

BRIDGE REPAIRS

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: 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 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	Total FY 2027 - FY 2036
Expenditure Budget	94,586,758	24,366,258	5,564,000	4,971,500	5,950,000	6,321,000	6,847,000	7,284,000	7,750,000	8,249,000	8,500,000	8,784,000	70,220,500
Financing Plan													
Cash Capital	4,677,746	4,677,746	-	-	-	-	-	-	-	-	-	-	-
GO Bonds	81,592,907	18,408,907	5,564,000	4,935,000	5,950,000	6,321,000	6,847,000	5,884,000	6,350,000	6,849,000	7,100,000	7,384,000	63,184,000
State/Federal Grants	36,500	-	-	36,500	-	-	-	-	-	-	-	-	36,500
State/Federal Grants (Unsecured)	7,000,000	-	-	-	-	-	-	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	7,000,000
TIP	1,279,605	1,279,605	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	94,586,758	24,366,258	5,564,000	4,971,500	5,950,000	6,321,000	6,847,000	7,284,000	7,750,000	8,249,000	8,500,000	8,784,000	70,220,500

CHANGES FROM PRIOR YEAR CIP

State/Federal Grants (Unsecured) totaling \$1.5 million planned in FY 2027 in the previous Approved CIP removed from project, as grant funding was not secured. Funding added for FY 2036.

PROJECT DESCRIPTION & JUSTIFICATION

This project provides funding for the maintenance, repair, and painting of steel structures, joint seals, expansion joints, bearing, abutting safety guard rails, 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 FY2024, T&ES developed a revised long term maintenance plan for the roadway structures, taking into account maintenance that has been completed over the past few years. 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.

T&ES is responsible for maintaining 21 pedestrian bridges. 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 construction labor and material costs are both significant drivers of cost increases in this project.

This project complements asset management efforts that prioritize maintenance of critical infrastructure, increases the value obtained from infrastructure expenditures, and achieves 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 2027 - FY 2029 Project List

Item	Amount
FY 2027	
Route 1 over Four Mile Run	\$ 1,500,000
Telegraph Road over Duke Street	\$ 1,600,000
Eisenhower Avenue over Telegraph Road	\$ 700,000
Routine Bridge Maintenance	\$ 800,000
Routine Inspection and Consulting Services	\$ 964,000
<i>FY 2027 Total</i>	<i>\$ 5,564,000</i>
FY 2028	
Routine Bridge Maintenance	\$ 2,000,000
Routine Inspection and Consulting Services	\$ 935,000
Route 1 over CSX	\$ 1,000,000
Telegraph Road over Mill Road	\$ 1,000,000
Duke Street over Holmes Run (PE Phase) SGR funding	\$ 36,500
<i>FY 2028 Total</i>	<i>\$ 4,971,500</i>
FY 2029	
Routine Bridge Maintenance	\$ 1,000,000
Routine Inspection and Consulting Services	\$ 950,000
Bridge Repairs	\$ 4,000,000
<i>FY 2029 Total</i>	<i>\$ 5,950,000</i>
FY 2027 - FY 2029 Total	\$ 16,485,500

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 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	Total FY 2027 - FY 2036
Expenditure Budget	43,528,049	30,801,049	1,075,000	1,107,000	1,140,000	1,232,000	1,243,000	1,280,000	1,300,000	1,400,000	1,450,000	1,500,000	12,727,000
Financing Plan													
Cash Capital	16,846,177	12,329,177	1,075,000	734,000	-	-	-	1,239,000	-	9,000	1,450,000	10,000	4,517,000
GO Bonds	21,080,853	12,870,853	-	373,000	1,140,000	1,232,000	1,243,000	41,000	1,300,000	1,391,000	-	1,490,000	8,210,000
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	43,508,901	30,781,901	1,075,000	1,107,000	1,140,000	1,232,000	1,243,000	1,280,000	1,300,000	1,400,000	1,450,000	1,500,000	12,727,000

CHANGES FROM PRIOR YEAR CIP

Funding added for FY 2036.

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 FY 2026, funding will also install accessible pedestrian signals for persons with disabilities.

