

CONSTRUCTION VIBRATION MONITORING SUMMARY REPORT

JUNE 1 –30, 2017

**VIRGINIA AVENUE TUNNEL RECONSTRUCTION PROJECT
WASHINGTON, DC**

**Prepared for:
CSX Transportation**

**Prepared by:
Gannett Fleming Inc.**

June 2017

VIRGINIA AVENUE TUNNEL RECONSTRUCTION

Construction Vibration Monitoring Summary

Gannett Fleming Inc. (GFI) has prepared this vibration monitoring report as part of the ongoing efforts to comply with the commitments presented in the Virginia Avenue Tunnel Reconstruction Final Environmental Impact Statement (FEIS) and Section 4(f) Evaluation dated May, 2014 and further detailed in the Record of Decision (ROD), dated November, 2014. CSX Transportation, the project sponsor, has agreed to a number of environmental commitments as mitigation for environmental impacts that will result from the Virginia Avenue Tunnel Reconstruction Project. The commitments are divided between those related to construction of the Project and those related to the restoration of affected areas upon project completion of the Selected Alternative. These environmental commitment measures are mitigations which avoid the impact altogether by not taking a certain action or parts of an action; minimize impacts by limiting the degree or magnitude of the action and its implementation; rectify the impact by repairing, rehabilitating, or restoring the affected environment; reduce or eliminating the impact over time by preservation and maintenance operations during the life of the action; or compensate for the impact by replacing or providing substitute resources or environments. This construction vibration monitoring summary report is intended to fulfill aspects of the vibration monitoring commitments contained in the ROD for the Virginia Avenue Tunnel reconstruction.

REPORTING NOTICE: *Beginning with the February 2017 report on vibration monitoring results, data is being reported in new ways to help improve the clarity of communication about the vibrations being detected, and to correct a labeling error that was included in monthly reports since June 2015. The error identified summary data as “monthly average vibration levels.” The data should have been identified as “monthly maximum vibration levels.” To address that issue the labeling has been corrected and summaries of both measurements will be included in the current and future monthly monitoring reports. Results are also being provided in Velocity Decibels (VdB) and Peak Particle Velocity (PPV) for comparison to previous reports prepared as part of the Environmental Impact Statement (EIS). In addition, the maximum daily vibration levels are plotted on separate charts for each monitoring location.*

The Project Team has installed perimeter vibration monitoring stations adjacent to various buildings within the Project limits. These monitoring stations are intended to monitor construction vibration associated with the Project. Construction vibration will be monitored throughout the Project’s construction period. Sophisticated monitoring devices have been installed at eight locations to ensure the construction activities are performed in compliance with

the permitted vibration levels. The monitoring devices will record the vibration level and automatically report the data back to the Project Engineers.

Methodology of Construction Vibration Monitoring

Construction vibration level data was collected for the reporting period starting June 1 through June 30, 2017. Eight fixed vibration monitoring locations have been measured continuously to monitor vibration levels since the beginning of major construction activities in May 2015. Vibration level data was collected every minute for the duration of the vibration monitoring period. The locations of the monitoring stations are depicted in Figure 1 and the addresses described in Table 1.

