

# RECORD OF DECISION ATTACHMENT C: PROJECT COMMITMENTS



D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL

## DC2RVA PROJECT COMMITMENTS

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The following commitments to provide mitigation measures for the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project are the result of agency consultations, comments on the Tier II Draft Environmental Impact Statement (EIS), comments on the Tier II Final EIS, and regulatory requirements.

Each commitment has been agreed to by the Virginia Department of Rail and Public Transportation (DRPT) and will be implemented, as appropriate, in the Project's design and construction phases. Actual dates for future Project design and implementation are dependent upon identifying and securing funding, completing Project design, and finalizing all necessary approvals and permits, including agreements with Amtrak and CSXT. Construction of the infrastructure improvements that are part of the DC2RVA Selected Alternative are not currently funded (other than the Atlantic Gateway improvements), and it is unlikely that funding for full construction will be available all at once. Further, FRA and DRPT understand that funding for construction—as well as the timelines of separate but related projects—will require that the DC2RVA Project be constructed incrementally over the 20-year planning horizon from 2025 to 2045. Therefore, the Project will be designed and constructed in increments as funding becomes available; as each Project increment or subproject is funded and moves forward through design and construction, the commitment(s) to perform mitigation appropriate to that specific Project increment will also be implemented. Mitigation measures will be implemented for each subproject as they are constructed and become operational. In the event that the Project or any of the incremental subprojects are turned over to another sponsor during construction, DRPT will continue to coordinate the following commitments with that sponsor and the appropriate federal, state, and local regulatory and managing agencies.

Commitments are presented within the following topic areas:

- A. Continued Coordination
  - Agency Coordination and Permits
  - Coordination with Operating Railroads
  - Coordination with Localities
- B. Environmental Protection
  - Coastal Zone Management
  - Wetlands
  - Floodplains/Stormwater Management
  - Wildlife, Habitats, and Trees
  - Endangered Species
  - Hazardous Materials
  - Air Quality
  - Noise and Vibration
- C. Parks, Recreation Areas, and Wildlife Refuges
- D. Visual and Aesthetics
- E. Waters and Drinking Water
- F. Cultural Resources and Section 106
- G. Design Requirements
  - Maintenance of Traffic/Grade Crossings
  - Pedestrian/Bicycle Facilities
  - Bridge Design
  - Utilities
  - Sustainability
  - Long Bridge Design Coordination
- H. Right-of-Way Acquisition
- I. Supplemental Considerations

## A. CONTINUED COORDINATION

A1 DRPT will continue to coordinate with federal and state agencies, affected localities, the general public, and other stakeholders in accordance with, and to ensure compliance of, all applicable federal and state laws and regulations during future phases of design and permitting. The DC2RVA Project will be implemented in increments or subprojects as funding becomes available. As part of the future phases of design for each subproject, DRPT will avoid or minimize impacts to the extent practicable. Where impacts cannot be avoided or minimized, DRPT will work with the regulatory agencies, permit authorities, project stakeholders and the local communities to develop appropriate mitigation measures as part of each subproject design, and in accordance with project commitments identified herein.

### AGENCY COORDINATION AND PERMITS

A2 DRPT will continue to coordinate with the U.S. Army Corps of Engineers (USACE), U.S. Fish & Wildlife Service (USFWS), U.S. Environmental Protection Agency (EPA), National Marine Fisheries Service (NMFS), Virginia Department of Environmental Quality (DEQ), Virginia Department of Conservation and Recreation (VDCR), Virginia Department of Game and Inland Fisheries (VDGIF), Virginia Marine Resource Commission (VMRC) and other regulatory agencies regarding habitat and wildlife, including any updates to listed species, to ensure impacts are avoided to the extent practicable throughout future phases of design and permitting. DRPT will conduct general coordination with these agencies throughout the full term of the DC2RVA Project. In addition, as funding becomes available for a subproject, DRPT will conduct additional coordination to obtain the necessary permits and approvals pertinent to that subproject as the subproject moves forward into further design and construction.

