



DISTRICT DEPARTMENT OF
TRANSPORTATION

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

Commission of Fine Arts Concept Review

February 2025

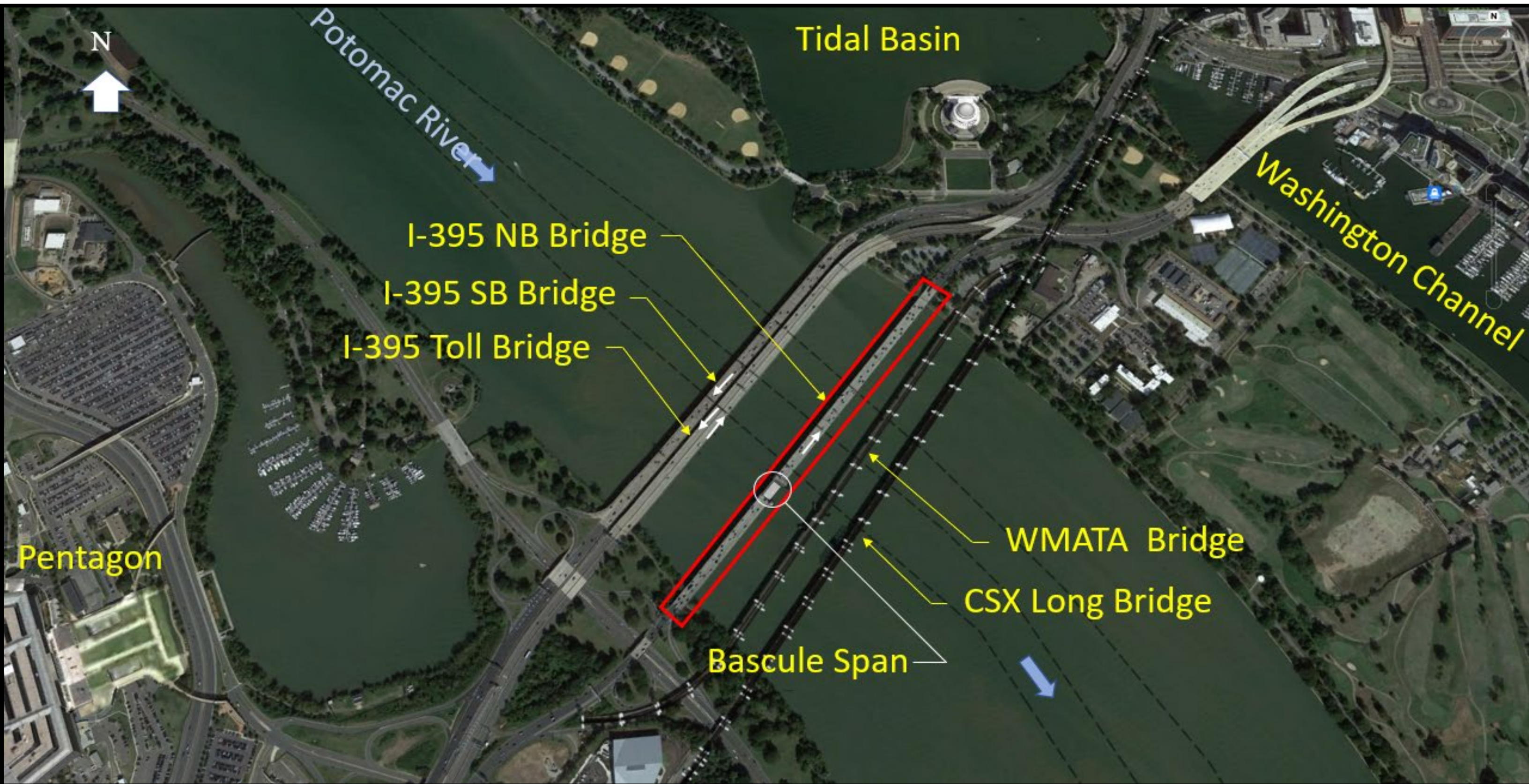
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- Existing Bridge Condition
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- Section 106 National Historic Preservation Act



Image from DDOT Historic Collection

Project Overview



Tidal Basin

Potomac River

Washington Channel

I-395 NB Bridge

I-395 SB Bridge

I-395 Toll Bridge

WMATA Bridge

CSX Long Bridge

Bascule Span

Pentagon



I-395 NB Bridge: Site History

- Existing Long Bridge constructed in 1904.
- Original bridge known as the “Old Highway Bridge” constructed in 1906.
- Three road bridges replaced the Old Highway Bridge, planned as part of the “Fourteenth Street Bridge Project”.
 - Arland D. Williams, Jr., Bridge (I-395 NB) finished in 1950 (originally named the “Rochambeau Bridge”).
 - George Mason Memorial Bridge (I-395 SB) constructed in 1962.
 - Current Rochambeau Bridge (HOV lanes) constructed in 1971 (originally known as the “Center Highway Bridge”), immediately adjacent to the George Mason Memorial Bridge.
- Charles R. Fenwick bridge carries the Yellow Line (metro), opened in 1983.
- The bridge was constructed in 1950. The bascule has not opened since 1962. Deck replaced in 1976.
- The bridge was rehabilitated in 2012.



Image from DDOT Historic Collection

I-395 NB Bridge: Site History

- D.C. Commission on the Arts and Humanities (DCAH) installed light display.



Image credit: Alan Karchmer



Photo: U.S. Parks Service photo of the Florida Flight 90 rescue effort on the Potomac River.

- In 1982, Air Florida Flight 90 impacted the bridge deck and railing. The bridge was renamed it to honor Arland Dean Williams Jr. in 1985.

Project Funding & Obligation Requirements

- The Project is funded with \$90M.
- \$72M was awarded under the Bridge Investment Grant Program (BIP), administered by FHWA (36 CFR 800.3 (a)).
- \$18M is provided by DDOT.
- BIP grant recipients are required to fully obligate funds before September 30, 2025.



