

Northern Bus Garage

Reconstruction Project

Spring Community Meeting



This meeting is being recorded



Meeting Etiquette: Virtual

Help keep this meeting productive and respectful.

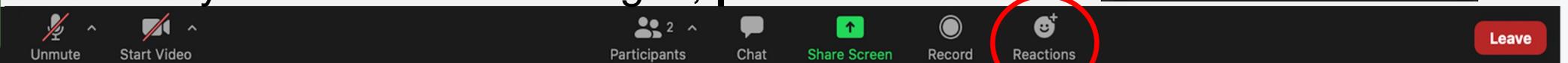
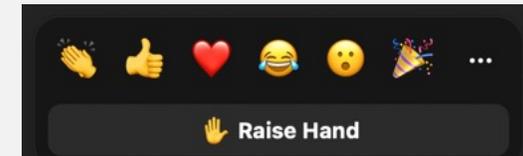
Please adhere to the Q&A protocol:



Request to speak by typing your name in the chat

Type questions directly into the chat

Use the raise hand feature in Zoom
To raise your hand while dialing in, **press *9**



When speaking:



Maintain a civil tone

Be mindful of time

Agenda



Introductions



Project Overview and Updates



Environmental Management Update



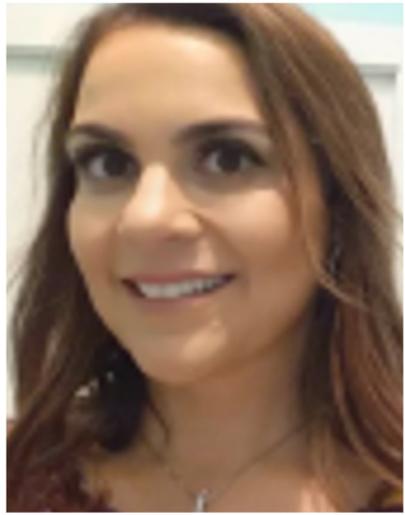
What to Expect in 2024 & Beyond



Introductions



Project Team



Maya Nino
Senior Capital Program
Manager, Capital Delivery



Tom Robinson
PMCM Project Manager



John Munson
Project Executive, Clark Civil
Clark Construction Group

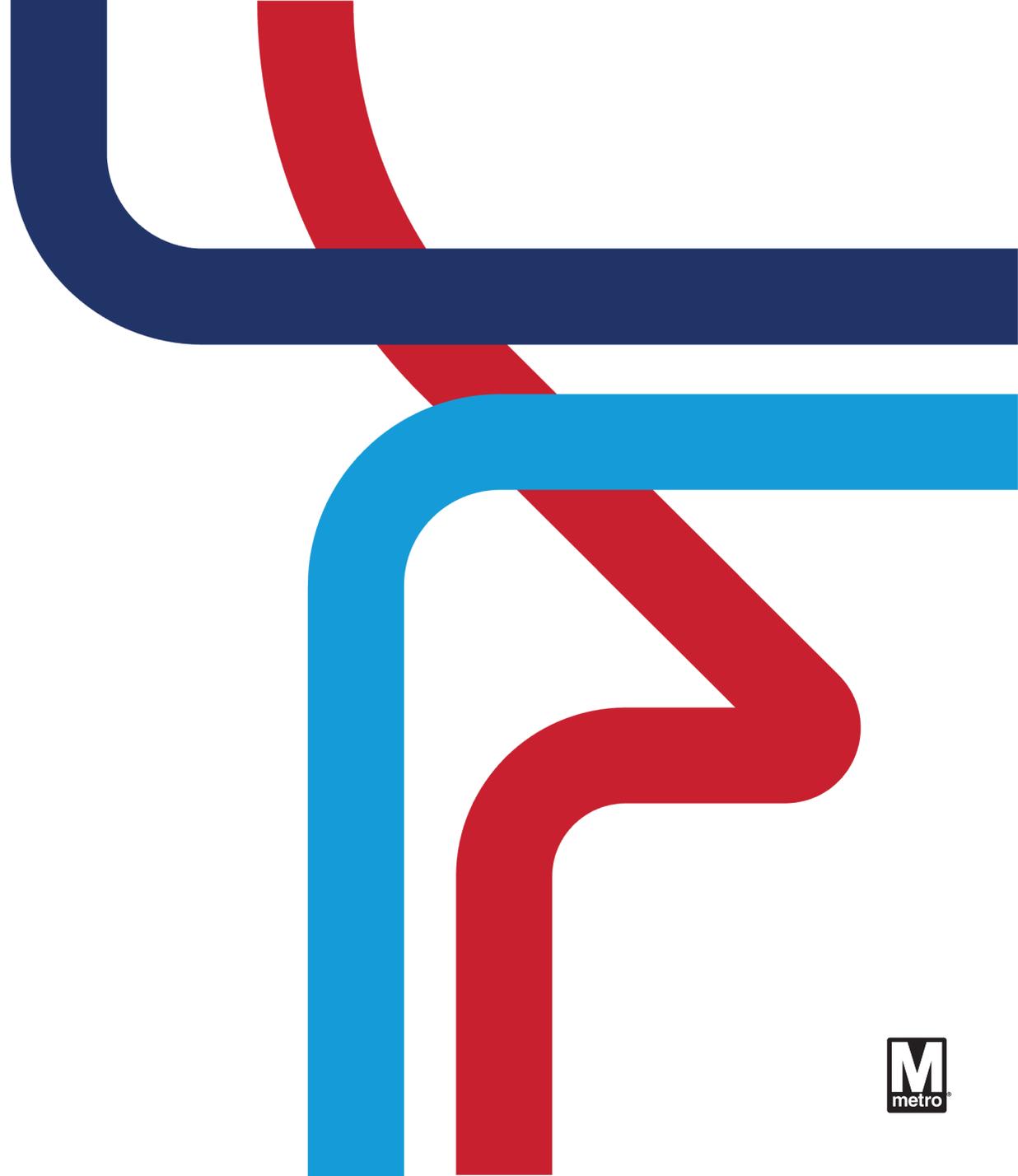


Jim Ashe
Environmental
Coordinator



Joel Blockowicz
Director Asset
Management Real Estate

Project Overview & Construction Updates



Progress Since Last Meeting

Q1 Construction

Excavation

- Targeted over-excavation of contaminated soil completed in NE corner

Cast-in-place (CIP) Concrete

- Pile cap / footing placement ongoing, ~75% complete
- Foundation wall placement started, ~40% complete
- Slab-on-grade preparation started

Below Grade Waterproofing

- Installation of insulation and waterproofing ongoing, ~50% complete



Progress Since Last Meeting

Q1 Construction

Underground Plumbing

- Storm & sewer piping installation ongoing
