

City of Alexandria Long-Range Plan

June 1, 2011

Projects

No.	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives	Notes
1	Potomac Yard Intermodal transit center	In conjunction with other public agencies, a new intermodal transit center shall be constructed proximate to the new Metrorail station	Potomac Yard SAP	Project	Transit	\$1-5 million	5-10 years	Not Started	Yes	
2	West End Transit Shop	Construct a new transit shop on the west end of Alexandria to support transit, alternative transportation and non-Single Occupancy Vehicle (SOV) travel	TDM Plan	Project	Transit	Less than \$1 million	5-10 years	Not Started	Yes	
3	Transit Corridor A - Transitway from Braddock Road to King Street	Construction of extension of CCPY Transitway south of Braddock Road to connect to King Street station	Potomac Yard SAP	Project	Transit	\$1-5 million	5-10 years	Not Started	Yes	
4	Pedestrian / Bicycle connection from Potomac Yard to Four Mile Run Trail	Provide a future pedestrian/bicycle connection from Landbay K to the Four Mile Run trail	Potomac Yard SAP	Project	Bicycle	\$1-5 million	5-10 years	Not Started	Yes	
5	Eisenhower Avenue Metrorail Platform Extension	Construction of station entrance north of Eisenhower Avenue as development occurs to provide direct pedestrian access to the station without the crossing of Eisenhower Avenue.	1992 TMP	Project	Transit	More than \$5 million	1-5 years	In Progress	Yes	The Eisenhower Avenue Metro Station can only be accessed from the South side of Eisenhower Avenue, but a great deal of existing and future development is taking place on the north side of this street—much of it federal office space. Not only is the existing limited station access unsafe; it discourages transit use. The City has received over \$2 million in federal funding to begin to plan for the reconfiguration and expansion of the platform of this station to the north side of Eisenhower. The City estimates that over \$16 million in additional funding is needed, and would appreciate additional federal assistance. This is our highest priority heavy rail funding request. Project in concept development. Construction to follow widening of Eisenhower Avenue.
6	Van Dorn Street bridge widening	Widening of Van Dorn Street over Duke Street to accommodate pedestrians		Project	Pedestrian	More than \$5 million	5-10 years	Not Started	Yes	At time of development of Landmark Mall or Van Dorn Street reconstruction
7	Bradlee Transit Center	Construction of the Bradlee Transit Center. The project will provide bus facilities for a number of bus routes serving the area. The improvements will include bus shelters and enhanced service information, bus circulation, bicycle parking and transit amenities.	TDM Plan	Project	Transit	Less than \$1 million	1-5 years	Not Started	Yes	
8	Streetscape improvements to Mount Vernon Avenue	Streetscape improvements along Mt. Vernon Avenue from Glebe to northern City limit including street furniture, crosswalks, public art, public amenities and loading areas	Arlandria SAP	Project	Pedestrian	Less than \$1 million	1-5 years	In Progress	Yes	
9	Construct Elizabeth Lane extension		Eisenhower East SAP	Project	Streets	\$1-5 million	10+ years	Not Started	Yes	
10	Construct Metro Station Road (Eisenhower)		Eisenhower East SAP	Project	Streets	More than \$5 million	5-10 years	Not Started	No	
11	Clermont Interchange with I-95 and connection to Eisenhower Avenue	Study or consider this interchange and the connecting roadways that will improve access to the Cameron Valley and the Eisenhower Corridor	Eisenhower East SAP	Project	Streets	More than \$5 million	10+ years	Not Started	No	The City Council recognized the critical need for improved access to the Eisenhower Valley and requested that the State investigate a connection between I-95 (the Capital Beltway) and Eisenhower Avenue. The City Council has indicated to VDOT their support of the interchange. (King St./Eisenhower Ave. Metro Station Small Area Plan).
12	I-395 access to West End Town Center	Direct access from I-395 ramps to West End Town Center	Landmark/Van Dorn SAP	Project	Streets	More than \$5 million	10+ years	Not Started	Yes	
13	Construct Holland Lane Extension	Extension of Holland Lane south from Eisenhower Avenue to Old Cameron Run Channel	Eisenhower East SAP	Project	Streets	More than \$5 million	10+ years	Not Started	No	
14	Interstate-95 Service Road Between U.S. Route 1 and Telegraph Road With Connections to Mill Road	Construction of two-lane service road along the north side of I-95 to improve access to Eisenhower Valley between the U.S. Route 1 and Telegraph Road Interchanges.	1992 TMP	Project	Streets	More than \$5 million	5-10 years	Not Started	No	Additional access ramps to the valley from the Beltway at Mill Road will absorb a significant portion of traffic destined to the developments in the corridor and will relieve some of the congestion at the interchanges and along U.S. Route 1 and on Duke Street. Although this will be an Interstate Highway System project, requiring no funding from the City, the project may be funded by developers in the valley to accelerate construction and is a requirement of the Carlyle project. The City Council has indicated to VDOT their desire to have this access provided to the Valley (King Street/Eisenhower Avenue Metro Station Small Area Plan).
15	South Van Dorn Street Improvements at the City Limits	Construction of an additional lane to the southbound roadway from the Metrorail access ramp to the I-95 interchange. An additional lane should be added to the northbound roadway from the I-95 interchange to the Metro access ramp.	1992 TMP	Project	Streets	More than \$5 million	5-10 years	Not Started	No	This action will provide improved access to and from the Van Dorn Metrorail Station and the Eisenhower Valley.

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16	Edsall Road Connector to Farrington Avenue and South Pickett Street	Construction of new roadway along the Fairfax County line to connect Edsall Road, South Pickett Street, and Farrington Avenue to relieve sections of South Van Dorn Street to provide direct access to the Eisenhower Avenue corridor and the Van Dorn Street Metrorail Station.	1992 TMP	Project	Streets	More than \$5 million	10+ years	Not Started	Yes	As development takes place in Alexandria or Fairfax County between Edsall Road and Pickett Street or along Farrington Avenue. To be further evaluated in Eisenhower West Plan.