

# Welcome to the Virginia Avenue Tunnel Environmental Assessment and Section 106 Public Scoping Meeting

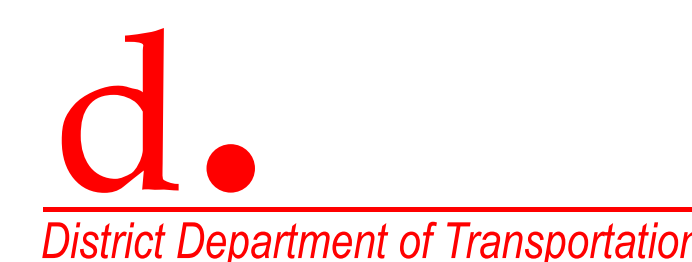
Project representatives are on hand to receive comments and answer questions.



# Tonight's Meeting

- The purpose of this meeting is to gather early public input into the scope of the Virginia Avenue Tunnel project's environmental assessment (EA), potential alternatives, and areas of concern regarding the project.
- This evening's meeting is an Open House format, during which you will be able to talk directly with members of the project team.
- Although we will be glad to answer any questions you might have, we will only know your thoughts and ideas if you fill out a comment form, speak to the court reporter stationed at this meeting, email us, or visit and leave comments at our project website.
- We thank you for your participation in this process.

*DDOT is committed to ensuring that no person is excluded from participation in, or denied the benefits of its projects, programs, and services on the basis of race, color, national origin, or gender, as provided by Title VI of the Civil Rights Act of 1964 or on the basis of disability as provided by the Americans with Disabilities Act.*



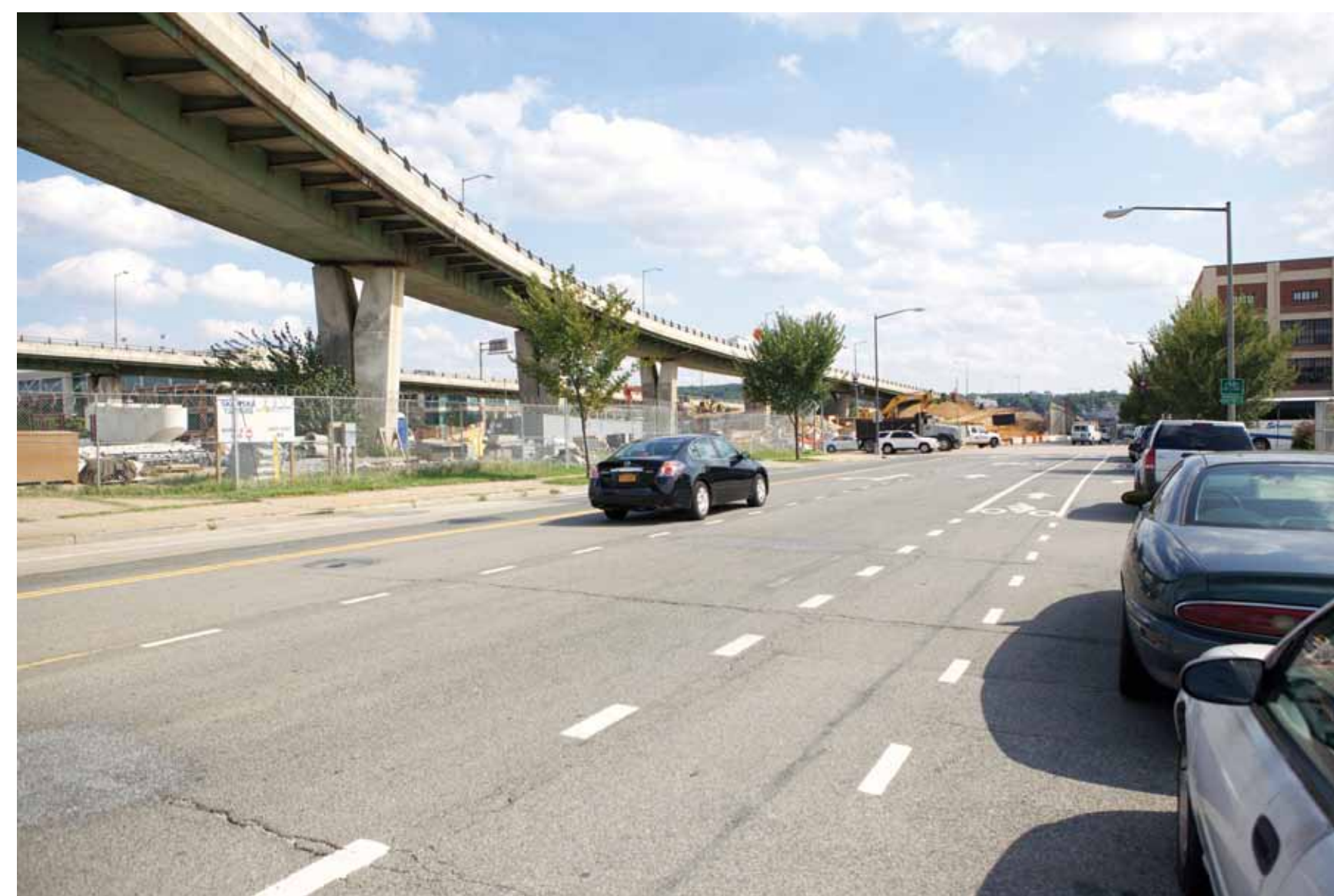
# Purpose and Need

FHWA actions associated with this project would occur during construction and include potential closure of the I-295 on-ramp at 8th Street SE and potential temporary use of air rights under I-295/11th Street Bridge.

