

Statement by Bert Ely to the Alexandria City Council2(b)
2-24-01**regarding Wilson Bridge construction issues**

February 24, 2001

Mayor Donley and members of Council, I am Bert Ely and I appear before you today on behalf of the Coalition for a Sensible Bridge regarding construction of the Wilson Bridge.

Last December 16, I appeared before you to outline CSB's concerns regarding the impact of the bridge's construction on Alexandria and its citizens. These issues include construction traffic within the City, parking by construction workers, noise, and staging areas. Attached to my statement today is a copy of my December 16 statement.

As you know, a dispute over a proposed "project labor agreement," or PLA, for the bridge has delayed the opening of bids for the construction of the new bridge's foundations. What you may not know is that because a PLA has been barred for all Wilson Bridge contracts, the Maryland State Highway Administration will be re-advertising the foundations contract. Attached to this statement is a memorandum Maryland issued three days ago announcing this fact.

Because the contract is being re-advertised, the City of Alexandria has gained a fresh opportunity to influence the specifications for this contract. CSB urges Council to do just that. In particular, CSB urges Council to take aggressive steps to sharply limit the amount of construction materials trucked over City streets to the construction site in Jones Point Park since construction materials can easily be barged to the park.

As you know, there is tremendous citizen concern about the amount of construction-related traffic that will be moving over local residential streets. These concerns relate to the noise, dirt, safety, traffic congestion, and building damage caused by construction-related traffic. These concerns can be greatly alleviated if the City forces most of the construction materials to be barged in rather than trucked in.

Therefore, CSB urges Council to ask Maryland to require that a high percentage of these construction materials, by weight, be brought to the park by barge rather than by truck. Engineers can readily estimate the total weight of the materials that must be brought to the park. A barging requirement of 70 percent to 80 percent seems reasonable. Council can put some sharp teeth in this request by indicating that it will not grant permits to the foundations contractor to truck in more than 20 percent to 30 percent of the construction materials.

Highway officials may complain about the additional cost of a barging requirement, but that additional cost, if any, will be minuscule when compared to the \$1.5 billion, or more, that will be wasted building a 12-lane bridge, with massive interchanges, instead of the 10-lane bridge, with minimal interchange work, that CSB continues to advocate.

Mr. Mayor and members of Council, thank you for your time this morning.



**Maryland Department of Transportation
State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

February 21, 2001

Subject: Contract No.: PG3415173
F.A.P. No.: DPWW-M013(14)N
Description: Foundation Construction for
the Replacement of the Woodrow Wilson
Bridge on I-95/I-495 (Capital Beltway) over
the Potomac River

ADDENDUM NO. 9

TO ALL PURCHASERS OF CONTRACT DOCUMENTS

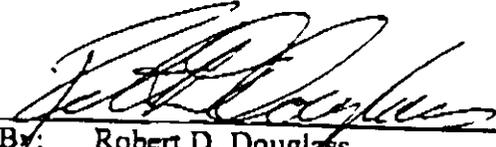
**THE ATTENTION OF PROSPECTIVE BIDDERS IS DIRECTED TO THE
FOLLOWING INFORMATION REGARDING THIS CONTRACT.**

The bid opening for this contract has been cancelled.

Due to the recent Executive Order prohibiting federal funding of all construction projects that require or prohibit a Project Labor Agreement, it has become necessary to re-advertise this contract. A new set of contract documents will be prepared for advertisement under Contract No. PG3415173R. All previous purchasers of the now-cancelled Contract PG3415173 will be sent a set of the newly advertised contract documents for this project, when they are available, at no additional cost. No other significant changes to the contract documents are anticipated at this time. The anticipated bid opening date for the new contract will be March 22, 2001.

All previous contract documents for Contract PG3415173, including all addendums, are hereby voided. Questions concerning this Addendum No. 9 may be directed to our Project Manager, Robert Healy at (410) 545-8063.

Sincerely,
Parker F. Williams
Administrator


By: Robert D. Douglass
Project Director

Sheet No. 1 of 1

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Statement by Bert Ely to the Alexandria City Council
regarding Wilson Bridge construction issues

December 16, 2000

Mayor Donley and members of Council, I am Bert Ely and I appear before you today on behalf of the Coalition for a Sensible Bridge to discuss certain issues arising from the construction of the Wilson Bridge as they might affect Alexandria and its residents.

