

# DISTRICT DEPARTMENT OF TRANSPORTATION



## *H Street Bridge over Railroad*

*Metropolitan Washington Council of Governments*

*September 6, 2024*

*TPB Technical Committee*

*Item 7*

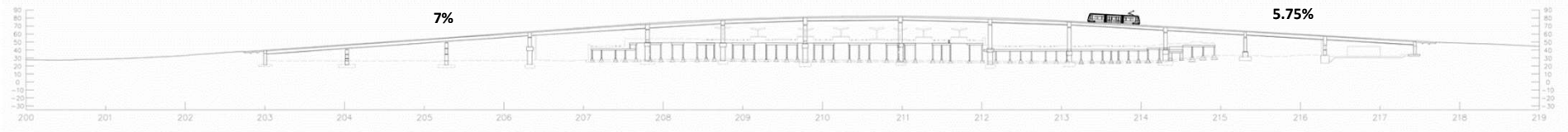
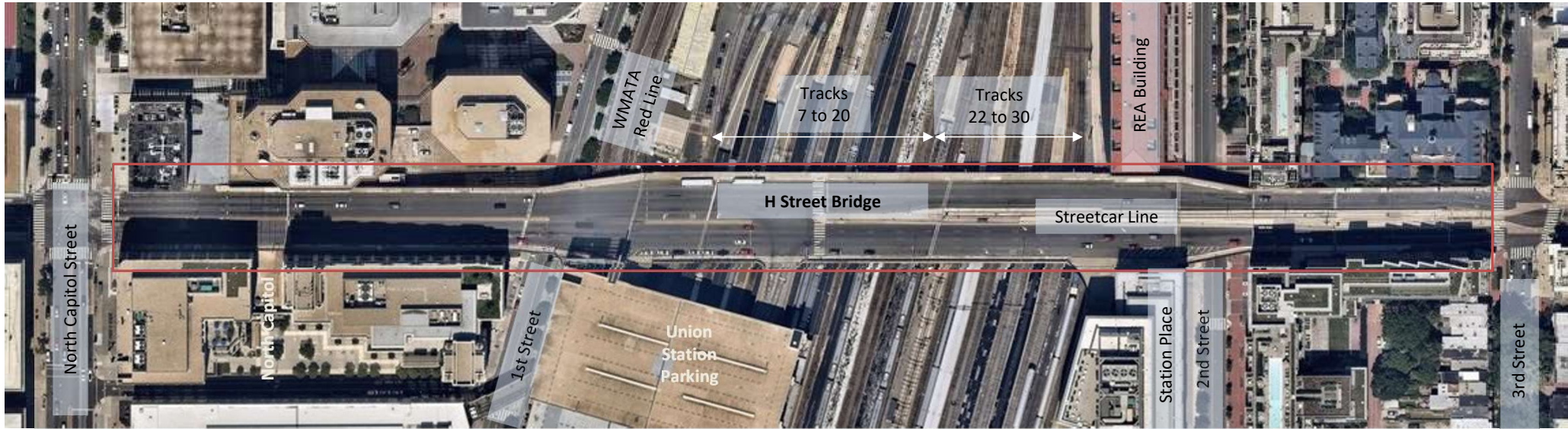
# Agenda

- Introductions
- Background
- Adjacent Projects
- Preliminary Design
- Next Steps
- Questions



# Background

# Project Limits



Project Limits

# Project History

- 1907 – Union Station railyard constructed, H Street passes through underpass
- 1976 – The H Street Bridge NE was opened to traffic, underpass closed
- 2010 – DDOT started preliminary engineering focused on rehabilitation of H Street Bridge, NE
- 2014 – Through coordination with FRA, USRC and Amtrak the DDOT Project evolved from rehabilitation to replacement
- 2017 – DDOT initiated preparing preliminary design, NEPA approvals and design build contract documents for the bridge replacement
- 2021 – DDOT issued a Request for Qualifications
- 2022 – Published shortlist of four qualified design build teams
- 2023 – DDOT issued a draft Request for Proposals and received comment from the four teams.
- 2024 – Final Request for Proposals is scheduled to be released by October 2024.



