

Strategies to Link Land Use and Transportation Planning

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Hanover County
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Local Responsibility

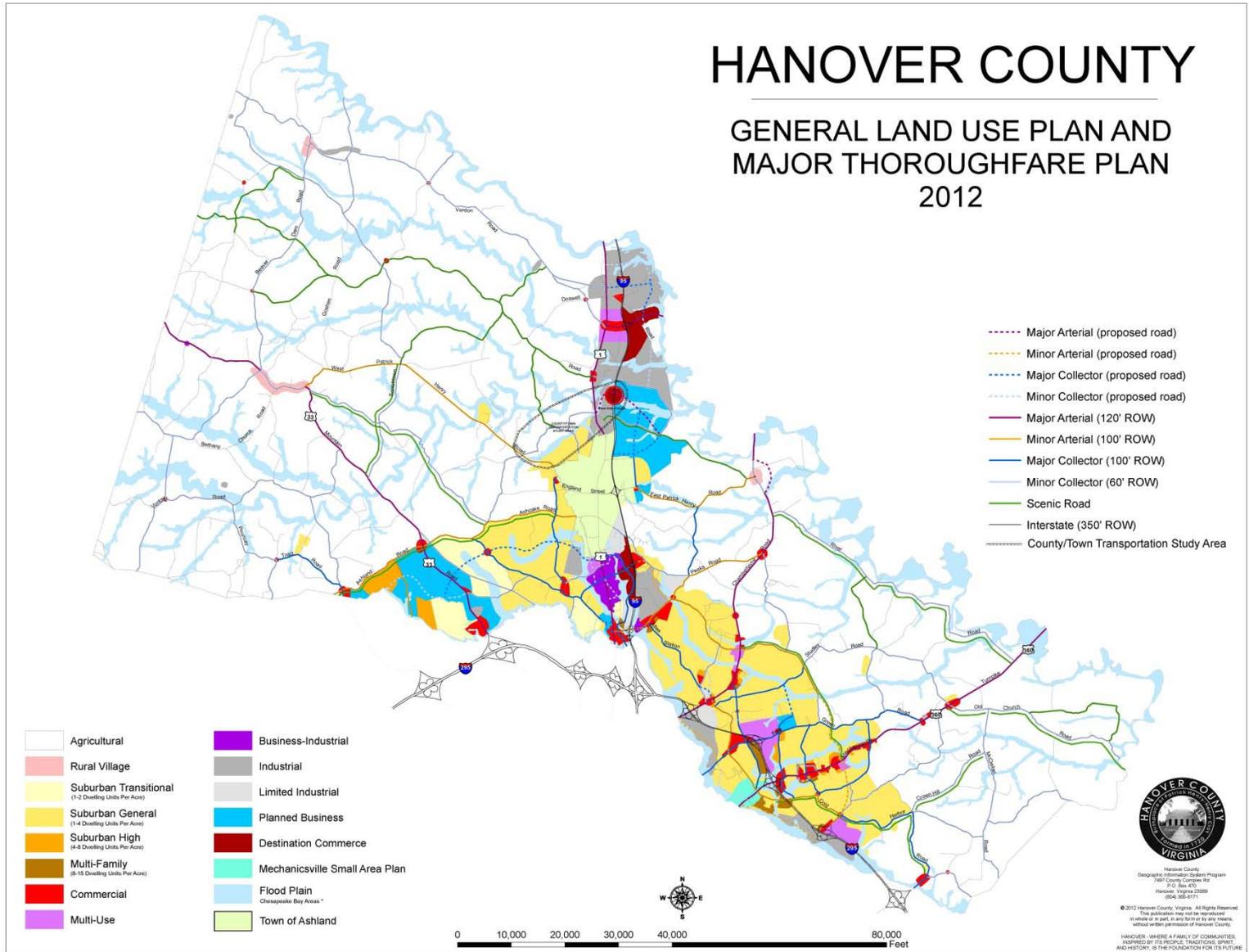
- ◉ § [15.2-2223](#). Comprehensive plan to be prepared and adopted
 - › As part of the comprehensive plan, each locality shall develop a transportation plan that designates a system of transportation infrastructure needs and recommendations that include:
 - The designation of new and expanded transportation facilities that support the planned development of the territory covered by the plan
 - Bicycle accommodations, pedestrian accommodations, railways, bridges, waterways, airports, ports, and public transportation facilities as appropriate
 - A hierarchy of roads such as expressways, arterials, and collectors



