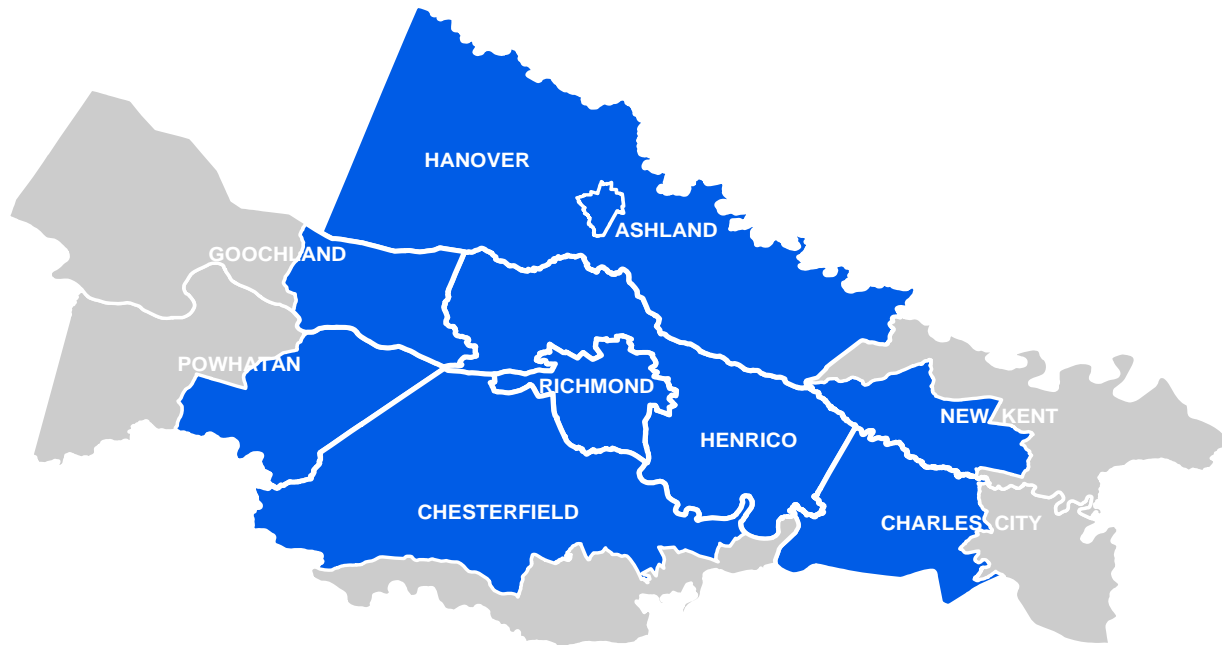


Richmond Area MPO Regional Priority Transportation Projects

September 27, 2007



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RICHMOND AREA MPO REGIONAL PRIORITY TRANSPORTATION PROJECTS

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Richmond International Airport (RIC) Access Improvements

Description

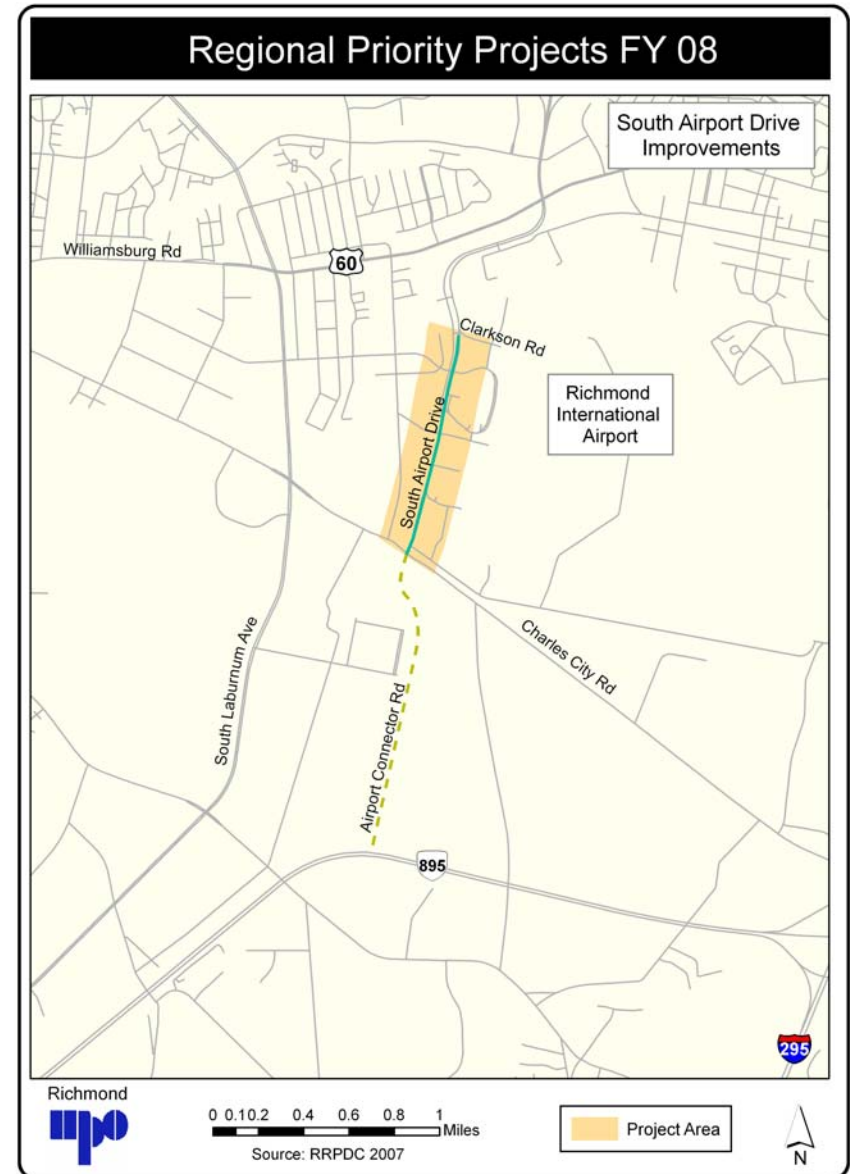
Airport access improvements include the construction of an Airport Connector Road from Route 895 (Pocahontas Parkway) to Clarkson Road. The portion of the connector from Route 895 to Charles City Road will be part of a PPTA project between the Commonwealth of Virginia and Transuburban (funded by tolls). The figures in the table below reflect the current costs for road improvements for S. Airport Drive. Congressional Earmark of approximately \$8.2 million made available under SAFETEA – LU.

Fund Sources

Virginia Transportation Act of 2000, State Funds, Regional Surface Transportation Program Funds, Federal Demonstration Funds, SAFETEA – LU (funds to be available over 5-year period)

Project Cost Estimates and Schedules

Cost Estimates & Schedules		
	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$1,000,000	Complete
Right-of-way (RW)	0	-
Construction (CN)	\$16,000,000	Underway
Total Estimate	\$17,000,000	



Main Street Station

Description

This project is the restoration/construction of Main Street Station into a multimodal transportation center serving Amtrak, GRTC buses, airport shuttles, taxis, and tour buses at one centralized location in downtown Richmond. The implementation of the project is proposed in three phases. A Congressional Earmark of approximately \$919,600 was made available under SAFETEA – LU.

Fund Sources

FTA Section 5309, 5307, CMAQ and FHWA TCSP, VDRPT, VDOT, and City of Richmond, SAFETEA – LU (funds to be available over 5-year period).

