

Bruce Road Safety Improvements

02-190

Project Type	Addition or Expansion	Transportation
Description	This project includes installation of a traffic signal at Bruce Road and Miars Green; drainage and shoulder improvements on the north side of Bruce Road in the vicinity of Prince of Wales Drive; and installation of turn lanes at Bruce Road and Peppercorn Drive.	
Purpose and Need	Traffic volumes on Bruce Road have increased over the years to the point where safety enhancements are necessary. The identified improvements will provide an added degree of safety by providing dedicated turn lanes and constructing a wider shoulder area.	
History and Status	The speed limit on Bruce Road was lowered in December 2011 due to safety concerns and the Chesapeake Police Department has been actively enforcing the lower speed limit. Additionally, Public Works crews have performed periodic shoulder maintenance to ensure the existing roadway is in a good state of repair.	

Start Date October 2014 Completion Date July 2016 Status New

Project Funding by Year

02-190	FY 2015	153,280
	FY 2016	1,131,720
	FY 2017	0
	FY 2018	0
	FY 2019	0
	5 Year Total	1,285,000
	Prior Years	0
	Future Require	0
	Project Total	1,285,000

Project Funding Sources

02-190	Fund Balance - Capital Projects Fd.	1,285,000
	Total Project Funding	1,285,000

Estimated Project Costs by Expense Category

02-190	FY 2015	5 Year Total	Project Total
Construction	0	966,532	966,532
Design and Engineer	153,280	153,280	153,280
Equipment	0	30,188	30,188
Land Acquisition	0	135,000	135,000
Project Total	153,280	1,285,000	1,285,000

Appropriations-to-Date \$0 **Obligated-to-Date** \$0 0.00% **Obligated**

Operating Impacts

Centerville Bridge Rehabilitation

03-190

Project Type	Renovation or Rehabilitation	Transportation
Description	This project includes major repairs to the bridge's superstructure and fender system; removal of lead paint and re-painting of the entire bridge structure; replacement of electrical and mechanical systems; and installation of a new computerized control system.	
Purpose and Need	The 2013 bridge inspection revealed that the structure is no longer adequate to carry Virginia legal loads; therefore, weight restrictions have been imposed. The identified repairs will allow the weight restrictions to be removed and will extend the service life of the bridge an estimated 15-20 years.	
History and Status	The existing bridge was constructed in 1955 and is currently rated "poor" per inspection criteria with a sufficiency rating of 21 on a 100 point scale.	

Start Date	September 2014	Completion Date	July 2016	Status	New
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Project Funding by Year

03-190	FY 2015	330,000
	FY 2016	1,870,000
	FY 2017	0
	FY 2018	0
	FY 2019	0
	5 Year Total	2,200,000
	Prior Years	0
	Future Require	0
	Project Total	2,200,000

Project Funding Sources

03-190	Fund Balance - Capital Projects Fd.	2,200,000
	Total Project Funding	2,200,000

Estimated Project Costs by Expense Category

03-190	FY 2015	5 Year Total	Project Total
Construction	0	1,870,000	1,870,000
Design and Engineer	330,000	330,000	330,000
Project Total	330,000	2,200,000	2,200,000

Appropriations-to-Date \$0 **Obligated-to-Date** \$0 0.00% **Obligated**

Operating Impacts

Chesapeake Expressway Renewals

26-160

Project Type	Renovation or Rehabilitation	Transportation
Description	The Chesapeake Expressway Repairs will cover a 10 mile section from the Hanbury Road Interchange to the North Carolina line. The project includes resurfacing a portion of the roadway, performing drainage repairs, vegetation removal from stormwater basins, bridge maintenance, repairing guardrails, replacing pavement markings, fixing signs, and replacing equipment as described in the annual inspection report .	
Purpose and Need	The Chesapeake Expressway has been in service over 10 years and is in need of major repairs. There is a need for continuous general maintenance, cleaning, and replacement of equipment to remain efficient in business operations. The repairs will also increase the longevity of the Chesapeake Expressway.	
History and Status	The Chesapeake Expressway originally opened to traffic in May 2001. Repaving of the expressway has been completed, along with replacement of the canopy, variable message signs, lighting and back-up generator.	

Start Date July 2011 Completion Date June 2014 Status Construction- Implementation

Project Funding by Year

26-160	FY 2015	690,000
	FY 2016	0
	FY 2017	0
	FY 2018	0
	FY 2019	0
	5 Year Total	690,000
	Prior Years	9,000,000
	Future Require	0
	Project Total	9,690,000

Project Funding Sources

26-160	CTS - Renewal & Repl. Fund	9,690,000
	Total Project Funding	9,690,000

Estimated Project Costs by Expense Category

26-160	FY 2015	5 Year Total	Project Total
Other	690,000	690,000	9,690,000
Project Total	690,000	690,000	9,690,000

Appropriations-to-Date \$9,000,000 **Obligated-to-Date** \$7,725,407 85.84% **Obligated**