Figure 1. Vibration Monitoring Locations

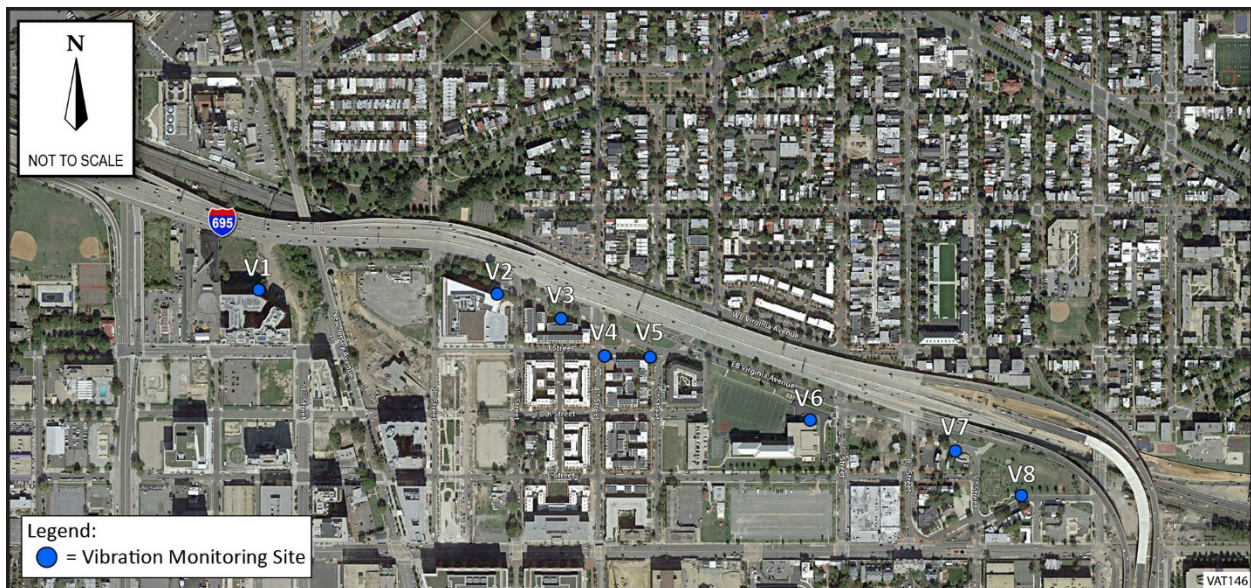


Table 1. Vibration Monitoring Locations Description

Site ID	Vibration Monitoring Location
V1	West of New Jersey Avenue SE
V2	Corner of 3 rd Street and Virginia Avenue SE
V3	Between 3 rd Street and 4 th Street SE, in front of Townhomes
V4	Corner of 4 th Street SE and I Street SE
V5	Corner of 5 th Street and Virginia Avenue SE, in front of Capper Senior Apartments
V6	Adjacent to fence of Marine Corps Recreational Facility on 6 th Street SE
V7	Between 8 th and 9 th Streets SE, in front of Commercial Buildings
V8	Virginia Avenue Park

Vibration Data Summary Charts

Table 2 presents the maximum and monthly average vibration levels measured during the month of June 2017 and shows how the measured levels compare to the established vibration criteria for structural damage. The maximum daily vibration level for each of the eight monitor locations is plotted in Figures 2 to 9. A single spike occurred at Location 4 resulting in an exceedance of the structural damage criteria, however, the event was of short duration and no structural consequences were reported.

[Note that Location 4 did not record data on one day, during the period due to power losses and equipment maintenance activities]

Table 2. Maximum and Average Construction Vibration Monitoring Results – June 2017

Site ID	Vibration Monitoring Location	Maximum Level Recorded		Monthly Average Level		Structural Damage Criteria ^{a,b}		Number of Exceedances
		VdB	PPV (in/sec)	VdB	PPV (in/sec)	VdB	PPV (in/sec)	
V1	West of New Jersey Avenue SE	81	0.04	65	0.007	102 ^c	0.5 ^c	0
V2	Corner of 3 rd Street and Virginia Avenue SE	93	0.18	61	0.004	102 ^c	0.5 ^c	0
V3	Between 3 rd Street and 4 th Street SE (in front of townhomes)	88	0.10	65	0.007	94 ^{f, g}	0.2 ^{f, g}	0
V4	Corner of 4 th Street SE and I Street SE	95	0.22	69	0.011	90 ^e	0.12 ^e	1
V5	Corner of 5 th Street and Virginia Avenue SE, in front of Capper Senior Apartments	90	0.12	66	0.008	94 ^f	0.2 ^f	0
V6	Inside the fence of Marine Corps Recreation Facility on 6 th Street SE	92	0.15	60	0.004	94 ^f	0.2 ^f	0
V7	Between 8 th and 9 th Streets SE (in front of commercial buildings)	92	0.15	64	0.004	94 ^f	0.2 ^f	0
V8	Virginia Avenue Park	90	0.12	61	0.005	94 ^f	0.2 ^f	0

a. Federal Railroad Administration (FRA). *CREATE Noise and Vibration Assessment Methodology*. December 2007.

b. Federal Transit Administration (FTA). *Transit Noise and Vibration Impact Assessment*. U.S. Department of Transportation Report No. FTA-VA-90-1003-06, May 2006.

c. Reinforced- concrete, steel or timber (no plaster)

d. Engineered Concrete and masonry (no plaster) buildings

e. Buildings extremely susceptible to vibration damage

f. Non-Engineered timber and masonry buildings

g. Note that the Structural Damage Criteria for Site V3 has been changed to a more conservative criterion based on recent assessment of the structural composition of the townhomes.

