

BRIDGE REPAIRS

DOCUMENT SUBSECTION: Streets & Bridges
 MANAGING DEPARTMENT: Department of Transportation and Environmental Services

PROJECT LOCATION: Citywide
 REPORTING AREA: Citywide

PROJECT CATEGORY: 1
 ESTIMATE USEFUL LIFE: 11 - 15 Years

Bridge Repairs													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total FY 2024 - FY 2033
Expenditure Budget	70,885,883	15,814,353	2,733,600	2,979,500	3,209,200	7,063,900	4,934,600	5,949,700	6,320,800	6,846,800	7,284,100	7,749,330	55,071,530
Financing Plan													
Cash Capital	10,772,646	3,098,565	1,579,181	1,580,000	983,900	-	1,580,000	-	-	-	1,580,000	371,000	7,674,081
GO Bond Interest Earnings	14,000	14,000	-	-	-	-	-	-	-	-	-	-	-
GO Bonds	57,949,237	12,051,788	1,154,419	1,399,500	2,225,300	5,563,900	3,354,600	5,949,700	6,320,800	6,846,800	5,704,100	7,378,330	45,897,449
TIP	650,000	650,000	-	-	-	-	-	-	-	-	-	-	-
VDOT State Revenue Sharing	1,500,000	-	-	-	-	1,500,000	-	-	-	-	-	-	1,500,000
Financing Plan Total	70,885,883	15,814,353	2,733,600	2,979,500	3,209,200	7,063,900	4,934,600	5,949,700	6,320,800	6,846,800	7,284,100	7,749,330	55,071,530

CHANGES FROM PRIOR YEAR CIP

Funding added for FY 2033.

PROJECT DESCRIPTION & JUSTIFICATION

This project provides funding for the maintenance, repair, and painting of steel structures, joint seals, expansion joints, bearing, safety guard rails, sidewalk hand railings, and the rehabilitation of bridge decks, superstructure beams and girders, piers, abutment walls, and foundation, if needed. The City conducts a federally mandated bridge inspection program for in-service highway bridges and designates safety ratings to the bridges inspected. All bridges in the City are inspected biannually, and the results are reported to the State. Industry standards indicate that highway bridges need to be repainted every 10 to 15 years, while bridge deck reconstruction and rehabilitation may be required every 20 to 25 years. In addition, all city pedestrian bridges are inspected at five year intervals and repaired as needed.

In FY 2019, staff developed a long-term maintenance plan for the preventive maintenance, corrective maintenance, and repair of all bridges inspected and maintained by the City. This plan identified all major and minor repair work needed for all road and highway bridges and identifies a regular maintenance interval for each bridge. In FY 2021, using new funding, work began on the long-term maintenance plan to repair City bridges based on the priority identified in the plan. Once the major work is completed for each bridge, the bridge will be placed in a regular maintenance interval and will be maintained based on the schedule as identified using industry standards. Routine maintenance will be handled by internal and contractor maintenance teams, depending on the complexity and scope of work.

This is an ongoing maintenance project and is always in the planning, design and construction phases. As bridge inspection reports are received, maintenance items are reviewed and either completed by the Maintenance Division or a bid package is issued for the repairs. A reprioritization schedule that focuses on the inspection schedule is continuously updated to address the needs. Changes to regulations with Federal Procurement (Environmental, Administration and Inspection Costs) and increases and construction labor and material costs are both significant drivers of cost increases in this project.

This project supports the implementation of asset management efforts that prioritize maintenance of critical infrastructure, increase the value obtained from infrastructure expenditures, and achieve a progressively higher level of service for Alexandria.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

N/A

ADDITIONAL OPERATING IMPACTS

No additional operating impacts identified at this time.

Bridge Repairs (continued)

Bridge Repairs FY 2024 – FY 2026 Project List

Fiscal Year 2024	
Description	Amount
Duke Street over Holmes Run	\$806,670
Van Dorn Street over NS Railroad	\$1,069,109
Eisenhower Avenue over Telegraph Road	\$394,421
Routine Inspection and Consulting Services	\$150,600
Routine Bridge Maintenance	\$312,800
Total Fiscal Year 2024	\$2,733,600

Fiscal Year 2025	
Description	Amount
Van Dorn Street over Backlick Run	\$1,720,000
Beauregard Street over Holmes Run	\$345,000
Eisenhower Avenue over Telegraph Road	\$311,000
Routine Inspection and Consulting Services	\$186,500
Routine Bridge Maintenance	\$417,000
Total Fiscal Year 2025	\$2,979,500

Fiscal Year 2026	
Description	Amount
Bridge Repairs	\$2,500,000
Routine Inspection and Consulting Services	\$209,000
Routine Bridge Maintenance	\$500,200
Total Fiscal Year 2026	\$3,209,200

NOTE: Identified bridge maintenance projects based on current inspection records which are subject to change based on future inspection and program prioritization efforts.

