

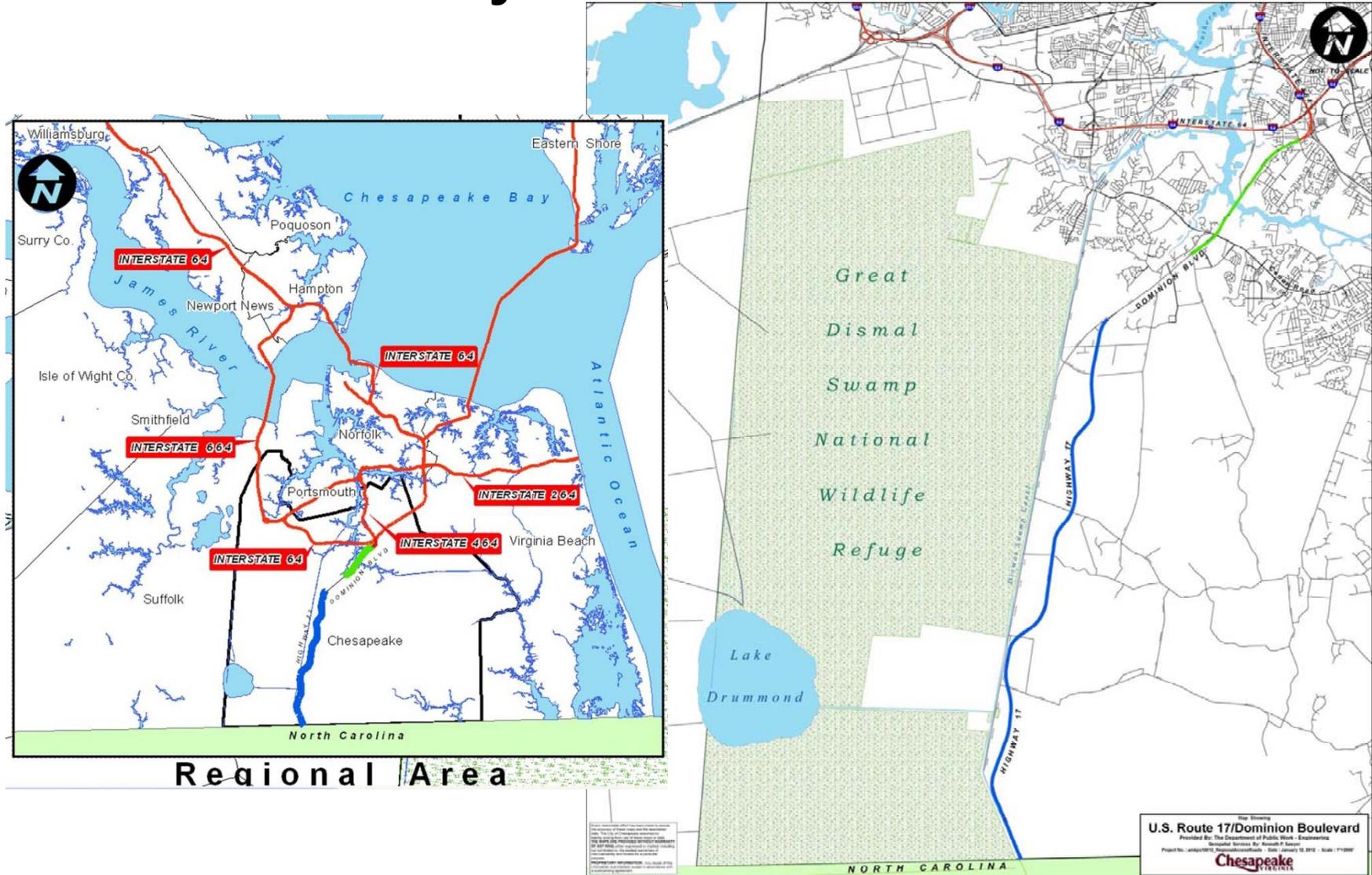
# **Dominion Boulevard**

**UPC 56187**

## **Update for Commonwealth Transportation Board**

**January 18, 2012**

# Project Location



# Project Overview

- Chesapeake City Council's top transportation priority
- Provides improved connection between I-64/464 and VDOT's relocation of the southernmost portion of U.S. Route 17 to VA/NC line
- Federally significant – designated by Congress as 1 of 20 National Highway System High Priority Corridors as a part of the Norfolk to Raleigh Connector
- Project is 3.8 miles in length and includes construction of a high-level, fixed-span bridge over the AIW Southern Branch of the Elizabeth River
- Hampton Roads Transportation Planning Organization ranked project in top 2 of 153 candidate projects
- VDOT project managed under contract by City of Chesapeake

