

Project Sponsor	Project Title	Project Description	Project Type	Who is expected to administer this project?	Is this project in the local Comprehensive Plan?	Is this project in the local Capital Improvement Plan?	Is this project included in the ConnectRVA 2045 constrained project list?
Ashland	Vaughan Road Overpass	Construct an east/west rail over pass at the Vaughan Road intersection. It will be 39' 4" wide with 2 lanes and sidewalks to connect to sidewalks on either side. It will provide a vital safety connection for adjacent school and fire station and access to a 286 acre industrial site. R.O.W. will need to be obtained to provide for proper alignment and elevation from Vaughan Road and Archie Cannon Road. This project recommendation came from the DC2RVA FEIS.	Highway	VDOT	Yes	Yes	Yes
Chesterfield	Chippenham Parkway/RT 60 Interchange Improvements	Requesting CVTA regional funds to design right-of-way plans (90%) for the Chippenham Parkway/Route 60 Interchange Improvements which includes converting the existing cloverleaf configuration to a partial cloverleaf interchange with contraflow left turns. The proposed improvements are a recommendation from the VDOT STARS Route 76 Corridor Study [July 2020]. The sketch, description of improvements, and estimate are summarized in the report and one-pager, both are attached.	Preliminary Engineering (PE)- Only	Locality/Agency	No	Yes	Yes
Chesterfield	Route 360 (Woodlake Pkwy to Otterdale Rd) Widening - PE ONLY	Requesting CVTA regional funds to design right-of-way plans (90%) for the widening of Route 360. The existing 6-lane section of Route 360 terminates just east of Dogwood Park Road and continues west as a 4-lane roadway. Right-of-way plans will be designed to extend the 6-lane typical section with sidewalk from just east of Dogwood Park Drive to Otterdale Road as recommended by the VDOT Route 360 Arterial Management Plan [September 2021], see highlighted sections on pages 15 and 16 of the attached report. Pedestrian accommodations along WB Route 360 will also be extended from its current terminus at Woodlake Parkway to just east of Dogwood Park Drive.	Preliminary Engineering (PE)- Only	Locality/Agency	Yes	Yes	Yes
Chesterfield	Route 360 (Woodlake Pkwy to Otterdale Rd) Widening	Widen Route 360 between Woodlake Parkway and Otterdale Road. Extend the existing 6-lane section, with sidewalks on both sides, from just east of Dogwood Park Road to Otterdale Road as recommended by the VDOT Route 360 Arterial Management Plan [September 2021], see highlighted sections on pages 15 and 16 of the attached report. Pedestrian accommodations along WB Route 360 will also be extended from its current terminus at Woodlake Parkway to just east of Dogwood Park Drive.	Highway	Locality/Agency	Yes	Yes	Yes
Chesterfield	I-95/Route 10 Interchange Improvement, Phase II - PE Only	Develop plans for the construction of the remaining elements of a partial cloverleaf interchange: remove loops and signalize ramps. Please refer to the sketch; note that improvements shown within dashed yellow, orange and blue areas have been/will be completed with other funded projects. This is design of the final phase of the necessary improvements to the interchange.	Preliminary Engineering (PE)- Only	Locality/Agency	Yes	Yes	Yes
Chesterfield	RT 288 NB Flyover to Bailey Bridge Connector PE ONLY	Requesting CVTA regional funds to design right-of-way plans (90%) for the Route 288 NB Flyover to Bailey Bridge Connector. The proposed improvement was originally recommended as part of the RT 288/RT 360 Interchange Area Study [March 2016] and can be found here: https://www.virginiadot.org/projects/richmond/u.s._360-rt_288_interchange_area_study.asp . The flyover concept was further refined in the approved RT 288 at Bailey Bridge Connector IMR [June 2018]. The report, sketch and estimate are attached. Take note that the proposed roundabout shown on the sketch at Brad McNeer Parkway and Bailey Bridge Connector is being constructed as part of the Smart Scale project UPC 111713, which is currently under design. CVTA PE ONLY funds will include design of the remaining improvements shown in the sketch. Requesting CVTA regional funds to design right-of-way plans (90%) for the Route 288 NB Flyover to Bailey Bridge Connector. The proposed improvement was originally recommended as part of the RT 288/RT 360 Interchange Area Study [March 2016] and can be found here: https://www.virginiadot.org/projects/richmond/u.s._360-rt_288_interchange_area_study.asp . The flyover concept was further refined in the approved RT 288 at Bailey Bridge Connector IMR [June 2018]. The report, sketch and estimate are attached. Take note that the proposed roundabout shown on the sketch at Brad McNeer Parkway and Bailey Bridge Connector is being constructed as part of the Smart Scale project UPC 111713, which is currently under design. CVTA PE ONLY funds will include design of the remaining improvements shown in the sketch.	Preliminary Engineering (PE)- Only	Locality/Agency	Yes	Yes	Yes
