

April 2, 2002



In April, 2002, before any major construction began on the East Capitol Grounds, a tree preservation plan was being implemented and included installation of tree protection fencing, a new irrigation system, and a canopy mist system (to keep construction dust off of leaves), pruning, mulching, and relocation of eight memorial trees. Approximately 65 trees had to be removed, mostly from the central triangular zones (center of photo), to clear the project footprint for excavation. More than 85 new trees will be planted after construction to re-establish the grand views and park-like setting designed by landscape architect Frederick Law Olmsted in 1874. A visitor screening facility just south of the Capitol (just left of Capitol in this photo) was being constructed during this time. Meanwhile, an extensive effort to relocate existing utilities was ongoing.

July 2, 2002



Once the tree preservation program was in full implementation, the grassy areas within the north and south oval areas (left, right) were leveled to establish a suitable area for staging of construction trailers and equipment. Utility removal continued during this period and installation of noise reduction windows was ongoing. The visitor screening facility on the south side of the Capitol was completed and a smaller screening facility was also constructed on the north side of the Capitol to screening visitors to the Senate Gallery.

August 22, 2002



In August 2002, construction trailers and equipment could be seen within the grassy oval areas (left, right) and along First Street (foreground). Installation of noise reduction window units along the East Front was nearing completion and close to 300 parking spaces lost to construction had been successfully offset by establishing new spaces near the House and Senate Steps, in Upper Senate Park, and along Northwest and Southwest Drives. Utility relocation work was ongoing and excavation activities were just beginning across the East Plaza. Alternate media sites, previously located in the grassy ovals on the north and south sides of the site, were relocated to the Cannon Terrace and Upper Senate Park.

October 31, 2002



In October 2002, just two months after excavation began, the project footprint began to emerge. More trailers, equipment and materials could be seen throughout the project site. Red “clamshell” rigs can be seen in the foreground (left of center) as they were poised to begin construction of the perimeter wall of the CVC. The CVC footprint, at 193,000 sq. ft., is larger than the footprint of the Capitol itself.

December 31, 2002



In December 2002, with foliage gone, the project footprint comes more clearly into view. Also visible in the center of the photo is one of several drainage ponds that helped to divert water from construction zones. The persistent rain throughout the fall and winter began to slow the pace of excavation activities. Green rebar cages for the perimeter wall panels can be seen being assembled in the center of the site and near the Capitol along the House side. Work on the truck tunnel on the north side of the site (far right) can be seen along Constitution Avenue. Perimeter (“slurry”) wall construction was underway in front of the House Steps in the southwest quadrant of the site.

March 12, 2003



As spring approached, record amounts of rainfall continued to impede construction progress and a large drainage area, visible in December 2002, can still be seen in the center of the photo. Construction activity continues throughout the site. Work on a connector tunnel to the existing Cannon Tunnel can be seen just south of the House Steps.

August 14, 2003



After persistent rain throughout the spring and summer had forced the postponement of five helicopter flyovers, AOC photographers finally got the opportunity to fly in August 2003. By this time, the project footprint was clearly defined, the perimeter wall complete, and excavation more than 60% complete. Over 300,000 cubic yards of material (more than 30,000 truckloads) had been removed from the site. Excavation for the Congressional Auditorium (foreground center) was underway and crews had completed initial structural support work for the truck tunnel on the north side of the Capitol (top right). The empty parking lots on both sides of the Capitol are a clear indication that Members were still on recess.

October 10, 2003



By October 2003, excavation was nearly complete and steel had been erected in the southwest quadrant of the site (center left). The first steel column had been raised on September 5, 2003. Corrugated steel roof decking can also be seen in front of the House Steps and a 300-foot-high tower crane punctuated the high level of construction activity that occurred in October. The gently sloping pedestrian paths leading from First Street NE/NW (foreground) had begun to be defined. The south oval area (left) was densely packed with trailers, equipment and materials.

November 6, 2003



Despite a rainy, foggy morning in early November 2003, this view of the the CVC site shows the progress made related to steel erection and installation of the corrugated steel roof decking. Wet weather continued to slow the pace of construction activity throughout the fall of 2003, but significant work did begin below the roof deck. The large opening for one of two grand skylights over the Great Hall of the CVC had been framed and is visible in the center of the photo. Two smaller skylight openings are also visible closer to the Capitol Building.

December 18, 2003



By mid-December 2003, the roof decking for the southwest quadrant of the site was in place. Concrete was poured on the roof deck, which soon became home to hundreds of tons of materials being used to form the lower and upper level floor slabs. Steel framework continued to be erected on the north side of the site, which is punctuated with a tower crane that is being used to deliver materials throughout the northern half of the site. Work continued on the slab on grade and for the lower level floor slab. Crews also continued placement of conduit and utilities in all areas of the site. Demolition work continued in the East Front to clear the way for the transition zone between the CVC and the Capitol, including new mechanical systems, stairs, elevators and escalators. Excavation, formwork and concrete placements continued along the length of the new truck tunnel (center right of photo).

February 13, 2004



By mid-February 2004, the roof decking for the entire western half of the site was in place. Concrete that had already been placed on the roof deck had cured for 28 days to allow crews to begin waterproofing applications. The steel structure was nearly complete and the vehicle access ramp from the eastern half of the site was almost completely removed by this time. Work continued on the slab on grade and for the lower level and upper level floor slabs in the southwest quadrant. Crews also continued placement of conduit and utilities in all areas of the site. Demolition work continued in the East Front to clear the way for the transition zone between the CVC and the Capitol, including new mechanical systems, stairs, elevators and escalators. Excavation, formwork and concrete placements continued along the length of the new truck tunnel (center right of photo).

March 25, 2004



By late March 2004, most of the roof decking had been waterproofed and crews began placing a 6-inch gravel bed on top of the waterproofing membrane in preparation for a 6-inch topping slab. Formwork for the lower level floor slab in the southwest end of the side was progressing rapidly and was in place below the Great Hall south skylight. Work continued on the slab on grade throughout the site and for the Library of Congress pedestrian tunnel. Demolition work continued in the East Front to clear the way for the transition zone between the CVC and the Capitol, and two large columns supporting the East Front Steps were removed. In addition, portions of the floor slabs in the East Front had been demolished to clear the way for elevators, stairs and air shafts. Work on the truck tunnel continued and close to 60 percent of the concrete had been placed by this time.