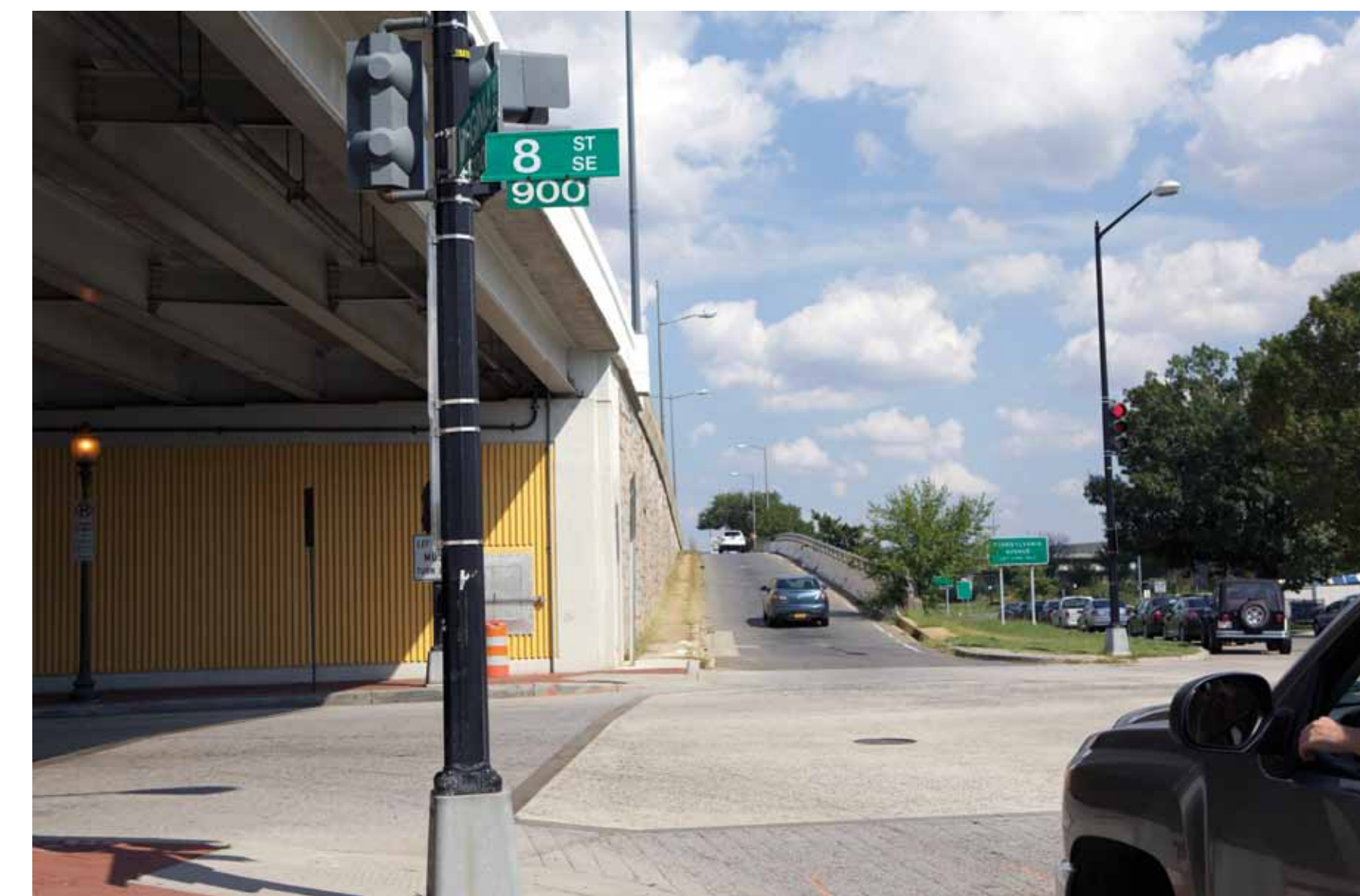
CSX is proposing this project to address:

