

**AMENDED AND RESTATED  
MEMORANDUM OF AGREEMENT  
AMONG  
THE FEDERAL HIGHWAY ADMINISTRATION,  
THE DISTRICT OF COLUMBIA STATE HISTORIC PRESERVATION OFFICER,  
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION,  
AND  
THE DISTRICT DEPARTMENT OF TRANSPORTATION,  
REGARDING  
THE SOUTH CAPITOL STREET PROJECT WITHIN  
THE DISTRICT OF COLUMBIA**

This Amended and Restated Memorandum of Agreement (Amended MOA) is entered into by and among the Federal Highway Administration (FHWA), the District of Columbia State Historic Preservation Officer (DC SHPO), the Advisory Council on Historic Preservation (ACHP) and the District Department of Transportation (DDOT) as an invited signatory (individually referred to herein as "Signatory" and collectively as "Signatories").

WHEREAS, the Signatories executed a Memorandum of Agreement (MOA) effective as of December 13, 2011, to address the effects of the South Capitol Street Project's Preferred Alternative; and

WHEREAS, the South Capitol Street Project's Preferred Alternative presented in the Final Environmental Impact Statement (FEIS) has been changed and a Revised Preferred Alternative (Undertaking) has been presented in the South Capitol Street Supplemental Draft Environmental Impact Statement (SDEIS); and

WHEREAS, the Revised Preferred Alternative introduces elements and alters project plans, requiring Section 106 reevaluations and results in the need for an Amended MOA, which is being executed in accordance with Stipulation VIII of the 2011 MOA and 36 CFR 800.6 (b)(2); and

WHEREAS, DDOT, in conjunction with FHWA, proposes to make improvements to the Suitland Parkway Interchange with I-295 and South Capitol Street Interchange with I-395 and is, therefore, responsible for further compliance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (54 U.S.C. 300101), and its implementing regulations provided in 36 CFR Part 800; and

WHEREAS, due to project changes, the National Capital Planning Commission (NCPC) remains a Consulting Party, but has documented in writing (Attachment 1) that it will no longer be a Signatory to this Amended MOA because it no longer has a federal action which meets the definition of Undertaking as defined under 36 CFR 800.16(y); and

WHEREAS, the purpose of this Amended MOA is to amend and restate in its entirety the MOA that was executed in December 2011; and

WHEREAS, the Undertaking, proposed in the SDEIS and associated Section 106 studies that are the subject of this Amended MOA, will be the replacement of the Frederick Douglass Memorial Bridge with a new fixed bridge parallel to the existing bridge, and updates to the South Capitol Street Corridor converting it into an urban boulevard, which will

provide a gateway to the US Capitol and Monumental Core. The Undertaking also will include elements that accommodate existing and potential transit facilities and provide enhanced pedestrian and bicycle facilities, as well as streetscape features (Attachment 2); and

WHEREAS, FHWA administers the Federal-Aid Highway Program in the District of Columbia authorized (23 U.S.C. 101 et seq.) through Federal-aid Agreement with DDOT as project sponsor (49 CFR 1.48) and, as such, DDOT is responsible for executing the proposed Undertaking in accordance with the terms of this Amended MOA; and

WHEREAS, the National Park Service (NPS) is the federal agency with jurisdiction over Anacostia Park and the Anacostia River riverbed within the project area and has participated as a Consulting Party in the development of this Amended MOA; and

WHEREAS, NPS will conduct Section 106 review and compliance for proposed modifications to roadways within Anacostia Park, which are unlikely to result in “adverse effects”, and for NPS permits (Special Use Permits) required to complete work as part of the South Capitol Street Project; and

WHEREAS, DDOT has jurisdiction over the Suitland Parkway in the District of Columbia; and

WHEREAS, the U.S. Army Corps of Engineers (USACE) and the United States Coast Guard (USCG) permit approvals will be necessary to complete the Undertaking, and these agencies have designated FHWA the lead federal agency to fulfill their collective responsibilities under Section 106 in accordance with 36 CFR 800.2(a)(2); and