- Underslab drainage piping started

Underground Electric

- Conduit installation started
- Grounding grid installation started

Wet Utilities

- Storm pipe and manhole installation started on Buchanan St



Ongoing Site Maintenance

Erosion & Sediment Control

- Maintenance of controls in-place – silt fence, inlet protection
- Periodic inspections by DOEE

Construction Entrances

- Street sweeping / water application on haul roads
- Cleaning truck tires before exiting site

Pest Control

- Pest control subcontractor performing periodic inspections and rebaiting of stations

Outlook for Q2 2024

Construction

- Complete concrete foundations for Bus Storage level
- Advance slab-on-grade placement across Bus Storage level
- Continue underground plumbing and electric installation
- Start wet utility operations on 14th Street
- Mobilize structural steel operations
- Submission of 75% BEB design documents

14th Street Sewer Line Installation

- New 18" combined sewer line – extends from Decatur to Crittenden Streets
- Multiple installation phases to complete tie-ins to existing sewer lines at each end
 - Work start: 5/13/24 (start location inside fence line)
- Primary phase (pictured) - requires occupancy of both travel lanes, traffic diverted to parking lanes
 - Work start: early/mid-June 2024
 - Duration: ~8 weeks*
 - Concrete barriers remain in place for duration
- Remaining phases – require adjustments to traffic alignment at each intersection during work hours only
 - Durations: vary from ~1-3 weeks each*
 - Work hours: 9:30 AM – 3:30 PM
 - Parking closures as required for traffic pattern shifts



