



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 482-5818
Fax: (804) 786-2940

Agenda item # 18

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 25, 2022

MOTION

Made By: Mr. Fowlkes **Seconded By:** Mr. Merrill

Action: Motion carried, unanimously

**Title: Location Approval for the Fall Line Trail – Northern Section
from the Chickahominy River Crossing to Route 657 (Ashcake Road)
in the Counties of Henrico and Hanover and the Town of Ashland, Virginia**

WHEREAS, State Project 9999-166-294, P101, R201, C501 (UPC #121374); 9999-964-016, P101, R201, C501 (UPC# 119599) will complete the northernmost 4.8 miles of shared-use path on the Fall Line Trail – Northern Section from approximately 0.2 miles south of Winfrey Road in Henrico County to a 0.46-mile section of the existing Trolley Line Trail, extending along Walder Lane to Ashcake Road in the Town of Ashland (the “Project”); and

WHEREAS, the Fall Line Trail is a regional shared-use path that is planned to span seven localities and connect rural, suburban, and urban landscapes and a multitude of places of interests and uses along approximately 43 miles in the Richmond region from the City of Petersburg to the Town of Ashland; and

WHEREAS, the Virginia Department of Transportation (VDOT) is pursuing the development and implementation of the Project through a design-build contract; and

WHEREAS, the location of the Fall Line Trail was identified through VDOT’s *Ashland to Petersburg Trail Study* (the “Study”) that included the evaluation of six primary corridors and

the identification of a recommended preferred corridor, the “Orange” corridor option. The primary corridors evaluated by the Study were developed based on planned and existing bicycle facilities, designed bicycle routes, regional trail networks, existing utility easements, abandoned rail corridors, and destinations of interest; and

WHEREAS, the six primary corridors and the identification of a recommended preferred corridor, the “Orange” corridor option, were presented to the public at duplicate public information meetings conducted on September 30, 2019, and October 1, 2019, as shown on the attached “Ashland to Petersburg Trail Study Preliminary Corridor Options” exhibit; and

WHEREAS, the Study was completed in February 2020 with input and feedback from: (i) 13 individual or group meetings with members of the Stakeholder Technical Advisory Group composed of representatives from 15 localities, metropolitan planning organizations, planning district commissions, and special interest groups; (ii) 10 meetings with the Environmental Agency Working Group composed of representatives from the Federal Highway Administration, U.S. Army Corp of Engineers, and the Department of Environmental Quality; and (iii) two (2) public information meetings attended by over 340 community members; and

WHEREAS, the Study identified the recommended preferred corridor, the “Orange” corridor option, as the most practicable corridor that would provide connectivity to destinations of interest; align with state, regional, and local transportation plans; and be the least impactful option to environmental resources, with consideration given to cost and feasibility of implementation; and

WHEREAS, since the completion of the Study and the identification of the 43-mile recommended preferred corridor, which was officially named the Fall Line Trail in October 2020, a number of alignment refinements have been incorporated through continued coordination with locality stakeholders in order to be consistent with current local and regional priorities for active transportation, recreation, and economic development; and

WHEREAS, in accordance with the § 33.2-208 of the *Code of Virginia* and the policies and regulations of the Commonwealth Transportation Board (CTB), including 24 VAC 30-380-10, VDOT held duplicate In-Person Location Public Hearings (“Hearings”) on May 3, 2022 and May 5, 2022, for the purpose of soliciting input on the location the Project as shown on the attached “Fall Line Trail Northern Section Location” exhibit; and

Resolution of the Board

Location Approval for the Fall Line Trail – Northern Section

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WHEREAS, proper notice of the Hearings was given in advance, all those present were given a full opportunity to express their opinions and recommendations on the alternatives under consideration, and their statements have been duly recorded; and

WHEREAS, the economic, social, and environmental effects of the evaluated alignment alternatives have been examined and given proper consideration and this evidence, along with all other relevant evidence, has been carefully reviewed; and

