





# FALL LINE TRAIL – SOUTHERN SECTION

Design Build Phase 2 (Segments 1A – 2B) Update

CVTA - Fall Line Trail Working Group

August 2, 2023

# Presentation Overview

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## Fall Line Trail Status and Updates

- DB#1 Northern Section (Segments 7C.2 - 7C.4)
- DB#3 Chesterfield Section (Segments 2C - 3C.1)
- DB#2 Southern Section (Segments 1A - 2B)

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## DB#2 Southern Section (Seg. 1A - 2B)

- Summary of Risks and Issues
- Estimate Considerations

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## Regional Input Requested

- Options for Funding/Termini and Path Forward

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## Risk Mitigation/Identified Cost Savings

- Revised Alignment Route – DB#2 Southern Section (Seg. 1A.1r – 1A.2r)
- Cost Considerations



# Fall Line Trail Status and Updates

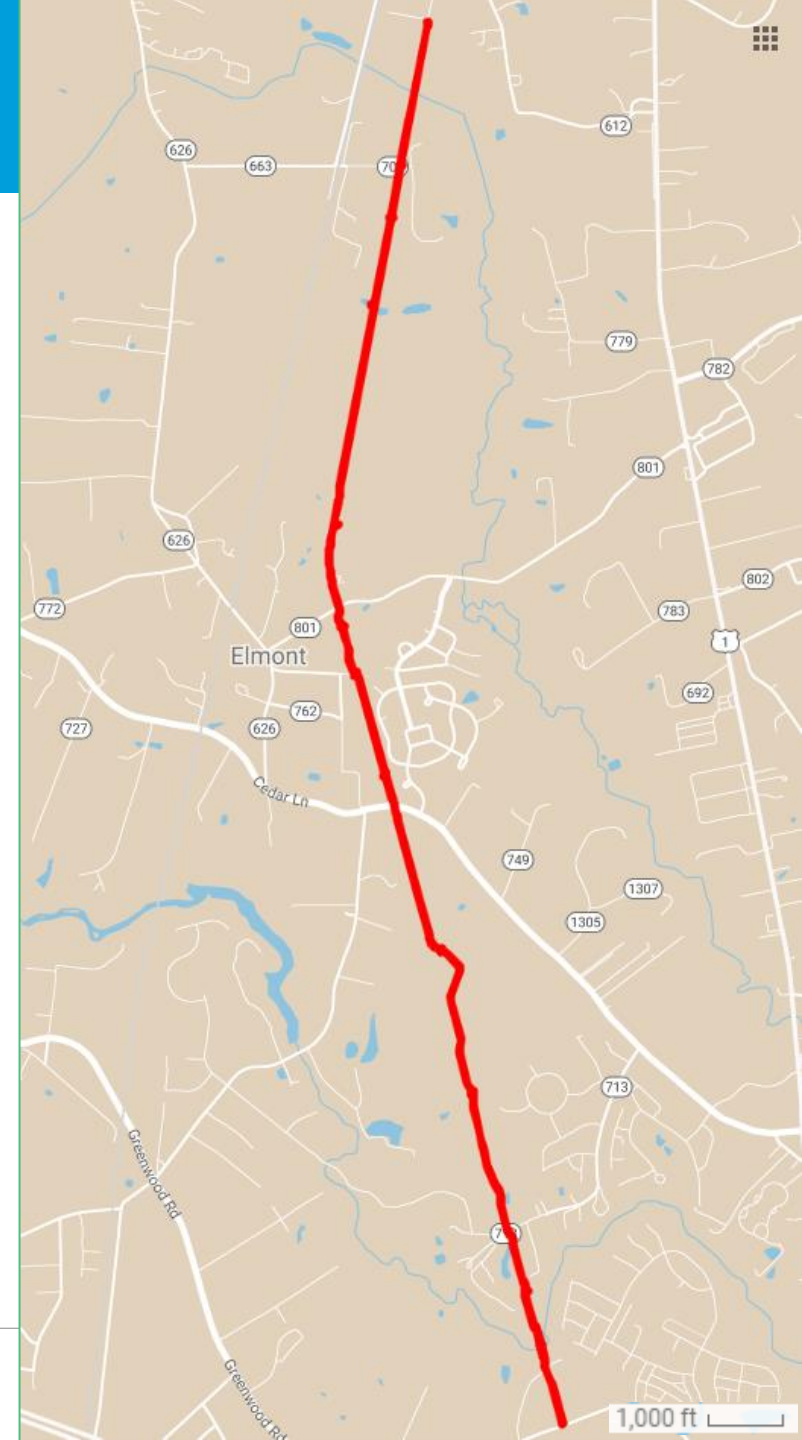
## DB#1 Northern Section (Seg. 7C.2 – 7C.4)

### Summary:

- **Approx. 4.8 miles from south of Winfrey Road to Ashcake Road/Trolley Line Trail**
  - **Primarily follows Dominion Energy transmission easement, ties into Ashland Trolley Line Trail**
  - **Bridge crossing of Chickahominy River**
  - **Includes segments in Henrico, Hanover, and Town of Ashland**