Image from DDOT Historic Collection

Existing Bridge Condition

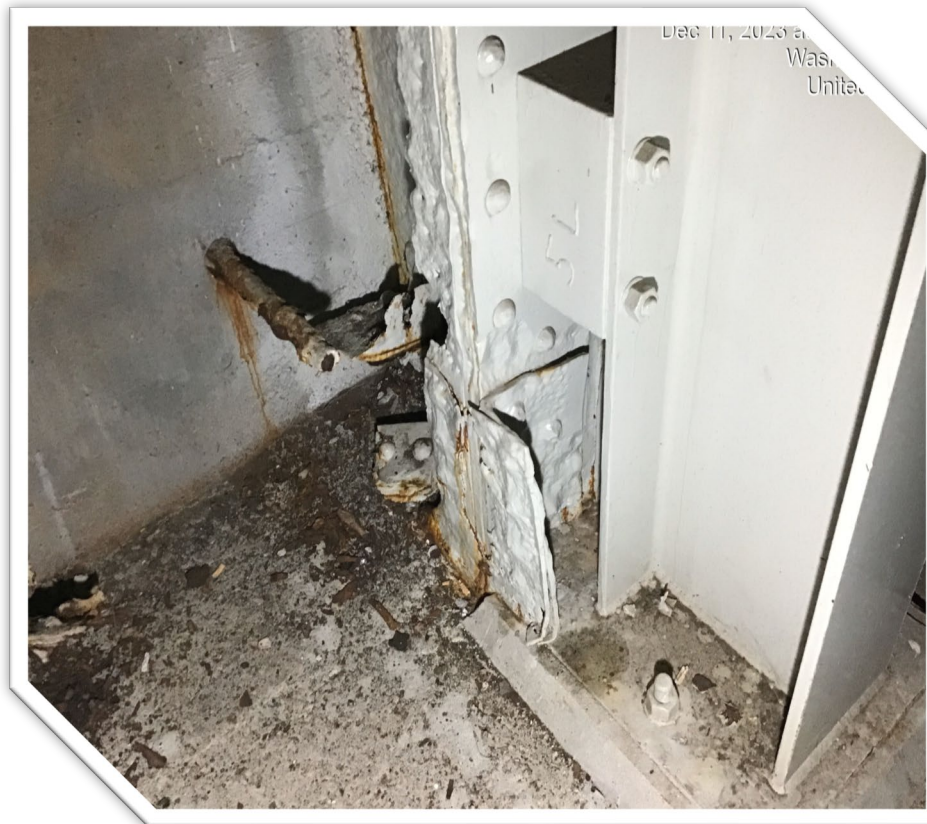
Existing Conditions: Bascule Span

Corroded Orthotropic Steel Deck
Section Loss of Girders & Floor Beams



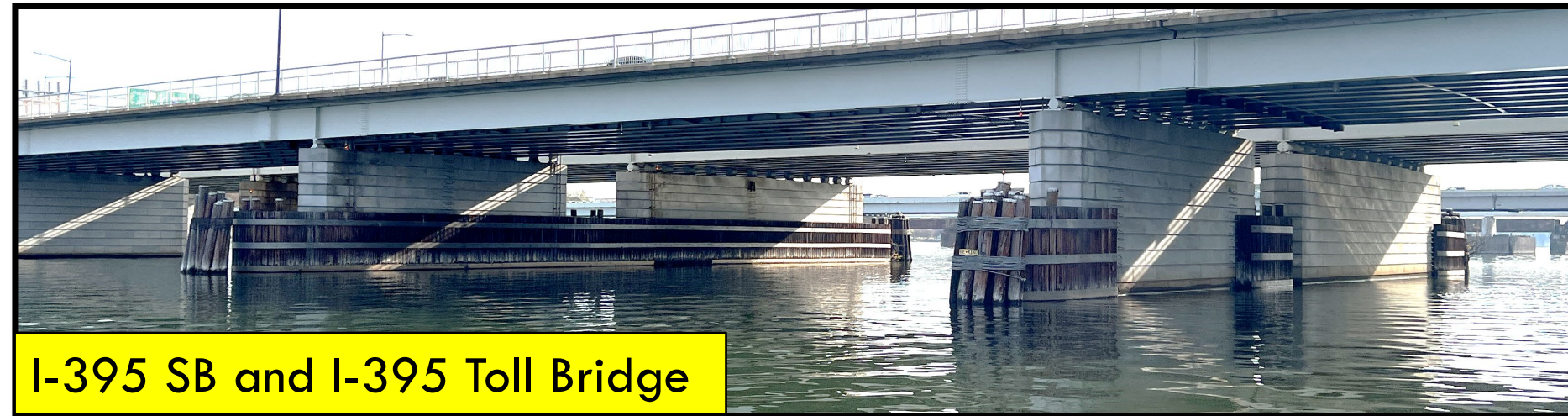
Source: Jacobs, December 2023

Corrosion and Deterioration of the Bascule Span Steel

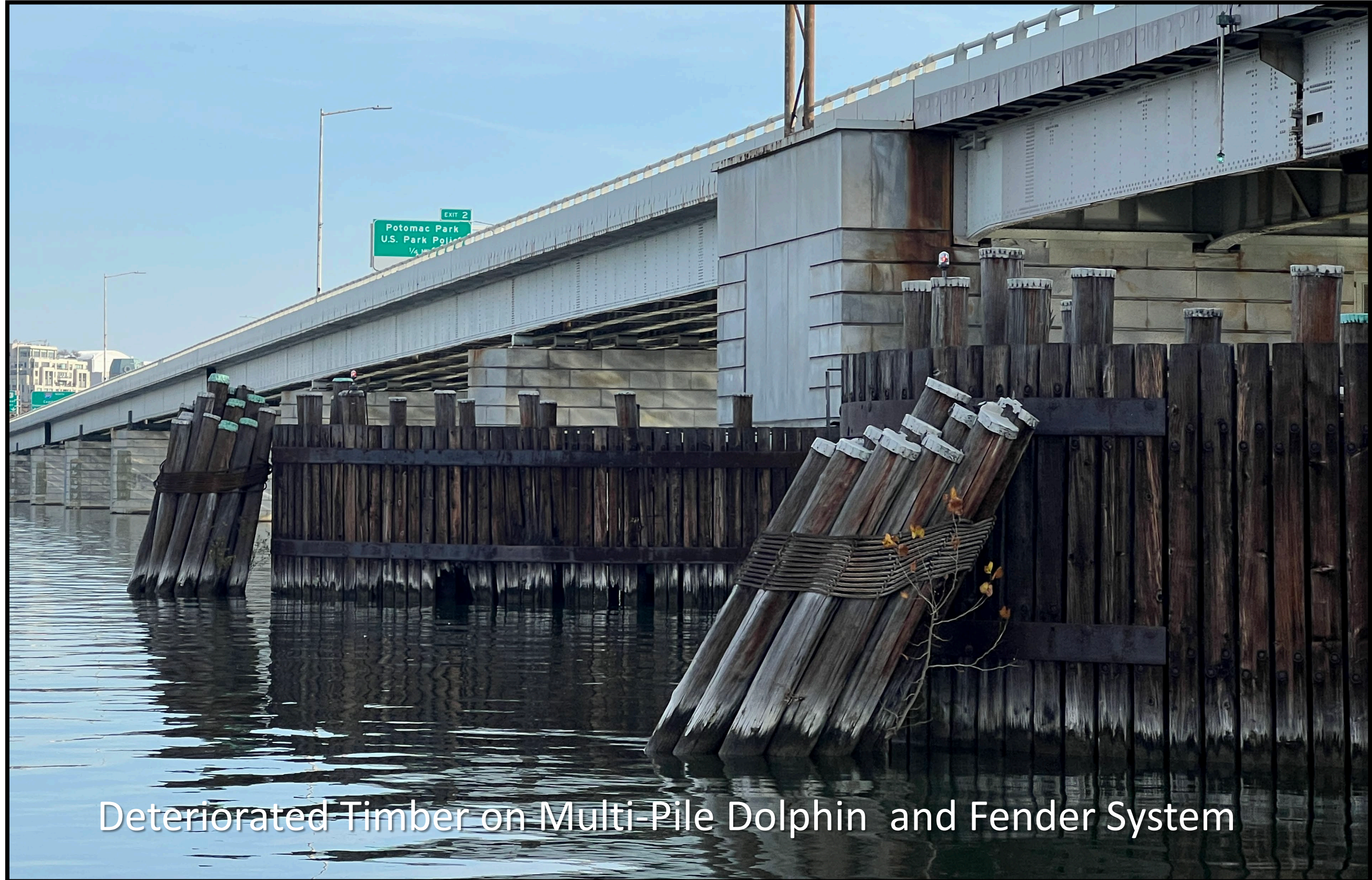


Source: DDOT

Adjacent Pier Protection System



Existing Conditions: Pier Protection System



Source: DDOT

Existing Conditions: Bridge Barrier



Source: DDOT

Purpose and Need

Project Purpose and Need

- **Purpose:** 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.**
- **Need:** 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 Manual for Assessing Safety Hardware (MASH)-compliant.



Source: Jacobs, December 2024

Agency Meetings

Agency	Date	Items Discussed
FHWA	September 18, 2023 thru present	Review schedule/progress and discuss technical topics. Reached concurrence on CE-2 Class of Action for the Project.
US Coast Guard	October 19, 2023	Project Initiation Request and Navigation Clearance Determination.
NPS NAMA and GWMP	March 18, 2024	Initiation of discussions on proposed staging areas for the Project.
VDOT	May 22, 2024	Discussed traffic results of full weekend closure vs. staged construction scenario.
Transurban and VDOT	May 30, 2024	Discussed the traffic capacity of the 395 Express Lanes.
VPRA	June 11, 2024	Coordinate temporary navigation shift, MOT, and staging areas.
NPS NAMA	June 24, 2024	Discussed amount of space and parking needed at Staging Area B.
NPS GWMP	July 23, 2024	DDOT addressed NPS questions/concerns with Staging Area A.
DC SHPO	August 2024	Determined the bridge is not eligible for listing in the National Register of Historic Places. Conclusion on Determination of Eligibility Form.
DC Arts and Humanities	September 20, 2024	Meeting to review light display removal during construction.
USACE and DOEE	November 13, 2024	Section 404 Preapplication Meeting for Sections 404, 408, and 401 authorizations.
VDOT	November 21, 2024	Discussed the traffic management strategies for the full weekend closure.
NPS/VDHR	January 13 & 23, 2025	Review of cultural landscape.
Joint Agency/106	January 28, 2025	Review of project and conduct Section 106 consultation conducted.

Project Design

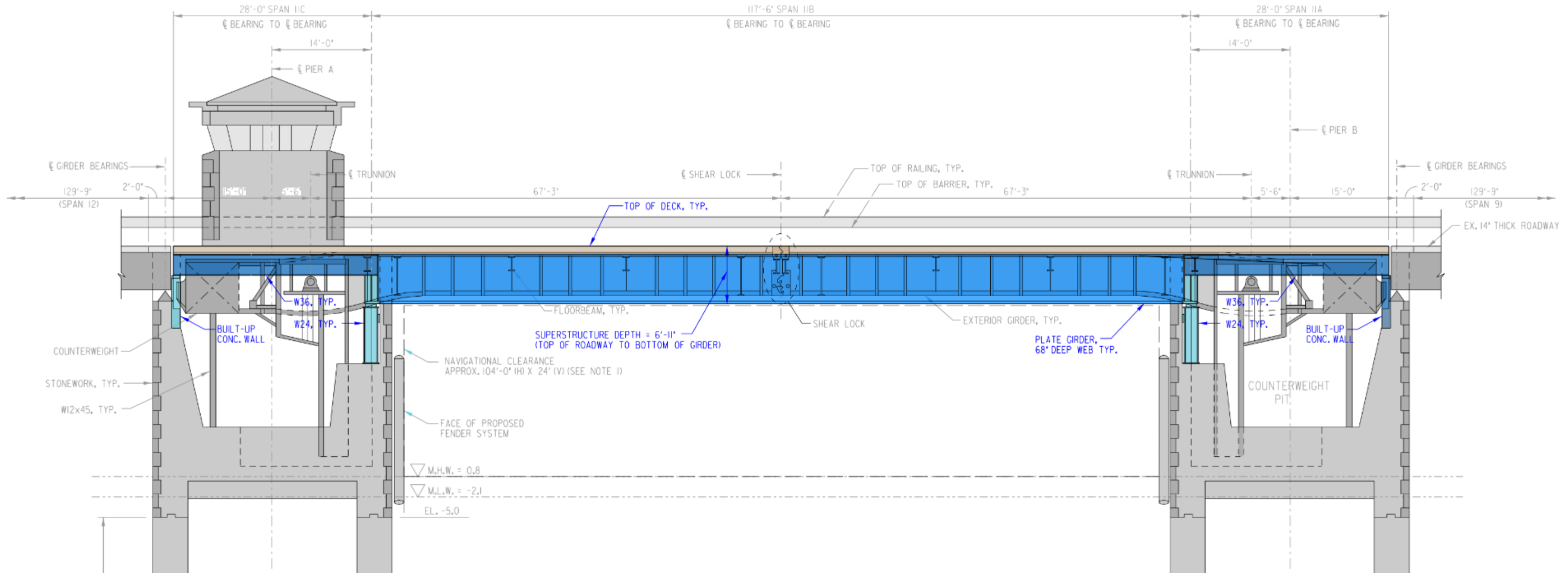
Replacement of Bascule Span

- Maintain superstructure depth.
- Salvage and reuse stonework on piers and operator's house.
- Remove DCAH light display during construction.



Source: Google

Replacement of Bascule Span

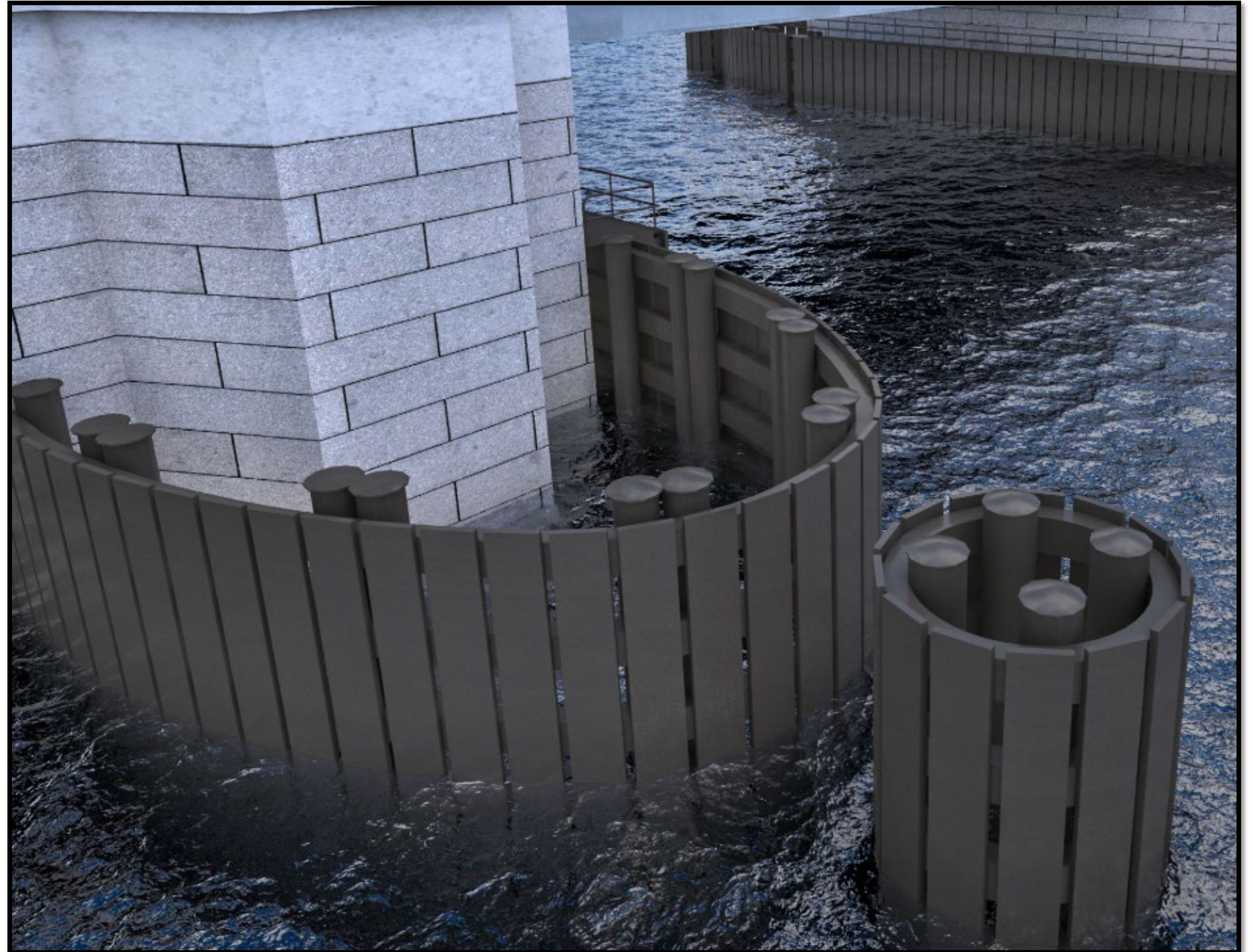


New Fixed Span Elevation View
3-Span, Steel Girder with Concrete Deck

Bascule Pier Protection Replacement

Fender & Dolphin System:

- Geometry of replacement is similar to existing.
- Rounded dolphins.
- Elliptical fender.
- Composite, non-wood material for durability and availability.

