

Southeast Corridor Greenway, Virginia

From Burgess to the North Carolina State Line



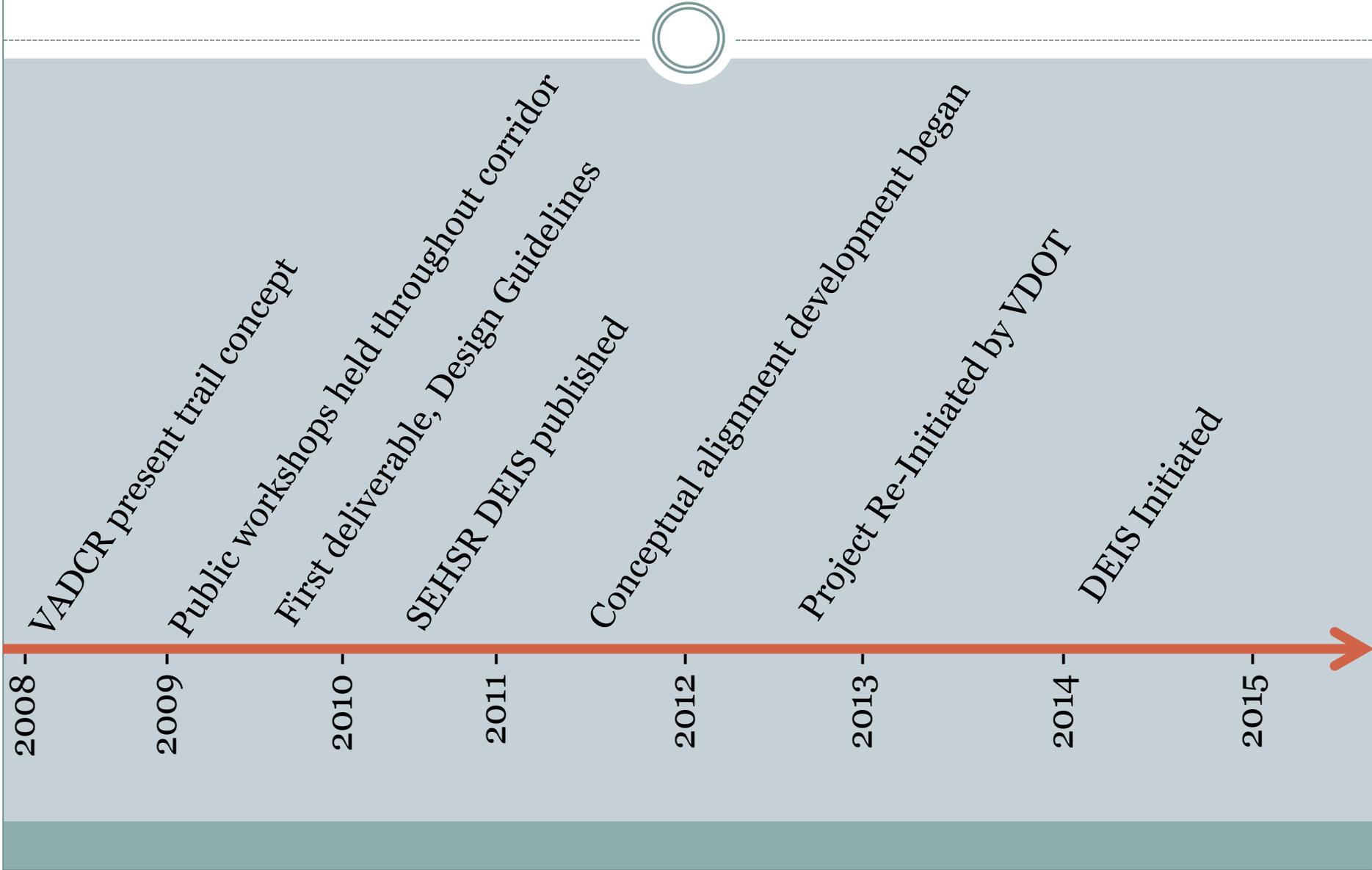
STATUS UPDATE TO VIRGINIA BICYCLE AND
PEDESTRIAN ADVISORY COMMITTEE

APRIL 22, 2015

1:45 – 2:15 PM



Historic Timeline



Greenway Corridor Plan



- **Purpose and Need** – to assist with future NEPA and/or state regulations.
- **Recommended Greenway Alignment** – by county, with GIS figures.
Recommended alignment is not provided within municipal boundaries or across a large waterbody. Areas where a recommended alignment extends beyond the SEHSR survey limits are identified.
 - **Problem Areas/Additional Data Needs** – Problem areas (e.g., where the greenway would cause impacts to a resource listed on or eligible for the National Register) and future data needs (e.g., archaeological surveys, additional natural resource investigations).
 - **Estimated Environmental Impacts** – The potential environmental impacts of the proposed greenway will be estimated using the previously acquired survey information completed for the SEHSR project (e.g., streams, wetlands, floodplains, prime and important farmland).
 - **Estimated Construction Cost** – The estimated cost to construct the greenway will be per linear foot and compiled on a county basis. Estimated right-of-way and relocation costs will not be provided.
- **Public Involvement** – Summary of 2009 workshops and those held in conjunction with the design public hearings for SEHSR (2015).

Greenway Corridor Plan



Southeast Corridor Greenway

Contents

1. Background
2. Purpose and Need
3. Recommended Greenway Alignment
4. Public Involvement

Greenway Corridor Plan



3.1.1 Dinwiddie

- *Introduction*
- *Socio-Economic*
- *Section 4(f) and Section 6(f)*
- *Cultural Resources*
- *Natural Resources*
- *Agricultural/Open Space*
- *Air Quality*
- *Noise*
- *Utilities and Services*
- *Right-of-Way and Relocations*
- *Public Comments on the Dinwiddie Alignment*

