

8/31/16

record of decision

U.S. Department of the Interior National Park Service South Capitol Street Project

Introduction

The District of Columbia Department of Transportation (DDOT) is proposing the South Capitol Street Project (the Project), in cooperation with the Federal Highway Administration (FHWA). The two agencies serve as the local and lead agencies, respectively, for project compliance with the National Environmental Policy Act (NEPA), as amended. The Project's NEPA compliance included preparation of a *Draft Environmental Impact Statement / Section 4(f) Evaluation* (DEIS), which was approved in February 2008; a *Final Environmental Impact Statement / Section 4(f) Evaluation* (FEIS), which was approved in March 2011; a Supplemental Draft Environmental Impact Statement / Section 4(f) Evaluation (SDEIS), which was approved in December 2014; and a combined FHWA *Record of Decision* and Supplemental Final Environmental Impact Statement / Section 4(f) Evaluation (ROD/SFEIS), which was approved in August 2015 (Appendix A). A combined Record of Decision and Final Environmental Impact Statement are allowed under Section 1319(b) of the Moving Ahead for Progress in the 21st Century Act (MAP-21).

The National Park Service (NPS), U.S. Navy (USN), U.S. Army Corps of Engineers (USACE), U.S. Coast Guard (USCG), National Capital Planning Commission (NCPC), and District of Columbia Department of Energy & Environment (DDOEE) (previously District Department of the Environment) are all serving as cooperating agencies for the Project. As a cooperating agency, and in accordance with the CEQ regulations (40 CFR 1501.6), NPS actively participated in the NEPA process for the Project concurred with FHWA's *de minimis* impact determination (Appendix B).

FHWA signed its *Record of Decision* on August 13, 2015 fulfilling its NEPA requirements for the Project. The Selected Alternative is the Revised Preferred Alternative as described in the ROD/SFEIS. The Selected Alternative also serves as the NPS Environmentally Preferred Alternative, as it represents that alternative that would cause the least damage to the environment and best protects NPS resources, as noted in the NPS Non-impairment Determination (Appendix C). It includes the reconstruction of South Capitol Street, including replacement of the Frederick Douglass Memorial Bridge (FDMB), from Firth Sterling Avenue, SE to D Street and the Suitland Parkway from Martin Luther King, Jr. Avenue, SE to South Capitol Street. The South Capitol Street will be reconfigured into an urban boulevard providing a grand, scenic gateway to the nation's capital (Appendix D). As documented in the ROD/SFEIS, the Selected Alternative meets the purpose and need for the Project. All practicable means to avoid and minimize environmental harm have been adopted. The estimated cost of the Selected Alternative is \$1.033 billion.

The FHWA decision was based upon full consideration of information contained in the DEIS, FEIS, SDEIS and the ROD/SFEIS. The decision was also based on public hearings held on March 4 and 5, 2008 and January 22, 2015; public meetings held on April 26 and 28, 2011, July 30, 2013, May 15, 2014; public and agency comments; other alternatives considered; and environmental consequences. The environmental review process for this action is in full compliance with NEPA, the Council on Environmental Quality regulations, and all other applicable federal regulations.

After consultation with FHWA and DDOT, review of the ROD/SFEIS and other NEPA documentation, NPS, in accordance with 43 CFR 46.120, is adopting the South Capitol Street Project SFEIS and making its decision to authorize the use of land within National Capital Parks - East as described in this NPS ROD. The SFEIS fulfills the requirements of NEPA, the applicable regulations, and it meets the policies set forth in NPS's Director's Order 12, Conservation Planning, Environmental Impact Analysis and Decision-Making, and accompanying Handbook.

This *Record of Decision* (ROD) was prepared exclusively for the NPS and will allow DDOT to:

- Reconstruct the Anacostia Drive entrance, which would include a new roadway, shared use paths, landscaping and associated drainage, within Anacostia Park and remove remnant transportation facilities that would no longer be needed; and to
- Construct, operate, and maintain a crossing of the Anacostia River from South Capitol Street, including the construction of the new FDMB, as well as the demolition of the existing FDMB.

These approvals are conditioned on DDOT's implementation of the commitments contained in the ROD/SFEIS, and this ROD that relate to the Project's impacts on Anacostia Park. The decision made by NPS and documented herein is the culmination of consultation efforts between NPS, FHWA, and DDOT in the NEPA process, as well as in Section 106 consultation under the National Historic Preservation Act of 1966 (NHPA), as amended, and Section 4(f) of the U.S. Department of Transportation Act, 49 USC 303(c). For Section 106, the NPS served as a

consulting party. For Section 4(f), the NPS and the State Historic Preservation Office served as joint officials with jurisdiction with regards to Anacostia Park.

This ROD includes a brief description of the Project's purpose and need; Project background information, in particular information about Anacostia Park and Anacostia River, which are under NPS jurisdiction; a brief description of the Project, including the Selected Alternative and synopses of other alternatives that were considered but rejected; a statement of the NPS decision and the basis for the decision, including the Non-Impairment Determination; a description of measures to minimize and mitigate environmental harm to Anacostia Park and Anacostia River; and an overview of public involvement and agency consultation in the decision-making process. Attachments to this ROD include:

1. Attachment A: FHWA ROD, which includes the Section 106 Amended and Restated Memorandum of Agreement, the Updated Section 4(f) Net Benefit Agreement, and the Environmental Commitments
2. Attachment B: Section 4(f) *De Minimis* Concurrence for Anacostia Park
3. Attachment C: Determination of Non-Impairment
4. Attachment D: Figures and Maps of Selected Alternative

Purpose and Need

The FHWA and DDOT purpose of the South Capitol Street Project is to improve safety, multimodal mobility and accessibility, and support economic development. The Project would transform the existing corridor into an urban gateway to the U.S. Capitol and District of Columbia's Monumental Core. Transportation improvements were identified to incorporate long-term environmental sustainability and context sensitive design. Specifically, the project addresses the following needs.

- **Safety:** The design and deteriorating condition of the transportation infrastructure in the corridor results in poor safety conditions for motorists, bicyclists, pedestrians, and transit riders.
- **Mobility:** The lack of critical regional roadway connections and facilities for bicyclists and pedestrians support the need to improve mobility in the South Capitol Street Corridor.
- **Accessibility:** Several key destinations in or adjacent to the corridor are difficult to reach using the existing transportation infrastructure. Grade separations, median barriers, and ramp and intersection configurations limit access to activity centers for motorists, bicyclists, pedestrians, and transit riders.

- **Economic Development:** The density of employment and residential development forecasted for the area highlights the need to support economic growth. Public investments have increased employment and will stimulate additional private investment in new residential, office, and retail developments. As economic development continues to occur within the Project Area, additional demand will continue to be placed on transportation infrastructure to meet future transportation needs.

The NPS purpose of the South Capitol Street project action is to respond to the applicant's (FHWA and DDOT) expressed need, as stated above, which occur within lands of NPS jurisdiction.

Background

As growth in the District migrated outward from the highly developed downtown and Monumental Core, the area surrounding the Anacostia River has been the focus of a sustained planning and development effort. The South Capitol Street Corridor has been a key part of that effort. Several federal and District agencies that own or control land along the Anacostia River formed a partnership through the Anacostia Waterfront Initiative (AWI) to define the vision for the Anacostia Waterfront in the future, which identified South Capitol Street as a civic gateway to central Washington providing a mix of shopping, housing, and offices. The AWI also proposed replacing the FDMB with a new six-lane span that would also accommodate pedestrians and bicycles. Improvements to South Capitol Street, including replacing FDMB, were proposed in the DEIS and FEIS.

Following approval of the FEIS in March 2011, the proposed alignment for the new FDMB was reevaluated. From this reevaluation, several potential risks to the Project schedule resulting from constructing the FEIS Preferred Alternative and the proposed new FDMB were identified. These risks led DDOT to revise the alignment of the proposed FDMB to be parallel with and directly adjacent to the south side or downstream from the existing bridge superstructure. The change in bridge alignment led DDOT to revise the east side approach to the new bridge. Instead of a traffic circle at the east approach to the new bridge, a traffic oval similar in size and orientation to the proposed traffic oval at the west approach to the new bridge will be constructed. These and other changes led to the development of the Revised Preferred Alternative, which was evaluated in the SDEIS and SFEIS.

Project impacts are expected to occur to Anacostia Park and the riverbed of the Anacostia River. Descriptions of these resources are provided below.

