National Capital Planning Commission

SUBMISSION APPLICATION

Please fill out the below information. If information has not changed since a previous submission phase (e.g. from Preliminary to Final Review), please insert previously submitted information.

Please visit our "How to Submit" webpage for instructions on what materials to send and where to send them:
https://www.ncpc.gov/review/submit/
As a reminder, all digital materials must be Section 508 compliant.

Section A: Applicant Information

1. Point of Contact Name	2. Agency or Organization	3. Mailing Address
Michael Baker	AECOM	4 N Park Dr #300, Hunt Valley, MD 21030
4. Phone Number	5. Email Address	
443-286-1780	mike.baker@aecom.com	
6. Authorization Officer's Name	7. Authorization Officer's Organization	8. Mailing Address
Behrooz Soroori Rad,PE	DDOT	250 M St,SE Washington, DC20003
9. Phone Number	10. Email Address	
202.439.1228	behrooz.rad@dc.gov	

I authorize and approve the submission of this project to the National Capital Planning Commission for review.

11. Signature

Behrooz Soroori Rad

Digitally signed by Behrooz Soroori Rad
DN: cn=Behrooz Soroori Rad, o, ou, email=behrooz.rad@dc.gov, c=US
Date: 2026.10.02 08:48:10 -04'00'

Section B: General Project Information

12. Does this submission contain any confidential or For Official Use Only (FOUO) information?

☐ YES ☑ NO

13. Project Name

Rehabilitation of Interstate Highway 395 Northbound Bridge Over the Potomac River

14. Project Address or Location	15. Is the Project on federal land?
I-395 NB Bridge/Potomac River and staging area on NPS land in VA.	☐ YES ☑ NO

16. Type of Project	17a. Is this project part of an approved Master Plan?
Building, Site, or Park Project	☐ YES ☑ NO
18. Scheduling Issues (explain):	17b. Master Plan Name:

19. Project Description (3 or 4 sentences)	20. NCPC Review Phase
The Project would replace the existing deteriorated bascule span with a fixed span, the deteriorated and structurally deficient steel barrier, luminaries, and the deteriorated fender system and dolphins. Proposed staging areas on NPS land.	Final Review

Section C: Environmental Review

As the applicant, are you required to comply with NEPA and Section 106 of the NHPA for this project?

☑ YES – *Please complete Section C*
☐ NO – *Please skip to Section D*

21. Was the NEPA Review Initiated? ☑ YES – *Please Explain:* ☐ NO – *Expected Schedule:* ☐ N/A – *Please Explain:*

DDOT has completed the NEPA process by preparing a Programmatic Categorical Exclusion-2 (CE-2). The CE-2 was approved by the DDOT Environmental Program Manager on May 23, 2025.

22. What is the level of NEPA Analysis?

☑ Categorical Exclusion (CATEX) ☐ Environmental Assessment (EA) ☐ Environmental Impact Statement (EIS)

23. Is the Appropriate NEPA Documentation Attached?	24. Who is the Lead Agency?
☑ YES ☐ NO	FHWA (federal), DDOT (local)
25. Is Consultation with SHPO Under Section 106 of the NHPA Required?	26. Was Consultation Initiated? YES NO – *Expected Schedule:*
☑ YES ☐ NO ☐ Other – *Please Explain:*	

Section D: Status and Description of Other Agency Approvals and Consultation

Please List Other Agency Approvals and Consultations Required (or planned) for the Project.

Agency	Type	Expected Date	Contact Name
27a. Commission of Fine Arts (CFA)	Concept Review Final Review (Delegated to CFA Staff)	2/20/25 11/19/26	Carlton Hart
27b. Other Federal Agency			
27c. State Government			
27d. Local Government			
27e. Other			

Submissions to NCPC also require a Project Report. The details of the Project Report requirements are available in the Submission Guidelines. In general, the Project Report includes a more details project description and an explanation of how the project complies with NCPC's plans and policies that guide the development of the National Capital Region.

28. Is the Project Report Included? ☑ YES ☐ NO – *Please Explain*:

The project report submission is attached.



DISTRICT DEPARTMENT OF TRANSPORTATION

Rehabilitation of the I-395 NB Bridge Over the Potomac River

National Capital Planning Commission

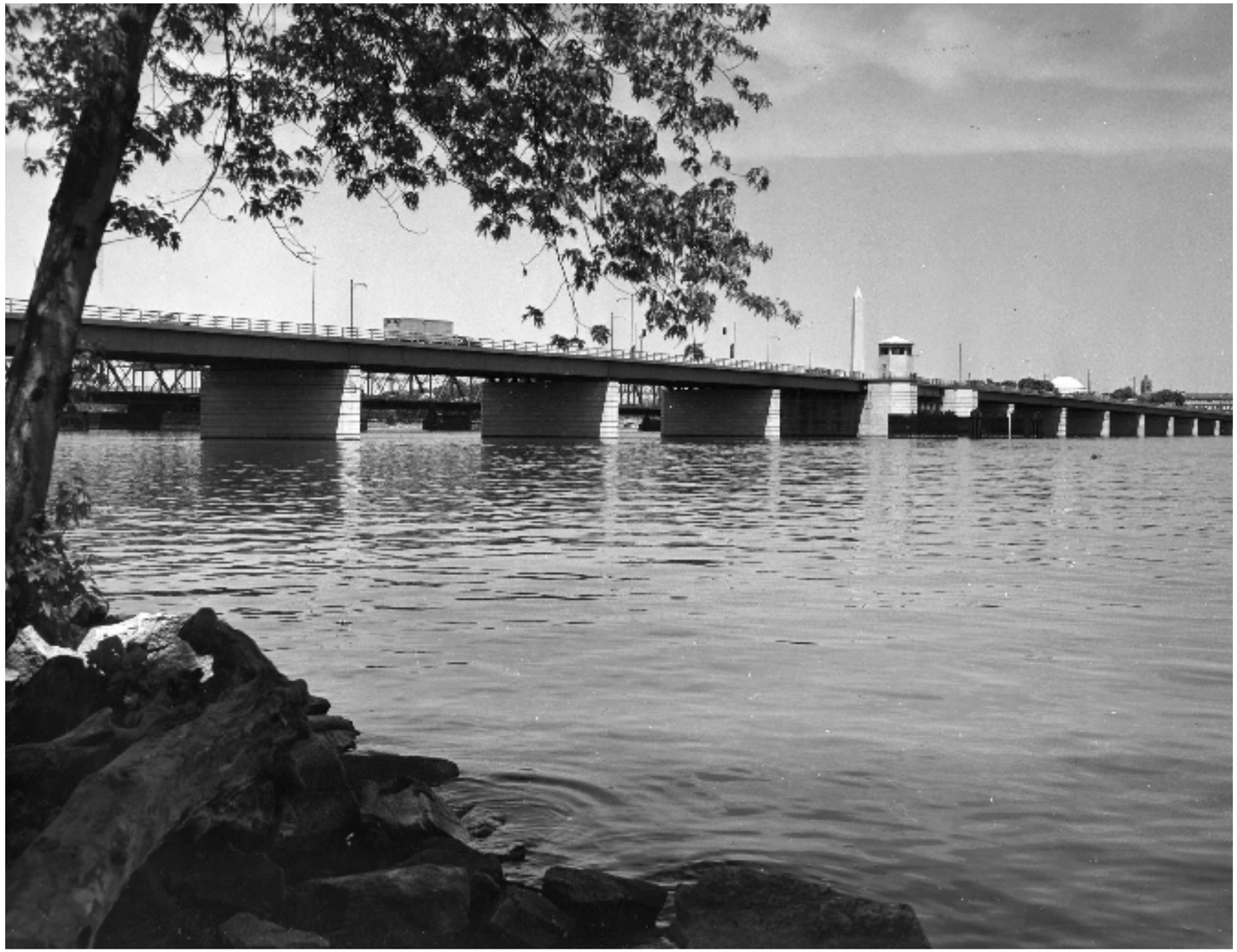
Final Review

November 5, 2026

GOVERNMENT OF THE DISTRICT OF COLUMBIA
MURIEL BOWSER, MAYOR

Contents

- Project Overview
- Proposed Final Design
  - Project Summary
  - Staging Area A



Source: DDOT Historic Collection

Project Overview

Project Overview

Introduction

The District Department of Transportation (DDOT) seeks final approval to replace one span of the Arland D. Williams Jr. Memorial Bridge, which carries Interstate-395 northbound (I-395 NB) traffic into Washington, DC from Arlington, VA. The bridge's central bascule span was designed to be movable (raised) to accommodate larger boats traveling underneath the bridge; however, the span has not been operational since 1962, and is no longer needed functionally. In addition, the span has deteriorated over time and must be replaced. DDOT will replace the existing span with a new fixed span that has a similar look to the existing span. Other work will include replacing the pier protection system, roadway side safety barriers/railings, roadway luminaires, and one overhead sign structure with a new structure; and removing and reinstalling a second overhead sign structure. DDOT will require the temporary use of the National Park Service (NPS) property on the west (or Virginia) side of the Potomac River as a staging area.

DDOT previously submitted the project for CFA Concept Design and NCPC Preliminary Review approvals in early 2025. On February 20, 2025, CFA reviewed and approved the concept design. In its approval action, "the Commission delegated the review of the final submission to the staff."

On March 6, 2025, NCPC reviewed and approved the preliminary site development plans with comments. NCPC requested "the applicant continue to work with the National Park Service regarding the proposed tree removal, and provided, as part of the final project submission, landscape plans that reflect the proposed tree replacement per NCPC's tree replacement policy (FE.G.2)."

Since 2025, the project team has met with CFA and NCPC staff to present and discuss the updated design. The project team met with CFA and NCPC staff on August 12, 2026 and September 23, 2026. Feedback received from the 2025 Commission meetings and these 2026 staff meetings have been incorporated into the proposed final design.

