

## 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 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	Total FY 2026 - FY 2035
<b>Expenditure Budget</b>	87,031,166	21,923,466				5,949,700	6,320,800	6,846,800	7,284,100	7,749,300	8,249,300	8,500,000	65,107,700
Financing Plan													
Cash Capital	4,677,746	4,677,746											
GO Bonds	74,207,407	16,199,707	2,209,200	5,563,900	4,934,600	5,949,700	6,320,800	6,846,800	5,884,100	6,349,300	6,849,300	7,100,000	58,007,700
State/Federal Grants (Unsecured)	7,100,000			1,500,000					1,400,000	1,400,000	1,400,000	1,400,000	7,100,000
TIP	1,046,013	1,046,013											
<b>Financing Plan Total</b>	87,031,166	21,923,466	2,209,200	7,063,900	4,934,600	5,949,700	6,320,800	6,846,800	7,284,100	7,749,300	8,249,300	8,500,000	65,107,700
Operating Impact													

### CHANGES FROM PRIOR YEAR CIP

Funding planned for FY 2026 reduced by \$100,000 as part of CIP reductions/reprioritizations to support other critical capital needs. Sufficient funding, along with prior year balances, remains in this project to support immediate term needs. Funding added for FY 2035.

### PROJECT DESCRIPTION & JUSTIFICATION

This project provides funding for the maintenance, repair, and painting of steel structures, joint seals, expansion joints, bearing, safety guard rails, sidewalk 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 FY 2019, staff developed a long-term maintenance plan for the preventive maintenance, corrective maintenance, and repair of all bridges inspected and maintained by the City. This plan identified all major and minor repair work needed for all road and highway bridges and identifies a regular maintenance interval for each bridge. In FY 2021, using new funding, work began on the long-term maintenance plan to repair City bridges based on the priority identified in the plan. Once the major work is completed for each bridge, the bridge will be placed in a regular maintenance interval and will be maintained based on the schedule as identified using industry standards. Routine maintenance will be handled by internal and contractor maintenance teams, depending on the complexity and scope of work.

In FY2024, T&ES staff developed a revised long term maintenance plan for the roadway structures, taking into account maintenance that has been completed over the past few years. T&ES staff has recently taken over the maintenance of 30 pedestrian bridges from the Recreation, Parks and Cultural Activities department. 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 implements 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 2026 – FY 2028 Project List

<b>Fiscal Year 2026</b>	
<b>Description</b>	<b>Amount</b>
Van Dorn over NS Railroad	\$1,700,000
Routine Bridge Maintenance	\$209,200
Routine Inspection and Consulting Services	\$300,000
<b>Total Fiscal Year 2026</b>	<b>\$2,209,200</b>
<b>Fiscal Year 2027</b>	
<b>Description</b>	<b>Amount</b>
Van Dorn over Backlick Run	\$2,600,000
Route 1 over 4 Mile Run	\$1,500,000
Telegraph Road over Duke Street	\$1,500,000
Routine Bridge Maintenance	\$463,900
Routine Inspection and Consulting Services	\$1,000,000
<b>Total Fiscal Year 2027</b>	<b>\$7,063,900</b>
<b>Fiscal Year 2028</b>	
<b>Description</b>	<b>Amount</b>
Bridge Repairs	\$3,200,000
Routine Bridge Maintenance	\$534,600
Routine Inspection and Consulting Services	\$1,200,000
<b>Total Fiscal Year 2028</b>	<b>\$4,934,600</b>

NOTE: Identified bridge maintenance projects based on current inspection records which are subject to change based on future inspection and program prioritization efforts.