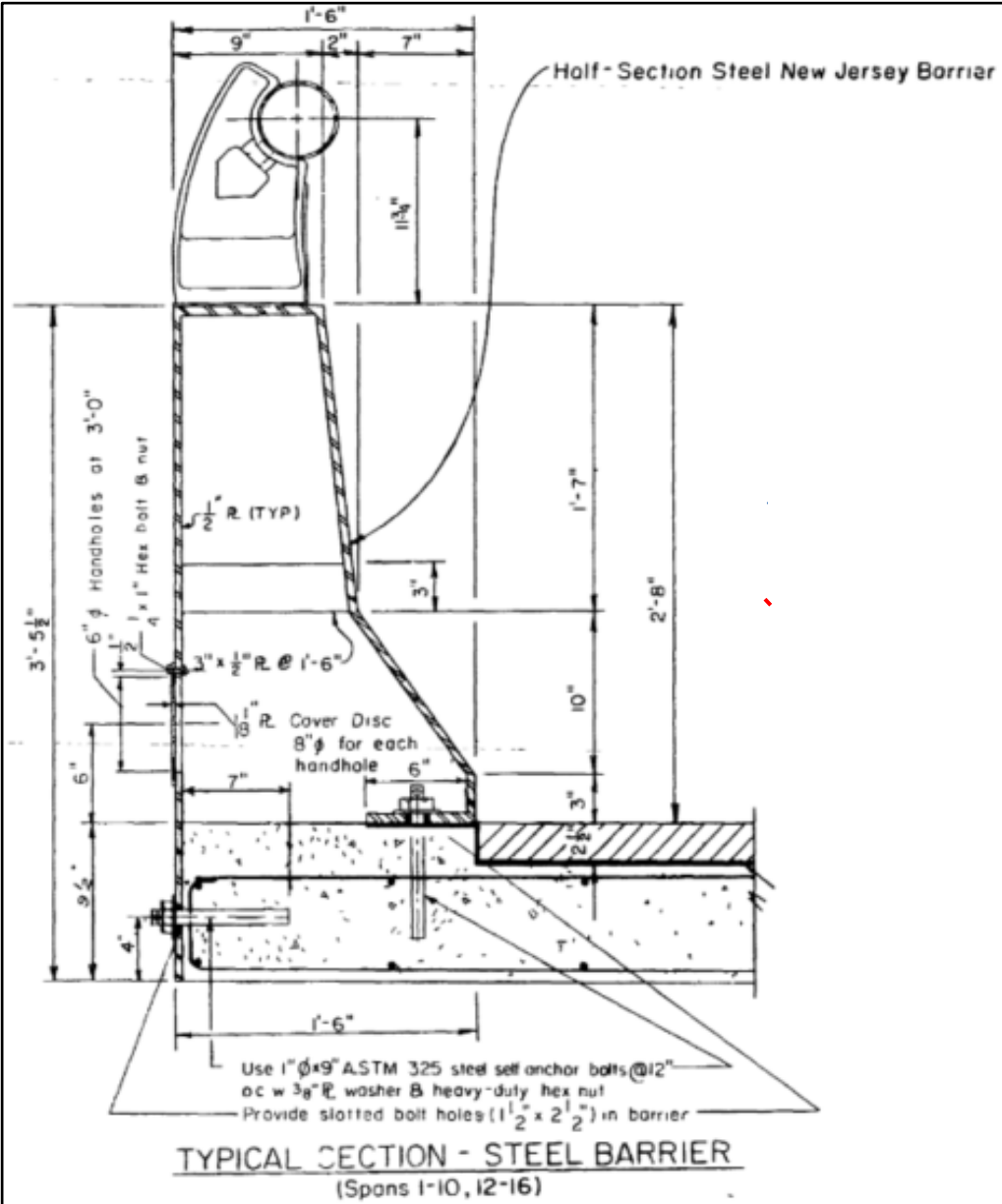
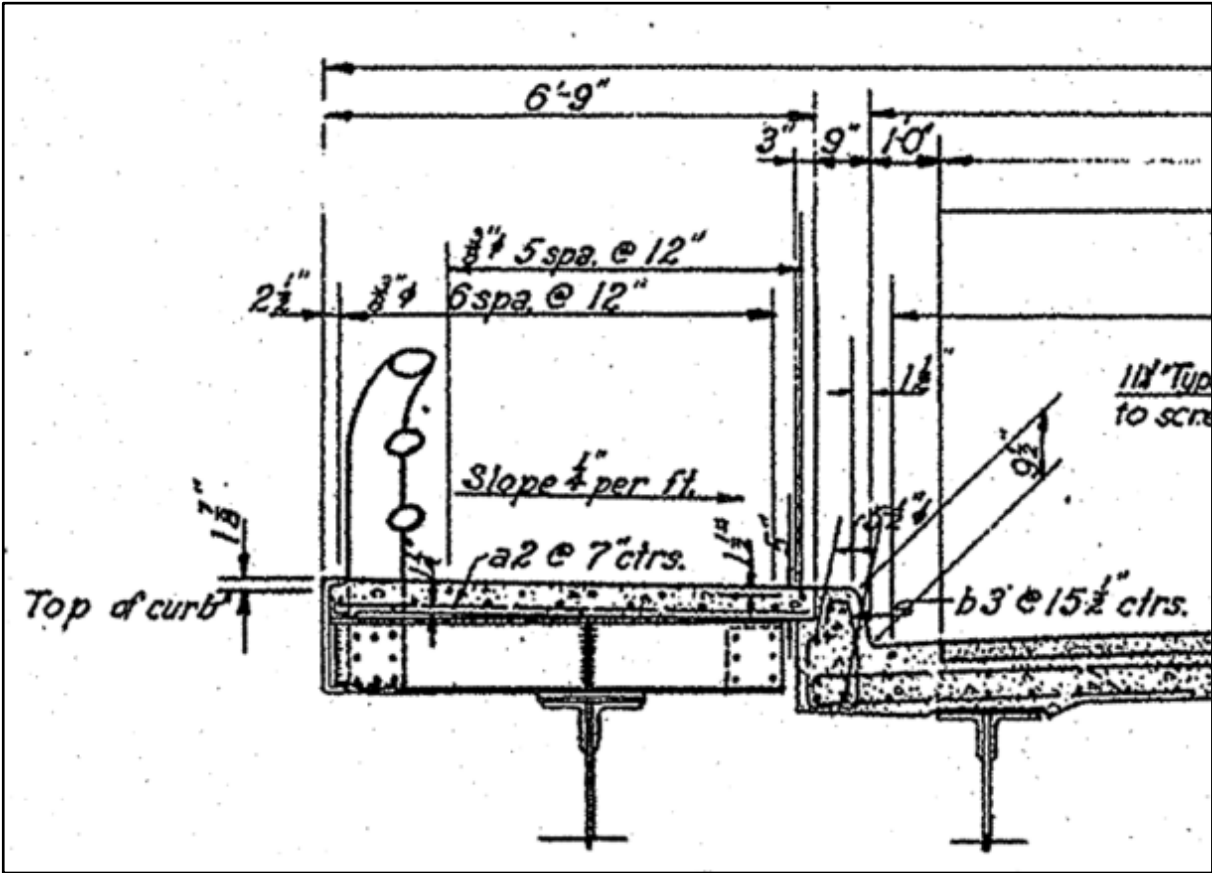