EAST GLEBE & ROUTE 1

DOCUMENT SUBSECTION: Streets & Bridges
 MANAGING DEPARTMENT: Department of Transportation and Environmental Services

PROJECT LOCATION: Route 1 at E. Glebe Road
 REPORTING AREA: Potomac Yard/Potomac Greens

PROJECT CATEGORY: 3
 ESTIMATE USEFUL LIFE: Varies

East Glebe & Route 1													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total FY 2024 - FY 2033
Expenditure Budget	3,463,000	350,000	-	-	535,000	-	1,317,000	1,261,000	-	-	-	-	3,113,000
Financing Plan													
Private Capital Contributions	350,000	350,000	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants	3,113,000	-	-	-	535,000	-	1,317,000	1,261,000	-	-	-	-	3,113,000
Financing Plan Total	3,463,000	350,000	-	-	535,000	-	1,317,000	1,261,000	-	-	-	-	3,113,000

CHANGES FROM PRIOR YEAR CIP

Private Capital Contributions for \$350,000 recognized in Prior Year Appropriations, so removed from FY 2024.

PROJECT DESCRIPTION & JUSTIFICATION

The East Glebe Road & Route 1 Intersection Improvement project consists of constructing an exclusive left-turn lane, through lane, and right-turn lane in the eastbound direction, and providing crossing improvements for pedestrians. This project is needed to accommodate the increase in traffic through the existing intersection generated by the surrounding new development, including Potomac Yard and Oakville Triangle. The project will also include improved sidewalks and bike lanes, consistent with the Transportation Master Plan recommendations. The project will be coordinated with the Route 1 Metroway Extension project that will extend the Metroway from E. Glebe Road to Evans Lane.

Completion of this project will allow traffic to move through the intersection in a safe and efficient manner. This project is being funded primarily through SmartScale funding and developer contributions.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

North Potomac Yard Small Area Plan; Route 1 / Oakville Triangle Corridor Plan

ADDITIONAL OPERATING IMPACTS

No additional operating impacts identified at this time.

EISENHOWER AVENUE ROADWAY IMPROVEMENTS

DOCUMENT SUBSECTION: Streets & Bridges
 MANAGING DEPARTMENT: Department of Transportation and Environmental Services

PROJECT LOCATION: Eisenhower Ave. from Mill Road to Holland Lane
 REPORTING AREA: Eisenhower East
 PROJECT CATEGORY: 3
 ESTIMATE USEFUL LIFE: 21 - 25 Years

Eisenhower Avenue Roadway Improvements													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total FY 2024 - FY 2033
Expenditure Budget	12,239,909	12,239,909	-	-	-	-	-	-	-	-	-	-	-
Financing Plan													
Cash Capital	1,339,724	1,339,724	-	-	-	-	-	-	-	-	-	-	-
GO Bond Interest Earnings	1,338,554	1,338,554	-	-	-	-	-	-	-	-	-	-	-
GO Bonds	550,000	550,000	-	-	-	-	-	-	-	-	-	-	-
Private Capital Contributions	37,829	37,829	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants	7,873,802	7,873,802	-	-	-	-	-	-	-	-	-	-	-
TIP	1,100,000	1,100,000	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	12,239,909	12,239,909	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

No changes from prior CIP.

PROJECT DESCRIPTION & JUSTIFICATION

This project includes the construction of an additional westbound left turn lane and sidewalk/streetscape improvements from Mill Road to Elizabeth Lane, revising the Mill Road receiving lanes to accept the dual left turns from Eisenhower Avenue, converting the traffic circle at Eisenhower and Holland to a "T" intersection, and repaving the roadway between Holland Lane and Mill Road.

There have been a number of alternatives evaluated in the concept phase of the project. The original alternative was to construct the complete project from Stovall Street to Holland Lane. Due to the changing development projections and current traffic conditions, the project was rescoped in 2011, following a community engagement process, to the interim improvement described above, and the project limits were reduced to Mill Road and Holland Lane. Full build-out will be constructed by developers as the parcels along the corridor are developed. The Project redesign was approved in 2013, followed by Right-of-way acquisition and utility relocations. The project is under construction and is anticipated to be completed summer of 2023.

Once completed, this project will better align with the City's complete street guidelines, ensuring safe and efficient travel for people walking, biking, driving and taking transit.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

Transportation Master Plan; Eisenhower East Small Area Plan

ADDITIONAL OPERATING IMPACTS

No additional operating impacts identified at this time.