VDOT CE FORM EQ 104 Categories

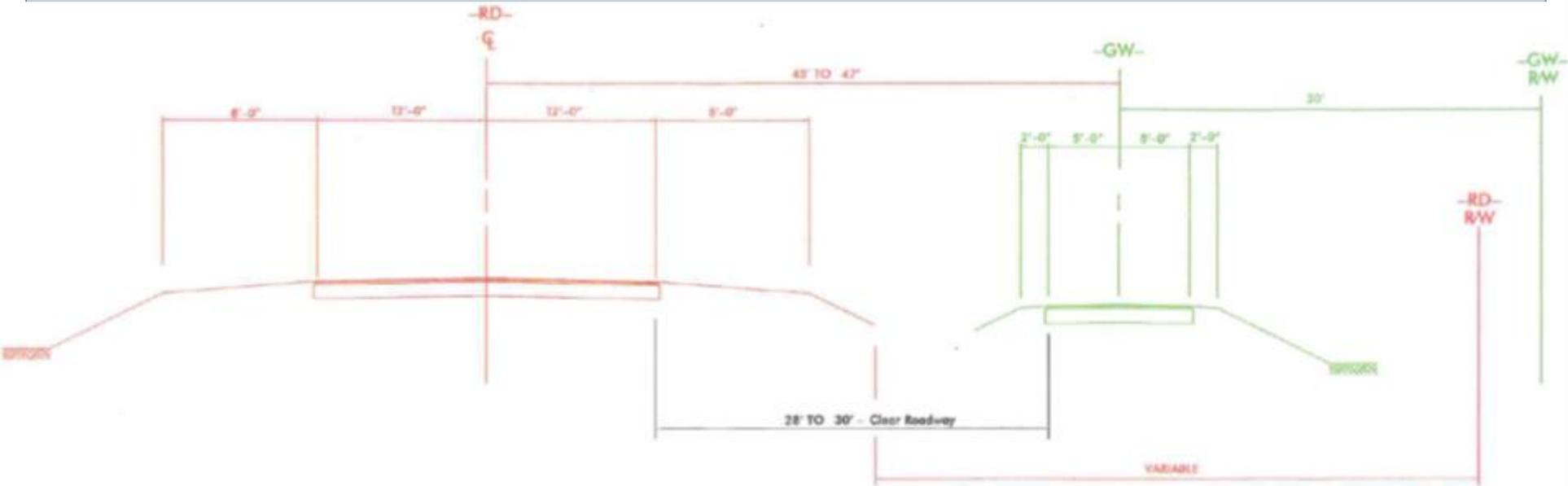
Greenway Corridor Plan



ABA Trail Design Technical Guide Quick Reference

<i>Feature</i>	<i>Standards</i>	<i>Comments</i>
Surface	Concrete, asphalt or gravel	Trail surface will vary depending on the application. Sensitive areas such as wetlands and poor soils may warrant boardwalks.
Running/Longitudinal Slope	0 - 5% max.	Try to keep the overall slope to a minimum for the benefit of all users. However, where a minimum slope is not practical,* the following short segments of steep trail are allowed with resting intervals (per the Accessibility Guidelines for Outdoor Developed Areas - see comparison): 1:20 (5%), any length; 1:12 (8.33%), for up to 200 feet; 1:10 (10%), for up to 30 feet; 1:8 (12.5%), for up to 10 feet. No more than 30% of the total trail length shall exceed 1:12.
Cross Slope	2% cross slope (NOT crowned) on paved surfaces for drainage	2% desired for adequate drainage and ease of wheelchair use.
Width	10' trail surface with 2' shoulder on both sides (14' total corridor)	12'-16' wide for trails with anticipated high volume or length greater than 1/2 mile length. Min. 3' clearance from objects adjacent to the trail. (see signage)
Vertical Clearance / Protuding Objects	10' min. vertical clearance, NO protruding objects	Tree limbs, signs, lighting, overpasses, etc.
Tread Obstacles	No tread obstacles allowed	Maintain a smooth tread surface
Passing Space	N/A if trail width is 10'	
Resting Intervals	N/A if trail width is 10' and slope is <5%	Locate at both ends of steep slope segments of trail