Rendered View

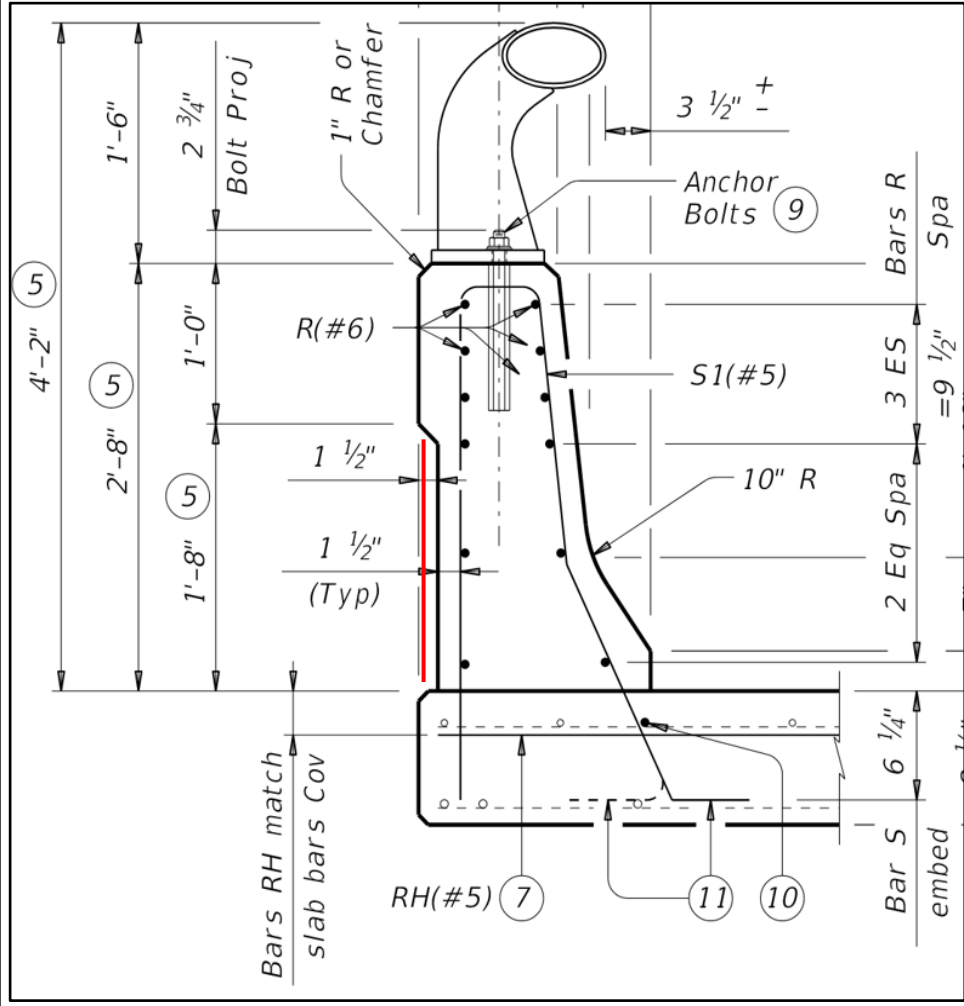
Bridge Barrier Replacement

As-Built Drawings - 1976

Original Drawings-1949



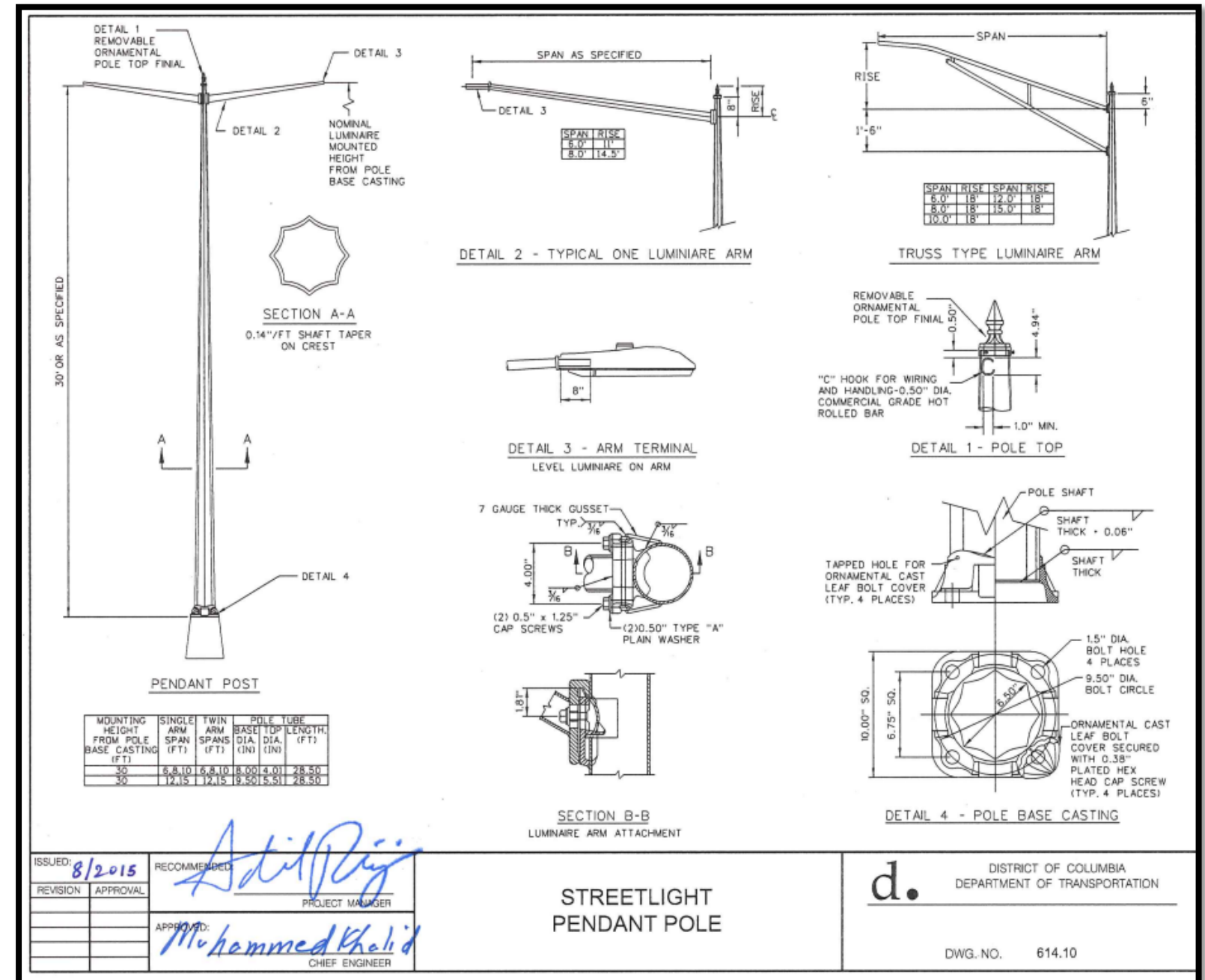
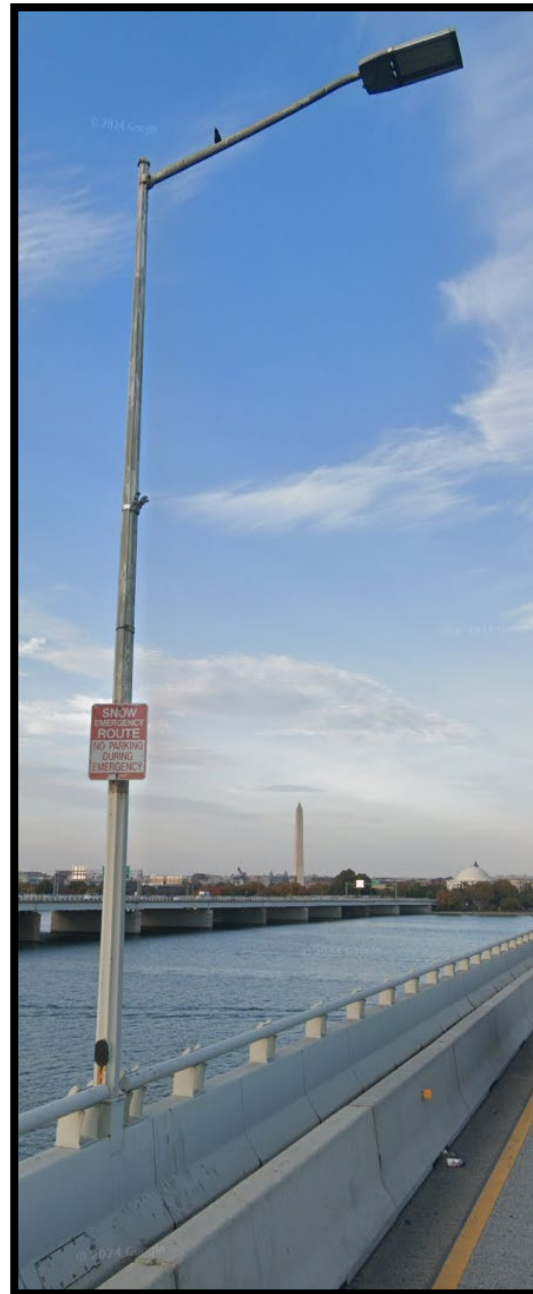
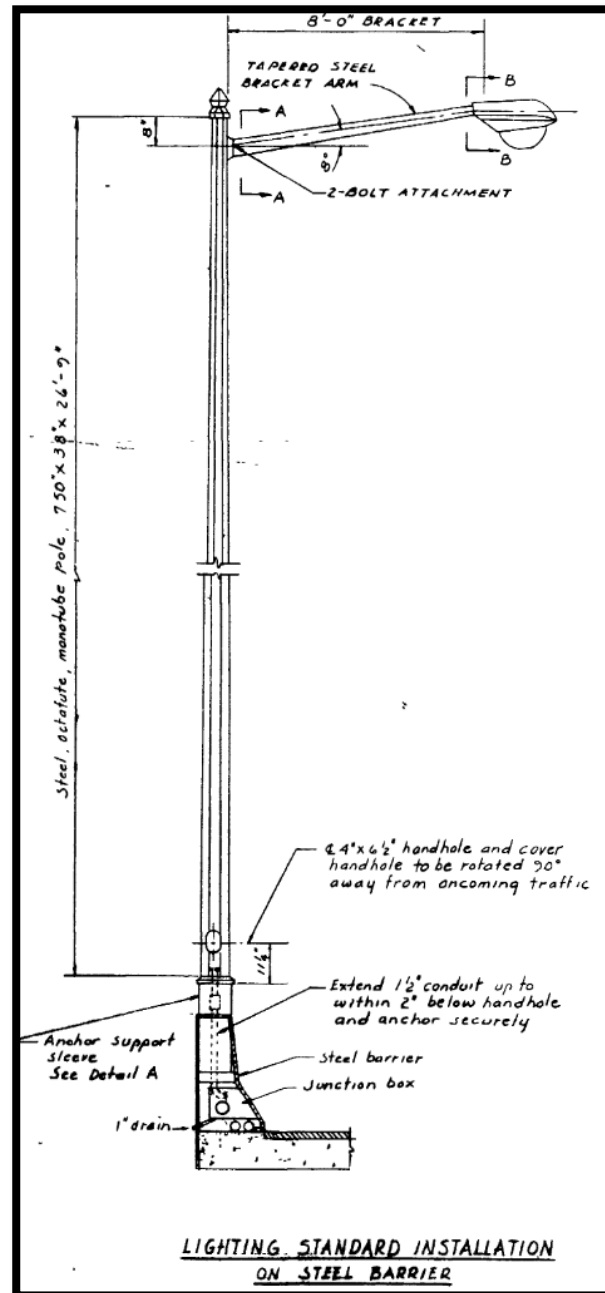
Proposed Barrier Cross Section



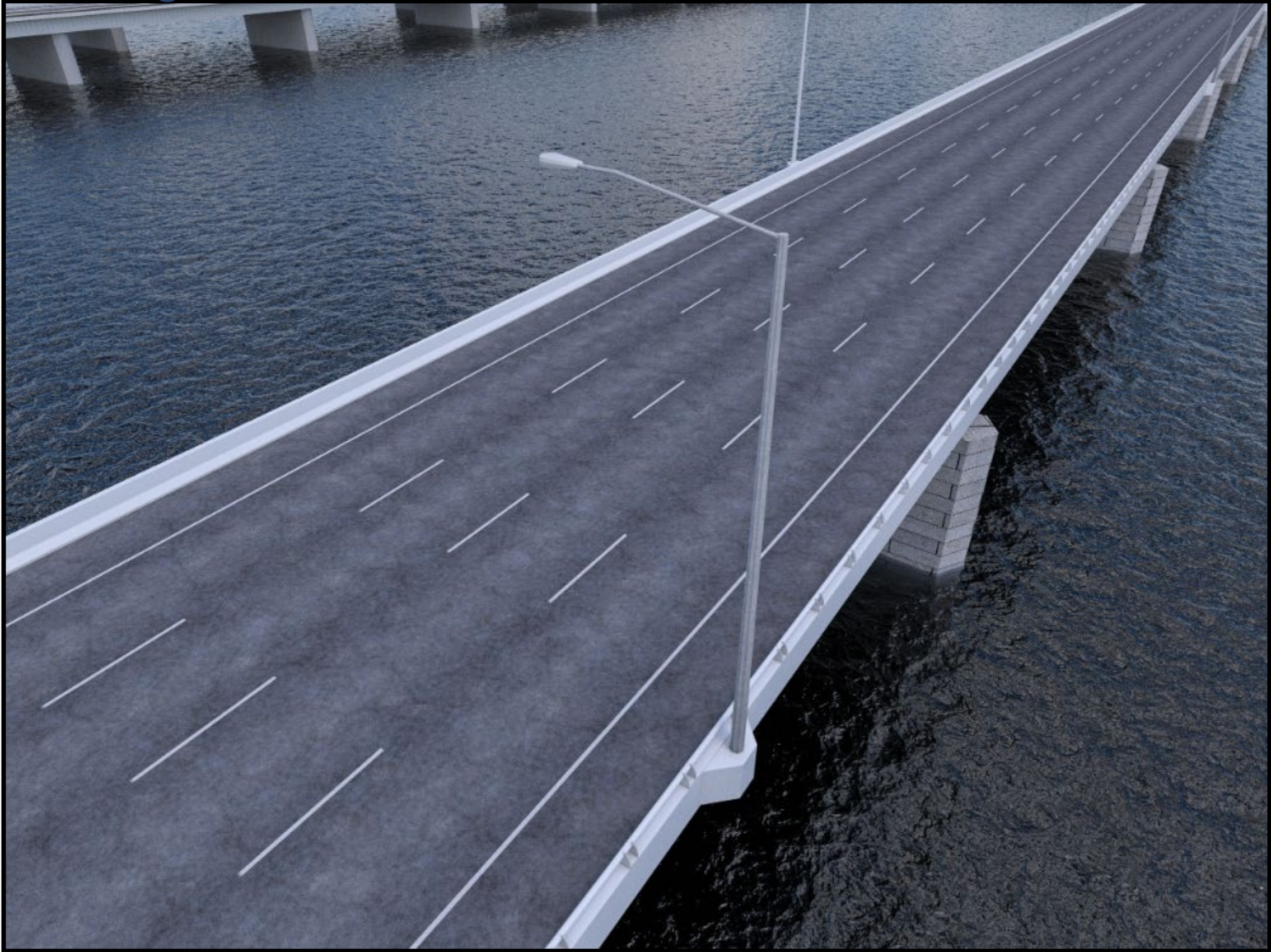
Luminaries

Existing Luminaires: Not historic features. Luminaries will be replaced in kind.