FIXED TRANSPORTATION EQUIPMENT

DOCUMENT SUBSECTION: Streets and Bridges
 MANAGING DEPARTMENT: Department of Transportation and Environmental Services

PROJECT LOCATION: Citywide
 REPORTING AREA: Citywide

PROJECT CATEGORY: 1
 ESTIMATE USEFUL LIFE: Varies

Fixed Transportation Equipment													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total FY 2024 - FY 2033
Expenditure Budget	39,428,101	27,665,601	1,331,300	985,000	1,068,500	1,074,800	1,107,000	1,140,300	1,232,100	1,243,100	1,280,400	1,300,000	11,762,500
Financing Plan													
Cash Capital	11,613,177	10,281,877	1,331,300	-	-	-	-	-	-	-	-	-	1,331,300
GO Bond Interest Earnings	1,329,926	1,329,926	-	-	-	-	-	-	-	-	-	-	-
GO Bonds	20,519,027	10,471,927	-	985,000	684,400	1,074,800	1,107,000	1,140,300	1,232,100	1,243,100	1,280,400	1,300,000	10,047,100
Prior Capital Funding	3,701,070	3,701,070	-	-	-	-	-	-	-	-	-	-	-
Private Capital Contributions	593,372	593,372	-	-	-	-	-	-	-	-	-	-	-
TIP	1,287,429	1,287,429	-	-	-	-	-	-	-	-	-	-	-
Use of CIP Designated Fund Balance	384,100	-	-	-	384,100	-	-	-	-	-	-	-	384,100
Financing Plan Total	39,428,101	27,665,601	1,331,300	985,000	1,068,500	1,074,800	1,107,000	1,140,300	1,232,100	1,243,100	1,280,400	1,300,000	11,762,500

CHANGES FROM PRIOR YEAR CIP

FY 2024 funding increased by \$250,00 for fire station traffic signal installation assessments and installation(s). Funding added for FY 2033.

PROJECT DESCRIPTION & JUSTIFICATION

This project provides annual funding for the upgrade, maintenance and replacement of traffic control and parking equipment, as well as the installation of new traffic signals. Of particular importance is the replacement of traffic signal poles. Traffic signal poles have a design life of 25 to 30 years. With more than 250 signalized intersections in operation, numerous traffic signal poles throughout the City are approaching the end of their design life and will require replacement. For FY2025 funding will install accessible pedestrian signals for persons with disabilities. Congress is expected to pass the Federal Access Guidelines in the summer of 2023. The adopted guidelines are expected to place new regulations/requirement for accessible pedestrian signals.

FY 2023 funding (\$1.5 million) was provided for replacement of the multi-space parking meters in Old Town in, which will be replaced with newer style pay by license plate parking meters. Installation of the new meters is scheduled to begin in June/July of 2023, and take approximately three months to complete. Annual funding maintains the value of the City's physical assets through the maintenance of critical traffic control infrastructure. Additionally, public safety concerns are addressed by installing new traffic signals to improve the safety at dangerous intersections.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

T&ES Strategic Plan

ADDITIONAL OPERATING IMPACTS

No additional operating impacts identified at this time.

Fixed Transportation Equipment (continued)

Fixed Transportation Equipment FY 2024 – FY 2026 Project List

Fiscal Year 2024	
Description	Amount
New Traffic Signal at Seminary and N. Pickett	\$125,000
Reconstruct Signal at King & Hampton	\$160,000
Reconstruct Signal at Braddock & Howard	\$150,000
Reconstruct Signal at Seminary & Howard	\$160,000
Reconstruct Signal at Duke & Henry	\$150,000
Reconstruct Signal at Duke & Patrick	\$150,000
Reconstruct Signal at Braddock & Marlee Way	\$130,000
Repair equipment knockdowns caused by crashes	\$26,300
Repair and upgrade of traffic signal vehicle detection	\$30,000
Fire Stations signalization assessments and installation(s)	\$250,000
Total Fiscal Year 2024	\$1,331,300

Fiscal Year 2025	
Description	Amount
Reconstruct Signal at Braddock and Cameron Mills	\$150,000
Reconstruct Signal at Braddock and Russell	\$150,000
Reconstruct signal at Braddock and Kenwood	\$125,000
Reconstruct signal at S. Pickett and Home Depot	\$130,000
Reconstruct signal at Van Dorn Metro Station	\$150,000
Reconstruct signal at Van Dorn and Richenbacher	\$150,000
Repair knockdowns from crashes	\$30,000
Repair equipment knockdowns caused by crashes	\$100,000
Total Fiscal Year 2025	\$985,000

Fiscal Year 2026	
Description	Amount
Reconstruct signal at Slaters and Powhatan	\$150,000
Reconstruct signal at Russell and Monroe	\$150,000
Reconstruct signal at Dawes and Campus	\$150,000
Reconstruct signal at Mt Vernon and Braddock	\$150,000
Reconstruct signal at Patrick and King	\$150,000
Unidentified intersections	\$218,000
Repair equipment knockdowns caused by crashes	\$100,500
Total Fiscal Year 2026	\$1,068,500