WHEREAS, the Project will be coordinated with appropriate federal, state, and local agencies as part of the environmental review and approvals required throughout the project development process; and

WHEREAS, Henrico County, Hanover County and the Town of Ashland support the location of the Project. Henrico County’s Director of Public Works and County Engineer provided a letter of support dated August 30, 2022, the Town of Ashland’s Director of Planning and Community Development provided a letter of support dated August 22, 2022, and the Hanover County Administrator provided a letter of support on behalf of the Hanover County Board of Supervisors dated August 29, 2022. See attached; and

WHEREAS, review of all data resulted in VDOT’s recommendation that the Project be located as proposed and presented at the Hearings on May 2, 2022 and May 5, 2022, and as shown on the attached “Fall Line Trail Northern Section” exhibit.

NOW, THEREFORE, BE IT RESOLVED, that the CTB hereby approves the location of the Project, as proposed and presented at the Hearings on May 2, 2022 and May 5, 2022.

#####

Commonwealth Transportation Board (CTB) Decision Brief

Location Approval for the Fall Line Trail – Northern Section from the Chickahominy River Crossing to Route 657 (Ashcake Road) in the Counties of Henrico and Hanover and the Town of Ashland, Virginia

**State Project No.: 9999-166-294, P101, R201, C501; (UPC #121374);
9999-964-016, P101, R201, C501; (UPC# 119599)**

Issue: The Fall Line Trail – Northern Section will complete the northernmost 4.8 miles of a ten-foot (10’) wide shared-use path with two-foot (2’) graded shoulders on each side, from approximately 0.2 miles south of Winfrey Road in Henrico County to a 0.46-mile section of the existing Trolley Line Trail, extending along Walder Lane to Ashcake Road in the Town of Ashland (the “Project”).

The Project will connect the Longdale Section of the Fall Line Trail, which is currently under design and development by Henrico County, to the existing Trolley Line Trail in the Town of Ashland. The Project will follow the historic Richmond-Ashland Trolley Line corridor for approximately 4.3 miles, primarily along an existing property owned by Dominion Energy, and will incorporate a 0.46-mile section of existing ten-foot (10’) asphalt trail to its intersection with Ashcake Road in the Town of Ashland.

Facts:

- The *VTrans2040 – Multimodal Transportation Plan 2025 Needs Assessment*, prepared in 2017 by the Office of Intermodal Planning and Investment for the CTB, identified the need for redundancy and mode choice across districts and within VDOT’s Richmond District, along the I-64 and I-95 corridors, as well as US Route 1, US Route 60/360, and US Route 250.
- The Fall Line Trail is a regional shared-use path that is planned to span seven localities and connect rural, suburban, and urban landscapes and a multitude of places of interests and uses along approximately 43 miles in the Richmond region from the City of Petersburg to the Town of Ashland.
- The Virginia Department of Transportation (VDOT) is pursuing the development and implementation of the Project through a design-build contract.
- The construction and maintenance of the Project will be the responsibility VDOT.
- The location of the Fall Line Trail was identified through VDOT’s *Ashland to Petersburg Trail Study* (the “Study”).

