and vegetation. These changes would potentially alter the historic setting and visual character of the parkway corridor and its associated cultural landscapes.

# Proposed Viewsheds and Public Realm

View from Arlington House at Arlington National Cemetery looking east without the Arch

# Proposed Viewsheds and Public Realm

View from Arlington House at Arlington National Cemetery looking east with the Arch

# Proposed Viewsheds and Public Realm

View from Memorial Avenue looking east without the Arch

# Proposed Viewsheds and Public Realm

View from Memorial Avenue looking east with the Arch

# Proposed Viewsheds and Public Realm

View from Memorial Avenue looking east without the Arch

# Proposed Viewsheds and Public Realm


View from Memorial Avenue looking east with the Arch

# Proposed Viewsheds and Public Realm

View from the Arlington Memorial Bridge looking west without the Arch

# Proposed Viewsheds and Public Realm

View from the Arlington Memorial Bridge looking west with the Arch

# Proposed Viewsheds and Public Realm

View from the Potomac River looking west without the Arch

# Proposed Viewsheds and Public Realm

View from the Potomac River looking west with the Arch

# Proposed Viewsheds and Public Realm

View from the George Washington Memorial Parkway looking south without the Arch

# Proposed Viewsheds and Public Realm

View from the George Washington Memorial Parkway looking south with the Arch

# Proposed Viewsheds and Public Realm

View from the Lincoln Memorial looking west without the Arch

# Proposed Viewsheds and Public Realm

View from the Lincoln Memorial looking west with the Arch

# Proposed Viewsheds and Public Realm


View from the Lincoln Memorial looking west without the Arch

# Proposed Viewsheds and Public Realm


View from the Lincoln Memorial looking west with the Arch

# Proposed Viewsheds and Public Realm

View from the Jefferson Memorial looking north without the Arch

# Proposed Viewsheds and Public Realm

View from the Jefferson Memorial looking north with the Arch

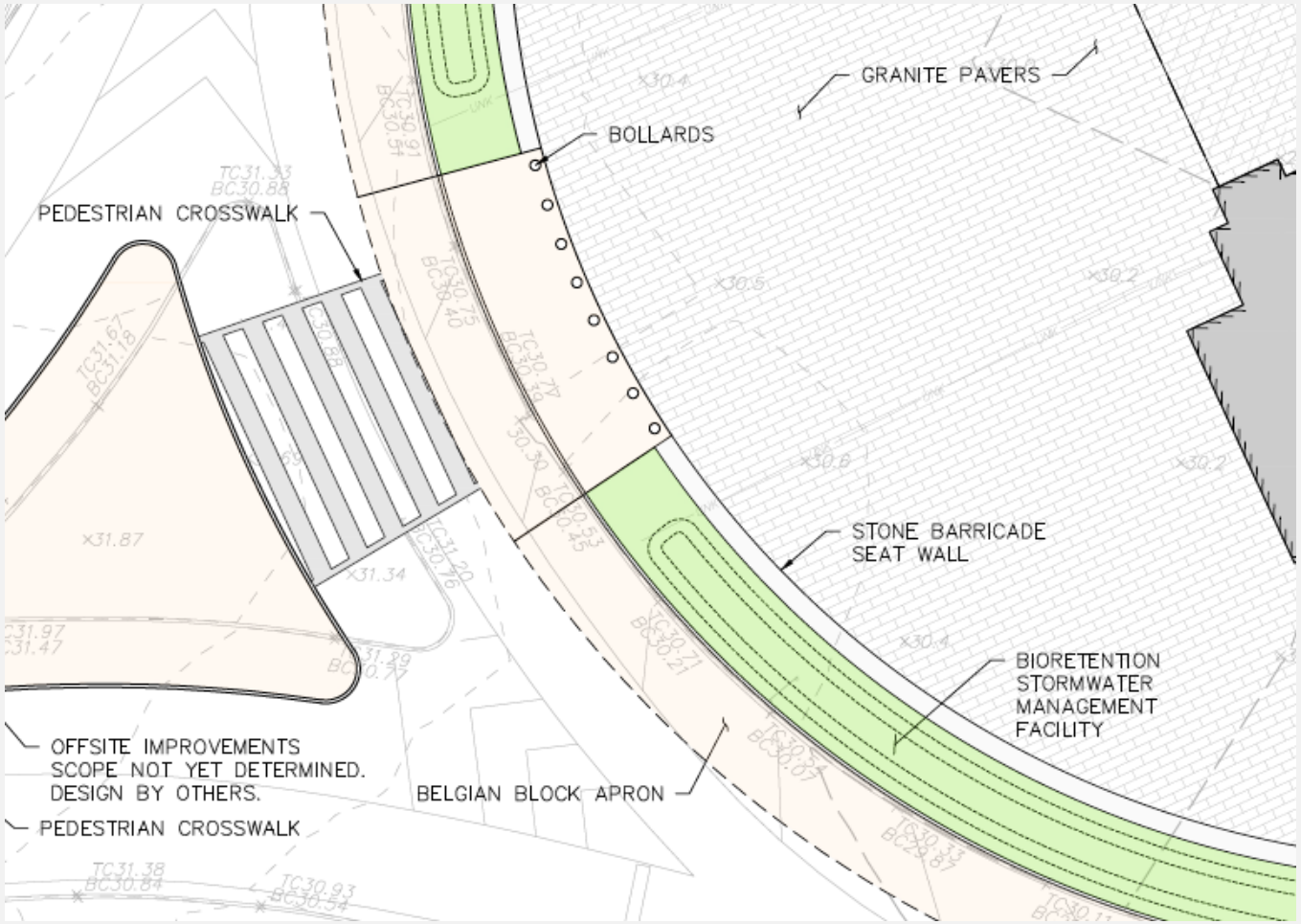
# Proposed Viewsheds and Public Realm

View from US Capitol looking west without Arch

# Proposed Viewsheds and Public Realm

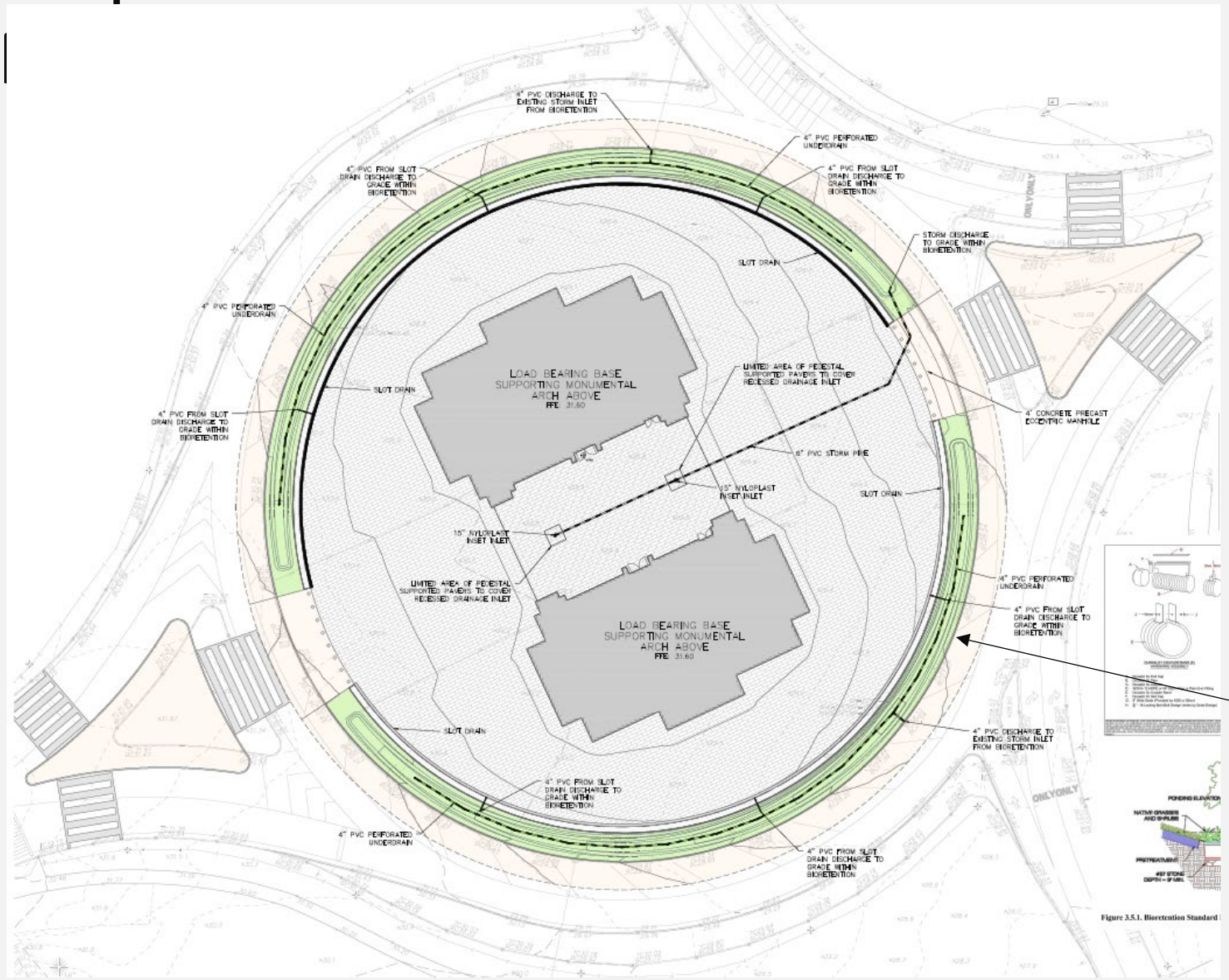
View from US Capitol looking west with Arch

# Proposed Water Resources and Stormwater Management




The project would add approximately 62,875 square feet of new impervious surface and require approximately 6,300 cubic feet of on-site stormwater retention. The current stormwater concept relies on perimeter bioretention or rain gardens within the landscaped portions of the circle and surrounding area. Potable water, sanitary sewer, electric, gas, and telecommunications service would be extended to the site from one or more utility corridors, with alternatives including bridge-mounted, directional-bore, or roadway-based installation methods. Groundwater is present at roughly 14 to 16 feet below grade, and minimal dewatering is currently anticipated compared with the overall excavation and foundation work.

# Proposed Water Resources and Stormwater



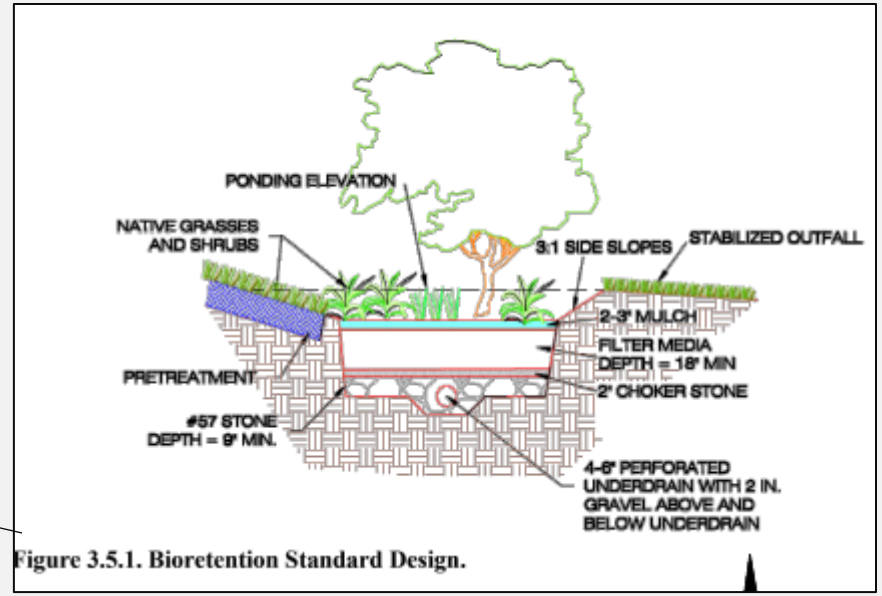
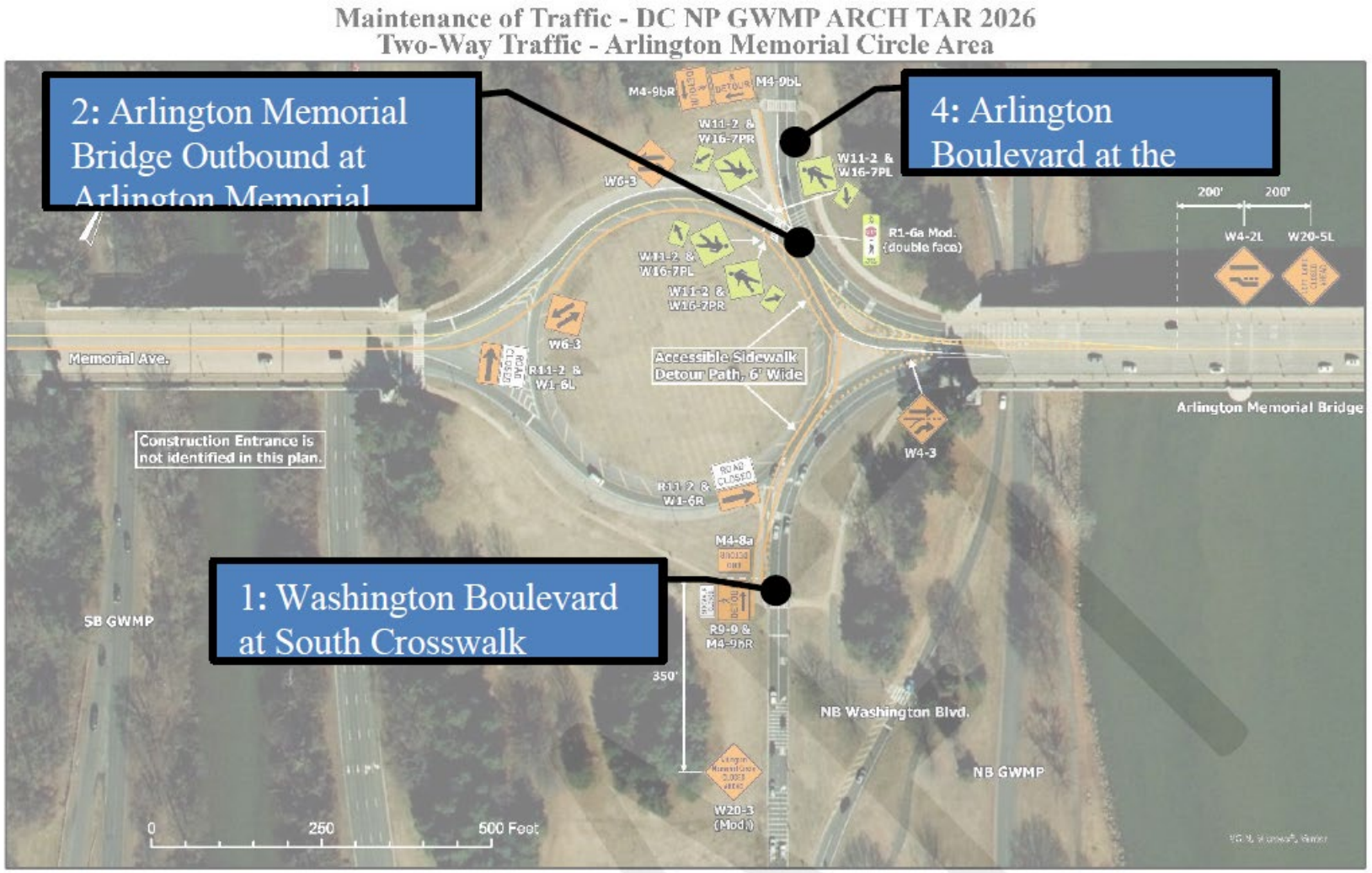




Figure 3.5.1. Bioretention Standard Design.

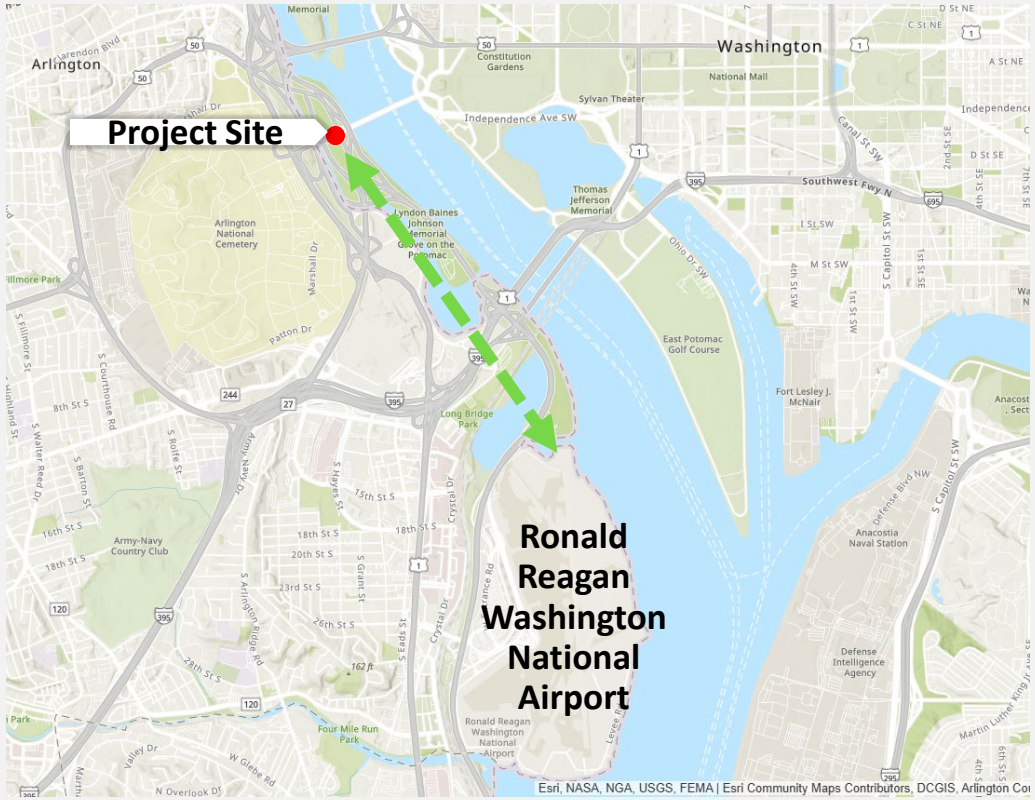
# Proposed Construction Effects

**Figure 10: Maintenance of Traffic Plan and Intersection Reference Key for Level of Service Tables**



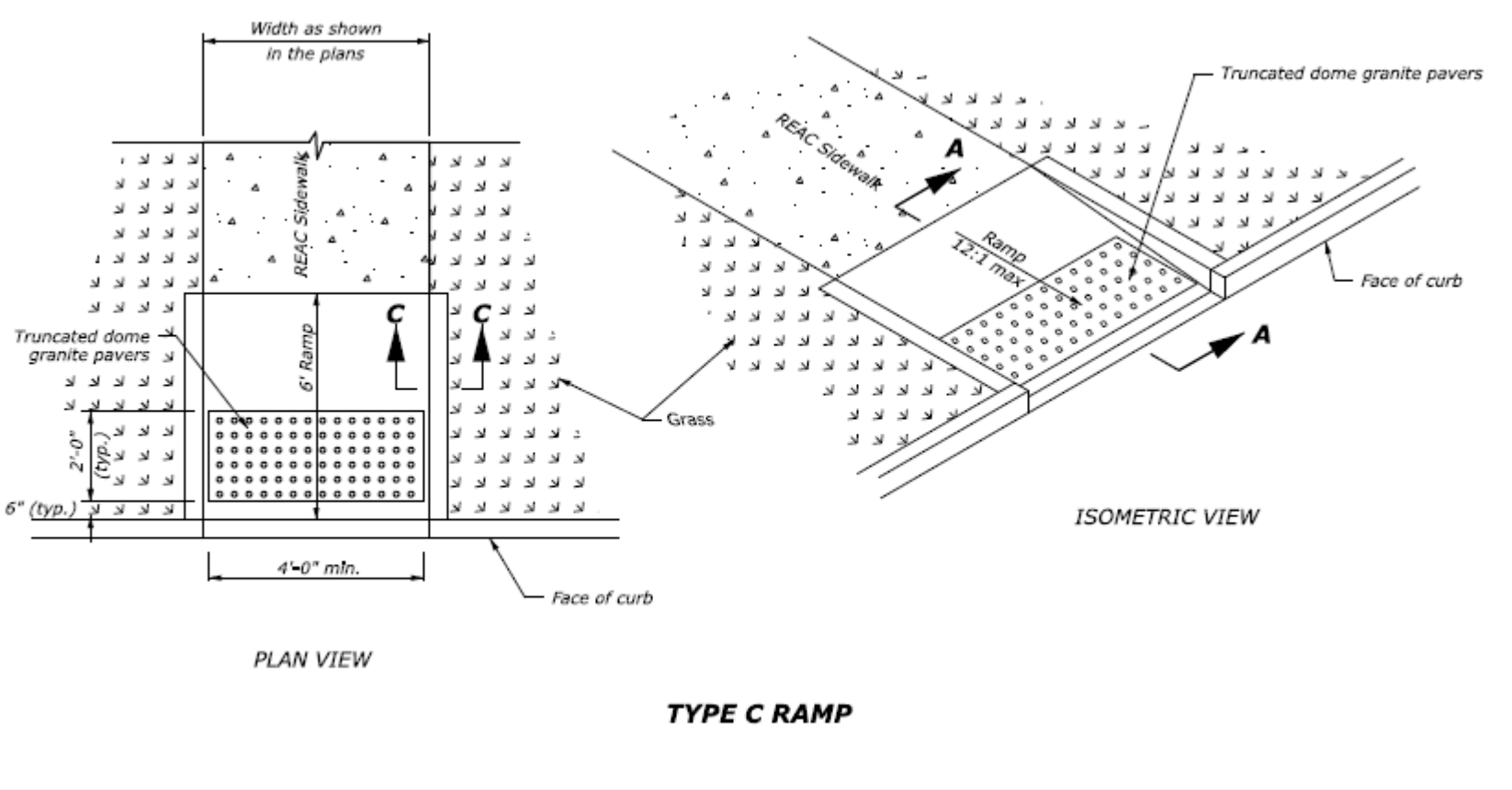

Construction would occur in multiple phases over roughly two to three years and would require extensive staging, excavation, deep foundations, crane operations, utility installation, soil export and fill import, temporary traffic control, and temporary pedestrian detours. Construction work would involve substantial equipment, including tower cranes, drill rigs, forklifts, skid steers, concrete pumps, and large haul trucks. Work would continue year-round work with and long daily work windows.

# FAA Coordination



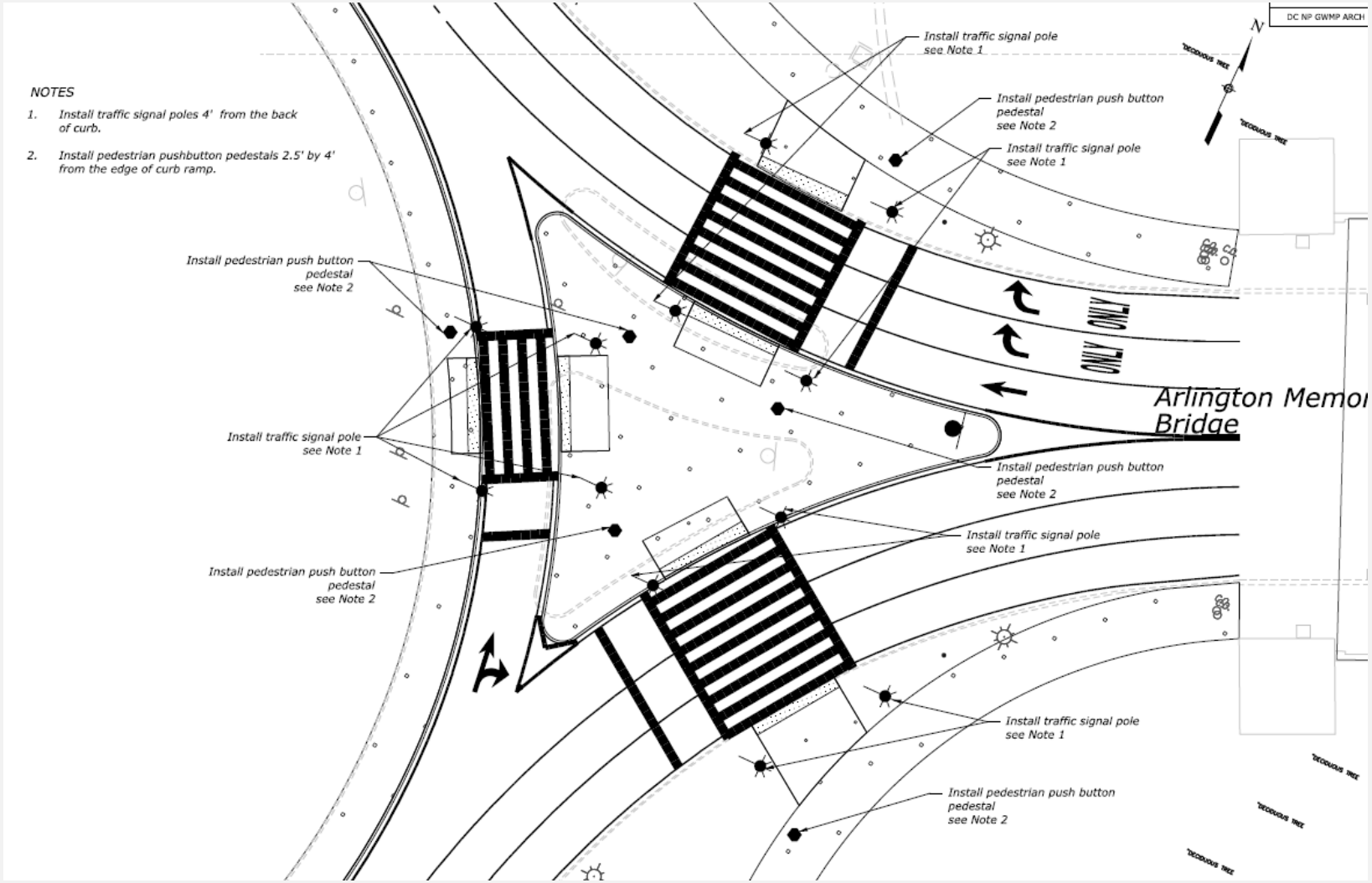

According to the submission, because of Memorial Circle's proximity to Ronald Regan Washington National Airport, NPS has considered whether the proposed project would adversely affect aviation safety. NPS does not possess specialized expertise in aviation safety and therefore relies on the expertise of the Federal Aviation Administration (FAA). The FAA completed a feasibility study and concluded that the proposed project would have no significant adverse effect on airspace or on visual or instrument procedures at Ronald Reagan Washington National Airport and would not have any effect on airport facilities or radio/visual navigational and landing aids. The FAA feasibility study determined that the project would require obstruction lights, which have been incorporated into the project description. The National Park Service will implement any required mitigation measures and will address additional FAA compliance steps as the project progresses through subsequent design phases.

# Proposed ADA Access




All pedestrian access routes will meet applicable federal accessibility standards, including the Architectural Barriers Act Accessibility Standards (ABAAS) and the Public Right-of-Way Accessibility Guidelines (PROWAG). Notable accessible features will include wide sidewalks with compliant running and cross slopes, wide accessible curb ramps, and accessible pedestrian signals (APS) at crossings to provide crossing information to visually and mobility-impaired pedestrians. These elements will support safe, accessible, and convenient pedestrian circulation between Memorial Avenue and the Triumphal Arch for all visitors.

# Proposed Visitor Loading and Unloading




Pedestrians will access the site at two locations along the Memorial Avenue axis, directly opposite the openings of the Triumphal Arch. Pedestrian access to these entry points is anticipated to occur in two stages: (1) crossings between the north and south sidewalks of Memorial Avenue and an intermediate triangular refuge area, and (2) crossings between the triangular refuge area and the center of the circle. Traffic will be periodically stopped to allow pedestrians to cross through coordinated signalization, balancing available green time for pedestrian crossings, when vehicles are stopped, with time allocated to conflicting vehicular movements, when pedestrians must wait. Similarly, pedestrians will exit the site using the same two access points along the Memorial Avenue axis. From the center of the circle, pedestrians will cross to the intermediate triangular refuge area and then continue from the refuge area to either the north or south sidewalk along Memorial Avenue.

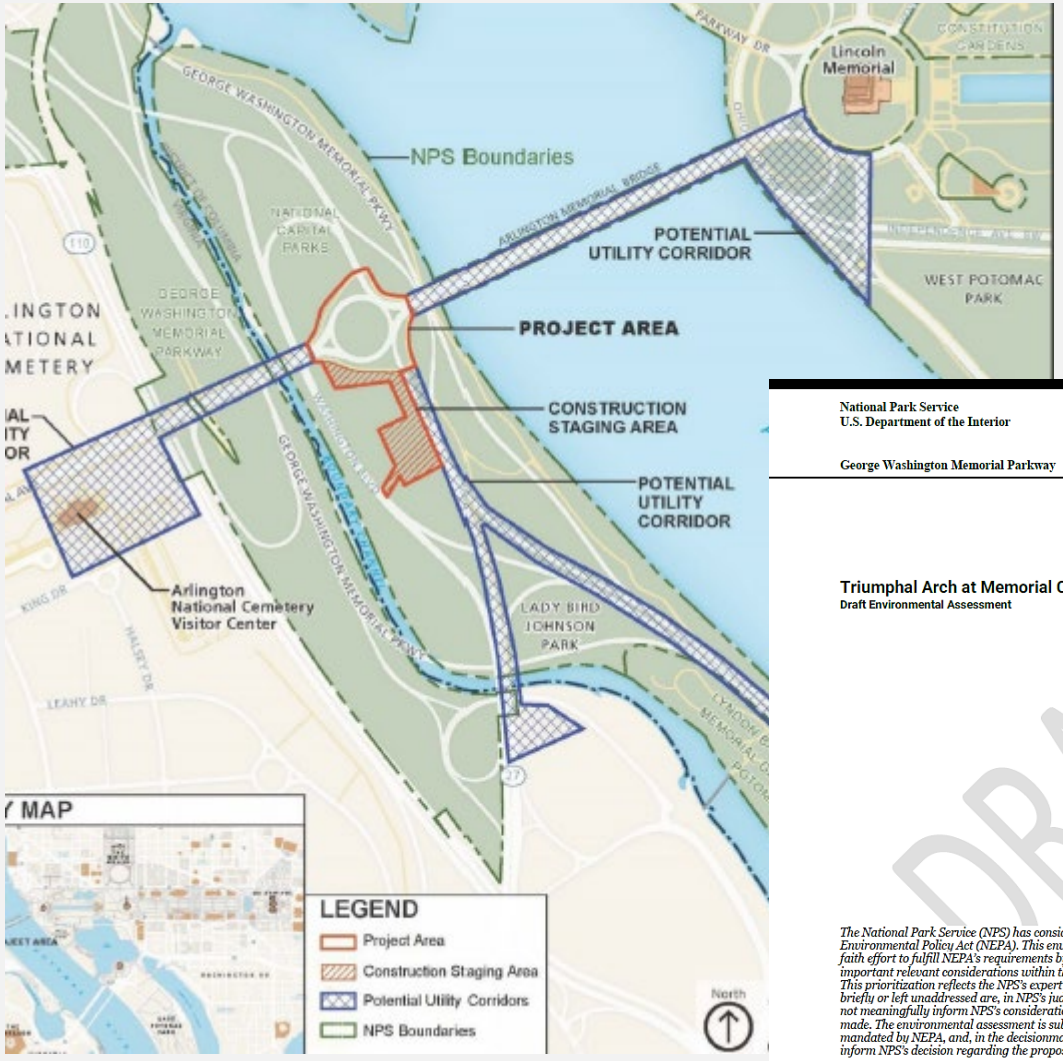
# Proposed Visitor Loading and Unloading

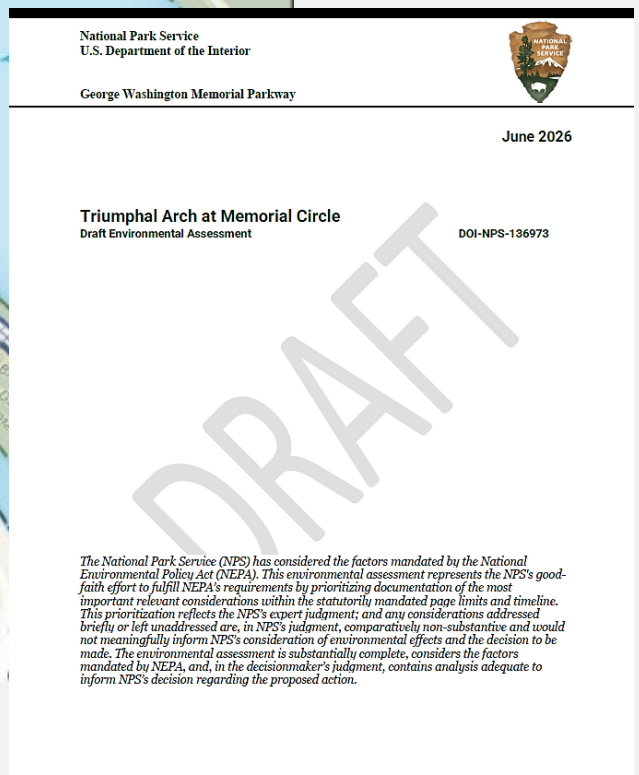

Tour buses and ridehailing services will be another common method for visitors to access the site. Providing safe and dedicated locations for tour buses and ridehailing services to drop-off or pick-up passengers is critical to the success of the transportation operations. Tour bus and ridehailing services would be encouraged to load and unload at the Arlington Memorial National Cemetery garage.

Memorial Avenue is a wide, approximately 60-foot roadway with ample space for curbside loading and unloading. NPS owns Memorial Avenue through the bridge over the Richmond Highway. Providing active loading along Memorial Avenue will allow visitors, especially those in larger groups, to more easily access the site and minimize unnecessary driving or walking circulation. Loading and unloading along Memorial Avenue is expected under particular circumstances.

Micromobility (scooters, electric bike share, etc.) is not anticipated to be a common means of site access due to the entirety of Lady Bird Johnson Park being a designated Shared Mobility No Parking Zone.

# Environmental Considerations



National Park Service
U.S. Department of the Interior

George Washington Memorial Parkway

June 2026

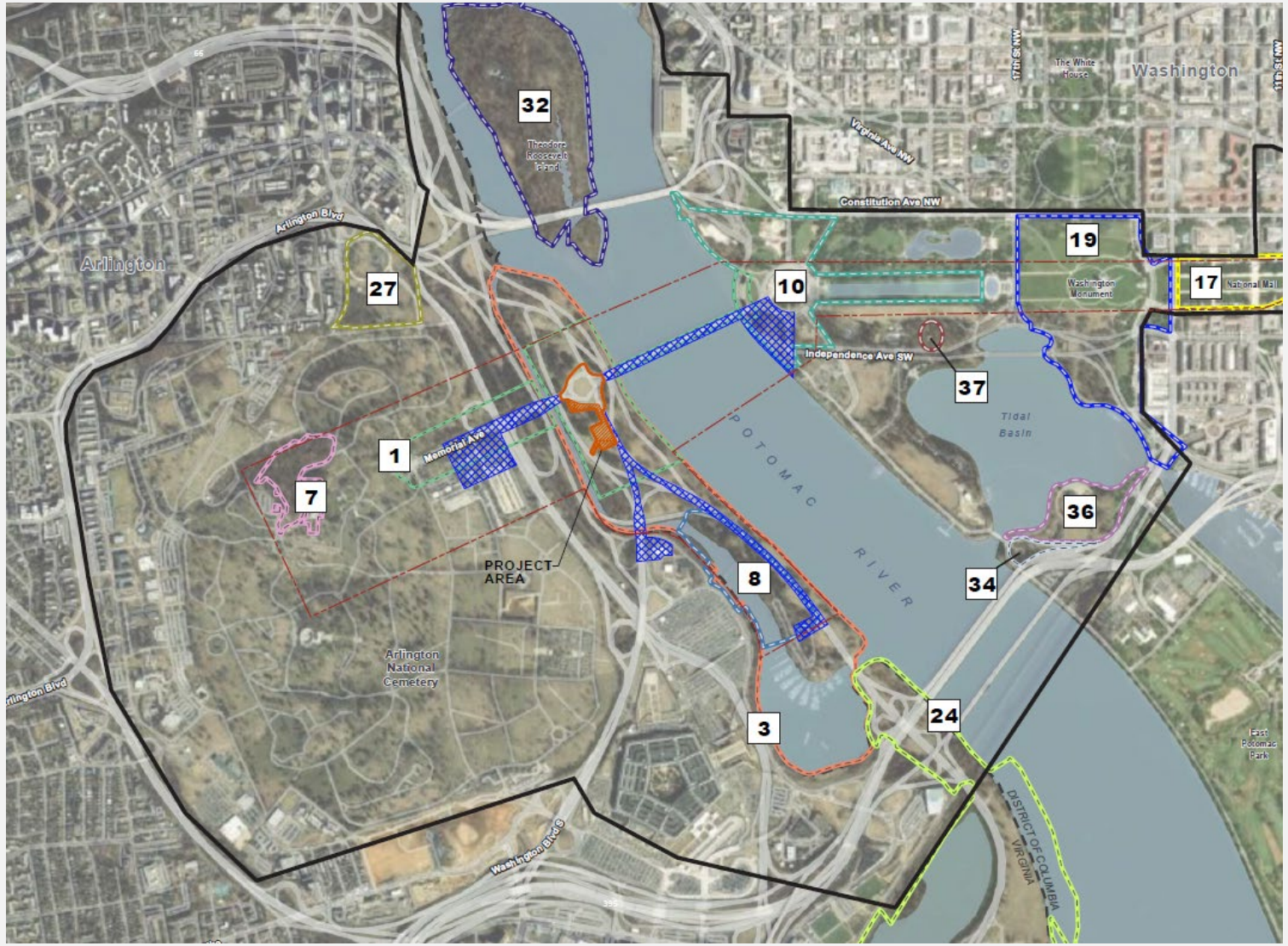
**Triumphal Arch at Memorial Circle**
**Draft Environmental Assessment** DOI-NPS-136973

DRAFT

*The National Park Service (NPS) has considered the factors mandated by the National Environmental Policy Act (NEPA). This environmental assessment represents the NPS's good-faith effort to fulfill NEPA's requirements by prioritizing documentation of the most important relevant considerations within the statutorily mandated page limits and timeline. This prioritization reflects the NPS's expert judgment; and any considerations addressed briefly or left unaddressed are, in NPS's judgment, comparatively non-substantive and would not meaningfully inform NPS's consideration of environmental effects and the decision to be made. The environmental assessment is substantially complete, considers the factors mandated by NEPA, and, in the decisionmaker's judgment, contains analysis adequate to inform NPS's decision regarding the proposed action.*

As part of the design process, the NPS has conducted a review under the National Environmental Policy Act and Section 106 review under the National Historical Preservation Act is ongoing. To comply with the National Environmental Policy Act, the NPS prepared an Environmental Assessment (EA) analyzing the alternatives and evaluating the potential environmental effects associated with constructing the proposed Triumphal Arch on the George Washington Memorial Parkway. The EA is prepared in accordance with 516 DM 1, U.S. Department of the Interior, Handbook of National Environmental Policy Act Implementing Procedures, February 2026 (DOI NEPA Handbook) and its appendices, along with the National Environmental Policy Act Implementing Regulations at 43 Code of Federal Regulations (CFR) Part 46. The Environmental Assessment along with a Finding of No Significant Impact (FONSI) were completed on June 18, 2026, and were submitted with the design materials. The FONSI documents the NPS's determination that the proposed Triumphal Arch in Memorial Circle would not result in significant environmental impacts. However, this FONSI does not constitute a final decision or approval for the project. Typically, the NPS issues the FONSI and the associated Decision Document together; however, because certain components of the decision-making process have not yet been completed, including compliance with Section 106 of the National Historic Preservation Act, the NPS will issue a separate Decision Document at a later date. Preparation of a standalone Decision Document is consistent with the DOI NEPA Handbook.

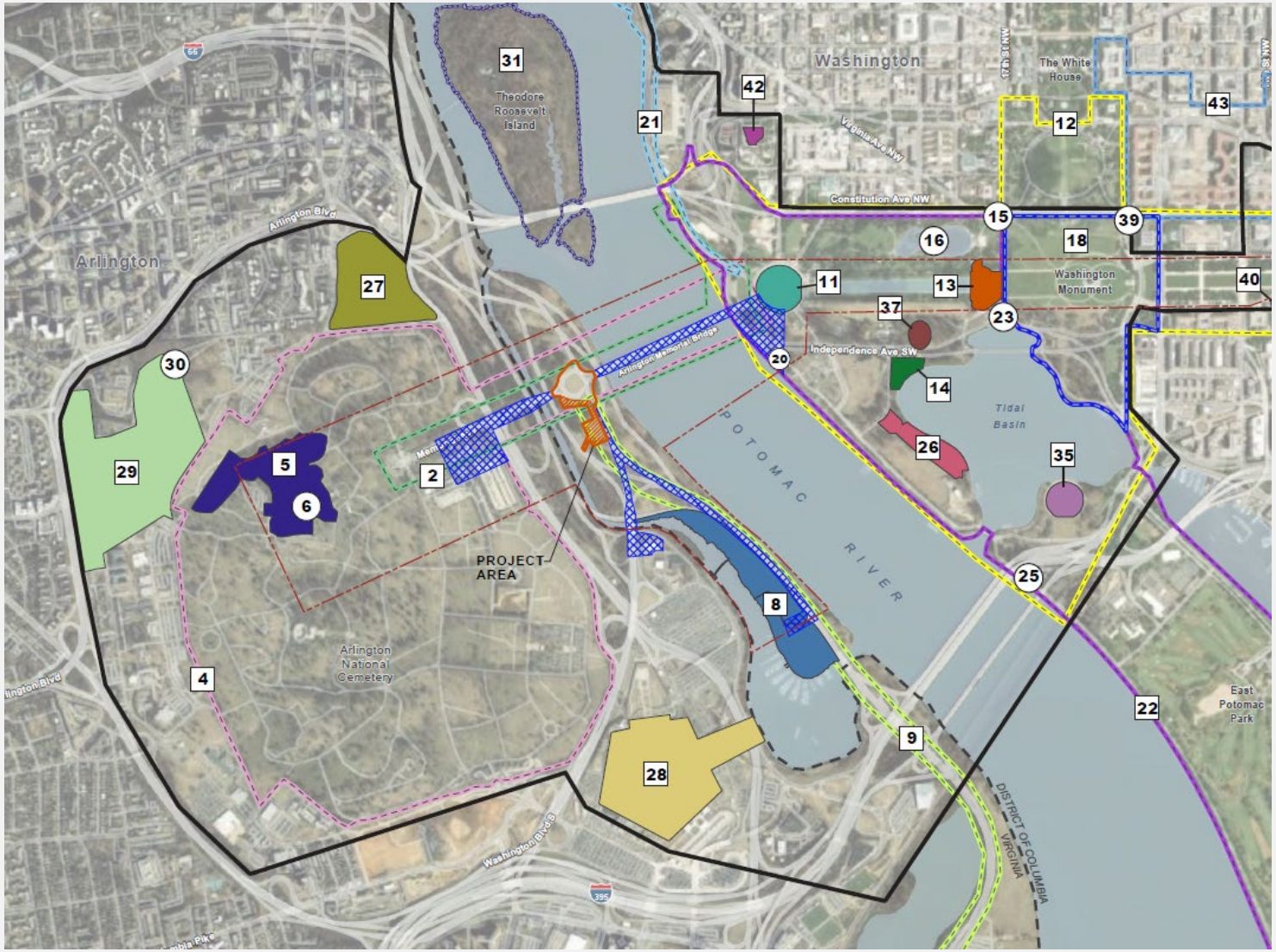
# Historical Considerations




Cultural Landscapes in the Area of Potential Effect

To comply with Section 106 of the National Historical Preservation Act, the NPS prepared an Assessment of Effect which describes the undertaking and analyzes potential adverse effects on historic properties, including archeological resources, within the project area. This document along with a draft Programmatic Agreement was released for public comment on June 5, 2026, with a 10-day public comment period. The NPS initiated Section 106 consultation on June 5, 2026, and held a consulting parties meeting on June 15, 2026.

# Historic Preservation




National Register of Historic Places in the Area of Potential Effect

The undertaking would result in effects on historic properties meeting the criteria of 36 CFR § 800.5(a)(1). The project would introduce a new permanent structure, associated hardscape, lighting, security elements, utility and stormwater infrastructure, and traffic and pedestrian circulation changes into Memorial Circle and the surrounding setting. The undertaking has the potential to impact the integrity of setting, design, feeling, and association of the Memorial Avenue Corridor Cultural Landscape, Lady Bird Johnson Park Cultural Landscape, Arlington Memorial Bridge and related features, Arlington National Cemetery, Arlington House, and other historic properties within the Area of Potential Effects. The project would also alter the ceremonial and spatial relationship between the Lincoln Memorial and Arlington House and introduce visual elements not presently found within Memorial Circle.

# Archaeological Resources


A Phase IA Archaeological Assessment concluded that the direct-effects area has moderate to high archaeological sensitivity for intact precolonial and historic archaeological resources beneath the existing twentieth-century fill. Memorial Circle and the anticipated laydown area sit atop approximately 10 to 14 feet of fill over an earlier buried landscape of sandy clay, alluvial deposits, sandbars, shallow tidal flats, and floodplain settings associated with the Potomac River. Although no previously recorded archaeological site was identified within the direct-effects area itself, the surrounding area contains a substantial archaeological context, and intact buried deposits may remain. The assessment allows for additional Phase IB subsurface investigation with geoarchaeological analysis if ground disturbance would extend more than 10 feet below existing grade.

