



POCAHONTAS TRAIL CORRIDOR STUDY

*Joint Technical & Steering
Committee Meeting #6*

May 7, 2018

PREPARED FOR:



PREPARED BY:



Study Corridor



JAMES CITY COUNTY

Paul Holt

Community Development/Planning

Tammy Rosario

Planning Division

Alex Baruch

Planning Division

VIRGINIA DEPARTMENT OF TRANSPORTATION

Emmanuel Darko

Location & Design

Angela Biney

Planning

Ken Shannon

Williamsburg Residency

TECHNICAL COMMITTEE

Ryan Ashe

Fire Department

John Carnifax

Parks & Recreation Department

Darryl Cook

Stormwater & Resources Protection Div.

Monique Marchand

Police Department

Josh Moore

Williamsburg Area Transit Authority

Ted Moreland

Historic Triangle Bicycle Advisory Committee

Marcellus Snipes

Williamsburg-James City County Schools

Dion Walsh

James City Service Authority

Barbara Watson

Social Services Department

CONSULTANTS

Jeff Kuttesch

RK&K

Melissa Manalo

RK&K

Leo Rutledge

RK&K

Owen Peery

RK&K

Technical Advisory Committee



JAMES CITY COUNTY

Paul Holt

Community Development/Planning

Tammy Rosario

Planning Division

Alex Baruch

Planning Division

CONSULTANTS

Jeff Kuttesch

RK&K

Melissa Manalo

RK&K

Leo Rutledge

RK&K

Owen Peery

RK&K

STEERING COMMITTEE

Glenn Carter

James Curtis

Alan Doucet

George Drummond

Kirkland Goddard Sr.