- Tunnel Deficiencies
- Future Freight Demand
- Capacity Limits

I-295/11th Street Bridge



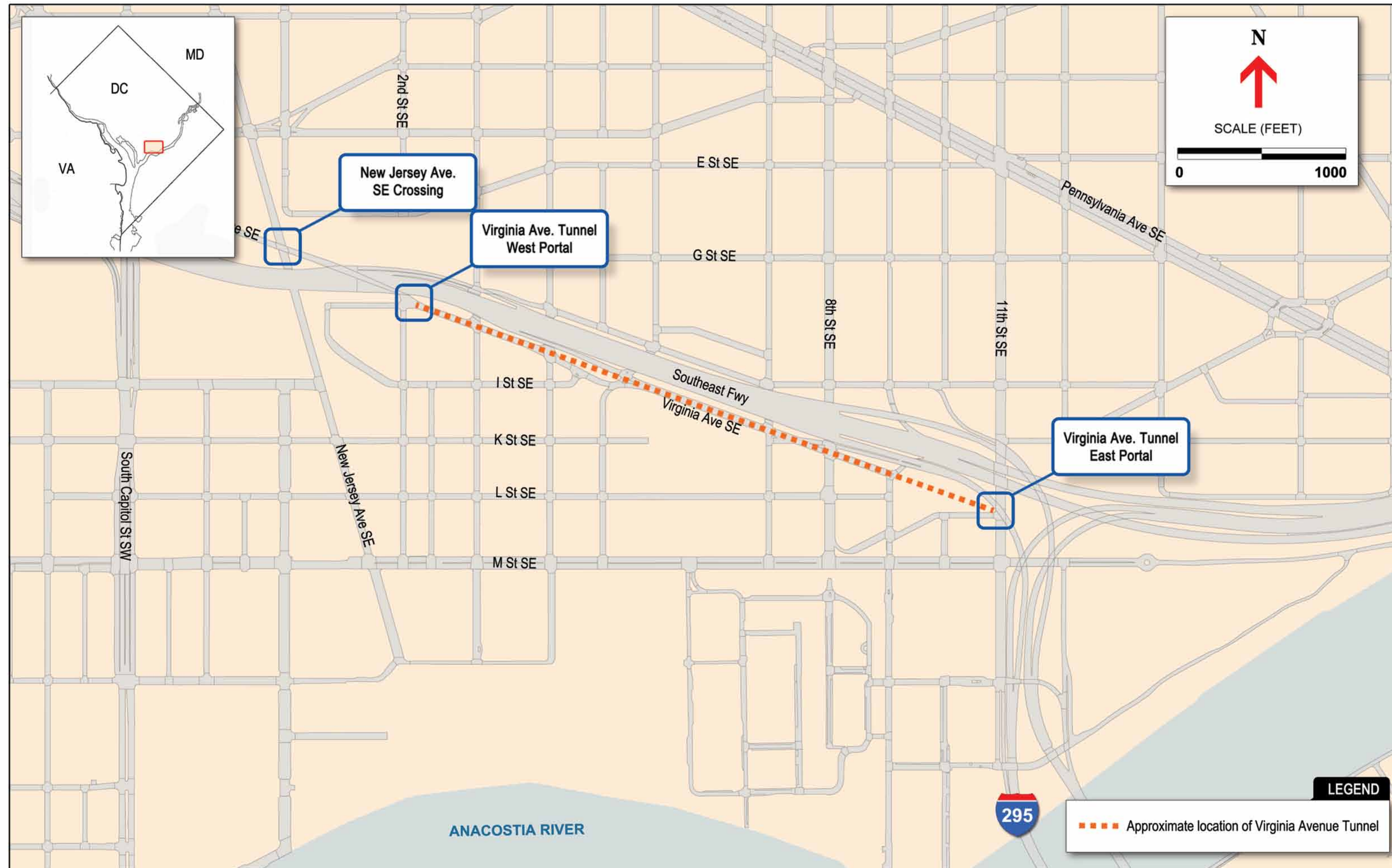
I-295 On-Ramp at 8th Street SE



# What is the Virginia Avenue Tunnel?

- Originally constructed between 1872 and 1904
- Approximately 4,000 feet long
- Located beneath eastbound Virginia Avenue SE between 2nd and 11th Streets
- Major chokepoint
  - Single track tunnel
  - Insufficient vertical clearance to operate double-stack intermodal container freight trains

# Where is the Virginia Avenue Tunnel?



# West Portal at 2nd Street SE (Existing Conditions)



# East Portal at 11th Street SE (Existing Conditions)

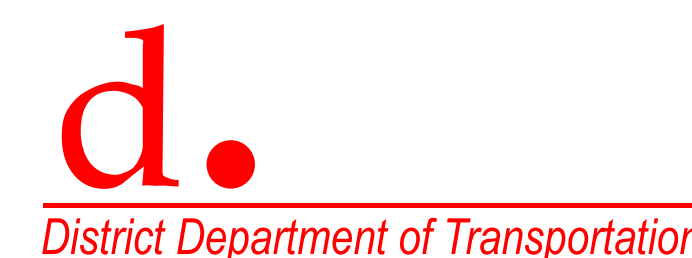


# Section 106 of the National Historic Preservation Act

Section 106 of the National Historic Preservation Act as amended requires consultation with the State Historic Preservation Officer and other interested parties for any federal undertaking.

An assessment of effect on historic properties will be conducted and disclosed in the project's Environmental Assessment.