Edge Protection / Railings	42" min. height railings	42" min. height railings where >30" drop in grade OR > 3:1 side slope adjacent to trail if < 5' shoulder < 4" gap in railings
Buffers/Barriers (from railroad)	min. 30' from edge of trail and 7' ht fence/barrier AND/OR grade separation AND/OR min. 50' separation w/o fence/barrier	Depending upon the speed of the rail traffic, studies showed 30' minimum distance between rail and trail is desired. However, in instances where there is not adequate ROW, trail can be closer and additional safety measures taken such as raising the grade of the trail and installing fencing and wall barriers.
Openings/Gaps	max. 1/4 inch (6 mm)	Try to avoid any openings or gaps in the trail surface.
Signage	Part 9 of the MUTCD	

Greenway Corridor Plan



Greenway Corridor Plan



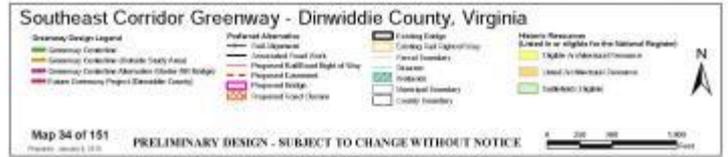
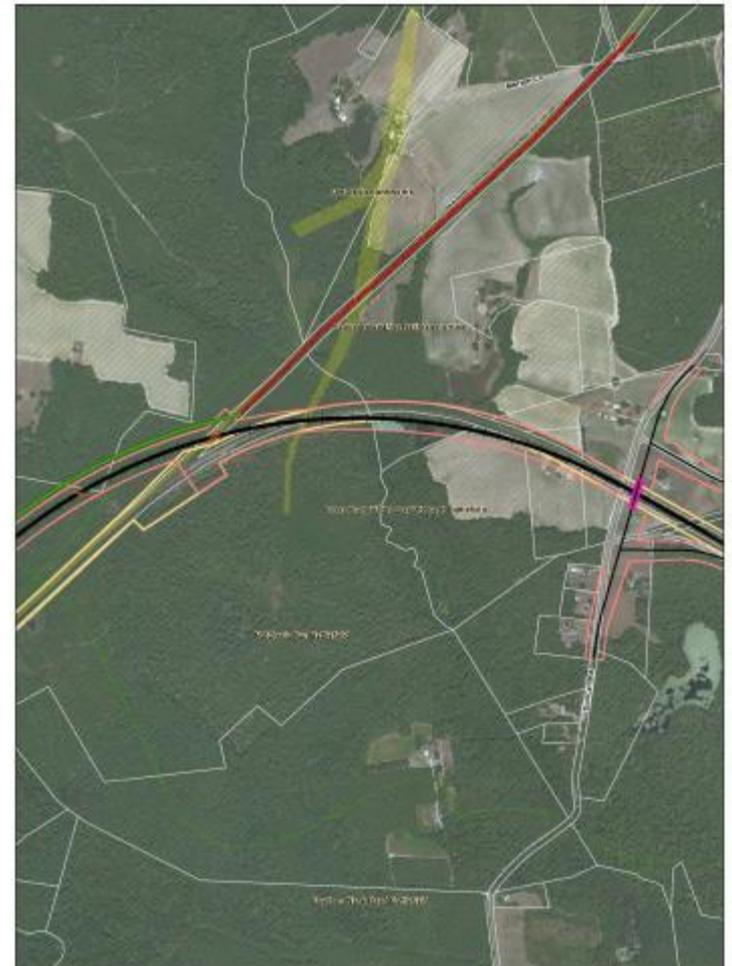
Section	Segment Length (Miles)	ROW Needed (Acres)	ROW Needed (Acres) / Linear Mile	Planning Level Cost Estimate	Phasing Priority
Dinwiddie County	20.47	120.73	5.90	\$ 17.6M	Medium
Brunswick County Line to Alberta	9.87	23.66	2.40	\$ 8.5M	High
Alberta to Mecklenburg County Line	9.64	36.75	3.81	\$ 8.3M	High
Mecklenburg County	18.66	75.84	4.06	\$ 16M	Medium
North Carolina Line to Norlina	7.47	10.89	1.46	\$6.4M	High
Norlina to Vance County Line	5.34	29.20	5.47	\$4.6M	Low
Vance County Line to Henderson	6.15	23.24	3.78	\$5.3M	Low
Henderson to Franklin County Line	7.61	54.83	7.20	\$6.5M	Medium
Franklin County Line to Franklinton	4.28	21.24	4.96	\$3.7M	Low
Franklinton to Wake County Line	6.97	42.85	6.15	\$6M	High

