

APPENDIX D:
Existing and Proposed
Conditions

This page intentionally left blank

APPENDIX D – EXISTING AND PROPOSED CONDITIONS

As noted in Chapter 2, Alternatives, the seawalls in the project area are divided into four distinct sections: Tidal Basin East, Tidal Basin West, West Potomac Park South, and West Potomac Park North (see **Figure 5**). This Appendix includes figures and typical sections depicting existing and proposed conditions for each of the four seawall sections.

Figure D-1: Tidal Basin East – Existing Conditions

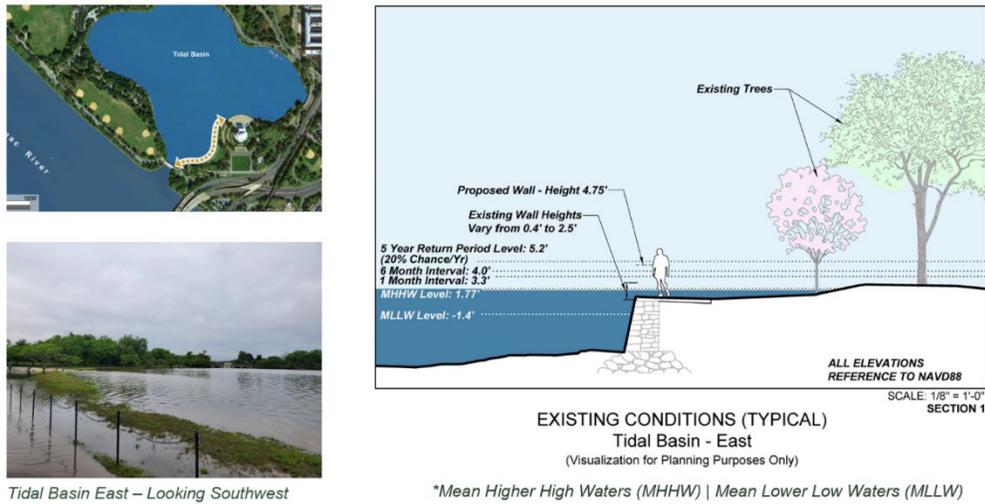


Figure D-2: Tidal Basin East – Proposed Conditions

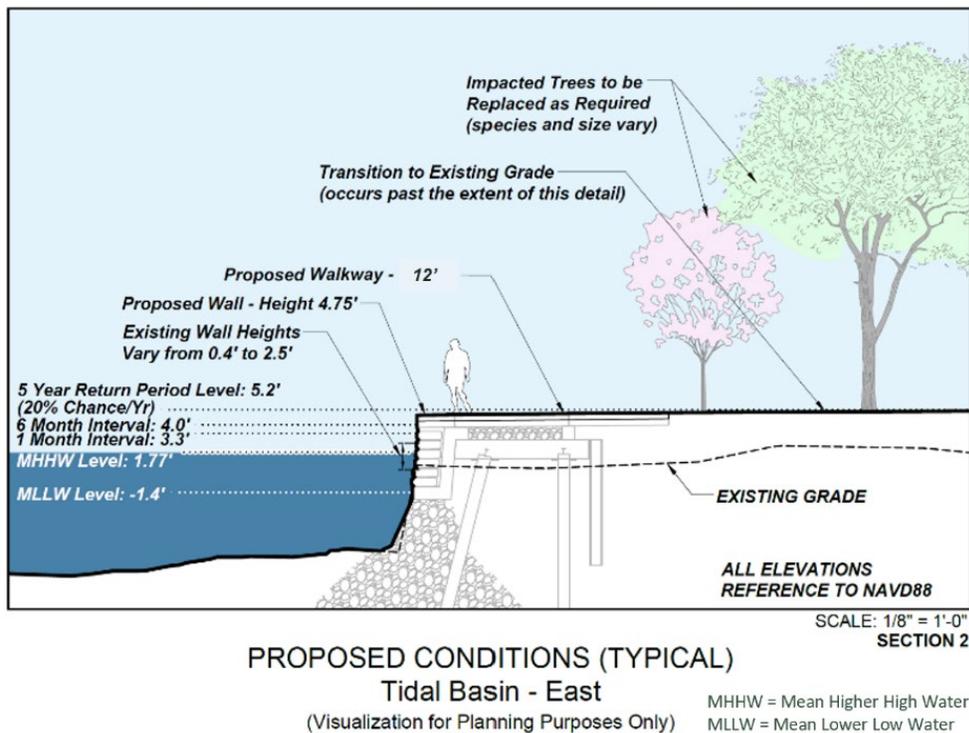


Figure D-3: Tidal Basin East – Proposed Inland Grading (Typical)