Figure 2. Location 1 Maximum Daily Construction Vibration Monitoring Data (VdB) – June 2017

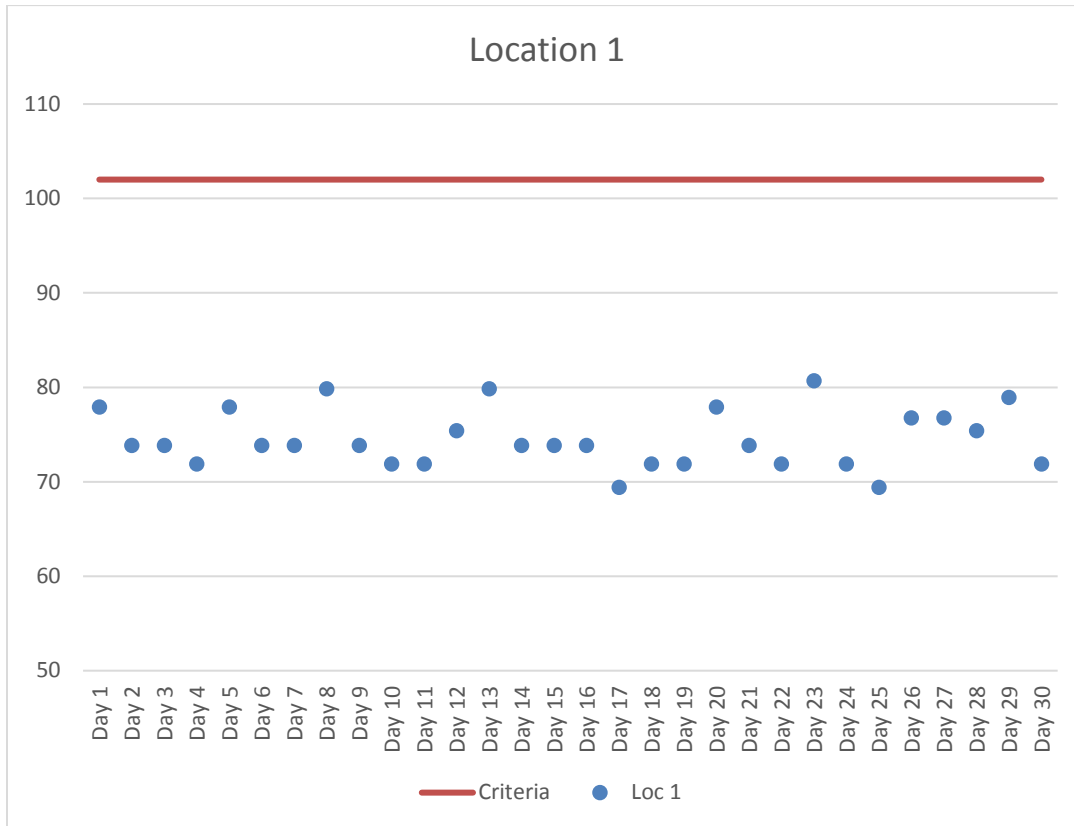


Figure 3. Location 2 Maximum Daily Construction Vibration Monitoring Data (VdB) – June 2017