## 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 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	Total FY 2026 - FY 2035
<b>Expenditure Budget</b>	<b>42,008,901</b>	<b>29,981,901</b>	<b>800,000</b>	<b>1,075,000</b>	<b>1,107,000</b>	<b>1,140,000</b>	<b>1,232,000</b>	<b>1,243,000</b>	<b>1,280,000</b>	<b>1,300,000</b>	<b>1,400,000</b>	<b>1,450,000</b>	<b>12,027,000</b>
Financing Plan													
Cash Capital	16,743,177	11,613,177	716,000	1,000,000	734,000	-	-	-	1,230,000	-	-	1,450,000	5,130,000
GO Bonds	19,683,853	12,786,853	84,000	75,000	373,000	1,140,000	1,232,000	1,243,000	50,000	1,300,000	1,400,000	-	6,897,000
Private Capital Contributions	593,372	593,372	-	-	-	-	-	-	-	-	-	-	-
TIP	1,287,429	1,287,429	-	-	-	-	-	-	-	-	-	-	-
Prior Capital Funding	3,701,070	3,701,070	-	-	-	-	-	-	-	-	-	-	-
<b>Financing Plan Total</b>	<b>42,008,901</b>	<b>29,981,901</b>	<b>800,000</b>	<b>1,075,000</b>	<b>1,107,000</b>	<b>1,140,000</b>	<b>1,232,000</b>	<b>1,243,000</b>	<b>1,280,000</b>	<b>1,300,000</b>	<b>1,400,000</b>	<b>1,450,000</b>	<b>12,027,000</b>
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

### CHANGES FROM PRIOR YEAR CIP

Funding planned for FY 2026 reduced by \$268,500 as part of CIP reductions/reprioritizations to support other critical capital needs. Sufficient funding, along with prior year balances, remains in this project to support immediate term needs. Funding added for FY 2035.

### 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 2026 – FY 2028 Project List

<b>Fiscal Year 2026</b>	
Description	Amount
Signal Pole Replacements	\$200,000
N. Hampton and Ford	\$150,000
King and 28th	\$150,000
Unidentified new traffic signal	\$150,000
Repair of traffic signals damaged in car crashes	\$70,000
Upgrade to meet PROWAG	\$70,000
Repair of Vision Zero Devices	\$10,000
<b>Total Fiscal Year 2026</b>	<b>\$800,000</b>

<b>Fiscal Year 2027</b>	
Description	Amount
Quaker and Preston	\$150,000
Patrick and Cameron	\$150,000
Henry and Cameron	\$150,000
West and Pendleton	\$150,000
West and Braddock	\$150,000
King and Park Center	\$150,000
Repair of traffic signals damaged in car crashes	\$55,000
Upgrade to meet PROWAG	\$70,000
Repair of vVision Zero devices	\$50,000
<b>Total Fiscal Year 2027</b>	<b>\$1,075,000</b>

<b>Fiscal Year 2028</b>	
Description	Amount
Quaker and Preston	150000
Patrick and Cameron	150000
Henry and Cameron	\$150,000
West and Pendleton	\$150,000
West and Braddock	\$150,000
King and Park Center	\$150,000
Repair of traffic signals damaged in car crashes	\$70,000
Upgrade to meet PROWAG	\$70,000
Repair of vVision Zero devices	\$67,000
<b>Total Fiscal Year 2028</b>	<b>\$1,107,000</b>

## FOUR MILE RUN BRIDGE PROGRAM

DOCUMENT SUBSECTION: Streets & Bridges	PROJECT LOCATION: Arlandria/Chirilagua; North Potomac Yard; Potomac West
MANAGING DEPARTMENT: Department of Transportation and Environmental Services	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 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	Total FY 2026 - FY 2035
Expenditure Budget	12,500,000	12,500,000	-	-	-	-	-	-	-	-	-	-	-
Financing Plan													
GO Bonds	12,500,000	12,500,000	-	-	-	-	-	-	-	-	-	-	-
<b>Financing Plan Total</b>	<b>12,500,000</b>	<b>12,500,000</b>	-	-	-	-	-	-	-	-	-	-	-
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

### 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 countermeasure in the stream channel.

In FY 2025 Arlington County and the City of Alexandria will begin the construction of the Mt. 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 2026.

There are an additional three (3) bridges over Four Mile Run (Shirlington/Arlington, Richmond Highway/Alexandria, and Potomac Avenue/Alexandria) that will require rehabilitation and/or reconstruction due 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. At this time, no additional investments are planned in the current 10-year CIP. The jurisdictions also intend to jointly apply for future state and federal critical infrastructure grant programs.

### EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

N/A

### ADDITIONAL OPERATING IMPACTS

No additional operating impacts identified at this time.