*Interested parties are invited to participate.*



# NEPA Environmental Assessment Process





# Environmental Issues

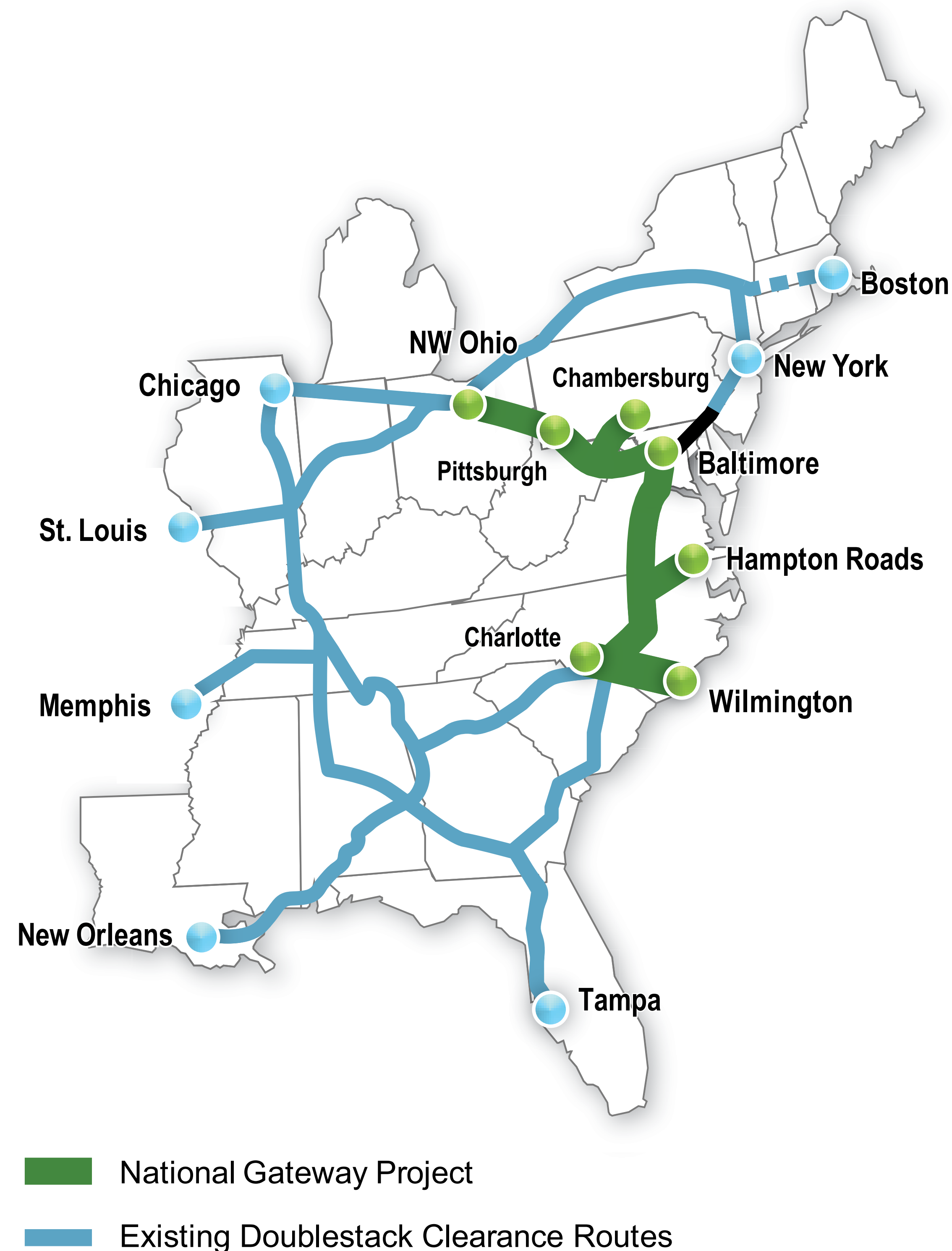
What we heard from previous public outreach:

- Access to interstate
- Air quality
- Claims
- Emergency Vehicle Access
- Hours of Construction
- Noise and Vibration
- Parking
- Pedestrian/Bicycle Access
- Public Transportation Access
- Safety and Security
- Storm Water Drainage
- Traffic
- Utility Service

# Project Schedule

MILESTONE	DATE
Public Meeting 1	September 14, 2011
Public Meeting 2	Fall 2011
Environmental Assessment	Spring 2012
Public Meeting 3	Spring 2012
Final Decision Document	Summer 2012