Project Cost Estimates and Schedules

Cost Estimates & Schedules		
	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$3,000,000	Underway (Phase 2 & 3)
Right-of-way (RW)	\$10,000,000	Complete
Construction (CN)	\$47,890,000	2007-2010
Total Estimate	\$60,890,000	

Estimated Completion Date:

Phase 2: 2007; Phase 3: 2010



Washington/Richmond High Speed Rail Corridor

Description

This project involves the engineering and construction or improvement of parallel track, bridges, grade crossings, and signals on CSX railroad property in the Washington to Richmond high speed rail corridor.

The Virginia Department of Rail and Public Transportation (DRPT), the department managing the project, is designing a series of improvements between Main Street Station and Staples Mill Station to increase reliability of passenger service and reduce travel time by at least five minutes. These projects cost approximately \$15.0 million. Construction is expected to begin in fall 2007 and should be completed by in late 2008 or early 2009.

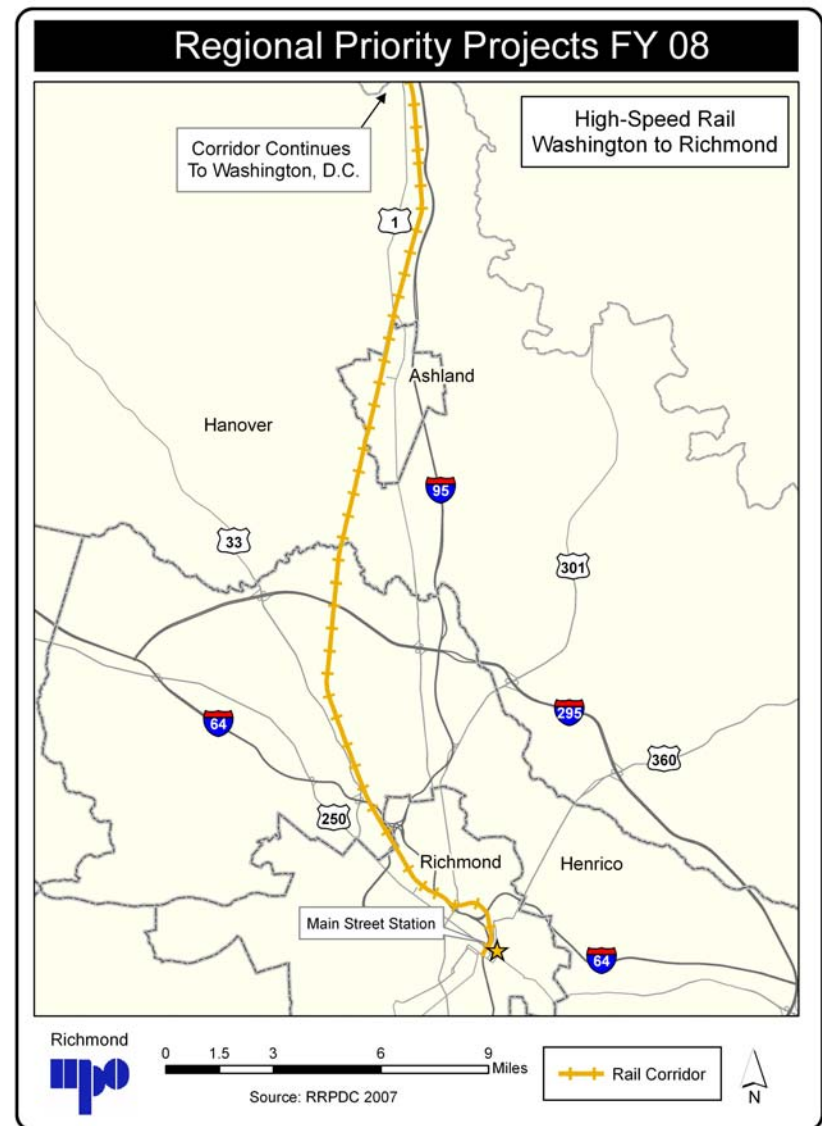
Construction of a new Universal Crossover at Elmont in Hanover County (grade crossings between Rt. 623 and Rt. 623) was completed in July 2006. The total cost of this project was \$6.03 million.

A General Assembly directed study for construction of a third parallel track between Richmond and Washington was completed and presented to the MPO in December 2006. DRPT has also initiated an operations study of the Acca Rail Yard, (a major bottleneck for passenger rail service in this corridor).

Fund Sources

Virginia Transportation Act of 2000 (\$17.03 million) and \$800,000 in FHWA Sec. 130 (highway-rail grade crossing) funds.

The project is estimated to cost a minimum of \$684 million (in 2006 dollars) for the entire Richmond-Washington corridor; additional details are available in the "Washington DC to Richmond Third Track Feasibility Study" (House Document No. 78).



GRTC Transit System Bus Operations and Maintenance Facility/ Other Capital Improvements

Description

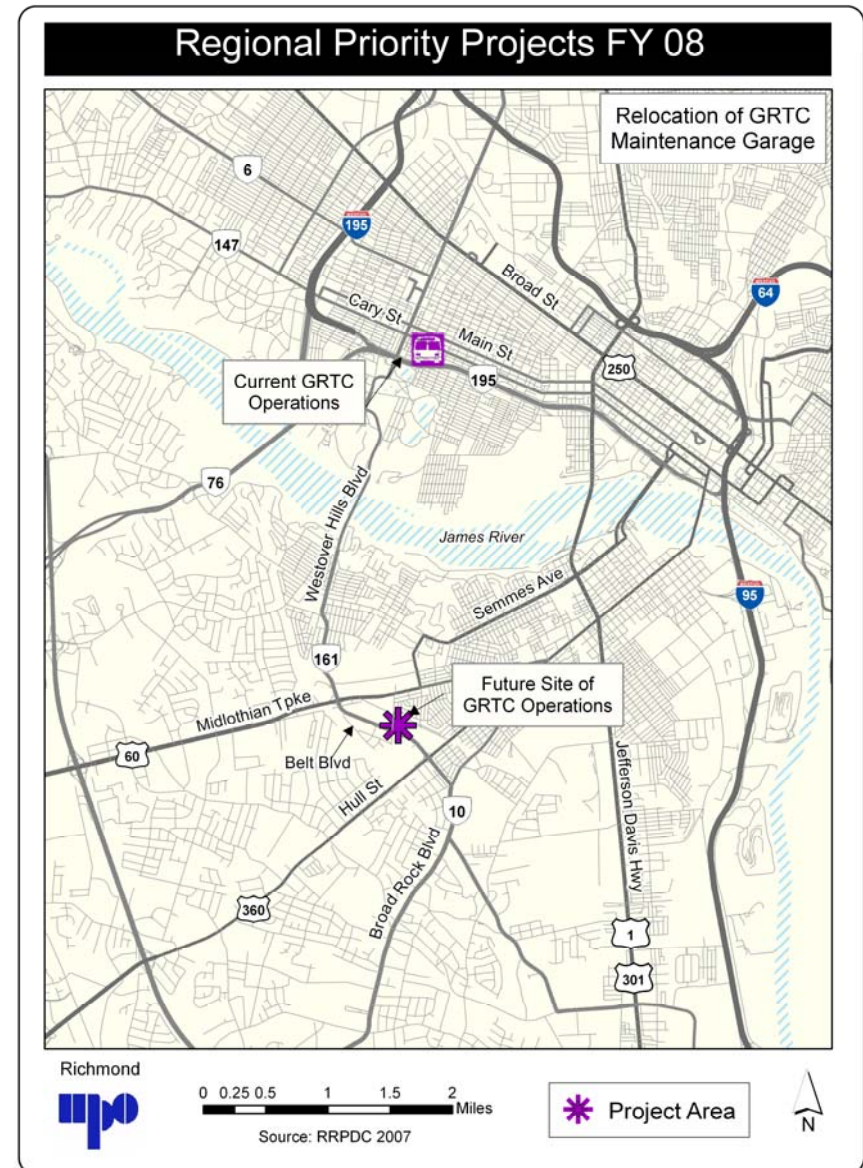
This project involves the design and construction of a new GRTC operations/administrative facility that maximizes the efficiency of the agency's operations and management systems. The current site is historic—initially serving as the facility for Richmond's streetcars in 1903; it has been in continuous use since that time. Administration and operations buildings are in various states of disrepair, and limited site space makes operation of a major transit system challenging.