A3 For proposed activities that impact wetlands and/or surface waters, DRPT will prepare a Joint Permit Application (JPA) to be submitted to the USACE, DEQ, VMRC and local wetland boards. The DC2RVA Project will be developed as a series of incremental subprojects as funding becomes available; DRPT will submit a JPA for each subproject as they are funded and move forward into final design and construction. Proposed compensatory mitigation for the subproject impacts will be developed in coordination with the USACE during preparation of the JPA. The location, type and extent of infrastructure improvement, and applicable laws and regulations will determine the permits and approvals required for each subproject. Anticipated necessary permits and approvals that DRPT will obtain during future phases of design and permitting include the following:

- A3.1       ▪ Section 401 of the Clean Water Act—Water Quality Certification
- A3.2       ▪ Section 402 of the Clean Water Act—National Pollution Discharge Elimination System (NPDES)
- A3.4       ▪ Section 404 of the Clean Water Act—Dredge and Fill Materials
- A3.5       ▪ Section 408 of the Clean Water Act—USACE permission to alter or occupy civil works projects previously constructed by the Corps such as dams, levees, or flood channels

- A3.6      ▪ Code of Virginia Chapter 2, Title 62.1 Subaqueous Stream Bed Bottom – VMRC
  - A3.7      ▪ Section 9 of the Rivers and Harbors Act – United States Coast Guard
  - A3.8      ▪ Section 10 of the Rivers and Harbors Act – USACE
  - A3.9      ▪ MS4 Permit – Small Municipal Separate Storm Sewer Systems
- A4      DRPT will consult the Regulatory In-Lieu Fee and Bank Information Tracking System (RIBITS) to investigate the availability of mitigation bank credits during future phases of design for each subproject. If there are insufficient bank or in-lieu fee credits, DRPT is prepared to develop a permittee-responsible mitigation proposal in coordination with USACE early in the permitting process for each subproject.
- A5      To further avoid/minimize temporary impacts to National Park Service (NPS) properties, DRPT will continue to coordinate with NPS during future phases of design and construction of subprojects that affect NPS properties. Should such temporary impacts be unavoidable, DRPT will ask NPS for temporary construction access permits, as required, at that time.
- A6      DRPT will ensure Project conformance with applicable performance criteria for areas protected by the Chesapeake Bay Preservation Act as specified in 9VAC 25-830-130 of the Chesapeake Bay Preservation Area Designation and Management Regulations and local ordinances, including minimizing land disturbance and impervious cover.
- A7      DRPT will obtain a Virginia Stormwater Management Program (VSMP) general NPDES permit through the VDCR since the DC2RVA Project would disturb more than 10,000 square feet of land. DRPT will coordinate with the VDCR to obtain the VSMP general permit for the overall DC2RVA Project prior to advancing any subproject construction activity. As each subproject is funded and moves into design and construction, DRPT will prepare and implement a site-specific Stormwater Pollution Prevention Plan (SWPPP), which will outline the steps and techniques the operator will take to comply with the terms and conditions of the general permit, including: water quality/quantity requirements that are consistent with the VSMP permit regulations to reduce pollutants in the stormwater runoff from the construction site; and a description of post development stormwater management measures to be installed. Prior to construction of each subproject, DRPT will prepare and implement an erosion and sediment control (ESC) plan and a stormwater management plan (SMP) to ensure compliance with state law and regulations.
- A8      Prior to advancing any subproject construction activity as the entire Project corridor is located within Virginia’s Coastal Zone Management Area, FRA and DRPT will submit a Federal Consistency Determination that analyzes the coastal effects of the overall DC2RVA Project in light of the enforceable policies of the Virginia Coastal Zone Management Program and provides commitment to comply with those policies.

## **COORDINATION WITH OPERATING RAILROADS**

- A8      Existing operations for Amtrak, Virginia Railway Express (VRE), and CSX Transportation (CSXT) will be maintained during construction to the extent practicable.

- A9 DRPT will continue to coordinate with FRA, District Department of Transportation (DDOT), VRE, and the Washington Metropolitan Area Transit Authority (WMATA) to ensure proposed DC2RVA improvements, and its design and construction phases, align with the Long Bridge project.
- A10 DRPT will continue to coordinate with CSXT, Amtrak, and VRE to ensure proposed track improvements under DC2RVA align with any ongoing and planned station expansion projects. Additional commitments for track and station design will be the responsibility of CSXT and Amtrak.
- A11 Potential Project impacts to WMATA facilities, and the Zone of Influence, if any impacts are discovered, will be identified as part of future phases of design.