Operating Impacts

Deep Creek AIW Bridge Replacement

08-180

Project Type	Addition or Expansion	Transportation
Description	This project will preserve the rights-of-way needed for the construction and replacement of the Deep Creek AIW Bridge.	
Purpose and Need	The Deep Creek AIW Bridge is currently owned and operated by the U.S. Army Corps of Engineers. The two-lane bridge crosses the Atlantic Intracoastal Waterway and carries approximately 25,000 vehicles per day. The bridge was constructed in 1934 and is functionally obsolete and weight-restricted, requiring emergency vehicles to utilize alternate routes in order to serve the areas on either side of the bridge.	
History and Status	The City and VDOT have made significant improvements along the corridor, including construction of Rt. 17 South, Moses Grandy Trail, and widening of George Washington Highway. As such, the bridge is the sole remaining bottleneck in this important transportation corridor. The Army Corps of Engineers is managing development of plans for a new bridge; however, federal construction funding has not been identified. This project is not included in the Federal Budget. Funding from Federal and State funds are necessary to complete this project. Project design is being updated, and 90% complete.	

Start Date July 2014 Completion Date Status New

Project Funding by Year

08-180	FY 2015	1,000,000
	FY 2016	0
	FY 2017	0
	FY 2018	44,000,000
	FY 2019	0
	5 Year Total	45,000,000
	Prior Years	500,000
	Future Require	0
	Project Total	45,500,000

Project Funding Sources

08-180	Cash - General Fund Transfer	500,000
08-180	Fund Balance - General Fund	1,000,000
08-180	GO Debt - City	12,000,000
08-180	Grant - US DOT	22,000,000
08-180	VDOT - RevShare	10,000,000
	Total Project Funding	45,500,000

Estimated Project Costs by Expense Category

08-180	FY 2015	5 Year Total	Project Total
Construction	0	40,000,000	40,000,000
Land Acquisition	1,000,000	5,000,000	5,500,000
Project Total	1,000,000	45,000,000	45,500,000

Appropriations-to-Date \$500,000 **Obligated-to-Date** \$476,944 95.39% **Obligated**

Operating Impacts

Freeman Ave. Railroad Overpass

09-180

Project Type	Addition or Expansion	Transportation
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Description This project will provide for conceptual design of a bridge along Freeman Avenue at the crossing of the Norfolk-Portsmouth Beltline.

Purpose and Need With freight-rail activities on the rise, the need for grade-separated highway-rail crossings is becoming critical to ensure emergency access to the ever increasing industrial areas along the Elizabeth River. Freeman Avenue serves as the sole roadway access to the Money Point industrial area. Blockages of the existing at-grade railroad crossing create significant logistical challenges when responding to emergencies on the west side of the railroad tracks. A grade-separated crossing will provide unimpeded access to and from this industrial area and eliminate conflicts between roadway and rail traffic.

History and Status Council appropriated \$75,000 for the City and the Norfolk Portsmouth Belt Line to conduct a feasibility study and to identify methods of financing the overpass. Study was completed in June 2014.

Start Date February 2015 Completion Date October 2015 Status New

Project Funding by Year

09-180	FY 2015	0
	FY 2016	0
	FY 2017	0
	FY 2018	0
	FY 2019	0
5 Year Total		0
	Prior Years	75,000
	Future Require	25,425,000
Project Total		25,500,000

Project Funding Sources

09-180	Cash - General Fund Transfer	75,000
09-180	Grant Award	25,425,000
Total Project Funding		25,500,000

Estimated Project Costs by Expense Category

09-180	FY 2015	5 Year Total	Project Total
Conceptual Design	0	0	75,000
Construction	0	0	18,000,000
Design and Engineer	0	0	3,925,000
Land Acquisition	0	0	3,500,000
Project Total	0	0	25,500,000

Appropriations-to-Date \$75,000 **Obligated-to-Date** \$44,290 59.05% **Obligated**

Operating Impacts

Military Hwy. and Smith Ave. Intersection Improvements

06-190

Project Type	Addition or Expansion	Transportation
Description	This project will provide for the design and installation of a traffic signal and associated intersection improvements at the intersection of Military Highway and Smith Avenue.	
Purpose and Need	These improvements are necessary due to high traffic demands and heavy turning volumes. The intersection and signal improvements will also support planned business and industrial development in this area.	
History and Status	Intersection improvements were previously made at this intersection under the State's Hazard Elimination program. Additional improvements are necessary to accommodate growing traffic demands in the area.	