Proposed Luminaire: DDOT std. 614.10 Streetlight Pendant Pole with the "Typical One Luminaire Arm." Painted white/off-white to match existing.



Standard-Light Pole on Barrier Blister



Rendered View

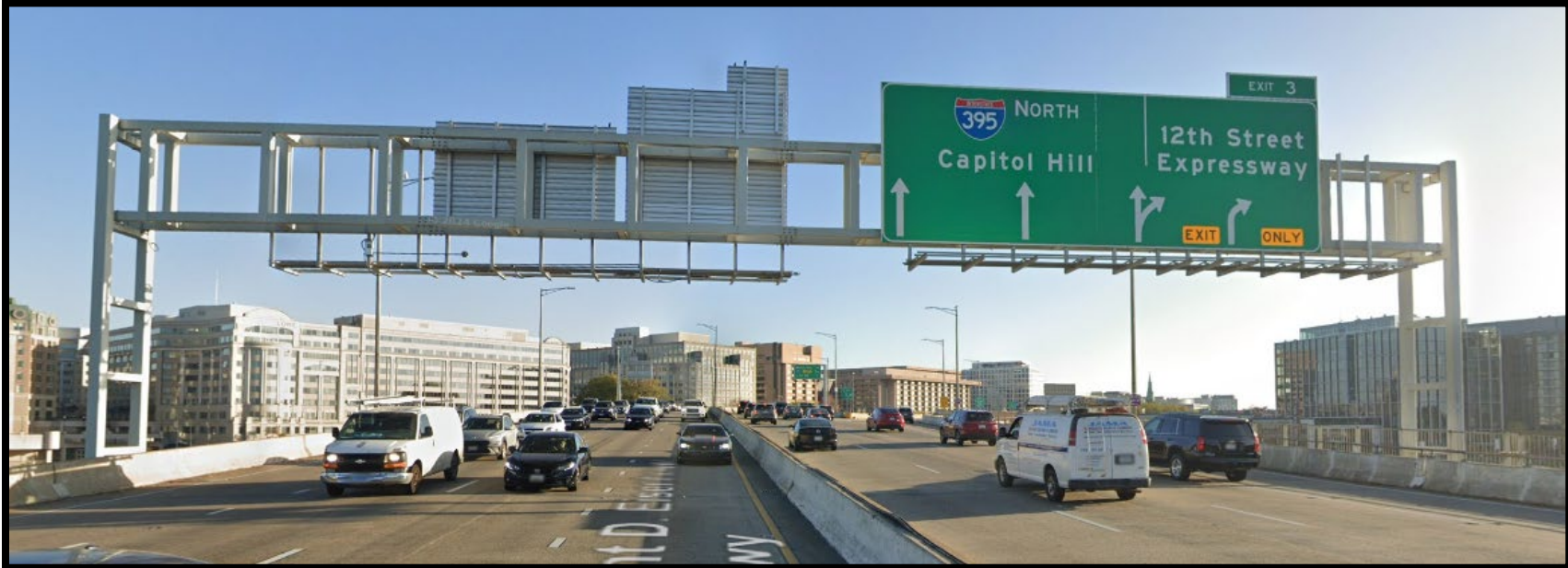
Sign Structure No. 1

Replace Existing Sign Structure: Overhead Span structure mounted to the bascule pier is comprised of a rounded galvanized steel shapes and diagonal truss members. This structure had some collision damage noted and will be replaced.



Source: Google

Proposed Sign Structure: Overhead Span structure mounted to the bascule pier comprised of painted steel (white/off white) with square tubes without diagonal members on truss or column like the one shown below along I-395 Freeway over the Washington Channel.



Sign Structure No. 2

Salvage the existing sign structure: Cantilever structure comprised of painted steel (white/off-white) with square chord members w/o diagonals on the arm and a cross shaped dodecagon column. The contractor may need to temporarily remove the structure to reconstruct the barriers and overhangs. The cantilever is not a historic feature.



