



APPLICATION FOR NOISE VARIANCE PERMIT CONSTRUCTION

The City of Alexandria's Noise Control Code (Section 11-5-1) regulates construction noise by limiting the hours during which construction activities can be performed. Construction may occur during the following prohibited hours only if a Noise Variance Permit has been issued by the Transportation and Environmental Services Office of Environmental Quality. A Noise Variance Permit is not required for "work necessary to restore and maintain services provided by public service companies, the rail rapid transit system, and the City."

PROHIBITED CONSTRUCTION HOURS

Monday thru Friday	Before 7:00 a.m. and/or after 6:00 p.m.
Saturdays	Before 9:00 a.m. and/or after 6:00 p.m.
Sundays	ALL HOURS PROHIBITED
Holidays*	ALL HOURS PROHIBITED

* *Holidays include New Year's Day, Memorial Day, July 4, Labor Day, Thanksgiving and Christmas Day.*

Please complete the following application below at least 10 days prior to the scheduled activity and return to the Department of Transportation and Environmental Services, Division of Construction and Inspection, 301 King Street, Room 4130, Alexandria, VA 22314 or Fax to (703) 838-6438.

Name/Company: SKANSKA USA Civil Southeast Contact: David MacDonald

Address: 295 Bendix Rd., Suite 400 Phone: (757) 763-7535
Virginia Beach, VA Zip: 23452

Day (s) of work (Circle all that apply) M T W TH F Sat Sun Sat Only
Date of work: See attached to _____ Start Time: _____ Ending Time: _____
Start Time: _____ Ending Time: _____

Exact Location of Activity: nearest street address: 4500 Wheeler Ave.

Type of Activity: Bridge Construction including pile driving

Equipment to be used Crane, Welding Machinery, Pile Hammer (Impact & Vibratory)

Reason why Variance Permit is required, i.e. why work cannot be performed within allowed times, etc:

Please see attached project narrative.

Signature: Adeel Mysorewala Date of Application: 5/20/10
Adeel Mysorewala, HDR
for CSX

ALEXANDRIA RAILROAD BRIDGE REPLACEMENT NOISE VARIANCE PERMIT APPLICATION PROJECT NARRATIVE

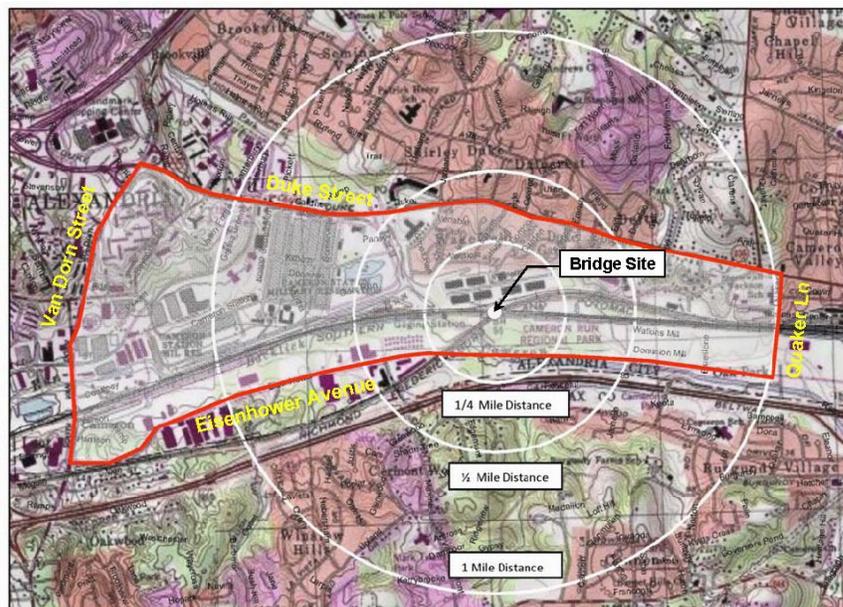
The Virginia Department of Rail and Public Transportation (DRPT) and CSX Transportation (CSXT), partnering with Virginia Railway Express (VRE) and Amtrak, are working to improve VRE and Amtrak service by constructing an additional railroad track. Please pardon the minor disturbance during our efforts to reduce congestion and make passenger rail service more reliable in Virginia.

Project Background: The bridge replacement is part of a larger effort to construct a third “mainline” railroad track between Fredericksburg and Washington, DC, for the purposes of improving passenger rail reliability and adding one additional Amtrak round-trip train between Richmond and Washington. Specifically the Alexandria Railroad Bridge replacement is the link between seven miles of new “mainline” beginning at the Franconia-Springfield VRE station in Fairfax County and continuing to Alexandria Union Station.

The project involves removing the existing 100-year-old, single-track CSXT railroad bridge over Norfolk Southern (NS) tracks adjacent to Cameron Run and replacing it with a new double-track railroad bridge. The current bridge, built in 1904 only has one track, and the additional track is needed to facilitate more frequent and reliable Amtrak and VRE service.