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 2027 - FY 2029 Project List

Item	Amount
FY 2027	
Signal Installation/Replacement: Quaker and Preston	\$ 150,000
Signal Installation/Replacement: Patrick and Cameron	\$ 150,000
Signal Installation/Replacement: Henry and Cameron	\$ 150,000
Signal Installation/Replacement: West and Pendleton	\$ 150,000
Signal Installation/Replacement: West and Braddock	\$ 150,000
Signal Installation/Replacement: King and Park Center	\$ 150,000
Contingency for Repair of Traffic Signals Damaged in Car Crashes	\$ 55,000
Upgrade to meet PROWAG	\$ 70,000
Repair of Vision Zero devices	\$ 50,000
<i>FY 2027 Total</i>	\$ 1,075,000
FY 2028	
Contingency for Repair of Traffic Signals Damaged in Car Crashes	\$ 70,000
Upgrade to meet PROWAG	\$ 70,000
Repair of Vision Zero devices	\$ 67,000
Signal Installation/Replacement: Eisenhower Ave and Bluestone	\$ 150,000
Signal Installation/Replacement: E Glebe and Potomac Ave	\$ 150,000
Signal Installation/Replacement: Route 1 and Madison Street	\$ 150,000
Signal Installation/Replacement: Mill Road and Dock Lane	\$ 150,000
Signal Installation/Replacement: Seminary and Howard	\$ 150,000
Signal Installation/Replacement: Seminary and Library	\$ 150,000
<i>FY 2028 Total</i>	\$ 1,107,000
FY 2029	
Contingency for Repair of Traffic Signals Damaged in Car Crashes	\$ 75,000
Upgrade to meet PROWAG	\$ 90,000
Repair of Vision Zero devices	\$ 75,000
Signal Installation/Replacement: Braddock Road and Commonwealth Ave	\$ 225,000
Signal Installation/Replacement: Braddock Road and Russell Road	\$ 225,000
Signal Installation/Replacement: N Beauregard and Highview Lane	\$ 225,000
Signal Installation/Replacement: Braddock and Howard	\$ 225,000
<i>FY 2029 Total</i>	\$ 1,140,000
FY 2027 - FY 2029 Total	\$ 3,322,000

FOUR MILE RUN BRIDGE PROGRAM

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

PROJECT LOCATION: Arlandria/Chirilagua; North Potomac Yard; Potomac West
 REPORTING AREA: Arlandria/Chirilagua; North Potomac Yard; Potomac West
 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 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	Total FY 2027 - FY 2036
Expenditure Budget	12,500,000	12,500,000	-	-	-	-	-	-	-	-	-	-	-
Financing Plan													
GO Bonds	12,500,000	12,500,000	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	12,500,000	12,500,000	-	-	-	-	-	-	-	-	-	-	-

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 was successfully completed in 2025. 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, lighting and a modern art feature to enhance the aesthetics of the community. In addition, the project included retrofitting the existing abutment walls as well as installing scour countermeasures in the stream channel.

In FY 2026 Arlington County and the City of Alexandria began the construction of the Mount 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 2027.

There are three (3) additional 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. 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 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	Total FY 2027 - FY 2036
Expenditure Budget	2,308,300	508,300	-	200,000	1,800,000								
Financing Plan													
GO Bonds	2,308,300	508,300	-	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	1,800,000
Financing Plan Total	2,308,300	508,300	-	200,000	1,800,000								

CHANGES FROM PRIOR YEAR CIP

Funding totaling \$200,000 in FY 2027 was reduced and transferred to the Sidewalk Capital Maintenance Program. Sufficient prior year balances remain in this project to address immediate program needs. Funding added for FY 2036.

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 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	Total FY 2027 - FY 2036
Expenditure Budget	20,523,228	20,523,228	-	-	-	-	-	-	-	-	-	-	-
Financing Plan													
Cash Capital	350,248	350,248	-	-	-	-	-	-	-	-	-	-	-
GO Bonds	4,131,862	4,131,862	-	-	-	-	-	-	-	-	-	-	-
Prior Capital Funding	19,600	19,600	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants	15,992,700	15,992,700	-	-	-	-	-	-	-	-	-	-	-
TIP	28,818	28,818	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	20,523,228	20,523,228	-	-	-	-	-	-	-	-	-	-	-

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.

Phase I of this project, which includes engineering design, right-of-way (ROW) acquisition, and utility relocation, and has been completed.

The final design for Phase II was revised in FY 2023 and 2024 to include safety enhancements for people crossing through the intersection. Phase II construction began in FY 2026.

Once complete, 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 and the Alexandria Mobility Plan.