* - subject to adjustment if unforeseen conditions encountered

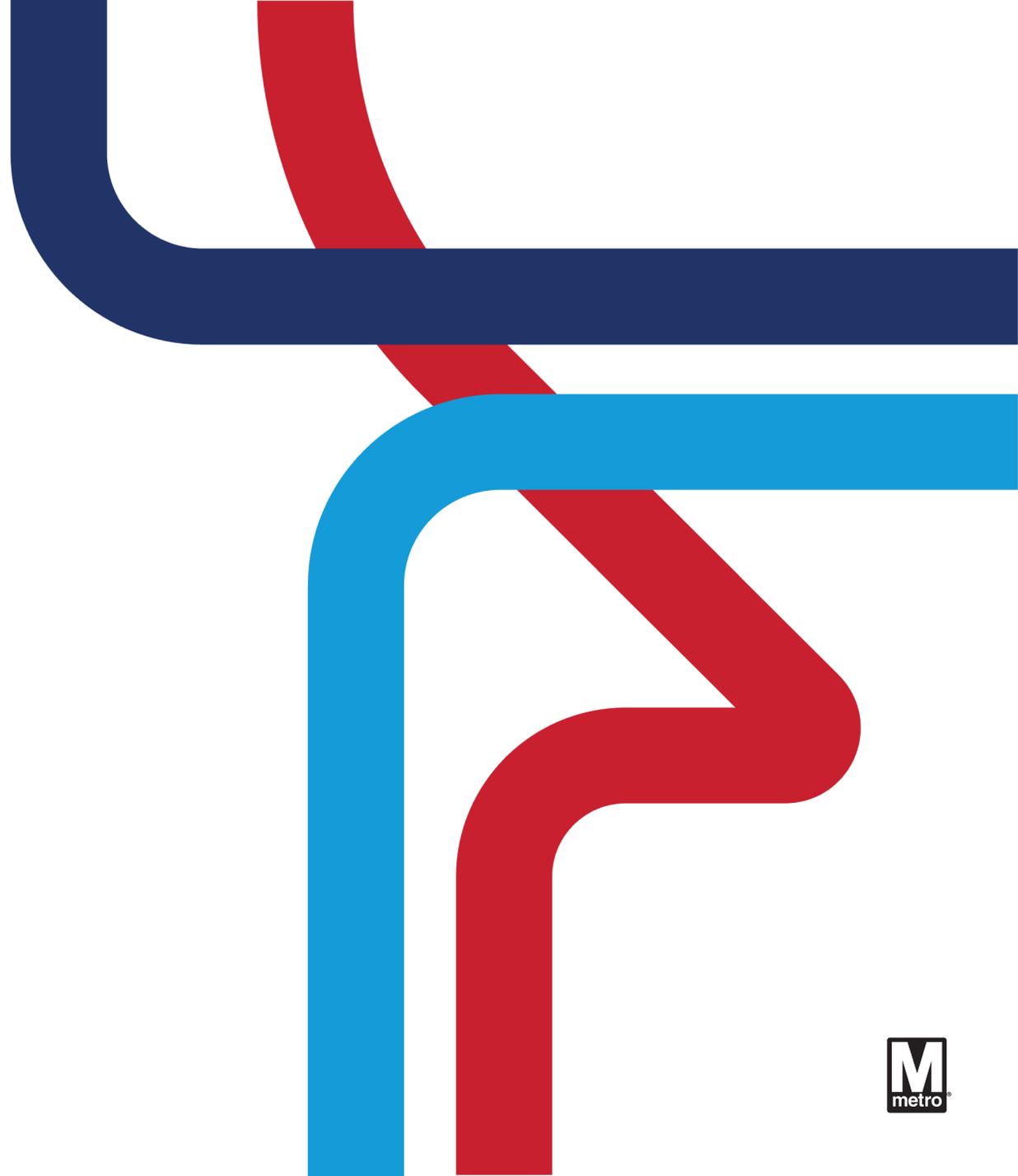
Q&A Listening Session



