

FALL LINE TRAIL

Funded Segments & Potential Commitments
Monday August 9, 2021

Purpose of Presentation & Discussion:

In an effort to determine the total funding needed to complete the design and construction of the Fall Line Trail, VDOT has compiled all available information regarding funding commitments and requests CVTA TAC members review the information specifically for:

- **Segment termini**
- **Costs associated w/each segment**
- **Segments with funding commitments**

VDOT plans to present a final draft at the Sept. 2021 CVTA meetings.

Fall Line Trail Funding Status

August 2021

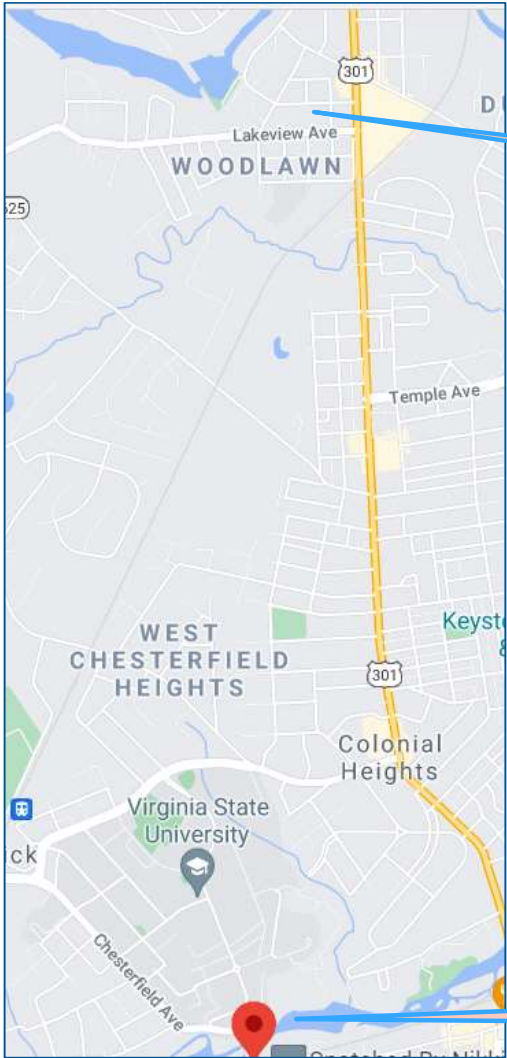
Assumptions	Impact to Estimate
Estimates provided in base-year current year dollars. Values will need to be adjusted for inflation.	Bids may be higher due to inflation from current year estimates to build year.
Not Yet Funded: Segments that do not yet have 100% committed funding; may include segments with pending funding applications.	If “pending” segments do not receive funding, total cost to complete may increase.
As of 8/9/2021, cost estimates are based on best available information.	Feedback from impacted localities may cause changes in Total Cost estimates.
All cost estimates are based on segments consistent with the Ashland to Petersburg Trail Study alignment.	If alignment of any segment is changed, there will be a corresponding change to the cost estimate.
All cost estimates are based on VDOT project administration	If project administration changes, cost estimates could change.
All cost estimates are assuming individual segments are delivered as design-bid-build projects.	If projects are bundled or delivered as design-build, cost estimates could change.

Fall Line Trail Summary



- 43-mile recreational trail spanning from Petersburg to Ashland
- Mile Marker #s start in the south and increase to the north
- Includes the following jurisdictions:
 - City of Petersburg
 - City of Colonial Heights
 - Chesterfield County
 - City of Richmond
 - Henrico County
 - Hanover County
 - Town of Ashland

Segment 1: MM 0.00 – 2.8



To: Swift Creek Lake

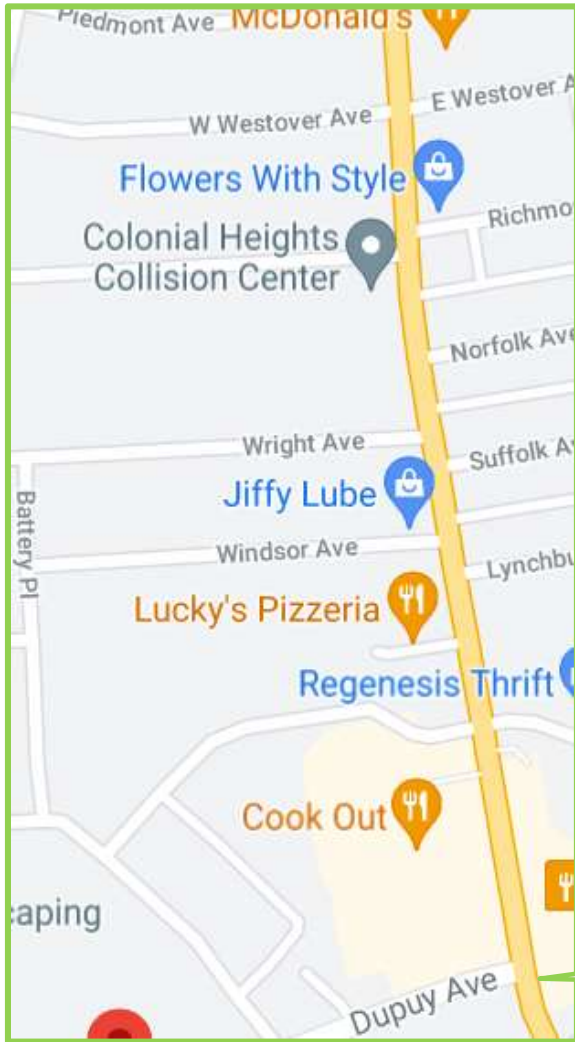
Segment 1	Total Cost	Length (miles)
Segment 1A - MM 0.0 to 0.9	\$7.1 – 7.4M	0.9
Segment 1B - MM 0.9 to 1.8	\$2.8 – 2.85M	1.71
Segment 1C - MM 1.8 to 2.8	\$5.8 – 6.1M	1.0
Segment 1 Total Cost	\$15.7 – 16.4M	2.8

Portions of Segment 1 are funded and/or have pending funding applications under review.