Property was purchased for the new facility in south Richmond and a ground breaking event was held in July 2007. GRTC is evaluating the options for the current operations site at Davis and Main Streets, as well as the development of one or more satellite facilities in other parts of the region.

Project costs will vary depending on the approach employed and the actual dates of project design and construction. The project cost is estimated at \$44.1 million. Approximately \$37.9 million has been programmed for this project through FY 08 (additional \$6.3 million Congressional Earmark made available under SAFETEA – LU).

Fund Sources

Federal High Priority Funds (Title 1), Regional Surface Transportation Program (STP), FTA Section 5307, SAFETEA – LU (funds to be available over a 5-year period)



Mechanicsville Turnpike (Route 360 East) Widening

Description

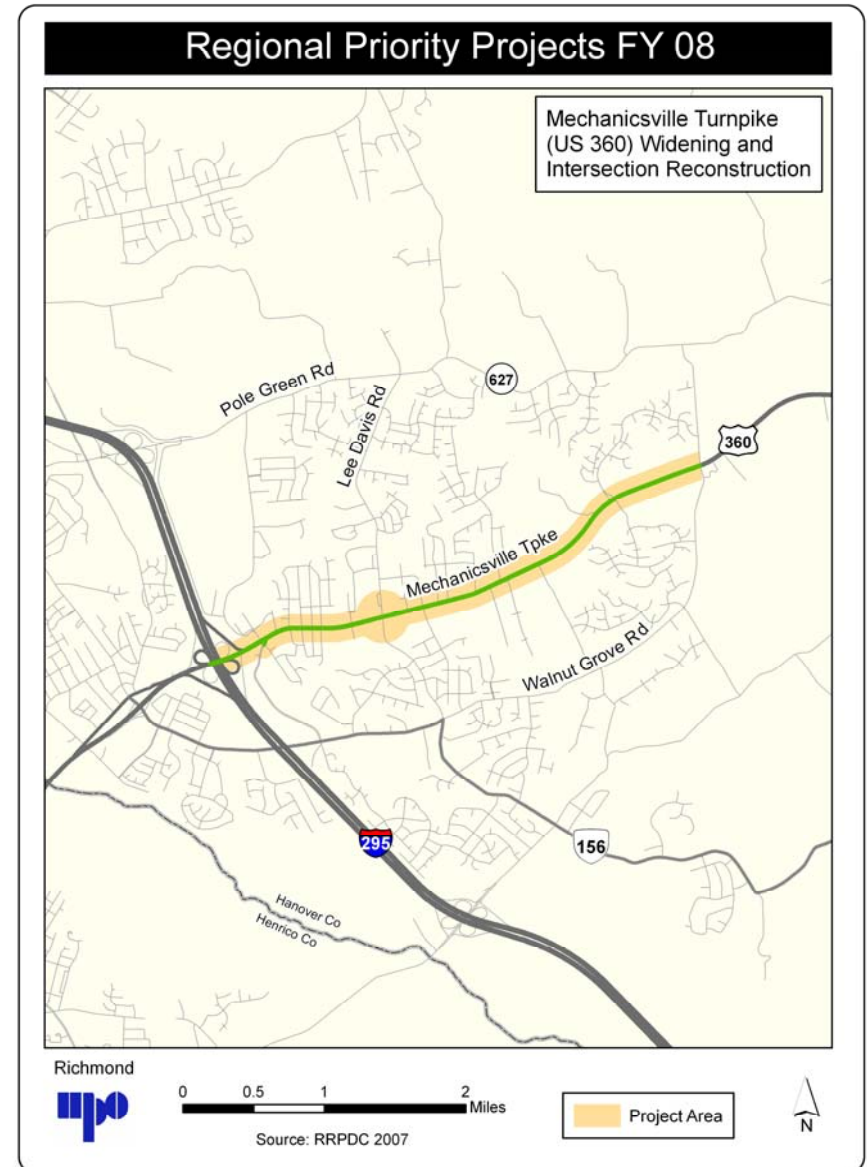
Construction consists of four projects that widen Mechanicsville Turnpike (Route 360 East) from I-295 to Walnut Grove Road in Hanover County. Three projects involve the widening of Rte 360 from four to six or eight lanes and one project involves the improvement of the Rte 360/Lee Davis Rd (Rte 643) intersection.

Fund Sources

Virginia Transportation Act of 2000, Surface Transportation Program, Congestion Mitigation and Air Quality Funds

Project Cost Estimates and Schedules

Cost Estimates & Schedules		
	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$7,850,000	Underway
Right-of-way (RW)	\$13,450,000	2008
Construction (CN)	\$57,150,000	2010
Total Estimate	\$78,450,000	