Anacostia Park

Anacostia Park was created through the Anacostia River Flats Act of 1924. A seawall was constructed along the riverbanks, and adjacent tidal mudflats were backfilled to create much of the park that exists today. The NPS obtained jurisdiction of a portion of the park in 1933. The area of the park adjacent to the FDMB was acquired by NPS through a Transfer of Jurisdiction

(Office of the Surveyor for the District of Columbia in Book 146 Page 20 for Reservation No. 343C [Section C]) from the District of Columbia on August 6, 1964. It was stipulated in that agreement that the District of Columbia “retains the right to enter upon the area hereby transferred for the purpose of maintain the South Capitol Street Bridge structures.”

Recreational and park features within Section C, commonly known as Poplar Point, include open space with public access along the river’s edge and athletic fields on the northeast corner. Non-park or non-recreational uses in Poplar Point include the NPS complex, which includes U.S. Park Police facilities, and restricted areas containing contaminated materials from past uses. Roadway access into Poplar Point is provided from Good Hope Road, Howard Road, Anacostia Drive, and Suitland Parkway. The park is also near the Anacostia Metrorail Station.

In addition to its recreational resources, Anacostia Park is considered to be historically significant because it provides the opportunity to observe the history of the nation’s policies on rivers from pre-Columbian times to present. Created from mud flats during the early 20th century, it was an integral part of the 1902 McMillan Plan (formally known as the ‘The Improvement of the Park System of the District of Columbia’, Senate Report No. 166, 57th Congress, 1st Session). In 1932 it became the Bonus Army’s base of operation and a shantytown was established. Later, a golf course was constructed on the site for African Americans to forestall desegregation of public facilities. The park also serves as a model for the use of floodplains as natural features to maintain water quality and reduce the risks of flooding. Anacostia Park is eligible for the National Register of Historic Places, and therefore, the property is also a Section 4(f) resource as an historic property.

Anacostia River

The Anacostia River is a navigable waterway and perennial tributary to the Potomac River. Water quality of Anacostia River is poor for both ecological and human health. Lower Anacostia River, from below the John Phillip Sousa Bridge (Pennsylvania Avenue SE) to the mouth of the Potomac River, was listed as an “Impaired Water” by U.S. Environmental Protection Agency in 2010 for Use Classes B (secondary contact recreation and aesthetic enjoyment) and D (protection of human health related to consumption of fish and shellfish). It was also considered a high priority for total maximum daily loads (TMDL) development for oil and grease and trash. The Anacostia River, as a whole, has three approved TMDLs for organics and metals, biological oxygen demand, and total suspended solids. Despite the establishment of the TMDLs, recent water quality monitoring does not indicate appreciable improvements and has varied from year to year. However, updated regulations, construction technologies, and best management practices (BMPs) provide encouragement that the water quality of the Anacostia River will improve in the future. For example, the DC Water and Sewer Authority (DC Water) is currently constructing “Clean Rivers” projects that are meant to address the problem of discharges of raw sewage into the river during major rainfall events.

On the river bottom, there is little evidence of submerged aquatic vegetation beds within the entire tidal Anacostia River, including the South Capitol Street Project area. Also, benthic macroinvertebrate life in the Anacostia River is severely diminished and communities are rated

as severely degraded. The clams and mussels found within the nearby Potomac River are missing in the Anacostia River due to sediment toxicity and contaminants. Similarly, fish diversity in the Anacostia River is lower than in the Potomac River. Several fish species that were historically abundant in the Anacostia River now rarely occur. However, fish resources in the Anacostia River are improving for several game fish species, including largemouth bass (*Micropterus salmoides*), smallmouth bass (*Micropterus dolomieu*), striped bass (*Morone saxatilis*), and yellow perch (*Perca flavescens*).

Scope of NPS Responsibility

The Selected Alternative for the Project, as described in the ROD/SFEIS, proposes construction activities on lands in NPS jurisdiction, which include: (1) the reconstruction of the Anacostia Drive entrance to Anacostia Park; and (2) the construction, operation, and maintenance of a new FDMB, and the removal of the old FDMB. As described below, NPS's role is to recognize the terms set forth in the Transfer of Jurisdiction from the District of Columbia to NPS as described in Office of the Surveyor for the District of Columbia in Book 146 Page 20 for Reservation 343C which allows DDOT entry to lands within NPS jurisdiction to maintain the bridges and to decide how to condition DDOT to implement these construction activities while considering the access and recreation needs of the park.

NPS Decision (Selected Action)

This ROD will allow DDOT, through the issuance of a Special Use Permit (to describe the conditions necessary to implement the construction activities) and in recognition of terms set forth in the Transfer of Jurisdiction from the District of Columbia to NPS as described in the Office of the Surveyor for the District of Columbia in Book 146 Page 20 for Reservation 343C, to:

- Reconstruct the Anacostia Drive entrance, which would include a new roadway, shared use paths, landscaping and associated drainage, within Anacostia Park and remove remnant transportation facilities that would no longer be needed; and to
- Construct, operate, and maintain a crossing of the Anacostia River from South Capitol Street, including the construction of the new FDMB, as well as the demolition of the existing FDMB.

The NPS will maintain jurisdiction of the reconstructed access road and the shared use paths within the park boundary. NPS will be responsible for the maintenance of the reconstructed access road, landscaping, lighting and other Project elements within the park property after construction is completed. NPS and DDOT will be jointly responsible for the new shared-use paths that represent a new segment of the Riverwalk Trail, per the March 2013 Memorandum of Understanding between NPS and DDOT.

Selected Alternative Description

The Selected Alternative is the Revised Preferred Alternative identified in the SDEIS and the ROD/SFEIS. This is also the environmentally preferable alternative and incorporates all practicable means to avoid or minimize environmental harm and addresses the purpose and need for the Project.

The design elements of the Selected Alternative are as follows:

- South Capitol Street will be rebuilt as a six-lane boulevard with a landscaped median west of the Anacostia River. This will include reconstruction of the at-grade intersections at I, N, O, P, K, and L Streets, and the conversion of the existing grade-separated intersection at South Capitol Street / M Street into an at-grade intersection. Streetscape improvements will be included along the section of South Capitol Street north of I-695.
- Streetscape improvements along New Jersey Avenue SE between M Street SE and D Street SE.
- The I-695 / South Capitol Street interchange will be reconstructed. The existing ramp from northbound South Capitol Street to eastbound I-695 will be converted to an at-grade intersection. The eastbound I-695 ramp to southbound South Capitol Street will be converted to an urban interchange ramp with South Capitol Street.
- The alignment for the new FDMB will be shifted parallel to and directly adjacent to the south side or downstream from the existing bridge superstructure. Unlike the existing bridge, the new bridge will be a fixed span structure rather than a movable span structure.
- The alignment for the new FDMB will require demolition of the northern structure of two piers and associated mooring and breasting structures that are located on the west bank of the Anacostia River to the south of the existing bridge. These piers are inactive remnants of an earlier fuel storage facility and are no longer in use.
- Traffic ovals of approximately 250 feet by 555 feet in size will be placed at the both the western and eastern approaches to the new bridge. Both ovals will be oriented in the same direction. Construction of the west oval will require acquisition of additional right-of-way. The east traffic oval will be located entirely within the existing DDOT right-of-way. The west oval will connect South Capitol Street, Potomac Avenue and Q Street SW. The east oval will connect with the realigned South Capitol Street and Suitland Parkway, and provide a direct roadway connection with the Poplar Point section of Anacostia Park, including its shared-use paths.
- The existing Suitland Parkway/I-295 interchange will be converted into a modified diamond with a two-lane loop ramp for I-295 southbound at Suitland Parkway, and a new traffic signal at the merge point with Suitland Parkway. Ramp B (southbound I-295

to westbound Suitland Parkway) would eliminate the existing condition of southbound I-295 motorists using Howard Road SE to access northbound South Capitol Street.

- A section of the I-295 Bridge over Firth Sterling Avenue SE and an inactive railroad right-of-way will be replaced. In addition, the I-295 Bridge over Howard Road SE will be widened.
- The existing pedestrian over-pass bridge over Suitland Parkway between Barry Farms and Stanton Road SE will be reconstructed. In addition, a new pedestrian/bike trail will be provided along Suitland Parkway up to the existing trailhead at Stanton Road SE.
- The Martin Luther King, Jr. Avenue SE overpass at Suitland Parkway will be converted into an urban diamond interchange. Retaining structures to support the new ramps will tie into the existing, historic, bridge which will remain in place. The Suitland Parkway pedestrian/bike trail will be extended from the existing trailhead at Stanton Road through to Firth Stirling Avenue. Construction of the new interchange will eliminate the existing Suitland Parkway ramp connections with Sheridan Road SE and Stanton Road SE.

