

**PARK CONSTRUCTION**

---

---

- **Purpose**
  - *Why are improvements being made to Jones Point Park?*
    - The Federal National Environmental Policy Act (NEPA) process required the improvements in order to mitigate the impacts of the construction of the new Woodrow Wilson Bridge.
- **Schedule**
  - *When will the Park renovation be completed?*
    - Park construction is scheduled for completion in June 2012.
    - As is typical with large-scale construction projects, this date is subject to change due to weather, unforeseen challenges, or unanticipated site conditions.
  - *How can I view the near-term construction schedule?*
    - See “Construction Schedule at a Glance” at [www.alexandriava.gov/34692](http://www.alexandriava.gov/34692).
- **Contractor**
  - *Who is the Contractor responsible for renovation of the Park?*
    - The Contractor is Lane Construction Corporation (Contractor), headquartered in Cheshire, Connecticut. The project will be managed from their regional office in Chantilly, Virginia.
- **Cost**
  - *What is the cost of renovation of the Park and are City funds being used?*
    - The Contractor has been awarded the project at a base cost of \$15,667,184.75. These funds are available consistent with the Federal Highway Administration Record of Decision of June 2000.
    - No City of Alexandria funds are being expended.
- **Public Access**
  - *What parts of the Park are accessible during construction?*
    - Facilities that will remain accessible throughout the project include the two community gardens, the city recycling center, the Royal Street turn around, a through trail (see detour map) for the Mt Vernon Trail, access for drop-off and pick-up at St Mary’s School, and access to St Mary’s Cemetery.
    - During the current stage of construction, a small section of the field south of Woodrow Wilson Bridge, the shoreline trail west of the lighthouse, and the craneway path will be accessible to the public. The area will be accessible via the temporary path at the end of South Royal Street and the permanent trail that has been constructed along the west side of the field.
    - The permanent trail has also been constructed along the shoreline trail and craneway. Daytime closures of the shoreline trail and craneway path will occur until completion of the project. The closures are required for the completion of the work along the shoreline trail. This includes: control of invasive species; planting of trees/shrubs; watering of trees/shrubs; and removal of perimeter controls (silt fence and chain-link fence).

- Public notification regarding access during subsequent stages of construction will be provided as the Contractor’s construction schedule becomes refined.
  - *Why use chain link fence to delineate the accessible area?*
    - It is an economical and effective means of distinguishing between safe and unsafe areas for the public.
  - *Why can’t the public use the rest of the Park when the contractor is not working?*
    - In the interest of public safety, areas of the Park that are under construction are closed to the public. This is due to the presence of heavy equipment and stored construction materials, as well as ongoing construction work.
  - *Can the public access the new turn around and Alexandria Recycling Center at the Southern end of Royal St?*
    - Yes. The new turn around can be used by the public. This includes dropping off and picking up children at St. Mary’s School and accessing the Alexandria Recycling Center. The new Jones Point Park Access Road is not open to the public because construction activities are on going.
- **Construction Activities**
  - *Who do I contact regarding construction activities or construction traffic?*
    - See “Who to Contact” at [www.alexandriava.gov/34692](http://www.alexandriava.gov/34692)
  - *What are the requirements for construction traffic?*
    - The contractor must obtain haul permits, per City of Alexandria ordinances. Jones Point Park truck traffic must adhere to both the designated haul route and the City of Alexandria noise ordinance normal construction hours (7:00 AM to 6:00 PM Mon-Fri; 9:00 AM to 6:00 PM Saturday). The contractor may request variances for work outside these hours.
    - The hauling permit for Jones Point Park trucks further constrains the hauling hours when either Lyles-Crouch Elementary School or Saint Mary’s School is in session. On those days, trucks are prohibited from the haul route before 8:15 AM and from 2:30-3:30 PM.
    - The haul route for Jones Point Park construction traffic is posted with white on green signs at each turn between Washington Street and the Park entry.
    - Permit enforcement is the responsibility of the Police and Transportation & Environmental Services-Construction & Inspection. The City has the right to revoke such a permit should it be determined that requirements are not being followed.
    - There are other construction sites in Old Town. Construction traffic may or may not be specifically related to ongoing work at Jones Point Park.
  - *What does the orange fence mean?*
    - Orange plastic fencing is an industry standard form of safety fence. It is being used to indicate items such as tree protection zones to equipment operators and to delineate between active construction areas and public areas.
    - For their safety, the public should not cross over go around or modify orange safety fencing.