### Status and Update:

- **Advertised in December 2022**
- **Awarded in April 2023**
- **Ground-breaking anticipated Fall 2023**



# Fall Line Trail Status and Updates

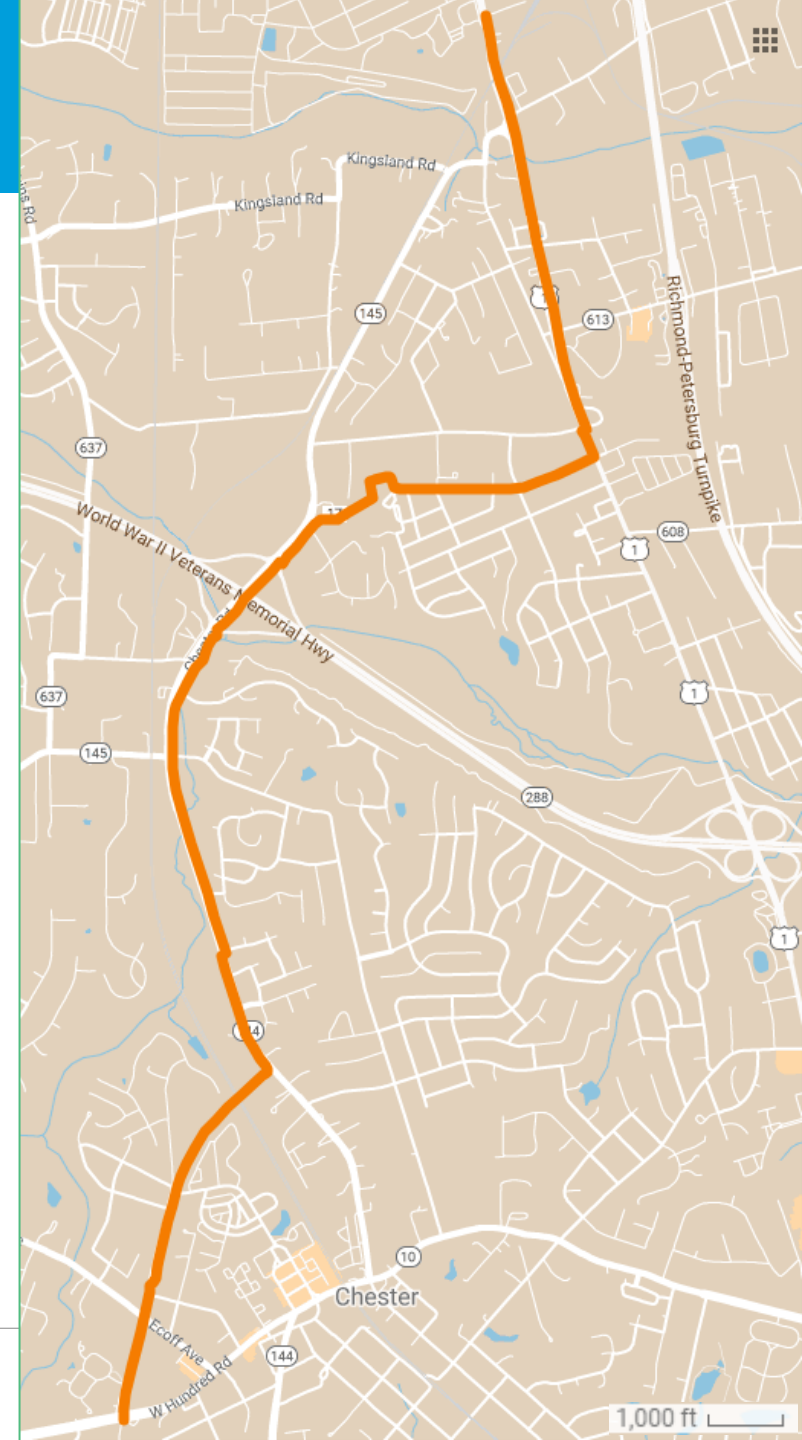
## DB#3 Chesterfield Section (Seg. 2C – 3C.1)

### Summary:

- **Approx. 5.6 miles from W Hundred Road to Gettings Lane**
  - Primarily follows historic Seaboard Air Line Railroad corridor, Chester Road, and Route 1 to north of Chippenham Parkway
  - Includes two (2) crossings of CSX railroad
  - Includes segments in Chesterfield County

### Status and Update:

- Beginning to develop draft Standard Project Agreement (SPA)
- Advertisement and award tentatively planned to follow approximately 9 – 12 months after DB#2
- \$25M allocated, estimate update forthcoming