Gloria Hill

Pat McCormick / Thomas McCormick

Danny Schmidt

Rob Till

Tracy Williams / Eric Williams

VIRGINIA DEPARTMENT OF TRANSPORTATION

Emmanuel Darko

Hampton Roads District
Location and Design Division

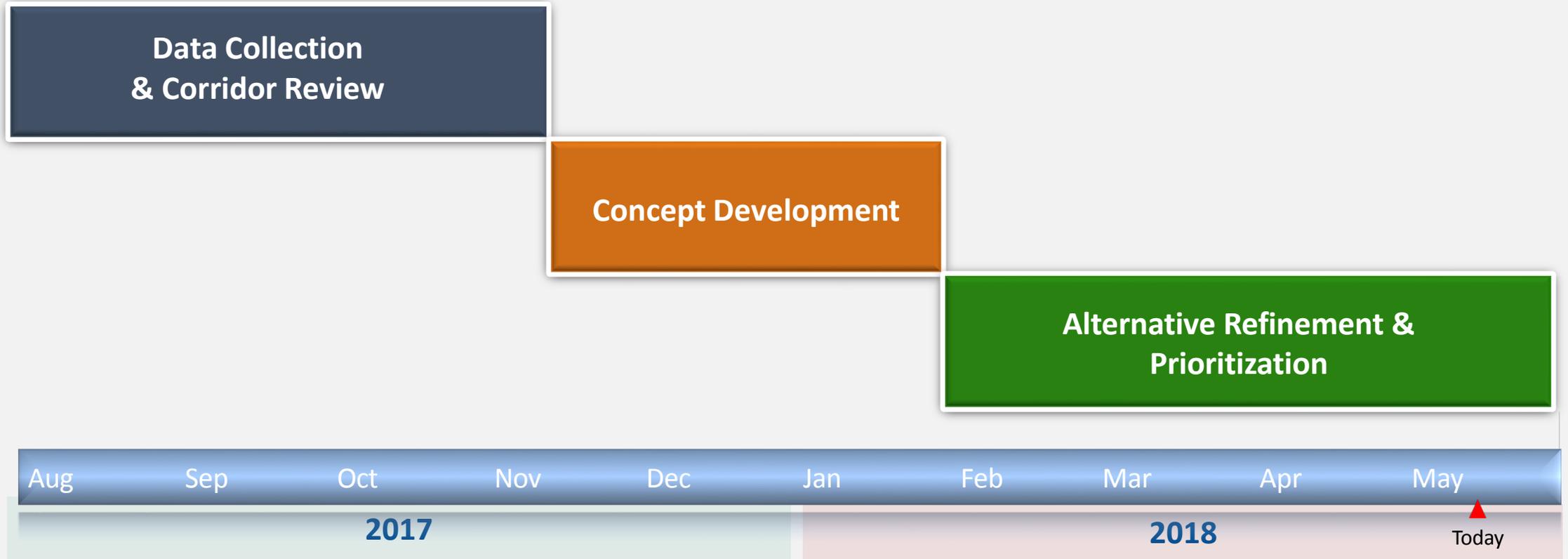
Ken Shannon

Williamsburg Residency

Steering Committee

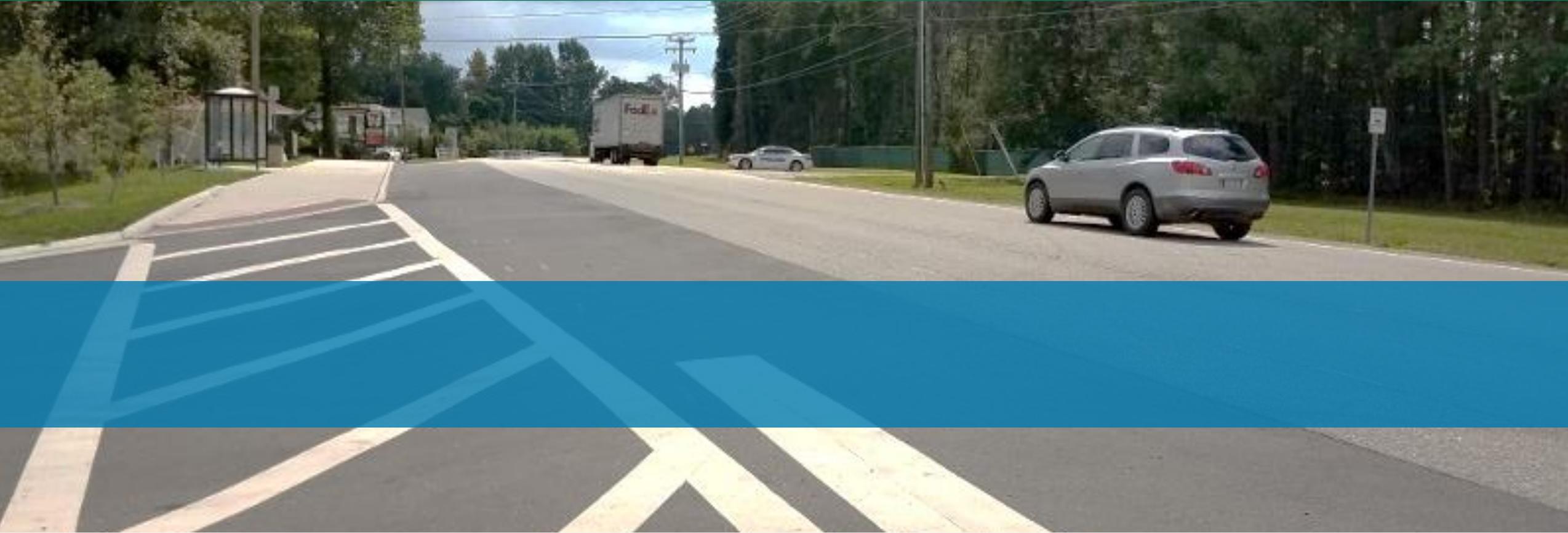


Study Schedule



Anticipated Completion of Study: May 2018

CONCEPTS & COST ESTIMATES

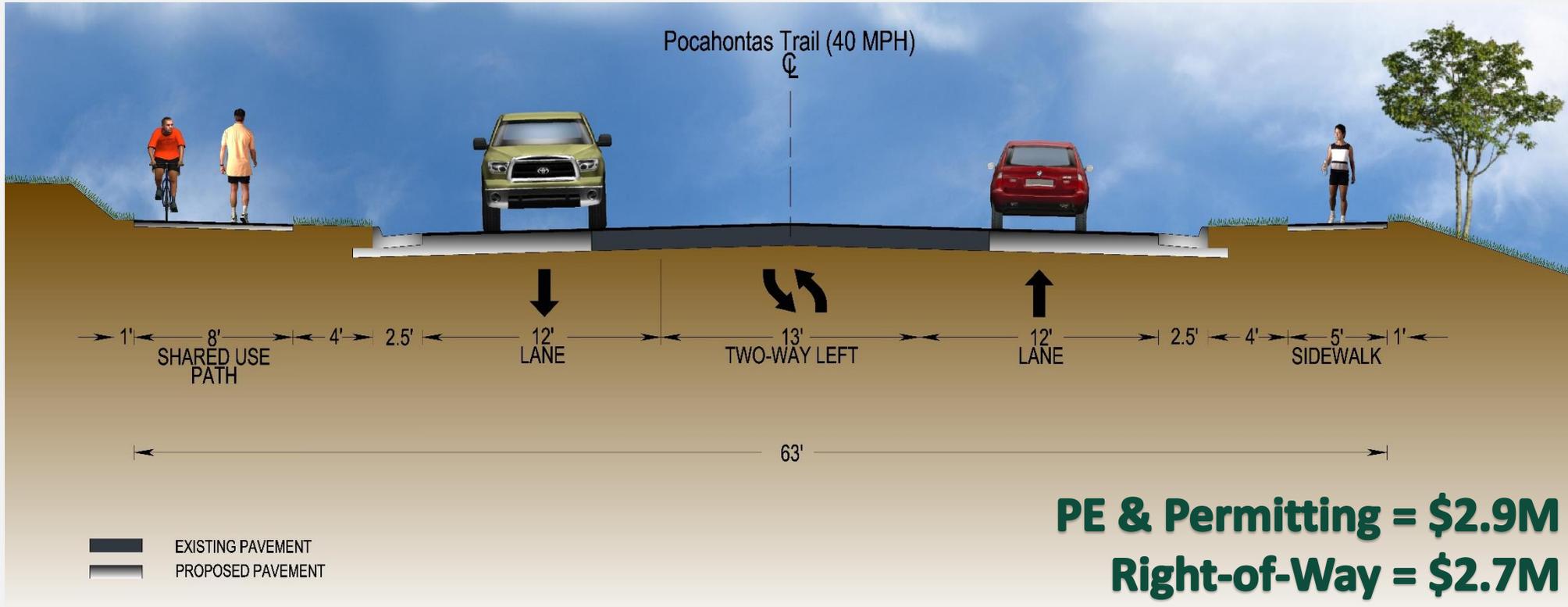


Preliminary Project Cost Estimates

The cost of a transportation project has 4 main elements:

1. **Engineering & Permitting** – Design of the project & all necessary approvals from VDOT and other agencies
2. **Right-of-Way** – Paid to individual property owners to acquire land needed to construct the project (includes utility easements and temporary easements needed for construction)
3. **Utility Relocations** – Paid to private utility owners to relocate their utilities to allow the project to be constructed
4. **Construction** – Building the proposed improvements (includes relocation of public utilities and oversight during construction)