# Existing Conditions

- Low-level, two-lane drawbridge opens over 6,000 times per year, significantly delaying roadway and maritime traffic
- One of the most congested segments of U.S. Route 17, with the corridor regularly experiencing LOS F conditions during morning and afternoon commutes
- Among highest crash rates in Region for similar type roadways with over 70% of accidents identified as “rear end” crashes, thus directly attributable to level of congestion and frequent stop and go traffic
- Heavy volume of port-bound trucks (12%) exacerbates safety concerns
- Bridge openings delay emergency response to southern portions of City
- Bridge approaches prone to flooding, thus eliminating a vital north-south corridor for City and Region during storm events

# Existing Conditions



# Key Benefits

- Improved access to the ports of Hampton Roads
- Enhanced traffic safety – replacement of drawbridge with fixed-span, high-level bridge will eliminate bridge openings and associated stop and go traffic that is responsible for majority of accidents along the corridor
- Enhanced response times for Police, Fire, and Emergency Medical Services
- Enhanced maritime traffic safety
- Economic vitality including potential creation of 13,000+ non-construction related jobs based on 6,000 acres of developable land

# Scope of Work

Improvements include:

- Replacement of the two-lane drawbridge with a four-lane fixed-span, high-rise bridge
- Roadway widening from two lanes to four lanes from Cedar Road to Great Bridge Boulevard
- Interchanges at major access points
- Fully automated toll collection system



# Capital Costs

## Dominion Blvd

- 4 lanes with fixed-span, high-level bridge
- Fully controlled access
- 3.8 miles
- Dominion Blvd improvements capital costs in year of expenditure dollars

CAPITAL COST EXPENDITURE SCHEDULE							
(\$, Year-of-Expenditure, in thousands)							
	Previous	2011- 2012	2012- 2013	2013- 2014	2014- 2015	2015- 2016	TOTAL
Engineering	15,470.6	-	-	-	-	-	15,470.6
Construction	-	-	71,106.8	73,951.0	76,909.1	83,106.4	305,073.3
Admin/Inspection	-	446.3	5,802.1	6,034.2	6,275.5	6,238.7	24,796.9
Right of Way	15,054.7	30,109.4	15,656.9	-	-	-	60,820.9
Utilities	-	1,980.0	2,059.2	-	-	-	4,039.2
Wetlands	-	<u>750.0</u>	<u>780.0</u>	-	-	-	<u>1,530.0</u>
<b>TOTAL</b>	<b>30,525.3</b>	<b>33,285.7</b>	<b>95,404.9</b>	<b>79,985.2</b>	<b>83,184.6</b>	<b>89,345.1</b>	<b>411,730.9</b>

# Project Status & Schedule

- Design: 100% plans currently under review by VDOT with final approval anticipated in February
- Right-of-way is approximately 50% complete and all residential relocations are completed. Remaining parcels to be acquired by April/May 2012.
- Permitting agencies include:
  - ✓ U.S. Army Corps of Engineers
  - ✓ Virginia Marine Resources Commission
  - ✓ Virginia Department of Environmental Quality
  - ☐ U.S. Coast Guard – anticipated issuance in March/April 2012
- Construction
  - Advertisement – July 2012
  - Project Completion – June 2016

# Need for Financial Assistance

- The Project will be financed with revenue bonds payable from tolls collected on the Chesapeake Transportation System, consisting of the Project and the existing Chesapeake Expressway.
- Projected revenues do not provide sufficient debt service coverage to achieve investment-grade credit ratings, and therefore affordable interest rates, on the full amount of debt necessary to fund the capital costs of the Project.
- The City has sought, but not received, financial assistance from the federal TIGER and TIFIA programs on multiple occasions in 2009, 2010 and 2011.
- Financial assistance from the Virginia Transportation Infrastructure Bank, in the form requested in the City's Application dated December 2, 2011, is expected to allow the project to proceed with financing and construction in the summer of 2012, with anticipated project completion in 2016.