FOUR MILE RUN BRIDGE PROGRAM

DOCUMENT SUBSECTION: Streets & Bridges
 MANAGING DEPARTMENT: Department of Transportation and Environmental Services

PROJECT LOCATION: Citywide
 REPORTING AREA: Citywide

PROJECT CATEGORY: 1
 ESTIMATE USEFUL LIFE: Varies

Four Mile Run Bridge Program													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total FY 2024 - FY 2033
Expenditure Budget	12,500,000	12,000,000	500,000	-	-	-	-	-	-	-	-	-	500,000
Financing Plan													
GO Bonds	12,500,000	12,000,000	500,000	-	-	-	-	-	-	-	-	-	500,000
Financing Plan Total	12,500,000	12,000,000	500,000	-	-	-	-	-	-	-	-	-	500,000

CHANGES FROM PRIOR YEAR CIP

No changes from prior CIP.

PROJECT DESCRIPTION & JUSTIFICATION

In September 2020, City Council and the Arlington County Board jointly adopted a Comprehensive Intergovernmental Agreement for the maintenance, inspection and rehabilitation or replacement of the five Four Mile Run Bridges. 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 are in satisfactory condition and major capital investments are not contemplated in the short or medium terms.

A joint city-county remediation plan began in 2019 and work is anticipated for completion in 2025. The joint plan was implemented in 2022 by rehabilitating the West Glebe Road Bridge. The construction work for this project started in November 2022 and is expected to be completed in May 2023. The West Glebe Road Bridge rehabilitation project included replacement of a four-lane bridge superstructure with a brand-new superstructure equipped with a wider deck to accommodate additional bike lanes on each side of the bridge. In addition, the project included retrofitting the existing abutment walls as well as installing scour countermeasure in the stream channel.

In FY 2023, Arlington County and the City of Alexandria will begin the construction of the Mt. Vernon / Arlington Ridge Road Bridge. The tasks of this project are very similar to those of the West Glebe Road Bridge. This bridge is considerably longer than West Glebe Road Bridge and is expected to be completed in 2025.

There are an additional three (3) bridges over Four Mile Run (Shirlington/Arlington, Richmond Highway/Alexandria, and Potomac Avenue/Alexandria) that will require rehabilitation and/or reconstruction due deteriorating bridge conditions in the distant future.

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

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

N/A

ADDITIONAL OPERATING IMPACTS

No additional operating impacts identified at this time.

HISTORIC INFRASTRUCTURE MATERIALS

DOCUMENT SUBSECTION: Streets & Bridges
 MANAGING DEPARTMENT: Department of Transportation and Environmental Services

PROJECT LOCATION: Citywide
 REPORTING AREA: Citywide

PROJECT CATEGORY: 1
 ESTIMATE USEFUL LIFE:

Historic Infrastructure Materials													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total FY 2024 - FY 2033
Expenditure Budget	4,981,800	508,300	-	398,700	414,400	498,300	447,900	465,700	483,900	546,500	587,200	630,900	4,473,500
Financing Plan													
GO Bonds	4,981,800	508,300	-	398,700	414,400	498,300	447,900	465,700	483,900	546,500	587,200	630,900	4,473,500
Financing Plan Total	4,981,800	508,300	-	398,700	414,400	498,300	447,900	465,700	483,900	546,500	587,200	630,900	4,473,500

CHANGES FROM PRIOR YEAR CIP

Planned funding reduced in FY 2024 due to available balances and current capacity to execute projects. Funding added for FY 2033.

PROJECT DESCRIPTION & JUSTIFICATION

The City of Alexandria maintains and manages historic streets within the Old Town and other selected areas within the City. This project funds the preservation, repairs and rehabilitation of sidewalks, curb and gutters and roadways that are not made of concrete and/or of asphalt, but of historic or non-traditional pavement materials. These historic materials include cobblestone, brick, and granite within roads, sidewalks and alleys.

The City's historic road network is a critical piece of City infrastructure which provides for the safe and efficient movement of people, goods and services. These historic roads are historically valuable in preserving the history of the City, the economic draw to the City, and define the character of identified areas. This project also includes funding to build staff capacity for the type of historic work that will be required and to ensure improvements are made in a consistent and historically appropriate manner.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION	ADDITIONAL OPERATING IMPACTS
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N/A	No additional operating impacts identified at this time.
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KING & BEAUREGARD INTERSECTION IMPROVEMENTS

DOCUMENT SUBSECTION: Streets & Bridges
 MANAGING DEPARTMENT: Department of Transportation and Environmental Services

PROJECT LOCATION: King Street / North Beauregard Street / Walter Reed Drive
 REPORTING AREA: Alexandria West
 PROJECT CATEGORY: 2