# Project Objectives

- Reconstruct H Street Bridge
  - Existing bridge is in poor condition. The deck rating of 4 is categorized as structurally deficient
- Minimize impacts during construction
  - Transit
  - Vehicles
  - Pedestrians
  - Bicyclists
  - Rail operations
  - Access to parking garage/loading dock
- Accommodate planned projects
  - Union Station Expansion
  - Burnham Place



# Major Stakeholders

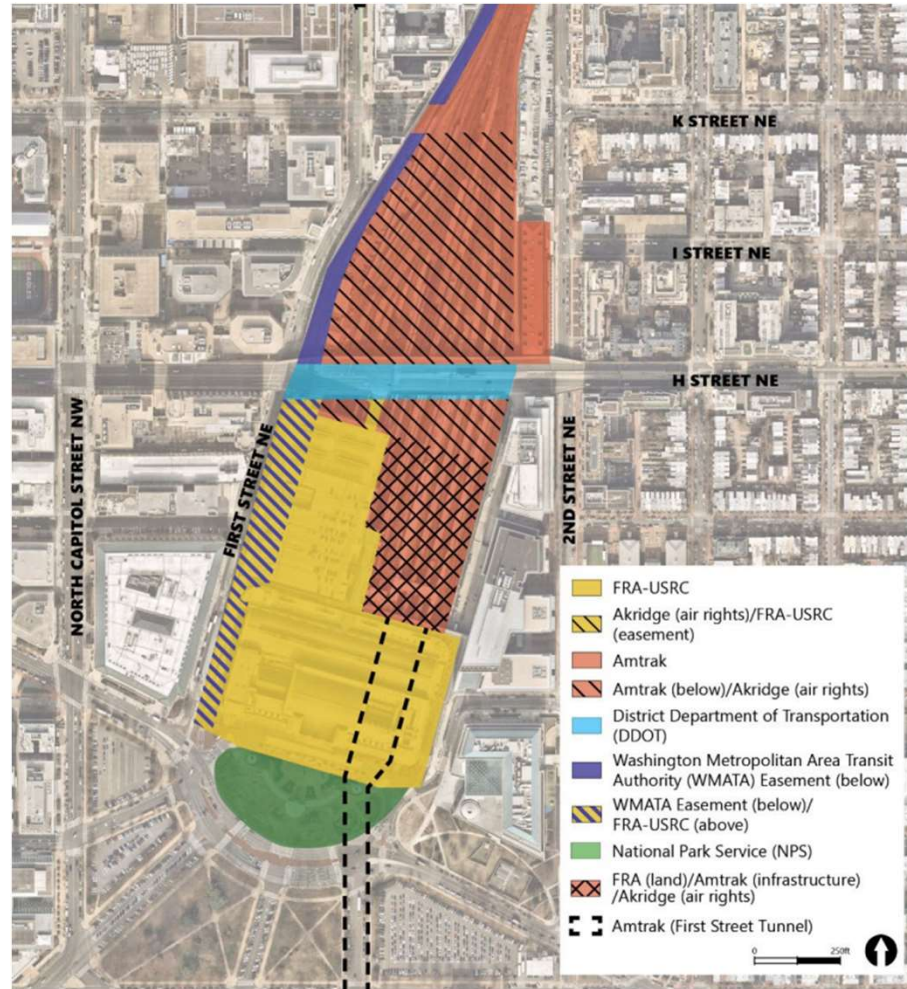
- Federal Highway Administration (FHWA)
- Amtrak
- Union Station Redevelopment Corporation (USRC)
- Federal Railroad Administration (FRA)
- DC Streetcar
- Washington Metropolitan Area Transit Authority (WMATA Bus and Rail)
- Akridge (Burnham Place Development)
- Adjacent Properties
- Utility Companies
- Community



