

Isle of Wight County - Route 17 and Ragged Island Wildlife Nature Area Multimodal Corridor Connectivity Study

PROJECT SEGMENT #1



Segment #1 Project Limits

Details

Segment Starting Point: Smiths Neck Road (VA-669) / S. Village Way

Segment Terminus: Eagle Harbor Pkwy / Kings Crossing Way

Length of Asphalt Shared Use Path: 0.2 miles

Length of Boardwalk Shared Use Path: 0 miles

Basic Roadway/Site Characteristics:
Residential/Commercial land use, existing 8.5-foot asphalt shared use path

Minimum Setback/Clear Zone: 15-31 feet recommended clear zone width

Signage and Signage Setback

Recommendations: R10-11a (No Turn on Red) at S. Village Way

R1-2 (Yield) and W3-2 (Advance Yield) at shared use path crossing of 7-Eleven entrance R3-5 and R3-17aP (Right Turn Only Except Transit)

Crosswalk Features: Recommend installing high visibility crosswalks and ADA curb ramps on all four legs of Smiths Neck Rd intersection

Drainage/Culvert Needs: Existing roadside ditch

User-safety features (such as fencing or guardrails): None needed

High Risk Factors: Utility poles, signal modification to Smiths Neck Rd intersection

ROW Summary: Path encroaches outside of existing ROW along 7-Eleven property but maintains existing path alignment (see concept plans)

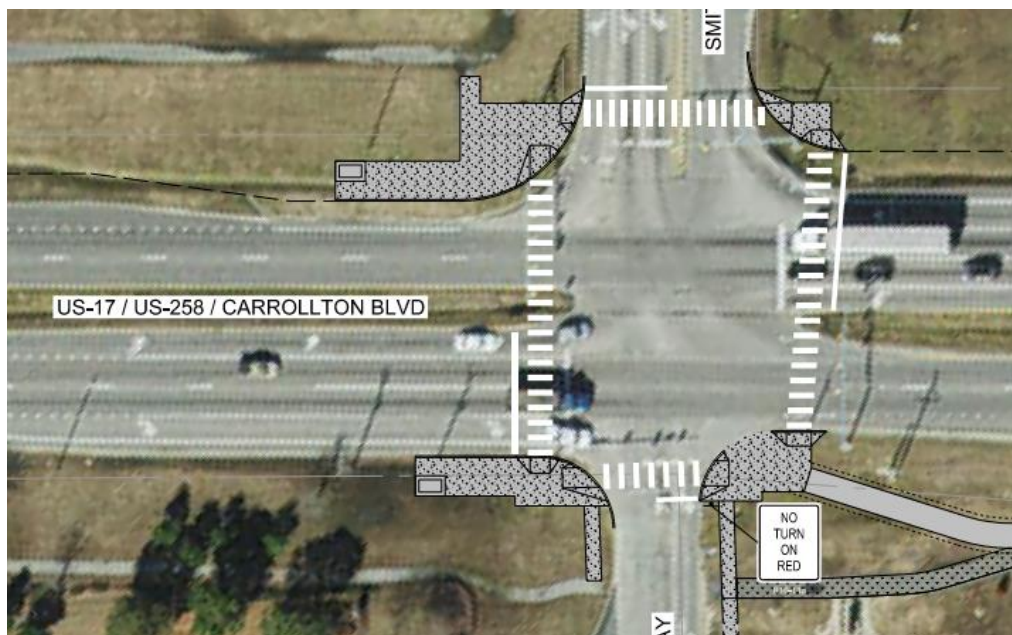
Utility Summary: Utility poles, underground natural gas line

Planning and Design

Recommend widening the existing 8.5-foot asphalt path to a 10-foot-wide asphalt path with 2-foot graded shoulders and intersection improvements at Smiths Neck Rd intersection. Proposed bus stops at Smiths Neck Rd/S. Village Way intersection.

Cost (Planning level/from VDOT Pre-Quantity Tool, PQT)

\$1.3 Million



Proposed Bus Stop Locations at Smiths Neck Rd/S. Village Way intersection.

PROJECT SEGMENT #2



Segment #2 Project Limits

Details

Segment Starting Point: Eagle Harbor Pkwy / Kings Crossing Way

Segment Terminus: Harbor Point Lane / Whippingham Pkwy (VA-662)

Length of Asphalt Shared Use Path: 0.2 miles

Length of Boardwalk Shared Use Path: 0 miles

Basic Roadway/Site Characteristics:
Residential/Commercial land use, existing 5-foot sidewalk

Minimum Setback/Clear Zone: 8-30 feet recommended clear zone width

Signage and Signage Setback

Recommendations: R10-11a (No Turn on Red) at Kings Crossing Way

Crosswalk Features: Recommend installing high visibility crosswalks and ADA curb ramps on all four legs of Whippingham Pkwy intersection

Drainage/Culvert Needs: Existing roadside ditch

User-safety features (such as fencing or guardrails): None needed

High Risk Factors: Utility poles, signal modification to Whippingham Pkwy intersection

ROW Summary: Path encroaches outside of existing ROW along residential subdivision but maintains existing sidewalk alignment (see concept plans)

Utility Summary: Utility poles, underground natural gas line

Planning and Design

Recommend proposed 10-foot asphalt path with 2-foot graded shoulders to follow alignment of existing sidewalk to minimize grading and existing tree impacts. Recommend intersection improvements at Whippingham Pkwy intersection.

