

ROCKY GAP GREENWAY PLANNING STUDY



Prepared For:
Bland County Administrator

September 2013

Prepared By:



DAA Project Number: B12194B-01

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Notable Rocky Gap Landmarks (Courtesy of Ms. Sharon Puckett)

Greenway Concept Plan

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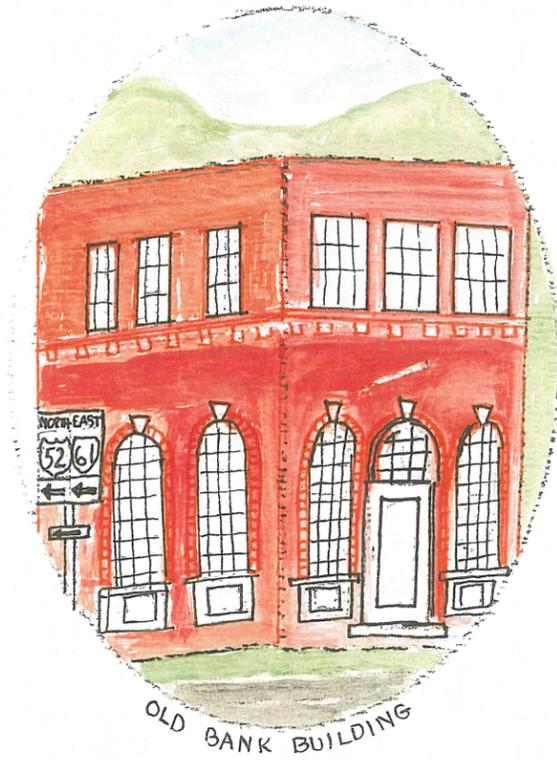
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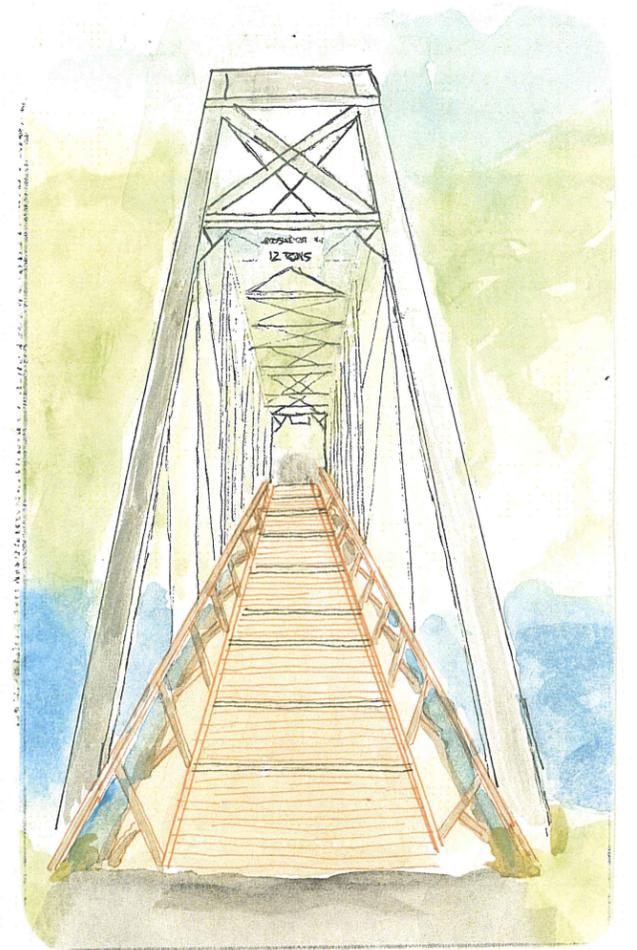
Appendix G: Conceptual Opinion of Probable Construction Costs



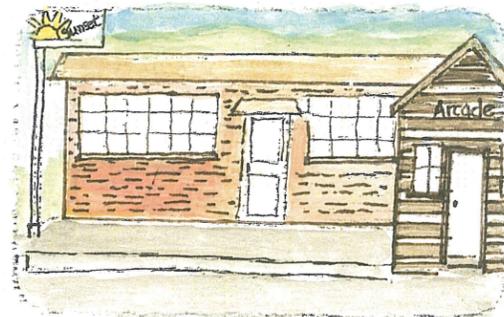
OLD BANK BUILDING



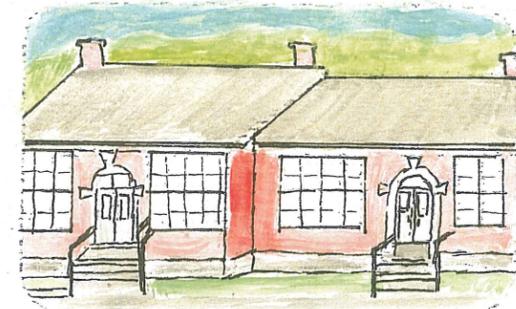
HIGH SCHOOL
ROCKY GAP



OLD IRON BRIDGE



SUNSET RESTAURANT

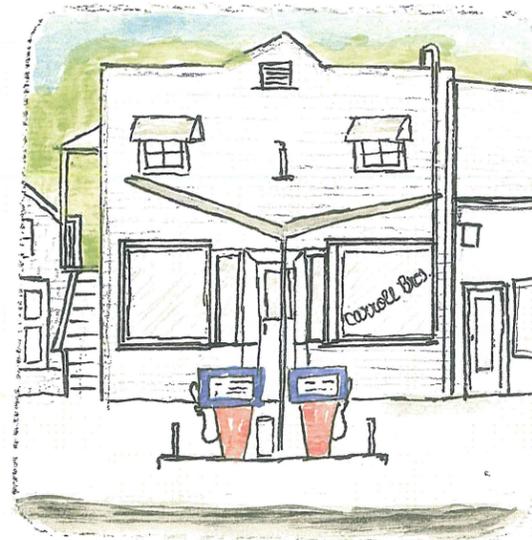


ELEMENTARY SCHOOL

VIRGINIA



CHARLIE TAYLOR'S STORE



PALMER'S STORE



POST OFFICE

Charon
2012

Rocky Gap Greenway

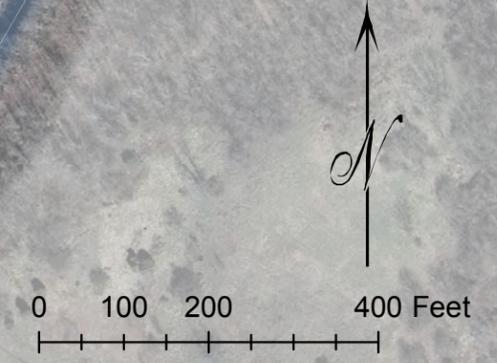
Bland County, Virginia

Concept Plan

- Point of Interest
- Stream
- Existing Path
- Proposed Path
- Potential Public Space
- Parking
- Fishing Area



Notes:
 1. Aerial Imagery from VGIN, 2011
 2. Parcel information based on best available tax map information, without the benefit of a field survey or plat.