Purpose and Need

DDOT has identified that deterioration of several bridge components and ongoing maintenance efforts have generated urgent safety and state of good repair concerns that require a long-term solution

The need for this Project is to address several deficiencies in the existing I-395 NB bridge structure:

- Bascule span steel superstructure has severe corrosion and section loss
- Pier dolphin and fender system is deteriorated and no longer effective
- Steel plate jersey barrier has severe corrosion, section loss and is not MASH-compliant (Manual for Assessing Safety Hardware)

Proposed Final Design

Bascule Span Replacement

As proposed in the Concept Design, the proposed Final Design will replace the existing central bascule span with a new fixed 3-span, steel girder with a concrete deck. This will involve cutting out the existing girder and sliding a new girder into the bridge from the upstream side. The superstructure depth will be maintained.

The existing west (or upstream) walls of the two bascule piers will be removed to accommodate the bascule span and steel girder replacement. The Final Design proposes cutting out the existing granite blocks on the existing west walls at the joints, removing them, and re-using them after the bascule span and steel girder replacement has been completed.

The proposed Final Design has also updated the bascule pier interior, which will not be visible from the outside, since the Concept Design. The bascule pier interior has been updated to reflect necessary structural updates consistent with the DDOT design requirements.

Unlike the Concept Design, the proposed Final Design will retain the Operator's House and east (or downstream) walls of the bascule piers. The bascule span and steel girder removal and replacement process will occur from the west (or upstream) side of the bridge. Therefore, the removal and reconstruction of the Operator's House and east walls of the bascule piers are no longer necessary.

Project Overview (continued)

Pier Protection System Replacement

The Final Design proposes several updates to the pier protection system since the Concept Design. The shape of the fender system has been updated to a chorded layout (instead of the Concept Design's elliptical layout). The shape of the fender system was updated to the chorded layout to allow for the horizontal waler boards. The fenders have been updated to horizontal waler boards (instead of the Concept Design's vertical lagging boards), which will act as rub rails in the event of vessel contact and are consistent with Florida DOT standards, which has robust specifications for marine fenders. Vertical lagging boards are no longer proposed since vessels can snag on them.

The Final Design proposes rounded dolphins similar to the Concept Design. However, the Final Design will utilize one large pile (i.e., a more robust design) instead of multiple piles latched together.

The fender and dolphin system will be constructed of composite, non-wood material for durability and availability. The fender and dolphin system will be in the color of "Weathered Wood," consistent with DDOT specifications.

The vertical piles inside the fender and dolphin system will be constructed of Fiberglass Reinforced Plastic (FRP). The piles will be black piles with colored timbers consistent with the adjacent Long Bridge South project.

Navigation Lights

The Final Design includes details for safety navigation lights mounted to the bridge, fenders, and dolphins. The Concept Design did not include these details.

The replacement of the bascule span and pier protection system will require the replacement of existing safety navigation lights for vessels. The proposed Final Design will increase the number of safety navigation lights from the existing 8 to a total of 12. The placement of these lights mounted to the bridge, fenders, and dolphins, as well as the lighted colors (red and green) are consistent with US Coast Guard requirements. The table below summarizes the location of the existing safety navigation lights compared to the proposed Final Design's.

Navigation Light Placement	Existing Conditions	Proposed Final Design
Mounted to Bridge	Total of 2 lights (1 mounted at the center of the bascule span on each side of the bridge)	Same as existing conditions
Mounted to Fenders	Total of 6 lights (3 per fender system: 1 mounted on the east side, 1 mounted in the center interior, and 1 mounted on the west side)	Same as existing conditions
Mounted to Dolphins	None	Total of 4 lights (1 mounted on each dolphin)
Total Navigation Lights	**8**	**12**

Bridge Barrier Replacement

The Final Design's proposed replacement of the roadway side safety barrier/railing is the same as proposed in the Concept Design. The existing barrier/railing will be replaced with the Texas Department of Transportation (TXDOT) T80HT TL-5 barrier/railing. The TL-5 barrier/railing is a safety performance requirement and is normally required for highway bridges.

Luminaires Replacement

The Final Design's proposed replacement of the roadway luminaries is the same as proposed in the Concept Design. The existing, non-historic, luminaires will be replaced in-kind. The proposed luminaires will be DDOT std. 614.10 streetlight pendant pole with the "Typical One Luminaire Arm" and painted white/off-white to match the existing luminaires.

Project Overview (continued)

Sign Structure Replacement

The Final Design's proposed replacement of two sign structures is the same as proposed in the Concept Design. Existing sign structure no. 1 is mounted to the bascule pier and is comprised of rounded galvanized steel shapes and diagonal truss members. This structure has had some collision damage. The structure will be replaced with an overhead span structure mounted to the bascule pier comprised of painted steel (white/off white) with square tubes without diagonal members on the truss and column.

Existing sign structure no. 2 is a cantilever structure comprised of painted steel (white/off-white) with square chord members without diagonals on the arm, and a cross shaped dodecagon column. The structure will be temporarily removed to reconstruct the barriers and overhang. Once completed, the structure will be reinstalled.

Staging Areas and Landscape Restoration

Staging Area A

As proposed in the Concept Design, the proposed Final Design will require the temporary use of NPS George Washington Memorial Parkway (GWMP) property on the west (or Virginia) side of the Potomac River as a staging area, known as "Staging Area A."

The following presents existing conditions and proposed vegetation removal and landscape restoration. As requested by NCPC at the March 6, 2025 meeting, the Final Design includes landscape plans that reflect the proposed tree replacement per NCPC's tree replacement policy (FE.G.2).

West of the Mount Vernon Trail (or Inland) Side of the LOD

The limit of disturbance (LOD) to the west of the Mount Vernon Trail includes a total of nine trees, including six trees that contribute to the *Mount Vernon Memorial Highway – North of Alexandria Cultural Landscape*, which is eligible for listing in the National Register of Historic Places.

The Final Design proposes to remove eight trees compared to the Concept Design's proposed removal of ten trees. The eight trees to be removed include five contributing trees (in poor or very poor condition) and three non-contributing trees (in good or poor condition). The one tree to be retained is the #1 American Elm, which is in good condition and is a contributing tree.

The Final Design includes two approaches for tree replacement:

- In **Approach 1**, the eight removed trees would be replaced with seven new trees. Removed contributing trees would be replaced per the Secretary of the Interior's Standards for the Treatment of Historic Properties (SOI) (i.e., replace in-kind or a substitute species this is of compatible scale, color, form, shape, and texture to the original species). Removed non-contributing trees would be replaced per NCPC's Tree Replacement Policy (FE.G.2).
- In **Approach 2**, the eight removed trees would be replaced with nine new trees. Contributing and non-contributing trees would be replaced per NCPC's Tree Replacement Policy (FE.G.2).

Proposed tree replacement species include the American Elm, Willow Oak, Red Maple, and the Thornless Honeylocust. Details regarding existing tree species, their existing condition, and their proposed replacement number of trees and species type are provided in this submission.

During use of the staging area, one tree outside, but close to the border of, the LOD could be impacted. This tree is in poor condition and a non-contributing tree. The Final Design proposes to retain this tree, but will re-evaluate the condition of the tree and potential replacement during the restoration of the staging area landscape.

East of the Mount Vernon Trail (or Shoreline) Side of the LOD

The LOD to the east of the Mount Vernon Trail includes shoreline vegetation mostly consisting of volunteer trees that are invasive and/or in poor condition and understory invasive species. This vegetation mostly blocks views of the Potomac River. None of the existing trees contribute to the *Mount Vernon Memorial Highway – North of Alexandria Cultural Landscape*.

The Final Design proposes to remove approximately 50 feet of shoreline vegetation to locate the proposed trestle and provide water access for the bascule span replacement process. Removed vegetation would be replaced with native riparian plantings consistent with NPS' shoreline restoration plan at Gravelly Point. The riparian plantings would allow views to the Potomac River from the Mount Vernon Trail and improve habitat for the federally proposed threatened Monarch butterfly.

Project Overview (continued)

NPS and VDEQ Coordination

The project team is undergoing ongoing coordination with NPS and the Virginia Department of Environmental Quality (VDEQ) to finalize the Staging Area A landscape restoration plans:

- On S**eptember 9, 2026,** the project team met with NPS to discuss the two proposed landscape restoration approaches for the west side of the Mount Vernon trail. Because NPS has not made a final determination on the preferred approach for shoreline treatment, both proposed approaches to shoreline vegetation restoration are included in this submission package.
- On **September 14, 2026,** the project team submitted ESC/SWM/Restoration Plans for Staging Area A to DDOT, NPS, and VDEQ for review (included as an Appendix A).
- On **October 1, 2026,** the project team held a comment resolution meeting with NPS to discuss comments on the submitted ESC/SWM/Restoration Plans for Staging Area A. As of October 2, 2026, VDEQ comments on the ESC/SWM/Restoration Plans for Staging Area A have not been received.

Next steps include the project team revising the landscape restoration plans according to NPS and VDEQ comments. An updated landscape restoration package is anticipated to be submitted to NPS and VDEQ in October/November. The project team will continue to coordinate with NPS and VDEQ as needed.

Staging Area B

Unlike the Concept Design, the proposed Final Design will no longer require the temporary use of NPS National Mall and Memorial Parks (NAMA) property in East Potomac Park in Washington, DC as a staging area, known as "Staging Area B." Staging Area B is no longer required because the project team, including inspectors and contractors, will be consolidated into a single staging area to improve operational efficiency. In addition, consultation with NPS resulted in a reduction in the size of Staging Area B as proposed in the Concept Design. As a result, the remaining area is too small to function effectively as a staging area.

Compliance

National Environmental Policy Act (NEPA)

DDOT has completed the NEPA process by preparing a Programmatic Categorical Exclusion-2 (CE-2) (see Appendix B). The CE-2 determined that the project meets the criteria for Categorical Exclusion in accordance with the Programmatic Categorical Exclusion Agreement between DDOT and the Federal Highway Administration (FHWA). The CE-2 was approved by the DDOT Environmental Program Manager on May 23, 2025.