MAJOR THOROUGHFARE PLAN

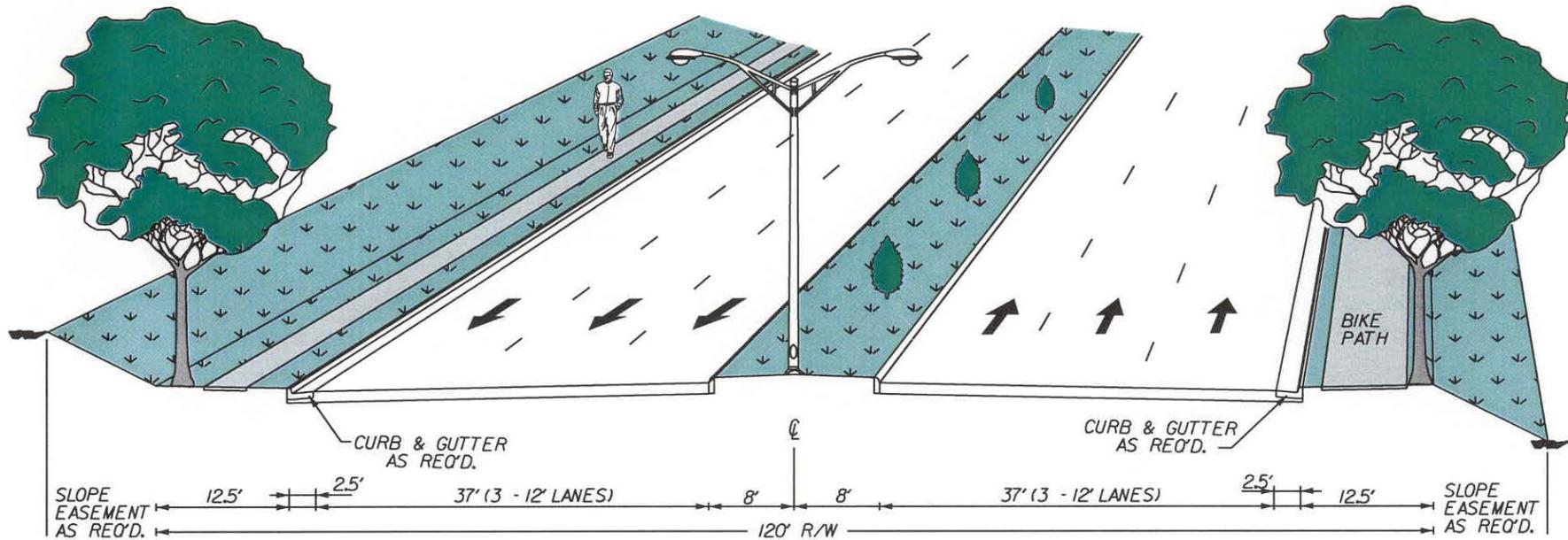
HANOVER COUNTY

GENERAL LAND USE PLAN AND MAJOR THOROUGHFARE PLAN 2012



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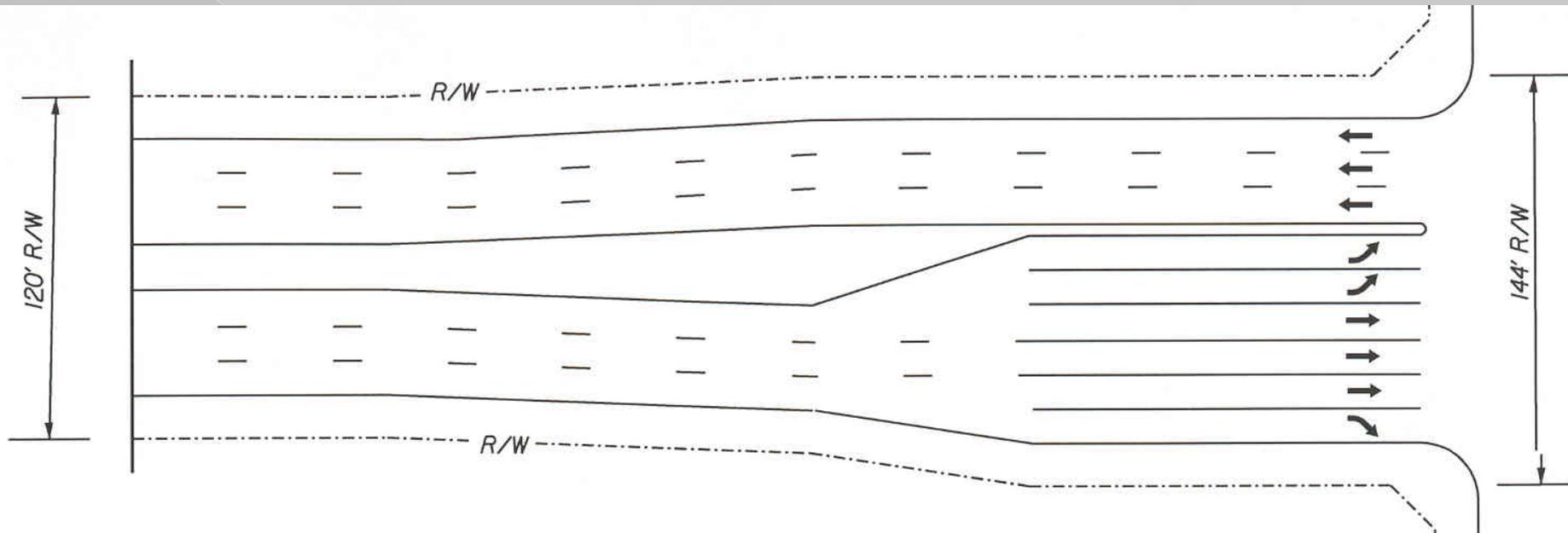
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HANOVER - WHERE A FAMILY OF COMMUNITIES,
INSPIRED BY ITS PEOPLE, TRADITIONS, SCENERY,
AND HISTORY, IS THE FOUNDATION FOR ITS FUTURE.



MAJOR ARTERIAL - URBAN SECTION

NOTES:

1. TURN LANES SHALL BE IN ACCORDANCE WITH THE VDOT ROAD DESIGN MANUAL.
2. LANE WIDTHS SHALL BE 12' EACH.
3. TRANSITION LENGTHS SHOWN FOR ILLUSTRATIVE PURPOSES ONLY AND SHALL BE IN ACCORDANCE WITH THE VDOT ROAD DESIGN MANUAL.
4. RIGHT OF WAY CHORDS AT THE INTERSECTION CORNERS ARE FOR TRAFFIC CONTROL EASEMENTS.



NOTES:

1. MINIMUM ROADWAY DESIGN STANDARDS SHALL BE IN ACCORDANCE WITH THE VDOT ROAD DESIGN MANUAL.
2. RIGHT OF WAY REQUIREMENTS MAY VARY DUE TO SITE SPECIFIC DESIGN ISSUES.
3. RIGHT OF WAY REQUIREMENTS INCREASE AT INTERSECTIONS TO ACCOMMODATE TURN LANES.
4. LANDSCAPING, LIGHTING, SIDEWALKS, AND BIKE PATHS ARE FOR ILLUSTRATIVE PURPOSES ONLY.

- ◎ *The transportation plan shall also include:*
 - › *Cost estimates of such road and transportation improvements from the Virginia Department of Transportation*
 - › *Take into account the current and future needs of residents in the locality while considering the current and future needs of the planning district within which the locality is situated*



How Do We Go From a Plan
to a Funded Project?



How Do We Go From a Plan to a Project?

- ◎ *MTP uses the VDOT Travel demand model to anticipate future transportation needs to accommodate planned land uses*
 - › *Model is calibrated to local transportation patterns*
- ◎ *Hanover County's road proffer policy assumes a minimum LOS "D" across the entire network for the succeeding 20 year planning horizon*
 - › *Proffer policy does not include improvements to the interstate system (I-95 and I-295)*
 - › *The plan **does** contain improvements to several interchanges along I-95*
- ◎ *Once corridors/intersections falling below LOS D are identified through modeling, detailed engineering estimates are prepared for the road segment or intersection*



