

## 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 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total FY 2025 - FY 2034
<b>Expenditure Budget</b>	<b>79,135,183</b>	<b>18,547,953</b>	<b>2,979,500</b>	<b>3,209,200</b>	<b>7,063,900</b>	<b>4,934,600</b>	<b>5,949,700</b>	<b>6,320,800</b>	<b>6,846,800</b>	<b>7,284,100</b>	<b>7,749,330</b>	<b>8,249,300</b>	<b>60,587,230</b>
Financing Plan													
Cash Capital	4,677,746	4,677,746	-	-	-	-	-	-	-	-	-	-	-
GO Bonds	68,093,437	13,206,207	2,979,500	3,209,200	5,563,900	4,934,600	5,949,700	6,320,800	6,846,800	5,884,100	6,349,330	6,849,300	54,887,230
State/Federal Grants (Unsecured)	5,700,000	-	-	-	1,500,000	-	-	-	-	1,400,000	1,400,000	1,400,000	5,700,000
TIP	650,000	650,000	-	-	-	-	-	-	-	-	-	-	-
GO Bond Interest Earnings	14,000	14,000	-	-	-	-	-	-	-	-	-	-	-
<b>Financing Plan Total</b>	<b>79,135,183</b>	<b>18,547,953</b>	<b>2,979,500</b>	<b>3,209,200</b>	<b>7,063,900</b>	<b>4,934,600</b>	<b>5,949,700</b>	<b>6,320,800</b>	<b>6,846,800</b>	<b>7,284,100</b>	<b>7,749,330</b>	<b>8,249,300</b>	<b>60,587,230</b>
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

### CHANGES FROM PRIOR YEAR CIP

Funding added for FY 2034.

### 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 four 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.

In FY2024, T&ES staff developed a revised long term maintenance plan for the roadway structures, taking into account maintenance that has been completed over the past few years. T&ES staff recently has taken over the maintenance of 30 pedestrian bridges from the Recreation, Parks and Cultural Activities department. The initial inspections have been completed and staff is working on a long term maintenance plan for the pedestrian bridges.

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 2025 – FY 2027 Project List

<b>Fiscal Year 2025</b>	
Description	Amount
Cameron Station Overpass over Duke Street	\$1,200,000
Van Dorn Street over NS Railroad	\$1,300,000
Routine Bridge Maintenance	\$329,500
Routine Inspection and Consulting Services	\$150,000
<b>Total Fiscal Year 2025</b>	<b>\$2,979,500</b>
<b>Fiscal Year 2026</b>	
Description	Amount
Duke Street over Holmes Run	\$1,700,000
Eisenhower Avenue over Telegraph Road	\$450,000
Routine Bridge Maintenance	\$709,200
Routine Inspection and Consulting Services	\$350,000
<b>Total Fiscal Year 2026</b>	<b>\$3,209,200</b>
<b>Fiscal Year 2027</b>	
Description	Amount
Bridge Repairs	\$6,200,000
Routine Bridge Maintenance	\$613,900
Routine Inspection and Consulting Services	\$250,000
<b>Total Fiscal Year 2027</b>	<b>\$7,063,900</b>

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 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total FY 2025 - FY 2034
<b>Expenditure Budget</b>	<b>3,462,000</b>	<b>350,000</b>	<b>2,212,000</b>	<b>900,000</b>	-	-	-	-	-	-	-	-	<b>3,112,000</b>
Financing Plan													
Private Capital Contributions	350,000	350,000	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants (Smartscale)	3,112,000	-	2,212,000	900,000	-	-	-	-	-	-	-	-	3,112,000
<b>Financing Plan Total</b>	<b>3,462,000</b>	<b>350,000</b>	<b>2,212,000</b>	<b>900,000</b>	-	-	-	-	-	-	-	-	<b>3,112,000</b>
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

### CHANGES FROM PRIOR YEAR CIP

Funding schedule updated to reflect latest grant schedule for project.

### 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 Alexandria Mobility 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.