Chesterfield	I-95/Route 10 Interchange Improvement, Phase II	Construct the remaining elements of a partial cloverleaf interchange: remove loops and signalize ramps. Please refer to the sketch; note that improvements shown within dashed yellow, orange and blue areas have been/will be completed with other funded projects. This is design of the final phase of the necessary improvements to the interchange.	Highway	Locality/Agency	Yes	Yes	Yes
Chesterfield	Woolridge Road (Route 288 - Old Hundred Road) Extension	Construct a new four-lane road between Route 288 and Old Hundred Road. Project includes a bridge, shared-use path and sidewalk. Please refer to the project sketch.	Highway	Locality/Agency	Yes	Yes	Yes

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Goochland	I-64 at Ashland Rd. (Rte. 623) Interchange	Proposed project would reconstruct the existing diamond interchange to a single-lane Diverging Diamond Interchange (DDI). This configuration does not impact the existing bridge over I-64 and will also not preclude a future project to widen the bridge and Ashland Road to four lanes. As part of the project, the entrance to the park-and-ride lot would be relocated to Bennington Road. No right-of-way impacts are expected.	Highway	VDOT	Yes	Yes	Yes
Goochland	Rte 288 - New SB Auxiliary Lane South of U.S. 250	Construct new southbound auxiliary lane on Rte 288, approximately 1.4 miles in length, between southbound exit ramp from Rte. 250 (Broad Street Road) and southbound entrance ramp onto Rte. 740 (Tuckahoe Creek Parkway).	Highway	VDOT	Yes	No	Yes
Goochland	SB 288 Continuous HSR Lane - West Creek Parkway to Route 711	Project would reconstruct the shoulder on southbound Route 288 between the on-ramp of West Creek Parkway and the off-ramp of Route 711 to provide an 11-foot wide hard running shoulder lane to be employed during PM peak travel hours. Installation of gantries with signage detailing usage and ITS improvements within the Route 288 corridor are included. Project also includes construction of emergency pull-offs for disabled vehicles while the hard shoulder running lane is in operation.	Highway	VDOT	Yes	No	Yes
Hanover	Rt. 301 3rd Southbound Lane	The project will convert the paved shoulder to a through lane to provide three lanes in the southbound direction between Atlee Rd and Atlee Station Rd, matching the three existing lanes in the northbound direction. This improvement should result in improved operations and a reduction in crashes through this section.	Highway	Locality/Agency	Yes	Yes	No
Hanover	POV Richmond Marine Terminal Access Improvements at I-95/Bells Road	<p>This request for \$2 million in CVTA regional funding has advanced from a transportation study that was commissioned by the Virginia Department of Transportation, in collaboration with PlanRVA and The Port of Virginia, to identify and develop transportation solutions to access and safety challenges in the area surrounding the I-95 Bells Road Interchange and Commerce Road. This effort builds off of previous work such as the Commerce Corridor Study Implementation Plan and Technical Report. In that 2017 effort, a number of recommendations were made at a conceptual level. This 2020 study was intended to provide more project development detail for recommendations H2.4.1, H2.4.2, H2.6, H5.1, H7.2 as well as P1.2 and P1.3 from the Implementation Plan for the Commerce Corridor Study.</p> <p>Projected short and long-term growth of the POV-RMT, combined with other industrial growth and general growth in background traffic will negatively impact the functionality of the I-95/Bells Road interchange and the I-95 mainline. This interchange was originally constructed as part of the Richmond-Petersburg Turnpike which pre-dates the development of the contemporary interstate system. Details on land use, port growth, safety and congestion (including crash data by severity and density; the travel time index of the adjacent non-interstate and interstate, and intersection demand during peak hour and queue lengths in 2045 in the no-build scenario) can be found in this story map: https://arcg.is/1ajWq1</p> <p>In addition to the impacts of existing growth on the interchange and the mainline, there is over 8 million square feet of port related industrial development across the region, including: 3.2 million square feet in Henrico County, 2.6 million square feet in Hanover County, 1.5 million square feet in the City of Richmond, and 1 million square feet in Chesterfield County.</p> <p>Advancing this PE-only funding request will continue to advance the planning for this regional investment and position the project to more competitively compete for other sources of funding to advance the RW and CN phases of the project. The cost estimate for the 30% PE phase has been developed by the consultant that worked on the studies that preceded this request; see attached. The estimate has been adjusted to \$2 million to ensure sufficient funding to complete the work to 30% design and to clear all environmental reviews and permits.</p>	Preliminary Engineering (PE)-Only	VDOT	No	No	No
