

C-List Categorical Exclusion

Does the action described in this "c-list" Categorical Exclusion (CE) exceed one or more of the thresholds described in the PCE Agreement, thereby requiring review and approval by the Federal Highway Administration (FHWA)? No

Wilcox Boulevard

The Wilcox Boulevard Bridge - River to Ridge Mobility Project

City of Chattanooga

Hamilton County

PIN 133281.00

Submitted Pursuant to the National Environmental Policy Act of 1969, 42 U.S.C. 4332(2)

Document Approval

By signing below, the authorized signatory concurs that this document is in compliance with all applicable environmental laws, regulations and procedures. The authorized signatory has reviewed and verified the document's quality, accuracy, and completeness and that all source material has been compiled and included in the attachments and technical appendices.

Tennessee Department of Transportation

Project Information

General Information

Route: Wilcox Boulevard

Termini: The Wilcox Boulevard Bridge - River to Ridge Mobility Project

Municipality: City of Chattanooga

County: Hamilton County

PIN: PIN 133281.00

Plans: Environmental Technical Study Area

Date of Plans: 10/14/2023

Type of Work Bridge Replacement

Project Funding

Planning Area: Chattanooga-Hamilton County/North Georgia Transportation Planning Organization (TPO)

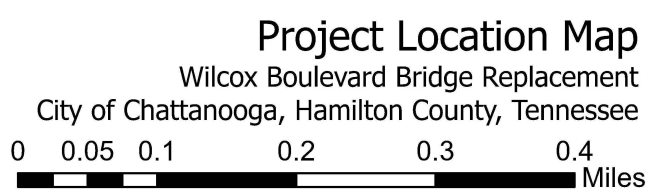
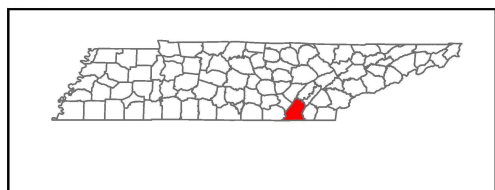
STIP/TIP: TIP ID CHC Wilcox (FY 2023-2026)

Funding Source	Preliminary Engineering	Right-of-Way	Construction
Federal	BR-NH/STP-M/RAIS	BR-NH/STP-M/RAIS	BR-NH/STP-M/RAIS
State	PE-N: 33LCIT-F0-10 PE-D: 33LCIT-F1-010	33LCIT-F2-010	33LCIT-F3-010

Project Location



Maxar, Microsoft, Esri Community Maps Contributors, Tennessee SRS GIS, ©
OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph
GeoTechnologies, Inc. METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA,
USFWS



Introduction

The Tennessee Department of Transportation (TDOT), in cooperation with the City of Chattanooga and the Federal Highway Administration, proposes to replace the Wilcox Boulevard Bridge over the Norfolk Southern (NS) DeButts rail yard in Chattanooga, Hamilton County, Tennessee (Bridge Numbers 33035560003 and 33035560004).

The Wilcox Boulevard crossing over DeButts Railyard in Hamilton County is made of two bridges: A right lane, eastbound bridge (33035560003) approximately 819.9 feet in total length, and a left lane, westbound bridge (33035560004) approximately 817.9 feet in total length. A project map is included on page 4 of this document.

This federal-aid highway project has been determined to be a "C-List" Categorical Exclusion (CE) pursuant to 23 CFR 771.117(c)(28) "Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings, if the actions meet the constraints in paragraph (e) of this section." The project does meet the constraints of 23 CFR 771.117(c)(28).

Background

In April of 2021, the mayor of Chattanooga applied for a RAISE Grant for the Wilcox Boulevard Bridge. The bridge represents the restoration of a vital connection point for the residents of East Chattanooga, a key thoroughfare for the entire community, and an access point for one of the region's critical, national freight assets and a supply chain hub for the country.

