



# APPLICATION #: ALX-020

Date Submitted: 10/01/2021

Local Priority: 2

## 1: GENERAL PROJECT INFORMATION

1.1: Primary TransAction ID

90 - Alexandria Bike and Pedestrian Trails Construction and Reconstruction

1.2: Secondary TransAction IDs

1.3: What is the primary TransAction corridor segment in which this project is physically located?

7-3 I-495 - I-95 to Woodrow Wilson Bridge

1.4: What other TransAction corridor segments is this project physically located in?

1.5: Project Title

Alexandria Bike and Pedestrian Trails Construction and Reconstruction

1.6: Project Subtitle

Holmes Run Trail - Dora Kelly Fair-weather Crossing Bridge

1.7: Primary Supported Mode

Bike and Pedestrian

1.8: Secondary Supported Modes

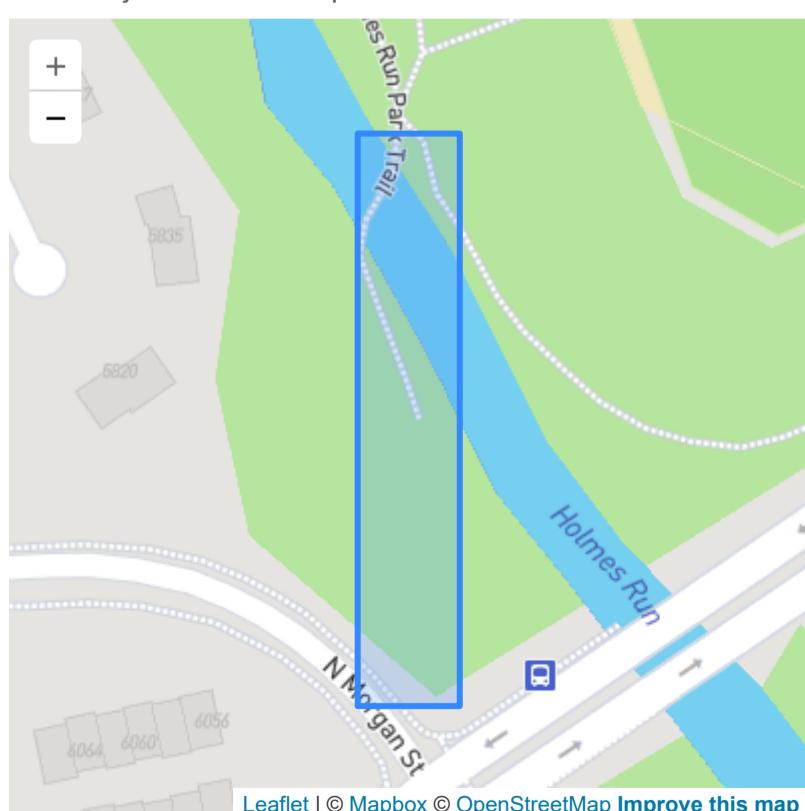
1.9: Project Description

This project would replace an existing fair-weather crossing for the Holmes Run Trail with a prefabricated steel pedestrian and bicycle bridge to allow trail users continuous, safe, and reliable access to the City's off-street trail facilities.

1.10: Project Location Text

This project is located on Holmes Run Trail, at the existing fair-weather crossing located approximately 400' north of the intersection of North Beauregard Street and North Morgan Street, in Dora Kelley Park.

1.11: Project Location Map



1.12: Local Priority

2

1.13: Does this project support Metro or VRE core capacity?

Yes

1.14: Project URL

<https://www.alexandriava.gov/localmotion/info/default.aspx?id=92893>

## 2: PROJECT TIMEFRAMES

### 2.1: Timeframes by Phase

	START	END
Study	N/A	N/A
Design/Engineering/Environmental	FY2024	FY2025
ROW and Utilities	N/A	N/A
Construction	FY2026	FY2027
Asset Acquisition	N/A	N/A

### 2.2: Potential Delay Risk Factors

**Funding:** This project is not currently funded. Full funding for design/ construction is needed to ensure timely project completion. The City will request design funding in the FY23 budget. **Coordination with Adjacent Projects:** The City is currently managing an adjacent project to stabilize/reconstruct a section of Holmes Run Trail between North Morgan Street and the existing fair-weather crossing. Coordination with this project will be needed to ensure timely project completion. **Streambank Erosion/Severe Weather:** The western streambank adjacent to the fair weather crossing has been eroding due to severe weather events. The project may be delayed if conditions worsen during development.