### **COORDINATION WITH LOCALITIES**

- A12 As DC2RVA incremental subprojects are funded and move forward to design and construction, DRPT will continue to coordinate with all local governments along the affected sections of the Project corridor. Additional specific coordination commitments include:
- A12.1 ▪ Arlington County: Activities in the vicinity of Long Bridge Park.
  - A12.2 ▪ City of Alexandria: Coordinate future design improvements for King Street Station and associated spanning of King Street and Commonwealth Avenue.
  - A12.3 ▪ Fairfax County: Coordinate with Fairfax County Park Authority through future phases of design for mitigation of impacts to Fairfax County parks.
  - A12.4 ▪ Prince William County: Develop plans for Railroad Avenue (in Woodbridge) to determine the feasibility of providing a frontage road or alternate access to affected properties, with additional review of traffic data for grade crossings as needed.
  - A12.5 ▪ City of Fredericksburg: Coordinate future design elements of the Lansdowne Road grade separation, station improvements, and Rappahannock River Bridge.
  - A12.6 ▪ Spotsylvania County: Continue to coordinate with the County to incorporate future roadway improvements.
  - A12.7 ▪ Town of Ashland: Continue to coordinate with the Town, and other local stakeholders, during the future planning, design, and engineering of the grade-separated crossings at Vaughan and Ashcake Roads.
  - A12.8 ▪ Henrico County: Continue to coordinate with the County and other stakeholders during the future design of the Hungary Road overpass and the U.S. Bike Route 1 connectivity.
  - A12.9 ▪ City of Richmond: Continue coordination and perform additional review of traffic data to update traffic conditions for existing at-grade crossings in Richmond, as required during future phases of design.
  - A12.10 ▪ City of Richmond: Continue coordination to develop a parking plan for Main Street Station's future intercity passenger needs in conjunction with the City's plans for its property around Main Street Station and other development within Shockoe Bottom.

## B. ENVIRONMENTAL PROTECTION

### WETLANDS

- B1 The DC2RVA Project will be developed as a series of incremental subprojects as funding becomes available; DRPT will submit a JPA for each subproject as they are funded and move forward into final design and construction. As part of the future phases of design for each subproject, DRPT will avoid or minimize impacts to wetlands to the extent practicable. Where subproject impacts cannot be avoided or minimized, DRPT will evaluate the functions, values, and condition of wetlands and the availability of mitigation sites, utilizing the methodology in use by USACE at the time of application for determining compensation requirements.
- B2 The DC2RVA Project will be developed as a series of incremental subprojects as funding becomes available; DRPT will submit a JPA for each subproject as they are funded and move forward into final design and construction. As part of the JPA process for each subproject, DRPT will submit a formal jurisdictional determination to the USACE during the JPA process.

### FLOODPLAINS/STORMWATER MANAGEMENT

- B3 DRPT will design and construct the Project in accordance with Executive Order 11988—Floodplain Management; 23 CFR 650 Subpart A—Location and Hydraulic Design of Encroachments on Flood Plains, and the Virginia Erosion and Sediment Control Regulations, and the Virginia Stormwater Management Law and regulations.
- B4 As individual subprojects are funded and move forward into design and construction, DRPT will coordinate with the Federal Emergency Management Administration (FEMA) to determine if a Conditional Letter of Map Revision (CLOMR) and a subsequent final Letter of Map Revision (LOMR) are required for the subproject. DRPT will obtain floodplain development permits for each subproject as required from the local jurisdictions, to include a no-rise/impact certification for each regulated floodplain/floodway and/or non-encroachment area crossing or a submittal for a CLOMR per 44 CFR Section 65.12.
- B5 DRPT will design placement of stormwater management facilities to avoid wetlands and other aquatic habitats, to the extent feasible, during future phases of design of each subproject or incremental piece of the DC2RVA improvements.
- B6 Prior to the start of construction activity for each subproject, DRPT will develop and submit to DEQ site-specific Stormwater Management (SWM) and Erosion and Sediment Control (E&SC) plans.