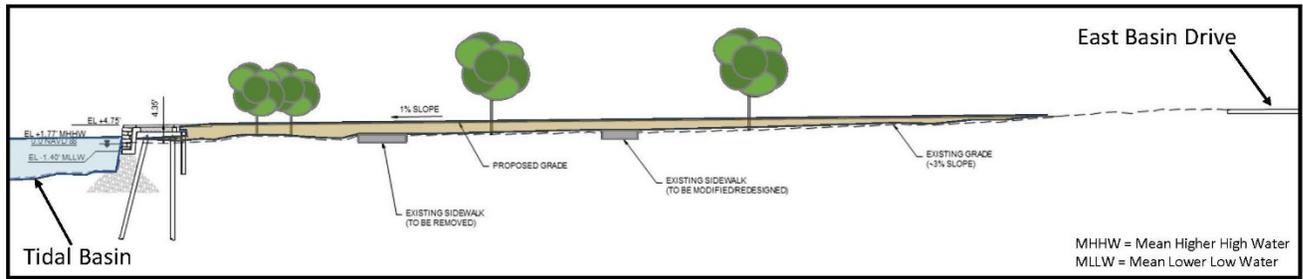


Figure D-4: Tidal Basin East – Existing Conditions and Rendering of Proposed Seawall



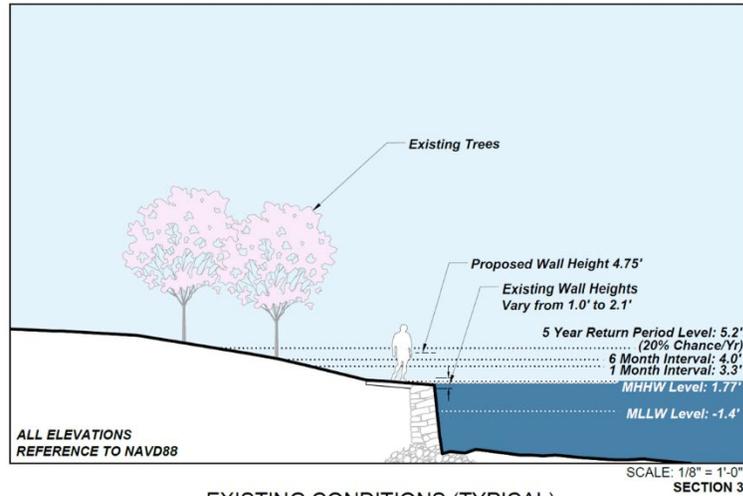
Figure D-5: Tidal Basin East – Existing Conditions and Rendering of Proposed Seawall near Jefferson Memorial Plaza West Steps



Figure D-6: Tidal Basin West – Existing Conditions

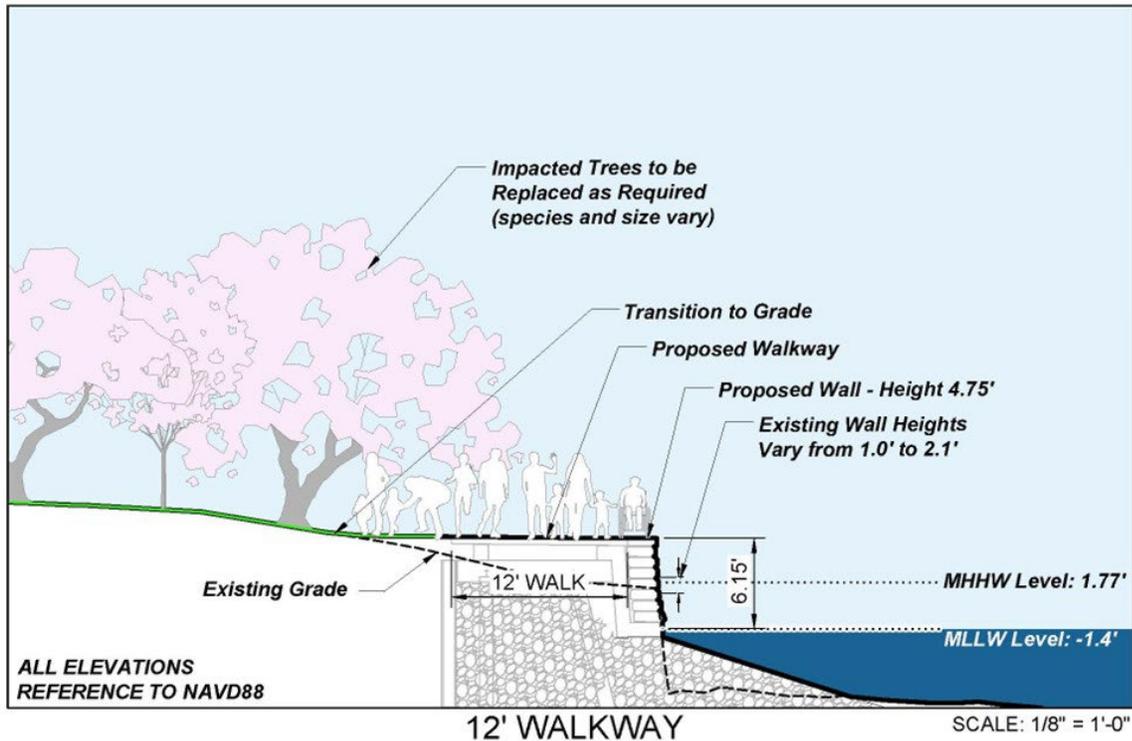


Tidal Basin West – Looking East



EXISTING CONDITIONS (TYPICAL)
 Tidal Basin - West
 (Visualization for Planning Purposes Only)