Virginia Department of Transportation Project ID: UPC 107962

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

Alexandria Mobility Plan; Vision Zero Action Plan

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 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	Total FY 2027 - FY 2036
Expenditure Budget	11,927,604	11,927,604	-	-	-	-	-	-	-	-	-	-	-
Financing Plan													
Cash Capital	677,604	677,604	-	-	-	-	-	-	-	-	-	-	-
GO Bonds	8,000,000	8,000,000	-	-	-	-	-	-	-	-	-	-	-
NVTA 30% Funds	1,250,000	1,250,000	-	-	-	-	-	-	-	-	-	-	-
Private Capital Contributions	2,000,000	2,000,000	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	11,927,604	11,927,604	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

No changes from prior 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.

A comprehensive operational and safety analysis report was conducted in 2024. This report ensures that the design will not have significant adverse impacts related to operation and safety on the interstate, ramp, or local streets. The design was completed in FY 2026, 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 is funded with Landmark Redevelopment Agreement contributions from INOVA and the Developer and City funds.

Due to the modification of the I-395 ramp, which is managed and maintained by the Virginia Department of Transportation Project (VDOT), their review and oversight is required. However, this project does not include state or federal funds.

VDOT Project ID: UPC 124070

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 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	Total FY 2027 - FY 2036
Expenditure Budget	825,000	825,000	-	-	-	-	-	-	-	-	-	-	-
Financing Plan													
Private Capital Contributions	500,000	500,000	-	-	-	-	-	-	-	-	-	-	-
TIP	325,000	325,000	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	825,000	825,000	-	-	-	-	-	-	-	-	-	-	-

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 changes in land use and density in accordance to the updated Alex West Small Area Plan, the City performed a comprehensive transportation study using updated data that determined an intersection design more appropriate for the anticipated characteristic of the area and a design that would promote multi-modal travel and encourage safety for all users. The updated design enables the intersection improvements to be constructed in a more phased approach and includes new safety enhancements and intersection performance improvements. The Alex West Small Area Plan was approved in November 2024, which allows for the City to pursue the phased design approach further.

Considering Seminary Road is identified as a high crash corridor through the City’s Vision Zero Program, The West End High-Crash Intersection Safety Audits is an opportunity to review the design in further detail. This study, funded through U.S. Department of Transportation’s Safe Streets for All Program (SS4A), allows for a more detailed investigation to determine the potential impacts to the Seminary Road, from Kenmore Avenue to N Beauregard Street, and how the concept design could be phased. The High Crash Intersection Safety Audit began in FY 2025 and concept design will be complete in FY 2027.

Additionally, the City was awarded funds through Metropolitan Washington Council of Government’s Regional Roadway Safety Program (RRSP) to identify opportunities to improve travel safety along Seminary Road, between N Beauregard Street and South George Mason Drive in FY 2025. Further refinement of the concepts developed will be complete in early FY 2027.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

AlexWest Small Area Plan; Vision Zero Action Plan; Alexandria Mobility Plan

ADDITIONAL OPERATING IMPACTS

No additional operating impacts identified at this time.

SOUTH VAN DORN STREET AND 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 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	Total FY 2027 - FY 2036
Expenditure Budget	15,000,000	5,000,000	-	10,000,000	-	-	-	-	-	-	-	-	10,000,000
Financing Plan													
NVTA 70% Funds	15,000,000	5,000,000	-	10,000,000	-	-	-	-	-	-	-	-	10,000,000
Financing Plan Total	15,000,000	5,000,000	-	10,000,000	-	-	-	-	-	-	-	-	10,000,000

CHANGES FROM PRIOR YEAR CIP

No changes from prior CIP.

PROJECT DESCRIPTION & JUSTIFICATION

This project will improve how people walk, bike, and travel through the South Van Dorn Street bridge area between McConnell Avenue and Eisenhower Avenue. The City will design and build new multimodal facilities to make it safer and easier to reach nearby neighborhoods, new developments, transit stops, and the Van Dorn Metrorail station.

Planned improvements include new sidewalks and a protected bicycle path along the east side of South Van Dorn Street, creating safer and more comfortable connections for people walking and biking. As part of the project, the City will also remove the existing channelized eastbound right-turn lane from the Metro Road loop ramp to southbound South Van Dorn Street to simplify movements and improve safety.

The project will be in the Planning and Design phases through FY 2028 and will provide concept options for community input.