Every two years, TDOT performs a comprehensive inspection and subsequent evaluation of all public bridges across the state in order to determine the status of their working condition and operating limits to ensure that they are in accordance with the Federal Highway Administration (FHWA) National Bridge Inspection Standards (NBIS). These inspections are recorded and published in the National Bridge Inventory (NBI) Tennessee Inventory and Appraisal Report. One of the components of this evaluation is the designation of a sufficiency rating. A sufficiency rating is calculated for each individual bridge that is used to carry vehicular traffic. Ratings are measured on a scale of 0 to 100. A rating of 100 corresponds to a bridge that qualifies as an "entirely sufficient bridge," while a rating of 0 denotes a bridge that is "entirely deficient." Bridges that receive a sufficiency rating of less than 80.0 are eligible for rehabilitation; bridges that earn a rating below 50.0 are eligible for replacement.

Another component of the NBI are the condition ratings. Condition ratings are used to describe the existing, in-place bridge as compared to the as-built condition. The physical condition of the deck, superstructure, and substructure components of a bridge are evaluated for a condition rating. Condition ratings are assigned codes ranging from 0-9, with zero being failed condition and 9 being excellent condition. Another component of the NBI are the appraisal ratings. Appraisal ratings are used to evaluate a bridge in relation to the level of service which it provides. The structure is compared to a new structure built to current standards for the particular type of road. Components evaluated and given an appraisal rating include the structural evaluation, deck geometry, the under clearance rating, waterway adequacy, and the approach roadway alignment. Appraisal ratings are assigned codes ranging from 0-9, with zero being a closed bridge and 9 being superior to present desirable criteria.

Based on the NBI, Tennessee Inventory and Appraisal Reports for the right and left lane Wilcox Boulevard bridges over DeButts Railyard (Bridge Numbers 33035560003 and 33035560004), published on 03/12/2024, the right lane bridge (33035560003) and left lane bridge (33035560003) have a sufficiency rating of 32.7 and a condition rating of 4 for the deck, superstructure, and substructure. Refer to the Appendices for copies of the NBI, Tennessee Inventory

and Appraisal Reports for Bridge Numbers 33035560003 and 33035560004, dated 03/12/2024.

An Environmental Studies Request (ESR) initiating review of the Environmental Technical Study Area (ETSA) dated 10/04/2023 was distributed to TDOT Environmental Division technical sections as well as the TDOT Multimodal Transportation Resources Division on 12/22/2023. The ETSA dated 10/04/2024, which is located in the Appendices, will serve as the focus for this evaluation.

In addition, line and grade plans dated 4/17/2024 were developed after the Technical Sections reviewed and utilized the ETSA.

Project Development

Need

Based on the NBI, Tennessee Inventory and Appraisal Reports for the right and left lane Wilcox Boulevard bridges over DeButts Railyard (Bridge Numbers 33035560003 and 33035560004), published on 03/12/2024, the right lane bridge (33035560003) and left lane bridge (33035560003) have a sufficiency rating of 32.7 and a condition rating of 4 for the deck, superstructure, and substructure.

Purpose

The purpose of the project is to bring the bridge's sufficiency rating within TDOT design standards by replacing structures 33035560004 and 33035560003 over the DeButts Railyard.

Range of Alternatives

Other than the selected design, were any alternative build designs developed for this project? **No**

No-Build	In the development of design solutions that address the needs outlined above and achieve the purpose of the project, TDOT evaluated the potential consequences should the project not be implemented. This option, known as the No-Build alternative, assumed the continuation of current conditions and set the baseline from which the impacts of the selected design were compared. The No-Build Alternative was not selected, as it does not meet the purpose and need of the proposed project.
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Public Involvement