## 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 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total FY 2025 - FY 2034
<b>Expenditure Budget</b>	<b>40,828,101</b>	<b>28,996,901</b>	<b>985,000</b>	<b>1,068,500</b>	<b>1,074,800</b>	<b>1,107,000</b>	<b>1,140,300</b>	<b>1,232,100</b>	<b>1,243,100</b>	<b>1,280,400</b>	<b>1,300,000</b>	<b>1,400,000</b>	<b>11,831,200</b>
Financing Plan													
Cash Capital	11,613,177	11,613,177	-	-	-	-	-	-	-	-	-	-	-
GO Bonds	22,303,127	10,471,927	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	1,400,000	11,831,200
Private Capital Contributions	593,372	593,372	-	-	-	-	-	-	-	-	-	-	-
TIP	1,287,429	1,287,429	-	-	-	-	-	-	-	-	-	-	-
Prior Capital Funding	3,701,070	3,701,070	-	-	-	-	-	-	-	-	-	-	-
GO Bond Interest Earnings	1,329,926	1,329,926	-	-	-	-	-	-	-	-	-	-	-
<b>Financing Plan Total</b>	<b>40,828,101</b>	<b>28,996,901</b>	<b>985,000</b>	<b>1,068,500</b>	<b>1,074,800</b>	<b>1,107,000</b>	<b>1,140,300</b>	<b>1,232,100</b>	<b>1,243,100</b>	<b>1,280,400</b>	<b>1,300,000</b>	<b>1,400,000</b>	<b>11,831,200</b>
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

### CHANGES FROM PRIOR YEAR CIP

Funding added for FY 2034.

### 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 270 signalized intersections in operation, numerous traffic signal poles throughout the City are approaching the end of their design life and will require replacement. Additionally, more devices, such as HAWK signals, Rectangular Rapid Flash Beacons, paddle signs, etc., are being installed through the Vision Zero program that require maintenance. For FY2025, funding will install accessible pedestrian signals for persons with disabilities. Congress is expected to pass the Federal Access Guidelines in the spring of 2024. The adopted guidelines are expected to place new regulations/requirements for accessible pedestrian signals.

FY 2023 funding (\$1.5 million) replaced the multi-space parking meters in Old Town with newer style pay by license plate parking meters. Installation of the new meters was completed in the summer of 2023. 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 2025 – FY 2027 Project List

<b>Fiscal Year 2025</b>	
Description	Amount
Seminary and Pickett (Coordinate with Developer project)	\$150,000
Henry and Madison (coordinate with developer project)	\$150,000
Patrick and Madison (coordinate with developer project)	\$150,000
Henry and Montgomery (coordinate with developer project)	\$150,000
Patrick and Montgomery (coordinate with developer project)	\$150,000
New traffic signal	\$150,000
Repair of traffic signals damaged in car crashes	\$50,000
Upgrade to meet PROWAG	\$35,000
<b>Total Fiscal Year 2025</b>	<b>\$985,000</b>
<b>Fiscal Year 2026</b>	
Description	Amount
Eisenhower and Van Dorn Metro	\$150,000
N. Hampton and Ford	\$150,000
King and 28th	\$150,000
King and N. Hampton	\$150,000
Stevenson and Whiting	\$150,000
Unidentified new traffic signal	\$150,000
Repair of traffic signals damaged in car crashes	\$70,000
Upgrade to meet PROWAG	\$50,000
Repair of vVision Zero devices	\$48,500
<b>Total Fiscal Year 2026</b>	<b>\$1,068,500</b>
<b>Fiscal Year 2027</b>	
Description	Amount
Quaker and Preston	150000
Patrick and Cameron	150000
Henry and Cameron	\$150,000
West and Pendleton	\$150,000
West and Braddock	\$150,000
King and Park Center	\$150,000
Repair of traffic signals damaged in car crashes	\$54,800
Upgrade to meet PROWAG	\$70,000
Repair of vVision Zero devices	\$50,000
<b>Total Fiscal Year 2027</b>	<b>\$1,074,800</b>

