

**ANNUAL SUMMARY REPORT, 2023**  
**Work Undertaken Pursuant to**  
**Programmatic Agreement Among the Federal Transit Administration, The Washington Metropolitan Area Transit Authority, and the District of Columbia State Historic Preservation Officer Regarding the Bladensburg Bus Division Archaeological Investigation**

According to the Programmatic Agreement (PA) Stipulation IX. Monitoring and Reporting, from the initial execution of this PA until its expiration, the Federal Transit Administration (FTA) in coordination with the Washington Metropolitan Area Transit Authority (WMATA) shall develop an annual summary report. This document represents the required annual report for the third year of this PA covering the period from January 2023 to January 1, 2024.

This report details work undertaken pursuant to the PA's terms and must be submitted via email to the signatory parties of this PA, which are limited to the FTA, WMATA, and the District of Columbia's State Historic Preservation Office (DC SHPO). This report is to be submitted on an annual basis until the PA is terminated. The report may be submitted via email and shall include any scheduling changes proposed, problems encountered, and any disputes and objections received in WMATA and FTA's efforts to carry out the terms of this PA.

The work covered by this PA is divided into three project phases: Project Phase I Demolition and New Facility Construction on the southwest portion of the existing facility; Project Phase 2 Demolition and Construction of the northern portion of the new facility; and Project Phase 3 Demolition and Construction of the remainder of the new facility. This report reiterates last year's annual report on the work completed during Project Phase I.

Three milestones comprise the work in Project Phase I. The first two milestones have been completed as follows:

1. Milestone 1 – 90% Submittal Demo/New Work and Large Tract Application (NTP plus 120 CD), received November 4, 2020. WMATA review of submission November 02, 2020 – December 02, 2020. The Large Tract Review Application was completed and submitted to DC Director of Public Works.
2. Milestone 2 – 100% Demo contract 60% design for new bus maintenance facility (NTP plus 150 CD), received December 20, 2020. WMATA review of submission December 07, 2020 – January 21, 2021. All professional engineers signed and sealed plans, design, calculations, survey, and environmental studies required to submit a Cost Proposal for the demolition and apply for permits. The design and cost proposal materials included final topographic survey; civil engineering plans and reports; existing utility identification; availability of permanent utilities report; geotechnical borings and reports; environmental reports; identification of hazardous materials and abatement plan; maintenance of traffic during demolition plans and reports; and a list of applicable permits for demolition, including final technical specifications. Demolition package was completed and made available for Design Builder Cost Proposal and WMATA Cost Estimating.

Archaeological Site Survey work is scheduled for Project Phase 2, which will begin in 2025 and be completed before the end of 2025. The archaeological work consists of six separate tasks

over an approximate 2 ½ year period. Last year’s annual report identified a completion date for this work as April 16, 2024. This competition date is no longer accurate, and a revised completion date has not been determined.

This report indicates that no archeological work identified in this PA has been initiated or completed during the third year of this agreement beginning January 1, 2023, to January 1, 2024. Phase I survey archaeological work is not due to commence until 2025.

### **March – May 2022**

On March 30, 2022, the construction crew at the Bladensburg Bus Division project made an unanticipated discovery. While excavating in the southwest corner of the construction site, outside the previously determined archaeological Area of Interest (AOI) related to the Clark Mills Foundry, the crew uncovered a masonry, red brick foundation wall. Subsurface construction activities in the resource area were stopped, in compliance with the PA, Stipulation VII. Post-Review Discoveries A. Unanticipated Archaeological Discoveries. WMATA notified Washington, D.C. Historic Preservation Office archaeologists Dr. Ruth Troccoli and Ms. Christine Ames by email on Friday, April 1.

On April 4, 2022, the DC SHPO concurred with the assessment that the foundation was likely part of a yeast factory identified on a 19<sup>th</sup> century fire insurance map. and advised plotting the resource on the project base map so that it can be used to identify other structures as they are exposed. Completion of this mapping allowed construction work to proceed in this area. A technical memorandum was requested to share with FTA and the DC SHPO. FTA responded by requesting confirmation that WMATA and the DC SHPO determine that the unanticipated discovery of the brick foundation wall is not eligible for listing in the National Register of Historic Places (NRHP). This was confirmed by WMATA and the DC SHPO.