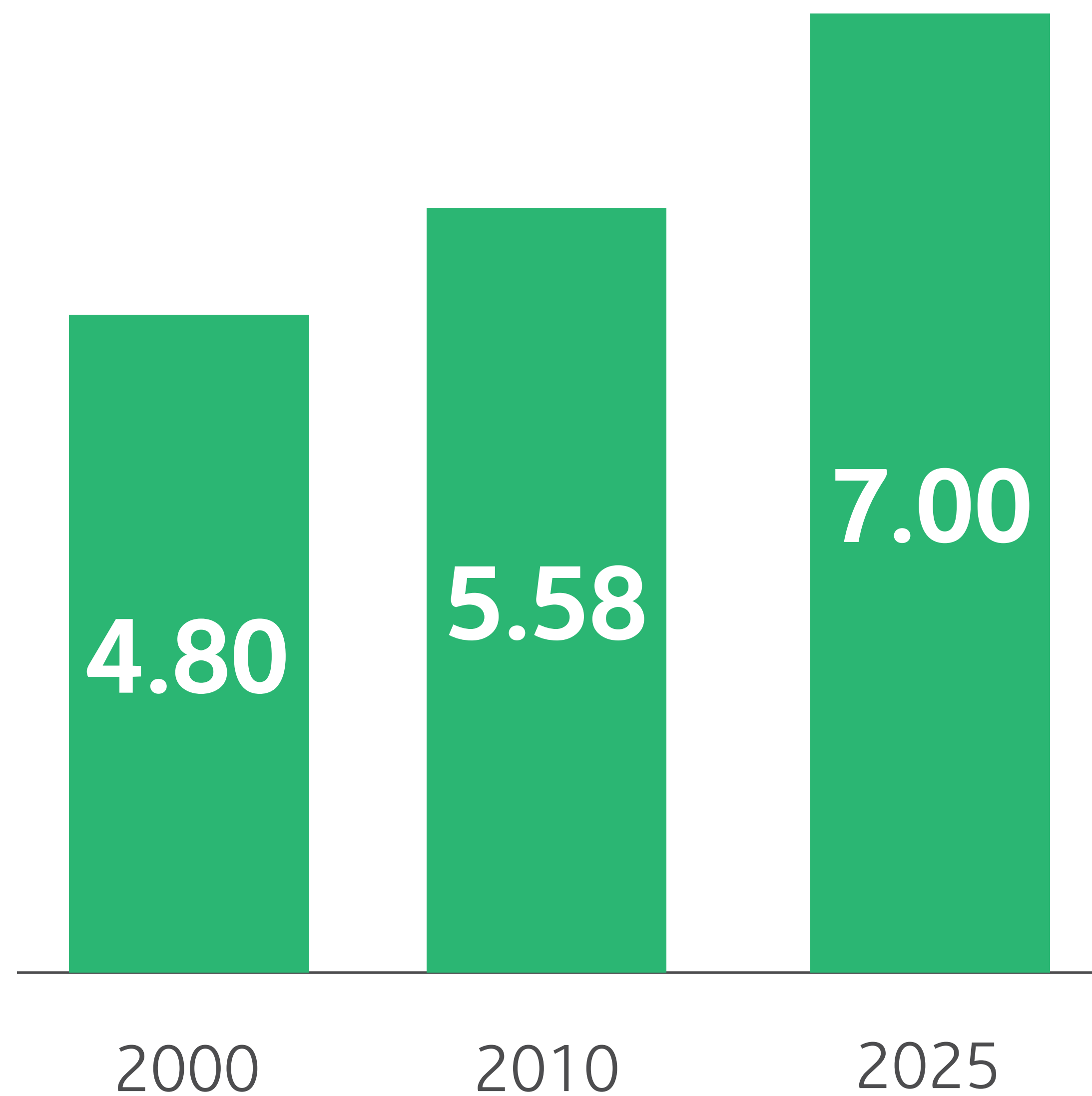
# About The Virginia Avenue Tunnel Project



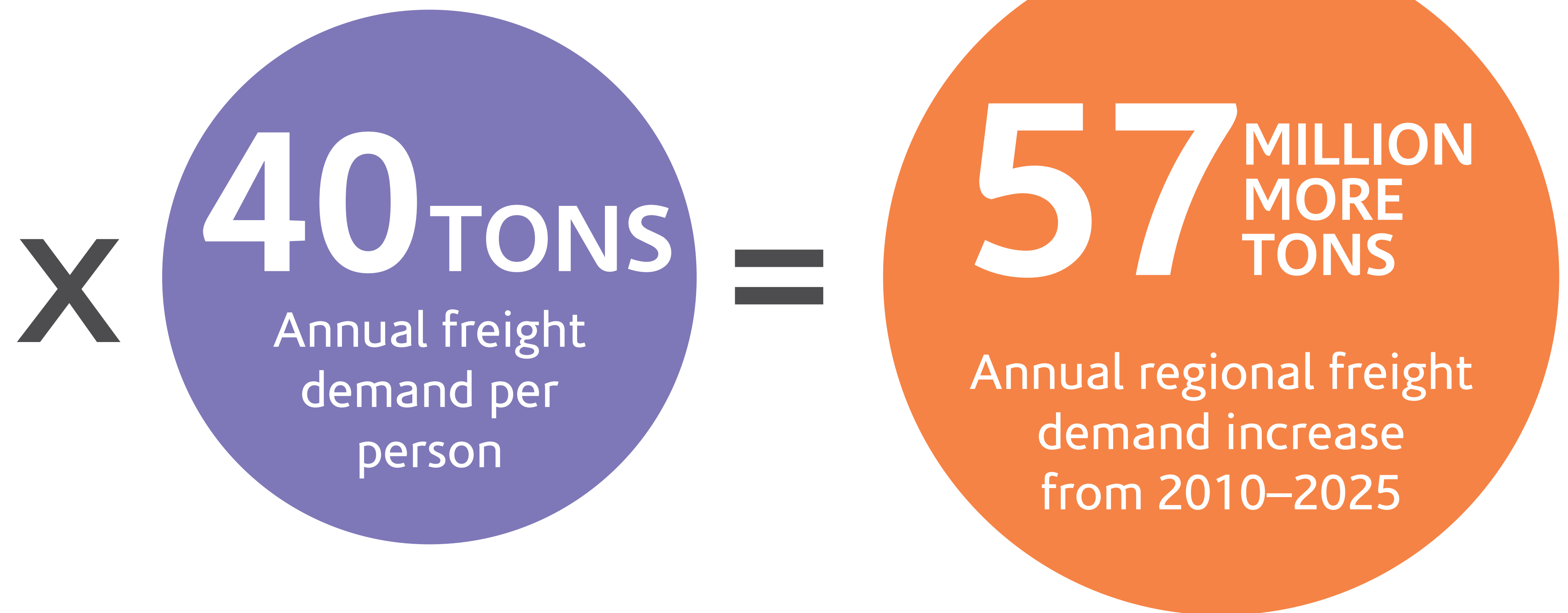
- The Virginia Avenue Tunnel Project is a 107 year-old tunnel that has been identified as one of the most significant bottlenecks on the East Coast in the last two Mid Atlantic Rail Operations Planning Studies. The tunnel has been in operation for over a century and must be modernized to help meet 21st century transportation needs.
- This tunnel is part of the National Gateway, an \$842 million multistate public-private infrastructure initiative that plans to upgrade tracks, equipment and facilities, and provide clearance for doublestack intermodal trains.

