

**Replacement of the 31<sup>ST</sup> Street, NW  
Bridge over C&O Canal  
(Bridge No. 3)  
DCKA-2018-C-0056  
FAP No:2017(037)**



31<sup>ST</sup> Street Bridge over C&O Canal

**Construction Management Weekly Report**

**8/03/2019 – 8/09/2019**

**Project Website: [www.31stStreetBridge.com](http://www.31stStreetBridge.com)**

## 1. EXECUTIVE SUMMARY

### Project Description

Work under this contract consists of the replacement of the 31st Street Bridge over the C&O Canal in Georgetown. The existing two-span bridge superstructure is to be removed in its entirety and replaced by a new single-span, steel, multi-girder superstructure on new independent abutments constructed behind the existing canal walls. The proposed bridge will have a reinforced concrete deck. The existing canal walls are to remain in place with minor wall maintenance. The existing historic pier is to be removed, salvaged, rehabilitated, and reset in its original location, but will no longer support the bridge. Minor approach roadway reconstruction and sidewalk improvements are also part of the project. Service via existing utilities that currently hang on the bridge must be maintained throughout construction.

### Proposed work will include but not be limited to:

- Installation of a temporary pedestrian bridge prior to construction in order to maintain pedestrian access across the C&O Canal at all times
- Installation of temporary structures required to laterally support existing Canal Walls
- Removal, salvage and restoration of the historic pier
- Installation of temporary utility supports during construction, protection of existing utilities, and coordination with utility companies for relocation prior to bridge replacement
- Removal, relocation and installation of various utility components, manholes, and related items
- Installation and removal of a portable dam system within the canal
- Removal, storage and reinstallation of existing street light poles and sign posts
- Removal, storage and reinstallation of the stone monument, wooden sign posts, and Canal Wall elements
- Removal and disposal of the existing bridge superstructure in its entirety, and construction of new abutments and superstructure
- Construction of
  - Granite curb
  - Brick gutter
  - PCC base with brick/tile sidewalk
  - Wheelchair/bicycle ramps
- Installation of pedestrian railing

## 2. STATUS OF CONSTRUCTION / PROGRESS SUMMARY

**Progress Summary:** Fort Myer Construction Company (FMCC) implemented the project detour on June 11, 2019 and set up the construction zone perimeter. The pedestrian bridge was delivered, assembled, and set on the abutments ; and opened for use on June 28, 2019. Flooding of the canal continues and the cofferdams are working properly. Pier footing excavation was conducted and all footings were exposed for the pier investigation. The water main relocation at the north side of the bridge started.

**Ongoing Issues / Items:** None at this time

**New Issues / Items:** None at this time

**Action Items:** None at this time

**New Action Items:** None at this time

## 3. MEETINGS / PROJECT COORDINATION

- Pier rehabilitation meeting was held on August 3, 2019.
- Progress Meeting No. 8 was held on Wednesday August 7, 2019.

## 4. DAILY WORK PERFORMED

**Field construction activities performed during this period:**

### Saturday – 8/03/2019

- The 31<sup>st</sup> Street detour remained in effect and FMCC continued providing local and business traffic access at M and K Streets. Volkert monitored the site safety measures.
- FMCC did not work on this date.

### Sunday – 8/04/2019

- The 31<sup>st</sup> Street detour remained in effect and FMCC continued providing local and business traffic access at M and K Streets. Volkert continued monitoring the site's safety measures.
- FMCC did not work on this date.

### Monday – 8/05/2019

- The 31<sup>st</sup> Street detour remained in effect and FMCC continued providing local and business traffic access at M and K Streets. Traffic monitoring at the intersection M and 31<sup>st</sup> Streets continued.
- FMCC temporarily detoured pedestrian traffic, maintaining access to all businesses, while the waterline crew dug test pits in the canal tow path.
- Waterline subcontractor, Omni Excavators, started the waterline relocation at the north side of the bridge. They saw cut along the northeast sidewalk for the proposed line and dug a test pit on the tow path to locate the existing line.
- FMCC continued de-watering the work zone.

### Tuesday – 8/06/2019

- The 31<sup>st</sup> Street detour remained in effect and FMCC continued providing local and business traffic access at M and K Streets.
- FMCC temporarily detoured pedestrian traffic, maintaining access to all businesses, while the waterline crew dug test pits in the canal tow path.

- Omni Excavator continued the excavation for the waterline at the northeast side of the bridge. The excavation performed on this date encountered a large void under the sidewalk approximately 3-4 feet below the surface of the sidewalk. The work was suspended so DC Water could investigate.
- FMCC continued de-watering the work zone.

**Wednesday – 8/07/2019**

- The 31<sup>st</sup> Street detour remained in effect and FMCC continued providing local and business traffic access at M and K Streets.
- Omni Excavator continued the waterline relocation work at the northeast side of the bridge and started digging for a second test pit to locate the existing water main and service line under the roadway.
- DC Water was onsite to investigate the void under the sidewalk and try to identify the source of the leak between the catch basin and the manhole. DC Water decided further investigation via CCTV is required.
- FMCC continued de-watering the work zone.

**Thursday – 8/08/2019**

- The 31<sup>st</sup> Street detour remained in effect and FMCC continued providing local and business traffic access at M and K Streets.
- FMCC installed additional residential parking signs for Zone 2 on 31<sup>st</sup> Street south of the bridge. The contractor previously removed the existing Parking Signs and covered the existing parking meters with DDOT's red bags.
- DC Water did not show up to conduct the scheduled CCTV on the connect pipe.
- Omni Excavator did not work on this date awaiting DC Water investigation.
- FMCC continued de-watering the work zone

**Friday – 8/09/2019**

- The 31<sup>st</sup> Street detour remained in effect and FMCC continued providing local and business traffic access at M and K Streets. Traffic monitoring at the intersection M and 31<sup>st</sup> Streets continued.
- Omni Excavator resumed digging the second test pit at the north side of the bridge and located the existing water main and the service line.
- FMCC wrapped the steel fence at the south side of the bridge, replaced the defective traffic drums, and continued de-watering of the work zone.
- DC Water did not show up to conduct the scheduled CCTV on the connect pipe.