# 1 Fall Line Trail Status and Updates

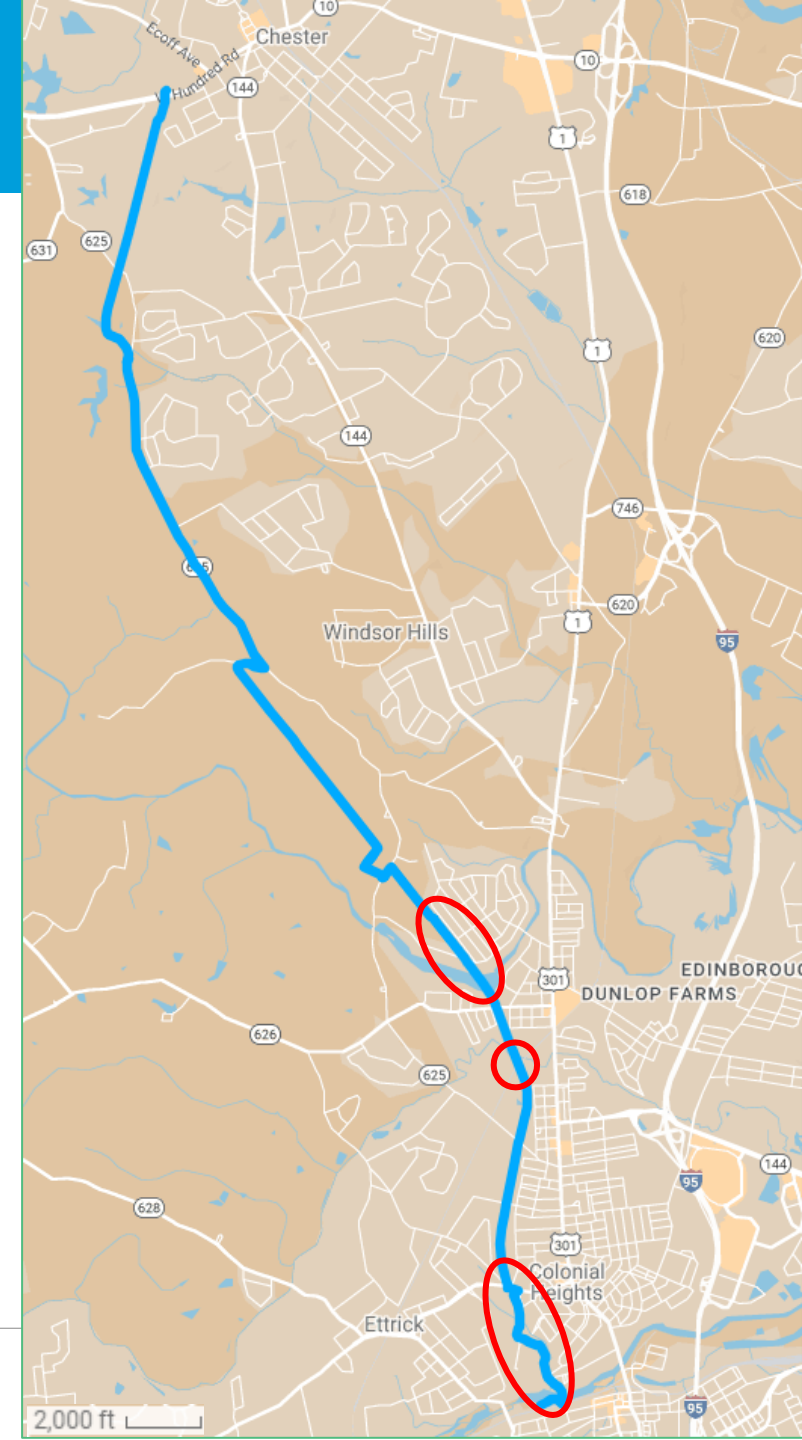
## DB#2 Southern Section (Seg. 1A – 2B)

### Summary:

- **Approx. 9.8 miles from Patton Park to Chester Linear Park**
  - **Primarily follows historic Seaboard Air Line Railroad corridor**
  - **Includes segments in Petersburg, Colonial Heights, and Chesterfield**

### Status and Update:

- **Development of project design and analysis has identified several constraints (VSU, Torch Solar, Environmentally Sensitive Area)**
- **Risk Assessment Workshop, Team Site Visits, Environmental Surveys have identified several high-risk items and issues**