**Attachment 1: U.S. Commission of Fine Arts Letters**

U.S. COMMISSION OF FINE ARTS

ESTABLISHED BY CONGRESS 17 MAY 1910

401 F STREET NW SUITE 312 WASHINGTON DC 20001-2728 202-504-2200 FAX 202-504-2195 WWW.CFA.GOV

23 April 2026

Dear Secretary Burgum:

In its meeting of 16 April, the Commission of Fine Arts reviewed a concept design submission for a new monumental arch to be constructed within Memorial Circle on the George Washington Memorial Parkway, on the axis of Arlington Memorial Bridge. The Commission expressed appreciation for your comments in introducing the proposal at the meeting and approved the submission with the following comments.

The Commission members commented that a proposed monumental arch—a feature characteristic of many national capital cities—would contribute positively to the honorific landscape of Washington, D.C., for many generations. Citing the history of monumental planning for the city to include a large marker in Memorial Circle, they expressed support for the location on this important axis between the Lincoln Memorial and Arlington National Cemetery, and they endorsed the 166-foot height of the arch itself as appropriate for this setting. However, they noted that the great scale and solidity of the proposed structure, while framing axial views between the memorials, may block oblique views within this monumental setting. They therefore recommended creating secondary open archways within the legs of the central arch in order to make it more open; they also suggested creating a more appropriately grand entry sequence into the interior public spaces of the arch.

For the 84-foot-high monumental grouping of a gilded, winged allegorical figure and flanking eagles on a stepped base proposed for the top of the arch, the Commission members suggested removing these from the design, observing that the project would appear more compatible with Washington's monumental context without these elements. Regarding the proposed program of sculpture generally, the Commission members requested more information on the various artworks intended for the project, including those for the arched niches, panels, friezes, keystones, and other areas of the arch. They discouraged the inclusion of lions at the base of the arch, which they noted are not native to the United States, but they encouraged substituting native North American examples of heroic, mighty creatures such animals as bison, horses, or grizzly bears. They also suggested removing the wingless bust of an eagle at the keystone of the central arch.

Regarding the treatment of the site, the Commission members acknowledged the difficulty of providing pedestrian access to the arch, which is proposed to be located within a traffic circle. Rather than constructing a tunnel hundreds of feet long to provide this pedestrian access, they recommended adding a surface crosswalk on the western side of the traffic circle, which would allow a symmetrical composition for the ramps that lead from the street level to the elevated plinth at the base of the arch. They also recommended refining the relationship of the site to the traffic circle itself,

extending the landscape design outward to the greatest extent possible, as well as limiting the use of asphalt pavement to the minimum required for traffic and using a different material, such as stone cobbles, for the restricted areas of the circle instead of applied graphic striping as presented.

In its action of concept approval, the Commission requested that the project be reviewed next as a revised concept submission that responds to these comments. The submission should include: more detailed information should be provided about the intended program of sculptures; an extension of the site model to illustrate the axis of the National Mall eastward from the Lincoln Memorial; the illustration of views to the arch from Arlington House, the Hemicycle, and the Lincoln Memorial; and documentation of the absolute heights of the major monuments within this symbolic landscape as measured from sea level.

The Commission of Fine Arts looks forward to the continued review of this substantial addition to the monumental composition of the national capital. Please coordinate the next submission with the staff which, as always, is available to assist you.

Sincerely,

Thomas E. Luebke, FAIA
Secretary

The Honorable Doug Burgum
Secretary of the Interior
U.S. Department of the Interior
1849 C Street, NW
Washington, DC 20240

cc: Nicolas Leo Charbonneau, Harrison Design
Robin Rode, Les Métalliers Champenois
Josh Fisher, Executive Office of the President
Marcel Acosta, National Capital Planning Commission

U.S. COMMISSION OF FINE ARTS

ESTABLISHED BY CONGRESS 17 MAY 1910

401 F STREET NW SUITE 312 WASHINGTON DC 20001-2728 202-504-2200 FAX 202-504-2195 WWW.CFA.GOV

28 May 2026

Dear Secretary Burgum:

In its meeting of 21 May, the Commission of Fine Arts reviewed a revised concept design proposal for a new monumental arch to be constructed within Memorial Circle on the George Washington Memorial Parkway, on the axis of Arlington Memorial Bridge. The Commission approved the submission as a final proposal for the architectural design with the following comments, requesting further information about the arch's program of sculpture.

The Commission members expressed appreciation for the presentation, which included additional information about the structure's interior, a more extensive site model, rendered views of the proposed arch within the larger monumental context, and the simplification of various decorative features. They cited the history of heroic architecture proposed for this site in the late nineteenth and early twentieth centuries, including several arches and a pair of 166-foot-tall columns; they commented that this proposal builds on the legacy of the McMillan Plan for Washington, D.C., and would extend the symbolic landscape beyond the National Mall. They noted that the city and its narrative of monuments is not static, and this project provides an opportunity for new national stories. In their discussion, the Commission members noted the numerous objections to the project and advised that many of these issues are not part of the Commission's purview. Instead, they characterized the project as beautiful, and they found that the presentation shows the arch would be visually open and would not block views toward the significant landmarks in this context. They concluded that the arch is appropriately scaled to frame and enhance Arlington House as the landmark that terminates the long ceremonial axis from the Lincoln Memorial, and that it would give the historic home of General Robert E. Lee the visual prominence it deserves as the endpoint of the monumental McMillan Plan sequence extending from the Capitol to Arlington National Cemetery.

In their support for the architectural design of the arch as presented, the Commission members resolved to approve this revised concept submission as a final design, with the exception of the sculpture, bas-relief panels, and statuary in the arched niches, which should be submitted when these elements have been designed. Noting the spare character of arch's inner surfaces, they also suggested adding articulation, such as panels, surface relief, or inscriptions to complete the development of the design.

With this action of final approval, the Commission has concluded its review of the architectural components of this project and looks forward to the review of the comprehensive sculptural program.

Sincerely,

Thomas E. Luebke, FAIA
Secretary

The Honorable Doug Burgum
Secretary of the Interior
U.S. Department of the Interior
1849 C Street, NW
Washington, DC 20240

cc: Nicolas Leo Charbonneau, Harrison Design
Joshua Fisher, Executive Office of the President
Marcel Acosta, National Capital Planning Commission

**Attachment 2: Agency Comments**

ARLINGTON VIRGINIA

DEPARTMENT OF COMMUNITY, PLANNING, HOUSING & DEVELOPMENT
Planning Division

2100 Clarendon Boulevard, Suite 700, Arlington, VA 22201
Phone: 703 -228-3525 | Fax: 703-228-3543 TTY: 703-228-4611
www.arlingtonva.us

June 17, 2026

SENT VIA EMAIL: matthew.flis@ncpc.gov

Matthew J. Flis, AICP-CUD
Deputy Director, Current Planning Division
National Capital Planning Commission
401 9th Street, NW
Washington, DC 20004

RE: Review of Triumphal Arch at Memorial Circle

Dear Matthew Flis:

Thank you for your notification dated June 10, 2026, regarding the proposed Triumphal Arch at Memorial Circle project and request for Arlington County comments on the applicant's transportation study. We acknowledge the feedback deadline of June 17, 2026, and note that the requested seven-day review period is significantly shorter than the typical 60-day review period provided by the National Capital Planning Commission (NCPC) for projects impacting Arlington County.

The proposed project is located within Memorial Circle on Columbia Island in the District of Columbia, directly across the Boundary Channel of the Potomac River from Arlington County. The project entails the construction of an approximately 250-foot-tall arch, along with site development within and immediately adjacent to the Memorial Circle. Site development includes the construction of a paved public plaza, installation of exterior lighting, and incorporation of security and access-control features. The project also includes supporting infrastructure improvements, such as utilities and stormwater management systems. In addition, transportation and circulation modifications are proposed, including installation of new traffic signals, adjustments to roadway geometry, expansion of pedestrian areas, and implementation of traffic control measures to accommodate vehicles, pedestrians, and cyclists.

In this letter, we provide the following Arlington County staff feedback regarding the transportation study materials for the proposed Triumphal Arch at Memorial Circle project. In addition, we have facilitated an interdepartmental staff review of the proposed project materials provided on June 10, 2026, and supplemental transportation materials provided on June 15, 2026. Correspondingly, this letter also includes Arlington County staff feedback on additional topics related to the proposed project for NCPC's consideration.

*Transportation Study*

The Memorial Circle road network connects to Arlington County, and changes to this intersection will impact Arlington's transportation network. Arlington County Division of Transportation (DOT) reviewed the Transportation Study for the proposed project and identified concerns related to traffic operations, multimodal safety, and documentation completeness, with detailed comments provided in Attachment 1. A summary of DOT feedback of the Transportation Study includes the following:

- *Regional impact*: The study focuses on the circle and does not consider the larger context of potential impacts to the connected network, such as George Washington Memorial Parkway and Richmond Highway (Virginia State Route 110) for vehicles and the Mount Vernon Trail and Washington Boulevard Trail for pedestrians and bicyclists. The study needs to expand the analysis area to understand larger circulation patterns, desire lines, and impacts between these contributors and the project area.

- *Multimodal Safety and Operations within Memorial Circle:* The proposed action introduces a significant trip generator into the center of a complex, high-volume traffic circle and introduces high crossing volumes of pedestrian and bicycle traffic and associated conflicts that do not exist today.

    - The study acknowledges the expected increase of bike, pedestrian, and vehicular volumes but does not explain how the proposed design will accommodate these volumes. The Level of Service analysis (LOS) conducted is limited, and the study does not sufficiently explain how traffic volume will be accommodated when LOS fails.

    - More detailed traffic analysis is needed to fu11y understand how the circle, the proposed signalization, bike/pedestrian crossings, and travel lane changes would operate for all modes. (i.e. vehicular weaving will continue with signalization; the plan does not explain how this will be addressed). Synchro and SimTraffic do not include sufficient level of detail to assess these impacts; staff recommend the study incorporate a VISSIM traffic simulation.

- *Maintenance of Traffic During Construction:* The temporary traffic closures and detours described during construction will have regional traffic impacts that need to be considered beyond the immediate work area. A broader detour and circulation plan is needed to understand how regional traffic will be redirected around and outside of the work area and the traffic impacts of those detours on parallel roadways.

- *Multimodal Design:* The estimated increases in pedestrian and bicycle volumes require sufficiently wide facilities to safely accommodate a high volume of two-way pedestrian and bicycle traffic with a mixing of modes and travel speeds. Particularly at crossing points, more space is needed to accommodate pedestrian crowding and queueing at signals to minimize conflicts with moving two-way pedestrian and bicycle traffic on sidewalks.

- *Parking and Pick-up and Drop-off* The proposal does not address increased parking demand and lacks detail on pick-up and drop-off operations.

*Emergency Response*

Arlington County Fire Department (ACFD) serves as the primary emergency responder for this area, in coordination with the Joint Base Myer–Henderson Hall Fire Department. The site is located on National Park Service land, and staff acknowledges that the property is not subject to the Virginia Statewide Fire Prevention Code. Staff further acknowledges that the existing roadway network to and from Memorial Circle at Memorial Drive is complex and subject to access constraints; however, at this time, it does not present concerns requiring a response.

Staff advises that any proposed modifications to the existing roadway network that could restrict access to the Arlington Cemetery (ANC) Metro station, the Arlington National Cemetery main entrance and welcome center, the Military Women's Memorial, or Memorial Bridge should be subject to further study.
Planning considerations for the site should focus on the following limitations:

- The existing pedestrian and bicycle facilities currently circumvent Memorial Circle. Any increase in these modes of transportation, particularly direct access to the center of Memorial Circle, should be carefully evaluated as part of the traffic planning process.
- The existing fire hydrant network ends at the Arlington Cemetery Metro station; therefore, consideration should be given to extending the available water supply to adequately serve the site.

*Memorials and Museums Master Plan (2001)*

NCPC's *2001 Memorials and Museums Master Plan* identifies 100 candidate memorial and museum sites as "*prominent locations capable of accommodating memorials or museums of national importance.*" The Plan further designates this site—Memorial Avenue at the George Washington Memorial Parkway—as one of only 20 "Prime Sites" for future memorials or monuments, defined as candidate locations "*of the highest order.*"

In describing the memorial opportunity associated with Memorial Avenue, the Plan is explicit: "*Although the existing circle at the west end of Memorial Bridge is not viewed as appropriate for the location of a future memorial, a major destination site opportunity exists to the west of the circle on the Virginia side of the channel.*" This directive is clear and unambiguous.

Arlington County strongly supports continued adherence to this established policy framework. Any proposal for a memorial at this location must be consistent with the Plan's explicit guidance and should be evaluated against its stated objective to "*enhance design principles of the McMillan Plan, including the historic built environment of Memorial Bridge and Memorial Avenue, without competing with existing memorials.*" Proposals that do not align with these criteria would be inconsistent with the governing plan and should not be advanced.

*Airspace Coordination and Considerations*

For more than a decade, Arlington County has coordinated with the Metropolitan Washington Airports Authority (MWAA) to align land use planning with airspace operations associated with Ronald Reagan Washington National Airport (DCA). While the Federal Aviation Administration (FAA) has final authority over navigable airspace, MWAA and DCA airlines have a direct interest in preserving clear corridors essential to safe and sustainable airport operations.

A key element of this coordination is the One Engine Inoperative (OEI) condition. All airlines are required by the FAA to establish approved OEI procedures identifying departure corridors in the event of engine failure on takeoff. To address the region's constrained airspace, MWAA and its carriers have established a single, shared OEI corridor and protective surface to avoid incremental encroachment from development. Arlington County engages with MWAA on an ongoing basis regarding this OEI corridor, towards ensuring greater clarity and predictability regarding its future development patterns in relation to safe air navigation.

Based on MWAA coordination and technical information provided to the County, any structure at the subject site exceeding approximately 200 feet above mean sea level would appear to penetrate the protective OEI surface. Given existing site elevation, this corresponds to an approximate maximum height of 170 feet above grade for any proposed features within Memorial Circle. At a height of 250 feet above grade, the proposed Triumphal Arch at Memorial Circle is estimated to exceed the OEI surface by roughly 80 feet. Such an encroachment would likely necessitate operational or procedural mitigation by the airport and its airlines and could constrain future aviation operations and land use planning in Arlington.

*Water Infrastructure*

This proposed project is proximate to the Federally Owned Water Main that feeds the Pentagon and DCA and serves as a backup water connection for much of Arlington County. While this facility is not in direct conflict with the proposed construction site, care should be taken for any laydown and staging areas and for ongoing access for repair and maintenance. Depending on the geology and foundation design, consideration should be given for auger piles vs driven piles, to minimize vibration risks to the nearby aging water line.

*Historic Preservation*

Arlington County's Historic Preservation Program staff have also reviewed the Programmatic Agreement and Assessment of Effects Report for the subject application. Staff finds that the scale and mass of the arch is inappropriate in the context of its historic setting and would negatively impact the physical and symbolic unity conveyed via the Arlington Memorial Bridge and Memorial Avenue between the Lincoln Memorial and Arlington House as proposed in the McMillan Plan. The Historic Preservation Program's full comments and feedback to the National Park Service are included in Attachment 2.

We appreciate the opportunity to provide feedback on the proposed Triumphal Arch at Memorial Circle project. Thank you again for including us in this process.

Sincerely,

Anthony Fusarelli, Jr., AICP
Planning Director

CC: Shannon Flanagan-Watson, Deputy County Manager
Michelle Cowan, Deputy County Manager
Greg Emanuel, Chief Environmental Officer, Department of Environmental Services (DES)
Jane Rudolph, Director, Department of Parks and Recreation (DPR)
Erik Beach, Parks Planning Division Chief, DPR
Samia Byrd, Director, Department of Community Planning, Housing and Development (CPHD)
Chikwe Njoku, Neighborhood Services Division Chief, CPHD
Lorin Farris, Historic Preservation Section Supervisor, CPHD
Jennifer Smith, Comprehensive Planning Manager, CPHD
Matt Ladd, Comprehensive Planning Section Supervisor, CPHD
Diane Sullivan, Current Planning Division Director, NCPC
Marcel Acosta, Executive Director, NCPC

## Arlington County Division of Transportation (DOT) Comments

| Monumental Arch (or Triumphal Arch) - Columbia Island | | | | |
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| **30% Plans Comments from Arlington County** | | | | |
| **Comment Number** | **Document** | **PDF Page #** | **Sheet #** | **Comment** |
| **1** | Arch set (Appendix A) | 48 | CS101 | The facility is anticipated to draw significant numbers of daily visitors (up to 22,000 under a "high" scenario per the draft EA). Given this, the proposed "Belgian block apron" seems to function as a simple sidewalk which under crowded conditions could encourage (or not sufficiently deter) risky behavior by visitors crossing the travel lanes to avoid crowded crosswalks and refuge islands. Consideration should be given to how the planted bioretention could be detailed to create a planted barrier effect to deter pedestrians from avoiding the crosswalks. |
| **2** | Arch set (Appendix A) | 48 | CS101 | Similar to Comment #1, the motivation for bicyclists to make risky choices by traveling through the center of the arch is high. Has consideration been given to providing alternative bike circulation within/through the facility? |
| **3** | NPS - Draft Environmental Assessment | 10 | 8 | 2.2.1 states "...activate pedestrian crossing phases through passive detection...". There is no further information on how passive detection is achieved. On the Appendix A part 2 signal plans, push button poles are included, which is NOT "passive" detection. |
| **4** | NPS - Draft Environmental Assessment | 10 | 8 | Maintenance of traffic during construction - Construction length, staging/phasing not consistent with plan sets. |
| **5** | NPS - Draft Environmental Assessment | 10 | 8 | The temporary traffic closures and detours described will have regional traffic impacts that need to be considered beyond the immediate work area. A broader detour and circulation plan is needed to understand how regional traffic will be redirected around and outside of the work area and the traffic impacts of those detours on parallel roadways. |
| **6** | NPS - Draft Environmental Assessment | 10 | 8 | The sidewalk on the south side of the Circle is proposed to be temporarily rerouted to the north side during construction. This south side sidewalk provides the only existing connection between the Mount Vernon Trail to the east and the Arlington National Cemetery/Washington Boulevard Trail to the west. There is no existing alternate route around the circle to make this connection, so providing a temporary relocated sidewalk on the south side would be strongly preferred to retain the connection. If the south side sidewalk must be temporarily closed, |

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| | | | | recommend establishing an alternate crossing and routing around the circle that links the Mount Vernon Trail spur to the north side sidewalk detour. |
| **7** | NPS - Draft Environmental Assessment | 14 | 12 | Perimeter bioretention facility areas not identified in plan sets. |
| **8** | NPS - Draft Environmental Assessment | 14 | 12 | Consider reducing the proposed ~1.5 acres of new impervious area and adding more vegetation, including trees, for rainfall absorption and shading/cooling. |
| **9** | NPS - Draft Environmental Assessment | 76 | B-10 | As noted in the EA, there is a substantial amount of bicycle traffic that travels around the existing circle to access the regional trail network (including the Mount Vernon Trail and Washington Boulevard Trail) and Washington DC. Consider safe and direct bicycle movements in the alignments and design of the sidewalks and crossings in the project area, such as sufficiently wide sidewalks, curb ramps, and crosswalks to accommodate high-volume two-way mixed pedestrian and bicycle traffic, as well as desire lines for bicyclists particularly between the MVT, ANC, Washington Blvd Trail, and Memorial Bridge.<br><br>The study should include a clear and direct assessment between the estimated bike/ped volumes and the projected operating conditions of the proposed facilities (such as the Shared Use Path Level of Service guidance in the AASHTO Guide for the Development of Bicycle Facilities) to ensure that sufficiently wide facilities are provided. |
| **10** | NPS - Draft Environmental Assessment | 78 | B-12 | Traffic analysis result with "410 denied vehicle" and "additional 173.8 seconds of delay unaccounted for" is not acceptable, and skews the LOS result |
| **11** | NPS - Draft Environmental Assessment | 78 | B-12 | There is no mitigation proposed for the failed LOS movements. the impact on other regional corridors could be significant and should be discussed/addressed. |
| **12** | NPS - Draft Environmental Assessment | 89 | B-23 | Identify the designated locations of pickup and drop off areas for tour buses and rideshare vehicles along NPS roadways. Clarify how parked/idling vehicles will not impede traffic movements. |

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| **13** | NPS - Draft Environmental Assessment | 89 | B-23 | The study states that micromobility is not anticipated to be a common means of site access, but both Washington DC and Arlington have seen substantial increases in micromobility use in recent years, and a portion of trail users are already traveling through the project area via micromobility devices. Micromobility volumes will likely continue to increase and should be considered as part of site access and in the design of bike/ped facilities. |
| **14** | NPS - Draft Environmental Assessment | 12, 13 | 10, 11 | How do the proposed crane operations impact traffic safety? At up to 320 feet tall, what are the implications for weight and structural stability of the crane systems themselves? The plan submission does not indicate proposed crane locations or swing areas. |
| **15** | NPS - Draft Environmental Assessment | Global | Global | Errors in enclosed figures throughout the document. For example, in Figure 9 on page B-12, the text boxes do not include full labels for each conflict area. |
| **16** | NPS - Draft Environmental Assessment | N/A | 9 | How is coordination and ped actuation and achieved? How are traffic merges and diverges managed with this signal system? |
| **17** | NPS - Draft Environmental Assessment | N/A | 9 | How are the recommended safety design features listed incorporated? |
| **18** | NPS - Draft Environmental Assessment | N/A | 40 | The study cites a combination of increased demand for all modes, raised crossings, and signalization but does not offer an explanation on how these will be addressed. Considering introduction of a 40 to 1,500 percent increase over existing conditions, the measures to address this increase are inadequate. |
| **19** | General Comment | N/A | N/A | The project should explore potential improvements to the pedestrian and vehicular connections to the project area--this is especially true with the reports emphasis that the Arch will likely draw more combined visitations with Arlington Cemetery. Currently the traffic control and access between the bridge, WMATA station, and the Military Women's area still has conflicts and opportunities for improved pedestrian circulation. |
| **20** | NCPC Submission Plan Set | 3 | A-1.20 | At crossing points, more sidewalk space is needed to accommodate pedestrian crowding and queueing at signals to minimize conflicts with moving two-way pedestrian and bicycle traffic on sidewalks. Widening and differentiating these two distinct spaces with different paving materials/textures and/or markings would further help to improve safety and legibility at these conflict points. |

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| **21** | NCPC Submission Plan Set | 58 | CG102 | The design intent for the bioretention is unclear other than to capture sheet flow from the plaza. The facility is described as 12'-6" in width but less than 6 inches in ponding depth, with a rooting zone of about 18 inches deep. Trees are implied in the illustrative detail, but given the extensive underdrain proposed, this does not seem appropriate for anything larger than small ornamental species. |
| **22** | NCPC Submission Plan Set | 3, 56 | A-1.20, CS101 | Given the extensive office and conference space planned, how will staff arrival, dropoff and/or parking be managed? Are the pedestrian crosswalks the proposed point of entry for maintenance crews? |
| **23** | NCPC Submission Plan Set | 57, 58 | CG101, CG102 | General review for stormwater management/water quality: Plans state that the project will follow The District of Columbia's E/S and SWM regulations<br>No connections to Arlington's storm drain system<br>Project itself is located in federal ROW/DC and not in an Arlington regulated floodplain or RPA<br>There is potential disturbance in RPA for offsite utility routing options 1, 3, 4 |
| **24** | Transportation Plan Set | 5 | B-01 | Memorial Ave, Memorial Circle, and Arlington Memorial Bridge are classified as Principal Arterials per DDOT's Functional Classification Map. Consider reducing lane widths to 11-feet to support FHWA safety and context-sensitive design to facilitate slower vehicular speeds. |
| **25** | Transportation Plan Set | 22 | N-01 | MOT - Construction length, staging/phasing not identified for all seven stages. |
| **26** | Transportation Plan Set | 36 | 34, 36 | The methodology of the preliminary analysis does not accurately simulate these types of pedestrian volumes and oversaturated conditions. It is recommended to analyze the impacts using VISSIM and to examine the impacts at the GW PKWY/WASH BLVD merge to the south of the project. Currently the reported queues extend out of the area and are not accurately captured in the simulation since they are denied entry. |
| **27** | Transportation Plan Set | 36 | 34,36 | The lane widths should be at least 10' to accommodate the turning vehicle paths onto the Memorial Bridge. Additionally, it is recommended to reintroduce a larger shy for the median islands--especially if there are expected to be groups of pedestrians present. |

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| **28** | Transportation Plan Set | Global | Global | Auto turn exhibits documenting turning movements for MOT stages not included in plan sets. |
| **29** | Transportation Plan Set | Global | Global | Sight distance exhibit not included with plan sets. |
| **30** | Transportation Plan Set | N/A | H01/H02 | 10 signals, 6 push buttons, signal control cabinets at E-W crossings not depicted in renderings |
| **31** | Transportation Plan Set | N/A | P03 | Lanes less than 10' wide shown on plan- insufficient width, especially given proximity to pedestrian and bicycle traffic. What is the assumed design vehicle? |
| **32** | Transportation Plan Set | N/A | S14 | Yield marking details are outdated since both Arlington (VA) and DC are STOP jurisdictions. |

DEPARTMENT OF COMMUNITY PLANNING, HOUSING & DEVELOPMENT
Neighborhood Services Division – Historic Preservation Program
2100 Clarendon Boulevard, Suite 700, Arlington, VA 22201
TEL 703.228.3830 www.arlingtonva.us

# Memorandum

**To:** Tammy Stidham, Associate Regional Director, National Park Service (NPS)

**Date:** June 15, 2026

**From:** Mical Durak, Historic Preservation Program (HPP), CPHD

**Subject:** HPP Analysis and Feedback on Programmatic Agreement (PA) and Assessment of Effects (AoE) Report for the Triumphal Arch

Thank you for the invitation to the consulting parties meeting held earlier today. Please see below for Arlington County's Historic Preservation Program's (HPP) comments and feedback on the proposed Triumphal Arch project:

*Main Feedback on Assessment of Effects (AoE) and Programmatic Agreement (PA):*

- The proposed 10-day review period for both the PA and AoE is an inconsiderate and inappropriate way to engage with consulting parties. It did not provide those parties with enough time to review the materials, did not allow for a productive form of engagement, and did not follow the standard process for Section 106.
- HPP concurs with the National Park Service that the construction of the arch would have an adverse direct and indirect effect on several historic resources in the Area of Potential Effects (APE). The construction of the arch in its current iteration would significantly impact the integrity of those historic resources, specifically their feeling, setting, and design.
- The scale and mass of the arch is inappropriate in the context of its historic setting and would negatively impact the physical and symbolic unity conveyed via the Arlington Memorial Bridge and Memorial Avenue between the Lincoln Memorial and Arlington House as proposed in the McMillan Plan.
- Specifically, the arch is too large in scale and massing in relation to the Arlington Memorial Bridge (see pages 28 and 32 of the renderings provided in Appendix A).
- HPP staff strongly encourage NPS to explore other options for a design in this area that better complement the existing cultural landscape and historic resources.
- HPP staff request a copy of the draft Environmental Assessment (EA) for the project when it is ready to share with consulting parties as we have questions about the Finding of No Significant Impact by NPS as noted on page 3 of the Programmatic Agreement.
- The HPP finds that the proposed mitigation measures are lacking and do not appropriately address the need for mitigation given the major impact such an undertaking would have on these historic resources:

- The preparation of an updated National Register of Historic Places (NRHP) nomination does not specify which NRHP-listed resource, of which there are several in the area, will be updated.
- The proposed efforts to mitigate the visual impact of the arch only center on the refinement of designs for ancillary elements of the project, but not of the arch itself. HPP staff strongly encourage that the arch be scaled more appropriately with its surroundings.
- HPP staff strongly agree with the need for additional archaeological studies to occur prior to excavation and construction given the findings produced by NPS in their Phase IA of the site.

*Specific Comments on PA:*

- Page 2, "Whereas, in letters dated [**insert date**], the NPS informed the Federally recognized sovereign Indian Nations..." - *When did this occur? No date is listed. Were they also contacted on June 5th, 2026?*
- Section E - Archaeology, 3.b.viii - "The NPS and DC HPO agree to review and return all comments within **three (3) business days** on drafts of the work plan..." - *Three days seems too short of a review period for such a review.*
- Section E - Archaeology, 4. Precolonial Finds - "The NPS will notify Native American Tribes in the event that any precontact resources are discovered **and considered potentially eligible** for the National..." - *Shouldn't the tribes be contacted regardless of whether the resource is considered potentially eligible? Wouldn't they have a say in whether the resource might be potentially eligible or not?*
- Section V. B - Treatment of Human Remains - "In the event human remains... are discovered...NPS will immediately halt subsurface construction disturbance in the area of the discovery and **in the surrounding area where additional remains can reasonably be expected to occur**..." - *It would be better to have a strict radius outlined here instead of using the vague "surrounding area."*
- Section X. Amendments to the PA and Non-Compliance - *Will any such amendments be shared with stakeholders/other consulting parties for review?*

In conclusion, HPP staff's comments align with several of the comments made by both the DC SHPO and DHR offices during the call earlier today. We respectfully request that a proposed Section 106 timeline be shared with all consulting parties and that there be future consulting party meetings held on this topic. We welcome future opportunities to meaningfully engage in the Section 106 process for this undertaking in the future.

Mical Durak
Historic Preservation Principal Planner

**District Department of Transportation Email Comments**
**06/23/2026**

Below is summary of DDOT's comments. We also have some very specific, technical comments that have been added to the attached pdfs.

Thank you for providing DDOT the opportunity to comment on the proposed Triumphal Arch at Memorial Circle project. Locating a major memorial within the center of a traffic circle presents inherent challenges for the safe and efficient movement of vehicles, pedestrians, and other multimodal users. DDOT's comments focus on minimizing operational impacts while accommodating the significant number of new visitors expected at this site.

DDOT requests additional design refinement and traffic analysis to ensure that the proposed sidewalks, bicycle facilities, and roadway elements are appropriately sized for the anticipated increase in pedestrian and bicycle activity. It is also likely that some visitors will arrive via rideshare or taxi, yet the current design does not identify a location for these operations; this should be addressed in future iterations. Further analysis is needed to right-size the transportation network modifications and support access to the new Memorial.

The proposed signal operations require clarification. DDOT requests a detailed signal phasing concept and accompanying traffic analysis to assess the feasibility and operational impacts of the proposed approach. It remains unclear whether the design envisions an exclusive pedestrian phase, individually actuated crossings, or coordinated crosswalk pairs.

In addition, DDOT has provided separate comments on the MOT plan PDF.

**EA Transportation Analysis:**

- Without access to the Synchro/SimTraffic files, it is unclear what the proposed signal phasing looks like. The analysis notes that pedestrian crossings would be actuated to reduce impacts on traffic flow; however, the more significant source of delay will come from vehicle signalization, as all conflicting movements must be separated. Appropriate phasing and coordination strategies will be essential to ensure queues and delays remain manageable and do not spill back onto the GW Parkway mainlines.
- A single-stage pedestrian crossing is preferred. However, the currently proposed three-way pedestrian configuration with all crosswalks landing on the pork-chop island makes a single-stage crossing difficult to achieve. If each crosswalk is actuated individually, pedestrians would be required to queue on the island, and the

available space may be insufficient to accommodate the expected high pedestrian demand. Exclusive pedestrian phase should be considered.

- The analysis evaluates 2030 conditions but does not assess a longer-term horizon year (e.g., 2050). A future-year analysis is needed to understand long-range operational performance and resiliency.
- The study relies on 2018 vehicle data and Strava data for estimating pedestrian and bicycle activity. Updated multimodal data should be collected to reflect current and anticipated demand. The report acknowledges this need and notes that additional data collection would help refine the design and better address safety, operational challenges, and visitor experience.

NPS PMIS No. XXXXXX NPS Drwg No. XXX/XXXX

| PROJECT | SHEET NUMBER |
|---|---|
| DC NP GWMP ARCH TAR 2026 | H01 |

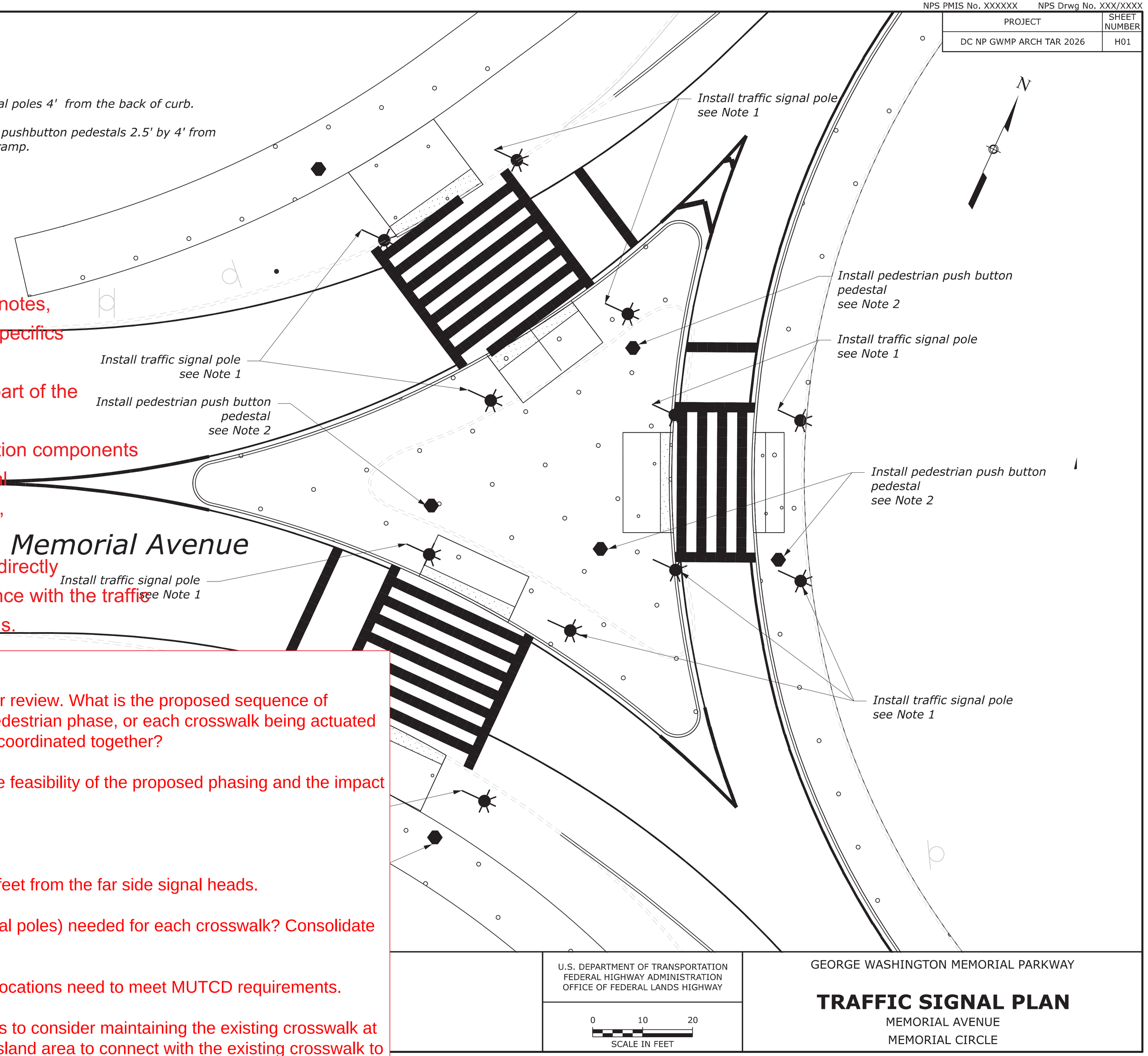
*NOTES*

1. *Install traffic signal poles 4' from the back of curb.*
2. *Install pedestrian pushbutton pedestals 2.5' by 4' from the edge of curb ramp.*

General Comments:

-Traffic signal plans as submitted are not in DDOT's required format..

- Design plans should be revised to include standard DDOT border, design/construction notes, cable schematics and signal indentification specifics TSED to assist as needed.
-TS drawing sheets need to be included as part of the design plans
- Details of all proposed traffic signal installation components must be clearly shown on the plans. ie; signal pole types,number of proposed signal heads, cable routing, etc..
-Moving forward the designer can reach out directly to TSED - eric.walden@dc.gov... for assistance with the traffic signal plan development per DDOT standards.




General Comments:

The signal phasing concept need to be submitted for review. What is the proposed sequence of operations for these three crosswalks? Exclusive pedestrian phase, or each crosswalk being actuated individually, or any two of them being actuated and coordinated together?

Traffic analysis needs to be conducted to assess the feasibility of the proposed phasing and the impact to traffic operations.

Pedestrian phase should be actuated control.

Stop bar distance should be adjusted. Minimum 40 feet from the far side signal heads.

Why are six poles (four signal poles and two pedestal poles) needed for each crosswalk? Consolidate the poles if possible.

APS is needed for all proposed push buttons. APS locations need to meet MUTCD requirements.

For the pork chop for the west side, another option is to consider maintaining the existing crosswalk at its current location, while expanding the pork chop island area to connect with the existing crosswalk to provide access to the arch. Instead of three new crosswalks, only one new crosswalk is needed.

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OFFICE OF FEDERAL LANDS HIGHWAY

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GEORGE WASHINGTON MEMORIAL PARKWAY

# TRAFFIC SIGNAL PLAN

MEMORIAL AVENUE
MEMORIAL CIRCLE

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21 May 2026 6:35 PM

NPS PMIS No. XXXXXX NPS Drwg No. XXX/XXXX

| PROJECT | SHEET NUMBER |
|---|---|
| DC NP GWMP ARCH TAR 2026 | H02 |

*NOTES*

1. *Install traffic signal poles 4' from the back of curb.*
2. *Install pedestrian pushbutton pedestals 2.5' by 4' from the edge of curb ramp.*

SEE GENERAL COMMENTS

*Install traffic signal pole see Note 1*

*Install pedestrian push button pedestal see Note 2*

*Install traffic signal pole see Note 1*

*Install pedestrian push button pedestal see Note 2*

*Install pedestrian push button pedestal see Note 2*

*Install traffic signal pole see Note 1*

*Install traffic signal pole see Note 1*

*Install pedestrian push button pedestal see Note 2*

*Install pedestrian push button pedestal see Note 2*

*Arlington Memorial Bridge*

*Washington*

ONLY

ONLY

"DECIDUOUS TREE"

"DECIDUOUS TREE"

"DECIDUOUS TREE"

"DECIDUOUS TREE"

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GEORGE WASHINGTON MEMORIAL PARKWAY

# TRAFFIC SIGNAL PLAN

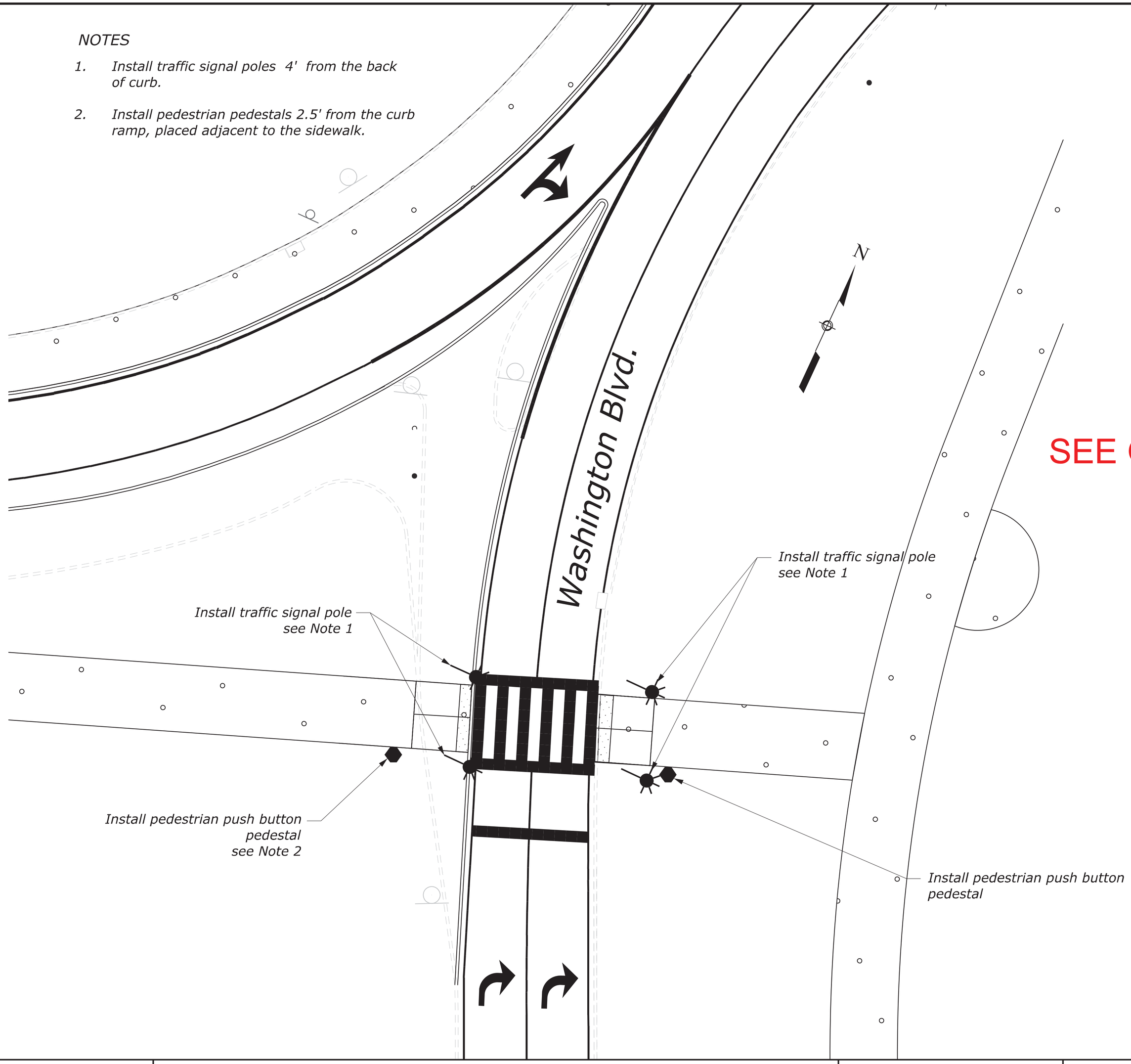
MEMORIAL CIRCLE
ARLINGTON MEMORIAL BRIDGE

NPS PMIS No. XXXXXX NPS Drwg No. XXX/XXXX

| PROJECT | SHEET NUMBER |
|---|---|
| DC NP GWMP ARCH TAR 2026 | H03 |

*NOTES*

1. *Install traffic signal poles 4' from the back of curb.*
2. *Install pedestrian pedestals 2.5' from the curb ramp, placed adjacent to the sidewalk.*




SEE GENERAL COMMENTS

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GEORGE WASHINGTON MEMORIAL PARKWAY

# TRAFFIC SIGNAL PLAN

WASHINGTON BLVD

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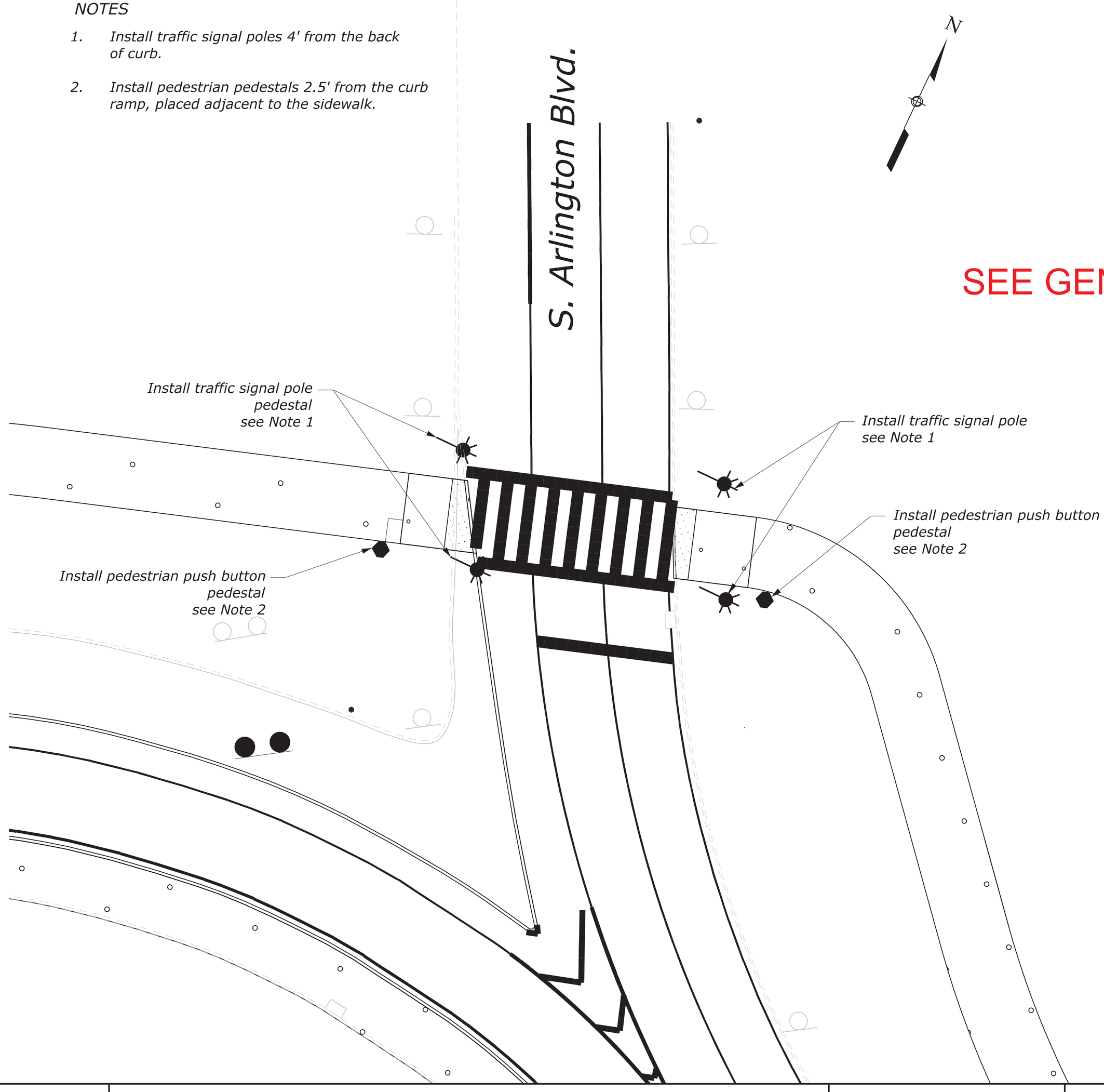
NPS PMIS No. XXXXXX NPS Drwg No. XXX/XXXX

| PROJECT | SHEET NUMBER |
|---|---|
| DC NP GWMP ARCH TAR 2026 | H04 |

*NOTES*

1. *Install traffic signal poles 4' from the back of curb.*

2. *Install pedestrian pedestals 2.5' from the curb ramp, placed adjacent to the sidewalk.*




SEE GENERAL COMMENTS

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U.S. DEPARTMENT OF TRANSPORTATION
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OFFICE OF FEDERAL LANDS HIGHWAY

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GEORGE WASHINGTON MEMORIAL PARKWAY

# TRAFFIC SIGNAL PLAN

ARLINGTON BLVD

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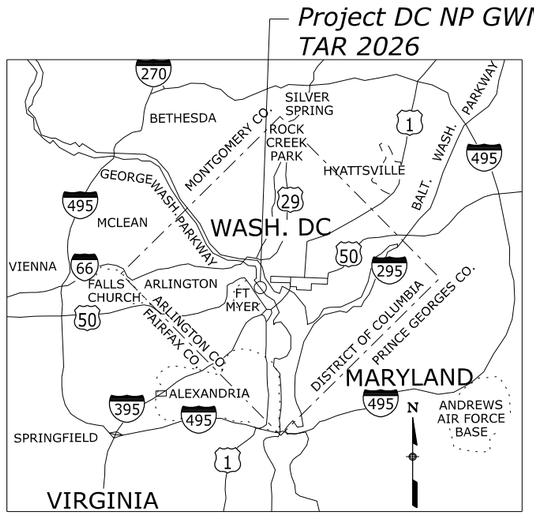



**KEYMAP**
**WASHINGTON DC**
**AND METROPOLITAN AREA**

# U. S. DEPARTMENT OF THE INTERIOR
# NATIONAL PARK SERVICE
# GEORGE WASHINGTON MEMORIAL PARKWAY
# NATIONAL PARK

PLANS FOR PROPOSED PROJECT

# DC NP GWMP ARCH TAR 2026

SIGNAL INSTALLATION AROUND THE MEMORIAL CIRCLE
TEMPORARY TRAFFIC CONTROL FOR CONSTRUCTION OF THE ARCH

WASHINGTON,
DISTRICT OF COLUMBIA

## DESCRIPTION OF PROJECT

**IMPROVEMENT:** Work includes the signalization of memorial circle, construction of new sidewalk, pavement markings and signage, maintenance of traffic for the construction of the arch, and other miscellaneous work.