Figure D-7: Tidal Basin West – Proposed Conditions



12' WALKWAY
 PROPOSED CONDITIONS (TYPICAL)
 Tidal Basin - West
 (Visualization for Planning Purposes Only)

Figure D-8: Tidal Basin West – Proposed Inland Grading (Typical)

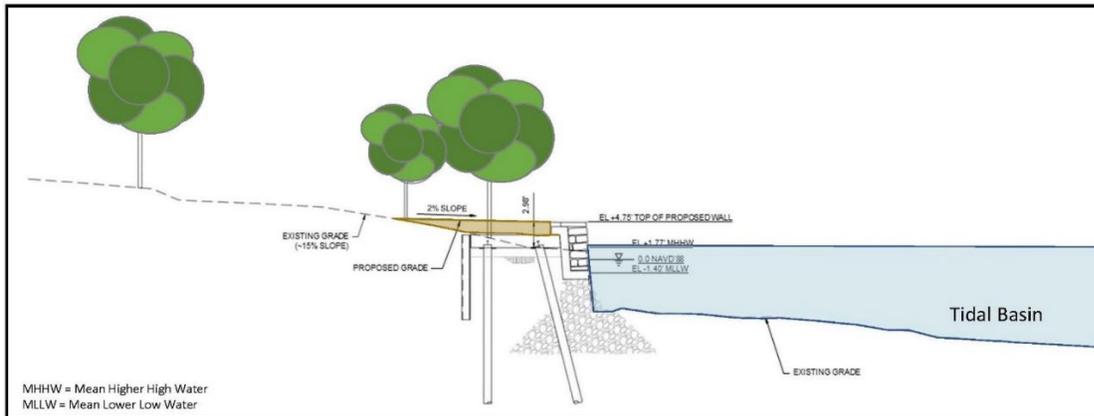


Figure D-9: Tidal Basin West – Existing Conditions and Rendering of Proposed Seawall at Normal High and Low Tides



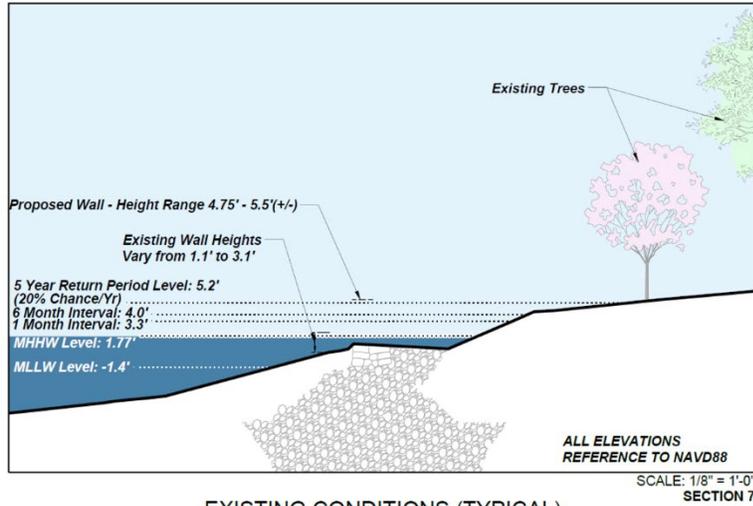
Figure D-10: Tidal Basin West – Existing Conditions and Rendering of Proposed Walkway Transition