ESTIMATE USEFUL LIFE: 21 - 25 Years

King & Beauregard Intersection Improvements													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total FY 2024 - FY 2033
Expenditure Budget	20,379,510	19,279,510	1,100,000	-	-	-	-	-	-	-	-	-	1,100,000
Financing Plan													
Cash Capital	235,348	235,348	-	-	-	-	-	-	-	-	-	-	-
GO Bond Interest Earnings	1,371,300	1,371,300	-	-	-	-	-	-	-	-	-	-	-
GO Bonds	2,760,562	1,660,562	1,100,000	-	-	-	-	-	-	-	-	-	1,100,000
Prior Capital Funding	19,600	19,600	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants	15,992,700	15,992,700	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	20,379,510	19,279,510	1,100,000	-	-	-	-	-	-	-	-	-	1,100,000

CHANGES FROM PRIOR YEAR CIP

No changes from prior CIP.

PROJECT DESCRIPTION & JUSTIFICATION

This project provides for traffic flow and crossing improvements at the intersection of King Street and North Beauregard Street. The approved at grade improvements will add additional left turn lanes in each direction on King Street. The project will also include medians with pedestrian refuges and a shared use path on portions of King Street and North Beauregard Street to improve the multimodal environment. The improvements will increase capacity and safety through the corridor.

Engineering design and right-of-way (ROW) acquisition is completed. Utility relocation coordination was completed in FY 2023.

Construction on Phase I is complete. The utility relocation was completed in FY 2022. The final design was revised in FY 2023 to include safety enhancements for people crossing through the intersection. Phase II construction is anticipated to begin in 2023 with an estimated completion date of early 2025.

Once completed, this project will provide a safer intersection for people driving, walking, biking and taking transit.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

Transportation Master Plan; Approved by City Council in March 2010.

ADDITIONAL OPERATING IMPACTS

No additional operating impacts identified at this time.

LANDMARK MALL 395 RAMP IMPROVEMENTS

DOCUMENT SUBSECTION: Streets & Bridges
 MANAGING DEPARTMENT: Department of Transportation and Environmental Services

PROJECT LOCATION: Landmark/Van Dorn
 REPORTING AREA: Landmark/Van Dorn

PROJECT CATEGORY: 2
 ESTIMATE USEFUL LIFE:

Landmark Mall 395 Ramp Improvements													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total FY 2024 - FY 2033
Expenditure Budget	11,630,000	1,630,000	8,000,000	-	2,000,000	-	-	-	-	-	-	-	10,000,000
Financing Plan													
Cash Capital	380,000	380,000	-	-	-	-	-	-	-	-	-	-	-
Landmark Redevelopment Agreement Non-City Contrib	2,000,000	-	-	-	2,000,000	-	-	-	-	-	-	-	2,000,000
NVTA 30% Funds	1,250,000	1,250,000	-	-	-	-	-	-	-	-	-	-	-
Reprogrammed GO Bonds	8,000,000	-	8,000,000	-	-	-	-	-	-	-	-	-	8,000,000
State/Federal Grants (Unsecured)	-	-	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	11,630,000	1,630,000	8,000,000	-	2,000,000	-	-	-	-	-	-	-	10,000,000

CHANGES FROM PRIOR YEAR CIP

Project funding increased, over the 10-year plan, by \$1,157,800. Funding sources were updated to reflect currently secured funding.

PROJECT DESCRIPTION & JUSTIFICATION

As a result of INOVA Hospital relocating to the Landmark Mall site and other proposed development within the Landmark/Van Dorn area, the number of drivers anticipated to exit from northbound I-395 will significantly increase. Currently, there is no direct access for drivers or emergency vehicles from northbound I-395 into the Landmark site and the hospital.

Modifications to the the northbound I-395 ramp onto eastbound Duke Street will provide direct access from the ramp into the eastbound Duke Street left turn lanes at the South Walker Street intersection, leading into the site. The new configuration will mitigate the weaving conflict between drivers from the ramp and drivers traveling eastbound through on Duke Street. This requires slight modification to the ramp’s alignment, potential lane configuration changes to the ramp and Duke Street, and an additional traffic signal.

The project will include a comprehensive operational and safety analysis report to ensure that the design will not have significant adverse impacts related to operation and safety on the interstate, ramp, or local streets. The report should be complete in FY 2023. Design will start shortly after the report’s approval by VDOT and FHWA. The design will be completed in FY 2025 and construction is slated to be completed in FY 2028.

The project study and design is funded with NVTA 30% and City cash. Construction of the project will be funded with Landmark Redevelopment Agreement contributions from INOVA and the Developer; and City general obligation bonds previously budgeted for the Four Mile Run Bridge Program. This funding is no longer needed in the Four Mile Run Bridge Program because Arlington secured a grant for the work.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

Landmark Mall Development CDD

ADDITIONAL OPERATING IMPACTS

No additional operating impacts identified at this time.