WHEREAS, FHWA has consulted with DC SHPO pursuant to 36 CFR Part 800; and

WHEREAS, the revised Area of Potential Effects (APE) for the Undertaking has been determined by FHWA in accordance with 36 CFR 800.4(a)(1) and in consultation with DC SHPO and Consulting Parties and has been updated for the SDEIS; the revised APE is included in Attachment 3 of this Amended MOA; and

WHEREAS, it has been determined that there are twenty-three built historic properties within the revised APE, as listed in Attachment 4 of this Amended MOA; and

WHEREAS, it has been determined that no known archaeological sites are present within the area of anticipated direct effects (Limits of Disturbance [LOD]) within the revised APE; and

WHEREAS, the NPS, NCPD, USACE, USCG, U.S. Navy, Capitol Hill Restoration Society, Heritage Preservation, Southwest Neighborhood Assembly, Washington Metropolitan Area Transit Authority, Georgetown University Law Center, Commission of Fine Arts (CFA), Advisory Neighborhood Commission 6D, and Friends of Garfield Park have participated in the project as Consulting Parties; and

WHEREAS, FHWA has determined that the Undertaking will have an “adverse effect” on the Plan of the City of Washington, DC (L'Enfant Plan), through the introduction of a traffic oval that will interrupt the linear integrity of Potomac Avenue, one of the original diagonal roadways in the L'Enfant Plan, at its intersection with South Capitol Street; and

WHEREAS, the Undertaking will no longer have an “adverse effect” on the Suitland Parkway, a property listed in the National Register of Historic Places (NRHP), because the Undertaking will no longer require the removal and replacement of the Martin Luther King, Jr. Avenue overpass, which is a contributing element to the Suitland Parkway; and

WHEREAS, FHWA has determined that the Undertaking will have no adverse effect on other historic properties within the revised APE, which are included in Attachment 3 and Attachment 4; and

WHEREAS, DDOT's obligations under this Amended MOA are subject to the provisions of: Title 23 Code of Federal Regulations, Section 771.109 and (i) the federal Anti-Deficiency Act, 31 U.S.C 1341, 1342, 1351, (ii) the District of Columbia Anti-Deficiency Act, D.C. Official Code 47-355.01-335.08, (iii) D.C. Official Code 47-105 and (iv) D.C. Official Code 1-204.46 (2006 Supp.), as the foregoing statutes may be amended from time to time, regardless of whether a particular obligation has been expressly so conditioned; and

WHEREAS, DDOT is authorized to enter into this Amended MOA pursuant to Sections 5(1)(A)-(D) and 6(b) of the Department of Transportation Establishment Act of 2002, D.C. Law 14-137, D.C. Official Code 50-921.04(1)(A)-(D) and 50-921.05(b) and as the project applicant is an invited Signatory under 36 CFR 800.6(c)(2); and

WHEREAS, public participation and involvement have been undertaken to solicit comments from interested parties through public meetings held on June 8, June 14, July 14, and August 16, 2005, and April 26 and 28, 2011; public hearings on the FEIS were held on March 4 and 5, 2008; a Section 106 Consulting Party meeting held on June 9, 2009; and through publication and distribution of the Draft Environmental Impact Statement, Final Environmental Impact Statement, and relevant Section 106 reports. After the preparation of the SDEIS was initiated, a public meeting was held on May 15, 2014, and Section 106 Consulting Party meetings were held on December 16, 2013, and July 10, 2014. Consulting Parties and Signatories were also provided copies of the *Draft and Final Section 106 Assessment of Effects for Historic Properties* Reports in August and November 2014, respectively; and

WHEREAS, all comments that were provided through the consultation process were considered and incorporated into this Amended MOA, as appropriate; and

WHEREAS, the MOA executed in December 2011 is hereby superseded by this Amended MOA (Attachment 5).

NOW, THEREFORE, FWHA, DC SHPO, ACHP, and DDOT, agree that the Undertaking shall be implemented in accordance with the following stipulations in order to take into account the effects of the Undertaking on historic properties.

