



City of

Alexandria, VA

Citizen Information Meeting



King Street/Beauregard Street Improvement Project

VDOT Project # 0007-100-F04

Thursday, May 31, 2007, 6:00 p.m. - 8:00 p.m.

Minnie Howard Ninth Grade Center, 3801 West Braddock Road

Welcome to the City of Alexandria's citizen information meeting regarding the proposed improvements to the intersection of King Street and Beauregard Street. All citizens are afforded the opportunity to participate in public decisions on transportation projects affecting them. Your verbal and written input is appreciated and you are encouraged to complete the enclosed comment sheet. Your comments will be considered by the project designer before the project is presented at a public hearing.

Project Description

King Street between I-395 and George Mason Drive is a congested, 4-lane, divided, urban, principal arterial surrounded by high-density office, commercial, and residential development. The King Street / Beauregard Street intersection operates at an unacceptable LOS (level-of-service) with daily traffic volumes exceeding 46,000. The LOS is expected to further deteriorate with traffic volumes exceeding 60,000 by the year 2020 under current conditions.

The proposed improvements will result in a more operationally efficient intersection and the safer integration of pedestrians and motorists.

The project area includes a 0.25-mile section of King Street between Chesterfield Road and North Hampton Drive (includes 3 intersec-

tions) and a 0.22-mile section of Beauregard Street/Walter Reed Dr.

Street improvements include partial widening to add a raised median and left-turn lanes on eastbound and westbound King street, elimination of median openings, upgrades to traffic signals with new mast arms, and upgrades to street lights to meet current standards.

Improvements to increase pedestrian safety include 6-foot wide ADA-compliant sidewalks, off-street shared-use paths to comply with the City's bike plan, 6-foot wide landscaped buffers between the street and the sidewalks and shared-use paths, elimination of slip lanes, and new pedestrian signals.

The closed storm drainage system will be upgraded. An underground *continued on the next page*

Project Goals

- Increase **capacity** and operational **efficiency**
- Improve **safety** for pedestrians, bicyclists, and motorists

Project Features

- Additional left-turn lanes on eastbound and westbound King Street
- Partially landscaped raised medians to promote efficient traffic movements
- 6-ft. landscaped buffers between sidewalks/trail and streets
- Off-street shared-use paths on Beauregard and King streets
- 6-ft. wide ADA-compliant sidewalks
- Upgraded traffic signals on mast arms and new pedestrian signals
- Upgraded street lights to meet current standards
- Elimination of slip lanes to improve pedestrian safety
- Upgraded storm drainage system to meet the water quality standards of the Four-Mile Run Watershed



Project Description *continued*

detention system with an on-site mechanism to clean water before being released into the storm system will meet the water quality standards of the Four-Mile Run Watershed. Construction will conform to nationwide BMPs, VDOT specifications and special provisions, and the Virginia Department of Soil and Water Conservation Recommendations.

A traffic analysis of the project corridor was conducted to identify geometric and traffic operational improvements that will best facilitate optimized traffic movement for all modes of travel. This involved analyses of traffic operations under existing conditions and under several design alternatives based on a 10-year design horizon. The study addressed feasible and

constructable mitigation measures considering project constraints such as limited right-of-way and construction costs.

Signal timing plans were developed for four scenarios that optimized the coordinated timing among seven signals along King Street. The final design included traffic signals at three intersections. They were coordinated with the other signals on King and Beauregard streets and feature mastarms, LED heads, inductive loop detection, and pedestrian countdown indicators.



Existing conditions looking west on King Street

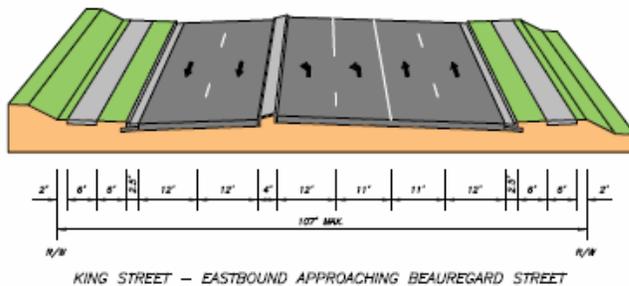
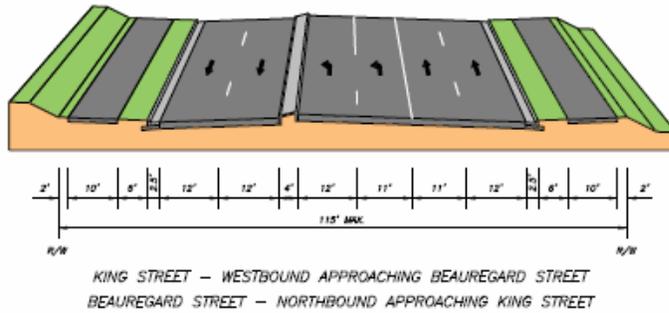
This project also includes the purchase of limited right-of-way, utility relocation, and environmental services.

Plan Overview





Typical Roadway Cross Sections



Right-of-Way

Additional right-of-way is needed for this project. As currently proposed, there are no residences or businesses that will be displaced. The drive-through kiosk at the Wachovia Bank will be removed or relocated. No non-profit organizations will be displaced.