Option 1: 3-Lane with Shared Use Path

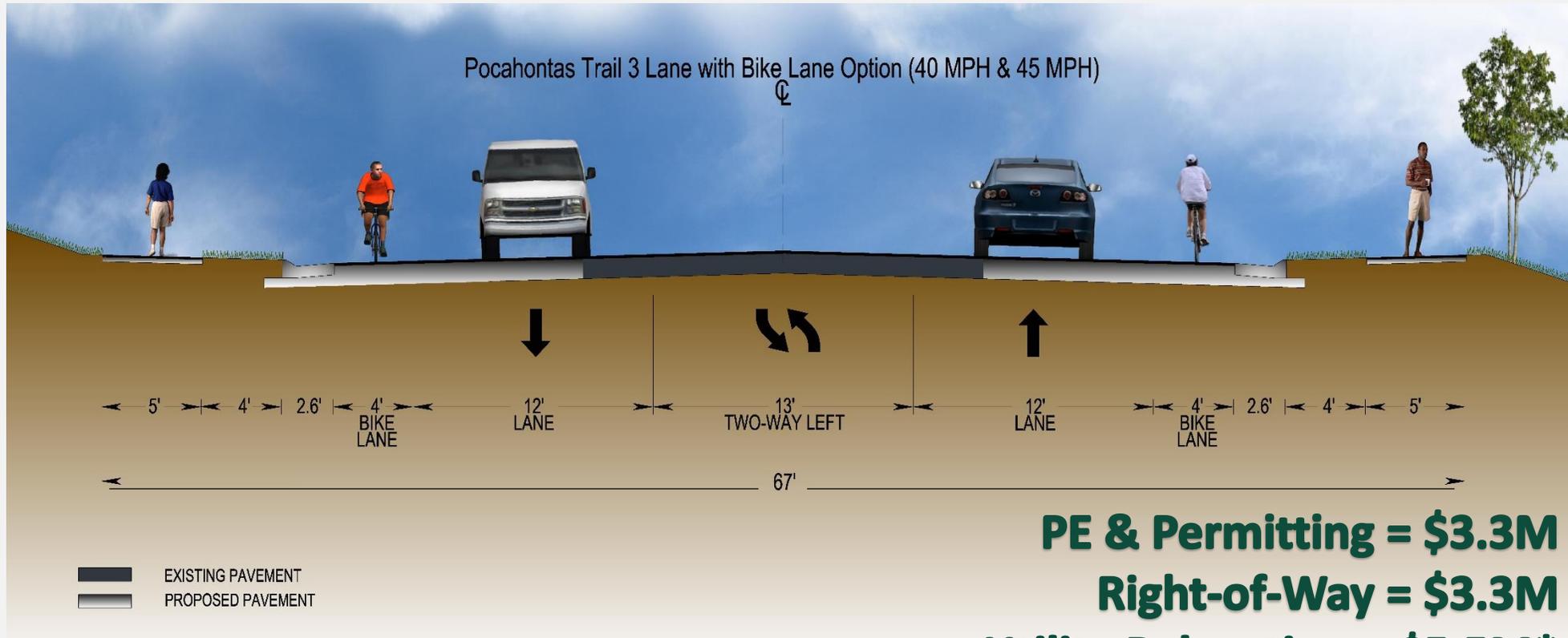


PE & Permitting = \$2.9M
Right-of-Way = \$2.7M
Utility Relocation = \$5.2M*
Construction & CEI = \$16.9M
Total Cost = \$28M*

Approx. Roadway Capacity: 18,000 to 20,000 vehicles per day
Current Traffic Count = 10,000 vehicles per day

***Cost includes overhead utility relocation.**
Undergrounding utilities would require additional funds (approx. \$5-6M).