Figure D-11: West Potomac Park South – Existing Conditions

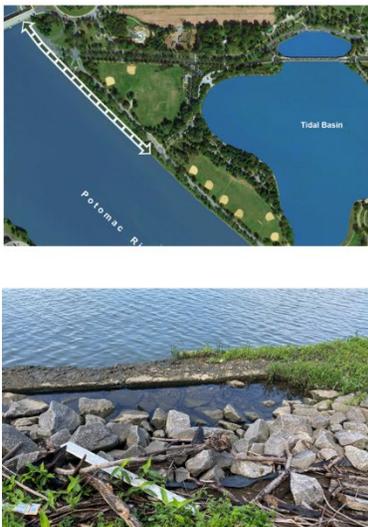


West Potomac Park South – Looking South

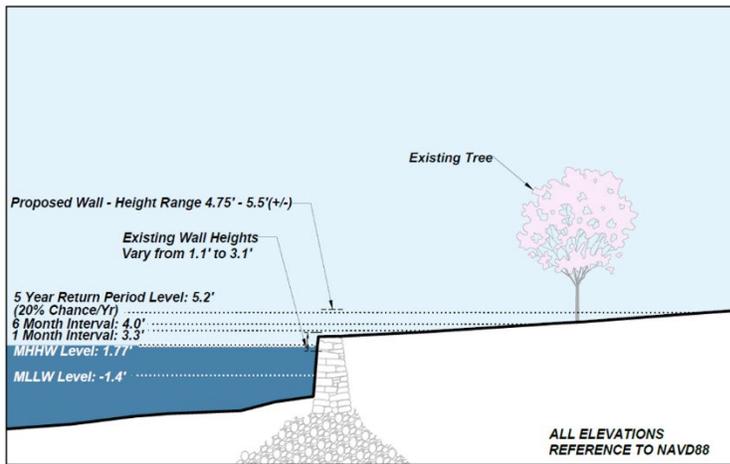


EXISTING CONDITIONS (TYPICAL)
 West Potomac Park - South
 (Visualization for Planning Purposes Only)

Figure D-12: West Potomac Park North – Existing Conditions

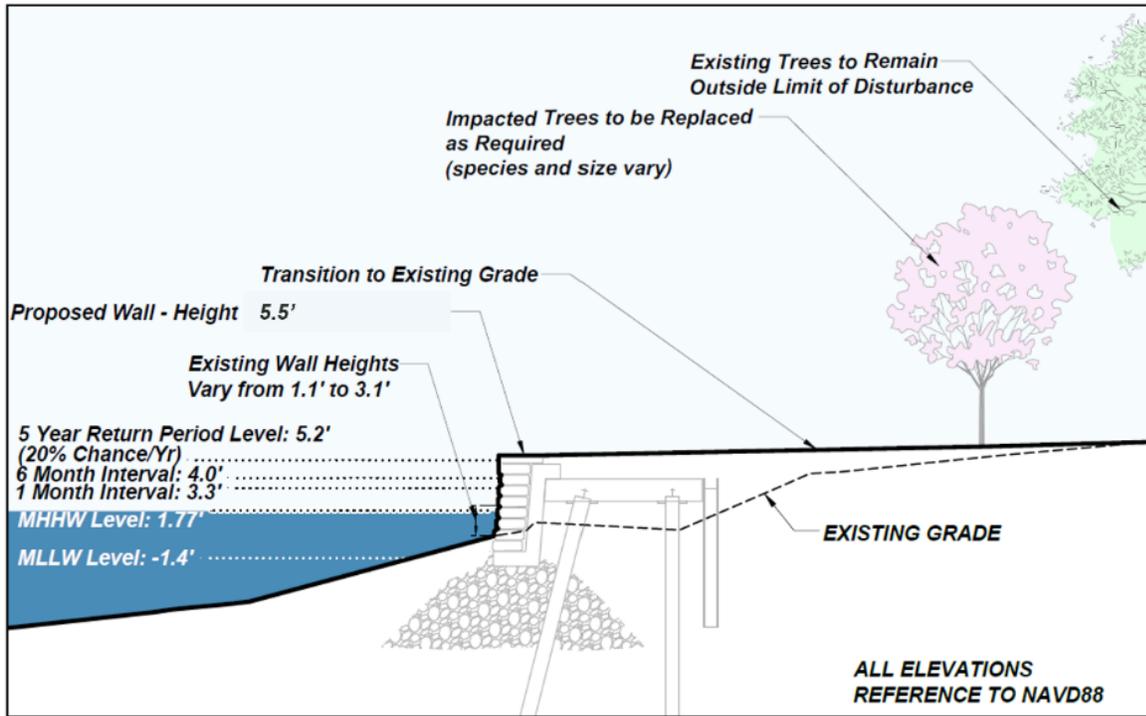


West Potomac Park North – Looking West



EXISTING CONDITIONS (TYPICAL)
 West Potomac Park - North
 (Visualization for Planning Purposes Only)

Figure D-13: West Potomac Park – Proposed Conditions



SCALE: 1/8" = 1'-0"
 SECTION 8

PROPOSED CONDITIONS (TYPICAL)
 West Potomac Park
 (Visualization for Planning Purposes Only)

Figure D-14: West Potomac Park – Proposed Inland Grading (Typical)