From: Appomattox River Trail Head



Segment 1: Funded Portions



Westover Avenue

Currently Funded	Total Cost	Length (miles)
Segment 1B1 - MM 0.85 to 1.33	\$1.1 – 1.2M	0.48

Pending FY23/24 TAP Application	Total Cost	Length (miles)
Segment 1B2 - MM 1.33 to 1.8	\$1.7M	0.47

Dupuy Avenue

Branders Bridge



Westover Avenue



Virginia Department of Transportation



*Estimates provided in base-year FY 2020 dollars. Values will need to be adjusted for inflation.

Segment 1: Not Yet Funded



To: Lakeview Avenue

From: Branders Bridge Avenue

Sub-Segment 1	Total Cost	Length (miles)
Segment 1B2 - MM 1.33 to 1.8	\$1.7M	0.47
Segment 1C - MM 1.8 to 2.8	\$5.8 – 6.1M	1.0



Branders Bridge

Pending
FY23/24
TAP
Application

Westover Avenue

Not Yet Funded: Segments that do not yet have committed funding; may include segments with pending funding applications.

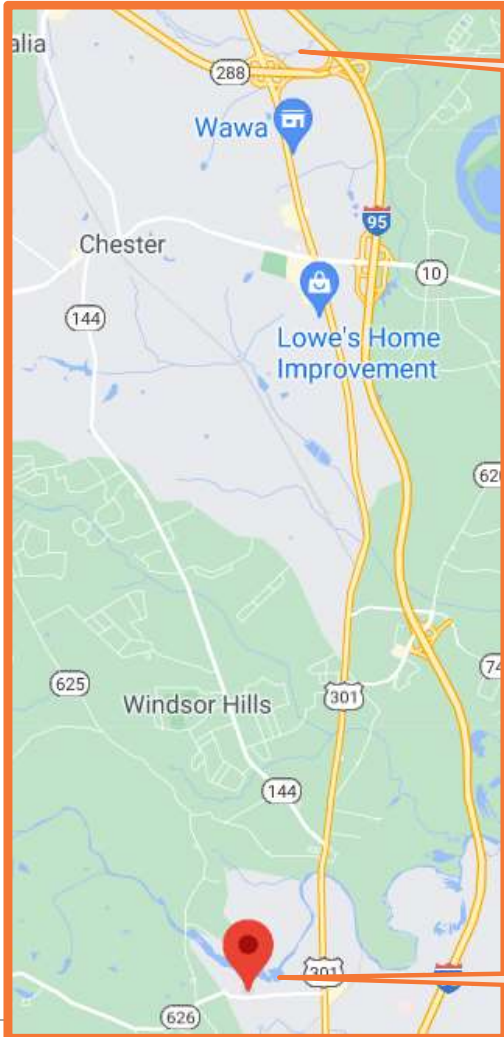


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Segment 2: MM 2.8 – 12.9



MM 12.9

MM 2.8

No portions of Segment 2 are currently funded.

Segment 2	Total Cost	Length (miles)
Segment 2A - MM 2.8 to 4.0	\$6.9 – 7.2M	1.2
Segment 2B - MM 4.0 to 9.4	\$8.6 – 8.9M	5.4
Segment 2C - MM 9.4 to 10.7	\$6 – 6.3M	1.3
Segment 2D - MM 10.7 to 12.9	\$10.1 – 10.4M	2.2
Segment 2 Total Cost	\$31.6 – 32.8M	10.1

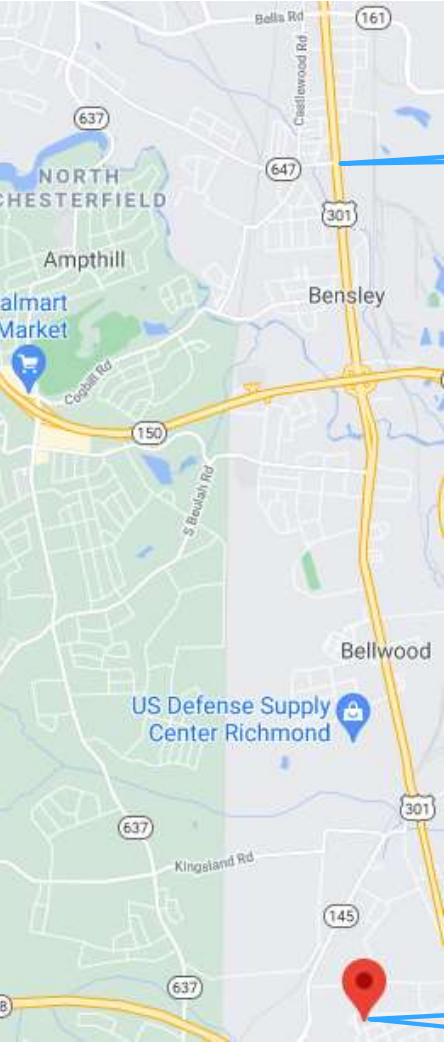


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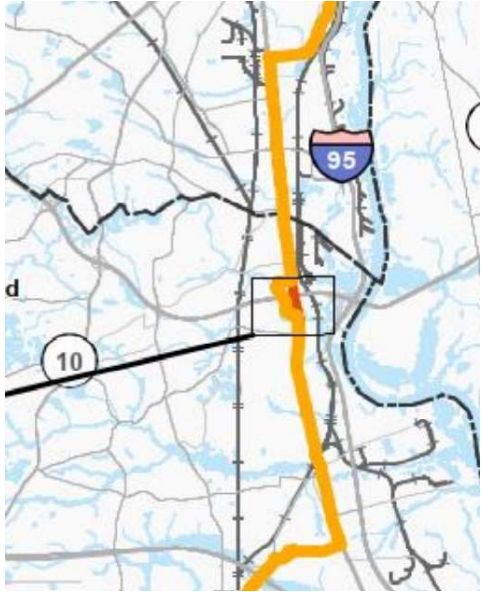
Segment 3: MM 12.9 – 18.6