Option 2: 3-Lane with Bike Lanes



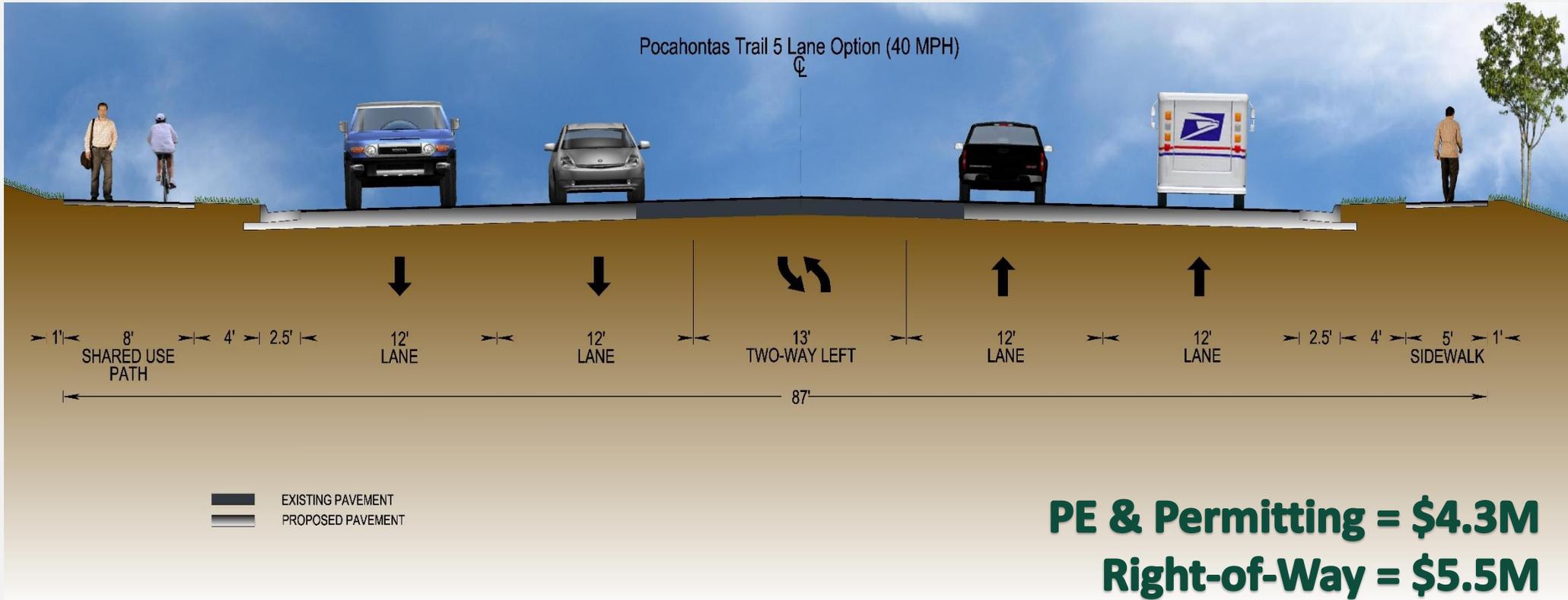
PE & Permitting = \$3.3M
Right-of-Way = \$3.3M
Utility Relocation = \$5.5M*
Construction & CEI = \$18.9M
Total Cost = \$31M*

Approx. Roadway Capacity: 18,000 to 20,000 vehicles per day
Current Traffic Count = 10,000 vehicles per day

***Cost includes overhead utility relocation.**
Undergrounding utilities would require additional funds (approx. \$5-6M).



Option 3: 5-Lane with Shared Use Path



PE & Permitting = \$4.3M

Right-of-Way = \$5.5M

Utility Relocation = \$6.0M*

Construction & CEI = \$25.1M

Total Cost = \$41.0M*

Approx. Roadway Capacity: 35,000 to 40,000 vehicles per day
Current Traffic Counts = 10,000 vehicles per day

***Cost includes overhead utility relocation.**

Undergrounding utilities would require additional funds (approx. \$5-6M).

PROJECT PHASING RECOMMENDATIONS



Typical Transportation Project Schedule

- Step 1: Secure Funding (Typically Annual or Bi-Annual Funding Cycles)
 - This step can take time and funding may not be available for several years
- Step 2: Engineering (Design): 12 to 18 Months
- Step 3: Acquire Right-of-Way: 12 to 18 Months
- Step 4: Relocate Utilities: 9 to 12 Months
- Step 5: Construct Improvements: 1-2 Years

Total Duration: 5 to 6 Years from Start of Design to Implementation

The above represents typical timeframes for large transportation projects. Smaller projects can be designed and constructed faster, especially if no right-of-way is needed and no utility relocations are required.

Funding Constraints

- Total Project Costs are high relative to available funding sources
- There is approximately \$3M in CMAQ funding on the project currently, with \$1.5M in RSTP funding pending action in May.
- James City County has funding proposed in the 5-year CIP for local share/match to VDOT funding programs

Recommend continuing to pursue funding for the entire project, but also consider phasing the improvements in smaller pieces which better match the funding sources. Target range of \$5-8M projects.

