

BRIDGE REPAIRS

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

PROJECT LOCATION: Citywide
REPORTING AREA: Citywide

PRIMARY STRATEGIC THEME: Theme 10: Multimodal Transportation

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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total FY 2023 - FY 2032
Expenditure Budget	62,997,080	13,157,092	2,517,788	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	49,839,988
Financing Plan													
Cash Capital	2,959,092	2,959,092	-	-	-	-	-	-	-	-	-	-	-
GO Bond Interest Earnings	14,000	14,000	-	-	-	-	-	-	-	-	-	-	-
GO Bonds	57,873,988	9,534,000	2,517,788	2,733,600	2,979,500	3,209,200	5,563,900	4,934,600	5,949,700	6,320,800	6,846,800	7,284,100	48,339,988
TIP	650,000	650,000	-	-	-	-	-	-	-	-	-	-	-
VDOT State Revenue Sharing	1,500,000	-	-	-	-	-	1,500,000	-	-	-	-	-	1,500,000
Financing Plan Total	62,997,080	13,157,092	2,517,788	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	49,839,988
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

Project funding increase to reflect maintenance needs of City's bridge inventory.

PROJECT DESCRIPTION & JUSTIFICATION

This project provides funding for the maintenance, repair, and painting of steel structures, joint sealing, bearing repairs, and the rehabilitation of bridge decks and structures. The City conducts a federally mandated bridge inspection program for in-service bridges and designates safety ratings to the bridges inspected. All bridges in the City are inspected at a minimum of every two years, and the results are reported to the State. Industry standards indicate that 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 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 City 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 2023 – FY 2025 Project List

Fiscal Year 2023	
Description	Amount
Cameron Station Overpass over Duke Street	\$1,297,224
Van Dorn Street over Duke Street	\$959,946
Routine Inspection and Consulting Services	\$144,788
Routine Bridge Maintenance	\$115,830
Total Fiscal Year 2023	\$2,517,788

Fiscal Year 2024	
Description	Amount
Duke Street Over Holmes Run	\$806,670
Van Dorn over NS Railroad	\$1,069,109
Eisenhower over Telegraph	\$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
Bridge Repairs	\$2,387,800
Routine Inspection and Consulting Services	\$174,500
Routine Bridge Maintenance	\$417,200
Total Fiscal Year 2025	\$2,979,500

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

PRIMARY STRATEGIC THEME: Theme 10: Multimodal Transportation

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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total FY 2023 - FY 2032
Expenditure Budget	8,063,000	4,600,000	-	350,000	-	535,000	-	1,317,000	1,261,000	-	-	-	3,463,000
Financing Plan													
Private Capital Contributions	4,950,000	4,600,000	-	350,000	-	-	-	-	-	-	-	-	350,000
State/Federal Grants	3,113,000	-	-	-	-	535,000	-	1,317,000	1,261,000	-	-	-	3,113,000
Financing Plan Total	8,063,000	4,600,000	-	350,000	-	535,000	-	1,317,000	1,261,000	-	-	-	3,463,000
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 crossing improvements. 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 should 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

PRIMARY STRATEGIC THEME: Theme 10: Multimodal Transportation

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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total FY 2023 - FY 2032
Expenditure Budget	11,690,110	11,690,110	-	-	-	-	-	-	-	-	-	-	-
Financing Plan													
Cash Capital	789,925	789,925	-	-	-	-	-	-	-	-	-	-	-
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	11,690,110	11,690,110	-	-	-	-	-	-	-	-	-	-	-
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

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 in FY 2023.

Once completed, this project will better align with the City's complete street guidelines, ensuring safe and efficient travel for motorists, bicyclists, and pedestrians.