National Historic Preservation Act (NHPA)

Since January 2025, the following NHPA Section 106 consultation has occurred:

- **January 28, 2025** - FHWA and DDOT conducted a consulting party meeting with the DC State Historic Preservation Office (SHPO), Virginia Department of Historic Resources (VDHR), NPS, Virginia Department of Transportation, CFA, NCPC, and the DC Commission on the Arts and Humanities
- **February 26, 2025** - DDOT distributed an email notice to entities who may be interested in the Project. The Advisory Council on Historic Preservation (ACHP) responded on March 7, 2025, and noted their engagement at that time was premature.
- **March 31, 2025** – DC SHPO concurrence on finding of "No Adverse Effect" received. Concurrence states no further DC SHPO review or comment will be necessary
- **April 15, 2025** – NPS concurrence on finding of "No Adverse Effect" received. NPS also concurs with FHWA's proposed plan for treatment of trees and a tree replacement treatment schedule
- **April 25, 2025** – VDHR concurrence on finding of "No Adverse Effect" received

Proposed Final Design

Project Summary

The project will:

- Replace the existing bascule span with a new fixed span
- Replace the pier protection system
- Replace the roadway side safety barriers/ railings
- Replace the roadway luminaires
- Replace one overhead sign structure with a new structure
- Remove and reinstall a second overhead sign structure
- Retain the existing operator's house
- Require the temporary use of NPS property on the west (or Virginia) side of the Potomac River as a staging area

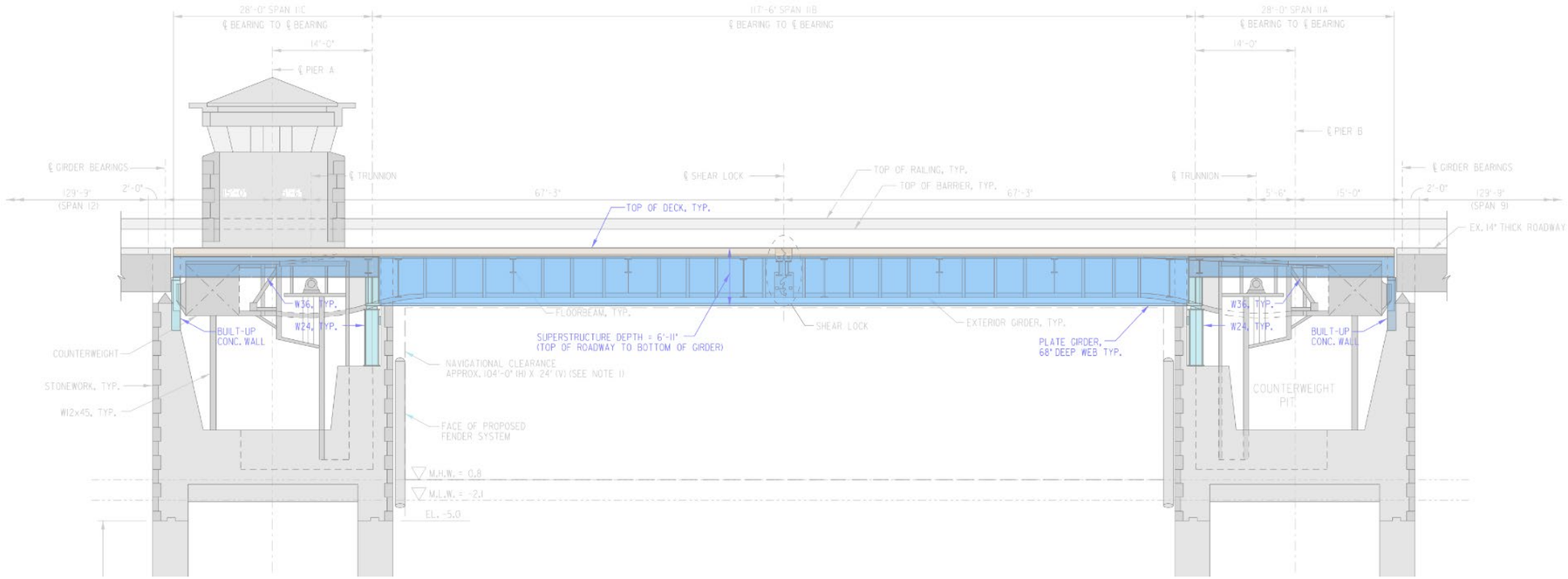




Bascule Span Replacement

As proposed in the Concept Design, the proposed Final Design will replace the existing central bascule span with a new fixed 3-span, steel girder with a concrete deck. This will involve cutting out the existing girder and sliding a new girder into the bridge from the upstream side. The superstructure depth will be maintained.

The proposed Final Design has also updated the bascule pier interior, which will not be visible from the outside, since the Concept Design.

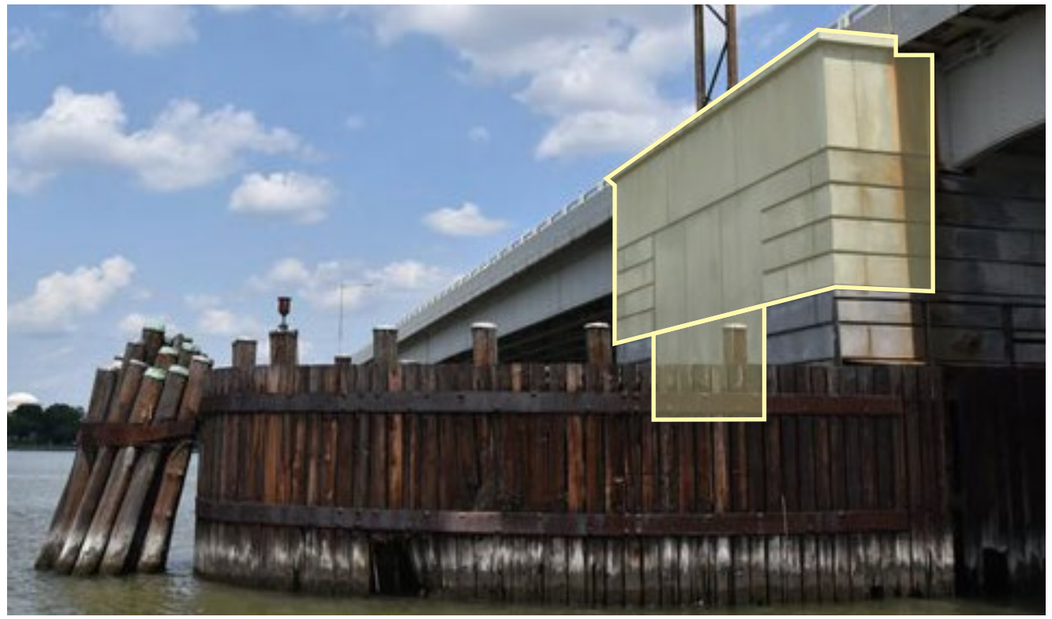


New Fixed Span Elevation View
3-Span, Steel Girder with Concrete Deck

Bascule Span Replacement

The existing west (or upstream) walls of the two bascule piers will be removed to accommodate the bascule span and steel girder replacement. The Final Design proposes cutting out the existing granite blocks on the existing west walls at the joints, removing them, and re-using them after the bascule span and steel girder replacement has been completed.

Unlike the Concept Design, the proposed Final Design will retain the Operator's House and east (or downstream) walls of the bascule piers.



Proposed Final Design - Proposed wall removal and replacement



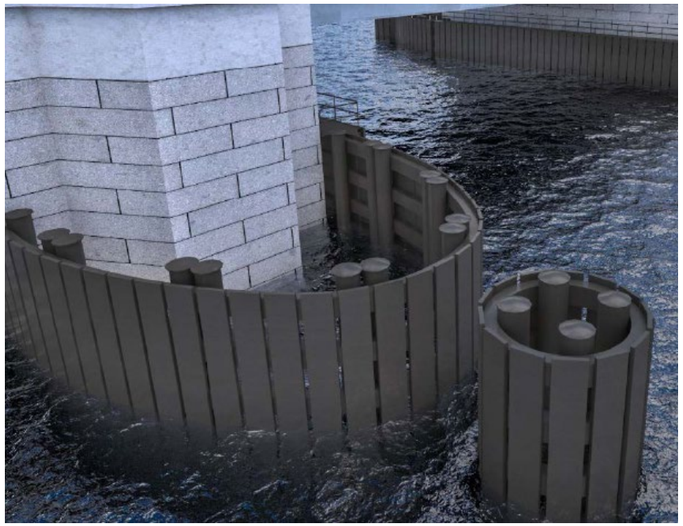
Existing West Facade (Source: Google Street View)

Pier Protection System Replacement

The shape of the fender system has been updated to a chorded layout (instead of the Concept Design's elliptical layout). The fenders have been updated to horizontal waler boards (instead of the Concept Design's vertical lagging boards), which will act as rub rails in the event of vessel contact and are consistent with Florida DOT standards. Vertical lagging boards are no longer proposed since vessels can snag on them.

The fender and dolphin system will be constructed of composite, non-wood material for durability and availability. The fender and dolphin system will be in the color of "Weathered Wood," consistent with DDOT specifications.