### 2.3: For Design-Build project, estimated date for funding verification

### 3: COST AND FUNDING

#### 3.1: Total Cost by Phase and Fiscal Year

Year	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
FY2024	\$0.00		\$500,000.00	\$0.00	\$0.00	\$500,000.00
FY2025	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00
FY2026	\$0.00		\$0.00	\$0.00	\$5,000,000.00	\$5,000,000.00
FY2027	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00
Totals	\$0.00		\$500,000.00	\$0.00	\$5,000,000.00	\$5,500,000.00

#### 3.2: NVTA Funding Request by Phase and Fiscal Year of Expenditure

Year	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
FY2026	\$0.00		\$0.00	\$0.00	\$5,000,000.00	\$5,000,000.00
FY2027	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00
Totals	\$0.00		\$0.00	\$0.00	\$5,000,000.00	\$5,000,000.00

#### 3.3: Other Secured Funding Sources

Year	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
TOTAL COST	\$0.00		\$500,000.00	\$0.00	\$5,000,000.00	\$5,500,000.00
NVTA FUNDS APPLIED	\$0.00		\$0.00	\$0.00	\$5,000,000.00	\$5,000,000.00
TOTAL OTHER	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00
GAP	\$0.00		\$500,000.00	\$0.00	\$0.00	\$500,000.00

#### 3.4: Other Sources Applied for But Not Yet Secured

City FY 2023 Capital Improvement Program for design funds

#### 3.5: Other Sources under consideration for applying for any gap remaining

## 4: PROJECT IMPACTS

4.1: Which facilities will experience capacity increases and/or how will this result in improved traffic flow/transit services?

This project may improve traffic flow on North Beauregard Street. Currently, the fair-weather crossing requires trail users to detour onto North Beauregard Street during high-water events, which may interrupt traffic flow. With a pedestrian and bicycle bridge, trail users can avoid being routed onto North Beauregard Street.

4.2: What congestion problem does the project address and how will it reduce congestion?

This project may improve traffic flow on North Beauregard Street. Currently, the fair-weather crossing requires trail users to detour onto North Beauregard Street during high-water events, which may interrupt traffic flow and contribute to congestion. With a pedestrian and bicycle bridge, trail users can avoid being routed onto North Beauregard Street.

4.3: Provide current and forecasted traffic/ridership data with and without the project.

		COUNT	YEAR	SOURCE/EXPLANATION
Data For: No data available	<b>Current</b>			
Data Type: Pedestrian counts	<b>Future Without Project</b>			
Data Frequency: Annual	<b>Future With Project</b>			

4.4: How will the project improve regional connectivity between/within regional activity centers and jurisdictions?

This project will allow trail users to continue safely on Holmes Run Trail, which connects central Alexandria, Alexandria's West End, Fairfax County and other segments of the regional trail network that connect to Old Town Alexandria, Arlington, and Washington DC. The project will create a more reliable non-motorized network and will also provide a connection to the future West End Transitway station to be located at North Beauregard Street and Sanger Avenue. In discussions with the NVTA, they noted this project would be a good project candidate in terms of improving regional connectivity.

4.5: How will the project improve integration between modes & systems?

The project will create a more reliable non-motorized network and will provide a connection to the future West End Transitway. The nearest West End Transitway station is to be located at North Beauregard Street at Sanger Avenue. The project will therefore improve access to regional transit service, thereby improving overall regional mobility.

4.6: Is safety the primary purpose of this project?

Yes

4.7: How will the project improve safety?

This crossing is a critical connection for the Holmes Run Trail. It is also a key link between residential neighborhoods and William Ramsay Elementary School and Recreation Center. The existing fair-weather crossing forces trail users to detour onto a high-volume, high-crash regional arterial (North Beauregard Street) during high-water events. Additionally, the trail can be subject to high-water very suddenly and without warning due to the opening of the Barcroft Dam approximately 1.5 miles upstream. Replacing the fair-weather crossing with a bridge would eliminate the need for trail users to be routed onto North Beauregard Street and allow them to cross Holmes Run safely even in high-water events.

4.8: What synergies exist between this project and other projects your jurisdiction/agency is applying for this SYP update cycle?