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

PRIMARY STRATEGIC THEME: Theme 10: Multimodal Transportation

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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total FY 2023 - FY 2032
Expenditure Budget	37,878,101	25,072,201	2,593,400	1,081,300	985,000	1,068,500	1,074,800	1,107,000	1,140,300	1,232,100	1,243,100	1,280,400	12,805,900
Financing Plan													
Cash Capital	10,381,877	10,181,877	100,000	100,000	-	-	-	-	-	-	-	-	200,000
GO Bond Interest Earnings	1,250,000	1,250,000	-	-	-	-	-	-	-	-	-	-	-
GO Bonds	20,664,353	8,058,453	2,493,400	981,300	985,000	1,068,500	1,074,800	1,107,000	1,140,300	1,232,100	1,243,100	1,280,400	12,605,900
Prior Capital Funding	3,701,070	3,701,070	-	-	-	-	-	-	-	-	-	-	-
Private Capital Contributions	593,372	593,372	-	-	-	-	-	-	-	-	-	-	-
TIP	1,287,429	1,287,429	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	37,878,101	25,072,201	2,593,400	1,081,300	985,000	1,068,500	1,074,800	1,107,000	1,140,300	1,232,100	1,243,100	1,280,400	12,805,900
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

No significant changes in funding from prior CIP.

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 additional funding was added to install accessible pedestrian signals for persons with disabilities. Congress is expected to pass the Federal Access Guidelines in the summer of 2022. The adopted guidelines are expected to place new regulations/requirement for accessible pedestrian signals.

Funding is also provided for replacement of the multi-space parking meters in Old Town in FY 2023 (\$1.5 million), which will have reached the end of their useful life and will be replaced with newer style pay by license plate parking meters. All funding will be used for the procurement of equipment and construction service.

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 2023 – FY 2025 Project List

Fiscal Year 2023	
Description	Amount
New Parking Meters in Old Town	\$1,500,000
Reconstruct signal at Patrick & Cameron	\$150,000
Reconstruct signal at Henry & Cameron	\$150,000
New Traffic Signal at W. Glebe Rd and Reed Ave extended	\$100,000
Reconstruct signal at Duke & Holland/Reinekers	\$175,000
Reconstruct signal at West & Pendleton	\$135,000
Reconstruct signal at West & Braddock/Wythe	\$175,000
Reconstruct signal at Braddock & Beauregard	\$150,000
Repair knockdowns from crashes	\$28,400
Repair and upgrade of traffic signal vehicle detection	\$30,000
Total Fiscal Year 2023	\$2,593,400

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 knockdowns from crashes	\$26,300
Repair and upgrade of traffic signal vehicle detection	\$30,000
Total Fiscal Year 2024	\$1,081,300

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 and upgrade of traffic signal detection	\$100,000
Total Fiscal Year 2025	\$985,000

FOUR MILE RUN BRIDGE PROGRAM

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

PROJECT LOCATION: Citywide
 REPORTING AREA: Citywide

PRIMARY STRATEGIC THEME: Theme 10: Multimodal
 Transportation

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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total FY 2023 - FY 2032
Expenditure Budget	20,500,000	13,000,000	7,000,000	500,000	-	-	-	-	-	-	-	-	7,500,000
Financing Plan													
GO Bonds	20,500,000	13,000,000	7,000,000	500,000	-	-	-	-	-	-	-	-	7,500,000
Financing Plan Total	20,500,000	13,000,000	7,000,000	500,000	-	-	-	-	-	-	-	-	7,500,000
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

Funding added in FY 2024 to accommodate additional anticipated costs of bridge program.

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 2023. In FY 2022, Arlington County and the City of Alexandria will begin working on the Mt. Vernon / Arlington Ridge Road Bridge between the two jurisdictions.