# The Challenge in the Washington Region

DC Metro Area Population  
(millions)



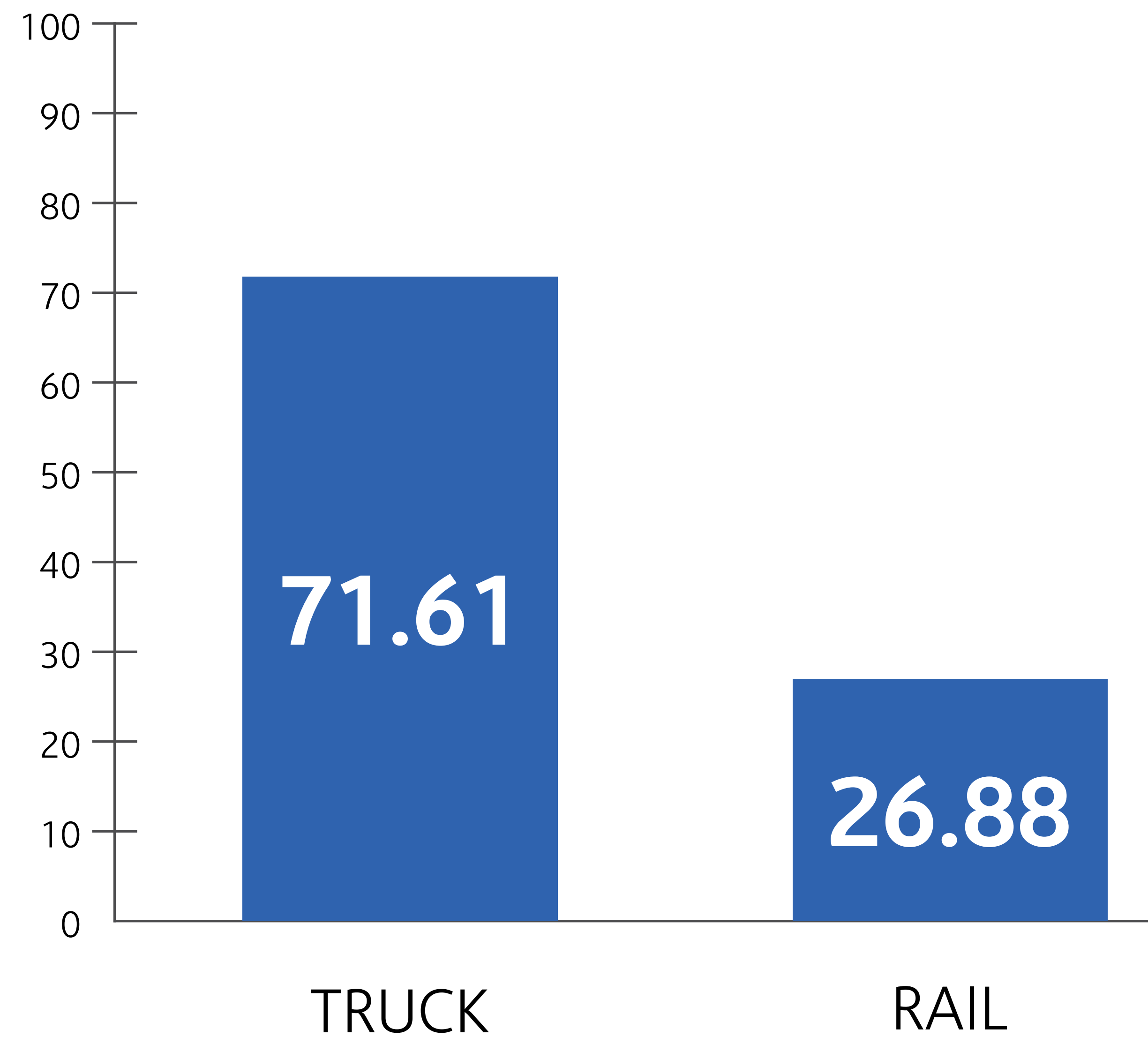
Figures according to the Federal Railroad Administration and the US Census Bureau. 2025 population projection based on growth rate between 2000 and 2010.



- Pollution ●
- Road & Rail Congestion ●
- Logistics Cost ●

# Freight: Modal Greenhouse Gas Comparisons

Ton of Greenhouse Gas Emissions  
(per million ton-miles)



- A train can move a ton of freight nearly 500 miles on a single gallon of fuel.
- On average, railroads are three or more times more fuel-efficient than alternatives, and with constant innovation freight rail becomes more efficient every day.
- The EPA estimates that moving freight by rail emits three times less nitrogen oxide and particulates per ton-mile than highway transportation
- Shifting 10 percent of long-haul freight from the highway to the railroad would reduce annual greenhouse gas emissions by more than 12 million tons.

# What is Double-Stack?

- Double-stack trains carry two containers on top of one another on a single car. In this manner a double-stack train can transport up to twice the amount of freight as a single-stack train of equal length.
- Encouraging use of double-stack trains will result in fewer highway miles traveled, faster connecting service, and lower overall transportation costs-savings that will alleviate pressure on our highways and lower the cost of doing business in the region.