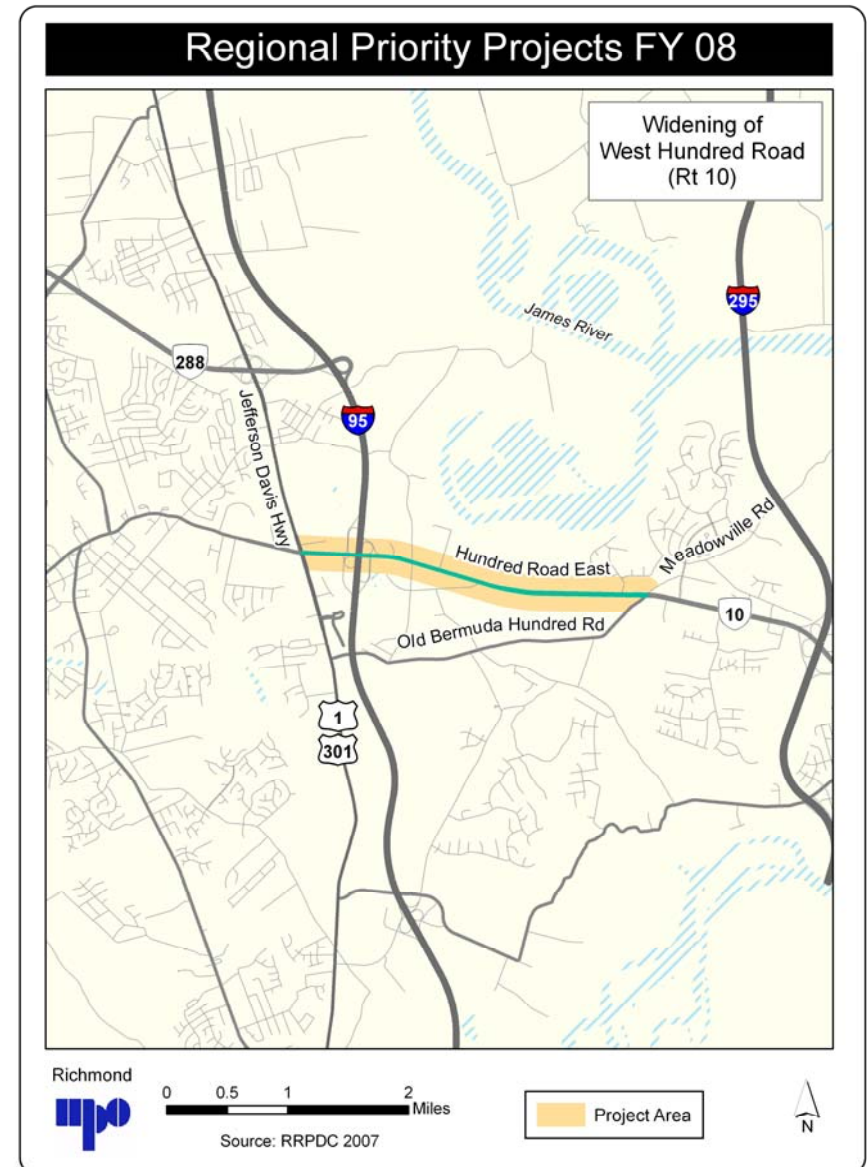
West Hundred Road (Route 10) Widening

Description

Construction to widen West Hundred Road (Route 10) in Chesterfield County with one additional travel lane in each direction. The widening will span from Meadowville Road to US Route 1. A Congressional Earmark of approximately \$ 880,000 made available under SAFETEA – LU (funds to be available over a 5-year period). A portion of this project from I-95 to Ware Bottom Springs Road was approved as part of the November 2004 Chesterfield County voter approved bond referendum. At that time, the estimated cost of the project was approximately \$15 million for the segment from I-95 to Ware Bottom Springs Road.

Project Cost Estimates and Schedules

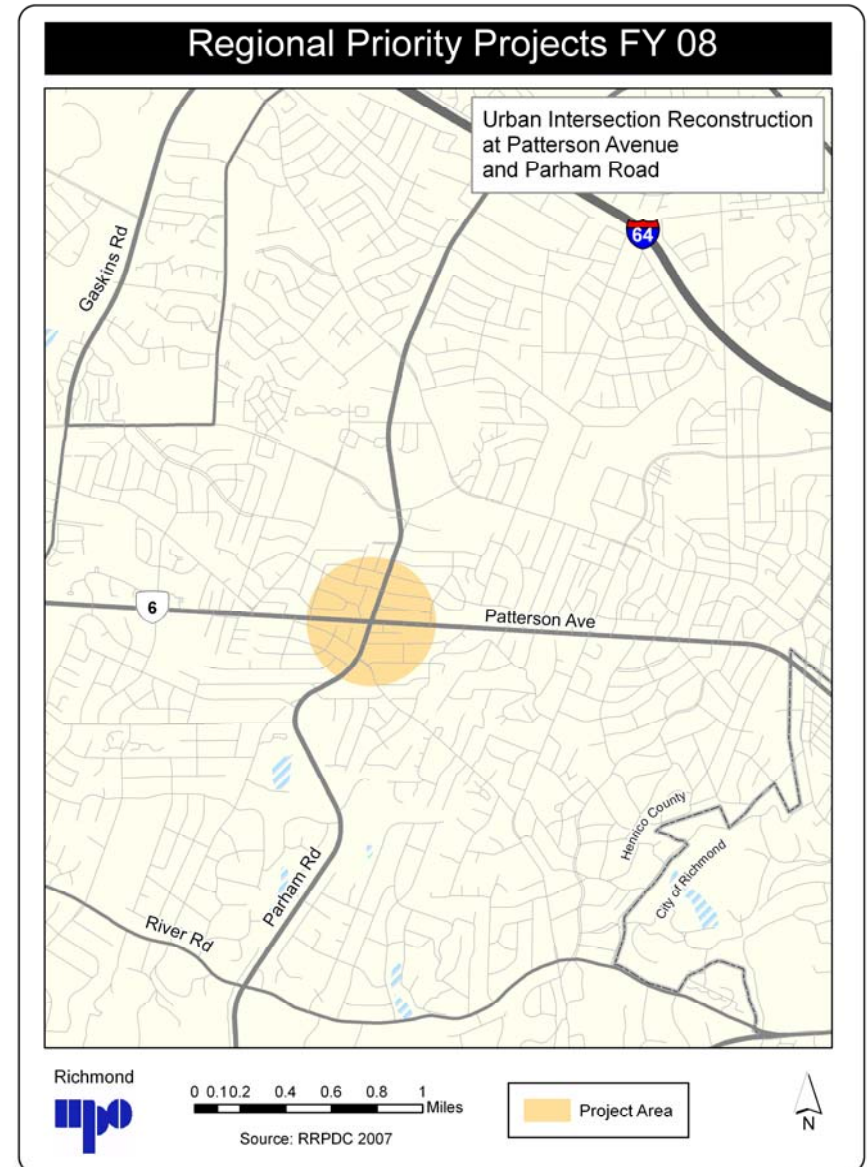
Cost Estimates & Schedules		
	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$2,200,000	2009
Right-of-way (RW)	\$7,200,000	Unscheduled
Construction (CN)	\$18,750,000	Unscheduled
Total Estimate	\$28,150,000	



Parham Road/Patterson Avenue Urban Interchange

Description

This project involves the construction of an urban interchange at the intersection of Parham Road and Patterson Avenue (Route 6) in Henrico County. The project will provide grade separation for two heavily traveled roads. The interchange project had been selected for funding by the Commonwealth Transportation Board in previous VDOT Six-Year Improvement Programs (SYIP); however, it was later removed. The estimated cost for the project is \$80 million.