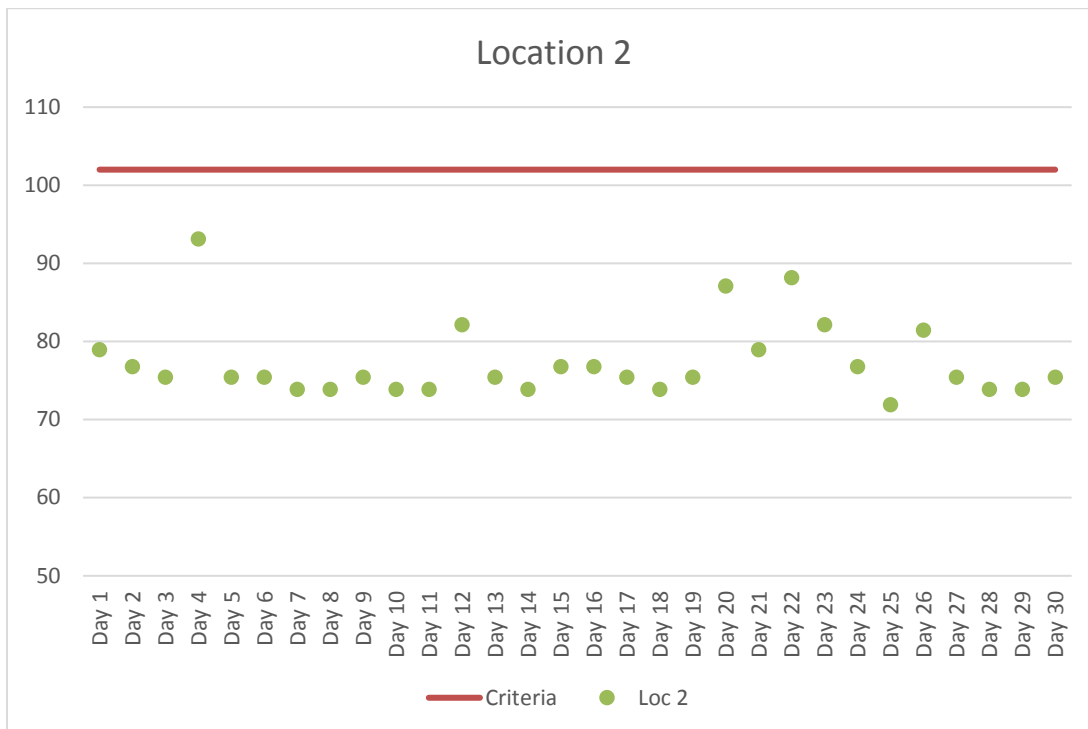


Figure 4. Location 3 Maximum Daily Construction Vibration Monitoring Data (VdB) – June 2017

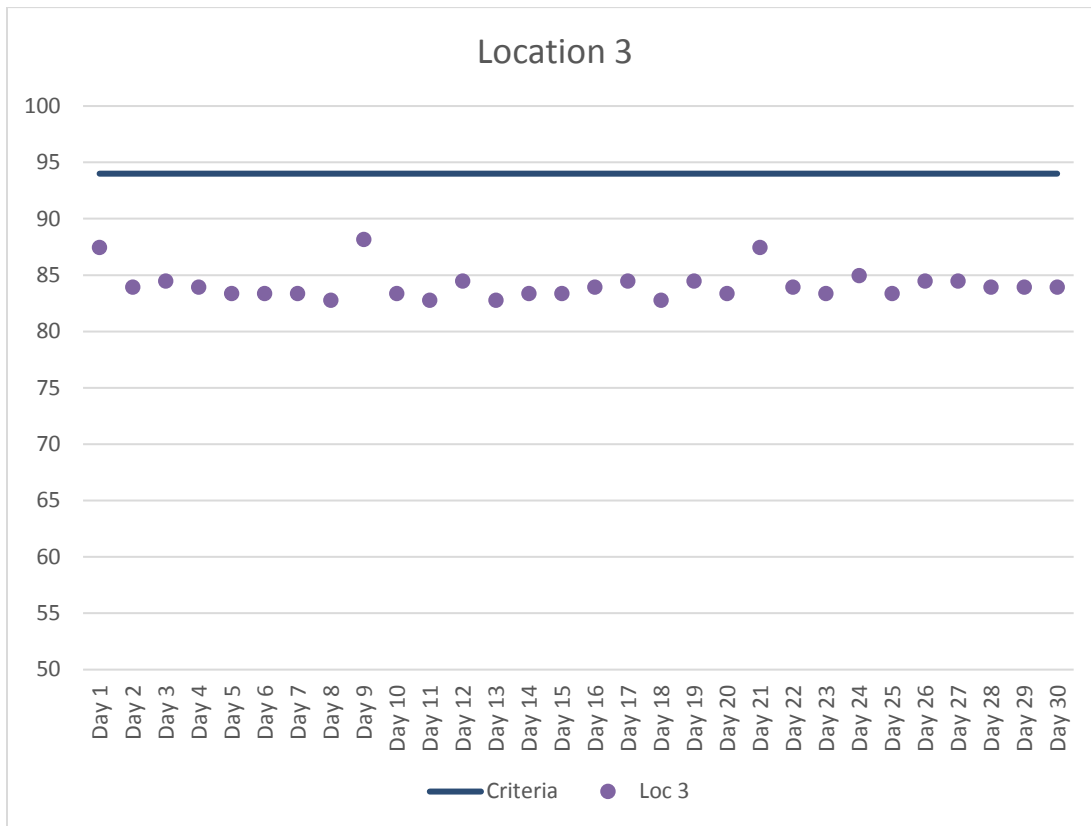


Figure 5. Location 4 Maximum Daily Construction Vibration Monitoring Data (VdB) – June 2017