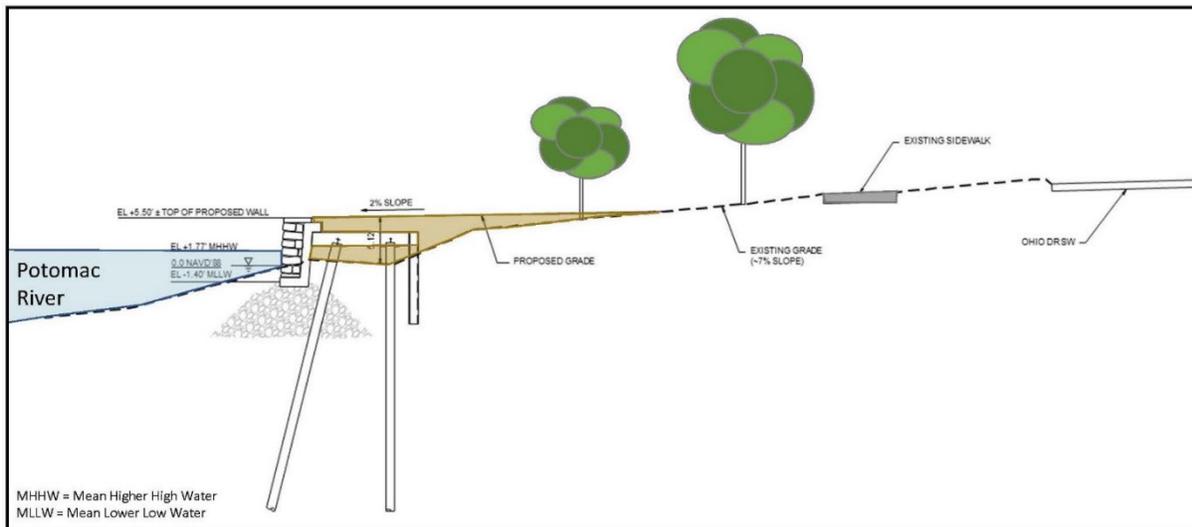


Figure D-15: West Potomac Park – Existing Conditions and Rendering of Proposed Seawall and Normal High and Low Tides



EXISTING



PROPOSED – HIGH TIDE

PROPOSED – LOW TIDE

APPENDIX E:

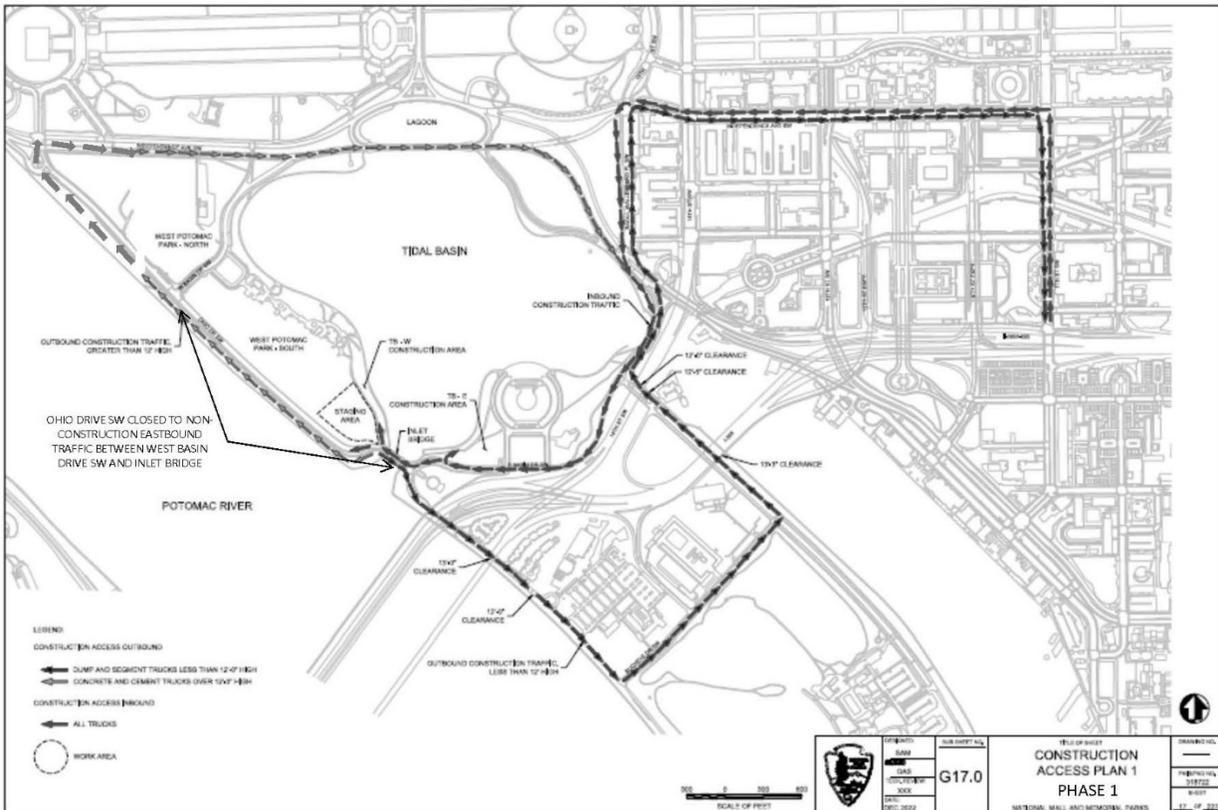
Construction Access Plans

This page intentionally left blank.