## **STIPULATIONS**

FHWA, in coordination with DDOT, shall ensure that the following measures are carried out:

### **I. Minimization and Mitigation Measures**

- A. L'Enfant Plan and New Traffic Ovals (see South Capitol Street Project Plan Illustration, Attachment 6)

1. Reservation 245. DDOT will restore Reservation 245 as green space concurrent with the construction of the West Traffic Oval in consultation with the DC SHPO and in accordance with Stipulation II of this Amended MOA. Reservations 243 and 244 were stipulated for restoration in the original MOA but are no longer available since the property owners have proposed new uses for these areas.
2. East Traffic Oval. DDOT will develop a design for the area within the proposed east traffic oval and its environs that will preserve open space for future development in accordance with NCPC's planning and policy documents. DDOT will develop the design in consultation with Signatories and Consulting Parties in accordance with Stipulation II of this Amended MOA.
3. West Traffic Oval. DDOT will develop a design for the area within the proposed west traffic oval and its environs that will visually maintain the original layout of the historic L'Enfant Plan right-of-way of South Capitol Street and Potomac Avenue and preserve open space for future development in accordance with NCPC's planning and policy documents. DDOT will develop the design in consultation with Signatories and Consulting Parties in accordance with Stipulation II of this Amended MOA.
4. Interpretative Signage. DDOT will develop and implement an interpretive signage program focusing on the L'Enfant Plan within the project area. DDOT will develop the interpretive signage program, from scope and location to final design, in consultation with Signatories and Consulting Parties in accordance with Stipulation II of this Amended MOA. The interpretive signage will be installed by DDOT by the end of the construction period.

#### B. Suitland Parkway

1. Consultation. DDOT will continue to consult with Signatories and Consulting Parties on roadway and intersection improvements to minimize effects on contributing elements of the historic Suitland Parkway at key project milestones in accordance with Stipulation II of this Amended MOA.
2. Contributing Elements. DDOT will ensure Project plans avoid contributing elements, such as small structures and inlets that were built during the parkway's period of significance. These contributing elements will be preserved in place.
3. Martin Luther King, Jr. Bridge. DDOT will ensure that this bridge, which is a contributing resource to the historic Suitland Parkway, will be preserved and retaining walls composed of mechanically stabilized earth (MSE) will be constructed to support new interchange ramps. These walls will not touch the historic bridge and will be designed in a context-sensitive manner to be compatible with the bridge. A small 6"x6" cast-in-place key will be attached to the bridge abutments to provide additional load support. This key will not be readily visible to the traveling public. The project's *Visual Quality Manual* stipulates that the retaining walls be clad in a natural stone facing to match the

bridge's cladding. DDOT will follow the *Visual Quality Manual* stipulations, in consultation with Signatories and Consulting Parties.

4. DDOT will reconstruct the noncontributing pedestrian bridge that connects Sumner Road SE to the west and Sheridan Drive SE to the east at its intersection with Stanton Road SE over the Suitland Parkway. The new pedestrian bridge's design will be compatible with the historic parkway setting. DDOT will submit draft plans to Signatories and Consulting Parties for design review and comment in accordance with design review procedures established in Stipulation I. B. of this Amended MOA.

C. Aesthetic Review Committee

DDOT has established an Aesthetic Review Committee (ARC) to address visual effects of the new Frederick Douglass Memorial Bridge and to provide input on potential bridge design components. DDOT will invite staff from DC SHPO, NCPC, and CFA to participate in the ARC. DDOT will lead the ARC in evaluating the visual quality aspects of the technical proposals submitted in response to the Project's Request for Proposals. The ARC will assist DDOT in assessing how well the visual quality concepts address the Project's visual design goals.