The fixed span of the new bridge will provide a minimum vertical clearance of 42 feet below the structure and a horizontal clearance of 150 feet, which will accommodate 99.8 percent of current and projected future vessel traffic on the Anacostia River. The new bridge will support six travel lanes (three lanes in each direction), and bicycle/pedestrian paths on both sides of the bridge. The visual appearance of the new bridge will in part be determined through a visual quality management process incorporated as part of the overall contractor selection process.

Implementation of the Selected Alternative would be organized by geographic segments (numbered 1 through 5) for construction planning purposes. At a total estimated cost of \$1.033 billion, the entire Project would not be constructed under a single construction contract. Each segment has logical termini and independent utility. The locations of the segments are as follows.

- **Segment 1:** Areas immediately west and east of the Anacostia River (includes a new bridge and traffic ovals on both sides of the river).
- **Segment 2:** I-295 and the area where Suitland Parkway connects with South Capitol Street.
- **Segment 3:** Suitland Parkway east of Firth Sterling Avenue.
- **Segment 4:** South Capitol Street from N Street to D Street.
- **Segment 5:** New Jersey Avenue SE between M Street SE and D Street SE.

See Section 2.3 of the Supplemental FEIS for further information on the description of the Selected Alternative.

Anacostia Park

The Selected Alternative will require a permanent incorporation of park property into a transportation project due to the construction of an access road and two shared use paths within the Poplar Point area of Anacostia Park. The Selected Alternative will reconstruct an existing single-lane one-way access road that links Suitland Parkway and I-295 (via Howard Road) to Anacostia Drive SE. The new access road will provide one lane in each direction. It will connect the northeast leg of the east traffic oval with Anacostia Drive. The cross sectional width of the new access road will be approximately 46 feet wide, and would consist of:

- Two opposite direction lanes, each 11 feet wide for a total width of 22 feet;
- Two 8-foot wide shared use paths located on both sides of the roadway; and
- Four feet wide green space between the roadway and the shared use paths.

The shared use paths, which will be suitable for pedestrians and cyclists will connect the River Walk Trail in the park with the South Capitol Street shared use paths.

In addition, the Selected Alternative will remove other existing ramps linking Anacostia Drive SE to South Capitol Street as they will no longer be needed, resulting in a net loss of road pavement. The proposed roadway access will introduce approximately 0.52 acres of impervious surfaces within Anacostia Park. Approximately half of this area is already an impervious surface. The Project will remove approximately 0.75 acres of impervious surfaces within Anacostia Park. Therefore, within the park the Selected Alternative will increase green space by approximately 0.5 acres. The connecting ramps within the adjacent DDOT right-of-way will also be removed and converted to green space. The net effect will be a larger contiguous green space at the gateway to the park. Other elements of the access road include landscaping, drainage and other roadway accoutrements, such as street lamps, as required by NPS for park roads. In the ROD/SFEIS DDOT agreed to provide signage in accordance with NPS standards on DDOT right-of-way informing motorists about access into Anacostia Park.

The NPS will maintain jurisdiction of the reconstructed access road and the shared use paths within the park boundary. NPS will also be responsible for the maintenance of the reconstructed access road, landscaping, lighting and other Project elements within the park property after construction is completed. NPS and DDOT will be jointly responsible for the new shared-use paths that represent a new segment of the Riverwalk Trail, per the March 2013 Memorandum of Understanding between NPS and DDOT. No other section of Anacostia Park property will be converted to a transportation use by the Project.

Anacostia Riverbed

The Selected Alternative's fixed bridge design includes four bridge piers with the pile and/or pile caps directly on the riverbed of the Anacostia River. The pile caps will affect approximately 20,400 square feet of riverbed. Based on the conceptual design solution using drilled shaft piles

of about 8 to 9 feet in diameter, the pile tip elevations for the in-water piers are likely to be of the order of minus 100 feet, which would translate to be approximately 80 feet below the riverbed level. Other elements of the Selected Alternative that will affect riverbed include the demolition of the existing FDMB, and the northern structure of two piers and associated mooring and breasting structures that are located on the west bank of the Anacostia River to the south of the existing bridge.

The NPS will not be responsible for the maintenance of Project elements affecting the riverbed, such as the new FDMB.

Environmentally Preferable Alternative

The Selected Alternative by FHWA, is the build alternative identified as the Revised Preferred Alternative in the ROD/SFEIS. The Selected Alternative also serves as the NPS Environmentally Preferred Alternative, as it represents that alternative that would cause the least damage to the environment and best protects NPS resources.

Alternatives Considered

A no-build and build alternatives for the Project were described and analyzed in the DEIS, FEIS, SDEIS, and ROD/SFEIS.

No-Build Alternative

The No Build Alternative would not involve any new construction in the corridor as a result of the Project. However, other planned and committed projects located within or in the vicinity of the Project Area would move forward as they were planned. In addition, planned maintenance activities would be conducted to the existing infrastructure, as necessary.

Existing structural, geometric and operational deficiencies of the existing bridge would remain in place, and would not be corrected. The anticipated increase in traffic throughout the Project Area as a result of development of other projects in the corridor would adversely affect overall congestion and traffic safety in the Project Area. Therefore, the No Build Alternative would not meet the purpose and need of Project.

The NPS would have no action under the No Build Alternative.

Build Alternatives

The build alternatives include Build Alternatives 1 and 2, which were included in both the DEIS and FEIS; the Preferred Alternative identified in the FEIS (FEIS Preferred Alternative), which was a modification of Build Alternative 2; and the Revised Preferred Alternative, which was the only build alternative in the SDEIS and ROD/SFEIS.

All of the build alternatives would provide new and consistent streetscape features and pedestrian and bicycle facilities from Firth Sterling Avenue SE to D Street SE. Additionally, all of

the build alternatives provide streetscape features along Suitland Parkway and New Jersey Avenue SE, including new or modified connections between major roadways.

A central part of all the build alternatives is the replacement of the existing FDMB on a new alignment at a location south of the current alignment. The new bridge would visually and aesthetically support South Capitol Street as a grand urban boulevard by improving the vista toward the U.S. Capitol, Washington Monument, and Monumental Core from the Anacostia River.

The type of new bridge considered for the Project is an important difference among the build alternatives. Build Alternatives 1 and 2 and the FEIS Preferred Alternative would maintain the type of bridge with an opening span (i.e., movable bridge) that preserves the existing navigation channel of the Anacostia River. Four movable bridge types identified in the *Frederick Douglass Memorial Bridge Alignment Study Report* (DDOT 2007) were evaluated in terms of their compatibility with the FEIS Preferred Alternative and Build Alternatives 1 and 2:

- Cable-Stayed Swing Bridge
- Stayed Bascule Bridge
- Arched Bascule Bridge
- Retractable Bridge

Following release of the FEIS, new information about current and planned navigation along the Anacostia River, including the navigation requirements of the U.S. Navy, led to the decision by DDOT, coordinated with the U.S. Coast Guard, to construct the new bridge as a fixed span structure under the Revised Preferred Alternative, which would result in substantial cost savings.

It was also determined that 99.8 percent of current and projected vessel traffic on the Anacostia River could be accommodated by a fixed bridge with 42 feet of vertical clearance. Records indicate that the swing span of the existing bridge was opened 21 times over a ten-year period from 2002 to 2012. Since 2007, the span was opened four times for navigation purposes. In addition, the construction of a fixed bridge would not preclude the relocation of the Display Ship Barry from its berth at the Navy Yard.

DDOT also decided to change the alignment of the new bridge to avoid the need to obtain right-of-way within the northernmost portion of the Joint Base Anacostia-Bolling (JBAB). Acquiring the needed right-of-way from JBAB would require an Act of Congress with no guarantee that the property could be obtained. The new bridge alignment for the Revised Preferred Alternative does not require right-of-way from JBAB.

Basis for NPS Decision

In this ROD, NPS authorizes the use of land in NPS jurisdiction for the Selected Alternative as described in the SFEIS. The basis for this decision is as follows.