Has there been any public involvement for the project? **No**

Existing Conditions and Layout

The Wilcox Boulevard crossing over DeButts Railyard is made of two bridges: A right lane, eastbound bridge (33035560003) and a left lane, southbound bridge (33035560004). According to the NBI Report (Appendix X), this section of Wilcox Boulevard is an urban principal arterial with four travel lanes (two in each direction). Based on the information included in the NBI, Tennessee Inventory and Appraisal Reports dated 03/12/2024, both bridges (33035560003 and 33035560004) are comprised of 17 steel spans with concrete cast-in-place decks. The bridge is 17 spans crossing 28 Norfolk Southern tracks and 3 CSXT tracks within the Debutts Railyard. The existing roadway typical section consists of four 12-foot lanes, two in each direction with no shoulder. The bridge has raised curb adjacent to all lanes and 6-foot sidewalk on the eastbound structure. The bridges are supported primarily by steel pile bents through the yard with concrete bents and abutments near the approaches. The existing right-of-way is variable from 65 feet near Sholar Avenue to 175 feet near Riverside Drive. The posted speed limit is 35 miles per hour and the posted weight restriction is 13 tons.

Proposed Project Description

The existing bridges are expected to be replaced with a new bridge immediately south of the existing bridge. The proposed configuration would allow vehicular traffic to use the existing Wilcox Boulevard bridge during construction.

Conceptual drawings of the bridge presented in the City of Chattanooga's RAISE grant application dated 04/12/2022 present a 4-span, steel plate girder superstructure with three piers located in the DeButts Railyard. The proposed bridge replacement would have two travel lanes in each direction. Construction of a 12.5-foot multi-use path along the Wilcox Boulevard bridge is included in the proposed project.

Refer to the Appendices for a copy of the RAISE grant application dated 04/12/2022.

Right-of-Way

Does this project require the acquisition of right-of-way or easements? **Yes**

Right-of-Way Acquisition Table						
Permanent Acquisition					Temporary Acquisition	
R.O.W Acquisition	Drainage Easements	Slope Easements	Air Rights	Total	Construction Easements	Total
0.396	0	0.164	0	0.56	0.503	0.503

*Measured in acres

Relocations

Will this project result in residential, business or non-profit relocations? **No**

Changes in Access Control



Will changes in access control permanently impact the functional utility of any adjacent parcels? **No**

Traffic Control Measures



At this time, are traffic control measures and temporary access information available? **Yes**

Will this project involve traffic control measures that may result in major traffic disruptions? **No**

There would be no significant impact to traffic. The off-alignment configuration will allow vehicular traffic to use the existing Wilcox Boulevard bridge during construction. To construct the new substructures for the bridge adjacent to the yard tracks and with standard practices, significant track disruptions, outages, or extensive track relocations would be required.

Water Resources



Are there any water resources impacted within the project area?

Yes

The TDOT Ecology Section has documented the following total amount of water resource features within the Environmental Technical Study Area (ETSA) boundary for PIN #1332381.00. These estimates represent the maximum impactable acreage/footage for each feature within the ETSA boundary. The estimated impact amounts will likely reduce as the project scope is defined, and final impact amounts will be determined during TDOT's permitting process.

According to the Environmental Study Request (ESR) response provided by TDOT Ecology Staff on 2/12/2024, an Environmental Boundaries Report (EBR) dated 11/30/2023 was prepared for the proposed project. The 2023 EBR identified one wetland (WTL-1), two

TDOT - Wilcox Boulevard Bridge Replacement Project - Hamilton County, TN - Natural Resources Impact Table

Site Number (Label)	Station Number from Plans	Latitude	Longitude	Estimated amount of aquatic resource in review area	Type	Receiving Water	Function	Quality
Wetlands								
WTL-1	~506+75, RT, to ~507+40, RT	35.057366	-85.27434	To be surveyed	Palustrine Forested / Emergent	Citico Creek	Stormwater Storage / Wildlife Habitat	TRAM score: 40
Streams								
STR-1	~507+50	35.057318	-85.274228	To be surveyed	Perennial	Citico Creek		303d - habitat
STR-2	~501+00, RT, to ~501+90, RT	35.058282	-85.275712	To be surveyed	Intermittent	Citico Creek		Not assessed
WWC-1 / UDF-1	~501+25, RT	35.058272	-85.275709	To be surveyed	Wet Weather Conveyance / Upland Drainage Feature	Citico Creek		Not assessed