### WILDLIFE, HABITATS, AND TREES

- B7 To the extent practicable, DRPT will avoid grading and construction during migratory bird breeding season. If construction is necessary during the breeding season, DRPT will conduct nest surveys, if necessary, and will avoid activities within 100 feet of active nests, where possible.
- B8 To the extent practicable for each subproject, DRPT will design rail crossings over smaller streams to maintain fish passage and channel morphology through the use of bottomless culverts and single-span bridges and avoid instream work.

- B9 To the extent practicable for each subproject, DRPT will apply special design features, such as oversized culverts and extended bridges, to improve wildlife corridors in areas where habitat fragmentation would occur.
- B10 FRA and DRPT will continue coordination with USFWS, VDGIF, and NMFS pursuant to Section 7 of the Endangered Species Act of 1973, as amended, for potential impacts to federally listed species, where required, during future phases of design and permitting of incremental projects or subprojects.
- B11 DRPT will provide VDGIF detailed maps depicting the location of new structures, including areas of pile driving and detailed descriptions of the proposed work, for review and comment during future phases of design of each subproject. DRPT will incorporate VDGIF's comments and proposed Time of Year restrictions in the DEQ and/or VMRC permit conditions for the applicable subproject.
- B12 DRPT will ensure that construction contract documents for each subproject include appropriate measures to protect mature trees along the limits of disturbance. Where permanent impacts to vegetation buffers are identified during future phases of the project, DRPT will identify suitable mitigation measures potentially, in coordination with local communities, including additional support of local community green spaces, such as planting of trees, community gardens, and parks and walkways.
- B13 DRPT will provide special provisions for work in waters containing submerged aquatic vegetation (SAV). During future phases of design, DRPT will submit a request to remove SAV from, or plant SAV on, state-administered benthic surfaces as part of a JPA to the VMRC.

## HAZARDOUS MATERIALS

- B14 DRPT will comply with the requirements for solid and hazardous wastes and hazardous materials specified by DEQ during construction. Prior to the acquisition of right-of-way and construction, thorough site investigations (Phase I or Phase II Environmental Site Assessment, as appropriate) will be conducted, as required, to determine whether any of the sites are contaminated, and, if so, the nature and extent of that contamination. Any additional hazardous material sites discovered during construction will be removed and disposed of in compliance with all applicable federal, state, and local regulations. All structures being demolished, renovated, and/or removed will be inspected for asbestos containing materials (ACM) and lead-based paint (LBP) prior to demolition. If ACM or LBP are found, in addition to the federal waste-related regulations, state regulations for ACM and for LBP will be followed. All necessary remediation will be conducted in compliance with applicable federal, state, and local environmental laws and will be coordinated with the EPA, DEQ, and other federal or state or local agencies as necessary.
- B15 DRPT will ensure that all solid waste, hazardous waste, and hazardous materials generated during construction of the Project will be handled and managed in accordance with federal, state and local regulations, including the Virginia Solid Waste Management Regulations.

**AIR QUALITY**

- B16 DRPT will follow the Virginia Department of Transportation (VDOT) Road and Bridge Specifications during design and construction. DRPT will ensure that dust suppression or containment systems will be implemented, as appropriate, to minimize migration of fugitive dust and airborne contaminants during Project and subproject construction.
- B17 DRPT will take all reasonable precautions during Project construction to limit the emissions of volatile organic compounds (VOC) and nitrogen oxides (NO<sub>x</sub>) and will adhere to limitations on the use of “cut-back” during construction consistent with 9 VAC 5-45-780 *et seq.*

**NOISE AND VIBRATION**

- B18 The DC2RVA Project will be developed as a series of incremental subprojects as funding becomes available; DRPT will re-evaluate the need for noise and vibration mitigation within each subproject section as the subprojects are funded and move forward into final design and construction. Noise and vibration mitigation will be addressed during future phases of design using FRA’s High-Speed Ground Transportation Noise and Vibration Impact Assessment (September 2012) procedures, which could potentially include installation of wayside horns at crossings and noise walls between track and receptors.
- B19 DRPT will coordinate with CSXT to mitigate vibration impacts related to freight trains on realigned or new tracks when subprojects are funded and move forward into final design and construction.
- B20 The DC2RVA Project will be developed as a series of incremental subprojects as funding becomes available; DRPT will re-evaluate the need for noise and vibration mitigation within each subproject section as the subprojects are funded and move forward into final design and construction. DRPT will develop a communication liaison plan for each subproject that would notify affected and/or sensitive receptors of noise and vibration impacts, mitigation strategies, and construction schedules.