### **June – August 2022**

On June 1, 2022, archaeologist Mark Lyons, RPA, was on-site monitoring construction related demolition and excavation activities. He observed uncovered resources that appeared to be part of the larger yeast plant building complex. On June 7, 2022, Dr. Ruth Troccoli conducted a site visit to the Bladensburg Bus Division location, coinciding with the excavation of the soils at Foundation 2 done to assess extent of soils contaminated by oil. Dr. Troccoli stated that the DC SHPO is not concerned with the preservation of the yeast plant foundation features. However, destruction of these features will not take place until all contaminated soils are removed, and the features are recorded.

Based on observations made during the site visit, in addition to the information submitted on the two sets of building foundations, and the draft DOE form submitted by WMATA, the DC SHPO determined that the two unanticipated archaeological discoveries identified do not meet NRHP eligibility criteria. On Wednesday June 22, 2022, the Bladensburg project construction crew uncovered cast iron pipes at the location of the former Fleischmann’s Yeast Plant. A brief Google search for the pipe brand name “Stockham” which is stamped on one of the pipes, revealed that the pipe manufacturer produced in the early to late 20<sup>th</sup> century and was in

Birmingham, Alabama (Fair 2021). The DC SHPO agreed that these pipes are not individually NRHP eligible, but requested the information be incorporated into the 51NE061 DC Archaeological Site Inventory Form.

An additional unanticipated archaeological discovery occurred during construction excavation on July 5, 2022. The construction revealed a double brick lined manhole, measuring approximately 2.5 to 3 feet in diameter. On July 12, 2022, WMATA contacted District Archeologist Dr. Ruth Trocolli at the DC SHPO about the discovery, providing photographs and a rough location map. Dr. Trocolli indicated that the sewer was likely laid in 1927 and was probably a part of an abandoned municipal line. She stated that the double brick manhole was not historically significant and could be demolished. The site was documented and included in the final site inventory.

At the end of August 2022, consulting archaeologists from VHB submitted an archaeological *Monitoring Technical Memorandum of Phase I Construction of the Bladensburg Bus Facility*, including DC HPO Archaeological Report No. 883, Fleischmann's Yeast Plant Foundation Remnants, Archaeological Site Form No. 51NE061. This technical memorandum reported the archaeological monitoring conducted from May of 2022 to mid-July of 2022.

### **September – December 2022**

The VHB technical memorandum and completed archaeological site inventory form were submitted to the DC SHPO Archaeologists for review and comment on August 29, 2022. The DC SHPO Archaeologists responded with review comments on October 23, 2022. General comments included requests for report formatting, expanded explanation of the Determination of Eligibility, more information on the site's features, including a features table, and public reporting. Additional requested revisions include inserting citations, correcting figure labeling, and pagination. A total of 24 specific comments on the VHB technical memorandum and site form were made by the DC SHPO, and a revised memorandum and site inventory requested. WMATA coordinated with VHB project manager on development of the revised documents. VHB anticipated completion of the revised drafts by the end of November 2022.

On December 2, 2022, VHB notified the WMATA Architectural Historian the revision to VHB technical memorandum and site inventory form was being finalized and WMATA should receive the new documents by the end of the week. On December 6, 2022, VHB submitted the revised draft documents. WMATA Architectural Historian reviewed the documents, but they did not contain a means of tracking the DC SHPO initial comments nor specify VHB's revisions or comment responses. The WMATA Architectural Historian developed an errata spreadsheet based on the table that the DC SHPO included in their review letter of August 29, 2022, to locate and verify the changes made in the unmarked documents.

On December 9, the WMATA Architectural Historian conveyed to the WMATA Senior Project Manager that the revision was not ready to send to the DC SHPO for review and acceptance, due to typos, incorrect content, comments not addressed, and inability to track comments. WMATA determined to reach out to VHB and request all comments and requested changes identified in pdf document review comments and excel errata spreadsheet be made to documents by December 16 for submission to the DC SHPO.

On December 15, 2022, VHB sent a second revised document and expanded the errata spreadsheet information. Of the requested revisions to the documents and the 24 individual comments made by the DC SHPO, only 6 remained unresolved. All the “post-it” type comments WMATA made in the pdf version of the report, were resolved. Review comments errata spreadsheet and revised technical memorandum report and DC Site Inventory sheet were sent on Friday December 16, 2022, to WMATA Senior Project Manager for further action. Senior Project Manager sent remaining unsolved comments to consultant Project Manager, Brian McMahon, for resolution by archaeological consultant firm VHB.

## **2023**

Activities for 2023 included finalization of the archaeological consultant’s Technical Report and DC Archaeology Site Inventory form.

## **Next Steps**

Further archaeological work will occur as the project moves into Phase 2 in early 2025 and will focus on the AOI.