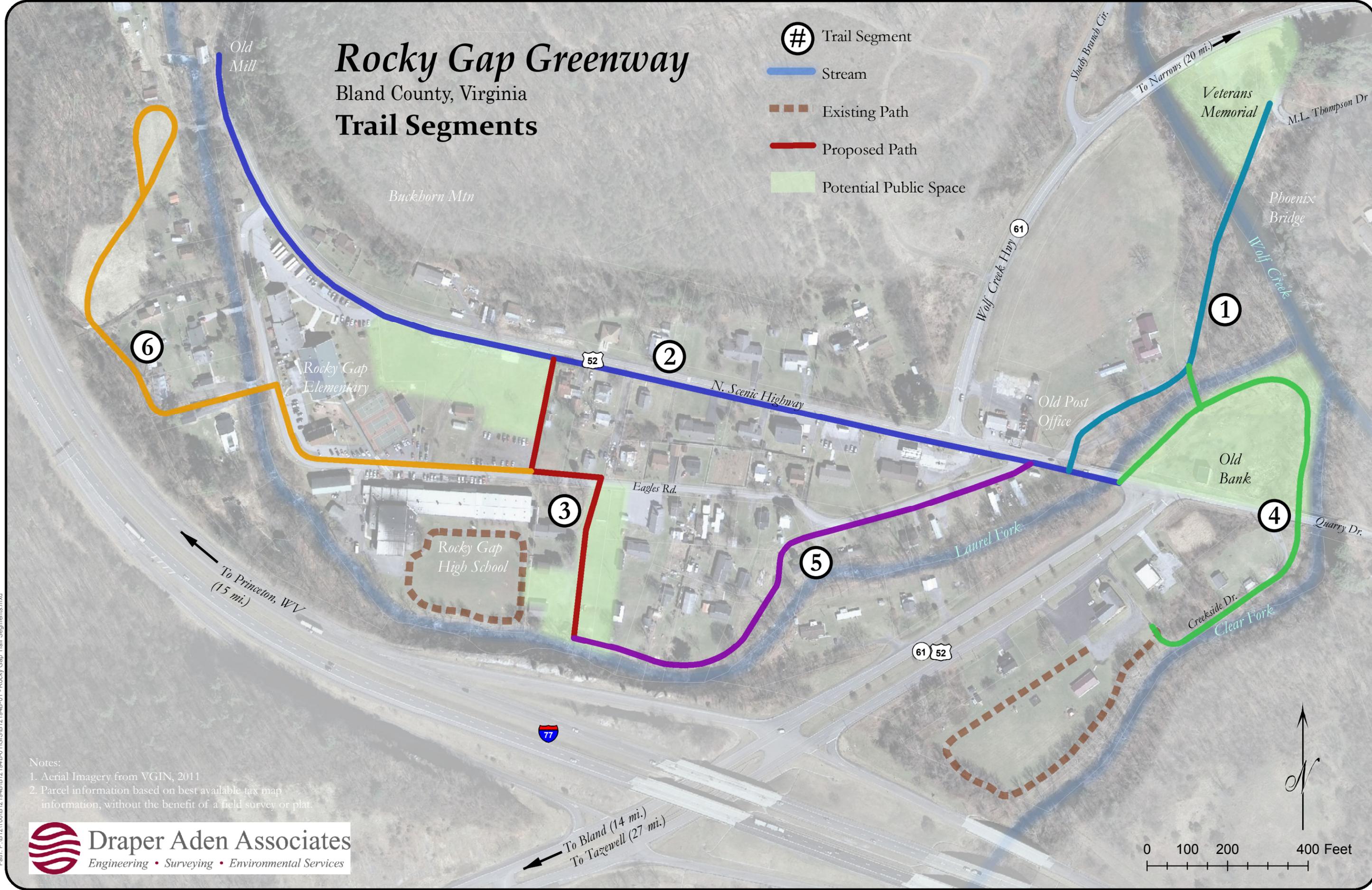
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Rocky Gap Greenway

Bland County, Virginia

Trail Segments

- # Trail Segment
- Stream
- Existing Path
- Proposed Path
- Potential Public Space



Notes:
 1. Aerial Imagery from VGIN, 2011
 2. Parcel information based on best available tax map information, without the benefit of a field survey or plat.

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1.0 INTRODUCTION

1.1 Background

Rocky Gap is a small community situated in the northern portion of Bland County, Virginia along Route 52 near the confluence of Laurel Creek and Clear Fork with Wolf Creek. In 2009, there were 75 individuals living there. Interstate 77, US Route 52, and State Route 66 provide access to the area, which lies approximately 15 miles south of Princeton, West Virginia and 14 miles north of Bland, Virginia. The community, which is surrounded by the Jefferson National Forest, primarily contains single-family residences in addition to two schools, several churches, and a gas station/convenience store.

1.2 Intent/Need

Currently, no pedestrian routes exist in Rocky Gap. Several community members have expressed an interest in revitalizing the area, in part through the construction of a greenway system that would link public spaces together.

Two community meetings were held to elicit input and responses from Rocky Gap residents (Refer to Appendix A). The first community meeting, which was attended by approximately 25 people, was held on March 12, 2013 to gauge support and collect input for proposed projects. The second community meeting was attended by approximately 24 people on June 11th and provided an opportunity for the community to provide comments on the draft concept plan presented by the project team.



March 12, 2013 Meeting
Rocky Gap Greenway Planning Study
B12194B-01



June 11, 2013 Meeting

2.0 PROJECT SITES

Rocky Gap contains six areas that were identified by the community and project team as potential project sites that could benefit from being connected to the proposed greenway system. The sites described below are identified on the attached Concept Plan.

2.1 Site 1: Veteran’s Memorial and Phoenix Bridge

A Veteran’s Memorial is currently under construction just across Wolf Creek from Rocky Gap. The site can be accessed by car via Route 61, or by foot over the Wolf Creek Bridge, which has been closed for a number of years. The Wolf Creek Bridge, which is listed on the National Register of Historic Places, was originally constructed as a railroad bridge around 1912 and then used for automobile traffic from 1946 until the current Route 61 bridge was completed in 1986 just downstream in a new location. The full Historic Landmark registration form for the bridge can be found in Appendix B. Additionally, a cursory visual review of the bridge was performed by a structural engineer, as described in Section 4.0.



Veterans Memorial Site



Wolf Creek Bridge

The area in the vicinity of the Veterans Memorial off M.L. Thompson drive would be ideal for a handicapped accessible parking area. Other possibilities on this site are the construction of an accessible fishing platform adjacent to Wolf Creek, a canoe put-in, and a picnic area. Wolf Creek is canoeable from Rocky Gap to its confluence with the New River in Narrows, Virginia.

Because the current Route 61 Bridge is not conducive to pedestrian traffic, it would be preferable to restore the old Wolf Creek Bridge and provide a greenway connection from the proposed parking area to Route 52 and the remainder of Rocky Gap. Based on available tax map records, it would be feasible to construct this pathway entirely within publicly owned land and existing right-of-way.



View towards Route 61 from Wolf Creek Bridge

2.2 Site 2: Old Bank Building

A focal point for many visitors entering Rocky Gap is the abandoned bank building near the intersection of Clear Fork Creek Road and N. Scenic Highway (Route 52). While this site is currently privately owned, the community has expressed interest in the possibility of using the site as a public space in the future. Suggestions for this site include

1. the renovation of the bank building for re-use,
2. an outdoor gathering area that could house a venue such as an informal farmer's market,
3. an aesthetic focal point such as a fountain or sculpture, and
4. a pavilion area with a stage and arbor.



Old Bank Building

The property is situated at the confluence of Clear Fork and Laurel Fork where they meet Wolf Creek. It has been suggested that a future greenway connection be constructed in the same location as the old railway bridge over Laurel Fork near the Bank Building site, which would provide convenient access to the Wolf Creek Bridge and Veterans Memorial site.

2.3 Site 3: Church Walking Path

The Rocky Gap United Methodist Church on Route 61 currently has a walking path that follows Clear Fork and also forms a loop around the church property. Residents expressed an interest in connecting this to the proposed greenway system. An existing right-of-way for Creekside Drive is present along Clear Fork that connects to Quarry Drive; an ideal connection to the greenway would be to follow this right-of-way then crossing beneath the Quarry Drive Bridge to connect to the Old Bank property.

2.4 Site 4: High School Walking Track/Park

Many residents make use of the track at Rocky Gap High School when classes are not in session, and have expressed an interest in connecting this area to the greenway system. There is a small park located to the east of the track that contains a pavilion and small playground along the banks of Laurel Fork. This site is ideal for improved ADA accessible parking, as well as a potential ADA accessible fishing platform.