MM 18.6

MM 12.9

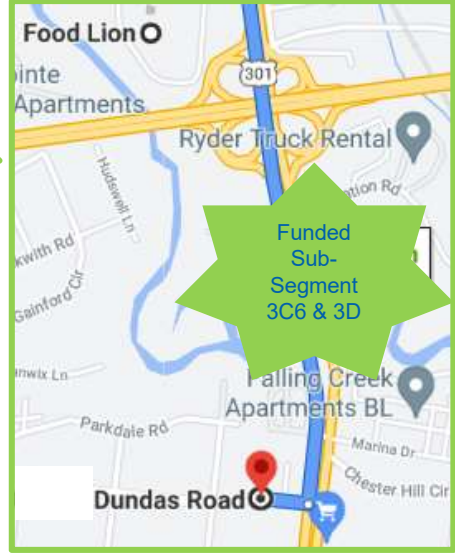
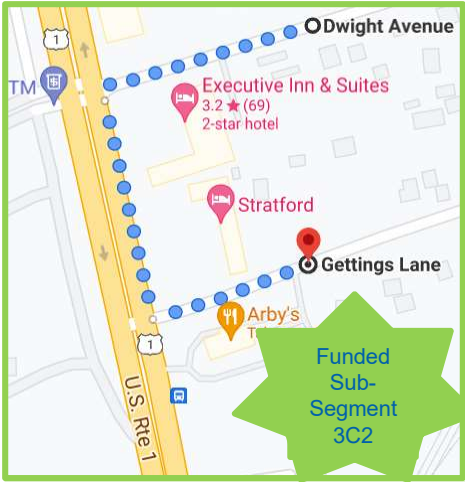
Segment 3	Total Cost	Length (miles)
Segment 3A - MM 12.9 to 13.6	\$4.3 – 4.3M	0.7
Segment 3B - MM 13.6 to 14.9	\$12.3 – 12.6M	1.3
Segment 3C - MM 14.9 to 16.8	\$17.7 – 18.2M	1.9
Segment 3D - MM 16.8 to 17.7	\$8.1 – 8.4M	0.9
Segment 3E - MM 17.7 to 18.6	\$11.9 – 16.3M	0.9
Segment 3 Total Cost	\$54.3 – 59.8M	5.7



Some portions of Segment 3 are funded and/or have pending funding applications under review.

Segment 3: Funded

Funded	Total Cost	Length (miles)
Segment 3C2 - MM 14.99 to 15.08	\$1.3 – 1.4M	0.09
Segment 3C4 - MM 15.73 to 16.55	\$5 – 5.1M	0.82
Segment 3C6 - MM 16.66 to 16.8	\$4 – 4.2M	0.14
Segment 3D - MM 16.8 to 17.7	\$8.1 – 8.4M	0.9
Segment 3E1 - MM 17.7 to 18.2	\$6.3 – 6.4M	0.5



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*Final cost estimate is still under review; specifically the RW phase.

Segment 3: Not Yet Funded



Not Yet Funded	Total Cost	Length (miles)
Segment 3A - MM 12.9 to 13.6	\$4.3 – 4.4M	0.7
Segment 3B - MM 13.6 to 14.9	\$12.3 – 12.6M	1.3
Segment 3C1 - MM 14.9 to 14.99	\$1.7M	0.09
Segment 3C3 - MM 15.08 to 15.73	\$4.4 – 4.5M	0.65
Segment 3C5 - MM 16.55 to 16.66	\$1.3M	0.11
Segment 3E2 - MM 18.2 to 18.6	\$5.6M	0.4



*Final cost estimate is still under review; specifically the RW phase.

Segment 4: MM 18.6 – 25.0

MM 24.3
Potterfield Bridge

Segment 4	Total Cost	Length (miles)
Segment 4A - MM 18.6 to 20.7	\$10.4 – 10.7M	2.1
Segment 4B - MM 20.7 to 21.8	\$3.8 – 3.9M	1.1
Segment 4C - MM 21.8 to 23.9	\$14.8 – 15.3M	2.1
Segment 4D - MM 23.9 to 24.3	\$7.4 – 7.7M	0.4
Segment 4E* - MM 24.3 to 25.0	\$0	0.7
Segment 4 Total Cost	\$36.4 – 37.6M	6.4

*Segment 4E is complete.