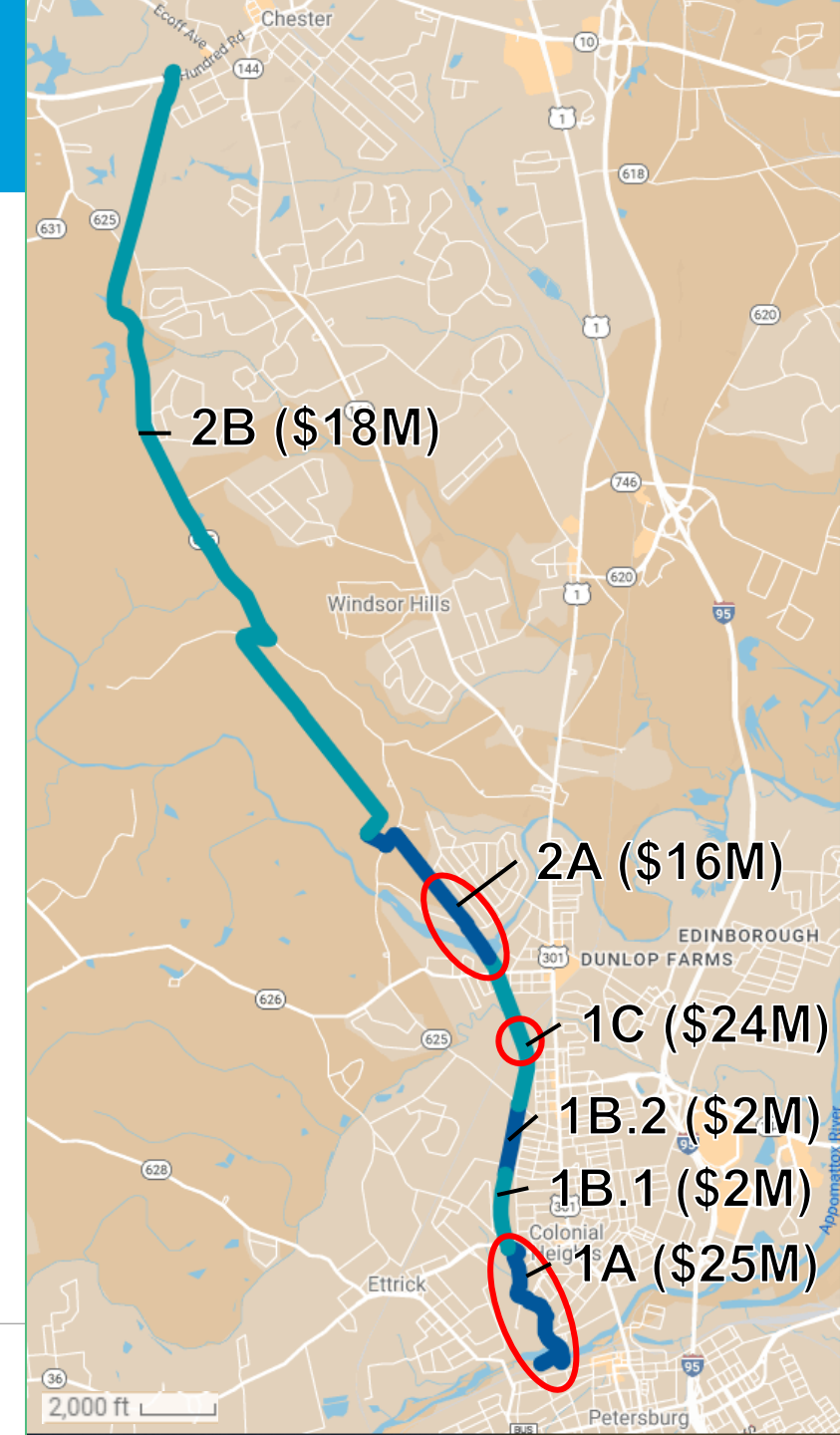


## DB#2 Southern Section (Seg. 1A – 2B) Summary of Risks and Issues

- **Evaluating opportunities to minimize or avoid high risk items and issues:**
  - Sensitive environmental constraints
  - Adjacent property owner opposition (Gould Avenue, Biltmore Drive)
  - Substantial structures/bridges at Appomattox River, Fleets Branch, CSX Railroad, and Swift Creek Lake



*CSX requires bridge crossing over their facility in Segment 1C (Example of similar grade-separated trail concept from Gilbert, AZ pictured above)*



# 2 DB#2 Southern Section (Seg. 1A – 2B) Estimate Considerations

## Estimate Comparison:

	Current Allocations	Current Estimate
UPC 121511 (1A, 1C & 2A)	\$28M (\$6.9M for Structures)	\$65M (\$23.6M for Structures)
UPC 118966 (1B.1)	\$1M (\$ -- for Structures)	\$2M (\$ -- for Structures)
UPC 121409 (1B.2)	\$2M (\$ -- for Structures)	\$2M (\$ -- for Structures)
UPC 121613 (2B)	\$12M (\$ -- for Structures)	\$18M (\$1.7 for Structures)
<b>TOTAL ESTIMATE</b>	<b>\$43M (\$6.9M for Structures)</b>	<b>\$87M (\$25M for Structures)</b>
<b>ASSUMPTIONS</b>	<ul style="list-style-type: none"> <li>Based on planning-level quantities from Ashland to Petersburg Trail Study</li> <li><b>Eight (8) total structures @ 14,000 SF of bridge</b></li> <li>Unit prices validated Aug 2022 by VDOT Richmond District</li> </ul>	<ul style="list-style-type: none"> <li>Based on quantities developed from design-grade survey</li> <li>Alternate VSU alignment increased earthwork</li> <li><b>12 total structures @ 62,000 SF of bridge</b> <ul style="list-style-type: none"> <li>Four (4) additional bridges at Fleets Branch and Timsbury Creek</li> <li>Longer Appomattox, CSX, and Swift Creek Lake bridge crossings</li> </ul> </li> <li>Unit prices validated June 2023 by VDOT Richmond District</li> <li>Inflation / Escalation per VDOT's Dec 2022 and Jul 2023 Memoranda</li> </ul>