- The purpose of the Study was to locate a shared-use path that would enhance the active transportation network in the Richmond region, including the counties of Chesterfield, Hanover, and Henrico; the cities of Colonial Heights, Petersburg, and Richmond; and the Town of Ashland.
- The Study included the evaluation of six primary corridors and the identification of a recommended preferred corridor, the “Orange” corridor option. The primary corridors evaluated were developed based on planned and existing bicycle facilities, designed bicycle routes, regional trail networks, existing utility easements, abandoned rail corridors, and destinations of interest.
- The six primary corridors and the identification of a recommended preferred corridor, the “Orange” corridor option, were presented to the public at duplicate public information meetings conducted on September 30, 2019 and October 1, 2019, as shown on the attached “Ashland to Petersburg Trail Study Preliminary Corridor Options” exhibit.
- The Study was completed in February 2020 with input and feedback from: (i) 13 individual or group meetings with members of the Stakeholder Technical Advisory Group composed of representatives from 15 localities, metropolitan planning organizations, planning district commissions, and special interest groups; (ii) 10 meetings with the Environmental Agency Working Group composed of representatives from the Federal Highway Administration, U.S. Army Corp of Engineers, and the Department of Environmental Quality; and (iii) two (2) public information meetings attended by over 340 community members.
- The Study identified the recommended preferred corridor, the “Orange” corridor option, as the most practicable corridor that would provide connectivity to destinations of interest and align with state, regional, and local transportation plans; and least impactful option to environmental resources, with consideration given to cost and feasibility of implementation.
- Since the completion of the Study and the identification of the 43-mile recommended preferred corridor, which was officially named the Fall Line Trail in October 2020, a number of alignment refinements have been incorporated though continued coordination with locality stakeholders in order to be consistent with current local and regional priorities for active transportation, recreation, and economic development.

- VDOT held duplicate Location Public Hearings (“Hearings”) on May 3, 2022 and May 5, 2022, for the purpose of soliciting input on the location of the Project as shown on the attached “Fall Line Trail Northern Section” exhibit.
- Once complete, the Fall Line Trail will include approximately 19 miles on new location and approximately 14 miles along VDOT-maintained roadways.

Recommendations: VDOT recommends approval of the location of the Project as proposed and presented at the Hearings on May 3, 2022 and May 5, 2022, and shown on the attached “Fall Line Trail Northern Section Location” exhibit.

Action Required by CTB: The *Code of Virginia* § 33.2-208, requires the majority vote of the CTB to locate and establish the routes to be followed by the facilities comprising systems of state transportation system between points designated in the establishment of such systems.

Result, if Approved: If approved by the CTB, the Project will move forward to the development and advertisement of a design-build contract.

Options: Approve, Deny or Defer

Public Comments/ Reaction:

A total of two-hundred eighty-five (285) members of the community attended the Hearings. The public was given the opportunity to provide comments at the Hearings or by completing an online survey, in addition to mailing or emailing comments. Of the 517 comments received, 439 (85%) supported the 43-mile Fall Line Trail alignment or for the Project, 72 comments (14%) suggested potential modifications to the recommended preferred alignment as presented, and 62 comments (12%) indicated opposition to the Project¹.

Henrico County, Hanover County and the Town of Ashland support the location of the Project. Henrico County’s Director of Public Works and County Engineer provided a letter of support dated August 30, 2022, the Town of Ashland’s Director of Planning and Community Development provided a letter of support dated August 22, 2022, and the Hanover County Administrator provided a letter of support on behalf of the Hanover County Board of Supervisors dated August 29, 2022. See attached.

¹ Note: Multiple themes may have been referenced by a single commenter (i.e. one commenter may have indicated support for the project and also suggested potential alignment changes).

CTB LOCATION PUBLIC HEARING SUMMARY

Fall Line Trail – Northern Section

Counties of Henrico and Hanover and the Town of Ashland

State Project: 9999-166-294, P101, R201, C501 (UPC #121374);
9999-964-016, P101, R201, C501 (UPC #119599)

Federal Project: N/A

Fr: 0.2 m south of Winfrey Road

To: Route 657 (Ashcake Road)

Project Length: 4.8 miles

PROJECT HISTORY – The Fall Line Trail was initially identified through the Virginia Department of Transportation’s (VDOT) *Ashland to Petersburg Trail Study* (the “Study”) that included the evaluation of six primary corridors and the identification of a recommended preferred corridor, the “Orange” corridor option. The Study was completed in February 2020. Since the completion of the Study and the identification of the 43-mile recommended preferred corridor, a number of alignment refinements have been incorporated through continued coordination with locality stakeholders in order to be consistent with current local and regional priorities for active transportation, recreation, and economic development.