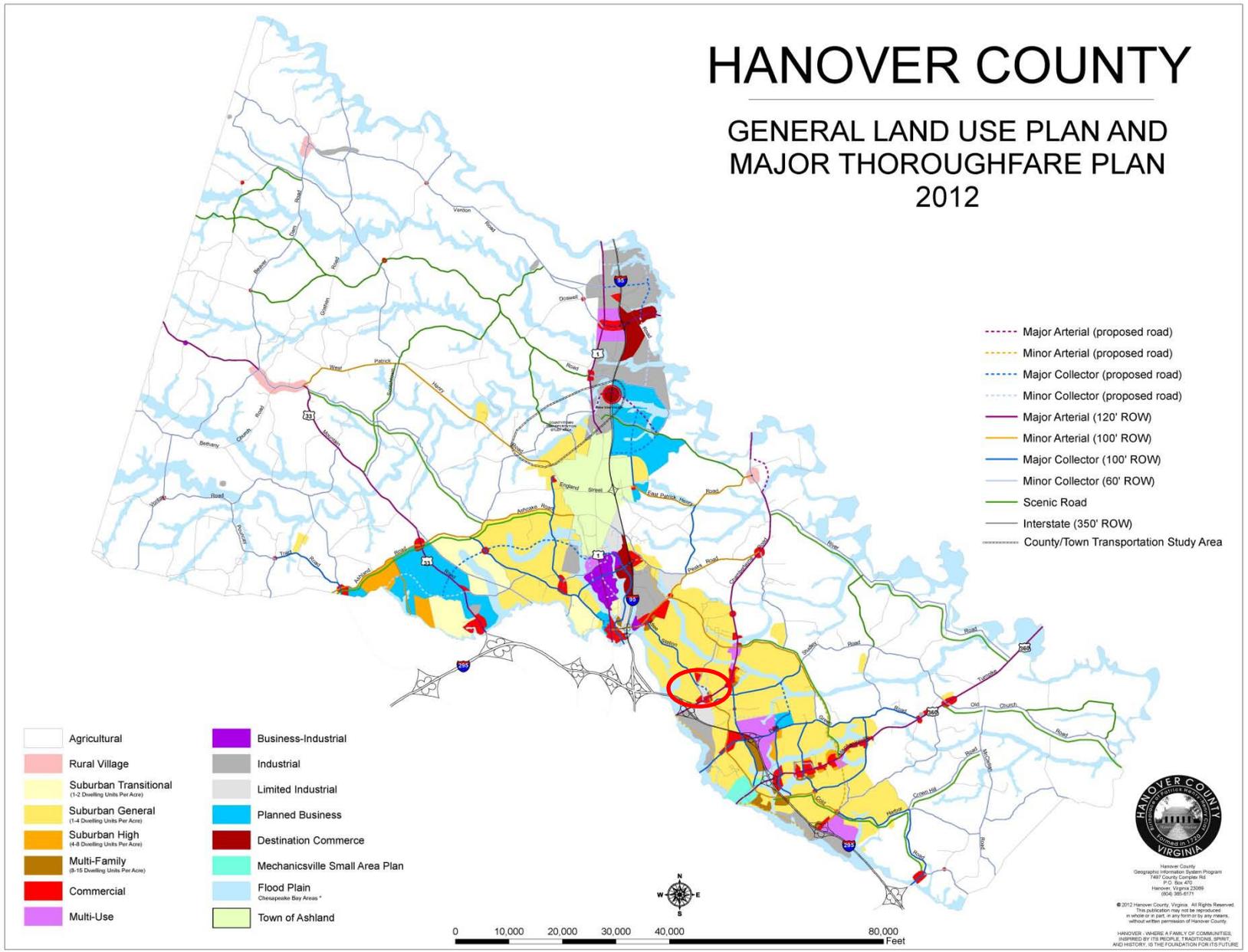


Or Simply Put...

