

**FY2023-FY2027 Rankings**

**Town Council  
Priority Level 1**

TR-001	Sidewalk, Curb & Gutter
ED-005	Downtown Streetscape
SW-002	Comprehensive Stormwater Management
TR-020	Grade Separated Railroad Crossing
SW-001	Town Wide Drainage Improvement Plan

**Staff  
Priority Level 1**

ED-005	Downtown Streetscape
TR-001	Sidewalk, Curb & Gutter
TR-018	Hill Carter Parkway North
SW-002	Comprehensive Stormwater Management (tie w/TR-020)
TR-020	Grade Separated Railroad Crossing (tie w/SW-002)

**Planning Commission  
Priority Level 1**

ED-009	Municipal Broadband Network
SW-001	Town Wide Drainage Improvement Plan
ED-005	Downtown Streetscape
SW-002	Comprehensive Stormwater Management
TR-020	Grade Separated Railroad Crossing

**Priority Level 2**

ED-009	Municipal Broadband Network
PR-001	North Ashland Park
PR-010	Trolley Line Trail/Fall Line Trail
TR-002	Residential Area Improvement Program (tie w/TR-018)
TR-018	Hill Carter Parkway North (tie w/TR-002)

**Priority Level 2**

PR-001	North Ashland Park
SW-001	Town Wide Drainage Improvement Plan
PF-006	Strategic Property Acquisition (tie w/TR-007 & TR-010)
TR-007	Town Wide Traffic Improvements (tie w/PF-006 & TR-010)
TR-010	Vaughan Road Extension (tie w/PF-006 & TR-007)

**Priority Level 2**

TR-002	Residential Area Improvement Program
PR-006	Trails & Pathways
TR-001	Sidewalk, Curb & Gutter
PF-001	Maintenance Facilities Expansion
TR-010	Vaughan Road Extension

VDOT Eligible
Priority for all groups
Priority for 2 groups

**CAPITAL PROJECT DETAIL**

**PROJECT #:** ED-001

<b>TITLE:</b>	Overhead Utilities	<b>CURRENT BALANCE:</b>	Total \$75,000	Local \$ -	ARPA \$ 75,000
<b>DEPARTMENT:</b>	Administration	<b>STATUS:</b>	Accumulating funds		
<b>MANAGER:</b>	Joshua Farrar	<b>RATING:</b>	Vision		

**PROGRAM DESCRIPTION:** Relocation or burying of overhead utilities along England Street from Rte. 1 to Duncan Street, and Railroad Avenue from Myrtle Street to Henry Clay Road. Relocation could occur to alleyways or to Robinson Street. Project should be combined with sidewalk replacement/streetscape improvements in the downtown (England Street and Railroad Avenue/Center Street.) In addition, when England Street was resurfaced in 2003 conduit was placed under the street which could accommodate the wires that cross over the Street. As an alternative, creative landscaping could be used to disguise and hide the overhead utilities. A plan is being developed in coordination with the England Street master plan from Rt. 1 to Railroad Avenue.

**CONSTRUCTION START DATE:** TBD

**ESTIMATED COMPLETION DATE:** TBD

**OPERATING IMPACT:** Program would not build any new sidewalks and would therefore not change operations.

**PROJECT JUSTIFICATION:** Identified in the Comprehensive Plan under Policy CD.43 Utilities. The policy expresses a desire to either relocate or disguise overhead utilities in the downtown corridors (page 3-38, 3-39, 40).

Planned Expenditures									
	Total Project Costs	Current Phase Exp - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>Total</b>	1,000,000	0	0	0	0	0	0	0	1,000,000

Planned Financing									
Funding Source		Current Phase Funds - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>GF Cash</b>	0	0	0	0	0	0	0	0	0
<b>CPF/CVTA Cash</b>	1,000,000	75,000	0	0	0	0	0	0	925,000
<b>Grants</b>	0	0	0	0	0	0	0	0	0
<b>Bonds</b>	0	0	0	0	0	0	0	0	0
<b>Other</b>	0	0	0	0	0	0	0	0	0
<b>Total</b>	1,000,000	75,000	0	0	0	0	0	0	925,000

**Notes:**

**CAPITAL PROJECT DETAIL**

**PROJECT #:** ED-004

<b>TITLE:</b>	Downtown Parking	<b>CURRENT BALANCE:</b>	Total \$184,000	Local \$	ARPA - \$ 184,000
<b>DEPARTMENT:</b>	Community Development	<b>STATUS:</b>	Accumulating funds		
<b>MANAGER:</b>	Nora Amos	<b>RATING:</b>	Vision		

**PROGRAM DESCRIPTION:** The original intent of this project was to incentivize private property owners to combine adjacent parking facilities to improve function and access to parking at a specific location in downtown. When this effort was unsuccessful, the project was left to accommodate a future parking study, or to readdress the above mentioned project in coordination with the creation of a Downtown plan.

**CONSTRUCTION START DATE:** TBD

**ESTIMATED COMPLETION DATE:** TBD

**OPERATING IMPACT:** TBD

**PROJECT JUSTIFICATION:** This issue is discussed numerous times throughout the Comprehensive Plan. Specifically through Policy CD.12 Downtown Parking on page 3-20. The policy calls for a parking study to help bring some resolution to the issue of parking in downtown Ashland. The issue is also identified in Policy CD.17 Redevelopment which encourages parking to be a consideration in any downtown redevelopment efforts (page 3-25). This culminates in bullet point #6 for the to-do list for the Community Character section of the plan (page 3-41). This issue is also tangentially addressed with regard to signage where proper parking signage for downtown is encouraged as part of MU - Historic Downtown District (page 4-18). The issue is also addressed to Promote Continued Economic Development in the guiding principles of Chapter 7, Transportation (page 7-2). Finally, the issue addressed through Policy T.17 Downtown Parking and in the Transportation Chapter To-Do List (page 7-20).

Planned Expenditures									
	Total Project Costs	Current Phase Exp - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>Total</b>	200,000	0	0	35,000	0	0	0	35,000	165,000

Planned Financing									
Funding Source		Current Phase Funds - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>GF Cash</b>	0	0	0	0	0	0	0	0	0
<b>CPF/CVTA Cash</b>	35,000	184,000	15,000	20,000	0	0	0	35,000	-184,000
<b>Grants</b>	0	0	0	0	0	0	0	0	0
<b>Bonds</b>	0	0	0	0	0	0	0	0	0
<b>Other</b>	0	0	0	0	0	0	0	0	0
<b>Total</b>	35,000	184,000	15,000	20,000	0	0	0	35,000	-184,000

**Notes:**

**CAPITAL PROJECT DETAIL**

**PROJECT #:** ED-005

<b>TITLE:</b>	Downtown Streetscape	<b>CURRENT BALANCE:</b>	Total \$311,012	Local \$ 211,012	ARPA \$ 100,000
<b>DEPARTMENT:</b>	Planning / Public Works	<b>STATUS:</b>	Phases 1 - 3 Complete.		
<b>MANAGER:</b>	Nora Amos / Mike Jennings	<b>RATING:</b>	Priority - Level 1		

**PROGRAM DESCRIPTION:** Sidewalks in the downtown, England Street from Rte. 1 to Duncan, Hanover Avenue from Railroad Avenue to Duncan, and Railroad Avenue from Myrtle to Henry Clay Road, need to be rebuilt to improve pedestrian mobility and the aesthetics of downtown. This project could be completed in conjunction with ED-001, Relocation of Overhead Utilities. It can also be constructed to include innovative stormwater management features to improve drainage as well as meet the Chesapeake Bay TMDL requirements. This project requires a phased approach to construction. Three phases of the project have been completed. These include: Phase 1 the west side of Railroad Avenue from the entrance to Henry Clay Inn parking lot to south of the municipal parking lot entrance; Phase 2 the east side of Railroad Avenue from England Street to Robinson Street ; and Phase 3 the east side of Railroad Avenue from Lee Street to Myrtle Street. In order to evaluate the phasing for the remaining portion of this project (Route 54 from Duncan Street to Route 1 and Hanover Avenue from Duncan Street to Railroad Avenue). The streetscape master plan for England Street from Rt. 1 to Railroad Avenue has been completed. Engineering staff is beginning preliminary construction plans.

**CONSTRUCTION START DATE:** TBD

**ESTIMATED COMPLETION DATE:** TBD

**OPERATING IMPACT:** As part of this project, the Town will take over street light maintenance

**PROJECT JUSTIFICATION:** This project is identified numerous times throughout the Comprehensive Plan. Specifically, the issue is addressed through Policy CD.11 Downtown Sidewalks which essentially requests a pilot project be completed using AMSA's recommendations for materials and design (pages 3-19 through20). This project is one that will likely be a model in Policy LU.8 Downtown Plan, which recommends an all encompassing plan be developed for downtown (page 4-23). The downtown plan is referenced in bullet three in the To-Do list for the Land Use Chapter (page 4-36). The transportation section of the plan also references Policy T.16 (page 7-16).

Planned Expenditures									
	Total Project Costs	Current Phase Exp - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>Total</b>	2,000,000	0	0	0	0	0	0	0	2,000,000

Planned Financing									
Funding Source		Current Phase Funds - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>GF Cash</b>	0	0	0	0	0	0	0	0	0
<b>CPF/CVTA Cash</b>	1,400,000	311,012	75,000	75,000	75,000	75,000	75,000	375,000	713,988
<b>Grants</b>	0	0	0	0	0	0	0	0	0
<b>Bonds</b>	0	0	0	0	0	0	0	0	0
<b>Other</b>	600,000	0	0	0	300,000	0	0	300,000	300,000
<b>Total</b>	2,000,000	311,012	75,000	75,000	375,000	75,000	75,000	675,000	1,013,988

- Notes:**
1. Other funding consists of VDOT maintenance funding.
  2. Projected Costs not accurately estimated - waiting for completion of Master Plan (underway in FY19)

**CAPITAL PROJECT DETAIL**

**PROJECT #:** ED-008

<b>TITLE:</b>	Public Art	<b>CURRENT BALANCE:</b>	Total \$30,000	Local \$	ARPA - \$ 30,000
<b>DEPARTMENT:</b>	Economic Development	<b>STATUS:</b>	Staff reviewing options		
<b>MANAGER:</b>	Joshua Farrar	<b>RATING:</b>	Vision		

**PROGRAM DESCRIPTION:** The use of public art as a landmark enhances the visibility of arts and culture in the environment. Public art should be displayed throughout the Town. By locating art in significant areas throughout downtown, a positive visual message is conveyed. The Town should study and develop a program for public art. One option for this project is to create a collection of murals throughout Town. Done appropriately, this could be an attractive addition to the downtown. This idea should be studied further and the concept evaluated to determine associated logistics, costs, and benefits. An easement for Public Art is included in the WaWa project.