Huguenot Bridge Reconstruction

Description

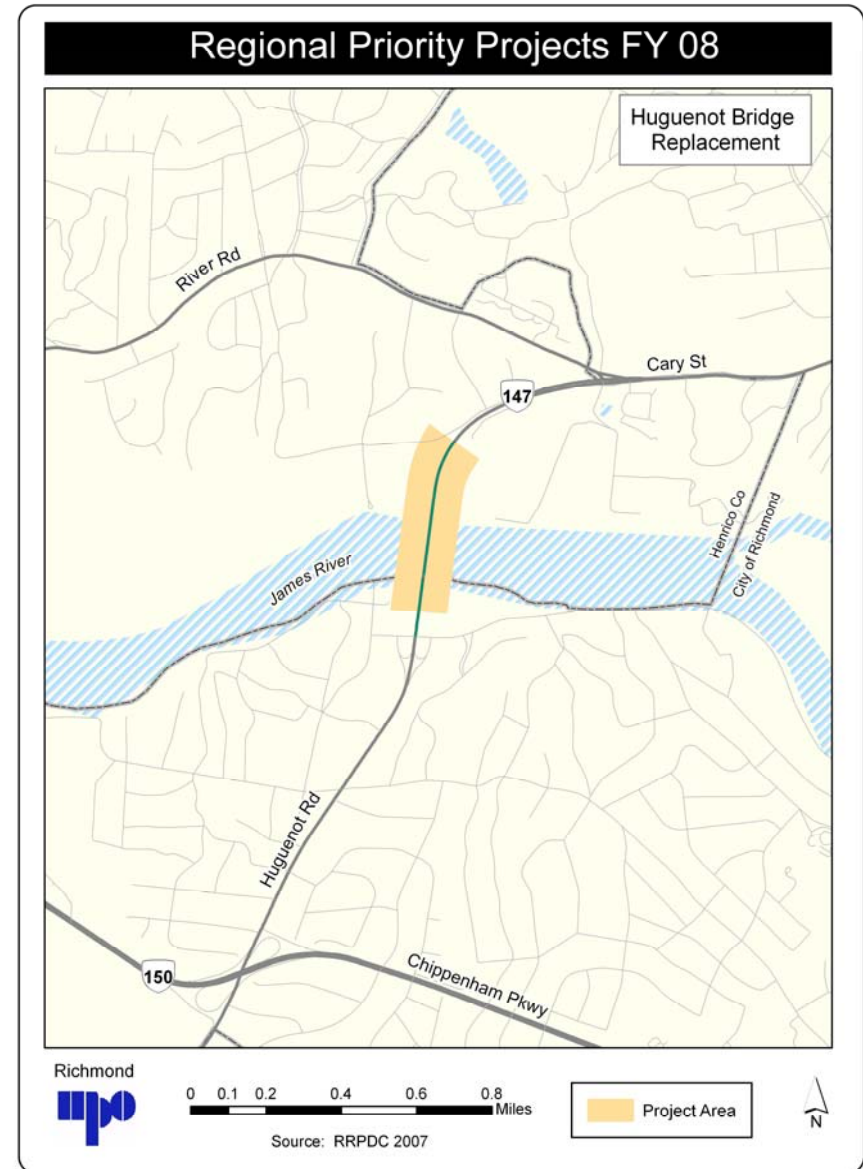
This project involves the replacement of the Huguenot Bridge in Henrico County and the City of Richmond. Plans call for a two-lane bridge with ten-foot breakdown/bike lanes and sidewalks on each side. Project plans include modifications to routes and ramps at Riverside Drive and modification of the Westham Station Road intersection. Public hearings on design plans have been scheduled for November 13, 2007 with advertising for project construction anticipated in the fall of 2010.

Fund Sources

Federal Bridge Replacement, Surface Transportation Program, Federal Minimum Guarantee

Project Cost Estimates and Schedules

Cost Estimates & Schedules		
	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$3,500,000	Underway
Right-of-way (RW)	\$650,000	FY 2007
Construction (CN)	\$46,450,000	FY 2010
Total Estimate	\$50,600,000	



West Broad Street (Route 250) Widening

Description

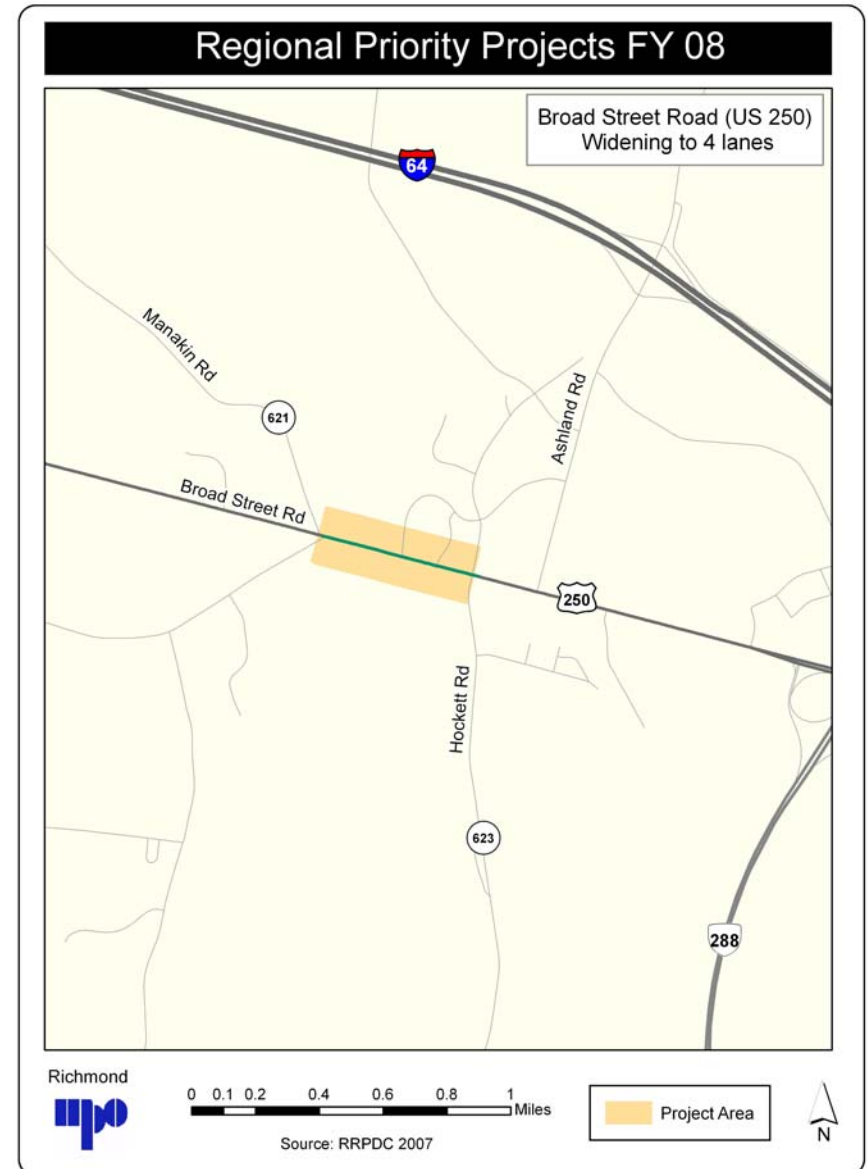
Construction to widen West Broad Street (Route 250) from two to four lanes. The project will span from Hockett Road (Western Route 623) to Manakin Road (Route 621) in Goochland County.

Fund Sources

Federal Regional Surface Transportation Program, Statewide and Primary Funds

Project Cost Estimates and Schedules

Cost Estimates & Schedules		
	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$775,000	Complete
Right-of-way (RW)	\$1,800,000	Underway
Construction (CN)	\$5,050,000	FY 2009
Total Estimate	\$7,625,000	