SEMINARY ROAD AT BEAUREGARD STREET ELLIPSE

DOCUMENT SUBSECTION: Streets & Bridges
 MANAGING DEPARTMENT: Department of Project Implementation

PROJECT LOCATION: Seminary Rd. at Beauregard St.
 REPORTING AREA: Alexandria West

PROJECT CATEGORY: 3
 ESTIMATE USEFUL LIFE: 21 - 25 Years

Seminary Road at Beauregard Street Ellipse													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total FY 2024 - FY 2033
Expenditure Budget	37,075,000	825,000	-	3,250,000	-	33,000,000	-	-	-	-	-	-	36,250,000
Financing Plan													
Private Capital Contributions	500,000	500,000	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants (Unsecured)	36,250,000	-	-	3,250,000	-	33,000,000	-	-	-	-	-	-	36,250,000
TIP	325,000	325,000	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	37,075,000	825,000	-	3,250,000	-	33,000,000	-	-	-	-	-	-	36,250,000

CHANGES FROM PRIOR YEAR CIP

No changes from prior CIP.

PROJECT DESCRIPTION & JUSTIFICATION

The redesign and construction of the Beauregard Street and Seminary Road intersection was recommended as a project in the 2012 adopted Beauregard Small Area Plan. The intersection was planned to be reconfigured in the form of an at-grade intersection, referred to as an “ellipse” due to its geometric layout. The primary benefit of the elliptical configuration is the reduction of potential vehicle conflict points due to the elimination of the left turn movements along Seminary Road by eliminating left turns from both directions and redirecting those movements as right turns.

Due to reduced expectancy in development and updated travel patterns and data, the City began an updated traffic study and reevaluation of the ellipse concept in FY 2022. The study is slated for completion in FY 2024. This traffic analysis phase will update the traffic model to determine if the ellipse design is still appropriate for the locations or if other design concepts meet current city goals. The concept planning will include a cost estimate of the preferred alternative which will assist in determining a plan to obtain additional funding to finalize design and construct the project. Community outreach will begin in FY 2023 and align with the Alex West Small Area Plan engagement, and a complete concept design will be determined in FY 2024. Once a preferred alternative design is determined, the City will then work towards Final Design and Construction.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

Beauregard Small Area Plan

ADDITIONAL OPERATING IMPACTS

No additional operating impacts identified at this time.

STREET RECONSTRUCTION & RESURFACING OF MAJOR ROADS

DOCUMENT SUBSECTION: Streets & Bridges
 MANAGING DEPARTMENT: Department of Transportation and Environmental Services

PROJECT LOCATION: Citywide
 REPORTING AREA: Citywide

PROJECT CATEGORY: 1
 ESTIMATE USEFUL LIFE: 11 - 15 Years

Street Reconstruction & Resurfacing of Major Roads													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total FY 2024 - FY 2033
Expenditure Budget	120,344,938	57,054,938	5,150,000	5,250,000	5,460,000	5,600,000	6,380,000	8,600,000	5,060,000	8,050,000	6,760,000	6,980,000	63,290,000
Financing Plan													
Cash Capital	5,995,679	5,995,679	-	-	-	-	-	-	-	-	-	-	-
GO Bonds	71,405,934	32,115,934	4,150,000	2,750,000	4,460,000	3,100,000	3,880,000	4,100,000	4,060,000	4,050,000	4,260,000	4,480,000	39,290,000
State/Federal Grants	14,205,440	14,205,440	-	-	-	-	-	-	-	-	-	-	-
TIP	14,733,625	4,733,625	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	10,000,000
VDOT Primary Extension Routes (SGR)	7,504,260	4,260	-	1,500,000	-	1,500,000	-	1,500,000	-	1,500,000	-	1,500,000	7,500,000
VDOT State Revenue Sharing	6,500,000	-	-	-	-	-	1,500,000	2,000,000	-	1,500,000	1,500,000	-	6,500,000
Financing Plan Total	120,344,938	57,054,938	5,150,000	5,250,000	5,460,000	5,600,000	6,380,000	8,600,000	5,060,000	8,050,000	6,760,000	6,980,000	63,290,000

CHANGES FROM PRIOR YEAR CIP

Funding added for FY 2033.

PROJECT DESCRIPTION & JUSTIFICATION

The City of Alexandria maintains and manages more than 561 lane miles of paved streets to ensure the safe and efficient movement of people, goods and services. T&ES completed a pavement condition index survey (PCI) at the end of 2022. Details from the survey, which is completed every three years, are used to rank and prioritize the resurfacing of City streets and produce a multi-year resurfacing plan. A list of planned resurfacing projects planned for FY 2024 - 2026 can be found on the next page. Due to the possibility of unexpected or emergency repairs, utility and/or development coordination, or if efficiencies can be achieved by staging projects together, the list is subject to change.