**CONSTRUCTION START DATE:** TBD

**ESTIMATED COMPLETION DATE:** TBD

**OPERATING IMPACT:** Insuring and maintaining the art will be required

**PROJECT JUSTIFICATION:** The project is identified in Policy CD.13 Public Art, of the Comprehensive Plan (page 3-21 & 22). It is also listed in the To-Do List for the Community Character Chapter (page 3-41). Finally, this project is discussed in the Economic Development chapter (Policy E.7) tying it to the Arts & Cultural District discussion for downtown (page 6-16).

Planned Expenditures									
	Total Project Costs	Current Phase Exp - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>Total</b>	100,000	0	25,000	0	25,000	0	25,000	75,000	25,000

Planned Financing									
Funding Source		Current Phase Funds - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>GF Cash</b>	0	0	0	0	0	0	0	0	0
<b>CPF/CVTA Cash</b>	100,000	30,000	15,000	15,000	15,000	25,000	0	70,000	0
<b>Grants</b>	0	0	0	0	0	0	0	0	0
<b>Bonds</b>	0	0	0	0	0	0	0	0	0
<b>Other</b>	0	0	0	0	0	0	0	0	0
<b>Total</b>	100,000	30,000	15,000	15,000	15,000	25,000	0	70,000	0

**Notes:**

**CAPITAL PROJECT DETAIL**

**PROJECT #:** ED-009

<b>TITLE:</b>	Municipal Broadband Network	<b>CURRENT BALANCE:</b>	Total \$362,590	Local \$ 56,590	ARPA \$ 306,000
<b>DEPARTMENT:</b>	Administration	<b>STATUS:</b>	Ph. 1 and Ph. 2 complete		
<b>MANAGER:</b>	Matt Reynal	<b>RATING:</b>	Priority - Level 2		

**PROGRAM DESCRIPTION:** Staff learned of the availability of dark fiber cable on the west side of I-95 on Rte 54 in FY14. Phase 1 constructed approximately two miles of fiber from Jamestown Road, south along Route 1, west on Archie Cannon Drive and south on Henry Street to Randolph-Macon College. This project is strictly an economic development initiative to make the Holland tract one of the best commercial development sites on the east coast. Phase 2 expanded the network into the Syliva Rd/Haley Rd/Quarles Rd industrial park. This account will be used for expansion of the network as guided by the Municipal Broadband Master Plan and to take advantage of opportunity projects, such as the inclusion of conduit in coordination with VDOT's Route 1 improvements from Arbor Oak Dr to Ashcake Rd in FY2023 (TR-004).

**CONSTRUCTION START DATE:** Route 1 - Summer 2023

**ESTIMATED COMPLETION DATE:** Route 1 - TBD

**OPERATING IMPACT:** Fiber will require monitoring and maintenance similar to a water utility. Staff will coordinate with service providers and maintenance contractors.

**PROJECT JUSTIFICATION:** Broadband and fiber optic cables became a point of discussion for the Ashland Town Council in FY14. At their Town Council work session in February of 2015 Town Council established the goal of making Ashland a Broadband Hotspot. In addition, Policy E.14 Commercial Development on page 6-20 of the Comprehensive Plan directs staff to take steps necessary to "encourage the location of high quality commercial and industrial firms, while maintaining an atmosphere conducive to expansion of existing ones." This project would offer the opportunity to accomplish both aspects of this policy.

Planned Expenditures									
	Total Project Costs	Current Phase Exp - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr- CIP	Future Funds Required
<b>Total</b>	10,000,000	15,000	15,000	180,000	120,000	0	0	315,000	9,670,000

Planned Financing									
Funding Source		Current Phase Funds - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr- CIP	Future Funds Required
<b>GF Cash</b>	0	0	0	0	0	0	0	0	0
<b>CPF/CVTA Cash</b>	10,000,000	362,590	125,000	150,000	100,000	150,000	100,000	625,000	9,012,410
<b>Grants</b>	0	0	0	0	0	0	0	0	0
<b>Bonds</b>	0	0	0	0	0	0	0	0	0
<b>Other</b>	0	0	0	0	0	0	0	0	0
<b>Total</b>	10,000,000	362,590	125,000	150,000	100,000	150,000	100,000	625,000	9,012,410

**Notes:**

**CAPITAL PROJECT DETAIL**

**PROJECT #:** PF-001

<b>TITLE:</b>	Maintenance Facilities Expansion	<b>CURRENT BALANCE:</b>	Total \$144,393	Local \$ 93,275	ARPA \$ 51,118
<b>DEPARTMENT:</b>	Public Works	<b>STATUS:</b>	Prioritizing Needs and Accumulating Funds		
<b>MANAGER:</b>	Mike Jennings	<b>RATING:</b>	Vision		

**PROGRAM DESCRIPTION:** The next improvements needed at the Town Maintenance Facilities are additional under-roof storage for equipment that currently sits out in the weather year round. The improvements may be an addition to an existing facility, demolition of a worn out undersized building and construction of a more appropriate building in its place, or a new stand alone building at a yet-to-be-determined location. Staff made progress toward construction for a storage facility, but it is on hold due to budget constraints. In addition, more improvements may be required to comply with new stormwater regulations and the Town's MS-4 permit. A storm water BMP to handle runoff from the Town Shop maintenance area where materials are stored (salt, sand, stone, etc.) has been completed.

**CONSTRUCTION START DATE:** TBD

**ESTIMATED COMPLETION DATE:** TBD

**OPERATING IMPACT:** Any new facility constructed would require general maintenance, but the associated facility maintenance costs should be offset by long-term savings on equipment maintenance costs.

**PROJECT JUSTIFICATION:** While Town Hall may be what most citizens believe to be the most important municipal facility within the Town limits, the public works maintenance facilities are at least equally important to operations of the local government. Maintenance and upgrades to these facilities should be continued. In the recent past, Council has authorized construction of a new materials storage shed, construction of a DEQ required vehicle wash facility, and reconstruction of a Buildings & Grounds office/work facility. Public Works facilities are identified in Policy CF.10 which makes some suggestions on modification and expansion of the Town Shop Facilities (page 10-4). Policy CF.1 Design recommends all public facilities be constructed to form strong focal point for the community (page 10-2).

Planned Expenditures									
	Total Project Costs	Current Phase Exp - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>Total</b>	500,000	145,000	0	180,000	0	0	0	180,000	175,000

Planned Financing									
Funding Source		Current Phase Funds - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>GF Cash</b>	0	0	0	0	0	0	0	0	0
<b>CPF/CVTA Cash</b>	500,000	144,393	50,000	50,000	50,000	50,000	50,000	250,000	105,607
<b>Grants</b>	0	0	0	0	0	0	0	0	0
<b>Bonds</b>	0	0	0	0	0	0	0	0	0
<b>Other</b>	0	0	0	0	0	0	0	0	0
<b>Total</b>	500,000	144,393	50,000	50,000	50,000	50,000	50,000	250,000	105,607

**Notes:**

**CAPITAL PROJECT DETAIL**

**PROJECT #:** PF-005

**TITLE:** S. Railroad Ave Parking Lot

**CURRENT BALANCE:** \$ -

**DEPARTMENT:** Public Works

**STATUS:** Phase 1 Complete. Evaluating phase 2.

**MANAGER:** Mike Jennings

**RATING:** Vision

**PROGRAM DESCRIPTION:** Provide improvements to the parking lot that address maintenance and repair of the existing pavement surface, as well as improvements to the overall aesthetic look and feel of this downtown facility. In addition, install facilities that improve water quality by removing nutrients and sediment from the surface runoff by utilizing Low Impact Design (LID) features. Per Town Council, this project was split into two phases. The entire northern section of the parking lot is Phase 1 and the smaller southern portion is phase 2. Phase two may be funded in the next five years but will likely not be constructed within that timeframe.

**CONSTRUCTION START DATE:** Phase 1 complete. Phase 2 TBD

**ESTIMATED COMPLETION DATE:** TBD

**OPERATING IMPACT:** Permeable pavers require routine maintenance and cleaning. Should enhance water quality in Stony Run and comply with pending storm water regulations.

**PROJECT JUSTIFICATION:** This project is not identified directly in the Comprehensive Plan, but is justified in numerous places. Specifically, Policy CD.12 identifies this parking lot and encourages it to continue to be a shared use parking lot (page 3-20). In addition, Policy E.14 Drainage and Stormwater Management establishes the Town responsibility to ensure that increased runoff is mitigated onsite (this project accomplishes the goal), and Policy E.12 Impervious Surfaces encourages the reduction of impervious surfaces through Town (page 8-20). The use of a permeable paver system in this project accomplishes this goal.

Planned Expenditures									
	Total Project Costs	Current Phase Exp - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>Total</b>	150,000	0	0	0	0	150,000	0	150,000	0

Planned Financing									
Funding Source		Current Phase Funds - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>GF Cash</b>	0	0	0	0	0	0	0	0	0
<b>CPF/CVTA Cash</b>	15,000	0	0	0	15,000	0	0	15,000	0
<b>Grants</b>	135,000	0	0	0	0	135,000	0	135,000	0
<b>Bonds</b>	0	0	0	0	0	0	0	0	0
<b>Other</b>	0	0	0	0	0	0	0	0	0
<b>Total</b>	150,000	0	0	0	15,000	135,000	0	150,000	0

**Notes:**



**CAPITAL PROJECT DETAIL**

**PROJECT #:** PF-006

**TITLE:** Strategic Property Acquisition      **CURRENT BALANCE:**      Total \$125,000      Local \$      ARPA - \$ 125,000

**DEPARTMENT:** Administration      **STATUS:** Awaiting Development / Opportunity  
Accumulating Funds

**MANAGER:** Joshua Farrar      **RATING:** Vision

**PROGRAM DESCRIPTION:** This project provides the Town a mechanism to accumulate funds for property acquisition in the furtherance of the Town's mission.