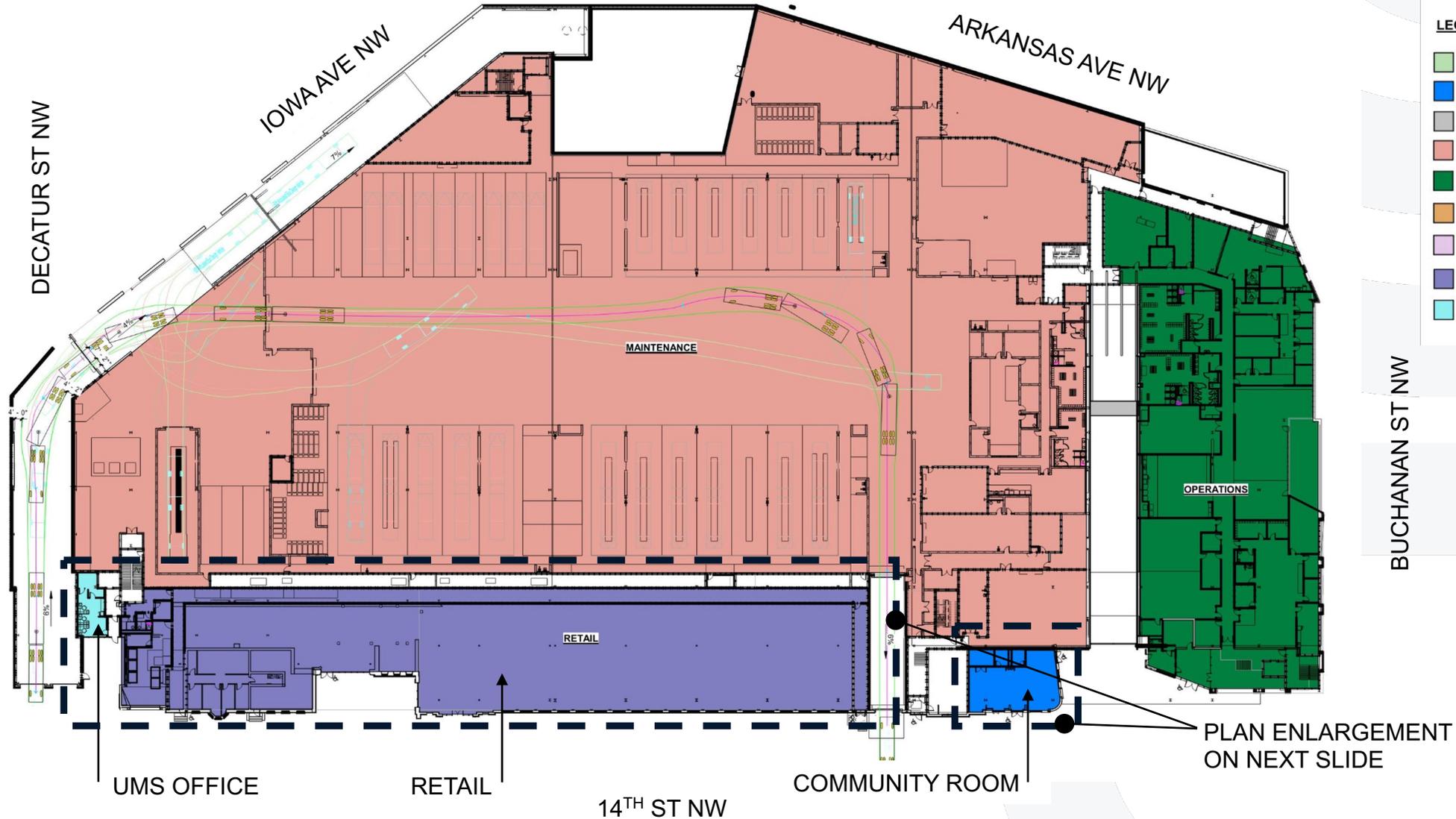
Virtual

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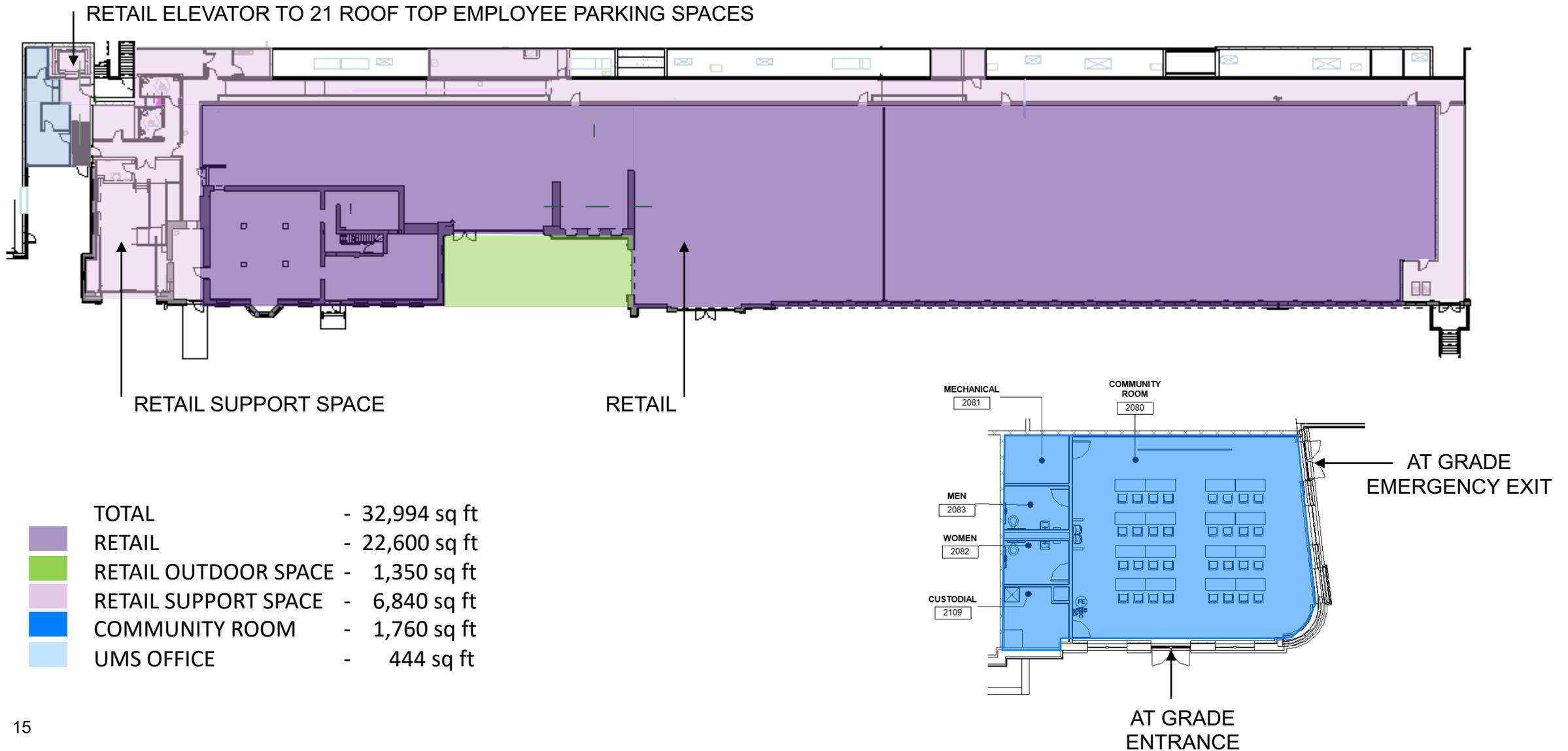
Retail Design Update



