Hanover County Board of Supervisors February 27th, 2013

Business and Residential Development Road Improvements Transportation Policy

Hanover: People, Tradition & Spirit

Road Improvements Transportation Policy

Land Use Policy
Thoroughfare Plan Policy
Candidate Project List
Project Development Methodology
(50 lots and over / less than 50 lots)

HANOVER COUNTY
BOARD OF SUPERVISORS

BUSINESS AND RESIDENTIAL
DEVELOPMENT ROAD
IMPROVEMENTS
TRANSPORTATION POLICY

DRAFT

FEBRUARY, 2013

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Transportation Policy (Land Use)

- Reduce off-site traffic impacts through application of mixed-use development
- Reduce the rate of external traffic movements per household through introduction of limited retail/commercial uses in Suburban Residential development
- Maintain the efficient functioning of travel ways through development and implementation of access management guidelines in partnership with VDOT
- Address the impacts of County development in proximity to the Town of Ashland through coordination and sharing road project activities.

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Transportation Policy (Thoroughfare Plan)

- Protect ultimate rights-of-way shown on the Major Thoroughfare Plan from encroachment by development and obtain donations of right-of-way for Major Thoroughfare Plan roads and interchanges through the rezoning process.
- Seek to obtain roadway improvements necessitated, at least in part, as a result of development and coordinate other sources of funding to implement projects and minimize the adverse effect of new development on capacity and service levels along major thoroughfares
- Encourage interconnection of communities and neighborhoods during the zoning process to minimize impacts to existing and planned Major Thoroughfares
- Plan for the interconnection of major thoroughfare corridors
- Increase public awareness of planned interconnections
- Seek to obtain transportation, traffic and corridor access studies in areas planned for significant retail and business development to ensure adequate access is provided

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Project Development Methodology

- Traffic Generation
- Level of Service (LOS)
- Traffic Impact & Contribution
- Financial Contributions
- Planning Level Cost Estimates

* Blended Growth Rate = 1% annual population growth FY 2013-17, and 1.5% annual growth rate FY2018 - 28

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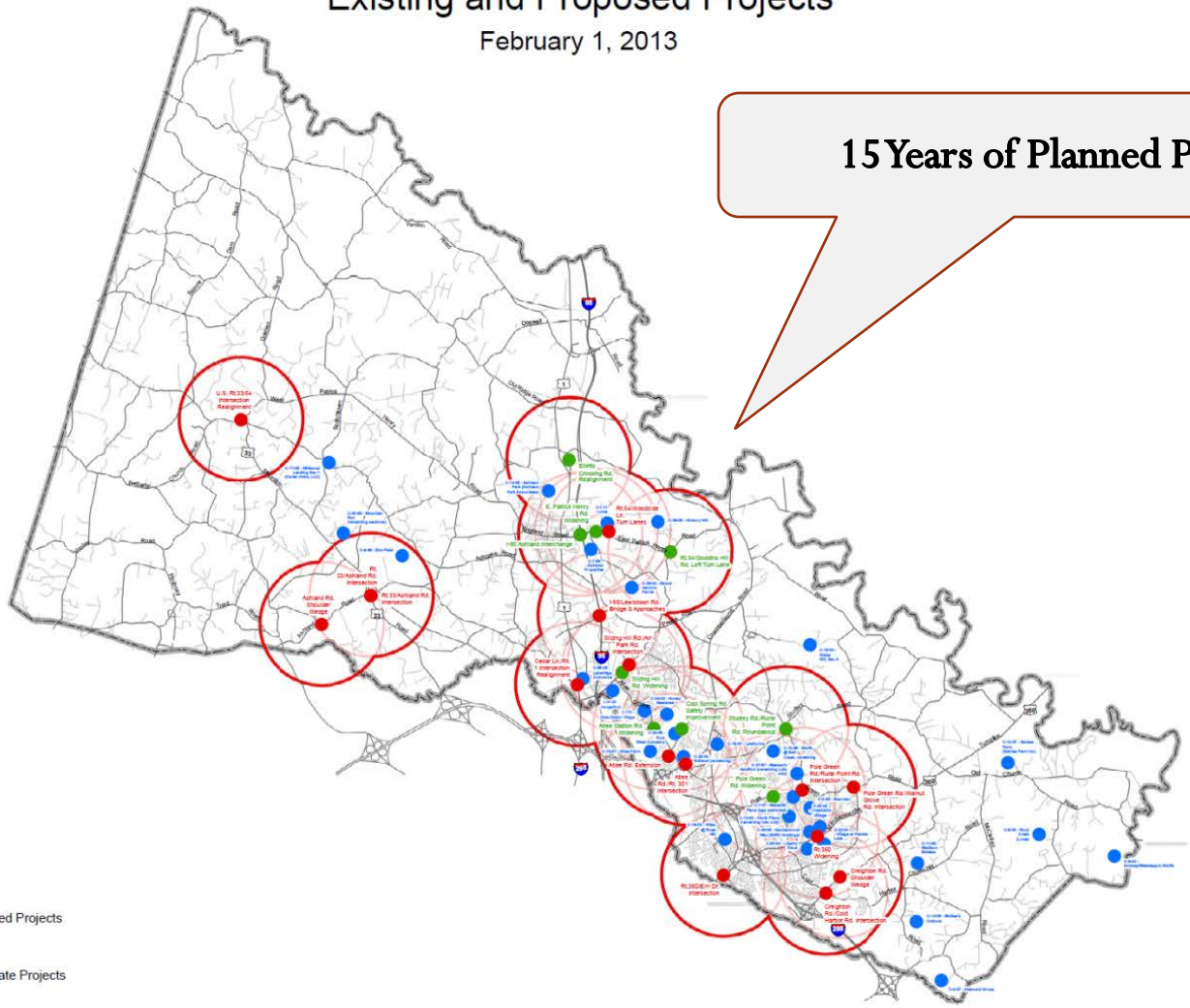
Existing and Proposed Projects