Note: Current project expenditures for the FLT – Southern Section are from pre-scoping funding not \$43M allocations

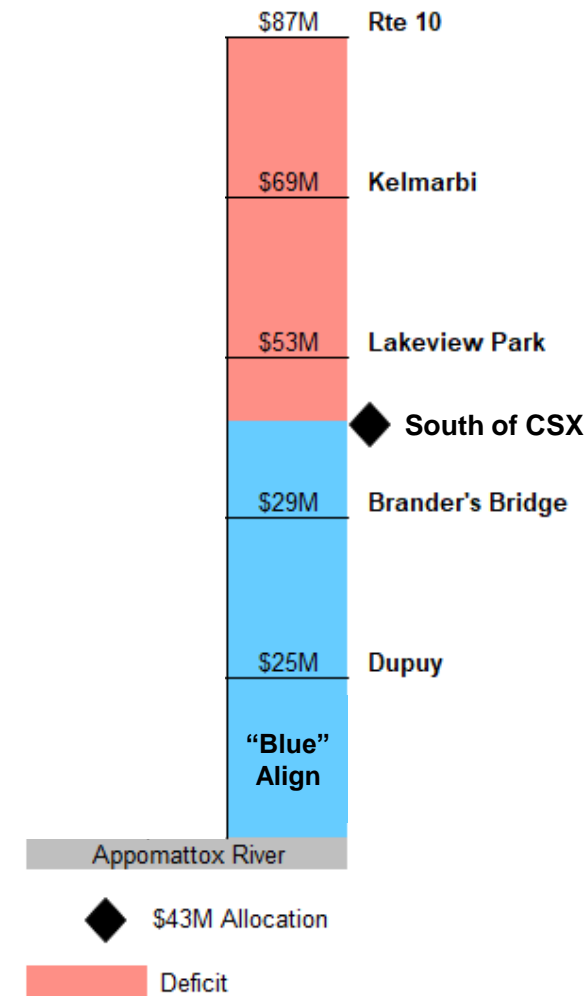
\*Construction/contract administration contingencies included per VDOT guidelines (Cost Estimating Manual, etc.) - structural costs presented represent raw construction costs



# 3 Regional Input Requested

## Options for Funding/Termini and Path Forward:

- **Option 1 – Seek additional funds to fully fund the project on current "blue" (Segment 1A – 2B) alignment**
  - Current Estimate for DB#2 Southern Section ~ \$87M (\$44M deficit)
  - Current Allocations for DB#2 Southern Section = \$43M
  - Current Allocations for DB#3 Chesterfield Section= \$25M
  - Option 1 will likely necessitate additional time for cultural resources coordination under Section 106 and Section 4(f)
- **Option 2 – Change terminus of DB#2 Southern Section to a length of trail that can be built with current funds available**
  - Identify logical terminus and/or fixed length to new trailhead location
  - Option 2 will likely necessitate additional time for cultural resources coordination under Section 106 and Section 4(f)
- **Option 3 – Consider revised "green" (including Segment 1A.1r and 1A.2r) alignment route/cost savings**
  - Estimate for DB#2 Southern Section w/revised "green" alignment route ~\$70M (\$25M deficit)
  - Additional funding or revised terminus would be needed for fully funded project