## 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 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total FY 2025 - FY 2034
<b>Expenditure Budget</b>	<b>12,500,000</b>	<b>12,500,000</b>	-	-	-	-	-	-	-	-	-	-	-
Financing Plan													
GO Bonds	12,500,000	12,500,000	-	-	-	-	-	-	-	-	-	-	-
<b>Financing Plan Total</b>	<b>12,500,000</b>	<b>12,500,000</b>	-	-	-	-	-	-	-	-	-	-	-
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

### 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 was completed in September 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 2024, 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 to 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: Varies

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 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total FY 2025 - FY 2034
<b>Expenditure Budget</b>	<b>2,895,400</b>	<b>508,300</b>	-	<b>207,200</b>	<b>249,100</b>	<b>223,900</b>	<b>232,800</b>	<b>241,900</b>	<b>273,200</b>	<b>293,600</b>	<b>315,400</b>	<b>350,000</b>	<b>2,387,100</b>
Financing Plan													
GO Bonds	2,895,400	508,300	-	207,200	249,100	223,900	232,800	241,900	273,200	293,600	315,400	350,000	2,387,100
<b>Financing Plan Total</b>	<b>2,895,400</b>	<b>508,300</b>	-	<b>207,200</b>	<b>249,100</b>	<b>223,900</b>	<b>232,800</b>	<b>241,900</b>	<b>273,200</b>	<b>293,600</b>	<b>315,400</b>	<b>350,000</b>	<b>2,387,100</b>
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

### CHANGES FROM PRIOR YEAR CIP

Project funding reduced by \$2.09 million over the 10-year plan, including the addition of funding for FY 2034, based on the availability of capital funds. FY 2025 funding removed based on the availability of prior year funding. Funding levels provided is enough to sustain assets, but at a reduced scope each year.

### 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

N/A

### ADDITIONAL OPERATING IMPACTS

No additional operating impacts identified at this time.

## 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 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total FY 2025 - FY 2034
<b>Expenditure Budget</b>	<b>20,379,510</b>	<b>20,379,510</b>	-	-	-	-	-	-	-	-	-	-	-
Financing Plan													
Cash Capital	235,348	235,348	-	-	-	-	-	-	-	-	-	-	-
GO Bonds	2,760,562	2,760,562	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants	15,992,700	15,992,700	-	-	-	-	-	-	-	-	-	-	-
Prior Capital Funding	19,600	19,600	-	-	-	-	-	-	-	-	-	-	-
GO Bond Interest Earnings	1,371,300	1,371,300	-	-	-	-	-	-	-	-	-	-	-
<b>Financing Plan Total</b>	<b>20,379,510</b>	<b>20,379,510</b>	-	-	-	-	-	-	-	-	-	-	-
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

### 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 modify the lane configuration to improve travel efficiency and provide safer crossing accommodations for pedestrians. . 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 travel safety through the corridor for all roadway users.

To date, the Phase I engineering design, right-of-way (ROW) acquisition, utility relocation, and construction are complete. .

The final design for Phase II was revised in FY 2023 to include safety enhancements for people crossing through the intersection. Phase II active construction is anticipated to begin in mid to late 2024 with an estimated completion date of 2026.

Once completed, this project will provide a safer intersection for people driving, walking, biking and taking transit and align with the goals of the AlexWest Small Area Plan.

