

Goochland County Courthouse
Courthouse Improvement
Phase III
Transportation Enhancement Grant Application

June 16, 2003

Town of
Ashland
Counties of
Charles City
Chesterfield
Goochland
Hanover
Henrico
New Kent
Powhatan
City of
Richmond



Richmond Regional Planning District Commission
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Richmond, Virginia 23227
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Richmond Regional Planning District Commission

Planning district commissions make government more efficient and effective through coordinated planning and program analysis. Virginia's General Assembly created planning districts in 1968 under the authority of the *Virginia Area Development Act* - revised as the *Regional Cooperation Act* in 1995 - "to promote orderly and efficient development of the physical, social and economic elements of the districts." Through planning district commissions, now 21 in number, local governments solve mutual problems which cross boundary lines and obtain expertise from professional staffs and advice on making the most of scarce taxpayer dollars through intergovernmental cooperation.

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Acknowledgement

Prepared in cooperation with the U.S. Department of Transportation, Federal Highway Administration, and the Virginia Department of Transportation.

Disclaimer

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FHWA or VDOT acceptance of this document as evidence of fulfillment of the objectives of the rural transportation planning program does not constitute endorsement/approval of the need for any recommended improvements nor does it constitute approval of their location and design or a commitment to fund any such improvements. Additional project level environmental impact assessments and/or studies of alternatives may be necessary.



FY 2003 - 2004
PROJECT APPLICATION FORM

Existing Funded Project
 New Project

COMMONWEALTH OF VIRGINIA

Date: _____

A. Applicant (Group, Agency, etc.) Name and Address

B. Project Sponsor (if different than above) Name and Address

C. Responsible Person/Title - Sponsor _____

Telephone _____ Fax _____ Email _____

D. Project Manager _____

Telephone _____ Fax _____ Email _____

E. Transportation Enhancement Categories (Check all that apply)

- 1. Bicycle and Pedestrian Facilities
- 2. Bicycle and Pedestrian Safety and Educational Activities
- 3. Scenic Easements and Scenic or Historic Sites
- 4. Scenic or Historic Highway Program
- 5. Landscaping and Other Scenic Beautification
- 6. Historic Preservation
- 7. Rehabilitation and Operation of Historic Transportation Building, Structures, or Facilities
- 8. Preservation of Abandoned Railway Corridor
- 9. Control and Removal of Outdoor Advertising
- 10. Archaeological Planning and Research
- 11. Mitigation of Pollution Due to Highway Run-off and Wildlife Protection
- 12. Establish Transportation Museums

F. Project Title: _____

G. Project Description:

H. Date of Public Hearing: _____

(attach a copy of the public notice)

I. Date of Local Government Resolution of Endorsement: _____

(attach a copy of the resolution)

J. Date of MPO Resolution of Endorsement: _____

(attach a copy of the resolution - indicate NA if not applicable)

K. Ownership (who will own/maintain the completed project?):

L. Federal Enhancement Funds Requested In This Application \$ _____ (federal funds only)
Maximum 80% of Project Cost
Do not include any previous allocations or future phases!

M. Match Required \$ _____
Minimum 20% of Project Cost

N. Match Breakdown by Source (include in-kind/donations)	Status (confirmed/anticipated)	Amount
_____	-	\$ _____
_____	-	\$ _____
_____	-	\$ _____
_____	-	\$ _____

O. Other Funding Sources Available (beyond match requirement)	Status (confirmed/anticipated)	Amount
_____	-	\$ _____
_____	-	\$ _____

P. Relationship to a Previously Funded Enhancement Project

Q. Project Budget: **Attach Complete Budget Projection including design, land acquisition, utility relocations, and construction costs - If project includes multiple phases, separate budget by phases. Budget Projection should be a total project cost including federal and non-federal funds.**

R. Project Budget Summary:

Preliminary Engineering (planning and design)	\$ _____
Right-of-way (land acquisition/easements)	\$ _____
Utility Relocation	\$ _____
Construction/Implementation	\$ _____
TOTAL	\$ _____ (federal & non-federal costs)

S. Selection Criteria: **Complete Attachment A - attach additional sheets if needed.**

T. Signature (responsible person)

Date: _____

MAILING ADDRESS AND TECHNICAL ASSISTANCE

Please mail FIVE copies of your completed application package to the following address:

Mr. James S. Givens
 Local Assistance Division
 Virginia Department of Transportation
 1401 East Broad Street
 Richmond, Virginia 23219