**PARKS, RECREATION AREAS, AND WILDLIFE REFUGES**

- B21 DRPT will continue to coordinate with owners and operators of federal, state, and local parks, recreational areas and wildlife refuges throughout future phases of design and construction to ensure that any land that is temporarily impacted by Project construction will be restored and stabilized through revegetation to as near its prior condition as possible after construction, and the activities of the facility not be affected during the timeframe of the temporary impacts. DRPT will ensure that access and connectivity to parks and trails will be maintained throughout construction.
- B22 As funding becomes available and each subproject moves forward into design and construction, DRPT will ensure that impacts to the existing trees and vegetation within the existing right-of-way will be minimized to the greatest extent practical to maintain the visual buffer between parks and the rail corridor.



**VISUAL AND AESTHETICS**

B23 As funding becomes available and each subproject moves forward into design and construction, DRPT will continue to work with affected communities during the future phases of design on the nature and style of design for visually-significant structures, such as the major waterway crossings of the Occoquan River, Neabsco Creek, Rappahannock River, and James River, as applicable to each subproject.

**WATERS/DRINKING WATER**

B24 DRPT will include applicable Best Management Practices (BMPs) for wellhead protection areas during future phases of the Project. BMPs could include, but are not limited to:

- Limiting use of chemicals during construction and future right-of-way maintenance that could contaminate the well.
- Maintaining a vegetative cover or other protection against erosion on disturbed land areas.
- Utilizing sod or vegetated waterways to manage stormwater.
- To increase local visibility and awareness of the wellhead protection area, install signs along roads in high visibility locations near to the designated boundary of the wellhead protection area that state “Entering Source Water Protection Area”. (Note that signs on road right-of-way require approval of VDOT.)

B25 To further minimize impacts and increase sustainability to surface waters as well as ground and drinking water, DRPT will incorporate the Environmental Protection Agency’s green infrastructure and smart growth planning guidance to the extent practicable during future phases of design of the Project.

**C. CULTURAL RESOURCES AND SECTION 106**

C1 A “process” Programmatic Agreement (PA) for the Washington, DC to Charlotte, NC high speed rail corridor was developed during the Tier I phase of the Project. A Section 106 Memorandum of Agreement (MOA) was developed as part of the Tier II Final EIS for the DC2RVA Project to outline the Project commitments under Section 106 of the National Historic Preservation Act. The Final Section 106 MOA has been agreed to by all signatories; the signed Section 106 MOA is included as Attachment A to the Record of Decision (ROD) for this Project, and is included herein by reference.

C2 As part of the Section 106 process and documented in the Tier II EIS, DRPT, in consultation with the Virginia Department of Historic Resources (DHR), identified 21 historic properties along the DC2RVA corridor that would be adversely affected by the Project: four buildings, two structures, seven historic districts, and eight archaeological sites. Specific Section 106 mitigations for each of these resources are detailed in the Section 106 MOA and summarized below (in north to south order):

- C2.1
  - Richmond, Fredericksburg and Potomac Railroad (RF&P) (500-0001)
- C2.1.1
  - Architectural evaluation/Phase II-level study of bridges to be demolished as part of the Project that are contributing elements to the railroad district