The Selected Alternative meets the Project purpose and need. The NPS concurred with FHWA's determination as described in the ROD/SFEIS that:

- The nature and the magnitude of the Project's elements (reconstructed access road and shared-use paths) within Anacostia Park will not adversely affect the features, attributes, or activities qualifying the park as a Section 4(f) resource.
- The Poplar Point section of the park, including the Project elements (new access road and shared-use paths) within the park, will remain under federal ownership and NPS jurisdiction.
- The Project's elements will maintain public access between the park and South Capitol Street, Suitland Parkway and I-295. The improvements will consolidate access onto a single access road resulting in a more prominent gateway. It will use less roadway pavement than the existing access roads and ramps and create a larger contiguous green space at the park entry.
- FHWA, in consultation with the DC State Historic Preservation Officer (DC SHPO), made a "no adverse effect" determination regarding Anacostia Park in accordance with NHPA Section 106 process.
- The elements of the Project within Anacostia Park avoid wetlands known to exist in the park.
- As previously noted, the new access road will mean that some existing roads and ramps can be removed, which will increase green space both within the park and within the DDOT right-of-way directly adjacent to the park. This will result in a larger contiguous green space at the gateway to the park.
- The new shared-use paths on both sides of the new access road will create pedestrian/bicycle connections between facilities created as part of the Project, such as those within the east traffic circle, and the existing Anacostia Riverwalk Trail along Anacostia Drive within the park.
- The design for the new FDMB will be required to undergo a visual quality review process that may include advisory participation of staff from the NCPC, the Commission on Fine Arts (CFA) and the DC SHPO.

Minimization and Mitigation Measures

In consultation with NPS, FHWA and DDOT identified and committed to implementing specific minimization and mitigation measures to reduce the impact of the Selected Alternative on Anacostia Park and Anacostia River. These measures are provided in the ROD/SFEIS. The following summarizes minimization and mitigation measures specific to Anacostia Park and the Anacostia River. Mitigation measures or environmental commitments specified in the ROD/SFEIS related to general construction impacts shall apply as well.

Anacostia Park

DDOT shall provide new Anacostia Park signage on public right-of-way, such as within the east oval, for the purpose of directing motorists to Anacostia Park. All park signage shall be made in accordance with NPS standards and specifications.

DDOT shall keep Anacostia Riverwalk Trail open across the existing FDMB until the new bridge is complete and open to pedestrians and bicyclists.

Anacostia River

Work within the Anacostia River (e.g., construction of piers, etc.) shall require the use of physical barriers (e.g., cofferdams) to reduce potential impacts to fish and other flora and fauna species (e.g., submerged aquatic vegetation and benthic macroinvertebrates) from construction effects, such as vibration during pile driving, and prevent or minimize riverbed sedimentation. Impervious turbidity curtains shall be used to exclude sensitive species and to contain suspended solids when installing, operating and removing the physical barriers surrounding the construction sites within the river.

The existing FDMB shall not be demolished by the use of explosives. The removal materials from the existing FDMB during its demolition shall be disposed of in accordance with DDOT standards and District of Columbia hazardous waste management regulations.

In addition to the Special Use Permit from the NPS, DDOT or its construction contractor will obtain other permits as required, including:

- A permit from the USACE in accordance with Section 404 of the Clean Water Act (CWA), 33 U.S.C. §1344.
- A Water Quality Certification, 33 U.S.C. §1341, in accordance with CWA Section 401 from the Water Quality Division of DDEE.
- Bridge permit from the USCG in accordance with Section 9 of the Rivers and Harbors Act, 33 U.S.C. §401.

To address potential impacts to the quality of the Anacostia River either directly or indirectly, DDOT and/or its construction contractor shall implement the following measures:

- DDOT or its construction contractor shall coordinate closely with the owners of utilities that cross or traverse the Anacostia River near existing and new bridges.
- Conduct pre- and post-construction water quality sampling to determine any changes to the uppermost sediment layer and address any impacts as appropriate.
- DDOT shall implement time-of-year restrictions for in-stream work to avoid impacts to anadromous fish from February 15 to June 15.
- DDOT or its construction contractor shall develop techniques during final design of Segment 1 to reduce potential impacts to fish from shock waves associated with pile driving, cofferdam installation, dredging, and bridge demolition.
- DDOT shall review annual submerged aquatic vegetation surveys of the Anacostia River conducted by DDOEE prior to, during and after construction of the new bridge and the demolition of the old bridge to determine if construction and demolition activities on the river cause changes to the aquatic vegetation near the existing and future bridges.
- DDOT shall conduct pre- and post-construction surveys to determine if any changes occur to the benthic macroinvertebrate communities near the existing and new bridges as a result of construction activities associated with the demolition of the existing bridge and the construction of the new bridge.

Due to the environmental commitments specified in the ROD/SFEIS, some of which are noted herein, the NPS finds that the construction of the piers needed to support the new FDMB will not affect efforts to improve water quality and aquatic life in the Anacostia River.

Public and Agency Involvement in the EIS Process

From the initiation of the EIS process that culminated in this ROD, public involvement has had an essential role in the design and planning the Project. As a cooperating agency and in accordance with the CEQ regulations (40 CFR 1501.6), NPS actively participated in the NEPA process for the Project that culminated in the ROD/SFEIS.

Public Scoping

The EIS scoping phase was formally initiated with FHWA's publication of the Notice of Intent (NOI) in the Federal Register on April 26, 2005. The NOI announced the intention of FHWA to prepare an EIS for the Project and to conduct scoping, which provides agencies and the general public with an opportunity to raise issues and concerns to be addressed in the EIS. Three public scoping meetings were held in June/July 2003. The comments received during scoping covered a wide variety of concerns and issues, including the location of bicycle routes, aesthetics, design

of the Anacostia River crossing, impacts on surrounding neighborhoods, traffic impacts, and accommodation of other transportation modes. The NPS participated in the design workshops, Jurisdictional Determination reviews in accordance with Section 404 of the Clean Water Act, and various meetings regarding Project impacts and mitigation measures regarding Anacostia Park and Anacostia River.

Public Review of the DEIS

The Notice of Availability for the DEIS was published in the *Federal Register* on February 15, 2008, which initiated a 45-day comment period that ended on March 31, 2008. Paper copies of the DEIS were made available to the public at a number of accessible locations. An electronic version of the DEIS was available for download on the South Capitol Street Project website (www.southcapitoleis.com). Thirteen agencies, 18 non-governmental organizations and 27 private citizens provided comments. A summary of the comments is provided in Chapter 8 of the FEIS. All comments are documented in the Project record. NPS continued to participate in various meetings Project impacts and mitigation measures regarding Anacostia Park, Anacostia River and Suitland Parkway, the development of the FEIS Preferred Alternative, and the Section 106 Memorandum of Agreement (MOA).

Public Release of the FEIS

Notice of Availability (NOA) for the FEIS was published in the April 8, 2011, *Federal Register*. An electronic version of the DEIS was available for download on the South Capitol Street Project website (www.southcapitoleis.com). The public review of the FEIS included public meetings held on April 26 and 28, 2011. The review period ended on May 12, 2011. DDOT received comments from agencies, organizations, residents, and other individuals interested in the Project.

Notice of Intent for SDEIS

In accordance with 23 CFR 771.130(d), a NOI to prepare the SFEIS was posted in the July 28, 2014, *Federal Register*. Comments from the NPS were received as a result of the NOI. No other agency, non-government organization or individual submitted comments following this notice. The NPS comments communicated an expectation that the development of the Revised Preferred Alternative would require re-initiation of both the Section 106 and Section 4(f) processes and that NPS requested continuing involvement. During the completion of the SDEIS, NPS participated in Project meetings to discuss the Revised Preferred Alternative. The discussions largely focused on the new Anacostia Park driveway proposed due to the east oval east oval causing the closure of the existing park access roads. The new access road and related improvements are provided to mitigate this potential impact. The NPS also participated in multiple meetings as a Consulting Party to the Section 106 Cultural Resources Assessment. The Area of Potential Effects (APE) was revised to include the portion of Anacostia Park between the FDMB and 11th Street Bridges at the request of the NPS during this process. Because the FHWA later decided to prepare a SDEIS, a revised NOI was published in the December 8, 2014, edition of the *Federal Register*.

Public Released of the SDEIS

The NOA of the SDEIS was published in the December 19, 2014, edition of the *Federal Register*. This NOA also initiated a 45-day comment period ending on February 2, 2015. Copies of the SDEIS were mailed to federal and District agencies that may have an interest in the Project. Electronic files of the SDEIS were made available for download from the Project website (www.southcapitoleis.com). In addition, paper copies of the Supplemental DEIS were made available for review at various libraries located within or near the Project Area. A public hearing for the SDEIS was held on January 22, 2015, between the hours of 6:30 p.m. to 8:30 p.m. at Matthews Memorial Baptist Church. The NPS provided written comments on the SDEIS dated February 2, 2015, which reiterated the Project impacts to NPS jurisdictional properties, including noting the *de minimis* impact findings pursuant to Section 4(F).

