

STREET, BRIDGE, NON- MOTORIZED TRANSPORTATION & SHARED-USE PATHS

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Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

Subsection	Project	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Bridge Repairs & Maintenance													
	Bridge Repairs	\$390,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$6,000,000
Non-Motorized Trans. & Shared-Use Paths													
	Shared-Use Paths	\$810,000	\$768,000	\$118,000	\$118,000	\$118,000	\$118,000	\$118,000	\$118,000	\$118,000	\$118,000	\$118,000	\$1,830,000
	Non-Motorized Transportation (Safety)	645,000	100,000	100,000	100,000	100,000	100,000	500,000	500,000	500,000	500,000	500,000	\$3,000,000
	Non-Motorized Transportation (Mobility)	3,476,088	150,000	150,000	150,000	200,000	270,000	270,000	270,000	270,000	270,000	270,000	\$2,270,000
Street Improvements													
	Edsall Road	2,000,000	2,000,000	0	0	0	0	0	0	0	0	0	\$2,000,000
	Eisenhower Avenue Widening	6,544,800	0	0	0	0	0	0	0	0	0	0	\$0
	King/Quaker Lane/Braddock Road	598,000	0	0	0	0	0	0	0	0	0	0	\$0
	King / Beaugard Intersection	9,794,262	0	0	0	0	0	0	0	0	0	0	\$0
	Mill Road Slip Ramp & Extension	2,980,000	0	0	0	0	0	0	0	0	0	0	\$0
	Madison Montgomery Reconstruction	0	0	0	0	0	0	500,000	3,250,000	3,000,000	0	0	\$6,750,000
	Street / Alley Reconstructions & Extensions	985,024	0	400,000	350,000	300,000	300,000	400,000	400,000	400,000	400,000	400,000	\$3,350,000
	Miscellaneous Undergrounding	0	0	90,000	50,000	90,000	90,000	90,000	90,000	90,000	90,000	90,000	\$770,000
	King Street Paving	1,213,000	0	0	0	0	0	0	0	0	0	0	\$0
	Washington Street Paving	350,000	0	0	0	0	0	0	0	0	0	0	\$0
	Street Reconstructions TBD	0	0	0	0	0	0	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	\$10,000,000
Total Expenditure Requests		\$29,786,174	\$3,618,000	\$1,458,000	\$1,368,000	\$1,408,000	\$1,478,000	\$4,478,000	\$7,228,000	\$6,978,000	\$3,978,000	\$3,978,000	\$35,970,000
Less Total Revenues		\$23,415,000	\$1,650,000	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$6,650,000
Subtotal Requests		\$6,371,174	\$1,968,000	\$1,458,000	\$1,368,000	\$1,408,000	\$1,478,000	\$3,478,000	\$6,228,000	\$5,978,000	\$2,978,000	\$2,978,000	\$29,320,000

Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

Bridge Repairs

Subsection: Bridge Repairs & Maintenance
 Managing Department: T&ES
 Project Group: 1

Estimated Useful Life of Improvement: 15 years
 Priority: Essential

Project Summary: This project provides funding for the maintenance, repair, painting of steel structures, joint sealing, bearing repairs and 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. A total of \$6 million is planned over ten years (FY 2011-FY 2020) for this project.

The condition rating for evaluating a bridge is a judgment of a bridge component condition in comparison to its original as-built condition. The scoring system is based on the condition of various components of the bridge, including: (1) deck, (2) superstructure, (3) substructure, (4) channel and slope protection, and (5) culverts. Bridges are rated on a scale of 0 to 9. Any rating below 4 is poor (3 – 4) or critical (0 – 2), indicating the structure will not be able to carry traffic smoothly. All of the City's bridges are rated 6 or higher. The rating scale is as follows:

- | | |
|---------------------------|-------------------------------|
| 9: Excellent Condition | 4: Poor Condition |
| 8: Very Good Condition | 3: Serious Condition |
| 7: Good Condition | 2: Critical Condition |
| 6: Satisfactory Condition | 1: Imminent Failure Condition |
| 5: Fair Condition | 0: Failed Condition |

Changes from Prior Year: Annual funding of \$600,000 per year has been extended to the out-year (FY 2020).

Project History: In November 2007, \$1 million was allocated for the repair and painting of bridges City-wide. During FY 2010, work began on the maintenance, repair, joint and crack sealing, spall and delamination repairs, and bearing repairs for the following bridges: (1) US Route 1 Bridge over Four Mile Run; (2) Duke Street Bridge over Holmes Run; (3) Cameron Station overpass over Duke Street; (4) Landmark Mall Flyover over Duke Street; (5) Seminary Road Bridge over I-395; (6) Duke Street Bridge over the CSX rail road tracks; (7) Van Dorn Street Bridge over Norfolk Southern Rail Road tracks; (8) Eisenhower Avenue Bridge over Cameron Run; (9) Eisenhower Avenue Bridge over Telegraph Road; (10) Beauregard Street Culvert over Holmes Run; (11) Van Dorn Street Culvert at Holmes Run; and (12) Van Dorn Street Culvert over Backlick Run.