- C2.1.2 – Oral histories of two individuals with an in-depth knowledge/long tenure working on structures along historic RF&P rail line
- C2.1.3 – Creation of an online Project map/ story board to highlight historic properties along the corridor
- C2.2 ■ RF&P Bridge over Occoquan River (500-0001-0022)
  - C2.2.1 – Design review of new structure to assure historic resource compatibility
  - C2.2.2 – Historic American Engineering Record (HAER) documentation of extant structure to include measured drawings, large-format photographs, archival research and production of HAER report
- C2.3 ■ Rippon Lodge (076-0023)
  - C2.3.1 – Design review of new railroad structures near the Rippon Lodge to assure historic resource compatibility
  - C2.3.2 – Cultural landscape study of the Neabsco Creek watershed between Rippon Lodge and the Neabsco Creek bridge
  - C2.3.3 – Interpretive sign on Neabsco Creek watershed to be placed near the Rippon Lodge/Neabsco Creek in a location deemed suitable by Prince William County
  - C2.3.4 – Restoration of the viewshed between Rippon Lodge and the Neabsco Creek rail bridge through the removal of underbrush
- C2.4 ■ Civil War Campsite (Site 44ST1223)
  - C2.4.1 – Archaeological data recovery at the portion of the site to be impacted by the Project
  - C2.4.2 – Installation of interpretive sign on archaeology and camp life in a location deemed appropriate by NPS-Fredericksburg
  - C2.4.3 – Scholarly article discussing the historical and archaeological importance of the site
- C2.5 ■ Rappahannock River Railroad Bridge & Structures/ Platform (111-0132-0025)
  - C2.5.1 – Design review of new railroad structures to assure historic resource compatibility
  - C2.5.2 – Historic American Engineering Record (HAER) documentation of extant structures to include measured drawings, large-format photographs, archival research, and the production of HAER report
  - C2.5.3 – Cultural landscape study of the Rappahannock River watershed and historic transportation crossings within the City of Fredericksburg
- C2.6 ■ Bridge/Marye's Mill (Site 44SP0178), Block 49 (Site 44SP0688), and Block 48 (Site 44SP0687)
  - C2.6.1 – Archaeological data recovery at the portions of each site to be impacted by the Project
  - C2.6.2 – Scholarly article discussing the historical and archaeological importance of these three sites

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- C2.6.3 – Lecture presented to the general public on the history and archaeology of the three sites
- C2.6.4 – Museum display in new Fredericksburg passenger station to highlight the sites and showcase artifacts retrieved during data recovery
- C2.6.5 – Interpretive sign to be placed within or near Fredericksburg passenger station describing the archaeology of the area
- C2.7 – ■ Fredericksburg Historic District (111-0132)
  - C2.7.1 – Design review of new parking deck and passenger station to assure historic district compatibility
  - C2.7.2 – Development of historic context on the evolution of the rail system in downtown Fredericksburg
  - C2.7.3 – Lecture for the general public on the results of the contextual study on the evolution of the railroad in Fredericksburg
  - C2.7.4 – Abbreviated narrative for use in developing a webpage on the history of the railroad in Fredericksburg, as well as details of the Project
- C2.8 – ■ Earthwork/Jackson's Earthwork (Site 44SP0468)
  - C2.8.1 – Archaeological data recovery at the portion of the site to be impacted by the Project
  - C2.8.2 – Installation of interpretive sign on archaeology and camp life in a location deemed appropriate by NPS-Fredericksburg
  - C2.8.3 – Scholarly article discussing the historical and archaeological importance of the site
- C2.9 – ■ Doswell Historic District (042-5448)
  - C2.9.1 – National Register of Historic Places (NRHP) nomination form for the historic district
  - C2.9.2 – Virginia state historical highway marker on the Doswell Historic District
  - C2.9.3 – Abbreviated narrative for use in developing a webpage on the history of Doswell, as well as details of the Project
- C2.10 – ■ Doswell Depot and Tower (042-0093)
  - C2.10.1 – Historic American Building Survey (HABS) documentation of the tower to include measured drawings, large-format photography, archival research, and production of a HABS report
  - C2.10.2 – Move tower from limits of disturbance to new site adjacent to tracks but outside Project limits
  - C2.10.3 – Interpretive sign on the history of the resource to be placed within or near depot or tower
- C2.11 – ■ Berkleytown Historic District (166-5073)
  - C2.11.1 – Design review of new road structure (Vaughan Road) to assure historic district compatibility
  - C2.11.2 – Oral histories of two individuals with long tenure living or working in district