**CONSTRUCTION START DATE:** TBD

**ESTIMATED COMPLETION DATE:** TBD

**OPERATING IMPACT:** TBD

**PROJECT JUSTIFICATION:** This project is identified in the Comprehensive Plan in Policy CF.12 Future Government Services Corridor for the location of a school (page 10-5). It is also listed as bullet number 7 in the To-Do list for the Public Facilities Chapter of the Plan (page 10-8).

Planned Expenditures									
	Total Project Costs	Current Phase Exp - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>Total</b>	1,000,000	0	0	0	0	0	0	0	1,000,000

Planned Financing									
Funding Source		Current Phase Funds - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>GF Cash</b>	0	0	0	0	0	0	0	0	0
<b>CPF/CVTA Cash</b>	1,000,000	250,000	50,000	75,000	100,000	100,000	100,000	425,000	325,000
<b>Grants</b>	0	0	0	0	0	0	0	0	0
<b>Bonds</b>	0	0	0	0	0	0	0	0	0
<b>Other</b>	0	0	0	0	0	0	0	0	0
<b>Total</b>	1,000,000	250,000	50,000	75,000	100,000	100,000	100,000	425,000	325,000

**Notes:**

**CAPITAL PROJECT DETAIL**

**PROJECT #:** PR-001

<b>TITLE:</b>	North Ashland Park	<b>CURRENT BALANCE:</b>	Total \$100,000	Local \$	ARPA - \$ 100,000
<b>DEPARTMENT:</b>	Parks & Recreation	<b>STATUS:</b>	Accumulating funds		
<b>MANAGER:</b>	Public Works	<b>RATING:</b>	Priority - Level 2		

**PROGRAM DESCRIPTION:** Initiative A.1.2 in the Parks and Recreation Master Plan (P&R Master Plan) states the following: “Construct a “Fitness Park.” A “Fitness Park,” as described in the P&R Master Plan, refers to a park with fitness equipment or an obstacle course for people of all ages. With the explosion in popularity of workout regimens like “CrossFit,” “American Ninja Warrior,” “Spartan Races,” and “Tough-Mudder,” it has become clear that many long for recreational opportunities that diverge with what many municipalities offer through their park systems.

**CONSTRUCTION START DATE:** TBD

**ESTIMATED COMPLETION DATE:** TBD

**OPERATING IMPACT:** The park would require Buildings & Grounds maintenance, and any associated utility costs.

**PROJECT JUSTIFICATION:** In addition to fulfilling the goal of constructing a fitness park that serves a diverse population with diverse needs, constructing the fitness park in the area of Town north of the intersection of Thompson St. & Dewey Street, south of the intersection of Wales Way & Hillsway Dr., east of the intersection of Thompson St. & Wesley Street, and west of N Center St. would accomplish other goals outlined in the Comprehensive Plan and P&R Master Plan. The primary goal of Objective B.2: “Walkability” of the P&R Master Plan is to expand trails and parks to increase the number of residents who lives within a 10-minute walk of a Town park. Currently, the only Town owned park north of Route 54 and west of Route 1 is Railside Park, which has very few amenities. With no adequate park facility in this area of Town and the large number of citizens who call it home, constructing a park in this area would have a tremendous impact in increasing the number of residents who live within a 10-minute-walk of an Ashland park facility. In addition to meeting several of the objectives and initiatives of the P&R Master Plan, it would also fulfill the following policies in the Comprehensive Plan: PR.10 Promote Ashland as a Destination, PR.16 Land Acquisition, PR.14 Projecting Future Needs, PR.12 Location and Prominence, and PR.11 Responsibility to Provide.

Planned Expenditures									
	Total Project Costs	Current Phase Exp - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>Total</b>	1,000,000	0	0	0	0	0	0	0	1,000,000

Planned Financing									
Funding Source		Current Phase Funds - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>GF Cash</b>	0	0	0	0	0	0	0	0	0
<b>CPF/CVTA Cash</b>	1,000,000	100,000	50,000	25,000	50,000	75,000	50,000	250,000	650,000
<b>Grants</b>	0	0	0	0	0	0	0	0	0
<b>Bonds</b>	0	0	0	0	0	0	0	0	0
<b>Other</b>	0	0	0	0	0	0	0	0	0
<b>Total</b>	1,000,000	100,000	50,000	25,000	50,000	75,000	50,000	250,000	650,000

**Notes:**

**CAPITAL PROJECT DETAIL**

**PROJECT #:** PR-002

<b>TITLE:</b>	Carter Park Pool Renovations	<b>CURRENT BALANCE:</b>	Total \$165,288	Local \$ -	ARPA \$ 165,288
<b>DEPARTMENT:</b>	Parks & Recreation	<b>STATUS:</b>	Phase 3 complete; Phase 4 TBD		
<b>MANAGER:</b>	Public Works	<b>RATING:</b>	Vision		

**PROGRAM DESCRIPTION:** The Carter Park Pool was built in 1993. A number of renovations have been made to the pool itself and the pool facility, including the construction of a storage shed. As the pool continues to age, the ongoing costs of maintenance necessitates complete renovation or replacement of the pool. The Town undertook a lengthy public input process to determine the future of the pool facility. Most recently the bathrooms and kiddie pool have been renovated and a concession stand has been built, and the main pool received a major renovation and expansion during the winter of 2018-2019. Future appropriations could target the addition of features to the facility, such as shade structures and a water slide.

**CONSTRUCTION START DATE:** 11/1/2018 (Phase 3)

**ESTIMATED COMPLETION DATE:** 5/1/2019 (Phase 3)

**OPERATING IMPACT:** Expansion of pool facilities will necessitate increased water consumption and staff at the pool.

**PROJECT JUSTIFICATION:** Initiative A.1.1 in the Parks & Recreation Master Plan (P&R Master Plan) states that it is a high priority to complete the Carter Park Pool renovation and ensure it is accessible to everyone regardless of age or ability. Carter Park Pool is nearly twenty-five years old, and maintenance costs have progressively increased over time. The following initiative in the Strategic Plan helps underscore the justification of completing the Carter Park Pool renovation: "Initiative 3.2.1: Upgrade Carter Park Pool as an attractive asset and a gathering place for Ashland's diverse community." The P&R Master Plan and Strategic Plan list completion of the Carter Park Pool renovation as a high priority.

Planned Expenditures									
Uses	Total Project Costs	Current Phase Exp - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>Total</b>	250,000	0	165,288	0	85,000	0	0	250,288	-288

Planned Financing									
Funding Source		Current Phase Funds - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>GF Cash</b>	0	0	0	0	0	0	0	0	0
<b>CPF/CVTA Cash</b>	250,000	165,288	50,000	35,000	0	0	0	85,000	-288
<b>Grants</b>	0	0	0	0	0	0	0	0	0
<b>Bonds</b>	0	0	0	0	0	0	0	0	0
<b>Other</b>	0	0	0	0	0	0	0	0	0
<b>Total</b>	250,000	165,288	50,000	35,000	0	0	0	85,000	-288

**Notes:**

**CAPITAL PROJECT DETAIL**

**PROJECT #:** PR-005

<b>TITLE:</b>	Entertainment Facility	<b>CURRENT BALANCE:</b>	Total \$8,000	Local \$ 8,000	ARPA \$ -
<b>DEPARTMENT:</b>	Parks & Recreation / Planning	<b>STATUS:</b>	Design process FY2022		
<b>MANAGER:</b>	Public Works	<b>RATING:</b>	Vision		

**PROGRAM DESCRIPTION:** The Town of Ashland holds many events, concerts, and fairs and has already purchased a stage and sound equipment to facilitate these types of events. The Town should consider incorporating an entertainment facility such as a gazebo or amphitheater into one of the Town parks or there may be an opportunity to combine this facility with the Farmer's Market structure discussed for the Town Hall campus. Construction of a new Town Hall and plaza began summer 2019. The Town received a VEDP Drive Tourism grant for a pavilion. Design development for a pavilion at Town Hall is tentatively scheduled for 2021.

**CONSTRUCTION START DATE:** In design

**ESTIMATED COMPLETION DATE:** TBD

**OPERATING IMPACT:** A public facility would require Buildings & Grounds maintenance and utilities.

**PROJECT JUSTIFICATION:** Project was mentioned as part of Pufferbelly Park in the prior Parks & Recreation Master Plan. There is no specific reference in the new P&R Master Plan, but can be considered in A.1 Diversify to "serve a diverse population with diverse needs and interest". The farmer's market facility mentioned in the project description is identified in the Comprehensive Plan by Policy CF.8 Farmer's Market (page 10-3).

Planned Expenditures									
	Total Project Costs	Current Phase Exp - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>Total</b>	200,000	8,000	0	80,000	0	0	0	80,000	112,000

Planned Financing									
Funding Source		Current Phase Funds - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>GF Cash</b>	0	0	0	0	0	0	0	0	0
<b>CPF/CVTA Cash</b>	192,000	0	40,000	40,000	40,000	0	0	120,000	72,000
<b>Grants</b>	0	0	0	0	0	0	0	0	0
<b>Bonds</b>	0	0	0	0	0	0	0	0	0
<b>Other</b>	8,000	8,000	0	0	0	0	0	0	0
<b>Total</b>	200,000	8,000	40,000	40,000	40,000	0	0	120,000	72,000

**Notes:**

**CAPITAL PROJECT DETAIL**

**PROJECT #:** PR-006

<b>TITLE:</b>	Trails & Pathways	<b>CURRENT BALANCE:</b>	Total \$150,000	Local \$ 70,000	ARPA \$ 80,000
<b>DEPARTMENT:</b>	Parks & Recreation	<b>STATUS:</b>	Accumulating funds		
<b>MANAGER:</b>	Public Works	<b>RATING:</b>	Vision		

**PROGRAM DESCRIPTION:** As an aid to the Parks and Recreation Master Plan (P&R Master Plan), Town staff and the Parks and Recreation Committee developed a Trail Guide. The Trail Guide prioritizes the construction of trails that will create a trail loop in Ashland. Cyclists and walkers may use the trail loop for recreation or to walk or cycle to points of interest in Ashland. The addition of new trails will also increase the number of residents who live within a ten-minute walk of a Town facility. The Transportation 2040 Plan will help guide future trail construction.