# Risk Mitigation/Identified Cost Savings

## Revised Alignment Route - DB#2 Southern Section (Seg. 1A.1r - 1A.2r)

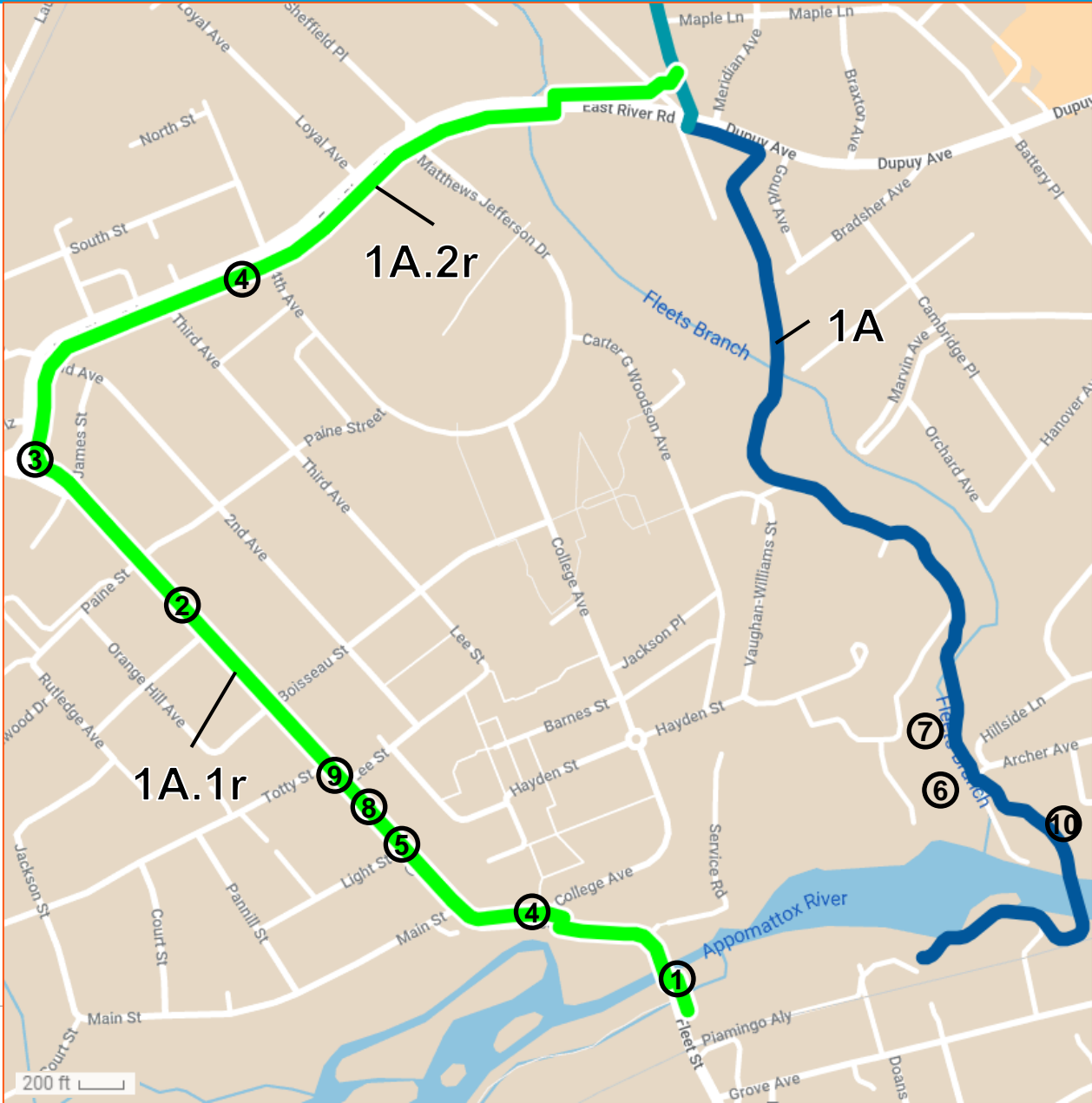
### Alternate Route Considerations:

#### PROS:

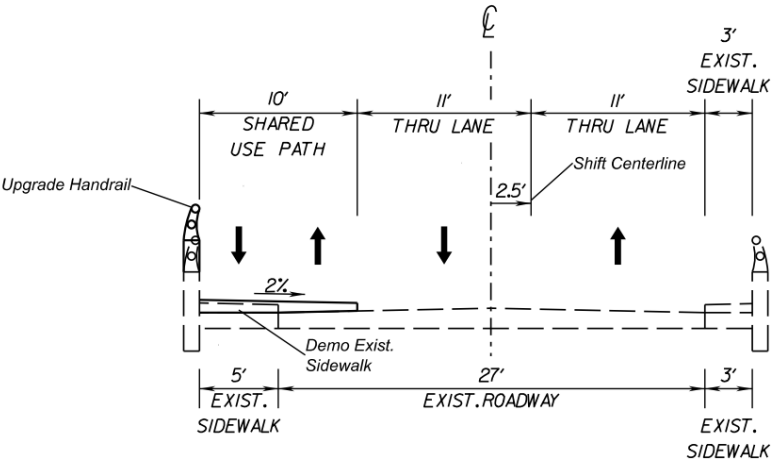
- 1. Cost savings with road diet on Chesterfield Ave and Campbell's Bridge – eliminates 4 bridge structures to construct/maintain
- 2. Consistent with Chesterfield's Bikeways and Trails Plan – on or along Chesterfield Ave
- 3. Increases connectivity for potential residential and commercial users along new route (VSU, Chesterfield Ave, Ettrick area, and Petersburg Train Station)
- 4. Utilizes existing 9-10' multi-use trails on Chesterfield Ave and River Road (cost savings)
- 5. Minimizes need for right of way/primarily within existing right of way
- 6. Avoids traversing VSU campus
- 7. Minimizes tree clearing/time of year restrictions/construction time