Public Release of the ROD/SFEIS

The ROD/SFEIS was published in the August 28, 2015, edition of the *Federal Register*. Copies of the ROD/SFEIS were mailed to agencies, organizations and individuals who provided comments on the SDEIS. In addition, electronic files of the ROD/SFEIS were made available for download from the Project website (www.southcapitoleis.com), and paper copies were made available for review at various libraries located within or near the Project Area.

Regulatory Agency and Other Consultation

In addition to consulting with FHWA and DDOT during the development and refinement of the Selected Alternative and NEPA process, NPS served as a consulting party in accordance with NHPA Section 106 and as an official with jurisdiction in accordance with Section 4(f).

National Preservation Act - Section 106

Section 106 Properties

The previous Section 106 determination for the FEIS Preferred Alternative was updated due to effects of the Selected Alternative. Based on the adverse effects of the Selected Alternative's impacts to the L'Enfant Plan of the City of Washington, DC, the Section 106 "adverse effect" determination remains unchanged. The DC SHPO concurred with the updated "adverse effect" determination; however, the undertaking, the measures to minimize harm and the mitigation incorporated into the Project meet the requirements of a "net benefit" to this resource (see Section 4(f) Considerations below). The Selected Alternative will not adversely affect any other historic property within the APE that was developed for the Selected Alternative, including Suitland Parkway and Anacostia Park.

Consultation and Resolution of Adverse Effect

Consultation was conducted with the NPS, DC SHPO, the Advisory Council on Historic Preservation (ACHP), NCPC, CFA, the U.S. Navy, and other interested organizations and

stakeholders, such as the Capitol Hill Restoration Society and Friends of Garfield Park. This consultation covered the identification of historic properties in the APE, the assessment of effects, proposed measures to minimize harm, and mitigation measures to be incorporated into the Project to preserve the function and values of the affected Section 106 resources.

Subsequently, an Amended and Restated Memorandum of Agreement (MOA) was signed by all parties, except NCPC who withdrew their role as signatory. The Amended and Restated MOA also specified mitigation commitments, the process to be undertaken for review of preliminary and final design plans, and additional coordination requirements for subsequent Project phases. A copy of the Amended and Restated MOA is included with the FHWA ROD in Attachment A.

US Department of Transportation Act - Section 4(f)

Section 4(f) Properties

The Selected Alternative will require use of land from three Section 4(f) properties or resources: (1) L'Enfant Plan of the City of Washington, DC; (2) Suitland Parkway; and (3) Anacostia Park. All three properties qualify as Section 4(f) resources because they are listed or eligible for listing on the National Register of Historic Places (NRHP). Anacostia Park also qualifies as a Section 4(f) resource as a publicly-owned, public park or recreational resource.

No Prudent and Feasible Avoidance Alternatives

There is no feasible and prudent avoidance alternative to the use of land from the affected Section 4(f) properties. The No Build Alternative avoids use of all Section 4(f) resources but would not meet the Project's purpose and need. Avoidance of the corridor was also considered, but was rejected because it would not meet the Project's purpose and need.

De Minimis Impact Findings

Subsequent to completion of the Section 106 process, a finding was made that the Selected Alternative will not have an adverse effect on Suitland Parkway. As noted above, the DC SHPO concurred with this determination. Therefore, a determination was made that the use of Suitland Parkway would be a *de minimis* impact with regards to Section 4(f) compliance.

The Selected Alternative will require construction within Anacostia Park to re-construct the public access road and pathways into the park's Poplar Point section due to the proposed implementation of the new east traffic oval. An existing one-way access road in the park will be reconstructed as a two-way main access road with a direct connection to the northeast leg of the east traffic oval. This access road will include shared use paths on both sides of the roadway. Other roadways in the Poplar Point section of the park that will no longer be needed will be removed from the park, leading to a net reduction in impervious roadways. These elements of the Selected Alternative will not have an adverse effect on Anacostia Park in accordance with Section 106. Therefore, these elements will not affect the features, attributes,

or activities qualifying the park as a Section 4(f) resource. The NPS agreed with this assessment. As a result of NPS concurrence and the Section 106 “no adverse effect” determination, a finding was made that the use of Anacostia Park would be a *de minimis* impact with regards to Section 4(f) compliance.

Net Benefit Finding

The DC SHPO, the official with jurisdiction over the L’Enfant Plan, concurred in the finding of the *Section 4(f) Evaluation and Approval for Transportation Projects That Have a Net Benefit to a Section 4(f) Property* (Net Benefit Agreement). A Net Benefit Agreement was signed for the FEIS Preferred Alternative. The updated Section 4(f) Net Benefit Agreement is included with the FHWA ROD in Attachment A.

Planning to Minimize Harm

As final design progresses, DDOT shall make efforts to reduce the size of areas needed for construction as is reasonably practicable.

Mitigation Measures and Benefits

Environmental commitments and mitigation measures associated with the impacts to the L’Enfant Plan of the City of Washington, DC are documented in the Amended and Restated MOA prepared pursuant to Section 106 (see Attachment A) and the Net Benefit Agreement prepared pursuant to Section 4(f) (see Attachment A). In addition, a visual quality management process will be used for the Project.

Applicability Determination

The Selected Alternative’s Section 4(f) use of the L’Enfant Plan of the City of Washington, DC meets the applicability criteria for a Net Benefit Evaluation for the following reasons:

- The Selected Alternative will include all appropriate measures to minimize harm and subsequent mitigation necessary to preserve and enhance those features and values of the L’Enfant Plan that qualified this property for Section 4(f) protection.
- The Selected Alternative will not alter the characteristics that qualify the L’Enfant Plan of the City of Washington, DC for the NRHP.
- Coordination with the DC SHPO, the official with jurisdiction, was conducted to finalize the Net Benefit Evaluation for the L’Enfant Plan. This coordination resulted in an updated Net Benefit Agreement, which was signed by DC SHPO and DDOT.

Based on this evaluation, the Selected Alternative will have a Net Benefit on the L’Enfant Plan of the City of Washington, DC.

Section 4(f) Conclusion

The Selected Alternative will require use of land from three Section 4(f) resources or properties: (1) L'Enfant Plan of the City of Washington, DC; (2) Suitland Parkway; and (3) Anacostia Park. For the L'Enfant Plan of the City of Washington, DC, the *Nationwide Programmatic Section 4(f) Evaluation and Approval for Transportation Projects That Have a Net Benefit to a Section 4(f) Property* (2005) was used. For Suitland Parkway and Anacostia Park, *de minimis* impact determinations were made. The NPS concurred with FHWA's determination in writing on February 5, 2015 (Appendix B). None of the Section 4(f) uses of the Selected Alternative require an individual Section 4(f) Evaluation. Based on the considerations in the ROD/SFEIS, there is no feasible and prudent avoidance alternative to the use of Section 4(f) resources, and the Selected Alternative includes all possible planning to minimize harm to these resources.

Conclusion

As documented in the ROD/SFEIS, the following key factors support implementation of the Selected Alternative:

- The Selected Alternative will meet the Project's purpose and need. In addition, the Selected Alternative will improve public access to the Poplar Point area of Anacostia Park.
- The Selected Alternative avoids or minimizes adverse effects on Anacostia Park. It avoids wetlands known to exist in the park; it will have "no adverse effect" on the park as an historic property; the view of the new bridge from the park will have higher visual quality than the view of the existing bridge from the park; it will increase green space both within the park and within the DDOT right-of-way directly adjacent to the park with the net effect being a larger contiguous green space at the gateway to the park; and it will create pedestrian/bicycle connections between facilities created as part of the Project and the existing Anacostia Riverwalk Trail within the park.
- DDOT has committed to providing new Anacostia Park signage on public right-of-way, such as within the east oval, for the purpose of directing motorists to Anacostia Park. All park signage shall be made in accordance with NPS standards and specifications.
- DDOT has committed to conducting a number of measures during the construction of the new FDMB and the demolition of the existing bridge to minimize impacts to the Anacostia River's water quality, and vegetation and wildlife.

As allowed under Section 1319(b) of MAP-21, the FHWA prepared a combined Record of Decision and Supplemental Final Environmental Impact Statement. The SFEIS contained all necessary supplemental information regarding design changes made to the Preferred Alternative in the FEIS. The FHWA ROD presented the basis for the decision to identify the Revised Preferred Alternative as the Selected Alternative and identified the environmental commitments that will be incorporated in the Project during and after construction.

The NPS has determined that the Selected Alternative approved in this ROD is the same as the Selected Alternative covered in the FHWA ROD. Therefore, this ROD can be issued without re-circulating the Project's SFEIS (See 40 CFR 1506.3). The official responsible for implementing the selected action is the Superintendent of National Capital Parks - East, Washington, D.C.