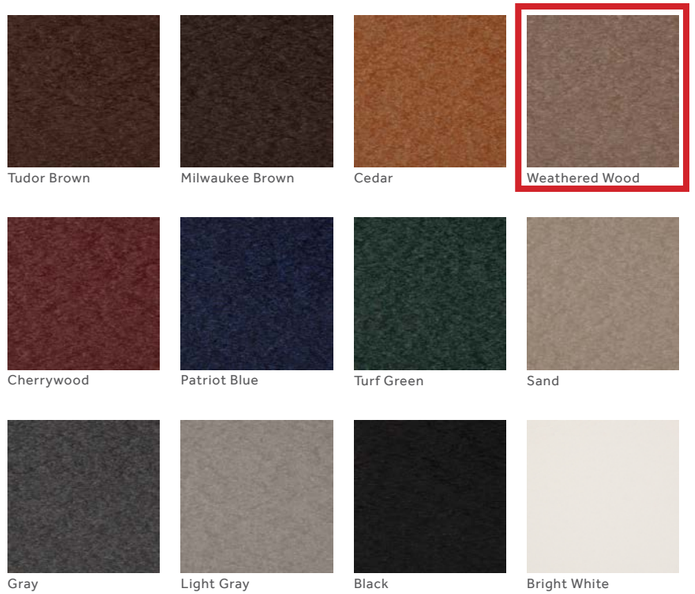
The vertical piles inside the fender and dolphin system will be constructed of Fiberglass Reinforced Plastic (FRP). The piles will be black piles with colored timbers consistent with the adjacent Long Bridge South project.



Concept Design - Rendered View



Proposed Final Design - Rendered View

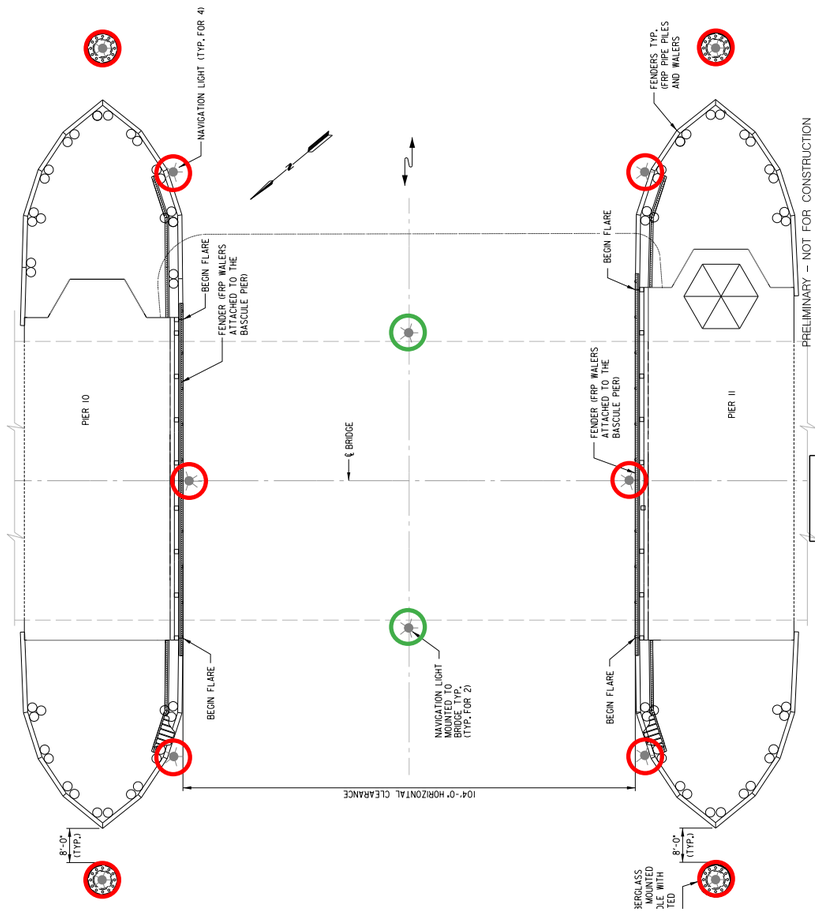


Navigation Lights

The replacement of the bascule span and pier protection system will require the replacement of existing safety navigation lights for vessels. The proposed Final Design will increase the number of safety navigation lights from the existing 8 to a total of 12. The placement of these lights mounted to the bridge, fenders, and dolphins, as well as the lighted colors (red and green) are consistent with US Coast Guard requirements.



Existing Navigation Lights Visible from West Facade (Source: Google Street View)

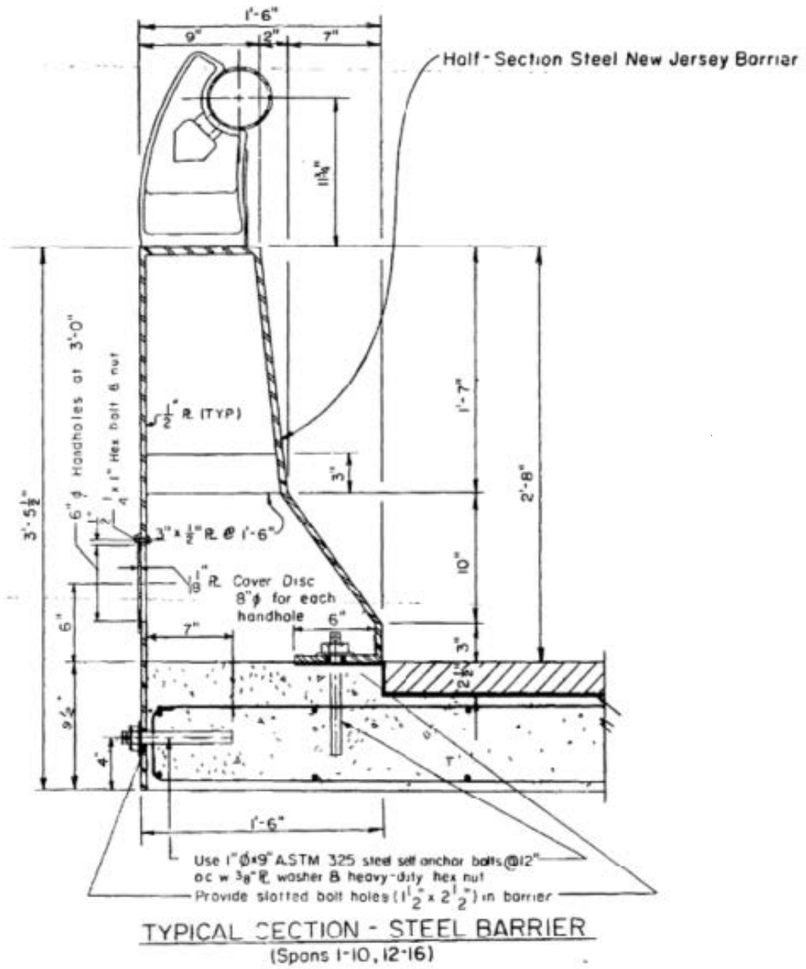


Proposed Final Design Navigation Lights

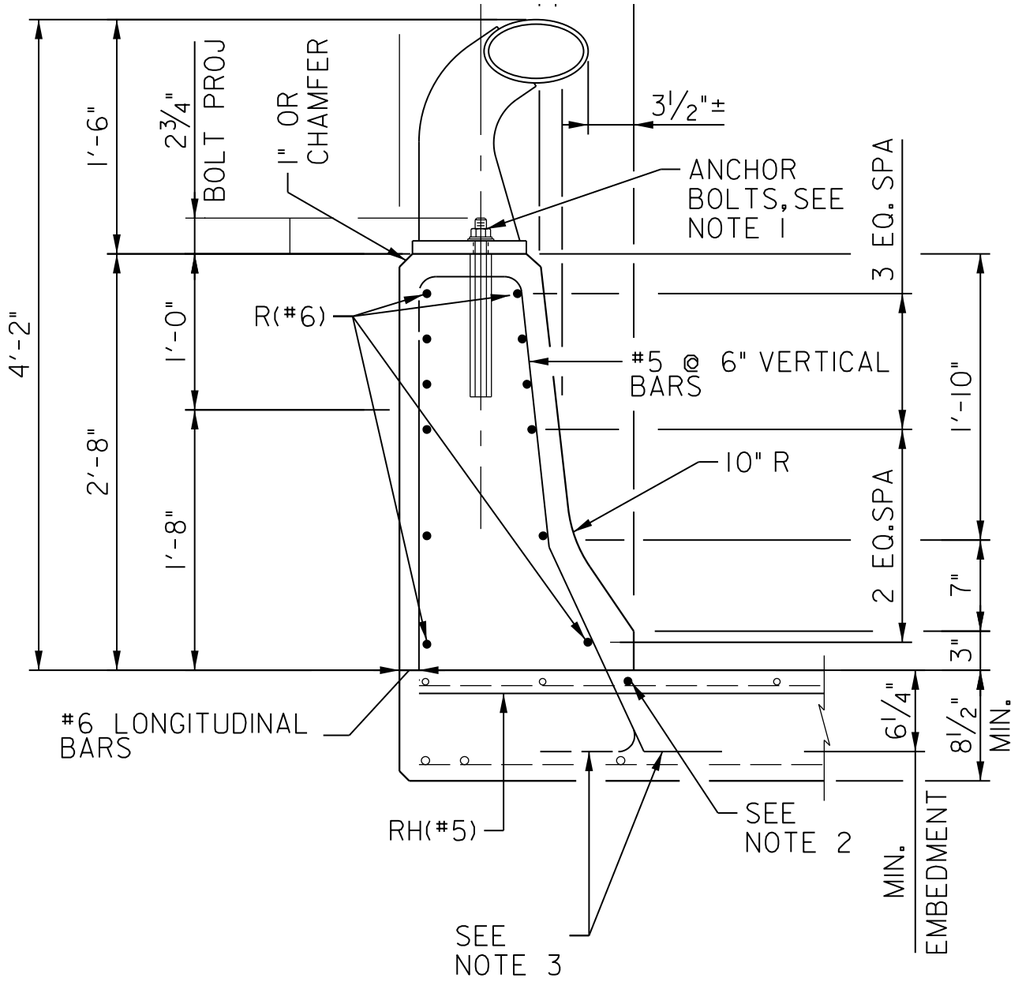
○ Mounted to bridge ○ Mounted to fenders and dolphins

Bridge Barrier Replacement

The Final Design's proposed replacement of the roadway side safety barrier/railing is the same as proposed in the Concept Design. The existing barrier/railing will be replaced with the Texas Department of Transportation (TXDOT) T80HT TL-5 barrier/ railing. The TL-5 barrier/railing is a safety performance requirement and is normally required for highway bridges.