Maintenance Level – Overall Floor Plan



Retail Floor Plan



Retail Area Layout



Q&A Listening Session



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Update on Environmental Plan and Remediation

Activities Since Last Meeting

- **Interim Corrective Action Plan (CAP) for onsite contamination approved in December 2023. Posted on project page, wmata.com/northernbusgarage.**
 - *Soil sampling on a 50-ft grid plus focused sampling (Complete)*
 - *Vapor barrier (Started)*
 - *Infrastructure for Soil Vapor Collection system (Started)*
 - *Installation of 7 monitoring wells within the footprint (Sleeves in concrete)*
 - *Guidance on construction materials (Complete)*
 - *Application of soil amendments in targeted areas to enhance biodegradation (Complete)*
- **Final Corrective Action Plan (for offsite contamination and groundwater).**
 - Site Model and Risk Assessment—which will be used to guide the FCAP development—was submitted to DOEE in late January.
 - DOEE provided comments; project team is preparing responses.
- **Excavation and offsite disposal of contaminated soil—complete.**
- **Treatment of groundwater before release to DC Water—continuing.**

Soil Sampling

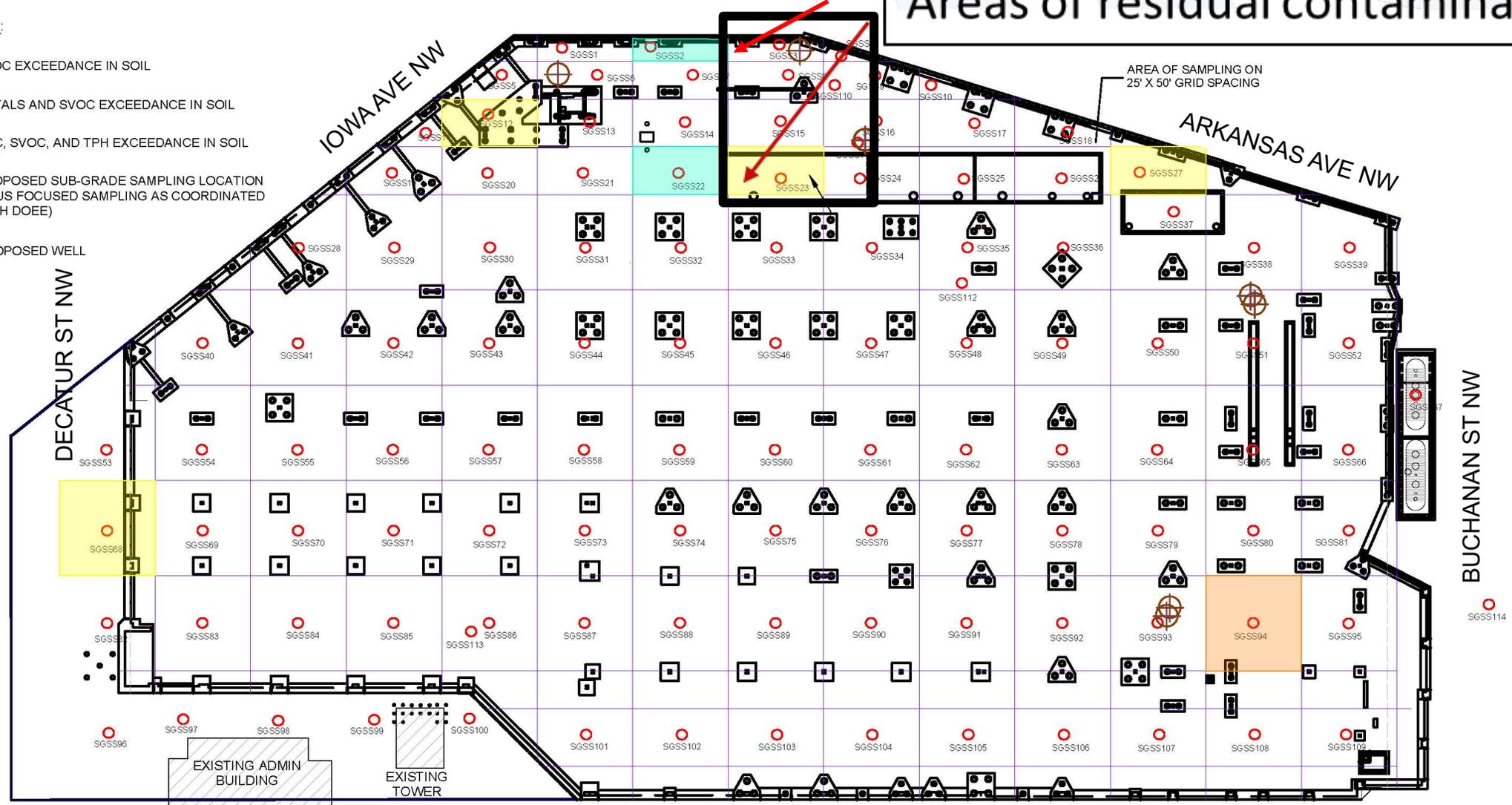
- **Site-wide grid soil sampling was completed to identify petroleum and volatile organic compound-impacted areas**
 - *109 grid points; grid sizes ranged from approximately 25 feet x 50 feet to 50 feet x 50 feet*
 - *Approximately 150 soil samples collected site-wide*
- **Samples were screened visually and using a photoionization detector (PID)**
- **Samples were also submitted for laboratory analysis**
 - *Volatile Organic Compounds (VOCs)*
 - *Semi-Volatile Organic Compounds (SVOCs)*
 - *Total Petroleum Hydrocarbons – Gasoline Range Organics (TPH-GRO)*
 - *Total Petroleum Hydrocarbons – Diesel Range Organics (TPH-DRO)*
 - *Polychlorinated Biphenyls (PCBs)*
 - *Priority Pollutant Pesticides*
 - *Priority Pollutant Metals*
 - *Hexavalent Chromium*