For Technical Assistance Contact:
 1-(800) 444-7832
 Bob Terrell (804) 786-2872
 Winky Chenault (804) 786-2264
 Pam Liston (804) 786-2734
 Cindy Clark (804) 371-6289
 Fax: (804) 786-2603



FY 2003 - 2004
ATTACHMENT A - SELECTION CRITERIA

THIS FORM MUST BE COMPLETED BY ALL APPLICANTS

COMMONWEALTH OF VIRGINIA

Date: _____

A. Applicant (Group, Agency, etc.) Name and Address

B. Project Title:

C. Complete the following questions providing as much detail as possible and including examples when available. Feel free to expand responses and attach additional sheets as needed.

Relationship to Transportation - What service or function will this project, or has this project, provided for the traveling public? How will it impact transportation?

Demonstrated Need - What need(s) will this project fulfill within the community?

Project Usefulness and / or Benefit - What purpose will this project serve and how will it benefit the community? Is there strong community support?

***Goochland County 2004 TEA-21 Enhancement Application
Phase III: Lighting and Pedestrian Access
Courthouse Village Square***

***As prepared for the Goochland County Board of Supervisors
June 2003***

The preparation of this report was funded in part through a grant from the Virginia Department of Transportation using Federal Highway Administration State Planning and Research Funds.

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I Project Location

Goochland Courthouse Historic Village Square is located in the south central portion of Goochland County, several miles south of Interstate 64. (Refer to Figure 1.) The square is roughly two city blocks in size and is the central part of the Courthouse Village area. The square is served by State Route 6/U.S. Route 522 and State Route 1201/1202 (Courthouse Circle Road). Other roads serving the larger area include State Route 632 (Fairground Road) on the north, State Route 634 (Maidens Road) on the east, State Route 630 (Cedar Point Road) on the west and U.S. 522 (River Road) to the south. The square is relatively small, but is a vital part of the larger Courthouse Village area. The historic square is the beginning point for planned transportation enhancements through the larger area.

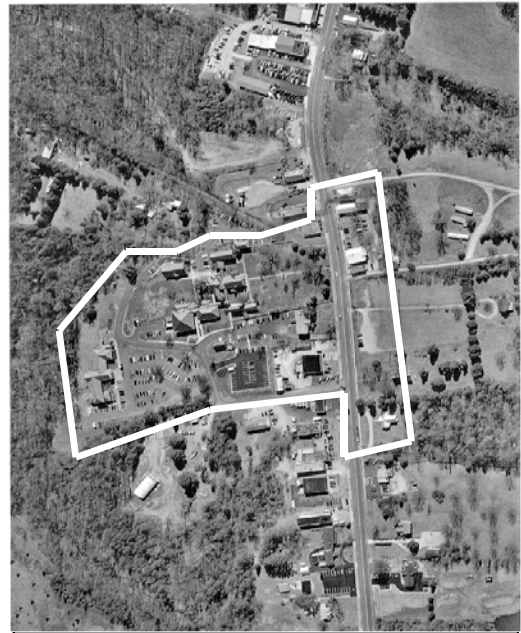


Figure 1: Goochland Courthouse Historic Village Square.

Land Use

The square primarily consists of public uses (government buildings) with a few commercial uses. (Refer to Figure 2.) Current commercial development exists along State Route 6 and includes service and retail uses. There is also a small retail center just north of the square. The County’s adopted Comprehensive Plan recognizes that previous plans have called for Goochland Village to be the center of government and major services for the county and trends indicate that this growth is taking place.



Figure 2 : Main street with commercial business, government and church with insets.

Current development trends in the recommended village (revised boundary) show that roughly 2500 acres is currently developed (buildings existing on the parcel as of 1998) and that 1280 acres are still undeveloped. Steep slopes and other sensitive areas on the undeveloped land indicate that roughly 50% may be difficult to develop, leaving roughly 640 acres of developable land. These figures are conservative and do not include the subdivision of previously developed property.

One element of the Plan is to guide growth into the Courthouse Village area as well as the other designated villages. The Goochland Courthouse Village has long been the center of

transportation, political, commercial and social life in the county. The County's Comprehensive Plan calls for Courthouse Village to maintain this role into the future.