**PROJECT LENGTH:** 0.03 Miles

**LANE MILES:** 0.03 Miles

| ROAD: | WIDTH | SURFACE | BASE | SUBGRADE |
|---|---|---|---|---|
| Memorial Circle | 30' | 4" ACP | 6" | N/A |

**BRIDGE:** N/A

**DESIGN DESIGNATION:**

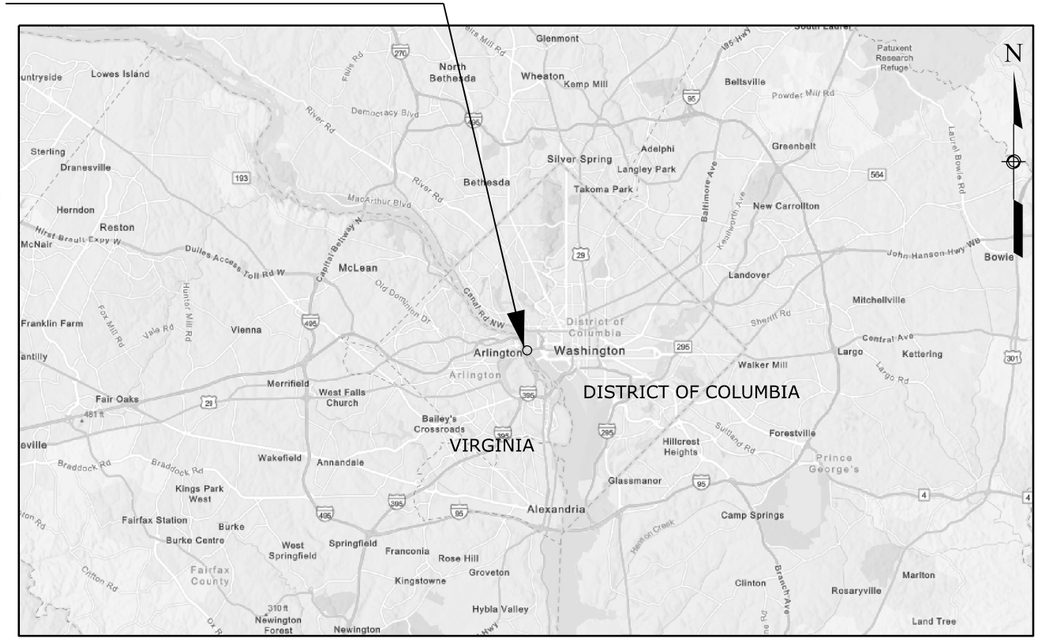
| | |
|---|---|
| GWMP ADT (2026) | 16716 |
| GWMP ADT (2046) | 22514 |
| DHV | 3 |
| D | 50/50 |
| %Truck | 0.10% |
| V (MPH) | 30 |
| C/A | None |
| e(max) | N/A |

**SPECIFICATIONS:**

"Standard Specifications for Construction of Roads and Bridges on Federal Highway Projects", FP-24.

| Project Manager | Highway Design Manager | Lead Designer |
|---|---|---|
| XXXXX XXXXXX | Chris Burnell | Team Forge |

***DC NP GWMP ARCH TAR 2026***




## INDEX TO SHEETS



Know what's **below.**
**Call** before you dig.

# 30% PLANS

PLANS PREPARED BY
**U.S. DEPARTMENT OF TRANSPORTATION**
**FEDERAL HIGHWAY ADMINISTRATION**
EASTERN FEDERAL LANDS HIGHWAY DIVISION
ASHBURN, VIRGINIA
MAY, 2026

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| PROJECT | SHEET NUMBER |
|---|---|
| DC NP GWMP ARCH TAR 2026 | A02 |

| | |
|---|---|
| Δ | total central angle |
| Δc | curve central angle |
| Ø | diameter |
| θs | spiral central angle |
| abut. | abutment |
| ACP | asphalt concrete pavement |
| ADT | average daily traffic |
| Agg | aggregate |
| AH | ahead |
| AMD | amendment |
| appr. | approach |
| ASC | aggregate surface course |
| Asph | asphalt |
| BK | back |
| BL | baseline |
| bldg. | building |
| BM | bench mark |
| BP | balance point |
| br. | bridge |
| brg. | bearing |
| BW | broken white |
| cc or c. to c. | center to center |
| CL | centerline |
| CMP | corrugated metal pipe |
| col. | column |
| conc. | concrete |
| conn. | connection |
| constr. jt. | construction joint |
| cont. | continuous |
| CS | curve to spiral |
| ctrs. | centers |
| D | directional distribution factor |
| DHV | design hourly volume |
| dia. | diameter |
| diag. | diagonal |
| diaph. | diaphragm |
| dist. | distance |
| drwg(s). | drawing(s) |
| DSY | double solid yellow |
| DW or DTW | dotted white |
| DY or DTY | dotted yellow |
| E | east |
| e | superelevation rate |
| elec. | electric |
| elev. | elevation |
| emb. | embankment |
| EOP | edge of pavement |
| EOS | edge of shoulder |
| EOT | edge of travel way |
| EQ or eq. | equation |
| ER | edge of road |
| ESAL | equivalent single axle load |
| EW | edge of water |
| ex. or exist. | existing |
| exc. | excavation |
| exp. jt. | expansion joint |
| fin. | finish |
| flg. | flange |
| ftg. | footing |
| ga. | gage (gauge) |
| GAB | graded aggregate base |
| galv. | galvanized |
| gnd or grnd | ground |
| hdwl. | headwall |
| hex. | hexagon |
| HLSD | headlight sight distance |
| HW | high water |
| ID | inside diameter |
| INF | infinite |
| inv. | invert |
| jt. | joint |
| K | K-Value |
| L | length of curve |
| lam. | lamination |
| lat. | latitude |
| LOD | Limits of Disturbance |
| long. | longitudinal |
| LPSM | lump sum |
| Ls | length of spiral |
| lt. or LT | left |
| LW | low water |
| ML | main line |
| MOD | modification |
| MP | mile post |
| max. | maximum |
| min. | minimum |
| mon. | monument |
| N | north |
| NC | normal crown |
| NMSA | nominal maximum size aggregate |
| No. | number |
| o. c. | on center |
| ohwm | ordinary high water mark |
| o. to o. | out to out |
| OD | outside diameter |
| OG | original ground |
| PC | point of curve |
| PCC | point of compound curve |
| PCS | point of curve to spiral |
| PGL | profile grade line |
| PI | point of intersection |
| pl. | plate |
| POB | point of beginning |
| POC | point on curve |
| POE | point of ending |
| POS | point on spiral |
| POT | point on tangent |
| prop. | proposed |
| PS | point of tangent to spiral |
| PSC | point of spiral to curve |
| PST | point of spiral to tangent |
| PT | point of tangent |
| pvmt. | pavement |
| R | radius |
| R. | range |
| R/W | right-of-way |
| rdwy. | roadway |
| RECP | rolled erosion control product |
| reinf. | reinforcement |
| reqd. | required |
| rt. or RT | right |
| rte. | route |
| S | south |
| SADT | seasonal average daily traffic |
| SC | point of spiral to curve |
| sec. | section |
| shldr. | shoulder |
| spa. | spacing, spaces or spaced |
| sqft | square foot |
| sqyd | square yard |
| SRS | point of spiral to reverse spiral |
| SS | point of spiral to spiral (no curve) |
| SSD | stopping sight distance |
| ST | point of spiral to tangent |
| Sta. | station |
| std. | standard |
| stgr. | stringer |
| stiff. | stiffener |
| struc. | structural |
| STS | point of spiral to tangent spiral |
| SW or SDW | solid white |
| sym. | symmetrical |
| S/W | sidewalk |
| T | tangent distance |
| T. | township |
| TBM | temporary bench mark |
| thd. | thread |
| traf. | traffic |
| TS | point of tangent to spiral |
| Ts | tangent distance (spiraled curve) |
| typ. | typical |
| V | design speed |
| VC | vertical curve |
| var. | varies |
| vph | vehicles per hour |
| VPI | vertical point of intersection |
| W | west |

Control Point (Terrestrial and GPS); Jump Hub

National Boundary

State Boundary

County Boundary

City Boundary

Township or Range Line

Section Line

Section Corner (Found, Projected)

¼ Section Line

¼ Section Corner (Found, Projected)

1/16 Section Line

1/16 Section Corner (Found, Projected)

Property Line w/Found Property Corner

Parcel Number

National Park Boundary

National Forest Boundary

National Wildlife Refuge Boundary

BLM Lands Boundary

Indian Reservation Boundary

Existing Roadway (Road, Paved, Gravel)

Railroad

Trail

Intermittent Drainage or Small Creek

Large Creek or River

Lake, Pond or Reservoir

Spring or Seep

Treeline; Individual Trees

Material Source; Bore Hole; Test Pit

Spot Elevation; Coordinate Grid Tick

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OFFICE OF FEDERAL LANDS HIGHWAY

GEORGE WASHINGTON MEMORIAL PARKWAY

# SYMBOLS AND ABBREVIATIONS

| PROJECT | SHEET NUMBER |
|---|---|
| DC NP GWMP ARCH TAR 2026 | A03 |

North Arrow

| | | EXISTING | PROPOSED |
|---|---|---|---|
| Slope Stake Limits | Top of Cut | | |
| | Toe of Fill | | |
| | Transition | | |
| Fence | | | |
| Gate with Fence | | | |
| Cattleguard | | | |
| Guardrail | | | |
| Concrete Barrier | | | |
| Retaining Wall | | | |
| Signs (single, double post; portable) | | | |
| Delineators | | | |
| Pipe Culvert (arrow shows flow) | | | |
| Pipe Culvert with End Section | | | |
| Pipe Culvert with Headwall | | | |
| Pipe Culvert with Drop Inlet | | | DI |
| Box Culvert | | | |
| Underdrain | | UD | UD |
| Overhead/Above Ground Utilities | | P P | P P |
| Underground Utilities | | W W | W W |

FM = force main, FO = fiber optic, G = gas, IRR = irrigation, O = oil,
P = power, SA = sanitary sewer, SD = storm drain, SS = storm sewer,
STEAM = steam, T = telephone, TV = CATV, W = water

Poles (Power, Telephone, Joint Use, Light, Support w/Anchor)

Miscellaneous Utility Features

EM = electric meter, T = telephone pedestal, TV = CATV pedestal,
UP = transformer or junction box, WF = water fountain

Building

Right-of-Way Line with Monument — r/w — R/W

Permanent Easement — P/E — P/E

Construction Easement — TCE

Riprap

AREA PATTERN

Pavement Removal / Roadway Obliteration

Sidewalk Asphalt/Concrete

Mill and Overlay

Overlay

Silt Fence — SF

Diversion Berm — DB

Drainage Divide

Check Dam

Limits of Disturbance — LOD LOD LOD

Fiber Roll or Wattle

PROJECT SPECIFIC SYMBOLS AND ABBREVIATIONS:

Proposed Traffic Signal Pole

Proposed Pedestrian Pedestal

| | |
|---|---|
| DW | Dotted white |
| SSW | Single solid white |
| SSY | Single solid yellow |
| RPM | Raised Pavement Markers |

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OFFICE OF FEDERAL LANDS HIGHWAY

GEORGE WASHINGTON MEMORIAL PARKWAY

# SYMBOLS AND ABBREVIATIONS

NPS PMIS No. XXXXXX NPS Drwg No. XXX/XXXX

| PROJECT | SHEET NUMBER |
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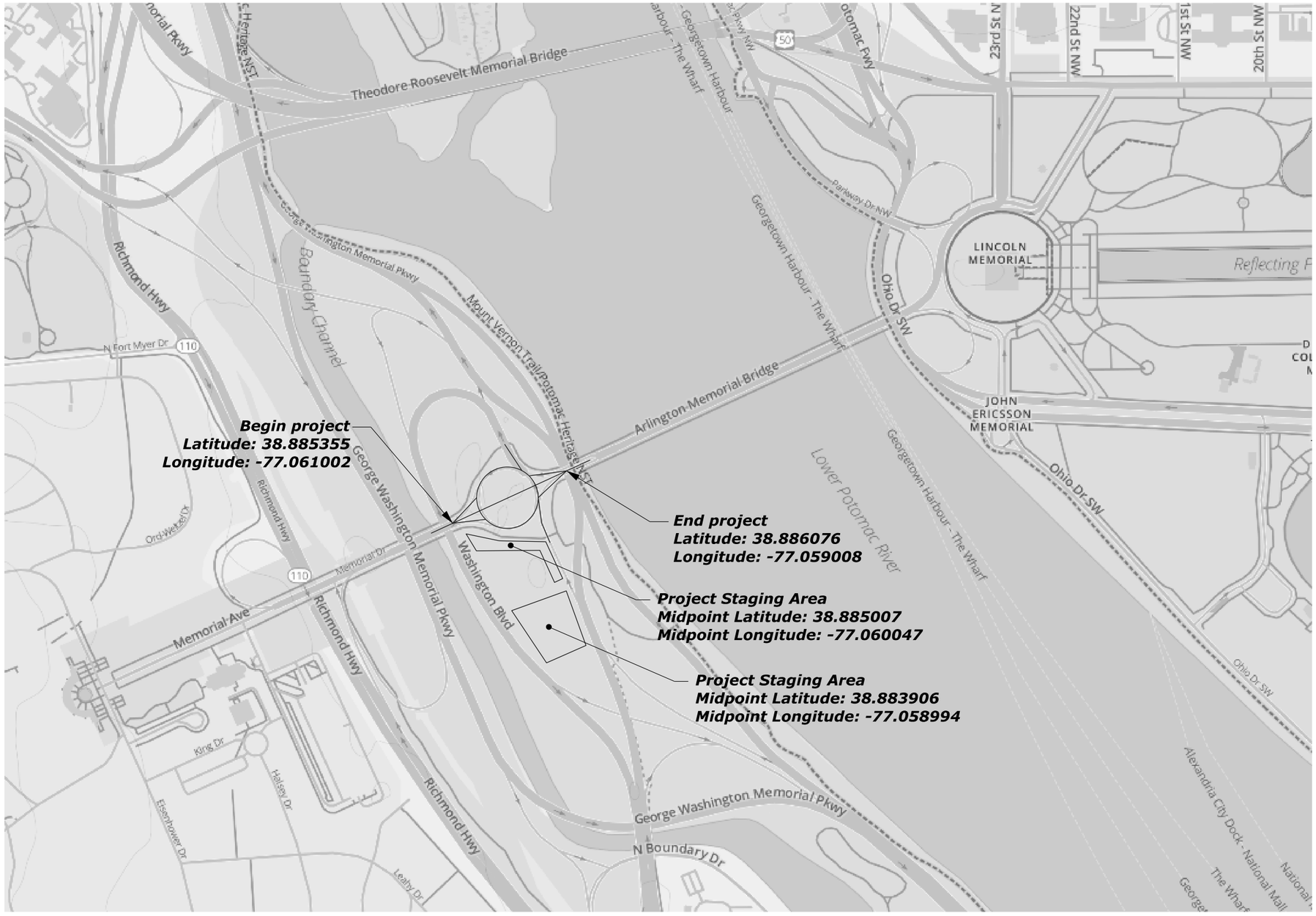
| DC NP GWMP ARCH TAR 2026 | A04 |




*Note:*
*Final staging area limits as directed.*

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OFFICE OF FEDERAL LANDS HIGHWAY

*NO SCALE*

GEORGE WASHINGTON MEMORIAL PARKWAY

**LOCATION MAP**

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| PROJECT | SHEET NUMBER |
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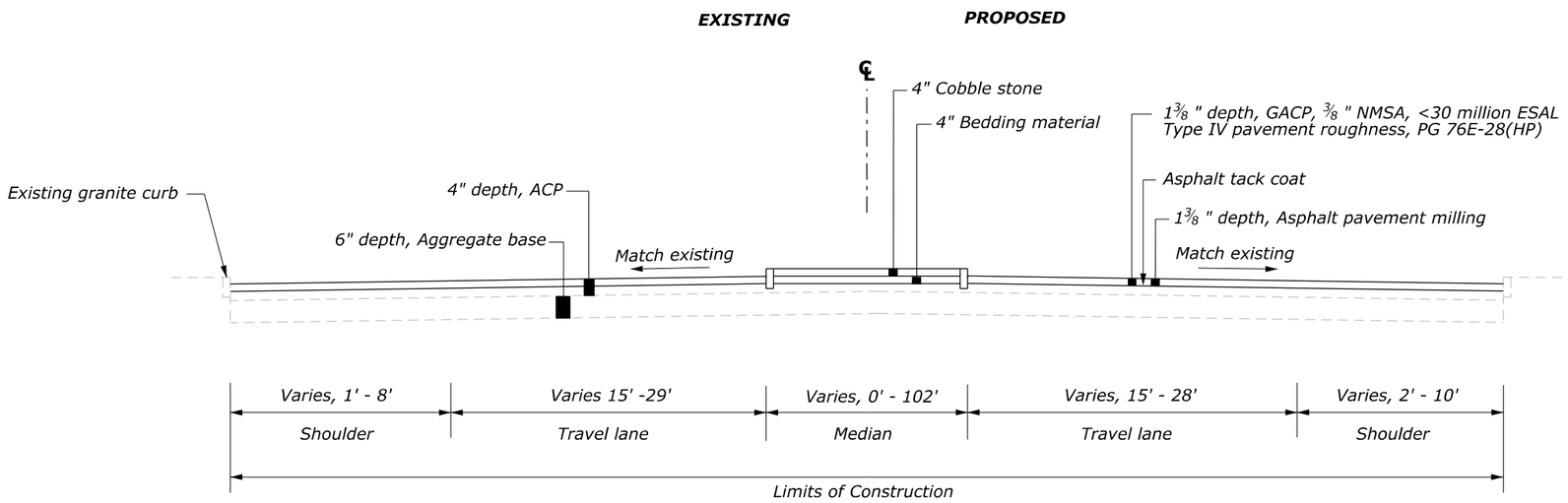
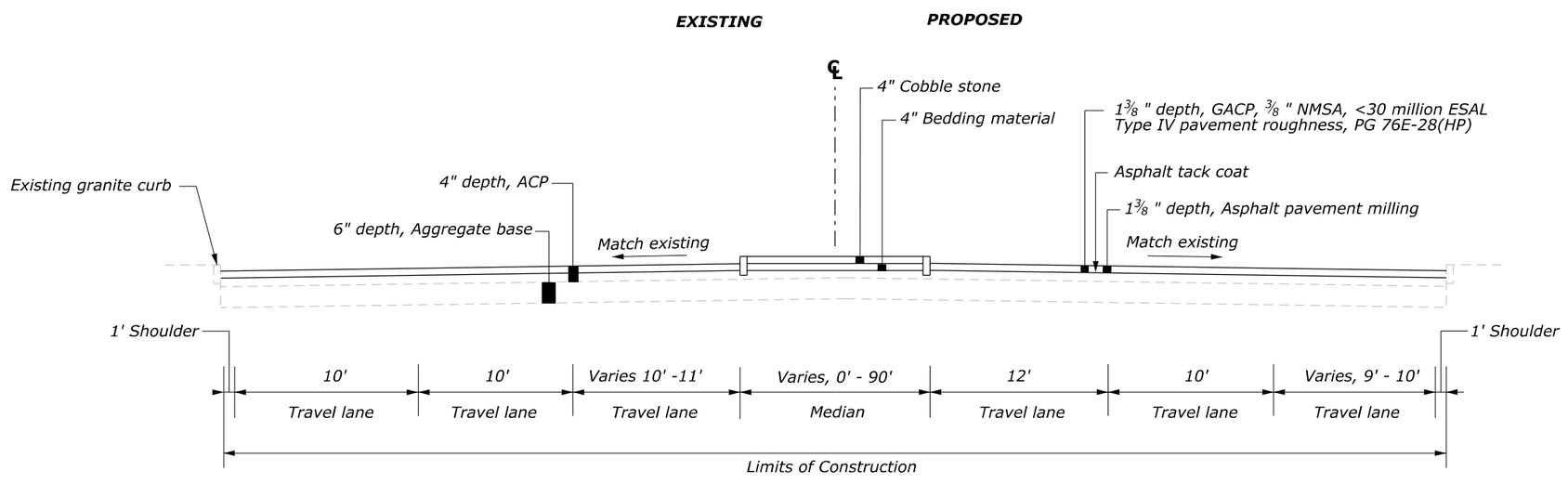
| DC NP GWMP ARCH TAR 2026 | B01 |




## MEMORIAL AVENUE BRIDGE TO MEMORIAL CIRCLE




## MEMORIAL CIRCLE TO ARLINGTON MEMORIAL BRIDGE

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OFFICE OF FEDERAL LANDS HIGHWAY

GEORGE WASHINGTON MEMORIAL PARKWAY

# TYPICAL SECTIONS

MEMORIAL CIRCLE, ARLINGTON MEMORIAL BRIDGE
SCHEDULE A

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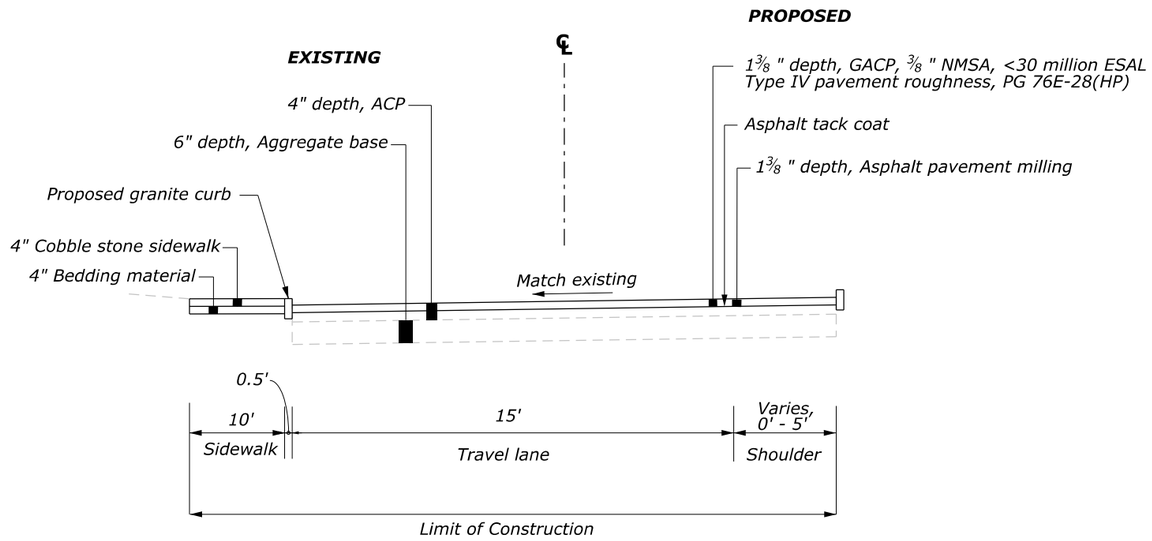
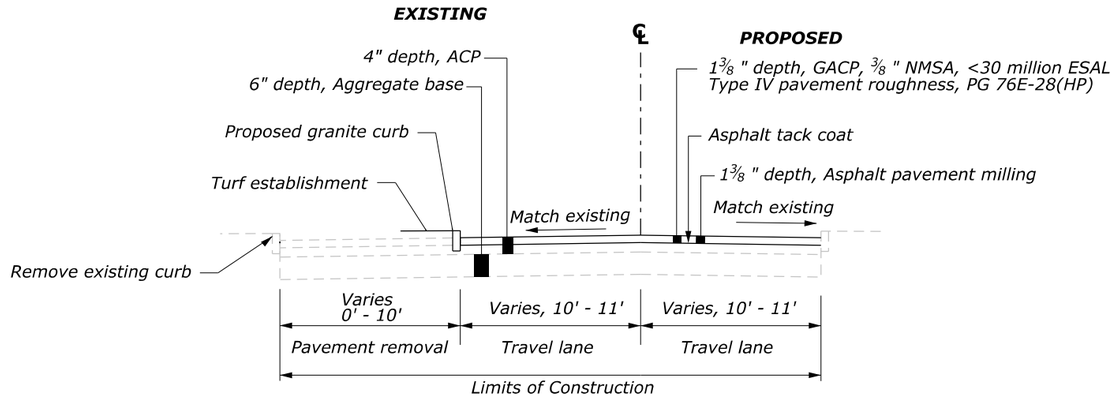



## MEMORIAL CIRCLE




## WASHINGTON BLVD

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FEDERAL HIGHWAY ADMINISTRATION
OFFICE OF FEDERAL LANDS HIGHWAY

GEORGE WASHINGTON MEMORIAL PARKWAY

# TYPICAL SECTIONS

MEMORIAL CIRCLE, WASHINGTON BLVD
SCHEDULE A

NPS PMIS No. XXXXXX NPS Drwg No. XXX/XXXX

| PROJECT | SHEET NUMBER |
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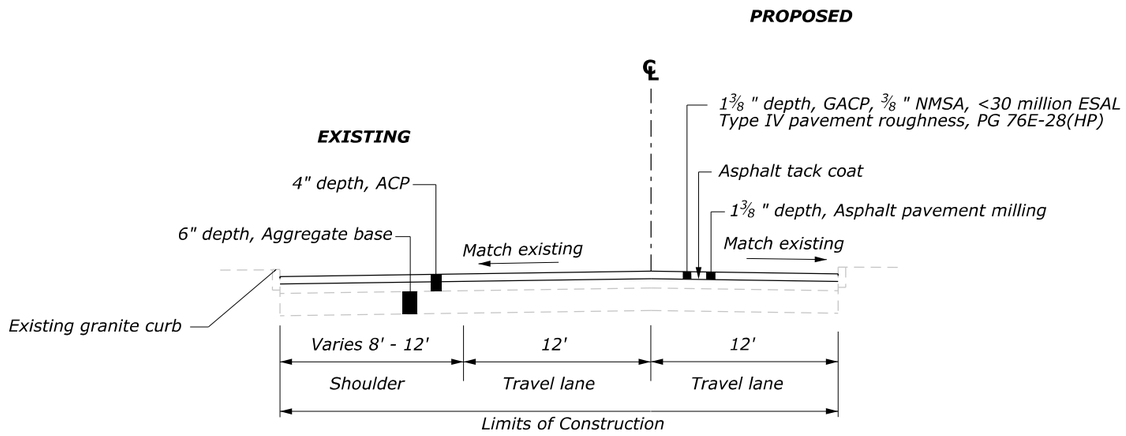
| DC NP GWMP ARCH TAR 2026 | B03 |




## ARLINGTON BLVD

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GEORGE WASHINGTON MEMORIAL PARKWAY

# TYPICAL SECTIONS

ARLINGTON BLVD

SCHEDULE A

| PROJECT | SHEET NUMBER |
|---|---|
| DC NP GWMP ARCH TAR 2026 | C01 |

## SCHEDULE A

| Line Item No. | Pay Item No. | Pay Item Description | Unit | Estimated Quantities |
|---|---|---|---|---|
| | | | | Bid Schedule |
| A0100 | 15101-0000 | MOBILIZATION | LPSM | ALL |
| A0150 | 15201-0000 | CONSTRUCTION SURVEY AND STAKING | LPSM | ALL |
| A0200 | 15401-0000 | CONTRACTOR TESTING | LPSM | ALL |
| A0250 | 15701-0000 | SOIL EROSION CONTROL | LPSM | ALL |
| A0300 | 15720-0000 | STORMWATER POLLUTION PREVENTION PLAN | LPSM | ALL |
| A0350 | 20301-2400 | REMOVAL OF SIGN | EACH | 32 |
| A0400 | 20302-0600 | REMOVAL OF CURB, STONE | LNFT | 2,600 |
| A0450 | 20303-0500 | REMOVAL OF GRANITE COBBLES | SQYD | 1,700 |
| A0500 | 20303-1600 | REMOVAL OF PAVEMENT, ASPHALT | SQYD | 1,400 |
| A0550 | 20303-3200 | REMOVAL OF SIDEWALK, CONCRETE | SQYD | 2,100 |
| A0600 | 20303-3300 | REMOVAL OF SIDEWALK, STONE | SQYD | 60 |
| A0650 | 31302-0000 | AGGREGATE-TOPSOIL COURSE | SQYD | 1,200 |
| A0700 | 40101-0200 | ASPHALT CONCRETE PAVEMENT, GYRATORY MIX, 3/8-INCH NOMINAL MAXIMUM SIZE AGGREGATE, 0.3 TO <3 MILLION ESAL | TON | 510 |
| A0750 | 41201-0000 | TACK COAT | TON | 4 |
| A0800 | 41301-0000 | ASPHALT PAVEMENT MILLING | SQYD | 6,800 |
| A0850 | 60901-4000 | CURB, STONE, TYPE 1, 16-INCH DEPTH | LNFT | 3,000 |
| A0900 | 61001-0500 | SIDEWALK, EXPOSED AGGREGATE CONCRETE | SQYD | 2,300 |
| A0950 | 61004-4000 | ACCESSIBILITY RAMP, STONE | SQYD | 370 |
| A1000 | 61006-2000 | PAVING, COBBLESTONE | SQYD | 1,950 |
| A1050 | 61008-0100 | RESET COBBLESTONE PAVERS | SQYD | 1,150 |
| A1100 | 62502-0000 | TURF ESTABLISHMENT | SQYD | 1,050 |
| A1150 | 63304-0900 | SIGNS, ALUMINUM PANELS, TYPE 3 SHEETING | SQFT | 16 |
| A1200 | 63316-1000 | REMOVE AND RESET SIGN SYSTEM | EACH | 2 |
| A1250 | 63401-1500 | PAVEMENT MARKINGS, TYPE H, SOLID | LNFT | 19,900 |
| A1300 | 63401-1650 | PAVEMENT MARKINGS, TYPE H, DOTTED | LNFT | 24 |
| A1350 | 63405-2900 | PAVEMENT MARKINGS, TYPE H, TURN ARROW | EACH | 4 |
| A1400 | 63405-2950 | PAVEMENT MARKINGS, TYPE H, STRAIGHT ARROW | EACH | 1 |
| A1450 | 63405-3000 | PAVEMENT MARKINGS, TYPE H, STRAIGHT/TURN ARROW COMBINATION | EACH | 3 |
| A1500 | 63405-3050 | PAVEMENT MARKINGS, TYPE H, "ONLY" WORD MESSAGE | EACH | 4 |
| A1550 | 63406-0300 | RAISED PAVEMENT MARKER, NON-PLOWABLE, MONO-DIRECTIONAL REFLECTIVE | EACH | 12 |
| A1600 | 63501-0000 | TEMPORARY TRAFFIC CONTROL | LPSM | ALL |
| A1650 | 63602-1000 | SYSTEM INSTALLATION, TRAFFIC SIGNAL | EACH | 48 |
| A1700 | 63701-0000 | FIELD OFFICE | EACH | 1 |

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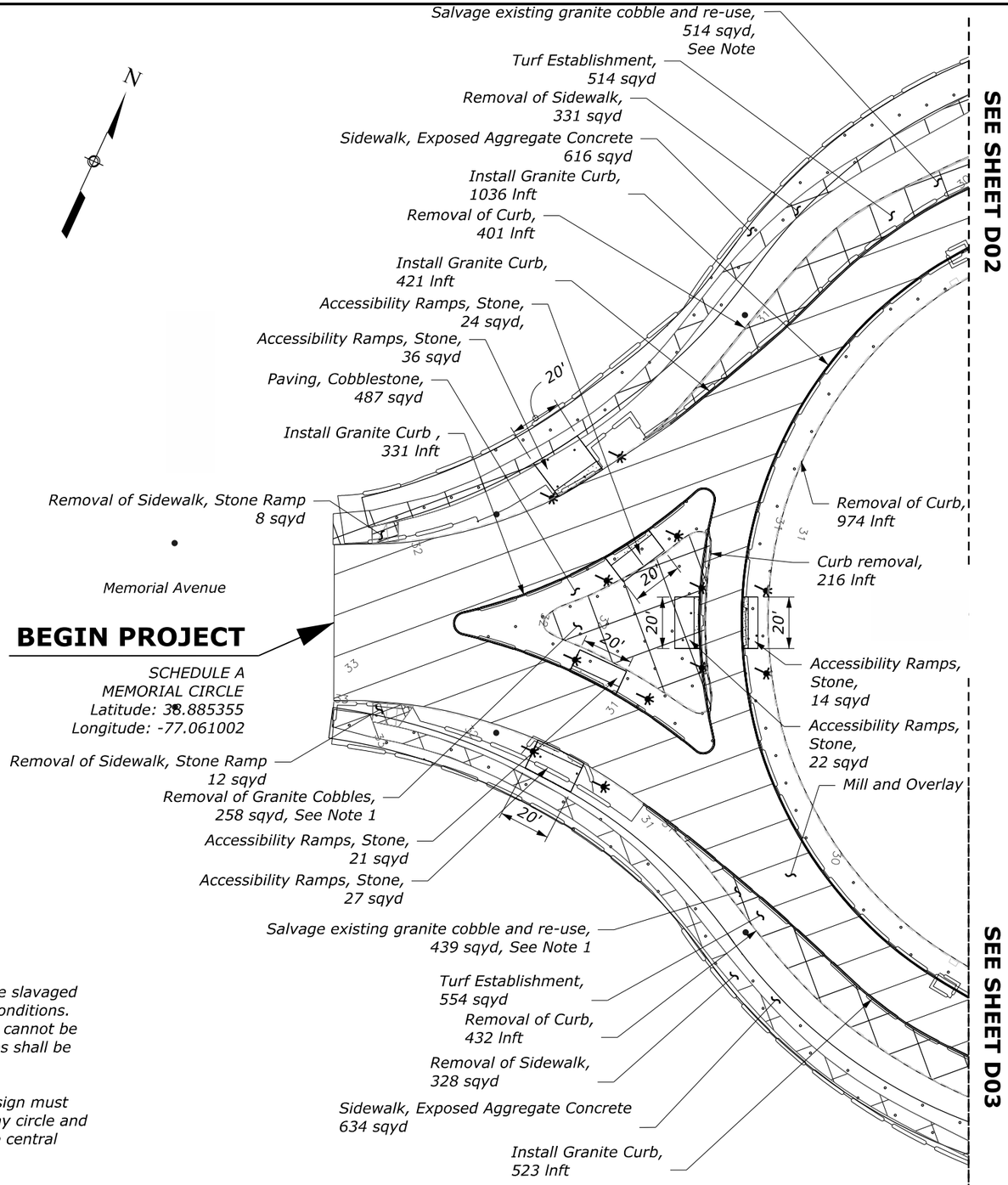
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OFFICE OF FEDERAL LANDS HIGHWAY

GEORGE WASHINGTON MEMORIAL PARKWAY

**TABULATION OF QUANTITIES**
SCHEDULE A

| PROJECT | SHEET NUMBER |
|---|---|
| | D02 |




## NOTES

1. *All existing granite cobbles are to be slavaged and re-used as shown in poposed conditions. If the cobbles are not salvagable or cannot be used in proposed conditions, cobbles shall be returned to the NPS.*

2. *Utility and drainage layouts and design must be coordinated between the roadway circle and any planned construction within the central island.*

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FEDERAL HIGHWAY ADMINISTRATION
OFFICE OF FEDERAL LANDS HIGHWAY

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# CONSTRUCTION PLAN

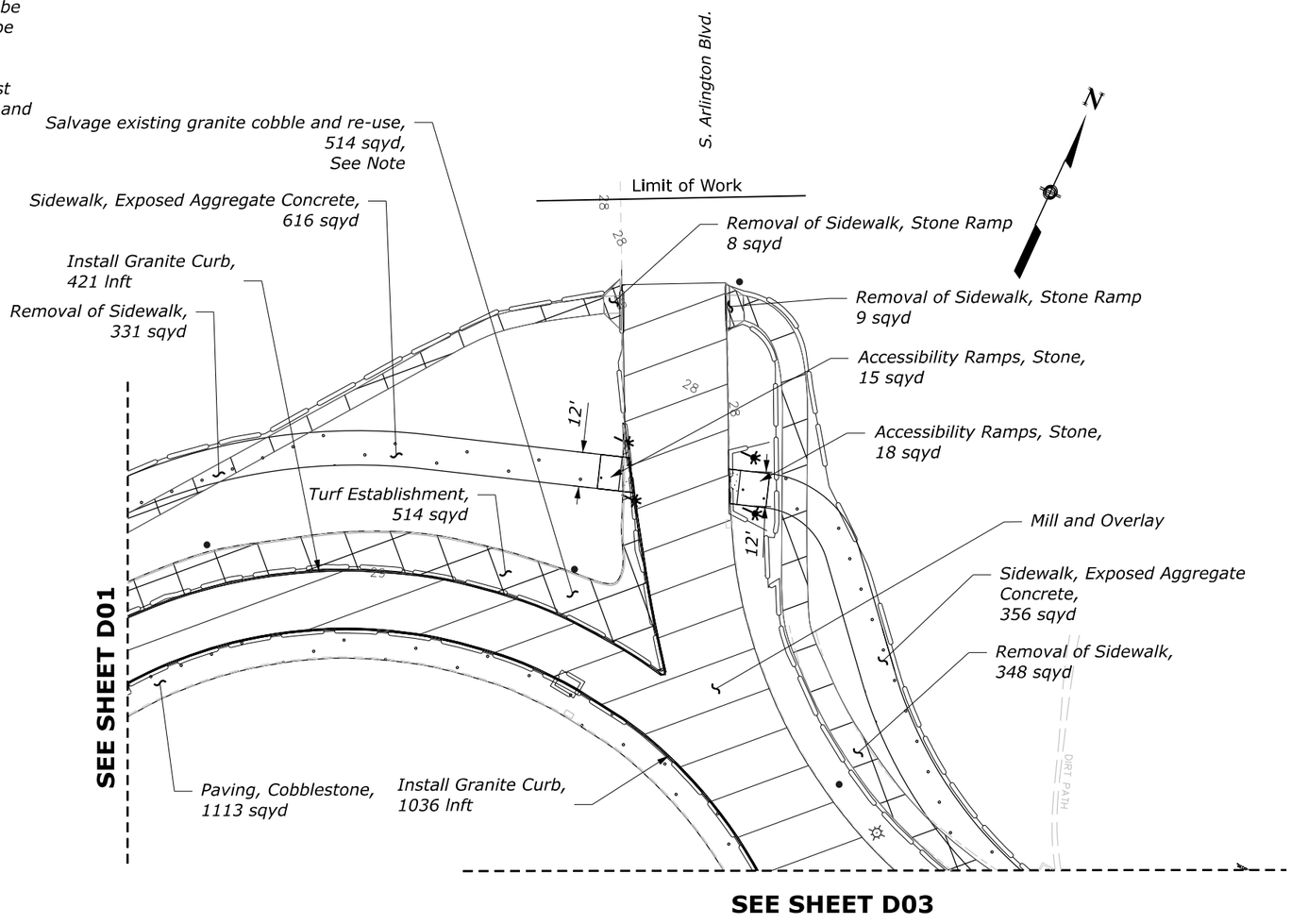
MEMORIAL CIRCLE

| PROJECT | SHEET NUMBER |
|---|---|
| | D02 |

## NOTES

1. *All existing granite cobbles are to be slavaged and re-used as shown in poposed conditions. If the cobbles are not salvagable or cannot be used in proposed conditions, cobbles shall be returned to the NPS.*

2. *Utility and drainage layouts and design must be coordinated between the roadway circle and any planned construction within the central island.*

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OFFICE OF FEDERAL LANDS HIGHWAY

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# CONSTRUCTION PLAN

MEMORIAL CIRCLE

S. ARLINGTON BLVD

| PROJECT | SHEET NUMBER |
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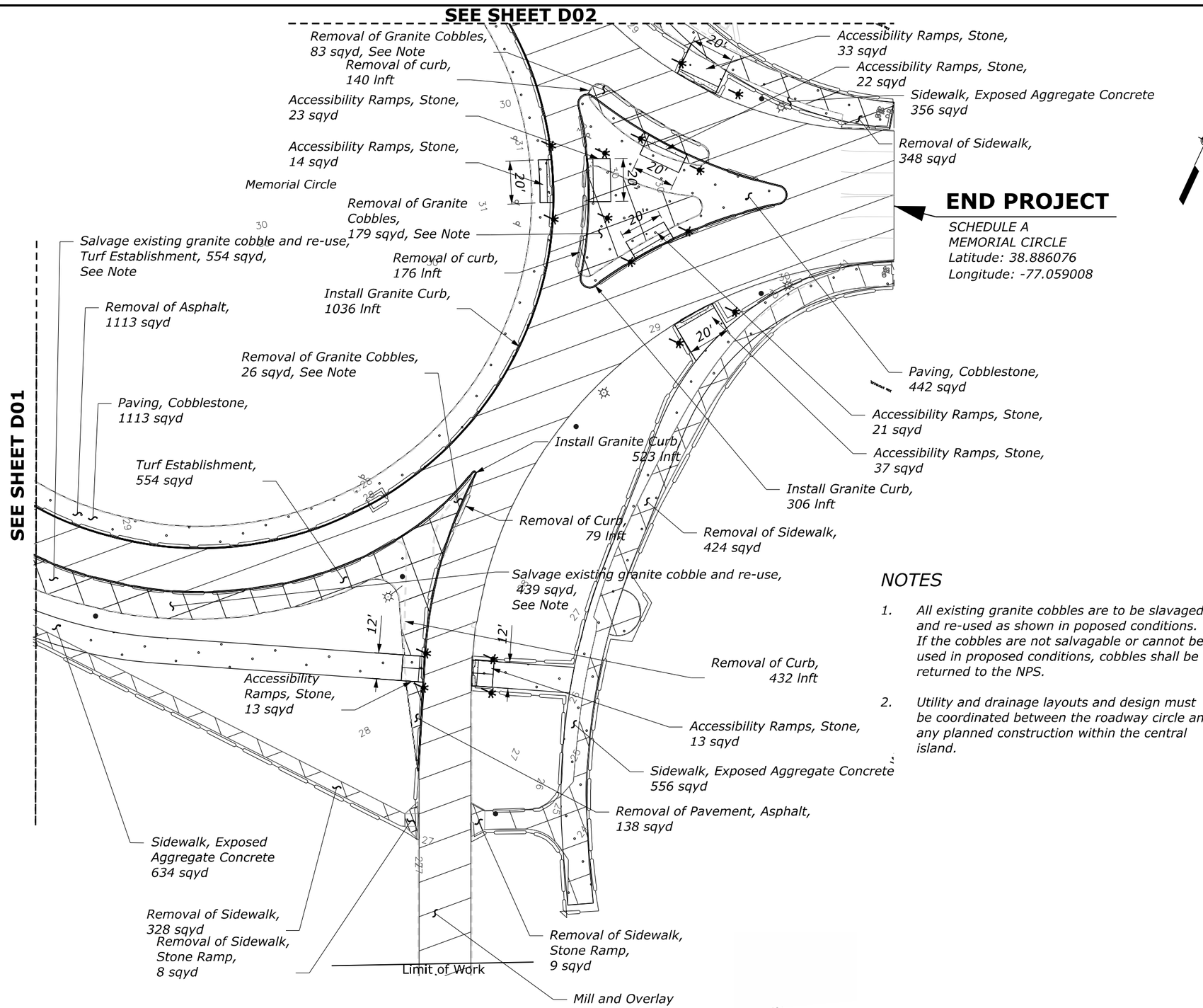


## NOTES

1. All existing granite cobbles are to be slavaged and re-used as shown in poposed conditions. If the cobbles are not salvagable or cannot be used in proposed conditions, cobbles shall be returned to the NPS.
2. Utility and drainage layouts and design must be coordinated between the roadway circle and any planned construction within the central island.