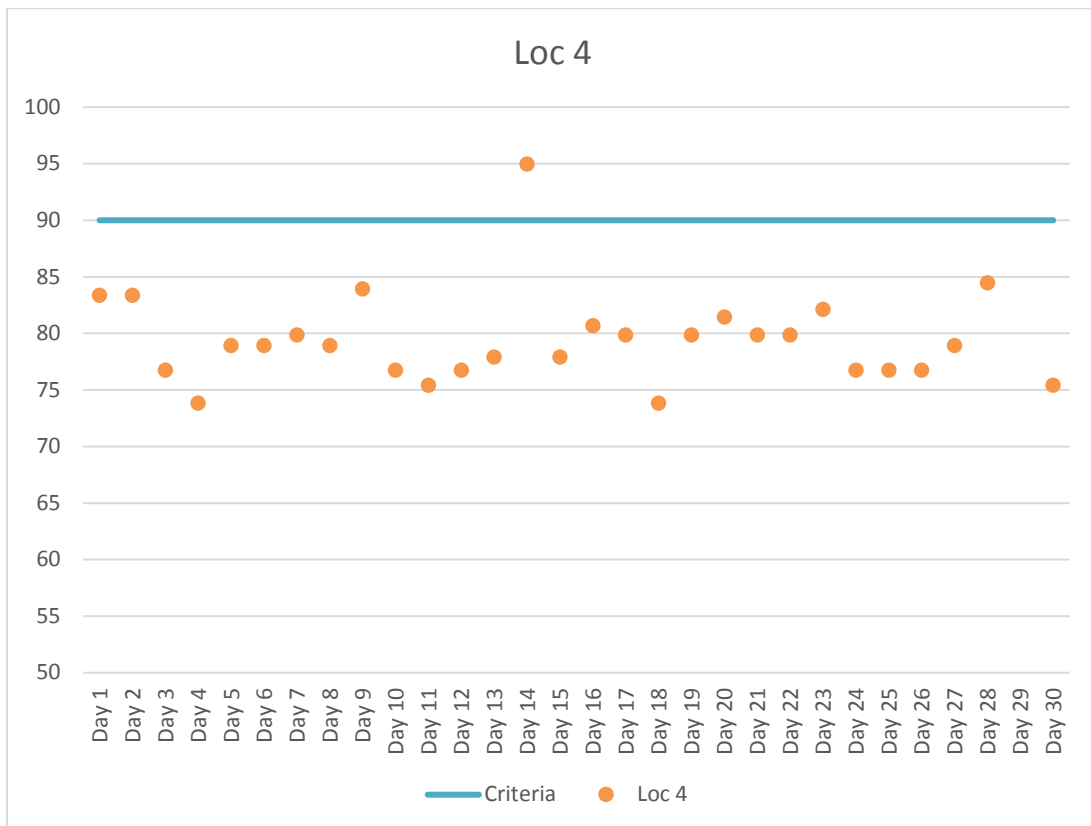


Figure 6. Location 5 Maximum Daily Construction Vibration Monitoring Data (VdB) – June 2017