APPENDIX E: CONSTRUCTION ACCESS PLANS

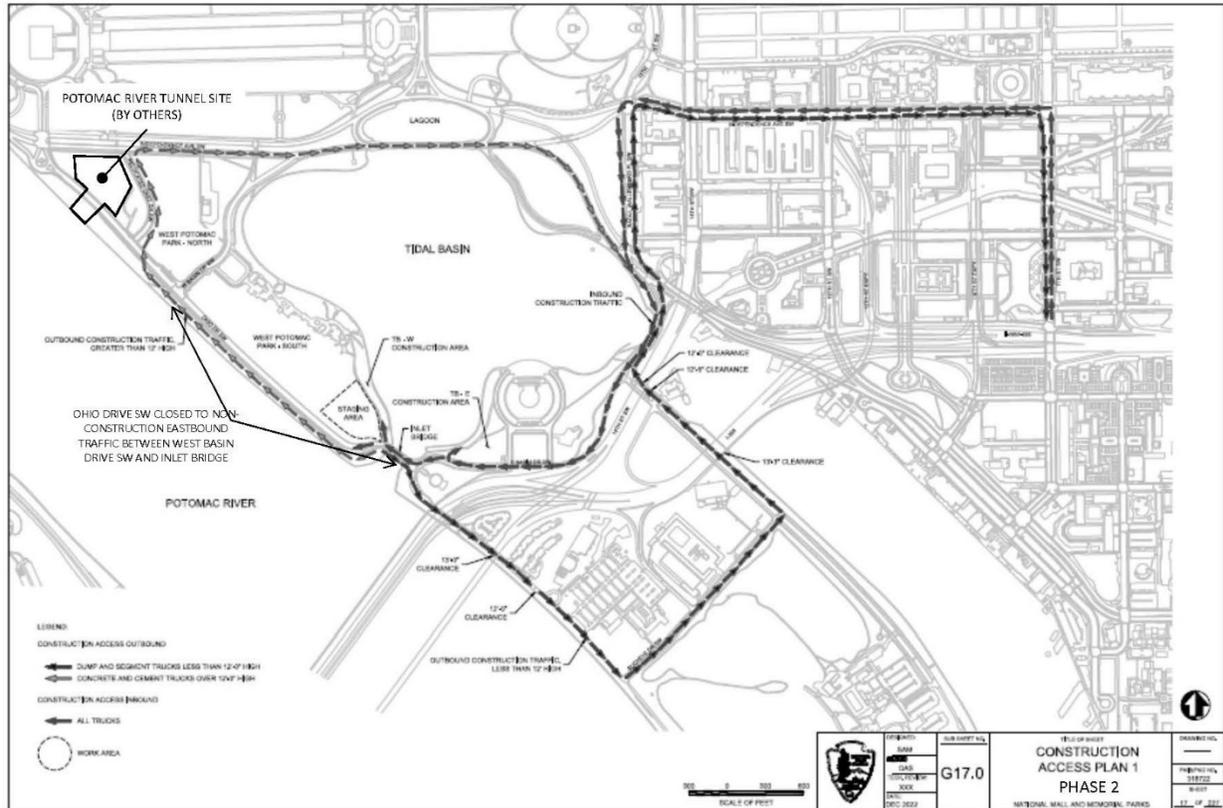
Construction access plans (**Figure E-1** through **Figure E-4**) have been developed to support seawall construction activities. Final haul routes would be determined by the NPS in coordination with other stakeholders, as appropriate, and would take traffic, road conditions, and bridge capacities into consideration. Construction access to and from West Potomac Park would be phased to accommodate Potomac River Tunnel construction activities, by others, that would temporarily close Ohio Drive SW between 23rd Street SW and West Basin Drive SW from approximately 2023 to 2030. Additional information regarding potential access plans is provided below.

Figure E-1: Construction Access Plan 1 (Phase 1)



