



Legislation Text

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City of Alexandria, Virginia

MEMORANDUM

DATE: SEPTEMBER 16, 2020

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: MARK B. JINKS, CITY MANAGER /s/

DOCKET TITLE:

Consideration of a Comprehensive Intergovernmental Agreement between Arlington County and the City of Alexandria for Maintenance, Inspection and Rehabilitation or Replacement of the five Four Mile Run Bridges.

ISSUE: How funding should be shared with Arlington County for the Rehabilitation or Replacement of the five Four Mile Run Bridges which serve both jurisdictions.

RECOMMENDATION: That City Council:

1. Approve the Agreement between the City of Alexandria and Arlington County related to the capital rehabilitation or replacement of the five bridges over Four Mile Run which service both Arlington and Alexandria; and
2. Authorize the City Manager to execute the agreement and any additional necessary documents.

BACKGROUND: There are five bridges that carry roadways across the interjurisdictional boundary of Arlington County and the City of Alexandria along Four Mile Run (see Attachment 3): West Glebe Road bridge, Arlington Ridge Road bridge, Shirlington Road bridge, Route 1 bridge, and Potomac Avenue bridge (collectively “the Bridges”). Another bridge, the Potomac Yard Park bridge, conveys no vehicular or pedestrian traffic and currently serves as open space and connects property on both sides of the bridge that is owned by Alexandria and is therefore excluded from this Agreement.

The Virginia Department of Transportation (VDOT) recognizes the West Glebe Road, Arlington Ridge Road, and Shirlington Road bridges in Arlington’s inventory and the Route 1 and Potomac Avenue bridges in Alexandria’s inventory. Each jurisdiction has maintained its respective bridges. However, there has been a history of 50/50 cost sharing, without written agreement, between the jurisdictions for construction and rehabilitation of the West Glebe and Arlington Ridge Road bridges. Records indicate that the 1957 original

construction of the bridges and the 1981 replacements of the bridge decks were financed with Arlington and Alexandria each contributing 50% of the cost. However, there never has been a formal written interjurisdictional agreement.

The West Glebe Road and Arlington Ridge Road bridges are in a deteriorated condition rated at serious and poor condition, respectively, and need to be rebuilt and/or replaced. Currently, the Shirlington Road, Route 1, and Potomac Avenue bridges (which have never been shared cost bridges) are in satisfactory condition and major capital investments are not contemplated in the short or medium terms.

DISCUSSION: To formalize the heretofore unwritten arrangements, as well as to put under shared cost agreement three bridges that have never been cost shared) staff propose adoption of an intergovernmental agreement to outline future maintenance/inspection responsibilities and cost-sharing terms for rehabilitation or replacement of all five of the Four Mile Run Bridges. Other bridges - such as those identified in the Four Mile Run Master Plan - may be added to this Agreement in the future by the mutual agreement of the jurisdictions.

The agreement uses the existing VDOT inventory as the baseline for future routine maintenance and future cost-sharing terms for rehabilitation or replacement projects.

Except for snow clearing, routine maintenance responsibilities - also characterized as “ordinary” activities - lie 100% with the jurisdiction that VDOT recognizes. The activities include spot repair, bridge cleaning or washing and painting/coating of structural steel. Arlington County, therefore, will be responsible for routine maintenance of the West Glebe Road, Arlington Ridge, and Shirlington Road bridges at its sole expense. Alexandria will be responsible for Routine Maintenance of the Route 1, Potomac Avenue, and Potomac Yard Park bridges at its sole expense.

Alexandria will be responsible for snow plowing and snow clearing of the West Glebe Road, Arlington Ridge, Route 1, Potomac Avenue and Potomac Yard Park bridges at its sole expense. Alexandria has historically conducted snow plowing of these bridges and this arrangement typically means better service for Alexandria residents since VDOT is responsible for the adjoining roads in Arlington County. (Arlington County will be responsible for snow clearing from the Shirlington Road Bridge.)

The agreement also outlines cost sharing obligations for future rehabilitation and/or replacement. It notes that each jurisdiction will share 50/50 in short-term costs for the West Glebe Road and Arlington Ridge Road bridges and that Arlington County will be 100% responsible for completion of a planned short-term bicycle and pedestrian capacity project on the Shirlington Road Bridge. Long term, costs will be split 66%/33% using the current VDOT inventory as the baseline for the jurisdiction with greater responsibility. Therefore, in the long term, Arlington would be responsible for 66% of costs for rehabilitation and/or replacement of the West Glebe Road, Arlington Ridge Road and Shirlington Ridge Road bridges, with Alexandria responsible for the remaining 33%. In the long term, Alexandria would be responsible for 66% of costs for the Route 1 and Potomac Avenue bridges with Arlington responsible for 33% of rehabilitation or replacement costs.

FISCAL IMPACT: The City has maintained a Capital Improvement Project (CIP) program for Bridge Repairs that allows the city to conduct planned capital maintenance on its bridges and roadways. The City also sets aside ongoing Operating funds for street repair and other routine maintenance activities that include ordinary bridge maintenance work.

In FY 2021, the Council approved new CIP funding to carryout this Four Mile Run Bridge agreement. The project sets aside \$20 million for the City’s 50% share of the planned short-term rehabilitation of the West

Glebe Road and Arlington Ridge Road bridges. The West Glebe Road Bridge is estimated at approximately \$10 to \$14 million. The jurisdictions jointly began a remediation plan in 2019 and work is anticipated for completion in 2023.

The Arlington Road Bridge remains in satisfactory condition for vehicle use and this project is not expected to begin until FY 2023. Current estimates for this rehabilitation work are in the range of \$23 to \$28 million.

In the long-term, cost sharing obligations for the 66/33 arrangement will be programmed into future capital improvement programs. At this time, no additional investments are planned in the existing 10-year CIP. The jurisdictions also intend to jointly apply for future state and federal critical infrastructure grant programs.

ATTACHMENTS:

Attachment 1: Intergovernmental Agreement

Attachment 2: Exhibit A: Map

Attachment 3: Exhibit B: VDOT Routine Maintenance Descriptions

Attachment 4: Presentation

STAFF:

Emily A. Baker, Deputy City Manager

Joanna Anderson, City Attorney

Karen Snow, Assistant City Attorney

Yon Lambert, Director, T&ES

Jeffrey DuVal, Deputy Director, T&ES