Walmsley Blvd

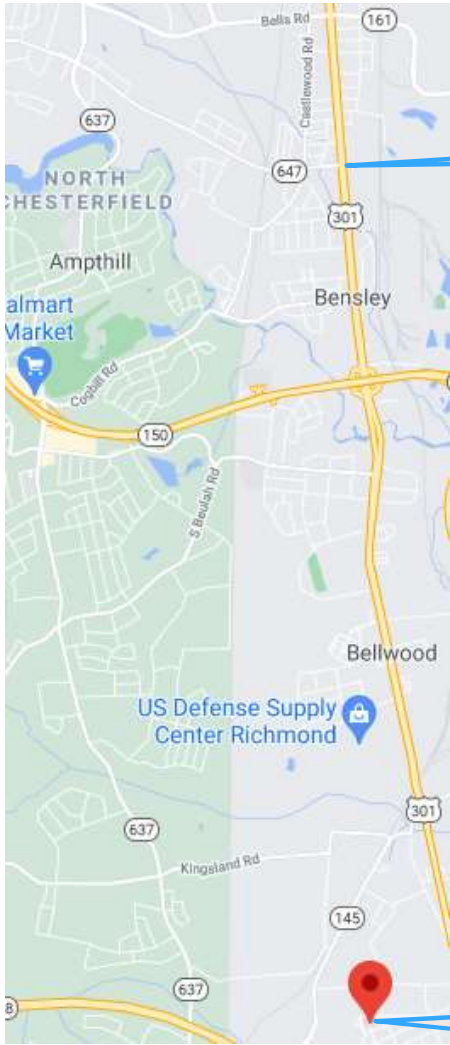


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Segment 4: Complete Segment

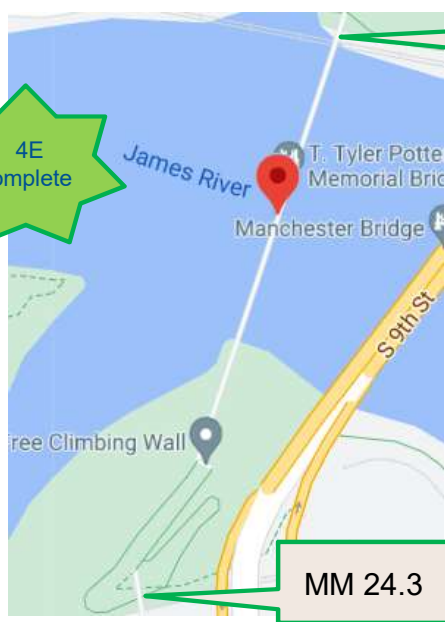


MM 18.6

MM 12.9

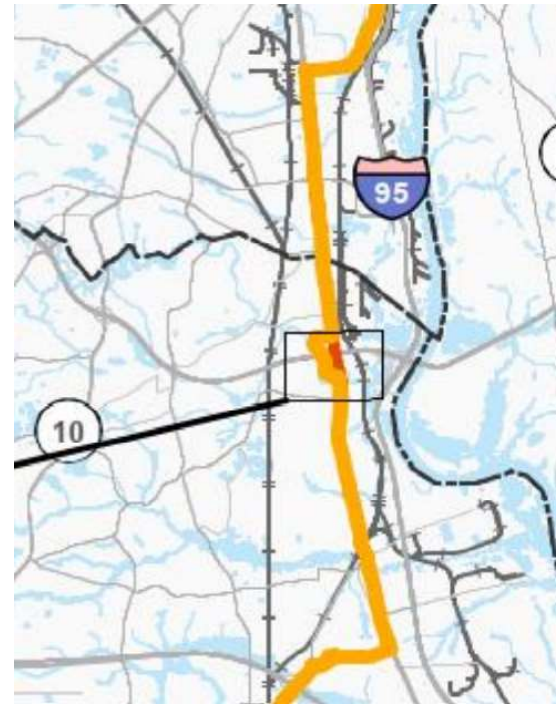
Segment 4	Total Cost	Length (miles)
Segment 4E - MM 24.3 to 25.0	\$0	0.7

4E Complete

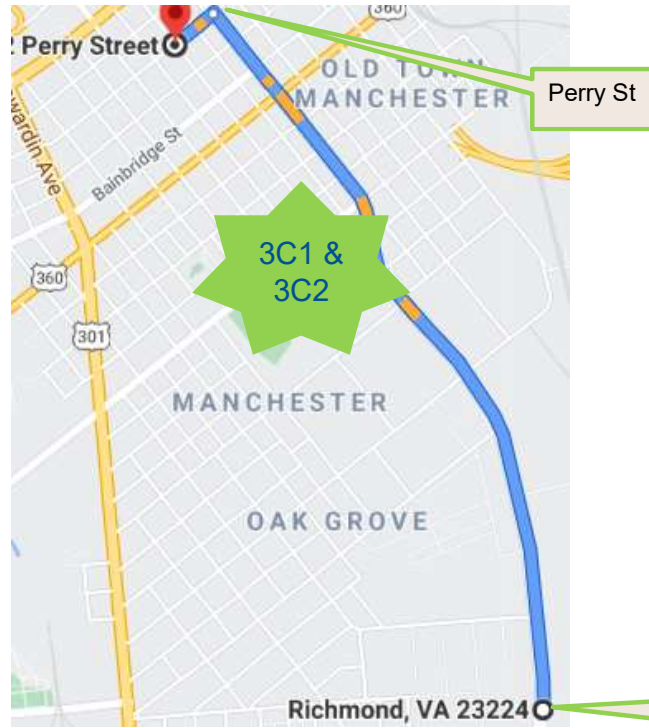
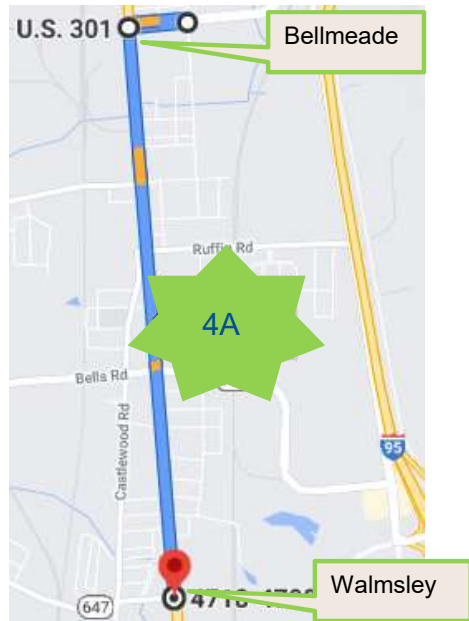


MM 25

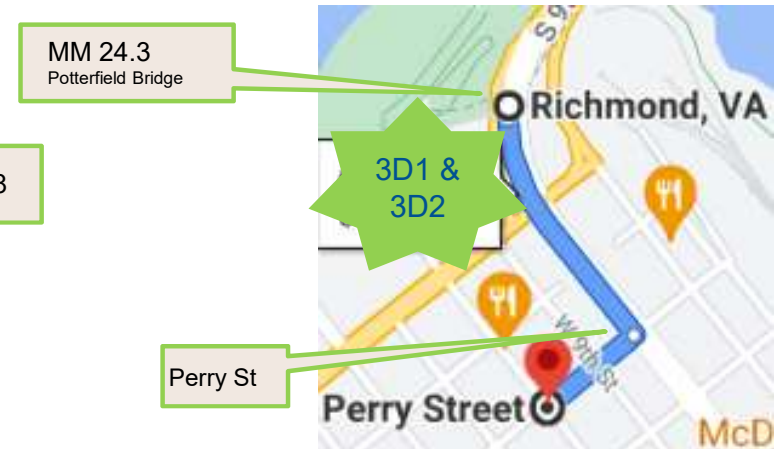
MM 24.3



Segment 4: Funded



Segment 4	Total Cost	Length (miles)
Segment 4A - MM 18.6 to 20.7	\$10.4 – 10.7M	2.1
Segment 4C1 - MM 21.8 to 23.57	\$11.1 – 11.4M	1.77
Segment 4C2 - MM 23.57 to 23.9	\$3.7 – 3.9M	0.33
Segment 4D1 - MM 23.9 to 24.0	\$1.3M	0.1
Segment 4D2 - MM 24.0 to 24.3	\$6.1 – 6.4M	0.3