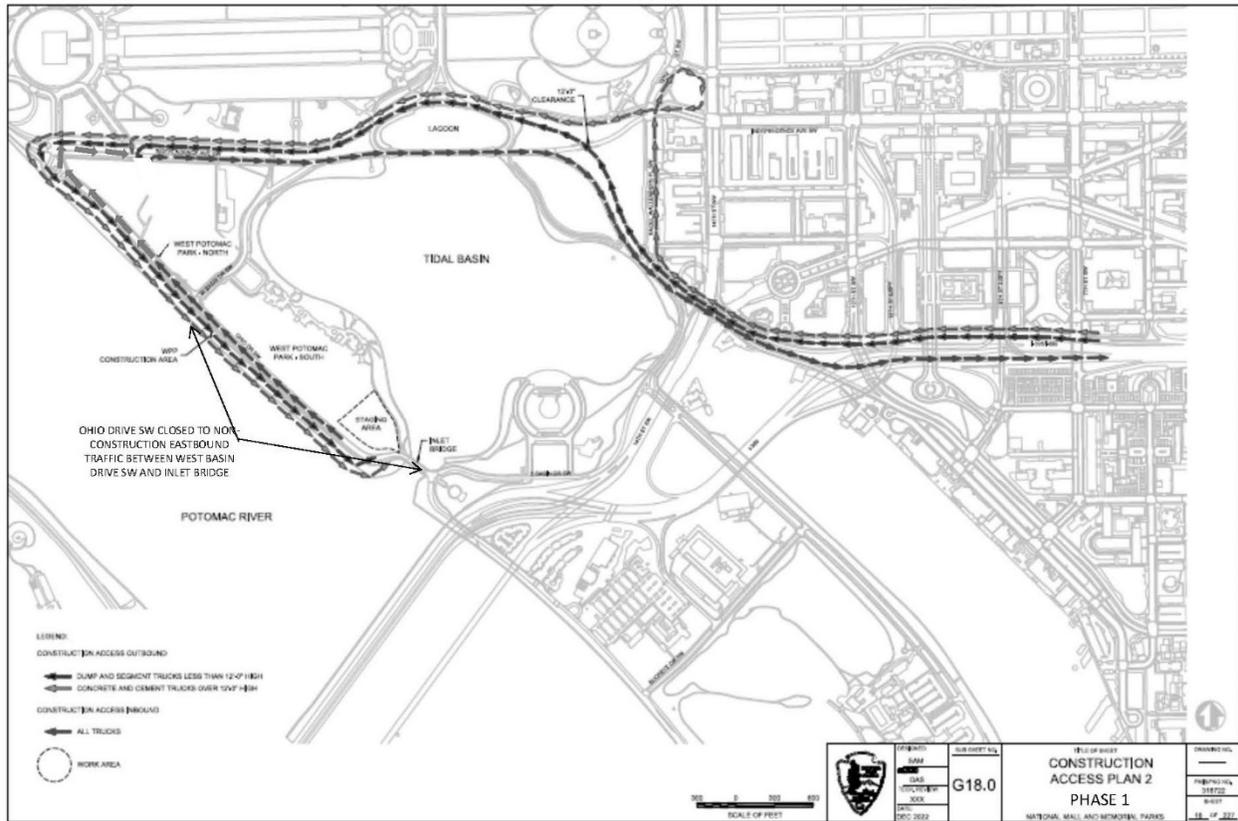
The inbound haul route would access the site from I-395/I-695 via northbound 7th Street SW, then turn left onto Independence Avenue SW, then turn left onto Raoul Wallenberg Place SW, then turn left onto Maine Avenue SW, then turn right onto Ohio Drive SW, then continue onto East Basin Drive SW to the Inlet Bridge. The outbound haul route for dump and segment trucks less than 12-feet high would travel southeast on Ohio Drive SW from the Inlet Bridge, then turn left onto Buckeye Drive SW, then turn left onto Ohio Drive SW, then turn left onto Maine Avenue SW and follow the reverse inbound haul route to access I-395/I-695. The outbound haul route for concrete and cement trucks, or other vehicles over 12-feet high would travel northwest on Ohio Drive SW from the Inlet Bridge, then turn right on Independence Avenue SW, then turn right onto 7th Street SW to access I-395/I-695.

Figure E-2: Construction Access Plan 1 (Phase 2)