## HISTORIC INFRASTRUCTURE MATERIALS

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

PROJECT LOCATION: Citywide  
 REPORTING AREA: Citywide

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 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	Total FY 2026 - FY 2035
<b>Expenditure Budget</b>	<b>2,308,300</b>	<b>508,300</b>	-	<b>200,000</b>	<b>200,000</b>	<b>200,000</b>	<b>200,000</b>	<b>200,000</b>	<b>200,000</b>	<b>200,000</b>	<b>200,000</b>	<b>200,000</b>	<b>1,800,000</b>
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
<b>Financing Plan Total</b>	<b>2,308,300</b>	<b>508,300</b>	-	<b>200,000</b>	<b>200,000</b>	<b>200,000</b>	<b>200,000</b>	<b>200,000</b>	<b>200,000</b>	<b>200,000</b>	<b>200,000</b>	<b>200,000</b>	<b>1,800,000</b>
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

### CHANGES FROM PRIOR YEAR CIP

Funding planned for FY 2026 reduced by \$207,200 as part of CIP reductions/reprioritizations to support other critical capital needs. Sufficient funding, along with prior year balances, remains in this project to support immediate term needs. Additionally, funding levels are now a consistent \$200,000 annually, which resulted in a \$579,900 reduction between FY 2027 – FY 2034. Funding added for FY 2035.

### 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 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	Total FY 2026 - FY 2035
<b>Expenditure Budget</b>	<b>20,379,510</b>	<b>20,379,510</b>	-	-	-	-	-	-	-	-	-	-	-
Financing Plan													
Cash Capital	235,348	235,348	-	-	-	-	-	-	-	-	-	-	-
GO Bonds	4,131,862	4,131,862	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants	15,992,700	15,992,700	-	-	-	-	-	-	-	-	-	-	-
Prior Capital Funding	19,600	19,600	-	-	-	-	-	-	-	-	-	-	-
<b>Financing Plan Total</b>	<b>20,379,510</b>	<b>20,379,510</b>	-	-	-	-	-	-	-	-	-	-	-
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

### CHANGES FROM PRIOR YEAR CIP

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, utility relocation, and construction, 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 is anticipated to begin in 2025 with a completion date in 2026. The project is being coordinated with the West End Transitway.

Once completed, 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 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	Total FY 2026 - FY 2035
<b>Expenditure Budget</b>	<b>11,754,081</b>	<b>11,754,081</b>	-	-	-	-	-	-	-	-	-	-	-
Financing Plan													
Cash Capital	504,081	504,081	-	-	-	-	-	-	-	-	-	-	-
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	-	-	-	-	-	-	-	-	-	-	-
<b>Financing Plan Total</b>	<b>11,754,081</b>	<b>11,754,081</b>	-	-	-	-	-	-	-	-	-	-	-
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

### 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 will be completed in FY 2025, 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 will be funded with Landmark Redevelopment Agreement contributions from INOVA and the Developer and City general obligation bonds previously budgeted for the Four Mile Run Bridge Program. This funding is no longer needed in the Four Mile Run Bridge Program, because Arlington secured a grant for the work.

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	ADDITIONAL OPERATING IMPACTS
Landmark Mall Development CDD	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 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	Total FY 2026 - FY 2035
<b>Expenditure Budget</b>	<b>825,000</b>	<b>825,000</b>	-	-	-	-	-	-	-	-	-	-	-
Financing Plan													
Private Capital Contributions	500,000	500,000	-	-	-	-	-	-	-	-	-	-	-
TIP	325,000	325,000	-	-	-	-	-	-	-	-	-	-	-
<b>Financing Plan Total</b>	<b>825,000</b>	<b>825,000</b>	-	-	-	-	-	-	-	-	-	-	-
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

### CHANGES FROM PRIOR YEAR CIP

State/Federal Grants (Unsecured) totaling \$7 million planned in FY 2026 and FY 2027 in the previous Approved CIP removed from project, as grant funding was not secured.

### 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 is slated to begin in 2025 and conclude in 2026.

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 S George Mason Drive. This would be another opportunity to build upon the concept identified through the Alex West Small Area Plan. The RRSP Study is slated to be completed in 2025.