Pavilion/Playground adjacent to High School Track

2.5 Site 5: Elementary School Green Space

A large green space area exists in front of Rocky Gap Elementary School between N. Scenic Highway and Eagles Road. This area would be ideal for a potential public space such as an amphitheater. Since the parcels are publicly owned, it would be a logical location for a trail connection between N Scenic Highway and Eagles Road. Before constructing any new facilities, it will be necessary to fully understand the current uses of the parcel and needs of the schools.

2.6 Site 6: Old Mill Building

There has been interest in renovating an old mill building that sits just to the north of Rocky Gap along Route 52 on Laurel Fork. Residents have suggested connecting this building to the greenway system and installing such amenities as picnic tables and trailhead parking to the area.

3.0 POTENTIAL TRAIL ROUTES & CONCEPTUAL COST ESTIMATES

Several key corridors were identified by the community and project team throughout the greenway system planning process. It is anticipated that the trail type will vary throughout the system; some sections will likely be concrete sidewalk, while others may be asphalt or gravel paths. Please refer to Appendix G for conceptual opinion of probable construction cost. The following list explains the key sections identified, listed in order of the priority indicated by the community:

- **Segment 1:** The section of trail between the Veterans Memorial was identified as a high priority by the community. This section of trail would likely be a paved path from the parking area crossing the bridge to the existing public road that connects to Route 52. If the width of the road allows, the path may be demarcated within the existing paved portion and separated from traffic with bollards.

Segment 1 Conceptual Construction Costs:

900 LF Asphalt Path	\$50,000
Bridge Restoration	\$100,000
Trailhead Parking	\$50,000
Accessible Fishing/Boardwalk	\$45,000
TOTAL:	\$245,000
Total with 20% Contingency	\$294,000

- Segment 2:** Route 52 currently serves as the main road through Rocky Gap, and has no pedestrian access other than the graded shoulder area. It is anticipated that a sidewalk will be constructed adjacent to the south side of the road from Route 61 (Clear Fork Road) to the Old Mill building. Community members have suggested allowing for future improvements, such as decorative street lamps, when this section of sidewalk is constructed.

Segment 2 Conceptual Construction Costs:

2700 LF Sidewalk	\$174,000
Entrances	\$20,000
TOTAL:	\$194,000
Total with 20% Contingency	\$233,000

- Segment 3:** While Segments 1 and 2 will serve to link the Veterans Memorial, Elementary School, and Old Mill (Sites 1, 5, and 6), a connector trail has been identified to connect Route 52 to the High School Walking Track/Park Area (Site 4). This segment will likely be an asphalt path from Route 52 to Eagles Road crossing through the green space in front of the Elementary School, then following Eagles Road for approximately one block as either a sidewalk or trail, and finally connecting to the parking area and pavilion as a paved trail.

Segment 3 Conceptual Construction Costs:

1000 LF Asphalt/ Conc. Path	\$55,000
Parking Improvements	\$30,000
Fishing Deck	\$15,000
TOTAL:	\$100,000
Total with 20% Contingency	\$120,000

- Segment 4:** This portion of trail will connect the Methodist Church walking path (Site 3) to the Old Bank (Site 2) and ultimately to the rest of the sites. The proposed corridor runs along the right-of-way of Creekside Drive under the Quarry Road Bridge, and through the Old Bank property. From this point, the trail could cross the existing bridge over Laurel Creek, or possibly involve the construction of a new bridge in the same location where the railroad once crossed the creek.

Segment 4 Conceptual Construction Costs:

1400 LF Asphalt Path	\$78,000
Pedestrian Bridge	\$650,000
TOTAL:	\$728,000
Total with 20% Contingency	\$874,000

- Segment 5:** A second trail to serve residential areas to the south could be constructed along Eagles Road starting across from the Old Post Office on Route 52, then crossing behind several properties and following Laurel Creek. This would serve as an alternate route from Sites 1-3 to the fishing area and park adjacent to Rocky Gap High School. Portions of this trail would require easements from property owners, as it would not likely be contained within right-of-way and publicly owned land.

Segment 5 Conceptual Construction Costs:

1350 LF Asphalt Path	\$75,000
TOTAL:	\$75,000
Total with 20% Contingency	\$90,000

- Segment 6:** The final segment identified connects from the front of Rocky Gap High School along Eagles Road, and then crosses Laurel Fork where it forms a loop in open space behind several residential properties. This segment of the trail would likely be constructed as a sidewalk along Eagles Road, and a paved pathway on the west side of Laurel Fork.

Segment 6 Conceptual Construction Costs:

2200 LF Concrete Sidewalk	\$143,000
TOTAL:	\$143,000
Total with 20% Contingency	\$172,000

4.0 BRIDGE STRUCTURAL REVIEW

A cursory visual review of the existing bridge structure was performed to confirm the bridge construction type, general condition and potential items in need of repair. The existing bridge is a steel framed truss structure and was originally used as a railroad crossing of the stream. The truss structure supports the bridge deck from the bottom chords and a series of tension rods supporting a secondary deck framing system of steel beams and cross braces. The deck has been filled in with wood timbers to provide a solid surface. This may have been the original intent or the original construction may have consisted of an open deck with the rails supported only by bridge ties which are spaced to allow open air flow between the timbers with gaps approaching 6 to 9 inches. The existing solid timber deck has received a partial layer of what appears to be asphalt and portions of the deck are covered with dirt and debris. The bridge is supported on each end by concrete abutments with short wing walls.

The bridge is in fair to good condition overall. The bridge superstructure above the deck shows little evidence of corrosion and no visible signs of damage. The timber deck is in fair condition with only isolated areas of damaged timbers. The bridge superstructure below the deck is the only area that has suffered from more pervasive corrosion. The upper truss members appear to be in need of only cleaning and painting. The tie rod connections and positions appear to be in fair condition. Some of these connection joints may be locked due to the light loading and the limited movement of the structure due to limited deflection of the superstructure. The limited timber deck damage is isolated to individual timbers that have suffered some rot due to moisture and debris covering them for extended periods of time. The secondary steel framing members below the deck have suffered more extensive corrosion due to long periods of exposure to moisture and deteriorated paint. Some of the cross bracing at this level has also suffered from the same issues. The primary concrete abutments at end of the bridge appear to be in fair condition. The areas of the abutments supporting the main truss bearings do not show any major corrosion or deterioration.

The main bridge structure, including both the superstructure above the deck and below the timber deck, should be thoroughly cleaned and inspected for corrosion and section loss. Any secondary framing members or cross bracing that has suffered from section loss should be investigated to determine if replacement or repairs are necessary. The joints of the superstructure should be

inspected to determine if they are locked. If they are locked in place, they should be cleaned and lubricated to allow proper movement. At the time of the steel cleaning, the timber deck will need to be removed to allow for the inspection, cleaning and repair of the steel. This will allow for any damaged timbers to be identified and replaced as necessary. The removal of the deck will also allow for a full review of the bridge bearings. The bearings should be inspected for any damage or corrosion. The bearings should be cleaned and lubricated if necessary to allow for movement at expansion bearings to avoid damaging the concrete abutments. Any damaged areas of concrete may also be assessed at this time and needed repairs performed.

5.0 FUNDING POTENTIAL

5.1 Background:

With a generous grant from the Bland-Wythe Foundation, Bland County commissioned a planning study for the proposed Rocky Gap Greenway. The \$25,000 grant was used to facilitate community meetings with Rocky Gap residents to engage them in the process of developing a greenway concept plan. These funds were also used to prepare project area mapping, conduct preliminary site reconnaissance, and develop a greenway routing plan and this report. As a result of these early planning efforts, a workable concept and strategy for implementing the Rocky Gap Greenway has been developed that will enable the community to move forward with necessary environmental studies, final design and engineering, and, ultimately, the construction of the proposed facilities.

In order for the Rocky Gap Greenway to come to fruition, the community must rely upon outside funding sources. Leveraging multiple sources of funding for this project will be necessary since specific segments and discreet subprojects will best fit within the criteria for different funding programs.