Proposed Project Phasing Approach

- Step 1: Identify any near-term projects to implement early
 - Ideally within existing right-of-way
 - Avoid future rework for the ultimate improvements

Potential Examples:

- Bus Pull-off & Shelter Near Grove Christian Outreach
- Bus Pull-off & Shelter Near Howard Drive
- Access Management Improvements at 7-11 / Wisteria Gardens Lane

Proposed Project Phasing Approach

- Step 2: Based on anticipated costs, suggest dividing corridor into smaller segments to better match potential funding sources
 - Identify safety & operational needs
 - Ensure logical start and end points
 - Ensure each segment can function independently
 - Consider stormwater management needs
 - Consider environmental impacts (cultural & natural resources)
 - Consider utility impacts and relocation strategies

Segments Evaluated

	Limits
A	Fire Station #2 to Howard Dr
B	Howard Dr to Jackson St
C	Jackson St to Magruder Ave
D	Magruder Ave to Ron Springs Dr
E1	Ron Springs Dr to 7-11
E2	7-11 to Plantation Rd

Total Cost as Phased Project: \$29M

A
0.43 mi
\$5.0M

B
0.44 mi
\$7.6M

D
0.30 mi
\$5.0M

E2
0.42 mi
\$6.1M

C
0.16 mi
\$2.4M

E1
0.21 mi
\$2.7M

For Planning Purposes:
Potential Eastern Extension
0.4-0.5 mi
\$6 – 8 M

Corridor Prioritization – Segment Evaluation

Segment	Pedestrian Needs	Roadway Widening Needs	Traffic Safety Needs	Roadside Needs (Drainage/Vegetation)	Transit Needs
A	Low	Low-Medium	Medium	Low	Low
B	Low-Medium	Medium-High	Medium	Medium	Medium
C	Low-Medium	Low	Medium	Medium	Medium
D	High	High	Medium-High	High	Medium
E1	Medium	Low-Medium	High	Low	Medium-High
E2	Medium	Low-Medium	Medium	Low	Medium-High

Low: Fewer needs, less severe issues; Medium: Some needs, severity increases; High: Many needs, issues are most severe

Preliminary Prioritization Recommendations

Near-Term Improvements (1-2 transit stops, access management)

1. Segments C & D (Jackson St to Ron Springs Dr): \$7.7M
2. Segment B (Howard Dr to Jackson St): \$7.6M
3. Segments E1+E2 (Ron Springs Dr to Plantation Rd): \$8.0M
4. Segment A (Western Limits to Howard Dr): \$5.0M

Addresses highest need segment first with projects in desired cost range (\$5-\$8M)

Public Workshop #3 – April 25, 2018



What We Heard

Public Workshop #3 Feedback Summary

- 45+ attendees
- Themes:
 - Improvements shown match the vision
 - “Do it right”
 - Minimize impacts
 - Desire for action



Who Were our Attendees?

- All attendees who signed in live along the project corridor
- Mapped the addresses to compare to the project segments

Segment	# of Attendees
A	3
B	6
C	4
D	12
E1	1
E2	11
East of Plantation Rd	7
Total	44



Segment Prioritization Feedback

- Requested community feedback on priority order for segments

Segment	Priority #1	Priority #2	Priority #3	Priority #4	Total
A	3	0	0	28	31
B	0	11	19	0	30
C+D	26	2	4	6	38
E1 + E2	5	22	10	3	40
Total	34	35	33	37	139

SUMMARY & NEXT STEPS



Potential Revised Prioritization Recommendations

Near-Term Improvements (1-2 transit stops, access management)

1. Segments C & D (Jackson St to Ron Springs Dr): \$7.7M
2. Segments E1+E2 (Ron Springs Dr to Plantation Rd): \$8.0M
3. Segment B (Howard Dr to Jackson St): \$7.6M
4. Segment A (Western Limits to Howard Dr): \$5.0M

Reverse the order of Segment B and Segment E1+E2 based on community feedback.



- Refine prioritization plan and recommendations
- Finalize summary report and recommendations for Planning Commission and Board of Supervisors
- Smart Scale 2018 Funding Application



- May 22, 2018, 4 PM: Board of Supervisors & Planning Commission Work Session
- June 6, 2018, 6 PM: Planning Commission
- July 10, 2018, 5 PM: Board of Supervisors

Thank
you!

