

CHAPTER 7

TRANSPORTATION NETWORK

OVERVIEW

Historically, development activities have originated along transportation routes. Early settlements in the county were along the rivers which were used to transport freight, mail, and passengers. As settlements moved into the interior of Charles City County, paths were created leading to the river. Between 1918 and 1932, a system of local roads was developed. Ferries and bridges gained importance as people started to use vehicular instead of water related transportation.

In Charles City County, one of the most evident types of transportation facility is the highway. The county also relies on other types of transportation via water, rail, air, bicycle, pedestrian and public transportation. This section explores the different types of transportation facilities and services available to Charles City County, as well as providing a description of how transportation planning is put into motion.

THE TRANSPORTATION PLANNING PROCESS IN VIRGINIA

Transportation planning is a multi-tiered program that occurs simultaneously at the federal, state and local levels. The federal government has granted transportation planning authority to states which in turn pass authority to the regional level. At each level, a primary transportation planning authority is established to oversee transportation planning activities. The following briefly discusses the three levels of transportation planning.

TRANSPORTATION PLANNING AUTHORITIES

Federal: Across the nation and in Virginia, a transportation planning network is established by the federal government to provide order to the transportation planning process. There are numerous federal organizations that manage transportation planning activities. Some of the more commonly referred to federal agencies include the Federal Highway Administration; Federal Aviation Administration; Federal Transportation Administration; Maritime Commission; Coast Guard; Federal Railroad Administration; National Highway Traffic Administration; and, the Bureau of Transportation Statistics.

State: The Commonwealth Transportation Board in Virginia has seventeen members. There are fourteen citizen members who are appointed by the Governor to serve a staggered four-year term. Other Board members include the Secretary of Transportation, the Commonwealth Transportation Commissioner, and the Director of the Department of Rail and Public Transportation. The primary purpose of the Commonwealth Transportation Board is to allocate transportation monies to the various transportation authorities in the state, decide route locations, and select highway improvements for funding. The Commonwealth Transportation Board has the lead responsibility for the selection and programming of federally funded Interstate Maintenance, Bridge, National Highway System, Statewide Surface Transportation Program (STP), and Safety, Enhancement and Federal Transit Authority (FTA) Section 5310 projects. With the exception of the secondary system in Arlington County and Henrico County, who maintain their own secondary roads, the Virginia Department of Transportation is responsible for maintaining and constructing the state's interstate, primary and secondary systems.

Virginia maintains four transportation planning agencies that correspond with federal transportation planning agencies. Virginia's transportation planning agencies include the Virginia Department of Transportation (VDOT), Virginia Department of Aviation, Virginia Department of Rail and Public Transportation, and the Virginia Port Authority.

Regional: The federal government established a nationwide mechanism for transportation planning to occur at a regional level. Across America, Metropolitan Planning Organizations (MPOs) are established by the authority of the Federal Highway Administration. MPOs are charged under Section 134 of the Federal-Aid Highway Act of 1973, as amended, for maintaining and conducting a "continuing, cooperative, and comprehensive" (i.e., "3-C") transportation planning process. The planning process

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should develop transportation plans and programs that are consistent with land uses and development trends. In order to organize MPOs nationwide, the Federal Highway Administration has grouped them into ten MPO regions. Virginia is part of the Federal Highway Administration's Region III along with the states of Delaware, Maryland, Pennsylvania and West Virginia and the District of Columbia.

In Virginia, as in other states, regional bodies are designated as MPOs as a means of coordinating federally funded transportation planning efforts on a regional basis. In addition, MPOs are responsible for maximizing intergovernmental/interagency coordination and for developing a transportation planning and programming process which will assure that all transportation projects, plans and programs that receive federal funding or require federal approval are reviewed on the basis of consistent and constant evaluation criteria, including consideration of federal planning factors. There are fifteen MPOs in Virginia, including the Richmond Area MPO.

The Richmond Area MPO serves as the forum for cooperative transportation decision making in the Richmond area. The Richmond Regional Planning District Commission (RRPDC) provides the office, staff, and administrative and technical support for the MPO process. The Virginia Department of Transportation (VDOT), the Greater Richmond Transit Company (GRTC), area local governments and other state and regional agencies and organizations also provide technical services in support of the MPO study process.

The Richmond Area MPO has the lead responsibility for selecting and programming Regional Surface Transportation Program (RSTP), Congestion Management & Air Quality (CMAQ), and Federal Transit Authority (FTA) Section 5307 projects.