5.2 Leveraging Resources:

To begin the process of restoring the Phoenix Bridge, environmental and structural evaluations must be conducted. The Virginia Department of Environmental Quality (DEQ) indicated at the time of this report that unspent funds from Virginia's 2012 Brownfields Restoration Fund may be available for these studies to advance actual restoration activities. Although the amount available from this fund is currently unknown, DEQ has shown support for the project and a letter of interest has been

provided to them to allow any available funds to be applied to this subproject of the greenway initiative.

When combined, the requested Bland-Wythe Foundation and DEQ Brownfield grants will not only fund the environmental assessment of the bridge, but will also fund the structural assessment of the bridge and an environmental review of the entire greenway. In addition, it is anticipated that the combined request will provide a field-run topographic survey and preliminary site plan specific to Segment One of the Project. The resulting Preliminary Engineering Report (PER) and Preliminary Site Plan will provide strong leverage in seeking larger state grants to cover future construction costs.

Of particular note, Segment One will likely qualify for funds under VDOT's Transportation Alternatives (TA) Program for restoration of historic bridges and Segments Two and Three will likely qualify under VDOT's Safe Routes to Schools Program. These programs require environmental review and preliminary engineering to be performed before funds are expended on final engineering and construction. This being the case, the Rocky Gap Greenway will have a "leg-up" in seeking these significant funds as the prerequisite studies will have already been completed.

Formal applications for both of the VDOT programs are due by November 1, 2013 for FY 2014. It would certainly be looked upon favorably if it could be highlighted how the local community has shown a commitment to the Greenway project by working at a grassroots level to leverage local funding and volunteer efforts to bring the project closer to fruition.

In addition to the potential DEQ and VDOT funding for these segments and subprojects, the Virginia Department of Game and Inland Fisheries (DGIF) also expressed interest in the Rocky Gap greenway. DGIF has indicated potential grant funding for another subproject to be located in Segment One. This source would provide funding for the design and construction of an ADA accessible fishing pier and canoe launch on Wolf Creek adjacent to Veteran's Memorial Park and the proposed parking area and trailhead.

Together, the three funding sources outlined above are aimed at advancing the Rocky Gap Greenway. Preparation of the necessary environmental studies and PER will provide the spark needed to ignite the project and move forward with the community's vision for revitalizing the quaint village of Rocky Gap. Additional assistance and support of the Bland-Wythe Foundation will help solidify and leverage the funds of all three state agencies. These funds will also help demonstrate the community's firm commitment to the vision, insuring future success by building momentum to complete the Rocky Gap Greenway and its associated projects.

6.0 NEXT STEPS

In order to advance the development of the Rocky Gap Greenway, pending funding, Bland County will prepare a PER that will include a preliminary site plan specific to Segment One of the Greenway. It is anticipated that the following tasks will be undertaken:

6.1 Environmental Review of Phoenix Bridge and Proposed Greenway Route:

Bland County will perform an environmental assessment for the proposed Rocky Gap Greenway Project. Work will be completed under this task with the goal of using this information to complete requisite Virginia Department of Transportation (VDOT) Environmental Review process (State Environmental Review Process, or SERP) or other less extensive review process as VDOT may require, they being the primary funding agency for this trail construction). Work performed will consist of:

- An environmental assessment of all six segments of the trail project. This work includes the following tasks:
 - Complete Site Reconnaissance;
 - Complete Desktop Review/Research and Regulatory Agency Coordination (Note: certain regulatory agency comment may not be forthcoming until the project has moved past the PER stage and a funding agency is confirmed);
 - Identify potential environmentally sensitive features/species, archeological and historical resources, if any;
 - Identify potential environmental permitting requirements, if any, for the entire project route. However, a formal delineation of streams and wetlands is limited to Segment 1 of the project route, at this time; therefore, while every effort will be made to identify environmental permitting requirements for the entire project route,

comprehensive evaluation of environmental permitting requirements is limited to Segment 1, at this time.

- Delineate streams and wetlands for Segment One of the Project, coordinate and obtain jurisdictional determination from the US Army Corps of Engineers, if required.
- Assess the environmental condition of the historic Wolf Creek Bridge, which will consist of:
 - Lead paint and asbestos testing
 - Preparation of lead paint and asbestos removal and safety plan
- Prepare and submit the results of the above described environmental assessment activities in an environmental assessment report.

6.2 Structural Assessment of Phoenix Bridge:

Bland County will perform a structural assessment of the Wolf Creek Bridge for the proposed Rocky Gap Greenway Project. Structural assessment of the framing and substructure will be limited to the areas accessible for visual review. The condition of structural members concealed by bridge decking may need to be inferred based on adjacent visible conditions. These areas may require review after removal of any damaged timbers or lead paint if it is present on the structure. Work performed will consist of:

- Perform a structural assessment of the bridge which includes the following tasks:
 - Detailed visual review of the structural trusses and individual framing members.
 - Detailed visual review of the bridge substructure (abutments) for damage to concrete and general condition of bridge bearings.
 - Detailed review of the bridge decking timbers identifying damaged members.
 - Identify individual structural members which have had their load capacity reduced due to corrosion or damage.
 - Provide a layout of the damaged members and identification of types of damage.
 - Provide a layout of damaged areas of the bridge substructures and types of damage.
 - Provide an analysis of damaged members identifying if members may be repaired to provide sufficient capacity for the stated use of the pedestrian bridge.
 - Provide recommended repair procedures for damaged members or recommended replacement items.
 - Provide recommended types of repairs to bridge substructure.

- Prepare and submit the results of the above described structural assessment activities in an assessment report with accompanying sketches.

6.3 Preliminary Site Plan for Segment One:

Bland County will proceed with the preparation of a preliminary site plan for Segment One of the greenway. As depicted in the Rocky Gap Greenway Concept Study, Segment One consists of approximately 1050 linear feet of greenway trail, a parking lot that serves as a trailhead and parking for the Veterans Memorial, an ADA accessible fishing platform on Wolf Creek, an ADA accessible wetland boardwalk to access the fishing platform, and a spur access from the boardwalk to a proposed canoe launch. In preparing the preliminary site plan, Bland will perform the following tasks:

- Topographic Survey and Base Mapping - Perform a field topographic survey of the Segment One area to cover the trail, the Veterans Memorial, the fishing platform and the canoe launch. Static GPS sessions will be run and post-processing to orient the project site to Horizontal Datum NAD 83 (CORS 2011) and Vertical Datum NAVD 88.
- Courthouse Research – Perform courthouse research and perform field ties and calculations to establish northern right-of-way line of Route 52 and the abandoned roadway now owned by Bland County.
- Preliminary Site Plan – Bland will execute a preliminary site plan consisting of the above described elements in Segment One. Specifically:
 - A typical trail section will be developed and utilized in the plan,
 - A boardwalk trail section will be designed and shown on the plan,
 - A trailhead parking lot will be designed to serve the Segment One features,
 - Locations for the fishing platform and canoe launch will be identified, and
 - A preliminary site grading plan will be prepared for the proposed improvements.

APPENDIX A

Public Meeting Information

Rocky Gap Greenway Project Survey of Community Interest

The Wythe-Bland Foundation has provided grant funding to conduct a feasibility study for developing the Rocky Gap Greenway into trails on which residents can exercise and enjoy outdoor activities. In order to develop this Greenway, it is important for us to know what local residents, such as yourself, would like to see included in the Greenway and the part you will take in this project. Please answer the following questions below.

1. What types of activities would you and your family participate in if they were available on the Greenway? (check all that apply)
7 Walk on Trails 12 Family Picnics 6 Nature Trails
1 Fishing ___ Add other activities here
___ Other (please write in: canoe, rafting, tubing)

2. What facilities will be needed to serve you and your family when you participate in activities on the Greenway? (check all that apply)
12 Picnic Tables 7 Trail Signs 10 Bathrooms
7 Water Fountains ___ Add other facilities here
___ Other (please write in: benches, history markers)

3. What are you willing to do to assist with developing and maintaining the Greenway? (check all that apply)
6 Serve on the Steering Committee 3 Help with building facilities
4 Make a donation of \$ ___ ___ Add more here
___ Other (please write in: landscaping)

The Wythe-Bland Foundation requires that organizations receiving grant funds provide information about the people served. All information you provide will be confidential and your name will not be used. Please answer the following questions about yourself, for purposes of satisfying demographic information needed for our grant.