Soil Sampling Grid and Impacted Areas

Areas of residual contamination

LEGEND:

- SVOC EXCEEDANCE IN SOIL
- METALS AND SVOC EXCEEDANCE IN SOIL
- VOC, SVOC, AND TPH EXCEEDANCE IN SOIL
- PROPOSED SUB-GRADE SAMPLING LOCATION (PLUS FOCUSED SAMPLING AS COORDINATED WITH DOEE)
- PROPOSED WELL



Remediation: Over-Excavation

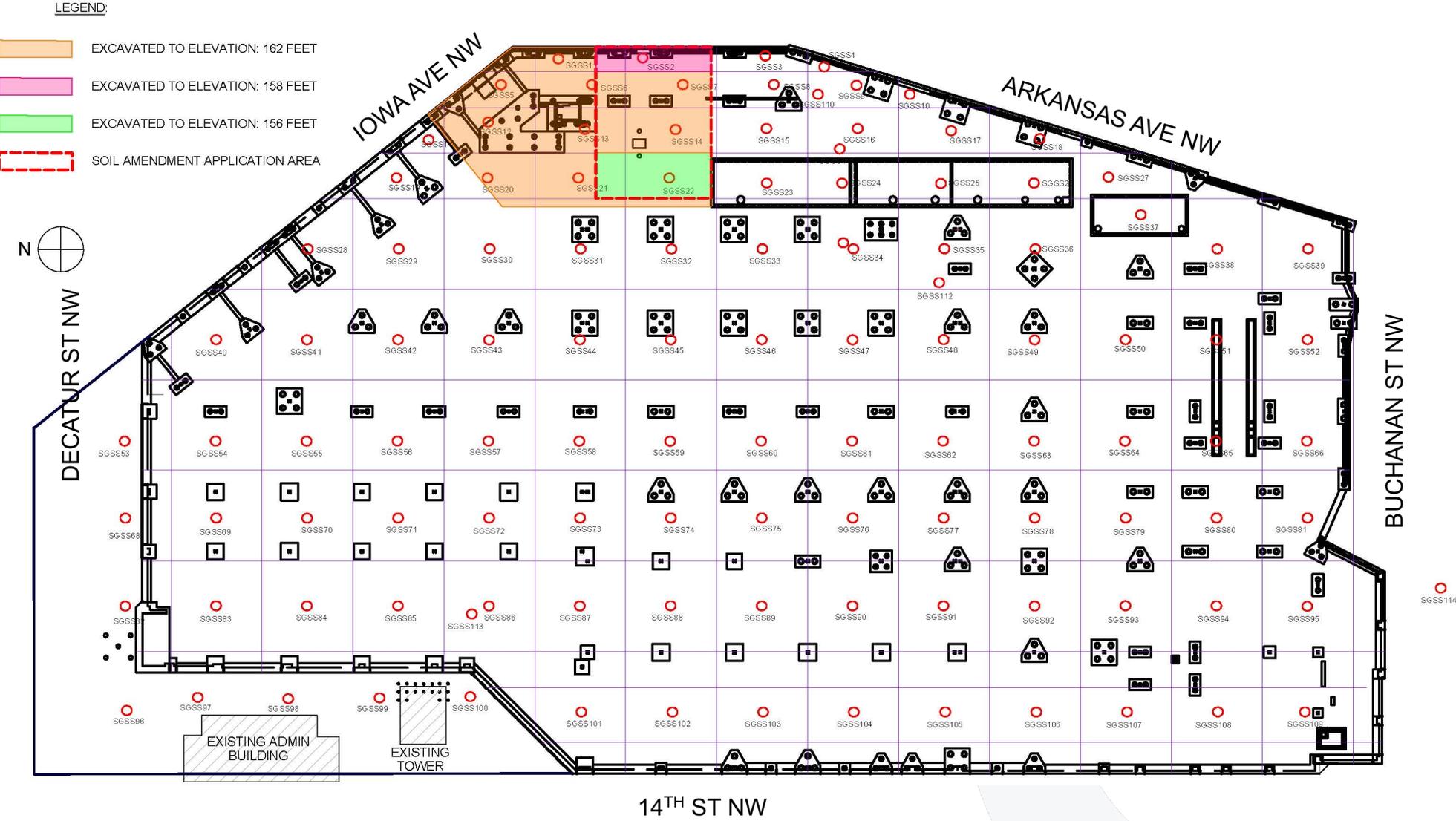
- **Over-Excavation of Contamination**
 - Elevation of finished grade : approximately 169 feet
 - Elevation of impacted soils in excavation area: 157-166 feet
 - Elevation of excavation bottom : 156-162 feet elevation
- **Where impacts were detected, excavated 1 foot deeper and resampled until clean sample obtained and verified.**
- **Excavation continued until groundwater or bedrock was encountered, or potential impact to infrastructure integrity**
 - *SGSS-2 excavation stopped to prevent infrastructure integrity impacts*
 - *SGSS-22 excavation stopped due to groundwater*