**5. PUBLIC OUTREACH**

Public Outreach performed during this period:

- Responded to citizen and business inquiries regarding parking enforcement on 31<sup>st</sup> Street.

**6. INSPECTION & MATERIAL TESTS PERFORMED**

- None at this time.



## 7. CHANGE ORDERS / TASK ORDER

- No change orders this week

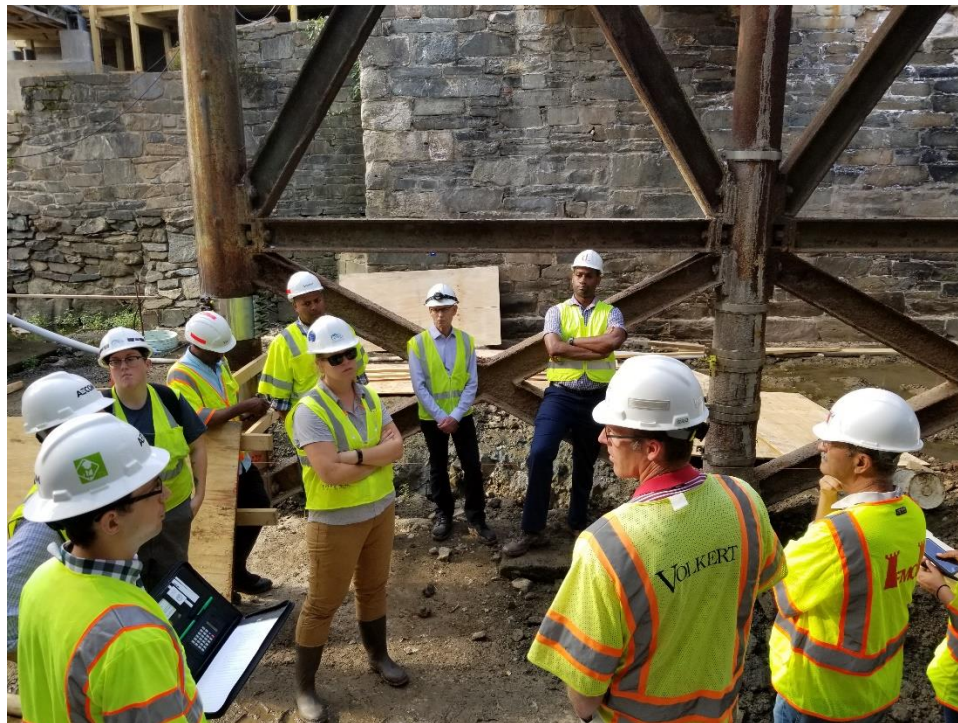
## 8. DBE PARTICIPATION SUMMARIES

- None at this time.

## 9. ACCIDENTS / INCIDENTS

- There were no reported accidents within the project limits this week.

## PHOTOS OF WORK PERFORMED THIS PERIOD



Pier Rehabilitation Meeting





Saw Cut Demarcation for Water Main Relocation



Test Pit for Water Main at the Northeast Side of the Bridge



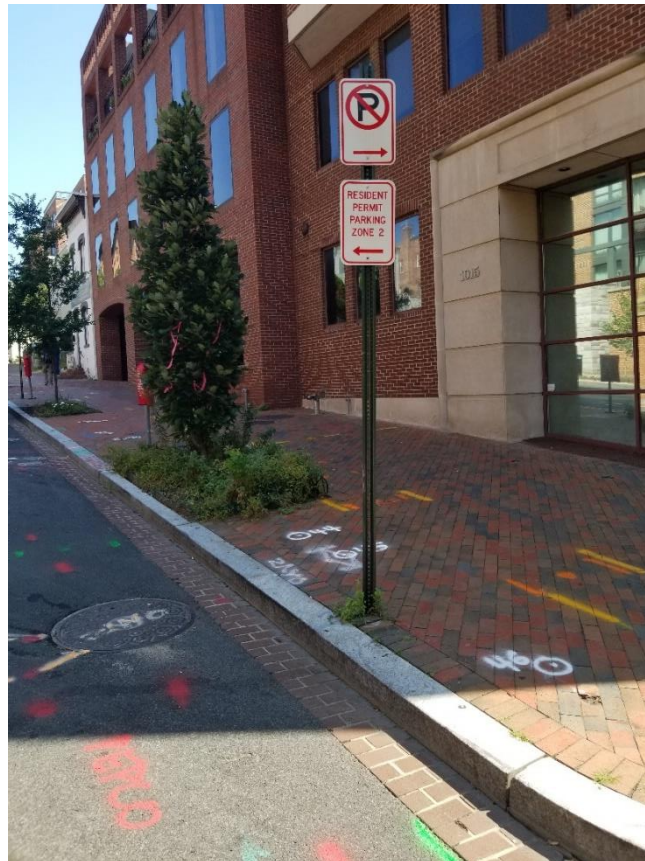


Void Encountered Under the Sidewalk



Locating Existing Water Main and Service Line North of the Bridge





Residential Parking Sign on 31<sup>st</sup> Street, Zone 2



Wrapping the ChainLink Fence South of the Bridge.