Voting membership on the MPO includes the nine local governments of the Richmond Regional Planning District Commission (total of twenty-three votes) and five transportation/planning departments (total of five votes). The Richmond Area MPO's voting and non-voting member organizations are as follows:

Voting

Town of Ashland
Charles City County
Chesterfield County
Goochland County
Hanover County
Henrico County
New Kent County
Powhatan County
City of Richmond
Greater Richmond Transit Company
Richmond Metropolitan Authority
Richmond Regional Planning District Commission
Virginia Department of Transportation
Capital Region Airport Commission

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Non-Voting

Citizens Transportation Advisory Committee Chairman
Elderly and Disabled Advisory Committee
Federal Highway Administration
Federal Transit Administration
MPO Chairman's Citizen Appointees
Ridefinders, Inc.
Virginia Department of Aviation
Virginia Department of Rail and Public Transportation

TRANSPORTATION PLANNING DOCUMENTS

Just as transportation planning bodies are established to complement each other, transportation planning documents are also developed to carry each level of transportation service forward. Charles City County's projects, as well as other local government projects within the region, are incorporated into one of the following plans:

Commonwealth Transportation Board Six Year Improvement Program

This program is the Commonwealth Transportation Board's plan for the allocation of funds anticipated to be available for ports, airports, public transit, and highway construction in the first fiscal year of a six year cycle. The plan is also used by the Transportation Board to distribute funds anticipated for the following consecutive five fiscal years. In making its decisions on which projects to fund, the Board will often consider completing the financing of projects that are underway, upgrading the most pressing needs on the Primary System, responding to the transportation needs of counties, cities and towns, support public transit, and providing funds from the Commonwealth Transportation Trust Fund to upgrade ports and airports.

Metropolitan Planning Organization Long Range Transportation Plan (25 year plan)

The purpose of the MPO's Long Range Transportation Plan (LRTP) is to serve as the initial step and framework in developing a regionally based network of transportation facilities and services that meets these travel needs in the most efficient and effective manner possible. The LRTP serves as the major document from which other transportation plans and programs will be drawn, and covers a period of twenty-five years. The LRTP seeks to identify transportation facilities and services that will be needed to maintain safe and efficient mobility and access in the future. Development of the plan is initiated through area local government's comprehensive plans, which provide the basis for projecting future growth and development.

Traditionally, the Long Range Transportation Plan includes goals to improve mobility, and it also considers more efficient fuel consumption, improved air quality and intermodal transportation opportunities. Intermodal transportation is defined as transportation which

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links trips between different types of transportation modes, such as a highway and an airport, to facilitate the movement of goods and people.

The Americans with Disabilities Act (ADA) was developed on July 6, 1990 to assure equality for individuals with disabilities in a wide-range of settings. Though commonly known for challenging discrimination in the workplace, ADA compliance extends to transportation-related services as well. These transit requirements include providing paratransit service that is comparable to public transit services and providing accessible rail systems & service. Private entities that provide transportation for the public are also required to be accessible.

The 2031 Long Range Transportation Plan was adopted by the MPO in August 2008.

FEDERAL LAW

There have been several major additions to federal law since the 1990's that refocused transportation planning in the region – the adoption of Clean Air Act Amendments and the Intermodal Surface Transportation Efficiency Act (ISTEA).

The Clean Air Act Amendments

In 1990, the Clean Air Act Amendments set standards for pollutants which states localities must either meet or actively work to meet - or possibly face sanctions. The Richmond region, including the western portion of Charles City County, has been designated by the U.S. Environmental Protection Agency as being in non-attainment of the National Ambient Air Quality Standards for at least one of certain pollutants: ozone, carbon monoxide, or suspended particulate matter. More than one-fifth of the nation's population lives in non-attainment areas. The Richmond Area MPO has aggressively worked to reduce the amount of pollution generated within the region and has recently been recommended by the EPA to be reclassified to an attainment area.

On December 18, 1991, the nation's transportation planning process acknowledged a major change with the adoption of the Intermodal Surface Transportation Efficiency Act (ISTEA). The passage of ISTEA attempts for the first time to produce a wholly integrated intermodal transportation network nationwide that improves air quality and is energy efficient. In addition, the ISTEA seeks to improve public transportation by providing new opportunities that allow shifting of federal-aid highway funds to mass transit programs. Improved national, regional and local access will depend largely upon the integration of all transportation systems and services to and from an interconnected network of national scope and importance.

Included in ISTEA is the establishment of an Enhancement Program which allows VDOT to make broad apportionments of federal dollars for projects that take unique and creative actions to integrate transportation into our communities and the natural environment. This program provides a means of financing activities that go beyond the normal elements of a transportation improvement project. Transportation enhancement activities

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are funded under the Surface Transportation Program (STP) of ISTEA. Ten percent of each state's STP funds are set aside for enhancements. Eligible transportation enhancement activities must fall into one or more of the following categories as defined by federal legislation:

- Provision of facilities for bicycles and pedestrians
- Acquisition of scenic easements and scenic or historic sites
- Scenic or historic programs
- Landscaping and other scenic beautification
- Historic preservation
- Rehabilitation and operation of historic transportation buildings, structures, or facilities including historic railroad facilities and canals
- Preservation of abandoned railway corridors including the conversion and use thereof for pedestrian and bicycle trails
- Control and removal of outdoor advertising
- Archaeological planning and research
- Mitigation of pollution due to highway run-off

For the ISTEA program, the Commonwealth Transportation Board allocates funds to specific projects on a statewide, competitive basis. Project proposals are examined by a VDOT Transportation Enhancement Selection Panel. Based upon the recommendations of the selection panel and a review by the Commonwealth Transportation Board's Environmental Committee, projects are selected for implementation.

