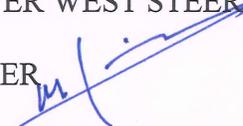


City of Alexandria, Virginia

MEMORANDUM

DATE: APRIL 20, 2015

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL
MEMBERS OF THE EISENHOWER WEST STEERING COMMITTEE

THROUGH: MARK B. JINKS, CITY MANAGER 

FROM: KARL MORITZ, DIRECTOR OF PLANNING AND ZONING 
YON LAMBERT, DIRECTOR OF TRANSPORTATION AND ENVIRONMENTAL SERVICES 

SUBJECT: EISENHOWER WEST / NORFOLK SOUTHERN UPDATE

City staff has been working on the Eisenhower West Small Area Plan with the Eisenhower West Steering Committee, the community and property owners since February 2014. This planning effort includes identifying an alignment for the multimodal bridge that was included in the Landmark/Van Dorn Corridor Plan adopted by City Council in 2009.

City staff has met with all property owners, including Norfolk Southern, who would be affected by any of the multi-modal bridge options. As is standard operating procedure in this circumstance, Norfolk Southern had its consultant engineers, STV, evaluate the multimodal bridge options and their possible impacts on its operations.

On April 17 staff received a letter (Attachment) from T.M. Bracey, System Engineer Public Improvements with Norfolk Southern. The letter indicates that, "Norfolk Southern will not permit any type of bridge encroachment within the limits of the existing TBT Facility, which includes the area shaded in green on the attached exhibit." This position, if it holds, would appear to potentially preclude construction of all the City's multi-modal bridge alternatives as shown on the attachment. Staff is seeking more information from Norfolk Southern on the contents of this letter in order to begin further discussions with them.

In the meantime, work on the Eisenhower West Small Area Plan will continue. Further discussion and clarification with Norfolk Southern will include discussion of their amending the position they have taken in the letter staff received. Further analysis will be needed to evaluate the possibility of alternate bridge locations, resulting modifications to the transportation analysis, and possibly alternate land use scenarios. Staff will continue to work with the Steering Committee, the community and property owners to consider how the future transportation network will support the goals for Eisenhower West identified by the community. The next

Eisenhower West Steering Committee meeting will take place on Monday, April 27 at 7:00 p.m. at the Cameron Station Great Room.

For more information visit <http://www.alexandriava.gov/EisenhowerWest> or contact Susan Eddy susan.eddy@alexandriava.gov or Steve Sindiong steve.sindiong@alexandriava.gov

Attachment: Norfolk Southern letter to Steve Sindiong, dated April 15, 2015



Norfolk Southern Corporation
1200 Peachtree Street, N.E.
Atlanta, Georgia 30309-3579
404/529-1408
Fax: 404/527-2589

J. N. Carter, Jr.
Chief Engineer
Bridges and Structures

T. M. Bracey
System Engineer
Public Improvements
Phone: 404/529-1641

Subject: Alexandria, Virginia – Proposed Eisenhower Connector Project near
Milepost 11.90

April 15, 2015
File: BR0130082

Mr. Steve Sindiong, AICP
Principal Transportation Planner
City of Alexandria
421 King Street, Suite 300
Alexandria, Virginia 22314

Dear Mr. Sindiong:

Reference is made to the transportation study initiated by the City of Alexandria concerning the proposed Eisenhower Connector project which includes a multi-modal highway connector bridge spanning over the tracks and railroad facility of Norfolk Southern Railway Company (Norfolk Southern) at the above subject location.

We have distributed the conceptual plans for the proposed bridge over the Norfolk Southern mainline tracks and Thoroughbred Bulk Transfer (TBT) Facility to the affected departments within Norfolk Southern for review and comment. Based on the company's plans to continue its long-standing rail operations on the mainline tracks and at the TBT Facility to serve present and future customers in the Northern Virginia and metro-DC area, as well as its plans to reconfigure the existing TBT Facility, Norfolk Southern will not permit any type of bridge encroachment within the limits of the existing TBT Facility, which includes the area shaded in green on the attached exhibit.

We would encourage the City to assess other options that may be available instead of building a bridge over operating railroad facilities. These alternatives include improvements to the existing Van Dorn Street Bridge, which may involve widening the bridge to accommodate bus and bicycle lanes and/or intersection improvements at each end of the bridge.

Mr. Steve Sindiong, AICP
April 15, 2015
File: BR0130082
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Should you have any questions concerning this project, please contact me
at 404/529-1641.

Sincerely,



T. M. Bracey
System Engineer
Public Improvements

