

### **West Main Street Bridge Replacement**

Research and funding exploration began in 2012 for this bridge once the federal sufficiency rating dropped below 50 and VDOT requested a plan of action from the Town. The Town evaluated repair and replacement options, and elected to go with replacement. The current bridge was built in 1934. After receiving a federal grant for \$2 million, and state funding for another \$2 million, the project was put out for bid and a contractor has been issued a Notice of Intent to Award letter. The project is slated to begin demolition in mid-2018 with completion in mid-2019.

The Town completed the Preliminary Engineering phase of the project in 2015, and waited for state SGR funding in 2016. In 2017 the Town began the Right of Way and Utility Relocation phase. As this is a Federal Aid project, both VDOT and FHWA reviews and approvals are required for critical path milestones in planning, development, and construction.

The bridge is required by VDOT to be repaired or replaced once the federal sufficiency rating drops below 50. The bridge is in the center of the downtown business and historic districts, and is less than 250 feet from Luray's primary intersection. In 2014, the Council elected to go with full street closure in order to reduce both the cost of the project and improve the quality. Extensive public interaction has taken place since 2013. The project has its own website, and continues to be a significant element of community conversation and support. The replacement of this bridge with a new structure lasting another 50-75 years will provide stability for downtown Luray. Since it is located on our Main Street, and is classified as a US Business Route, it is imperative that this structure be both safe and functional. In addition, it is critical to the success of our local tourism industry – a major element of our town.

The approximate replacement cost is just under \$ 4 million. Of that, \$2 million is a federal transportation grant which has an 80/20 match component. Additionally, the remaining \$2 million comes from VDOT State of Good Repair funds which have no match requirement. Finally, the Town secured another \$2 million in Revenue Sharing funds through VDOT. These funds are 50/50 match, and the Town intends to use only about \$400,000 to \$500,000 of these funds. In all, the Town should contribute just over \$400,000 to match the federal grant (20% match) and about \$200,00-\$250,000 to match the Revenue Sharing funds (50% match). Cumulatively, the Town expects to pay about 16% of the total cost.

The Town is utilizing Interim Financing through a local bank (Blue Ridge Bank), to pay for the project without impacting its bottom line. To date, the Town has expended about \$450,000.

The Town is Locally Administering this Design-Build project.

In 2016, the Town began surveying the sidewalks and crosswalks for pedestrian access and use in several significant areas of Town. As a result, over 300 issues were noted that will need repairs. In conjunction with the Page County GIS Department, these issues were mapped, designated and numbered by type. This data is available on the Town's website under the heading of Sidewalk Project.

There are many reasons for improving, enhancing and expanding the pedestrian facilities in Luray. Most specifically, to meet the needs of handicapped or mobility-restricted individuals. Additionally, to provide a safer and better walking experience for all pedestrians, including our tourists and visitors to Luray.

The issues range from needing new ADA accessible ramps for access, to improving existing ramps and access points, to fixing broken curbs and sidewalk sections, as well as other maintenance.

Costs per repair vary with the size, location, and extent of work needed. On average, the individual projects cost between \$1,750 and \$5,200. Overall the total projects will likely cost the Town between \$500,000 and \$1,000,000, and take approximately eight (8) to ten (10) years to complete. The Town may pursue VDOT Transportation Alternative Program funding at a future date.

Currently, the Town is using its VDOT annual Maintenance dollars to pay for this work. A local engineering firm was paid to provide technical drawings for common replacement work, and a local concrete contractor is employed by the Town to complete projects as time, weather, and funding allow. Since starting work in 2017, the Town has completed seventeen (17) of the listed projects. A total of \$37,845 has been spent to date.

Recently, the Town engaged several individuals in Luray that have mobility restrictions. Several are in wheelchairs and others simply have access problems for a variety of health reasons. The goal of the involvement is to prioritize, and begin work on, issues that present the greatest challenges to these folks in their use of Luray's sidewalks and access points.

This project is a VDOT administered Design-Bid-Build job that includes the construction of a roundabout at the intersection of West Main Street and Northcott Drive. Also included will be a new turn lane on Northcott Drive at US 211, and other minor intersection changes to improve traffic flow and vehicle and pedestrian safety.

The project began in 2013 with the construction of a new high school on Leaksville Road nearby. The Town transferred just over \$1.5 million of its Urban Construction monies from the stalled widening & pedestrian project on Reservoir Road to this job. The current project area is extensive, and includes portions of Leaksville Road, West Main Street to Carillon Drive, and Cave Hill Road to the Luray Caverns entrance. Future transportation enhancement projects may also be completed in these areas.

The current project is slated to cost about \$3.5 million. Of that, \$1.5 million is the Town's old Construction Formula Funds (Urban Program funding), and the remaining \$2.2 million was received by the Town in 2017 from the state's Smart Scale funding pool. The Town was awarded these funds through the Staunton District office at the conclusion of district fund allocations. There is no match component to Smart Scale funds. To date, about \$200,000 has been spent by VDOT.

The Public Hearing for this project was recently held by VDOT, and the Town participated. Currently, the project is completing design, and beginning the Right of Way and Utility Relocation phase. Construction is slated to begin in 2019 with completion in 2020.

This actually is two projects in the similar area of Town, involving the same street.