Based upon the above considerations, NPS, in cooperation with FHWA and DDOT, approves the Selected Alternative for the South Capitol Street Project for implementation.



Robert A. Vogel

4-22-16
Date

Regional Director

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Attachment **A**

FHWA Record of Decision for the South Capitol Street Project

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Attachment **B**

Section 4(f) *De Minimis* Concurrence for Anacostia Park

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Attachment **C**

Determination of Non-Impairment

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Determination of Non-Impairment

U.S. Department of the Interior National Park Service

South Capitol Street Project Record of Decision

Washington, DC

The Prohibition on Impairment of Park Resources and Values

NPS Management Policies 2006, Section 1.4.4, explains the prohibition on impairment of park resources and values:

While Congress has given the Service the management discretion to allow impacts within parks, that discretion is limited by the statutory requirement (generally enforceable by the federal courts) that the Park Service must leave park resources and values unimpaired unless a particular law directly and specifically provides otherwise. This, the cornerstone of the Organic Act, establishes the primary responsibility of the National Park Service. It ensures that park resources and values will continue to exist in a condition that will allow the American people to have present and future opportunities for enjoyment of them.

What is Impairment?

NPS Management Policies 2006, Section 1.4.5, What Constitutes Impairment of Park Resources and Values, and Section 1.4.6, What Constitutes Park Resources and Values, provide an explanation of impairment.

Impairment is an impact that, in the professional judgment of the responsible National Park Service manager, would harm the integrity of park resources or values, including the opportunities that otherwise would be present for the enjoyment of those resources or values.

Section 1.4.5 of Management Policies 2006: An impact to any park resource or value may, but does not necessarily, constitute impairment. An impact would be more likely to constitute impairment to the extent that it affects a resource or value whose conservation is:

- Necessary to fulfill specific purposes identified in the establishing legislation or proclamation of the park;
- Key to the natural or cultural integrity of the park or to opportunities for enjoyment of the park, or;

- Identified as a goal in the park's general management plan or other relevant NPS planning documents as being of significance.

An impact would be less likely to constitute impairment if it is an unavoidable result of an action necessary to preserve or restore the integrity of park resources or values and it cannot be further mitigated.

As per Section 1.4.6 of *Management Policies 2006*, park resources and values that may be impaired include:

- The park's scenery, natural and historic objects, and wildlife, and the processes and condition that sustain them, including, to the extent present in the park: the ecological, biological, and physical processes that created the park and continue to act upon it; scenic features; natural visibility, both in daytime and at night; natural landscapes; natural soundscapes and smells; water and air resources; soils; geological resources; paleontological resources; archeological resources; cultural landscapes; ethnographic resources; historic and prehistoric sites, structure, and objects; museum collections; and native plants and animals;
- Appropriate opportunities to experience enjoyment of the above resources, to the extent that can be done without impairing them;
- The park's role in contributing to the national dignity, the high public value and integrity, and the superlative environmental quality of the national park system, and the benefit and inspiration provided to the American people by the national park system; and
- Any additional attributes encompassed by the specific values and purposes for which the park was established.

Impairment may result from NPS activities in managing the park, visitor activities, or activities undertaken by concessionaires, contractors, and others operating in the park. Impairment may also result from sources or activities outside the park, but this would not be a violation of the Organic Act unless NPS was in some way responsible for the action.

How is an Impairment Determination Made?

Section 1.4.7 of *Management Policies 2006* states:

[i]n making a determination of whether there would be an impairment, an NPS decision maker must use his or her professional judgment. This means that the decision-maker must consider any environmental assessments or environmental impact statements required by the National Environmental Policy Act of 1969 (NEPA); consultations required under Section 106 of the National Historic Preservation Act (NHPA); relevant scientific and scholarly studies; advice or insights offered by subject matter experts and others who have relevant knowledge or experience; and the results of civic engagement and public involvement activities relating to the decision.

Non-Impairment Determination for the Selected Alternative

NPS prepared this non-impairment determination for the South Capitol Street Selected Alternative described in the NPS ROD. NPS's determination is made for the following resource impact topics which are relevant to the South Capitol Street Project: air quality; cultural resources; visual and aesthetic resources; geology and soils; and biological resources. NPS did not make a determination for the following resource topics: land use; socioeconomics; public health and safety; and public services and utilities because impairment findings relate to park resources and values; these resource topics are not generally considered to be park resources or values according to the Organic Act, and cannot be impaired in the same way that an action can impair park resources and values.

Air Quality

As described in SFEIS Section 4.1.1, the Project would not noticeably contribute to regional pollutant levels. At the microscale (i.e., intersection) level, no analyzed intersection was predicted to have carbon monoxide (CO) levels exceeding the *National Ambient Air Quality Standards (NAAQS)* (42 USC 2000d et seq.). The Project is still also not considered a project of air quality concern with regards to PM_{2.5}, because it will not cause a notable increase in the number of diesel vehicles. The Selected Alternative will conform to the State Implementation Plan, and will not cause any intersection to exceed the NAAQS for CO. On the basis of these findings, NPS has determined that the Project will cause no impairment to the park's resources or values related to air quality and greenhouse gas emissions because there will be no long-term changes to the air quality in the park as a result of the implementation of the Selected Alternative.

Cultural Resources

The FHWA made an "adverse effect" determination for the Selected Alternative based solely on the impacts to the L'Enfant Plan of the City of Washington, DC. The Revised Preferred Alternative would not adversely affect Anacostia Park as an historic property. Due to the "adverse effect" determination, an amended MOA was negotiated and signed, specifies mitigation commitments, the process to be undertaken for review of preliminary and final design plans, and additional coordination requirements for subsequent project phases. . On the basis of these findings, NPS has determined that the Project will cause no impairment to the park's cultural resources and values.

Visual and Aesthetic Resources

As described in the SFEIS Section 4.9, the Project impacts to the visual and aesthetic environment were evaluated based on an evaluation of nine landscape units. In addition, DDOT has committed to using a visual quality management process described in SFEIS Section 2.4 or a similar process that may include advisory participation of staff from the NCPC, CFA and the DC SHPO, and the preparation of a visual quality manual to assist prospective design and/or construction bidders. The Selected Alternative with the visual quality management process in

place was evaluated to cause a substantially improved visual quality of the Project Area. For example, the new Frederick Douglass Memorial Bridge will improve the visual quality of Anacostia Park. On the basis of these findings, NPS has determined that the Project will cause no impairment of the park's visual or aesthetic resources.

Geology and Soils

As described in SFEIS Section 4.7, the Selected Alternative will have minor effects on the topography in the Parkway area. However, the geometry of the east traffic oval will provide more open space outside of the formal streetscape and will have an informal, park-like character that blends with the neighboring Anacostia Park and Suitland Parkway. The east traffic oval will have grades in which the east and north ends of the traffic oval will have slightly higher elevations to enhance gateway views from the perspective of motorists. On the basis of these findings, NPS has determined that the Project will cause no impairment to geologic and soil resources and values in the park.

Biological Resources

As described in SFEIS Sections 4.1.2 and 4.6, documented compliance Section 7 of the Endangered Species Act of 1973. Removal of active osprey or peregrine falcon nests from the Frederick Douglass Memorial Bridge before demolition would require a permit from the U.S. Fish and Wildlife Service if the nests contain eggs or chicks. Ospreys begin nesting in late March or early April and leave the area in late August or early September. Peregrine falcons begin laying eggs in late February and early March and young typically leave the nest by August. On the basis of these findings, NPS has determined that the Project will cause no impairment of the park's biological resources and values.

Conclusion

For the reasons described above, NPS has determined that adverse impacts anticipated as a result of implementing the South Capitol Street Selected Alternative at or near Anacostia Park and Anacostia River will not rise to levels that constitute impairment.