Remediation: Soil Amendments

- **Soil Amendment Application**

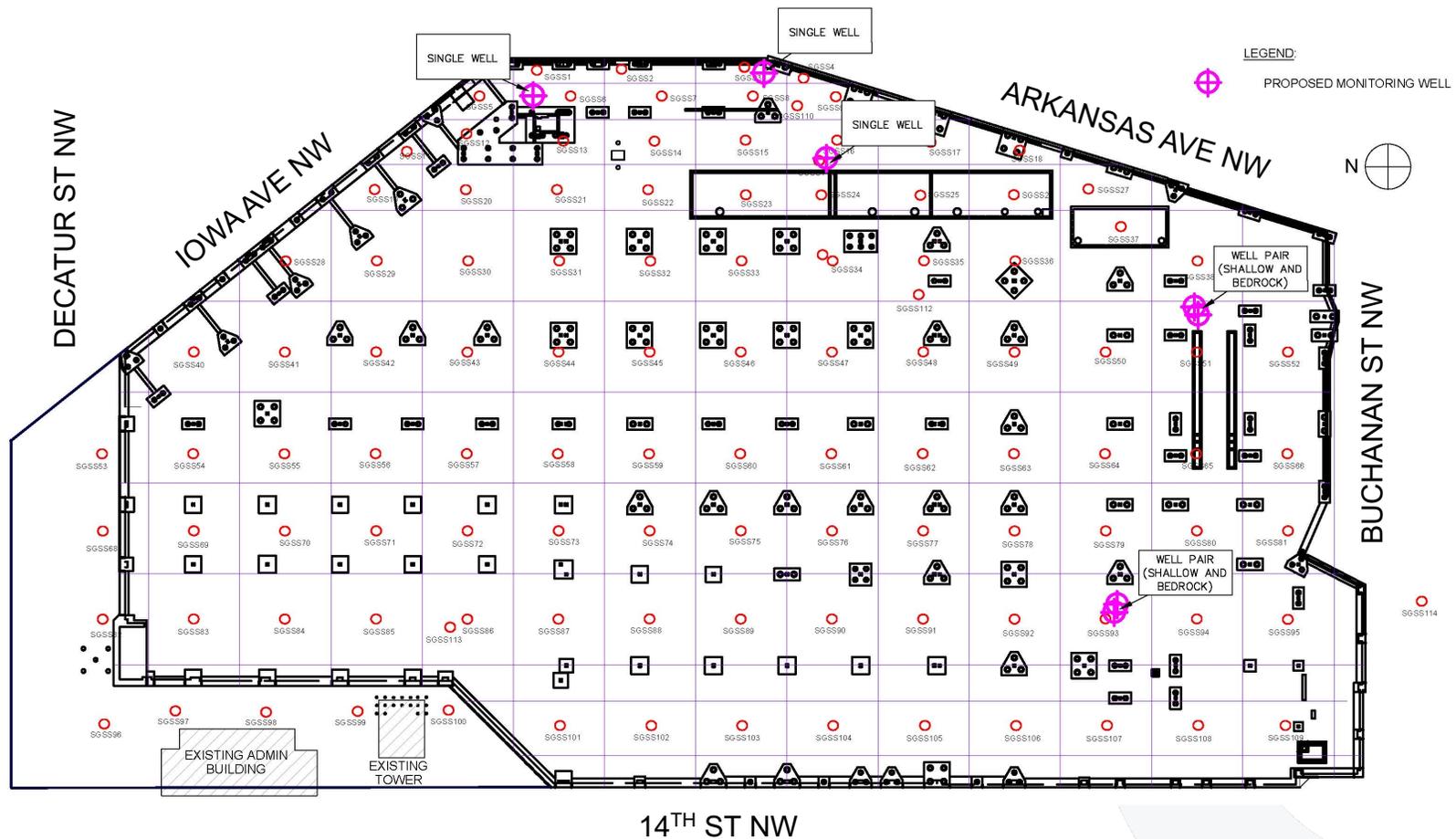
- *Promotes biodegradation of residual petroleum hydrocarbons*
- *Epsom salt and agricultural-grade gypsum (calcium sulfate di-hydrate)*
 - Approximately 3,000 pounds of dry Epsom salt applied
 - Approximately 12,000 pounds of pulverized gypsum applied
- *Epsom salt at excavation bottom, then two alternating layers of No. 3 stone and pulverized gypsum*
- *Topped by nonwoven geotextile fabric, then clean fill material*