Interstate 64 Widening/Rehabilitation Richmond to Hampton Roads

Description

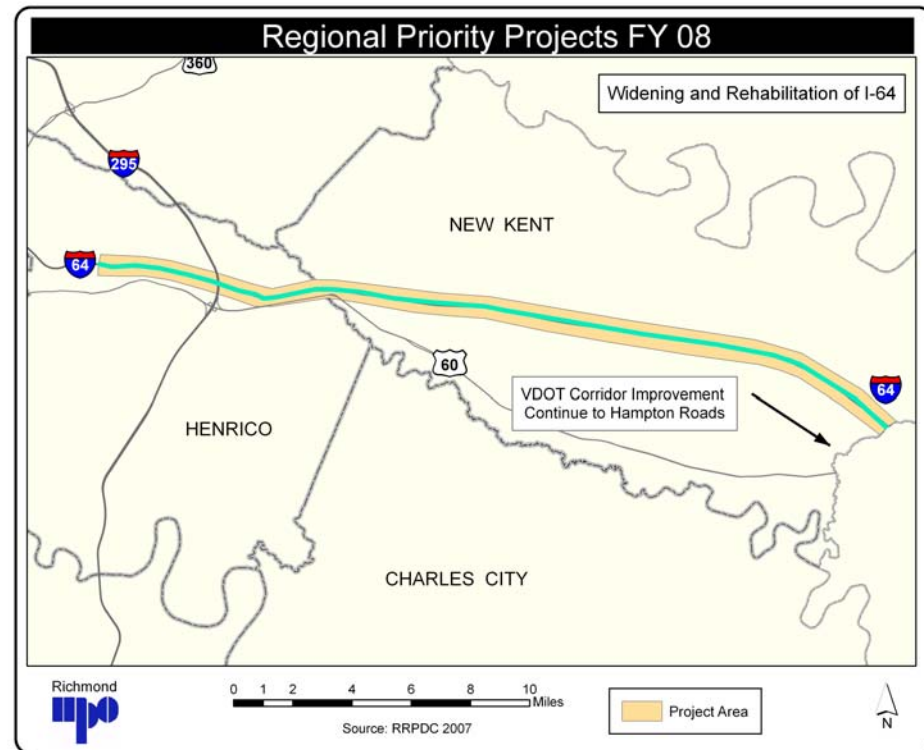
The design is underway for a segment of I-64 from west of Airport Drive to east of I-295 in Henrico County. This project will provide one additional lane in each direction. Since the design effort is in its early phases, the details of the improvements have yet to be determined. Additionally, the segment of I-64 from east of I-295 to east of Rte 249 is in the early phases of design. This improvement will provide two additional lanes in each direction – it is envisioned that the project will consider the modification of the Rte 249 interchange. The noted cost estimate is for the entire project from Henrico County to the James City/New Kent County line (note: cost estimates in previous reports were limited to the Richmond MPO area).

Fund Sources

Federal Interstate Maintenance, State Funds, National Highway System

Project Cost Estimates and Schedules

Cost Estimates & Schedules		
	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$19,000,000	Underway
Right-of-way (RW)	\$2,000,000	2012
Construction (CN)	\$357,000,000	2011-2014
Total Estimate	\$378,000,000	



High-Speed Passenger Rail Improvements Richmond to Hampton Roads

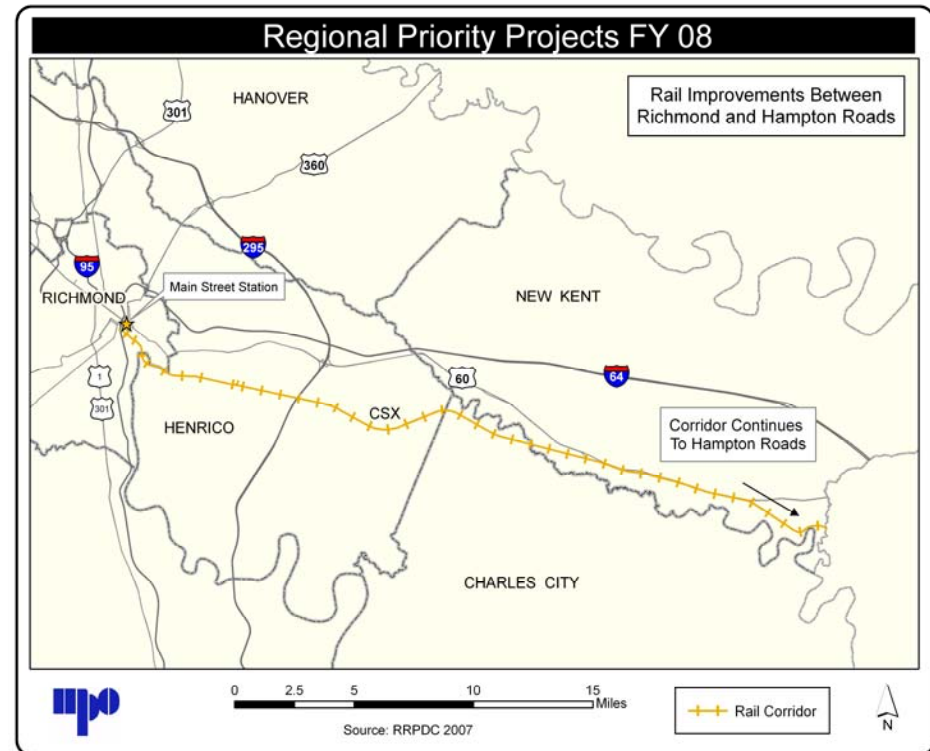
Description

Alternatives Analysis and Tier I Environmental Impact Statement for high speed passenger rail service and improvements between Richmond and Hampton Roads is currently underway. This study is addressing the feasibility of rail service in both the I-64 and U.S. 460 corridors. Funding for this study (\$960,000) is being provided from the Virginia Transportation Act of 2000. An additional \$600,000 of SPR Multimodal Planning funds will also support this study. To date, no funding has been established for construction of this project.

Fund Sources

Virginia Transportation Act of 2000, State Planning and Research (SPR)

Estimated cost for 90 mile/hr rail speed is projected to be \$181 million. Funding options exist for 79 mile/hr and 110 mile/hr rail speed scenarios.



Hull Street Road (Route 360) Widening

Description

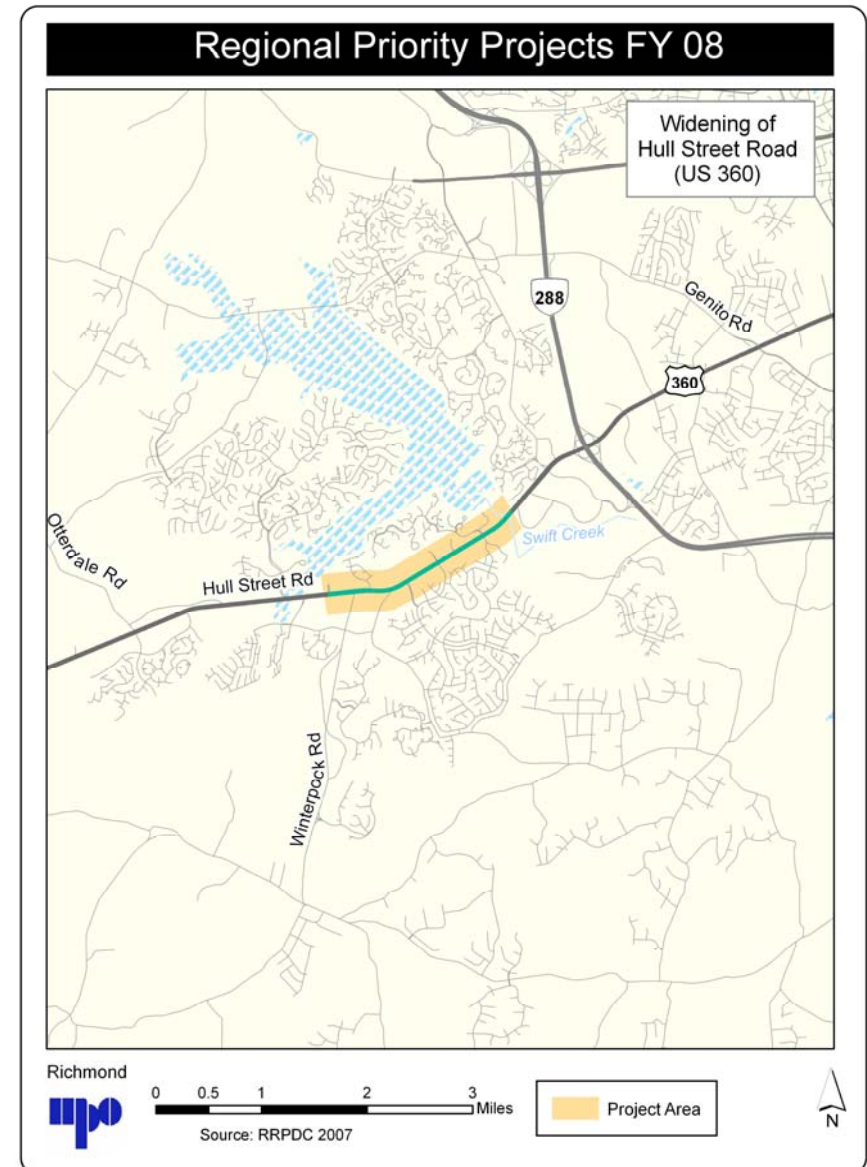
Project includes the widening of Hull Street Road (Route 360) in Chesterfield County from 6 to 8 lanes. The project will add an additional lane in each direction from 0.2 miles west of Route 621 (Winterpock Road) and 0.2 miles west of Swift Creek. The project will include dual left turn lanes and signal modification at Deer Run Drive.