Segment 4: Not Yet Funded

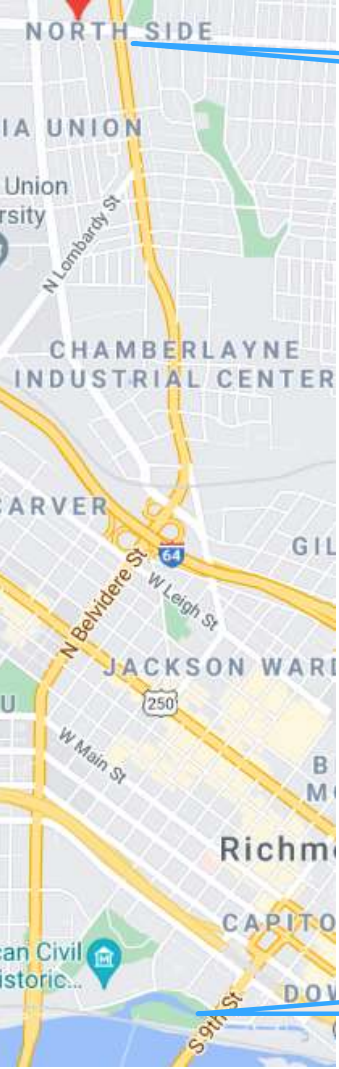
MM 24.3
Potterfield Bridge

Walmsley
Blvd

All sub-
segments of
Segment 4 are
funded.



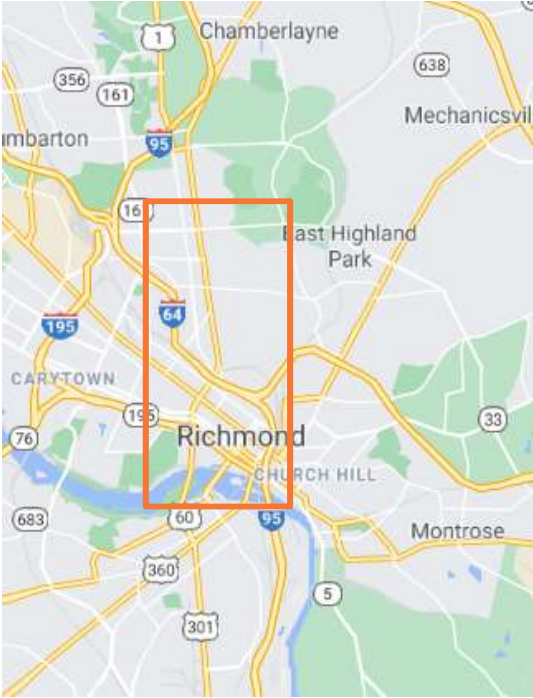
Segment 5: MM 25.0 – 28.5



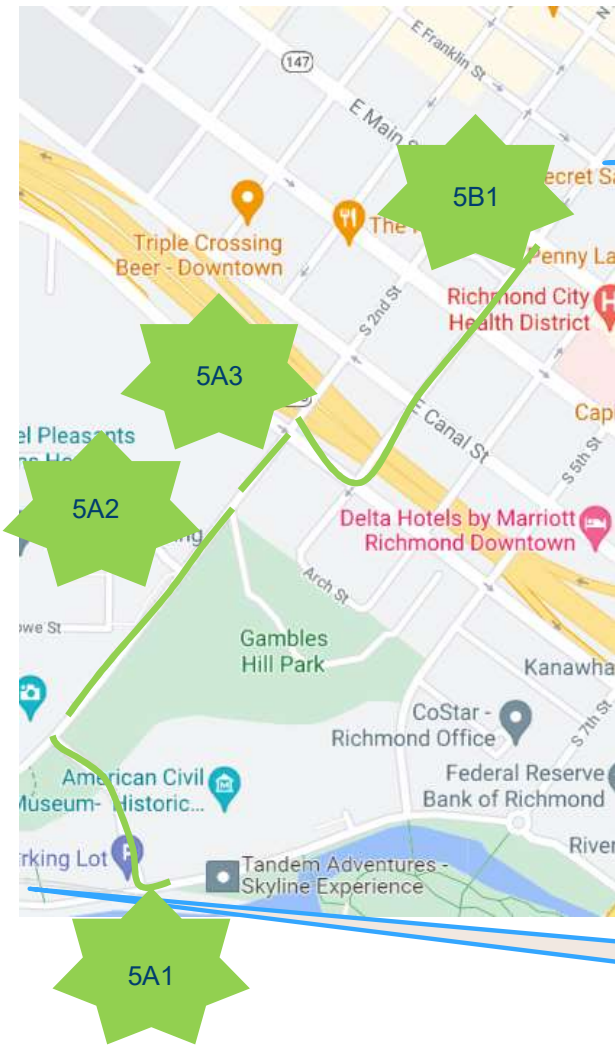
MM 28.5

Segment 5	Total Cost	Length (miles)
Segment 5A - MM 25.0 to 25.6	\$6.9 – 7M	0.6
Segment 5B - MM 25.6 to 26.6	\$29.1 – 30.4M	1.0
Segment 5C - MM 26.6 to 27.6	\$15 – 15.7M	1.0
Segment 5D - MM 27.6 to 28.5	\$5.1 – 5.3M	0.9
Segment 5 Total Cost	\$56.1 – 58.4M	3.5