In FY 2010 and FY 2011, work will begin on the miscellaneous painting of the following bridges: (1) Beauregard Street Culvert at Holmes Run; (2) Duke Street Bridge over Holmes Run; (3) Cameron Station Overpass over Duke Street; (4) Telegraph Road Bridge over Mill Road and CSX/Norfolk Southern/WMATA railroads; (5) Telegraph Road Bridge over Duke Street; (6) Seminary Road Bridge over I-395; and (7) the US Route 1 Bridge over Four Mile Run. This work is expected to be completed in FY 2011.

Operating Impact: This project will have no impact on the operating budget.

Bridge Repairs	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	390,000	600,000	600,000	600,000	600,000	600,000
Less Revenues	0	0	0	0	0	0
Net City Share	390,000	600,000	600,000	600,000	600,000	600,000

Bridge Repairs	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	600,000	600,000	600,000	600,000	600,000	6,000,000
Less Revenues	0	0	0	0	0	0
Net City Share	600,000	600,000	600,000	600,000	600,000	6,000,000

Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

Shared-Use Paths

Subsection: Non-Motorized Transportation & Shared-Use Paths

Estimated Useful Life of Improvement: 25 years

Managing Department: T&ES

Priority: Essential

Project Group: 1

Project Summary: This project consolidates on-going maintenance funds for rehabilitation of the (off-street) shared-use path network in the City and special revenues used for enhancement of the network. Typically, special revenues account for system enhancements; City funds for shared-use paths may also be used to leverage grants that provide system enhancements. The Bicycle Transportation and Multi-Use Trail Master Plan, approved by City Council, called for development of up to 16 miles of shared-use paths. The original 1998 plan has been refined and adapted into subsequent plans such as the Transportation Master Plan, Pedestrian and Bicycle Mobility Plan, Open Space Plan and others. Shared-use paths are intended for use by pedestrians and bicyclists and are considered integral to both the City's transportation and recreation/park networks.

Projects that are focus areas in the shared-use path network include:

- On-going, phased rehabilitation and maintenance programs for the heavily-used Mount Vernon Trail, Holmes Run Greenway/Eisenhower Avenue Trail and Four Mile Run Trail – which are the spines of the city network. T&ES typically manages trail surface (asphalt) maintenance while RPCA manages natural surface trails and all landscaping associated with trails. This sub-project was previously included in 'Bike Trails' in the Recreation and Parks section. The project schedule calls for annual trail maintenance/rehabilitation projects focused on sections in disrepair.

Trail Corridor	Location	Date/Approx Age Existing Trail	Status/Priority
Eisenhower Ave	Lake Cook/Avalon Bay	2008 (20+ years)	Completed
Eisenhower Ave	Mill Road	Summer 2009 (10+ yrs)	Completed
Holmes Run Greenway	Duke/N Ripley	Summer 2009 (20+ yrs)	Completed
Mt. Vernon Trail	Pendleton/E Abingdon	2010 (10-15+ yrs)	Planned/High
Holmes Run Greenway	Bequauregard/Dora Kelley Park	2011 (20+ yrs)	Planned/High
Four Mile Run Trail	Commonwealth/Mt. Vernon Ave	2012 (15+ yrs)	Planned/High
Holmes Run Greenway	N. Ripley to Bequauregard	2013 (15+ yrs)	Planned/High
Mt. Vernon Trail	Royal St/Jones Point Park	2014 (10+ yrs)	Planned/Medium
Holmes Run Greenway	Dora Kelley Park	2015 (15+ yrs)	Planned/Medium
Holmes Run Greenway	Eisenhower Avenue	2016 (15+ yrs)	Planned/Medium
Four Mile Run Trail	Commonwealth/Rte. 1	2017 (2+ yrs)	Planned /Medium
Eisenhower Ave	Telegraph Rd/Mill Rd	2018 (10+ yrs)	Planned/Medium
Chinquapin Park	Chinquapin Park	2019 (20+ yrs)	Planned/Low
Mt. Jefferson Park	Commonwealth Ave/Rte 1	2020 (10+ yrs)	Planned/Low

- Continual development of new connections and an underpass on Eisenhower Avenue which is funded by ARRA 'stimulus' funds and a previous year VDOT Transportation Enhancement grant. Phase 1A of this project is estimated at \$1.5 million and with construction expected to begin in 2010 and be completed by 2012 to conform to ARRA requirements.
- Holmes Run Shared Use Path Crossing:** This sub-project is funded by \$750,000 in VDOT grant funding; it requires no city share. The project will include a crossing and stream restoration from an area near Alexandria's Dora Kelly Nature Park (adjacent to Holmes Run Parkway and N Chambliss Street) to a landing on the northwest side of Holmes Run in property adjacent to Glen Hills Park in Fairfax County. Project is expected to be ready for construction in 2010.
- Holmes Run Bike Trail Study:** This sub-project is funded by \$250,000 in VDOT grant funding; it requires no city share. This sub-project is a study and preliminary engineering for significant upgrades to the existing facilities along the Holmes Run Greenway from N Ripley Street running north to beneath Interstate 395. The trail currently provides access under Interstate 395 and Van Dorn Street via a tunnel, underpass, fair weather crossing and concrete trail system built into the concrete sidewall embankments lining the flood channel of Holmes Run. This project is expected to begin in 2010-11.

Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

- **Mount Vernon Trail Safety at East Abingdon:** This sub-project is funded by \$250,000 in VDOT grant funding; it requires no city share. This sub-project provides for construction of safety improvements to the Mount Vernon Trail to address substandard sections of the trail where trail width and/or conflicts with vehicles make non-motorized travel unsafe. The special revenue for this project is provided through the Virginia Dept. of Transportation which has allocated federal and state funds through a SAFETEA-LU designation and Project Administration Agreement with the Northern Virginia Regional Commission (NVRC). This sub-project is expected to begin in 2010-11.
- **Old Cameron Run Channel Trail Study:** This sub-project is funded by \$210,000 in VDOT grant funding; it requires no city share. This sub-project is a feasibility study and conceptual design for a bicycle/pedestrian trail between Eisenhower Ave near Telegraph Road to the Mt. Vernon Trail. This project will address a major gap in the city's proposed 'Green Crescent' trail system and ultimately provide a key link in the bicycle/pedestrian multi-modal transportation system. This sub-project is expected to begin in 2011.
- **Four Mile Run Pedestrian and Bicycle Bridge:** This sub-project provides for the design and preliminary engineering for a bridge proposed as part of the Four Mile Run Master Plan. The proposed site for the bridge would connect Commonwealth Ave in Alexandria with S. Eads Street in Arlington and the project is sponsored jointly by the City of Alexandria and Arlington County and managed by the Northern Virginia Regional Commission (NVRC). The City and County each agreed to contribute half of the required 20% in local matching funds for the initial Transportation Enhancement grant application. In effect, the city's portion is 10% of the total project cost of \$500,000. Arlington County is contributing \$50,000 and the grant, managed by NVRC, will account for \$400,000. This project began in Fall 2009.
- **Tarleton Trail:** This sub-project is funded by a \$140,000 FHWA grant; a city match of \$40,000 was previously allocated. Construction of Tarleton Trail improvements which consist of sustainable surface improvements near the Holmes Run Greenway at the Tarleton Tot Lot and safety railing on Eisenhower Avenue that contribute to connectivity in the Eisenhower Valley. This project is funded by a Community System Preservation Pilot Program (TCSP) grant through the Federal Highway Administration and expected to be completed by summer 2010.

Changes from Prior Year: This project is a compilation of five existing projects shown in the FY 2010 CIP in the Recreation and Parks section. The projects have been combined together to reflect the primary responsibility for project management. Special revenues (grant) provide funding for all projects except for annual the trail rehabilitation and maintenance program (previously called 'Bike Trails'). The total project cost for this project (\$1,180,000) reflects the estimate to reconstruct shared-use paths in the City as outlined in the Pedestrian and Bicycle Mobility Plan. It does not include estimates for maintenance or rehabilitation to bridges/underpasses or completion of major system gaps.

Operating Impact: This project requires on-going staff support from RPCA and T&ES staff.

Shared-Use Paths	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	810,000	768,000	118,000	118,000	118,000	118,000
Less Revenues	810,000	650,000	0	0	0	0
Net City Share	0	118,000	118,000	118,000	118,000	108,000

Shared-Use Paths	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	118,000	118,000	118,000	118,000	118,000	1,830,000
Less Revenues	0	0	0	0	0	650,000
Net City Share	114,000	120,000	126,000	132,000	139,000	1,180,000

Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

Non-Motorized Transportation (Safety)

Subsection: Non-Motorized Transportation & Shared-Use Paths

Managing Department: T&ES

Project Group: 1

Estimated Useful Life of Improvement: 25 years

Priority: Essential

Project Summary: This project consolidates previously approved, on-going programs that address capital facilities maintenance for non-motorized transportation safety and also make enhancements to the network. The project also includes sub-projects funded by special revenues which are primarily used for safety enhancements. Safety projects may include specialized signals, markings and signage, crossing islands and channeling, secure bicycle parking and detection devices at intersections.

Projects among the focus areas for non-motorized safety include:

- Edsall and South Pickett Street intersection: This sub-project is funded by \$120,000 in VDOT/federal grant funding; it requires no city share. This sub-project will provide pedestrian connectivity and safety improvements to a recently installed sidewalk on Edsall Road. The proposed improvements will include new crosswalks, median island improvements, potential elimination of right-hand slip lane/turning radius improvements, sidewalk improvements and new curb ramps. The project is scheduled to begin in 2011.
- iN-STEP (Neighborhood Safety Transportation Enhancement Program): This sub-project is a previously-approved program (Traffic Calming) that was consolidated in FY2010 with 'On-Street Pedestrian and Bicycle Safety' to make more efficient use of allocated funds and allow the City to be responsive, equitable and proactive in implementing transportation safety enhancements. The iN-STEP program allows the city to implement both small scale projects (i.e. pedestrian and bicycle spot improvements and traffic calming on local roads) and large scale corridor or major intersection improvements. This sub-project also provides funding to design and construct physical traffic calming safety measures within the right-of-way to preserve neighborhoods and enhance safety by diverting cut-through traffic, lowering traffic speeds, and highlighting pedestrian crossing areas. Small scale projects are identified annually in coordination with the annual street resurfacing program. It also allows for spot improvements at locations identified as high-priority in the City's Transportation Master Plan and Pedestrian-Bicycle Mobility Plan. Projects are typically high-crash locations or multi-modal hubs such as transit stops where improvements in the right-of-way can have measurable benefits for vulnerable road users.
- Safe Routes to School: This sub-project is funded by \$500,000 in VDOT competitive grant funding. A city share is not required; however existing local funding greatly improves future grant applications. Funding in this sub-project is intended to enable and encourage children to walk and bicycle to school by making safety improvements within ¼ mile of schools; proposed future City matching funds allow for leveraging federal funding. Typical infrastructure enhancements include staggered medians, illumination and signalization improvements, or raised walkways in high traffic areas to improve visibility of children who walk. Planned projects include provision of pedestrian countdown timers in locations City-wide, intersection safety improvements and sidewalks at Barrett, George Mason, Cora Kelly and Polk Elementary Schools and bicycle parking at schools City-wide.