1. What is your age? - ___ 0-18 years - ___ 19-40 years 9 41-64 years 3 65+ years

2. What is your gender? 5 Female 7 Male

3. Which of the groups below best describe your race or ethnicity?
___ Asian ___ Black/African American ___ Hispanic 12 White/Caucasian
___ Native American ___ Other _____

4. What best describes your health insurance?
5 Private Insurance - ___ Medicaid - ___ FAMI'S 3 Medicare 2 Uninsured -
VA/Tricare 1 Other 1

Thank you for providing this information.

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Rocky Gap Greenway - Community Meeting

Tuesday, June 11, 2013

Name:	Community you live in:	Email:
Audra Repass	Bland Co.	arepass@bland.org
Sharon Puckett	Rocky Gap	sharonpuckett54@gmail.com
Steve Hermansey	Rocky Gap	deerefriends@verizon.net
Jan Hermansen	Rocky Gap	deerefriendz@verizon.net
Juni Sparks	Rocky Gap	bat-horse@yahoo.com
Lori Kroll	Montgomery (DAA)	lkroll@daz.com
Vicki Toler	Rocky Gap, VA	N/A
Randey Johnson	Hollybrook	_____
Adam Kidd	Bastian	_____
CAROL ANN MARSHALL	Rocky Gap VA	_____
Paul Worley	Rocky Gap	_____
James Simpson	" "	_____ N/A
Doris Sink	" "	_____ N/A
Jeri E. Harman	Rocky Gap	jeharman@castlink.net
Keith Costello	Rocky Gap	k_p_costello@hotmail.com
Eric Workman	Bland Co.	eworkman@bland.org

Rocky Gap Greenway - Community Meeting

Tuesday, June 11, 2013

Name:	Community you live in:	Email:
Matt James		DAA
Blaine Kesee		DAA
Karen Hodock		BAS
Hailey Hodock		
Jane Hanen	Rocky Gap	
Jane Hanen	Rocky Gap	
Doug + Rainey Rainey	Rocky Gap	lesoddyrgrill@yahoo.com



APPENDIX B

Wolf Creek Bridge National Register of
Historic Places Listing

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

LISTED ON:	
VLR	09/30/2010
NRHP	01/07/2011

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name Wolf Creek Bridge
other names/site number VDOT Bridge No. 9000; VDHR No. 010-0072

2. Location

street & number Old State Route 61 – Wolf Creek Road not for publication
city or town Rocky Gap vicinity
state Virginia code VA county Bland code 021 zip code 24366

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national statewide local

Signature of certifying official

Date

Title _____ State or Federal agency/bureau or Tribal Government

In my opinion, the property meets does not meet the National Register criteria.

Signature of commenting official

Date

Title _____ State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I, hereby, certify that this property is:

- entered in the National Register
- determined not eligible for the National Register
- other (explain:)
- determined eligible for the National Register
- removed from the National Register

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property
(Check as many boxes as apply)

Category of Property
(Check only **one** box)

Number of Resources within Property
(Do not include previously listed resources in the count.)

<input type="checkbox"/>	private
<input checked="" type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

<input type="checkbox"/>	building(s)
<input type="checkbox"/>	district
<input type="checkbox"/>	site
<input checked="" type="checkbox"/>	structure
<input type="checkbox"/>	building(s)
<input type="checkbox"/>	object

Contributing	Noncontributing	
0	0	buildings
0	0	sites
1	0	structures
0	0	objects
0	0	buildings
1	0	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)

Number of contributing resources previously listed in the National Register

N/A

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

Current Functions
(Enter categories from instructions)

Transportation - bridge

Recreation - bridge

7. Description

Architectural Classification
(Enter categories from instructions)

Materials
(Enter categories from instructions)

No style

foundation: concrete

structure: steel

roof: n/a

other: wood

Narrative Description

Summary Description

The Wolf Creek Bridge in Bland County, Virginia, identified as VDOT Bridge no. 9000, is a former metal truss railroad bridge built about 1912 and incorporated into the state highway system in 1946, carrying vehicles traveling north and south on Highway 61 across Wolf Creek. The bridge was closed to all but pedestrian traffic in 1987, and has since become the focal point of a county recreational park. A new bridge that carries the re-aligned Route 61, identified as VDOT Bridge no. 1034, was built a few hundred feet upstream in 1986.

Narrative Description

Bridge

The bridge consists of a one-span, one-lane, steel Pratt through truss structure, fabricated c.1912. The pin-connected steel structure is 206 feet in length and the wooden deck is 16 feet in width. There are 8 panels measuring each 25 ½ feet. The lateral struts and sway struts are Phoenix columns connected w/ cylindrical tie-rods. The top chords and end posts are 15 ½ inches in diameter. The posts are 8 inches in diameter. The bottom chords are double and quadruple rectilinear eve bars, die forged. The diagonals are paired rectilinear eye bars, die forged. The counters are paired cylindrical tie rods.¹ The original abutments, presumably constructed of stone, were replaced, probably in 1946, with poured concrete abutments. The patented "Phoenix columns," are vertical compression members, each made up of several steel pieces forming a cylindrical shaft with riveted ribs. The columns are the main identifying feature of Phoenix Bridge Company structures.

Site

Wolf Creek is a tributary of the New River, entering the New at the town of Narrows, Virginia, some 21 miles northeast of the Bridge, which is located at Rocky Gap. The little community of Rocky Gap is completely surrounded by the Jefferson National Forest, and was home to only 75 individuals in 2009. Its location is 2 ½ miles south of the West Virginia line, 46 miles north of the North Carolina line, and only 52 miles from the Tennessee border. Rocky Gap is about 12 miles north of the Town of Bland, along old Highway 52 or Interstate 77, and lies at an elevation of 2,887 feet above sea level, between Rick Mountain on the west side of the gap, and Wolf Creek Mountain on the east side. To the north is East River Mountain, and the town of Bluefield West Virginia, just beyond. U.S. Interstate 77 exit 64 is just .32 miles southwest of the bridge. U.S. 52, the old highway, is only 650 feet (.12 miles) west of the bridge at its closest point. U.S. Highway 61 is 330 feet north of the bridge at its closest point. The Wolf Creek channel reaches a maximum width of about 90 feet near the bridge.

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Areas of Significance

(Enter categories from instructions)

Engineering

Period of Significance

c.1912

Significant Dates

c.1912

Significant Person

(Complete only if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Phoenix Bridge Company

Criteria Considerations

(Mark "x" in all the boxes that apply)

Property is:

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

Wolf Creek Bridge
Name of Property

BlandCounty, Virginia
County and State

Period of Significance (justification)

The Wolf Creek Bridge period of significance consists of the bridge construction date, 1912.

Statement of Significance Summary Paragraph (provide a summary paragraph that includes level of significance and applicable criteria)

See continuation sheet.

Narrative Statement of Significance (provide at least **one** paragraph for each area of significance)

See continuation sheet.

Developmental history/additional historic context information

See continuation sheet.

Wolf Creek Bridge
Name of Property

Bland County, Virginia
County and State

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets)

Previous documentation on file (NPS):

preliminary determination of individual listing (36 CFR 67 has been requested)
 previously listed in the National Register
 previously determined eligible by the National Register
 designated a National Historic Landmark
 recorded by Historic American Buildings Survey # _____
 recorded by Historic American Engineering Record # _____

Primary location of additional data:

State Historic Preservation Office
 Other State agency
 Federal agency
 Local government
 University
 Other
Name of repository: **Virginia Department of Historic Resources**

Historic Resources Survey Number (if assigned): 010-0072

10. Geographical Data

Acreeage of Property less than one acre
(Do not include previously listed resource acreage)

UTM References

(Place additional UTM references on a continuation sheet)

1	<u>17</u> Zone	<u>490915</u> Easting	<u>4121676</u> Northing	3	<u>17</u> Zone	<u> </u> Easting	<u> </u> Northing
2	<u>17</u> Zone	<u> </u> Easting	<u> </u> Northing	4	<u>17</u> Zone	<u> </u> Easting	<u> </u> Northing

Verbal Boundary Description

The boundaries for the Wolf Creek Bridge are defined by the dimensions of the bridge itself, (206 feet by 16 feet); spanning between the north and south banks of Wolf Creek, 304 feet east of Highway 61 (at its closest point).