The Memorial Drive Intersection project began in 2014, with the donation of \$165,000 from Valley Health for a new traffic signal at the intersection of Memorial Drive and West Main Street. These funds were approximately half of the needed funds based on an estimate from the hospital's engineering firm. The Town took those funds and applied for VDOT Revenue Sharing monies to essentially double the available cash for the project. The Town was awarded these funds by VDOT in 2015. The project total was \$330,000.

The Town hired a local engineering firm to begin work on the required engineered plans for the new traffic signal, and minor modifications to road surfaces, drainage, and pavement striping in the immediate vicinity. To date, the Town has expended \$22,000. The project is slated for bid in December 2017, with planned construction in the spring/summer of 2018.

The new signal will be installed with the latest traffic sensing technology, and also contain an emergency vehicle sensing and light over-ride computer to assist with quicker transition through the light of ambulances heading from the rescue squad building on Memorial Drive and back to the hospital which is also on Memorial Drive.

A traffic signal at this intersection will improve traffic flow in and out of the new hospital compound (rebuilt by Valley Health in 2013-2014 at a cost of \$40 million). It will also provide a safer transition for vehicles and pedestrians in and around this busy intersection.

The second project will involve corridor enhancements and improvements to the remainder of the Memorial Drive transportation corridor. These improvements include drainage improvements, road widening and re-paving, shoulder grading, and entrance improvements. Additionally, the installation of curb and gutter on the south east side of the road, with conduits and vaults installed for future street/sidewalk lighting, and crosswalks at West Main Street.

The estimated cost of this project is \$1.6 million dollars. To that end, the Town applied for Revenue Sharing funds through VDOT (these RS funds are now only available every two years) in 2017 for the FY 2018-2019 funding cycle. If approved, the Town would need to provide half of the noted amount as their part of the 50/50 matching of RS funds. If not selected for funding this cycle, the Town will re-apply in 2019. The Town can elect to use portions of its annual VDOT Maintenance dollars (currently \$1.1 million per year) for these enhancements, portions of its General Fund revenues, or a combination of the two to help complete this work. Completion of engineered plans is scheduled for 2018, with construction beginning in 2020.

In 2007, the Town began work on completing a Physical Features survey of Main Street between Memorial Drive on West Main Street and Garfield Street on East Main Street. This project was completed in 2008. The focus of the project was to provide legitimate data in order to plan for upgrading the wiring to the Town's street lights in advance of re-paving Main Street. The Town met with an engineer and survey firm to engage in the work and began to formulate a phased approach to these activities in 2009.

In 2010, the Town entered into a Mutual Aid Agreement with the local electric company. At that time, it was Allegheny Power (now SVEC). The street lights, light poles, and associated wiring are "owned" and maintained by the electric company. The Town simply pays for the electric service and any upgrades of lights or poles beyond the standard items that the electric company provides.

Phase 1 – East Main Street from Garfield to Williams Street

Phase 2 – East Main Street from Williams Street to the RR Tracks

Phase 3 – East Main Street from the RR Tracks to the Broad Street Stoplight (drainage included)

Phase 4 - West Main Street from the Broad Street Light to the Bridge

Phase 5 – West Main Street from the Bridge to Hawksbill Street

Phase 6 – West Main Street from Hawksbill Street to Court Street (drainage work integrated)

Phase 7 – West Main Street from Court Street to Lee Street (drainage work integrated as needed)

Phase 8 – West Main Street from Lee Street to Memorial Drive (drainage worked integrated as needed)

The work primarily consists of running new electrical conduits to new vaults embedded in the sidewalks that allow new wire to be run to the existing street light locations. In this section of Main Street (Phases 1-8), the Town currently employs 30 foot poles with arms and cobra-head style high-pressure sodium light fixtures. These lights allow greater light spread on the streets from a fewer number of fixtures. Also, these tall lights raise the lights up to where they aren't a nuisance for drivers and don't block store-fronts. The old poles are replaced with new, brushed-aluminum load-rated poles. Load rating is for banners, decorations, etc., and include an outlet. The old galvanized poles were not load rated.

The Town provides the labor (via a hired contractor), the pipe and fittings, and traffic control, while the electric company provides the vaults, the connecting tubing, the new pole installation, and pulls in the new wire. The Town pays the difference between the new pole value and the standard pole cost. The electric company coordinates with the Town and its contractor to turn the light circuits on and off daily since the network has to stay "live" during the upgrades.

In 2011, the Town engaged a local firm to create engineered plans and specifications for Phase 1. Also in 2011, the Town re-paved and re-marked East Main Street from Reservoir Road stoplight intersection to Garfield Street. In 2012, the Town hired a contractor to complete Phase 1 and this section was re-paved that summer. In 2013-2014, the Town had contractors complete the work in Phase 2 and re-pave that section. In 2015-2016, the Town had a contractor complete the work in Phases 4 & 5. Phase 3 was skipped for the time-being. Phases 4 & 5 were not re-paved due to the impending bridge replacement project in that sector. Extra conduits and vaults are provided in Phases 3-5 for future lighting changes, and for event electrical connections along East and West Main Street.

The Town has spent about \$170,000 thus far in completing four phases. These monies come from VDOT maintenance funds for streets, and the remainder comes from Town revenues. Phase 3 is slated for 2018, while the whole project should be complete in 2021-2022. Re-paving and re-marking of Main Street occurs as soon after construction is completed as possible.