II. Design Review and Project Modifications

- A. DDOT will continue to consult with Signatories and Consulting Parties to avoid, minimize and/or mitigate any unforeseen adverse effects to historic properties associated with project implementation and modifications, and to develop plans and designs required by this Amended MOA. DDOT will notify Signatories and Consulting Parties of any proposed project changes that may alter effects assessments in accordance with Stipulation IV.
- B. DDOT will submit draft plans to each Signatory and Consulting Party for review and comment as early as possible before implementation. The milestones for these reviews will be determined by DDOT and will depend upon the selected design and construction approach and related factors. Signatories and Consulting Parties may submit written comments on any proposed plans within thirty (30) calendar days of receipt. DDOT will consider all comments received, respond appropriately, and incorporate feedback as feasible and appropriate. DDOT will address any dispute related to these reviews in accordance with Stipulation VII, Dispute Resolution.
- C. If DDOT receives substantial design modifications that would require the revised APE to be amended or result in unanticipated adverse effects, DDOT shall immediately notify the Signatories in writing and consult further with the Signatories and Consulting Parties as early as possible in the design modification planning process to ensure that the effects of the design modifications on historic properties are taken into account in accordance with this Amended MOA and 36 CFR 800. If adverse effects are unavoidable, DDOT shall address any amendments in accordance with Stipulation IV and VIII.

III. Construction Activities and Potential Indirect Effects

- A. Construction Protection Plan. No later than ninety (90) calendar days prior to

the commencement of project construction, DDOT shall develop a construction protection plan to ensure that care will be taken to minimize harm to historic properties near construction activities during project implementation and/or that effects to historic properties from temporary construction-related activities will be avoided or minimized. DDOT will adhere to the commitments in the plan as a measure to minimize potential effects on historic properties. Construction-related activities and associated effects addressed in this plan may include, but not necessarily be limited to, vibration effects and potential impacts from proposed haul routes and traffic re-routing. The plan will be developed through coordination with Signatories and Consulting Parties in accordance with Stipulation II of this Amended MOA. If unanticipated adverse effects are identified, any amendments shall be addressed in accordance with Stipulation VIII, Amendments.

- B. Construction Staging Plan. DDOT shall review the proposed construction staging plans with DC SHPO to determine if the construction staging will result in previously unanticipated effects on historic properties. If any effects are determined to be adverse, DDOT shall consult with Signatories and Consulting Parties to identify appropriate avoidance, minimization or mitigation measures to address the newly identified adverse effect. If unanticipated adverse effects are identified, DDOT shall address any amendments in accordance with Stipulation VIII, Amendments.

#### IV. Unanticipated Discoveries and Unanticipated Effects

- A. DDOT will insert into all contracts for excavation, construction, or other ground-disturbing activities in the revised APE the procedures described below for the treatment of unanticipated discoveries and effects, including human remains. DDOT will follow the processes described below in order to minimize the risk of construction delay if archaeological sites that are eligible for listing in NRHP are discovered during project implementation.
  - 1. If a previously unanticipated archaeological site is discovered within the LOD, which is the area of anticipated direct effects within the revised APE, DDOT shall halt all work involving ground disturbance in the immediate area of discovery. DDOT will notify DC SHPO and FHWA within 24 hours of discovery.
  - 2. An archaeologist meeting the standards set forth in Stipulation XII shall immediately inspect the work site to evaluate the nature and extent of the discovery, make recommendations to DDOT regarding the eligibility of the discovery for the NRHP, and determine the measures needed to protect the discovery from construction effects, if appropriate. DDOT shall promptly protect the area of the discovery, and once it has done so, FHWA shall approve the resumption of construction in those areas where it is concluded in documentation that there will be no physical effect to the discovery.
  - 3. If, during construction, significant archeological resources are discovered on lands administered by NPS, DDOT shall halt all work involving ground disturbance in the immediate area of discovery until the resources can be identified and documented and an appropriate mitigation strategy developed. DDOT will consult with the DC SHPO, NPS, and/or the NPS Regional Archaeologist to ensure resources are addressed. Any artifacts found on NPS

lands are recognized as the property of the NPS.

4. Within three (3) business days of making the discovery, DDOT shall submit written notification to DC SHPO, NPS and FHWA that shall include DDOT's assessment of 1) whether the data available permit a determination of eligibility for the NRHP and if not, plans to conduct Phase I investigations of the identified resources, or 2) if the resources are eligible for listing in the NRHP, the actions that DDOT proposes to resolve the potential adverse effects. DC SHPO, NPS and FHWA shall have two (2) business days (not including a federal holiday) from receipt of written notification to respond to DDOT. DDOT shall take into account any recommendations provided by DC SHPO, NPS and FHWA. FHWA shall make a final decision on proposed actions, if any, in consultation with DC SHPO prior to implementation. Disputes regarding the final decision will be resolved in accordance with Stipulation VII.
- B. Any areas that have not been investigated in the prior required Phase I identification study, will be researched in accordance to the Phase I requirements.
- C. As part of project construction processes, DDOT, or its contractors, will monitor potential unanticipated adverse effects to built historic properties from vibration, maintenance of traffic rerouting, or other project impacts not identified in the SDEIS. DDOT will notify the Signatories and Consulting Parties of any potential unanticipated adverse effects within 10 business days of discovery and develop a plan to consult with the Signatories and Consulting Parties to resolve any unanticipated adverse effects.