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# CONSTRUCTION PLAN

MEMORIAL CIRCLE
WASHINGTON BLVD

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NPS PMIS No. XXXXXX NPS Drwg No. XXX/XXXX

| PROJECT | SHEET NUMBER |
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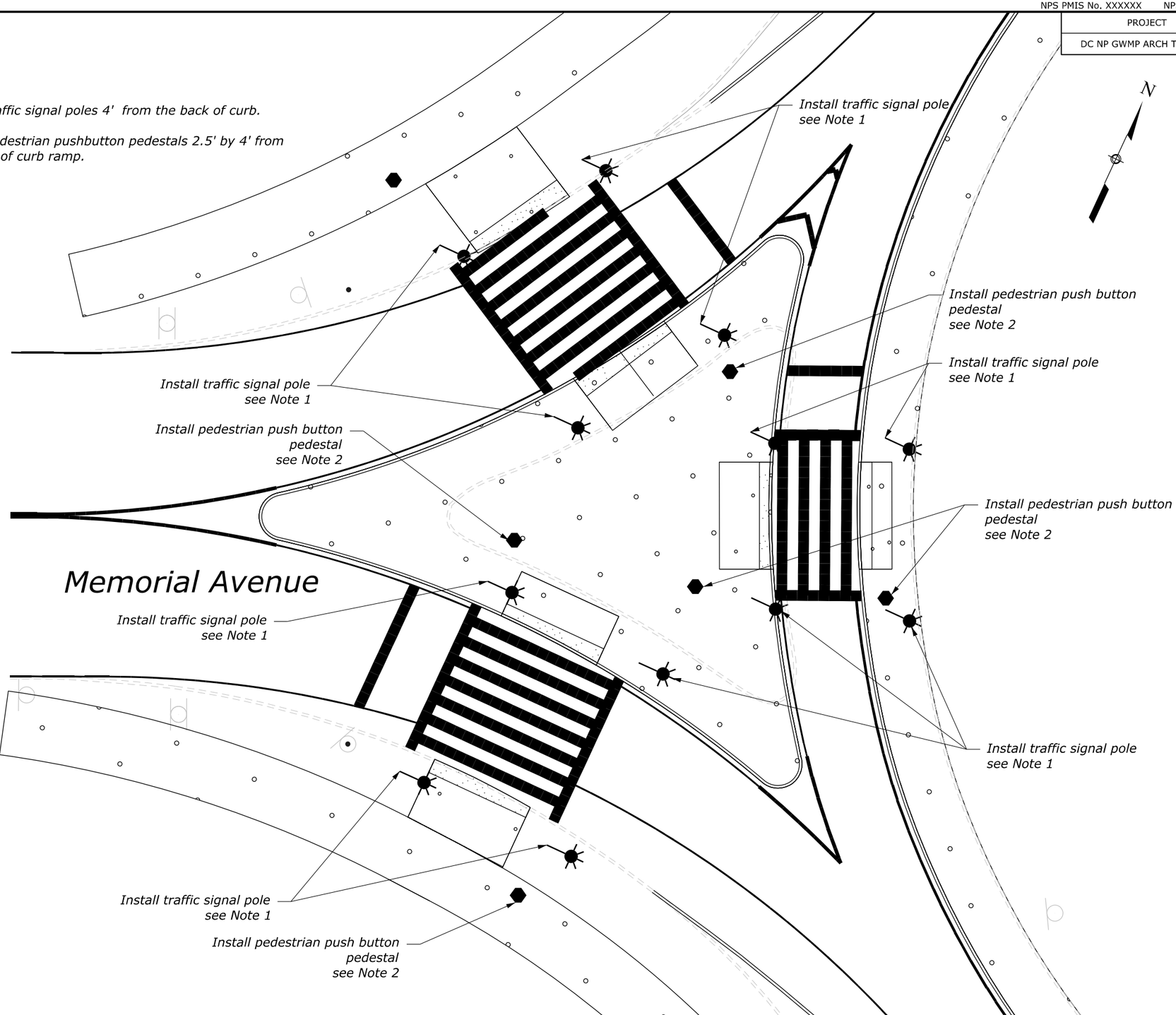
| DC NP GWMP ARCH TAR 2026 | H01 |

*NOTES*

1. *Install traffic signal poles 4' from the back of curb.*
2. *Install pedestrian pushbutton pedestals 2.5' by 4' from the edge of curb ramp.*

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GEORGE WASHINGTON MEMORIAL PARKWAY

# TRAFFIC SIGNAL PLAN

MEMORIAL AVENUE
MEMORIAL CIRCLE

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NPS PMIS No. XXXXXX NPS Drwg No. XXX/XXXX

| PROJECT | SHEET NUMBER |
|---|---|
| DC NP GWMP ARCH TAR 2026 | H02 |

## NOTES

1. Install traffic signal poles 4' from the back of curb.
2. Install pedestrian pushbutton pedestals 2.5' by 4' from the edge of curb ramp.

Install traffic signal pole see Note 1

Install pedestrian push button pedestal see Note 2

Install traffic signal pole see Note 1

Install pedestrian push button pedestal see Note 2

Install pedestrian push button pedestal see Note 2

Install traffic signal pole see Note 1

Install traffic signal pole see Note 1

Install pedestrian push button pedestal see Note 2

Install pedestrian push button pedestal see Note 2

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Washington

Arlington Memorial Bridge

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OFFICE OF FEDERAL LANDS HIGHWAY

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GEORGE WASHINGTON MEMORIAL PARKWAY

# TRAFFIC SIGNAL PLAN

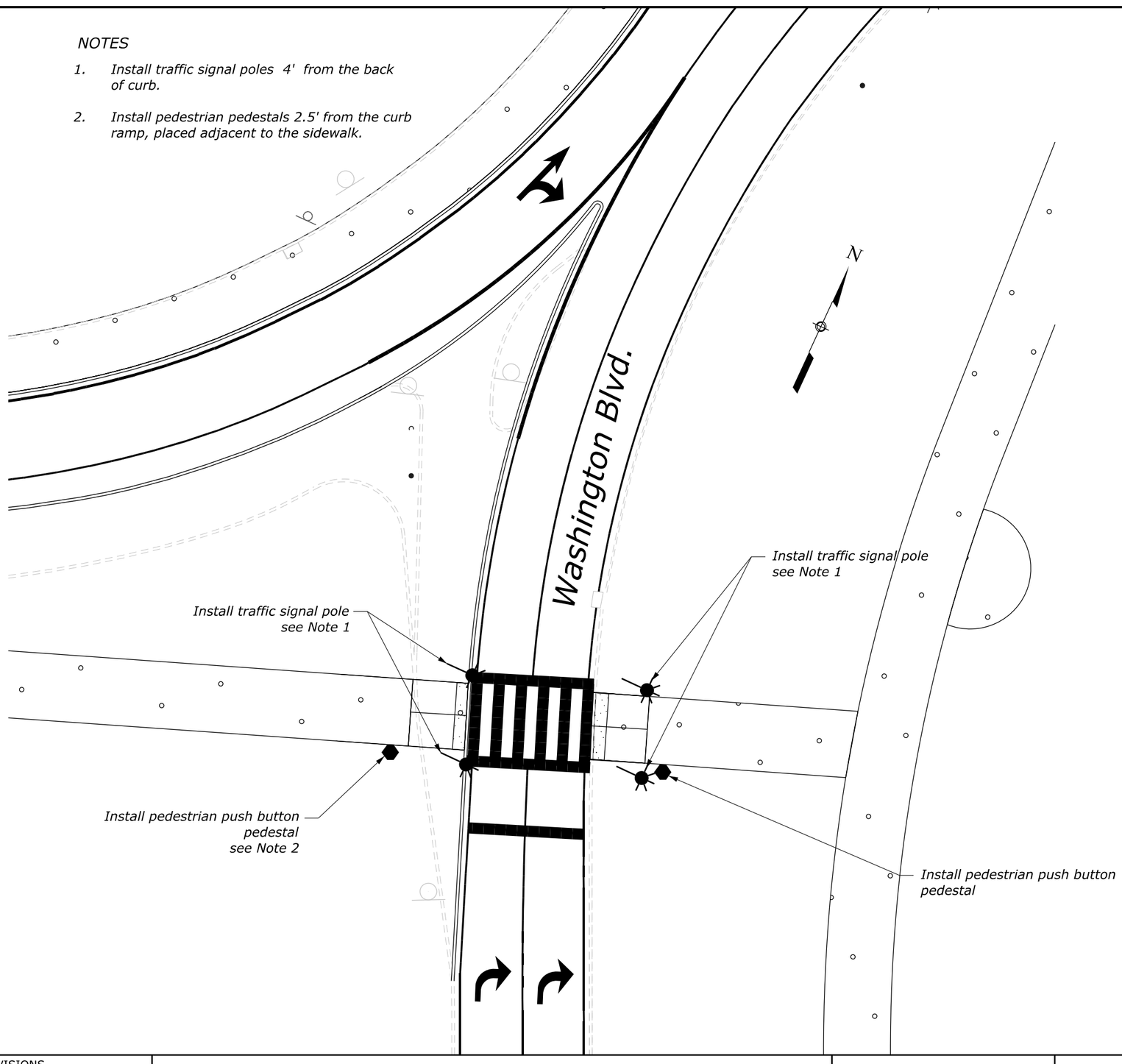
MEMORIAL CIRCLE
ARLINGTON MEMORIAL BRIDGE

NPS PMIS No. XXXXXX NPS Drwg No. XXX/XXXX

| PROJECT | SHEET NUMBER |
|---|---|
| DC NP GWMP ARCH TAR 2026 | H03 |

*NOTES*

1. *Install traffic signal poles 4' from the back of curb.*
2. *Install pedestrian pedestals 2.5' from the curb ramp, placed adjacent to the sidewalk.*

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GEORGE WASHINGTON MEMORIAL PARKWAY

# TRAFFIC SIGNAL PLAN

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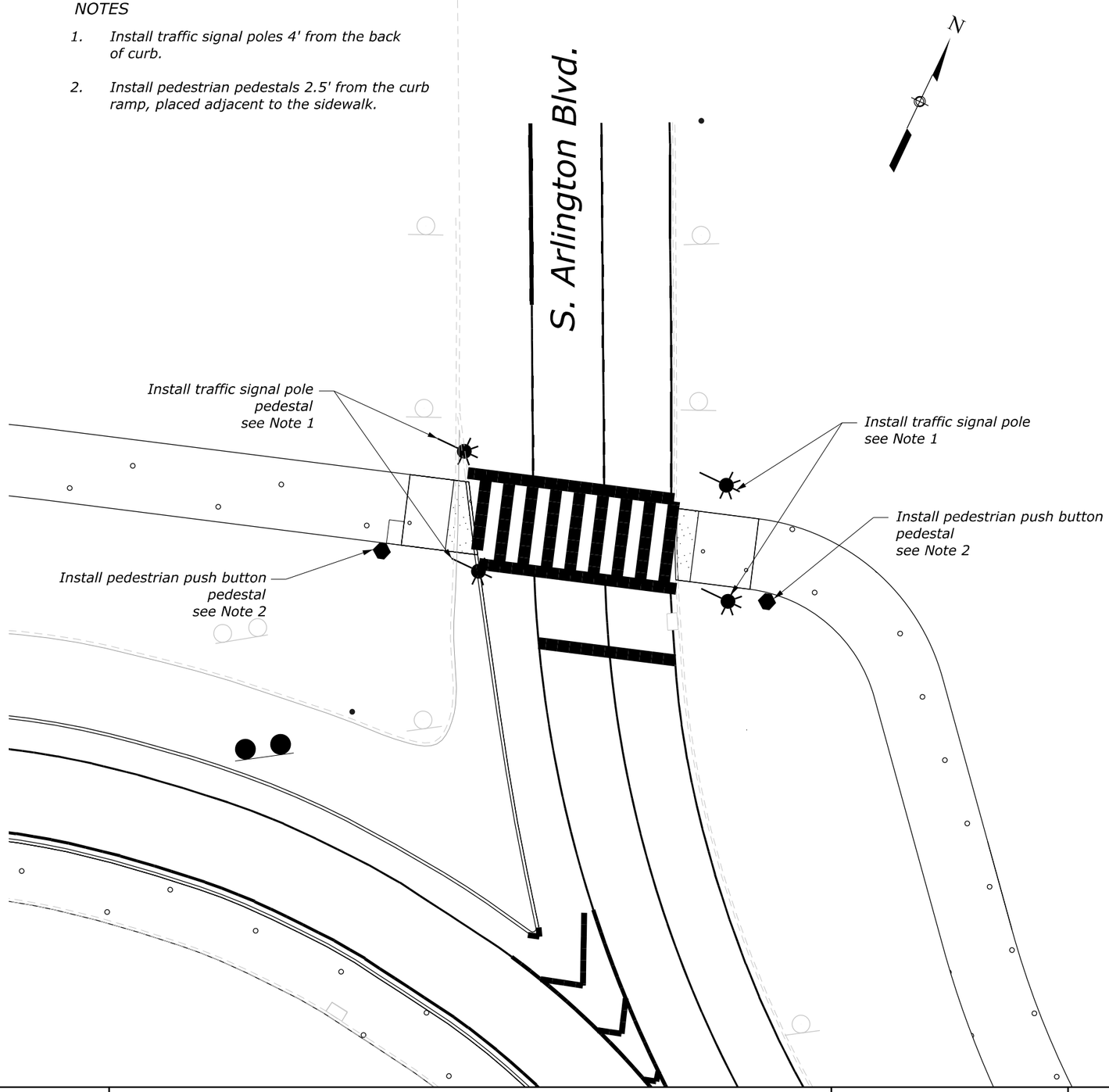
NPS PMIS No. XXXXXX NPS Drwg No. XXX/XXXX

| PROJECT | SHEET NUMBER |
|---|---|
| DC NP GWMP ARCH TAR 2026 | H04 |

*NOTES*

1. *Install traffic signal poles 4' from the back of curb.*

2. *Install pedestrian pedestals 2.5' from the curb ramp, placed adjacent to the sidewalk.*

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GEORGE WASHINGTON MEMORIAL PARKWAY

# TRAFFIC SIGNAL PLAN

ARLINGTON BLVD

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## PROJECT DESCRIPTION

*This project consists of asphalt milling and overlay, safety improvements, signaling, pavement markings, and other miscellaneous work.*

## SOILS

*Soil disturbing activities include: sidewalk demolition and construction, concrete island reconstruction and turf establishment.*

*Area of Disturbance:*
*Demolition and construction of sidewalk and ramps: 1.57 acres (68,449 sqft)*
*Construction of islands: 0.22 acres (9,733 sqft)*
*Construction of asphalt pavers: 0.24 acres (10,535 sqft)*

*Total: 2.03 acres (79,380 sqft)*

*The total area of soil disturbance for the project is approximately 2.03 acres. The receiving water is the Potomac River.*

## GENERAL NOTES AND GUIDELINES

*Develop and implement a Spill Prevention Control and Countermeasures (SPCC) Plan following the requirements under 40 CFR 112. Report spills large enough to discharge surface waters to the National Response Center at 1-800-424-8802.*

*The Erosion and Sediment Control Narrative is intended to act as a guideline for preventing erosion and controlling sediment. The work consists of applying measures throughout the life of the project to control erosion and to minimize the sedimentation of rivers, creeks, and streams. Soil erosion control measures are also defined/outlined in the Standard Specifications for Construction of Roads and Bridges on Federal Highway Projects (FP-24) and the Special Contract Requirements. Install all erosion and sediment control devices in accordance with state and county requirements; as well as, Subsection 107.10 and the DOEE 2017 ESC Manual.*

*No construction access will be permitted through a wetland or a waterway.*

*Do not place excavated soil material adjacent to creeks, streams, or bodies of water in a manner that will cause it to be washed away by high water or runoff. Stabilize excess borrow material removed from the construction at the site of placement.*

*Do not allow any construction equipment to operate or access the down-slope side of the perimeter control measures.*

*Direct storm water to vegetated buffer areas and do not discharge directly into surface waters.*

*Preserve existing vegetation, trees, and shrubs when possible, and as directed by the CO. Do not disturb or clear vegetated areas outside the limits of work.*

*Protect all trees meeting the definition for a Special or Heritage trees under the DC Urban Forest Preservation Act, which applies to land maintained by the District of Columbia. Replace impacted trees in accordance with the National Capital Planning Commission Trees Preservation and Replacement Policy.*

## EROSION & SEDIMENT CONTROL CONSTRUCTION SEQUENCE

*Before removal, patching and miliing operation, install erosion and sediment protection devices to ensure disturbed sediment does not leave the project site.*

*Employ temporary stabilization practices in incremental stages when necessary as construction proceeds. Upon completion of any ground disturbing activity, immediately stabilize the associated disturbed areas. Once installed, do not modify the type, size, or location of any control or practice without approval of the CO.*

*Prior to any clearing, grubbing, and excavation, install perimeter controls and temporary inlet protection at the locations specified in the plans or as directed by the CO. Install silt fence around the staging area prior to stockpiling and storing equipment.*

*Once finished grading is achieved and all construction operations in each work area have been completed and all upslope areas are stabilized and vegetation is established, remove all perimeter controls after obtaining approval from the CO.*

*The contractor must conduct operations and maintain the project site so as to minimize the creation and dispersion of dust. Use dust control throughout the work at the site.*

*The contractor must provide clean water, free from salt, oil, and other deleterious material to be used for on-site dust control.*

## EROSION & SEDIMENT CONTROL CONSTRUCTION SEQUENCE (CONTINUED)

*The contractor shall supply water-spraying equipment capable of accessing all work areas.*

*The contractor shall implement strict dust control measures during the active construction periods on-site. These measures shall generally consist of water applications that shall be applied a minimum of once per day during dry weather or more often as required to prevent dust emissions.*

*For water application to undisturbed soil surfaces, the contractor shall:*

*Apply water with equipment consisting of tank, spray bar, and pump with discharge pressure guage.*

*Arrange spray bar height, nozzle spacing and spray pattern to provide complete coverage of ground with water.*

*Disperse water through the nozzles on spray bar at 20 psi (137.8 kPa) minimum. Keep areas damp without creating nuisance conditions such as ponding.*

*For water application to soil surfaces during during demolition and/or excavation, the contractor shall:*

*Apply water with equipment consisting of a tank, pump with discharge gauge, hoses and mist nozzles.*

*Locate tank and spraying equipment so that the entire excavation area can be misted without interfering with the demolition and/or excavation equipment or operations. Keep areas damp without creating nuisance conditions such as ponding.*

*Apply water spray in a manner to prevent movment of spray beyond the site boundaries.*

## MAINTENANCE AND INSPECTION PROCEDURES

*Unless stated otherwise, construct and maintain all vegetated and structural erosion control practices according to Section 157, the details shown in the plans, and the individual permitting requirements. Inspect and maintain erosion control facilities daily during construction activities and immediately following a rain event. Repair and replace any damaged measures by the end of the day.*

*Inlet protection - Inspect weekly to ensure that inlet protection remains firmly in place and is not damaged or clogged. Clean clogged inlet protection or replace clogged or damaged inlet protection as necessary.*

*Fiber roll - Inspect weekly and after each runoff event. Remove sediment deposits from the fiber when it reaches half the height of the device. Replace damaged fiber roll within 24 hours of inspection.*



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U.S. DEPARTMENT OF TRANSPORTATION
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OFFICE OF FEDERAL LANDS HIGHWAY

GEORGE WASHINGTON MEMORIAL PARKWAY

# EROSION AND SEDIMENT CONTROL NARRATIVE

| Pollution Prevention Good Housekeeping Stamp Notes | |
|---|---|
| **Fuels and Oils** | On-site refueling will be conducted in a dedicated location away from access to surface waters. Install containment berms and, or secondary containments around refueling areas and storage tanks. Spills will be cleaned up immediately and contaminated soils disposed of in accordance with all federal and District of Columbia regulations. Petroleum products will be stored in clearly labeled tightly sealed containers. All vehicles on site will be monitored for leaks and receive regular preventive maintenance activities. Any asphalt substances used on site will be applied according to manufacturer's recommendations. Spill kits will be included with all fueling sources and maintenance activities. |
| **Solid Waste** | No solid materials shall be discharged to surface water. Solid materials including building materials, garbage and paint debris shall be cleaned up daily and deposited into dumpsters, which will be periodically removed and deposited into a landfill. |
| **Abrasive Blasting** | Water blasting, sandblasting, and other forms of abrasive blasting on painted surfaces built prior to 1978 may only be performed if an effective containment system prevents dispersal of paint debris. |
| **Fertilizer** | Fertilizers will be applied only in the minimum amounts recommended by the manufacturer, worked into the soil to limit exposure to stormwater, and stored in a covered shed. Partially used bags will be transferred to a sealable bin to avoid spills. |
| **Paint and Other Chemicals** | All paint containers and curing compounds will be tightly sealed and stored when not required for use. Excess paint will not be discharges to the storm sewers, but will be properly disposed of according to manufacturer's recommendations. Spray guns will be cleaned on a removable tarp. Chemicals used on site are kept in small quantities and in closed containers undercover and kept out of direct contact with stormwater. As with fuels and oils, any inadvertent spills will be cleaned up immediately and disposed of according federal and District of Columbia regulations. |
| **Concrete** | Concrete trucks will not be allowed to wash out or discharge surplus concrete or drum wash on site, except in a specially designated concrete disposal area. Form release oil for decorative stone work will be applied over a pallet covered with an absorbent material to collect excess fluid. The absorbent material will be replaced and disposed of properly when saturated. |
| **Water Testing** | When testing and, or cleaning water supply lines, the discharge from the tested pipe will be collected and conveyed to a completed stormwater conveyance system for ultimate discharge into a stormwater best management practice (BMP). |
| **Sanitary Waste** | Portable lavatories located on site will be services on a regular basis by a contractor. Portable lavatories will be located in an upland area away from direct contact with surface waters. Any spills occurring during servicing will be cleaned immediately and contaminated soils disposed of in accordance with all federal and District of Columbia regulations. |

| DOEE SOIL EROSION AND SEDIMENT CONTROL PLAN GENERAL NOTES | |
|---|---|
| **1.** | Following initial land disturbance or re-disturbance, permanent or interim stabilization must be completed within seven (7) calendar days for the surfaces of all perimeter controls, dikes, swales, ditches, perimeter slopes, and slopes greater than three (3) horizontal to one (1) vertical (3:1); and fourteen (14) days for all other disturbed or graded areas on the project site. These requirements do not apply to areas shown on the plan that are used for material storage other than stockpiling, or for those areas on the plan where actual construction activities are being performed. Maintenance shall be performed as necessary so that stabilized areas continuously meet the appropriate requirements of the District of Columbia Standards and Specifications for Soil Erosion and Sediment Control (ESC). [21 DCMR § 542.9 (o)] |
| **2.** | ESC measures shall be in place before and during land disturbance. [21 DCMR § 543.6] |
| **3.** | Contact DOEE Inspection (202) 535-2977 to schedule a preconstruction meeting at least three (3) business days before the commencement of a land-disturbing activity. [21 DCMR § 503.7 (a)] |
| **4.** | A copy of the approved plan set will be maintained at the construction site from the date that construction activities begin to the date of final stabilization and will be available for DOEE inspectors. [21 DCMR § 542.15] |
| **5.** | ESC measures shall be in place to stabilize an exposed area as soon as practicable after construction activity has temporarily or permanently ceased but no later than fourteen (14) days following cessation, except that temporary or permanent stabilization shall be in place at the end of each day of underground utility work that is not contained within a larger development site. [21 DCMR § 543.7] |
| **6.** | Stockpiled material being actively used during a phase of construction shall be protected against erosion by establishing and maintaining perimeter controls around the stockpile. [21 DCMR § 543.16 (a)] |
| **7.** | Stockpiled material not being actively used or added to shall be stabilized with mulch, temporary vegetation, hydro-seed or plastic within fifteen (15) calendar days after its last use or addition. [21 DCMR § 543.16 (b)] |
| **8.** | Fill material must be free of contamination levels of any pollutant that is, or may be considered to represent, a possible health hazard to the public or may be detrimental to surface or ground water quality, or which may cause damage to property or the drainage system. All fill material must be free of hazardous materials and comply with all applicable District and federal regulations. |
| **9.** | Protect best management practices from sedimentation and other damage during construction for proper post construction operation. [21 DCMR § 543.5] |
| **10.** | Request a DOEE inspector's approval after the installation of perimeter erosion and sediment controls, but before proceeding with any other earth disturbance or grading. [21 DCMR § 542.12 (a)] |
| **11.** | Request a DOEE inspector's approval after final stabilization of the site and before the removal of erosion and sediment controls. [21 DCMR § 542.12 (b)] |
| **12.** | Final stabilization means that all land-disturbing activities at the site have been completed and either of the following two criteria have been met: (1) a uniform (for example, evenly distributed, without large bare areas) perennial vegetative cover with a density of seventy percent (70%) of the native background vegetative cover for the area has been established on all unpaved areas and areas not covered by permanent structures, or (2) equivalent permanent stabilization measures have been employed (such as the use of riprap, gabions, or geotextiles). [21 DCMR § 542.12 (b.1, b.2)] |
| **13.** | Follow the requirements of the United States Environmental Protection Agency approved Stormwater Pollution Prevention Plan (SWPPP) and maintain a legible copy of this SWPPP on site. [21 DCMR § 543.10 (b)] |
| **14.** | Post a sign that notifies the public to contact DOEE in the event of erosion or other pollution. The sign will be placed at each entrance to the site or as directed by the DOEE inspector. Each sign will be no less than 18 x 24 inches in size and made of materials that will withstand weather for the duration of the project. Lettering will be at least 1 inch in height and easily readable by the public from a distance of twelve feet (12 ft). The sign must direct the public, in substantially the following form: "To Report Erosion, Runoff, or Stormwater Pollution" and will provide the construction site address, DOEE's telephone number (202-535-2977), DOEE's e-mail address (IEB.scheduling@dc.gov), and the 311 mobile app heading ("Construction-Erosion Runoff"). [21 DCMR § 543.22] |
| If a site disturbs 5,000 square feet of land or greater, the ESC plan must contain the following statement: | |
| **15.** | A *Responsible Person* must be present or available while the site is in a land-disturbing phase. The *Responsible Person* is charged with being available to (a) inspect the site and its ESC measures at least once biweekly and after a rainfall event to identify and remedy each potential or actual erosion problem, (b) respond to each potential or actual erosion problem identified by construction personnel, and (c) speak on site with DOEE to remedy each potential or actual erosion problem. A *Responsible Person* shall be (a) licensed in the District of Columbia as a civil or geotechnical engineer, a land surveyor, or architect; or (b) certified through a training program that DOEE approves, including a course on erosion control provided by another jurisdiction or professional association. During construction, the *Responsible Person* shall keep on site proof of professional licensing or of successful completion of a DOEE-approved training program. [21 DCMR § 547] |



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OFFICE OF FEDERAL LANDS HIGHWAY

GEORGE WASHINGTON MEMORIAL PARKWAY

# EROSION AND SEDIMENT CONTROL NARRATIVE

## *VEGETATIVE STABILIZATION*

*There will be X.X acres in need of stabilization as a result of this project. Areas of turf establishment will be prepared with fertilizer, topsoil and mulch.*

*In accordance with Subsection 625.06, apply limestone and fertilizer at the following rates for the roadside turf area mix only:*

**Permanent Seeding Summary**

| | Seed Mixture | | | | Fertilizer Rate (10-20-20) | | | Lime Rate |
|---|---|---|---|---|---|---|---|---|
| No. | Species | Application Rate (lb/ac) | Seeding Dates | Seeding Depths | N | $P_2O_5$ | $K_2O$ | |
| 1 | Barlexas Tall Fescue | 75.0 | February 15 to Novemeber 15 | | 45 lb/ac | 90 lb/ac | 90 lb/ac | 2 ton/ac |
| 2 | Redcoat Tall Fescue | 62.5 | February 15 to Novemeber 15 | | | | | |
| 3 | Chewing Fescue | 62.5 | February 15 to Novemeber 15 | | | | | |
| 4 | Impact Kentucky Bluegrass | 25.0 | February 15 to Novemeber 15 | | (1.0 lb/ 1,000 $ft^2$) | (2.0 lb/ 1,000 $ft^2$) | (2.0 lb/ 1,000 $ft^2$) | (90 lb/ 1,000 $ft^2$) |
| 5 | Catalina Perennial Ryegrass | 25.0 | February 15 to Novemeber 15 | | | | | |

**Permanent Seeding Summary**

| | Seed Mixture | | | | Fertilizer Rate (10-20-20) | | | Lime Rate |
|---|---|---|---|---|---|---|---|---|
| No. | Species | Application Rate (lb/ac) | Seeding Dates | Seeding Depths | N | $P_2O_5$ | $K_2O$ | |
| 1 | Barlexas Tall Fescue | 75.0 | November 16 to February 14 | | 45 lb/ac | 90 lb/ac | 90 lb/ac | 2 ton/ac |
| 2 | Redcoat Tall Fescue | 62.5 | November 16 to February 14 | | | | | |
| 3 | Chewing Fescue | 62.5 | November 16 to February 14 | | | | | |
| 4 | Impact Kentucky Bluegrass | 25.0 | November 16 to February 14 | | (1.0 lb/ 1,000 $ft^2$) | (2.0 lb/ 1,000 $ft^2$) | (2.0 lb/ 1,000 $ft^2$) | (90 lb/ 1,000 $ft^2$) |
| 5 | Catalina Perennial Ryegrass | 25.0 | November 16 to February 14 | | | | | |

**Temporary Seeding Summary**

| | Seed Mixture | | | | Fertilizer Rate (10-20-20) | Lime Rate |
|---|---|---|---|---|---|---|
| No. | Species | Application Rate (lb/ac) | Seeding Dates | Seeding Depths | | |
| 1 | Barlexas Tall Fescue | 75.0 | February 15 to Novemeber 15 | | 436 lb/ac | 2 ton/ac |
| 2 | Redcoat Tall Fescue | 62.5 | February 15 to Novemeber 15 | | | |
| 3 | Chewing Fescue | 62.5 | February 15 to Novemeber 15 | | | |
| 4 | Impact Kentucky Bluegrass | 25.0 | February 15 to Novemeber 15 | | (10 lb/ 1,000 $ft^2$) | (90 lb/ 1,000 $ft^2$) |
| 5 | Catalina Perennial Ryegrass | 25.0 | February 15 to Novemeber 15 | | | |

**Temporary Seeding Summary**

| | Seed Mixture | | | | Fertilizer Rate (10-20-20) | Lime Rate |
|---|---|---|---|---|---|---|
| No. | Species | Application Rate (lb/ac) | Seeding Dates | Seeding Depths | | |
| 1 | Barlexas Tall Fescue | 75.0 | November 16 to February 14 | | 436 lb/ac | 2 ton/ac |
| 2 | Redcoat Tall Fescue | 62.5 | November 16 to February 14 | | | |
| 3 | Chewing Fescue | 62.5 | November 16 to February 14 | | | |
| 4 | Impact Kentucky Bluegrass | 25.0 | November 16 to February 14 | | (10 lb/ 1,000 $ft^2$) | (90 lb/ 1,000 $ft^2$) |
| 5 | Catalina Perennial Ryegrass | 25.0 | November 16 to February 14 | | | |



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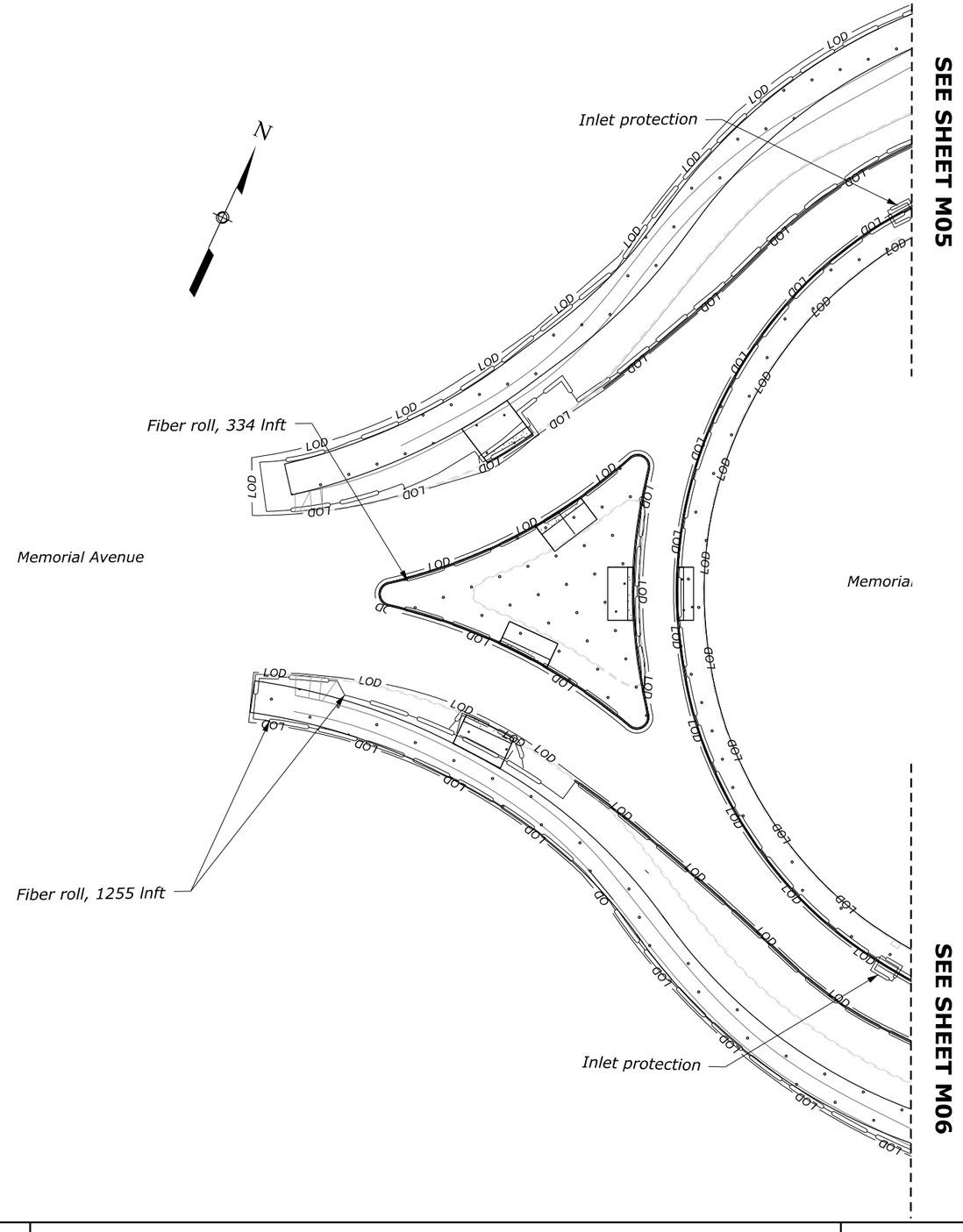
GEORGE WASHINGTON MEMORIAL PARKWAY

# EROSION AND SEDIMENT CONTROL NARRATIVE

NPS PMIS No. XXXXXX NPS Drwg No. XXX/XXXX

| PROJECT | SHEET NUMBER |
|---|---|
| DC NP GWMP ARCH TAR 2026 | M04 |




SEE SHEET M05

SEE SHEET M06

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# EROSION AND SEDIMENT CONTROL PLAN

MEMORIAL CIRCLE

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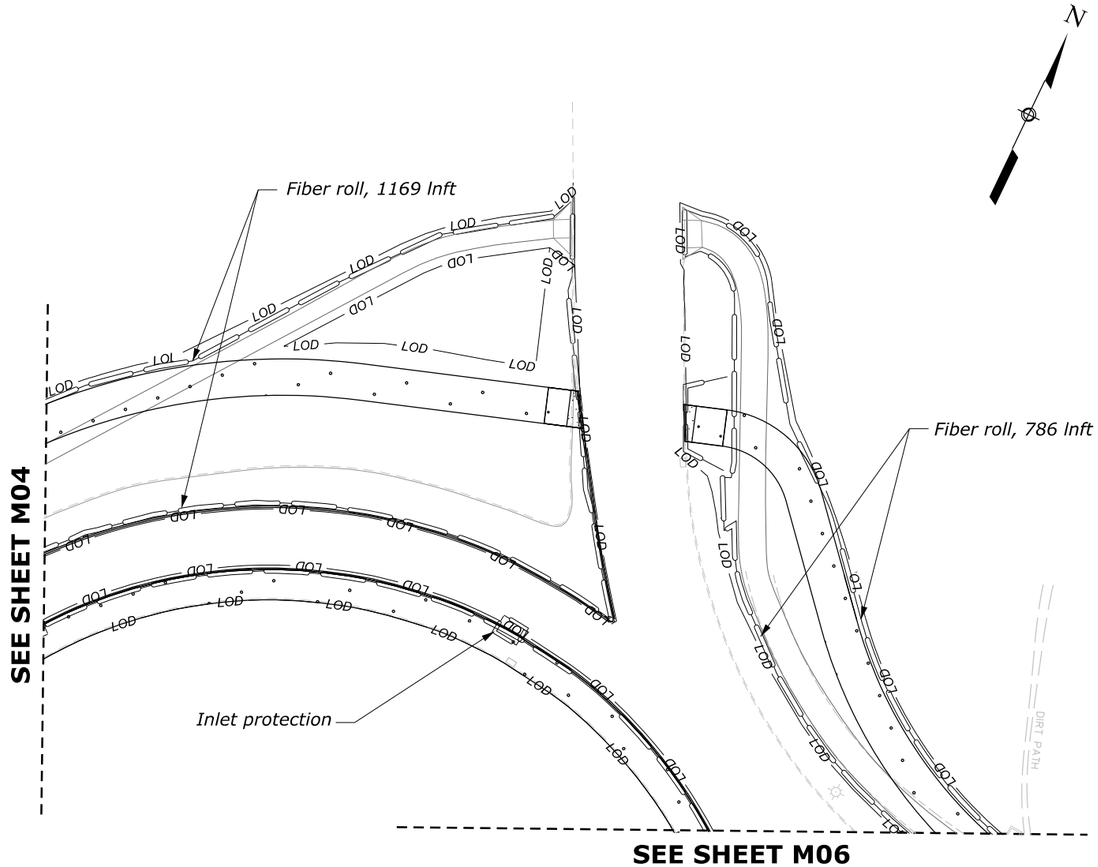
| DC NP GWMP ARCH TAR 2026 | M05 |

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# EROSION AND SEDIMENT CONTROL PLAN

MEMORIAL CIRCLE
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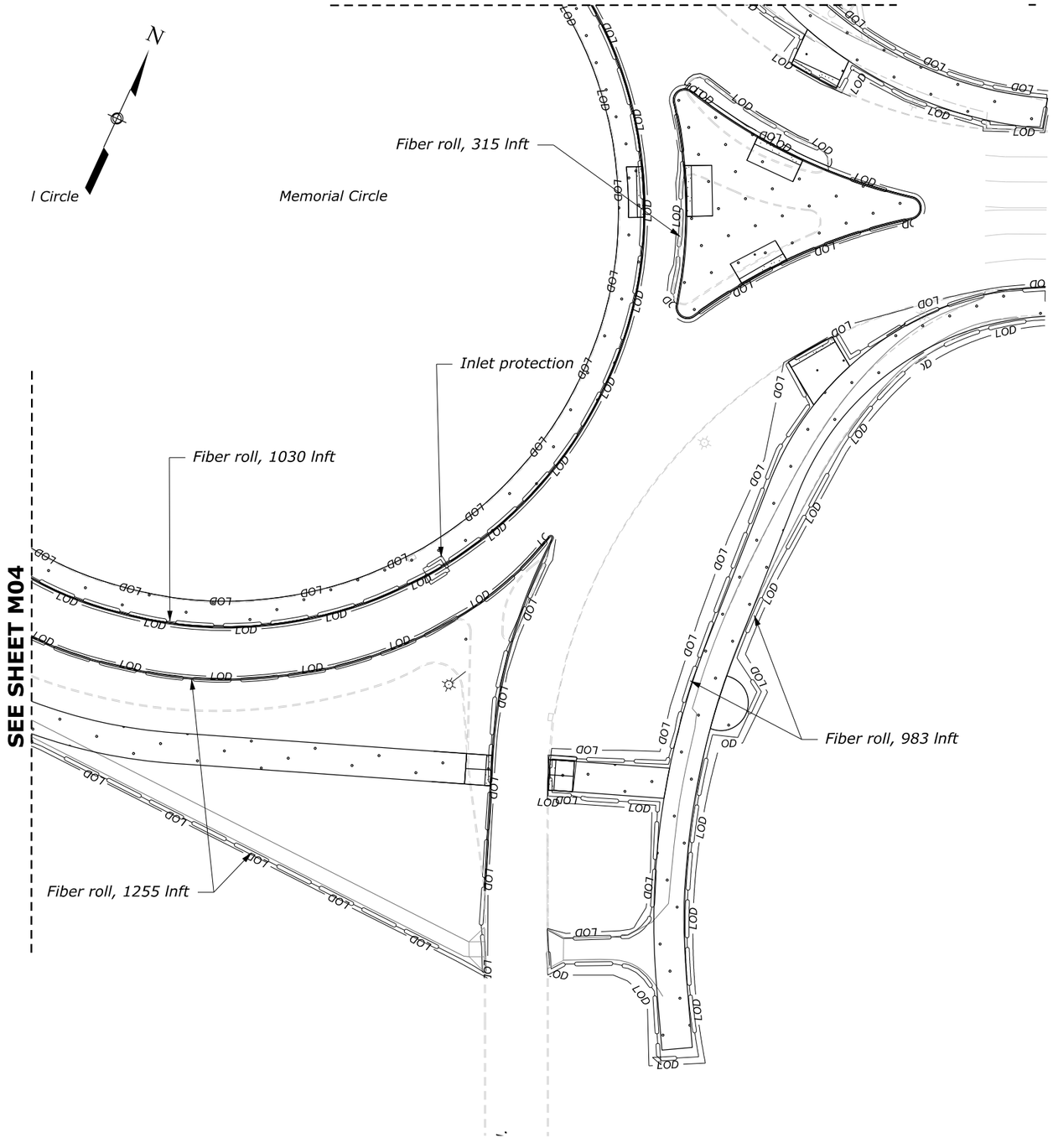
| DC NP GWMP ARCH TAR 2026 | M06 |

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# EROSION AND SEDIMENT CONTROL PLAN

MEMORIAL CIRCLE
WASHINGTON BLVD

## TRAFFIC CONTROL PLAN GENERAL NOTES:

1. *The Traffic Control Plans have been designed in accordance with the Manual on Uniform Traffic Control Devices (MUTCD), latest edition, and Section 635 of the Eastern Federal Lands Highway Division (EFLHD) detail drawings.*

2. *Traffic control signing, devices, workzone and overall set up is located within National Park Service (NPS)-owned and maintained roadways. If applicable, coordinate with DDOT, VDOT, Arlington County or other local agencies for work taking place along roadways under their respective jurisdiction. If applicable, all lane closure hours on VDOT-maintained roadways shall be in accordance with the Lane Closures in NOVA District Memorandum, dated February, 2024. If applicable, all work along DDOT-maintained roadways shall be in accordance with the DDOT Design and Engineering Manual (2023) and the DDOT Work Zone Temporary Traffic Control Manual (2006).*

3. *The allowable lane closure hours apply to the Memorial Circle Safety Improvements.*

   (a) *Maintain a minimum of one lane of traffic in each direction from 9:00 PM to 5:00 AM and during non-rush hours.*
   (b) *During rush hours, maintain existing number of lanes of traffic.*
   (c) *Lane closures must be scheduled to not conflict with local events.*
   (d) *Definition of Rush Hours and Night Hours*
   *EB Morning Rush Hours: 5:00 AM to 9:30 AM*
   *WB Evening Rush Hours: 2:30 PM to 7:00 PM*
   *Night Hours: 9:00 PM to 5:00 AM*

4. *Take all appropriate measures to ensure that adequate sight distances are provided during construction operations. Traffic control devices, signs, construction equipment, material storage or any other obstacle should not interfere with sight distances.*

5. *Do not store equipment and/or materials within the established clear zone unless positive protection is provided.*

6. *Do not perform any work, park vehicles or equipment, or store materials in buffer areas of lane closures.*

7. *Place signs as shown in the Traffic Control Plans. Temporary sign locations can be adjusted in the field so that they do not conflict with permanent existing signs or other existing features, such as sidewalk ramps, railing or light poles. Maintain all existing permanent signs during construction, unless otherwise noted in each stage of the Traffic Control Plans.*

8. *The Temporary Traffic Control Plans depict the major traffic control devices and safety measures required for construction. The daily control of traffic including placement, maintenance, and removal of traffic control devices is the Contractor's responsibility.*

9. *Implement additional measures as needed to provide separation between pedestrians, bicycles, and the work zone.*

10. *Remove traffic control devices no longer needed at the end of each shift. Cover signs that conflict with the current traffic set-up.*

11. *Coordinate traffic control signing and devices as needed with all other work zones in the vicinity, and make adjustments as necessary.*

Add to refer the DDOT Work Zone Management Manual (2016) as part of the referenced standards for work conducted on DDOT maintained roadways.