Greenway Corridor Plan



Map #	Phasing Priority	Notes
34	Medium	outside rail ROW - no major environmentally sensitive impacts
35	Medium	outside rail ROW - no major environmentally sensitive impacts
36	Low	routing outside of study area, impact to undisturbed property
37	Low	outside rail ROW - within eligible battlefield resource
38	Low	outside rail ROW - within eligible battlefield resource
39	Medium	outside rail ROW - no major environmentally sensitive impacts
40	High	all within existing ROW - within eligible battlefield resource
41	High	mostly within rail ROW - short deviation in personal property
42	High	all within existing ROW - within eligible battlefield resource
43	Low	outside rail ROW - within eligible battlefield resource
44	Low	outside rail ROW - within eligible battlefield resource
45	Medium	within proposed roadway ROW
46	Medium	outside rail ROW - no major environmentally sensitive impacts
47	Medium	outside rail ROW - no major environmentally sensitive impacts
48	Medium	outside rail ROW - no major environmentally sensitive impacts
49	Medium	outside rail ROW - no major environmentally sensitive impacts
50	Low	routing outside of study area, impact to undisturbed property
51	Medium	outside rail ROW - no major environmentally sensitive impacts
52	Medium	outside rail ROW - no major environmentally sensitive impacts
53	Medium	outside rail ROW - no major environmentally sensitive impacts

Mapbook (First 5 Sheets)



Mapbook (First 5 Sheets)



Southeast Corridor Greenway - Dinwiddie County, Virginia



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Mapbook (First 5 Sheets)



Southeast Corridor Greenway - Dinwiddie County, Virginia

<p>Stippled Design Legend</p> <ul style="list-style-type: none"> █ Greenway Corridor █ Greenway Corridor (Outside Study Area) █ Greenway Corridor Alternative (Under 100' Bridge) █ Future Greenway Project (Dinwiddie County) 	<p>Preferred Alternative</p> <ul style="list-style-type: none"> █ 100' Right-of-Way █ 100' Truck Turn █ 100' Right-of-Way █ 100' Easement █ Proposed Bridge █ Proposed Road / Bridge 	<p>Existing Bridge</p> <ul style="list-style-type: none"> █ Existing (Not Right of Way) █ Future (Necessary) █ Proposed █ Must-Build (Necessary) █ County Boundary 	<p>Historic Resources (As listed on an eligible for the National Register)</p> <ul style="list-style-type: none"> █ Eligible for National Register █ Listed on National Register █ Contributed (If Applicable)
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Map 37 of 151 PRELIMINARY DESIGN - SUBJECT TO CHANGE WITHOUT NOTICE 0 200 400 600 Feet

Next Steps



- Gather feedback on Draft Plan and mapbook (April/May)
- Obtain feedback on potential trailhead locations for each section from VDOT, and public if feasible (April/May)
- Provide draft trailhead locations to HMM for feasibility review (May)
- Revise trailhead locations, if needed, and add to Draft Plan and mapbook (May/June)
- Plan for, and administer, an information booth for SESHHR public meetings (date TBD) to receive feedback on the Greenway for the Final Plan and mapbook (Project Completion Dependent on Public Meeting schedule for SESHHR).