As-Built Drawings - 1976



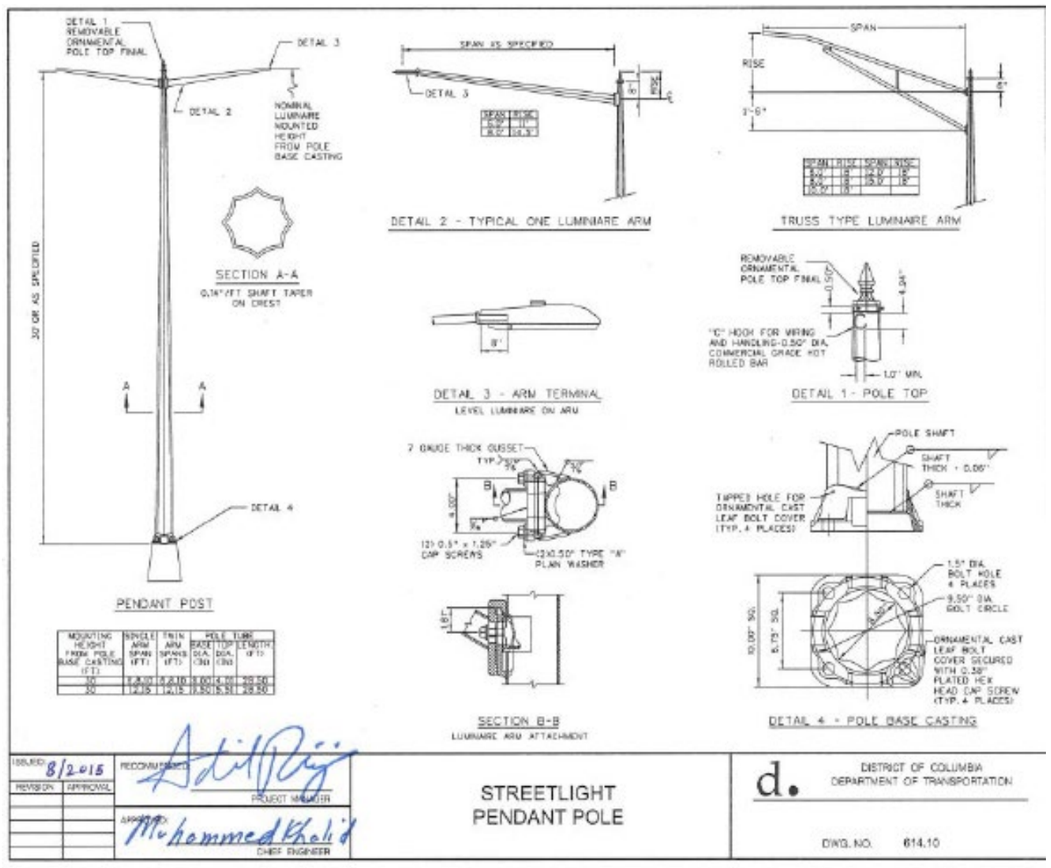
Proposed Barrier - Concept Design & Final Design

Luminaires Replacement

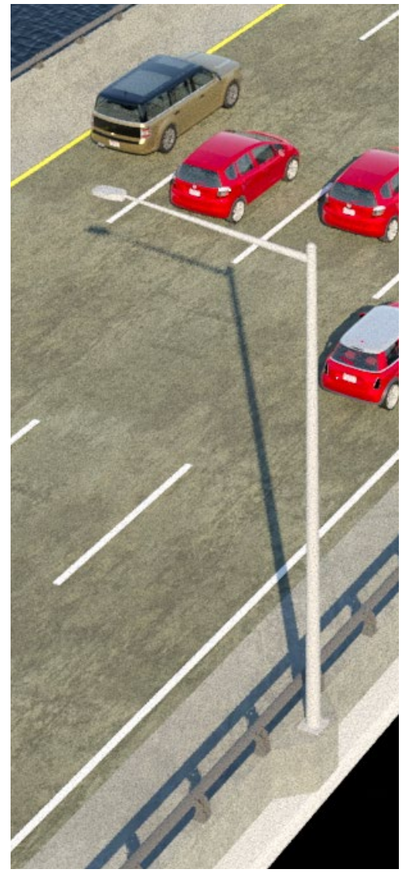
The Final Design's proposed replacement of the roadway luminaires is the same as proposed in the Concept Design. The existing, non-historic, luminaires will be replaced in-kind. The proposed luminaires will be DDOT std. 614.10 streetlight pendant pole with the "Typical One Luminaire Arm" and painted white/off-white to match the existing luminaires.



Existing Luminaire



Proposed Luminaire - Concept Design & Final Design



Proposed Luminaire - Rendered View

Sign Structure Replacement - Structure No. 1

The Final Design's proposed replacement of two sign structures is the same as proposed in the Concept Design.

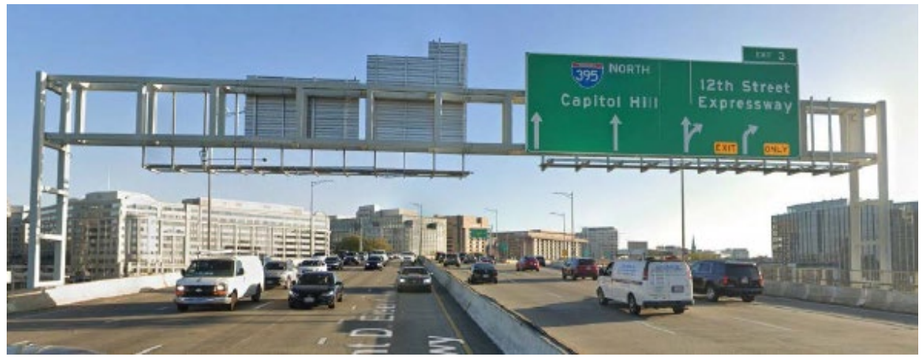
Existing sign structure no. 1 is mounted to the bascule pier and is comprised of rounded galvanized steel shapes and diagonal truss members. This structure has had some collision damage. The structure will be replaced with an overhead span structure mounted to the bascule pier comprised of painted steel (white/off white) with square tubes without diagonal members on the truss and column.



Existing Sign Structure No. 1

Source: Google





Examples of Proposed Sign Structure
(I-395 Freeway over the Washington Channel)

Source: Google

Sign Structure Replacement - Structure No. 2

Existing sign structure no. 2 is a cantilever structure comprised of painted steel (white/off-white) with square chord members without diagonals on the arm, and a cross shaped dodecagon column. The structure will be temporarily removed to reconstruct the barriers and overhang. Once completed, the structure will be reinstalled.



Existing Sign Structure No. 2

Sources: Google and DDOT

I-395 NB Looking North

This rendered view depicts the proposed Final Design.

The proposed Final Design will not make changes to the existing Operator's House and the existing east (or downstream) walls of the bascule piers shown in this rendering.



Proposed Final Design - Rendered View of the East (or Upstream) Facade



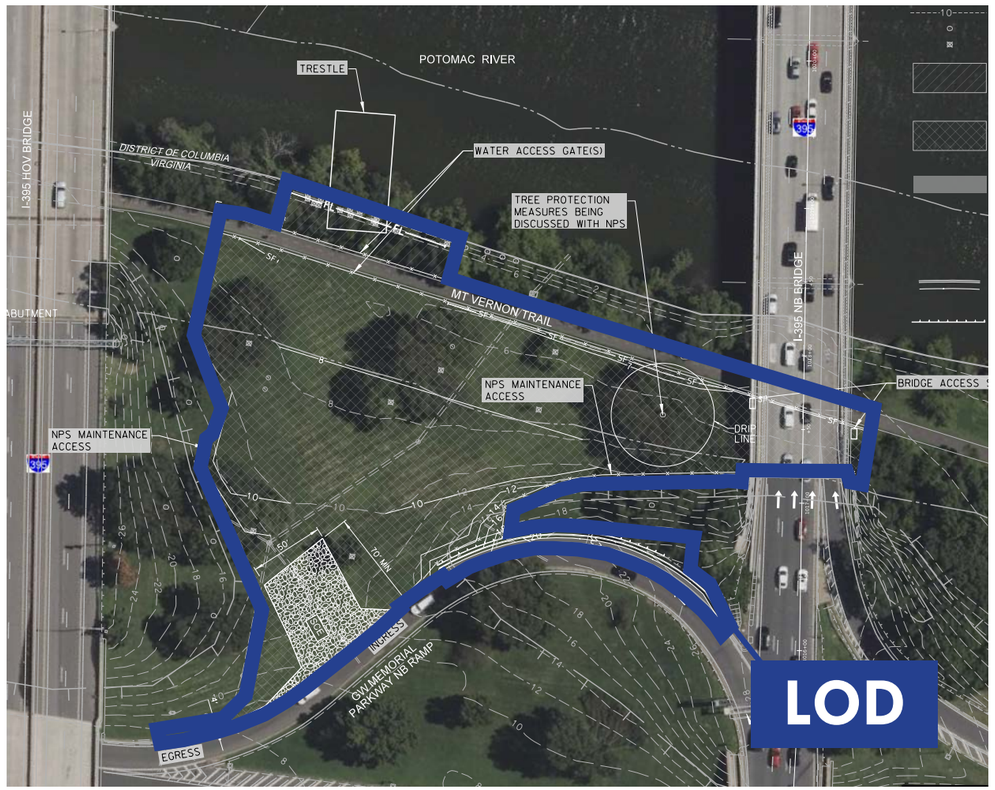
Existing Conditions



Concept Design - Rendered View

Staging Area A

As proposed in the Concept Design, the proposed Final Design will require the temporary use of NPS George Washington Memorial Parkway (GWMP) property on the west (or Virginia) side of the Potomac River as a staging area, known as "Staging Area A."