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

PRIMARY STRATEGIC THEME: Theme 10: Multimodal
 Transportation

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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total FY 2023 - FY 2032
Expenditure Budget	4,738,200	-	508,300	387,300	398,700	414,400	498,300	447,900	465,700	483,900	546,500	587,200	4,738,200
Financing Plan													
GO Bonds	4,738,200	-	508,300	387,300	398,700	414,400	498,300	447,900	465,700	483,900	546,500	587,200	4,738,200
Financing Plan Total	4,738,200	-	508,300	387,300	398,700	414,400	498,300	447,900	465,700	483,900	546,500	587,200	4,738,200

CHANGES FROM PRIOR YEAR CIP

New project added to FY 2023 - FY 2032 CIP.

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 Alexandria West

REPORTING AREA: Alexandria West

PROJECT CATEGORY: 2

PRIMARY STRATEGIC THEME: Theme 10: Multimodal Transportation

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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total FY 2023 - FY 2032
Expenditure Budget	20,325,656	18,025,656	1,200,000	1,100,000	-	-	-	-	-	-	-	-	2,300,000
Financing Plan													
Cash Capital	181,494	181,494	-	-	-	-	-	-	-	-	-	-	-
GO Bond Interest Earnings	1,371,300	1,371,300	-	-	-	-	-	-	-	-	-	-	-
GO Bonds	2,760,562	460,562	1,200,000	1,100,000	-	-	-	-	-	-	-	-	2,300,000
Prior Capital Funding	19,600	19,600	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants	15,992,700	15,992,700	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	20,325,656	18,025,656	1,200,000	1,100,000	-	-	-	-	-	-	-	-	2,300,000
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

Additional funding was added in FY 2023 due to increase costs of construction and materials and revised scope to include safety enhancements.

PROJECT DESCRIPTION & JUSTIFICATION

This project provides for traffic flow and crossing improvements at King Street and Beauregard Street. The project limits include King Street from Chesterfield Road to North Hampton Drive and on North Beauregard Street from Branch Avenue to King 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 continues, and a consultant is working on final bid documents (plans and specifications). The construction will be phased to facilitate the utility relocation.

Construction on Phase I is complete. The utility relocation is anticipated to be complete by the end of FY 2022. The final design was revised in FY 2022 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 for a safer intersection, with additional transportation infrastructure for bicyclists and pedestrians.

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

PRIMARY STRATEGIC THEME: Theme 10: Multimodal Transportation

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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total FY 2023 - FY 2032
Expenditure Budget	12,102,200	3,260,000	-	-	-	8,842,200	-	-	-	-	-	-	8,842,200
Financing Plan													
Cash Capital	760,000	760,000	-	-	-	-	-	-	-	-	-	-	-
NVTA 30% Funds	2,500,000	2,500,000	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants (Unsecured)	8,842,200	-	-	-	-	8,842,200	-	-	-	-	-	-	8,842,200
Financing Plan Total	12,102,200	3,260,000	-	-	-	8,842,200	-	-	-	-	-	-	8,842,200

CHANGES FROM PRIOR YEAR CIP

New project added to FY 2023 - FY 2032 CIP.

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 in accordance to VDOT's guidance to demonstrate the preferred alternative design will not have significant adverse impacts related to operation and safety on the interstate, ramp, or local streets. This report requires review and approval by VDOT and FHWA. In addition, the project will include design and construction of the preferred alternative identified through the report.

The report should be complete in FY 2023. Design will start shortly after the report's approval. The design will be completed in FY 2025 and construction is slated to be completed in FY 2028. Community engagement will be included during the design phase.

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: Seminary Hill

PRIMARY STRATEGIC THEME: Theme 10: Multimodal Transportation

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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total FY 2023 - FY 2032
Expenditure Budget	37,075,000	325,000	500,000	-	3,250,000	-	33,000,000	-	-	-	-	-	36,750,000
Financing Plan													
Private Capital Contributions	500,000	-	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	325,000	500,000	-	3,250,000	-	33,000,000	-	-	-	-	-	36,750,000
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

Funding schedule updated to align with anticipated schedule for project.