The Fall Line Trail was presented at duplicate Location Public Hearings held on May 3, 2022 and May 5, 2022, for the purpose of soliciting public input on the proposed location of the Fall Line Trail.

VDOT is currently pursuing the development and implementation of the northernmost 4.8 miles of shared-use path on the Fall Line Trail – Northern Section from approximately 0.2 miles south of Winfrey Road in Henrico County to a 0.46-mile section of the existing Trolley Line Trail, extending along Walder Lane to Route 657 (Ashcake Road) in the Town of Ashland.

PROJECT PURPOSE – The purpose of the Fall Line Trail is to enhance the active transportation network in the Richmond region by improving bicycle and pedestrian safety, expanding non-motorized travel choices, and providing increased system linkage and connectivity to population centers, as well as key local and regional destinations, consistent with state, regional, and local transportation planning initiatives.

TYPICAL SECTION –

The Fall Line Trail – Northern Section will provide a new ten-foot (10’) shared use path to connect the Longdale Section of the Fall Line Trail, which is currently under design and development by Henrico County, to the existing Trolley Line Trail in the Town of Ashland. The Fall Line Trail – Northern Section will follow the historic Richmond-Ashland Trolley Line corridor for approximately 4.3 miles, primarily along an existing property owned by Dominion Energy and will incorporate a 0.46 mile section of existing ten-foot (10’) asphalt trail to its intersection with Ashcake Road.

PUBLIC HEARING –

Type: Location

Date: May 3, 2022 and May 5, 2022

Time: 5 – 7 p.m.

Locations: Lewis Ginter Botanical Garden Kelly Education Center, Massey Conference Center Auditorium (May 3, 2022) and Hilton Garden Inn Richmond South/Southpark Capital Ballroom (May 5, 2022).

ATTENDANCE – Two-hundred five (205) community members attended the Location Public Hearing on May 3, 2022 and eighty (80) attended on May 5, 2022, for a total of two-hundred eighty five (285) total participants in the duplicate Location Public Hearings.

COMMENTS RECEIVED – Five-hundred seventeen (517) total comments were submitted for the record, including four-hundred sixty-nine (469) comment sheets submitted at the Location Public Hearings or through an online survey form; an additional forty-eight (48) written comments were either emailed or mailed. Of the 517 comments received, 439 (85%) supported the 43-mile Fall Line Trail alignment for the Project. Seventy-two 72 comments (14%) suggested potential modifications to the recommended preferred alignment as presented and 62 comments (12%) indicated opposition to the project¹.

ENVIRONMENTAL DATA – As federal funding will not be used for the Fall Line Trail – Northern Section, an environmental review, consistent with the Federal Highway Administration’s implementing regulations under the National Environmental Policy Act of 1969 (23 CFR §771), is not required. The Fall Line Trail – Northern Section will be coordinated with appropriate federal, state, and local agencies as part of the other environmental review and approvals required throughout the project development process. All required environmental clearances and permits will be obtained prior to construction. Strict compliance with all environmental conditions and commitments resulting from regulatory approvals, in addition to adherence to VDOT’s specifications and standard best practices, will minimize impacts to the environment during construction.

ESTIMATED COST* –

| | UPC# 119599 | UPC# 121374 | Total Estimated Cost |
|------------------------------|--------------------|---------------------|----------------------------|
| Preliminary Engineering: | \$716,461 | \$1,273,080 | \$1,989,541 |
| Right of Way and Utilities: | \$1,118,624 | \$2,652,250 | \$3,770,874 |
| Construction: | <u>\$3,154,823</u> | <u>\$8,544,473</u> | <u>\$11,699,296</u> |
| Total Estimated Cost: | \$4,989,908 | \$12,469,803 | \$17,459,711 |

**Note: Estimated cost represents pre-scoping estimate inflated to CY2023 and will be refined as the project design advances.*

¹ Note: Multiple themes may have been referenced by a single commenter (i.e. one commenter may have indicated support for the project also suggested potential alignment changes).