February 1, 2013

15 Years of Planned Projects



Legend

- Approved Projects
- Candidate Projects
- 25+ lots

N W E S

0 0.75 1.5 3

Miles

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Candidate Project List

Cost and Level of Service

Project Name	Estimated Cost	Base ADT	%Base ADT	Growth ADT	Growth $	
Atlee Station Widening	$20,000,000	9,400	10.4%	7,740	$9,031,741	
Cool Spring Safety	2,500,000	2,300	2.5%	1,894	$1,128,968	
54/Goddins Hill Left Turn	1,600,000	3,600	4.0%	2,964	$722,539	
54/Woodside	1,600,000	3,600	4.0%	2,964	$722,539	
54 Widening 2-4 Woodside to Existing 4	4,500,000	3,600	4.0%	2,964	$2,032,142	
I95 Interchange (Ramp Extension) EB off	1,500,000	3,600	4.0%	2,964	$677,381	
95 Interchange (Ramp Realignment) (SB off)	3,500,000	8,700	9.6%	7,164	$1,580,555	
I95 Southbound on - Signal - WB LT on Ext	3,500,000	870	1.0%	716	$1,580,555	
Pole Green Widening	11,000,000	14,000	15.5%	11,528	$4,967,458	
33/Ashland Intersection	300,000	9,900	11.0%	8,152	$135,476	
Sliding Hill Road Widening	10,000,000	15,000	16.6%	12,352	$4,515,871	
Studley / Rural Point Roundabout	900,000	4,800	5.3%	3,953	$406,428	
Creighton Intersection	500,000	11,000	12.2%	9,058	$225,794	
Total Project Cost	**$61,400,000**	90,370		74,415	$27,727,446	45%

Development Percentage

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Project Methodology - Key assumptions for a blended proposal and starting point

- Blended Growth Rate

  * Blended Growth Rate = 1% annual population growth FY 2013-17, and 1.5% annual growth rate FY2018 - 28

- $2,500,000 annual MPO allotment

  * MPO Funding = $0 0-5 years, $2,500,000 6-15 years

- VDOT Revenue Sharing up to $10,000,000 / year

- Development share to balance after other revenues

  *Not to exceed 45 percent

- No escalation for inflation, present day dollars

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Base Proffer – Average Starting Point

Funding Analysis	Horizon 10 year	Horizon 15 year
Project Cost	$61,400,000	$61,400,000
MPO	$12,500,000	$25,000,000
Rev. Sharing	$24,450,000	$18,200,000
GF @current	$2,500,000	$3,750,000
Development	$21,950,000	$14,450,000
Ave $/Dwelling	$6,134	$2,306

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Traffic Impact & Contribution

Project	Case#	Tot. Proffered	Available Lot	ADTs	Trip Distr.		Project Impact
Rt. 54/Woodside Ln Turn Lans							
Hickory Hill	C-39-05	276	261	2,622	20%	Left on Rt. 54 to Rt. 301	-
					75%	**Right on Rt. 54 to I-95 & Town via 54/Woodside Ln intn.**	**1,967**
					5%	Right on Rt. 54 to Atlee via Goddins Hill Rd	-
Mount Hermon Farms	C-29-03	48	34	456	10%	Right on Mt. Herman Rd to 301 NB & Courthouse via 54/Woodside Ln intn.	**46**
					10%	Right on Mt. Herman Rd to 301 SB	-
					80%	Left on Mt Herman Rd to I-95 & Town	-
Lowe	C-7-11	160	160	1,520	10%	Right on Woodside Ln to Rt. 1 & Town	-
					90%	**Left on Woodside Ln to Rt. 54 via 54/Woodside Ln intn.**	**1,368**
Ashland Properties	C-7-09	599	599	5,691	90%	Left on Mt Herman Rd to I-95 & Town	-
					5%	Left on Mt Herman Rd to 301 NB & Courthouse via 54/Woodside Ln intn.	**285**
					5%	Right on Mt. Herman Rd to 301 SB	**285**
						TOTAL	**3,949**

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Trip Case Studies > 50 Lots

- Providence (Lowe) 160 lots – 1520 vpd
  - 54/ Woodside Lane / I95 Ramps
  - 3600 vpd RT54
  - Trip Assumptions

10%	Right on Woodside Ln to Rt. 1 & Town
90%	**Left on Woodside Ln to Rt. 54 via 54/Woodside Ln intn.**

  - 1368vpd / 3600 (base)+3172 (other zonings)+2470 (Woodside) vpd = 14.8 percent of operations
  - $1,600,000 project or $1,480 / lot @ 14.8% (Woodside)
  - $1,500,000 EB Ramp off or $656/lot @7.4%
  - $3,500,000 SB Ramp off or $809/lot @ 3.7%
  - $3,500,000 SB Ramp on or $1,618 / lot @ 7.4

  Total: $4,563

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Financial Contributions / Management

- Receivables Accounts for > 50 lot projects
- Prioritization of projects based on growth and receivables
- Pooling of receivables for expenditure on priority projects for cash flow purposes (Reporting Proffer Relationship / Geographic Accountability)???
- Displace GF and Developer Funds to enhance opportunity and flexibility to advance projects???
- Accounting against receivables to ensure equity

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Requested Action

- Adopt the Hanover County Business and Residential Development Road Improvements Transportation Policy

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