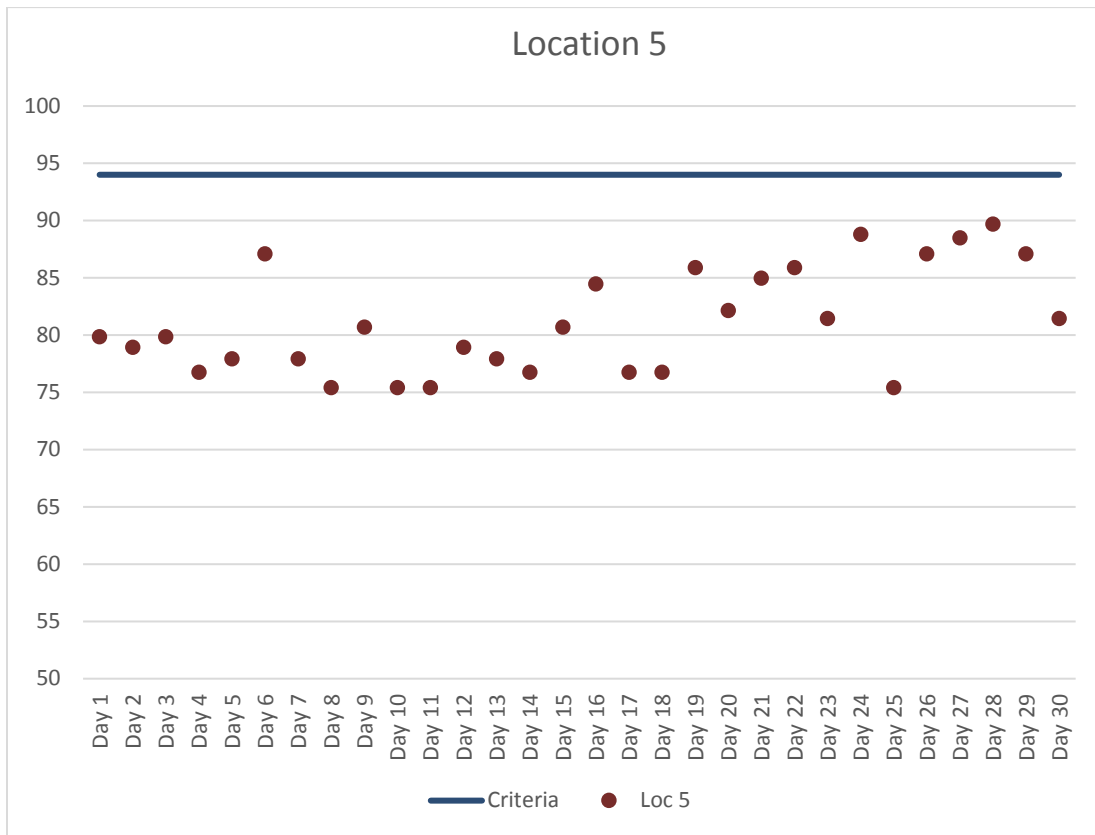


Figure 7. Location 6 Maximum Daily Construction Vibration Monitoring Data (VdB) – June 2017

