

**FAQs**  
*(based on questions from)*  
**Landmark Loft Resident Consultation - H Street Bridge NE Replacement**  
**May 7, 2020**

**PROJECT BACKGROUND:**

**1. Why is the bridge being replaced?**

The bridge is structurally deficient and in need of replacement. The replacement of the bridge is needed to address deficiencies identified in the 2018 Bridge Inspection Report. The replacement bridge will look very similar to what it looks like today.

**2. Who is paying for the bridge replacement?**

The project is estimated to cost \$225 million. Construction has been programmed with about \$5 million of federal funds, and the remainder is provided through local funds.

**3. When will the construction be completed?**

The new bridge will be completed and open in 2026. The process will follow the timeline listed below.

- It will take approximately one year to select a contractor (process to begin late 2021).
- The contractor will likely take up to 18 months designing and working within the underpass.
- By early 2023, the contractor will be on top of the bridge, demolishing and rebuilding it. This will take approximately a year and a half to two years to complete one side of the bridge (north or south side). Then they will move to the other side.
- The contractor will not work alongside Landmark Lofts likely until late 2024, and that activity should take approximately one year.
- The project is planned to be completed by 2026.

**CONTACTS:**

**4. How can residents contact DDOT with concerns?**

The project website ([www.hstreetbridge.com](http://www.hstreetbridge.com)) will continue to be updated.  
The project email is [info@hstreetbridgeproject.com](mailto:info@hstreetbridgeproject.com)

For any direct requests, please contact:  
Ali Shakeri, DDOT Program Manager Wards 5&6  
[ali.shakeri@dc.gov](mailto:ali.shakeri@dc.gov)  
202-409-2316 Mobile  
202-671-4612 Office

Once the Contractor is selected:

- Once construction begins, DDOT will communicate with a representative from each adjacent building regarding any work activities in the vicinity of those buildings. This contact will be available 24 hours per day and seven days per week.
- Project social media accounts will provide daily updates on traffic and construction events.
- There will be another public meeting once the RFP is published later this year.

## TRAFFIC (vehicle and pedestrian):

**5. Why can't you just shut down the bridge entirely so that the project can be completed faster?**

The phased construction is necessary so that H Street NE will remain open for pedestrians and vehicles, and access to the Union Station garage & bus facility and Kaiser/Amtrak loading dock can be maintained.

**6. How are you balancing your concerns about traffic flow and commuters with the concerns of residents who live near this project?**

The phased construction is necessary so that H Street NE will remain open to maintain access to Union Station. DDOT and the selected contractor will monitor traffic throughout construction to identify and address issues. The needs of pedestrians and bicyclists will be included in the monitoring plan.

**7. With the bridge design: At the moment, the configuration encourages dangerous U-turns at 3rd Street and H Street. Will that be remedied?**

The project will not change the geometry or operations at the intersection of H Street and 3<sup>rd</sup> Street.

**8. Will the traffic signals be adjusted so pedestrians have more time to cross H Street, both at the 3rd street intersection as well as at the apex of the bridge -- across from Union Station?**

The vehicle and pedestrian counts for the project area have been provided to the DDOT Traffic Operations Division Traffic, who is responsible for signal timing.

**9. Why is there no "walk" call signal curbside at the bridge apex and only in the median?**

Once the bridge is completed, a walk call signal for the crosswalk on the bridge will be added at both sidewalks in addition to the median.

**10. Will the sidewalk on the bridge be widened?**

Yes, over the railyard, there will be an increase in the width of the sidewalk of approximately 1 foot.

**11. Who's in charge of the aesthetics of the bridge?**

The appearance of the replacement bridge will be very similar to the existing one. It will match its current configuration and operations for pedestrian, vehicle, bus, and transit. DDOT intends to replace the fence on the bridge and adjacent to Landmark Lofts with one that is similar to the new fence at the recently constructed Monroe Street bridge over CSX/WMATA lines adjacent to the Brookland Metro station.

**12. Garage Access - will cars be able to make a left out of the Senate Square parking garage onto 2nd Street NE or will all traffic be forced to make a right turn?**

Vehicles will continue to be able to make a left turn out of the Senate Square parking garage onto 2nd Street NE. There may be short term restrictions when overhead construction is taking place at 2nd Street NE, which will be communicated ahead of time to the Senate Square building representative.