V. Discovery of Human Remains

- A. Within twenty-four (24) hours, DDOT shall notify DC SHPO and FHWA if human remains are discovered during implementation of the Undertaking and shall halt all ground-disturbing activities in the immediate area of the discovery until all of the following actions have been carried out.
- B. Within twenty-four (24) hours, DDOT shall implement measures to protect the human remains from inclement weather and vandalism, and notify the District of Columbia Office of the Chief Medical Examiner (OCME) of the discovery.
- C. DDOT shall provide OCME and DC SHPO with a description of the discovery sufficient to allow OCME to complete its obligations under DC Official Code §5-1406 or other applicable law.
- D. If the OCME determines that the human remains are not subject to a criminal investigation by local or federal authorities, DDOT shall comply with all applicable federal and District of Columbia laws and regulations governing the discovery and disposition of human remains. If the remains are deemed a Section 106 resource, DDOT shall follow ACHP's *Policy Statement Regarding Treatment of Burial Sites, Human Remains, and Funerary Objects* (2007), available at: [www.achp.gov/docs/hrpolicy0207.pdf](http://www.achp.gov/docs/hrpolicy0207.pdf).
- E. In the event that DDOT determines, after consultation as set forth in Stipulation V. F, that Native American human remains or funerary objects have been discovered in a parcel owned by the federal government, DDOT shall immediately

(within 24 hours) notify the appropriate federal land manager and FHWA will contact affected Indian tribes.

- F. Before making any final decision regarding the treatment of human remains, DDOT shall within five (5) business days (not including a federal holiday) after discovery of such remains initiate consultation with ACHP, DC SHPO, Indian tribes (if applicable), and Consulting Parties to develop and implement treatment measures and plans in accordance with federal and District law.

## VI. Reporting

- A. Annual Reports. In order to monitor completion of the stipulations contained in this Amended MOA, DDOT, on behalf of FHWA, will prepare and submit annual reports to Signatories and Consulting Parties summarizing the actions taken to fulfill the stipulations of this Amended MOA. DDOT will incorporate the stipulations included in this Amended MOA into the final design plans for the South Capitol Street Project.
- B. Annual Meetings. DDOT will hold annual meetings with the Signatories and Consulting Parties of the Amended MOA to discuss activities carried out pursuant to this Amended MOA during the preceding year and activities scheduled for the coming year. Annual reports, as described in Stipulation VI. A., shall be distributed by DDOT to the Signatories and Consulting Parties of the Amended MOA at least fifteen (15) calendar days prior to the annual meeting.
- C. Schedule. The timeframe for the annual reports and annual meetings will commence from the execution date of this Amended MOA.
- D. Final Report. A final report describing the completion of all stipulations contained in this Amended MOA will be submitted to Signatories and Consulting Parties three (3) months prior to the date the Amended MOA expires.

## VII. Dispute Resolution

- A. Should any Signatory or Consulting Party to this Amended MOA object within thirty (30) calendar days to any documentation or materials submitted for review, actions proposed, or review comments submitted pursuant to this Amended MOA, FHWA shall consult with the objecting party and/or parties in an attempt to resolve the objection.
- B. If FHWA determines that the objection cannot be resolved, FHWA shall forward documentation relevant to the dispute and request the further comments of ACHP. Within forty-five (45) days after receipt of all pertinent documentation, ACHP will either provide FHWA with comments which FHWA will take into account in reaching a final decision regarding the dispute or notify FHWA that it will comment pursuant to 36 CFR 800.7(c), and proceed to comment. Any ACHP comment provided in response to such a request shall be taken into account by FHWA in accordance with 36 CFR 800.7(c) (4) with reference to the subject of the dispute. Any ACHP recommendation or comment will be understood to pertain only to the subject of the dispute; FHWA's responsibility to carry out all actions under this Amended MOA that are not subjects of the

dispute will remain unchanged.