As you may know, the Maryland State Highway Administration is soliciting bids for the construction of foundations for the new Wilson Bridge. The bid opening is scheduled for January 25. I have reviewed the 863-page specification for this contract as well as 148 pages of plans to identify issues arising from this contract that should concern City Council.

Construction traffic within the City

My greatest concern about the foundation construction involves construction traffic to and from Jones Point Park. As you will note from the attached page 74 of the contract specifications, trucks going to the project will turn from Patrick onto Franklin Street and then proceed on Royal, past St. Mary's School, to the park. Trucks leaving the project will proceed on Royal to Gibbon and then travel up Gibbon, past Lyles Crouch School, to Patrick.

Note in the second paragraph of the discussion of haul routes that while "to the maximum extent possible, the Contractor shall schedule his operations to minimize use of the City of Alexandria local street system," nothing bars the contractor from trucking in all of his construction materials and equipment. Further, the specifications do not bar construction traffic coming from or going to the north on Route 1. CSB urges Council to ask Maryland amend the contract specifications to limit, by weight, the amount of material that can be brought to the project by truck and that all truck traffic to and from Jones Point Park be required to come from the south on Route 1.

While the contract specifications (attached page 69) bar deliveries past St. Mary's School on school days between 7:45 a.m. and 8:30 a.m. and from 2:30 p.m. to 3:30 p.m., there is no limit on the hours that empty trucks can run up Gibbon Street past Lyles Crouch. Big empty trucks can just as easily squish little kids as big loaded trucks. Also, note that while construction schedule restrictions limit the hours of construction within Jones Point Park, there explicitly is no limit on the hours of work outside of the park, excluding pile driving. Hence, the contractor is not barred from making equipment and materials deliveries in the middle of the night or on Sundays. Council needs to direct City staff to develop a plan to address these concerns.

Parking

The contract specifications (page 74) specify that "company or personal vehicles" of the contractor and its employees should not be parked on City streets. The specifications also provide (attached page 65) that all "existing public parking and recreation facilities shall be maintained throughout the duration of construction." City staff should take steps to ensure that there will be sufficient additional room within Jones Point Park for the contractor's employees to park, or that sufficient alternative parking sites and shuttle buses are provided by the contractor so that there will be no contractor-related parking on City streets. Further, the City should be absolutely ruthless in ticketing and towing all cars and trucks parked on City streets that belong to the contractor or its employees.

Noise

As was explained at the December 6 pre-bid conference for this contract, the contract specifications include no noise restrictions. To quote one official, "what was tried, regarding noise limits, in the test pile-driving program was not incorporated in the contract specifications." Presumably, noise control will be governed by City ordinances and state law. I urge Council to direct City staff to ascertain as soon as possible if the City's noise control ordinances will be sufficient to hold Wilson Bridge construction noise to a level that is tolerable for nearby residents.

Staging areas

The contract specifications (attached pages 71 and 72) discuss staging areas for the project and the plans, in particular page 144, show staging areas within Jones Point Park, but the contractor may use other staging areas, upon 90 days's notice (page 71, last paragraph). City staff needs to monitor the location and size of the contractor's proposed staging areas, as well as on-site office structures, to ensure that they do not encroach unnecessarily or in a damaging manner on Jones Point Park or elsewhere in the City.

Mr. Mayor and members of Council, thank you for your time this morning.

PROJECT DESCRIPTION

This project, located in Prince Georges County, is for the construction of the pier foundations for the Woodrow Wilson Memorial Bridge on I-95/I-495 over the Potomac River. Beginning at Rosalie Island in Prince Georges County and extending in a westerly direction to Jones Point Park in Alexandria, Virginia for a total distance of 1.136 miles.

26000 FEET

The work will consist of the following:

Construction of foundations V7 to M10 including pier pedestals, pile caps, piles, post-tensioning bars and tendons, submarine cable pipes, standpipes and electrical systems for lighting. This work requires installation of cofferdams, excavation, dewatering and other construction activities for completion of the foundations. Additionally, steel sheet piling will be installed along the Virginia shoreline in Jones Point Park, immediately south of the existing concrete bulkhead and east of Pier V2. Monitoring the existing bridge for vibration, and movement and dredging shall be part of this Contract.