Also included in ISTEA is the establishment of a Safety Improvement Program funded under the Surface Transportation Program (STP). Ten percent of each state's STP funds must be used for safety improvements. ISTEA further directs that from this set-aside each state must, as a minimum, continue funding hazard elimination, rail-highway protective devices, and rail-highway grade separation improvements at the levels existing prior to the passage of ISTEA legislation. The improvements identified in the program were selected from a statewide priority list for hazard elimination improvements and rail-highway grade crossings to provide for the safety and convenience of the traveling public.

The Transportation Equity Act for the 21st Century (TEA-21)

In 1998, Congress adopted the Transportation Equity Act for the 21st Century (TEA-21) in an effort to create a more coordinated and effective transportation system. Though similar in structure to ISTEA, TEA-21 streamlined the required number of management systems and planning factors. At the same time, it initiated a stronger linkage between air quality programs, growth management, and transportation systems. Changes occurred that continued the flexible funding allowance, modified the states' funding formulas to ensure minimum allocations per dollar provided, and increased transit and other alternative funding provisions to better achieve the desired balanced transportation system.

Funding from TEA-21 goes from the federal government to the Commonwealth of Virginia, which then disperses money accordingly to areas within the Commonwealth.

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Beyond this, TEA-21 mandates intergovernmental and interagency coordination amongst USDOT, VDOT, VDRPT, other regional transportation agencies, local governments, and citizens.

Under the TEA-21 guidelines, the Richmond Area MPO must develop a transportation planning and programming process that ensures all transportation plans, projects, and programs requiring federal approval or using federal funds are reviewed on the basis of consistent and constant evaluation criteria. Under TEA-21 requirements, this plan will be the major document from which all other programs and plans will be drawn. And, as was stated previously, the plan must be financially constrained, meet environmental justice requirements, and pass air quality conformity. For this plan, the Richmond Area MPO has adopted goals, objectives, and strategies that are quantifiable and will serve as the consistent and constant evaluation criteria. In developing the plan, the MPO must also consider the seven planning factors outlined in TEA-21 (these planning factors will be discussed later in this document).

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)

SAFETEA-LU became law on August 10, 2005. This legislation builds upon the foundations of ISTEA and TEA-21 with some financial and structural changes to the program elements. Investments focus on safety, equity, innovative finance, congestion relief, mobility & productivity, efficiency, environmental stewardship, and environmental streamlining. The strong point of the program is its focus targets national transportation issues while allowing room for local and state officials to solve their own transportation problems. As with TEA-21, there is guaranteed funding for the Federal-Aid Highway Program (FAHP).

Starting in FY 2007, the Revenue Aligned Budget Authority will adjust authorizations funded by the Highway Account of the Highway Trust Fund and the Motor Carrier Safety Assistance Program whenever Highway Account receipts have estimate changes. This will allow for budget authority and revised revenue to match. In order to further control the budget, SAFETEA-LU has an annual obligation limitation. This prevents overspending within the federal-aid highway program with the exceptions of Emergency Relief, a large portion for the Equity Bonus, and certain other programs that were in effect before 1998. SAFETEA-LU also gives states greater freedom in applying tolls so that they can be used not only as traffic control, but to raise needed infrastructural improvement funding as well. Funding for SAFETEA-LU is mostly provided by the Highway Trust Fund, which in turn is mostly funded by federal motor fuel taxes.

Safety is an important facet of SAFETEA-LU, and it boasts a highway safety program as a central component of its program. As a way of controlling congestion, SAFETEA-LU has begun programs including the following: real time system management information program, road pricing, and high occupancy vehicle (HOV) lanes. In an effort to maximize mobility, there is emphasis on financial stewardship and oversight, including the National Highway System (NHS), the Interstate Maintenance program (IM), the Surface Transportation Program (STP), the Bridge program, the Federal Lands Highway Program (FLHP), the Emergency Relief (ER) program, regional programs, the Corridor Border

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Infrastructure Program, the Freight Intermodal Distribution Pilot Program, the National Corridor Infrastructure Program, and other projects of national significance. In order to improve efficiency, transportation planning is performed at both the metropolitan and statewide levels. So far the Highways' for LIFE Pilot Program has been administered, the environmental review process has been streamlined, the \$50 million floor required of design-build has been removed, and greater flexibility is allowed in air quality conformity. To promote environmental stewardship, there is the Congestion Mitigation & Air Quality Improvement (CMAQ); recreational trails; transportation enhancements; the Transportation, Community, and System Preservation Program (TCSP); scenic byways; the National Historic Covered Bridge Preservation program; the Nonmotorized Transportation Pilot program; and there are other environmental provisions. In addition to these many programs, there are \$2.271 billion allocated for Title V programs, which include a variety of research and studies related to transportation.

METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION IMPROVEMENT PROGRAM (3 year plan)

The Richmond Area Transportation Improvement Program (TIP) is developed and updated annually as part of the Richmond Area Metropolitan Planning Organization's (MPO) transportation programming process. The TIP is a document which provides a combined single listing of all federally funded transportation projects and project segments scheduled to be carried out within a three year time period for the Richmond region, including highway improvements, capital expenditures, and operating assistance for transit activities. The TIP, which can only include those projects or specific phases of projects for which full funding is anticipated, must be consistent with the adopted Long Range Transportation Plan.

