



SMART SCALE Application

Upper King Street Multimodal Reconstruction

Project Status: Submitted

Organization: Alexandria City
Project ID: 6858

 General

Point of Contact Information

Project Point of Contact Name

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Project Point of Contact Email

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Project Information

Project Title

Upper King Street Multimodal Reconstruction

Principal Improvement

Bus Transit

Project Short Description

The Upper King Street Multimodal project will design and reconstruct King Street between Quaker Lane and Menokin Drive. The design will include wider sidewalks, planted buffers, four travel lanes, two buffered or otherwise separated bicycle lanes, and a shared use path as well as transit improvements like transit signal priority, dedicated bus lanes, and enhanced transit stops. Dimensions will be confirmed during the PE with survey. Utility relocation is expected during the right of way phase.

Does this project include any improvements to non-VDOT maintained roadways?

Yes

Application Program Requested

District Grant
Statewide High Priority

VDOT District

Northern Virginia

If you have not already done so, please begin coordinating the gathering and/or collection of traffic count data for any non-VDOT maintained roadways within the project scope. You will be able to submit this pre-application without this data, but you will not be able to submit the full application without completing and uploading Attachment A from the Pre-Application Coordination Form at <http://smartscale.org/resources>

 Location

VTRANS Needs Categories Requested

- Regional Network
- Safety (non-CoSS)

Districts Served

- NOVA

MPOs Served

- National Capital Region Transportation Planning Board

PDCs Served

- Northern Virginia

Jurisdictions Served

- Arlington County
- Alexandria City

Need Justifications

Regional Network

VA-7W: King St

This section of King Street is lacking adequate pedestrian and bicycle facilities, and there are major land uses such as the Bradlee Shopping center, higher density residential uses, as well as several transit routes. Sidewalk, bike facilities, transit facilities and improved operations are identified in Alexandria's Transportation Master Plan, and this project will significantly improve non-motorized access and safety to these uses.

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Safety (non-CoSS)

VA-7W: King St

Area lacking a sidewalk and bike facilities as well as needed improvements for bus stops.

Roadway Intersection: King St NP (Alexandria City), VA-7E

The sidewalk here crosses to the center of the roadway to operate in the median across the I-395 bridge. Pedestrian safety and comfort improvements are needed here.

VA-7W: King St

Area lacking a sidewalk and bike facilities as well as needed improvements for bus stops.

VA-7W: King St

Area lacking a sidewalk and bike facilities as well as needed improvements for bus stops.

VA-7E: King St

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VA-7E: King St

Area lacking a sidewalk and bike facilities as well as needed improvements for bus stops.

VA-7E: King St

Area lacking a sidewalk and bike facilities as well as needed improvements for bus stops.

VA-402S: N Quaker La

Area lacking a sidewalk and bike facilities as well as needed improvements for bus stops.

King ST Service RD (PR - City of Alexandria): King St

Area lacking a sidewalk and bike facilities as well as needed improvements for bus stops.

Features

Highway Improvements




Shoulder Improvement(s)	The shoulder on the westbound side of the project area would be reconstructed to include a shared use path to serve both Arlington and Alexandria residents that are walking, biking, and accessing the transit lanes. It will also include curb and gutter.
Turn Lane Improvement(s)	Turn lanes and turn boxes would be provided and designed to meet the needs of traffic under the new configuration of the roadway.
Access Management	Given the scope of the project, a service road would be repurposed to serve as widened sidewalk facilities and a separated bikeway. Given the transit lanes and operations, access into and out of the adjacent shopping center would be reconfigured to allow fewer opportunities for left turns across pedestrian and bicycle facilities to enhance safety for these modes.
Road Diet	Vehicle travel lanes would be narrowed to improve safety by reducing speeding while encouraging compliance with the posted speed limit on the corridor and to provide more ROW space for wider sidewalks, bus facilities, and bicycle infrastructure.
Roadway Reconstruction/Realignment	While most of the paved spaces remain, some of the median space and travel lanes are expected to be reconstructed and/or realigned to meet the project's goals and construct the facilities for wider sidewalks, bike facilities, transit facilities, and a new shared use path.
Intersection Improvement(s)	Intersections will receive new signal timing and phasing to accommodate new turn lanes as well as transit and bicycle facilities planned for the corridor. Pedestrian crossings and signals will be added and upgraded with the new shared use path on the westbound side of the street.
Traffic Signal Modification	Intersections will receive new signal timing and phasing to accommodate both transit and bicycle facilities planned for the corridor. Pedestrian crossings and signals will be added and upgraded with the new shared use path on the westbound side of the street. Detection will be added and upgraded to side streets and driveway access points as well as the separated bike facilities.