Fund Sources

Virginia Transportation Act of 2000, Surface Transportation Funds, National Highway System Funds, Congestion Mitigation and Air Quality Improvement Program, State Funds, and Chesterfield County (November 2004 voter approved bond referendum)

Project Cost Estimates and Schedules

Cost Estimates & Schedules		
	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$1,700,000	Complete
Right-of-way (RW)	\$3,300,000	Complete
Construction (CN)	\$18,000,000	underway
Total Estimate	\$23,000,000	



I-64 Widening (SR288 – Rt. 623) in Goochland County

Description

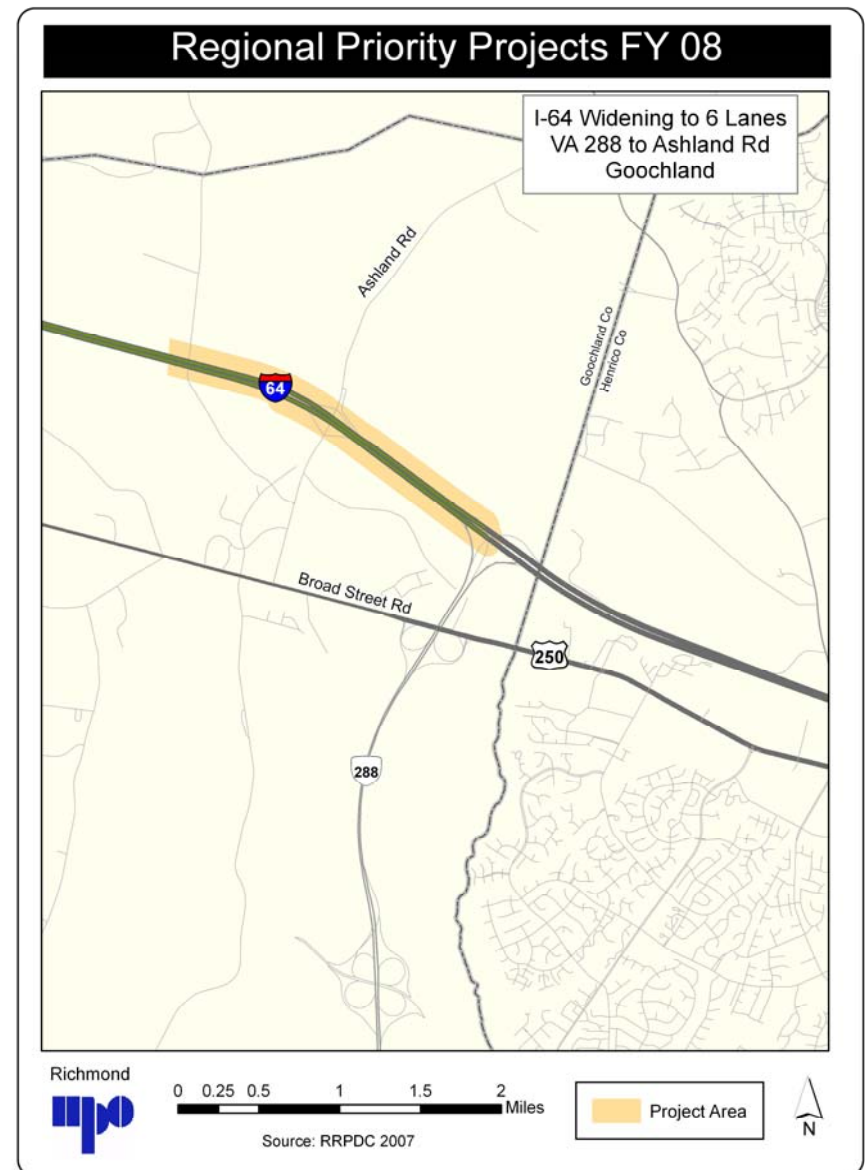
This project is the widening of I-64 to six lanes from SR 288 at Short Pump to 1.02 miles west of Route 623 in Goochland County. The project does not include the I-295/I-64 flyover and associated improvements to I-64 (estimated cost \$67 million).

Fund Source

Federal Interstate Maintenance

Project Cost Estimates and Schedules

Cost Estimates & Schedules		
	Estimated Cost	Schedule
Preliminary Engineering (PE)	\$1,700,000	Underway
Right-of-way (RW)	\$120,000	2010
Construction (CN)	\$21,500,000	2011
Total Estimate	\$23,320,000	



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 to be completed by 2007. Preliminary engineering work is currently underway for the portion of the project from Charles City Courthouse to Sherwood Forest. The total cost of the entire project is estimated to be \$24 million. Funding for initial phases includes federal enhancement funds and 20 percent local match. The projected completion date for the entire trail is 2010.

Project Cost Estimates and Schedules

Cost Estimates & Schedules		
	Estimated Cost	Schedule
Preliminary Engineering (PE)	-	Underway
Right-of-way (RW)	-	Underway
Construction (CN)	-	Underway
Total Estimate	\$24,000,000	



I-95 and Lewistown Road Interchange Improvements

Description

The need for long-term improvements to the interchange was identified in the *I-95 Corridor Study* (VDOT, July 2003). The findings of this study determined that a full cloverleaf design with collector-distributor roads is needed to address traffic growth and operational safety deficiencies in the corridor.