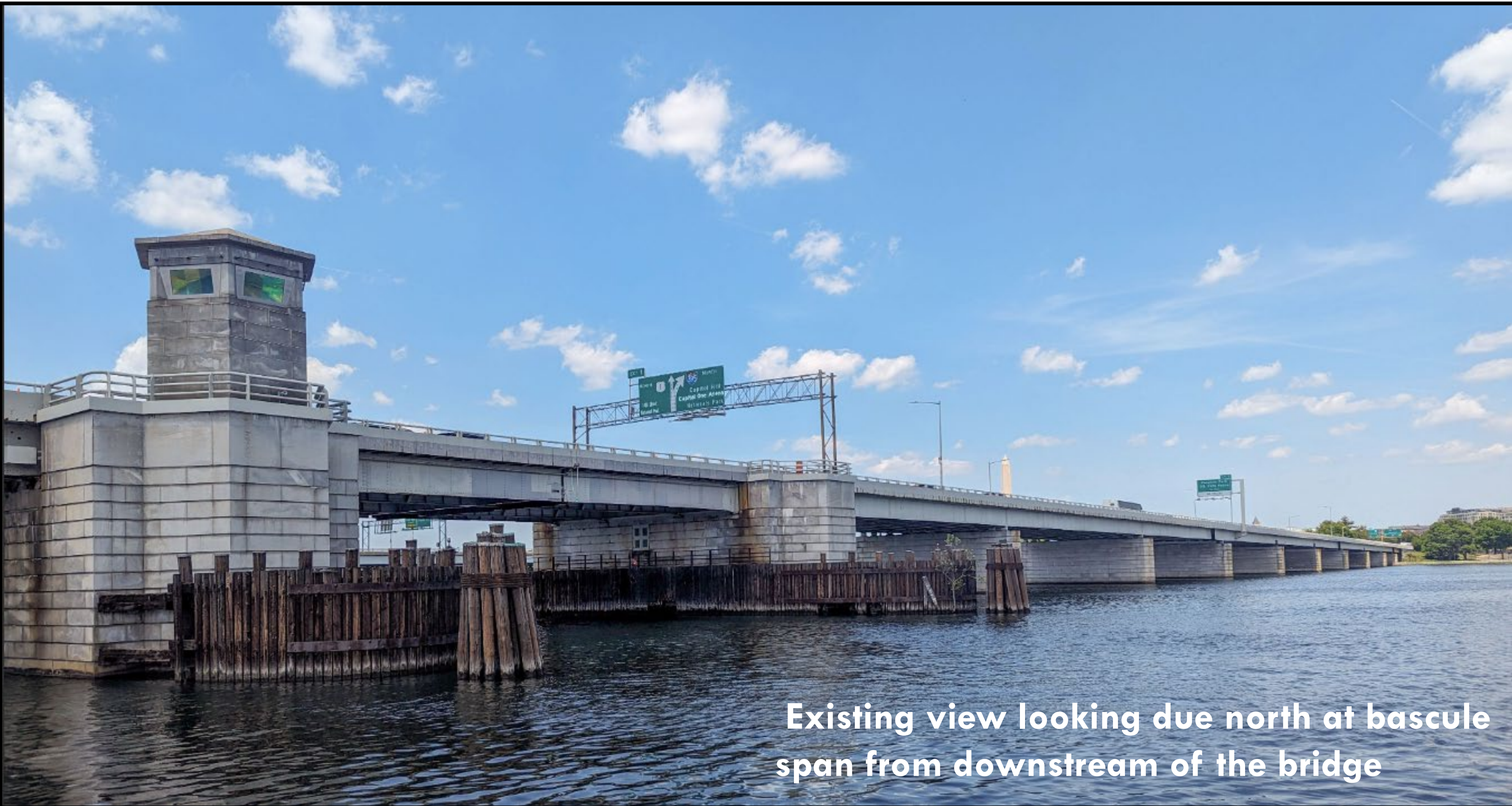
Source: Google



Source: DDOT



Source: DDOT

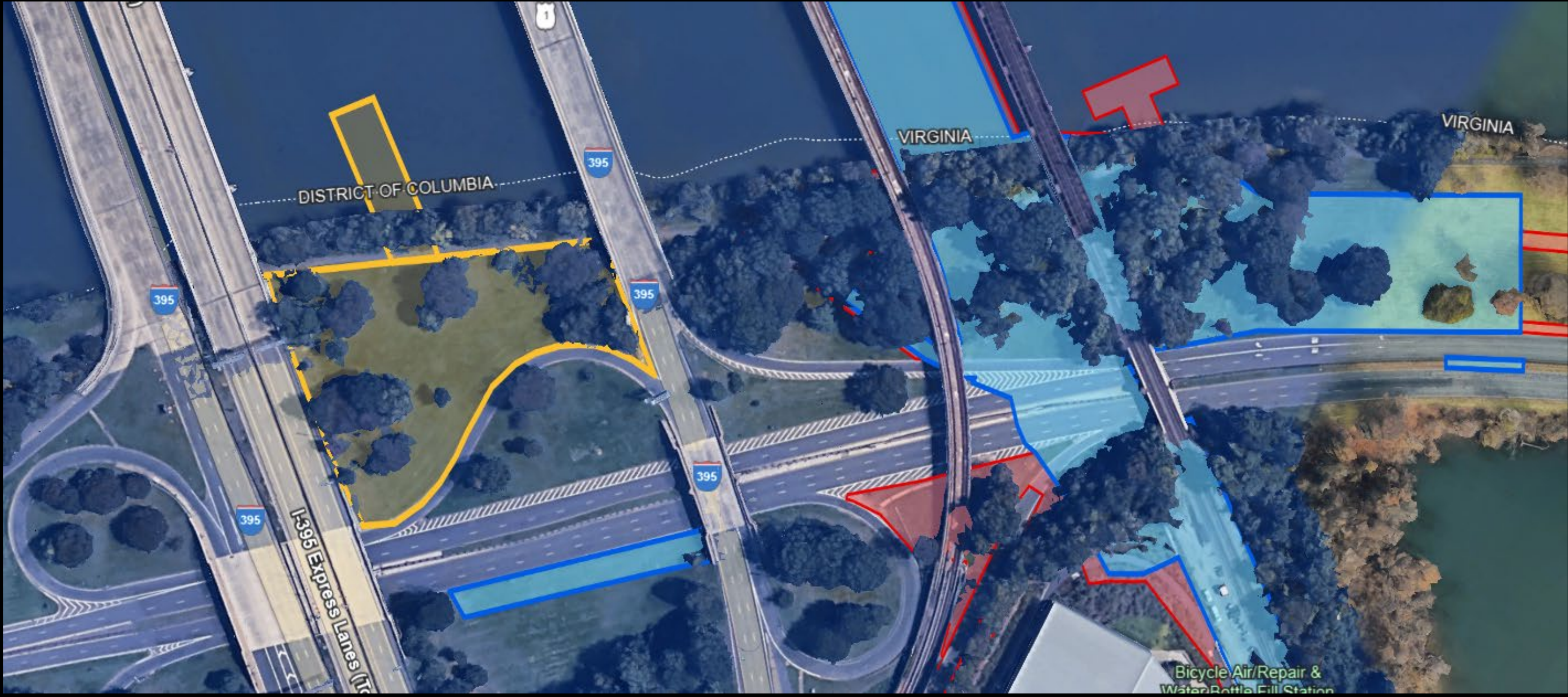


Existing view looking due north at bascule span from downstream of the bridge



Rendered view looking due north at bascule span from downstream of the bridge

Proposed Staging Areas



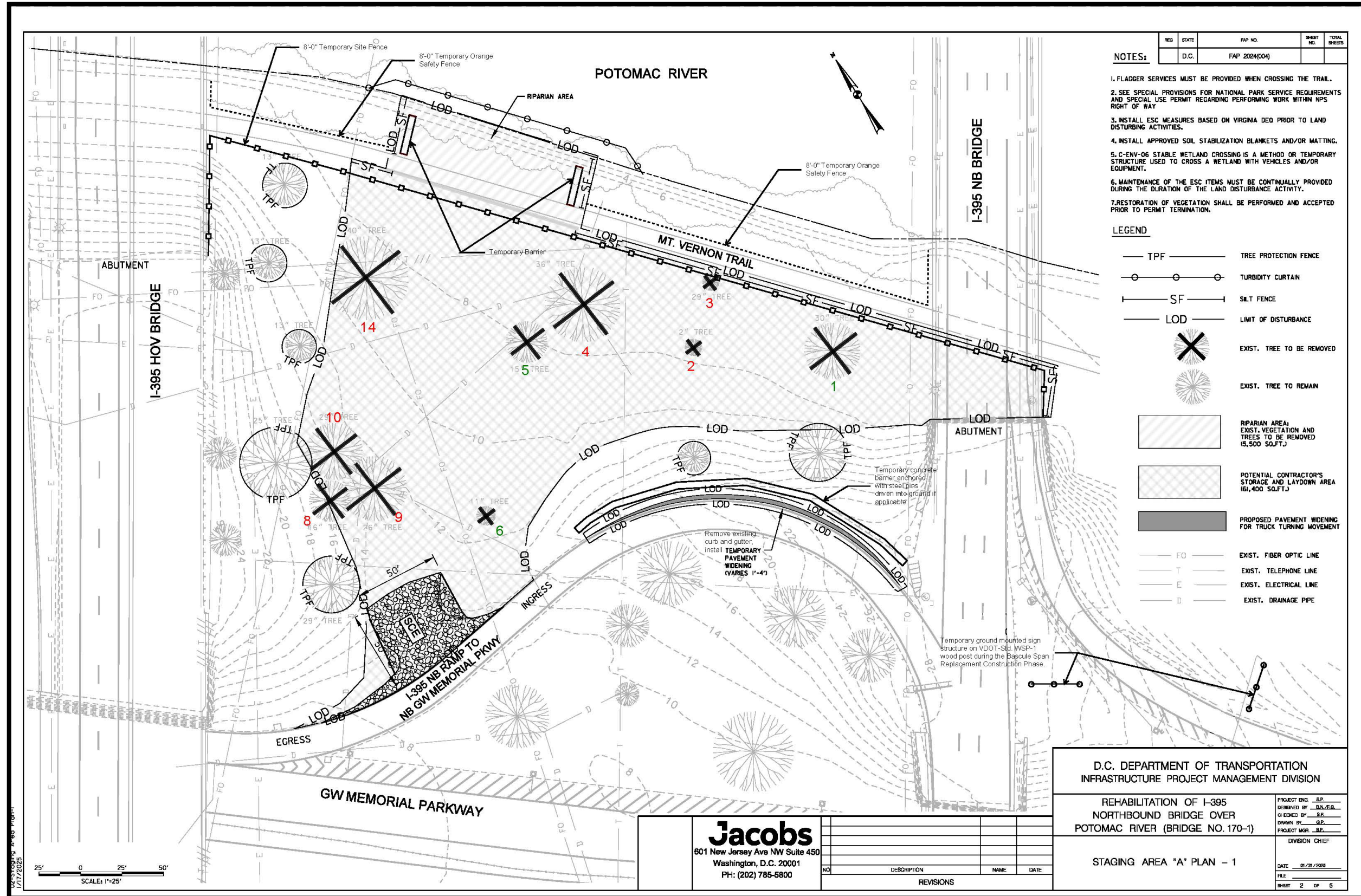
Denotes Proposed I-395 Staging Area A

Denotes DRAFT Long Bridge Staging Areas

Source: Google

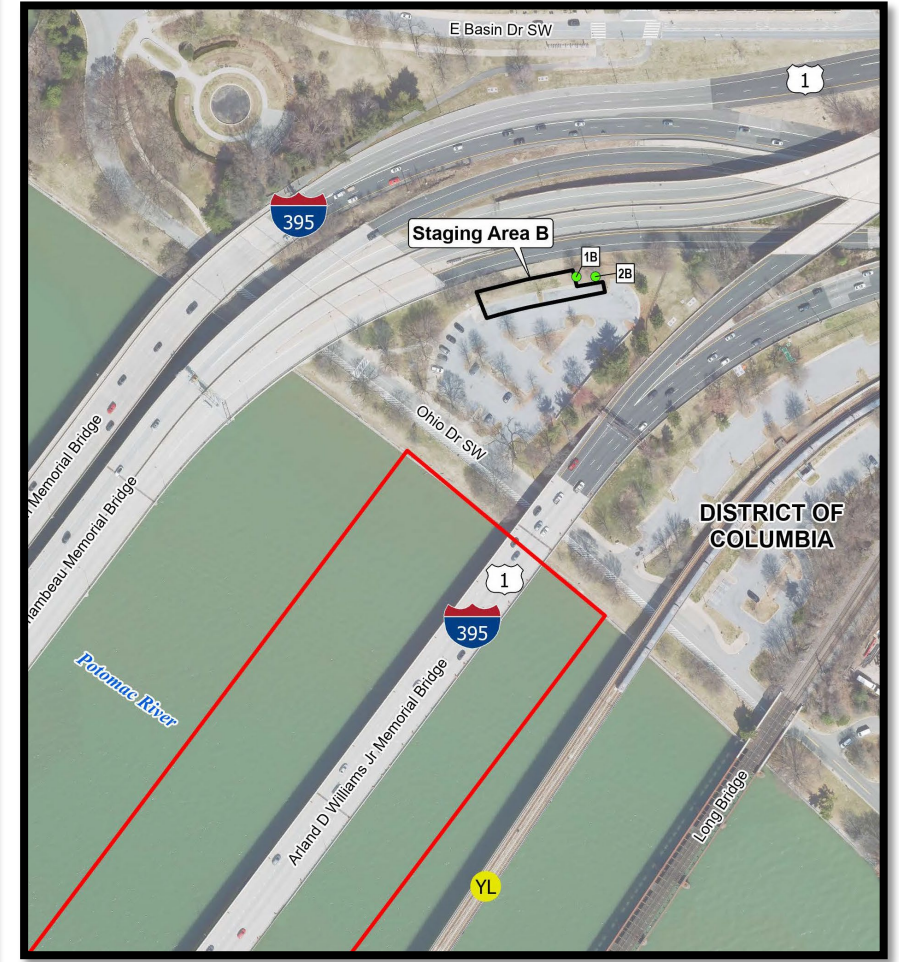
Proposed Staging Area A - NPS GWMP

- Access to river required to replace bascule span.
- Site area minimized to reduce tree removal.
- 10 trees in grass area requested to be removed.
- Arborist survey 12/2024.
- Ongoing NPS consultation.



Proposed Staging Area B - NPS NAMA

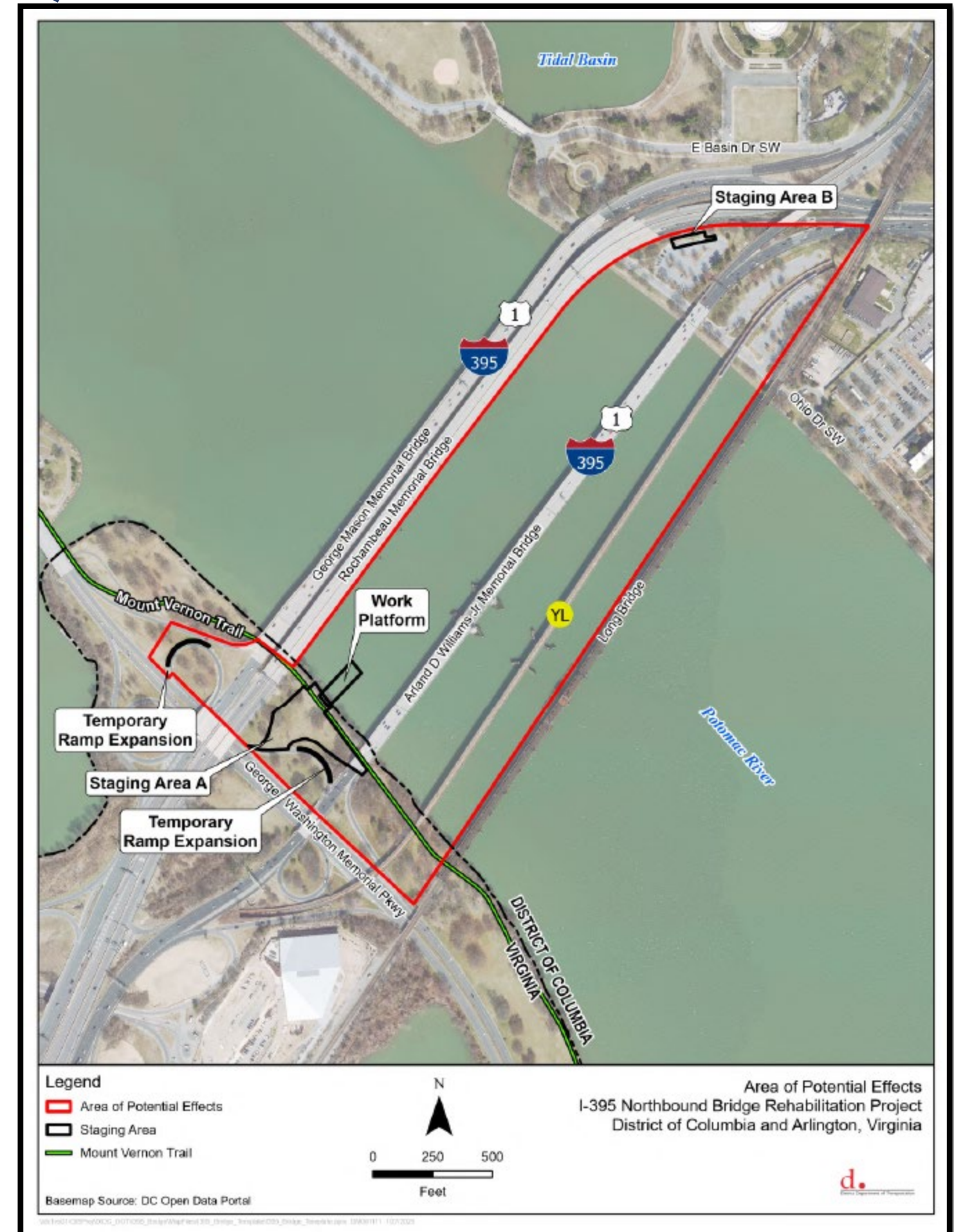
- 2 mobile trailers for offices.
- 19 parking spaces.
- 2 trees surveyed.
- Tree trimming may be required.
- Ongoing NPS consultation.