MAJOR THOROUGHFARE

HANOVER COUNTY

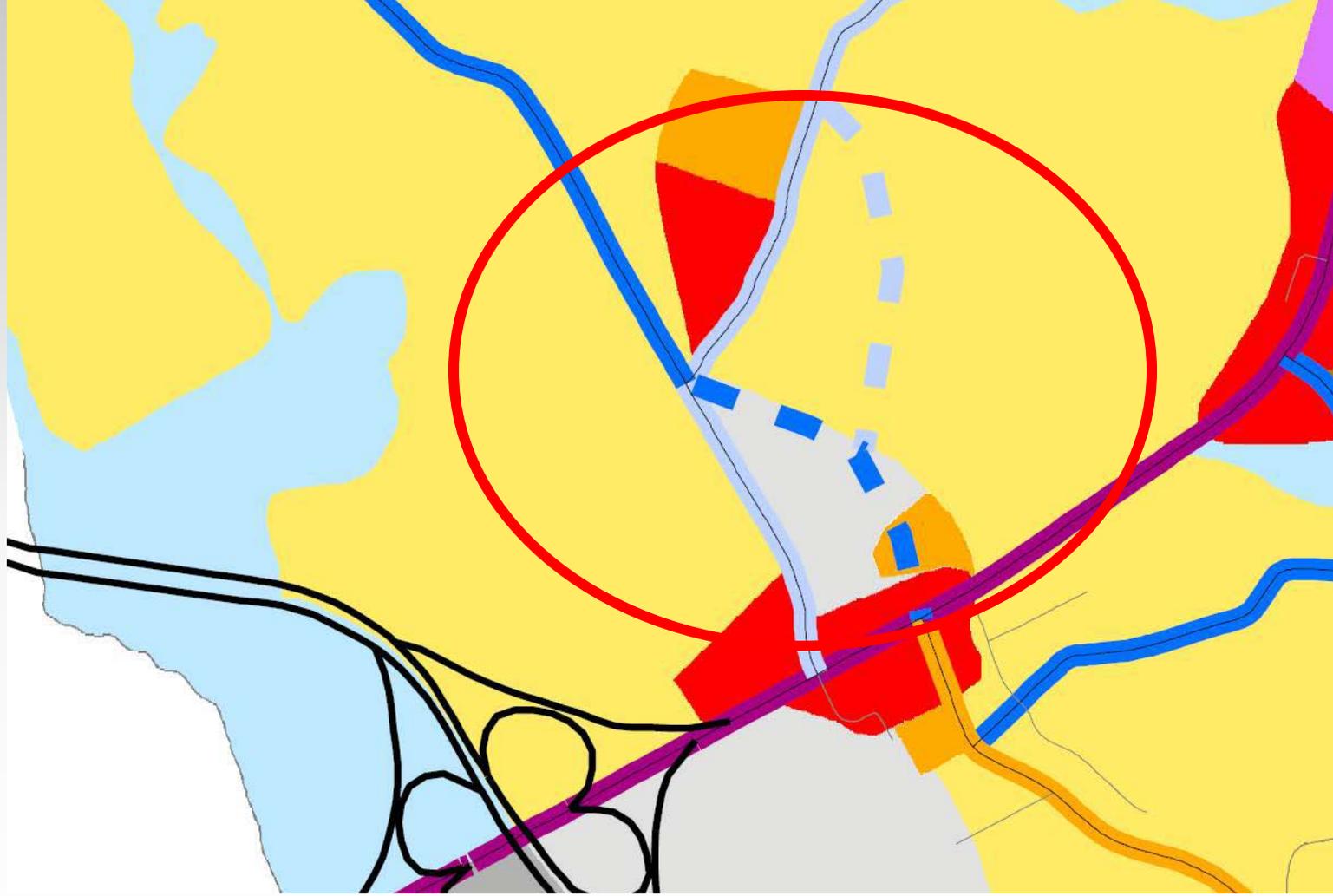
GENERAL LAND USE PLAN AND MAJOR THOROUGHFARE PLAN 2012