# What is Intermodal?

- Intermodal transportation employs multiple modes of transportation to move freight in a container or vehicle, without any handling of the freight itself when changing modes.
- Intermodal transportation allows shippers to combine the long-haul efficiencies of rail with the flexibility of short-haul trucks to achieve cost-effective, efficient and reliable freight transportation.



# How to Provide Comments

## How to provide comments:

Fill out a **comment form** available at this meeting

**Speak** to the court reporter stationed at this meeting

E-mail [contact@virginiaavenuetunnel.com](mailto:contact@virginiaavenuetunnel.com)

Visit [www.VirginiaAvenueTunnel.com](http://www.VirginiaAvenueTunnel.com)





WELCOME

# Project Overview

**NEPA**

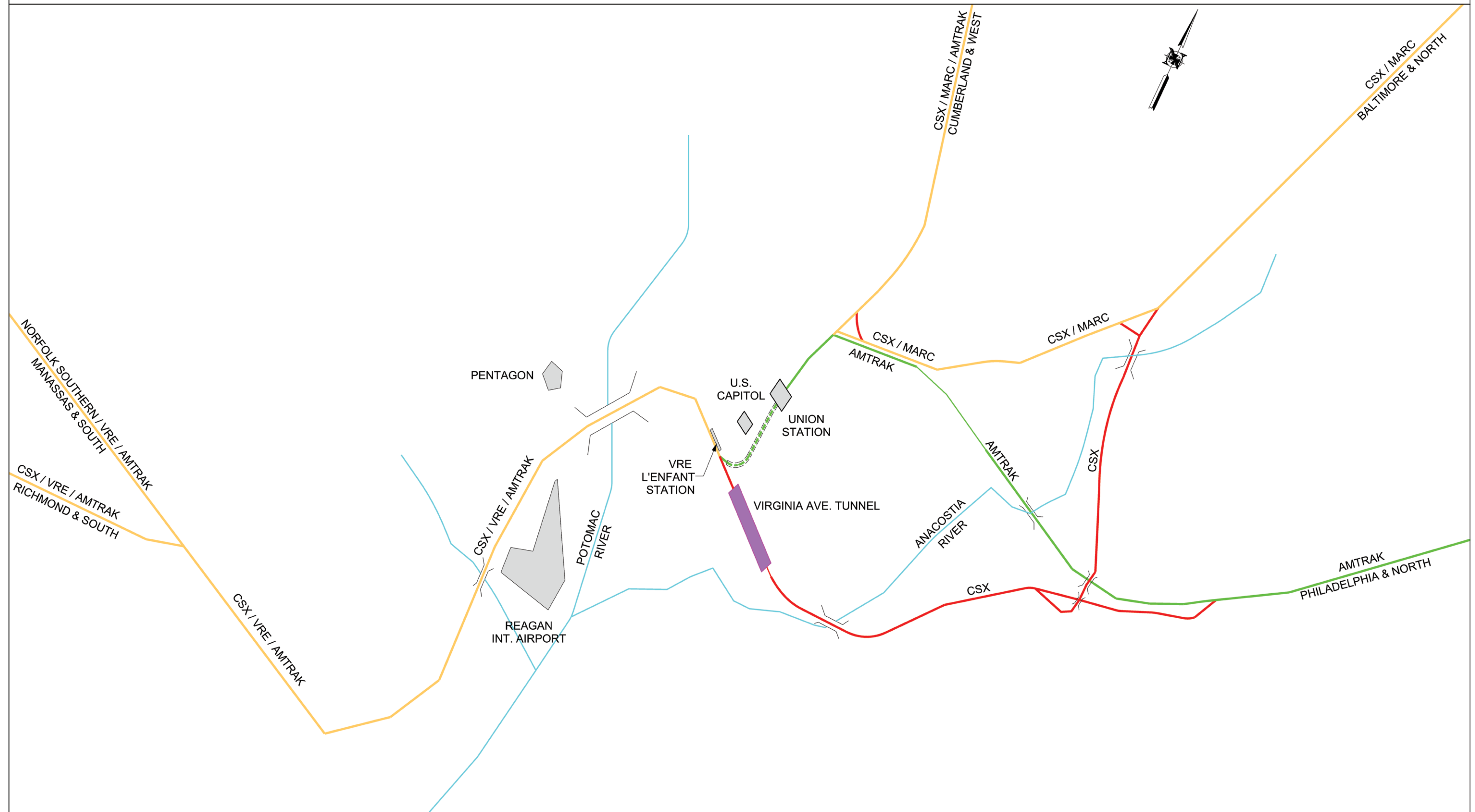