# Adjacent Projects



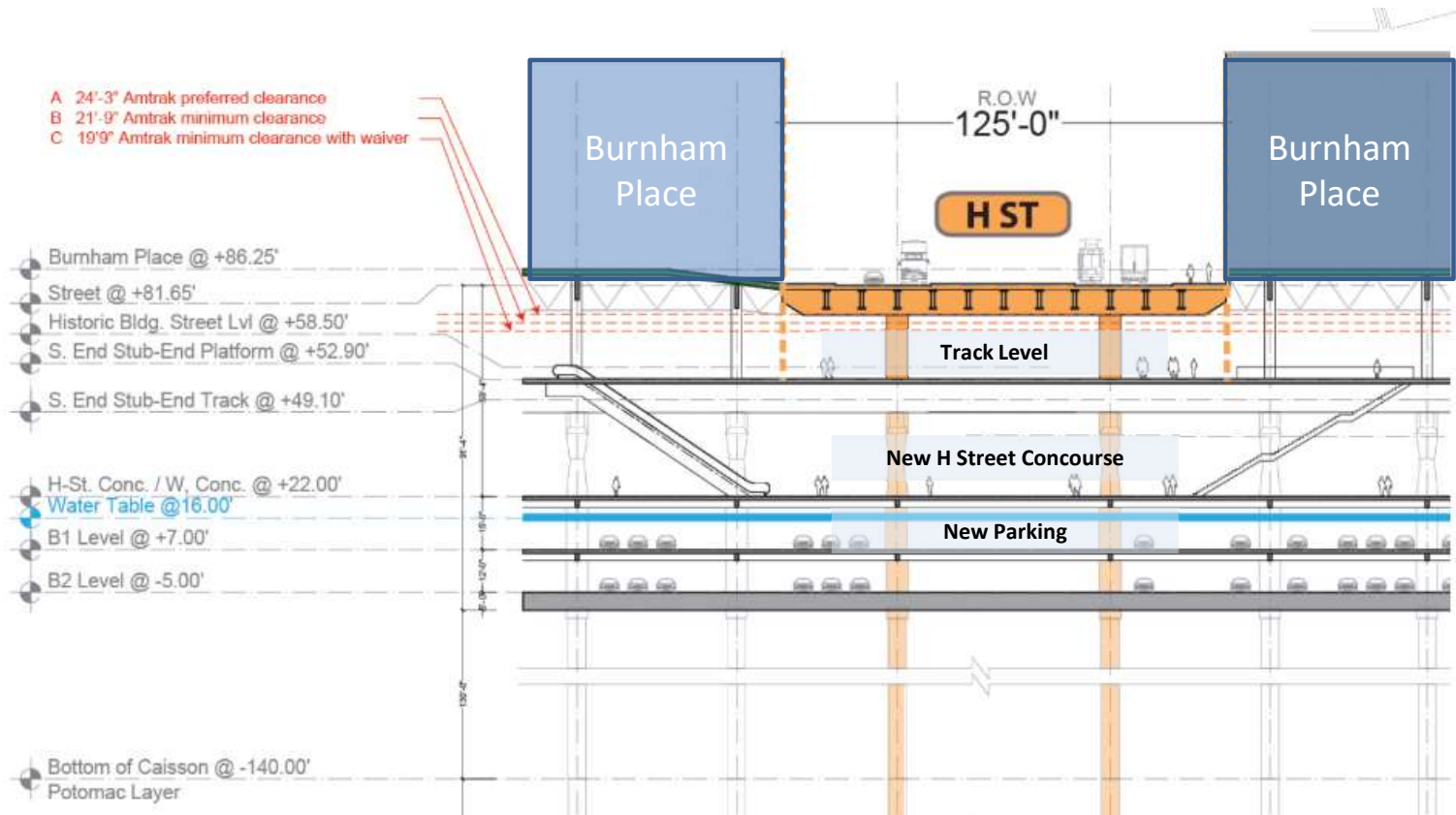
# Rail Yard Ownership



Source: Washington Union Station EIS, March 2024 (FRA)

# Future Development of Union Station Railyard

- Washington Union Station Redevelopment below the bridge (FRA, Amtrak, USRC)
- Burnham Place adjacent/above the bridge (Akridge)



Graphic provided by FRA

# Washington Union Station Redevelopment



Source: *Washington Union Station EIS*, March 2024 (FRA)