- C. FHWA shall inform all Signatories and Consulting Parties of its final decision.
- D. At any time during implementation of the measures stipulated in this Amended MOA, should an objection to its implementation be raised by a member of the public, FHWA shall take the objection into account and consult as needed with the objecting party, DC SHPO, NPS, ACHP and/or DDOT to resolve the objection. FHWA will notify Signatories and Consulting Parties of any objection within thirty (30) calendar days and develop a consultation plan to address the objection. If FHWA determines that the objection cannot be resolved, the processes described in VII.B and VII.C will be followed.

#### VIII. Amendments

Any Signatory to this Amended MOA may propose that it be further amended, whereupon the Signatory shall consult with the other Signatories and Consulting Parties to this Amended MOA within thirty (30) calendar days of the proposal to consider an amendment. Any such amendment shall be effective on the date a fully executed copy is filed with ACHP.

#### IX. Termination

- A. If any Signatory to the Amended MOA determines that the Amended MOA's terms will not or cannot be carried out, that party shall immediately consult with the other Signatories to attempt to develop an amendment per Stipulation VIII, above. If, within thirty (30) calendar days, an amendment cannot be reached, any Signatory may terminate the Amended MOA upon written notification to the other Signatories.
- B. Once the Amended MOA is terminated, and prior to work continuing on the Undertaking, FHWA must either (a) execute an MOA pursuant to 36 CFR 800.6 or (b) request, take into account, and respond to the comments of ACHP under 36 CFR 800.7.
- C. FHWA shall notify the Signatories and Consulting Parties as to the course of action it will pursue.

#### X. Monitoring

Signatories may request to monitor activities carried out pursuant to this Amended MOA. If FHWA determines that monitoring will cause safety and scheduling concerns, FHWA will cooperate with Signatories to carry out their monitoring and review responsibilities.

#### XI. Personnel Qualifications

All historic properties work performed pursuant to this Amended MOA will be carried out by or under the direct supervision of historians, architectural historians, and archeologists who meet or exceed the *Secretary of the Interior's Professional Qualification Standards* set forth in 36 CFR Part 61, Appendix A.

XII. Principles and Standards

FHWA and DDOT agree that all historic properties investigations and work performed pursuant to this Amended MOA shall be conducted in a manner consistent with the principles and standards contained in *Secretary of the Interior's Standards for the Treatment of Historic Properties* (36 CFR Part 68), *Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation* (1983 and successors), *DC Historic Landmark and Historic District Protection Act* (1979, as amended), *Guidelines for Archeological Investigations in the District of Columbia* (DC Preservation League 1988), *Recommended Approach for Consultation on Recovery of Significant Information from Archeological Sites* (ACHP 1999, 64FR 27085-27087), and *DC Historic Landmark and Historic District Protection Act* (1978 as amended).

XIII. Coordination with Other Federal Reviews

If FHWA receives a written request from an agency(ies) to meet its Section 106 responsibilities by adhering to the Amended MOA, FHWA will consider such a request. If FHWA agrees in writing that the effects of the South Capitol Street Project on historic properties will remain unchanged as a result of the additional Undertaking(s), the federal agency(ies) which are responsible for the additional Undertaking(s) may fulfill their Section 106 responsibilities by agreeing in writing to the terms of this Amended MOA. Any amendments shall be addressed in accordance with Stipulation VIII, Amendments.

XIV. Counterparts/Electronic Copies

This Amended MOA may be executed in counterparts, each separately and together constituting the same document. Execution of this Amended MOA by facsimile shall be sufficient for all purposes. Within one week of following receipt of the last signature on this Amended MOA, DDOT shall provide each Signatory with one legible, full-color, electronic copy of this fully-executed Amended MOA and all of its attachments. If the electronic copy is too large to send via e-mail, DDOT shall provide each Signatory and Consulting Party with a copy of this Amended MOA via a compact disc.