- Orange fencing is also being used to delineate areas of the Park where recent plantings are being established. The Project is asking the public not to disturb these areas during the establishment period.
- *Why were some large trees being removed and who approved their removal?*
  - Some of the new facilities – particularly the new access road, Royal Street turn-around and recycling bin area, and parking lot – required modification of the site.
  - Just east and north of the Lee Street Community Garden there are large areas designated for invasive vegetation species removal—a portion of which will be transformed into a new wetland area by removing two-three feet of soil. Several large trees in this area were dead, or dieing-due in part to being smothered by invasive vines. All vegetation removal is coordinated with the approved Park plans and with the approval of the National Park Service.
- *Will new trees be planted because existing trees were removed?*
  - Yes. Measured inch for inch (measured by standard tree ‘caliper’ – trunk diameter 4.5’ above the ground) all non-invasive trees that are removed will be replaced in reforestation and planting areas.
- *What is happening at the end of South Fairfax Street?*
  - The Contractor has removed the invasive vegetation species (golden bamboo) within the Park in an area delineated by the National Park Service. Existing living and non-invasive species large trees within the bamboo area will remain.
  - An orange safety fence along the property line will protect the public from the work zone. A ‘root barrier’ (a high density polyethylene material) has been installed as close to the Park property line as possible at a depth of 48”. The root barrier will extend above the finished ground level approximately 2 inches. The wet weather prevented the installation of the root barrier until mid March.
  - The contractor has removed and replaced the top 18 inches of soil in the bamboo area.
  - The contractor has moved ahead with planting of evergreen and deciduous trees in this area. In addition to the previously approved plantings, a densely planted row of evergreens has been installed at the end of South Fairfax Street. The row of evergreens was suggested by the community as a substitute for the black vinyl coated chain link fence originally designated along the southern end of South Fairfax Street.
  - The new evergreens require a minimum dimension of two-feet from the ‘root barrier’ to allow the roots to grow. For this reason the ‘root barrier’ was moved as close to the property line as possible. The prompt planting of the ‘living fence’ eliminates the need for the 10-foot tall temporary screening fence originally planned at the end of South Fairfax Street during construction.
  - The orange safety fence will be remain in place to protect the public from the work zone.

- *What is the nature of the pile driving operations?*
  - 104 steel ‘H’ piles were installed as part of the stabilization system for the Virginia Shipbuilding Corporation ‘finishing pier.’ An impact hammer was used for installation. This work has been completed.
  - 42 steel ‘H’ piles were installed for the shoreline bulkhead between the south end of the finishing pier and the bulkhead under the Woodrow Wilson Bridge. This work has been completed.
- *What will happen along the waterfront south of the Woodrow Wilson Bridge?*
  - Two eroded areas on the east shore received ‘rip-rap’ (large stones on geotextile fabric) to stabilize them. Shoreline stabilization along the southern shoreline, south and west of the Jones Point Lighthouse has been completed.
- *What will happen to the masonry wall adjacent to the Jones Point Lighthouse?*
  - The wall has been removed, a new foundation installed, and the previously installed stones have been used to reconstruct the wall. Sheet piles and other methods to support the soil and adjacent lighthouse foundation have been installed.
  - The vault that houses the original DC cornerstone is being protected in place and a new vault has been constructed outside the existing vault. A new cover will be a part of the new vault walls.
  - The DC cornerstone has been protected and preserved throughout all work in the area.
- *What is occurring at the field south of the Woodrow Wilson Bridge?*
  - The current field’s surface is very uneven and has previously been subject to flooding due to poor drainage. A replacement is being constructed and will have a significantly more level and even surface with improved drainage.
  - The contractor will be removing topsoil and placing fill material. Above the dirt fill material, a stone blanket will be placed that will be topped with a layer of topsoil. The stone blanket acts as a drainage layer so that rain water will not be held in the topsoil.
- **Construction Traffic**
  - *Who is responsible for Construction Traffic?*
    - The Contractor is responsible for construction traffic management.
    - The Contractor will use the same access routes as were used for construction of the Woodrow Wilson Bridge – via Franklin, Gibbon, and South Royal Streets.
  - *If streets or roadways are damaged by Construction Traffic, will they be repaired?*
    - If the Contractor is found to have damaged streets or public property, the Contractor will make the repair.
  - *Why is construction traffic using the new Jones Point Access Road instead of the old Jones Point Access Road?*
    - The Contractor has modified construction traffic to the new Access Road to accommodate grading operations around the previous location of the

Alexandria Recycling Center and over the previous location of Jones Point Access Road. Upon completion of grading operations, the area will be reforested with trees and shrubs.