Also included is the provision of Contractor's operating area in Jones Point Park on the Virginia shoreline, which includes protection and maintenance of existing parking, providing public and emergency access through the work area, and earthwork and drainage improvements. This work at Jones Point Park shall be provided prior to or simultaneously with the foundation construction in Jones Point Park. Existing public parking and recreation facilities shall be maintained throughout the duration of construction. The existing lighting on the parking lots, at the lighthouse and within other areas of the park shall be maintained at all times.

A construction staging area has also been identified along the Virginia shoreline in Jones Point Park. This staging area is located along the existing bulkhead, just north of the perpetual easement for the existing bridge. The construction of this new bulkhead may also allow for an increased staging/tie-up area in Jones Point Park for this foundation Contract. The Contractor shall make all necessary improvements to the site and existing concrete bulkhead required to conduct the work.

SPECIFICATIONS

All work on this project shall conform to the Maryland Department of Transportation, State Highway Administration's Specifications entitled, "Standard Specifications for Construction and Materials" dated October 1993 and the companion manual entitled "General Provisions for Construction Contracts," revisions thereof, or additions thereto, and the Special Provisions included in this Invitation for Bids.

EMPLOYMENT AGENCY

The Maryland Department of Human Resources is located at:

6321 Greenbelt Road
College Park, Maryland 20740
(301) 441-2173
(301) 441-2151 TTY
Fax No. (301) 441-2166
Manager: Maria Williams

EXISTING BRIDGE OPERATION. Potential bidders are hereby alerted that the movable span of the existing Woodrow Wilson Bridge operates in accordance with a schedule established by the United States Coast Guard. The hours of operation can be obtained by calling 202-727-5522. The Contractor must schedule his operations to be in conformance with the established bridge opening schedule. Requests for openings outside of the established schedule shall not be considered. No claim for delay of work or additional compensation shall be allowed based on operation of the existing bridge.

OPEN WATER DREDGING SCHEDULE. Due to the environmental permit requirements, all potential bidders are hereby alerted to the following information regarding the Dredging schedule and completion date requirements.

Dredging for the access channel and staging/berthing areas, as shown on the Plans, can only take place between October 16 and February 14 of any year. No dredging shall be permitted before October 16 or after February 14. No extension of time will be granted to complete the required dredging for any reason.

CONSTRUCTION SCHEDULE RESTRICTIONS. Construction within Jones Point Park, including the construction of the bulkhead, will only be allowed from 7am to 6pm Monday through Friday, 9am to 6pm Saturday. Pile driving in Jones Point Park will only be allowed from 9:00am to 6:00pm Monday through Friday and 10:00am through 4:00pm Saturday. No work will be allowed in Jones Point Park on Sundays and holidays. Work outside of Jones Point Park, excluding pile driving, is not restricted. Pile driving in the river will be restricted to daylight hours only. Work is prohibited on all Federal and State of Maryland holidays.

The Contractor is alerted that equipment and material deliveries past St. Mary's School on South Royal Street are prohibited from 7:45 am to 8:30 am and from 2:30 pm to 3:30 pm weekdays due to the presence of school activities. This restriction shall only apply when school is in session.

COOPERATION WITH ADJACENT CONTRACTORS. Cooperation between contractors is required by GP-5.06. Potential bidders are hereby alerted to the following contracts that may be ongoing simultaneously with this contract:

Maryland State Highway Administration contracts:

1. Maryland Contract No. PG 3405173 - Dredging for the Replacement of Woodrow Wilson Bridge on I-95 / I-495 over the Potomac River

Description of Work: Weeks Marine Contracting Company has been awarded the dredging contract. They are currently occupying a staging area under the existing bridge and must be allowed to have access to this area and the existing bulkhead. The dredging will end on February 14, 2001 and the contract completion date is April 1, 2001.

2. Contract No. (Not Assigned) - I-295 Contract 1A

Description of Work: Mass grading, retaining walls and pre-consolidation (for Outer Loop including Rosalie Island).

Anticipated Notice-to-Proceed – July 15, 2001

3. Contract No. PG 3485173 I-295 Contract 1

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4. Virginia Project No. (Not Assigned) – Miscellaneous Utility Contracts

Description of the Work - Coordination will be required with utility contracts independent of the contracts identified above.

Anticipated Notice-to-Proceed - UNKNOWN

5. Virginia Project No. 0095-100-104,B618 - Proposed Grid Deck Replacement and Miscellaneous Repairs on the Woodrow Wilson Memorial Bridge over Potomac River at Alexandria, Virginia

This contract has been awarded to McLean Construction Co. who currently has a staging site under a portion of the bridge and is utilizing the existing bulkhead. It is anticipated that McLean Construction will perform the majority of their work over a series of weekend evenings from March to May 2001. Some daytime activities in the staging areas and in the river are also anticipated.