## TRANSPORTATION OPERATIONS PLAN:

*The following is a list of local emergency contact agencies:*

| | |
|---|---|
| *Fire and Emergency Medical Services:* | *911* |
| *US Park Police:* | *202-619-7500* |
| *Virginia State Police:* | *703-803-0026* |
| *Arlington County Police:* | *703-558-2222* |
| *Arlington County Public Safety Communications and Emergency Management:* | *703-228-7935* |
| *Arlington County Transportation:* | *703-228-5000* |
| *Metropolitan Area Transportation Operations Coordination (MATOC):* | *301-405-7841* |
| *DDOT Transportation Management Center:* | *202-673-6813* |
| *VDOT Northern Region Operations Center:* | *703-877-3401* |
| *MDOT Operations Center:* | *410-582-5605* |
| *US Department of Homeland Security:* | *202-282-8000* |

*For utility company contact information, call 811.*

## POSTED SPEED LIMITS TABLE

| *Road Name* | *Posted Speed Limit (mph)* |
|---|---|
| *Arlington Memorial Bridge* | *30* |
| *Memorial Avenue* | *20-30* |
| *Washington Boulevard* | *25-40* |
| *George Washington Memorial Parkway* | *50* |
| *GWMP Distributor Ramp at Memorial Circle* | *30* |
| *Washington Blvd to Memorial Circle* | *30-45* |
| *Washington Blvd from Memorial Circle to US Hwy 50* | *30-40* |
| *Washington Blvd Turnaround* | *30* |



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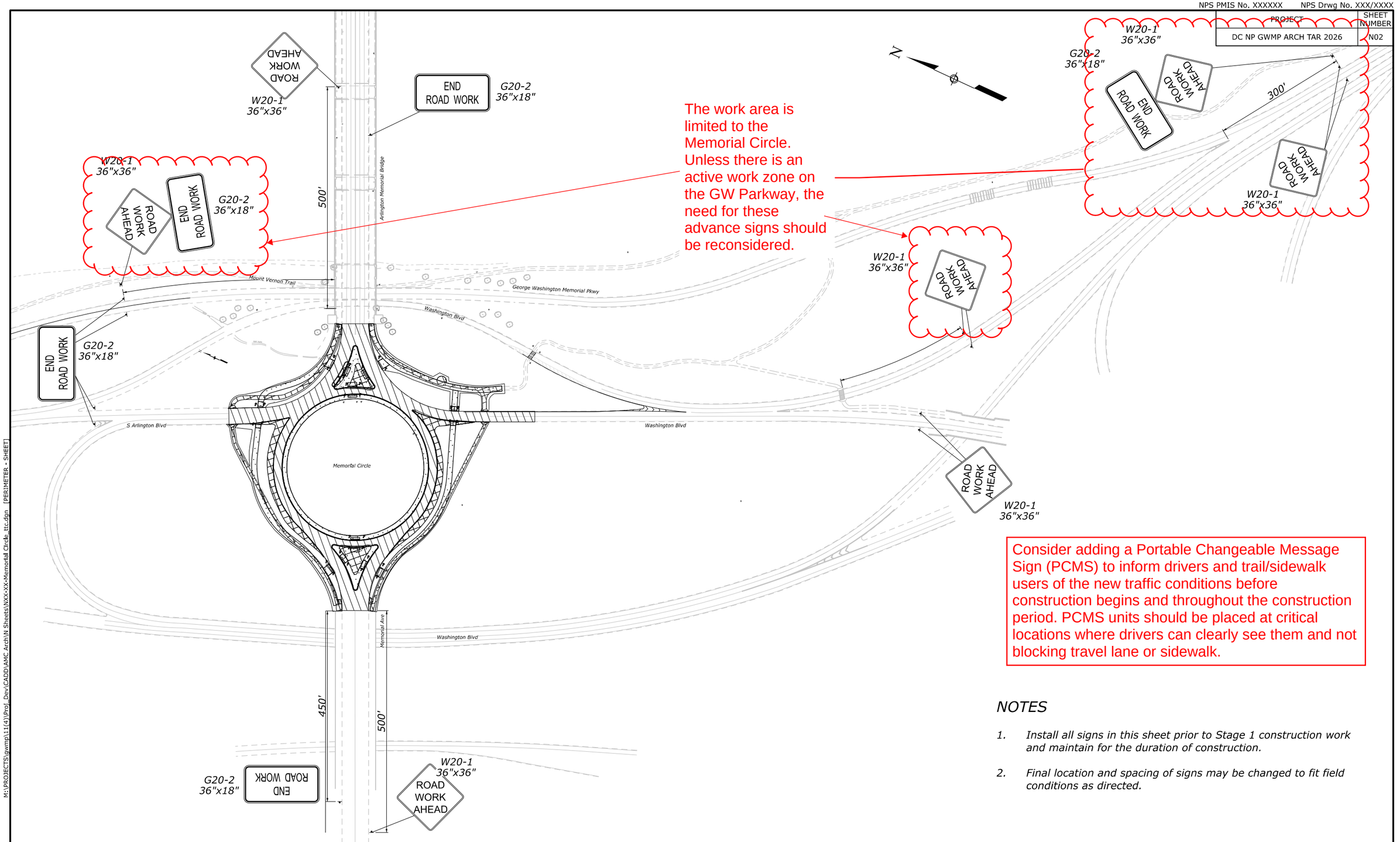
GEORGE WASHINGTON MEMORIAL PARKWAY

# TEMPORARY TRAFFIC CONTROL NARRATIVE

NPS PMIS No. XXXXXX NPS Drwg No. XXX/XXXX

| PROJECT | SHEET NUMBER |
|---|---|
| DC NP GWMP ARCH TAR 2026 | N02 |




The work area is limited to the Memorial Circle. Unless there is an active work zone on the GW Parkway, the need for these advance signs should be reconsidered.

Consider adding a Portable Changeable Message Sign (PCMS) to inform drivers and trail/sidewalk users of the new traffic conditions before construction begins and throughout the construction period. PCMS units should be placed at critical locations where drivers can clearly see them and not blocking travel lane or sidewalk.

## *NOTES*

1. *Install all signs in this sheet prior to Stage 1 construction work and maintain for the duration of construction.*
2. *Final location and spacing of signs may be changed to fit field conditions as directed.*

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GEORGE WASHINGTON MEMORIAL PARKWAY

# TEMPORARY TRAFFIC CONTROL PLAN FOR THE SIGNAL AND SIDEWALK IMPROVEMENT

PERIMETER PLAN

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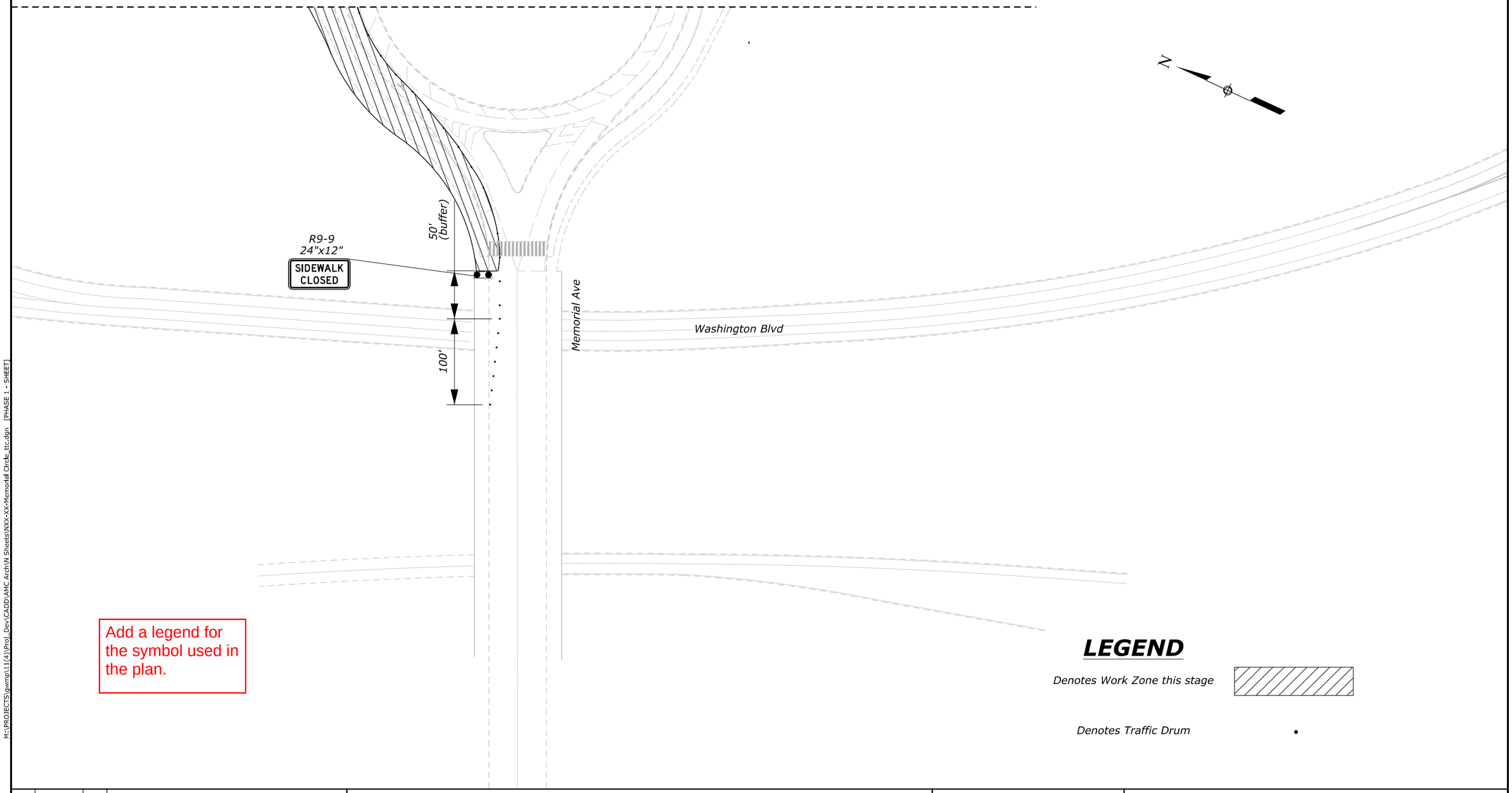
| DC NP GWMP ARCH TAR 2026 | N03 |

**SEE SHEET N05**




Add a legend for the symbol used in the plan.

## *LEGEND*

*Denotes Work Zone this stage*

*Denotes Traffic Drum*

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# TEMPORARY TRAFFIC CONTROL PLAN FOR THE SIGNAL AND SIDEWALK IMPROVEMENT

STAGE 1

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| PROJECT | SHEET NUMBER |
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| DC NP GWMP ARCH TAR 2026 | N04 |

Move the arrow panel as close to the start of the taper as possible while still maintaining appropriate protection.

Taper length shall be 165 feet, based on the 30 MPH posted speed and the 11 foot travel lane.

Add a legend for all symbols used in the plan.

Provide drum spacing.

Show lane width

Provide buffer.

The sidewalk is closed without providing safe accommodations for pedestrians and cyclists. This creates unsafe conditions, as there is no safe route around the work zone. We recommend providing a temporary path during construction.

Is a lane shift proposed here? If the travel lane is being shifted toward the outer side, channelizing devices are required to maintain the travel lane alignment.

The work area blocks the merging lane for vehicles exiting the circle and creates a conflict point between the westbound right turn movement and traffic coming out of the circle. The best approach would be to divide the work into two phases. In Phase 2, close the middle lane to allow a smoother merge and avoid conflicts. Please also provide advance warning signs for traffic entering from the circle.

W20-5aL
36"x36"
RIGHT LANE CLOSED AHEAD

200'

200'

125' TAPER

Arrow Board
96"x48"

Mount Vernon Trail

Arlington Memorial Bridge

W4-2R
36" X 36"

SIDEWALK CLOSED

R9-9
24"x12"

100'

50' (buffer)

Memorial Circle

George Washington Memorial Pkwy

Washington Blvd

N

## LEGEND

Denotes Work Zone this stage

Denotes Traffic Drum

Washington Blvd

SEE SHEET N04

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RGE WASHINGTON MEMORIAL PARKWAY
RARY TRAFFIC CONTROL
FOR THE SIGNAL AND
EWALK IMPROVEMENT
STAGE 1

NPS PMIS No. XXXXXX NPS Drwg No. XXX/XXXX

| PROJECT | SHEET NUMBER |
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| DC NP GWMP ARCH TAR 2026 | N05 |

**SEE SHEET N07**

Provide advance warning signs within the circle for the lane shift.

Install channelizing devices with an appropriate shift taper to guide traffic as shown in the plan.

15'

*Memorial Ave*

*Washington Blvd*

Provide advance warning signs on the eastbound approach for shoulder work.

Add a legend for all symbols used in the plan.

## *LEGEND*

*Denotes Work Zone this stage*

*Denotes Traffic Drum*

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GEORGE WASHINGTON MEMORIAL PARKWAY

# TEMPORARY TRAFFIC CONTROL PLAN FOR THE SIGNAL AND SIDEWALK IMPROVEMENT

STAGE 2

NPS PMIS No. XXXXXX NPS Drwg No. XXX/XXXX

| PROJECT | SHEET NUMBER |
|---|---|
| DC NP GWMP ARCH TAR 2026 | N06 |

The sidewalk is closed without providing safe accommodations for pedestrians and cyclists. This creates unsafe conditions, as there is no safe route around the work zone. We recommend providing a temporary path during construction.

Move the arrow panel as close to the start of the taper as possible while still maintaining appropriate protection.

Taper length shall be 165 feet, based on the 30 MPH posted speed and the 11 foot travel lane.

The existing control at this location is a STOP sign. Are we proposing to replace it with a YIELD sign? Changing the existing traffic control type as part of MOT is not recommended unless it is specifically justified and directly related to the MOT configuration.

Provide drum spacing.

Provide buffer.

Arlington Memorial Bridge

Mount Vernon Trail

George Washington Memorial Pkwy

Washington Blvd

S Arlin

Memorial Circle

100'

50' (buffer)

SIDEWALK CLOSED

R9-9
24" X 12"

R9-9
24" X 12"

SIDEWALK CLOSED

125'
(taper)

W20-3a
36" X 36"

PATH

RIGHT LANE CLOSED 200 FT

W
36" X 36"

YIELD

R1-2
36"x36"x36"

NO MERGE AREA

W4-5P
18"x24"

100'

100'

Arrow Board
96"x48"

W4-2R
36" X 36"

Washington Blvd

## LEGEND

Denotes Work Zone this stage

Denotes Traffic Drum

**SEE SHEET N06**

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GEORGE WASHINGTON MEMORIAL PARKWAY

# TEMPORARY TRAFFIC CONTROL PLAN FOR THE SIGNAL AND SIDEWALK IMPROVEMENT

STAGE 2

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| PROJECT | SHEET NUMBER |
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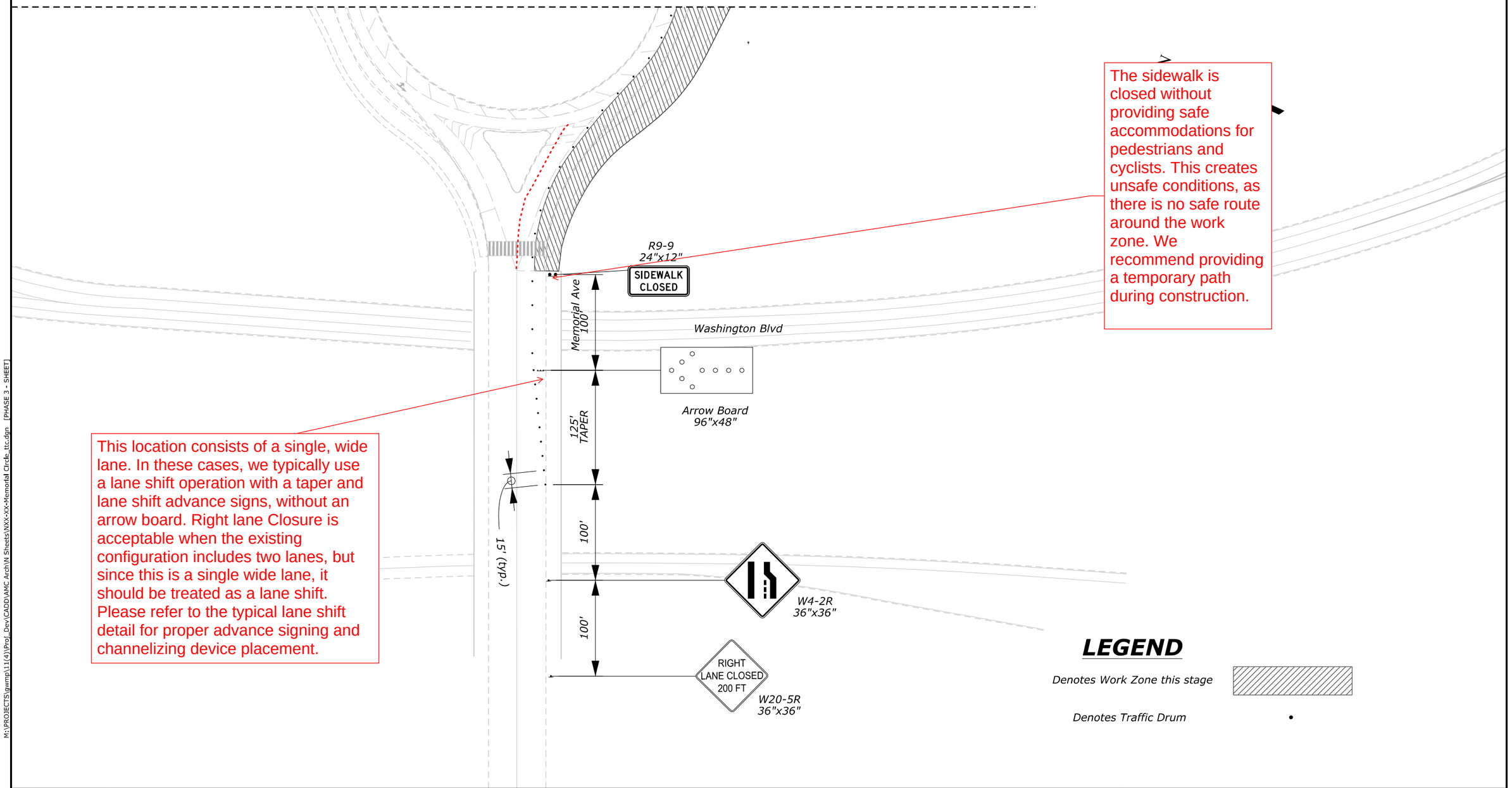
| DC NP GWMP ARCH TAR 2026 | N07 |

**SEE SHEET N09**




The sidewalk is closed without providing safe accommodations for pedestrians and cyclists. This creates unsafe conditions, as there is no safe route around the work zone. We recommend providing a temporary path during construction.

This location consists of a single, wide lane. In these cases, we typically use a lane shift operation with a taper and lane shift advance signs, without an arrow board. Right lane Closure is acceptable when the existing configuration includes two lanes, but since this is a single wide lane, it should be treated as a lane shift. Please refer to the typical lane shift detail for proper advance signing and channelizing device placement.

## LEGEND

*Denotes Work Zone this stage*

*Denotes Traffic Drum*

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# TEMPORARY TRAFFIC CONTROL PLAN FOR THE SIGNAL AND SIDEWALK IMPROVEMENT

STAGE 3

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| DC NP GWMP ARCH TAR 2026 | N08 |

Taper length shall be 165 feet, based on the 30 MPH posted speed and the 11 foot travel lane.

W20-5aL
36"x36"

2 LEFT LANES CLOSED AHEAD

100'

100'

125' TAPER

W4-2L
36" X 36"

Arlington Memorial Bridge

Provide a second W4 2L sign within the buffer area.

The sidewalk is closed without providing safe accommodations for pedestrians and cyclists. This creates unsafe conditions, as there is no safe route around the work zone. We recommend providing a safe accommodation during construction.

Add a legend for all symbols used in the plan.

N

Provide buffer space before closing the second lane.

Arrow Board
96"x48"

Mount Vernon Trail

George Washington Memorial Pkwy

Washington Blvd

A second arrow board should be provided for the second taper associated with the lane closure.

## LEGEND

Denotes Work Zone this stage

Denotes Traffi

R9-9
24"x12"

SIDEWALK CLOSED

Taper length shall be 165 feet, based on the 30 MPH posted speed and the 11 foot travel lane.

125' TAPER

S Arlington Blvd

Extend the channelizing devices to discourage right turn movements from continuing straight into the circle.

Provide detour plan for the thru lane closure giong WB

Arrow Board
96"x48"

Washington Blvd

200'

W4-2L
36"x36"

LEFT LANE CLOSED AHEAD

W20-5L
36"x36"

Provide a detour for the northbound through lane.

**SEE SHEET N08**

Show lane widths.

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# TEMPORARY TRAFFIC CONTROL PLAN FOR THE SIGNAL AND SIDEWALK IMPROVEMENT

STAGE 3

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21 May 2026 6:19 PM

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| PROJECT | SHEET NUMBER |
|---|---|
| DC NP GWMP ARCH TAR 2026 | N09 |

N

Provide advance warning signs for the work occurring within the circle.

15' (typ.)

## LEGEND

*Denotes Work Zone this stage*

*Denotes Traffic Drum*

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# TEMPORARY TRAFFIC CONTROL PLAN FOR THE SIGNAL AND SIDEWALK IMPROVEMENT

STAGE 4

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| PROJECT | SHEET NUMBER |
|---|---|
| DC NP GWMP ARCH TAR 2026 | N10 |

W20-5L 36"x36"

W4-2L 36"x36"

200'

200'

125' TAPER

Mount Vernon Trail

GEORGE WASHINGTON MEMORIAL PKWY

WASHINGTON BLVD

Arlington

Taper length needs to be 165 feet.

Provide an arrow panel for the left lane closure.

Is this a temporary pedestrian path? Consider that it will be ADA compliant, especially where it crosses islands. Also provide water filled barriers between the travel lane and the pedestrian path wherever there is no curb.

George Washington M

Washington Blvd

W4-3 36"x36"

N

Remove all conflicting pavement markings.

Provide a detour for the northbound through movement.

END DETOUR

M4-8a 24"x18"

Place temporary crosswalk

S Arlington Blvd

Rapid Flashing Beacon

W11-15 36"x36"

W16-7PL 21"x16"

STATE LAW STOP FOR IN CROSSWALK

R1-6e 12"x36" (double-sided)

Rapid Flashing Beacon

Memorial Circle

W11-15 36"x36"

W16-7PR 21"x16"

M4-9aL 30"x24"

DETOUR

M4-9aR 30"x24"

DETOUR

Construct temporary aggregate path

W6-3 36"x36"

Add a sign indicating that the through lane may enter the circle from the inside lane.

ROAD CLOSED

R9-9 24"x12"

M4-9aR 30"x24"

SIDEWALK CLOSED

DETOUR

350'

Washington Blvd

ARLINGTON MEMORIAL CIRCLE CLOSED AHEAD

W20-3 (mod.) 36"x36"

R9-9 24"x12"

M4-9aR 30"x24"

mounted on Type 3 barricade

R11-2 48"x30"

W1-6R 48"x24"

mounted on Type 3 barricade

R11-2 48"x30"

W1-6L 48"x24"

mounted on Type 3 barricade

ROAD CLOSED

Place temporary pavement markings, white, 293 lnft

Place temporary pavement markings, yellow, 2756 lnft

Add a two way traffic warning sign (W6 3) at this location.

SEE SHEET N12

Provide a Road Closed sign with a Type 3 barricade.

## LEGEND

Type 3 barricade

Traffic Drum

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OFFICE OF FEDERAL LANDS HIGHWAY

0 50 100
SCALE IN FEET

GEORGE WASHINGTON MEMORIAL PARKWAY

# TEMPORARY TRAFFIC CONTROL PLAN FOR THE CONSTRUCTION OF THE ARCH

DETOUR ROUTE

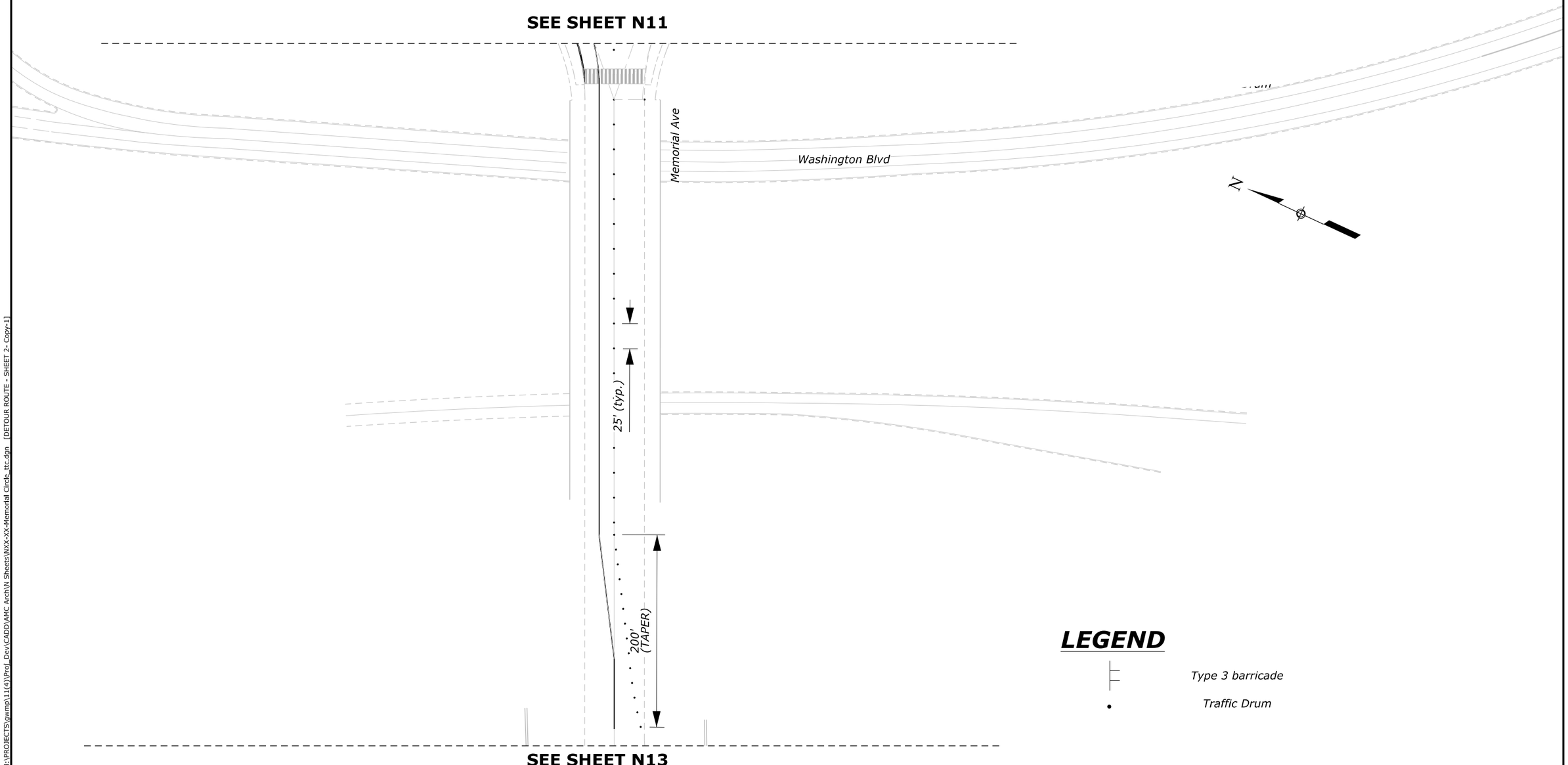
M:\PROJECTS\gwmp\11(4)\Proj_Dev\CADD\AMC Arch\N Sheets\NXX-YX-Memorial Circle_ttc.dgn [DETOUR ROUTE - SHEET]

21 May 2026 6:19 PM

NPS PMIS No. XXXXXX NPS Drwg No. XXX/XXXX

| PROJECT | SHEET NUMBER |
|---|---|
| DC NP GWMP ARCH TAR 2026 | N11 |

**SEE SHEET N11**




**SEE SHEET N13**

## LEGEND

*Type 3 barricade*

*Traffic Drum*

| NO. | DATE | BY | REVISIONS |
|---|---|---|---|
| | | | |
| | | | |
| | | | |
| | | | |

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OFFICE OF FEDERAL LANDS HIGHWAY

0 50 100
SCALE IN FEET

GEORGE WASHINGTON MEMORIAL PARKWAY

# TEMPORARY TRAFFIC CONTROL PLAN FOR THE CONSTRUCTION OF THE ARCH

DETOUR ROUTE

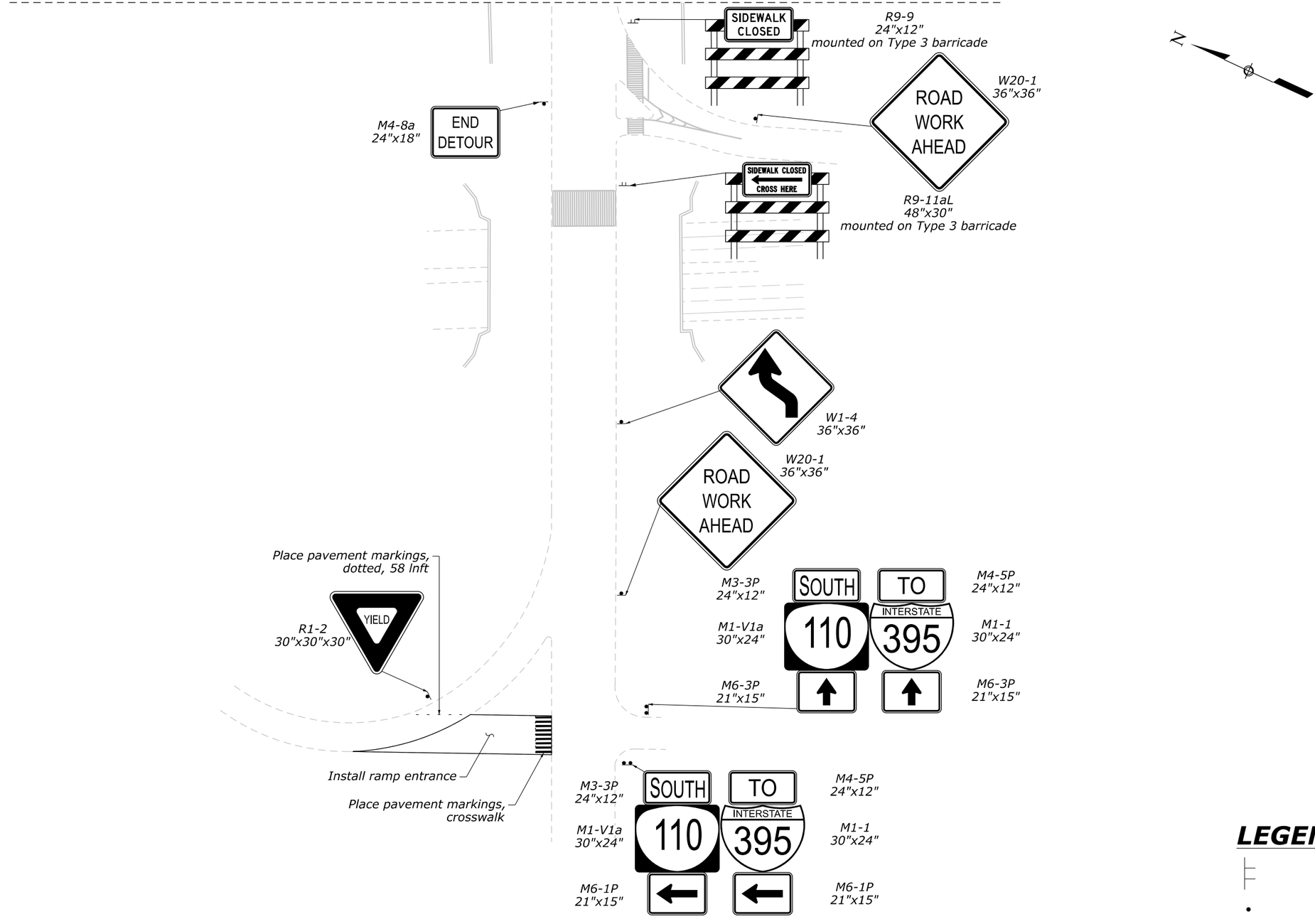
M:\PROJECTS\gwmp\11(4)\Proj_Dev\CADD\AMC Arch\N Sheets\NXX-XX-Memorial Circle_ttc.dgn [DETOUR ROUTE - SHEET 2 - Copy-1]

21 May 2026 6:19 PM

NPS PMIS No. XXXXXX NPS Drwg No. XXX/XXXX

| PROJECT | SHEET NUMBER |
|---|---|
| DC NP GWMP ARCH TAR 2026 | N12 |

**SEE SHEET N12**




## LEGEND

Type 3 barricade

Traffic Drum

| NO. | DATE | BY | REVISIONS |
|---|---|---|---|
| | | | |
| | | | |
| | | | |
| | | | |

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OFFICE OF FEDERAL LANDS HIGHWAY

0 50 100
SCALE IN FEET

GEORGE WASHINGTON MEMORIAL PARKWAY

# TEMPORARY TRAFFIC CONTROL PLAN FOR THE CONSTRUCTION OF THE ARCH

DETOUR ROUTE

M:\PROJECTS\gwmp\11(4)\Proj_Dev\CADD\AMC Arch\N Sheets\WXX-XX-Memorial Circle_ttc.dgn [DETOUR ROUTE - SHEET 3]

21 May 2026 6:19 PM

NPS PMIS No. XXXXXX NPS Drwg No. XXX/XXXXXX

| PROJECT | SHEET NUMBER |
|---|---|
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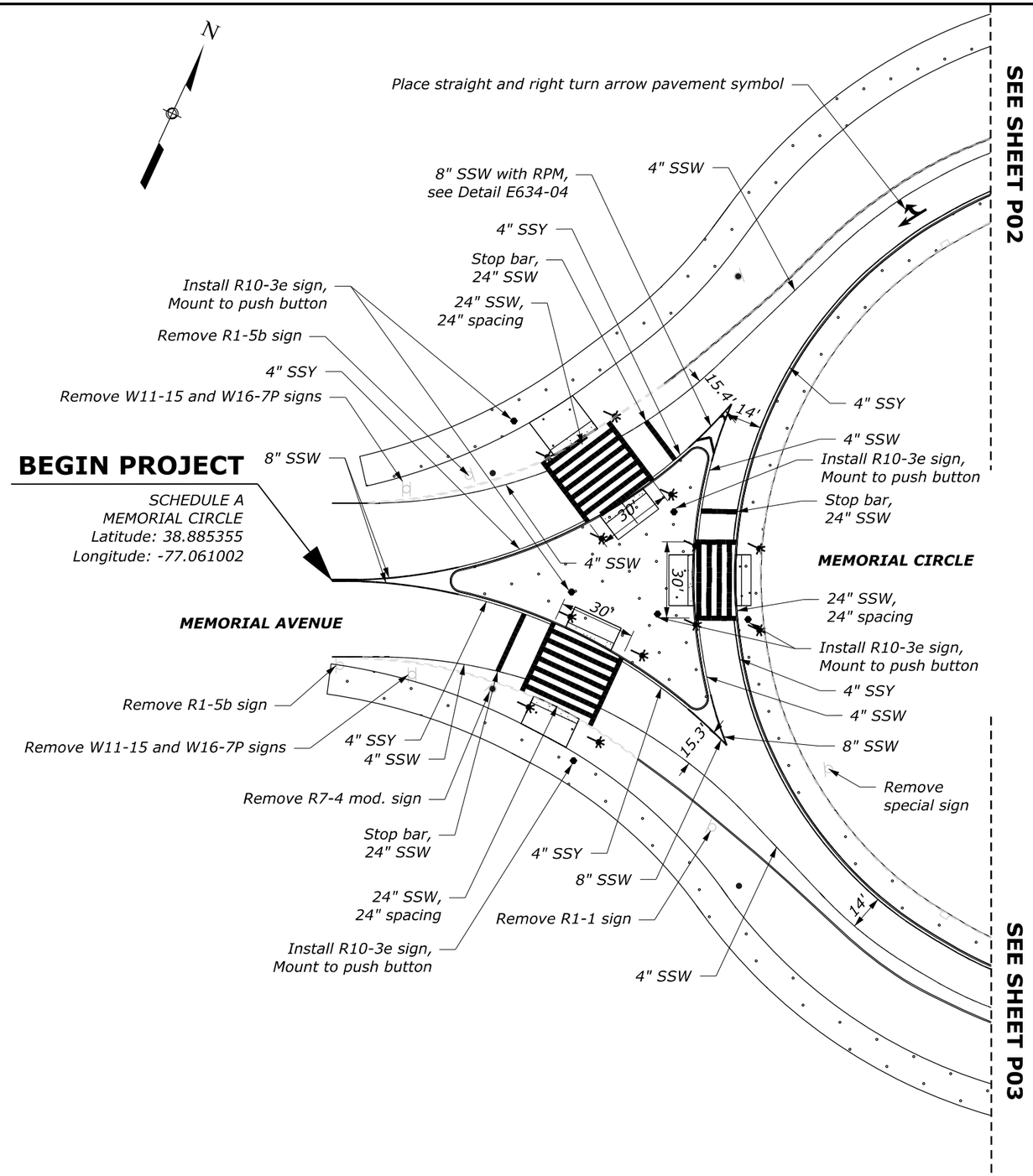


| NO. | DATE | BY | REVISIONS |
|---|---|---|---|
| | | | |
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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OFFICE OF FEDERAL LANDS HIGHWAY

0 25 50
SCALE IN FEET

GEORGE WASHINGTON MEMORIAL PARK

# PAVEMENT MARKING AND SIGNING PLAN

M:\PROJECTS\gwmp\11(4)\Proj_Dev\CADD\AMC Arch\P01-P03_Memorial Circle.dgn [P01 (SHEET)]
21 May 2026 7:12 PM

| PROJECT | SHEET NUMBER |
|---|---|
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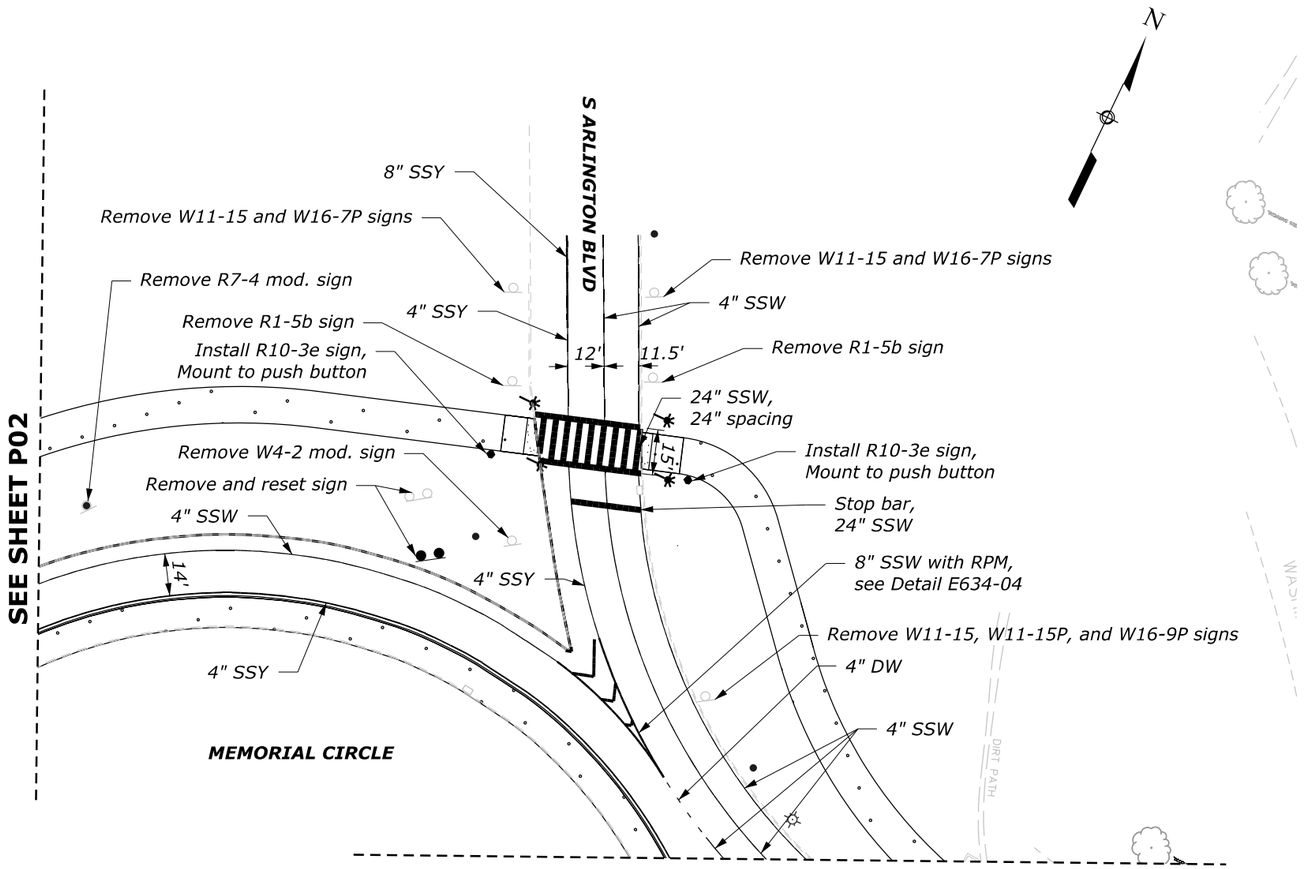


| NO. | DATE | BY | REVISIONS |
|---|---|---|---|
| | | | |
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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OFFICE OF FEDERAL LANDS HIGHWAY

0 25 50
SCALE IN FEET

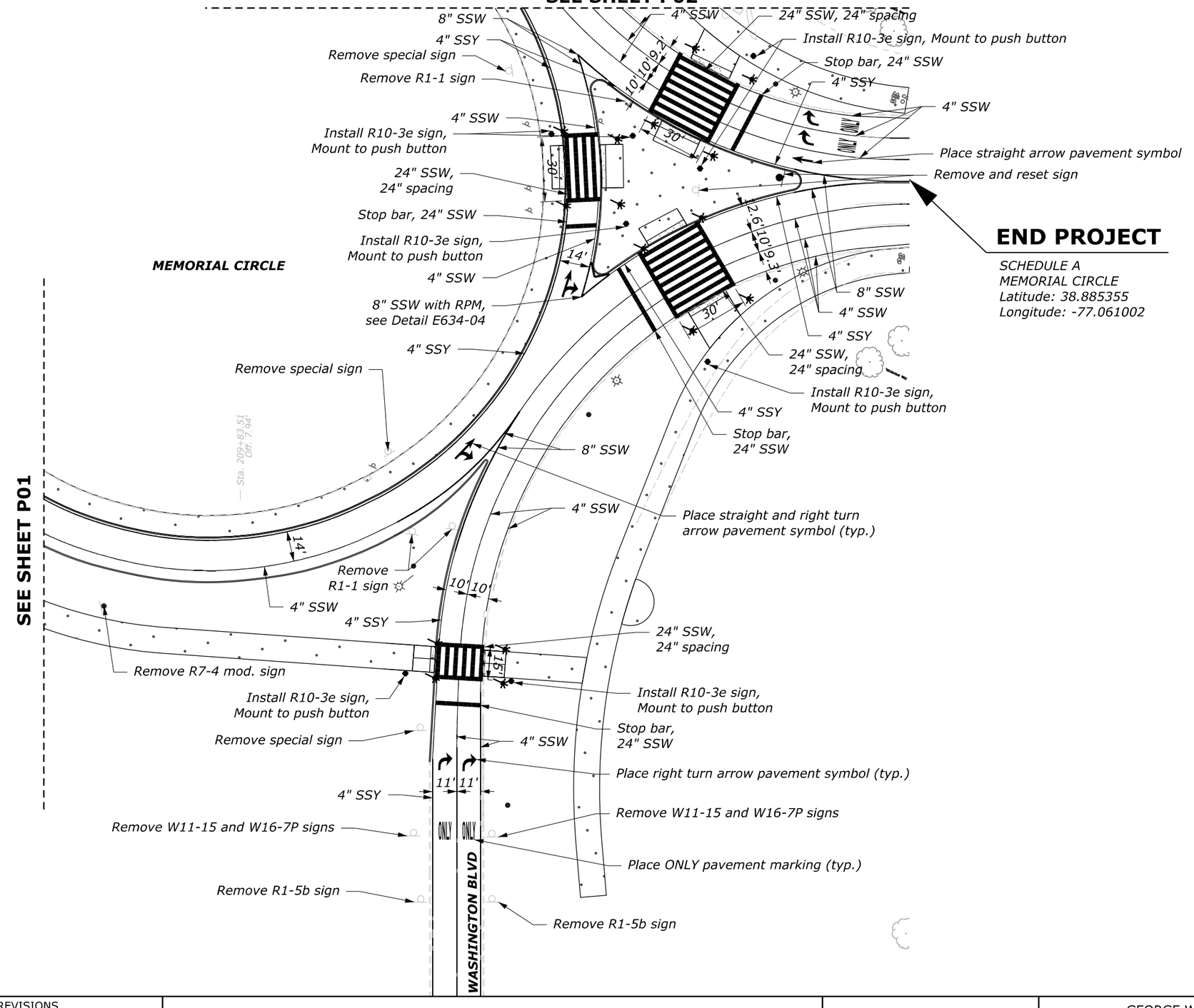
GEORGE WASHINGTON MEMORIAL PARK

# PAVEMENT MARKING AND SIGNING PLAN

NPS PMIS No. XXXXXX NPS Drwg No. XXX/XXXXXX

| PROJECT | SHEET NUMBER |
|---|---|
| DC NP GWMP ARCH TAR 2026 | P03 |

SEE SHEET P02




| NO. | DATE | BY | REVISIONS |
|---|---|---|---|
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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OFFICE OF FEDERAL LANDS HIGHWAY