Staging Area A

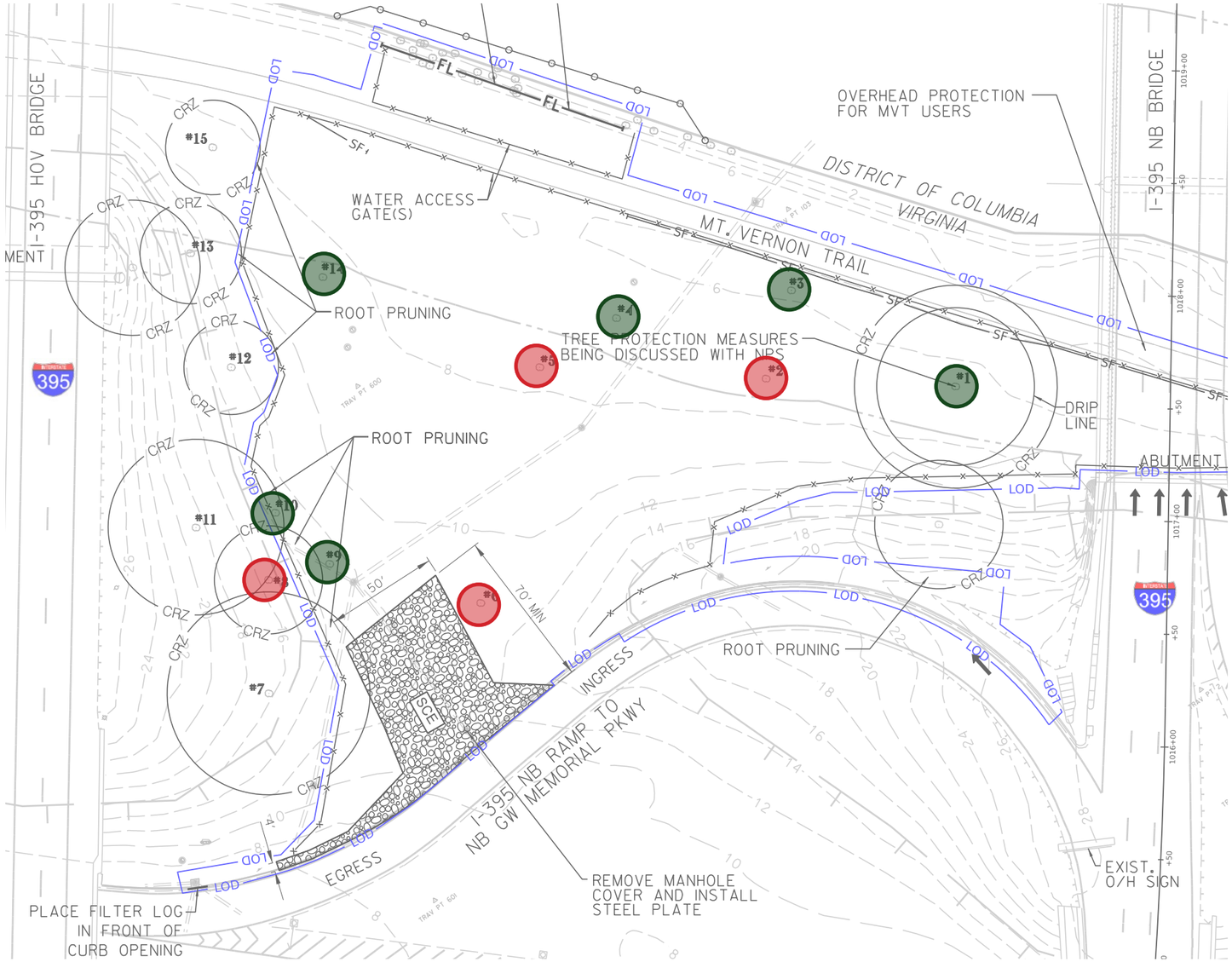


Staging Area A - Existing Landscape

West of the Mount Vernon Trail (or Inland) Side of the LOD

The limit of disturbance (LOD) includes a total of nine trees, including six trees that contribute to the *Mount Vernon Memorial Highway – North of Alexandria Cultural Landscape*, which is eligible for listing in the National Register of Historic Places.

During use of the staging area, one tree outside, but close to the border of, the LOD could be impacted. This tree is in poor condition and a non-contributing tree.



Contributing Trees

Non-contributing Trees

Staging Area A - Proposed Landscape

West of the Mount Vernon Trail (or Inland) Side of the LOD

Contributing Trees

The Final Design proposes to remove five contributing trees (in poor or very poor condition). The one contributing tree to be retained is the #1 American Elm, which is in good condition.

#14 American Elm, poor (remove)

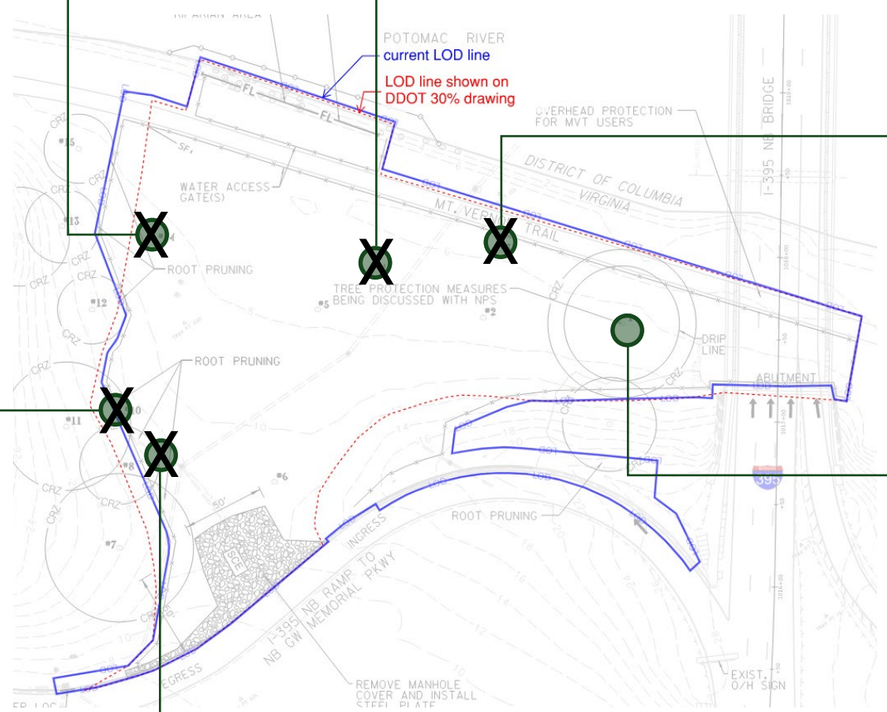


#4 American Elm, poor (remove)



#3 Silver Maple, very poor (remove)





#9 Japanese Pagoda, poor (remove)



#10 Willow Oak, poor (remove)



#1 American Elm, good (retain)



Staging Area A - Proposed Landscape

West of the Mount Vernon Trail (or Inland) Side of the LOD

Non-Contributing Trees

The Final Design proposes to remove three non-contributing trees (in good or poor condition).

During use of the staging area, one tree outside, but close to the border of, the LOD could be impacted. This tree is in poor condition and a non-contributing tree. The Final Design proposes to retain this tree, but will re-evaluate the condition of the tree and potential replacement during the restoration of the staging area landscape.

#6 American Elm, good (remove)



#5 Japanese Pagoda, good (remove)

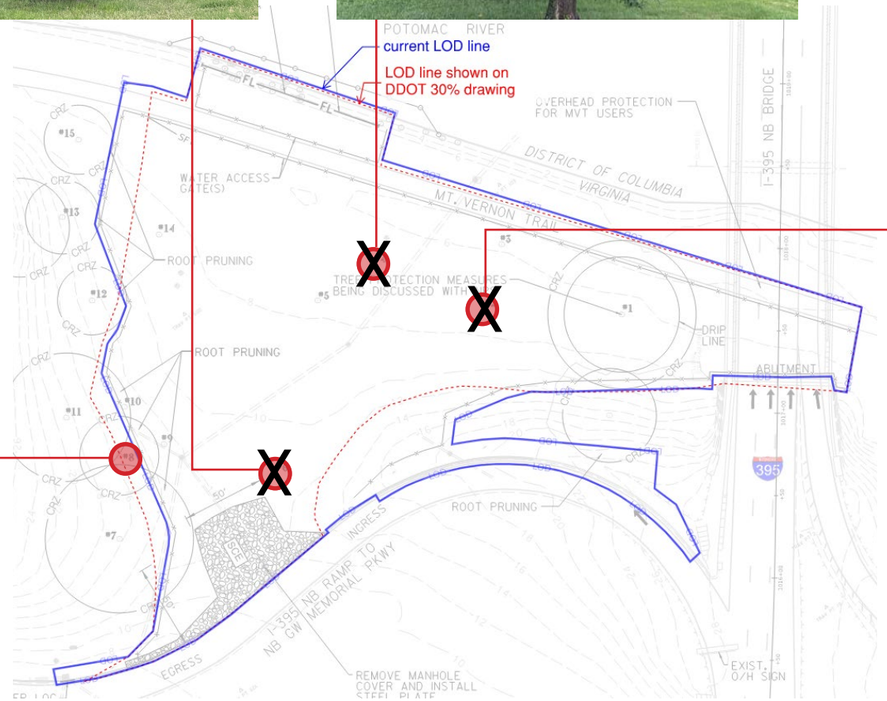


#2 American Elm, dying (remove)



#8 Red Maple, poor (retain, outside LOD)