Award date: July 20, 2000

Anticipated completion date: May 15, 2001

STAGING AREAS. The Project, as part of this contract, has identified two potential construction staging areas for use by the Contractor. Use of these two sites, specifically one area near National Harbor and one area within Jones Point Park (as identified in the Plans and below) are available to the Contractor (with any and all stipulations and requirements) as part of this contract. For reference to specific stipulations to the National Harbor site see the National Harbor license agreement; while for stipulations associated with Jones Point Park reference the 2000 Record of Decision (ROD). Additionally, the Project has undertaken a preliminary evaluation of other potential construction staging area sites that lie beyond the limits of the proposed right of way for the Woodrow Wilson Bridge Project. These potential staging areas are identified in the 2000 Final Supplemental Environmental Impact Statement, the 2000 ROD, and the Final Potential Construction Staging areas Report dated December 1999. These documents are available to the Contractor at the Woodrow Wilson Bridge project office. As stipulated within the 2000 ROD, any new potential construction staging area sites or temporary material plants proposed by the Contractor will require an environmental investigation/re-evaluation by the Project. Accordingly, should the Contractor propose the use of alternate staging sites, all appropriate information, documentation, permits and other requested data must be submitted to the project 90 days prior to the site's intended use.

The Department of the Army permit CENAB-OP-RMN (Woodrow Wilson Bridge) 200060664-1, specifically Special Provision 13 requires that construction staging areas will be located within upland areas that do not impact waters of the U.S., including jurisdictional wetland unless authorized by the permit. Therefore, any and all Contractor proposed construction staging areas must comply with all applicable project permits and Project related commitments. Any Contractor proposed potential staging area that effects waters of the U.S. or jurisdictional wetlands that cannot be authorized by the permit will not be considered a viable construction staging area and cannot be used as part of this project.

The Contractor shall provide within 90 days of the site's intended use, all plans and accompanying documentation for Contractor proposed construction staging areas. These plans will include all salient and appropriate information related to the size, function, operations, equipment, and all other activities planned for the site. The Contractor shall also provide all documentation of environmental effects related to the potential construction staging area that may include but not be limited to traffic, noise, air, water quality, stormwater management,

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erosion and sediment control, endangered species, cultural resources, and other potential resources. This information is required so the Project can initiate and complete the requisite environmental studies and NEPA compliance verification to insure that the proposal does not adversely effect the natural or human environment. If a Contractors' proposed construction staging area is determined to adversely affect the environment and/or appropriate mitigation is not part of the proposal, the Project will deny the proposal.

The potential construction staging areas available for this contract are as follows:

- 1) **Staging Area 1.** A potential construction staging area is located on the Virginia shore adjacent to the Potomac River, and north of the existing Woodrow Wilson Bridge (see the Plans). An existing bulkhead is located at this site, which may be utilized for transporting material and equipment required for the construction of the bridge foundations. Other contractors may utilize this staging area and bulkhead.

The Contractor is required to determine the structural adequacy of the existing bulkhead based on the anticipated loads that may be imposed on the bulkhead during construction. The use of this existing bulkhead is solely at the Contractor's risk. Any associated repairs required to the bulkhead due to damage caused by the Contractor must be completed at no additional cost to the Administration. The Contractor shall maintain the bulkhead throughout construction. The Administration makes no guarantee or claims as to the condition of suitability of this bulkhead for the Contractor's operation.

Upon completion of the foundation construction contract, the bulkhead shall be returned to its pre-construction condition, to the satisfaction of the Engineer.

The Contractor must complete all work in Jones Point Park and vacate this staging area no later than May 1, 2002.

As noted on the Plans, the Contractor must confine all construction activities within the Limits of Easements in Jones Point Park, subject to the restrictions outlined on the Plans. The Contractor must complete all work in Jones Point Park, except at Pier V2, and vacate this area no later than November 1, 2001. The work at Pier V2 must be completed and the area 50 feet west of the centerline of Pier V2 to the shoreline must be vacated no later than May 1, 2002.

- 2) **Staging Area 2.** A potential construction staging area is located at the National Harbor Waterfront, on the Maryland shore adjacent to the Potomac River, as indicated on the Plans. This area will be available to the Contractor for the duration of this construction contract and is strictly subject to the terms and condition in the National Harbor license agreement, which is attached to this Document.