Start Date November 2014 Completion Date July 2015 Status New

Project Funding by Year

06-190	FY 2015	100,000
	FY 2016	440,000
	FY 2017	0
	FY 2018	0
	FY 2019	0
	5 Year Total	540,000
	Prior Years	0
	Future Require	0
	Project Total	540,000

Project Funding Sources

06-190	Fund Balance - General Fund	540,000
	Total Project Funding	540,000

Estimated Project Costs by Expense Category

06-190	FY 2015	5 Year Total	Project Total
Construction	0	300,000	300,000
Design and Engineer	100,000	100,000	100,000
Land Acquisition	0	140,000	140,000
Project Total	100,000	540,000	540,000

Appropriations-to-Date \$0 **Obligated-to-Date** \$0 0.00% **Obligated**

Operating Impacts

Portsmouth Boulevard

35-100

Project Type	Addition or Expansion	Transportation
Description	This project will widen Portsmouth Boulevard to four lanes from I-664 to the Suffolk City line.	
Purpose and Need	Traffic volumes along the corridor have increased to the point that additional capacity is necessary to facilitate safe and efficient traffic flow.	
History and Status	The City is awaiting VDOT approval to begin right-of-way acquisitions and utility relocations. Designs are approximately 65% complete. Construction is anticipated to start in early 2015.	

Start Date September 2007 Completion Date December 2016 Status Planning and Design

Project Funding by Year

35-100	FY 2015	6,362,000
	FY 2016	0
	FY 2017	0
	FY 2018	0
	FY 2019	0
	5 Year Total	6,362,000
	Prior Years	15,218,000
	Future Require	0
	Project Total	21,580,000

Project Funding Sources

35-100	Fund Balance - Capital Projects Fd.	3,362,000
35-100	VDOT - Reimbursements	15,218,000
35-100	VDOT - RevShare	3,000,000
	Total Project Funding	21,580,000

Estimated Project Costs by Expense Category

35-100	FY 2015	5 Year Total	Project Total
Construction	-368,000	-368,000	11,438,000
Design and Engineer	308,275	308,275	1,208,000
Land Acquisition	6,421,725	6,421,725	8,934,000
Project Total	6,362,000	6,362,000	21,580,000

Appropriations-to-Date \$15,218,000 Obligated-to-Date \$1,220,615 8.02% Obligated

Operating Impacts

Residential Street Repaving

07-190

Project Type	Renovation or Rehabilitation	Transportation
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Description This project provides funding to address residential street resurfacing needs.

Purpose and Need State maintenance funds allocated for citywide re-paving efforts have totalled approximately \$3.5 million per year. With that available funding, Public Works has been able to keep arterial and collector streets on a regular re-surfacing schedule and the condition of those pavements are generally at an acceptable level. However, we have been unable to address the increasing number of local subdivision streets in poor condition.

History and Status The City's current inventory of local streets totals 1,560 lane miles. Of this amount, 191 lanes miles or approximately 12% is considered in poor condition. Current estimate to pave just the deficient residential streets is \$35,000,000.

Start Date September 2014 Completion Date July 2015 Status New

Project Funding by Year

07-190	FY 2015	2,000,000
	FY 2016	3,000,000
	FY 2017	2,000,000
	FY 2018	1,000,000
	FY 2019	4,000,000
	5 Year Total	12,000,000
	Prior Years	0
	Future Require	0
	Project Total	12,000,000

Project Funding Sources

07-190	Cash - City Lockbox	2,000,000
07-190	Fund Balance - General Fund	4,500,000
07-190	VDOT - RevShare	5,500,000
	Total Project Funding	12,000,000

Estimated Project Costs by Expense Category

07-190	FY 2015	5 Year Total	Project Total
Construction	2,000,000	12,000,000	12,000,000
Project Total	2,000,000	12,000,000	12,000,000

Appropriations-to-Date \$0 Obligated-to-Date \$0 0.00% Obligated

Operating Impacts

US Route 17 South of Cedar Road

47-170

Project Type Addition or Expansion Transportation

Description This project will widen U.S. Route 17/Dominion Boulevard from .75 miles south of Cedar Road to the junction of U.S. 17 South/George Washington Highway, a distance of 2.2 miles.

Purpose and Need This section of Dominion Boulevard is one of the last remaining two-lane sections of U.S. 17. The corridor serves as a trucking gateway into the Hampton Roads Region; however, the existing roadway is inadequate to safely and efficiently accommodate the existing and projected traffic.

History and Status Project design is 15% complete.

Start Date January 2014 Completion Date March 2017 Status Planning and Design

Project Funding by Year

47-170	FY 2015	5,500,000
	FY 2016	8,500,000
	FY 2017	0
	FY 2018	0
	FY 2019	0
	5 Year Total	14,000,000
	Prior Years	3,300,000
	Future Require	0
	Project Total	17,300,000

Project Funding Sources

47-170	GO Debt - City	8,800,000
47-170	VDOT - RevShare	8,500,000
	Total Project Funding	17,300,000

Estimated Project Costs by Expense Category

47-170	FY 2015	5 Year Total	Project Total
Construction	3,484,087	10,554,087	10,554,087
Design and Engineer	2,015,913	2,015,913	3,335,805
Land Acquisition	0	0	1,980,108
Other	0	1,430,000	1,430,000
Project Total	5,500,000	14,000,000	17,300,000

Appropriations-to-Date \$3,300,000 **Obligated-to-Date** \$1,859,259 56.34% **Obligated**

Operating Impacts