ITS Improvement(s) / Adaptive Signal Control	The City is installing ITS infrastructure to allow Adaptive Signal Control, and this corridor will likely be included. This corridor will also feature Transit Signal Priority improvements.
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Bicycle and Pedestrian Improvements

Add/Construct Bike Lane	A new two-way, separated bike facility is planned to run along the eastbound side of the corridor to access the businesses along that side.
Construct Shared-Use Path	A new 10-14 ft shared use path will be constructed on the westbound side of the street to accommodate pedestrians and cyclists from Arlington and Alexandria. It will include a planted, buffer from the roadway with stormwater facilities built into it.
Construct Sidewalk	The existing sidewalk on the eastbound side will be widened to 8 feet where possible to provide more space for pedestrians.
Improve Bike/Pedestrian Crossing (At Grade)	With the new connections for east and westbound pedestrians and cyclists, each intersection will include a marked and signalized crosswalk to get to the opposite side of the road as well as the planned transit facilities.
Bike/Pedestrian Other	The a two-way, separated bike path will be protected from other vehicular traffic and pedestrians on the eastbound side to reduce conflicts and crashes for each mode. Planted buffers and medians will enhance both the pedestrian and bicycle experience and add to the level of comfort for both modes.

Bus Transit Improvements

<p>Construct or Convert Existing General Purpose or Parking Lane to Bus-only Lane</p> <div style="background-color: #ADD8E6; padding: 10px; border: 1px solid #ADD8E6; margin-top: 10px;">  Please upload a Rail and Transit Project Detail Form for your project </div>	With the reconstruction of the roadway, some of the existing lane space and right of way from the service road and narrowing of travel lanes will be repurposed for two dedicated bus lanes, one in each direction.
<p>Construct or Improve Bus Stop / Shelter</p> <div style="background-color: #ADD8E6; padding: 10px; border: 1px solid #ADD8E6; margin-top: 10px;">  Please upload a Rail and Transit Project Detail Form for your project </div>	New, enhanced bus stops will be added to serve the planned bus lanes with amenities like shelters, seating, lighting, ADA loading areas, and trash cans. There are 8 planned stop locations (4 for each direction) to serve the bus routes that will include the amenities described above.
<p>Other Transit Technology Improvements</p> <div style="background-color: #ADD8E6; padding: 10px; border: 1px solid #ADD8E6; margin-top: 10px;">  Please upload a Rail and Transit Project Detail Form for your project </div>	The dedicated bus lanes will include transit signal optimization and priority to reduce delay for transit riders and improve service at 4 intersections.

Right-of-Way and Utilities

Includes Utility Relocations	Street lighting within the existing medians will need to be relocated for this project. Some utility poles and wires behind the existing curb of the service road will likely need relocating. More exact utility relocation for this project shall be determined through the design process.
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Accessibility