▪

## **PARK MANAGEMENT & SCHEDULING**

- **Park Security**

- *Who is responsible for Park security and/or who do I call to report suspicious activity?*

- United States Park Police-George Washington Memorial Parkway Station  
Division Commander, Deputy Chief, Jeanne O'Toole  
District Commander, Captain, Scott Fear  
Station Commander, Lieutenant, Scott Monahan  
Phone: 703.285.1000  
Phone: (24 Hour Dispatch) 202.610.7500 or call 911
- Please help keep the Park secure during construction.
- Please report unauthorized access, vandalism or other suspicious activity to the Park Police immediately. Such activities delay construction and increase public safety risks.

- **Ownership**

- *Who owns the land?*

- The Park land is owned by the US Federal Government and is administered by the US Department of Interior – National Park Service.
- Upon completion of construction work, the Park will remain under ownership of the US Federal Government and administration of the US Department of Interior – National Park Service.

- **Hours**

- *What are the Park hours?*

- The Park is open during daylight hours only to public access areas.
- Areas of the Park that are under construction, being used for construction access, marked with construction signage or secured by fencing for temporary closure - are not open to the public.

- **Facilities**

- **Scheduling**

- *Who schedules facilities in the Park, including athletic fields?*
  - Upon completion of construction, all facilities including playgrounds and athletic fields will be managed by the National Park Service.
  - All facilities in the Park including playgrounds and athletic fields will be used on a first-come/first-serve basis, similar to Daingerfield Island and Gravelly Point Parks.
  - Upon completion of construction, the City of Alexandria will not schedule athletic fields or other facilities such as the playground. These facilities will operated by the National Park Service.

- **Mount Vernon Trail**
  - The Mount Vernon Trail will remain open throughout the restoration project expected to be completed in June 2012.
  - Orange and/or green detour signs are posted at critical junctures and intersections.
  - In order to accommodate restoration activities within the Park, the Mount Vernon Trail is temporarily re-routed via Franklin and South Royal Streets. This rerouting will remain until completion of construction.
  - Prior to, and after, construction, the Mount Vernon Trail will resume traversing Jones Point Park.
- **Recycling Center**
  - *Who is responsible for the recycling area on South Royal Street?*
    - The recycling center on South Royal Street is the responsibility of the City of Alexandria.
- **Community Gardens**
  - *Who do I contact about the Community Gardens?*
    - The Community Gardens presently in the Park are on Federal land and will remain under jurisdiction of the National Park Service. For information regarding the gardens contact:
    - Dottie P. Marshall, Superintendent of The George Washington Memorial Parkway, Phone: 703.289.2500
- **Dogs**
  - *Can I walk my dog off-leash in the Park?*
    - No. In compliance with CFR 36 Chapter III, 327.11, all dogs must be on a leash and the leash must be shorter than 6 feet in length.
    - Only areas of the Park that are open during construction may be used for dog walking.

---

## **PARK MAINTENANCE**

---

- **Maintenance**
  - *Who is responsible for maintenance and management of the Park?*
    - During construction, the Contractor is responsible for all maintenance and management of the Park and its facilities.
    - Upon completion of construction, the National Park Service will be responsible for all maintenance and management of the Park and its facilities.
- **Snow**
  - *Who is responsible for plowing snow in the Park?*
    - During construction, the Contractor is responsible for clearing snow to access ongoing work. The contractor is not responsible for plowing or clearing snow from public access areas.
    - Upon completion of construction, the National Park Service will be responsible for snow plowing operations. Only the access drive and visitor parking lot will be subject to snow plowing operations.
- **Trees**
  - *Who is responsible for tree maintenance in the Park?*

- During construction, the Contractor is responsible for maintaining new trees planted in the Park.
  - During construction, the Contractor is responsible for avoiding damage to existing trees to remain in the Park such as those located outside the designated work zone as delineated by the orange safety fence. If trees are damaged or lost, the Contractor is responsible for their remediation/replacement.
  - Upon completion, the National Park Service will be responsible for all tree maintenance in the Park.
- **Trash Pick-Up**
    - *Who is responsible for trash pick-up in the Park?*
      - During construction, the General Contractor is responsible for all trash pick-up in the Park.
      - Upon completion, the National Park Service will be responsible for all trash pick-up in the Park.

###