Presentation Overview

1. 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)

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

3. Regional Input Requested
   - Options for Funding/Termini and Path Forward

4. 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
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
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)
# Estimate Considerations

## Estimate Comparison:

<table>
<thead>
<tr>
<th>UPC Code</th>
<th>Description</th>
<th>Current Allocations</th>
<th>Current Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>121511 (1A, 1C &amp; 2A)</td>
<td>UPC 121511 (1A, 1C &amp; 2A)</td>
<td>$28M ($6.9M for Structures)</td>
<td>$65M ($23.6M for Structures)</td>
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<tr>
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<td>UPC 118966 (1B.1)</td>
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<td>UPC 121409 (1B.2)</td>
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<tr>
<td>121613 (2B)</td>
<td>UPC 121613 (2B)</td>
<td>$12M ($ -- for Structures)</td>
<td>$18M ($1.7 for Structures)</td>
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<td><strong>TOTAL ESTIMATE</strong></td>
<td></td>
<td><strong>$43M ($6.9M for Structures)</strong></td>
<td><strong>$87M ($25M for Structures)</strong></td>
</tr>
</tbody>
</table>

### ASSUMPTIONS

- Based on planning-level quantities from Ashland to Petersburg Trail Study
- **Eight (8) total structures @ 14,000 SF of bridge**
- Unit prices validated Aug 2022 by VDOT Richmond District

- Based on quantities developed from design-grade survey
- Alternate VSU alignment increased earthwork
- **12 total structures @ 62,000 SF of bridge**
  - Four (4) additional bridges at Fleets Branch and Timsbury Creek
  - Longer Appomattox, CSX, and Swift Creek Lake bridge crossings
  - Unit prices validated June 2023 by VDOT Richmond District
- Inflation / Escalation per VDOT’s Dec 2022 and Jul 2023 Memoranda

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

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Note: Current project expenditures for the FLT – Southern Section are from pre-scaping funding not $43M allocations.
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
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
Revised Alignment Route Cost Considerations
DB#2 Southern Section (Seg. 1A – 2B)

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<td><strong>Segment 1A (Current Estimate)</strong></td>
<td>$25M</td>
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<tr>
<td>Projected Funding Deficit</td>
<td>($44M)</td>
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<tr>
<td>Estimate for Revised DB#2 Southern Section (Seg 1A.1r – 2B)</td>
<td>$70M</td>
</tr>
<tr>
<td><strong>Segment 1A.1r – 1A.2r (Revised Estimate)</strong></td>
<td>$8M</td>
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<tr>
<td>Projected Funding Deficit</td>
<td>($27M)</td>
</tr>
</tbody>
</table>

- 2B ($18M)
- 2A ($16M)
- 1C ($24M)
- 1B.2 ($2M)
- 1B.1 ($2M)
- 1A.2r ($1M)
- 1A.1r ($7M)
- 1A ($25M)
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