Accessibility	Response	Supporting Information
Project includes transit system improvements or reduces delay on a roadway with scheduled peak service of one transit vehicle per hour.	Yes	The project would allow for travel time savings for bus service with dedicated bus lanes, which removes buses from other vehicular traffic, and transit signal optimization, which would prioritize transit at traffic signals along the corridor.
Project includes improvements to existing or new HOV/HOT lanes or ramps to HOV/HOT.	No	
Project includes construction or replacement of bike facilities. For bicycle projects, off-road or on-road buffered or clearly delineated facilities are required	Yes	A shared use path and a two-way separated cycletrack are planned for this project. The shared use path will be on the northern, westbound side of the street and the two-way cycletrack will be on the southern, eastbound side of the street. These projects are intended to enhance bicycle connectivity and safety in the area as well as provide a connection from the west end of the City to the existing on-street bike lanes that begin at Radford Street and lead to the City's only high school and into downtown Alexandria.
Project includes construction or replacement of pedestrian facilities. For pedestrian projects, sidewalks, pedestrian signals, marked crosswalks, refuge islands, and other treatments are required (as appropriate).	Yes	The existing sidewalk on the southern, eastbound side will be widened wherever possible, with a goal of having an 8 ft minimum sidewalk in all locations to serve the retail and residential areas of the street. New pedestrian crosswalks and signals will safely cross pedestrians to the planned north side, westbound shared use path. The crosswalks will include pedestrian refuge islands, high visibility crossings, and separated left turn phases from side streets and driveways to remove conflicts and enhance safety for all users.
Project provides real-time traveler information or wayfinding specifically for intermodal connections (access to transit station or park and ride lot).	No	
Provides traveler information or is directly linked to an existing TMC network/ITS architecture.	No	

Environment

Environment	Response	Supporting Information
Project includes construction or replacement of bike facilities. For bicycle projects, off-road or on-road buffered or clearly delineated facilities are required (i.e. Bike Lane or Shared Use Path).	Yes	A shared use path and a two-way separated cycletrack are planned for this project. The shared use path will be on the northern, westbound side of the street and the two-way cycletrack will be on the southern, eastbound side of the street. These projects are intended to enhance bicycle connectivity and safety in the area as well as provide a connection from the west end of the City to the existing on-street bike lanes that begin at Radford Street and leading to the City's only high school and into downtown Alexandria.
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Project includes bus facility improvements or reduces delay	Yes	The project would allow for travel time savings for bus service

on a roadway with scheduled peak service of one transit vehicle per hour.		with dedicated bus lanes, which removes buses from other vehicular traffic, and transit signal optimization, which would prioritize transit operations in traffic signals along the corridor.
Project include special accommodations for hybrid or electric vehicles, or space or infrastructure for electric vehicle parking/charging).	No	
Project includes energy efficient infrastructure or fleets, including: hybrid or electric buses, electronic/open road tolling, alternative energy infrastructure (e.g., roadside solar panels).	No	



Delivery/Funding

Project Delivery Information

Project Planning Status

Constrained Long Range Plan (MPO)

Transit Development Plan (TDP)

Transportation Element of Local Comprehensive Plan

Phase Estimate and Schedule

Phase Milestone		Status
PE (Survey, Environmental, Design)		Not Started
Base Cost Estimate (in 2020 dollars)	Risks/Contingency/ Unknowns	Phase Duration
\$1,722,974	15%	
Phase Estimate + Contingency		
\$2,366,014		
Phase Milestone		Status
RW (Right of Way and Easement Acquisition, Utility Relocation)		Not Started
Base Cost Estimate (in 2020 dollars)	Risks/Contingency/ Unknowns	Phase Duration
\$2,898,161	54%	
Phase Estimate + Contingency		
\$5,489,250		
Phase Milestone		Status
CN (Construction, Oversight, Contingencies)		Not Started
Base Cost Estimate (in 2020 dollars)	Risks/Contingency/ Unknowns	Phase Duration
\$16,309,395	51%	
Phase Estimate + Contingency		
\$34,072,805		

Total Cost Estimate: \$41,928,069

Project Funding Sources

Project UPC/DRPT/ID	UPC Description	VDOT / DRPT (\$)
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Total SYIP: \$0

Other Committed Funds

Other Funds Committed to Project	Description of Fund Type	Amount
RSTP	The project improves important pedestrian safety and mobility enhancements along primary roadway corridors with high volumes and speeds, and a history of pedestrian fatalities. It would implement recommendations for priority sidewalk projects and Pedestrian Case Study Areas in the City's Pedestrian and Bicycle chapter of the Transportation Master Plan.	\$2,000,000