#### CONS:

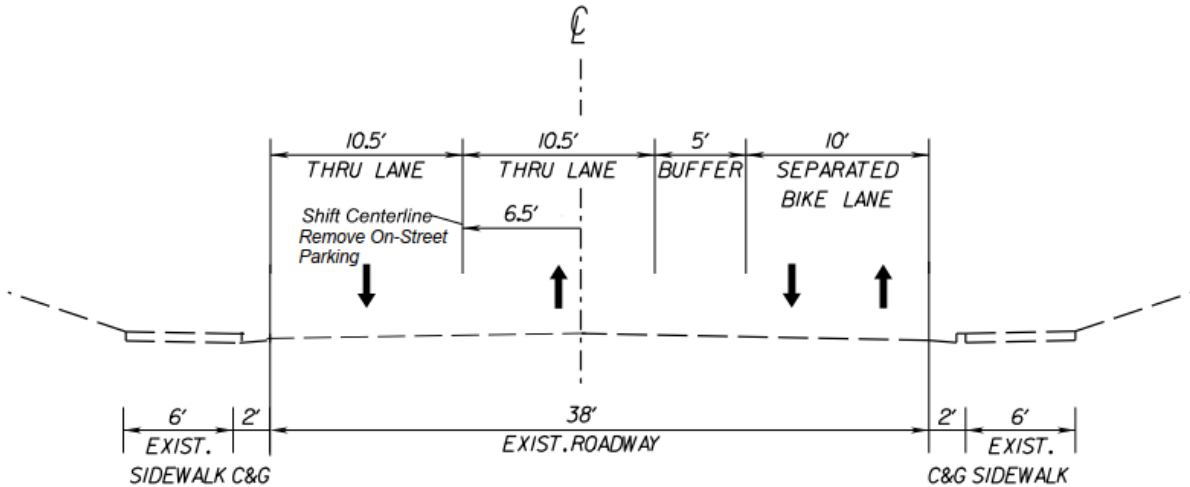
- 8. Removes on-street parking from Chesterfield Ave
- 9. Would require road diet and on-road facility
- 10. Minimize connectivity to Colonial Heights planned Appomattox River Trail extension (#SMART24 - UPC T27849)
- 11. Additional public involvement, especially with citizens along new route will likely be required/may require revised CTB Location Decision



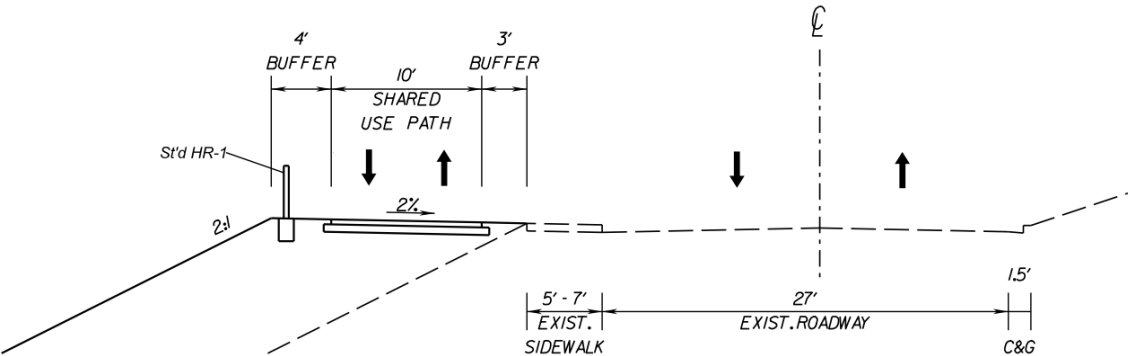
CONCEPTUAL TYPICAL SECTIONS



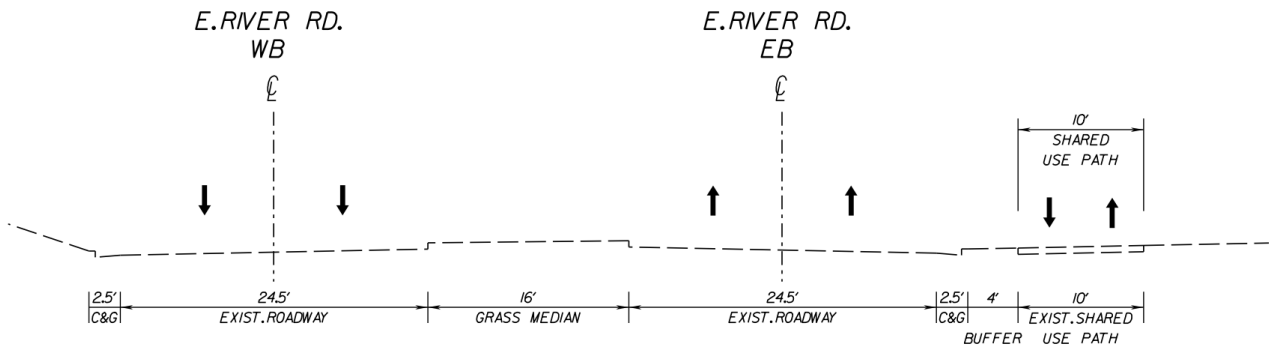
Route 36 (Fleet Street) - Campbell's Bridge