- C2.11.3 – NRHP nomination form for the historic district
- C2.11.4 – Create text for historic walking tour of district in consultation with Town of Ashland and Ashland Museum
- C2.11.5 – Virginia state historical highway marker on the Berkleytown Historic District
- C2.12 ■ Laurel Industrial School Historic District (043-0292) and Main Building/Robert Styles Building (043-0292-0001)
  - C2.12.1 – Design review of new road structure (Hungary Road) to assure historic district compatibility
  - C2.12.2 – Historic context on late-nineteenth/early-twentieth century reform schools in Central Virginia
  - C2.12.3 – Series of georeferenced, GIS-based overlays to illustrate the evolution of the landscape and road system in this area
  - C2.12.4 – Interpretive sign to be placed within or near Main Building/Robert Styles Building on the history of the resource
- C2.13 ■ Shockoe Valley & Tobacco Row Historic District (127-0344)
  - C2.13.1 – Design review of platform and other station modifications to assure historic district compatibility
  - C2.13.2 – Development of historic context on the association of the slave trade and the RF&P railroad/the downtown Richmond segment of the Virginia Central Railroad and other precursors of the Chesapeake and Ohio/Seaboard Railroad
  - C2.13.3 – Lecture presented to the general public on the association of the slave trade and the RF&P railroad/the downtown Richmond segment of the Virginia Central Railroad and other precursors of the Chesapeake and Ohio/Seaboard Railroad
  - C2.13.4 – Work with City of Richmond and others to create boundaries for a potential slave trade-related historic district in Shockoe Bottom
  - C2.13.5 – Fabrication and installation of a Virginia state historical highway marker documenting the slave trade and nearby associated sites
- C2.14 ■ Main Street Station Parking Lot/Railroad (Site 44HE1098), Railroad/Warehouse (Site 44HE1097), and Warehouse (Site 44HE1094)
  - C2.14.1 – Archaeological data recovery at the portions of each site to be impacted by the Project
  - C2.14.2 – Scholarly article discussing the historical and archaeological importance of these four sites
  - C2.14.3 – Lecture presented to the general public on the history and archaeology of the four sites
  - C2.14.4 – Interpretive sign describing the postbellum and 20<sup>th</sup> century history and archaeology of the area to be placed within or near Main Street Station
- C2.15 ■ Main Street Station and Trainshed (127-0172)
  - C2.15.1 – Design review of platform modifications to assure resource compatibility

- C2.15.2 – Development of historic context on the evolution of the rail system in downtown Richmond
- C2.15.3 – Creation of webpage documenting the evolution of the rail system in downtown Richmond
- C2.16
  - Seaboard Air Line Railroad Corridor (127-6271)
- C2.16.1 – Design review of modifications to contributing elements to the district to assure resource compatibility
- C2.16.2 – Development of historic context on railroad depots and associated facilities along the Seaboard Air Line Railroad in Virginia
- C2.16.3 – Document stations and towers that are contributing elements to the Seaboard Air Line Railroad that have not been previously recorded with the Virginia SHPO
- C3 As part of the NEPA process but outside of Section 106, DRPT, in consultation with FRA and the DHR, have committed to the following stipulations regarding the Grave Yard for Free People of Color and Slaves (44HE1203) in Richmond:
  - C3.1 – Completion of a landscape analysis of site 44HE1203 and surrounding area to understand the chronology of area development, including revisiting site boundaries and NRHP eligibility
  - C3.2 – Archaeological testing within the final limits of disturbance in the area of site 44HE1203 to examine the subsurface integrity and ascertain the potential for intact burials
  - C3.3 – Archaeological monitoring by a Secretary of the Interior-qualified archaeologist during all DC2RVA construction-related ground disturbing activities in this area to assure that no unanticipated/undiscovered archaeological or burial remains are encountered during ground-disturbing construction

## D. DESIGN REQUIREMENTS

### MAINTENANCE OF TRAFFIC/GRADE CROSSINGS

- D1 DRPT will develop detailed traffic control plans to minimize construction impacts and coordinate the plans with localities as part of future phases of design for each subproject.
- D2 DRPT will ensure that access will be maintained to all properties, including residential properties, during construction and will be coordinated with first responders.
- D3 DRPT will develop the specific dynamic crossing safety technology to control crossing gates (such as embedded loops or radar) during future design phases of each subproject. At-grade crossing gates are subject to FRA approval at the time of that design.
- D4 For private at-grade crossings, DRPT will coordinate with CSXT and property owners to review or confirm means of access to each property, including specific features of locking gates at each crossing identified for such treatment, during future phases of design affecting each crossing. At-grade crossing treatments are subject to FRA approval at the time of that design.