Section 106
National Historic Preservation Act
(54 U.S.C. Section 306108)

Area of Potential Effects (APE) (36 CFR 800.16(d))

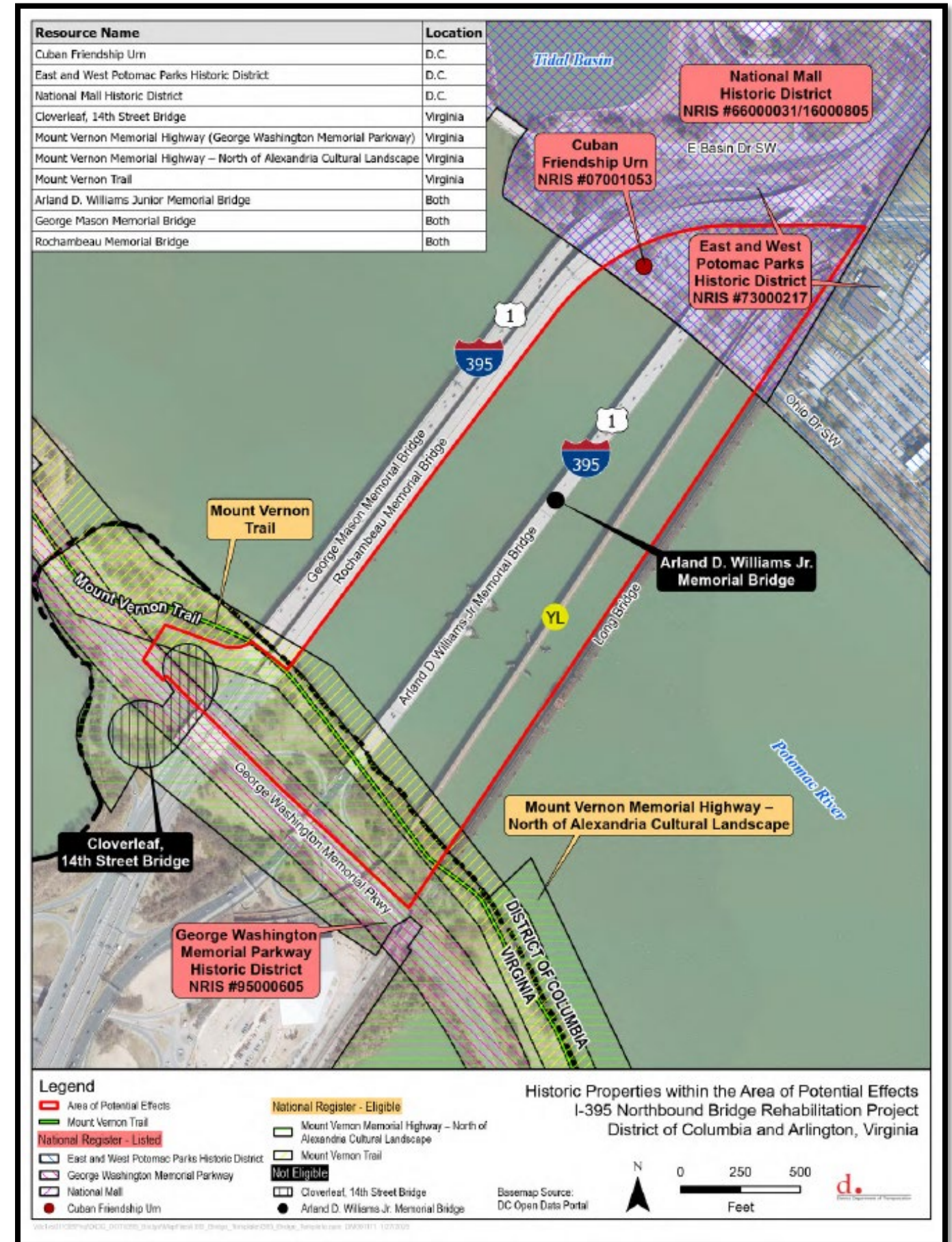
- Proposed 67.23-acre APE includes 55.95 acres in Washington, D.C. and 11.28 acres in Virginia.
- APE is the area where “the undertaking may directly or indirectly cause alterations in the character or use of historic properties” (36 CFR 800.16(d)).
- The APE includes ground disturbances from excavation, grading, utility installation, staging areas, access routes, temporary vehicular ramp expansions, and auditory, atmospheric, or visual changes from vertical and horizontal construction for the Project.
- APE is bounded by existing horizontal and vertical infrastructure that limits the Project’s visibility in the viewshed.



Identification of Historic Properties

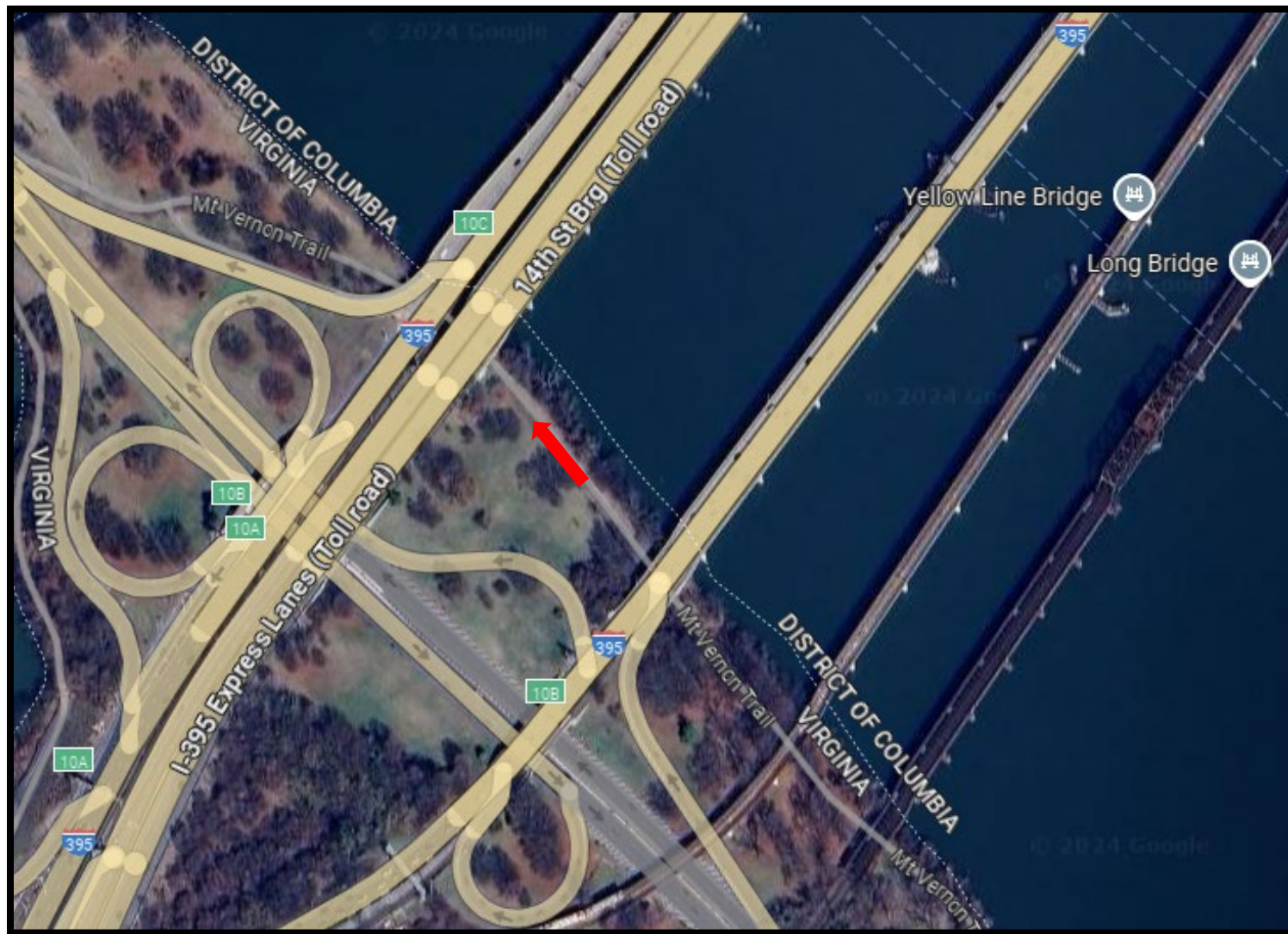
(36 CFR 800.4)

- No archaeological investigation is warranted due to limited ground disturbances being proposed in previously disturbed soils.
- Architectural survey and literature review completed in APE.
- Determination of Eligibility for I-395 NB Bridge completed for DCSHPO.
- I-395 NB Bridge (Arland D. Williams, Jr. Memorial Bridge) is not eligible (individually or contributing to a district) for the National Register of Historic Properties (NRHP).
- 6 historic properties are identified in the APE (3 in Washington, D.C., and 3 in Arlington, Virginia).