### 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 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 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	Total FY 2026 - FY 2035
<b>Expenditure Budget</b>	<b>15,000,000</b>	-	<b>5,000,000</b>	-	<b>10,000,000</b>	-	-	-	-	-	-	-	<b>15,000,000</b>
Financing Plan													
NVTA 70% Funds	15,000,000	-	5,000,000	-	10,000,000	-	-	-	-	-	-	-	15,000,000
<b>Financing Plan Total</b>	<b>15,000,000</b>	-	<b>5,000,000</b>	-	<b>10,000,000</b>	-	-	-	-	-	-	-	<b>15,000,000</b>
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

### CHANGES FROM PRIOR YEAR CIP

Since the previous Approved CIP, the \$10 million planned for FY 2028 changed from unsecured grant funding to secured. The \$10 million has been awarded to the City for construction, through the Northern Virginia Transportation Authority (NVTA) 70% Program.

### PROJECT DESCRIPTION & JUSTIFICATION

This project involves the design and construction of multimodal upgrades to the South Van Dorn Street bridges between McConnell Avenue and Metro Road. The improvements plan to include a dedicated transit lane to support the future West End Transitway and enhanced non-motorized facilities, such as sidewalks and a cycle track, to provide safer and more accessible connections between new developments to the north and south, nearby transit stops/stations, and the Van Dorn Metrorail station.

The 2016 conceptual plan for the full build-out of the transitway envisioned a dedicated bus lane on South Van Dorn Street while maintaining existing vehicle travel lanes. Additionally, the Eisenhower West Small Area Plan (EWSAP) recommended multimodal enhancements to the bridge. In 2023, the City completed a feasibility study that evaluated traffic impacts for various options identified in the EWSAP, including a multimodal bridge east of South Van Dorn Street and a smaller bridge to the west. This project will advance key elements of the West End Transitway, support planned development in the area, and improve multimodal connectivity to the Metrorail station and new activity centers in the Eisenhower Valley.

The Northern Virginia Transportation Authority (NVTA) has awarded funds to the City for design in FY 2026, which will include structural, civil, and traffic engineering, environmental review, community engagement, and contingency planning. Subsequently, NVTA awarded the City construction funding for FY 2028 for improvements between Courtney Avenue and Metro Road.

The project is being closely coordinated with the West End High Crash Intersection Project, Phase I of the West End Transitway, and the Eisenhower Avenue Transportation Study to ensure alignment with broader transportation and safety goals in the area.

### 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 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	Total FY 2026 - FY 2035
<b>Expenditure Budget</b>	<b>133,722,280</b>	<b>67,712,280</b>	<b>5,460,000</b>	<b>5,600,000</b>	<b>6,380,000</b>	<b>8,600,000</b>	<b>5,060,000</b>	<b>8,050,000</b>	<b>6,760,000</b>	<b>6,980,000</b>	<b>6,520,000</b>	<b>6,600,000</b>	<b>66,010,000</b>
Financing Plan													
Cash Capital	5,995,679	5,995,679	-	-	-	-	-	-	-	-	-	-	-
GO Bonds	79,331,577	39,273,277	4,036,900	3,100,000	3,880,000	4,100,000	4,060,000	4,050,000	3,260,000	3,480,000	4,520,000	5,571,400	40,058,300
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	17,185,325	6,733,625	1,423,100	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,028,600	10,451,700
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
<b>Financing Plan Total</b>	<b>133,722,280</b>	<b>67,712,280</b>	<b>5,460,000</b>	<b>5,600,000</b>	<b>6,380,000</b>	<b>8,600,000</b>	<b>5,060,000</b>	<b>8,050,000</b>	<b>6,760,000</b>	<b>6,980,000</b>	<b>6,520,000</b>	<b>6,600,000</b>	<b>66,010,000</b>
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

### CHANGES FROM PRIOR YEAR CIP

Funding added for FY 2035.

### 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 2022, which presented improved scores throughout the City. Details from the survey, which is completed every three years, with next one planned for 2025, 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 2026 - 2028 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 below is a draft and will be finalized before final budget adoption in May based on VDOT Revenue Sharing and Primary Extension agreement, utility and development coordination. 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 2022.