Hanover	Rt. 301/Rt. 54 Roundabout	The project will convert the "Y" intersection (Rt. 301 & Rt. 54) into a single-lane roundabout to improve operations and safety. The current configuration of the intersection and commercial entrances located in the functional area of the intersection has resulted in 16 crashes (7 injury, 9 property damage only) since 2017.	Highway	Locality/Agency	Yes	No	Yes
Hanover	Rt. 1/Rt. 30 Green-T	The project will convert the stop-controlled intersection (Rt 1 & Rt. 30) to a signalized "Green-T" to improve safety and operations. A total of 21 crashes (7 injury, 14 property damage only) have occurred at this location since 2017.	Highway	Locality/Agency	Yes	Yes	Yes

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Henrico	W Broad Street Intersection Improvements at Parham Road	<p>The proposed project will provide additional turn lanes at the intersection of W Broad Street at Parham Road and the installation of an innovation quadrant intersection by utilizing Skipwith Road. The improvements will include an additional eastbound left-turn lane to provide dual left-turns with approximately 200 feet of storage and removal of the northbound left-turn lane. Northbound left-turning traffic will be diverted onto Skipwith Road from Parham Road to form a quadrant intersection. The existing eastbound left-turn lane at Parham Road and Skipwith Road will be extended to provide approximately 400 feet of storage. Approximately 2000 feet of sidewalk will be installed along the north and south sides of W Broad Street and Parham Road, encompassing the project area limits. ADA-compliant curb ramps will be installed/upgraded at each corner of the intersection. Proposed sidewalk and ramps will promote pedestrian access and circulation between the north and south side of W Broad Street which is perceived as a physical barrier to pedestrians. Countdown pedestrian signals and pedestrian push buttons will be installed for all proposed pedestrian crossings at signalized intersections. The signal timing will be adjusted to provide adequate timing.</p> <p>Access management improvements are proposed at the intersection of W Broad Street at Pine Grove Drive, W Broad Street at Hollybrook Avenue, and W Broad Street at Carousel Lane. Access management improvements include restricting side street left-turns and direction traffic to U-turn at the adjacent signalized intersections thereby reducing the number of conflict points.</p> <p>Landing pads will be constructed for the eastbound and westbound bus stops located on W Broad Street east of Parham Road. Other amenities could include a bench, shelter, bike rack, trash can, and/or way-finding information. This is dependent on ridership and coordination with GRTC.</p>	Highway	VDOT	Yes	Yes	Yes
Henrico	W Broad Street Improvements - Short Pump	<p>This project will convert right-turn lanes along westbound US250 (W Broad Street) to a continuous shared through-right lane from Tom Leonard Drive to Pouncey Tract Road.</p> <p>Access management improvements include closing the existing median break located at the Walmart between the intersections of Pouncey Tract Road and John Rolfe Parkway. Approximately 1000 linear feet of flex post delineators will be constructed on westbound W Broad Street from the I-64 EB/WB W Broad Street (Exit 178A) to the intersection of W Broad Street and Gathering Place.</p> <p>Intersection improvements include: At Tom Leonard Drive, the northbound approach will have a single left turn lane and dual right turn lanes. The southbound approach will have dual left turn lanes and a single right turn lane. At Brownstone Boulevard, the intersection will be converted to a thru-cut. The westbound right turn lane will be converted to a shared through right lane. The northbound approach will have a single left turn lane and dual right turn lanes. The southbound approach will have a single left turn lane and a single right turn lane. New crosswalks will be installed on the north, west, and south legs. At John Rolfe Parkway, the median is modified to allow for concurrent left turns on the side streets. New crosswalks will be installed on the north and west legs. At Pouncey Tract Road, improvements include reconfiguring the southbound approach to triple left turns, a dedicated through lane, and a shared through-right lane. (Pouncey Tract Road intersection with W Broad Street will be reevaluated in conjunction with Short Pump IAR) A new crosswalk will be installed on the north leg.