0 25 50
SCALE IN FEET

GEORGE WASHINGTON MEMORIAL PARK

# PAVEMENT MARKING AND SIGNING PLAN

21 May 2026 7:12 PM M:\PROJECTS\gwmp\11(4)\Proj_Dev\CADD\AMC Arch\P01-P03_Memorial Circle.dgn [P03 [SHEET]]

| PROJECT | SHEET NUMBER |
|---|---|
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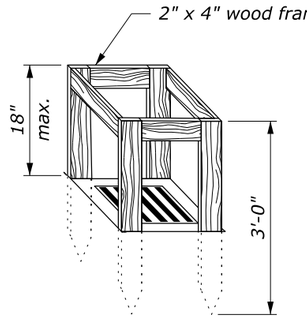
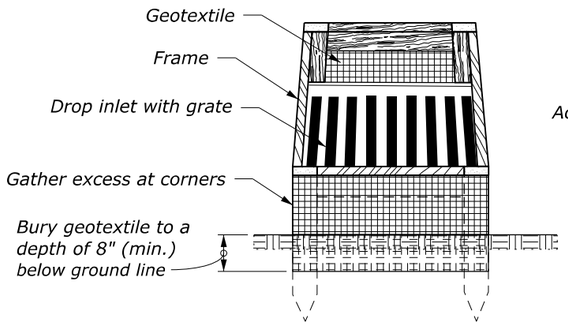
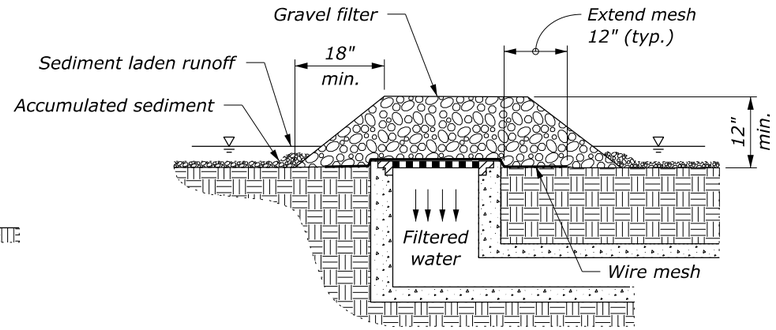


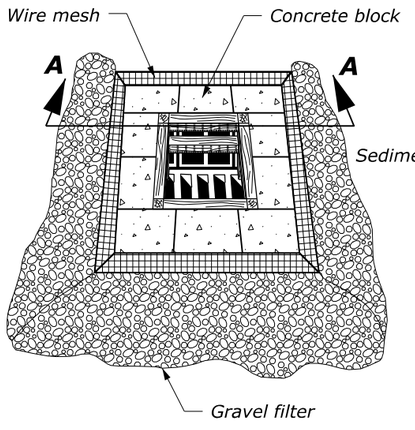

## SILT FENCE DROP INLET PROTECTION (TYPE A)

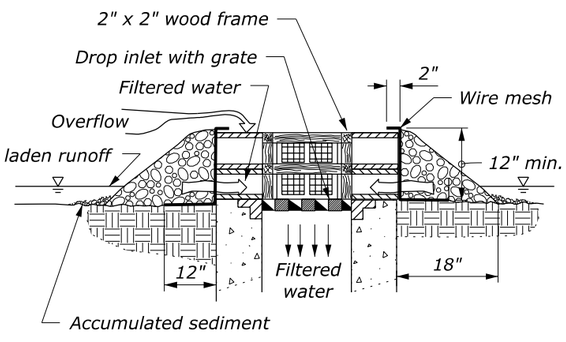



## GRAVEL AND WIRE MESH DROP INLET PROTECTION (TYPE B)

### NOTE:

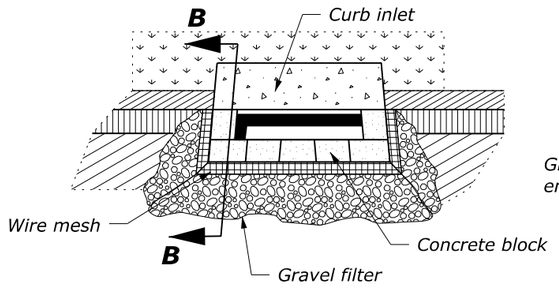
1. *For gravel filters use 2" to 3" diameter coarse aggregate.*
2. *Use wire mesh with ½" x ½" openings.*
3. *Use type A inlet protection in sump locations only.*
4. *Use type B inlet protection only in sump locations where heavy concentrated flows are not expected. Do not use where ponding around the structure might cause inconvenience or damage.*
5. *Provide silt fence drop inlet protection geotextile conforming to subsection 713.16(a).*

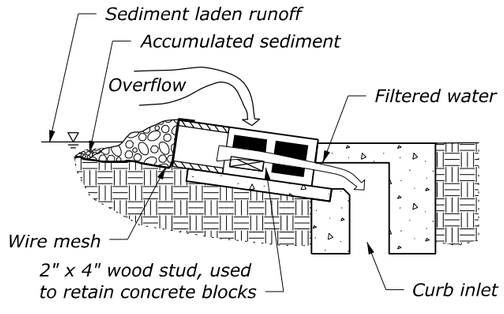



SECTION A-A

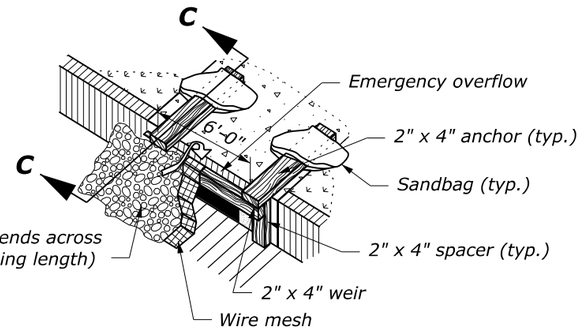
## BLOCK AND GRAVEL DROP INLET PROTECTION (TYPE C)

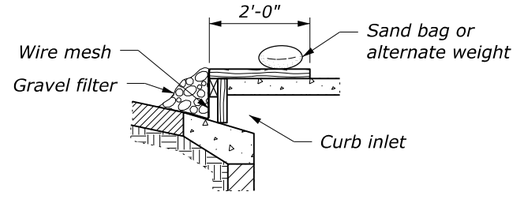



SECTION B-B

## CURB INLET PROTECTION, BLOCK AND GRAVEL (TYPE D)



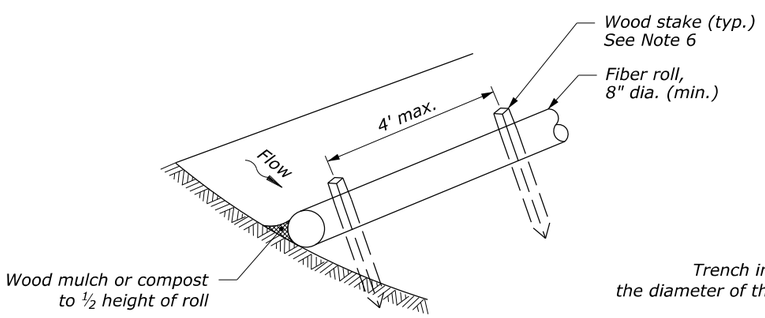

SECTION C-C

## CURB INLET PROTECTION, WOODEN WEIR (TYPE E)

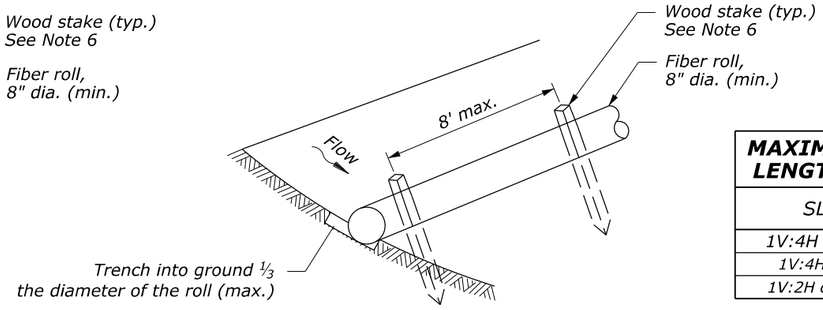
NO SCALE

| U.S. DEPARTMENT OF TRANSPORTATION, FHWA OFFICE OF FEDERAL LANDS HIGHWAY | FLH STANDARD 157-2 |
|---|---|
| **TEMPORARY INLET PROTECTION** | SPECIFICATION FP-24, FP-14 |
| | APPROVED FOR USE 1/2024 |

| PROJECT | SHEET NUMBER |
|---|---|
| DC NP GWMP ARCH TAR 2026 | S02 |



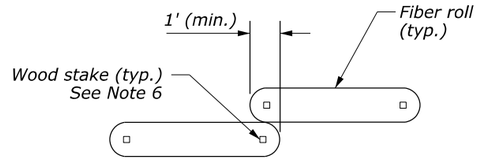

UNTRENCHED INSTALLATION



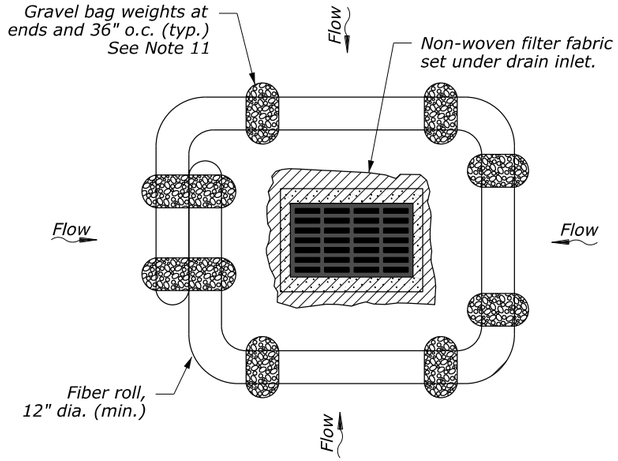

ENTRENCHED INSTALLATION

## FIBER ROLL ISOMETRIC VIEW

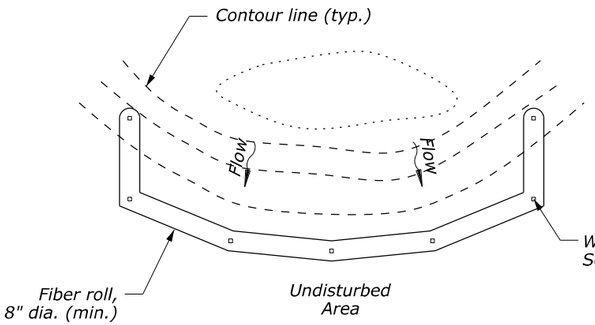
| MAXIMUM ALLOWABLE SLOPE LENGTH ABOVE FIBER ROLLS | |
|---|---|
| SLOPE | MAX INTERVAL |
| 1V:4H or Flatter | 20 ft |
| 1V:4H - 1V:2H | 15 ft |
| 1V:2H or Steeper | 10 ft |




## FIBER ROLL OVERLAP



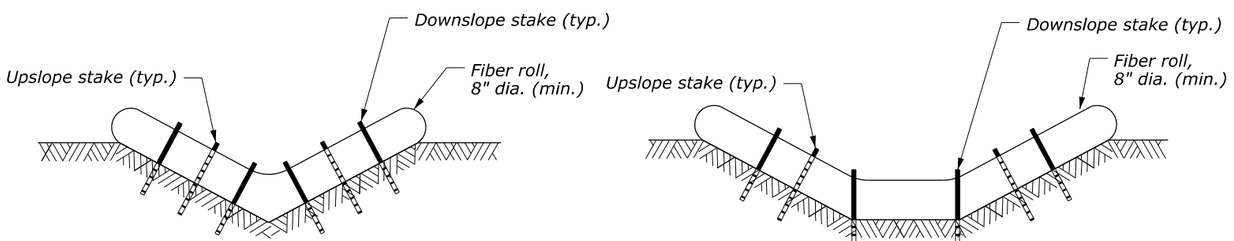

## INLET PROTECTION




## PLAN VIEW

## NOTES:

1. *Provide fiber rolls meeting the requirements of Subsection 713.12.*
2. *Use fiber rolls with a minimum 8-inch diameter. For drain inlet protection, use fiber rolls with a minimum 12-inch diameter.*
3. *Prior to installation, clear all obstructions including rocks, clods, and debris greater than 1-inch that may interfere with proper function of the fiber roll.*
4. *For untrenched installation, blow or hand place mulch or compost on uphill side of the slope along the fiber roll.*
5. *Place fiber rolls on level grade and parallel to contours. Extend both ends of the fiber roll at least 8 feet upslope at 45 degrees to the main alignment.*
6. *Use wood stakes with a minimum nominal cross section of 2- by 2-inch and of sufficient length to attain a minimum of 12 inches into the ground and 3 inches protruding above the roll. Provide wood stakes meeting the requirements of Subsection 713.08(a).*
7. *When more than one fiber roll is needed, overlap ends 12 inches minimum and stake.*
8. *Remove sediment deposits when accumulation is one-half the height of the exposed fiber roll.*
9. *Replace biodegradable fiber rolls 6 months after installation and photodegradable fiber rolls 12 months after installation.*
10. *When fiber rolls are required on paved surfaces, use gravel bags to support them as shown on the inlet protection view.*
11. *Provide gravel bag weights meeting the requirements of Subsection 713.13.*

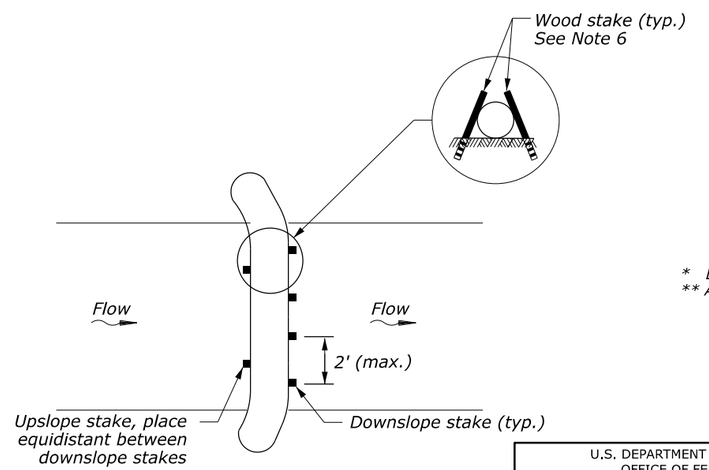



V-DITCH TRAPEZOIDAL DITCH

## FIBER ROLL CHECK DAM CROSS-SECTIONS

| FIBER ROLL CHECK DAM SPACING TABLE | | |
|---|---|---|
| DITCH GRADE * | CHECK DAM SPACING (S)** | |
| | 8" HIGH | 12" HIGH |
| 2% | 33' | 50' |
| 3% | 22' | 33' |
| 4% | 16' | 25' |
| 5% | 13' | 20' |

* Do not install check dams on grades below 2%
** Adjust spacing as approved based on site conditions

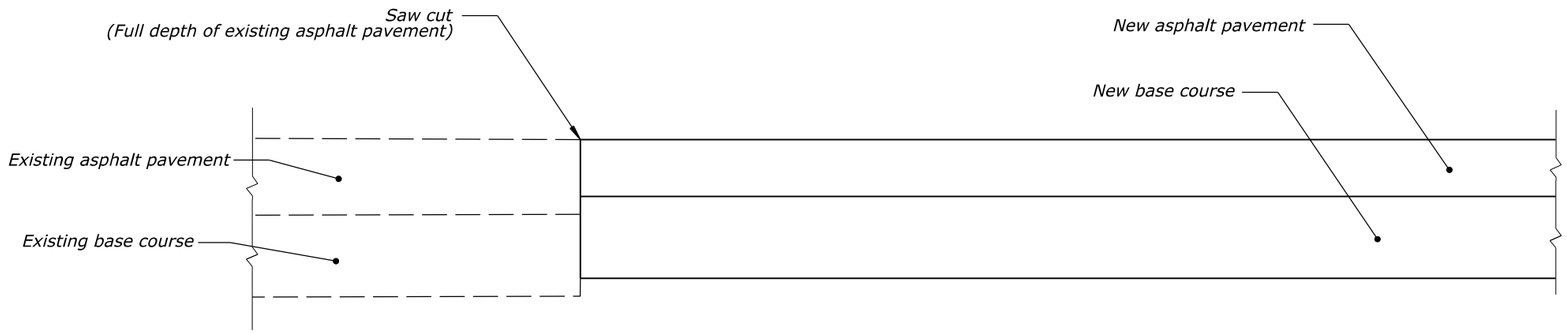



## FIBER ROLL CHECK DAM PLAN VIEW

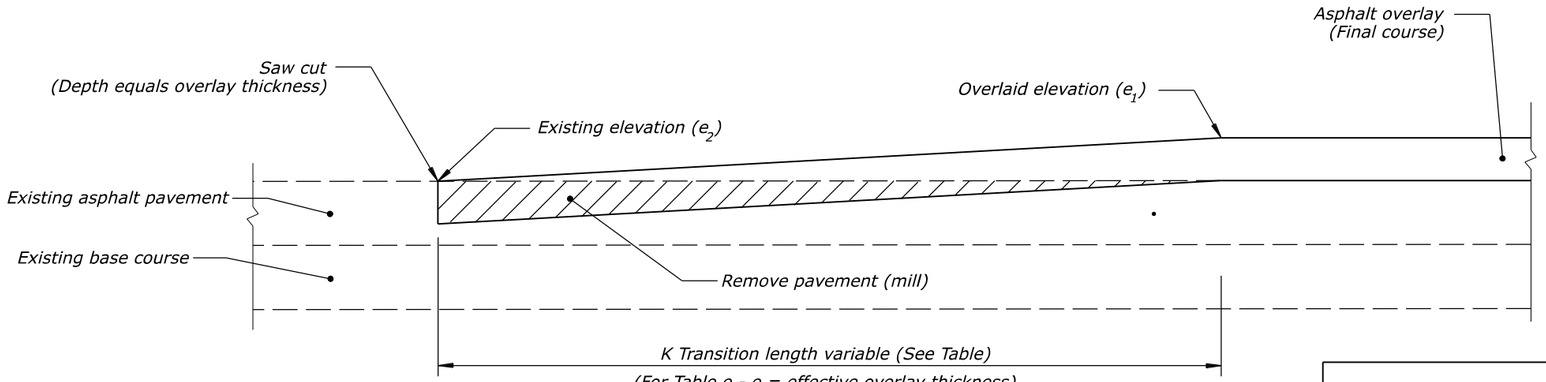
NO SCALE

| U.S. DEPARTMENT OF TRANSPORTATION, FHWA OFFICE OF FEDERAL LANDS HIGHWAY | EFLHD DETAIL E157-04 |
|---|---|
| **FIBER ROLL** | SPECIFICATION FP-24, FP-14 |
| | APPROVED FOR USE 05/2024 |

| PROJECT | SHEET NUMBER |
|---|---|
| DC NP GWMP ARCH TAR 2026 | S03 |




## NEW PAVEMENT




## OVERLAY

### NOTE:

*Provide a transition length in feet that is not less than the value obtained by multiplying the effective overlay thickness in inches (difference between the existing and overlaid elevations) by the K value from the Table for the posted speed of the roadway.*

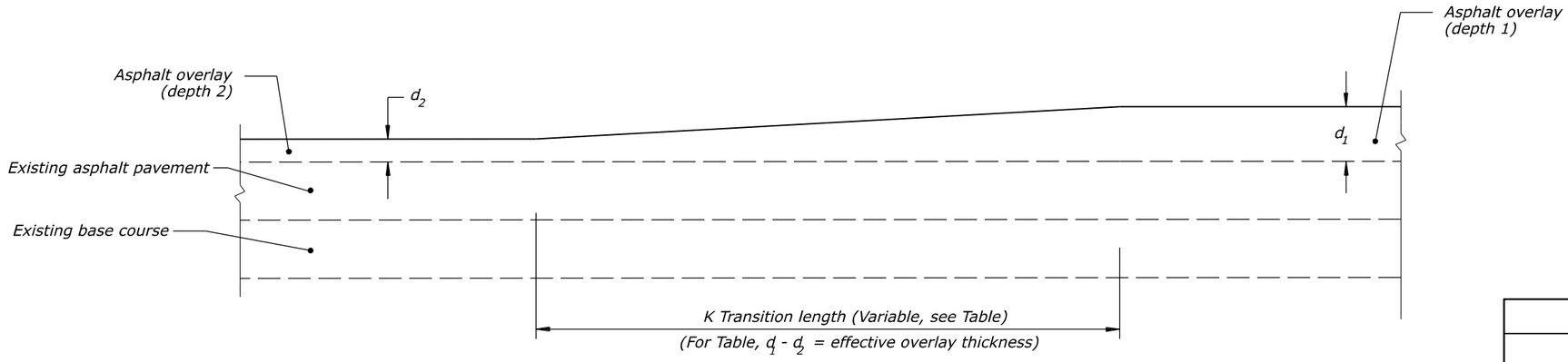
*Use $K*[e_1 - e_2] = T$, or $K*[d_1 - d_2] = T$ (whichever applies), to obtain the transition length. (Minimum transition length=30 feet)*

*Example :*
*If the posted speed is 55 MPH*
*Effective overlay thickness = 2 inches*
*Then the minimum transition length =*
*2 inches x 42.5 ft./in. = 85 feet.*

**K VALUE TABLE (ft/in)**

| POSTED SPEED (MPH) * | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 |
|---|---|---|---|---|---|---|---|---|---|---|
| K | 30 | 32.5 | 35 | 37.5 | 40 | 42.5 | 45 | 47.5 | 50 | 52.5 |

* Use a K Value of 30 for speeds less than 30 MPH.




## OVERLAY - DEPTH TRANSITIONS

NO SCALE

U.S. DEPARTMENT OF TRANSPORTATION, FHWA
OFFICE OF FEDERAL LANDS HIGHWAY

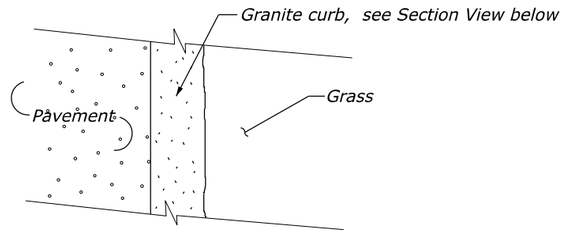
**PAVEMENT TRANSITIONS**

| EFLHD DETAIL | E401-01 |
|---|---|
| SPECIFICATION | FP-24, FP-14 |
| APPROVED FOR USE | 05/2024 |

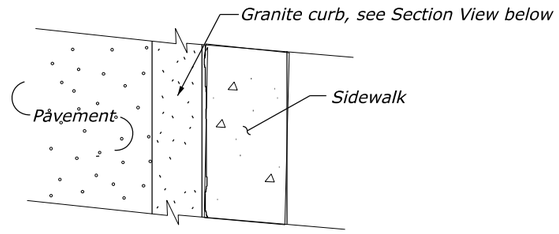
| PROJECT | SHEET NUMBER |
|---|---|
| DC NP GWMP ARCH TAR 2026 | S04 |

## NOTE:

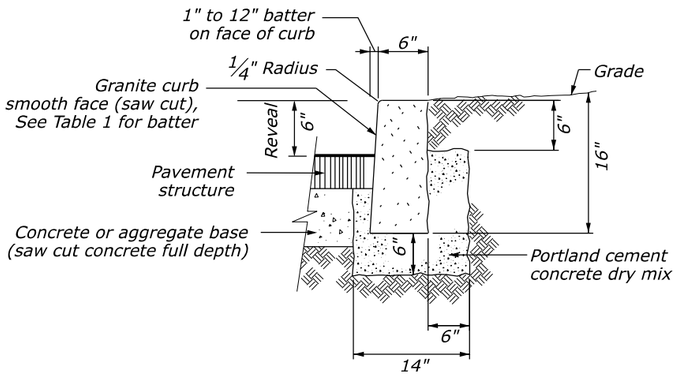
*Place transverse expansion joints at intervals of not more than 60 feet for curbs and sidewalks.*




PLAN VIEW

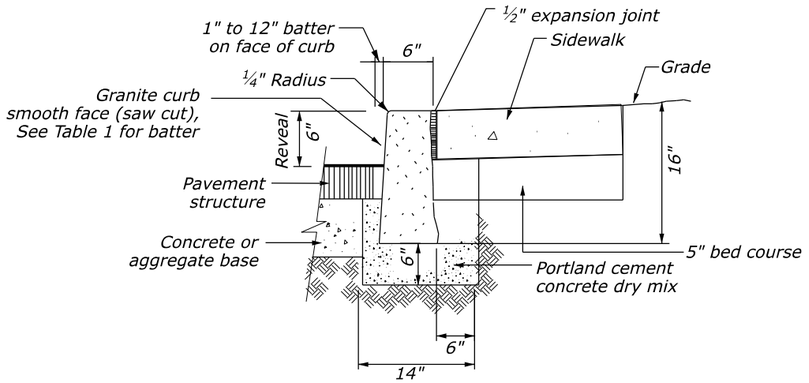



PLAN VIEW



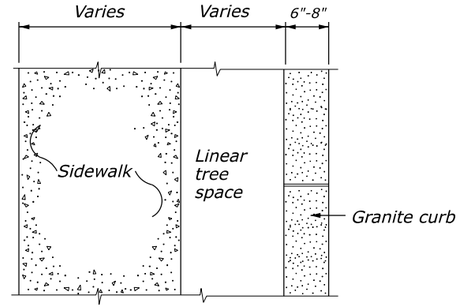

SECTION VIEW

**STONE CURB TYPE 1, 16" DEPTH (GRANITE TYPE A OR B) (WITHOUT SIDEWALK)**




SECTION VIEW

**STONE CURB TYPE 1, 16" DEPTH (GRANITE TYPE A OR B) (WITH SIDEWALK)**




PLAN VIEW

**STONE CURB TYPE 1, 16" DEPTH (GRANITE TYPE A OR B) (WITH SIDEWALK AND LINEAR TREE SPACE)**

### TABLE 1

| BATTER FOR GRANITE CURB | |
|---|---|
| **TYPE** | **BATTER (H:V)** |
| A | 1:12 |
| B | 3/4:10 |

NO SCALE

U.S. DEPARTMENT OF TRANSPORTATION, FHWA
OFFICE OF FEDERAL LANDS HIGHWAY

**GRANITE CURBS**

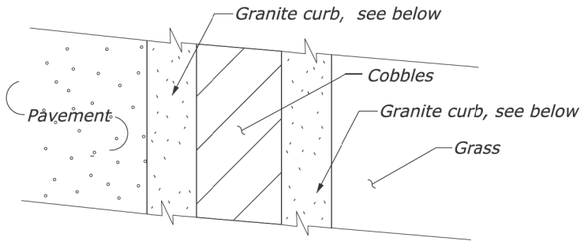
EFLHD DETAIL
E609-02

SPECIFICATION
FP-24. FP-14

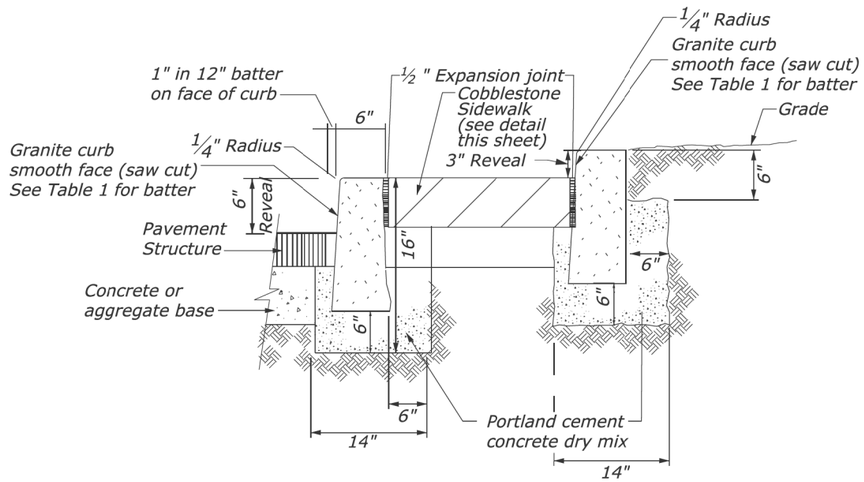
APPROVED FOR USE
05/2024

NPS PMIS No. XXXXXX NPS Drwg No. XXX/XXXXXX

| PROJECT | SHEET NUMBER |
|---|---|
| DC NP GWMP ARCH TAR 2026 | S05 |




**PLAN**



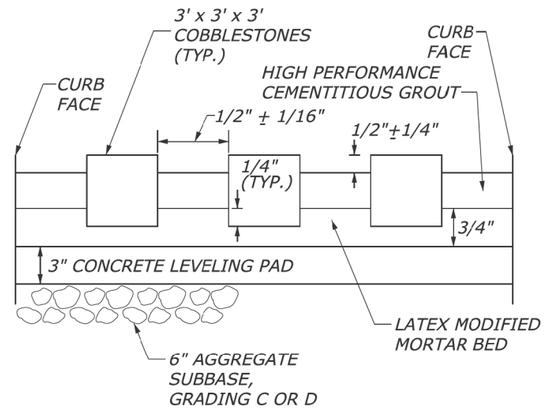

***SECTION***

*(WITH COBBLES)*

*STONE CURB TYPE 1, 16" DEPTH (GRANITE TYPE A OR B)*

*NOTE:*

*Place transverse expansion joints at intervals of not more than 60 feet for curbs and sidewalks.*




***COBBLESTONE SIDEWALK DETAIL (NTS)***

*NO SCALE*

| U.S. DEPARTMENT OF TRANSPORTATION, FHWA OFFICE OF FEDERAL LANDS HIGHWAY | EFLHD DETAIL E609-02A |
|---|---|
| **EXPOSED AGGREGATE CONCRETE SIDEWALK** | |

M:\PROJECTS\gwmp\11(4)\Proj_Dev\CADD\AMC Arch\Std-Det\E609-02A_Granite Curb w Cobbles.dgn [Sheet]
21 May 2026 2:32 PM

| PROJECT | SHEET NUMBER |
|---|---|
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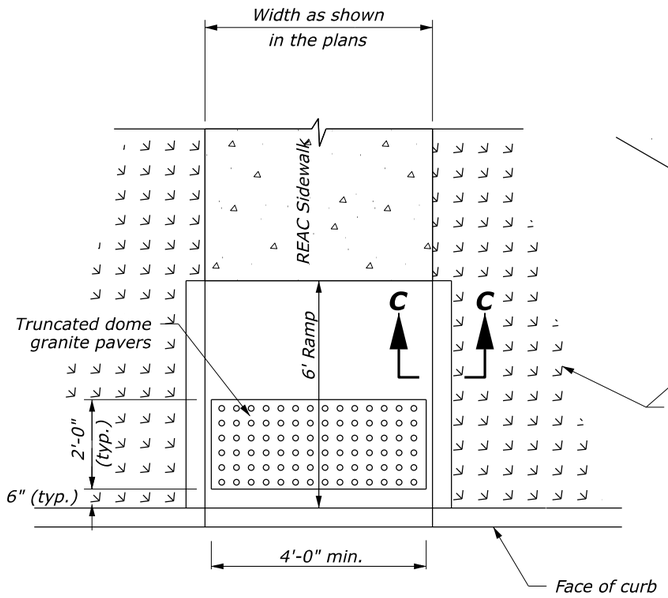
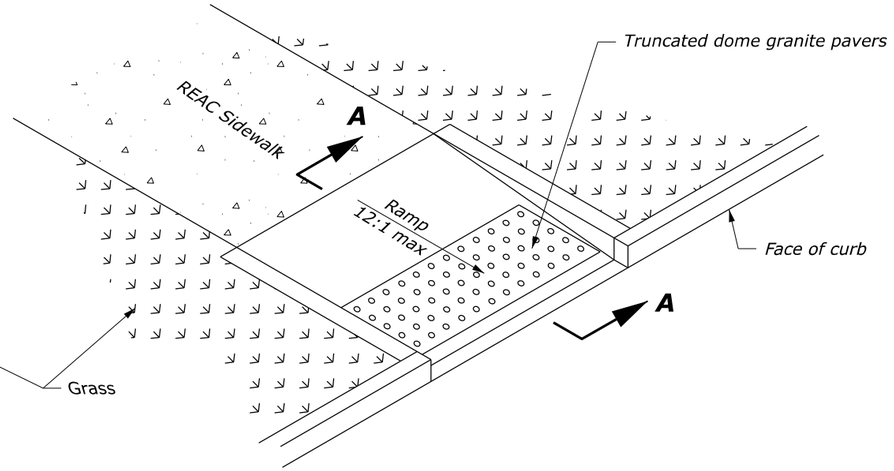
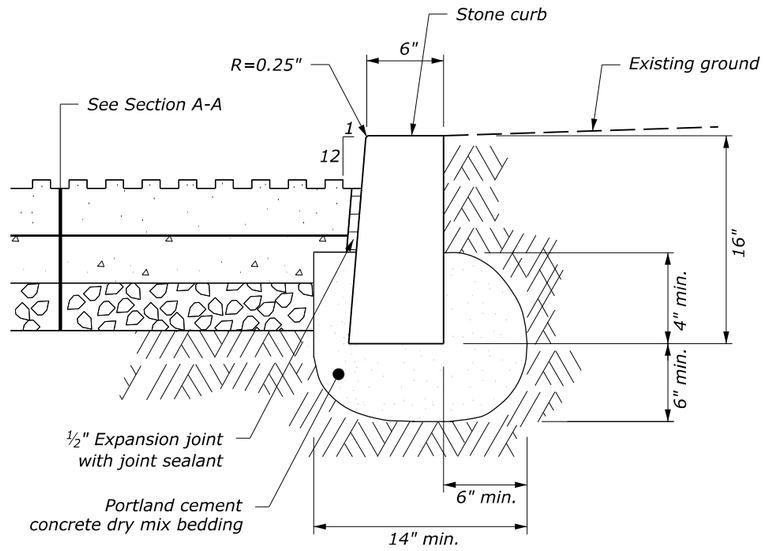



PLAN VIEW

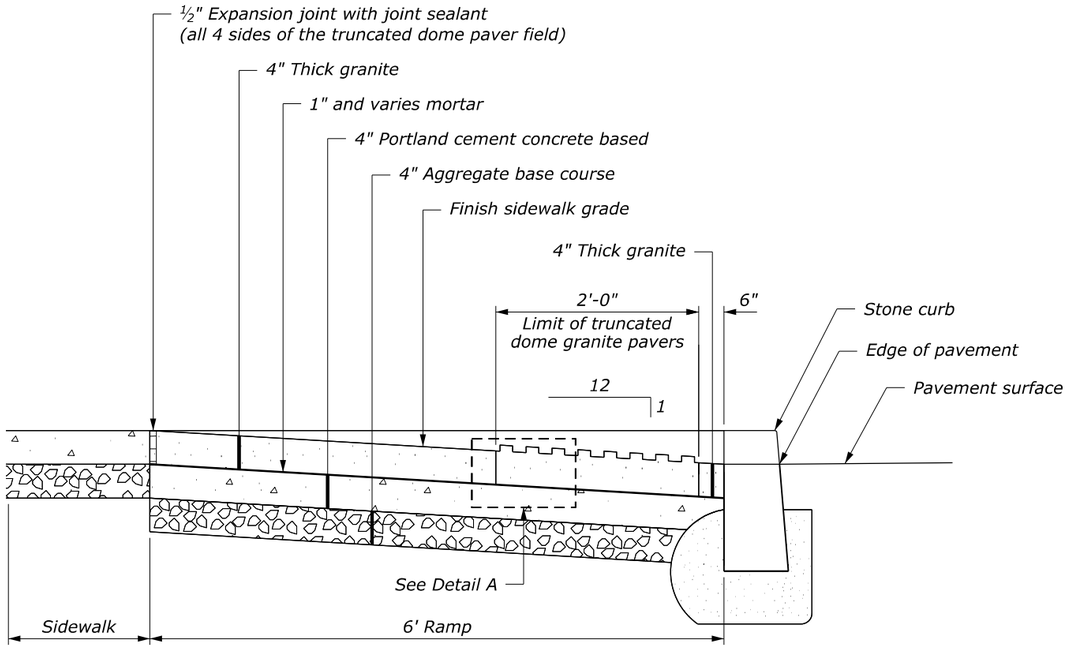



ISOMETRIC VIEW

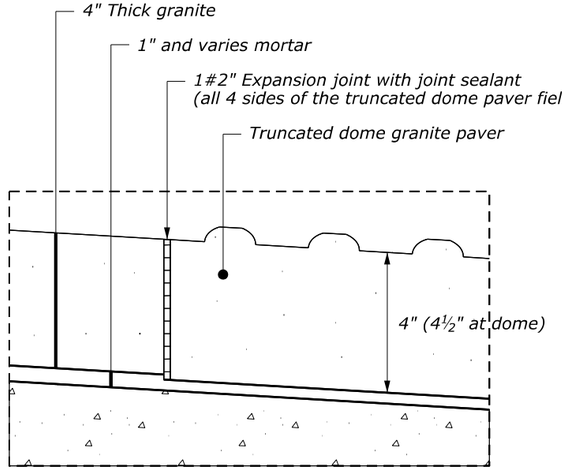



SECTION C-C

# TYPE C RAMP

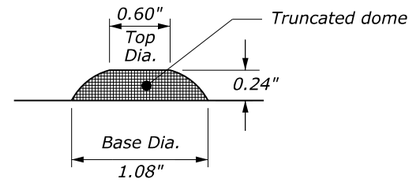



SECTION A-A

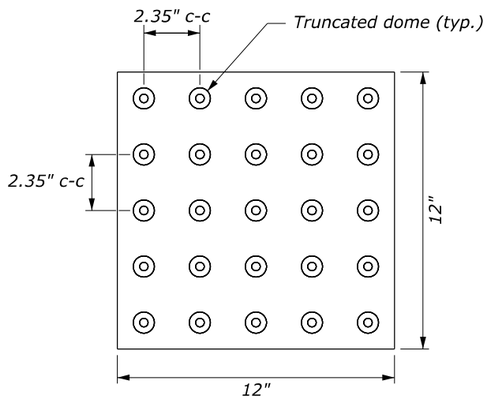



DETAIL A

NO SCALE




ELEVATION VIEW




PLAN VIEW

## TRUNCATED DOMES PAVERS

| U.S. DEPARTMENT OF TRANSPORTATION, FHWA<br>OFFICE OF FEDERAL LANDS HIGHWAY | EFLHD DETAIL<br>E610-A |
|---|---|
| **STONE ACCESSIBILITY RAMP CURB RETURN** | |

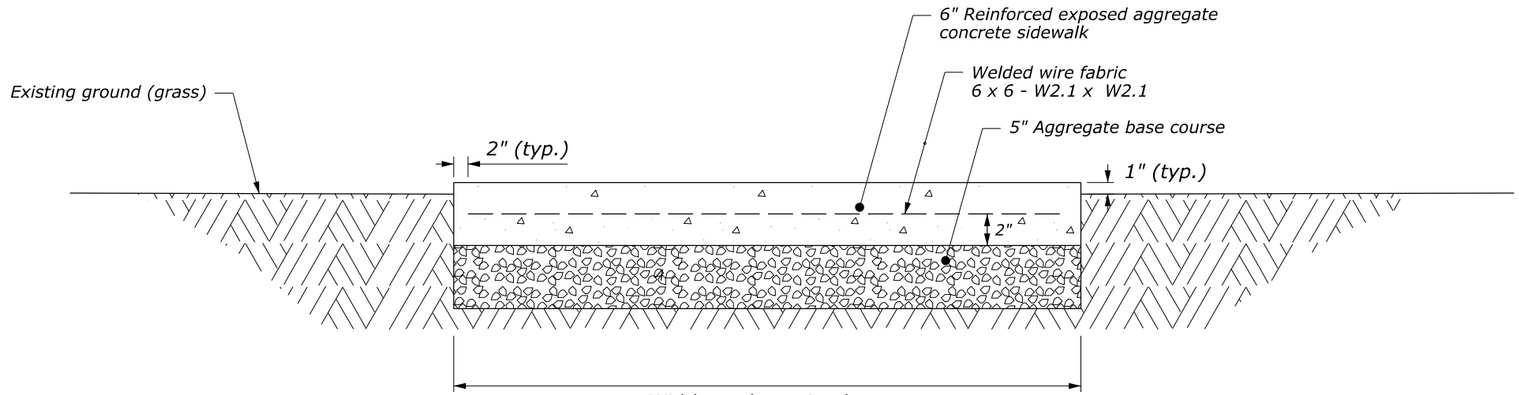
M:\PROJECTS\gwmp\11(4)\Proj_Dev\CADD\AMC Arch\Std-Det\std610A_AccessibilityTyp-Ramp.dgn [615-A]

21 May 2026 2:40 PM

| PROJECT | SHEET NUMBER |
|---|---|
| DC NP GWMP ARCH TAR 2026 | S07 |

*NOTES:*

1. *Place 1/2-inch transverse expansion joints as directed.*
2. *Place 1/4-inch wide dummy joints to match the adjacent curb or at intervals equal to the width as directed. Place dummy joints to 1/3-inch depth of the sidewalk.*
3. *Finish sidewalks according to Subsection 615.04(b).*
4. *Place construction joints around all structures in the sidewalk.*
5. *Place welded wire fabric on chairs.*

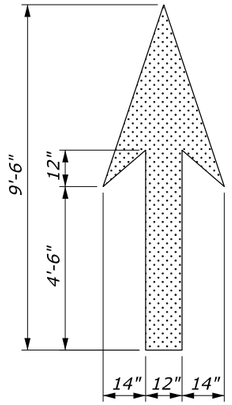



***SIDEWALK WITHOUT CURB***

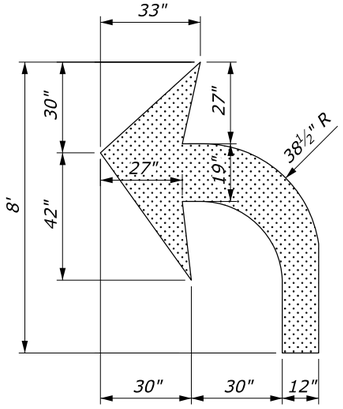
*NO SCALE*

| U.S. DEPARTMENT OF TRANSPORTATION, FHWA<br>OFFICE OF FEDERAL LANDS HIGHWAY | EFLHD DETAIL<br>E610-B |
|---|---|
| **EXPOSED AGGREGATE CONCRETE SIDEWALK** | |

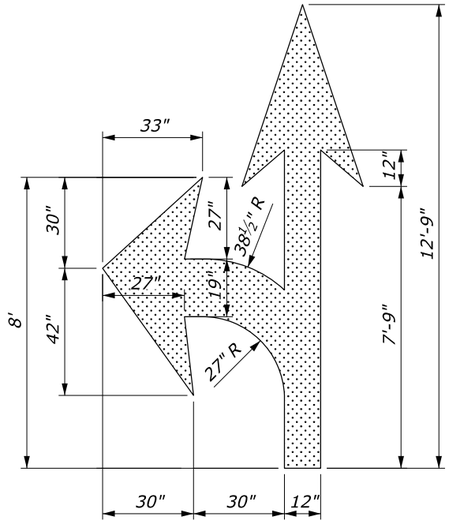
| PROJECT | SHEET NUMBER |
|---|---|
| DC NP GWMP ARCH TAR 2026 | S08 |



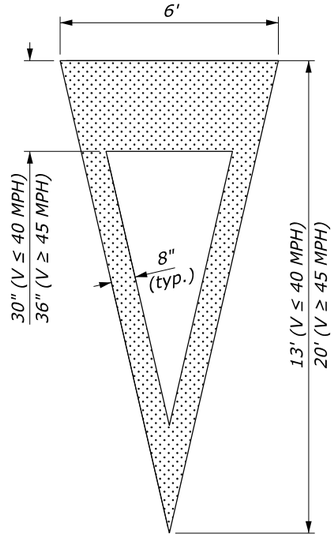

**STRAIGHT ARROW SYMBOL**




**TURN ARROW SYMBOL**




**STRAIGHT/TURN ARROW COMBINATION SYMBOL**

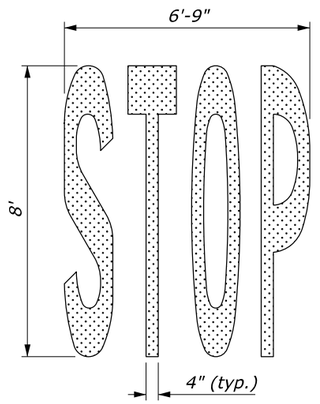



**YIELD AHEAD TRIANGLE SYMBOL**

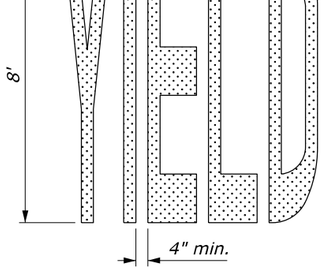
## NOTES:

1. Place pavement word and symbol markings in accordance with the "Manual on Uniform Traffic Control Devices" (MUTCD), latest edition.
2. Place all letters, numerals, and symbols in accordance with the "Standard Highway Signs", latest edition.
3. Provide Accessibility Symbol marking as indicated in the plans or directed otherwise by the CO in one of the following configurations:

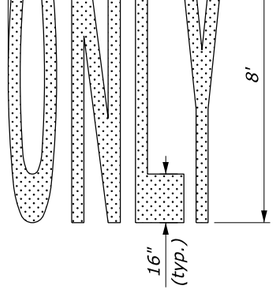
   (a) w/ Symbol only; or
   (b) w/ Symbol, blue background, and white border