# Burnham Place Development

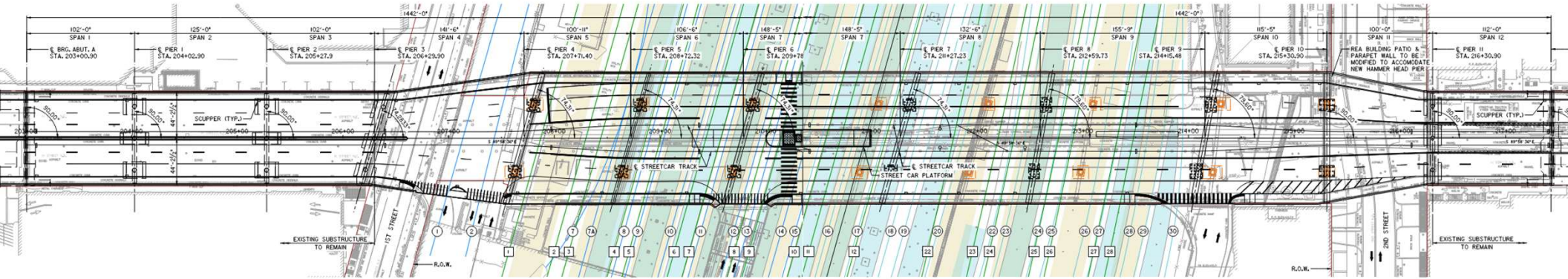


# Preliminary Design

# Design Criteria

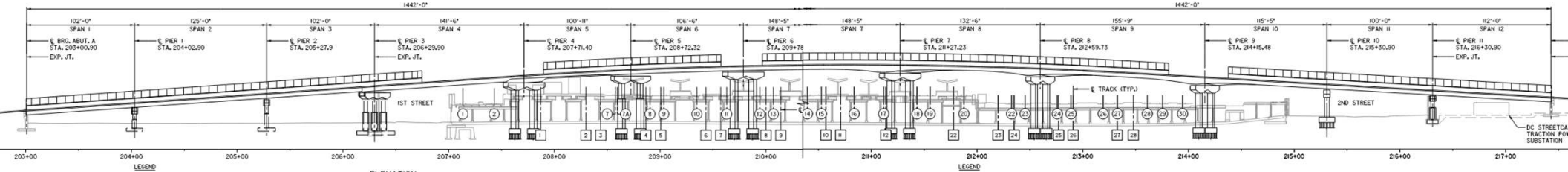
- DDOT
  - Construct replacement bridge within existing right of way
  - Maintain independent utility
  - Allow for streetcar station to be reconstructed on bridge
  - Maintain traffic across the bridge and access to adjacent properties throughout construction
- Amtrak
  - Maintain clearance for existing tracks under bridge
  - Design bridge to be compatible with existing tracks and platforms
- Union Station Expansion Project
  - Design bridge to be compatible with future tracks and platforms
  - Design bridge to be compatible with future sub-surface expansion
- Akridge
  - Do not preclude future intersection on top of bridge
  - Accommodate utilities service to the development

# Proposed Bridge



PLAN  
SCALE: P = 30'-0"