**CONSTRUCTION START DATE:** TBD

**ESTIMATED COMPLETION DATE:** TBD

**OPERATING IMPACT:** Additional trail and pathway development will require maintenance by Buildings & Grounds staff.

**PROJECT JUSTIFICATION:** This project is listed as a top priority in the P&R Master Plan. P&R Master Plan Objective A.2: "Connectivity" and its corresponding initiatives underpin the importance of this project. The Strategic Plan contains several objectives and initiatives that highlight the importance of this project, as follows: Objective 2.2, Initiative 2.2.5, Objective 3.2, Initiative 3.2.4, Initiative 3.2.6, Initiative 1.3.3, and Initiative 4.4.1. Comprehensive Plan PR.6 lists numerous values of improving the connectivity of Ashland through bike trails and walkways. The P&R Master Plan, the Strategic Plan, and the Comprehensive Plan list using bike trails and lanes, sidewalks, and walking trails to improve connectivity as a high priority.

Planned Expenditures									
	Total Project Costs	Current Phase Exp - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>Total</b>	1,000,000	0	40,000	40,000	80,000	40,000	45,000	245,000	755,000

Planned Financing									
Funding Source		Current Phase Funds - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>GF Cash</b>	0	0	0	0	0	0	0	0	0
<b>CPF/CVTA Cash</b>	1,000,000	150,000	25,000	25,000	35,000	35,000	50,000	170,000	680,000
<b>Grants</b>	0	0	0	0	0	0	0	0	0
<b>Bonds</b>	0	0	0	0	0	0	0	0	0
<b>Other</b>	0	0	0	0	0	0	0	0	0
<b>Total</b>	1,000,000	150,000	25,000	25,000	35,000	35,000	50,000	170,000	680,000

**Notes:**

**CAPITAL PROJECT DETAIL**

**PROJECT #:** PR-010

<b>TITLE:</b>	Trolley Line Trail / Fall Line Trail	<b>CURRENT BALANCE:</b>	Total	Local	ARPA
<b>DEPARTMENT:</b>	Public Works / Parks & Recreation	<b>STATUS:</b>	\$0	\$	- \$ -
<b>MANAGER:</b>	Public Works	<b>RATING:</b>	Priority - Level 2		

**PROGRAM DESCRIPTION:** The Trolley Line Trail, which has been renamed the Fall Line Trail, will be constructed in the old Richmond-Ashland Trolley Line right-of-way and extend to Petersburg. Although there are a few owners, the Trolley Line right-of-way is intact at least from Ashland to Richmond. This project is part of the East Coast Greenway (ECG). Regionally, plans are emerging to make the entire Fall Line Trail into a viable off-road alternative route between Petersburg and Ashland. An asphalt trail plus a low maintenance boardwalk facility adjacent to existing Walder Road has been completed by the Town in 2021. The project length is approximately 1,500 linear feet. The next phase will be to improve the trail from the southern end of Walder Road to the southern Corporate Limit (SCL). That phase will be coordinated with Hanover County to also extend the improvements beyond the SCL to Gwathmey Church Road. Funding is being accumulated to move forward with the next phase. Future phase will be to identify and improve the route of the trail from the Carter Park and Ashcake Road area to the downtown area, likely following Maple Street.

**CONSTRUCTION START DATE:** Phase 1 Complete

**ESTIMATED COMPLETION DATE:** Phase 1 Complete

**OPERATING IMPACT:** Additional trail and pathway development will require maintenance by Buildings & Grounds staff.

**PROJECT JUSTIFICATION:** This project has been established in the Parks & Recreation Master Plan (Initiative A.2.7), the Strategic Plan (Initiative 2.2.2), and the Comprehensive Plan (Policy PR.6 Pedestrian and Bicycle Access). This plan would designate appropriate locations for trails, pathways, and bicycle lanes to extend the trail north and south out of Ashland and into Hanover County. The project is now part of the East Coast Greenway, which is a developing trail system, linking many of the major cities of the Eastern Seaboard between Maine and Key West, Florida.

Planned Expenditures									
	Total Project Costs	Current Phase Exp - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>Total</b>	1,634,736	1,574,736	0	30,000	0	0	0	30,000	30,000
	1,566,855			455,897					

Planned Financing									
Funding Source		Current Phase Funds - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>GF Cash</b>	0	0	0	0	0	0	0	0	0
<b>CPF/CVTA Cash</b>	60,000	0	0	30,000	0	30,000	0	60,000	0
<b>Grants</b>	0	0	0	0	0	0	0	0	0
<b>Bonds</b>	0	0	0	0	0	0	0	0	0
<b>Other</b>	1,574,736	1,574,736	0	0	0	0	0	0	0
<b>Total</b>	1,634,736	1,574,736	0	30,000	0	30,000	0	60,000	0

**Notes:** Other funding comes from VDOT.

**CAPITAL PROJECT DETAIL**

**PROJECT #:** PR-011

<b>TITLE:</b>	Community Connector Trail	<b>CURRENT BALANCE:</b>	Total \$0	Local \$	ARPA -	-
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**DEPARTMENT:** Parks & Recreation      **STATUS:** Evaluating program description and project justification.

**MANAGER:** Public Works      **RATING:** Vision

**PROGRAM DESCRIPTION:** The Town could construct a trail along Mechumps Creek from I-95 to Route 1, and possibly into downtown. The section of trail between Cottage Greene Drive and Hill Carter Parkway, where a stream restoration project was completed, has already been cleared and some foot bridges have been built. This project includes improving this section of trail with asphalt surface and improving ADA accessibility, and providing similar facilities along the other sections.

**CONSTRUCTION START DATE:** TBD

**ESTIMATED COMPLETION DATE:** TBD

**OPERATING IMPACT:** Additional trail and pathway development will require maintenance by Buildings & Grounds staff.

**PROJECT JUSTIFICATION:** This project is partially complete with the trail along the restored Mechumps Creek accomplished through grant funding received by Randolph-Macon College. Continued restoration of the creek could be accompanied by continued trail segments.

Planned Expenditures									
	Total Project Costs	Current Phase Exp - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>Total</b>	1,000,000	0	0	0	0	0	0	0	1,000,000

Planned Financing									
Funding Source		Current Phase Funds - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>GF Cash</b>	0	0	0	0	0	0	0	0	0
<b>CPF/CVTA Cash</b>	1,000,000	0	0	0	0	0	0	0	1,000,000
<b>Grants</b>	0	0	0	0	0	0	0	0	0
<b>Bonds</b>	0	0	0	0	0	0	0	0	0
<b>Other</b>	0	0	0	0	0	0	0	0	0
<b>Total</b>	1,000,000	0	0	0	0	0	0	0	1,000,000

**Notes:**

**CAPITAL PROJECT DETAIL**

**PROJECT #:** PR-012

<b>TITLE:</b>	Northeast Ashland Park	<b>CURRENT BALANCE:</b>	Total \$0	Local \$	ARPA -	\$	-
<b>DEPARTMENT:</b>	Parks & Recreation	<b>STATUS:</b>	Accumulating funds				
<b>MANAGER:</b>	Public Works	<b>RATING:</b>	Vision				

**PROGRAM DESCRIPTION:** According to the Parks and Recreation Master Plan (P&R Master Plan), there are three locations in Ashland most in need of a park due to population density and lack of adequate park facilities. One of those areas most in need, what will be Northeast Ashland Park, encompasses the area south of Quarles Road, west of Route 95, east of Route 1, and north of Sweet Tessa Drive. Ashland Towne Square Apartments and Ashland Woods Apartments make the geographic and population center of this area. Could be combined with PR-013 Southeast Ashland Park.

**CONSTRUCTION START DATE:** TBD

**ESTIMATED COMPLETION DATE:** TBD

**OPERATING IMPACT:** The park would require Buildings & Grounds maintenance, and any associated utility costs.

**PROJECT JUSTIFICATION:** The primary goal of Objective B.2: "Walkability" of the P&R Master Plan is to expand trails and increase the number of parks to ensure every resident lives within a 10-minute walk of a Town or County park facility. Currently, there are no Town or County park facilities in the location described in the description above. With no adequate park facility in this area of Town and the substantial number of citizens who call it home, constructing a park in this area would have a tremendous impact in increasing the number of residents who live within a 10-minute-walk of a Town or County park facility. In addition to meeting an objective and several initiatives of the P&R Master Plan, it would also fulfill the following policies in the Comprehensive Plan: PR.16 Land Acquisition, PR.14 Projecting Future Needs, PR.12 Location and Prominence, and PR.11 Responsibility to Provide.

Planned Expenditures									
	Total Project Costs	Current Phase Exp - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>Total</b>	400,000	0	0	0	0	0	0	0	400,000

Planned Financing									
Funding Source		Current Phase Funds - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>GF Cash</b>	0	0	0	0	0	0	0	0	0
<b>CPF/CVTA Cash</b>	400,000	0	0	0	0	0	0	0	400,000
<b>Grants</b>	0	0	0	0	0	0	0	0	0
<b>Bonds</b>	0	0	0	0	0	0	0	0	0
<b>Other</b>	0	0	0	0	0	0	0	0	0
<b>Total</b>	400,000	0	0	0	0	0	0	0	400,000

**Notes:**



**CAPITAL PROJECT DETAIL**

**PROJECT #:** PR-013

<b>TITLE:</b>	Southeast Ashland Park	<b>CURRENT BALANCE:</b>	Total \$0	Local \$	ARPA -	-
<b>DEPARTMENT:</b>	Parks & Recreation	<b>STATUS:</b>	Accumulating funds			
<b>MANAGER:</b>	Public Works	<b>RATING:</b>	Vision			

**PROGRAM DESCRIPTION:** According to the Parks and Recreation Master Plan (P&R Master Plan), there are three locations in Ashland most in need of a park due to population density and lack of adequate park facilities. One of those areas most in need, what will be Southeast Ashland Park, encompasses the area south of Junction Drive, west of Hill Carter Parkway, east of Water Oak Lane, and north of the intersection of Business Lane and Lane and South Hill Carter Parkway. Sedgfield Mobile Home Park is the geographic center of this area. Could be combined with PR-012 Northeast Ashland Park.