Boundary Justification

The boundaries for the Wolf Creek Bridge are defined by the overall footprint of the bridge itself, as the significance of the structure is embodied in its design and construction. The boundaries do not include any portions of the surrounding land.

11. Form Prepared By

name/title Michael J. Pulice, architectural historian
organization Virginia Dept. of Historic Resources, Roanoke Office date July, 2010
street & number 1030 Penmar Ave. telephone 540-857-7585
city or town Roanoke state VA zip code 24013
e-mail michael.pulice@dhr.virginia.gov

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location. A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items)

Photographs:

Submit clear and descriptive black and white photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Wolf Creek Bridge

City or Vicinity: Rocky Gap

County, State: Bland County, Virginia

Photographer: Michael J. Pulice

Date Photographed: March, 2010

Description of Photograph(s) and number (keyed to sketch map):

- 1 of 6. Wolf Creek Bridge, facing east-southeast from new bridge.
- 2 of 6. Wolf Creek Bridge, facing south-southeast.
- 3 of 6. Wolf Creek Bridge, facing south.
- 4 of 6. Wolf Creek Bridge, side view.
- 5 of 6. Wolf Creek Bridge, under side.
- 6 of 6. Wolf Creek Bridge, Phoenix column closeup.

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8. Statement of Significance

Summary

The Wolf Creek Bridge in Bland County, Virginia, a steel Pratt through-truss structure, is historically significant for its engineering and construction. Constructed about 1912 by the Phoenix Bridge Company of Phoenixville, Pennsylvania, it is an unusually old example to have survived with substantial integrity of design and materials. Today, the manufacturer is sparsely represented among Virginia bridges, with no more than five Phoenix bridges in the state known to have survived to the present.² The Wolf Creek Bridge is significant mainly for its engineering, primarily the use of Phoenix columns – the company's best known, patented innovation; but also for its historic contributions to the growth of the area by serving as a key link in the local and regional transportation network. Its construction was a milestone event in improving transportation flow to and from the nearby shipping centers. The bridge's remarkable construction remained sound enough for it to be repurposed for highway vehicular use in 1946; and it continued to function in that capacity until 1987. The bridge is therefore nominated under National Register Criterion C in the area of Engineering. The period of significance consists of the bridge's construction date, c.1912. The old truss bridge has become well known landmark and a local tourist attraction in Bland County, known for its interesting structural features and antique character.

Historic Background

Metal Truss Bridges

The use of metal truss bridges for carrying vehicular traffic did not appear in many parts of Virginia until the 1870s, though metal truss bridges had been used for railroad bridges before the Civil War. Historic metal truss bridges are becoming increasingly rare in the U.S., however, as a number of them are lost or replaced every year. There were once many types and subtypes of truss bridges constructed by various manufacturers across the country. Each surviving structure is, in itself, a record of engineering and transportation from its respective time period. The advent of massive steel I-beams and other new technologies made the use of trusses obsolete for most bridges by the 1950s, and has provided for the construction of new replacement bridges, many of which are nearly alike.

Railroads were the first to pioneer the use of metal truss bridges in the 1850s and 1860s, and would rely on them heavily during the following decades, after their ability to sustain tremendous loads and withstand floods was proven. In addition to their strength, versatility, and durability, metal trusses were known for their simplicity, which made them easy to erect. Small spans were fabricated, put together, and shipped to customers for easy and quick installation; while larger spans were shipped with only the individual truss members assembled.

The Pratt truss was one of the first truss designs, patented in 1844 by Caleb and Thomas Pratt; and from around 1860 through the early 20th century, it was the most common truss bridge design in America. Virginia was no exception to the rule. Use of the design reached its apex during the last quarter of the nineteenth century, when numerous variations of the Pratt design became common.

The Phoenix Bridge Company

The Phoenix Bridge Company of Phoenixville, Pennsylvania, was founded in 1869 as Clarke, Reeves and Company. It reorganized in 1885 and the name was changed to Phoenix Bridge Company. They published albums of their designs, probably on an annual basis. Copies exist from 1870, 1873, 1884, 1885, and 1888. They designed and built bridges, and even smelted their own ore. They patented the "Phoenix column," a vertical compression member made up of several pieces forming a cylindrical shaft with riveted ribs. The columns became the main identifying feature of their bridges. They primarily built railroad bridges, but also solicited commissions for building vehicular bridges, as well as "viaducts,

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turntables, elevated railroads, ocean piers, and all structures of iron and steel." Their bridges could be delivered with greater haste than anyone had previously imagined possible. Each bridge was reassembled at the plant to ensure good fit, and then disassembled and shipped to the erection site. Every bridge, to some degree, was a custom order. The 1873 Phoenix catalog directed potential customers to provide information such as the style of bridge desired, span length, width of piers, height of bottom rail above stream bed, and depth of water, in order to quote prices. In 1888, they listed 17 bridges in Virginia, most of them built for railroads such as the Petersburg Railroad Company; but their precise locations were not identified.³

Phoenix Bridge functioned as a wholly owned subsidiary of the Phoenix Iron and Steel Company and each year purchased roughly 20 to 40 percent of the parent firm's output. Both companies maintained offices in center city Philadelphia and production facilities 28 miles to the northwest in the small community of Phoenixville. Phoenix Bridge found a market niche fabricating readily available products. During the first decade of the twentieth century, the company was involved in high-profile projects such as the Quebec and Manhattan bridges. Phoenix Bridge managed to reach a global market by shipping its wares to Canada, Mexico and Brazil and as far as Russia and China. Approximately 4,200 bridges were designed and fabricated in Phoenixville, a very substantial portion of which were wrought iron truss railway spans.⁴

The company's insurance records from the 19th century reveal common incidents of death and injury to workers at erection sites; but major calamities in the late 19th and early 20th centuries considerably damaged the company's reputation. In 1893, for example, a Phoenix bridge under construction at Louisville collapsed, taking many lives. In 1898, a nearly completed Phoenix bridge in Rockbridge County, Virginia, failed, again with loss of life. One of the most famous bridge disasters in history threatened to destroy the company in 1907, when a Phoenix bridge under construction in Quebec collapsed into the St. Lawrence River, killing 75 workmen. The company survived however, and production continued steadily through World War I. By the 1920s, competition from newer and larger bridge companies increased, however, and by the late 1940s unsuccessful efforts were made to sell the firm. Nevertheless, the Phoenix Bridge Company remained in business until 1962.⁵

Bland County and Rocky Gap, Virginia

The County of Bland, named Bland in honor of Richard Bland of Revolutionary War fame, was formed from portions of Giles, Wythe and Tazewell counties by an act of the General Assembly on March 31, 1861. The little community of Rocky Gap on Wolf Creek then consisted of a few families engaged primarily in farming. On May 10, 1864, however, Rocky Gap was the site of relatively small-scale, but not insignificant Civil War hostilities. Union Brigadier General William W. Averell, raiding the railroad and key strategic sites in West Virginia and western Virginia under the command of Major General George C. Crook, learned that Saltville, Virginia had been fortified by Confederate generals John Morgan and W.E. "Grumble" Jones. Seeking a more vulnerable opponent and protection of Crook's greater forces, Averell targeted the lead works at Wytheville, Virginia, but Morgan and Jones arrived there before him and assumed strong positions at nearby Rocky Gap. Averell was fought to a standstill in a four-hour engagement, which resulted in 114 casualties among his troops.⁶

By 1880, the population of Bland County reached 5,004 (4,750 White, 254 black). *Chataigne's Virginia Gazetteer and Classified Business Directory of 1888-1889* described the county as follows:

It is one of the mountain counties, bordering on West Virginia, and if it has any internal improvements they have not been reported. There seems, however, to be some hopes of

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a narrow gauge road being built here at no distant period. This county is very mountainous, and but thinly settled, it being in point of population the fourth smallest in the State...The Valley lands are very rich, and where cultivated readily produce good crops of corn, rye, oats, wheat and the grasses. The county is watered by Walkers and Wolf creeks, and branches which are tributaries of the New River...The minerals found in this county are coal, iron, lead, zinc and silver. The timbers are pine, walnut, oak, poplar, and ash. There are a large number of saw mills, and much lumber is shipped. Bland Courthouse, situated in the valley formed by the Brushy and Walkers Mountains is a busy little place of about 325 inhabitants, distant twenty miles from Wytheville, the nearest railroad station on the Norfolk and Western Railroad.