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 plans to conduct an updated traffic study, reevaluate the ellipse concept and explore alternatives to address existing and projected traffic conditions while also considering multi-modal accommodations.

The 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. The traffic analysis and study will occur during FY 2022. Community engagement will begin in FY 2023 and a complete concept design will be determined by FY 2024.

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

PRIMARY STRATEGIC THEME: Theme 10: Multimodal Transportation

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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total FY 2023 - FY 2032
Expenditure Budget	116,794,725	53,374,725	7,110,000	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	63,420,000
Financing Plan													
Cash Capital	5,995,679	5,995,679	-	-	-	-	-	-	-	-	-	-	-
GO Bonds	66,925,934	27,205,934	4,910,000	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	39,720,000
State/Federal Grants	13,026,112	13,026,112	-	-	-	-	-	-	-	-	-	-	-
TIP	13,650,000	3,950,000	700,000	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	9,700,000
VDOT State Revenue Sharing	9,697,000	3,197,000	-	-	-	-	-	1,500,000	2,000,000	-	1,500,000	1,500,000	6,500,000
VDOT Primary Extension Routes (SGR)	7,500,000	-	1,500,000	-	1,500,000	-	1,500,000	-	1,500,000	-	1,500,000	-	7,500,000
Financing Plan Total	116,794,725	53,374,725	7,110,000	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	63,420,000
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

Project funding increases to reflect increases in costs of street reconstruction and resurfacing projects.

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 early 2019. 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 2023 - 2025 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 2019

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 2023 – FY 2025 Project List