**CONSTRUCTION START DATE:** TBD

**ESTIMATED COMPLETION DATE:** TBD

**OPERATING IMPACT:** The park would require Buildings & Grounds maintenance, and any associated utility costs.

**PROJECT JUSTIFICATION:** The primary goal of Objective B.2: "Walkability" of the P&R Master Plan is to expand trails and increase the number of parks to ensure every resident lives within a 10-minute walk of a Town or County park facility. Currently, there are no Town or County park facilities in the location described in the description above. With no adequate park facility in this area of Town and the substantial number of citizens who call it home, constructing a park in this area would have a tremendous impact in increasing the number of residents who live within a 10-minute-walk of a Town or County park facility. In addition to meeting an objective and several initiatives of the P&R Master Plan, it would also fulfill the following policies in the Comprehensive Plan: PR.16 Land Acquisition, PR.14 Projecting Future Needs, PR.12 Location and Prominence, and PR.11 Responsibility to Provide.

Planned Expenditures									
	Total Project Costs	Current Phase Exp - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>Total</b>	400,000	0	0	0	0	0	0	0	400,000

Planned Financing									
Funding Source		Current Phase Funds - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>GF Cash</b>	0	0	0	0	0	0	0	0	0
<b>CPF/CVTA Cash</b>	400,000	0	0	0	0	0	0	0	400,000
<b>Grants</b>	0	0	0	0	0	0	0	0	0
<b>Bonds</b>	0	0	0	0	0	0	0	0	0
<b>Other</b>	0	0	0	0	0	0	0	0	0
<b>Total</b>	400,000	0	0	0	0	0	0	0	400,000

**Notes:**

**CAPITAL PROJECT DETAIL**

**PROJECT #:** PR-014

<b>TITLE:</b>	Mechumps Creek Visitor Center	<b>CURRENT BALANCE:</b>	Total \$0	Local \$	ARPA -	-
<b>DEPARTMENT:</b>	Parks & Recreation	<b>STATUS:</b>	Accumulating funds			
<b>MANAGER:</b>	Public Works	<b>RATING:</b>	Vision			

**PROGRAM DESCRIPTION:** This park would serve dual purposes of providing travelers through the Ashland interchange a "natural" opportunity to rest from their travels and support the education and restoration of Mechumps Creek and the Chesapeake Bay.

**CONSTRUCTION START DATE:** TBD

**ESTIMATED COMPLETION DATE:** TBD

**OPERATING IMPACT:** The park would require Buildings & Grounds maintenance, and any associated utility costs.

**PROJECT JUSTIFICATION:** Justification of the this project can be found in the Guiding Objectives of the Parks and Recreation Master Plan. A.1: Diversity: Provide opportunities for all ages, incomes, and ability levels to engage in recreation, play, relaxation, and solitude in a natural setting through a comprehensive parks system. A.3: Unique: Construct a park that is unique to Virginia and attracts individuals from around the state and country.

Planned Expenditures									
	Total Project Costs	Current Phase Exp - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>Total</b>	0	0	0	0	0	0	0	0	0

Planned Financing									
Funding Source		Current Phase Funds - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>GF Cash</b>	0	0	0	0	0	0	0	0	0
<b>CPF/CVTA Cash</b>	0	0	0	0	0	0	0	0	0
<b>Grants</b>	0	0	0	0	0	0	0	0	0
<b>Bonds</b>	0	0	0	0	0	0	0	0	0
<b>Other</b>	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0

**Notes:**

**CAPITAL PROJECT DETAIL**

**PROJECT #:** PR-015

<b>TITLE:</b>	Parks Improvement Fund	<b>CURRENT BALANCE:</b>	Total \$94,968	Local \$ 34,968	ARPA \$ 60,000
<b>DEPARTMENT:</b>	Parks & Recreation	<b>STATUS:</b>	Prioritizing Needs and Accumulating Funds		
<b>MANAGER:</b>	Public Works	<b>RATING:</b>	Vision		

**PROGRAM DESCRIPTION:** This project is focused on the improvement of parks that currently exist within the Town's park inventory. Improvements may include, but are not limited to, maintenance of parking lots, signage and internal trails, replacement of park furniture, and the rehabilitation or expansion of sports courts.

**CONSTRUCTION START DATE:** TBD

**ESTIMATED COMPLETION DATE:** TBD

**OPERATING IMPACT:** Any expansion of a facility or amenity would require general maintenance.

**PROJECT JUSTIFICATION:** The Town's existing parks require on-going maintenance due to age and use. A majority of the maintenance, such as playground mulch and sign repair, is funded through the General Fund. Expenditures in line with this project are larger in scale, such as the creation of a sports court or the replacement of playground equipment.

Planned Expenditures									
	Total Project Costs	Current Phase Exp - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>Total</b>	1,000,000	98,589	0	0	0	0	0	0	901,411

Planned Financing									
Funding Source		Current Phase Funds - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>GF Cash</b>	0	0	0	0	0	0	0	0	0
<b>CPF/CVTA Cash</b>	500,000	94,968	75,000	50,000	50,000	50,000	50,000	275,000	130,032
<b>Grants</b>	0	0	0	0	0	0	0	0	0
<b>Bonds</b>	0	0	0	0	0	0	0	0	0
<b>Other</b>	0	0	0	0	0	0	0	0	0
<b>Total</b>	500,000	94,968	75,000	50,000	50,000	50,000	50,000	275,000	130,032

**Notes:**

**CAPITAL PROJECT DETAIL**

**PROJECT #:** SW-001

<b>TITLE:</b>	Town wide Drainage Improvement Program	<b>CURRENT BALANCE:</b>	Total \$188,359	Local \$ 163,359	ARPA \$ 25,000
<b>DEPARTMENT:</b>	Public Works	<b>STATUS:</b>	Accumulating funds		
<b>MANAGER:</b>	Mike Jennings	<b>RATING:</b>	Priority - Level 1		

**PROGRAM DESCRIPTION:** Provide site or neighborhood specific drainage projects. This particular item is often used in conjunction with TR-002 -Neighborhood Improvement program. Projects under consideration include-replacement of more storm sewer on N. Snead Street beyond Henry Clay Road and Town staff continues to monitor the storm sewer system to evaluate the need for drainage improvements. →f Replacement of pipe under Maple Street near Walder Road, triple pipes under Yowell Road at Stony Run and the large culvert under Beverly Road at Stony Run were all completed in in FY21 and FY22. This item is primarily focused on water quantity.

**CONSTRUCTION START DATE:** TBD

**ESTIMATED COMPLETION DATE:** TBD

**OPERATING IMPACT:** Routine maintenance of completed projects, which may include street sweeping, flushing and clearing debris. Should reduce flooding in the downtown and improve stormwater drainage.

**PROJECT JUSTIFICATION:** The Comprehensive Plan identifies the importance of managing stormwater in numerous policies and sections. Specifically, the section on the Chesapeake Bay Preservation Regulations (page 8-8), Policy E.7 Chesapeake Bay Preservation Act (page 8-12), Policy E.8 Improve Water Quality (page 8-12), Section 8.4 Drainage and Stormwater Management (page 8-19), Policy E.14 Drainage and Stormwater Management (Quantity) (page 8-20), Policy E.12 Impervious Sources (page 8-20), Policy E.15 Natural Water Courses and Stormwater Management (Quality) (page 8-20), Policy E.16 Stormwater Management Facilities, Generally (page 8-21), Policy E.17 Stormwater Management Facilities, Residential (page 8-21), and Policy E.18 Erosion and Sediment Control (page 8-22) all speak to the importance of stormwater management projects. In addition to these areas, bullet number six of the Environment Chapter recommends this very project on the To-Do list (page 8-26).

Planned Expenditures									
	Total Project Costs	Current Phase Exp - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>Total</b>	1,000,000	0	0	0	0	100,000	900,000	1,000,000	0

Planned Financing									
Funding Source		Current Phase Funds - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>GF Cash</b>	0	0	0	0	0	0	0	0	0
<b>CPF/CVTA Cash</b>	1,000,000	188,359	100,000	100,000	100,000	100,000	100,000	500,000	311,641
<b>Grants</b>	0	0	0	0	0	0	0	0	0
<b>Bonds</b>	0	0	0	0	0	0	0	0	0
<b>Other</b>	0	0	0	0	0	0	0	0	0
<b>Total</b>	1,000,000	188,359	100,000	100,000	100,000	100,000	100,000	500,000	311,641

**Notes:**

**CAPITAL PROJECT DETAIL**

**PROJECT #:** SW-002

<b>TITLE:</b>	Comprehensive Stormwater Management	<b>CURRENT BALANCE:</b>	Total \$437,691	Local \$ 437,691	ARPA \$ -
<b>DEPARTMENT:</b>	Public Works	<b>STATUS:</b>	Accumulating funds		
<b>MANAGER:</b>	Mike Jennings	<b>RATING:</b>	Priority - Level 1		

**PROGRAM DESCRIPTION:** The US EPA has established the Chesapeake Bay Total Maximum Daily Load (TMDL), a historic and comprehensive "pollution diet" with rigorous accountability measures to initiate sweeping actions to restore clean water in the Chesapeake Bay and the region's streams, creeks and rivers. This results in localities, including Ashland, having to install storm water management (SWM) measures that reduce the amount of nutrients (nitrogen, phosphorous and sediment) that enter the drainage systems and streams. The SWM features can include such Best Management Practices (BMPs) as rain gardens, porous pavement structures, stream restoration, and detention basins. The EPA requirements for retrofitting developed areas and reducing the amount of nutrients accelerates over the next several years. Several projects have been implemented, and more are under consideration. A study for a drainage improvement project on Maple Street near Carter Park has been completed and yielded mixed results. Staff is continuing to explore stormwater management facility locations including land at Henry Clay Elementary School . This item is primarily focused on water quality. For compliance with the Chesapeake Bay TMDL requirements, the Town is required to attain its next level of requirements by June 1, 2023.

**CONSTRUCTION START DATE:** TBD

**ESTIMATED COMPLETION DATE:** TBD

**OPERATING IMPACT:** Routine maintenance of completed projects, which may include street sweeping, flushing and clearing debris. Should reduce flooding in the downtown and improve stormwater drainage.