Mount Vernon Trail – Virginia

- NRHP-eligible
- Date of construction: 1972
- NRHP-eligible under Criterion A and C
- Period of significance not provided; assumed to be 1972 which corresponds to the Trail's construction date.
- **Temporary Occupancy: Minor impacts to Trail operations during construction**



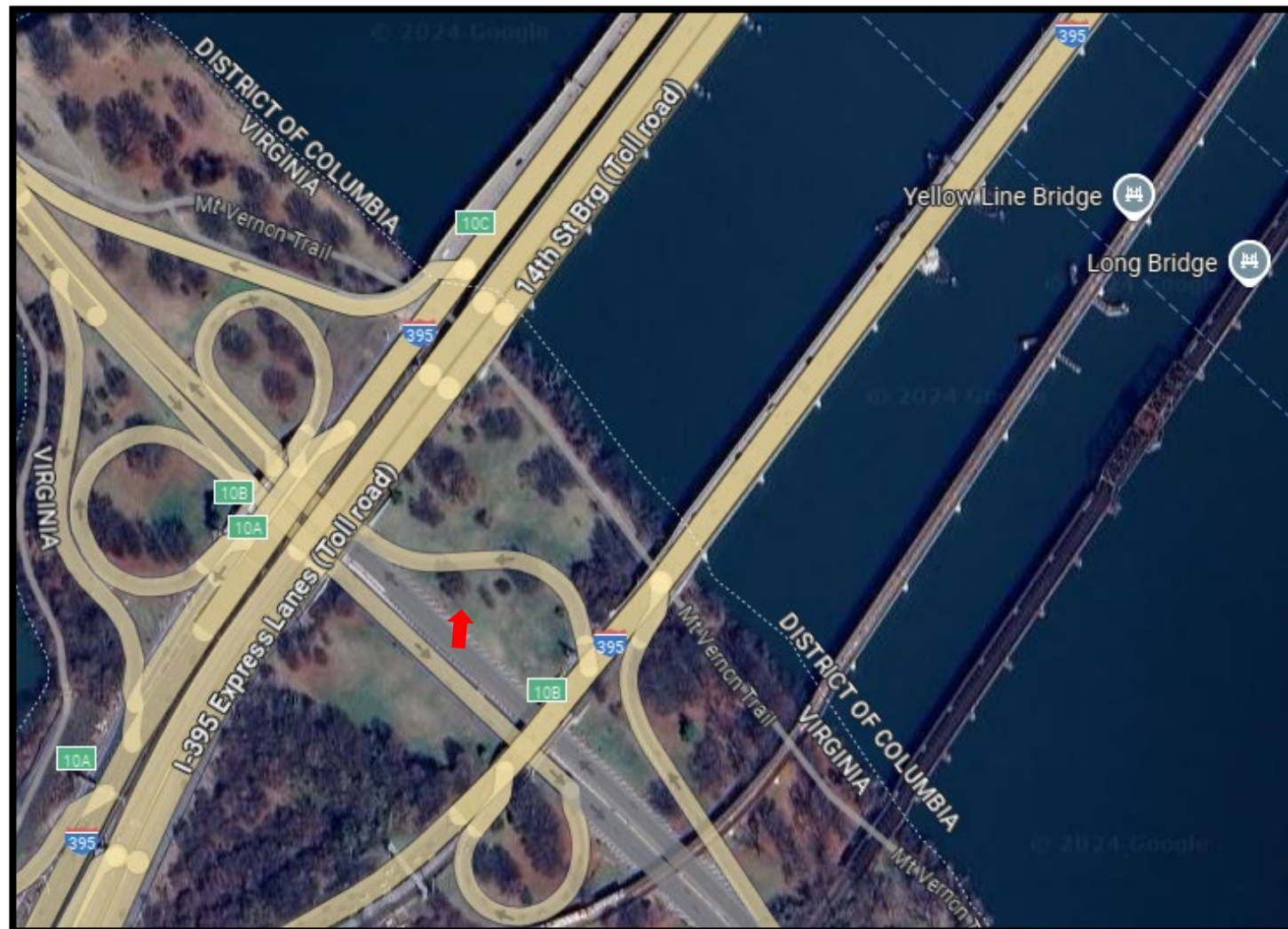
2025 aerial photograph, red arrow denotes direction of photograph
Source: Google, 2025 aerial



Mount Vernon Trail viewed to the northwest towards the Rochambeau Bridge
Source: Jacobs, December 2024

Mount Vernon Memorial Highway/ George Washington Memorial Parkway - VA

- NRHP-listed
- Date of construction: ca. 1929
- NRHP-listed under Criteria A, B and C: first parkway constructed and maintained by the U.S. government
- Period of significance is 1929 through 1932 (1981 NRHP nom.) and 1930 through 1966 (1995 NRHP nom.).
- **Temporary Occupancy - Proposed Staging Area A: Minor ground disturbance and tree removal**



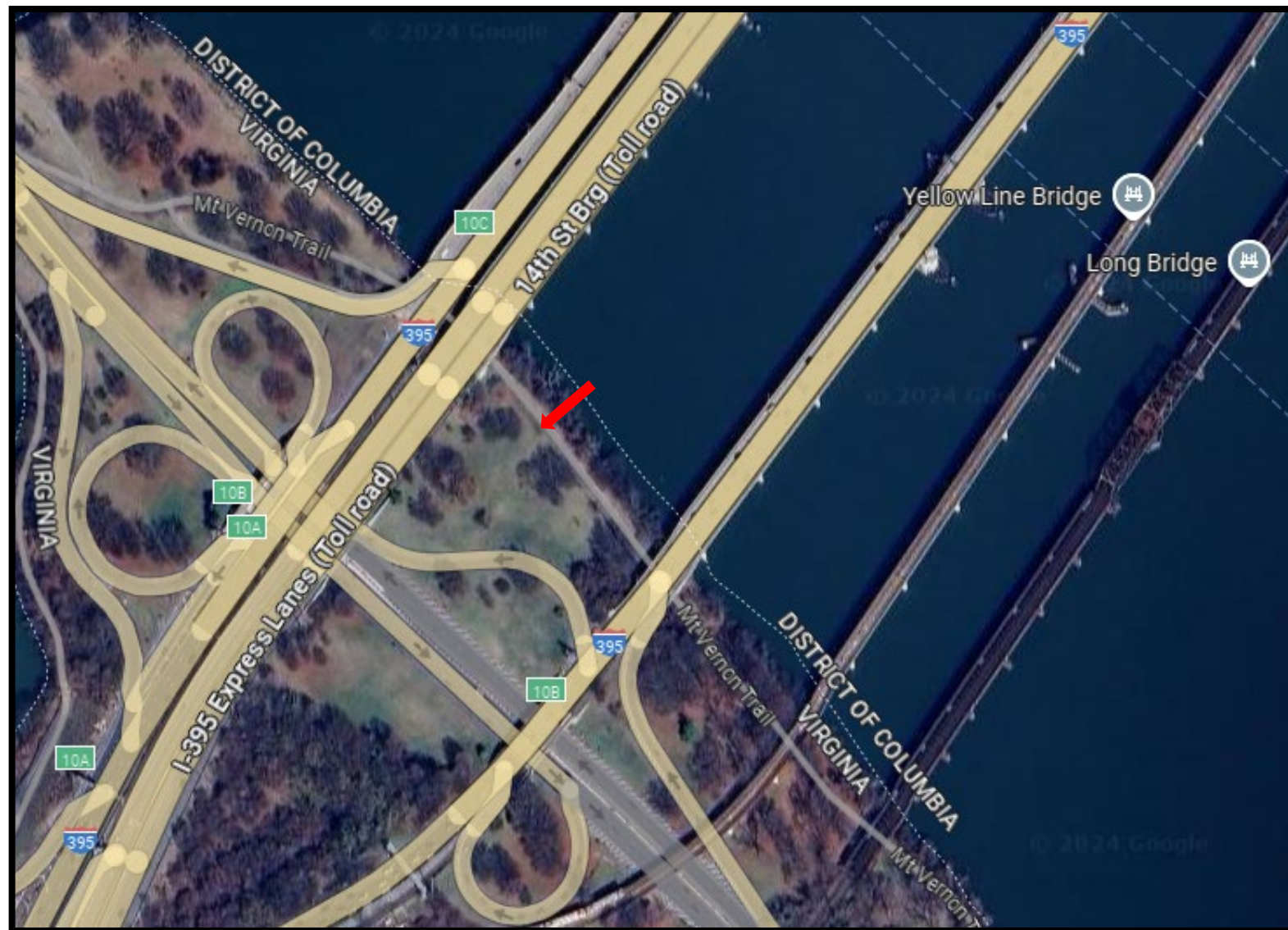
2025 aerial photograph, red arrow denotes direction of photograph
Source: Google, 2025 aerial



View to the north from the Mount Vernon Memorial Highway, towards
proposed Staging Area A
Source: Google, May 2024

Mount Vernon Memorial Highway North of Alexandria Cultural Landscape - VA

- NRHP-eligible
- Date of construction: ca. 1929
- NRHP-eligible and nationally significant under Criteria A, B, and C
- Period of significance: 1929 through 1972
- **Temporary Occupancy - Proposed Staging Area A: Minor ground disturbance and tree removal**



2025 aerial photograph, red arrow denotes direction of photograph

Source: Google, 2025



Source: Jacobs, December 2024

National Mall Historic District – Washington, D.C.

- NRHP-listed
- Date of construction: 19th century
- Criteria are not specified in the 1981 National Register nomination; however, it appears eligible under Criteria A, B, and C.
- Period of significance: 1791-1976
- **Temporary Occupancy for Proposed Staging Area B**



2025 aerial photograph, red arrow denotes direction of photograph
Source: Google, 2025 aerial



View southeast from within National Mall Historic District, George Mason Memorial Bridge visible (red arrow) Source: Google, November 2024

East and West Potomac Parks Historic District – Washington, D.C.

- NRHP-listed
- Date of construction: 1897-1920s
- The 1973 NRHP nomination does not specify specific criteria; however, this resource appears to be listed under Criterion A and C.
- Period of significance according to the 1973 NRHP nomination is 1897 through 1973.
- **Temporary Occupancy for Proposed Staging Area B**



2025 aerial photograph, red arrow denotes direction of photograph

Source: Google, 2025 aerial



View northwest from within NRHP-listed East and West Potomac Parks Historic District/National Mall Historic District

Source: Google, November 2024

Cuban Friendship Urn – Washington, D.C.

- NRHP-listed
- Date of construction: 1928, moved to its current location in 1997
- NRHP-listed under Criteria C, and Criterion Consideration B as a moved property
- Period of significance: 1928
- **Temporary Occupancy for Proposed Staging Area B**

All photos taken within the NRHP-listed East and West Potomac Parks Historic District and NRHP-listed National Mall Historic District



View south from the NRHP-listed Cuban Friendship Urn
Source: Jacobs, May 2024



View northeast towards the Cuban Friendship Urn, proposed Staging Area B identified in background (red arrow). Source: Jacobs, May 2024

Summary of Section 106

- FHWA/DDOT sent DC SHPO and VDHR No Adverse Effect letters on 12/5/2024.
 - Both the DC SHPO (email 12/19/24) and VDHR (letter 1/3/2025) requested additional information.
 - DC SHPO requested meeting with consulting parties (NCPC, NPC, CFA, VDHR, NPS, DCAH). This meeting was held on 1/28/25.
 - VDHR requested more information about the Mount Vernon Memorial Highway North of Alexandria Cultural Landscape. DDOT met with NPS and VDHR 1/13/25 and 1/23/25.
- FHWA/DDOT will update effects assessment for historic properties in Virginia requested in the 1/23/25 meeting with NPS and VDHR.

Next Steps

- NCPC Preliminary Review at 3/6/25 NCPC Meeting
- CFA Concept Review at 2/20/25 CFA Meeting
- Section 106: Complete consultation by 3/31/25
- NEPA: Complete CE-2 by 3/31/25



Image from DDOT Historic Collection

Project Advertisement Timeline

- **October 15, 2024** - DDOT Industry Day
- **January 3, 2025** - The RFQ was advertised.
- **Summer 2025** - RFP is anticipated to be advertised.
- **September 2025** - **Obligation deadline.**
- **Winter 2025/2026** - NTP issued to selected Design-Build Contractor.
- **Spring 2026** - Design-Build Contractor to attain project permits.
- **Spring/Summer of 2026** - Construction is anticipated to start.
- **Spring/Summer of 2028** - Construction is anticipated to end.



Rendered View



District Department of Transportation

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