The Plan also sets out to maintain a well-defined village character that will ensure preservation of the courthouse village area over time. One important element of the County's Village concept is the establishment of a parkway system to provide safe pedestrian access throughout the Village. A significant amount of land use in the Courthouse Village has been devoted to a parkway system. The County established the land uses necessary to provide the necessary capacity that will generate the pedestrian usage to successfully support a parkway system. The Plan states that "at least 30 percent of these villages should be devoted to a parkway system consisting of continuous open space linking clusters of a variety of residential types within a community center encompassing a shopping center, schools, churches, a fire and/or police station, library, post office and other necessary support facilities." The Courthouse Village has these necessary land use elements. (Figure 3 illustrates improvements made to the existing parkway system.)



Figure 3: Courthouse Square Park.

The projected rate of growth for the Courthouse Village shows that the Village will experience a slightly higher rate of growth than the County from 2000 to 2010. Presently, the largest employer within the Courthouse Village area is the Commonwealth of Virginia. The Women's Correctional Center and J. Sargeant Reynolds Community College are located in the Village boundaries. The County's school system in the Courthouse Village has approximately 135 employees and County government employs approximately 100 people. School students, parents and government facility visitors generate significant concentrations of both pedestrian and vehicular traffic for daily activities of the facilities as well as for special events, such as sporting events. The remainder of the Village's workforce is concentrated in small retail and service businesses. In addition to employment within the Village, there are several employers adjacent to the Village that influence growth and activity in the Village including the Virginia Farm Bureau and National Card Control. These employers are located east of the Courthouse Village either directly on Route 6 or in the West Creek Industrial Park adjacent to Route 6.

Transportation Facilities

The major transportation routes within and through the larger Courthouse Village area are State Routes 6, 632, 634 and U.S. Route 522. (Route 6 and U.S. 522 shares the same roadway in front of the historic Courthouse Village Square.) These roads provide access to the Village, within the Village and movement through the Village. All are two-lane roads. U.S. Route 522 runs roughly north-south through the Village and links the



Figure 4: Route 6, Main Street looking east.

central part of the County, and several counties to the south, to Interstate 64 and the northwest portion of Virginia.

State Route 6 diverts from Route 522 at the northern and southern ends of the Village. At these points, Route 6 runs east-west and is the principle transportation route through the northern and southern portions of the County. (Refer to Figures 4 and 5.) Route 6 also provides a route through the County that links the Courthouse Village and areas to the west with the Richmond

metropolitan area. State Route 6 is designated by the State as a Virginia Byway. A Virginia Byway is defined as a road with a relatively high aesthetic or cultural value, leading to or within areas of historical, natural or recreational significance.

State Route 632 (Fairgrounds Road) provides access to the Village from areas north of the Village area. When used in combination with Route 6, Route 632 provides access to Interstate 64 (via U.S. Route 250) and to the Richmond metropolitan area. State Route 634 (Maidens Road) provides access to the Village from areas south of the Village area. Maidens Road is scheduled for major improvements during the next six-years.



Figure 5: Route 6, Main Street looking west.

The minor transportation route(s) serving the historic village area are State Route 1201/1202 (Courthouse Circle). This circular road provides the most immediate access to the Historic Courthouse Square. This road winds tightly around the historic courthouse buildings, and may easily be confused for a private drive.

Historic Character

Goochland County was formed from Henrico Shire by an act of the General Assembly on March 6, 1727. At the time of the formation, Goochland included all of the land from Tuckahoe Creek, on both sides of the James River, west to the Blue Ridge Mountains. This entire area had been occupied by the Monacan Indians. By the year 1700, French Huguenots had settled in the Manakin area and established an Episcopal Church. The French Huguenots were the first white settlers to locate in Goochland. As civilization spread westward, English settlements were established in the area.

The Goochland County Courthouse Square, located in the Courthouse Village, is an important part of the County's history. The buildings in the square were among the first permanent structures built in the county. The courthouse building was built by Dabney

Cosbey and Valentine Parrish in 1827. The design is the classical design of Thomas Jefferson. (Refer to Figure 6.) Cosby had completed two buildings for the University of Virginia under Mr. Jefferson's guidance before coming to Goochland. The County Clerk's office was completed about 1800 and was once a Masonic Lodge. The Courthouse Complex is listed on the National Register of Historic Buildings. The square itself is listed on the National Register of Historic Places.



Figure 6: Classic Thomas Jefferson architectural style.

II Project Description

This phase will be to install historic streetlighting along sidewalks linking public schools and community college to historic central business district area as phase III of the overall pedestrian and circulation improvements recommended for the courthouse village area.