</p> <p>To accommodate the intersection improvements, the installation of new traffic signal equipment such as pedestrian countdown and vehicular signal heads, conduits and wiring, mast arm poles, pedestrian pushbuttons, and pedestal poles at Pouncey Tract Road, John Rolfe Parkway, Brownstone Boulevard, and Tom Leonard Drive are proposed. Traffic signals will be retimed to accommodate the proposed intersection improvements and to provide adequate pedestrian crossing time.</p> <p>The proposed project will improve three existing bus stops along the corridor. At a minimum a landing pad, bench, and trashcan will be provided.</p>	Highway	VDOT	Yes	Yes	Yes
Henrico	N. Gayton Road Interchange at I-64	<p>Preliminary engineering for the design and environmental documentation of a new interchange at the intersection of North Gayton Road and Interstate I-64 to facilitate accessibility and congestion mitigation in the Short Pump area.</p>	Preliminary Engineering (PE)- Only	Locality/Agency	Yes	Yes	Yes

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Henrico	Staples Mill Road Improvements	<p>This project includes an additional southbound through lane on Staples Mill Road between I-64 west on-ramp and I-64 east on-ramp. Intersection improvements at Bethlehem Road and Staples Mill Road will add a left-turn lane on Staples Mill southbound to create dual lefts onto Bethlehem Road eastbound. The south side of Bethlehem Road will be widened to accommodate the dual left eastbound turning movement. Westbound Bethlehem Road will be widened to include a left-turn lane, a shared through-right, and a right turn lane. Signal backplates with retroreflective borders will be installed on Staples Mill Road at the intersections of Townhouse Road, Bethlehem Road, and Libbie Mill E. Boulevard. Pedestrian accommodations include crosswalks, pedestrian signal heads, push-buttons, and ADA ramps on Staples Mill Road at the intersections of Townhouse Road, Wharfide Road/Dumbarton Road, Dickens Road, I-64 off ramp, Bethlehem Road, Libbie Mill E. Boulevard, and Libbie Lake S. Street/Waller Road. Pedestrian and bicycle accommodations will connect Dumbarton Road to Dickens Road along Staples Mill Road. The intersection improvements are proposed to increase capacity, reduce queue length, mitigate congestion, increase vehicular safety, and facilitate safe pedestrian and bicycle travel through the corridor.</p> <p>A new intersection will be created at the I-64 exit ramp onto southbound Staples Mill Road. The signal at the new intersection will eliminate the existing merge between the exit ramp and southbound Staples Mill Road. The existing conditions for the I-64 exit ramp includes one lane from I-64 eastbound ramp and two lanes from the I-64 westbound exit ramp that merge down into one lane prior to merging with southbound Staples Mill Road. The proposed project will replace the merge movement with signalized triple right turn lanes.</p> <p>Access management will be provided at the side streets of Millstone Road/Northside Avenue via a directional left turn median and Morrison Road by closing the existing median break on Staples Mill Road.</p>	Highway	VDOT	Yes	Yes	Yes
Henrico	Brook Road Improvements - Villa Park Dr to Hilliard Rd	<p>This project will provide intersection improvements, access management, and pedestrian accommodations along Brook Road (US-1) from Villa Park Drive to Hilliard Road. Intersection improvements include realignment of eastbound Lakeside Avenue to align with Lakeside Boulevard. Access management includes a concrete median constructed along the entire length of the project with openings at Brookside Avenue, Ridge Road, and La Von Drive. Pedestrian accommodations include pedestrian signals and crosswalks at the signalized intersection of Villa Park Drive and Lakeside Avenue. A sidewalk will be constructed along the east side of Brook Road along the project limits.</p> <p>The Brook Road & Hilliard Road Trail (UPC 118153), a segment of the Fall Line Trail, will provide pedestrian and bicycle accommodations along the west side of Brook Road (US-1) for the length of this project. The proposed improvements at the Brook Road and Lakeside Avenue intersection are needed to accommodate the trail crossing.</p> <p>This project is a recommendation from the draft Parham Road/Brook Road STARS study. Draft copy will be provided once available.</p>	Highway	Locality/Agency	Yes	Yes	Yes