Species Coordination

U.S. Fish and Wildlife Service (USFWS):

On December 5, 2023, the following response was received from the USFWS: "A review of our database and the information provided does not indicate that any federally listed or proposed species or designated critical habitat would be impacted by the project. Therefore, based on the best information available at this time, we believe that the requirements of the Endangered Species Act (ESA) are fulfilled for all species that currently receive protection under the ESA. Obligations under section 7 of the ESA should be reconsidered if (1) new information reveals impacts of the proposed action that may affect listed species or critical habitat in a manner not previously considered, (2) the proposed action is subsequently modified to include activities which were not considered during this consultation, or (3) new species are listed or critical habitat designated that might be affected by the proposed action.

Standard construction BMPs would be necessary to ensure that work is separated from flow and that project-related pollutants are kept out of Citico Creek. Equipment staging and maintenance areas should be developed an adequate distance away to prevent the introduction of petroleum-based pollutants. Fresh concrete and cement dust must be kept out

of the water as they alter chemical properties and can be toxic to aquatic species. Work at the stream crossing should be scheduled during a lower flow period."

Tennessee Wildlife Resources Agency (TWRA):

On December 8, 2023, the following response was received from the TWRA: " Our records indicate the presence of multiple state listed species within 4.0 miles of the project location. However, due to the nature of work to be performed and the location of the project area we do not anticipate significant adverse impacts to state listed species that are Deemed-in-Need of-Management, Threatened, or Endangered provided that all applicable TDEC and US EPA approved Erosion Prevention/Silt Control measures and Best Management Practices be planned for, implemented, monitored, and maintained throughout construction.

Floodplain Management

Flood Zone: Zone AE - Base Flood Elevations Determined.

Portions of this project impact a Federal Emergency Management Agency (FEMA) defined floodplain where Base Flood Elevations (BFEs) have been determined; however, there is no floodway defined. The project is located on Flood Insurance Rate Maps (FIRM) in Hamilton County, Panel 1 of 1, Map # 47065C0342G. The design of the roadway system will be consistent with the Memorandum of Understanding (MOU) between Federal Highway Administration (FHWA) and FEMA and with the floodplain management criteria set forth in the National Flood Insurance Regulations of Title 44 of the Code of Federal Regulations (CFR). It will be consistent with the requirements of floodplain management guidelines for implementing Executive Order 11988 and FHWA guidelines 23 CFR 650A. A portion of the FEMA FIRM is included in the Technical Appendices.

Air Quality

Transportation Conformity:

The TDOT Air Quality and Noise Section reviewed the ETSA dated 10/14/2023 and in an ESR response dated 01/04/2024 stated, "This project is in Hamilton County which is in attainment for all regulated criteria pollutants. Therefore, conformity does not apply to this project."

Mobile Source Air Toxics (MSAT):

This project qualifies as a categorical exclusion under 23 CFR 771.117 and, therefore, does not require an evaluation of MSATs per FHWA's "Interim Guidance Update on Air Toxic Analysis in NEPA Documents" dated January 2023."

Refer to the Appendices for a copy of the TDOT Air Quality and Noise Section's ESR response dated 01/04/2024.

Noise

In accordance with FHWA requirements and TDOT's Noise Policy this project is determined to be **Type III**

This project is Type III in accordance with the FHWA noise regulation in 23 CFR 772 and TDOT's noise policy; therefore, a noise study is not needed.

Farmland

Is this project exempt from the provisions of the Farmland Protection Policy Act (FPPA)?