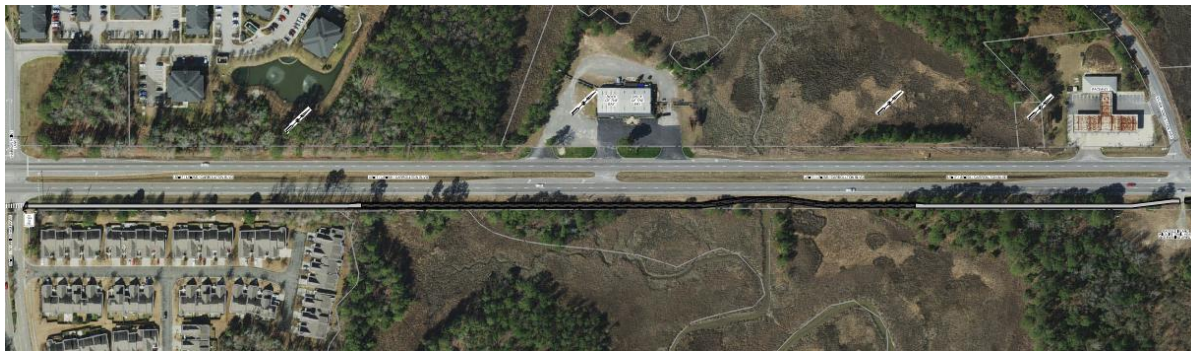
Cost (Planning level/from VDOT PQT)

\$600,000



Right-of-Way Impacts at Residential Subdivision

PROJECT SEGMENT #3



Segment #3 Project Limits

Details

Segment Starting Point: Harbor Point Lane / Whippingham Pkwy (VA-662)

Segment Terminus: Kings Cove Way

Length of Asphalt Shared Use Path: 0.3 miles

Length of Boardwalk Shared Use Path: 0.3 miles (Recommend 12-14-foot width)

Basic Roadway/Site Characteristics: Rural land use, marsh/wetlands

Minimum Setback/Clear Zone: 14-20 feet recommended clear zone width

Signage and Signage Setback

Recommendations: R10-11a (No Turn on Red) at Whippingham Pkwy

Crosswalk Features: No recommendations.

Drainage/Culvert Needs: Existing roadside ditch

User-safety features (such as fencing or guardrails): Recommend barrier or guardrail at existing headwall/creek north of Dock of the Bay restaurant (see concept plans)

High Risk Factors: Utility poles first 1500 LF of segment, natural gas line, 10+-foot grading difference, tree impacts

ROW Summary: Shared use path is within existing ROW

Utility Summary: Utility poles, underground natural gas line

Planning and Design

Recommend proposed 10-foot asphalt path with 2-foot graded shoulders each side and approximately 1400-foot boardwalk segment (12-14 foot wide) required at wetlands.

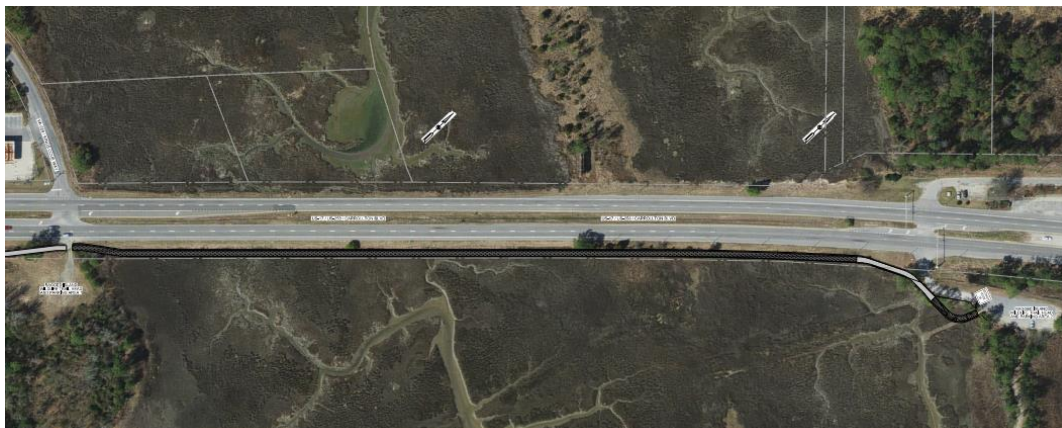
Cost (Planning level/from VDOT PQT)

\$5.2 Million



Example Shared Use Path on Boardwalk Photo (Kent Island Cross Island Trail, Route MD 301)

PROJECT SEGMENT #4



Segment #4 Project Limits

Details

Segment Starting Point: Kings Cove Way

Segment Terminus: Ragged Island Wildlife
Nature Area Parking/Trail Head

Length of Asphalt Shared Use Path: 0 miles

Length of Boardwalk Shared Use Path: 0.35
miles (Recommend 12-14-foot width)

Basic Roadway/Site Characteristics: Rural land
use, marsh/wetlands

Minimum Setback/Clear Zone: 14-20 feet
recommended clear zone width

Signage and Signage Setback

Recommendations: R5-3 (No Motor Vehicles) at
end of shared use path/trailhead parking lot

Crosswalk Features: No recommendations

Drainage/Culvert Needs: Existing roadside ditch

**User-safety features (such as fencing or
guardrails):** No recommendations

High Risk Factors: Light poles, natural gas line

ROW Summary: Within existing ROW

Utility Summary: Utility poles, underground
natural gas line

Planning and Design

Recommend approximately 1900-foot
boardwalk segment (12-14 foot wide) at
wetlands required for the entire project
segment length. Coordination with
Commonwealth Transportation Board (CTB)
needed to break VDOT Limited Access
area/fence at shared use path terminus at
Ragged Island Nature Area Parking Lot and Trail
Head.

Cost (Planning level/from VDOT PQT)

\$6.8 Million



Limited Access Area at shared use path terminus at Ragged Island Wildlife Trail Head Parking Area 2