Total Other Committed Funds: \$2,000,000

SMART SCALE Request

Total SYIP Allocations	\$0
Total Other Committed Funds	\$2,000,000
Total SMART SCALE Requested Funds	\$39,928,069
Total Project Funding	\$20,930,530
Total Cost Estimate	\$41,928,069

 **Economic Development Sites**

Is this transportation project referenced in local Comprehensive Plan, local Economic Development Strategy or Regional Economic Development Strategy ?

Yes

Lindsay Campus

Site Name	Building square footage	Category of Property
Lindsay Campus	141339	Conceptual Site Plan
<p>A conceptual sketch as part of a rezoning application that must include the following detail: 1) The location, area and density or floor area ratio (FAR) of each type of proposed land use within the development. 2) A delineation of developable land to exclude wetlands and terrain that will not be developed. 3) The location of any proposed roadway facility on site within the development's boundaries and the connectivity of the network addition as proposed. 4) The location of stub-outs on adjoining property and the existing land use of such adjacent property, if applicable, and the location of any proposed stub-outs within the network addition, if applicable.</p>		
Submitted		
Access Provision		
Project enhances economic development by improving congestion, mobility, access, or operations in the vicinity of the site but the site is not physically adjacent to the project		

Description	Attachment Type	File Name
Lindsay Campus Development Plan	Site Development Plan	Lindsay Cadillac Campus.pdf

Fairlington Presbyterian Church Multifamily Residential Development

Site Name	Building square footage	Category of Property
Fairlington Presbyterian Church Multifamily Residential Development	161662	Detailed Site Plan
<p>Construction documents, engineering/architectural drawings, and specifications that include construction requirements for a project. These plans are detailed enough for construction and include details regarding building pad locations, grading, drainage, utilities, parking and entrances.</p>		
Approved		
Access Provision		
Project provides new direct access to the site or improves existing access to the site (site must be physically adjacent to the project). In case of capacity enhancement to limited access facility, new or improved interchange, transit rail capacity improvement, or new transit rail station zoned properties within 0.5 miles of the adjacent interchange(s) or rail station(s) qualify as receiving improved direct access.		

Description	Attachment Type	File Name
Fairlington Presbyterian Multifamily Residential Development	Approval Document for Site Development Plan	Fairlington Presbyterian 19-1385_After Items 2.pdf
Fairlington Multifamily Site Plan	Site Development Plan	Fairlington Presbyterian Affordable Housing - 17 (1).pdf

 Supporting Documents

Current Attachments

Description	Attachment Type	File Name
Response to comments	Other	Response to comments 2.pdf
Concurrence email	Other	Response to comments.pdf
Upper King Project Sketch- Revised 7/31/20	Project Sketch	Upper King Project Conceptual sketches_Revised (1).pdf
Upper King Cost Estimate	Detailed Cost Estimate	VDOT Estimate_Workbook - Upper King Project.pdf
Upper King Pre-App Coordination Form Attachment A	Attachment A - Local Traffic Volumes	fy2022-ss-pre-app-coordination-form- Appendix A.pdf
Upper King- Project Sketch comparison of Existing vs Planned	Project Sketch	Project Comparison- Existing Vs Planned.pdf
Alexandria Complete Streets Design Guide Summary	Other	CSDG Summary Pages.pdf
Bus Transit Detail Form	Rail and Transit Project Detail Form	Bus Transit Project Detail Form_Upper King St Revised.pdf
Alexandria Transit Development Plan	Other	Bus Transit Detail Form_TDP.pdf
Council Resolution	Governing Body Resolution of Support	FY26-27 Smart Scale Council resolution.pdf
Arlington Resolution of Support	Other Resolution of Support	bdrp, 07-18-2020, #40.pdf
Upper King Planning Assessment	Planning Study/Safety Study	Upper King Planning Assessment Final - Combined.pdf



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