Changes from Prior Year: This project is a compilation of existing sub-projects shown in the FY 2010 CIP. These projects have been realigned and categorized to reflect a focus on non-motorized transportation safety. Specific projects included in this new project include:

- Edsall and South Pickett was a new project in the FY 2010 budget.
- iN-STEP (previously Traffic Calming and On-Street Pedestrian and Bicycle Safety) includes \$645,000 in prior year funding.

At \$3.0 million over 10 years, the current request for Non-Motorized Transportation (Safety) funding reflects only a small portion of the need for pedestrian and bicycle safety improvements citywide and effectively eliminates the capacity for large projects. The total identified need is over \$6.7 million. The iN-STEP portion of the project alone is \$784,000 less than what was budgeted in the FY 2010-2015 approved CIP.

Operating Impact: This project requires on-going staff support from T&ES.

Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

Non-Motorized Transportation (Safety)	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	645,000	100,000	100,000	100,000	100,000	100,000
Less Revenues	0	0	0	0	0	0
Net City Share	645,000	100,000	100,000	100,000	100,000	100,000

Non-Motorized Transportation (Safety)	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	500,000	500,000	500,000	500,000	500,000	3,000,000
Less Revenues	0	0	0	0	0	0
Net City Share	500,000	500,000	500,000	500,000	500,000	3,000,000

Non-Motorized Transportation (Mobility)

Subsection: Non-Motorized Transportation & Shared-Use Paths Estimated Useful Life of Improvement: 25 years
 Managing Department: T&ES Priority: Essential
 Project Group: 1

Project Summary: This project consolidates previously-approved projects for on-going maintenance to the non-motorized transportation network and incorporates projects funded by grants. Typically, grants are used for new mobility enhancements; City funds are primarily used to rehabilitate sidewalks or leverage grant applications. This project also allows the city to comply with the Commonwealth Transportation Board adopted "Policy for Integrating Bicycle and Pedestrian Accommodations."

Projects among the focus areas for non-motorized mobility include:

- **Sidewalk, Curb and Gutter:** This sub-project provides funding for on-going maintenance of existing sidewalks, curbs, gutters, crossings, and access ramps throughout the City. These funds may also provide an opportunity to leverage grant revenues or complete gaps in the existing network. The Transportation Master Plan calls for 17.5 miles of new sidewalks across Alexandria. Projects are typically coordinated with annual street resurfacing programs and ensure compliance with federal ADA regulations that mandate accessibility improvements in all street alteration projects.
- **Access to Transit Improvements:** This sub-project further consolidates two grant-supported initiatives to make mobility improvements within 1/16-mile of bus stops, 1/8-mile of future high-capacity transit corridors or 1/2-mile of Metrorail stops. The project formerly known as 'Transit Service Improvements' in the Public Transportation subsection is a \$1,237,500 project to provide sidewalks on Madison Street, Eisenhower Avenue, King Street and Russell Road. This project includes a \$267,000 match (20%) and a \$990,000 grant from the Federal Transit Administration. The city share of this project was funded in FY 2010; this project is currently in final procurement for design with preliminary engineering expected to begin in 2010. A separate grant-supported project (\$750,000 in CMAQ funding) through the Virginia Dept. of Transportation) will make mobility improvements to Duke Street near the western city limits from Landmark Plaza to the Landmark Mall transit station. The project was previously shown in the Pedestrian Improvements sub-section as 'Pedestrian Improvements at Transit.'

Sidewalk Location	Project Limits	Status/Priority
Van Dorn St	Holmes Run Pkwy to Sanger	Completed-2007
Edsall Road	Van Dorn to Pickett	Completed-2008
Del Ray	West Nelson/Commonwealth	Completed-2008
Van Dorn St	Kenmore to Maris	Completed-2008
Cambridge Road	Janney's Lane to Dartmouth Rd	Completed-2009
Duke Street	Oasis to S Walker	Planned/High
Madison Street	Columbus to Washington St	Planned/High
Eisenhower Ave	Van Dorn to Metro Rd	Planned/High
Russell Road	West Glebe to Aspen	Planned/Medium

Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

King St	S 28 th St to S 30 th St	Planned/Medium
King Street	Menokin to Braddock	Planned/Medium
Russell Road	Woodland Terrace to W Windsor	Planned /Medium

- **Wilkes Street Bikeway:** This project involves bicycle intersection improvements to Wilkes Street which provides an on-road (east-west) bikeway connection between major shared-use paths. The proposed scope of this project includes addition of bicycle signal detection & associated signalization improvements; bicycle intersection safety features; bicycle wayfinding signage; curb ramp improvements to a connecting a shared use path; crosswalk markings and bicycle lane markings. The \$180,000 in special revenue for this project is provided through a Regional Surface Transportation Program (RSTP) grant to the City through VDOT.

