
From:
Sent: Wednesday, November 30, 2011 12:19 PM
To: contact@virginiaavenuetunnel.com
Subject: comment: temporary closure of Southeast Freeway/I295 ramp on 8th Street SE

Follow Up Flag: Follow up
Flag Status: Flagged

To: contact@virginiaavenuetunnel.com

A comment addressing temporary closure of the Southeast Freeway/I295 ramp on 8th Street SE: As alternatives are provided, please note that any detours should clearly direct drivers toward streets such as M Street SE or Pennsylvania Ave. SE. I am concerned that traffic may utilize the residential G Street SE between 3rd Street SE and Pennsylvania Ave., SE. Should traffic on G Street SE or other residential streets increase, I request that safety measures such as speed humps, clearly defined crosswalks and additional stop signs are installed. I currently cross G Street SE as a pedestrian/bicyclist commuter two times daily during the workweek. The residential streets are also populated by young children.

Thank you,

From:
Sent: Thursday, December 01, 2011 8:48 AM
To: contact@virginiaavenuetunnel.com
Subject: Question to response

Follow Up Flag: Follow up
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Hello,

Can you please provide more clarity to home values impacted by construction. As a realtor that has sold over ten homes in the new project Capitol Quarter a growing concern is on SHORT TERM values. Everyone understands the long term view of the community. However, life situations can force a person to move before eight years. We have seen an immediate impact from buyers shying away from the neighborhood because of the planned construction. Thus, if a home owner sells at a loss (due to construction) in the next eight years will CSX cover the difference?

How will the value of our homes be affected by construction of this project, both during and after construction? What will happen if an affected resident has to sell a home, and how will we be compensated for decreased home value?

A. Given that the community is in year 8 of a 25 year build out and this project enhances the existing tunnel, we do not anticipate any long term impacts to property values as a result of the Virginia Avenue Tunnel project.

Warmest Regards,

From:
Sent: Thursday, December 01, 2011 10:41 AM
To: contact@virginiaavenuetunnel.com
Cc:
Subject: Options for Virginia Avenue Tunnel

Follow Up Flag: Follow up
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Hello,

My name is [redacted] and I live at [redacted] in the Capitol Quarter townhomes. Thank you for a very informative public meeting last night. I would like to suggest another option, 5A if you will. Would it be possible to construct the second permanent tunnel on the north side of the current tunnel as opposed to the south side as currently proposed? This would move the tunnel further away from my neighbors' homes on Virginia Avenue and I believe would more effectively mitigate possible vibration impacts of the new tunnel on their homes.

Thank you in advance for considering this suggestion. With best regards,

From:
Sent: Sunday, December 04, 2011 4:43 PM
To: contact@virginiaavenuetunnel.com
Subject: VAT Comment

Follow Up Flag: Follow up
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Concept 5, modified to shift the new northern tunnel (the one now shown with the same center-line of the existing tunnel) about 15 feet or so south, closer to the new southern tunnel.

This will provide more space directly alongside the elevated SE Freeway, thus facilitating its eventual reconstruction underground.

If the two new tunnels could share the same dividing wall, that should be explored as a further space saving measure.

From:
Sent: Tuesday, December 13, 2011 4:58 PM
To: contact@virginiaavenuetunnel.com
Subject: Construction timing of the Tunnel

Follow Up Flag: Follow up
Flag Status: Completed

Before alternatives are presented to be decided upon, it would be VERY useful if the time required for actual construction, were estimated and made public for the various concepts/proposals. This is important information for decision-making

From:
Sent: Friday, December 02, 2011 5:07 PM
To: contact@virginiaavenuetunnel.com
Subject: Horn blowing

Follow Up Flag: Follow up
Flag Status: Flagged

What regulation does CSX think requires it to blow horns upon entering the tunnel? 49 USC 20153 requires horns to sound at highway grade crossings of which there are none near the Virginia Avenue tunnel. Why does CSX believe it needs a waiver to stop the horn blowing?

From:
Sent: Friday, December 02, 2011 7:35 AM
To: contact@virginiaavenuetunnel.com
Cc:

Subject: Recommendation

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

My name is _____ and I live at _____, directly facing Virginia Avenue. I have not written previously and have only one request/recommendation. I would like greater consideration to be given to the possibility of executing this project in phases, *e.g.*, complete work from 2nd-6th Street first and then perform work on the rest of Virginia Ave. I believe this has also been referred to as the "zippered" approach.

This would minimize the amount of time that construction is taking place directly adjacent to people's homes. A major concern that many in the neighborhood have is the impact that this project may have on the value of our homes and the ability to sell our homes (if desired) over an extended two to three -year period. In other words, we can put up with a lot of things for six to eight months that we can not tolerate over two to three years.

Thank you for your serious consideration of this concern.