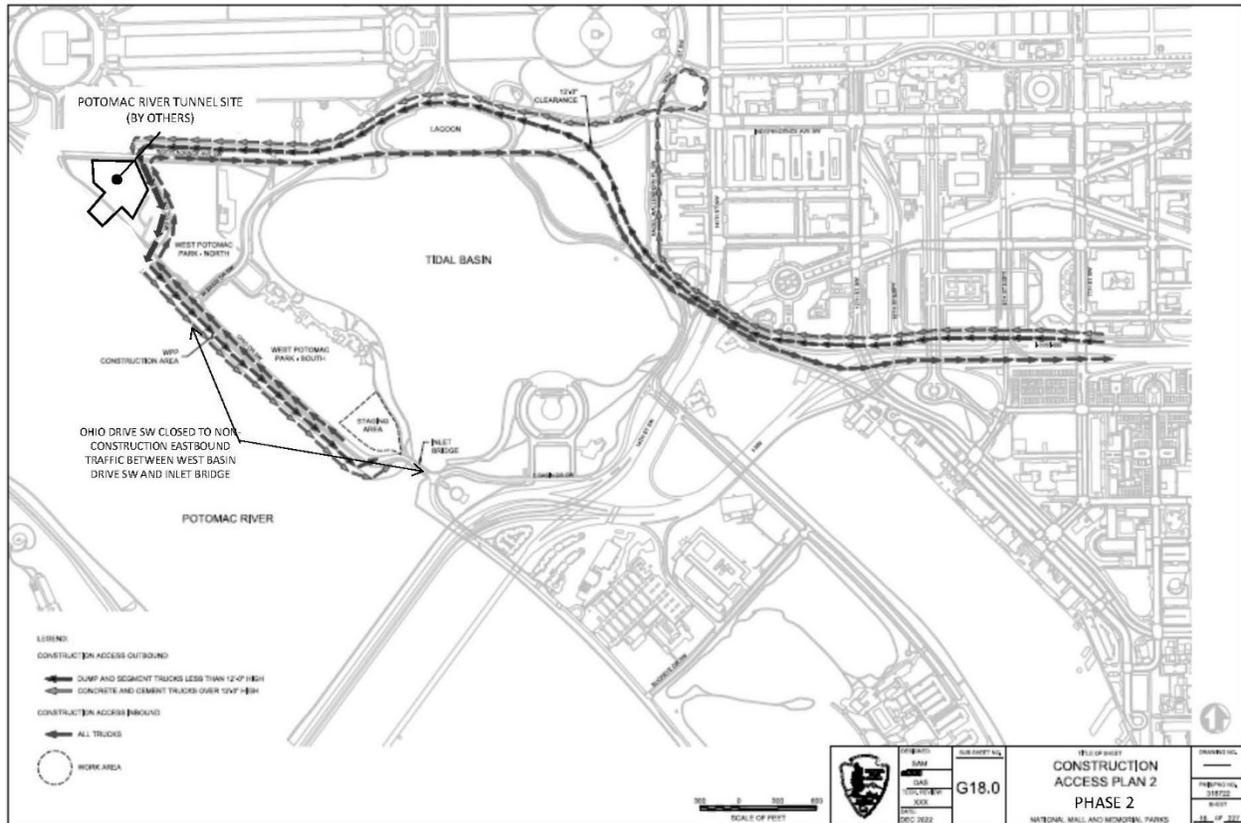
When Potomac River Tunnel construction activities close a portion of Ohio Drive SW within West Potomac Park, the outbound haul route for concrete and cement trucks, or other vehicles over 12-feet high would be revised as follows: travel northwest on Ohio Drive SW from the Inlet Bridge, then turn right on relocated Ohio Drive SW, then turn right on Independence Avenue SW, then turn right onto 7th Street SW to access I-395/I-695. The inbound haul route and outbound haul route for dump and segment trucks less than 12-feet-high would not change from Construction Access Plan Phase 1.

Figure E-3: Construction Access Plan 2 (Phase 1)



The inbound haul route for dump and segment trucks less than 12-feet high would access the site from I-395/I-695 westbound via Maine Avenue SW, then turn left onto Independence Avenue SW, then turn left onto Ohio Drive SW and continue southeast towards the Inlet Bridge. The inbound haul route for concrete and cement trucks, or other vehicles over 12-feet high would access the site from I-395/I-695 westbound via Maine Avenue SW, then turn right onto Raoul Wallenberg Place SW, then turn right onto Jefferson Drive SW, then turn right onto 14th Street SW, then turn right onto Independence Avenue SW, then turn left onto Ohio Drive SW and continue southeast towards the Inlet Bridge. The outbound haul route for all vehicles leaving West Potomac Park would travel northwest on Ohio Drive SW from the Inlet Bridge, then turn right on Independence Avenue SW, then turn right onto Maine Avenue SW to access I-395/I-695 eastbound.

Figure E-4: Construction Access Plan 2 (Phase 2)



When Potomac River Tunnel construction activities close a portion of Ohio Drive SW within West Potomac Park, the inbound haul route for dump and segment trucks less than 12-feet high would access the site from I-395/I-695 westbound via Maine Avenue SW, then turn left onto Independence Avenue SW, then turn left onto relocated Ohio Drive SW and continue southeast towards the Inlet Bridge. The inbound haul route for concrete and cement trucks, or other vehicles over 12-feet high would access the site from I-395/I-695 westbound via Maine Avenue SW, then turn right onto Raoul Wallenberg Place SW, then turn right onto Jefferson Drive SW, then turn right onto 14th Street SW, then turn right onto Independence Avenue SW, then turn left onto relocated Ohio Drive SW and continue southeast towards the Inlet Bridge. The outbound haul route for all vehicles leaving West Potomac Park would travel northwest on Ohio Drive SW from the Inlet Bridge, then turn right on relocated Ohio Drive SW, then turn right on Independence Avenue SW, then turn right onto Maine Avenue SW to access I-395/I-695 eastbound.

Temporary Detour of Ohio Drive SW within West Potomac Park

During construction of the proposed action, eastbound traffic would be detoured off Ohio Drive SW between West Basin Drive SW and the Inlet Bridge. Non-construction traffic would utilize Independence Avenue SW, Maine Avenue SW, and East Basin Drive SW to access the Inlet Bridge and points south on Ohio Drive SW.