MM 25
Potterfield Bridge



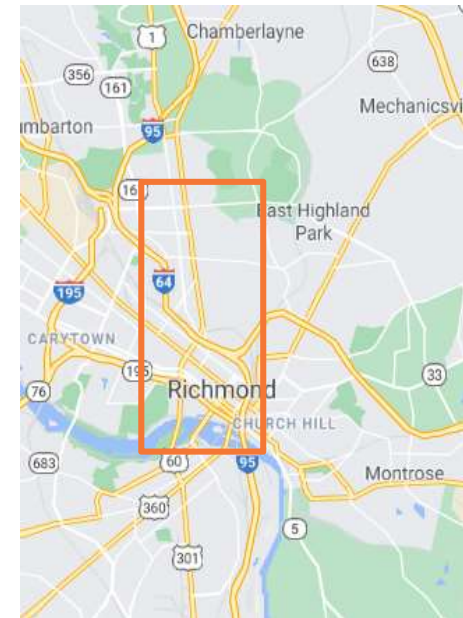
Segment 5: Funded



MM 26

Segment 5	Total Cost	Length (miles)
Segment 5A1 - MM 25.0 to 25.3	\$3.1M	0.3
Segment 5A2 - MM 25.3 to 25.58	\$2.7M	0.28
Segment 5A3 - MM 25.58 to 25.6	\$1.1M	0.02
Segment 5B1 - MM 25.6 to 25.95	\$3.6 – 3.7M	0.35

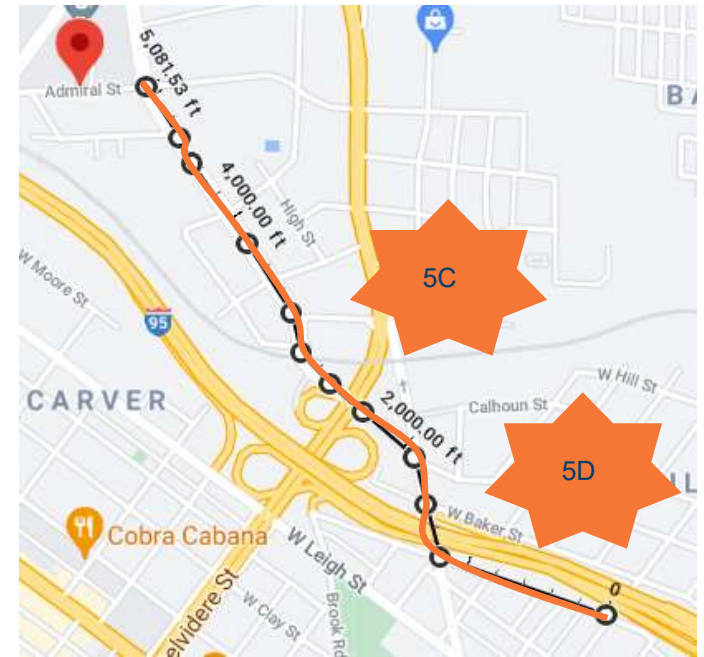
MM 25
Potterfield Bridge



Segment 5: Not Yet Funded

MM 28.5

Segment 5	Total Cost	Length (miles)
Segment 5B2 - MM 25.95 to 26.6	\$5.4 – 5.7M	0.65
Segment 5C - MM 26.6 to 27.6	\$15 – 15.7M	1.0
Segment 5D - MM 27.6 to 28.5	\$5.1 – 5.3M	0.9



MM 25
Potterfield Bridge



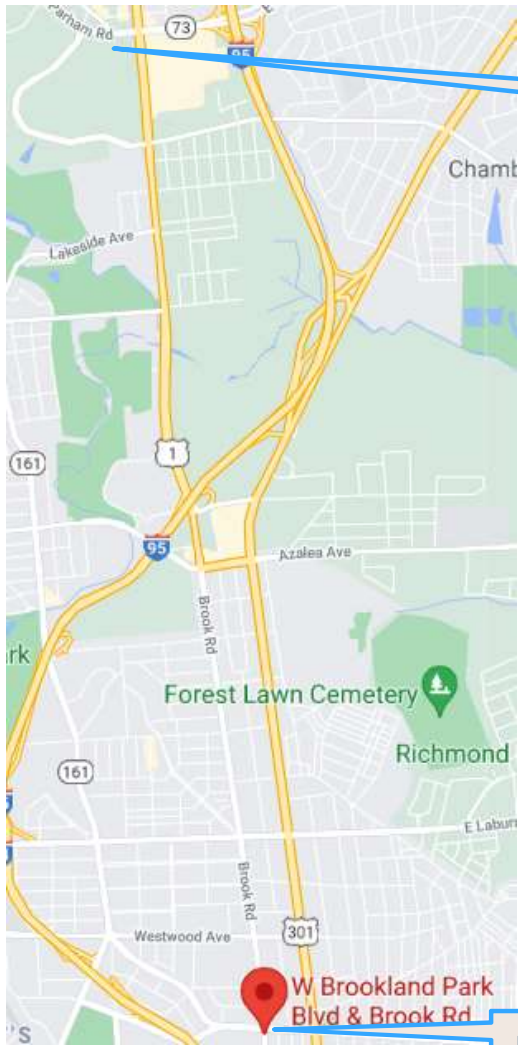
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Segment 6: MM 28.5 – 35.2

MM 35.2



MM 28.5

Segment 6	Total Cost	Length (miles)
Segment 6A - MM 28.5 to 30.5	\$10.1 – 10.4M	0.6
Segment 6B - MM 30.5 to 31.2	\$2.3 – 2.4M	1.0
Segment 6C - MM 31.2 to 31.4	\$2.5 – 2.6M	1.0
Segment 6D - MM 31.4 to 33.2	\$10.8 – 11.2M	0.9
Segment 6E - MM 33.2 to 33.8	\$3.5 – 3.7M	0.6
Segment 6F - MM 33.8 to 34.3	\$1.7 – 1.8M	0.5
Segment 6G -MM 34.3 to 35.2	\$3.1 – 3.2M	0.9
Segment 6 Total Cost	\$33,722,357	5.5