The new bridge will be assembled on the construction site adjacent to the existing bridge, and once complete, the existing bridge will be removed and the new bridge will literally be “rolled” into place during a brief (3-day) track outage.

Project Location: The bridge replacement will take place where the CSXT tracks pass over the Norfolk Southern tracks northwest of Cameron Run Regional Park. The closest street address to the project is 4500 Wheeler Avenue. The Cameron Run Bridge does not actually cross over Cameron Run.



Anticipated Bridge Replacement Schedule: The bridge replacement project may be broken down into five major work phases. Preparation for the project began on October 15, 2009 and replacing the bridge and follow-up work will last through the spring of 2010. However, the vast majority of the work described below will have no noticeable impact on surrounding neighborhoods. The dates offered here are approximate and subject to change due to typical construction contingencies, including weather.

Mobilization: This phase began on October 15, 2009 and has been completed. Work during this stage was done to prepare the project area, including site clearing, crane delivery and assembly, as well as material delivery.

Pre Change-out: This phase of construction is scheduled to last up to four months, and will likely have the greatest impact on neighboring communities. Work during this phase will include delivery and assembly of the proposed bridge span and substructure (abutment and pier) construction. In order to build the new bridge, the contractor will construct a temporary steel structure on which the bridge will be pre-assembled prior to the planned roll-in.

Span Change-out: This is the most significant component of the proposed work. This work is schedule to be performed over a long weekend, and during that time the contractor will remove the existing bridge and roll the new bridge into place. This phase of the work will involve interruption to passenger and freight rail service, and the projects sponsors will coordinate with VRE and Amtrak to inform riders of the work.

Post Change-out: This phase of work, anticipated to last up to two months, will involve ancillary work on the project site, including a slight raise of the adjacent single track bridge. In addition, the new mainline track will be aligned with the new bridge.

Demobilization: This is the final phase of construction and is scheduled to last approximately two weeks. During this phase, the contractor will remove construction materials and debris as well as equipment. As a final work effort, the contractor will restore the site to its pre-construction condition to the satisfaction of the landowner.

Project Team: Listed below are the key stakeholders in the project.

Owner: CSX Transportation

Users: Virginia Railway Express, Amtrak, CSXT

Funding Agency: Virginia Department of Rail and Public Transportation, CSXT

Permitting Agencies: City of Alexandria and Virginia Dept. of Environmental Quality

Benefactors: Residents of Northern Virginia, especially VRE riders and commuters.

Adjacent Property Owner: Norfolk Southern Corp.

Construction Contractor: Skanska USA Civil Southeast

Engineering Consultant: HDR Engineering, Alexandria,

Project Safety Plan: The Contractor has prepared and submitted a thorough site specific project specific safety plan. This plan addresses concerns about emergency communications and utility coordination (including the petroleum pipeline). Additionally CSXT and the Contactor have coordinated with the Alexandria Fire Department regarding emergency access and procedures.

Tentative Construction Schedule: This narrative is provided to share information regarding construction activities for the subject CSX bridge replacement project. This overall description reflects the current total construction schedule as it can be anticipated at this time, not limited to the variance permit application periods. Due to the interest of the Commonwealth of Virginia to add new Amtrak service in the corridor, this project is “fast track” in nature and there will be weather and other factors beyond Skanska’s control that will require schedule adjustments to work days and or/times.

Typical work schedule: Unless otherwise noted, construction work will typically occur 9 hours per day, 5 days per week. This work will generally take place within a Monday to Saturday time frame (Monday through Friday or Tuesday through Saturday, allowing flexibility due to weather and/or crew availability), between the hours of 7:00 AM and 4:30 PM. These hours will allow maximum use of daylight hours, since most or all construction on this project will occur during Eastern Standard Time (EST).

Notable Exceptions: Outside of the typical construction schedule described above, there are a few activities that need to occur outside the normal construction windows defined by the City of Alexandria noise restrictions. The overriding reason “after hours” work will be necessary is safety. Portions of the project take place in very close proximity to live railroad tracks, over which up to 50 Amtrak, VRE and freight trains travel each weekday. From 8:00 PM to 5:00 AM, Monday through Friday, rail traffic is significantly reduced from that experienced during the day. Weekend rail traffic is appreciably lighter twenty-four hours per day due to no VRE service and limited Amtrak service.

Specifically, the following work activities will need to occur at times other than that specified (ordinarily allowed) by the City of Alexandria:

South Abutment Retaining Wall – Retaining wall work has been completed.

East Pier – All work has been completed.

North and South Abutment –All abutment work has been completed.

Bridge Outage – The “most significant” Span Change-out is currently planned for a long 4-day weekend outage beginning on May 29, 2010. As described earlier in this document, the existing CSX railroad bridge to be replaced will be removed and the new bridge “rolled” into place during a Ninety-four (94) hour rail line outage similar to the jump span installations described above. The change-out work will start at approximately 7:00 AM on Saturday, May 29, 2010 and will continue on a round the clock basis for approximately Ninety-four (94) hours, concluding by 5:00 am on Wednesday, June 2, 2010.