These improvements were recommended in the Eisenhower West Small Area Plan and build on a feasibility study completed in 2023 that evaluated traffic and multimodal options for the bridge area. The project supports planned growth in Eisenhower West and strengthens connections to the Metrorail station and surrounding activity centers.

The Northern Virginia Transportation Authority (NVTA) has provided funding for design in FY 2026 and has been awarded \$10.0 million for construction in FY 2028. Design work will include engineering, environmental review, traffic analysis, and community outreach.

This project is being coordinated with other nearby transportation and safety initiatives, including the West End High Crash Intersection Project, Phase I of the West End Transitway, and the Eisenhower Avenue Transportation Study, to ensure improvements work together to support safer, more connected travel in the West End.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

Alexandria Mobility Plan

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 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	Total FY 2027 - FY 2036
Expenditure Budget	140,229,595	73,013,595	5,600,000	6,380,000	8,600,000	5,060,000	8,050,000	6,760,000	6,980,000	6,520,000	6,600,000	6,666,000	67,216,000
Financing Plan													
Cash Capital	5,808,227	5,808,227	-	-	-	-	-	-	-	-	-	-	-
GO Bonds	84,882,877	43,166,877	3,100,000	3,880,000	4,100,000	4,060,000	4,050,000	3,260,000	3,480,000	4,520,000	5,600,000	5,666,000	41,716,000
State/Federal Grants	15,709,699	15,709,699	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants (Unsecured)	3,000,000	-	-	-	-	-	-	1,000,000	1,000,000	1,000,000	-	-	3,000,000
TIP	18,586,135	8,586,135	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)	6,000,000	-	1,500,000	-	1,500,000	-	1,500,000	-	1,500,000	-	-	-	6,000,000
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	140,486,938	73,270,938	5,600,000	6,380,000	8,600,000	5,060,000	8,050,000	6,760,000	6,980,000	6,520,000	6,600,000	6,666,000	67,216,000

CHANGES FROM PRIOR YEAR CIP

Funding added for FY 2036.

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 2025. Details from the survey, which is completed every three years, with next one planned for 2028, 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 2027 - 2029 can be found on the next page.

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 on the following pages 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. 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.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

Pavement management survey was performed in 2025.

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 2027 - FY 2029 Project List

Street Segment	Average Pavement Condition Score	Amount
FY 2027		
East and West Walnut Street from Mount Vernon Avenue to King Street	46	\$ 250,000
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 (Finley Lane)	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	\$ 230,000
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 North Beauregard to End	36	\$ 330,000
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	\$ 220,000
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	\$ 320,000
Holmes Run Parkway from North Chambliss Street to End	38	\$ 60,000
Ancell Street from Commonwealth Avenue to Kennedy Street	31	\$ 120,000
North Gaillard Street from Seminary Road to End	37	\$ 200,000
Russell Road from West Mason Avenue to King Street	37	\$ 240,000
West Alexandria Avenue from Commonwealth Avenue to End	43	\$ 80,000
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 (Summers Court)	44	\$ 220,000
Citywide Alley Resurfacing	N/A	\$ 100,000
Additional Costs and Contingency	N/A	\$ 100,000
FY 2027 Total		\$ 5,600,000

Street Reconstruction & Resurfacing of Major Roads (continued)

Street Reconstruction & Resurfacing of Major Roads: FY 2027 - FY 2029 Project List