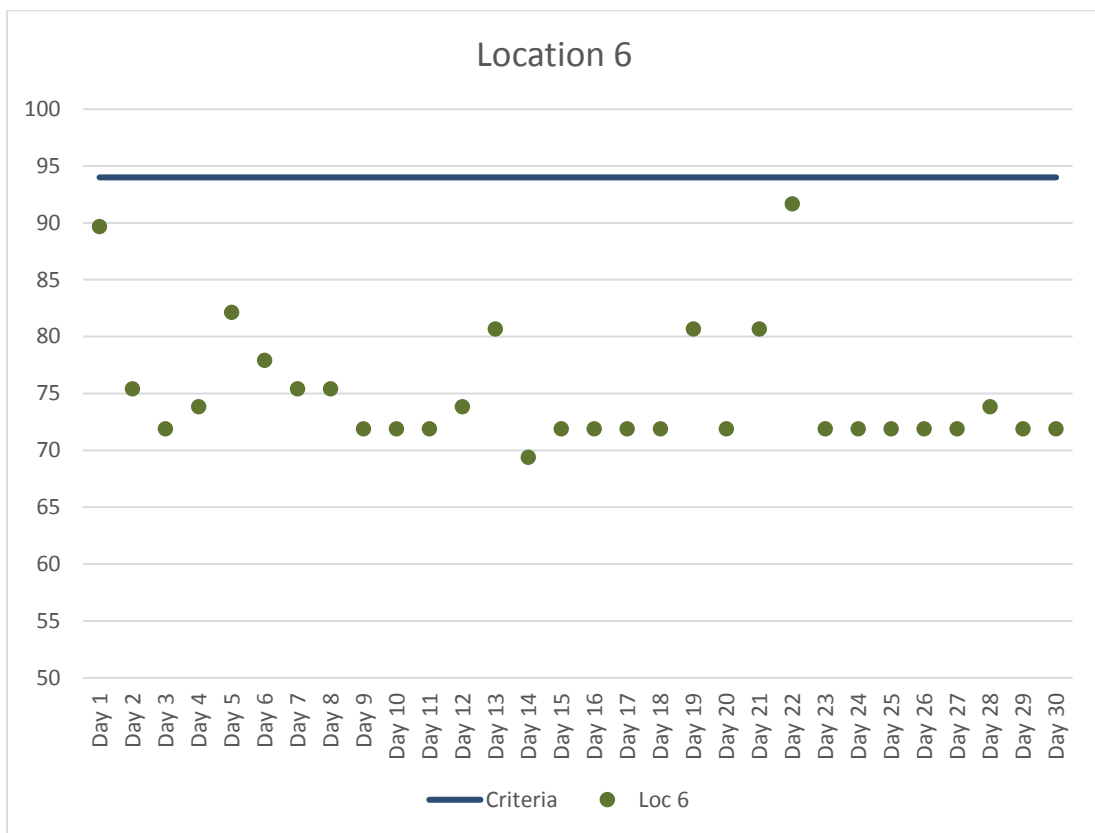


Figure 8. Location 7 Maximum Daily Construction Vibration Monitoring Data (VdB) – June 2017

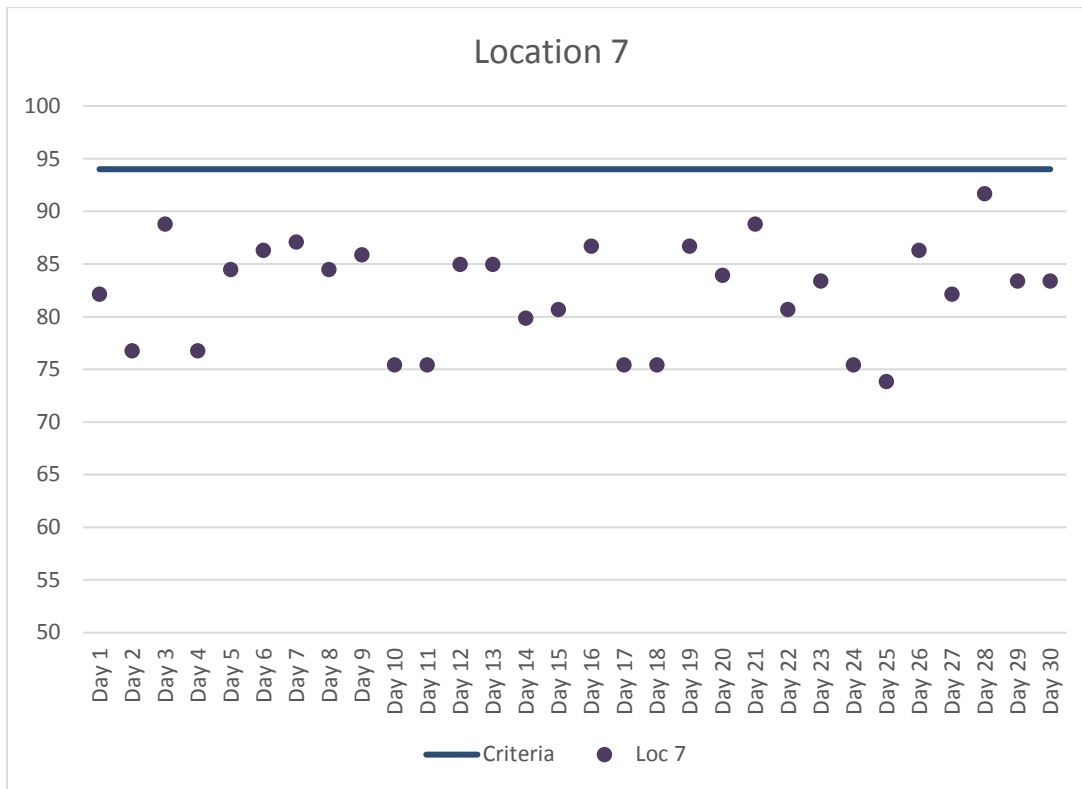


Figure 9. Location 8 Maximum Daily Construction Vibration Monitoring Data (VdB) – June 2017