Regards,

From:
Sent: Tuesday, December 20, 2011 9:35 AM
To: contact@virginiaavenuetunnel.com
Subject: Public Comments on Virginia Avenue CSX Tunnel

Follow Up Flag: Follow up
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To Whom It May Concern:

My concern is related to the increase in rail traffic through the nation's capital city as a result of the Virginia Avenue Tunnel expansion. Noise pollution from train horns – at all hours of the day and night – can be heard in Capitol Hill neighborhoods. Therefore, an expansion of the tunnel volume and not also a lengthening is of concern to cause increased noise pollution from trains.

I recently moved from a residence on the northeast side of Capitol Hill (near the senate office buildings) where train noise was significantly lessened because of the tunnels that exist under the Capitol that enter and exit Union Station. However, I was surprised, upon relocating to a house on 13th and South Carolina Avenue in the southeast neighborhood, that train noise could be heard from all directions. The horn noise carries over the water from when the train is on the Anacostia Railroad Bridge and then again as the trains enter and exit the Virginia Avenue Tunnel. Therefore, a reduction in rail traffic is needed and or noise reduction measures and not an expansion.

The concepts that seemed more favorable to Capitol Hill residence would be either Concept 8 that would make the rail line completely underground or one of the rerouting concepts. I would stress, that all of the concepts need to include noise reduction measures that include bridges and tunnels. With all the latest technology available to CSX I don't understand while they still rely on train horns as their primary means to "communicate to the public" that a train is approaching. I would rather receive a text message!

Thank you,

From:
Sent: Thursday, December 22, 2011 11:20 AM
To: contact@virginiaavenuetunnel.com
Subject: Construction Procurement

Follow Up Flag: Follow up
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Good Morning,

I would like to receive information about the procurement process for the reconstruction of the tunnel.

Thank you very much in advance.



921 Pennsylvania Ave., SE
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202.543.3344
FAX 202.543.3507

December 27, 2011

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David Maloney, SHPO
DC Historic Preservation Office
1100 4th Street, SE, Suite E650
Washington, DC 20024

RE: CSX VAT NEPA/Section 106 Public Meeting, November 30, 2011

Advisory Neighborhood Commission 6B wishes to thank the leadership of the CSX VAT NEPA/Section 106 Review for the content of and format used at its November 30, 2011, Public Concepts Meeting. The 11 conceptual options presented at the meeting for addressing the Purpose and Needs provided the community with information upon which to base constructive comments and questions during the hour devoted to Q&A. And, the format allowed all present to hear the concerns of others.

As the Commission said in its letter of November 8, 2011, construction during the Virginia Avenue Tunnel project will have a huge impact on transportation, economic development, and quality of life issues for many ANC 6B residents and businesses. We understand that, as the review process moves forward, the review team will be evaluating the 11 conceptual options to ascertain which will be retained for more thorough engineering study.

CSX VAT NEPA/Section 106 Public Meeting

December 27, 2011

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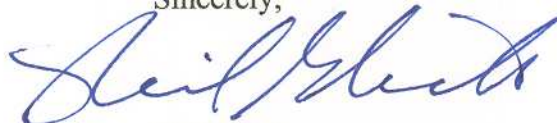
The Commission requests that the following principles be among those selected to evaluate Options 2 through 7, which involve rebuilding the tunnel:

1. *Minimize transportation disruptions and risks.*
This includes the disruption of existing vehicle, pedestrian, bicycle, and other travel patterns in the area. Specifically, how does each “rebuild” option affect the use of Virginia Avenue, all north/south crossing streets and east/west local roadways in the vicinity, and existing SE/SW freeway on and off ramps. Consideration should also be given to the risks to vehicle and people movements during construction.
2. *Minimize damage to homes and businesses.*
This is especially true for those situated close to the “limits of disruption” zone. And, includes but is not limited to those within the Capitol Hill Historic District. (The Commission is aware of damage that occurred to houses during the building of underground Metro lines using the “cut and cover” method.)
3. *Minimize Environmental Impacts.*
At this stage of evaluation, we understand that the myriad details of the Environmental Assessment cannot be employed but expect a general consideration of these impacts to be considered.
4. *Minimize the length of construction.*
Unless other factors suggest differently, the shortest construction period may be least disruptive to the community.

At the next public meeting, planned for February 2012, the Commission expects to learn the details of how these principles (and other criteria that may be applied) affect the reduction in number of Rebuild options and how the feasibility of the “No Action” and “Rerouting” options are evaluated.

And, as always, the Commission looks forward to learning about specific plans for returning Virginia Avenue, Virginia Avenue Park, and other areas disrupted during the construction--not just to their current status--but to enhanced condition, as a way of benefitting the community for its forbearance during construction.

Sincerely,



Neil Glick
Chair, ANC 6B

CC: Steve Plano, Parsons Brinckerhoff

CSX VAT NEPA/Section 106 Public Meeting

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Stephen Flippin, Director of Federal Affairs, CSX

C. Andrew Lewis, DC Historic Preservation Office

Michael Hicks, Environment/Urban Engineer, DC Division, FHWA

Tommy Wells, Councilmember, Ward 6

Kirsten Oldenburg, Commissioner 6B04, Chair, ANC 6B Transportation
Committee