Over-Excavation and Soil Amendment Areas



Proposed Groundwater Monitoring Wells

- 7 groundwater monitoring wells will be installed for continued monitoring
- Installed in areas with highest petroleum hydrocarbon and chlorinated VOC impacts



Monitoring Reports

- Monitoring reports for January 2024, February 2024, and March 2024 have been posted to the project website.
- Noise level exceedances have been identified during project work hours and during non-work hours.
- One exceedance of air particulates project threshold was noted in March 2024. Seems to be related to wildfires in West Virginia and western Virginia

Remediation: Tank Removals

- **Two additional tanks were identified in January 2023.**
 - DOEE notified
 - Tanks were drained and material removed to a disposal facility.
 - Soil samples were collected from beneath the tanks; low concentrations of petroleum hydrocarbons were detected. Soil excavation was managed according to ICAP procedures

Q&A Listening Session



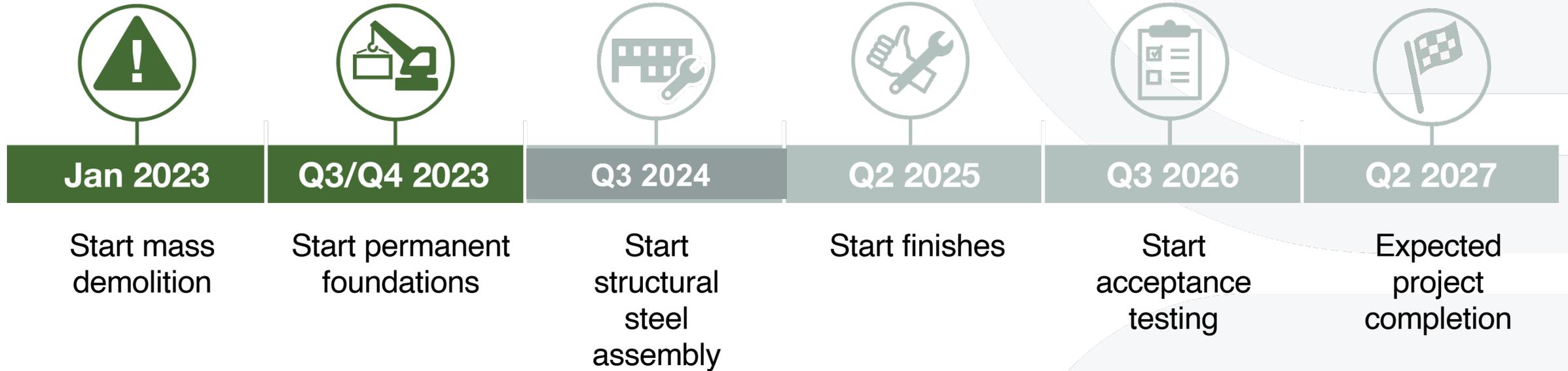
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What to Expect for 2024 & Beyond



Current Schedule



This schedule is subject to change due to the BEB scope addition

How to Follow-Up on the Project



**Sign Up For
Project & Newsletter
Updates**

*MCAP_NBG_Reconstruction
_Project@wmata.com*



**Project
Website**

*[wmata.com/
NorthernBusGarage](http://wmata.com/NorthernBusGarage)*



**Quarterly Community
Meetings**

*Next meeting:
Summer 2024*

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Thank you!

Washington Metropolitan
Area Transit Authority