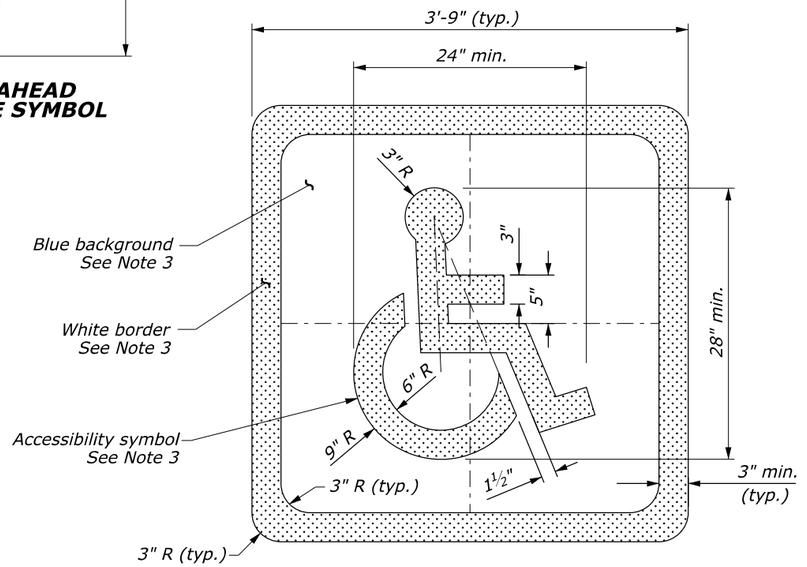

**"STOP" WORD MESSAGE**

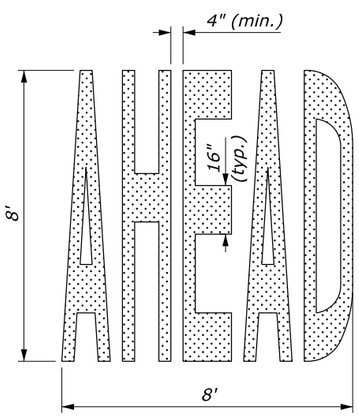



**"YIELD" WORD MESSAGE**

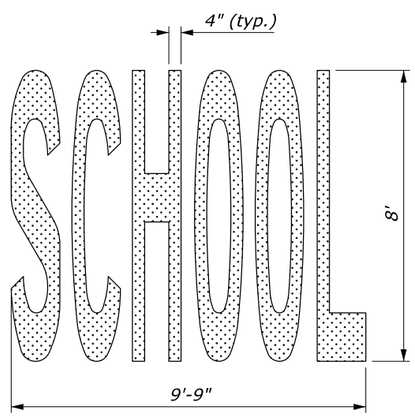



**"ONLY" WORD MESSAGE**




**"AHEAD" WORD MESSAGE**




**"SCHOOL" WORD MESSAGE**

| PAVEMENT MARKING AREAS | |
|---|---|
| *TYPE* | *SQFT* |
| Accessibility Symbol: | -- |
| w/ Symbol only | 2 |
| w/ Symbol, blue background, and white border | 16 |
| Straight Arrow Symbol | 12 |
| Straight/Turn Arrow Combination Symbol | 26 |
| Turn Arrow Symbol | 16 |
| Yield Ahead Triangle Symbol (V<45 mph) | 26 |
| Yield Ahead Triangle Symbol (V≥45 mph) | 37 |
| "AHEAD" Word Message Marking | 30 |
| "ONLY" Word Message Marking | 21 |
| "SCHOOL" Word Message Marking | 33 |
| "STOP" Word Message Marking | 22 |
| "YIELD" Word Message Marking | 24 |

NO SCALE

U.S. DEPARTMENT OF TRANSPORTATION, FHWA
OFFICE OF FEDERAL LANDS HIGHWAY

# PAVEMENT MARKINGS SYMBOLS AND WORDS

EFLHD DETAIL
E634-01

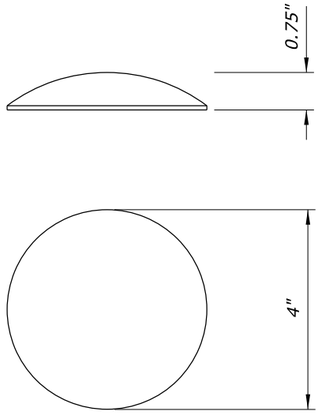
SPECIFICATION
FP-24, FP-14

APPROVED FOR USE
06/2024

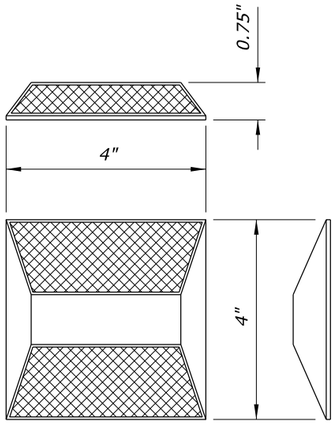
| PROJECT | SHEET NUMBER |
|---|---|
| DC NP GWMP ARCH TAR 2026 | S09 |

## NOTES:

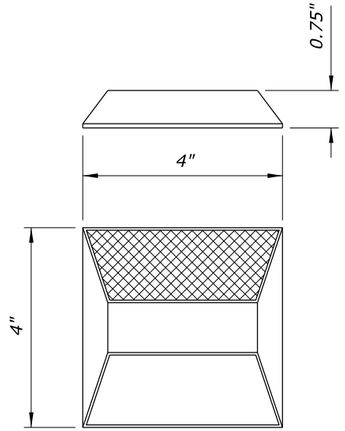
1. *Provide reflective markers with either clear (white), yellow or red colors as specified.*
2. *Ensure the shell of the marker is made of one color or a combination of colors the same as the reflector.*




NON-REFLECTIVE

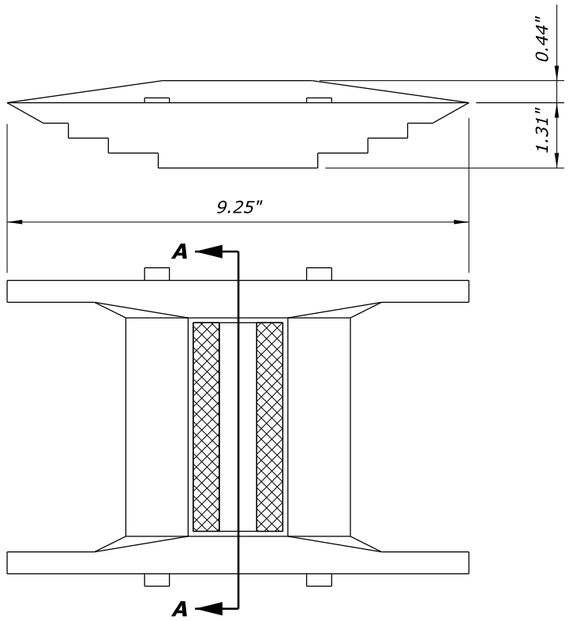



BI-DIRECTIONAL

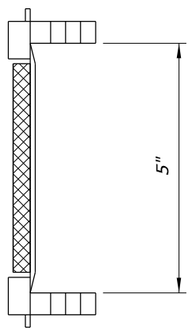



MONO-DIRECTIONAL

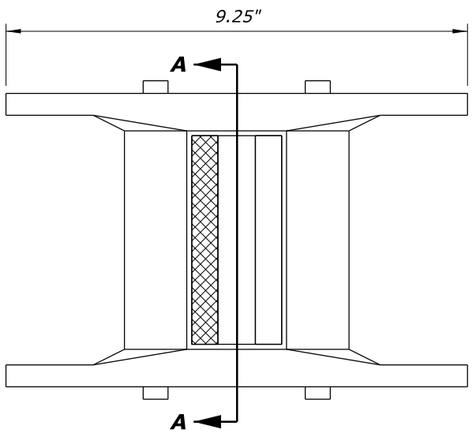
## *NON-PLOWABLE PAVEMENT MARKERS*




BI-DIRECTIONAL




SECTION A-A




MONO-DIRECTIONAL

***LEGEND:***

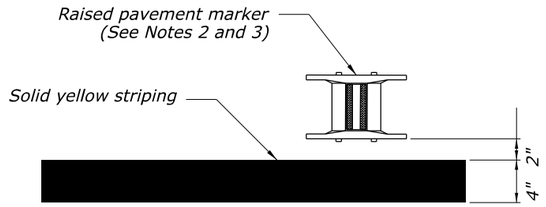
*Reflective material*

## *PLOWABLE PAVEMENT MARKERS*

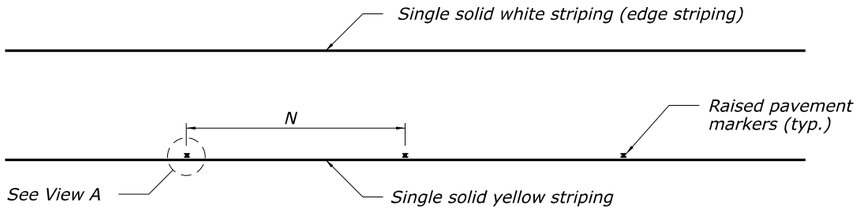
*NO SCALE*

| U.S. DEPARTMENT OF TRANSPORTATION, FHWA<br>OFFICE OF FEDERAL LANDS HIGHWAY | EFLHD DETAIL<br>E634-02 |
|---|---|
| **RAISED PAVEMENT MARKERS** | SPECIFICATION<br>FP-24, FP-14 |
| | APPROVED FOR USE<br>06/2024 |

| PROJECT | SHEET NUMBER |
|---|---|
| DC NP GWMP ARCH TAR 2026 | S10 |



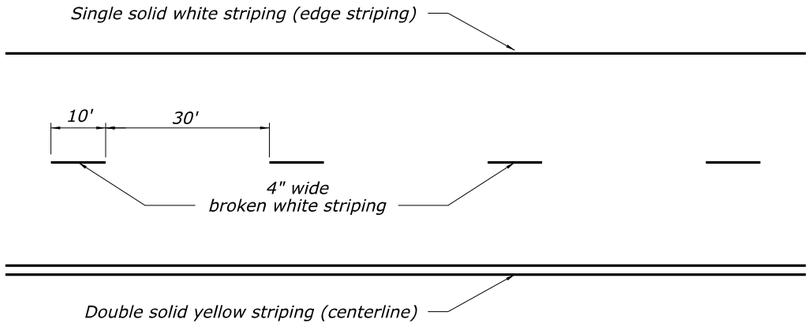

**VIEW A**



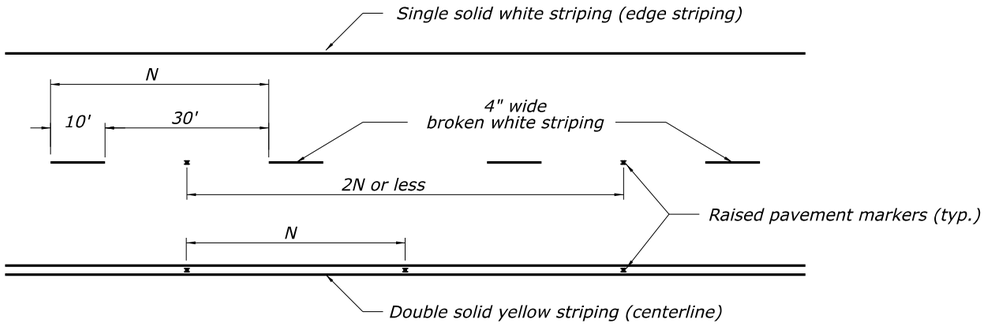

**SINGLE SOLID YELLOW STRIPING
WITH RAISED PAVEMENT MARKERS**

## NOTES:

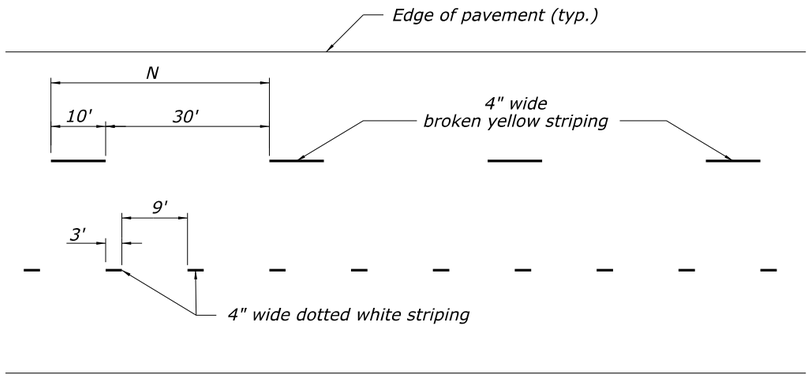
1. Install striping in accordance with the "Manual on Uniform Traffic Control Devices" (MUTCD), latest edition.
2. When raised pavement markers are required, space and install in accordance with the MUTCD and as shown in this Detail or as directed.
3. When raised pavement markers are required, see Detail E634-02.



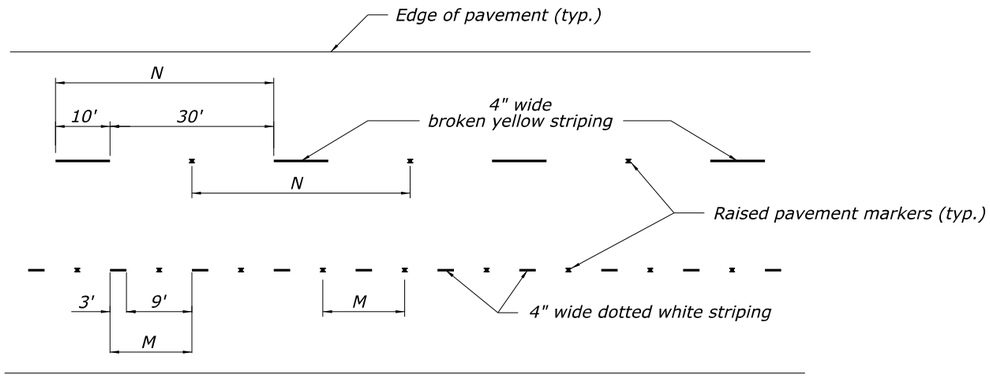

**BROKEN SINGLE WHITE AND
DOUBLE SOLID YELLOW STRIPING**




**BROKEN SINGLE WHITE AND
DOUBLE SOLID YELLOW STRIPING
WITH RAISED PAVEMENT MARKERS**




**BROKEN SINGLE YELLOW AND
DOTTED WHITE STRIPING**




**BROKEN SINGLE YELLOW AND
DOTTED WHITE STRIPING
WITH RAISED PAVEMENT MARKERS**

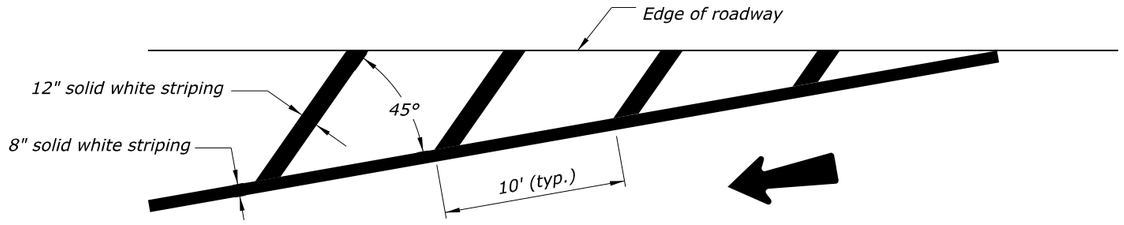
*NO SCALE*

U.S. DEPARTMENT OF TRANSPORTATION, FHWA
OFFICE OF FEDERAL LANDS HIGHWAY

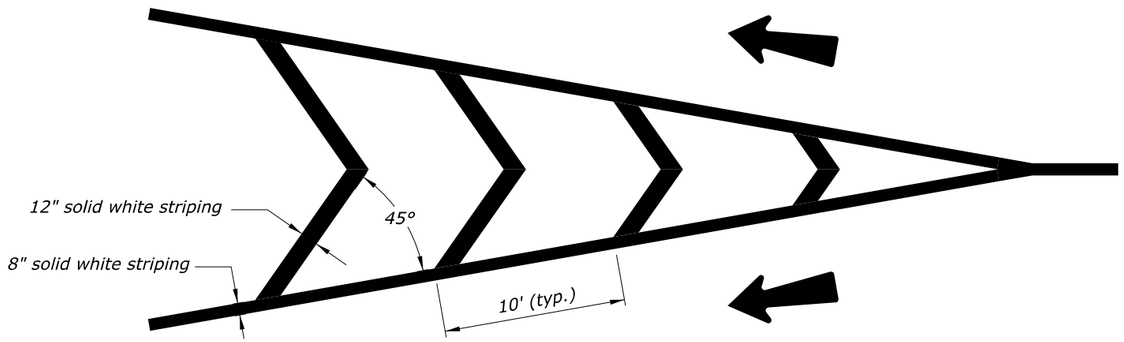
# PAVEMENT MARKINGS WITH AND WITHOUT RAISED PAVEMENT MARKERS

| EFLHD DETAIL | SPECIFICATION | APPROVED FOR USE |
|---|---|---|
| E634-03 | FP-24, FP-14 | 06/2024 |

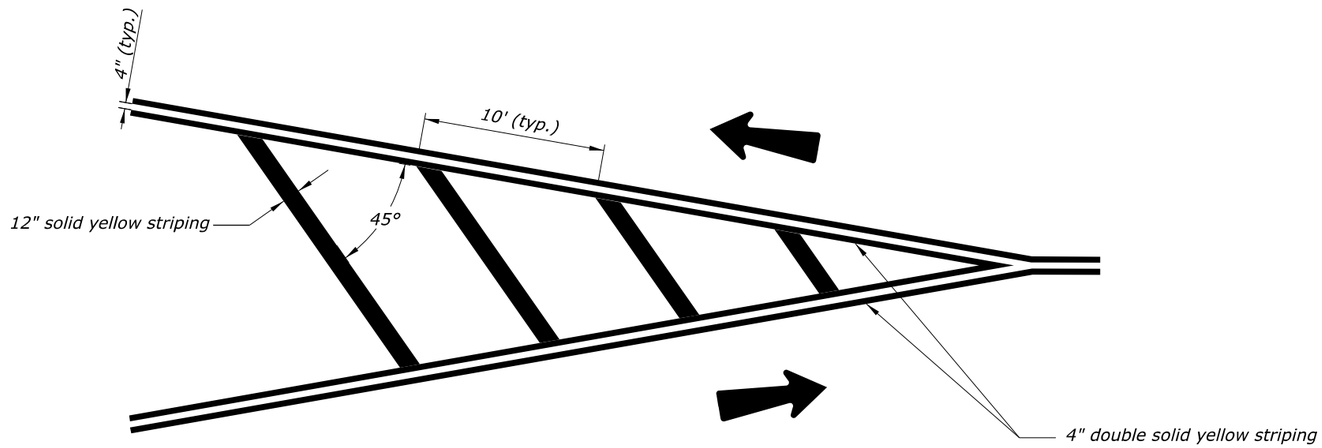
| PROJECT | SHEET NUMBER |
|---|---|
| DC NP GWMP ARCH TAR 2026 | S11 |




## ONE-WAY TRAFFIC, LANE SHIFT




## ONE-WAY TWO-LANE TRAFFIC, LANES SEPARATE




## TWO-WAY TWO-LANE TRAFFIC, LANES SEPARATE

NO SCALE

### NOTES:

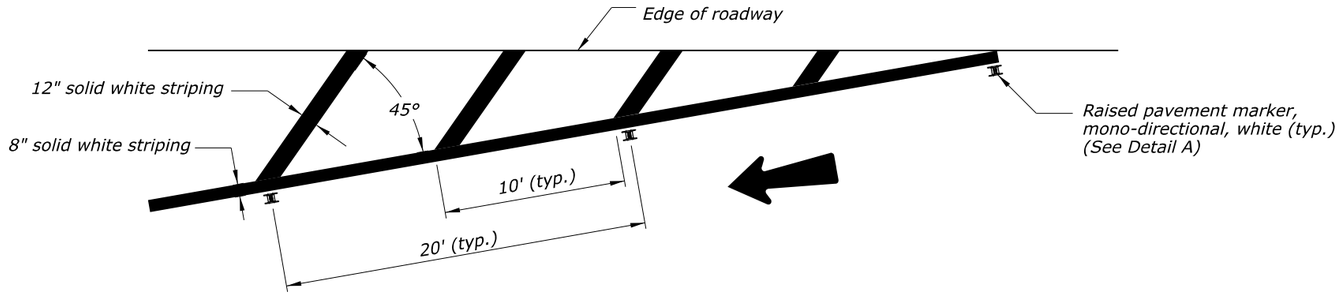
1. Install striping in accordance with the "Manual on Uniform Traffic Control Devices" (MUTCD), latest edition.
2. Typical pavement marking widths are shown. Use wider pavement markings when specified in the plans or as directed.

U.S. DEPARTMENT OF TRANSPORTATION, FHWA
OFFICE OF FEDERAL LANDS HIGHWAY

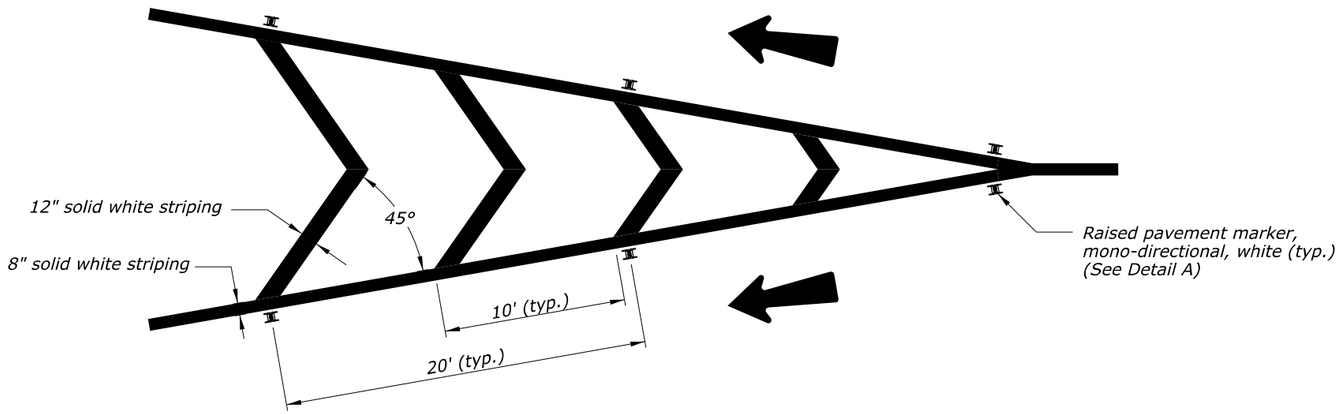
# PAVEMENT MARKINGS IN NEUTRAL AREAS

| EFLHD DETAIL | SPECIFICATION | APPROVED FOR USE |
|---|---|---|
| E634-04 | FP-24, FP-14 | 06/2024 |

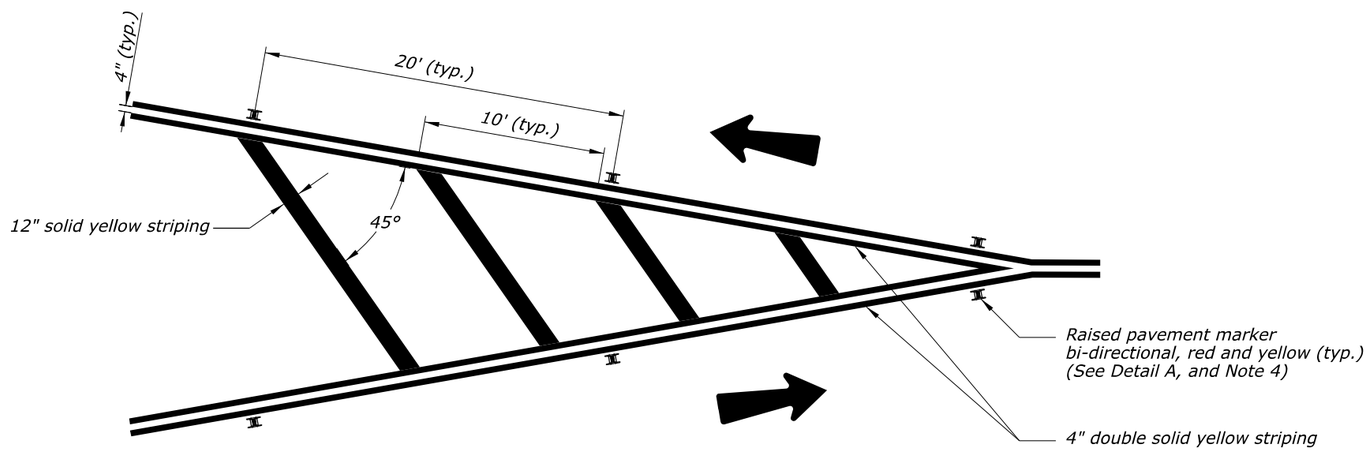
| PROJECT | SHEET NUMBER |
|---|---|
| DC NP GWMP ARCH TAR 2026 | S12 |




**ONE-WAY TRAFFIC, LANE SHIFT**



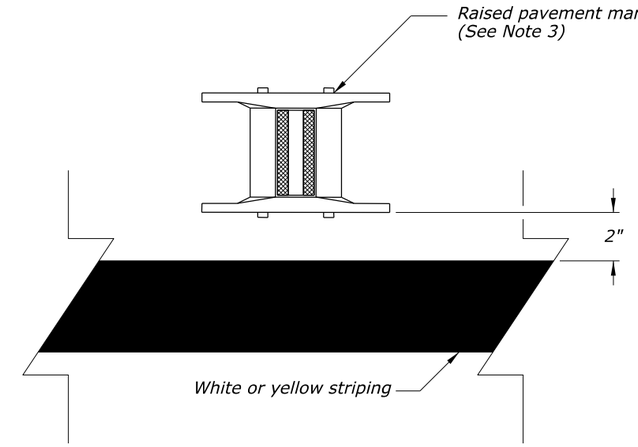

**ONE-WAY TWO-LANE TRAFFIC, LANES SEPARATE**




**TWO-WAY TWO-LANE TRAFFIC, LANES SEPARATE**

## NOTES:

1. *Install striping in accordance with the "Manual on Uniform Traffic Control Devices" (MUTCD), latest edition.*
2. *Typical pavement marking widths are shown. Use wider pavement markings when specified in the plans or as directed.*
3. *Space and install raised pavement markers (RPMs) in accordance with the MUTCD, latest edition, and as shown or as directed.*
4. *Detail A shows plowable RPM only; the same positioning applies to non-plowable RPMs. See Detail E634-02 for RPM details.*
5. *Install bi-directional RPMs so that the yellow reflective side is facing the traffic flow and the red reflective side is facing the opposing traffic.*

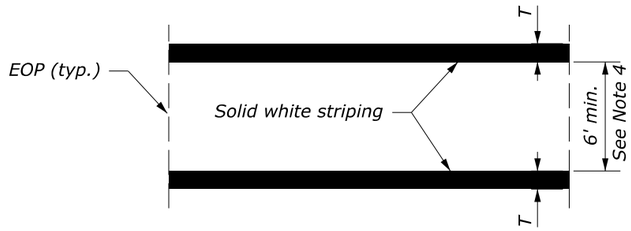



**DETAIL A**

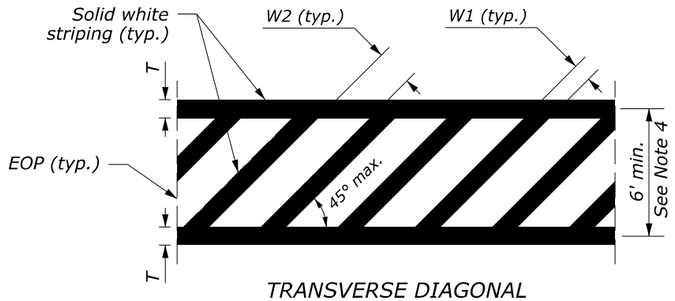
NO SCALE

| U.S. DEPARTMENT OF TRANSPORTATION, FHWA<br>OFFICE OF FEDERAL LANDS HIGHWAY | EFLHD DETAIL<br>E634-04 |
|---|---|
| **PAVEMENT MARKINGS IN NEUTRAL AREAS WITH RAISED PAVEMENT MARKERS** | SPECIFICATION<br>FP-24, FP-14 |
| | APPROVED FOR USE<br>06/2024 |

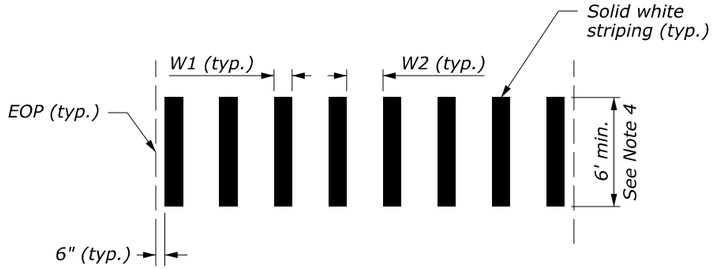
| PROJECT | SHEET NUMBER |
|---|---|
| DC NP GWMP ARCH TAR 2026 | S13 |



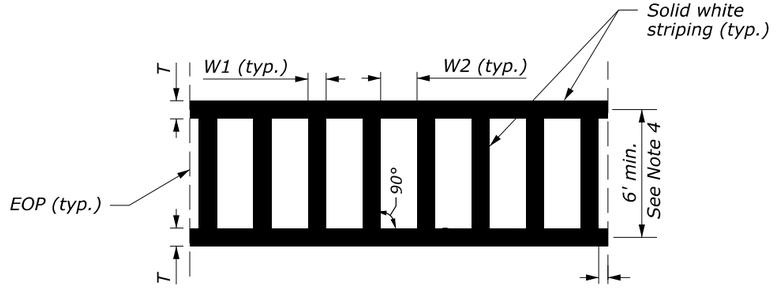

TRANSVERSE



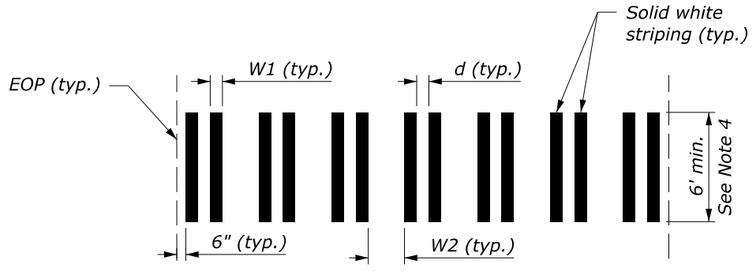

TRANSVERSE DIAGONAL
See Note 3




LONGITUDINAL BAR




LADDER




BAR PAIR

## TYPICAL CROSSWALK LAYOUTS

### NOTES:

1. *Install striping and signing in accordance with the "Manual on Uniform Traffic Control Devices" (MUTCD), latest edition.*
2. *For longitudinal bar, bar pair, and ladder crosswalk layouts, space line bars to avoid wheel path as shown in the plans or as approved.*
3. *Use transverse diagonal crosswalk layout only at locations with complex roadway geometry where rotated interior longitudinal bars are needed to remain parallel to approaching traffic.*
4. *At non-intersection crosswalk where the posted speed limit is 40 MPH or greater, provide a minimum crosswalk width of 8 feet unless otherwise specified in the plans.*

**CROSSWALK STRIPING DIMENSIONS TABLE**

| CROSSWALK TYPE | W1 | | W2* | | T | | d | |
|---|---|---|---|---|---|---|---|---|
| | Min. | Max. | Min. | Max. | Min. | Max. | Min. | Max. |
| Transverse | | | | | 6" | 24" | | |
| Longitudinal Bar | 12" | 24" | 12" | 60" | | | | |
| Longitudinal Bar Pair | 8" | 12" | 24" | 60" | | | 8" | 12" |
| Ladder | | 24" | | 24" | 6" | 24" | | |
| Transverse Diagonal | 12" | 24" | 12" | 60" | 6" | 24" | | |

NO SCALE

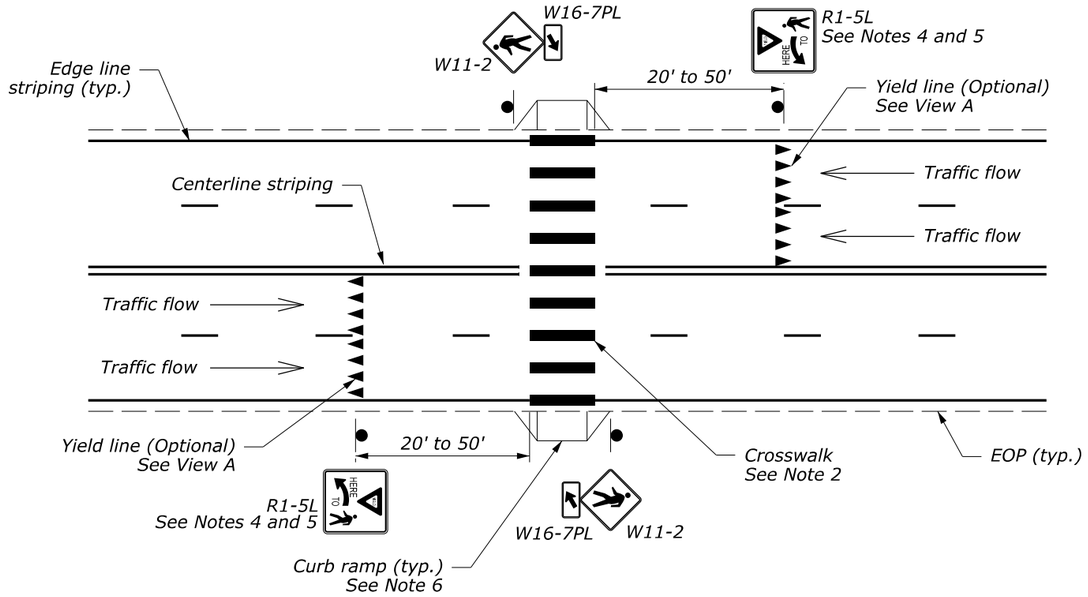
U.S. DEPARTMENT OF TRANSPORTATION, FHWA
OFFICE OF FEDERAL LANDS HIGHWAY

**PAVEMENT MARKINGS**
**PEDESTRIAN CROSSWALK**
SHEET 1 of 2

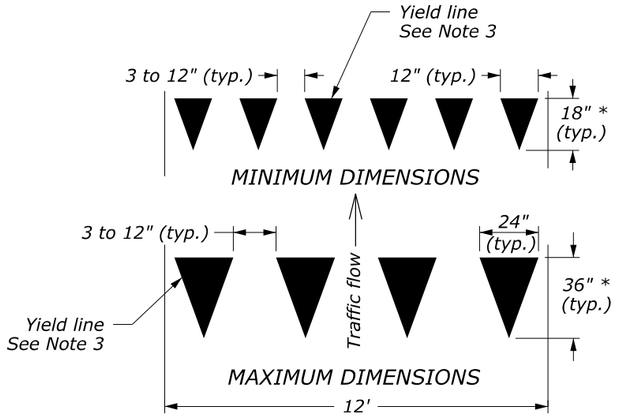
EFLHD DETAIL
E634-06A

SPECIFICATION
FP-24, FP-14

APPROVED FOR USE
06/2024




*TWO-WAY ROADWAY*

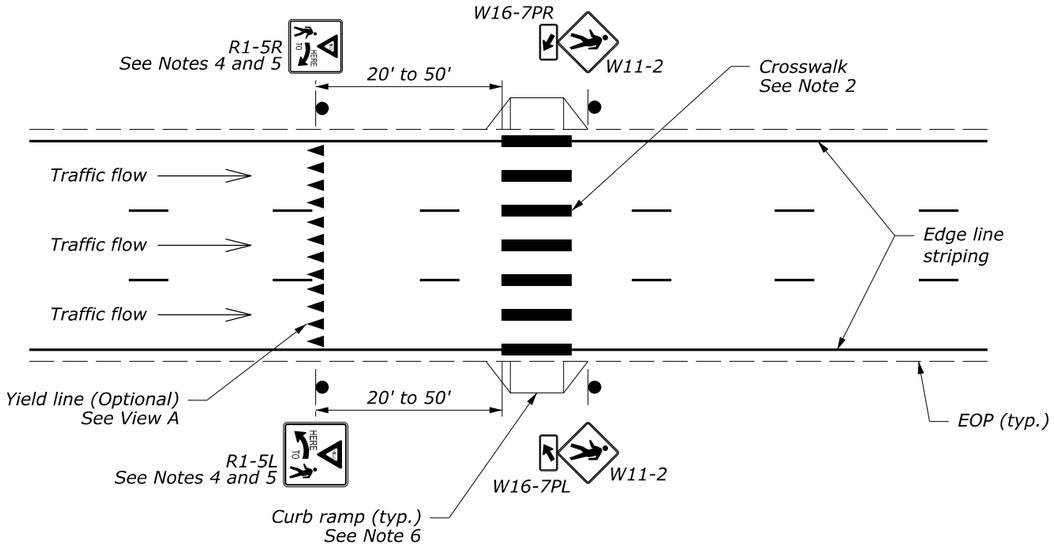



***VIEW A - YIELD LINE LAYOUTS***

* *Ensure triangle height for yield lines is equal to 1.5 times the base dimension.*

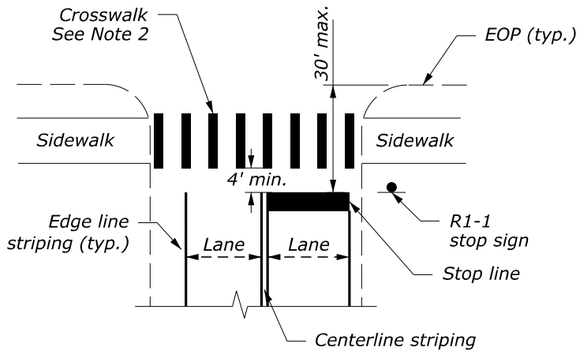
## *NOTES:*

1. *Install striping and signing in accordance with the "Manual on Uniform Traffic Control Devices" (MUTCD), latest edition.*
2. *Longitudinal bar crosswalk layout is used for illustration purposes only. Refer to the plans for project crosswalk layout and actual striping dimensions. See Sheet 1 of 2 for typical crosswalk layouts.*
3. *Smaller than shown yield lines may be used when installed on narrower, slow-speed facilities as approved.*
4. *If Stop Here for Pedestrians signs (R1-5b or R1-5c) are used instead of Yield Here to Pedestrians signs (R1-5 or R1-5a), use stop lines instead of yield lines.*
5. *The In-Street Pedestrian Crossing (R1-6 or R1-6a) sign may be used to remind road users of laws regulating right-of-way at an unsignalized pedestrian crosswalk according to the latest edition of the MUTCD as approved.*
6. *When curb ramps are present, ensure that crosswalk markings are located so that the curb ramps are within the extension of the crosswalk markings.*




*ONE-WAY ROADWAY*

***HIGH-VISIBILITY CROSSWALK AT UNSIGNALIZED MIDBLOCK***

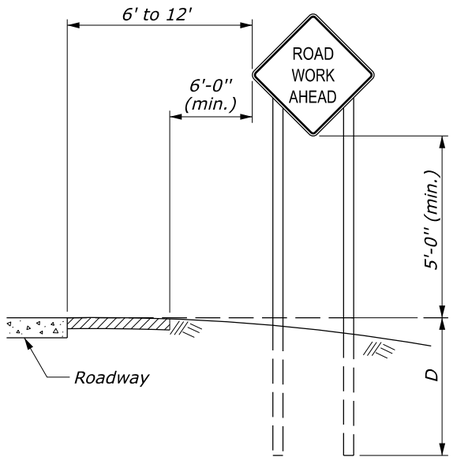


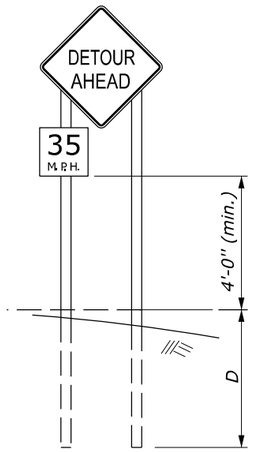

***STANDARD CROSSWALK AT INTERSECTION***

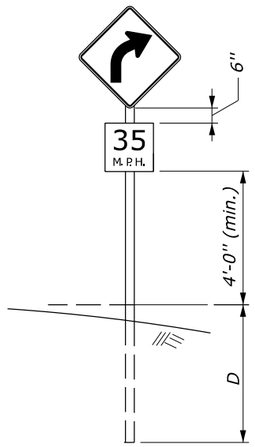
*NO SCALE*

| U.S. DEPARTMENT OF TRANSPORTATION, FHWA OFFICE OF FEDERAL LANDS HIGHWAY | EFLHD DETAIL E634-06A |
|---|---|
| **PAVEMENT MARKINGS PEDESTRIAN CROSSWALK** SHEET 2 of 2 | SPECIFICATION FP-24, FP-14 |
| | APPROVED FOR USE 06/2024 |

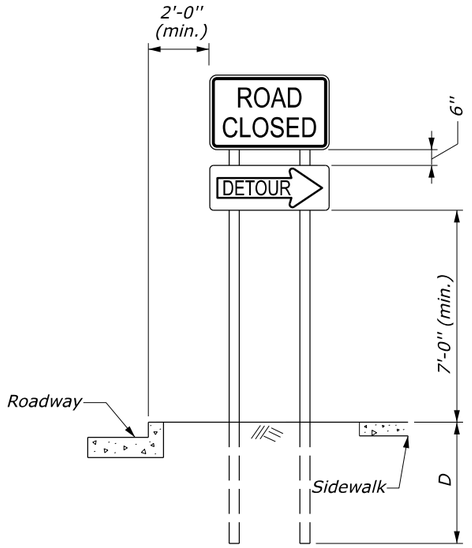
| PROJECT | SHEET NUMBER |
|---|---|
| DC NP GWMP ARCH TAR 2026 | S15 |




RURAL AREA

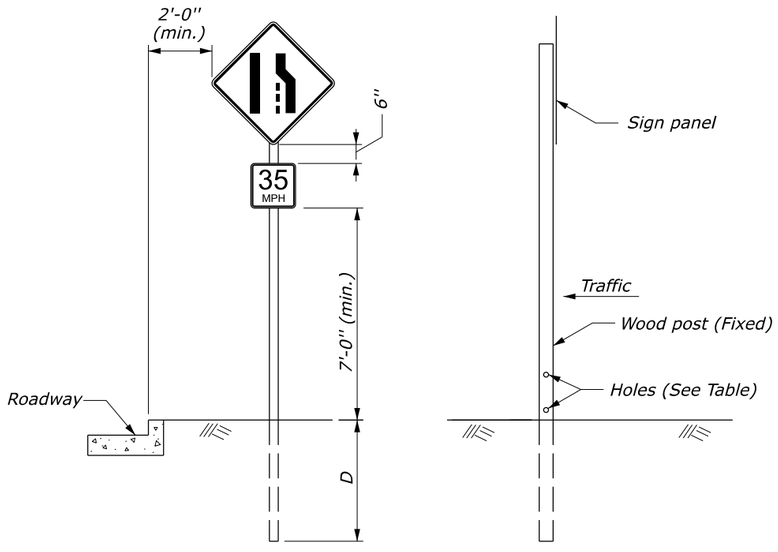



URBAN AREA

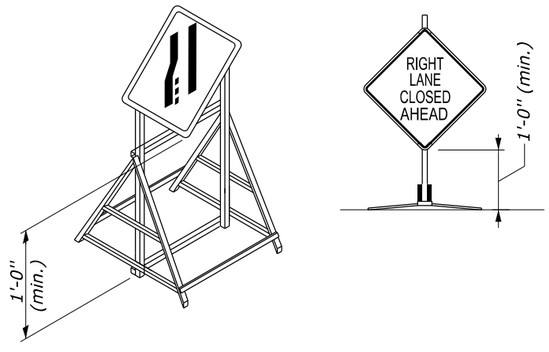
## FIXED ROADWAY SIGNS

*NOTES:*

1. *Mount signs that are wider than 3 feet or larger than 10 square feet on double posts.*
2. *All lumber dimensions are nominal.*
3. *Submit alternate details for portable signs. Ensure sign mounts hold the sign face in a vertical plane. Portable signs may be mounted lower than fixed signs when approved. Ensure all portable sign supports are crashworthy.*
4. *When parking is permitted within 200 feet of the sign, mount the sign a minimum of 7 feet above the pavement surface.*
5. *When approved by the CO and the Utility Company, utility poles may be used for sign mounting.*
6. *For 4- by 6-inch and greater posts, see the Breakaway Sign Support View. If breakaway design cannot be used due to post spacing, place the sign outside the clearzone or shield with a barrier. Do not place holes in posts of non-breakaway signs.*
7. *Signs requiring 6- by 6-inch and greater posts are considered non-breakaway if multiple posts are required and the posts cannot be spaced a minimum of 7 feet apart.*




*BREAKAWAY SIGN SUPPORT*
*(FIXED SIGNS 4" X 6" AND GREATER POSTS)*
*See Notes 6 and 7*




***PORTABLE SIGNS***
*See Notes 3 and 4*

*POST SIZE TABLE*

| POST SIZE | D | HOLE DIAMETER | MAXIMUM SIGN AREA (SQFT) | | | |
|---|---|---|---|---|---|---|
| | | | 1 Post | 2 Post | 3 Post | 4 Post |
| 4" x 4" | 4' | None Required | 10 | 20 | X | X |
| 4" x 6" | 4' | 1.5" | X | 35 | 50 | 70 |
| 6" x 6" | 5' | 2" | X | 50 | 75 | 100 |
| 6" x 8" | 5' | 3" | X | 85 | 125 | 165 |

NO SCALE

U.S. DEPARTMENT OF TRANSPORTATION, FHWA
OFFICE OF FEDERAL LANDS HIGHWAY

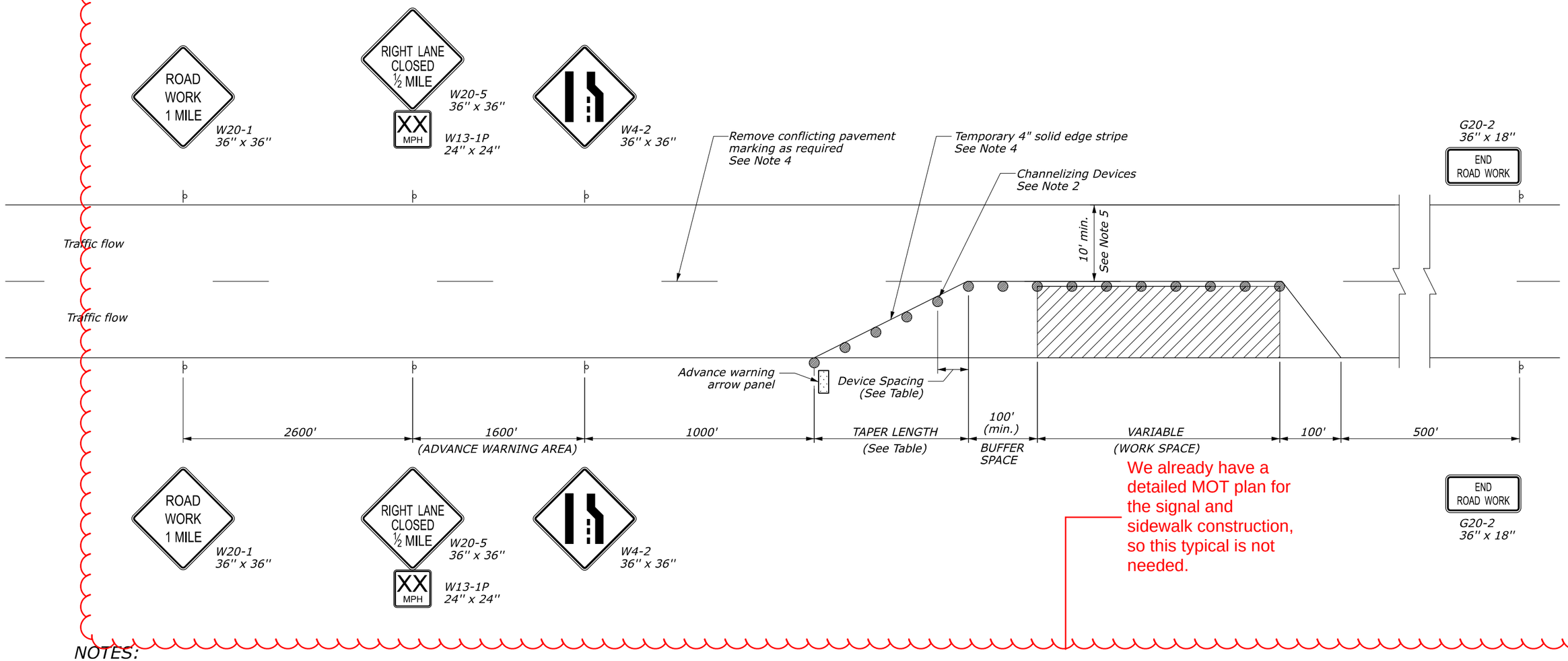
**TEMPORARY TRAFFIC CONTROL SIGN MOUNTING**

EFLHD DETAIL
E635-01

SPECIFICATION
FP-24, FP-14

APPROVED FOR USE
06/2024

# TYPICAL APPLICATION: ONE WAY, TWO LANE ROADWAY, CLOSING ONE LANE




We already have a detailed MOT plan for the signal and sidewalk construction, so this typical is not needed.