### 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: 20 years

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 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total FY 2025 - FY 2034
<b>Expenditure Budget</b>	<b>11,630,000</b>	<b>9,630,000</b>	<b>2,000,000</b>	-	-	-	-	-	-	-	-	-	<b>2,000,000</b>
Financing Plan													
Cash Capital	380,000	380,000	-	-	-	-	-	-	-	-	-	-	-
GO Bonds	1,000,000	1,000,000	-	-	-	-	-	-	-	-	-	-	-
Landmark Redevelopment Agreement Non	2,000,000	-	2,000,000	-	-	-	-	-	-	-	-	-	2,000,000
NVTA 30% Funds	1,250,000	1,250,000	-	-	-	-	-	-	-	-	-	-	-
Reprogrammed Capital Balances	7,000,000	7,000,000	-	-	-	-	-	-	-	-	-	-	-
<b>Financing Plan Total</b>	<b>11,630,000</b>	<b>9,630,000</b>	<b>2,000,000</b>	-	-	-	-	-	-	-	-	-	<b>2,000,000</b>
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

### CHANGES FROM PRIOR YEAR CIP

Funding was moved up from FY 2026 to FY 2025 to better align with project schedule. Construction procurement anticipated to commence in FY 2025.

### 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 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 AND BEAUREGARD INTERSECTION IMPROVEMENTS

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 & 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 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total FY 2025 - FY 2034
<b>Expenditure Budget</b>	<b>7,825,000</b>	<b>825,000</b>	-	<b>1,000,000</b>	<b>6,000,000</b>	-	-	-	-	-	-	-	<b>7,000,000</b>
Financing Plan													
Private Capital Contributions	500,000	500,000	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants (Unsecured)	7,000,000	-	-	1,000,000	6,000,000	-	-	-	-	-	-	-	7,000,000
TIP	325,000	325,000	-	-	-	-	-	-	-	-	-	-	-
<b>Financing Plan Total</b>	<b>7,825,000</b>	<b>825,000</b>	-	<b>1,000,000</b>	<b>6,000,000</b>	-	-	-	-	-	-	-	<b>7,000,000</b>
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

### CHANGES FROM PRIOR YEAR CIP

Project funding reduced by \$29.25 million over the 10-year plan, due to change in project scope described below.

### 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. This traffic analysis phase updated the traffic model to determine if the ellipse design was still the most appropriate for this location or if other design concepts better meet current city policies and design goals. In 2023, multiple new concepts were considered for this intersection, and one was brought forth to replace the “Ellipse” as the preferred concept. The updated design enables the intersection improvements to be constructed in a more phased approach and includes new safety enhancements. Once approved, the concept 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 began in FY 2023 and aligned with the Alex West Small Area Plan engagement.

### EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

Beauregard Small Area Plan

### ADDITIONAL OPERATING IMPACTS

No additional operating impacts identified at this time.

## SOUTH VAN DORN BRIDGES

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

PROJECT LOCATION: South Van Dorn Street  
 REPORTING AREA: Eisenhower West

PROJECT CATEGORY: 3  
 ESTIMATE USEFUL LIFE: 30+ Years

South Van Dorn Bridges													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total FY 2025 - FY 2034
<b>Expenditure Budget</b>	<b>15,000,000</b>	-	-	<b>5,000,000</b>	-	<b>10,000,000</b>	-	-	-	-	-	-	<b>15,000,000</b>
Financing Plan													
NVTA 70% (Unsecured)	10,000,000	-	-	-	-	10,000,000	-	-	-	-	-	-	10,000,000
NVTA 70% Funds	5,000,000	-	-	5,000,000	-	-	-	-	-	-	-	-	5,000,000
<b>Financing Plan Total</b>	<b>15,000,000</b>	-	-	<b>5,000,000</b>	-	<b>10,000,000</b>	-	-	-	-	-	-	<b>15,000,000</b>
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

### CHANGES FROM PRIOR YEAR CIP

New project added to FY 2025 - FY 2034 CIP. The \$5 million in FY 2026 NVTA 70% funding was moved from the existing *Transit Corridor "C" - West End Transitway* project.

### PROJECT DESCRIPTION & JUSTIFICATION

This project will construct multimodal improvements to the South Van Dorn Street bridge between Metro Road and Courtney Avenue to accommodate a dedicated transit lane for the future West End Transitway and improve non-motorized facilities (i.e. sidewalk, cycle track) along the bridge for better connections between new developments to the north and south, transit stops/stations, and the Van Dorn Metrorail station.