In addition, the Clean Air Act Amendments (CAAA) of 1990 provide that conformity to the State Implementation Plan (SIP) be generally defined as showing that TIP projects will help reduce emissions of various pollutants, including volatile organic compounds (VOC) within non-attainment areas. The CAAA required each state to develop a SIP that shows how each state proposes to reach and maintain established air quality standards within the specified time frame.

The Richmond Area MPO has the lead responsibility for selecting and programming Regional STP, CMAQ, and FTA Section 5307 projects. Within the Richmond region, the City of Richmond and the Town of Ashland are responsible for urban system construction and maintenance within their respective jurisdictions.

FUNDING SOURCES

Federal: In order to receive federal funding, roadway construction or expansion projects must show that the end product of the project will result in improved air quality. The goal is to support SIP attainments and to encourage the development of a balanced transportation system.

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State: State transportation construction funds are allocated by a formula process under the state's Transportation Trust Fund (TTF). The TTF was established by the Virginia General Assembly in 1986, based on recommendations from the Commission on Transportation in the Twenty First Century (COT-21). The TTF established for the first time, a formulae system for funding not just highways, but also public transportation, ports and aviation modes. The TTF allocates funds on a percentage basis to these modes as follows:

Highway	78.7%
Public Transportation	14.7%
Ports	4.2%
Aviation	2.4 %

In addition to construction funds, VDOT has set aside funds for rural transportation planning. Each year the Richmond Regional PDC receives \$48,000 of partial funding for the operation of a rural transportation planning program. Portions of Charles City, Goochland, New Kent and Powhatan are part of the region's rural transportation planning program. Planning activities are divided into administration, regional planning, technical assistance, and coordination with the Virginia Department of Transportation (VDOT) and Richmond area Metropolitan Planning Organization. Planning activities are selected each year by a technical advisory committee made up of one member from each of the participating localities, VDOT, the Federal Highway Administration, the Virginia Department of Rail and Public Transportation, and Ridefinders, Inc.

Regional: The Richmond area MPO has lead responsibility for the allocation of regional STP funds within the MPO study area and CMAQ funds within the MPO portion of the non-attainment area. In addition to the MPO program, the Richmond Regional Planning District Commission maintains a rural transportation program for the portion of the region not within the MPO. The rural transportation program is largely funded each year by VDOT. The counties of Charles City, Goochland, Powhatan and New Kent are members of the rural transportation program.

HIGHWAYS

Functional Classification System

In Virginia, the Virginia Department of Transportation (VDOT) assigns highway classifications. A highway's functional classification is important because it is used to determine eligibility for different funding sources. In Charles City County, highways and their shoulder area occupy 1,000+ acres of land area according to VDOT. **Map 17** depicts the right-of-way widths within Charles City County's transportation network. Functional classifications are more specifically defined as follows:

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Arterial Roads: A route providing service which is relatively continuous and of relatively high traffic volume, long average trip length, high operating speed, and high mobility importance. In addition, many United States numbered highways and interstates are arterial roads. Arterial roadways are further classified as principal or minor.

Principal Arterial Roads: Roads which generally serve the major centers of activity of an urban area, the highest volume traffic corridors, the longest trip purpose, and carry a high proportion of the total urban area travel on a minimum of mileage. The routes are integrated, both internally and between major rural connections.

In Charles City County there are no roads designated by VDOT as principal arterial or interstate. Interstate access is available nearby, however. Route 5 intersects with Interstate 295 in Henrico County, just west of the county. Interstate access is also available north of the county in New Kent County. Access points to Interstate 64 are found at the intersection of Route 106 and Interstate 64 near Talleyville and Route 155, and Interstate 64 north of Providence Forge.