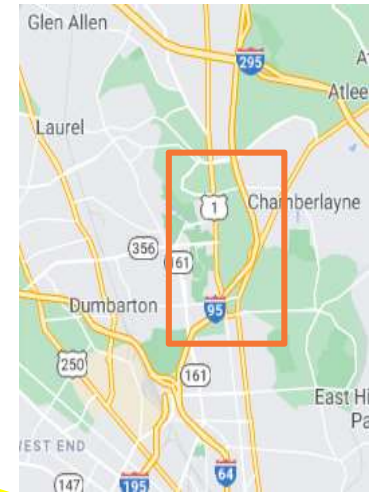
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Segment 6: Funded

Segment 6	Total Cost	Length (miles)
Segment 6C - MM 31.2 to 31.4	\$2.5 – 2.6M	1.0
Segment 6D - MM 31.4 to 33.2	\$10.8 – 11.2M	0.9
Segment 6E - MM 33.2 to 33.8*	\$3.5 – 3.7M	0.6
Segment 6F - MM 33.8 to 34.3*	\$1.7 – 1.8M	0.5



MM 34.3



MM 33.2

Pending HIP funds transfer (via TPO)

Pending FY23/24 TAP application

*Segment is partially funded.

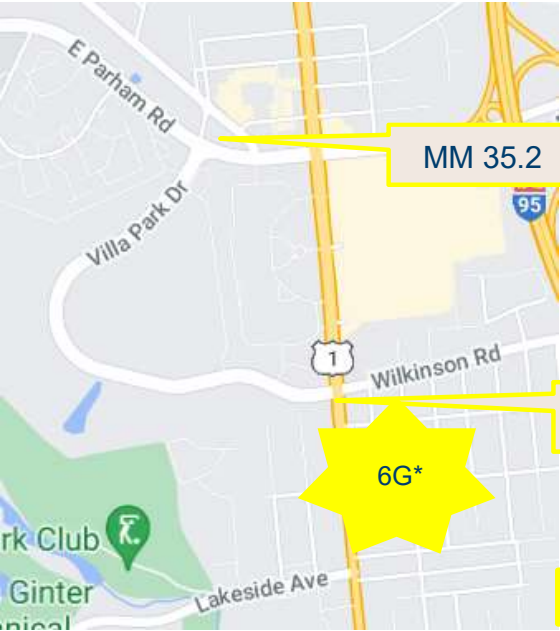
MM 31.4



MM 33.2

Westminster Canterbury
Richmond Retirement...

Segment 6: Funded, continued...



MM 35.2

MM 34.3

6G*

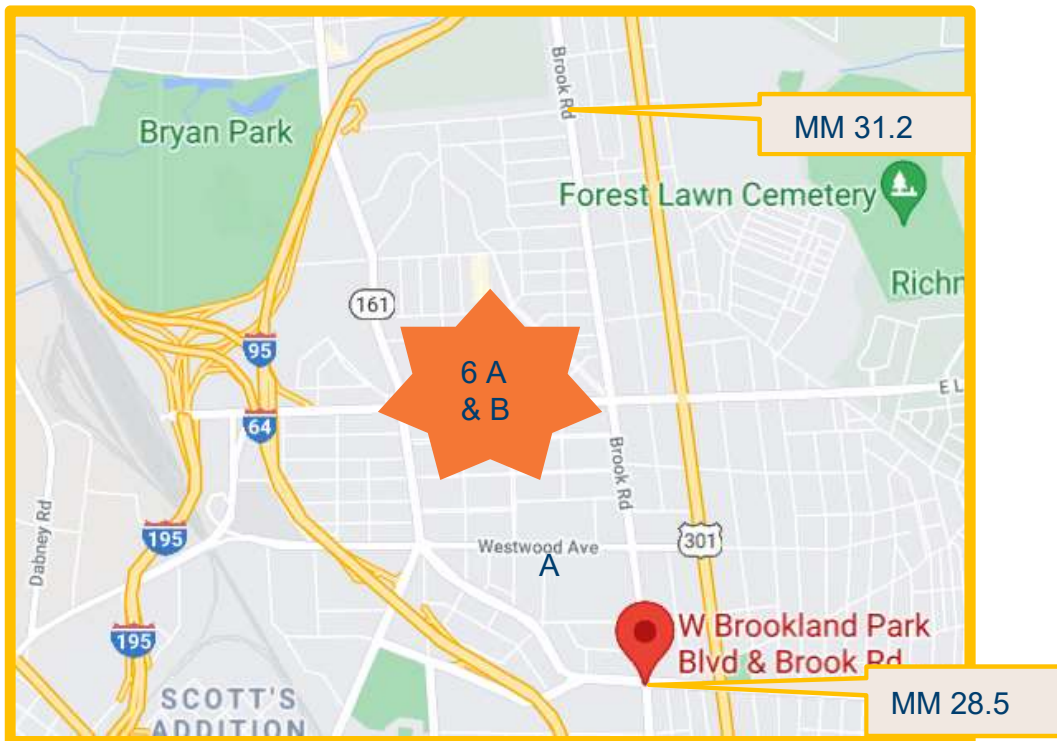
PE phase funded via local funds.

*Segment is partially funded.

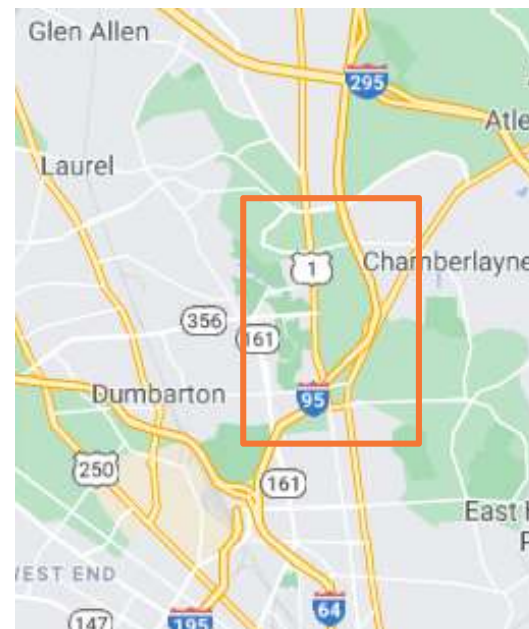
Segment 6	Total Cost	Length (miles)
Segment 6G -MM 34.3 to 35.2*	\$3.1 – 3.2M	0.9