The conceptual plan for the full build-out from 2016 of the transitway included a dedicated bus lane on South Van Dorn Street, and the plan maintained existing vehicle travel lanes. The Eisenhower West Small Area Plan (EWSAP) also recommends multimodal improvements to the South Van Dorn Street bridge. In 2023, the City finalized a feasibility study that assessed traffic impacts for different options from the EWSAP, including a multi-modal bridge east of South Van Dorn Street, and a smaller bridge west of South Van Dorn Street. This project supports the West End Transitway, planned development for the area, and improved multimodal connections to the Metrorail station and new activity centers in the Eisenhower Valley.

NVTA awarded the City funds to design this portion of the transitway for FY 2026, which includes structural, civil and traffic engineering design and analysis, as well as community engagement, environmental work, staff time, and contingency funds.

### EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

N/A

### ADDITIONAL OPERATING IMPACTS

No additional operating impacts.

## 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 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total FY 2025 - FY 2034
<b>Expenditure Budget</b>	<b>127,122,280</b>	<b>62,462,280</b>	<b>5,250,000</b>	<b>5,460,000</b>	<b>5,600,000</b>	<b>6,380,000</b>	<b>8,600,000</b>	<b>5,060,000</b>	<b>8,050,000</b>	<b>6,760,000</b>	<b>6,980,000</b>	<b>6,520,000</b>	<b>64,660,000</b>
Financing Plan													
Cash Capital	5,995,679	5,995,679	-	-	-	-	-	-	-	-	-	-	-
GO Bonds	74,183,277	36,523,277	2,750,000	4,460,000	3,100,000	3,880,000	4,100,000	4,060,000	4,050,000	3,260,000	3,480,000	4,520,000	37,660,000
State/Federal Grants	14,205,439	14,205,439	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants (Unsecured)	3,000,000	-	-	-	-	-	-	-	-	1,000,000	1,000,000	1,000,000	3,000,000
TIP	15,733,625	5,733,625	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
<b>Financing Plan Total</b>	<b>127,122,280</b>	<b>62,462,280</b>	<b>5,250,000</b>	<b>5,460,000</b>	<b>5,600,000</b>	<b>6,380,000</b>	<b>8,600,000</b>	<b>5,060,000</b>	<b>8,050,000</b>	<b>6,760,000</b>	<b>6,980,000</b>	<b>6,520,000</b>	<b>64,660,000</b>
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

### CHANGES FROM PRIOR YEAR CIP

Funding added for FY 2034.

### 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) in 2022. Details from the survey, which is completed every three years, are used to rank and prioritize the resurfacing of City streets, alleys, and trails to produce a multi-year resurfacing plan. A list of planned resurfacing projects planned for FY 2025 - 2027 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 survey was performed in 2022.

### ADDITIONAL OPERATING IMPACTS

No additional operating impacts identified at this time.

## Street Reconstruction &amp; Resurfacing of Major Roads (continued)

## Street Reconstruction &amp; Resurfacing of Major Roads FY 2025– FY 2027 Project List

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 from 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 North Quaker Lane	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 Avenue	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 Bashford Lane to Second Street	39	\$70,000
Portner Place from Portner Road to End	54	\$50,000
North Paxton Street from Duke Street to Holmes Run Parkway	32	\$170,000
Citywide Alley Resurfacing		\$150,000
Additional Costs and Contingency		\$150,000
Total Fiscal Year 2025		\$5,250,000