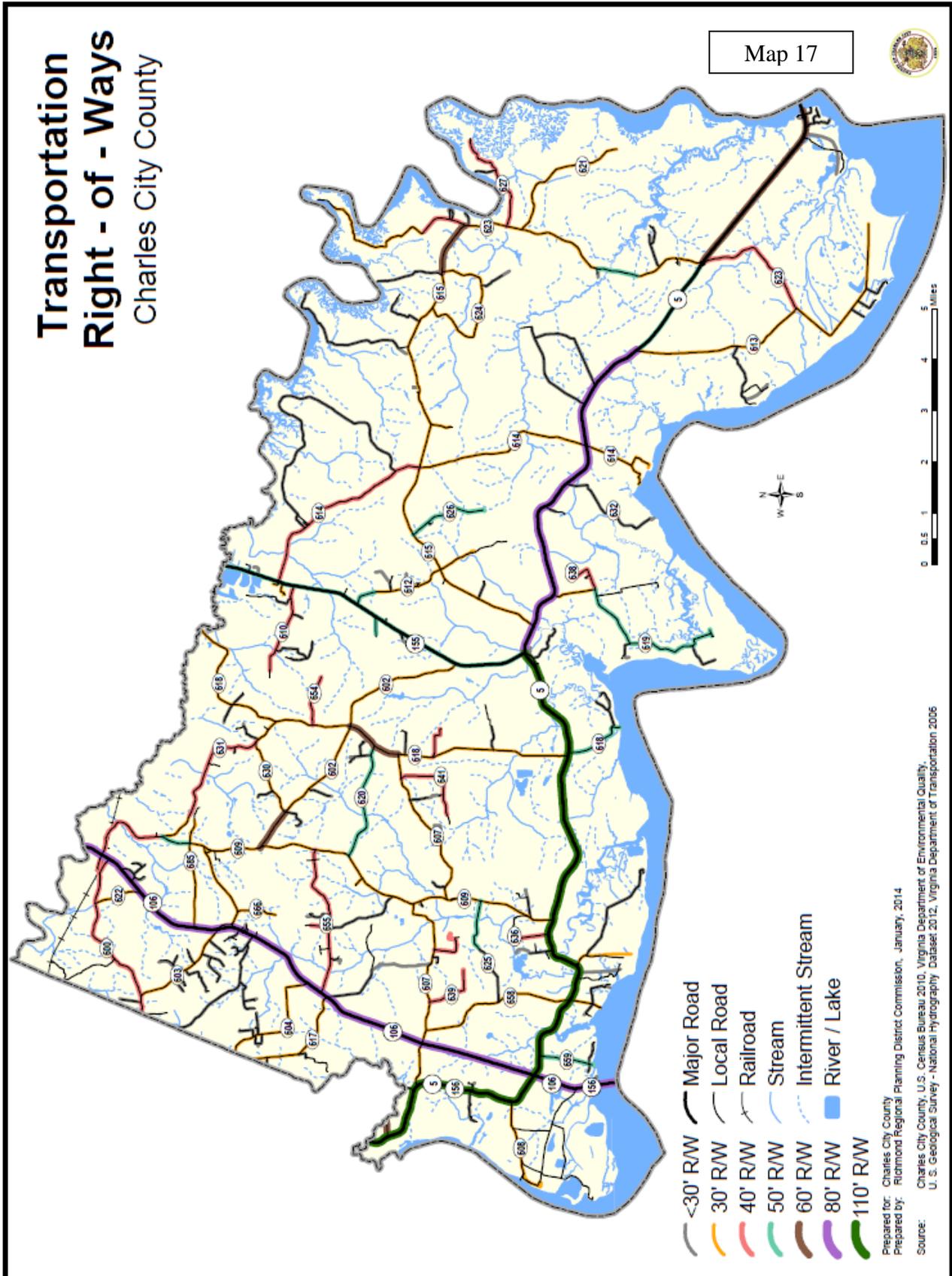
Minor Arterial Roads: Routes which generally interconnect with and augment principal arterial routes, and these provide service to trips of shorter length and a lower level of travel mobility. Such routes include all arterial not classified as principal and contain facilities that place more emphasis on land access than the higher system. There are approximately 34 miles of minor arterial roads in the county. The following roads are designed by VDOT as minor arterial roads in Charles City County:

Route 5 (John Tyler Memorial Highway), is considered by residents to be the main highway in the county. Located in the southern portion of the county, it is the primary east- west corridor for local traffic. This route also serves as a link between Williamsburg and Richmond. Numerous tourists travel Route 5 to visit the historical sites of national and state prominence located along this road.

This road is also well known for its aesthetic value. The landscape along the corridor varies from open fields to trees overhanging the road. The land along the road has not been intensely developed and exists, for the most part, in the same condition as it did hundreds of years ago.

The Virginia Department of Conservation and Historic Resources designated John Tyler Memorial Highway as a Scenic Byway. This designation seeks to give official recognition to unique roadways, but does not regulate development along the corridor. Localities are responsible for any type of protective measure along these corridors.

Route 106 (Roxbury Road), running north-south, is located in the western portion of the county. The road not only handles local traffic, but serves a regional purpose by handling traffic between Hopewell and Interstate 64. In the past, the Department of Transportation upgraded the road to meet the needs of industrial businesses that frequently use the road. County officials have established the road as an industrial corridor.



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Collector Roads: Routes which generally provide service which is of moderate traffic volume, moderately average trip length, and moderate average operating speed. Such a route also collects and distributes traffic between local roads and serves as a linkage between land access and mobility needs. There are approximately 40 miles of Collector roads in Charles City County. Collector roads are further classified as major collectors and minor collectors.

Major Collector Roads: The primary function of major collector roads is to carry local traffic between arterial roads and residential neighborhoods. These roads carry high volumes of local traffic within the interior of the county.

Route 155 (Courthouse Road), running north-south, is located centrally in the county. The road plays a significant role by providing both access to residential growth areas, and government and business centers, as well as providing regional access to Route 60 at Providence Forge.

In Charles City County Route 607(Wayside Road) west of Route 609 (Barnetts Road), Route 607 (Church Lane) east of Route 609 (Barnetts Road), Route 618 (Adkins Road) and the portion of Route 5 (John Tyler Memorial Highway) that is west of Route 106 are designated by VDOT as major collectors.

Minor Collector Roads: Minor collector roads also link arterial and residential streets, but carry a lower volume of traffic.