CTB Location Public Hearing Summary
Fall Line Trail – Northern Section
October 26, 2022
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ADVERTISEMENT – Advertisement for a Design-Build contract is planned for late 2022.

RIGHT OF WAY – No families, businesses, or non-profit organizations will be displaced as a result of the Fall Line Trail – Northern Section.

TRAFFIC DATA – N/A.

STAFF RECOMMENDS – Approval of the location of the Fall Line Trail – Northern Section as proposed and presented at the May 2, 2022 and May 5, 2022 Hearings as shown on the attached “Fall Line Trial Northern Section” exhibit.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
Fax: (804) 786-2940

October 3, 2022

The Honorable W. Sheppard Miller, III
The Honorable Stephen C. Brich, P. E.
The Honorable Jennifer DeBruhl
The Honorable Darrell Byers
The Honorable Burwell W. Coleman
The Honorable Tom Fowlkes
The Honorable Mary Hughes Hynes
The Honorable Bert Dodson, Jr.
The Honorable Carlos M. Brown
The Honorable H. Randolph Laird
The Honorable Thomas Lawson
The Honorable Mark H. Merrill
The Honorable E. Scott Kasprovicz
The Honorable Laura Sellers
The Honorable Raymond D. Smoot, Jr.
The Honorable Frederick T. Stant, III
The Honorable Greg Yates

Subject: Location Approval for the Fall Line Trail – Northern Section in Henrico County, Hanover County and the Town of Ashland.

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for Location Approval for your consideration. The proposed Location Approval on State Projects 9999-166-294, P101, R201, C501 (UPC# 121374); 9999-964-016, P101, R201, C501 (UPC# 119599) has been recommended for approval by the Department's staff.

I have reviewed the staff's recommendations and determined that this request should be considered by the Board.

Sincerely,

Bart Thrasher
2022.09.28 16:59:23-04'00'
Barton A. Thrasher, P.E.
Chief Engineer

August 22, 2022

Scott Fisher
Virginia Department of Transportation
1401 E Broad St. Richmond, VA 23219

RE: Locality Support of Fall Line Alignment

Dear Mr. Fisher,

Please accept this letter as a show of support by the Town of Ashland for the proposed alignment of the Fall Line Trail, as shared by VDOT. We very much look forward to the completion of the 43-mile trail from The Center of the Universe to Petersburg.

Please let us know if we can be of further assistance.

Sincerely,



Nora D. Amos
Director
Planning and Community Development

BOARD OF SUPERVISORS

ANGELA KELLY-WIECEK, CHAIR
CHICKAHOMINY DISTRICT

SEAN M. DAVIS, VICE-CHAIR
HENRY DISTRICT

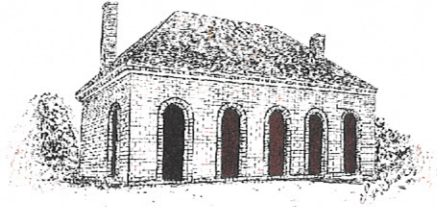
R. ALLEN DAVIDSON
BEAVERDAM DISTRICT

SUSAN P. DIBBLE
SOUTH ANNA DISTRICT

F. MICHAEL HERZBERG IV
COLD HARBOR DISTRICT

W. CANOVA PETERSON
MECHANICSVILLE DISTRICT

FAYE O. PRICHARD
ASHLAND DISTRICT



HANOVER COURTHOUSE

HANOVER COUNTY

ESTABLISHED IN 1720

JOHN A. BUDESKY
COUNTY ADMINISTRATOR

JAY A. BROWN
DEPUTY COUNTY ADMINISTRATOR

TODD E. KILDUFF
DEPUTY COUNTY ADMINISTRATOR

JAMES P. TAYLOR
DEPUTY COUNTY ADMINISTRATOR

WWW.HANOVERCOUNTY.GOV

P.O. BOX 470, HANOVER, VA 23069
7516 COUNTY COMPLEX ROAD, HANOVER, VA 23069

PHONE: 804-365-6005
FAX: 804-365-6234

August 29, 2022

Stephen C. Brich, PE
Commissioner
Virginia Dept. of Transportation
1401 E. Broad Street
Richmond, VA 23219