Yes

FPPA Exemption: Does not contain prime, unique, statewide or locally important farmland

Section 4(f)

Does this project involve the use of property protected by Section 4(f) (49 USC 303)?

No

Section 6(f)

Does this project involve the use of property assisted by the L&WCF?

No

Cultural Resources

Are any Agreements/Exemptions regarding Cultural Resources applicable to this project?

No

Are NRHP listed or eligible cultural resources within the project Area of Potential Effect (APE)?

Yes

Cultural Resources		
Type of Resource	Name of Resource	Determination of Effect
Historical/Architectural	DeButts Railyard	No Adverse Effect

Historic/Architectural Concurrence:

Concurrence from the TN State Historic Preservation Office (TN-SHPO) was received on 01/30/2024

In an ESR response dated 02/10/2024 the TDOT Cultural Resources Section stated, "In a letter dated January 30, 2024, the TN-SHPO determined that the DeButts Railyard was eligible for listing in the National Register of Historic Places under Criterion A, and that this project as currently proposed would have no adverse effect."

Refer to the Appendices for a copy of the TDOT Cultural Resources Section's ESR response dated 02/01/2024.

Archaeology Concurrence:

Concurrence from the TN State Historic Preservation Office (TN-SHPO) was received on 10/30/2023

In an ESR response dated 02/07/2024 the TDOT Cultural Resources Section stated, "SHPO clearance for archaeology based on the plans dated 10/4/2023 was received on 10/30/2023."

Refer to the Appendices for a copy of the TDOT Cultural Resources Section's ESR response dated 02/07/2023.

Native American Consultation

Does this project require Native American consultation?

Yes

Native American Consultation was requested on 10/27/2023

Native American Consultation					
Sent	Response		Sent	Response	
☒	☐	Absentee Shawnee Tribe of Oklahoma	☒	☐	Muscogee (Creek) Nation
☒	☐	Cherokee Nation	☒	☐	Poarch Band of Creek Indians
☐	☐	Chickasaw Nation	☐	☐	Quapaw Nation
☐	☐	Choctaw Nation of Oklahoma	☒	☐	Shawnee Tribe
☒	☐	Eastern Band of Cherokee Indians	☒	☐	Thlopthlocco Tribal Town
☒	☒	Eastern Shawnee Tribe of Oklahoma	☒	☐	United Keetoowah Band of Cherokee Indians
☒	☐	Kialegee Tribal Town	☒	☐	Jena Band of Choctaw Indians
☐	☐	Other	☐	☐	Other

Eastern Shawnee Tribe of Oklahoma:

The response was received on 12/18/2023

The Eastern Shawnee Tribe responded with a finding of “no adverse effect.” The Eastern Shawnee Tribe requested to be contacted in the event of an inadvertent archaeological finding.

Refer to the Appendices for a copy of TDOT Native American Coordination Section's response dated 12/29/2023. A record of Native American Coordination, including the response received from the Eastern Shawnee Tribe, are on file with the TDOT Cultural Resources staff.

Environmental Justice



Are any EJ populations present within the project study area?

Yes

Are any disproportionately high and adverse effects on EJ populations anticipated as a result of this project?

No

Environmental Justice Population Analysis

Minority Populations				
Census Tract (CT) Block Group (BG)	CT 4 BG 3	CT 122 BG 2	CT 123 BG 3	Hamilton County
Total Population	1616	73	2002	367,193
Total Minority Population	1324	66	1017	109,677
% Minority/Non-White	81.9%	90.4%	50.8%	29.9%
Exceeds County % by 10 Percentage Points or More	Yes	Yes	Yes	N/A
Exceeds 50% of Block Group Population	Yes	Yes	Yes	N/A
Meet EJ Criteria?	Yes	Yes	Yes	N/A
Low-Income Populations				
Census Tract (CT) Block Group (BG)	CT 4 BG 3	CT 122 BG 2	CT 123 BG 3	Hamilton County
Total Population	1532	73	2002	357,233
Total Low-Income Population	436	49	592	43,857
% Low-Income/Below Poverty Line	28.5%	67.1%	29.6%	12.3%
Exceeds County % by 10 Percentage Points or More	Yes	Yes	Yes	N/A
Exceeds 50% of Block Group Population	No	Yes	No	N/A
Meet EJ Criteria?	Yes	Yes	Yes	N/A