#### 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 2026– FY 2028 Project List

<b>Fiscal Year 2026</b>		
<b>Street(s)</b>	<b>Average Pavement Condition Score</b>	<b>Estimated Cost</b>
Calvert Avenue from Richmond Highway to Murray Avenue	36	\$90,000
Dearborn Place from Fort Williams Parkway to End	11	\$80,000
Pryor Street from Richenbacher Avenue to Taney Avenue	38	\$140,000
Rhoades Place from North Pryor Street to End (Pryor Street)	40	\$60,000
Regency Place from North Pryor Street to End	38	\$80,000
Peele Place from Taney Avenue from End	33	\$70,000
Moore Place from Pullman Place to End	29	\$60,000
Pullman Place from Cameron Mills Road to End	35	\$130,000
Summit Avenue from Cameron Mill Road to Dogwood Drive	35	\$160,000
Hillside Terrace from Crest Street to Valley Drive	40	\$90,000
Louis Place from North Howard Street to End	38	\$90,000
Hare Court from Louis Place to End	53	\$50,000
West Bellefonte Avenue from Russell Road to Commonwealth Avnue	61	\$160,000
Featherstone Place from Fort Worth Avenue to End	58	\$65,000
Hatton Court from Doris Drive to End/Partial Doris Drive (city limit)	13	\$70,000
Hawthorne Avenue from Hatton Court to Holmes Run Parkway	15	\$60,000
Holmes Run Parkway from North Van Dorn Street to North Pickett Street	61	\$170,000
Mill Road from Jamieson Avenue to Eisenhower Avenue	16	\$250,000
Peachtree Place from Gaillard Street to End	17	\$60,000
Rapidan Court from Polk Avenue to End	16	\$60,000
Canterbury Lane from Trinity Drive to End (Chancel Place)	60	\$75,000
Trinity Drive from Fort Williams Parkway to End	35	\$200,000
Commonwealth Avenue from Mount Vernon to End	38	\$250,000
North Fayette Street (600 Block) Concrete Restorations	70	\$650,000
Fayette Street from Duke Street to End	38	\$300,000
Kingston Avenue from Janneys Lane to End	50	\$120,000
Kingston Place from Kingston Avenue to End	38	\$50,000
North Peyton Street from King Street to End	34	\$70,000
Madison Street from West Street to End	40	\$220,000
Oronoco Street from Earl Street to End	36	\$310,000
Mount Vernon Avenue from West Glebe Road to the City Limit	44	\$200,000
Old Dominion Boulevard from West Glebe Road to Four Mile Run Road	37	\$200,000
East Abingdon Drive from Washington Street to End	29	\$180,000
West Abingdon Drive from Washington Street to End	23	\$180,000
LaVerne Avenue from East Glebe Road to Wilson Avenue	50	\$150,000
Walleston Court from Janneys Lane to End	77	\$60,000
Citywide Alley Resurfacing		\$150,000
Additional Costs and Contingency		\$100,000
<b>Total Fiscal Year 2026</b>		<b>\$5,460,000</b>

## Street Reconstruction &amp; Resurfacing of Major Roads (continued)

<b>Fiscal Year 2027</b>		
<b>Street(s)</b>	<b>Average Pavement Condition Score</b>	<b>Estimated Cost</b>
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	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 N 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	\$240,000
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	\$100,000
North Gaillard Street from Seminary Road to End	37	\$200,000
Russell Road from West Mason Avenue to King Street	37	\$280,000
West Alexandria 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	44	\$180,000
Citywide Alley Resurfacing		\$100,000
Additional Costs and Contingency		\$100,000
<b>Total Fiscal Year 2027</b>		<b>\$5,600,000</b>

Street Reconstruction & Resurfacing of Major Roads (continued)

Fiscal Year 2028		
Street(s)	Average Pavement Condition Score	Estimated Cost
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	\$ 35,000
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	\$ 35,000
Mount Place from Russell Road to End	41	\$ 35,000
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	\$ 35,000
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	\$ 35,000
Wheeler Avenue from Duke Street to End	62	\$ 300,000
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
West Bellefonte Avenue from Russell Road to Jefferson Davis Hwy	61	\$ 99,000
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	\$ 35,000
Thayer Avenue from North Paxton Street to North Pelham Street	33	\$ 120,000
Terry Place from Saint Stephens Road to End	39	\$ 35,000
Stultz Road from Stevenson Avenue from End	19	\$ 35,000
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	\$ 35,000
King Street from Dangerfield Road to South Peyton Street	41	\$ 150,000
King Street from Washington Street to Lee Street	46	\$ 200,000
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		\$ 150,000
Additional Costs and Contingency		\$ 150,000
<b>Total Fiscal Year 2028</b>		<b>\$6,380,000</b>