

Monroe Street Bridge Closure Proposal FAQs

- 1. What are the benefits of closing the bridge for 24 hours a day during the shutdown rather than closing just at night?**
 - A temporary bridge closure will allow us to work on both the south half and north half of the bridge simultaneously. In other words, we would be able to complete a build of the north half and finish demolition on the south portion.
 - If we maintain the current course, i.e. we do not proceed with a temporary closure, we only will only be able to work on half of the bridge at a time. This is due to the sequencing of bridge-building activities. Unfortunately, there would not be enough construction work for 2 shifts; hence we would work only one shift. Without the temporary closure, there is very little acceleration on the timeline we can achieve, given that concrete pouring and curing alone takes us 28 days. Furthermore, because the activities on the south side would be around demolition, a full bridge closure only at night would not be beneficial.

- 2. As part of the plan, CSX will be providing 2 flagmen, rather than 1 flagman. Will these flagmen work 24 hours a day? Why was only 1 flagman provided prior to this shutdown?**
 - The flagmen will work when we need to have access to CSX right-of-way. When we were only working at night, we only required one flagman.

- 3. SafeTrack had just completed and the Metro hours had been permanently changed to accommodate overnight track work when this project began. Why were track availability projections overly optimistic?**
 - During the design phase we asked WMATA about working hours and they said we could only work in non-revenue hours, and that was expected to be 12:30AM-4:30AM (four hours nightly). In reality, we are averaging less time because of WMATA's own need to move equipment and conduct maintenance activity, which takes priority over our project. When WMATA changed operating hours, it was to increase time for their track work, not to accommodate our or any other adjacent construction. We do not know the reasons for the more limited track availability, but we have constantly worked with WMATA to maximize our available time.

- 4. The original time frame for completion was March 2019. What is the estimated time frame for completion with and without closing the bridge? What is the estimated timeframe if the closure were limited to overnight?**
 - With temporary closure, we estimate March 2019
 - Without a temporary closure, best case is January 2020 (assuming 4 hours nightly and no cancellation from WMATA or CSX)
 - Only closing the bridge at night will not help with the schedule because we would not be able to do work that is simultaneously possible or safe with a full, short-term closure.

5. What financial penalties does the contractor pay for missing the original deadline? What penalties does it pay for missing the future deadline?

- They will not pay any penalties if the delay is not their fault. The current delays are being caused by WMATA track rights being taking away from us. Earlier in the project we did have issues with CSX not being able to provide flagman which also caused some of the delays.

6. As part of the bridge project, there will be a traffic light installed at the currently unprotected intersection of 8th and Monroe. Why is there no temporary light, crossing guard, or stop sign at the intersection during construction? Please at a minimum provide a crossing guard between the hours of 6 am - 9 am and 3 pm - 7 pm. This is a heavily trafficked route between schools and the Metro station.

- Our goal would be to install and activate a traffic signal by the end of the temporary closure. It needs a lot of coordination but we would work diligently to make this happen. We understand your concern.
- Regarding the stop sign, with half of the bridge gone and with the current work zone setup, there is very limited space available, and the work zone extends into the 8th Street intersection to allow sufficient work area. We understand the concerns about pedestrian crossing safety, and we will look into additional upgrades. Our traffic control officers and school crossing guards are fully committed during peak hours, but we will revisit with our agency partners to see what is possible.

7. What accommodations for pedestrians will be made? Will the closed Metro station walkway be available?

- The official detour will be from Michigan Ave; however WMATA has informed us that the passage would be open from 5AM – 12:30AM.