Project History: This project is a compilation of four existing, sub-projects shown in the FY 2010 CIP. These projects have been realigned and categorized to reflect a focus on non-motorized transportation mobility. Specific changes for FY2011 include:

- The unallocated amount for this project includes previously unallocated amounts for 'Sidewalk, Curb & Gutter' and 'Transit Service Improvements.'
- At \$2.3 million, the current total project cost for Non-Motorized Transportation (Mobility) reflects a small portion of the anticipated need to construct sidewalks as identified in the city's Pedestrian and Bicycle Mobility Plan.
- **Sidewalk, Curb and Gutter:** In 1970, City Council adopted a policy for constructing sidewalks, on a priority basis, on at least one side of streets that are within 1,000 feet of schools and along major arterial roadways.
- **Access to Transit Improvements:** In June 2007, a total of \$924,088 was allocated for the 'Pedestrian Improvements at Transit' project. A revised project scope reduced the estimate to \$750,000. Because there is no match required, the project can be completed without a local match.
- Wilkes Street Bikeway was a new project in the FY 2010 CIP that is entirely funded by special revenue and follows on to the recent structural improvements of the Wilkes Street Tunnel.

Operating Impact: This project requires on-going staff support from T&ES.

Non-Motorized Transportation (Mobility)	Unallocated Balance					
		FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	3,476,088	150,000	150,000	150,000	200,000	270,000
Less Revenues	2,730,000	0	0	0	0	0
Net City Share	746,088	150,000	150,000	150,000	200,000	270,000

Non-Motorized Transportation (Mobility)						Total FY2011-FY2020
	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	
Expenditures	270,000	270,000	270,000	270,000	270,000	2,270,000
Less Revenues	0	0	0	0	0	0
Net City Share	270,000	270,000	270,000	270,000	270,000	2,270,000

Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

Edsall Road

Subsection: Street Improvements
Managing Department: T&ES
Project Group: 2

Estimated Useful Life of Improvement: 25 years
Priority: Essential

Project Summary: This project provides for the reconstruction of Edsall Road between Whiting Street and the western City Limits. This stretch of roadway is approximately 3,000 feet in length and has required high maintenance over the past ten years. Existing springs in the area and marine clay are affecting the stability of the street subgrade in several areas of the roadway. The pavement is deteriorating and being pushed to the side of the travel lanes. Heaving, twisting and horizontal movement of the existing pavement, sidewalk, curb and gutter is occurring particularly along the south side of the eastbound lane. The pavement, curb and gutters and sidewalks on the north side of Edsall Road are also showing signs of settlement. A concept study is complete and the cost estimate has been developed and escalated for inflation. Construction and design funding for this project were budgeted in FY 2010 and FY 2011.

A total of \$4.5 million is planned for this project. This project will be a participant in the State's revenue sharing program for transportation projects, which means the City will receive \$1.0 million in State match in both FY 2010 and FY 2011. The final \$500,000 necessary to complete the entire project is not funded. However, the project is scalable and the City can complete the portion of the project for which there is sufficient funding.

Changes from Prior Year: This project was approved for inclusion in the State's FY 2010 revenue sharing program for transportation projects in the amount of \$1.0 million in State revenues to match the City's budgeted share of \$1.0 million. The project will be submitted again in FY 2011 for an additional \$1.0 million of revenue sharing funds.

The total project cost was previously estimated at \$5.04 million with an unfunded amount of \$1.04 million in FY 2011. The revised estimate, based on utilizing in-house design, is a total of \$4.5 million

Operating Impact: This project will have no impact on the operating budget.

Edsall Road	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	2,000,000	2,000,000	0	0	0	0
Less Revenues	1,000,000	1,000,000	0	0	0	0
Net City Share	1,000,000	1,000,000	0	0	0	0

Edsall Road	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	0	0	0	0	0	2,000,000
Less Revenues	0	0	0	0	0	1,000,000
Net City Share	0	0	0	0	0	1,000,000

Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

Eisenhower Avenue Widening

Subsection: Street Improvements

Managing Department: T&ES

Project Group: 2

Estimated Useful Life of Improvement: 25 years

Priority: Essential

Project Summary: This project provides for the widening of Eisenhower Avenue between Holland Lane and Stovall Street in order to accommodate additional through lanes, turn lanes, and a wider, landscaped median in accordance with City plans for Eisenhower East. Since Eisenhower Avenue is the principal roadway through Eisenhower Valley, where significant development is underway, this widening should be initiated and completed in a timely manner to avoid extensive traffic disruption. \$1.0 million was allocated in January 2008 for the design of this project and the design is thirty percent complete. The total cost of this entire project is estimated to be as high as \$18.4 million depending on land acquisition costs. Funding was revised in the FY 2009 – FY 2014 CIP budget to match the State Urban Funds totaling \$6.2 million. The City's match for these funds is to come from the prior year balance of \$359,800.

Changes from Prior Year: There has been no change in funding for this project.

Project History: In January 2008, a total of \$1 million in State funding was allocated for the design of this project.

Operating Impact: This project will have an impact on the operating budget in that the planned landscaped median will be to be maintained.