In Charles City County, Route 609 (Barnetts Road), Route 602 (Lott Cary Road) and Route 614 (Sturgeon Point Road) are designated by VDOT as minor collectors.

Local Roads: Routes which generally provide access to adjacent land and provide service to travel over relatively short distances as compared to collectors or other highway system roads. There are approximately 105 miles of local roads in Charles City County. Some of the more significant local roads in Charles City County are as follows:

Route 600 (Charles City Road), is located in the northwestern portion of the county. The road extends into the county from adjacent Henrico County. Residential development along Charles City Road has been prevalent in Henrico County. County officials expect residential growth to continue to spread east from Henrico County.

Route 603 (Old Union Road), also located in the northwestern part of Charles City County, is considered an important road in terms of residential development. The road extends from Charles City Road (Route 600) to Barnetts Road (Route 609). The road crosses Roxbury Road (Route 106) near the Roxbury Industrial Center.

Route 615 (Glebe Lane), is located in the eastern portion of the county. It intersects John Tyler Memorial Highway (Route 5) just east of the Courthouse area and serves the communities of Ruthville and Holdcroft.

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Route 623 (Willcox Neck Road), located in the eastern portion of the county, serves as an access route to the Chickahominy Wildlife Management Area and the Rivers Rest Marina. The road has gained prominence because of its proximity to these recreational resources.

HIGHWAY TRANSPORTATION IMPROVEMENTS PLANNED

Highway improvements are separated into three categories: preliminary engineering; right-of-way; and, construction. The planning phases are necessary, since highway improvements can take years to complete. Preliminary engineering encompasses a preliminary field survey, utility location, environmental/historical studies, road design alternatives, drawings, final field inspections and public hearings. This process can take a few months to several years to complete. Should additional right-of-way be required, project negotiations with property owners take place, payments are made and arrangements with utility companies are finalized to obtain the land necessary for the project. Right-of-way work will not begin until most of the preliminary engineering steps are complete. The construction phase of the project is advertised to prospective contractors for bid. Once the bids are opened and a contract awarded, construction can begin. **Tables 23, 24 and 25** show the highway improvements programmed for Charles City County.

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TABLE 23

Richmond Area MPO FY 2012 to FY 2015 TIP Program Adopted June 9, 2011 Projects for Charles City County			
Route	Type of Improvement	Estimated Total Cost	Year
Rt. 5 (John Tyler Mem. Hwy.) from .224 MS Rt. 608 to .155 MN Rt. 608	Construct Turn Lane WB	\$607,000	CN 2012
Rt. 155 (Courthouse Rd.) from Rt. 5 to Rt. 602	VA Capital Trail Extension	\$1,200,000	CN 2013
Rt. 618 (Adkins RD) from 1.4 MN Rt. 629 to 1.9 MN Rt. 629	Widen and Improve Drainage	\$1,351,000	CN 2013
Route 618 Wilcox Wharf Rd.) from Rt. 5 to End of Maintenance	Multi-use trail	\$1,086,000	Project Added 4/18/2012
TOTAL		\$4,244,000	

TABLE 24

Metropolitan Planning Organization 2035 Long Range Plan Proposed Projects for Charles City County			
Facility	Boundary/Limits	Improvement	Estimated Costs
Route 5	Henrico/Charles City County Line to James City County/ Charles City County Line	Widen pavement 3 ft. each side of road	\$15,000,000
Capital Trail Rt. 623 (Wilcox Neck Rd.)	From Rt. 5 to Rivers Rest Drive	VA Capital Trail Extension	\$4,080,000
Route 602	Rt. 618 to Rt. 155	Road Widening	\$1,000,000
TOTAL			\$20,080,000

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TABLE 25

Commonwealth Transportation Board Six Year Improvement Program Adopted 2014 Projects for Charles City County							
Description	Route	Road System	Estimate	Previous	FY14	FY 15-19	Balance
			(Values in Thousands of Dollars)				
RTE 5 - CONSTRUCT TURN LANE WB	5	Primary	\$88	\$737	\$0	\$0	-\$650
RTE 5 - VIRGINIA CAPITAL TRAIL- CHARLES CITY COURTHOUSE PHASE	5	Primary	\$5,115	\$5,115	\$0	\$0	\$0
RTE 5- VIRGINIA CAPITAL TRAIL- CHARLES CITY INTERPRETIVE SITE	5	Primary	\$357	\$356	\$0	\$0	\$1
RTE 5 - VIRGINIA CAPITAL TRAIL - SHERWOOD FOREST PHASE	5	Primary	\$11,448	\$11,354	\$95	\$0	\$0
RTE 5 - VIRGINIA CAPITAL TRAIL- CHARLES CITY COURTHOUSE EAST	5	Primary	\$292	\$470	\$0	\$0	-\$178
ROUTE 155 - CONSTRUCT TRAIL - PE ONLY	155	Primary	\$400	\$0	\$0	\$400	\$0
RTE 155 - SHARED-USE PATH	155	Primary	\$913	\$351	\$0	\$561	\$0
RTE 607 - RECONSTRUCT EXISTING ROADWAY	607	Secondary	\$86	\$1,633	\$0	\$0	-\$1,547
RTE 607 - MINOR WIDENING	607	Secondary	\$4,185	\$686	\$0	\$1,850	Total Line Item Estimate: \$26,299,000
RT 609 - RECONSTRUCTION	609	Secondary	\$2,321	\$2,224	\$0	\$440	-\$344
RTE 618 - ADKINS RD - WIDEN AND IMPROVE DRAINAGE	618	Secondary	\$202	\$1,515	\$0	\$0	-\$1,313
ROUTE 618 - MULTI-USE TRAIL	618	Secondary	\$894	\$240	\$0	\$0	\$654

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WATER

Historically, water transportation has played a very significant role in the development of Charles City County. Today, water transportation plays a less significant part in the development but is still linked to the county's economy.