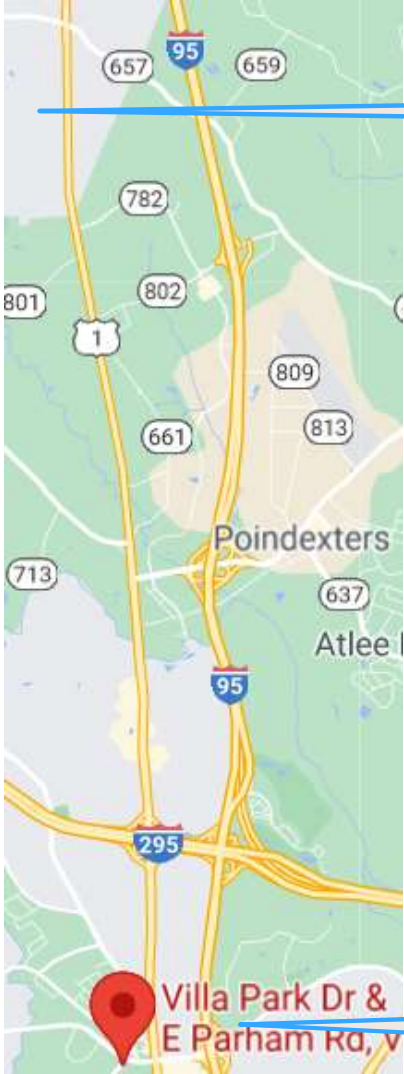
Segment 6: Not Yet Funded



Segment 6	Total Cost	Length (miles)
Segment 6A - MM 28.5 to 30.5	\$10.1 – 10.4M	0.6
Segment 6B - MM 30.5 to 31.2	\$2.3 – 2.4M	1.0

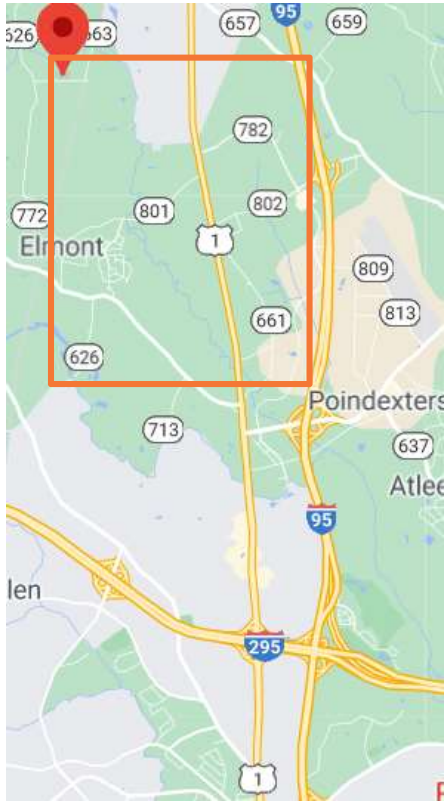


Segment 7: MM 35.2 – 43.3



~MM 43.3

Segment 7	Total Cost	Length (miles)
Segment 7A - MM 35.2 to 37.2	\$5.2 – 5.3M	2.0
Segment 7B - MM 37.2 to 37.4	\$2M	0.2
Segment 7C - MM 37.4 to 43.3	\$14.3 – 14.9	5.9
Segment 7 Total Cost	\$21.5 – 22.2M	8.1



MM 35.2



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Segment 7: Funded



~MM 43.3

MM 35.2

Segment 7	Total Cost	Length (miles)
Segment 7A - MM 35.2 to 37.2	\$5.2 – 5.3M	2.0
Segment 7B - MM 37.2 to 37.4	\$2M	0.2
Segment 7C - MM 37.4 to 43.3	\$14.3 – 14.9	5.9

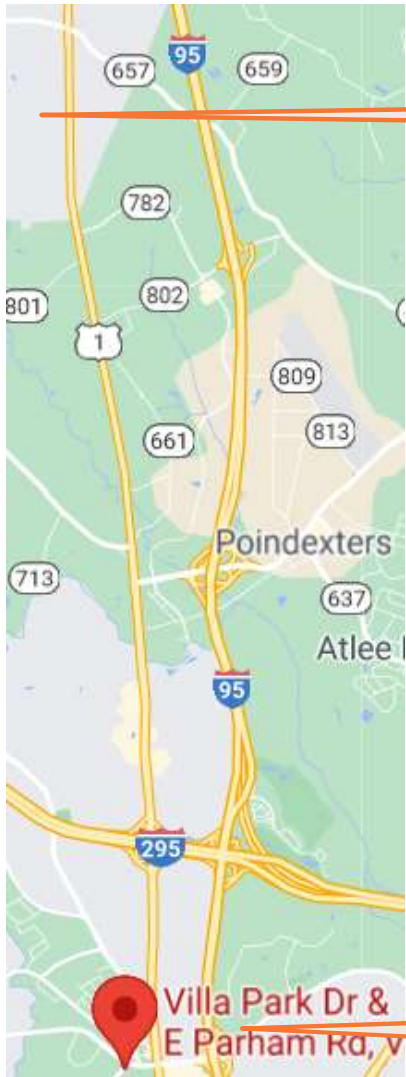
The majority of Segment 7 is partially funded.

- Seg. 7C2 (Chick. River X) is fully funded via SMART SCALE Round 4
- Seg. 7C3 (next slide) currently has no funding



MM 38.48-39.12
Chickahominy River X

Segment 7: Not Yet Funded



~MM 43.3

MM 35.2

Segment 7	Total Cost	Length (miles)
Segment 7C3 - MM 39.12 to 42.53	\$5.5 – 5.8M	3.41



Blue line does NOT indicate trail alignment

Next Steps

VDOT requests CVTA TAC members review the information specifically for:

- **Segment termini**
- **Costs associated w/each segment**
- **Segments with funding commitments**

Please review and provide all comments to Mark Riblett (mark.riblett@vdot.Virginia.gov) by **Monday August 23, 2021**



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