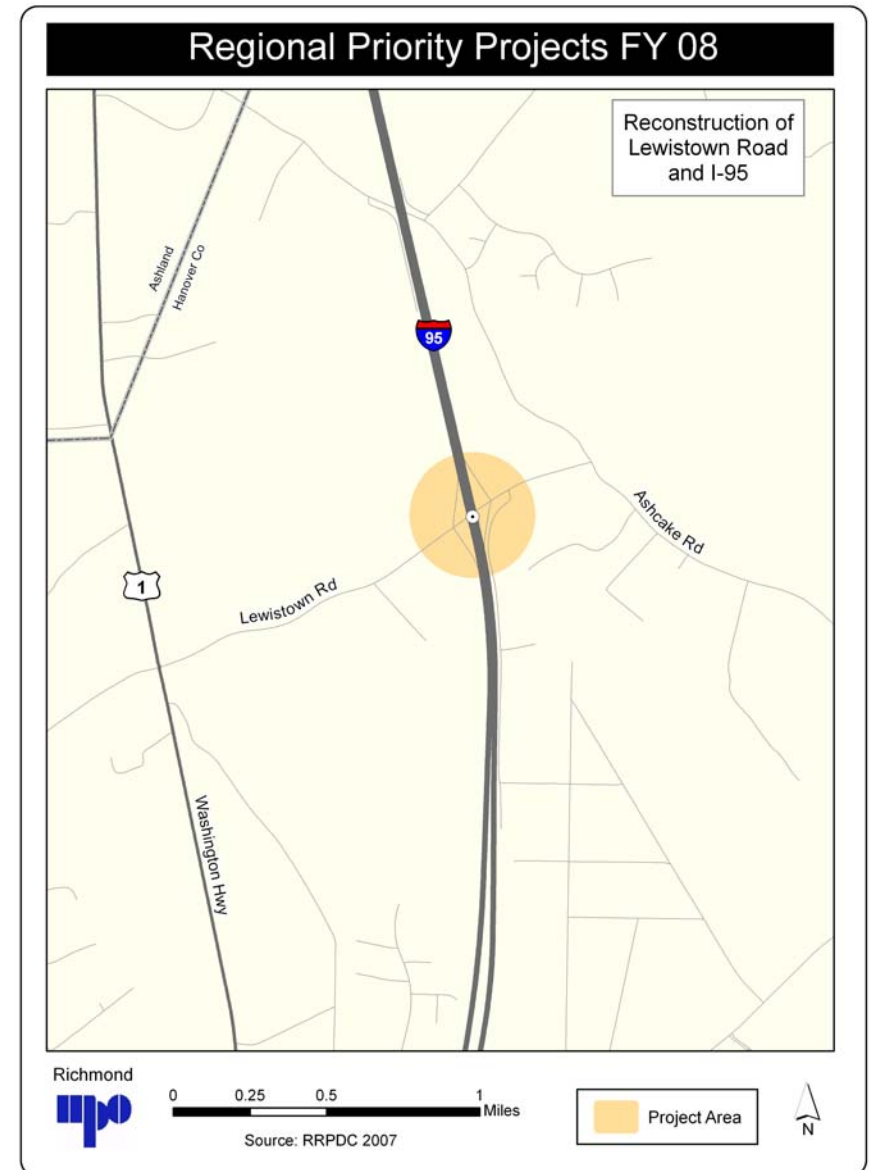
In an effort to advance the overall improvements, phased improvements are being undertaken. Estimates for improving ramps and access (PE \$423,000) and replacing the bridge decking to accommodate 6 lanes of traffic (CN \$10 million) have been developed for these phases.

Fund Source

Regional Surface Transportation Program (RSTP) and Congressional Earmark

Project Cost Estimates and Schedules

Cost Estimates & Schedules		
	Estimated Cost	Schedule
Preliminary Engineering (PE)	-	Unscheduled
Right-of-way (RW)	-	Unscheduled
Construction (CN)	-	Unscheduled
Total Estimate	\$55,000,000	



Richmond Area MPO
2007 Regional Priority Transportation Projects
(\$000)

Priority Order	MPO Priority Project	VDOT UPC #	Location/ Improvement Type	Cost Estimate	Allocation			Funding Status After 2013
					Previous	Actual (FY08)	Proposed	
1	RIC Expansion and Access Improvements	66786	RIC expansion	N/A	N/A	N/A	N/A	By Others
			Airport Dr from 0.7 MN Clarkson Rd to Charles City Rd	17,017	12,699	2,062	2,410	Fully Funded
			Airport Dr Extended (Charles City Rd to Rt 895)	PPTA	PPTA	PPTA	PPTA	PPTA
2	Main Street Station, High Speed Intercity Rail,	64219, 66857	Station facility	60,890	52,850	1,869	4,953	1,218
	High Speed Intercity Rail		High Speed Intercity Rail: Washington to Richmond -- 3rd track	684,000	0	0	0	No Funding
	GRTC Improvements	T40, T41	GRTC maintenance facility	44,129	37,869	3,130	3,130	Fully Funded
3	Route 360 East of I-295 (Hanover County)	17768, 18963, 18962, 13551	Widen to 6 & 8 lanes (I-295 to Walnut Grove Rd)	78,287	11,847	6,601	41,240	18,599
	Route 10 (Chesterfield County)	80529	Route 1 to Meadowville Rd	28,099	453	777	26,869	Fully Funded
4	Parham Road/Patterson Avenue Urban Interchange (Henrico County)		Parham Road/Patterson Avenue urban interchange	80,000	0	0	0	No Funding
5	Huguenot Bridge Replacement	16519	Bridge replacement	50,544	11,272	2,662	36,610	Fully Funded
6	Route 250 (Goochland County)	52448	Widening (4-lane from Rte 623 to Rte 621)	7,625	5,410	1,000	1,216	Fully Funded
Sub-Total				\$ 1,050,591	\$ 132,400	\$ 18,101	\$ 116,428	\$ 499,662

Priority Order	MPO Priority Project/Issue	VDOT UPC #	Location/ Improvement Type	Cost Estimate	Allocation			Funding Status After 2013
					Previous	Actual (FY08)	Proposed	
Other	I-64 Widening from Richmond to New Kent / James City County Line	12799, 52443, 67913, 11800	I-64 widening to 6 and 8 lanes	377,637	23,948	22,030	1,040	330,583
	Rail Improvements from Richmond to Hampton Roads)		Rail improvements(entire project): 90 MPH speed	181,000	0	0	0	No Funding
	Route 360 Widening (Chesterfield County)	50029, 68725	Widen to 6 lanes (Winterpock Rd to west of Swift Creek)	22,891	12,102	7,480	3,309	Fully Funded
	Widen I-64 (Goochland County)	70542	Widen to 6 lanes from Rt 288 to 1.6 km west of Rt. 623 (for compliance with federal conditions for I-64/Rt 288 interchange approval)	23,031	1,387	3,504	18140	Fully Funded
	Virginia Capital Trail	55051, 71910, 81562, 80771, 78254	Richmond to Williamsburg (entire project)	23,621	14,764	6,241	0	2,616
	I-95/Lewistown Road Interchange	58920, 84729, 77408	Widen bridge to six lanes; phased improvements to interchange	55,000	5,829	606	0	48,565
	Sub-Total				\$ 683,180	\$ 58,030	\$ 39,861	\$ 22,489
GRAND TOTAL				\$1,733,771	\$ 190,430	\$ 57,962	\$ 138,917	1,062,462

SOURCES:

1. VDOT FY 2008-2013 Six Year Improvement Program (approved by CTB on June 2007).
2. Henrico County records, March 20, 2006.
3. Virginia Department of Rail and Public Transportation records, June 23, 2006.
4. Washington, DC to Richmond Third Track Feasibility Study; House Document No. 78

NOTES:

Prepared by RRPDC, August 2007.
Priority projects and ranking approved by MPO; September 27, 2007.