Ports for barges transporting sand and gravel are located near Shirley Plantation and at Sandy Point on the James River. There is a port facility for ocean-going barges and ships at Port Tobacco at Weanack adjacent to Shirley Plantation. Port Tobacco has a channel depth equal to the Port of Richmond and receives ocean-going ships, large ocean-going barges as well as coast-wise and inland barges and vessels. Cargos moved at Port Tobacco include bulk materials (sand, gravel, mineral sands, dredged material); neo-bulk (scrap, wood, steel, debris); containers; livestock; and heavy-lift/project cargo. Currently, the port's operational capacity is 2 million tons of bulk and 1 million tons of containers (45,000 containers) per year with a number of sites with waterfront access and adjacent nearby land for further marine-dependent development.

The County also has deep water available on the James River at Sturgeon Point and Bachelor Point. Deep water on the James River provides the county with the possibility of promoting the location of a port oriented toward ocean going vessels in the county. The James River continues to be a major national and international transportation route serving Hopewell, Richmond and many other terminals along the way. As such, this River offers a great potential for commercial and industrial development in Charles City County.

The nearest major port to Charles City County is the Port of Richmond, located approximately 10 miles upstream. The Port of Richmond was built in 1939 and is owned by the city of Richmond. The port is located on the James River alongside I-95 between Bells Road and Falling Creek Exits, at the southern boundary of the City. The port is currently managed by the Virginia Port Authority under a lease from the City of Richmond and operated by PCI of Virginia, LLC provides the terminal, warehouse, stevedoring and inland distribution services. The port is a marine container and general care terminal handling approximately 600,000 tons of cargo each year. In 1996, an economic impact report showed that business at the Port was responsible for creating 773 jobs and assisting in the creation of 22,339 related jobs, over \$31 million of personal income, and about \$2.4 million dollars of state and local taxes. The 2002 Richmond Regional Intermodal Transportation Study includes a recommendation to use an existing rail spur to link the Port by CSX rail line to the Norfolk Southern rail line to increase competition. At present, the Port's major constraints are:

1. The shallow draft of the James River which limits the size of the vessels that can use the port: The 25-foot depth channel has a maximum 21.6-foot ship's draft allowed by the Virginia Pilot Association;
2. Restricted road access: A 13-foot and nine-inch clearance at Old Bells Road under I-95, which limits freight loading dimensions, and the two lane industrial access road; and an outmoded facility very close to capacity.

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RAIL

Freight

The main line of the Chesapeake and Ohio Railroad (CSX) crosses the northwestern corner of the county. Service is presently available in the Roxbury area, in northwestern Charles City County. Freight service for the Richmond area is provided over the private rights-of-way of two major railroads, CSX Transportation and Norfolk Southern Operation. Many commodities are carried in the trains which pass through the Richmond area, and intermodal traffic (containers, trailers on flat cars, etc.) is growing. In addition to maintaining tracking and operating trains, the freight railroads pay property taxes on their rights-of way.

Passenger

The National Passenger Rail Corporation, known as AMTRAK, began operation in 1971. As of 2005, AMTRAK provided intercity passenger rail service to approximately 22,000 miles of routes to all states except Wyoming, South Dakota, Hawaii and Alaska.

Charles City County, and the remainder of the Richmond area, is served by AMTRAK at the Staples Mill Road Station or the Main Street Station in Richmond, as well as by stops at Ashland in Hanover County and Ettrick in Chesterfield County. In FY 2008, the Staples Mill Road Station served a total of 275,479 passengers, the highest AMTRAK ridership for any Virginia station. A total of 19,360 passengers were reported at the Richmond Main Street station, a total of 20,909 passengers were reported at the Ettrick Station in Petersburg and a total 16,497 passengers was recorded at the Ashland Station. Total passengers for the four stations serving the Richmond area in FY 2008 was 332,245, up from 1993's figure of 313,887 when there were only three stations serving the area. There has been discussion of promoting the location of an AMTRAK station in the county to serve both Charles City and New Kent Counties especially in light of the new Main Street Station planned for the city of Richmond. This facility could be provided in the Roxbury or Providence Forge areas, but there are no immediate plans to provide service to the area.