XV. Duration

The terms of this Amended MOA shall commence on the date the last signature is affixed hereto (Effective Date), and shall expire when, the Amended MOA is terminated, or twelve (12) years from the Effective Date of the Amended MOA, whichever occurs first, unless the Signatories agree in writing to an extension.

Execution of this Amended MOA by FHWA, DC SHPO, ACHP, and DDOT prior to FHWA approval of this Undertaking, and implementation of its terms, evidence that FHWA has taken into account the effects of this Undertaking on historic properties and has afforded ACHP an opportunity to comment on the Undertaking.

Signatures Follow

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THE DISTRICT DEPARTMENT OF TRANSPORTATION,  
REGARDING  
THE SOUTH CAPITOL STREET PROJECT WITHIN THE DISTRICT OF COLUMBIA**

**Federal Highway Administration**

By: \_\_\_\_\_  
Joseph C. Lawson, District Administrator

Date: \_\_\_\_\_

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**District of Columbia State Historic Preservation Officer**

By: \_\_\_\_\_

David Maloney

District of Columbia State Historic Preservation Officer

Date: \_\_\_\_\_

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**Advisory Council on Historic Preservation**

By:   
John Fowler, Executive Director

Date: 2/23/15

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**District Department of Transportation (Invited Signatory)**

By: \_\_\_\_\_  
Leif Dormsjo, Acting Director

Date: \_\_\_\_\_

**LIST OF ATTACHMENTS  
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Attachment 1. National Capital Planning Commission Correspondence

Attachment 2. Project Plan Illustration

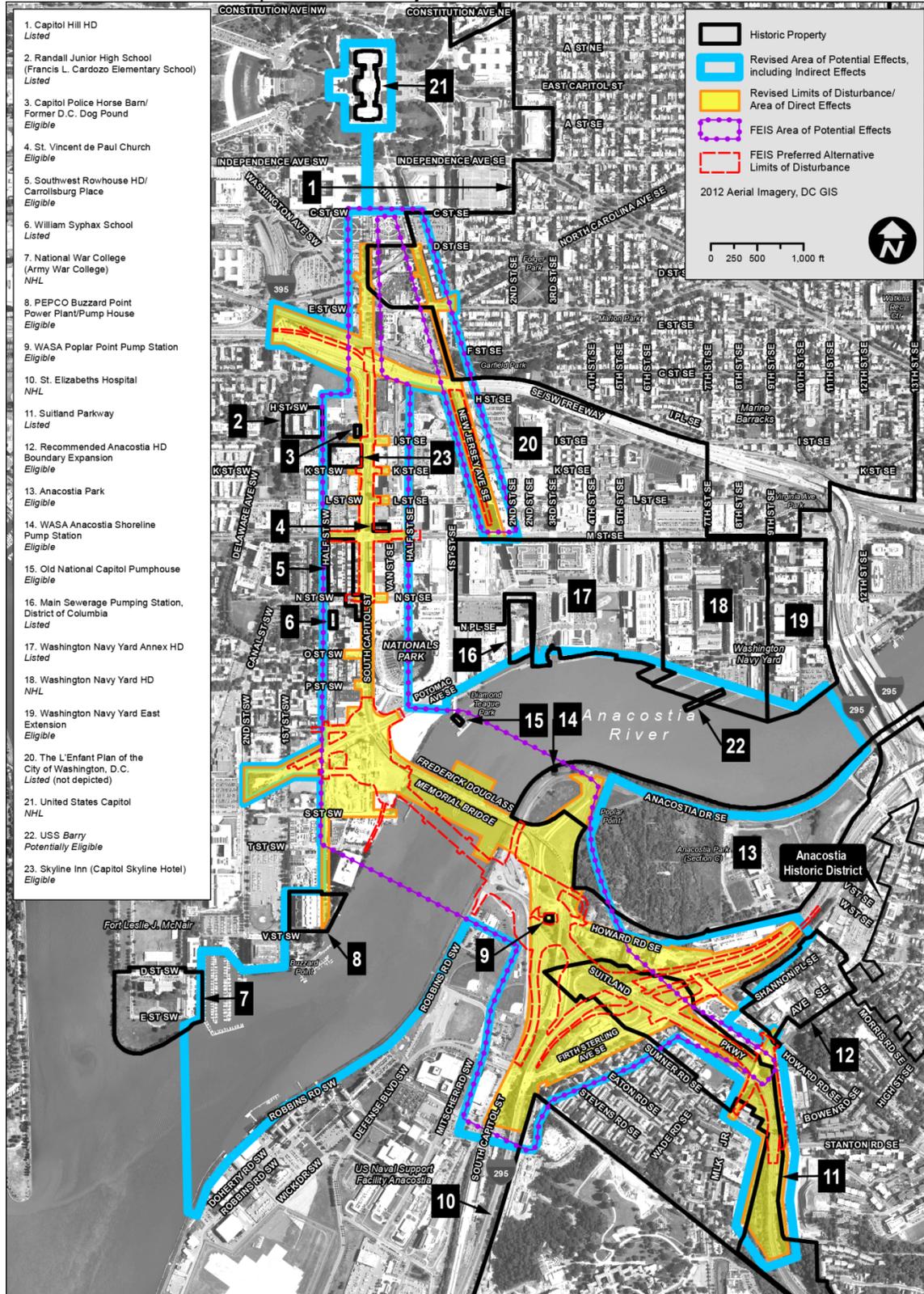
Attachment 3. South Capitol Street Project Revised Area of Potential Effects