There are synergies between this project and the City's other application for FY 26 – The West End Transitway Phase 2 (South Van Dorn Street / Bridge Design), since the Holmes Run trail improvement will provide improved non-motorized access to the transitway.

4.9: What synergies exist between this project and other projects other jurisdictions/agencies is applying for this SYP update cycle?

NA

4.10: What synergies exist between this project and other projects previously approved for NVTA regional revenues?

There are synergies with the West End Transitway Phase 1 (project ID 42) from the FY18-23 Program, because the trail improvement will provide better non-motorized access to the West End Transitway.

4.11: If this project includes traffic signal enhancements, please explain what signal timing philosophy will be used, and how this will be coordinated with neighboring signals (including in adjacent jurisdictions).

NA

4.12: If this project includes transit signal priority, please explain how signal timing changes will be coordinated with the jurisdiction/agency responsible for signal timing.

NA



## 5: OTHER INFORMATION

5.1: Is this project included in the current CLRP?

No

5.2: Title of the project in CLRP

5.3: CLRP ID

5.4: Project VDOT UPC Number, if existing

5.5: Project DRPT Number, if existing

5.9: List internet links to any additional information in support of this project

<https://www.alexandriava.gov/localmotion/info/default.aspx?id=92893>

5.6: Is this project included in the current TIP?

No

5.7: Title of the project in TIP?

5.8: TIP ID

## 6: ATTACHMENTS

### Attachments

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**File Name: Bridge Location Map.pdf**

Attachment Type: Other

Date Added: 10/01/2021

*[https://novagateway.org/Home/GetFile/571?attachment\\_type=Attachments](https://novagateway.org/Home/GetFile/571?attachment_type=Attachments)*

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**File Name: Existing Condition Image.pdf**

Attachment Type: Other

Date Added: 10/01/2021

*[https://novagateway.org/Home/GetFile/572?attachment\\_type=Attachments](https://novagateway.org/Home/GetFile/572?attachment_type=Attachments)*

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## 7: CERTIFICATIONS

### 7.1: Submitter Agreed to all Terms if project is approved for funding:

- ✓ Commit all necessary operations/maintenance funds
- ✓ Adhere closely to approved SPA Appendix A and B, or provide timely updates on a regular basis and as needed in the event of schedule changes, scope changes, etc.
- ✓ Provide a monthly status report on project progress to NVTA staff
- ✓ Provide NVTA staff with timely notice of project-related public events such as information meetings and hearings, allowing NVTA members and staff to attend, track, occasionally participate in, and publicize such events. Timely notice means providing schedule and location information to NVTA staff when such events are in the early planning stage;
- ✓ Include NVTA logo and a partnership statement as appropriate on all public-facing materials such as websites, media releases/advisories, presentations, reports, handouts, display boards, and construction signage. An example of the partnership statement is 'project is (jointly) funded by the Northern Virginia Transportation Authority'. If the public-facing materials include detailed information regarding funding sources and amounts, the NVTA funding amount shall be explicitly included
- ✓ Provide NVTA with appropriate insurance certification and keep the certificates up to date
- ✓ Coordinate with NVTA staff to ensure accurate and complete reimbursement requests for timely processing
- ✓ Coordinate with NVTA staff before finalizing any third party administration agreement with another agency for project administration (NVTA may not recognize or be able to participate in such agreements);
- ✓ Adhere to all relevant NVTA Policies.

### 7.2: Staff Point of Contact

**Name:** Alexandria Carroll  
**Title:** Urban Planner II  
**Email:** alexandria.carroll@alexandriava.gov  
**Phone:** 703-746-4408

### 7.4: Digital Signature

**Alexandria Carroll**  
**7.5: Date**  
10/01/2021

### 7.3: PIO Point of Contact

**Name:** Camila Olivares  
**Title:** Senior Communications Officer  
**Email:** camila.olivares@alexandriava.gov  
**Phone:** 703-541-9594

## RESOLUTIONS

Primary - Certified Copy of your Board/Council resolution in support of the application

**File Name: Res No 3022.pdf**

*[https://novagateway.org/Home/GetFile/378?attachment\\_type=PrimaryResolutions](https://novagateway.org/Home/GetFile/378?attachment_type=PrimaryResolutions)*

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Supporting - Signed copy of Board/Council resolution in support of the application

## Clarification Requests

There have been no clarification requests submitted.