The overall project has public accessibility; is compatible to adjacent land uses; involves strong public support; has environmental, ecological, and air quality benefits; has significant aesthetic value; impacts the community economy and tourism; and impacts the overall safety of the courthouse area. The facility is ADA compliant, government-owned, outside, open to the public and is inherently accessible because it is a sidewalk, streetlighting and landscaping. The facility will connect public and commercial land uses. This facility is being planned in conjunction with the public school's and community college's plans for extending sidewalks on the respective campuses. The facilities are planned to be linked. Providing sidewalks will encourage pedestrian and bicycle trips rather than vehicular trips. Currently the lack of safe sidewalks encourages the excessive use of vehicles to travel short distances, creating higher levels of air pollution. Planting trees and other vegetation also helps combat air pollution and provides wildlife habitats. The streetscaping, using a historic scheme, will enhance the area and provide an aesthetic appreciation of the roadway. The growing potential of vehicular-pedestrian accidents will be greatly reduced by construction of this multi-modal facility.

The County's adopted *Plan of Development* discusses the county's plans for public facility growth in the historic courthouse area. The emphasis of the plan is to allow for needed facilities' expansion while preserving the historic character and natural aesthetics of the area. The plan has a chapter addressing aesthetic considerations with an emphasis for providing enhancements that improve the public's ability to appreciate the historical significance of the area. The chapter also addresses the need for the area to add lighting, sidewalks, street furniture (benches and trashcans), and signs that support the historic character of the area. The plan also provides written and graphic examples of how the fixtures should look and schematics of where they should be placed. The light fixtures proposed for this TEA-21 application are directly supported by the County's adopted *Plan for Development*.

III Estimated Total Costs

County Required Match (20% of \$100,000)	.	.	.	.	.	.	.	\$25,000
Requested Funding	.	.	.	.	.	.	.	\$100,000
Total Project	.	.	.	.	.	.	.	\$125,000

IV Benefits

In 1995, the County consulted to have a circulation study prepared for the entire Goochland Courthouse Village. The study identified several problem areas and recommended several steps the County could make to improve pedestrian access. This application represents several of the access improvements recommended for the Courthouse Village. Although this study is very technical in nature, it builds upon the original concepts first established and adopted in the County's *Plan for Development* for the historic courthouse area. The *Plan for Development* addresses how government facilities should expand in the area and how the historic integrity should be preserved. The Plan calls for sidewalks, landscaping and signage to complement the historic character of the area and to be aesthetic, not utilitarian.

The historic Village as originally designed 300 years ago encourages pedestrian access. Today, there is a high level of pedestrian activity in the central Village area where the Government Complex and central business district are located. State Route 1201/1202 is a narrow road that winds around the Government Complex. This road can easily be mistaken for a driveway. Pedestrians often walk in this roadway where no sidewalks are available. The County wants to improve safety by building sidewalks adjacent to the road to provide a safe, aesthetic place for pedestrians to walk. Landscaping is also proposed to be added along the roadway adjacent to the new sidewalk. Constructing sidewalks that separate vehicular traffic from pedestrian traffic will significantly reduce the potential of pedestrian-vehicular accidents on State-maintained highways. The County also plans to add historic lighting along State Route 6/U.S. 522 and along State Route(s) 1201/1202 to completely surround the entire historic courthouse square.

During the coming years, Goochland County is planning to provide comprehensive pedestrian access upgrades throughout the larger Courthouse Village area in a phased approach by constructing sidewalks and paved pathways that will ultimately link the western-most Village area to the central Village area approximately 1.5 miles away. This demonstration project is the first step in making comprehensive pedestrian access improvements. The County has contemplated the construction of a new pathway system for several years but cannot afford the total cost for planning and construction.

The sidewalks, lighting and landscaping proposed will be designed to reinforce the existence of the colonial Village atmosphere by providing paved pathways that allow and encourage pedestrian traffic rather than vehicular traffic that is commonly used. The County hopes to reinforce the historic atmosphere of the Courthouse Village, improve circulation efficiency, and safety by providing sidewalks that will safely allow for pedestrian circulation from the College campus to the central Village area. The cost of the enhancements far exceed what the County can afford. In its service to the community, the County is requesting funding to provide for safe pedestrian access from the central Village area to the western Village area. Without the funding assistance, the sidewalk will not be built.