Beginning in FY 2015, staff consolidated the City's entire pavement management program (alley reconstruction/resurfacing and street resurfacing/reconstruction) into one CIP project. This became the City's multi-year pavement management program. Where applicable, Complete Streets and Vision Zero infrastructure will be incorporated into street resurfacing projects. Similar to previous years, staff intends to apply for additional VDOT Primary Extension grant funding.

The project list below is a draft and will be finalized before final budget adoption in May based on VDOT Revenue Sharing and Primary Extension agreement, utility and development coordination.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

Pavement management inventory updated in 2022

ADDITIONAL OPERATING IMPACTS

No additional operating impacts identified at this time.

Street Reconstruction & Resurfacing of Major Roads (continued)

Street Reconstruction & Resurfacing of Major Roads FY 2024 – FY 2026 Project List

FY 2024		
Street(s)	Average Pavement Condition Score	Estimated Cost
Parkway Terrace from West Timber Branch Parkway to End	50	\$50,000
Clyde Avenue from East Bellefonte Avenue to East Uhler Avenue	41	\$200,000
Price Street from East Bellefonte Avenue to End	43	\$75,000
West Mount Ida Avenue from Commonwealth Avenue to Russell Road	52	\$180,000
East and West Del Ray Avenue from Russell Road to La Grande Avenue	24	\$240,000
Sanford Avenue from West Dale Ray Avenue to End	25	\$180,000
Ruffner Road from west Braddock to High Street	21	\$60,000
West Timber Branch Parkway from Ruffner Road to Junior Street	20	\$300,000
Cameron Station Boulevard from Duke Street to South Pickett Street	46	\$400,000
Hermitage Court from King Street to End	15	\$50,000
Green Street from South Patrick Street to South Lee Street	34	\$260,000
Old Dominion Boulevard from West Glebe Road to Four Mile Road	30	\$100,000
Cloverway Drive from Dartmouth Road to Janneys Lane	20	\$120,000
Robinson Court from Janneys Lane to End	59	\$50,000
Holland Street from Duke to Eisenhower Avenue	29	\$200,000
Dale Street from Edison Street to End	19	\$130,000
Oakley Place from East Timber Branch Parkway to End	15	\$70,000
Orleans Place from North Gailand Street to End	16	\$70,000
Ormond Avenue from North Gailand Street to North Howard Street	15	\$65,000
Sylvan Court from Trinity Drive to End	17	\$70,000
Stevenson Avenue from South Whiting Street to Stultz Road	52	\$220,000
North Stevenson Square from Stultz Road to End	21	\$70,000
South Stevenson Square from Stultz Road to End	59	\$70,000
Edison Street from West Reed Avenue to End	38	\$90,000
North Clarens Street from Trinity Drive to End	14	\$60,000
North Breckinridge Place from Lincolnia Road to End	10	\$90,000
Juliana Place from North Pickett Street to End	16	\$160,000
North Breckinridge Place from Lincolnia Road to End	10	\$120,000
East and West Mason Avenue from Stonewall Road to End	34	\$260,000
Roberts Lane from Duke Street to End	36	\$130,000
East and West Uhler Avenue (Entire Length)	27	\$260,000
North Pelham Street from Holmes Run Parkway to Taney Avenue	42	\$70,000
North Terrill Street from Richenbacher Avenue to End	42	\$70,000
North Vail Street from Richenbacher Avenue to End	46	\$70,000
Fort Worth Avenue from Fort Williams Parkway to End (Fort Worth Place)	37	\$290,000
CityWide Alley Resurfacing/Concrete Alley Repair		\$150,000
Additional Costs and Contingency		\$100,000
Total Fiscal Year 2024		\$5,150,000

NOTE: During FY 2025, the PCI scores will be reevaluated and projects will be reprioritized. Costs are estimated at this time and are subject to change.

Street Reconstruction & Resurfacing of Major Roads (continued)