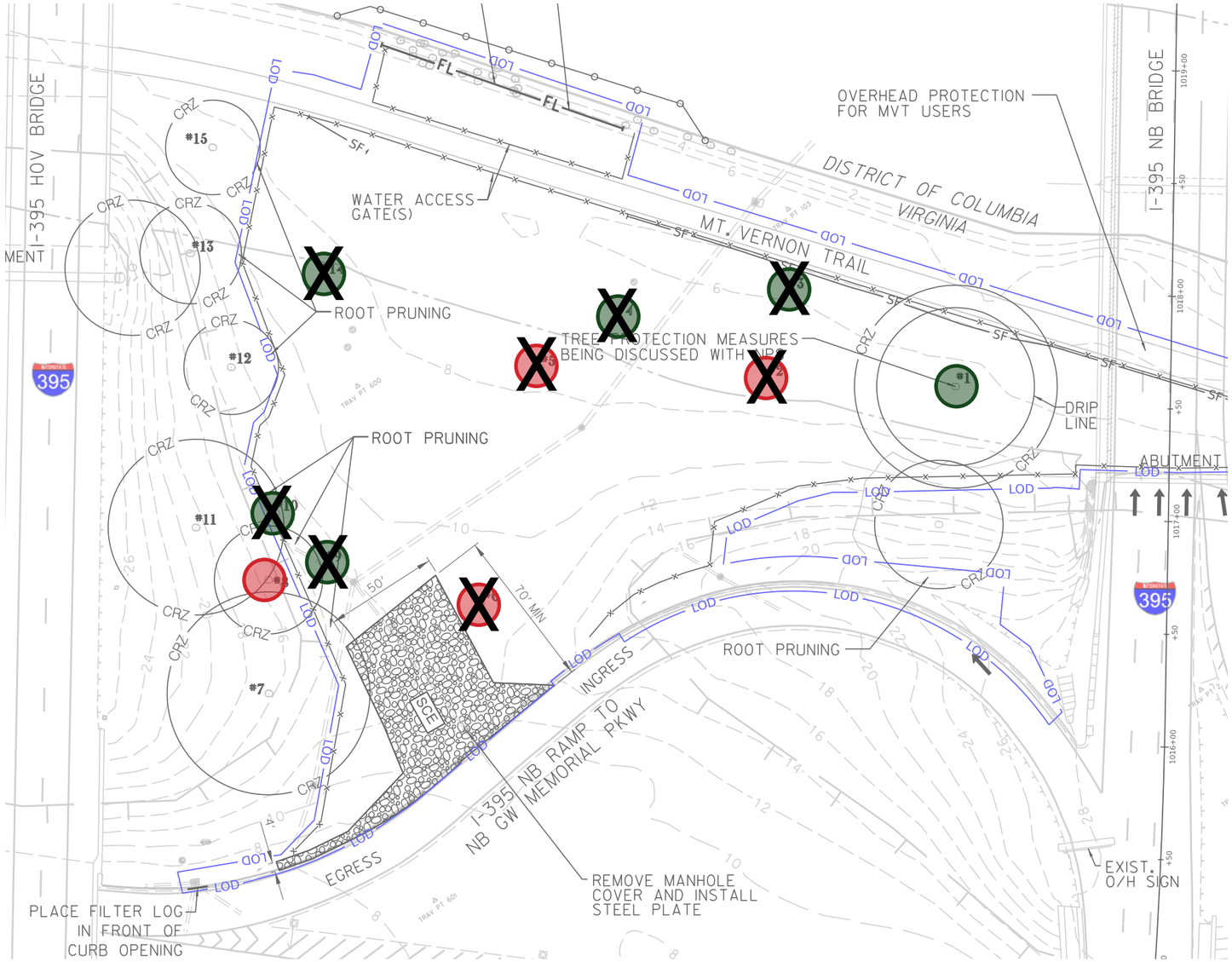


Staging Area A - Proposed Landscape

West of the Mount Vernon Trail (or Inland) Side of the LOD

Proposed Tree Removal Summary

- Within the LOD:
  - 1 tree to be retained
  - 8 trees to be removed
- Outside the LOD:
  - 1 tree to be retained and evaluated



Contributing Trees

Non-contributing Trees

X Proposed Trees to be Removed

Staging Area A - Proposed Landscape

West of the Mount Vernon Trail (or Inland) Side of the LOD

Proposed Tree Replacement

The Final Design includes two approaches for tree replacement, which are currently under review by NPS and VDEQ.

The project team is undergoing ongoing coordination with NPS and VDEQ to finalize the Staging Area A landscape restoration plans. An updated landscape restoration package is anticipated to be submitted to NPS and VDEQ in October/November. The project team will continue to coordinate with NPS and VDEQ as needed.

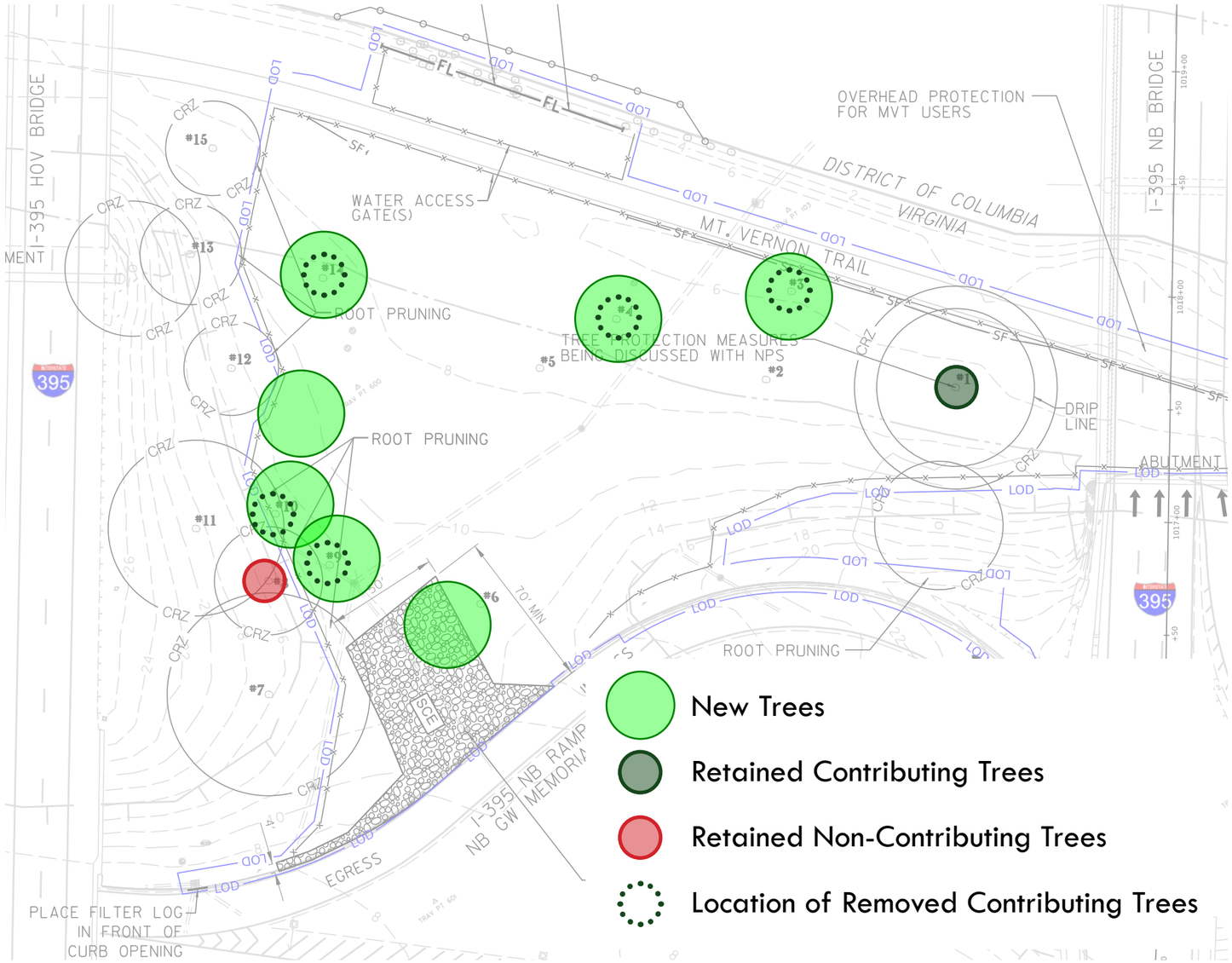
Approaches	Total Trees Removed	Total New Trees	Replacement Approach	
			Contributing Trees	Non-Contributing Trees
Approach 1	8	7	Per SOI Standards (i.e., replace in-kind or a substitute species this is of compatible scale, color, form, shape, and texture to the original species)	Per NCPC's Tree Replacement Policy (FE.G.2)
Approach 2	8	9	Per NCPC's Tree Replacement Policy	Per NCPC's Tree Replacement Policy

Staging Area A - Proposed Landscape

West of the Mount Vernon Trail (or Inland) Side of the LOD

Proposed Tree Replacement - Approach 1

Existing Tree to be Removed	Replace with # Trees
Contributing Trees (Replacement per SOI Standards)	
#3 - Silver Maple	1 (Replace with Freeman or Red Maple)
#4 - American Elm	1 (Replace in-kind)
#9 - Japanese Pagoda	1 (Replace with native tree)
#10 - Willow Oak	1 (Replace in-kind)
#14 - American Elm	1 (Replace in-kind)
Non-contributing Trees (Replacement per NCPC Policy)	
#2 - American Elm	0 (Existing is dying)
#5 - Japanese Pagoda	0 (Existing is non-native)
#6 - American Elm	2 (Replace with native trees)
Total New Trees	**7**