Attachment 4. South Capitol Street Project Effects Determinations for Historic Properties within the Revised APE

Attachment 5. Memorandum of Agreement Among the Federal Highway Administration, the District of Columbia State Historic Preservation Office, the National Capital Planning Commission, the Advisory Council on Historic Preservation, and the District Department of Transportation, Regarding the South Capitol Street Project within the District of Columbia, December 2011

Attachment 6. South Capitol Street Project Plan Illustration

# Attachment 3: South Capitol Street Project Revised Area of Potential Effects



Attachment 4: South Capitol Street Project Effects Determinations for Historic Properties within the Revised APE

MAP NUMBER	KEY	HISTORIC PROPERTY NAME	EFFECT DETERMINATION
1		Capitol Hill Historic District	No Adverse Effect
2		Randall Junior High School (Francis L. Cardozo Elementary School)	No Effect
3		Capitol Police Horse Barn/Former D.C. Dog Pound	No Adverse Effect
4		St. Vincent de Paul Church	No Adverse Effect
5		Southwest Rowhouse Historic District/Carrollsbury Place	No Adverse Effect
6		William Syphax School	No Effect
7		National War College (Army War College)	No Adverse Effect
8		PEPCO Buzzard Point Power Plant/Pump House	No Adverse Effect
9		WASA Poplar Point Pump Station	No Adverse Effect
10		St. Elizabeths Hospital	No Adverse Effect
11		Suitland Parkway	No Adverse Effect
12		Recommended Anacostia Historic District Boundary Expansion	No Adverse Effect
13		Anacostia Park	No Adverse Effect
14		WASA Anacostia Shoreline Pump Station	No Adverse Effect
15		Old National Capitol Pumphouse	No Adverse Effect
16		Main Sewerage Pumping Station, District of Columbia	No Adverse Effect
17		Washington Navy Yard Annex Historic District	No Adverse Effect
18		Washington Navy Yard Historic District	No Adverse Effect
19		Washington Navy Yard East Extension	No Adverse Effect
20		The L'Enfant Plan of the City Washington, D.C.	Adverse Effect
21		United States Capitol	No Adverse Effect
22		USS <i>Barry</i>	No Adverse Effect
23		Skyline Inn	No Adverse Effect
N/A (out of LOD)		Site 51SE012	No Effect
N/A (out of LOD)		Site 51SE024	No Effect
N/A (out of LOD)		Site 51SE034 (Howard Road Historic District)	No Effect
N/A (out of LOD)		Site 51SE071	No Effect

Attachment 5: 2011 Executed Memorandum of Agreement

Attachment 6: South Capitol Street Project Plan Illustration