Sunday Work – Factors beyond the control of the contractor may occasionally require maintenance or make-up work on Sunday to maintain safe operations. These “safety valve” days are needed as reserve in order to minimize crew fatigue and facilitate equipment service schedules. The emphasis of these days being made available on an “as-needed basis” highlights the reality that they would only be utilized for project productivity and schedule delivery in light of the above noted context. Any other application of these work days outside of the few scheduled curfews would actually be counterproductive to equipment efficiencies and safe operations.

Table 1: Tentative Construction Schedule Relating to Permitted Variance Activities

Activity	Approx. Start Date	Approx. Duration	Time of Day	Day(s) of Week
Span Change-Out Outage	May 28	4 days	Continuous Operation	Sat. 7 am – Wed. 5 am
Construction “Make-Up” Days	May 29	11 occurrences	7:30 am to 4:30 pm	Sunday

Project Contact Information: Listed below in Table 2 is the primary and secondary contact person for each of the three key parties involved in the work. At the bottom of this table is the EMERGENCY contact for use by the Alexandria Police and Fire Departments.

Table 2: Project Contact Information

	Primary	Secondary
Owner (CSX Transportation)	Quintin Kendall Resident Vice President State Government Affairs 108 North 8th St. Richmond, VA 23219 804.592.2485 (o) 804.874.9007 (c) Quintin_Kendall@csx.com	Jeff Wallace Assistant Division Engineer - Structures 800 Chesapeake Ave. Baltimore, MD 21225 410.354.1379 (o) 443.340.9633 (c) Jeffrey_Wallace@csx.com
Engineer (HDR)	Kip Foster Construction Manager 1101 King St. – Suite 400 Alexandria, VA 22314 703.518.8646 (o) 703.400.2038 (c) Kip.Foster@hdrinc.com	Adeel Mysorewala Structural Engineer 1101 King St. – Suite 400 Alexandria, VA 22314 703.647.7765 (o) Adeel.Mysorewala@hdrinc.com
Contractor (Skanska)	Dave MacDonald Project Manager Skanska USA Civil Southeast Inc. 295 Bendix Road, Suite 400 Virginia Beach, VA 23452 757.578.4172 (o) 757.763.7535(c) Dave.MacDonald@skanska.com	JJ Moegling Project Engineer Skanska USA Civil Southeast Inc. 295 Bendix Road, Suite 400 Virginia Beach, VA 23452 757.438.5670 (c) jj.moegling@skanska.com

Emergency Contact Information:

Primary: Mr. Dave MacDonald, Skanska 757.763.7535

Secondary: Mr. JJ Moegling, Skanska 757.438.5670

Permitting Information: Listed below in **Table 3** are Environmental and Construction permits the project team has identified as required and not required for the proposed work. Copies of the authorized permits / agreements are stored at the project site and are available for review by the City.

Table 3: Environmental and Construction Permit Summary

Description	Regulatory Agency or Company	Authorization Date	Expiration Date	Notes
CONSTRUCTION PERMITS REQUIRED				
Noise Variance Permit	City of Alexandria	Pending	Pending	Application by Skanska/CSXT/HDR
Hot Work – Burning, Welding and Grinding (BWG)	City of Alexandria	Pending	Pending	Application by Skanska
Haul Permit (oversize/weight loads)	City of Alexandria	8/19/2009	2/28/2010	Application by Skanska
Norfolk Southern Right-of-Entry (ROE)	Norfolk Southern	10/8/2009	Indefinite	Application by CSXT/HDR. Construction agreement as required and Indefinite property agreement.
ENVIRONMENTAL PERMITS REQUIRED				
Joint Permit Application-Approved State Program General Permit (SPGP)	Va. Dept. of Env. Quality (DEQ)	9/9/2009	6/1/2012	Application by HDR for DRPT.
CONSTRUCTION PERMITS NOT REQUIRED				
Erosion and Sediment Control	Va. Dept. of Env. Quality (DEQ)	9/8/2009	9/7/2016	Covered under existing CSXT Statewide Agreement. Copy to be provided to City.
Stormwater Management	Va. Dept. of Env. Quality (DEQ)	Not Applicable	Not Applicable	
ENVIRONMENTAL PERMITS NOT REQUIRED				
National Environmental Policy Act (NEPA)	Not Applicable	Not Applicable	Not Applicable	Federal Railroad Administration Documented Categorical Exclusion (Prepared by HDR for DRPT as a policy)
Virginia Marine Resources Commission (VMRC)	Not Applicable	Not Applicable	Not Applicable	
Alexandria Special Use Permit (SUP)	Not Applicable	Not Applicable	Not Applicable	
National Historic Preservation Act – Section 106	Not Applicable	Not Applicable	Not Applicable	