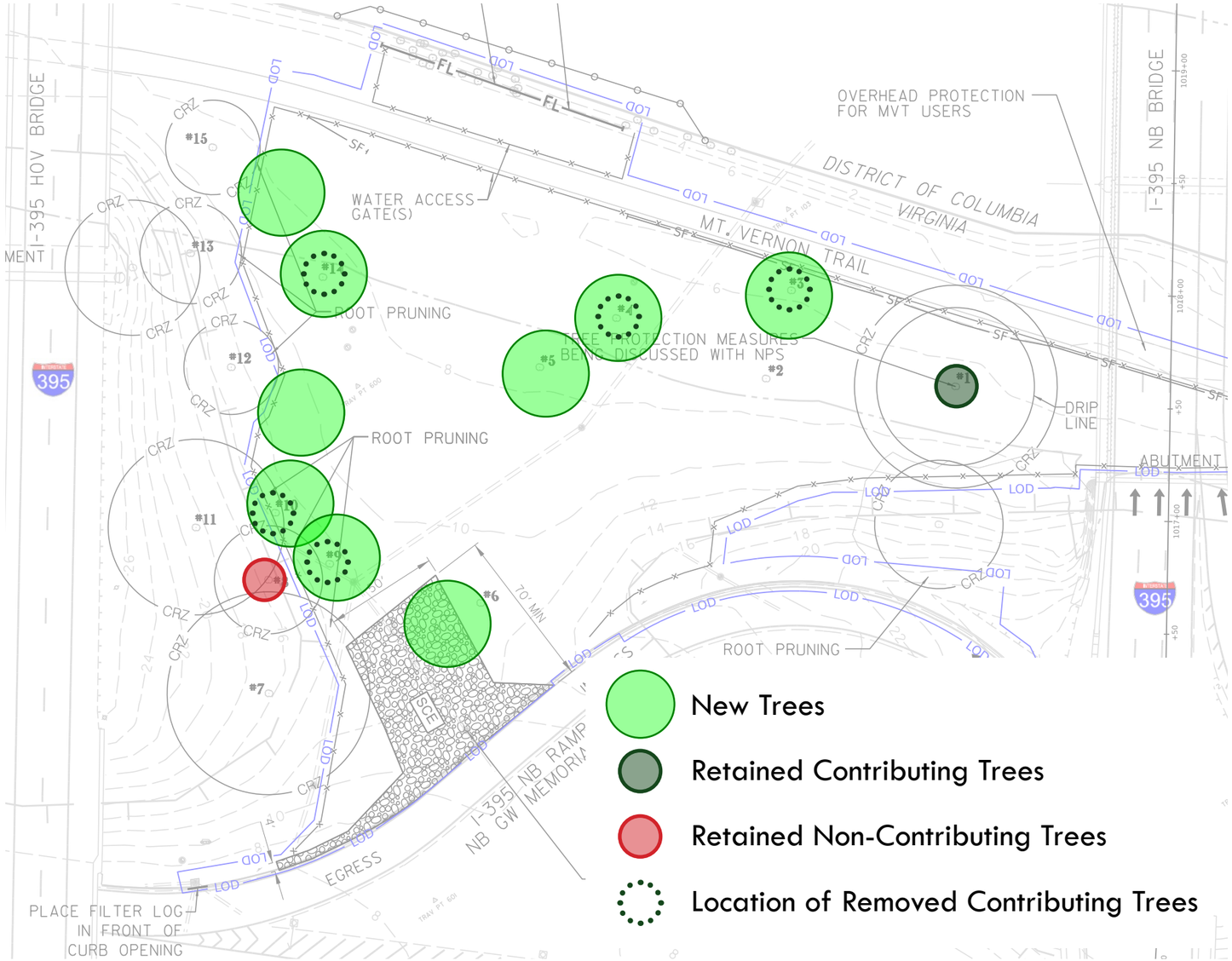


Staging Area A - Proposed Landscape

West of the Mount Vernon Trail (or Inland) Side of the LOD

Proposed Tree Replacement - Approach 2

Existing Tree to be Removed	Replace with # Trees
Contributing Trees (Replacement per NCPC Policy)	
#3 - Silver Maple	1 (Replace with Freeman or Red Maple)
#4 - American Elm	2 (Replace in-kind)
#9 - Japanese Pagoda	0
#10 - Willow Oak	2 (Replace in-kind)
#14 - American Elm	2 (Replace in-kind)
Non-contributing Trees (Replacement per NCPC Policy)	
#2 - American Elm	0 (Existing is dying)
#5 - Japanese Pagoda	0
#6 - American Elm	2 (Replace with native trees; 1 tree will be American Elm)
Total New Trees	**9**



Staging Area A - Proposed Landscape

West of the Mount Vernon Trail (or Inland) Side of the LOD

NCPC Tree Replacement Policy (FE.G.2) - Replacement Scores and Ratios

Existing Tree to be Removed	Existing Tree Summary			NCPC's Tree Replacement Policy	
	DBH (inches)	Species Rating	Condition Rating	Replacement Score	Replacement Ratio
Contributing Trees					
#3 - Silver Maple	32	45%	30%	4.32	Replace 1:1
#4 - American Elm	40	60%	30%	7.2	Replace 2:1
#9 - Japanese Pagoda	29	0%	30%	0	Existing is non-native; No replacement policy available based on score
#10 - Willow Oak	31	75%	30%	6.975	Replace 2:1
#14 - American Elm	39	60%	30%	7.02	Replace 2:1
Non-contributing Trees					
#2 - American Elm	6	60%	20%	0.72	Replace 1:1 (tree less than 10 inches DBH)
#5 - Japanese Pagoda	17	0%	65%	0	Existing is non-native; No replacement policy available based on score
#6 - American Elm	16	60%	70%	6.72	Replace 2:1

Staging Area A - Proposed Landscape

West of the Mount Vernon Trail (or Inland) Side of the LOD

Proposed Tree Species



American Elm



Willow Oak



Red Maple



Thornless Honeylocust (to replace Japanese Pagoda)

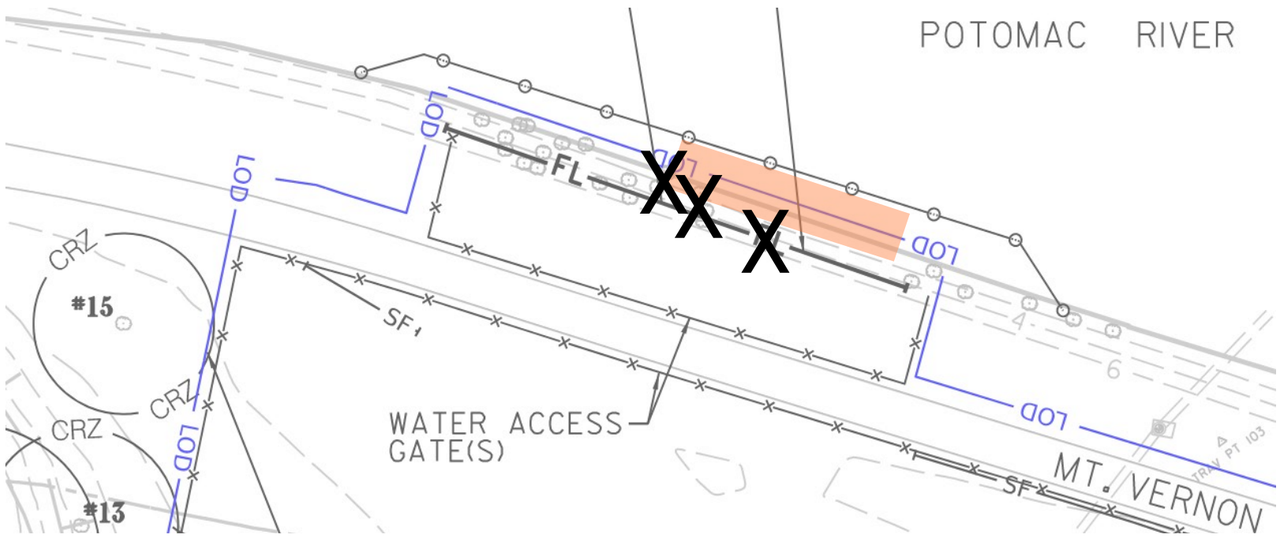
Staging Area A - Existing Shoreline Landscape

East of the Mount Vernon Trail (or Shoreline) Side of the LOD

The LOD to the east of the Mount Vernon Trail includes shoreline vegetation mostly consisting of volunteer trees that are invasive and/or in poor condition and understory invasive species. This vegetation mostly blocks views of the Potomac River. None of the existing trees contribute to the Mount Vernon Memorial Highway – North of Alexandria Cultural Landscape.

The Final Design proposes to remove approximately 50 feet of shoreline vegetation to locate the proposed trestle and provide water access for the bascule span replacement process.





Approximate location of proposed trestle and water access



Staging Area A - Proposed Landscape

East of the Mount Vernon Trail (or Shoreline) Side of the LOD

Removed vegetation would be replaced with native riparian plantings consistent with NPS' shoreline restoration plan at Gravelly Point. The riparian plantings would allow views to the Potomac River from the Mount Vernon Trail and improve habitat for the federally proposed threatened Monarch butterfly.

The project team is undergoing ongoing coordination with NPS and VDEQ to finalize the Staging Area A landscape restoration plans. An updated landscape restoration package is anticipated to be submitted to NPS and VDEQ in October/November. The project team will continue to coordinate with NPS and VDEQ as needed.



Common Milkweed



Purple Joe-pye-weed



Thin-leaved Sunflower



Wingstem



White Boneset



New York Ironweed



Wild Bergamot



Hollow-stem Joe-pye-weed



Common Partridge-pea

Staging Area B

Unlike the Concept Design, the proposed Final Design will no longer require the temporary use of NPS National Mall and Memorial Parks (NAMA) property in East Potomac Park in Washington, DC as a staging area, known as “Staging Area B.”



District Department of Transportation

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Appendix A

ESC/SWM/Restoration Plans Submitted to DDOT, NPS, and VDEQ on September 14, 2026

Appendix B

DDOT Categorical Exclusion (CE-2)