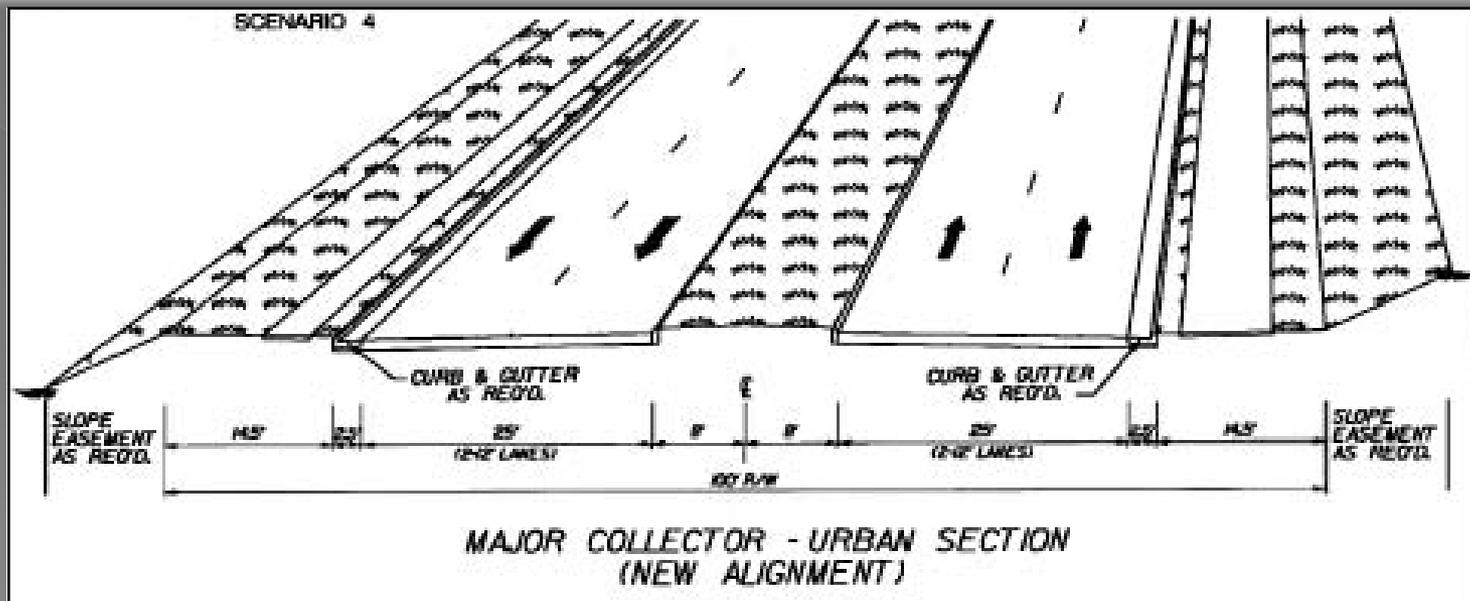


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MAJOR THOROUGHFARE





Project Name:	Atlee Road Extended Section 2	Date:	January 2008
Project Limits From:	Combs Drive Extension	To:	Atlee Station Road Intersection
MTP Functional Classification:	Major Arterial	Length (mi.):	0.60
Existing Lanes/Proposed Lanes:	0/4		
Project Type:	Roadway, New Alignment	Type:	Urban Section
Scenario Type:	4	Divided:	Yes

Opinion of Probable Costs		Cost Inputs:	
Description	Costs		
Roadway Typical Section	\$5,100,000	Project Length (Miles)	0.60
Shoulders – Paved (4’ both sides)	\$0	Shoulder Length (Miles)	0.00
Bike Lanes – Paved (4’ both sides)	\$0	Bike Lanes (Miles)	0.00
Shared Use Path – Paved (10’ one side)	\$462,000	Shared Path Length (Miles)	0.60
Bridge #1	\$0	Bridge #1 Length (Feet)	0
Bridge #2	\$0	Bridge #2 Length (Feet)	0
Bridge #3	\$0	Bridge #3 Length (Feet)	0
Totals	\$5,562,000		
Additional Contingency	\$556,200	Additional Contingency % of Project	10%
Utilities	\$1,390,500	Utility % of Project	25%
Right-of-Way	\$1,390,500	ROW % of Project	25%
Grand Total	\$8,899,200		

ATLEE ROAD EXTENSION





But wait...How about the transportation alphabet soup?

- 6YP
- TIP
- STP

Do we comply?

- ◎ The transportation plan, and any amendment thereto pursuant to § [15.2-2229](#), shall be:
 - ✓ Consistent with the Commonwealth Transportation Board's Statewide Transportation Plan developed pursuant to § [33.1-23.03](#)
 - ✓ The Six-Year Improvement Program adopted pursuant to subdivision (9) (b) of § [33.1-12](#), and the location of routes to be followed by roads comprising systems of state highways pursuant to subdivision (1) of § [33.1-12](#)
 - ✓ The locality shall consult with the Virginia Department of Transportation to assure such consistency is achieved
 - ✓ The transportation plan need reflect only those changes in the annual update of the Six-Year Improvement Program that are deemed to be significant new, expanded, or relocated roadways



Six-Year Plan Priority: 3.07

Cost (\$1,000's)

Phase	Managed By	9/30/13	12/26/13	Status
Preliminary Engineering	DPW	\$980	\$990	Underway
Right-of-Way / Utilities	DPW	\$2,878	\$2,686	Underway
Construction	DPW	\$8,278	\$8,278	Pending
Total		\$12,136	\$11,954	

Funding (1,000's)

Source	Previous	FY14	FY15	FY16	FY17	Total	BTC
State	\$480	\$793	\$217	\$157		\$1,647	
RSTP	\$3,616	\$660				\$4,276	
Proffers	\$2,937					\$2,937	
GF	\$907					\$907	
Rev. Sh.	\$3,461	\$1,453				\$3,461	
Total	\$11,401	\$1,453	\$217	\$157		\$13,228	(\$1,274)