FY 2023		
Street(s)	Average Pavement Condition Score	Estimated Cost
Eisenhower Avenue Concrete from 1000' W of Cameron Park Place to Lake Cook Entrance	40	\$ 440,000
Gibbon Street from South Payne Street to South Union Street	40	\$ 270,000
Griffith Place from Fort Williams Parkway to End	18	\$ 50,000
John Carlyle Street from Eisenhower Avenue to Duke Street	40	\$ 280,000
North Dearing Street from King Street to End	31	\$ 90,000
Sanger Avenue from North Van Dorn Street to End	22	\$ 200,000
Quantrell Ave from Lincolnia Road to Beauregard Street	20	\$ 90,000
Templeton Place from Fort Williams Parkway to End	17	\$ 45,000
Bennett Street from Saylor Place to End	19	\$ 65,000
Sterling Avenue from North Quaker Lane to End	24	\$ 45,000
Tower Court from South Whiting Street to End	19	\$ 25,000
Florence Drive from West Glebe Road to End	30	\$ 40,000
Four Mile Road from Mount Vernon Avenue to Florence Drive	40	\$ 86,000
West Caton Avenue from Sanford Street to Commonwealth Avenue	20	\$ 50,000
Reinekers Lane from Diagonal Road to Duke Street	25	\$ 40,000
Albany Avenue from King Street to End	32	\$ 25,000
Arell Court from Duke Street to End	36	\$ 50,000
Calhoun Avenue from North Rosser Street to End	21	\$ 45,000
Chelsea Court from Fort Williams Parkway to End	23	\$ 39,000
Clermont Avenue from Eisenhower Avenue to End	20	\$ 35,000
Cockrell Street from Duke Street to End	23	\$ 50,000
Coventry Lane from North Quaker Lane to End	24	\$ 55,000
East and West Oak Street from Mount Vernon Avenue to Russell Road	23	\$ 225,000
East Uhler Avenue from Mount Avenue Commonwealth Avenue	24	\$ 40,000
Englehardt Lane from Jamieson Avenue to End	21	\$ 40,000
Farrington Avenue from South Van Dorn Street to the City Limit	20	\$ 55,000
Saylor Place Entire Length	12	\$ 150,000
Garden Drive, Usher Drive, Vermont Avenue	26	\$ 80,000
South 28th Street from King Street to End	35	\$ 30,000
Palmer Place from Polk Avenue End	22	\$ 45,000
Pender Court from Palmer Place to End	22	\$ 30,000
Hancock Avenue from West Braddock Road to End	39	\$ 50,000
Key Drive from Francis Hammond Parkway to End (Roan Lane)	21	\$ 95,000
Jackson Place from Woodland Terrace to Tyler Place	26	\$ 65,000
Valley Drive from Preston Road to West Braddock Road	27	\$ 325,000
Lasalle Avenue from North Pickett to Juliana Place	26	\$ 38,000
Longview Drive from Duke Street to End	37	\$ 60,000
Loyola Avenue from North Howard Street to Stonebridge Road	26	\$ 65,000
Mark Center Drive from Seminary Road to North Beauregard Street (Mark Center Avenue)	20	\$ 300,000
Maris Avenue from North Van Dorn Street	39	\$ 45,000
Beverley Drive from Valley Drive to Washington Circle	25	\$ 95,000
Moss Place from Fort Worth Avenue to End	24	\$ 50,000
Notabene Drive from Old Dominion Boulevard to Four Mile Road	26	\$ 40,000
North Quaker Lane from Duke Street to West Braddock Road	52	\$ 300,000
Pommander Walk Street from Franklin Street to South Union Street	22	\$ 40,000
North Frost Street from Lawrence Street to Seminary Road	23	\$ 50,000
Potomac Greens Drive from Slaters Lane	41	\$ 207,000
Pine Street from Russell Road to Holly Street	23	\$ 40,000
Queen Street from North West Street to North Union Street	25	\$ 230,000
Raleigh Avenue Entire Length	40	\$ 150,000
Richmarr Place from North Latham Street to End	25	\$ 40,000
Rosecrest Avenue from West Custis Avenue to Russell Road	23	\$ 40,000
South Floyd from Duke Street to Wheeler Avenue	32	\$ 50,000
Sunset Drive from King Street to Commonwealth Avenue	33	\$ 45,000
Surry Place from North Latham Street to End	24	\$ 35,000
Suter Street from Earl Street to End	39	\$ 30,000
Sweeley Street from Duke Street to Colvin Street	33	\$ 30,000
Talbort Place from North Pegram Street to Prospect Place	22	\$ 35,000
Edsall Road from South Van Dorn to Cameron Station Blvd	31	\$ 140,000
Jamieson Avenue from South West Street to Mill Road	38	\$ 430,000
West and East Glendale Avenues from Leslie Avenue to West Timber Branch Parkway	30	\$ 240,000
Vasser Road from Cambridge to End (Vasser Place)	19	\$ 190,000
Duke Street from South Walker Street to City Limits Concrete (VDOT Project)	66	\$ 500,000
CityWide Alley Resurfacing/Concrete Alley Repair		\$ 150,000
Additional Costs and Contingency		\$ 100,000
Total Fiscal Year 2023	28	\$ 7,110,000

Street Reconstruction & Resurfacing of Major Roads (continued)