Street Segment	Average Pavement Condition Score	Amount
FY 2028		
Archer Court from North Chambliss Street to End	36	\$ 40,000
Baggett Place from North Peyton Street to End	50	\$ 55,000
Bashford Lane from North Royal Street to End	50	\$ 135,000
Bernard Street from Powhatan Street to End	54	\$ 100,000
Clovercrest Drive from Vassar Road to Cloverway Drive	27	\$ 40,000
Carpenter Road from Potomac Greens Drive to End	56	\$ 130,000
Chalfonte Drive from Gunston Road to Beverley Circle	62	\$ 84,000
Charles Alexander Court from Russell Road to End	41	\$ 40,000
Colonial Avenue from First Avenue to Bashford Lane	33	\$ 82,000
Dechantal Street from Prince Street to Daingerfield Road	45	\$ 65,000
Devers Court from Yeaton Alley to North Henry Street	40	\$ 65,000
Douglas Street from Colonial Avenue to End	30	\$ 350,000
South Dove Steet from Duke Street to End	38	\$ 87,000
East Duncan Street from Mt Vernon Avenue to East Bellefonte Avenue	62	\$ 125,000
East and West Cliff Street from Commonwealth Avenue to Price Street	33	\$ 90,000
Edgehill Drive from Beverley Drive to Crestwood Drive	53	\$ 98,000
Elbert Avenue from West Glebe Road to Four Mile Road	53	\$ 120,000
Helen Street from West Glebe Road to Herbert Street	37	\$ 50,000
Jefferson Street from Lee Street to South Payne Street	39	\$ 264,000
Johnston Place from Elm Street to West Masonic View Avenue	44	\$ 60,000
Kelley Court from North Chambliss Street to End	36	\$ 65,000
Lynn Court from Scroggins Road to End	49	\$ 50,000
Moody Court from North Chambliss Street to End	42	\$ 40,000
Mount Place from Russell Road to End	41	\$ 40,000
Nicholson Lane from Orchard Street to End	40	\$ 40,000
North Ivanhoe Street from Seminary Road to End	37	\$ 120,000
North Langley Street from Strathblane Place to End	36	\$ 35,000
Norris Place from Executive Avenue to End	49	\$ 40,000
North Radford Street from North Quaker Lane to King Street	54	\$ 93,000
North Ripley Street from Holmes Run Parkway to Duke Street	52	\$ 115,000
Sibley Street from Harding Street to End	41	\$ 50,000
Old Dominion Boulevard from West Glebe Road to Beverley Circle	49	\$ 150,000
Orlando Place from Cameron Mills Road to End	37	\$ 55,000
Quaker Hill Drive from Yale Drive to End	31	\$ 40,000
West Wyatt Avenue from Sanford Street to Commonwealth Avenue	42	\$ 65,000
East and West Spring Street from Mount Vernon Avenue to Russell Road	38	\$ 165,000
Woods Place from Woods Avenue to End	52	\$ 45,000
Woods Avenue from North Quaker Lane to End	60	\$ 55,000
Wheeler Avenue from Duke Street to End	62	\$ 240,000
Woodland Terrace from West Braddock Road to Russell Road	66	\$ 180,000
West Linden Street from North View Terrace to Commonwealth Avenue	42	\$ 100,000
Wesmond Street from Lynhaven Drive to Richmond Highway	38	\$ 120,000
East and West Bellefonte Avenue from Russell Road to Richmond Highway	61	\$ 139,000
Victoria Lane from North Howard Street to End	29	\$ 35,000
Vernon Street from Colonial Avenue to North Patrick Street	28	\$ 35,000
Valley Forge Drive from South Pickett Street to End	27	\$ 110,000
Tupelo Place from Fort Williams Parkway to End	67	\$ 68,000
Thomas Street from Small Street to End	30	\$ 50,000
Thayer Avenue from North Paxton Street to North Pelham Street	33	\$ 120,000
Terry Place from St Stephens Road to End	39	\$ 50,000
Stultz Road from Stevenson Avenue to End	19	\$ 50,000
Strathblane Place from North Latham Street to End	41	\$ 50,000
Stonebridge Road from Kirchner Court to End	51	\$ 115,000
South Peyton Street from Duke Street to King Street	37	\$ 90,000
South Overlook Drive from Cameron Mills Road to North Overlook Drive	58	\$ 135,000
Small Street from Fontaine Street to West Windsor Avenue	33	\$ 50,000

Street Reconstruction & Resurfacing of Major Roads (continued)

Street Reconstruction & Resurfacing of Major Roads: FY 2027 - FY 2029 Project List

Street Segment	Average Pavement Condition Score	Amount
King Street from Dangerfield Road to Fairfax Street	41	\$ 350,000
Seminary Road from North Beauregard Street to City Limits	41	\$ 350,000
West Braddock Road from Quaker Lane to Van Dorn Street	48	\$ 400,000
Citywide Alley Resurfacing	N/A	\$ 100,000
Additional Costs and Contingency	N/A	\$ 100,000
<i>FY 2028 Total</i>		\$ 6,380,000

Street Reconstruction & Resurfacing of Major Roads (continued)

Street Reconstruction & Resurfacing of Major Roads: FY 2027 - FY 2029 Project List

