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VIRGINIA AVENUE TUNNEL

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SHARE YOUR THOUGHTS

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UPCOMING EVENT >>

Public Meeting

Capitol Skyline Hotel
Room: Hall of States
10 I St SW,
Washington, DC 20024

Thursday,
September 27, 2012
6:00pm - 8:00pm

PROJECT SCHEDULE >>

Impact Assessment	Now - Fall 2012
Draft EIS	Fall 2012
Public Hearing	Winter 2012
Final EIS	Spring 2013
Record of Decision	Spring 2013

PROJECT UPDATES

Upcoming Public Meeting

FHWA and DDOT will host another public meeting on Thursday, September 27 to provide an update on the Virginia Avenue Tunnel project and share information about the alternatives being evaluated in the Draft Environmental Impact Statement (EIS).

Online Resources and Information Update

The Frequently Asked Questions (FAQs) on the project website have been updated based on the comments and feedback received from the community members. Responses to FAQs about the EIS process, real estate, construction duration, and present and future freight rail operations were updated. The revised FAQs can be accessed directly at <http://www.virginiaavenuetunnel.com/faq/>.

The transcript from the May 2012 public meeting is also now available on the project website under the Project Resources section at <http://www.virginiaavenuetunnel.com/project-resources/>.

Questions and comments from the public are encouraged and can be submitted anytime throughout the NEPA study process. In addition regular project updates and announcements will continue to be provided on the project website. Please continue to visit <http://www.virginiaavenuetunnel.com>.



The project team discussed the EIS shift and retained project concepts at the May 21 public meeting



The project team took questions and answers from the audience on issues surrounding the project

Geotechnical and Noise Field Studies Progressing along Virginia Avenue

The project team recently completed a series of geotechnical borings. Soil and groundwater samples were collected from the borings and are currently undergoing laboratory evaluations to determine factors that may impact the project, such as soil characteristics and the presence of organic and inorganic constituents. The project team will incorporate the results of the environmental analyses in the upcoming Draft EIS.

Noise measurements were conducted over six full days between May 22 and June 22, 2012. Sound level meters were set up at various locations along Virginia Avenue SE: Capitol Quarter, Arthur Capper Senior Center, Marine Corps Recreation Facility, Virginia Avenue Park and the eastern tunnel portal. The noise measurements are being reviewed and will be used as the basis to predict future noise levels in the areas surrounding the Virginia Avenue Tunnel Project.

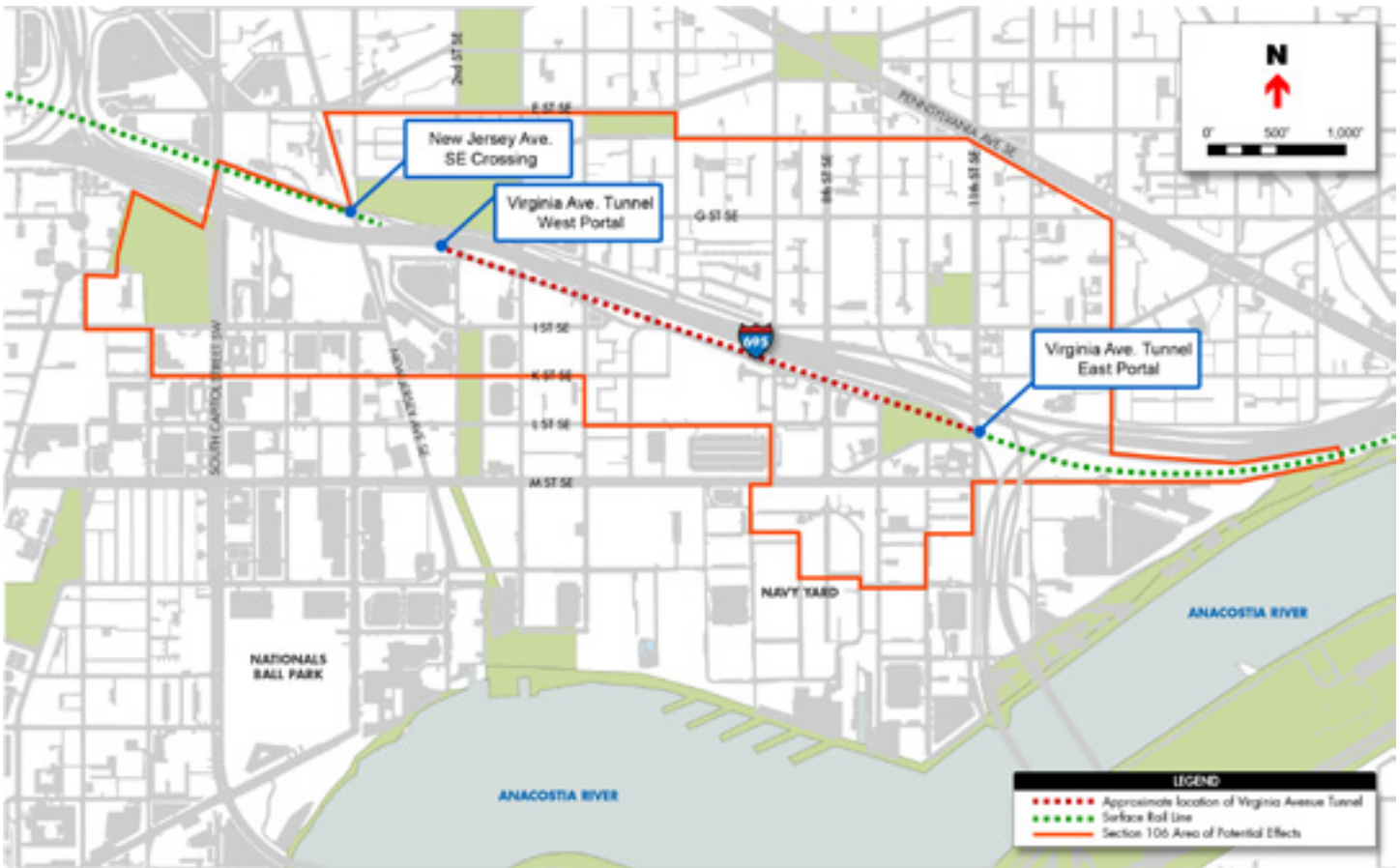


Sound level meters in operation along Virginia Avenue



Section 106 of the National Historic Preservation Act

Section 106 of the National Historic Preservation Act is running concurrently with the NEPA process. Section 106 requires that the lead federal agency responsible for a project consider the effects of its actions on historic properties. Consulting parties, which include government agencies, such as the District Historic Preservation Office, organizations such as the Capitol Hill Restoration Society and individuals with an interest in protecting historic properties, have been working with the project team to identify the Area of Potential Effects (APE). The project team is identifying the historic properties within the APE and is planning to have its next meeting with the consulting parties in September.



Preliminary Section 106 Area of Potential Effects (APE) Map

VIRGINIA AVENUE TUNNEL BACKGROUND



Looking west from the Virginia Avenue Tunnel portal near Garfield Park



A view of the east portal of the Tunnel

Owned and maintained by CSX, the Virginia Avenue Tunnel is located in Southeast Washington, DC, beneath the eastbound lanes side of Virginia Avenue SE. By reconstructing Virginia Avenue Tunnel with a vertical height that will allow CSX to operate double-stack intermodal container freight trains, the railroad will be able to expand its capacity to transport freight in an environmentally sensitive manner. Furthermore, because the new tunnel will re-establish a second set of tracks, CSX will eliminate the chokepoint that currently delays all trains traveling through the Washington region.