AIR

Richmond International Airport

Commercial air service is available at nearby Richmond International Airport (RIC), located approximately eight miles west of the county. Commercial air carrier passenger service is provided by seven air lines. Nearly 3.3 million passengers used Richmond International Airport in 2010. There are 8000 parking spaces available to hourly, daily, and long term users. In addition to commercial passenger and cargo operations, it accommodates a number of based general aviation aircraft and has significant general aviation operation for both the Virginia Air National Guard and Virginia Army National

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Guard. Nationwide and worldwide connections are available through daily scheduled flights. Commuter service is also available. The airport also offers air freight and express services and maintenance facilities for many types of aircraft.

The RIC is currently classified as a small hub. Currently, RIC is planning to add onto the new terminal building with arrivals at the lower deck and departures at the upper deck, a central utility plant, and expand security check points. The RIC is owned and operated by the Capital Region Airport Commission, a political subdivision of the Commonwealth of Virginia. The Commission's member jurisdictions are the City of Richmond and the counties of Chesterfield, Hanover, and Henrico. The Commission's enabling legislation authorizes membership to the counties of Charles City, Goochland, New Kent, Powhatan and the Town of Ashland.

New Kent Airport

The New Kent Airport, located approximately five miles north of the Roxbury area, is a general aviation airport facility with a 3,600 feet paved runway for use by small corporate aircraft. Fuel and major and minor repair facilities are available. The field is attended during the day and can be lighted at night upon instrument activation. The airport is owned and operated by New Kent County.

PUBLIC TRANSPORTATION

Bay Transit, a division of Bay Aging, is the designated public transportation provider for Charles City County residents. Their service is for all people of all ages for all reasons. Bay Transit provides on-demand service from 6:00 a.m. to 6:00 p.m., Monday through Friday. Riders are required to call Bay Transit at least 24 hours in advance of the scheduled trip. The base boarding fare for most of Bay Transit service is \$1.00 per trip. Another payment method which Bay Transit uses is a booklet of ten tickets sold at a discounted price of \$8.00 per booklet.

BICYCLE AND PEDESTRIAN

An important element of a transportation system is bicycle and pedestrian travel. As part of the county's and region's efforts to enhance mobility, improve air quality, increase energy efficiency and support transit usage were available, opportunities for pedestrian and bicycle travel should be identified. Presently, Interstate Bicycle Route 76 follows Route 5 across Charles City County. This Interstate Bicycle Route, which runs through Virginia, Kentucky and Illinois, was officially approved by the American Association of State Highways and Transportation Officials (AASHTO) in 1982. The AASHTO's policy on the U.S. number bicycle routes states that the purpose of the bicycle numbering system is to facilitate travel between states over routes which have been identified as being more suitable than others for cycling. The policy defines a bicycle route as any road, street, or path which is specifically designated as being open to bicycle travel,

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whether the facility is designated for the exclusive use of bicycles or is shared with other modes of transportation.

There are three major inter-jurisdictional bike routes running through the county that are located in the MPO Study Area. Both of these routes, the Trans American Route and the Atlantic Coast Route, are interstate routes. The inter-jurisdictional routes have been created for interstate touring and recreational bike use, and are regional routes along VDOT primary and secondary roads. Adventure Cycling Association advertises these routes and sells strip maps of the routes in national bicycling publications. The other bike route running through Charles City is along the East Coast Greenway, which runs from Washington D.C. to Raleigh, North Carolina.

Virginia Capital Trail

Highway improvements are not restricted to vehicular needs, as there are also projects that promote pedestrian and bicyclist usage. The Virginia Capital Trail is one such endeavor, and it will increase the accessibility of landmarks, scenic views, recreational locations and archeological sites. This bicycle/pedestrian trail will create additional room for non-vehicular activity, thus making the route safer for motorists. The increased connectivity of destinations will serve to link communities. Altogether, the Virginia Capital Trail will be 54 miles, with 27 miles of it in the Charles City area. It will run from Jamestown to Downtown Richmond. To further serve the public, a visitor center and comfort station are located at the courthouse complex. Public participation and preliminary project design have already started. Figure R provides a brief description of the Virginia Capital Trail project.

FIGURE R 2009 Overview of Funded Project – Virginia Capital Trail

Virginia Capital Trail Project (Richmond to Williamsburg)

Description

This project is the construction of a paved bike and pedestrian trail along Route 5 that links the historic, cultural and scenic sites in Richmond, Jamestown and Williamsburg as well as the communities along the way. The project is divided into two segments, separated at the Chickahominy River. The segment east of the Chickahominy River is complete. The Charles City Courthouse phase is currently under construction, to be complete in late 2009. The westernmost phases, including the Richmond Riverfront phase, are scheduled to be complete between FY 2009 and FY 2010.

Project Cost Estimates and Schedules

Cost Estimates & Schedules		
	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$3,550,000	Complete
Right-of-way (RW)	\$2,187,000	N/A
Construction (CN)	\$17,225,000	Underway
Total Estimate	\$21,292,000	



MPO Priority Project	Cost Estimate	Allocation			Funding Status
		Previous	Actual (FY09)	Proposed FY10-14	
Virginia Capital Trail	21,292,000	21,517,000	8,837,000	0	Fully Funded

Richmond Area MPO Regional Priority Projects

Cost Estimates, Allocations and Schedules Based on Adopted June 2008 STIP or other noted sources.