RE: Fall Line Trail

Dear Commissioner Brich,

At its meeting on August 24, 2022, the Hanover County Board of Supervisors passed a motion expressing its support for the Fall Line Trail's location and alignment through Hanover County. Please continue to work with my staff on the development of the trail segment through Hanover County and let me know if there is anything else you need in support of this effort.

Sincerely,

John A. Budesky
County Administrator

CC: Board of Supervisors
J. Michael Flagg, PE, Director of Public Works
Scott Fischer, PE, VDOT Richmond District Mega Projects Engineer

JAB:lsm



COMMONWEALTH OF VIRGINIA
COUNTY OF HENRICO

TERRELL C. HUGHES, P.E.
DIRECTOR OF PUBLIC WORKS
COUNTY ENGINEER
(804) 501-4393

August 30, 2022

Mr. Stephen C. Brich, PE
Commissioner
Virginia Department of Transportation
1401 E. Broad Street
Richmond, VA 23219

Re: Henrico County Support for Fall Line Trail Alignment

Dear Commissioner Brich:

This is to affirm our support for the proposed location and alignment of the Fall Line Trail for the approximately 7.5 miles through Henrico County.

The County's efforts to develop the best route for this regional trail in advance of VDOT's A to P Study helped inform the preferred alignment between Bryan Park in the City of Richmond and the Chickahominy crossing into to Hanover County. We have been engaged with VDOT, as well as the other regional stakeholders, in the planning, development, and funding for this exciting project.

Henrico County is committed to do our part to plan, construct, and help maintain our portion of what promises to be a world class trail facility located right here in Central Virginia. We value our partnership with VDOT in helping bring the Fall Line Trail to fruition as expeditiously as possible, so that the residents and visitors to our region can enjoy the benefits that this trail promises.

Please advise if you have any questions or need additional information.