Henrico	GreenCity Connector Trail and Bridge	<p>A direct connection for bicycles and pedestrians along Athens Avenue and Scott Road, between Longdale Trail and the GreenCity development. The connection is provided via a 12 foot wide shared use path along the southern side of Athens Avenue/Scott Road from Cleveland Street to the Scott Road Bridge over I-95. A 4 foot wide landscape buffer is typically provided between the path and the curb. Where an open roadway section is provided, this buffer is expanded to 8 feet to accommodate a 6 foot wide drainage ditch. Detailed segments and typical sections can be found in the project sketch/flipbook submitted as supplemental material. The existing Scott Road bridge over I-95 will be replaced with a new pedestrian bridge. The new bridge will span the existing and any future lanes on I-95 and provide a 17' 6" vertical clearance. Roadway improvements include a modular roundabout at the intersection of Athens Avenue and Aberdeen Street. Additionally, a roundabout is proposed at the intersection of Scott Road and the main entrance to the proposed development (Retreat at One - Garden City Parcel).</p>	Bike/Ped	Locality/Agency	Yes	Yes	No
Henrico	Magellan Parkway Bridge and Approach Section	<p>This segment consists of a new alignment connecting the County Funded Extension Section to the Retreat @ One Section. A new 4-lane bridge will be constructed over I-95. The proposed transverse section is shown on the project sketch. The bridge will also include a VDOT standard pedestrian fence system on the side with the 10 foot wide shared use path.</p>	Bridge	Locality/Agency	Yes	Yes	Yes

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New Kent	I-64 Widening, Exit 205 to New Kent/ James City County Line	Engineering, Right-of-Way, and Construction needed to complete I-64 widening from Exit 205 to East of Exit 220 at the New Kent/ James City County line. Section 1, 2, 3, and 4A in the attachments. Additional information related to project cost/ schedule may be submitted at a later date.	Highway	VDOT	Yes	No	Yes
Richmond	C Commerce Road - FLT Phase I	This Commerce Road Streetscape project will provide multimodal safety and operational improvements to the 0.5mi stretch of Commerce Road from the Manchester Bridge to Decatur Street through access management, turn lane improvements, bike lanes, sidewalks, shared-use paths, and other streetscape amenities. Also includes the Fall Line Trail.	Bike/Ped	Locality/Agency	Yes	Yes	Yes
Richmond	A Hull Street Phase II (US360)	This project will improve the typical section of Hull Street from Chippenham Parkway to Hey Road by providing two through travel lanes in each direction, a raised median, and dedicated turn lanes along the ¾ mile corridor. The project will reduce the number of entrances and median crossings (access management), provide safer accommodations for people who walk and bike including streetscape, 10' shared-use path, and 5' sidewalk, and bike, pedestrian & access improvements to high frequency transit service. Previous Smart Scale Round 4 submittal vetted by COR and VDOT.	Highway	Locality/Agency	Yes	Yes	Yes
Richmond	F Manchester Connection to James River	This project will provide a 10' shared use path with 2' shoulders and a new pedestrian bridge to address pedestrian access and safety along the 0.3 mile connection from Semmes Avenue to the T. Potterfield Bridge. This project will also include crossing improvements to cross Semmes Avenue and LED pedestrian-scale lighting along the trail connection.	Bike/Ped	Locality/Agency	Yes	No	Yes
Richmond	H Commerce Road - FLT Phase II	This project will provide multimodal transportation improvements and streetscape to the 2-mile stretch of Commerce Road from Decatur Street to Bellemeade Road, including providing the Fall Line Trail. This project will provide a new typical section to support access to port-related freight movements including 10' sidewalk with 5' buffers, two travel lanes in each direction, dedicated left turn lanes, crossing improvements, and other streetscape and trail amenities.	Bike/Ped	Locality/Agency	Yes	Yes	Yes
Richmond	G Broad Street Streetscape (US250) with Pulse Expansion Phase III	This Broad Street Streetscape w/ Pulse BRT Expansion Phase III project will provide multimodal safety and operational improvements from the ongoing STARS study to the 1.3 mile stretch of Broad Street from Commonwealth Avenue to Libbie Avenue through dedicated BRT lanes, sidewalk, lighting, ADA accessible ramp improvements, pedestrian crossing improvements, access management to reduce and consolidate median crossings, and other streetscape amenities including landscaping, street furniture, and bus stop improvements. This application is a partnership between Henrico and the City of Richmond. Further scope refinement is anticipated as we work towards Smart Scale Program Round 5 submittals through PlanRVA.	Transit	VDOT	Yes	No	Yes