Attachment **D**

Figures and Maps of the Selected Alternative

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Figure 1: Projects Segments along the South Capitol Street Corridor

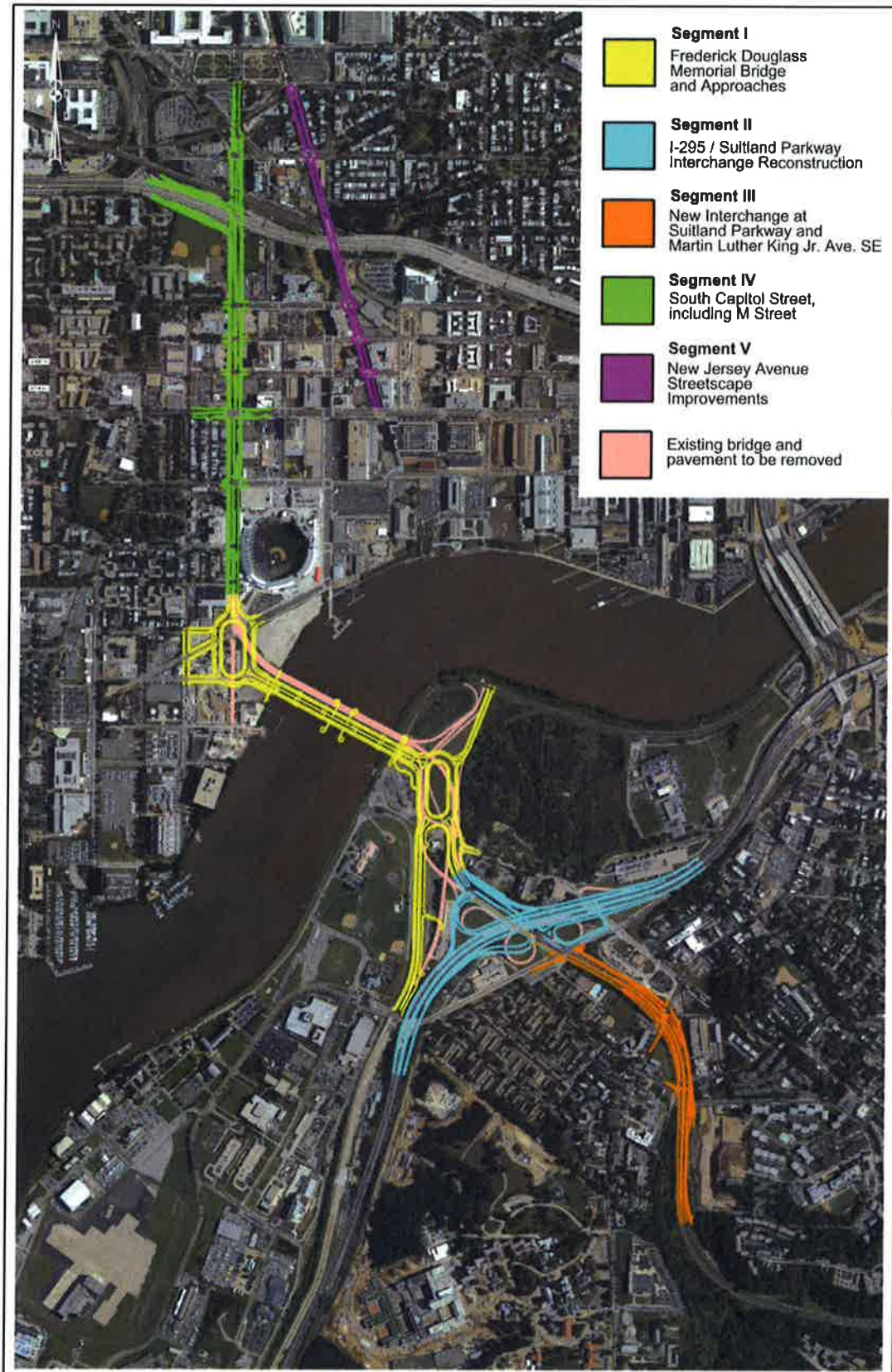


Figure 2: Design Features of the Selected Alternative (1 or 2)

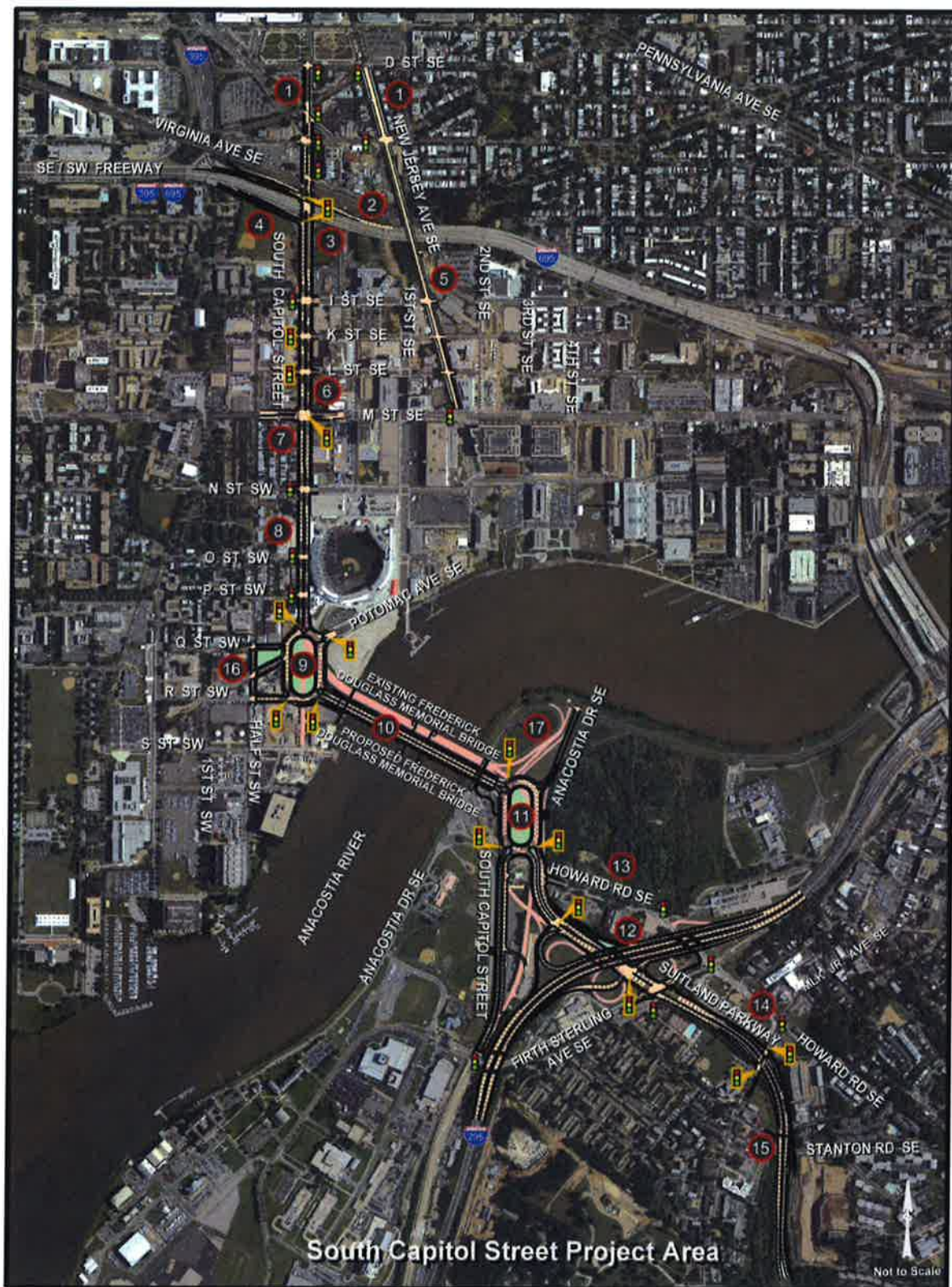


Figure 2: Design Features of the Selected Alternative (2 of 2)