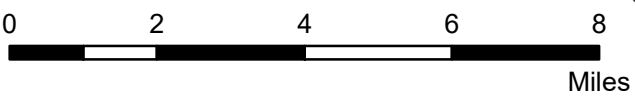
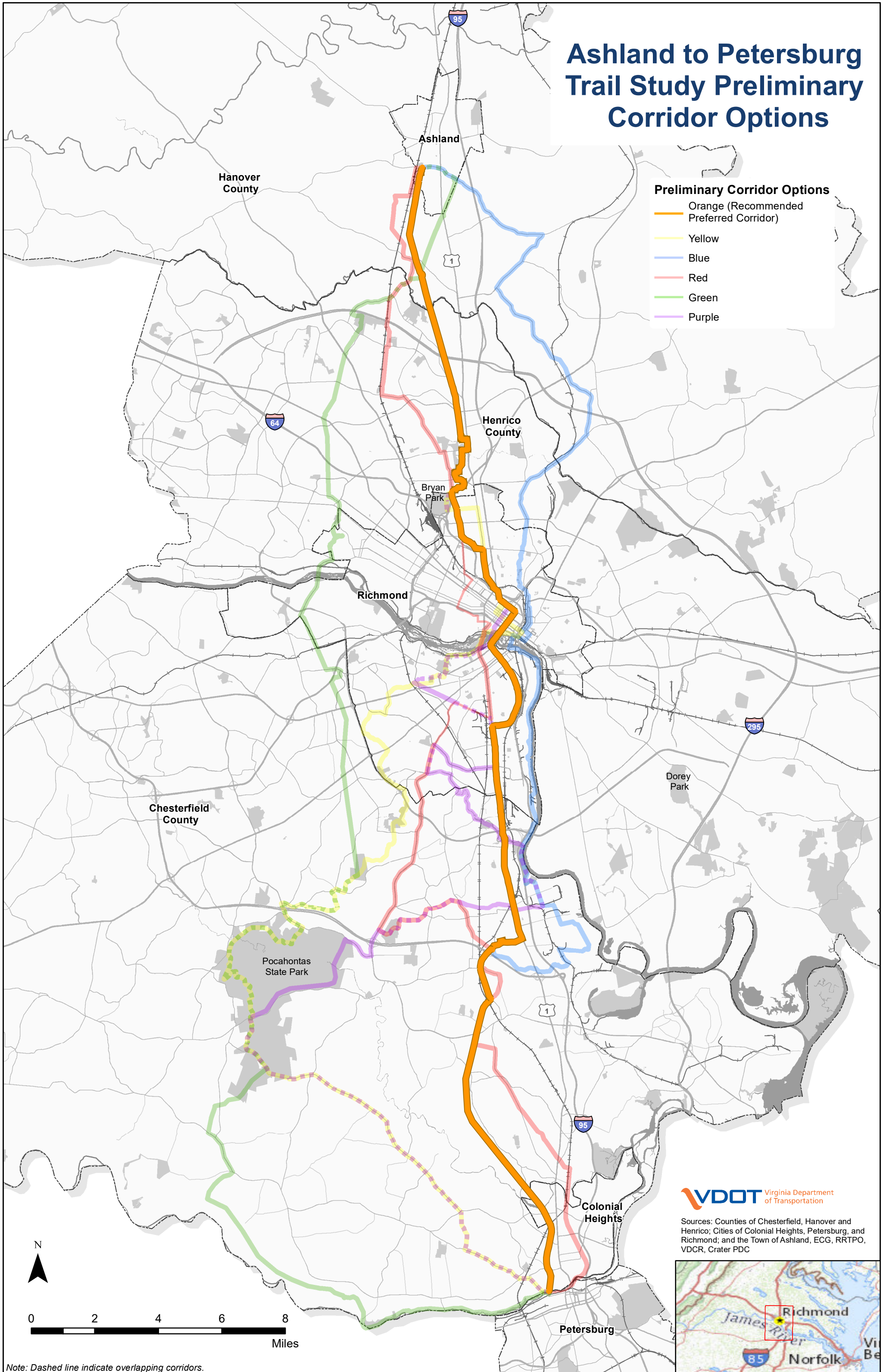
Sincerely,

Terrell C. Hughes, P.E.
Public Works Director

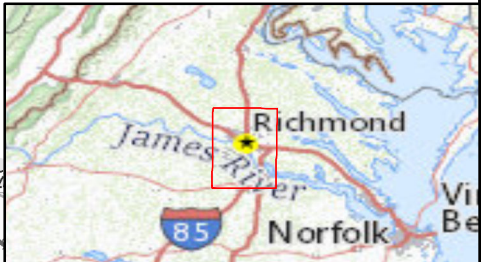
Ashland to Petersburg Trail Study Preliminary Corridor Options

Preliminary Corridor Options

- Orange (Recommended Preferred Corridor)
- Yellow
- Blue
- Red
- Green
- Purple



Sources: Counties of Chesterfield, Hanover and Henrico; Cities of Colonial Heights, Petersburg, and Richmond; and the Town of Ashland, ECG, RRTPO, VDCR, Crater PDC



