

Candidate Project/Location	Description
Flash Flooding Spot Improvements	Spot improvements are new storm sewer projects such as detention, pipes and other drainage improvements that make neighborhoods more resilient to climate change and flash flooding. Projects are typically \$50,000 to \$1 million each (depending on project location and scope) and can be delivered in 8-20 months. The City plans to spend a total of \$2.5 million in FY 2022 to deliver eight projects. An additional \$2 million would allow the City to accelerate up to six projects currently planned for FY 2023
Four Mile Run Restoration: Urban Deck Environmental Remediation and Design	Focuses on the Four Mile Run area and Short Bridge Park. Project includes environmental remediation of the Four Mile Run former railroad bridge between Potomac Ave and Richmond Hwy. Project will provide environmental remediation for the urban deck based on a Site Characterization Report. Remediation is the first step to implementing the urban deck. Also includes design of Four Mile Run between Potomac Ave and Richmond Hwy. Includes conceptual and preliminary design for the urban deck and stream bank improvements.

NOTES:

1. Projects to be submitted to Sarah Taylor - Goes to Congressman Beyer; Maximum of 10 projects
2. Projects can not be transportation related
3. Projects can not be plans or studies; Can be an operating program, and capital projects should
4. Project cost should be no more than \$2 million; Larger projects can be partially funded
5. Projects are encouraged to have regional benefit and partnerships
6. Projects should have curb appeal, be supported by community; Letters of support encouraged

Community Fund Request

Likely Cost	Project Type	Dept / TES Branch	TES Staff Lead
Up to \$2 Million	Sewer	TES Infrastructure / Environmental	Bill S
\$3,000,000	Park Environmental Remediation and Design	RPCA	Bethany Z

Projects from City

Projects to be shovel ready and under contract between Oct 1, 2021 and Sept. 30, 2022

and

st - Candidate Projects

Adopted Plans	Regional in Nature?	Notes
		DID NOT GO FORWARD ON CMO LIST
<p>Four Mile Run Restoration Plan; 2006 Masterplan; Reaffirmed in the N Potomac Yard SAP, approved by City Council in 2010 and 2020</p>	<p>Yes, coordinate with Arlington</p>	<p>This project to be coordinated with Arlington County. Planning for this area calls for a park to be located adjacent to surface parking serving the Potomac Yard strip mall. A decommissioned railroad bridge, now fenced off to the public, will connect Short Bridge Park in Arlington County to a future park in the City of Alexandria (Crescent Park). It is envisioned as an “urban deck” similar to New York’s High Line Park. This project supports regional trail connections to the George Washington Parkway/Trail, National Airport, the Potomac River, and areas west along Four Mile Run, and creates an park linking Arlington County and the City of Alexandria. The City of Alexandria and Arlington County have been implementing recommendations of the Four Mile Run Restoration Masterplan since 2006.</p>

Other Funding Sources	Priority	Go/No GO	Packaging
<p>Construction for this project is anticipated to be funded through private contributions by adjacent development. The project has community support and will connect with completed improvements upstream, and the recently approved Virginia Tech Innovation Campus, anticipated to open in fall 2022. \$2,000,000* (\$3,000,000 total design estimate.</p>		<p>Yes</p>	

Attachment 3

Surface Transportation Funding - City of Alexandria Projects
Submitted April 16, 2021

Candidate Project/Location	Description	Likely Cost	Notes
Arlington Ridge Rd / Mt. Vernon Ave Bridge	Design and construction of the Mt. Vernon Bridge connecting Alexandria and Arlington, to address safety concerns and capacity, including non-motorized.	\$23-28 Million (\$14m Alexandria)	Project is a top priority for Arlington as well as Alexandria Preliminary discussions began in 2020 with Arlington to rehabilitate the Mt. Vernon Bridge. The Mt. Vernon Bridge was constructed in 1957 and is now in the need of rehabilitation. During the inspection report done with Arlington County in 2018, indicated safety concerns, and have reduced capacity until the rehabilitation to the bridge decking can be completed. In the preliminary discussions, alternative transportation (bike and pedestrian) are to be incorporated into the design of the rehabilitation. It is anticipated that the 30% design be completed by the end of 2022 and construction completed prior to 2027. The City of Alexandria's portion of the repair is approximately \$14 Million, with a total between both jurisdictions of \$28 Million
I-395 at Duke / Landmark Improved Landmark Redevelopment Site Access	The redevelopment of the Landmark Mall site will include a mix of residential, retail and office uses anchored by a new INOVA hospital. Particularly for the hospital, vehicular site access from Duke Street and the adjacent I-395 interchange needs to be improved. It is contemplated that improvements would be made to the northbound ramp of I-395 as well as to eastbound Duke Street to allow for better and safer access to the hospital. In addition, for safety reasons, pedestrian and bike access needs to be substantially improved from Walker St towards the Duke Street overpass of I-395.	Total project cost is \$14 million -- given funding constraints, anything \$3 million or greater would work	City currently has \$6.3m in FY18-23 SmartScale funds - may be underestimated; Landmark Mall doing some improvements
Norfolk Southern OTN Rail Spur	Funding to go toward acquisition and development of ROW (if the City determines to acquire ROW rather than railbanking) that will be used for a non-motorized trail in Old Town North	\$3-5 million -- note that price of acquisition is dependent on negotiation with Norfolk Southern; any amount received above the acquisition price would be put toward the development of the site	Funding contribution for ROW; Norfolk Southern determining whether to sell or do Rail Banking; Also considering for NVTA 70%; We should reconsider if this project should move forward
Bridge Preventative and Restorative Maintenance	The City of Alexandria owns and maintains a total of 61 bridges (27 of those are Federal Regulated) within the City limits. On a five (5) year cycle the City completes inspection reports and notes the preventative and restorative maintenance activities. These maintenance tasks are prioritized and completed as current funding levels allow	\$1-10 Million	The FHWA has released guidance on benefits of preventative maintenance and restorative maintenance techniques that will increase the bridge's life span, thus preventing full replacement of the structure. As the bridge program has been evolving within the City, preventative measures are being taken to keep structures operating in the effort to reduce costs. It is requested that the initial preventative maintenance which would include debris removal, structural painting, vegetation removal from the opening and on the decking, water proofing and epoxy resin on the initial 25 bridges (2 structures currently under way). If the funding was allocated to complete the preventative maintenance, the initial completion would be 18 months and for a total estimated cost of \$10 Million
ADA and Rapid-Response Pedestrian Safety in High-Transit & Equity Areas	This program would provide the City flexible funds to make shovel-ready, high-impact improvements for pedestrian safety and access to transit. Example projects would include removal of slip lanes (tightening curb radii to slow turning traffic), traffic signal/streetlight improvements, sidewalk spot repairs, and other crossing safety improvements. These investments would be targeted to areas where the new DASH bus network will also increase access for low-income, minority and senior riders. Geographic locations would include Arlandria (future DASH Line 36) and the West End (Southern Towers, North Beauregard Street, Lincolnia) (future DASH Line 35).	\$2 million	Throughout the City of Alexandria, there are locations where the sidewalk and handicap ramps that are not in compliance with the American Disability Act Guidelines (ADAG).