**PROJECT JUSTIFICATION:** The Comprehensive Plan identifies the importance of managing stormwater in numerous policies and sections. Specifically, the section on the Chesapeake Bay Preservation Regulations (page 8-8), Policy E.7 Chesapeake Bay Preservation Act (page 8-10), Policy E.8 Improve Water Quality (page 8-10), Policy E.14 Drainage and Stormwater Management (Quantity) (page 8-16), Policy E.12 Impervious Sources (page 8-16), Policy E.15 Natural Water Courses and Stormwater Management (Quality) (page 8-17), Policy E.16 Stormwater Management Facilities, Generally (page 8-17), Policy E.17 Stormwater Management Facilities, Residential (page 8-21), and Policy E.18 Erosion and Sediment Control (page 8-18) all speak to the importance of stormwater management projects. In addition to these areas, bullet number six of the Environment Chapter recommends this very project on the To-Do list (page 8-22).

Planned Expenditures									
	Total Project Costs	Current Phase Exp - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>Total</b>	2,000,000	0	0	0	0	0	0	0	2,000,000

Planned Financing									
Funding Source		Current Phase Funds - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>GF Cash</b>	0	0	0	0	0	0	0	0	0
<b>CPF/CVTA Cash</b>	2,000,000	437,691	120,000	120,000	120,000	120,000	120,000	600,000	962,309
<b>Grants</b>	0	0	0	0	0	0	0	0	0
<b>Bonds</b>	0	0	0	0	0	0	0	0	0
<b>Other</b>	0	0	0	0	0	0	0	0	0
<b>Total</b>	2,000,000	437,691	120,000	120,000	120,000	120,000	120,000	600,000	962,309

**Notes:**

**CAPITAL PROJECT DETAIL**

**PROJECT #:** TR-001

<b>TITLE:</b>	Sidewalk, Curb & Gutter	<b>CURRENT BALANCE:</b>	Total \$308,213	Local \$ 308,213	ARPA \$ -
<b>DEPARTMENT:</b>	Public Works	<b>STATUS:</b>	Considering construction priorities		
<b>MANAGER:</b>	Mike Jennings	<b>RATING:</b>	Priority - Level 1		

**PROGRAM DESCRIPTION:** Project includes extending existing sidewalks, construction of bicycle and pedestrian pathways, and construction of curb and gutter along with these facilities where appropriate. Town Council regularly updates a sidewalk construction priority plan. The next project on the agenda is College Avenue and Louisiana Street. Future construction will be guided by the Transportation 2040 Plan as approved by Town Council.

**CONSTRUCTION START DATE:** Ongoing

**ESTIMATED COMPLETION DATE:** Ongoing

**OPERATING IMPACT:** These funds are not intended to fund maintenance of sidewalk facilities, but construction of new facilities will necessitate increased maintenance activity.

**PROJECT JUSTIFICATION:** The 1999 Bicycle and Pedestrian Plan provides priorities for expansion of bicycle and pedestrian networks. The Town Council also regularly adopts a sidewalk construction priority list. The Comprehensive Plan says "Sidewalks wide enough for two persons to walk side-by-side (approximately 5 feet in width) should be included on local streets" (page 7-16). The comprehensive plan also addresses the Safe Routes to School Program and recommends the Town use it as a funding source while available (page 7-19). Bullet number 10 of the transportation chapter To-Do List also discusses sidewalk construction and the Sidewalk Improvement Plan (page 7-20).

Planned Expenditures									
	Total Project Costs	Current Phase Exp - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>Total</b>	1,000,000	0	0	0	0	0	0	0	1,000,000

Planned Financing									
Funding Source		Current Phase Funds - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>GF Cash</b>	0	0	0	0	0	0	0	0	0
<b>CPF/CVTA Cash</b>	1,000,000	308,213	100,000	100,000	100,000	100,000	100,000	500,000	191,787
<b>Grants</b>	0	0	0	0	0	0	0	0	0
<b>Bonds</b>	0	0	0	0	0	0	0	0	0
<b>Other</b>	0	0	0	0	0	0	0	0	0
<b>Total</b>	1,000,000	308,213	100,000	100,000	100,000	100,000	100,000	500,000	191,787

**Notes:**

**CAPITAL PROJECT DETAIL**

**PROJECT #:** TR-002

<b>TITLE:</b>	Residential Area Improvement Program	<b>CURRENT BALANCE:</b>	Total \$250,199	Local \$ 175,199	ARPA \$ 75,000
<b>DEPARTMENT:</b>	Public Works	<b>STATUS:</b>	Reviewing Neighborhood Options		
<b>MANAGER:</b>	Mike Jennings	<b>RATING:</b>	Priority - Level 2		

**PROGRAM DESCRIPTION:** Program concentrates improvements in various residential areas on a block-by-block basis. These improvements include landscaping, road reconstruction and minor drainage, lighting, curbing, and sidewalks or trails.

**CONSTRUCTION START DATE:** TBD

**ESTIMATED COMPLETION DATE:** TBD

**OPERATING IMPACT:** New improvements will require long-term maintenance by the Town.

**PROJECT JUSTIFICATION:** The 1999 Bicycle and Pedestrian Plan provides priorities for expansion of bicycle and pedestrian networks. The Town Council also regularly adopts a sidewalk priority list. The Comprehensive Plan also recommends continuing efforts to manage stormwater runoff as designated in SW-001. In addition, the Comprehensive Plan this project is referenced in Principle 6: Provide A High Level of Government Services where it states "Through an adapting street and sidewalk improvement priority plan the Town maintains and adds to its stock of walkable streets and sidewalks. This includes appropriate drainage systems throughout Town" (page 2-6). This project comprehensively attempts to accomplish the goal.

	Total Project Costs	Current Phase Exp - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>Total</b>	1,000,000	0	0	0	0	0	0	0	1,000,000

<b>Planned Financing</b>									
Funding Source		Current Phase Funds - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>GF Cash</b>	0	0	0	0	0	0	0	0	0
<b>CPF/CVTA Cash</b>	1,000,000	250,199	75,000	75,000	75,000	75,000	75,000	375,000	374,801
<b>Grants</b>	0	0	0	0	0	0	0	0	0
<b>Bonds</b>	0	0	0	0	0	0	0	0	0
<b>Other</b>	0	0	0	0	0	0	0	0	0
<b>Total</b>	1,000,000	250,199	75,000	75,000	75,000	75,000	75,000	375,000	374,801

**Notes:**

**CAPITAL PROJECT DETAIL**

**PROJECT #:** TR-003

<b>TITLE:</b>	Route 1 Reconstruction Ashcake Rd to SCL	<b>CURRENT BALANCE:</b>	Total \$0	Local \$	ARPA -	-
<b>DEPARTMENT:</b>	Public Works / Planning	<b>STATUS:</b>	Awaiting prioritization			
<b>MANAGER:</b>	Mike Jennings / Nora Amos	<b>RATING:</b>	Vision			

**PROGRAM DESCRIPTION:** This project includes widening of Route 1 to include left turn lanes, raised medians with selective landscaping, drainage improvements, and pedestrian facilities. This project will administered by VDOT with a possible two percent (2%) Town match required.

**CONSTRUCTION START DATE:**

**ESTIMATED COMPLETION DATE:**

**OPERATING IMPACT:** Town maintenance of all improvements after completion.

**PROJECT JUSTIFICATION:** The Comprehensive Plan discusses a Route 1 overlay district in Policy CD.23 Route 1 Design Overlay District (page 3-26), and on the To-Do List for the chapter in bullet number 11 (page 3-42). The project is also discussed in Chapter 4 under the section Route 1 Design Overlay District (page 4-26). The transportation 2040 plan recommends this project as RR-1B.

Planned Expenditures									
	Total Project Costs	Current Phase Exp - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>Total</b>	0	0	0	0	0	0	0	0	0

Planned Financing									
Funding Source		Current Phase Funds - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>GF Cash</b>	0	0	0	0	0	0	0	0	0
<b>CPF/CVTA Cash</b>	0	0	0	0	0	0	0	0	0
<b>Grants</b>	0	0	0	0	0	0	0	0	0
<b>Bonds</b>	0	0	0	0	0	0	0	0	0
<b>Other</b>	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0

**Notes:**



**CAPITAL PROJECT DETAIL**

**PROJECT #:** TR-004

<b>TITLE:</b>	Route 1 Reconstruction - Arbor Oak Drive to Ashcake Road	<b>CURRENT BALANCE:</b>	Total \$0	Local \$	ARPA -	\$	-
<b>DEPARTMENT:</b>	Public Works / Planning	<b>STATUS:</b>	Awaiting VDOT Funding				
<b>MANAGER:</b>	Mike Jennings / Nora Amos	<b>RATING:</b>	Vision				

**PROGRAM DESCRIPTION:** This project includes widening of Route 1 to include left turn lanes, raised medians with selective landscaping, drainage improvements, and pedestrian facilities. This project is administered by VDOT with a possible two percent (2%) Town match required. The Town is also financing installation of fiber conduit as a betterment.

**CONSTRUCTION START DATE:** Preliminary engineering underway

**ESTIMATED COMPLETION DATE:** Construction start FY2023

**OPERATING IMPACT:** Town maintenance of all improvements after completion.

**PROJECT JUSTIFICATION:** Project identified in the VDOT six year plan. To accelerate project completion, it was split into multiple parts with this project being phase 3. The Comprehensive Plan discusses a Route 1 overlay district in Policy CD.23 Route 1 Design Overlay District (page 3-26), and on the To-Do List for the chapter in bullet number 11 (page 3-42). The project is also discussed in Chapter 4 under the section Route 1 Design Overlay District (page 4-26). Route 1 is also identified in Transportation Plan 2040 as project RR-1B.

Planned Expenditures									
	Total Project Costs	Current Phase Exp - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>Total</b>	9,944,379	3,096,891	1,645,567	3,554,086	1,647,835	0	0	6,847,488	0

Planned Financing									
Funding Source		Current Phase Funds - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>GF Cash</b>	0	0	0	0	0	0	0	0	0
<b>CPF/CVTA Cash</b>	0	0	0	0	0	0	0	0	0
<b>Grants</b>	0	0	0	0	0	0	0	0	0
<b>Bonds</b>	0	0	0	0	0	0	0	0	0
<b>Other</b>	9,944,379	3,096,891	1,645,567	3,554,086	1,647,835	0	0	6,847,488	0
<b>Total</b>	9,944,379	3,096,891	1,645,567	3,554,086	1,647,835	0	0	6,847,488	0

**Notes:**

Other funding comes from VDOT.