Eisenhower Avenue Widening	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	6,544,800	0	0	0	0	0
Revenues	6,185,000	0	0	0	0	0
Net City Share	359,800	0	0	0	0	0

Eisenhower Avenue Widening	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	0	0	0	0	0	0
Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

King/Quaker Lane/Braddock Road Intersection

Subsection: Street Improvements
 Managing Department: T&ES
 Project Group: 2

Estimated Useful Life of Improvement: 25 years
 Priority: Essential

Project Summary: This project provides funding to study the intersection of King Street, Quaker Lane, and Braddock Road and provide a thorough review of the existing design and traffic flow and recommend steps for redesign to improve the intersection for both motorists and pedestrians. This intersection is currently one of the most congested areas in the City. \$598,000 (\$448,000 in State Urban Funds and \$150,000 in prior year unallocated City monies) remains for this project.

Changes from Prior Year: There has been no change in funding for this project.

Project History: In October 2007, \$200,000 in State funds was allocated to begin this project. A consultant has developed and analyzed several options for improving this intersection. A final proposal with cost estimates is expected spring 2010.

Operating Impact: This project will have no impact on the operating budget.

King / Quaker Ln / Braddock Rd Intersection	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	598,000	0	0	0	0	0
State Urban Funds	448,000	0	0	0	0	0
Net City Share	150,000	0	0	0	0	0

King / Quaker Ln / Braddock Rd Intersection	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	0	0	0	0	0	0
State Urban Funds	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

King & Beauregard Intersection Improvements

Subsection: Street Improvements
 Managing Department: T&ES
 Project Group: 2

Estimated Useful Life of Improvement: 25 years
 Priority: Essential

Project Summary: This project provides for traffic flow improvements at King Street and Beauregard Street. The City is managing this project and has retained a consultant for the design. \$1.9 million was allocated in June 2005 for the design of this project.

In the FY 2008 to FY 2013 submission to VDOT the City requested an additional \$ 4.5 million be reallocated so that the total remaining funding need of \$9.8 million was available. The \$9.8 million (\$432,262 City match) remains unallocated.

Changes from Prior Year: There has been no change in City funding for this project.

Project History: Regional growth and development of the King Street corridor, particularly in Fairfax County, has resulted in increased traffic congestion at the intersection of King and Beauregard Streets. Improvements to this intersection have been discussed since the 1970's. In the 1990's, the State conducted a comprehensive transportation study of the Beauregard Street Corridor from Little River Turnpike (Fairfax County) to Arlington Mill Road (Arlington County). The findings and recommendations of the study were presented by the Virginia Department of Transportation (VDOT) staff to the City's Beauregard Street Corridor Task Force in November 1995. The Task Force, made up of representatives of Alexandria, Fairfax County, and Arlington County reviewed the findings and reached consensus that a six-lane, grade-separated alternative for the intersection should be the selected design option.

In June 1997 (based on concerns expressed by Fairlington residents and new Arlington County Board members), the Commonwealth Transportation Board directed the VDOT staff to postpone the detailed design of the project until an updated traffic analysis was conducted to verify the need for the selected alternative. VDOT engaged the consulting firm of Michael Baker and Associates in December 1998 to perform this traffic analysis update. In 1999, VDOT put this project on hold at the request of the City until discussions among VDOT, Arlington County, and the City could occur. The City and Arlington County staff has met with VDOT to examine at-grade potential solutions to the traffic problems associated with this intersection. VDOT commenced a study to examine redesign alternatives for this intersection during fall/winter 2000-2001. VDOT submitted preliminary concept information to the City. The design phase is expected to continue into FY 2010, necessary land acquisition needs to occur, and then construction is anticipated to begin in FY 2011. This project will also help mitigate some of the BRAC-133 traffic impacts.

Operating Impact: This project will have no impact on the operating budget.

King & Beauregard Intersection Improvements	Unallocated Balance					
		FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	9,794,262	0	0	0	0	0
State Urban Funds	9,362,000	0	0	0	0	0
Net City Share	432,262	0	0	0	0	0

King & Beauregard Intersection Improvements						Total FY2011-FY2020
	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	
Expenditures	0	0	0	0	0	0
State Urban Funds	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

Mill Road Slip Ramp & Extension

Subsection: Street Improvements
 Managing Department: T&ES
 Project Group: 2

Estimated Useful Life of Improvement: 25 years
 Priority: Essential

Project Summary: This funding provides for Phase II of this project to extend the roadway west from the Telegraph Road overpass to Eisenhower Avenue, and is currently programmed in the VDOT Six-year Improvement Plan. The City is recommending that ramp improvements at Mill Road and Telegraph Road be constructed to provide an access ramp to Interstate 495, and has completed a feasibility study, as well as a VDOT required Interchange Modification Report (IMR), Environmental Analysis and Traffic Study, which indicate that the traffic flow will be improved. Pending the approval by the State and Federal Highway, the schedule and budget for this project will be established.

Phase I Realignment: The existing Mill Road, from approximately Roberts Lane on the east to the Telegraph Road overpass on the west, has been realigned to remove hazardous curves from the roadway. Construction began in June 2002 and was completed in Winter 2003.

Phase II Extension: Phase II was originally intended as the extension of Mill Road west from the Telegraph Road overpass to Eisenhower Avenue, beyond the new Department of Motor Vehicles (DMV) center. This was found to not be feasible. The State and Federal funding will be reprogrammed at a later date.

In addition, this project provides \$500,000 for the design of an access ramp to Interstate 495 at Mill Road to alleviate recurring congestion at the Telegraph Road and Interstate 495 interchange. This project is critical to the region as a means of easing traffic congestion and provides for safe emergency evacuation and is currently under study.