CSX

Comments

Concept

Alternative

Suggestions



LEGEND

- FREIGHT ONLY
- PASSENGER ONLY
- FREIGHT AND PASSENGER

WASHINGTON D.C. AND VICINITY  
TRAIN ROUTES

NOT TO SCALE



**WEST PORTAL**

**LEGEND**

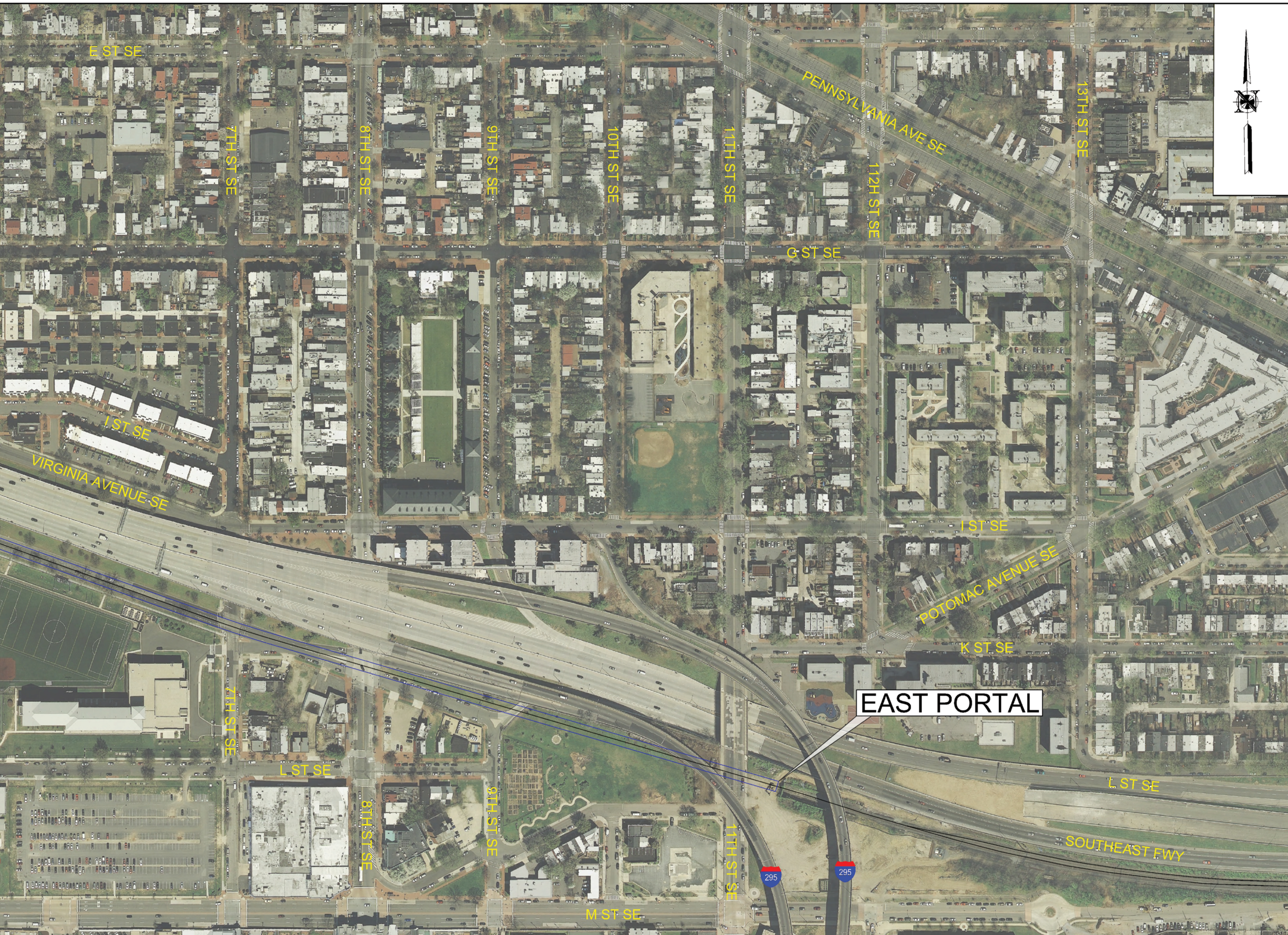
LIMITS OF EXISTING TUNNEL  
 EXISTING TRACK

DATA SOURCE: DISTRICT OF COLUMBIA GEOGRAPHIC INFORMATION SYSTEM  
 IMAGERY SOURCE: MARYLAND AERIAL IMAGERY 2010

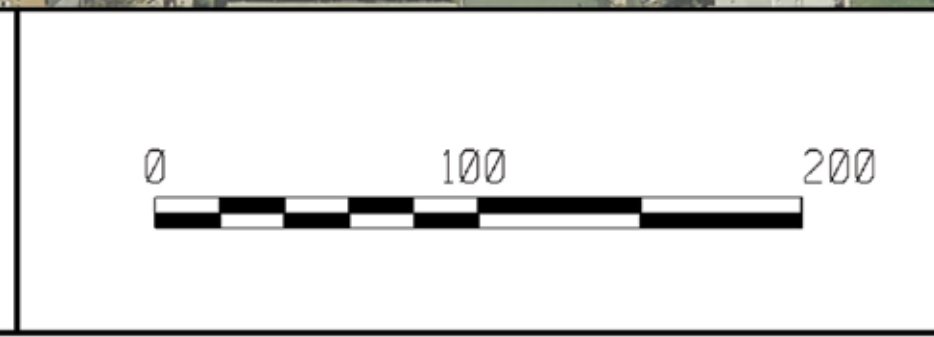
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REVISIONS			
NO.	DESCRIPTION	BY	D





DATE: \_\_\_\_\_  
 VIRGINIA AVENUE TUNNEL PROJECT  
 WASHINGTON, DC



How tomorrow moves **[CSX]**

SCALE: GRAPHIC	VAL. SEC.	DIVISION:	BALTIMORE
DATE: 9-14-11		SUBDIVISION:	RPF
DRAWN: LPT		PROJECT ID:	
CHKD:			

PROJECT LOCATION  
 PLAN

SHEET NO.	1 OF 1
DWG NO.	9006