Street Segment	Average Pavement Condition Score	Amount
FY 2029		
Aspen Place from Russell Road to End	37	\$ 50,000
Bluestone Road from Eisenhower Avenue to End	32	\$ 60,000
Brenman Park Drive from Cameron Station Boulevard to Duke Street	35	\$ 250,000
Bruce Street from Mount Vernon Avenue to End	38	\$ 100,000
Carolina Place from Circle Hill Road to Lee Circle	49	\$ 160,000
Central Avenue from Ridge Road Drive to Summit Avenue	48	\$ 180,000
Circle Terrace from Ridge Road Drive to Davis Avenue	41	\$ 195,000
Clay Street from Virginia Avenue to End	46	\$ 85,000
Crestwood Drive from North Quaker Lane to Valley Drive	61	\$ 175,000
Davis Avenue from Summit Avenue to Woodland Terrace	50	\$ 130,000
Dawes Avenue from North Stevens Street to Seminary Road	60	\$ 175,000
Dearborn Place from Fort Williams Parkway to End	38	\$ 100,000
Dewitt Avenue from East Alexandria Avenue to Hume Avenue	44	\$ 260,000
East Alexandria Avenue from Commonwealth Avenue to Leslie Avenue	53	\$ 225,000
Earl Street from Oronoco Street to Princess Street	32	\$ 65,000
Eisenhower Avenue from South Van Dorn Street to Eisenhower Connector	45	\$ 400,000
East and West Howell Avenue from Russell Avenue to Leslie Avenue	43	\$ 260,000
Eldon Drive from Cameron Mills Road to Gunston Road	50	\$ 85,000
Ellsworth Street from Yale Drive to End	41	\$ 125,000
Elm Street from North View Terrace to West Walnut Street	55	\$ 115,000
East and West Masonic View Avenue from Rucker Place to Little Street	52	\$ 200,000
East and West Monroe Avenue from Stonewall Road to Main Line Boulevard	53	\$ 330,000
East Oxford Avenue from Commonwealth Avenue to East Mount Ida Avenue	43	\$ 330,000
North Hampton Drive from West Braddock Road to King Street	47	\$ 180,000
East Timber Branch Parkway from West Timber Branch Parkway from West Braddock Road	51	\$ 200,000
East and West Windsor from West Braddock Road to Richmond Highway	54	\$ 300,000
Farrington Avenue from South Van Dorn Street to City Limits	49	\$ 180,000
First Street from North Fayette Street to North Fairfax Street	58	\$ 380,000
Fontaine Street from West Braddock Road to Woodland Terrace	57	\$ 100,000
Fulton Street from Clifford Avenue to Commonwealth Avenue	42	\$ 100,000
Gilden Drive from Chalfonte Drive to South Overlook Drive	54	\$ 100,000
Gresham Place from Tennessee Avenue to End	49	\$ 90,000
Park Road from King Street to Carlisle Drive	55	\$ 220,000
Harris Place from St Stephens Road to End	36	\$ 100,000
Ivy Circle from Melrose Street to End	54	\$ 95,000
Junior Street from West Glendale Avenue to End	49	\$ 120,000
Keller Avenue to from North Dearing Street to End	49	\$ 140,000
Kenwood Avenue from King Street to Valley Drive	59	\$ 220,000
Kings Court from King Street to End	49	\$ 85,000
Kirke Court from Stonebridge Road to End	45	\$ 65,000
Lamond Place from East Taylor Run Parkway to End	34	\$ 120,000
Landover Street from Sycamore Street to End	56	\$ 250,000
Lawrence Avenue from North Frost Street to End	41	\$ 130,000
Leadbeater Street from Mt Vernon Avenue to Commonwealth Avenue	43	\$ 130,000
Lee Court from South Lee Street to End	37	\$ 85,000
Lincolnia Road from North Beauregard Street to North Chambliss Street	32	\$ 75,000
Commonwealth Avenue from Mount Vernon to End	28	\$ 300,000
Dale Street from Edison Street to End	19	\$ 180,000
Edison Street from West Reed Avenue to End	38	\$ 140,000
Orlando Place from Cameron Mills Road to End	44	\$ 130,000
Richmond Lane from Monticello Boulevard to End	46	\$ 80,000
Citywide Alley Resurfacing	N/A	\$ 100,000
Additional Costs and Contingency	N/A	\$ 150,000
FY 2029 Total		\$ 8,600,000
FY 2027 - FY 2029 Total		\$ 20,580,000