A total of \$3.0 million (\$2.9 million in State funds and \$100,000 in City Share) has been budgeted for this project. Studies were done using State and local funds. The current project estimate is \$1.5 million if the slip ramp is constructed at the same time as the Telegraph Road Ramp D. If constructed later, construction costs will be considerably higher.

Changes from Prior Year: There is no change in the funding for this project.

Project History: In October 2007, \$150,000 (\$147,000 in State funds and \$3,000 in City Share) was allocated for a study to determine if an access ramp can be constructed to connect Mill Road traffic to the existing ramp to Westbound I-495 (Beltway Inner Loop). In 2008, additional studies were required by VDOT and FHWA, which were financed through the remaining State funds and \$90,000 in City funds.

Operating Impact: This project will have no impact on the operating budget.

Mill Road Slip Ramp & Extension	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	2,980,000	0	0	0	0	0
State Urban Funds	2,880,000	0	0	0	0	0
Net City Share	100,000	0	0	0	0	0

Mill Road Slip Ramp & Extension	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	0	0	0	0	0	0
State Urban Funds	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

Madison/Montgomery Street

Subsection: Street Improvements
Managing Department: T& ES
Phase: Phase 3 (Design)
Project Group: 2

Estimated Useful Life of Improvement: 25 years
Priority: Essential

Project Summary: This project provides funding for design and reconstruction of three square blocks of Madison and Montgomery Streets between Fairfax and St. Asaph Streets. These streets partially lie over the old abandoned canal that was eventually filled by converting it into a landfill. The landfill status has contributed to the continual settling of the roadway, which has led to warped pavement and unstable roadways in the area. In addition, this project provides for sinkhole remediation at the Montgomery Park tennis courts. Studies have been completed and the final design started in fall 2008.

Changes from Prior Year: Funding of \$6,750,000 was moved from FY 2012 to \$500,000 in FY 2016, \$3,250,000 in FY 2017 and \$3,000,000 in FY 2018.

Project History: In FY 2007, a geophysical study was completed of Madison Street and Montgomery Street between Fairfax and St. Asaph Streets in order to devise a long-term stabilization solution for reconstruction of the streets. Preliminary engineering suggests that the subbase of the streets will need to be stabilized in addition to some full and partial depth roadway reconstruction to improve drainage.

Schedule: This project is currently in phase 3, the design phase. Design is expected to be completed by winter 2010. The construction timeline will be contingent on the future funding schedule.

Customer Service Level Impact: This project will prevent future roadway and sidewalk settlement and improve the pavement riding quality. It will also eliminate the ponding and freezing problems in these roadways and intersections.

Operating Impact: This project will have no impact on the operating budget.

Madison/ Montgomery Streets	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

Madison/ Montgomery Streets	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	500,000	3,250,000	3,000,000	0	0	6,750,000
Less Revenues	0	0	0	0	0	0
Net City Share	500,000	3,250,000	3,000,000	0	0	6,750,000

Capital Performance Measures	
On-time (within projected time period)	
On-budget (within project range of costs)	
Smooth grade of roadway, limited ponding	

Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

Street/Alley Reconstructions & Extensions

Subsection: Street Improvements

Managing Department: T&ES

Project Group: 1

Estimated Useful Life of Improvement: 50 years

Priority: Essential

Project Summary: This project supports miscellaneous street reconstruction and rehabilitation projects and streetscaping throughout the City in addition to rehabilitation of public alleys City-wide, which include approximately 25 lane miles of public alleys. Of these lane miles, approximately 20 public alley lane miles have not had maintenance or reconstruction in at least 20 years, which has resulted in drainage problems and deteriorated pavement conditions. In prior year CIP's, the Street Reconstruction and Extension project and the Alley Rehabilitation Program project were separate. Funding for these two projects has been combined into one project in order to allow the City to focus available funds on the most immediate street or alley maintenance needs without reallocating between projects. \$985,024 in prior year unallocated monies remain for enhancing the infrastructure, including streets, sanitary and storm sewers, storm management in public right-of-ways, and public alley rehabilitations to meet the needs of City projects. Annual funding begins in again in FY 2012 and continues to the out year FY 2020 for a total of \$3.35 million.

Planned street projects include Halcyon Drive from Old Dominion to North Overlook Drive, South Overlook Drive from Cameron Mills to North Overlook Drive, West Glebe Road from Milan to Martha Custis Drive. Upcoming alley rehabilitation projects include more than 4,300 feet of alley in locations off Evans Lane and Lynhaven Drive.

Changes from Prior Year: Annual funding for the Street Reconstruction and Extension project and the Alley Rehabilitation Program have been combined and funding has been extended to the out-year (FY 2020).

Project History: Street Reconstruction and Extension Projects recently completed include Russell Road to Commonwealth Avenue and East Reed Avenue, Commonwealth Avenue to Jefferson Davis Highway, and Maple Street between Commonwealth Avenue and Mount Vernon Ave.

Operating Impact: This project will have no impact on the operating budget.