## NOTES:

1. Final location and spacing of temporary traffic control devices may be changed to fit field conditions as approved.
2. For operations that require a lane closure for a day or less, drums may be substituted with cones, type A in the work area as approved.
3. Right lane closure is shown. For left lane closure, substitute W20-5 and W4-2 left lane closure signs.
4. For long-term operations (operations where the lane is continuously closed for more than three days) remove conflicting pavement markings and place edge stripe as shown.
5. Use minimum width shown unless otherwise specified in Section 156.

## LENGTH AND SPACING TABLE

| APPROACH SPEED (MPH) | MINIMUM TAPER LENGTH (LNFT) LANE WIDTH (LNFT) | | | CHANNELIZING DEVICE SPACING (LNFT) | |
|---|---|---|---|---|---|
| | 10 | 11 | 12 | TAPER AREA | WORK AREA |
| 25 | 105 | 115 | 125 | 25 | 50 |
| 30 | 150 | 165 | 180 | 30 | 60 |
| 35 | 205 | 225 | 245 | 35 | 70 |
| 40 | 270 | 295 | 320 | 40 | 80 |
| 45 | 450 | 495 | 540 | 45 | 90 |
| 50 | 500 | 550 | 600 | 50 | 100 |
| 55 | 550 | 605 | 660 | 55 | 100 |

* Approach speed based on the regulatory posted speed, not the advisory speed.

NO SCALE

U.S. DEPARTMENT OF TRANSPORTATION, FHWA
OFFICE OF FEDERAL LANDS HIGHWAY

**TEMPORARY TRAFFIC CONTROL SINGLE LANE CLOSURE LAYOUT**

EFLHD DETAIL E635-05

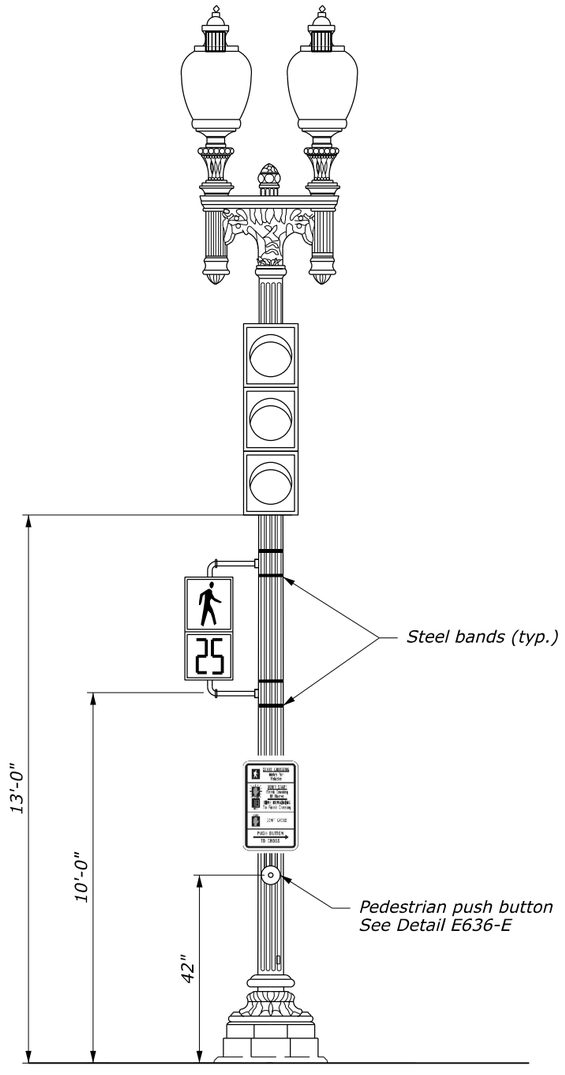
SPECIFICATION FP-24, FP-14

APPROVED FOR USE 06/2024

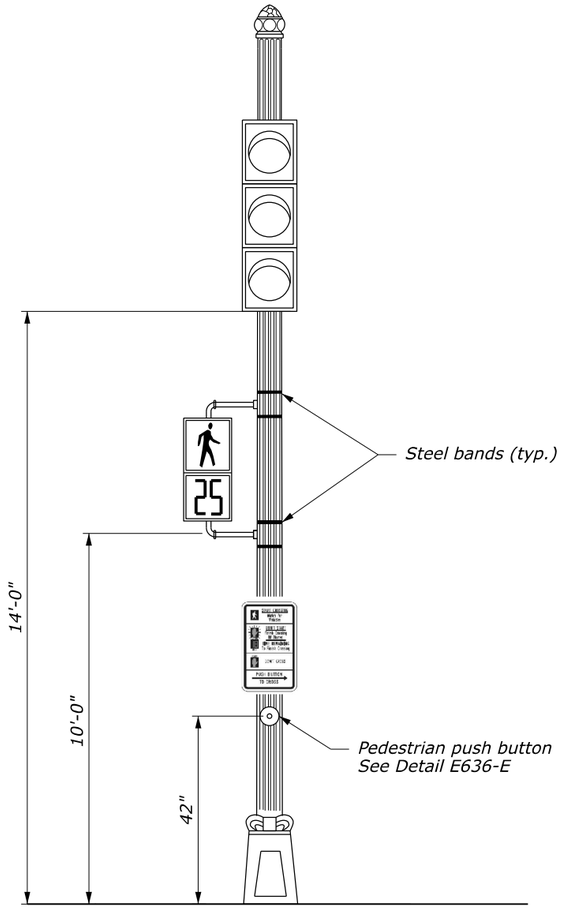
| PROJECT | SHEET NUMBER |
|---|---|
| DC NP GWMP ARCH TAR 2026 | S17 |

*NOTES:*

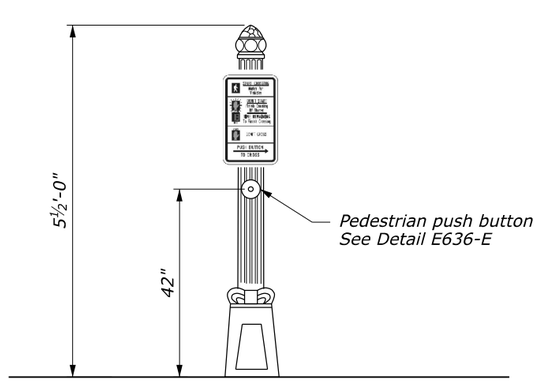
1. *Mount all new steel traffic signal poles on a transformer. See Detail E636-D for transformer base details.*
2. *Use stainless steel strapping to affix hardware to poles, unless otherwise specified.*




***TWIN 20 STYLE LIGHTING STANDARD WITH LED RETROFIT UPGRADE***




***20 FOOT TALL STEEL TRAFFIC SIGNAL POLE***

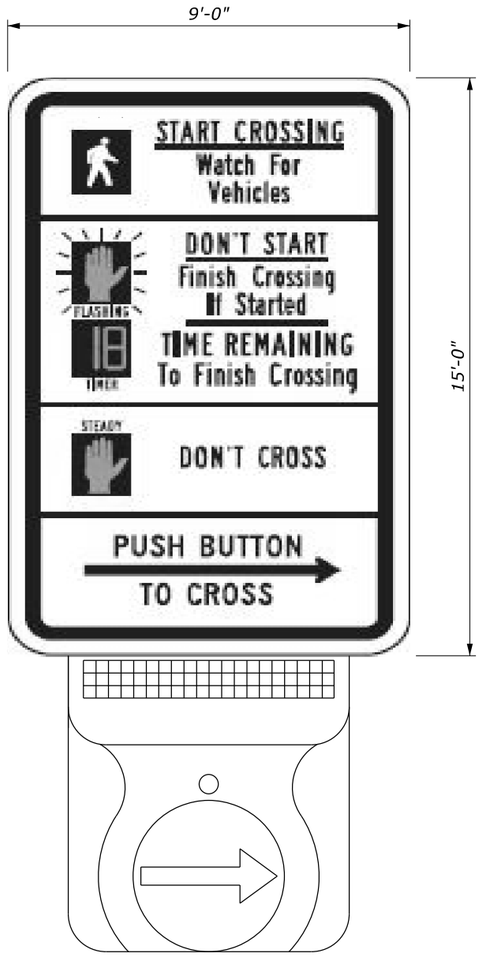



***STEEL PEDESTAL POLE***

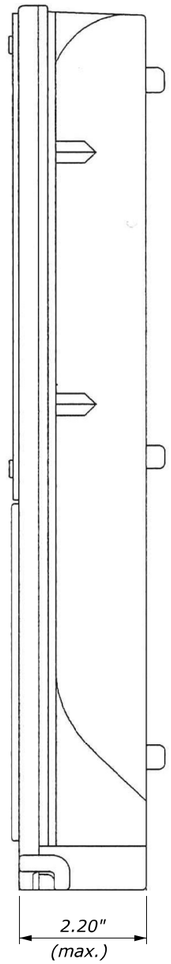
*NO SCALE*

| U.S. DEPARTMENT OF TRANSPORTATION, FHWA<br>OFFICE OF FEDERAL LANDS HIGHWAY | EFLHD DETAIL<br>E636-A |
|---|---|
| **TRAFFIC SIGNAL HARDWARE ARRANGEMENT ON METAL POLES** | SPECIFICATION<br>FP-24 |
| | APPROVED FOR USE |

| PROJECT | SHEET NUMBER |
|---|---|
| DC NP GWMP ARCH TAR 2026 | S18 |




***FRONT VIEW***




***SIDE VIEW***

*NO SCALE*

U.S. DEPARTMENT OF TRANSPORTATION, FHWA
OFFICE OF FEDERAL LANDS HIGHWAY

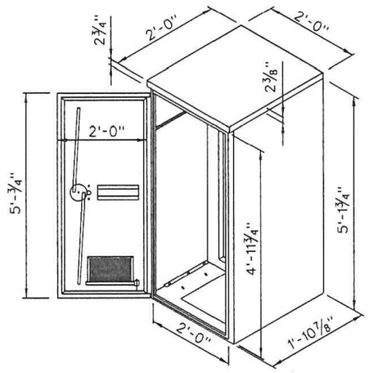
# PEDESTRIAN PUSH BUTTON

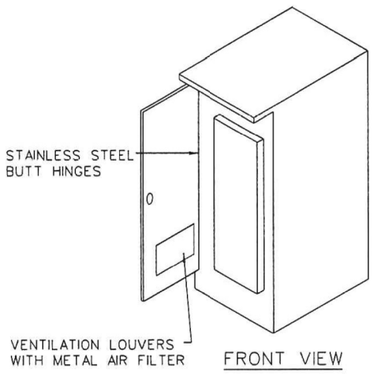
EFLHD DETAIL
E636-B

SPECIFICATION
FP-24

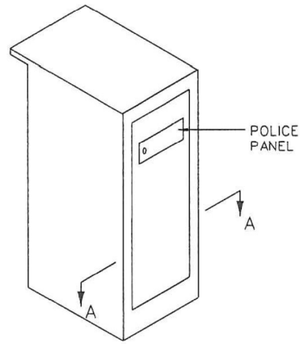
APPROVED FOR USE

| PROJECT | SHEET NUMBER |
|---|---|
| DC NP GWMP ARCH TAR 2026 | S19 |

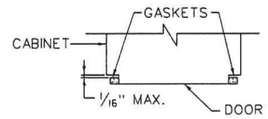



FRONT VIEW

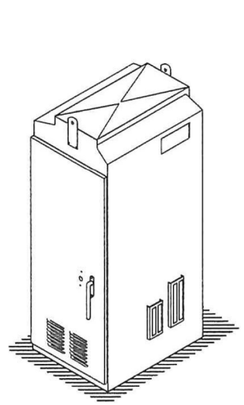


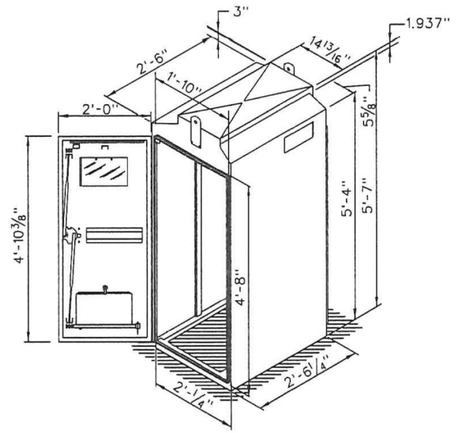

REAR VIEW




SECTION A-A

MODEL 336SS CONTROLLER CABINET






MODEL 332 CONTROLLER CABINET DETAILS

NOTE:

DO NOT PLACE CABINETS IN SIDEWALK.

*Adopted from District of Columbia Department of Transporation Standard Drawings, August 2015, DWG. NO. 613.10*

| ISSUED: 8/2015 | |
|---|---|
| REVISION | APPROVAL |
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| | |

RECOMMENDED: _____ PROJECT MANAGER

APPROVED: Muhammed Khalid CHIEF ENGINEER

# TRAFFIC SIGNAL CONTROLLER CABINET DETAILS

d. DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION

DWG. NO. 613.10

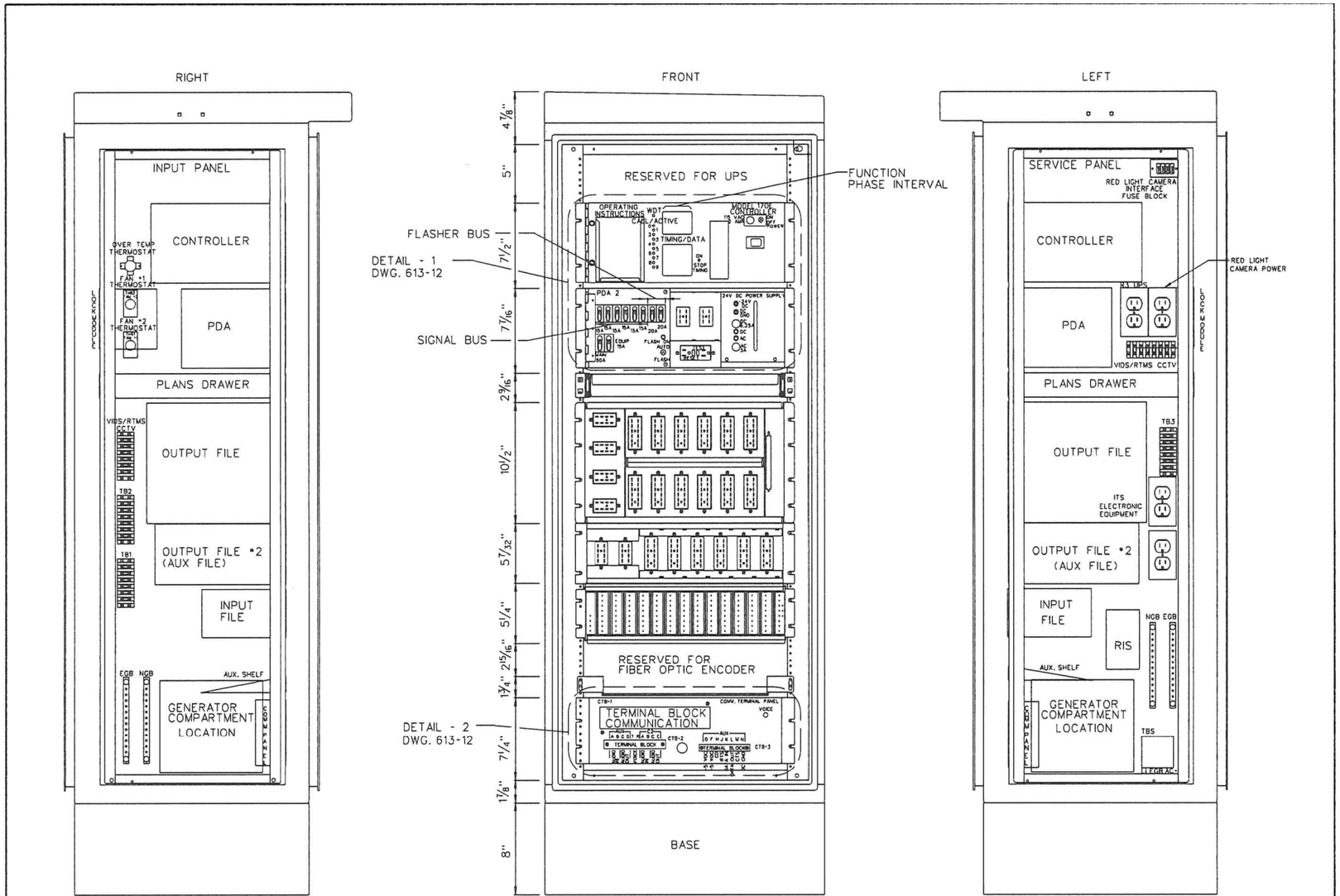
*NO SCALE*

U.S. DEPARTMENT OF TRANSPORTATION, FHWA
OFFICE OF FEDERAL LANDS HIGHWAY

**TRAFFIC SIGNAL CONTROLLER CABINET DETAILS**

| EFLHD DETAIL |
|---|
| E636-C |
| SPECIFICATION |
| FP-24 |
| APPROVED FOR USE |

| PROJECT | SHEET NUMBER |
|---|---|
| DC NP GWMP ARCH TAR 2026 | S20 |




*Adopted from District of Columbia Department of Transporation Standard Drawings, August 2015, DWG. NO. 613.11*

| ISSUED: 8/2015 | |
|---|---|
| REVISION | APPROVAL |
| | |

RECOMMENDED: _____ PROJECT MANAGER

APPROVED: Muhammed Khalid CHIEF ENGINEER

# 336SS TRAFFIC SIGNAL CABINET FRONT, LEFT, AND RIGHT VIEWS

d. DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION

DWG. NO. 613.11

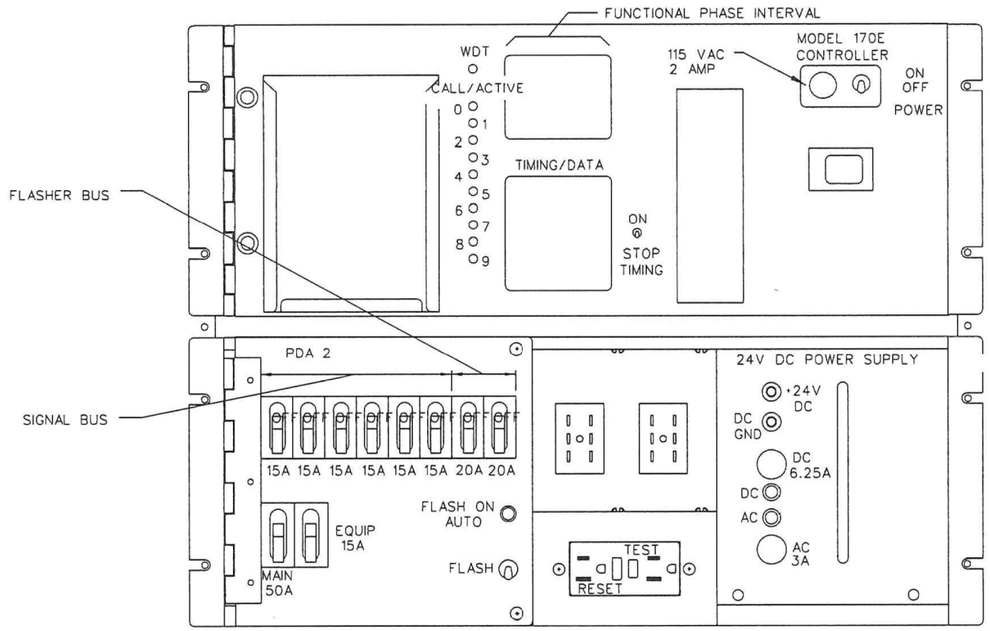
*NO SCALE*

U.S. DEPARTMENT OF TRANSPORTATION, FHWA
OFFICE OF FEDERAL LANDS HIGHWAY

**336SS TRAFFIC SIGNAL CABINET FRONT, LEFT, AND RIGHT VIEWS**

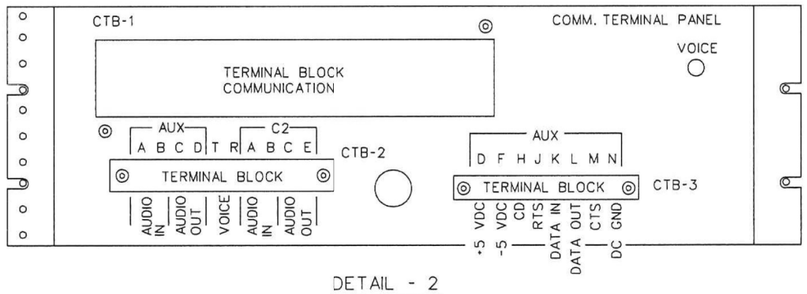
| EFLHD DETAIL |
|---|
| E636-D |
| SPECIFICATION |
| FP-24 |
| APPROVED FOR USE |

| PROJECT | SHEET NUMBER |
|---|---|
| DC NP GWMP ARCH TAR 2026 | S21 |




DETAIL - 1

DWG. 613.11




DETAIL - 2

DWG. 613.11

*Adopted from District of Columbia Department of Transporation Standard Drawings, August 2015, DWG. NO. 613.12*

| ISSUED: 8/2015 | |
|---|---|
| REVISION | APPROVAL |
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RECOMMENDED: _____ PROJECT MANAGER

APPROVED: Muhammed Khalid CHIEF ENGINEER

# 336SS TRAFFIC SIGNAL CABINET DETAILS

DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION

DWG. NO. 613.12

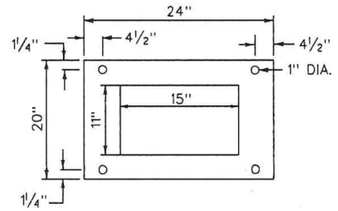
*NO SCALE*

U.S. DEPARTMENT OF TRANSPORTATION, FHWA
OFFICE OF FEDERAL LANDS HIGHWAY

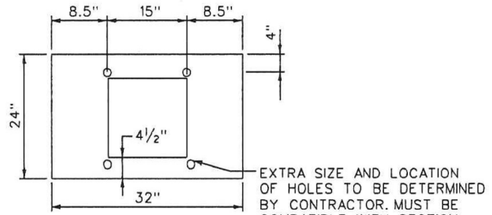
**336SS TRAFFIC SIGNAL CABINET DETAILS**

| EFLHD DETAIL |
|---|
| E636-E |
| SPECIFICATION FP-24 |
| APPROVED FOR USE |

| PROJECT | SHEET NUMBER |
|---|---|
| DC NP GWMP ARCH TAR 2026 | S22 |

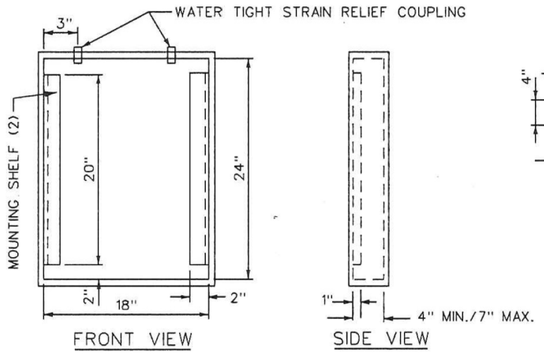



TOP VIEW




EXTRA SIZE AND LOCATION OF HOLES TO BE DETERMINED BY CONTRACTOR. MUST BE COMPATIBLE WITH SECTION D-D, DWG. NO. 613.11.

TOP VIEW




FRONT VIEW

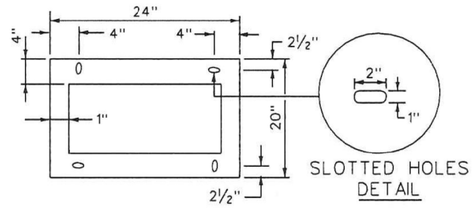



SIDE VIEW

AERIAL TERMINATION CABINET

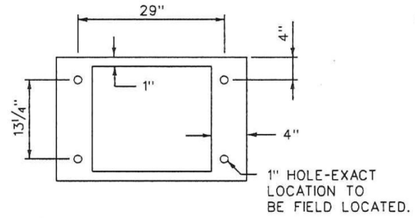
NOTES:

1. CABINET TYPE 3R ELECTRICAL ENCLOSURE.
2. THE SIZE OF THE WATER TIGHT STRAIN RELIEF COUPLINGS WILL BE SPECIFIED BY THE ENGINEER.
3. THE DOOR SHALL BE HINGED, AND LATCHED.
4. REAR OF THE CABINET SHALL HAVE TWO (2) WOOD POLE MOUNTING BRACKETS TO BE USED WITH METAL STRAPPING.
5. THE CABINET SHALL BE MADE OF ALUMINUM SHEET WITH A MIN. OF 0.125" THICKNESS.



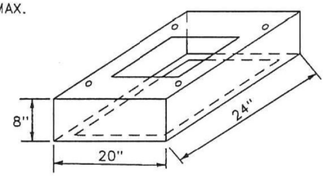

SLOTTED HOLES DETAIL

BOTTOM VIEW



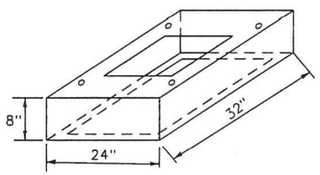

1" HOLE-EXACT LOCATION TO BE FIELD LOCATED.

BOTTOM VIEW




ADAPTOR BASE NO. 1

USE WITH STANDARD 336SS FOUNDATIONS




ADAPTOR BASE NO. 2

USE WITH FOUNDATIONS FOR 332 AND 336SS CABINETS ON EXISTING TYPE N FOUNDATIONS

CONTROLLER AND TERMINATION CABINET ADAPTOR BASES

NOTES:

1. WHEN ADAPTOR BASE NO. 2 IS USED FOR A TYPE 332 CABINET, NEW HOLES MUST BE DRILLED IN THE TOP PLATE. THE HOLES SHALL BE 29" APART ON THE LONG SIDE AND 13¼" APART ON THE SHORT SIDE (29"x13¼").
2. TYPE N FOUNDATIONS WILL NOT BE CONSTRUCTED.

*Adopted from District of Columbia Department of Transporation Standard Drawings, August 2015, DWG. NO. 613.13*

| ISSUED: 8/2015 | |
|---|---|
| REVISION | APPROVAL |
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| | |

RECOMMENDED: PROJECT MANAGER

APPROVED: Muhammed Khalid CHIEF ENGINEER

TRAFFIC SIGNAL AERIAL TERMINATION CABINETS AND CONTROLLER CABINET ADAPTER BASES

d. DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION

DWG. NO. 613.13

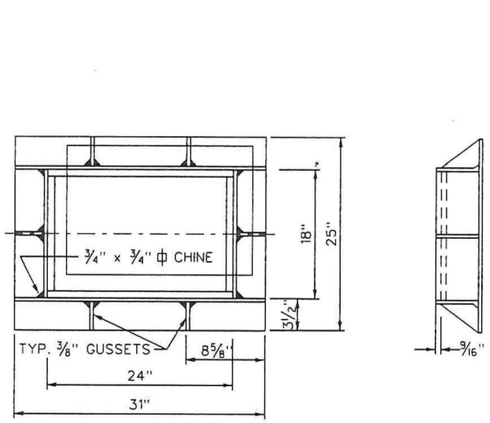
*NO SCALE*

U.S. DEPARTMENT OF TRANSPORTATION, FHWA
OFFICE OF FEDERAL LANDS HIGHWAY

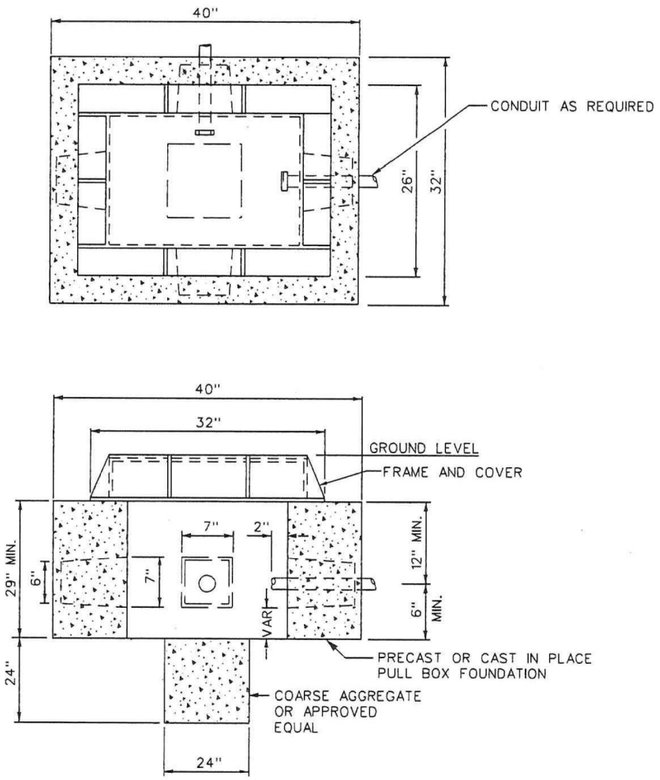
**TRAFFIC SIGNAL AERIAL TERMINATION CABINETS AND CONTROLLER CABINET ADAPTER BASES**

| EFLHD DETAIL |
|---|
| E636-F |
| SPECIFICATION |
| FP-24 |
| APPROVED FOR USE |

| PROJECT | SHEET NUMBER |
|---|---|
| DC NP GWMP ARCH TAR 2026 | S23 |




FRAME AND COVER




PULL BOX INSTALLATION

NOTES:

1. PULL BOX AND HANDBOX CONCRETE TO SATISFY D.C. SPECIFICATION 803.01 (3500 PSI).
2. SEE DWG. NO. 613.14 : GROUND ROD MAY BE REQUIRED IF MAST ARM POLE FOUNDATION IS CONNECTED TO THE PULL BOX.

*Adopted from District of Columbia Department of Transporation Standard Drawings, August 2015, DWG. NO. 613.20*

| ISSUED: 8/2015 | RECOMMENDED: PROJECT MANAGER |
|---|---|
| REVISION / APPROVAL | APPROVED: Muhammed Khalid CHIEF ENGINEER |

# TRAFFIC SIGNAL DISTRICT PULL BOX DETAILS

d. DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION

DWG. NO. 613.20

*NO SCALE*

U.S. DEPARTMENT OF TRANSPORTATION, FHWA
OFFICE OF FEDERAL LANDS HIGHWAY

**TRAFFIC SIGNAL DISTRICT PULL BOX DETAILS**

| EFLHD DETAIL |
|---|
| E636-G |
| SPECIFICATION |
| FP-24 |
| APPROVED FOR USE |

**Attachment 3: Height of Buildings Act Memo**

National Capital Planning Commission
401 9th Street, NW North Lobby, Suite 500 Washington, DC 20004 Tel 202.482.7200 www.ncpc.gov

# M E M O R A N D U M

**TO:** National Capital Planning Commissioners

**FROM:** Meghan Hottel-Cox, General Counsel & Secretariat

**DATE:** July 2, 2026

**RE:** **The National Capital Planning Commission's (NCPC) Historic Application of the Height of Buildings Act (HBA) to Federal Projects**

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This memorandum addresses questions related to the Height of Buildings Act (HBA) and its stewardship by the National Capital Planning Commission (NCPC) that arose in the context of the Department of Interior's application for the new Triumphal Arch project (the "**Project**"). Historically, NCPC has publicly stated that the HBA is binding on the federal government. The Project applicant provided a legal explanation in the June 5, 2026 submission detailing why, in their view, the HBA is not binding on federal projects. As the Commission assesses the Project, whether the HBA is binding on federal projects will be a key issue that must be addressed.

This memorandum is intended to provide the Commission context of NCPC's position hitherto in order to prepare the Commission for consideration of this issue and the Project overall. First, this memo explains the history of the HBA. Next, the memo details the rationale and context of NCPC's past interpretation of the HBA as applying to federal projects. Finally, the memo addresses the follow up actions that will be necessary to guide the future of NCPC's role planning the National Capital Region if it reverses its position on the HBA.

## I. History of the HBA

The federal government has focused on building height in the District of Columbia since the 1790s when the city was first established as the national capital.[1] However, as construction technology increased and taller buildings became feasible, concerns arose about fire safety and other issues related to building height.[2] In 1899, Congress passed an act limiting the heights of buildings in Washington, D.C., based on construction type.[3] The 1899 Act also explicitly exempted federal buildings from its height limits.[4] Eleven years later, Congress passed the Height of Buildings Act of 1910 (HBA), which has been the key, comprehensive law on building height limitations in the District of Columbia ever since.[5] The HBA noted

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[1] *See* Committee on the District of Columbia, House of Representatives, Building Height Limitations, 1976, 94th Cong., 2nd sess., Washington, DC: Government Printing Office, 5.
[2] *See id* at 15
[3] *See* Act of March 1, 1899, ch. 322, 30 Stat. 922 (1899).
[4] *See id*.
[5] *See* Act of June 1, 1910, ch. 263, Pub. L No. 61-196, 36 Stat. 452 (1910) ("**HBA**"); *see, also*, D.C. Code §§ 6-601.01-6-601.09.

that "all laws in conflict herewith are hereby repealed" and did not include a specific exemption for federal projects.[6]

The HBA was passed prior to the Home Rule Act of 1973, and thus initially many decisions regarding the HBA were made by the Commissioners of the District of Columbia.[7] However, upon the passage of Home Rule, the Mayor has been in charge of enforcing the HBA on District and private development, though the District government may not implement any laws or regulations that are inconsistent with the HBA.[8] Various federal agencies have had roles related to the HBA for federal projects, including individual land-owning agencies (e.g. the National Park Service, General Services Administration), the Commission of Fine Arts, and, beginning in 1938, NCPC.

## II. NCPC's Historic Position on the HBA's Applicability to Federal Projects

Since taking on its in-lieu-of-zoning approval power over federal projects in 1938, NCPC has operated with the understanding that the HBA was intended to bind federal projects and has applied the HBA accordingly. This application has not only been applied through NCPC's plan review role but has also been incorporated into the *Comprehensive Plan for the National Capital's* Federal Elements (the "***Comprehensive Plan***") and other planning and policy documents. This section provides additional details on the legal rationale for that position and the ways that position has been incorporated into broader NCPC policy documents.

### A. Legal Rationale for NCPC's Position

While NCPC has consistently taken the position that the HBA is binding on federal projects, the most detailed account of NCPC's position was provided in correspondence with the Department of Justice (DOJ) in 1987 regarding the Old City Post Office project. In that instance, the project developer specifically argued that the HBA was not binding on federal projects, and NCPC informed DOJ that, in NCPC's legal opinion, the HBA is binding on the federal government. NCPC's legal reasoning was laid out in a 27-page legal opinion shared with DOJ.

First, NCPC historically noted the plain text of the HBA refers to "all buildings in the District of Columbia" and other references to buildings in the HBA are used holistically without qualifications.[9] Thus, taken on its face, the HBA binds the federal government because there is no textual basis to assume a federal exemption exists.

Further, NCPC also examined the legislative history of the HBA, which indicates Congressional intent to bind the federal government as well as private development. This conclusion is mainly drawn from the fact that the predecessor 1899 Height Act included an explicit exemption for federal buildings, which was removed in the 1910 HBA. In proposing

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[6] *See* HBA §9.
[7] *See* HBA §§ 4, 5.
[8] *See* D.C. Code § 6-601.05(h); District of Columbia Self-Government and Governmental Reorganization Act, Pub. L. No. 93-198, 87 Stat. 774, 813 (1973) codified at D.C. Code §§1-201; 1-602(a)(6).
[9] *See* HBA §§1, 5.

the 1910 HBA, Congress expressly omitted some provisions of the 1899 Act and expressly carried others forward. Thus, NCPC concluded the lack of a federal exemption in 1910 was intentional.

NCPC responded to the argument that the exemption from the 1899 Height Act was still operative by noting that the non-conflicting repeal provision of the HBA was intended to repeal the 1899 Height Act in its totality, as well as its amendments and other potentially applicable height acts at the time. That position is supported by multiple comments in the legislative record for the 1910 HBA, including a letter from the President of the Board of Commissioners of the District of Columbia to the House of Representatives' Chairman of the Committee on the District of Columbia, adopted in the Committee report, stating "There are various laws now existing in relation to this matter, and the object of the proposed bill is to put in concrete forms these various laws and the building regulations on the same subject which are somewhat conflicting and obscure."[10] The Commissioners also provided a paragraph-by-paragraph explanation of the 1910 HBA which was adopted into the Congressional record, which acknowledged the differences and similarities between the 1899 and 1910 Acts, and in which there is no mention of the federal exemption.[11] Because the legislature adopted such a detailed report analyzing each paragraph of the law, Congress had to have been cognizant of the federal exemption omission, and by implication, approved of it.

NCPC also noted that its in-lieu-of-zoning-authority also reinforces the position that the HBA is binding on federal buildings. The Zoning Enabling Act of 1938 gave NCPC the authority to regulate the "location, height, bulk, number of stories, and size of Federal public buildings in the District of Columbia."[12] In that Act, Congress exempted Federal public buildings from the zoning provisions set out in sections 5-413 to 5-432 of the D.C. Code; however, the HBA was codified at the time in sections 5-401 to 5-409 of the D.C. Code.[13] By explicitly noting that federal buildings are exempt from specific provisions of zoning, and yet explicitly *not* including the provisions that enforce the HBA, the 1938 Act implies that federal buildings are not exempt from the HBA.

Finally, NCPC rejected the notion that the lack of a specific federal enforcement authority in the HBA precluded enforcement of the HBA by the government in federal court. Specifically, NCPC acknowledges that that HBA is silent on federal enforcement authority but provides explicit enforcement authority for private actions.[14] However, as the federal agency entrusted with overseeing the planning of the federal establishment in the nation's capital, NCPC does not have the discretion to ignore applicable federal laws even if they are devoid of specific enforcement authority. Neither NCPC's in-lieu-of-zoning authority nor the National Capital Planning Act of 1952, as amended, provide for enforcement mechanisms, but it is clear the

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[10] Senate, 61st Congress, 3d sess., April 22, 1910, Rept. No. 581.
[11] House of Representatives, 61st Cong., 2nd sess., March 10, 1910, Rept. No. 720.
[12] Act of June 20, 1938, 52 Stat. 798, ch. 543, sec. 6 (1938), as amended; codified at D.C. Code § 6-641.06.
[13] *See* Act of June 20, 1938, 52 Stat. 798, ch. 543, sec. 6 (1938), as amended; *see, also*, D.C. Code §§5-401-5-409; 5-413-5-432 (as amended through 1938).
[14] *See* HBA §8; *see, also,* D.C. Code §6-601.08.

federal government is bound by both.[15] The same conclusion should apply here, making federal projects subject to the HBA.

B. Consistent Application of NCPC Interpretation

In addition to the position taken on the Old City Post Office building, NCPC also reinforced the HBA related to approvals of the FBI building, the Defense Office Building in the Anacostia-Bolling Urban Renewal Area, and the Pan American Health Organizations headquarters building. Because federal projects have not regularly pushed the boundaries of the HBA, the issue has not regularly come before NCPC, but when it has, NCPC has repeatedly asserted the binding nature of the HBA on federal buildings.

C. NCPC's Policy Incorporation of the HBA

Based on this legal rationale, NCPC has incorporated the HBA into its central planning policy documents. Most critically, the *Comprehensive Plan* calls for NCPC to "preserve Washington's picturesque, horizontal character, and reinforce the Height Act."[16] The *Comprehensive Plan* also refers to the HBA as one of "two of the most formative contributors to Washington's form and character" along with Plan of the City of Washington (collectively, the L'Enfant and McMillan Plans).[17] The HBA is further woven throughout the *Comprehensive Plan's* Federal Elements, including in the Introduction Framework, the Urban Design Element, and the Historic Preservation Element.[18] In addition to the *Comprehensive Plan*, NCPC has incorporated compliance with the HBA into the project Submission Guidelines, which guides applicants and staff in reviewing applications to NCPC.[19] NCPC has also incorporated its role in applying the HBA on its website, noting that "[the HBA] is implemented through the District's Zoning Regulations for private property and through NCPC's review of development proposals on federal property."[20]

In conclusion, whenever the question has been raised, NCPC has consistently taken the position that the HBA is binding on federal projects and has applied the HBA through project review. Further, NCPC has incorporated the HBA into its policy documents to implement its role in applying the HBA to federal projects.

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[15] *See, both* D.C. Code § 6-641.15; *and* 40 U.S.C. §§ 8701 *et. seq.*
[16] NCPC, *Comprehensive Plan for the National Capital*, Federal Elements – Urban Design, Policy UD.B.1.3 (2026).
[17] NCPC, *Comprehensive Plan for the National Capital*, Federal Elements – Urban Design Technical Addendum I (p. 1) (2026).
[18] *See, e.g.*, NCPC, *Comprehensive Plan for the National Capital*, Federal Elements – Introduction (p. 5); Urban Design (pp. 3, 5, 13, 14, 19, 22, 27, 43); Urban Design Technical Addendum (pp. 1, 4, 6, 10, 11, 36); Historic Preservation (pp. 1, 12) (2026), *available at* https://www.ncpc.gov/plans/compplan/.
[19] *See, e.g.*, NCPC, Submission Guidelines (pp. 31, 57, 86, 92) (2026), *available at* https://www.ncpc.gov/docs/Submission_Guidelines_Jan2026.pdf.
[20] *See* NCPC, About Us/Legislative Authorities/Height of Buildings Act, *available at* https://www.ncpc.gov/about/authorities/.

## III. Next Steps if NCPC's HBA Position is Reversed

Because the HBA has been a key limiting principle since at least 1938 for federal projects in the District of Columbia, there are potential impacts that could stem from a reversal of NCPC's position that the HBA binds federal projects. If the HBA no longer applies to federal property in the District, it could fundamentally reshape the city's architectural fabric, the balance of local vs. federal authority, and the visual character of the nation's capital. Thus, any change to application of the HBA must consider these practical impacts.

As detailed above, NCPC has long viewed not only the HBA as central to its work but binding on applicants, and NCPC policies and practices reflect that understanding. If the Commission reverses that position, NCPC staff requests the Commission provide policy guidance at a future meeting on the role of the HBA in future planning work. For instance, assuming the HBA will still be considered a key guide for project review, the Commission should provide input and guidance on what factors or considerations in a project would warrant deviation from the limitations otherwise prescribed by the HBA. Once NCPC staff understands the Commission's intent for the HBA on NCPC projects moving forward, staff can begin the process of updating the *Comprehensive Plan*, Submission Guidelines, and other policies and practices to reflect any changes in NCPC's position on the HBA.

## IV. Conclusion

In summary, since assuming its in-lieu-of-zoning approval power over federal projects in 1938, NCPC maintained the position that the HBA was intended to bind federal projects and has enforced the HBA accordingly. However, if NCPC reverses its historic interpretation of the HBA and finds it non-binding on federal projects, additional guidance will be needed at a future meeting to update NCPC policies and practices moving forward.

Please feel free to reach out to me at Meghan.Hottel-Cox@NCPC.gov if you have any questions regarding this information or would like to discuss further.

MHC