Richmond	B Forest Hill Avenue Phase II	The Forest Hill Avenue Phase II project will improve multimodal safety and operations along the one mile section of Forest Hill Avenue from Powhite Parkway to Dorchester Road. The project will provide a raised median for access management and dedicated turn lanes, buffered bike lanes in each direction, sidewalk along the corridor where there is none today, crossing improvements at three intersections and other streetscape amenities including lighting. The project also improves access for people who walk and bike to high frequency transit to ten transit stops.	Highway	Locality/Agency	Yes	No	Yes

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Richmond	D Mayo Bridge (South) Replacement US 360 Crossing James River	<p>The South Bridge is an eleven (11) span arch structure carrying 4 lanes of traffic between the south bank of the James River and Mayo Island and the North Bridge is a seven (7) span arch structure carrying 4 lanes between Mayo Island and the north bank of the James River. The project is proposed to remove the existing Melan Arch System and replace the superstructure using conventional beam girders (prestressed concrete beam) with a facade that resembles the arch visual appearance. The approach roadway work will be limited to transitions to the superstructure replacement and will not include any appreciable grade changes; this will include roadway work on the island between the two bridges to maintain the same proposed section. To facilitate construction, the bridges will be closed for the duration of replacement and traffic will be detoured. However access to the island will be maintained at all times. Due to the bridge closures and nature of construction, pedestrian access will not be maintained and a detour will be established. At this time, no foundation modification are expected but the piers will be slightly modified to accommodate the beam girders and proposed facade. Due to the nature of the existing bridge abutments, the abutments will require modifications as well. Utilities currently crossing the bridge include gas, water, electrical power (Dominion and City Street Lights), and telecommunications. All of these utilities will be impacted by this project. Project estimate includes allowance for temporarily supporting these utilities. The environmental permit process has not been started at this time but the bridge will require permits for work in the James River because of the fact the two bridge structures are located adjacent to the Manchester Industrial, Shockoe Valley and Tobacco Row Historic Districts. Stakeholder involvement will be critical with the public and private businesses and developers due to the roadway closure.</p>	Bridge	Locality/Agency	Yes	Yes	Yes
Richmond	E Mayo Bridge (North) Replacement - US 360 Crossing James River	<p>The South Bridge is an eleven (11) span arch structure carrying 4 lanes of traffic between the south bank of the James River and Mayo Island and the North Bridge is a seven (7) span arch structure carrying 4 lanes between Mayo Island and the north bank of the James River. The project is proposed to remove the existing Melan Arch System and replace the superstructure using conventional beam girders (prestressed concrete beam) with a facade that resembles the arch visual appearance. The approach roadway work will be limited to transitions to the superstructure replacement and will not include any appreciable grade changes; this will include roadway work on the island between the two bridges to maintain the same proposed section. To facilitate construction, the bridges will be closed for the duration of replacement and traffic will be detoured. However access to the island will be maintained at all times. Due to the bridge closures and nature of construction, pedestrian access will not be maintained and a detour will be established. At this time, no foundation modification are expected but the piers will be slightly modified to accommodate the beam girders and proposed facade. Due to the nature of the existing bridge abutments, the abutments will require modifications as well. Utilities currently crossing the bridge include gas, water, electrical power (Dominion and City Street Lights), and telecommunications. All of these utilities will be impacted by this project. Project estimate includes allowance for temporarily supporting these utilities. The environmental permit process has not been started at this time but the bridge will require permits for work in the James River because of the fact the two bridge structures are located adjacent to the Manchester Industrial, Shockoe Valley and Tobacco Row Historic Districts. Stakeholder involvement will be critical with the public and private businesses and developers due to the roadway closure.</p>	Bridge	Locality/Agency	Yes	Yes	Yes