N/A = Not Applicable

Source: U.S. Census Bureau, 2018-2022 American Community Survey (ACS) 5-Year Estimates. ACS data was accessed and reviewed on 4/23/2024 via the U.S. Census Bureau website.

Based on the ETSA and EJ analysis completed for the project limits of the Wilcox Bridge Boulevard Bridge Replacement (TDOT PIN 133281.00), all block groups within the project area are made up of over 50 percent minority and exceed the Hamilton County average by 10 percentage points or more. One block group in the project area (CT 122, BG 2) is made up of over 50 percent low-income. However, all three block groups in the project area exceed the Hamilton County low-income population by more than 10 percentage points. This EJ analysis identified all three block groups as containing minority and low-income EJ populations. TDOT acknowledges that minority and low-income persons are present within the project area. While there would be some adverse impacts, including impacts from construction and other minor environmental impacts, there would not be a disproportionately high or adverse effect on the EJ populations present when compared to the impacts borne by all populations within the project area. The existing bridge will remain open throughout construction and no relocations are anticipated within the project corridor. In addition, both EJ and non-EJ populations would receive the benefits resulting from the project, which include improved traffic operations and sidewalks along Wilcox Boulevard within the project area. TDOT will comply with Title VI to ensure that “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program of activity receiving Federal financial assistance.”

Hazardous Materials



Does the project involve any other hazardous material sites?

Yes

A Phase I Environmental Site Assessment Report was prepared for the project. Based on the findings of this Phase I ESA, low environmental risk rankings have been assigned to former and current underground storage tanks sites of concern where the majority of the closed UST pits/equipment areas will likely be acquired by TDOT to facilitate proposed right-of-way and roadway expansion. Low environmental risk rankings have also been assigned to the railroad/railyard along the proposed project corridor.

The TDOT Hazardous Materials Section reviewed the ETSA dated 10/14/2023 and the Phase I Environmental Site

Assessment from February 2024 and in a response dated 02/13/2024 stated, "the findings in the Phase I Environmental Site Assessment Report are sufficient and correct."

A copy of the Phase I Environmental Site Assessment Report and the TDOT Hazardous Materials ESR response dated 02/13/2024 are included in the Appendices.

Multimodal Transportation

Does this project include accommodations for bicycles and pedestrians? **Yes**

The TDOT Multimodal Transportation Resources Division reviewed the ETSA dated 10/04/2023 and in a response dated 01/03/2024 stated: "This new bridge will construct a 12.5 foot multi-use path on south side, for both safer pedestrian and [bicycling accommodation]."

A copy of the ESR response is included in the Appendices.

Environmental Commitments

Does this project involve any environmental commitments? **No**

Additional Environmental Issues

Are there any additional environmental concerns involved with this project? **No**

Conclusion

Review Determination

Determination: (c)(28) - meets (e)

This federal-aid highway project has been determined to be a "C-List" CE pursuant to 23 CFR 771.117(c)(28), "Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings, if the action meets the constraints in paragraph (e) of this section." The project does meet the constraints of 23 CFR 771.117(e).

Reference Material

All source material used in support of the information and conclusions presented in this document are included in the technical appendices. The technical appendices are compiled as a separate document and include information on funding, agency concurrence, applicable agency agreements, special commitment support, project plans, technical reviews, reports and any other additional information.

Preparer Certification

By signing below, you certify that this document has been prepared in compliance with all applicable environmental laws, regulations and procedures. You can attest to the document's quality, accuracy, and completeness, and that all source material has been compiled and included in the technical appendices.