In the little community of Rocky Gap, Buckhorn Mine extracted iron ore; J. D. Honaker owned and operated the Virginia Hotel; W. M Bishop and A. J. Keeling operated corn and flour mills; A. J. Keeling and J. T. Willis ran sawmills; W. W. Ashworth and H. P. Pruett made and sold saddles and harnesses; physicians J. H Hare and J. L. Miller practiced medicine; and the principal farmers were: J. D. Honaker, J. R. Honaker, S. K. Lambert, R. M. Ashworth, J. G. French, James Kirby, N. N. Coldwell, J. C. Carpenter, S. E. Stimpson, J. M. Tuggle, James Thompson, J. H. Byrd, James Wiley, W. H. Gibson, A. J. Stowers, and S. P. Terry.⁷

Rocky Gap and the New River, Holston and Western Railroad

The New River, Holston and Western Railroad line that ran through Rocky Gap in Bland County followed the course of Wolf Creek or its tributaries for its entire length, from Narrows on the New River in Giles County, to the village of Suiter in Bland County, about 14 miles beyond Rocky Gap. The total distance between Narrows and Suiter is approximately 43 miles. Construction started in 1903 from Narrows, but only three miles of track was laid. In 1912, the line was extended to Rocky Gap when W.M. Ritter purchased a local lumber company called Buck Horn Timber, and by 1914 had finally reached Suiter. The Wolf Creek Bridge was presumably erected the year the railroad reached Rocky Gap, in 1912. A major proponent of the rail line was W.E. Mingea, Jr., of Abingdon, Virginia, a major Bland County land owner, who was involved in the lumber and bark industry. There were twelve stations between Narrows and Suiter: Beginning from Narrows, they were: Talmash, Penvir, Bridge No. 2, First Ford, Chappel, Nidey, Round Bottom, Rocky Gap, Novis (South Gap), Hicksville, Bastian, and Suiter. In 1919, the line was sold to the Norfolk and Western Railway.⁸

The railroad served the residents and companies in rural Bland County for more than 30 years. Passengers often boarded at Rocky Gap. Families received all sorts of goods from mail order catalogs, shipped by the railroad. Agricultural produce and lumber from the surrounding area was taken to Rocky Gap by road and shipped out on the railroad, as well as manganese from local mines. The train ran five days a week during the early years, but after the area's timber was depleted, its run was reduced to three days a week. Rocky Gap had lumber and sawmill camps much like the coal camps, in which the men were paid with script to be used at the company store. One big sawmill built a "dinky line" or small-gauge railroad track that connected to the main line at Rocky Gap. Railroad operations along Wolf Creek came to a halt in 1946, and the Virginia Highway Commission pulled up the tracks and paved the railbed, creating part of Highway 61.⁹

Notes

1. VDOT Bridge Inventory Form, July 26, 1976.
2. Miller and Clark, Survey of Metal Truss Bridges in Virginia, 1997:10.
3. Diebler, 41; Winpenny.

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4. Winpenny.
5. Winpenny.
6. Heidler, Heidler, and Coles, *Encyclopedia of the American Civil War*, 154.
7. *Chataigne's Virginia Gazetteer and Classified Business Directory*, 1888-1889.
8. "The Tillers Talk About the Gap"; Servinghistory.com.
9. "The Tillers Talk About the Gap."

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N/A

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9. Bibliographical References

History of Bland County, Bland County Centennial Corp., 1961.

"The Tillers Talk About the Gap," and "Dry Fork." *Bland County History Archives Oral History Project*, Rocky Gap, Virginia: Rocky Gap Highschool, 2000. Accessed online, July, 2010.

Bland County Genealogy Project, Bland, Virginia. Accessed online, July, 2010.

Chataigne's Virginia Gazetteer and Classified Business Directory 1888-1889.

Diebler, Dan, *Metal Truss Bridges in Virginia: 1865- 1932*. Charlottesville: Virginia Highway and Transportation Research Council, May, 1975.

Heidler, David and Jeanne, and David J. Coles, *Encyclopedia of the American Civil War: A Political, Social, and Military*. 2002: 154.

Miller, Ann B., and Kenneth M. Clark. *Survey of Metal Truss Bridges in Virginia*. Charlottesville: Virginia Transportation Research Council, 1997.

Railway Age Gazette, September 17, 1915: 547.

Servinghistory.com "The New River, Holston and Western Railroad." Accessed online, July, 2010.

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_____. Documentation from 1993 and 1994, located in Virginia Department of Historic Resources, Wolf Creek Bridge (Bridge No. 9000) DHR file 010-0072.

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Phoenix Bridge Company. "Album of designs of the Phoenix Bridge Company : Successors to Clarke, Reeves & Co., Phoenixville Bridge Works." Philadelphia : J.B. Lippincott, 1885.

#789 1 SW
(BLUEFIELD)

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

COMMONWEALTH OF VIRGINIA
DIVISION OF
JAMES L. CALY

81°07'30"
37°15'

BLUEFIELD, W. VA. 9 MI.
NORTH GAP 0.5 MI.

491000m E.

492

5'

493

NARROWS 1.8 MI

4122000m N.

DHR # 010-0072

WOLF CREEK
BRIDGE

BLAND CO. VA

UTMs:

17/490915/4121676



UNITED STATES PATENT OFFICE.

SAMUEL J. REEVES, OF PHILADELPHIA, PENNSYLVANIA.

IMPROVEMENT IN THE CONSTRUCTION OF COLUMNS, SHAFTS, BRACES, &c.

Specification forming part of Letters Patent No. **35,582**, dated June 17, 1862.

To all whom it may concern:

Be it known that I, SAMUEL J. REEVES, of the city and county of Philadelphia, and State of Pennsylvania, have invented certain new and useful Improvements in the Construction of Wrought-Iron Shafts or Columns, Braces, or Chords for Houses, Piers, Bridges, &c.; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 represents a shaft or column partially in section. Fig. 2 represents a transverse section through the same. Fig. 3 represents a portion of a transverse section on an enlarged scale. Fig. 4 represents a transverse section of a column in a modified form.

I have invented a novel mode of making a shaft or column of wrought-iron, which combines the advantage of being useful as a vertical post, horizontal brace, or compression-chord in the construction of houses, piers, bridges, and other structures, and at the same time admitting (where several of them are to be used together to form a truss, as in a bridge, pier, or observatory) of a convenient and cheap arrangement for fastening the ties and braces.

I use three or more wrought-iron bars, similar to those marked *a a a* in the annexed drawings, to which reference is hereby made, of such shapes and dimensions, that when arranged together in the direction of their length, and fastened by rivets or bolts *c* through their flanges *b*, they shall form a hollow shaft or column. When it is intended to use two or more of these shafts in combination with ties

or braces, instead of bringing the flanges in contact with each other, I interpose washers of any desired thickness for the purpose of admitting the ends of the ties and braces between the flanges, and of riveting or bolting them together, thus uniting the whole in the most suitable manner and at small expense. The pieces *a a a* are so designed that they can be rolled, by raising or depressing the rollers, to any desired thickness without increasing the external diameter of the column proposed to be made, so that a series of columns resting one upon another may be made of different interior diameters and weights proportioned to the loads to be sustained, but having the external appearance of one uniform shaft.