Street/Alley Reconst. & Extensions	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	985,024	0	400,000	350,000	300,000	300,000
Less Revenues	0	0	0	0	0	0
Net City Share	985,024	0	400,000	350,000	300,000	300,000

Street/Alley Reconst. & Extensions	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	400,000	400,000	400,000	400,000	400,000	3,350,000
Less Revenues	0	0	0	0	0	0
Net City Share	400,000	400,000	400,000	400,000	400,000	3,350,000

Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

Miscellaneous Undergrounding

Subsection: Street Improvements
 Managing Department: T&ES
 Project Group: 1

Estimated Useful Life of Improvement: Permanent
 Priority: Essential

Project Summary: This project provides the City's share of undergrounding utilities in the vicinity of new developments or near City capital projects, such as transformer enclosures. Generally, the City pays the lesser of one-half of the cost for undergrounding or \$50,000, and the developer pays the remainder. A total of \$770,000 in annual funding has been planned over nine years (FY 2012 – FY 2020) for this project.

Changes from Prior Year: In the previous CIP, only three years of funding were budgeted. Funding is now extended through FY 2020.

Project History: Funding to date has provided for a comprehensive program of undergrounding improvements on King Street from Union Street to the King Street Metro Station area.

Operating Impact: This project will have no impact on the operating budget.

Miscellaneous Undergrounding	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	0	90,000	50,000	90,000	90,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	90,000	50,000	90,000	90,000

Miscellaneous Undergrounding	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	90,000	90,000	90,000	90,000	90,000	770,000
Less Revenues	0	0	0	0	0	0
Net City Share	90,000	90,000	90,000	90,000	90,000	770,000

King Street Paving

Subsection: Street Improvements
 Managing Department: T&ES
 Project Group: 2

Estimated Useful Life of Improvement: 15 years
 Priority: Essential

Project Summary: This project provides for the paving of King Street, between Union Street and the Masonic Temple. This portion of King Street is in need of resurfacing due to damage caused by cuts, cracks, and depressions. It has been 15 years since this portion of King Street was paved. Heavy traffic and the age of the surface, in addition to numerous utility cuts, have made this paving project necessary. This project was unfunded in the FY 2009 – FY 2014 CIP, but \$863,000 was programmed in FY 2010.

Changes from Prior Year: \$350,000 in prior year balance previously associated with the Madison/Montgomery project have been reprogrammed to this project due to the delay in construction for Madison/Montgomery.

Operating Impact: This project will have no impact on the operating budget.

King Street Paving	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	1,213,000	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	1,213,000	0	0	0	0	0

King Street Paving	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	0	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

Washington Street Paving

Subsection: Street Improvements

Managing Department: T&ES

Project Group: 1

Estimated Useful Life of Improvement: 15 years

Priority: Essential

Project Summary: Washington Street between First Street and Church Street (a total of 1.59 miles) was rehabilitated in the summer/fall of 2009. In addition to pavement replacement, the project included sidewalks, curb and gutter, pavement markings, traffic loop detectors, signs and signals which required extensive rehabilitation to bring them up to current standards. The roadway serves more than 55,000 vehicles daily, making it one of the most heavily traveled arterials in the City. This street has highly active pedestrian crossings and four designated on-street bicycle routes cross Washington Street within the project limits. The total project was estimated at \$2,150,000, with \$1.0 million to come from State revenue sharing and \$1.15 million from the City.

Changes from Prior Year: Staff applied for and was approved for \$1 million from the Virginia revenue sharing program to offset costs associated with this project. \$350,000 was added to the project in FY 2010 in order to match the revised estimated costs submitted to the State. With the additional \$350,000 added in FY 2010 (reprogrammed from Madison/Montgomery St), the total City share was \$1.15 million.

Operating Impact: This project will have no impact on the operating budget.

Washington Street Paving	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	350,000	0	0	0	0	0
Revenue Sharing	0	0	0	0	0	0
Net City Share	350,000	0	0	0	0	0

Washington Street Paving	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	0	0	0	0	0	0
Revenue Sharing	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

Street Reconstruction Projects TBD

Subsection: Street Improvements

Managing Department: T&ES

Project Group: 2

Estimated Useful Life of Improvement: TBD

Priority: Essential

Project Summary: The City intends to participate in the State revenue sharing program for transportation projects every fiscal year when funding for the match is available and eligible projects can be identified. This program requires street reconstruction projects of at least \$2.0 million in total costs in order to receive the State revenues of \$1.0 million. Because this program is limited to reconstruction projects of over \$2 million on arterial roads, the overall number of potential projects in the City is limited.

In FY 2009 the City was approved for \$1 million to offset the costs of the Washington Street Repaving project, and in FY 2010 the City was approved for \$1 million to offset the costs of the Edsall Road Reconstruction project. (Another \$1 million will be requested for the Edsall Road project in FY 2011.) The City will participate in this program in FY 2016 – FY 2020 if we have eligible projects.

The total cost of these projects in FY 2016 to FY 2020 will be \$10.0 million with \$5.0 million in State revenues coming back to the City. The City anticipates not being able to afford to participate in the State revenue sharing program for transportation projects for FY 2012 to FY 2015.

Changes from Prior Year: This project is funded for FY 2016 through FY 2020 if eligible projects are identified.

Operating Impact: Given the uncertain nature of the exact use of these funds, there currently is no identifiable impact on the operating budget.

Street Reconstructions TBD	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	0	0	0	0	0
Revenue Sharing	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

Street Reconstructions TBD	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	10,000,000
Revenue Sharing	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	5,000,000
Net City Share	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	5,000,000

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