FY 2025		
Street(s)	Average Pavement Condition Score	Estimated Cost
Seay Street from Longview Drive to End	38	\$90,000
Viewpoint Road from Longview Drive to End	24	\$90,000
Emerson Avenue from John Carlyle Street to Holland Lane	32	\$65,000
Wilkes Street from South Patrick Street to End	26	\$210,000
Mayer Place from Allison Street to End	51	\$60,000
Milan Drive from West Glebe Road to Four Mile Road	31	\$50,000
West Windsor Avenue from Russell Road to Commonwealth Avenue	33	\$90,000
Herbert Street form Commonwealth Avenue to Mount Vernon Avenue	42	\$70,000
Manning Street from Commonwealth Avenue to Clifford Avenue	42	\$55,000
North and South Lee Street Entire Length	39	\$260,000
North Garland Street from Fort Worth Avenue to End	14	\$60,000
Sharp Place from Saint Stephens Road to End	30	\$50,000
Vicar Lane from Bishop Lane to End	30	\$60,000
Adams Avenue from Newton Street to Mount Vernon Avenue	43	\$90,000
Newton Street from East Braddock Road to East Luray Avenue	38	\$60,000
Gunston Road from Valley Drive to Valley Drive	37	\$330,000
Elizabeth Lane from Eisenhower Avenue to Courthouse Square	32	\$65,000
Metro Road from Eisenhower Avenue to South Van Dorn Street	24	\$280,000
Boyle Street from Buchanan Street to End	27	\$60,000
Second Street from Colonial Avenue Drive to North Fairfax Street	30	\$325,000
Laird Place from Manor Road to Tennessee Avenue	37	\$60,000
Stovall Street from Eisenhower Avenue to Mill Road	23	\$210,000
South Bragg Street from City limit to End	21	\$150,000
Ford Avenue from North Hampton Drive to End	22	\$230,000
Banks Place from North Morgan Street to End	15	\$60,000
Franklin Street from South Union Street to South Payne Street	30	\$350,000
Commerce Street from South Fayette Street to South West Street	38	\$60,000
Fern Street from North Quaker Lane to Osage Street	24	\$60,000
Imboden Street from North Howard to Raleigh Street	44	\$160,000
Sanford Street from West Mount Ida to West Del Ray	19	\$85,000
Price Street from East Bellefonte Avenue to Cliff Street	43	\$60,000
Ballenger Avenue from Holland Lane to Courthouse Square	45	\$325,000
South Royal Street from Gibbons Street to Queen Street	29	\$150,000
Slaters Lane from Richmond Highway to End	40	\$280,000
Portner Road from Slaters Lane to End	39	\$70,000
Portner Place	54	\$50,000
Pavement Condition Index Survey		\$170,000
CityWide Alley Resurfacing		\$150,000
Additional Costs and Contingency		\$150,000
Total Fiscal Year 2025		\$5,250,000

NOTE: During FY 2025, the PCI scores will be reevaluated and projects will be reprioritized. Costs are estimated at this time and are subject to change.

Street Reconstruction & Resurfacing of Major Roads (continued)

FY 2026		
Street(s)	Average Pavement Condition Score	Estimated Cost
Calvert Avenue from Richmond Highway to Murray Avenue	36	\$90,000
Cloverway Drive from Janneys Lane to Dartmouth Road (Clovercrest Drive)	33	\$150,000
Dearborn Place from Fort Williams Parkway to end	11	\$80,000
Pryor Street from Richenbacher Avneue to Taney Avenue	38	\$110,000
Regency from North Pryor to End	38	\$80,000
Rhoades Place from North Pryor to End	40	\$60,000
Peele Place from Taney Avenue from End	33	\$70,000
Moore Place from Pullman Place to End	29	\$60,000
Pullman Place from Cameron Mills Road to End	35	\$130,000
Summit Avenue from Cameron Mill Road to Dogwood Drive	35	\$200,000
Hillside Terrace from Crest Street to Valley Drive	40	\$90,000
Louis Place from North Howard Street to End	38	\$90,000
Hare Court from Louis Place to End	53	\$50,000
Featherstone Place from Fortworth Avenue to End	58	\$65,000
Hatton Court from Doris Drive to End/Partial Doris Drive (city limit)	13	\$70,000
Hawthorne Avenue from Hatton Court to Holmes Run Parkway	15	\$60,000
Holmes Run Parkway from North Chambliss to End	39	\$60,000
Mill Road from Jamieson Avenue Eisenhower Avenue	16	\$280,000
Peachtree Place from Gailand Street to End	17	\$60,000
Rapidan Court from Polk Avenue to End	16	\$70,000
Canterbury Lane from Trinity Drive to End (Chancel Place)	60	\$75,000
Trinity Drive from Fort Williams Parkway to End	35	\$200,000
North Fayette Street (600 Block) Concrete Restorations	70	\$650,000
Fayette Street from Duke Street to End	38	\$300,000
Kingston Avenue	50	\$120,000
Kingston Place	38	\$50,000
North Peyton Street	34	\$70,000
Madison Street from West Street to End	40	\$220,000
Oronoco Street from Earl Street to	36	\$330,000
Commonwealth Avenue from Mount Vernon Avenue to End	38	\$300,000
Mount Vernon Avenue from West Glebe Road to the City Limit	44	\$300,000
Business Center Drive	59	\$200,000
East Abingdon Road	29	\$180,000
West Abingdon Road	23	\$180,000
Walleston Court	77	\$60,000
CityWide Alley Resurfacing		\$150,000
Additional Costs and Contingency		\$150,000
Total Fiscal Year 2026		\$5,460,000