FY 2024		
Street(s)	Average Pavement Condition Score	Estimated Cost
Duke Street from Dulany Street to South Patrick Street	36	\$ 605,000
South Washington Street from I-395 to Duke Street	35	\$ 700,000
North Washington Street from Cameron Street to First Street	36	\$ 700,000
King Street from Janneys Lane to Dangerfield Road	20	\$ 425,000
Hermitage Court from King Street to End	15	\$ 50,000
Green Street from South Patrick Street to South Lee Street	34	\$ 260,000
Cloverway Drive from Dartmouth Road to Janneys Lane	20	\$ 120,000
Holland Street from Duke to Eisenhower Avenue	29	\$ 160,000
Dale Street from Edison Street to End	19	\$ 150,000
Oakley Place from East Timber Branch Parkway to End	15	\$ 60,000
Orleans Place from North Gaillard Street to End	16	\$ 60,000
Ormond Avenue from North Gaillard Street to North Howard Street	15	\$ 55,000
Sylvan Court from Trinity Drive to End	17	\$ 40,000
Stevenson Avenue from South Whiting Street to Stulz Road	52	\$ 250,000
North Stevenson Square	21	\$ 60,000
South Stevenson Square	59	\$ 40,000
Edison Street from West Reed Avenue to End	38	\$ 137,000
North Clarens Street from Trinity Drive to End	14	\$ 50,000
North Breckinridge Place from Lincolnia Road to End	10	\$ 110,000
Murrays Avenue from Swann Avenue to Calvert Avenue	22	\$ 55,000
Oakville Street from Swann Avenue to Fannon Street	30	\$ 53,000
Fannon Street from Richmond Highway End	31	\$ 40,000
Juliana Place from North Pickett Street to End	16	\$ 160,000
East and West Mason Avenue from Stonewall Road to End	34	\$ 250,000
Roberts Lane from Duke Street to End	36	\$ 110,000
CityWide Alley Resurfacing/Concrete Alley Repair		\$ 250,000
Additional Costs and Contingency		\$ 200,000
Total Fiscal Year 2024	26.8	\$ 5,150,000

Street Reconstruction & Resurfacing of Major Roads (continued)

FY 2025		
Street(s)	Average Pavement Condition Score	Estimated Cost
Robinson Court from Janneys Lane to End	58	\$ 125,000
West Timber Branch Parkway from Ruffner Road to Junior Street	20	\$ 280,000
Seay Street from Longview Drive to End	38	\$ 75,000
Viewpoint Road from Longview Drive to End	24	\$ 75,000
Emerson Avenue from John Carlyle Street to Holland Lane	32	\$ 50,000
Wilkes Street from South Patrick Street to End	26	\$ 150,000
Mayer Place from Allison Street to End	51	\$ 45,000
Juniper Place from North Jordan Street to End	16	\$ 40,000
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	\$ 50,000
Manning Street from Commonwealth Avenue to Clifford Avenue	42	\$ 40,000
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	\$ 35,000
Vicar Lane from Bishop Lane to End	30	\$ 50,000
Adams Avenue from Newton Street to Mount Vernon Avenue	43	\$ 90,000
Newton Street from East Braddock Road to East Luray Avenue	38	\$ 45,000
Gunston Road from Valley Drive to Valley Drive	37	\$ 300,000
Elizabeth Lane from Eisenhower Avenue to Courthouse Square	32	\$ 65,000
Metro Road from Eisenhower Avenue to South Van Dorn Street	24	\$ 240,000
Boyle Street from Buchanan Street to End	27	\$ 50,000
Second Street from Colonial Avenue Drive to North Fairfax Street	30	\$ 300,000
Laird Place from Manor Road to Tennessee Avenue	37	\$ 40,000
Stovall Street from Eisenhower Avenue to Mill Road	23	\$ 190,000
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	\$ 320,000
Commerce Street from South Fayette Street to South West Street	38	\$ 45,000
Fern Street from North Quaker Lane to Osage Street	24	\$ 60,000
North Imboden Street from North Howard to Raleigh Street	44	\$ 80,000
Sanford Street from West Mount Ida to West Del Ray	19	\$ 85,000
Price Street from East Bellefonte Avenue to Cliff Street	43	\$ 45,000
Ballenger Avenue from Holland Lane to Courthouse Square	45	\$ 300,000
South Royal Street from Gibbons Street to Queen Street	29	\$ 120,000
Slaters Lane from Richmond Highway to End	40	\$ 300,000
Portner Road from Slaters Lane to End	39	\$ 75,000
Portner Place	54	\$ 35,000
Pavement Condition Analysis		\$ 200,000
CityWide Alley Resurfacing/Concrete Alley Repair		\$ 150,000
Additional Costs and Contingency		\$ 200,000
Total Fiscal Year 2025		\$ 5,250,000

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