**13. How will pedestrian access to Union Station for the Metro be affected? Will everyone have to use the main entrance in the front of Union Station?**

Pedestrian access will differ for each phase of construction. The sidewalk on the north side of the bridge will be maintained during the reconstruction of the southern half of the bridge. Pedestrians will be able to cross at a temporary crosswalk on the bridge into Union Station. The sidewalk on the south side will provide access to Union Station when the north half of the bridge is under construction. A shuttle service is being provided between the 3rd Street streetcar stop and the Union Station bus facility.

**14. Are they going to reinstall the streetcar?**

Yes, DDOT will be reconstructing the streetcar station on the top of the bridge.

**15. Will making a left hand turn from H Street onto 3rd Street when headed east be impacted?**

Traffic will be restricted to a single lane in each direction on the bridge during construction. Left turns onto 3<sup>rd</sup> Street from H Street will be prohibited to prevent traffic backing up behind a left-turning vehicle.

**16. Can you explain how the shuttle from 3rd Street to the top of Union Station will work?**

The shuttle will operate at the same frequency as streetcar during streetcar operating hours.

- Heading westbound, it would pick up passengers on the north side of H Street between 3<sup>rd</sup> Street and 4<sup>th</sup> Street and drop off in the Union Station bus facility.
- Heading eastbound, it would pick up in the Union Station bus facility and drop off on the south side of H Street between 3<sup>rd</sup> Street and 4<sup>th</sup> Street.

**NOISE/NUISANCE:**

**17. What do you expect the volume of street noise to be during construction?**

Traffic on H Street is expected to be similar to the current noise level.

**18. What will the hours of construction be for day/night and weekend shifts?**

Construction is allowed Monday through Saturday from 7 am to 7 pm. No construction is allowed before 7 am or after 7 pm Monday through Saturday or any time on Sunday, and on holidays unless allowed for by a variance. Work over the rail yard (and WMATA) will need to be completed at night and weekends so as not to impact rail operations, which will require a variance to the normal working hours. The location of this work will be over the railyard and not adjacent to Landmark Lofts.

**19. Do they have fencing that blocks or pushes noise up and away from the building?**

DDOT intends to replace the fence adjacent to Landmark Lofts with one that is similar to the new fence at the recently constructed Monroe Street bridge over CSX/WMATA lines adjacent to the Brookland Metro station. This fence does not serve as a noise barrier. Insulated noise barriers will be used to contain noise from certain equipment (saw cutting).

## DEBRIS:

**20. How exactly will you corral dust/dirt/exhaust?**

The bridge contractor will be required to comply with the requirements of the DC Municipal Regulations (DCMR) Title 20.

As noted in question 15, foundation construction, which generally produces the most dust and dirt, is mostly contained within the H Street underpass. Water will be used to contain dust generated from specific construction activities, such as concrete saw cutting. DDOT will also have a Construction Manager on site who will monitor compliance with the Contract and regulations.

**21. Will debris from the construction work effect windows facing H Street NE (our unit faces H Street)?**

The bridge contractor is obliged to provide protection to windows, utilities, and equipment (including HVAC units), and repair any damage that may occur.

**22. Will units facing H Street NE need to install shutters to protect the glass?**

The bridge contractor is obliged to provide protection to windows, utilities, and equipment (including HVAC units).

**23. Will the HVAC units on the ground level along the H Street NE wall be covered from debris and dust?**

The bridge contractor is obliged to provide protection to windows, utilities, and equipment (including HVAC units).

**24. How to protect the units that face the bridge? There will be dirt, debris, and fumes so what is their plan to get the work done without disturbing us?**

The bridge contractor is required to comply with the requirements of the DC Municipal Regulations (DCMR) Title 20, specifically those relating to air quality and noise control.

## AESTHETICS:

**25. Right now, Landmark Lofts on the H street side is protected by a large concrete wall. Do they have something they could show us how the H street side will look after the work is done?**

The retaining wall and concrete wall adjacent to Landmark Lofts will not be replaced. Only the guardrail and chainlink fencing on the top of the wall will be replaced. DDOT intends to replace the fence with one that is similar to the new fence at the recently constructed Monroe Street bridge over CSX/WMATA lines adjacent to the Brookland Metro station.

**26. Can we see examples [of the fencing] for aesthetic purposes?**

DDOT intends to replace the fence adjacent to Landmark Lofts with one that is similar to the new fence at the recently constructed Monroe Street bridge over CSX/WMATA lines adjacent to the Brookland Metro station.

**27. What replacement fencing did DDOT use on previous projects that they recommend?**

DDOT intends to replace the fence adjacent to Landmark Lofts with one that is similar to the new fence at the recently constructed Monroe Street bridge over CSX/WMATA lines adjacent to the Brookland Metro station.