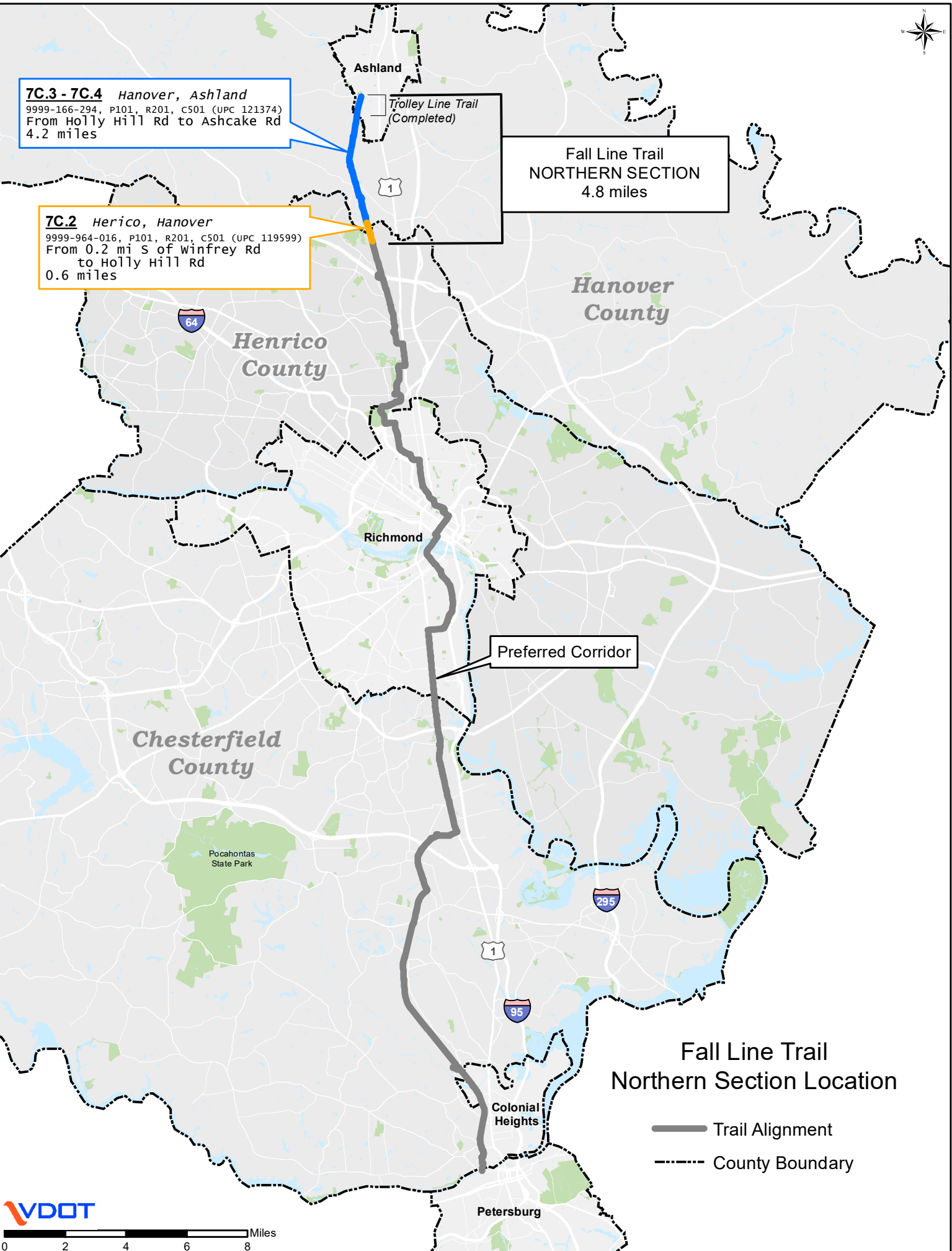
Note: Dashed line indicate overlapping corridors.



7C.3 - 7C.4 Hanover, Ashland
 9999-166-294, P101, R201, C501 (UPC 121374)
 From Holly Hill Rd to Ashcake Rd
 4.2 miles



7C.2 Herico, Hanover
 9999-964-016, P101, R201, C501 (UPC 119599)
 From 0.2 mi S of Winfrey Rd
 to Holly Hill Rd
 0.6 miles

Fall Line Trail
 NORTHERN SECTION
 4.8 miles



Preferred Corridor

Fall Line Trail
 Northern Section Location

-  Trail Alignment
-  County Boundary