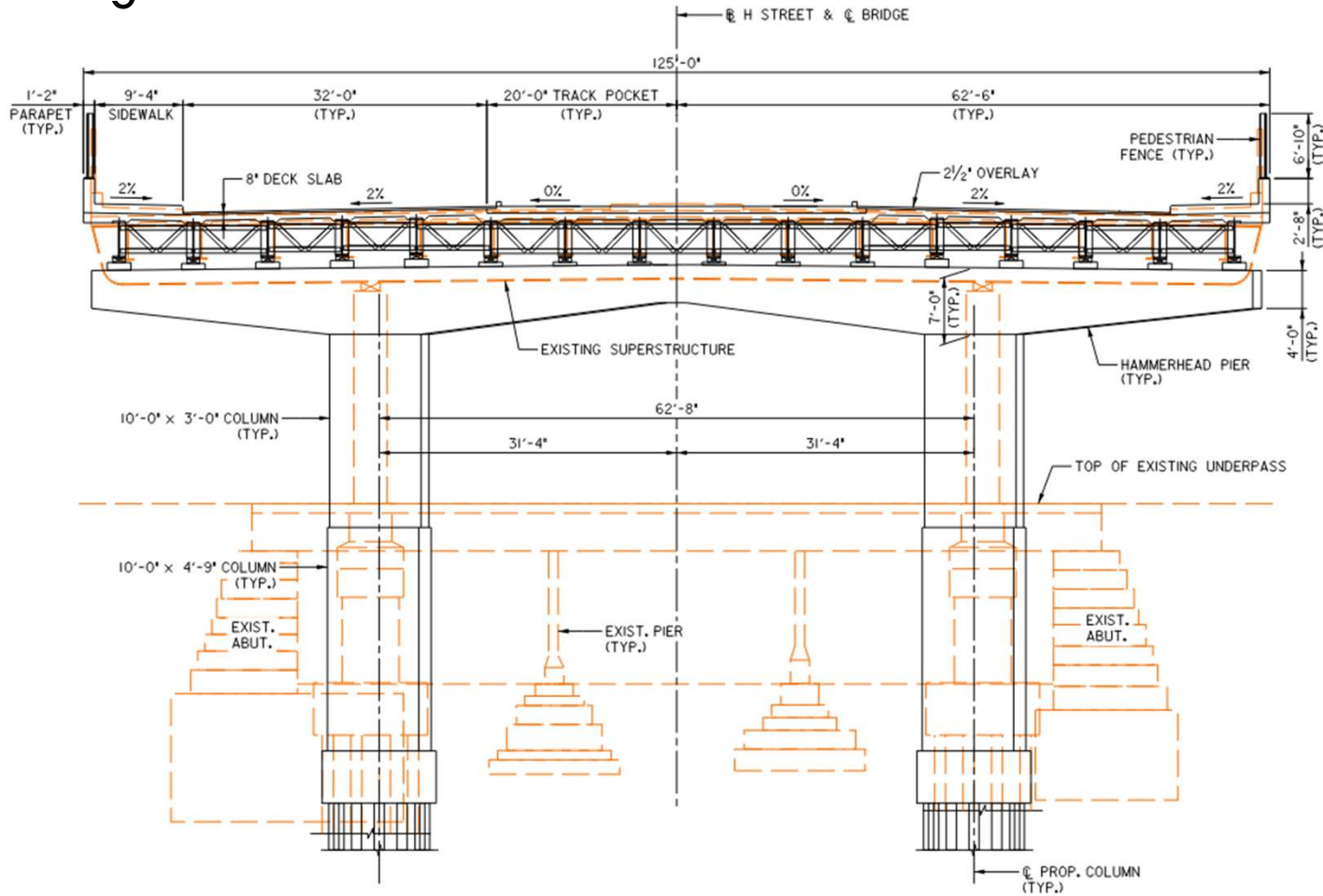
PLAN  
SCALE: P = 30'-0"



ELEVATION

- LEGEND**
- FUTURE TRACK CENTERLINES
  - EXISTING TRACK CENTERLINES
  - X FUTURE TRACK NUMBER
  - X EXISTING TRACK NUMBER
  - EXISTING PLATFORMS
  - FUTURE PLATFORMS
  - EXISTING SUBSTRUCTURE (TO BE REMOVED)
  - EXISTING SUBSTRUCTURE (TO REMAIN)
  - RIGHT OF WAY

# Proposed Bridge



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



# Technical Challenges

- Utility Relocations:
  - DDOT is coordinating with utilities located in the H Street underpass to relocate ahead of NTP for construction
- Amtrak Coordination:
  - Multiple Amtrak projects are ongoing within the vicinity of the project. Construction schedules and timing of track outages will require close coordination
  - Construction Agreement has been finalized and is being routed for signature
- Lack of Available Construction Work Area
  - Project is to be constructed within existing Right of Way
  - Contractor to develop construction approach that minimizes need for stockpiling of material and maximizes on time delivery of pre-fabricated bridge components
- Traffic Impacts
  - Bridge to remain open to traffic with vehicular access to adjacent properties maintained throughout construction
  - DB Contractor will be required to minimize traffic impacts to local neighborhoods
- Streetcar Coordination
  - Certification of the operations by the DC State Safety Oversight Office

# Construction Animation (Holding Place)

# Next Steps

## Next Steps

- Issue Final Request for Proposals  
October 2024
- Receive Proposals from Shortlisted  
Teams Q2 2025
- Select Preferred Bidder before  
End of 2025
- Commence Construction 2026
- Complete Construction 2032





# Questions



District Department of Transportation

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