**CAPITAL PROJECT DETAIL**

**PROJECT #:** TR-005

<b>TITLE:</b>	Route 1 Reconstruction - NCL to England Street	<b>CURRENT BALANCE:</b>	Total \$0	Local \$	ARPA -	-
<b>DEPARTMENT:</b>	Public Works / Planning	<b>STATUS:</b>	Awaiting prioritization			
<b>MANAGER:</b>	Mike Jennings / Nora Amos	<b>RATING:</b>	Vision			

**PROGRAM DESCRIPTION:** This project includes widening of Route 1 to include left turn lanes, raised medians with selective landscaping, drainage improvements, and pedestrian facilities. This project will administered by VDOT with a possible two percent (2%) Town match required. This project may be broken down into smaller phases in the future.

**CONSTRUCTION START DATE:**

**ESTIMATED COMPLETION DATE:**

**OPERATING IMPACT:** Town maintenance of all improvements after completion.

**PROJECT JUSTIFICATION:** The Comprehensive Plan discusses a Route 1 overlay district in Policy CD.23 Route 1 Design Overlay District (page 3-26), and on the To-Do List for the chapter in bullet number 11 (page 3-42). The project is also discussed in Chapter 4 under the section Route 1 Design Overlay District (page 4-26). The transportation 2040 plan recommends this project as RR-1A.

Planned Expenditures									
	Total Project Costs	Current Phase Exp - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>Total</b>	0	0	0	0	0	0	0	0	0

Planned Financing									
Funding Source		Current Phase Funds - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>GF Cash</b>	0	0	0	0	0	0	0	0	0
<b>CPF/CVTA Cash</b>	0	0	0	0	0	0	0	0	0
<b>Grants</b>	0	0	0	0	0	0	0	0	0
<b>Bonds</b>	0	0	0	0	0	0	0	0	0
<b>Other</b>	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0

**Notes:**

**CAPITAL PROJECT DETAIL**

**PROJECT #:** TR-006

<b>TITLE:</b>	Rte. 1 & Ashcake Road Intersection	<b>CURRENT BALANCE:</b>	Total \$0	Local \$	ARPA -	-
<b>DEPARTMENT:</b>	Public Works	<b>STATUS:</b>	Accumulating funds and awaiting private development			
<b>MANAGER:</b>	Mike Jennings	<b>RATING:</b>	Vision			

**PROGRAM DESCRIPTION:** This project allows for a location for projects oriented at enhancing both traffic movement and safety. They include items such as intersection improvements, traffic lights, left turn lanes and deceleration lanes. These projects are generally associated with private development.

**CONSTRUCTION START DATE:** TBD

**ESTIMATED COMPLETION DATE:** TBD

**OPERATING IMPACT:** Town maintenance of all improvements after completion.

**PROJECT JUSTIFICATION:** As land throughout Ashland develops over time traffic will increase and improvements to the Town's transportation systems will be required. To meet these increased pressures on the system, various traffic improvements should be funded by the associated developers.

Planned Expenditures									
	Total Project Costs	Current Phase Exp - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>Total</b>	563,500	0	0	0	0	0	0	0	563,500

Planned Financing									
Funding Source		Current Phase Funds - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>GF Cash</b>	0	0	0	0	0	0	0	0	0
<b>CPF/CVTA Cash</b>	0	0	0	0	0	0	0	0	0
<b>Grants</b>	0	0	0	0	0	0	0	0	0
<b>Bonds</b>	0	0	0	0	0	0	0	0	0
<b>Other</b>	563,500	0	0	0	0	0	0	0	563,500
<b>Total</b>	563,500	0	0	0	0	0	0	0	563,500

**Notes:**

**CAPITAL PROJECT DETAIL**

**PROJECT #:** TR-007

<b>TITLE:</b>	Town wide Traffic Improvements	<b>CURRENT BALANCE:</b>	Total \$0	Local \$	ARPA -	\$	-
<b>DEPARTMENT:</b>	Public Works	<b>STATUS:</b>	Awaiting development projects.				
<b>MANAGER:</b>	Mike Jennings	<b>RATING:</b>	Vision				

**PROGRAM DESCRIPTION:** This project allows for a location for projects oriented at enhancing both traffic movement and safety. They include items such as intersection improvements, traffic lights, left turn lanes and deceleration lanes. These projects are generally associated with private development.

**CONSTRUCTION START DATE:** NA

**ESTIMATED COMPLETION DATE:** NA

**OPERATING IMPACT:** Town maintenance of all improvements after completion.

**PROJECT JUSTIFICATION:** As land throughout Ashland develops over time traffic will increase and improvements to the Town's transportation system will be required. To meet these increased pressures on the system, various traffic improvements should be funded by the associated developers.

Planned Expenditures									
	Total Project Costs	Current Phase Exp - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>Total</b>	0	0	0	0	0	0	0	0	0

Planned Financing									
Funding Source		Current Phase Funds - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>GF Cash</b>	0	0	0	0	0	0	0	0	0
<b>CPF/CVTA Cash</b>	0	0	0	0	0	0	0	0	0
<b>Grants</b>	0	0	0	0	0	0	0	0	0
<b>Bonds</b>	0	0	0	0	0	0	0	0	0
<b>Other</b>	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0

**Notes:**

**CAPITAL PROJECT DETAIL**

**PROJECT #:** TR-010

<b>TITLE:</b>	Vaughan Road Extension	<b>CURRENT BALANCE:</b>	Total \$75,000	Local \$ -	ARPA \$ 75,000
<b>DEPARTMENT:</b>	Community Development	<b>STATUS:</b>	In-progress		
<b>MANAGER:</b>	Nora Amos	<b>RATING:</b>	Vision		

**PROGRAM DESCRIPTION:** A connection of Vaughan Road to Route 54 on the west side of Town would provide a beneficial travel option as a local resident collector. The Town's on call engineering contractor completed a baseline study of the extension in 2014, which will be slightly modified to minimize the impact to some properties. Ultimately, construction of the extension will impact TR-012, TR-020, and TR-021. The portion from Rt. 54 to Chapman Street will be completed during the private development of Lauradell (formerly Greenacres).

**CONSTRUCTION START DATE:** TBD

**ESTIMATED COMPLETION DATE:** TBD

**OPERATING IMPACT:** Street maintenance and utilities and maintenance for any new traffic signals.

**PROJECT JUSTIFICATION:** The project is identified in the Comprehensive Plan on Map T-1 as a planned road improvement (page 7-3.) The project is identified in the Transportation 2040 Plan as an alternative to alleviate traffic on Route 54/England Street as a mid-term project.

Planned Expenditures									
	Total Project Costs	Current Phase Exp - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>Total</b>	5,055,600	33,000	0	0	100,000	0	0	100,000	4,922,600

Planned Financing									
Funding Source		Current Phase Funds - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>GF Cash</b>	33,000	33,000	0	0	0	0	0	0	0
<b>CPF/CVTA Cash</b>	175,000	75,000	50,000	50,000	0	0	0	100,000	0
<b>Grants</b>	0	0	0	0	0	0	0	0	0
<b>Bonds</b>	0	0	0	0	0	0	0	0	0
<b>Other</b>	4,847,600	0	0	0	0	0	0	0	4,847,600
<b>Total</b>	5,055,600	108,000	50,000	50,000	0	0	0	100,000	4,847,600

**Notes:**

**CAPITAL PROJECT DETAIL**

**PROJECT #:** TR-012

<b>TITLE:</b>	Elmont Rd/Medical Dr & Thompson St Intersection Realignment	<b>CURRENT BALANCE:</b>	Total \$0	Local \$	ARPA -	-
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**DEPARTMENT:** Planning / Public Works      **STATUS:** Awaiting private development to complete.

**MANAGER:** Nora Amos / Mike Jennings      **RATING:** Vision

**PROGRAM DESCRIPTION:** Realign this intersection to improve safety, and provide an outlet for Vaughan Road Extension. This project should be coordinated with TR-010 to ensure long-term connectivity of Vaughan Road to Thompson Street.

**CONSTRUCTION START DATE:** TBD

**ESTIMATED COMPLETION DATE:** TBD

**OPERATING IMPACT:** Cooperation will be required to work with the County for the portion of Elmont Rd and Medical Dr located outside the Town limits. If a new signal is installed, utility and maintenance costs would be incurred.

**PROJECT JUSTIFICATION:** The project is identified in the Comprehensive Plan on Map T-1 as a planned road improvement (page 7-3), and also in the Transportation Plan 2040 under Roadway Recommendations as an alternative to alleviate traffic on Route 54/England Street. It is listed as a long-term project.

Planned Expenditures									
	Total Project Costs	Current Phase Exp - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>Total</b>	1,975,380	0	0	0	0	0	0	0	1,975,380

Planned Financing									
Funding Source		Current Phase Funds - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>GF Cash</b>	0	0	0	0	0	0	0	0	0
<b>CPF/CVTA Cash</b>	0	0	0	0	0	0	0	0	0
<b>Grants</b>	0	0	0	0	0	0	0	0	0
<b>Bonds</b>	0	0	0	0	0	0	0	0	0
<b>Other</b>	1,975,380	0	0	0	0	0	0	0	1,975,380
<b>Total</b>	1,975,380	0	0	0	0	0	0	0	1,975,380

**Notes:**



**CAPITAL PROJECT DETAIL**

**PROJECT #:** TR-015

<b>TITLE:</b>	Maple Street Extension	<b>CURRENT BALANCE:</b>	Total \$0	Local \$	ARPA -	-
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**DEPARTMENT:** Planning / Public Works      **STATUS:** Awaiting Private Development

**MANAGER:** Nora Amos / Mike Jennings      **RATING:** Vision

**PROGRAM DESCRIPTION:** Connect Maple Street extension south to Johnson Road.

**CONSTRUCTION START DATE:** TBD

**ESTIMATED COMPLETION DATE:** TBD

**OPERATING IMPACT:** New lane miles would require long-term maintenance by the Town.

**PROJECT JUSTIFICATION:** The project is identified in the Comprehensive Plan as a new local street on Map T-1 (page 7-3). It is identified as a long-term improvement in the Transportation 2040 Plan.