Hadley Montgomery  Digitally signed by Hadley
Montgomery
Date: 2024.07.22 10:51:04 -04'00'

Document Preparer

Acronyms

AADT	Annual Average Daily Traffic	NEPA	National Environmental Policy Act
ADA	Americans with Disabilities Act	NRCS	Natural Resources Conservation Service
APE	Area of Potential Effect	NRHP	National Register of Historic Places
BMP	Best Management Practice	PCE	Programmatic Categorical Exclusion
CAA	Clean Air Act	PIN	Project Identification Number
CE	Categorical Exclusion	PM	Particulate Matter
CEQ	Council on Environmental Quality	PND	Pond
CFR	Code of Federal Regulations	RCRA	Resource Conservation and Recovery Act
CMAQ	Congestion Mitigation and Air Quality	ROD	Record of Decision
DEIS	Draft Environmental Impact Statement	ROW	Right-of-Way
EA	Environmental Assessment	RPO	Rural Planning Organization
EIS	Environmental Impact Statement	SIP	State Implementation Plan
EJ	Environmental Justice	SNK	Sinkhole
EPA	Environmental Protection Agency	SR	State Route
EPH	Ephemeral Stream	STIP	State Transportation Improvement Program
FEIS	Final Environmental Impact Statement	STR	Stream
FEMA	Federal Emergency Management Agency	TDEC	TN Department of Environment and Conservation
FHWA	Federal Highway Administration	TDOT	Tennessee Department of Transportation
FIRM	Flood Insurance Rate Map	TIP	Transportation Improvement Program
FONSI	Finding of No Significant Impact	SHPO	State Historic Preservation Office
FPPA	Farmland Protection Policy Act	TPO	Transportation Planning Organization
GHG	Greenhouse Gas	TVA	Tennessee Valley Authority
GIS	Geographic Information System	TWRA	Tennessee Wildlife Resources Agency
IAC	Interagency Consultation	USACE	U.S. Army Corps of Engineers
LWCF	Land and Water Conservation Fund	USDOT	U.S. Department of Transportation
LOS	Level of Service	USFWS	U.S. Fish and Wildlife Service
MOA	Memorandum of Agreement	UST	Underground Storage Tank
MOU	Memorandum of Understanding	VMT	Vehicle Miles Traveled
MPO	Metropolitan Planning Organization	VPD	Vehicles Per Day
MSAT	Mobile Source Air Toxics	WWC	Wet Weather Conveyance

TIP Project Report 10/10/2023

TIP ID	PIN #	Length in Miles	Lead Agency
CHC WILCOX	133281.00		Chattanooga
State	County		
TN	Hamilton		
State Route	Total Project Cost		
	\$54,522,583		
Project Name			
Wilcox Bridge Replacement			
Termini			
Wilcox Bridge			
Project Description			
This project will replace the Wilcox Boulevard bridge, and will construct a 12.5' multi-use path to provide residents of the River to Ridge communities non-motorized access to nearby jobs, greenways, and services.			
Long Range Plan #		Conformity Status	
Appendix D: Set-asides		Not Applicable	

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	PE-N/PE-D/ROW	NHPP	\$6,250,000	\$5,000,000	\$0	\$1,250,000
2025	CONST	STBG-M	\$2,000,000	\$1,600,000	\$0	\$400,000
2025	CONST	RAISE	\$31,250,000	\$25,000,000	\$0	\$6,250,000
2023	PE-N/PE-D/ROW	LOCAL	\$367,036	\$0	\$0	\$367,036
2025	CONST	LOCAL	\$14,655,546	\$0	\$0	\$14,655,546
Total			\$54,522,582	\$31,600,000	\$0	\$22,922,582

Comments:

- Additional local funding will be added to this project once the final amount is determined by the Jurisdiction.