Chesterfield Avenue - North of Main Street



Chesterfield Avenue - North of Campbell's Bridge



Granger St/East River Rd - Existing Multi-Use Path

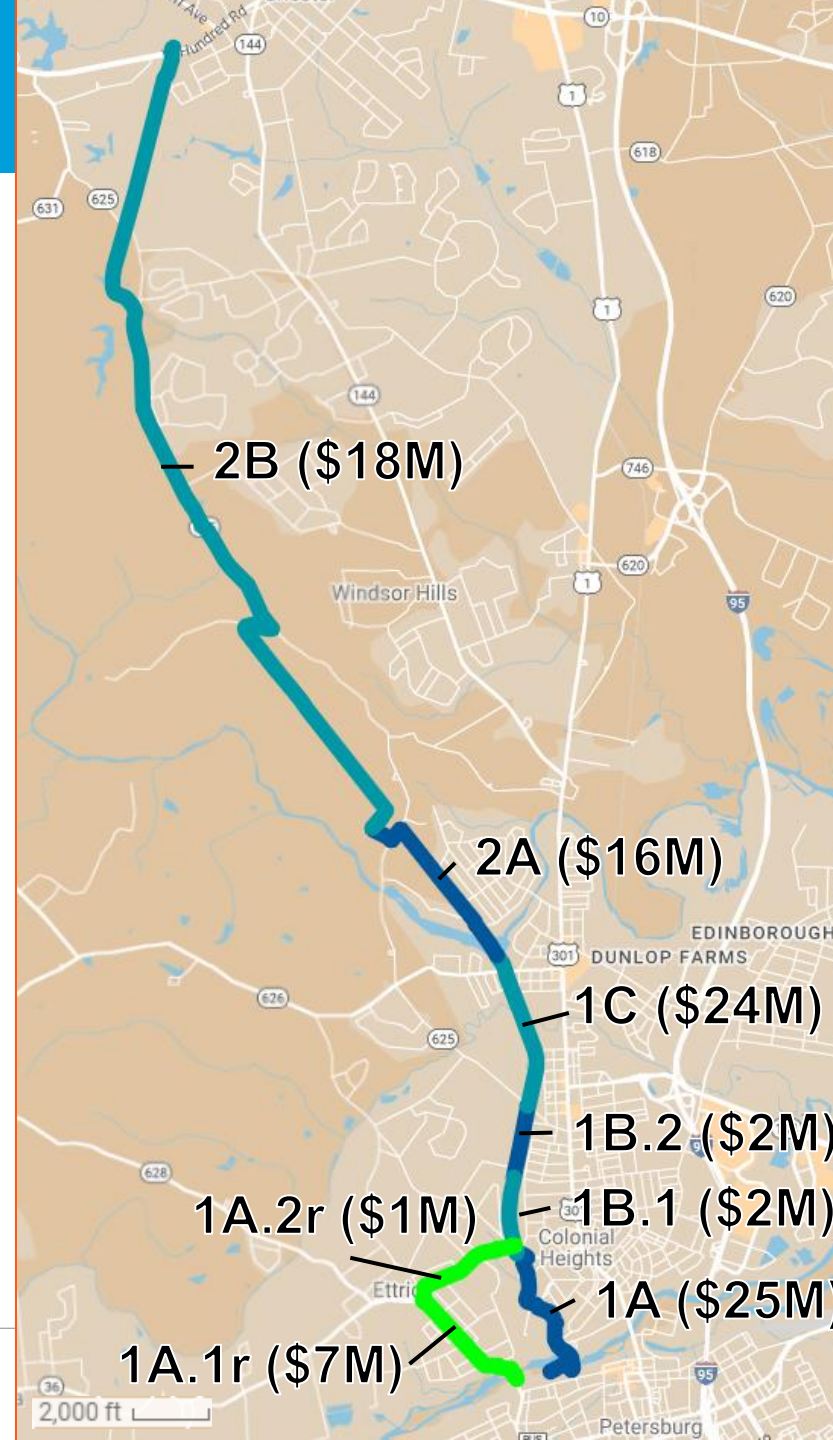


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# Revised Alignment Route Cost Considerations

## DB#2 Southern Section (Seg. 1A – 2B)

Current Allocations	\$43M
Current Estimate for DB#2 Southern Section (Seg 1A – 2B)	\$87M
Segment 1A (Current Estimate)	\$25M
Projected Funding Deficit	(\$44M)
Estimate for Revised DB#2 Southern Section (Seg 1A.1r – 2B)	\$70M
Segment 1A.1r – 1A.2r (Revised Estimate)	\$8M
Projected Funding Deficit	(\$27M)



# 4 Regional Input Requested

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