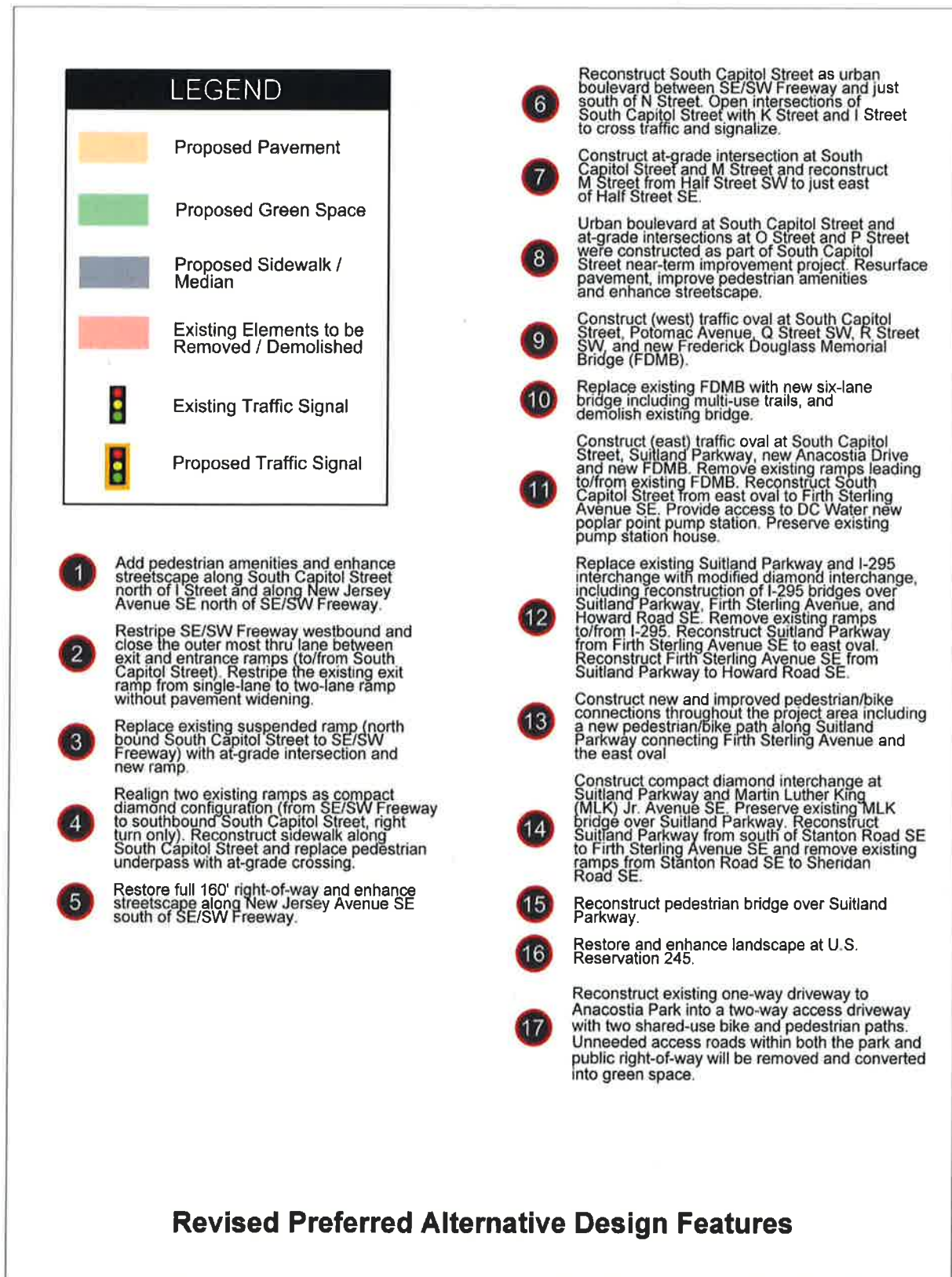


Figure 3: Conceptual Landscaping Plan for the East Traffic Oval, including
New Anacostia Park Access Road

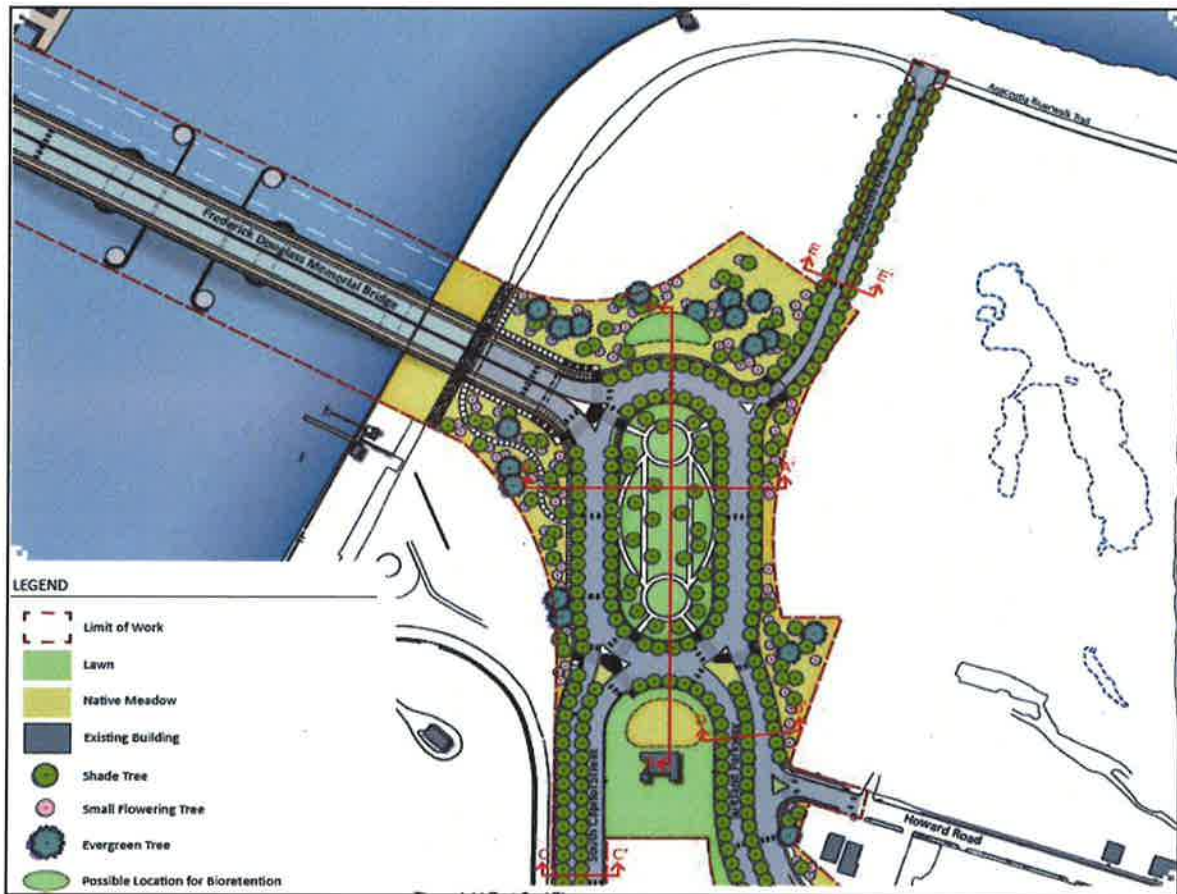
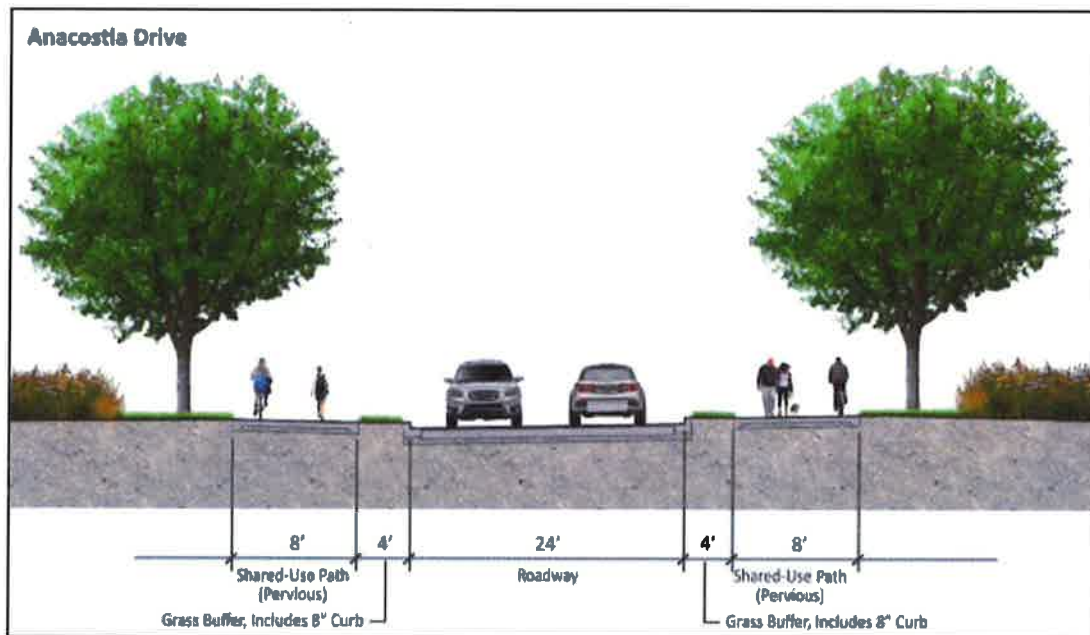


Figure 4: Proposed Typical Section of New Anacostia Drive Connector and Shared-Use Paths



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