**PEDESTRIAN/BICYCLE FACILITIES**

- D5 DRPT will continue to work with NPS throughout future phases of design for subprojects to ensure that trail connectivity and functionality are maintained throughout Project construction activities, particularly those that affect the Mount Vernon Trail.
- D6 The DC2RVA Project will address and improve, as necessary, bike/pedestrian safety warning devices at all public crossings along the DC2RVA rail corridor, in keeping with the Project's Basis of Design, ADA requirements, and applicable FRA, Amtrak, CSXT, and VDOT safety standards, as well as local agencies' multimodal plans so as not to preclude any planned bike/pedestrian connections.

**BRIDGE DESIGN**

- D7 DRPT will ensure that future phases of design of major water crossings will, at a minimum, match the existing horizontal and vertical openings of the existing crossings. Construction phasing will address impacts to recreational uses.
- D8 DRPT will coordinate with the Virginia Department of Conservation and Recreation (VDCR) regarding bridge design of any scenic river crossings during future phases of design that include such crossings.
- D9 DRPT will coordinate with Prince William County on the design and aesthetic features of the Occoquan River and Neabsco Creek rail bridges during future phases of design that include the crossings.
- D10 DRPT will coordinate with the City of Fredericksburg on the design and aesthetic features of the Rappahannock River rail bridge during future phases of design that include the bridge.
- D11 DRPT will coordinate with the City of Richmond on the design and aesthetic features of the James River rail bridge during future phases of design that include the bridge.

**UTILITIES**

- D12 DRPT will coordinate with local utilities to identify potential impacts to public water distribution systems or sanitary sewage collection systems during future phases of design.
- D13 DRPT will inform local communities regarding utility impacts and will develop appropriate measures to minimize or mitigate impacts to the community during future phases of design.
- D14 DRPT will coordinate with utility owners, including Dominion Virginia Power, during future phases of design to identify potential conflicts with utilities outside of CSXT right-of-way and to coordinate the location of planned utilities outside of CSXT right-of-way to reduce or eliminate potential future conflicts.
- D15 When funding becomes available and a subproject moves forward into design and construction, DRPT will submit an application to the local health department(s) to relocate any onsite sewage systems that may be impacted by construction.

## **SUSTAINABILITY**

- D16 To the extent practicable, DRPT will apply energy, environmental, and sustainability concepts listed in the LEED Green Building Rating System for facilities during future phases of design.

## **LONG BRIDGE DESIGN COORDINATION**

- D17 DRPT will continue to coordinate the progress and planned connection of the DC2RVA and Long Bridge projects.

## **E. RIGHT-OF-WAY ACQUISITION**

- E1 DRPT will develop details of the construction easements and restoration plans in coordination with public and private landowners during future phases of design for each subproject as they are funded and designed.
- E2 The acquisition of right-of-way and the relocation of displaced persons and businesses will occur for each subproject when funding is available and the subproject moves forward into design and construction. Right-of-way acquisition will be performed by the Virginia Department of Transportation (Right-of-Way Administration office) and conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (42 U.S.C. 4601), and 24 Virginia Administrative Code (VAC) 30-41. All rights-of-way for a particular subproject will be acquired before construction activities (including advertising for bids) commence for that segment.

## **F. SUPPLEMENTAL CONSIDERATIONS**

- F1 As funding becomes available for each subproject, DRPT will initiate additional data collection and design for that subproject. Advanced subproject designs will build from the conceptual (10%) designs provided within the Final EIS, and incorporate any additional preliminary engineering or other information developed to assist the advanced design, such as detailed survey data or geotechnical data. During this stage, DRPT will review the conditions in the subproject segment of the corridor, including the built environment, the natural environment, and the human environment. DRPT will review and update as necessary, corridor conditions and environmental consequences and reconfirm potential impacts to environmental resources as identified in the Tier II Final EIS and ROD. If during future phases of design, the Project's or subproject's design or impacts exceed the NEPA commitments established in this ROD, then DRPT will re-evaluate the design and/or the NEPA documentation.