Planned Expenditures									
	Total Project Costs	Current Phase Exp - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>Total</b>	3,591,720	0	0	0	0	0	0	0	3,591,720

Planned Financing									
Funding Source		Current Phase Funds - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>GF Cash</b>	0	0	0	0	0	0	0	0	0
<b>CPF/CVTA Cash</b>	0	0	0	0	0	0	0	0	0
<b>Grants</b>	0	0	0	0	0	0	0	0	0
<b>Bonds</b>	0	0	0	0	0	0	0	0	0
<b>Other</b>	3,591,720	0	0	0	0	0	0	0	3,591,720
<b>Total</b>	3,591,720	0	0	0	0	0	0	0	3,591,720

**Notes:**



**CAPITAL PROJECT DETAIL**

**PROJECT #:** TR-016

<b>TITLE:</b> S. Taylor Street/Dabney Lane Extension	<b>CURRENT BALANCE:</b>	Total \$0	Local \$	ARPA - \$
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<b>DEPARTMENT:</b> Planning / Public Works	<b>STATUS:</b> Awaiting Private Development
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<b>MANAGER:</b> Nora Amos / Mike Jennings	<b>RATING:</b> Vision
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**PROGRAM DESCRIPTION:** This project would include two phases: Phase 1.) Extend S. Taylor Street south to Ashcake Road. Phase 2.) Extend S. Taylor Street south through Dabney Lane connecting to Maple Street.

**CONSTRUCTION START DATE:** TBD

**ESTIMATED COMPLETION DATE:** TBD

**OPERATING IMPACT:** New lane miles would require long-term maintenance by the Town.

**PROJECT JUSTIFICATION:** The project is identified in the Comprehensive Plan as a new local street on Map T-1 (page 7-3). It is identified as a midterm improvement in the Transportation 2040 plan (page 44).

Planned Expenditures									
	Total Project Costs	Current Phase Exp - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>Total</b>	4,998,510	0	0	0	0	0	0	0	4,998,510

Planned Financing									
Funding Source		Current Phase Funds - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>GF Cash</b>	0	0	0	0	0	0	0	0	0
<b>CPF/CVTA Cash</b>	0	0	0	0	0	0	0	0	0
<b>Grants</b>	0	0	0	0	0	0	0	0	0
<b>Bonds</b>	0	0	0	0	0	0	0	0	0
<b>Other</b>	4,998,510	0	0	0	0	0	0	0	4,998,510
<b>Total</b>	4,998,510	0	0	0	0	0	0	0	4,998,510

**Notes:**

**CAPITAL PROJECT DETAIL**

**PROJECT #:** TR-018

<b>TITLE:</b>	Hill Carter Parkway North	<b>CURRENT BALANCE:</b>	Total \$0	Local \$	ARPA -	-
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<b>DEPARTMENT:</b>	Planning / Public Works	<b>STATUS:</b>	Awaiting Private Development
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<b>MANAGER:</b>	Nora Amos / Mike Jennings	<b>RATING:</b>	Priority - Level 2
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**PROGRAM DESCRIPTION:** Northern extension of Hill Carter Parkway to tie into Quarles Road. This project would likely be completed in coordination with private development.

**CONSTRUCTION START DATE:** TBD

**ESTIMATED COMPLETION DATE:** TBD

**OPERATING IMPACT:** New lane miles would require long-term maintenance by the Town.

**PROJECT JUSTIFICATION:** The Comprehensive Plan identifies this project as part of a new four lane road on Map T-1 (page 7-3). This extension was studied as part of the I-95 interchange study. The project is identified as a short-term item in the Transportation 2040 Plan.

Planned Expenditures									
	Total Project Costs	Current Phase Exp - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>Total</b>	6,372,275	0	0	0	0	0	0	0	6,372,275

Planned Financing									
Funding Source		Current Phase Funds - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>GF Cash</b>	0	0	0	0	0	0	0	0	0
<b>CPF/CVTA Cash</b>	0	0	0	0	0	0	0	0	0
<b>Grants</b>	0	0	0	0	0	0	0	0	0
<b>Bonds</b>	0	0	0	0	0	0	0	0	0
<b>Other</b>	6,372,275	0	0	0	0	0	0	0	6,372,275
<b>Total</b>	6,372,275	0	0	0	0	0	0	0	6,372,275

**Notes:**

**CAPITAL PROJECT DETAIL**

**PROJECT #:** TR-019

<b>TITLE:</b>	Railroad Crossing Improvements	<b>CURRENT BALANCE:</b>	Total \$0	Local \$	ARPA -	\$	-
<b>DEPARTMENT:</b>	Public Works	<b>STATUS:</b>	Awaiting CTB financing				
<b>MANAGER:</b>	Mike Jennings	<b>RATING:</b>	Vision				

**PROGRAM DESCRIPTION:** Installation of new rail crossing signals and guards (arms). New surface treatments for rail crossings, as identified in the VDOT 95 Corridor Study. For England Street, the crossing already has an older version of constant warning time technology, so the Town would need to add a second gate and signal on each approach. The ballpark cost is \$381k. This project should be undertaken in a phased approach completing as few or as many crossings as financially feasible each year. The crossings should be installed individually as funding becomes available.

**CONSTRUCTION START DATE:** FY 2022 (Route 54)

**ESTIMATED COMPLETION DATE:** FY 2023 (Route 54)

**OPERATING IMPACT:** Maintenance would be a CSX responsibility.

**PROJECT JUSTIFICATION:** The project is identified in the Comprehensive Plan under Policy T.6 Rail Crossing Improvements (page 7-8). The intent of the project is to ensure continuance of the Federal Railroad Administration Quiet Zone which is allowed based upon a formula that takes into account the number of train to vehicle and/or train to individual accidents at each intersection within the jurisdiction. The project is also identified in Policy E.25 Railroad Noise which suggests the Town work with the FRA to maintain the quiet zone (page 8-19).

Planned Expenditures									
	Total Project Costs	Current Phase Exp - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>Total</b>	381,700	0	381,700	0	0	0	0	381,700	0

Planned Financing									
Funding Source		Current Phase Funds - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>GF Cash</b>	0	0	0	0	0	0	0	0	0
<b>CPF/CVTA Cash</b>	0	0	0	0	0	0	0	0	0
<b>Grants</b>	0	0	0	0	0	0	0	0	0
<b>Bonds</b>	0	0	0	0	0	0	0	0	0
<b>Other</b>	381,700	381,700	0	0	0	0	0	0	0
<b>Total</b>	381,700	381,700	0	0	0	0	0	0	0

**Notes:** CTB programmed \$381,700 for FY22 for Route 54 crossing construction.

**CAPITAL PROJECT DETAIL**

**PROJECT #:** TR-020

**TITLE:** Grade Separated Railroad Crossing **CURRENT BALANCE:** Total \$0 Local \$ - ARPA -

**DEPARTMENT:** Public Works **STATUS:** Accumulating funds.

**MANAGER:** Mike Jennings **RATING:** Priority - Level 1

**PROGRAM DESCRIPTION:** Construction of a grade-separated crossing of the CSX Railroad where Archie Cannon Drive transitions into Vaughan Road. Due to considerations related to the DC2RVA project a grade separated crossing should be considered at Ashcake Road as well.

**CONSTRUCTION START DATE:** TBD

**ESTIMATED COMPLETION DATE:** TBD

**OPERATING IMPACT:** Associated street and bridge maintenance.

**PROJECT JUSTIFICATION:** The project is identified in the Comprehensive Plan as part of Policy CF.10 Public Works Facilities, where it suggests the entrance to the Town Shop be relocated to allow for construction of a grade separated crossing of the tracks at Vaughan Road (page 10-4). It is also identified in the Transportation 2040 Plan on Figure 24- Roadway Recommendations as a mid-term improvement for Vaughan and a long-term improvement for Ashcake.

Planned Expenditures									
	Total Project Costs	Current Phase Exp - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>Total</b>	23,753,730	0	0	0	0	0	0	0	23,753,730

Planned Financing									
Funding Source		Current Phase Funds - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>GF Cash</b>	0	0	0	0	0	0	0	0	0
<b>CPF/CVTA Cash</b>	0	0	0	0	0	0	0	0	0
<b>Grants</b>	0	0	0	0	0	0	0	0	0
<b>Bonds</b>	0	0	0	0	0	0	0	0	0
<b>Other</b>	23,753,730	0	0	0	0	0	0	0	23,753,730
<b>Total</b>	23,753,730	0	0	0	0	0	0	0	23,753,730

**Notes:**

**CAPITAL PROJECT DETAIL**

**PROJECT #:** TR-21

<b>TITLE:</b>	Rte. 1 & Archie Cannon Rd. Traffic Signal	<b>CURRENT BALANCE:</b>	Total \$0	Local \$	ARPA -	\$	-
<b>DEPARTMENT:</b>	Planning / Public Works	<b>STATUS:</b>	Awaiting Private Development				
<b>MANAGER:</b>	Nora Amos / Mike Jennings	<b>RATING:</b>	Vision				

**PROGRAM DESCRIPTION:** Road widening and installation of a traffic signal at the intersection of Route 1 and Archie Cannon Drive. The development of the parcel known as the Holland Tract, the Ashland Park neighborhood, and Vaughan Road Extended will influence the need for this signal.

**CONSTRUCTION START DATE:** TBD

**ESTIMATED COMPLETION DATE:** TBD

**OPERATING IMPACT:** Additional electricity and maintenance costs.

**PROJECT JUSTIFICATION:** This project is identified in the Comprehensive Plan with Policy LU.9 Key Intersection Overlay District (page 4-27). The project is identified in the Transportation 2040 Plan as an intersection improvement (page 33). This project is identified in the traffic study for Carter's Hill subdivision. Once the Vaughan Road bypass is completed it should assume a portion of the traffic through Ashland, necessitating a signal at this intersection.

Planned Expenditures									
	Total Project Costs	Current Phase Exp - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>Total</b>	300,000	0	0	0	0	0	0	0	300,000

Planned Financing									
Funding Source		Current Phase Funds - 6/30/22	2023	2024	2025	2026	2027	Total for 5-Yr CIP	Future Funds Required
<b>GF Cash</b>	0	0	0	0	0	0	0	0	0
<b>CPF/CVTA Cash</b>	0	0	0	0	0	0	0	0	0
<b>Grants</b>	0	0	0	0	0	0	0	0	0
<b>Bonds</b>	0	0	0	0	0	0	0	0	0
<b>Other</b>	300,000	0	0	0	0	0	0	0	300,000
<b>Total</b>	300,000	0	0	0	0	0	0	0	300,000

**Notes:**