## Street Reconstruction &amp; Resurfacing of Major Roads (continued)

## Street Reconstruction &amp; 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
Dearborn Place from Fort Williams Parkway to end	11	\$80,000
Pryor Street from Richenbacher Avenue to Taney Avenue	38	\$110,000
Rhoades Place from North Pryor Street to End (Pryor Street)	40	\$60,000
Regency Place from North Pryor Street to End	38	\$80,000
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 Street to End	39	\$60,000
Mill Road from Jamieson Avenue to Eisenhower Avenue	16	\$280,000
Peachtree Place from Gaillard 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
Commonwealth Avenue from Mount Vernon to End	38	\$250,000
North Fayette Street (600 Block) Concrete Restorations	70	\$650,000
Fayette Street from Duke Street to End	38	\$300,000
Kingston Avenue from Janneys Lane to End	50	\$120,000
Kingston Place from Kingston Avenue to End	38	\$50,000
North Peyton Street from King Street to End	34	\$70,000
Madison Street from West Street to End	40	\$220,000
Oronoco Street from Earl Street to End	36	\$330,000
Mount Vernon Avenue from West Glebe Road to the City Limit	44	\$250,000
Business Center Drive from South Quaker Lane to End	59	\$200,000
East Abingdon Drive from Washington Street to End	29	\$180,000
West Abingdon Drive from Washington Street to End	23	\$180,000
LaVerne Avenue from East Glebe Road to Wilson Avenue	50	\$150,000
Walleston Court from Janneys Lane to End	77	\$60,000
Pavement Condition Index Survey		\$150,000
Citywide Alley Resurfacing		\$150,000
Additional Costs and Contingency		\$100,000
Total Fiscal Year 2026		\$5,460,000

## Street Reconstruction &amp; Resurfacing of Major Roads (continued)

FY 2027		
Street(s)	Average Pavement Condition Score	Estimated Cost
East and West Walnut Street from Mount Vernon Avenue to King Street	46	\$ 200,000
North Overlook Drive from Halcyon Drive to End	53	\$ 150,000
Dogwood Drive from Valley Drive to North Quaker Lane	51	\$ 335,000
Page Terrace from West Braddock Road to Dogwood Drive	50	\$ 65,000
Crest Street from West Braddock Road to Dogwood Drive	41	\$ 190,000
North Pickett Street from Seminary Road to End	50	\$ 170,000
Maury Lane from North Pickett Street to End	36	\$ 80,000
East and West Custis Street from Mount Vernon Avenue to Russell Road	51	\$ 180,000
Manor Road from Cameron Mills Road to End	38	\$ 180,000
South Whiting Street from Edsall Road to End	40	\$ 270,000
North Armistead Street from N Beauragard to End	36	\$ 280,000
North Ashton Street from North Morgan Street to End	29	\$ 190,000
North Tracy Street from Dawes Avenue to End	34	\$ 50,000
Fillmore Avenue from Seminary Road to North Chambliss Street	59	\$ 240,000
Hilton Street from Duke Street to Upland Place	43	\$ 160,000
Lloyd's Lane from Orchard Street to West Braddock Road	52	\$ 160,000
Somerville Street from Duke Street to End	46	\$ 350,000
Ancell Street from Commonwealth Avenue to Kennedy Street	31	\$ 100,000
North Gaillard Street from Seminary Road to End	37	\$ 230,000
Russell Road from West Mason Avenue to King Street	37	\$ 280,000
West Alexandria from Commonwealth Avenue to End	43	\$ 80,000
LaVerne Avenue from East Glebe Road to Wilson Avenue	50	\$ 150,000
Bayliss Drive from Cross Drive to End	42	\$ 160,000
Cross Drive from Scroggins Road to End	62	\$ 60,000
Carolina Place from Beverley Drive to Lee Circle	43	\$ 90,000
Clyde Avenue from East Uhler Avenue to East Bellefonte Avenue	49	\$ 180,000
Wayne Street from East Monroe Avenue to Adams Avenue	58	\$ 180,000
West Del Ray Avenue from Russell Road to Commonwealth Avenue	57	\$ 130,000
Wilson Avenue from East Glebe Road to East Reed Avenue	36	\$ 130,000
Summit Avenue from Dogwood Drive to Cameron Mills Road	44	\$ 200,000
Summers Drive from Russell Road to End	44	\$ 180,000
Citywide Alley Resurfacing		\$ 100,000
Additional Costs and Contingency		\$ 100,000
<b>Total Fiscal Year 2027</b>		<b>\$ 5,600,000</b>