In order to gain access to the construction staging area located at the National Harbor waterfront, dredging the access channel, as indicated on the Plans, may be required. However, dredging of the staging/berthing area is at the Contractor's option, based on the Contractor's requirements for access to the staging area. The Contractor is permitted to construct a finger pier for access to the river from Staging Area 2; however this construction must be consistent with the project permits. Any and all dredging and/or preparation of the site must comply with current permits.

The Contractor shall provide all utilities required for his work at the proposed staging area.

COMPLETION SCHEDULE AND DISINCENTIVE PAYMENTS. In order to ensure that this Contract is completed in a timely manner and to facilitate the future construction contracts

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The Contractor is required to determine the structural adequacy of the existing bulkhead based on the anticipated loads that may be imposed on the bulkhead during construction. The use of this existing bulkhead is solely at the Contractor's risk. Any associated repairs required to the bulkhead due to damage caused by the Contractor must be completed at no additional cost to the Administration. The Contractor shall maintain the bulkhead throughout construction. The Administration makes no guarantee or claims as to the condition of suitability of this bulkhead for the Contractor's operation.

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The Contractor must complete all work in Jones Point Park and vacate this staging area no later than May 1, 2002.

As noted on the Plans, the Contractor must confine all construction activities within the Limits of Easements in Jones Point Park, subject to the restrictions outlined on the Plans. The Contractor must complete all work in Jones Point Park, except at Pier V2, and vacate this area no later than November 1, 2001. The work at Pier V2 must be completed and the area 50 feet west of the centerline of Pier V2 to the shoreline must be vacated no later than May 1, 2002.

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COMPLETION SCHEDULE AND DISINCENTIVE PAYMENTS. In order to ensure that this Contract is completed in a timely manner and to facilitate the future construction contracts

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submission of pile, instrumentation and cofferdam working drawings immediately after the bid opening in an effort to maintain a timely progress schedule.

Should the apparent low bidder not be awarded the Contract, all cost accrued for the preparation of the pile, instrumentation and cofferdam working drawings and any pile and steel fabrication will be handled in conformance with GP-8.10.

KNOWN UNDERGROUND CONFLICTS. Unique underground conflicts are known to exist in the vicinity of the bulkhead construction and Piers V2 and V5. The conflicts at the bulkhead and Pier V2 are due to the remains of Ship Building railways. Information concerning the extent and location of the shipways is included as attachments entitled:

1. Excerpts from the Phase 2 archaeological report
2. GPR data from the 1997 investigation of the shipways on land
3. GPR data from the 5/2000 investigation of the shipways in the water.
4. U.S. Army Reserve Building pile location plan

The conflicts at Pier V5 are due to pile foundation from a former Army Reserve Center that was recently demolished (see Section 404).

All costs associated with these obstructions shall be included in this bid.

HAUL ROUTE. The following city streets can be utilized for the construction of the Woodrow Wilson Memorial Bridge and Jones Point Park improvements: Route 1 (North Patrick Street), Gibbon Street, Franklin Street and Royal Street, in the vicinity of the bridge. Permits for hauling are required on any City street when more than five truck loads are anticipated for any construction activities. Permits for over-sized and over-weight vehicles will be required in accordance with the Alexandria City Code Section 5-8-152. These permits can be obtained in Room 4130, Alexandria City Hall. For additional information regarding permits, contact Joan Wagner, Permit Supervisor at (703) 838-4324.

To the maximum extent possible, the Contractor shall schedule his operations to minimize use of the City of Alexandria local street system. The Contractor shall make maximum use of the Potomac River for delivery of materials, supplies and equipment to the greatest extent possible. Under no circumstances shall the Contractor utilize any local City of Alexandria streets for parking of company or personal vehicles or for the storage of equipment, materials or supplies.

PILE LOAD TEST DATA. Documents from the Pile Load Test Program listed in the following section, will be made available.

RODENT CONTROL PLAN. The Contractor shall prepare and implement a rodent control plan in accordance with the 2000 Record of Decision and the applicable City of Alexandria Rodent Abatement for Demolition of Land Disturbance Projects.

PROTECTION AND PRESERVATION OF TREES. A 72" maple tree, shown on the Plans and located at N410008.4874 E1300229.3520 that shall be protected and preserved.