Easements are required for the construction and maintenance of slopes, drainage facilities, and utilities. As plans are further developed and finalized, additional easements for maintenance, construction and utility relocations may be required beyond the currently proposed right-of-way. As the exact locations of these easements are determined, property owners will be informed.

Environmental Review

VDOT's Northern Virginia District Office has completed a review of this project under the State Environmental Review Process (SERP) to obtain preliminary information about environmental resources in the project vicinity; identify opportunities for avoidance, minimization, and mitigation; and provide the natural and historic resource agencies an opportunity to review and comment on the project.

The project will be coordinated with federal, state and local agencies as part of the National Environmental Policy Act (NEPA) process and in compliance with Federal Highway Administration guidelines. The NEPA document is being prepared and will include information on air quality, cultural resources (archaeology and standing structures), natural resources (water quality, threatened and endangered species) and hazardous materials. The NEPA document and associated study findings will be available 30 days prior to the public hearing and will be posted on the project Web site for public review.

Anticipated Schedule

Citizen information mtg.	May 2007
Public hearing	Spring 2008
Design complete	Summer 2008
ROW acquisition begins	Mid 2008
Utility construction	2008-2009
Road construction	2010 -2011

Estimated Project Cost

\$10,600,000

The project will be funded with City, state and federal funds.

The City of Alexandria ensures nondiscrimination in all programs and activities in accordance with Title VI of the Civil Rights Act of 1964. For further information, contact:

City of Alexandria
Office on Human Rights
421 King Street, Suite 400
Alexandria, VA 22314
(703) 838-6390

<http://alexandriava.gov/human/alexhumrhtshome.html>

Please visit the King Street /
Beauregard Street
Improvement Project Web site
for project updates and to
review citizen comments,
questions, and responses.

<http://alexandriava.gov/tes/ed/kingbeauregard.html>



Contact Information

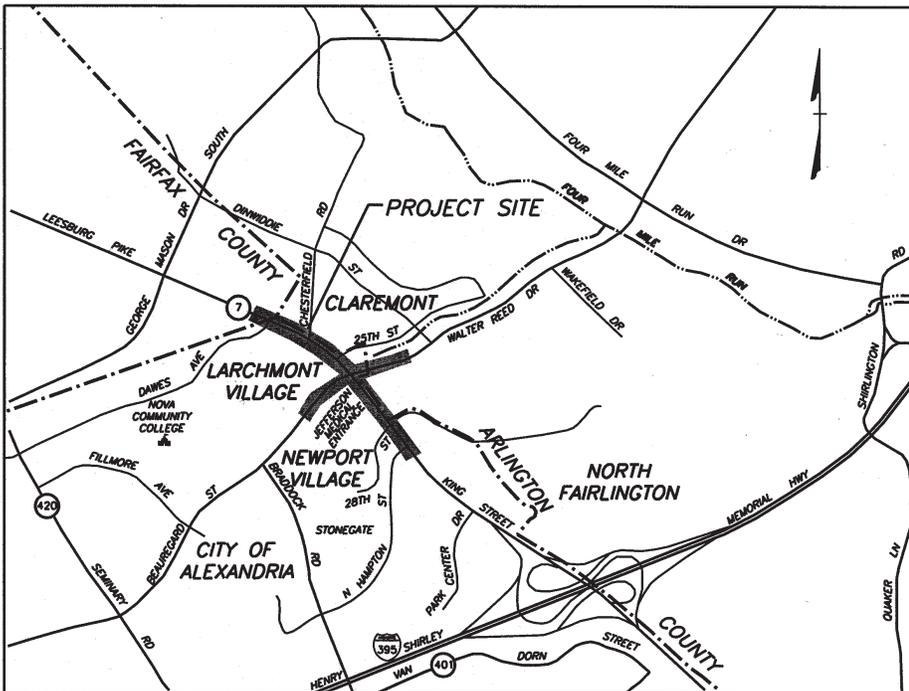
Your transcribed comments resulting from this citizens information meeting will be included in a transcript for public review. Additional questions and comments must be e-mailed to Lisa Jaatinen, P.E., by June 15, 2007 in order to be included in the official transcript. If you send an e-mail, please reference "King Street / Beauregard Street Comments" in the subject heading.

Ms. Lisa Jaatinen, P.E.
City of Alexandria
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301 King Street
Alexandria, VA 22314
(703) 838-4328
lisa.jaatinen@alexandriava.gov

You may review the meeting transcript including citizen questions and responses on the City's project Web site at:

<http://alexandriava.gov/tes/ed/kingbeauregard.html>

Location Map



What's Next?

Citizens are encouraged to submit written comments during the public comment period which ends on June 15, 2007. The goal of the City of Alexandria is to ensure that all members of the community are afforded the opportunity to participate in public decisions on the City's transportation system.

As the design is being developed, the NEPA environmental process will be completed. The NEPA document will be posted on the project Web site by December, 2007 for citizen review.

A public hearing will be scheduled for the spring of 2008 to provide citizens opportunities to offer comments about the updated design.

Once final design plans are completed and approved by the City and state officials, the right-of-way acquisition stage will begin followed by utility relocations. It is anticipated that roadway construction will begin in 2010.

Thank You
for your participation