The stiffness and strength of columns made in this manner may be increased at a very moderate expense by setting plain bars of iron between the flanges of the bars *a a a* and riveted to them, and extending outward from the center, thus in effect increasing the diameter of the column.

What I claim, and desire to secure by Letters Patent, is—

The uniting together three or more pieces of wrought-iron made with flanges, in the direction of their length, so that they shall form a column or shaft to be used as posts, and also as braces or compression-chords, in the construction of buildings, bridges, piers, or other structures.

SAML. J. REEVES.

Witnesses:

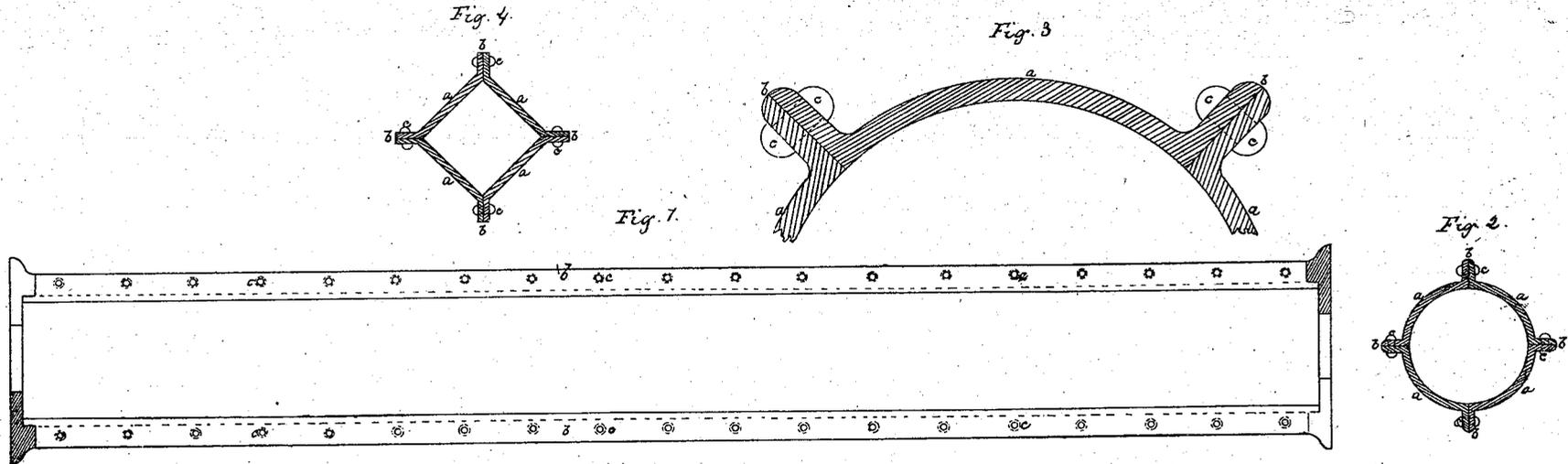
GEORGE GERRY WHITE,
R. LLOYD LEE.

Samuel J Reeves

Construction of Wrought-Iron Shafts or Columns

No 35,582.

Patented June 17, 1862.



Witnesses:
Henry H. Price
John H. Harty

Inventor:
Samuel J. Reeves.
By Atty
A. B. Stoughton

APPENDIX C

Accessible Fishing Guidance

From the ADA and ABA Accessibility Guidelines for Buildings and Facilities

Published in the *Federal Register* on July 23, 2004

1003 Recreational Boating Facilities

1003.1 General. Recreational boating facilities shall comply with 1003.

1003.2 Accessible Routes. Accessible routes serving recreational boating facilities, including gangways and floating piers, shall comply with Chapter 4 except as modified by the exceptions in 1003.2.

1003.2.1 Boat Slips. Accessible routes serving boat slips shall be permitted to use the exceptions in 1003.2.1.

EXCEPTIONS: 1. Where an existing gangway or series of gangways is replaced or altered, an increase in the length of the gangway shall not be required to comply with 1003.2 unless required by 202.4.

2. Gangways shall not be required to comply with the maximum rise specified in 405.6.

3. Where the total length of a gangway or series of gangways serving as part of a required accessible route is 80 feet (24 m) minimum, gangways shall not be required to comply with 405.2.

4. Where facilities contain fewer than 25 boat slips and the total length of the gangway or series of gangways serving as part of a required accessible route is 30 feet (9145 mm) minimum, gangways shall not be required to comply with 405.2.

5. Where gangways connect to transition plates, landings specified by 405.7 shall not be required.

6. Where gangways and transition plates connect and are required to have handrails, handrail extensions shall not be required. Where handrail extensions are provided on gangways or transition plates, the handrail extensions shall not be required to be parallel with the ground or floor surface.

7. The cross slope specified in 403.3 and 405.3 for gangways, transition plates, and floating piers that are part of accessible routes shall be measured in the static position.

8. Changes in level complying with 303.3 and 303.4 shall be permitted on the surfaces of gangways and boat launch ramps.

Advisory 1003.2.1 Boat Slips Exception 3. The following example shows how exception 3 would be applied: A gangway is provided to a floating pier which is required to be on an accessible route. The vertical distance is 10 feet (3050 mm) between the elevation where the gangway departs the landside connection and the elevation of the pier surface at the lowest water level. Exception 3 permits the gangway to be 80 feet (24 m) long. Another design solution would be to have two 40 foot (12 m) plus continuous gangways joined together at a float, where the float (as the water level falls) will stop dropping at an elevation five feet below the landside connection. The length of transition plates would not be included in determining if the gangway(s) meet the requirements of the exception.

1003.2.2 Boarding Piers at Boat Launch Ramps. Accessible routes serving boarding piers at boat launch ramps shall be permitted to use the exceptions in 1003.2.2.

EXCEPTIONS: 1. Accessible routes serving floating boarding piers shall be permitted to use Exceptions 1, 2, 5, 6, 7 and 8 in 1003.2.1.

2. Where the total length of the gangway or series of gangways serving as part of a required accessible route is 30 feet (9145 mm) minimum, gangways shall not be required to comply with 405.2.

3. Where the accessible route serving a floating boarding pier or skid pier is located within a boat launch ramp, the portion of the accessible route located within the boat launch ramp shall not be required to comply with 405.

1003.3 Clearances. Clearances at boat slips and on boarding piers at boat launch ramps shall comply with 1003.3.

Advisory 1003.3 Clearances. Although the minimum width of the clear pier space is 60 inches (1525 mm), it is recommended that piers be wider than 60 inches (1525 mm) to improve the safety for persons with disabilities, particularly on floating piers.

1003.3.1 Boat Slip Clearance. Boat slips shall provide clear pier space 60 inches (1525 mm) wide minimum and at least as long as the boat slips. Each 10 feet (3050 mm) maximum of linear pier edge serving boat slips shall contain at least one continuous clear opening 60 inches (1525 mm) wide minimum.

EXCEPTIONS: 1. Clear pier space shall be permitted to be 36 inches (915 mm) wide minimum for a length of 24 inches (610 mm) maximum, provided that multiple 36 inch (915 mm) wide segments are separated by segments that are 60 inches (1525 mm) wide minimum and 60 inches (1525 mm) long minimum.

2. Edge protection shall be permitted at the continuous clear openings, provided that it is 4 inches (100 mm) high maximum and 2 inches (51 mm) wide maximum.

3. In existing piers, clear pier space shall be permitted to be located perpendicular to the boat slip and shall extend the width of the boat slip, where the facility has at least one boat slip complying with 1003.3, and further compliance with 1003.3 would result in a reduction in the number of boat slips available or result in a reduction of the widths of existing slips.

Advisory 1003.3.1 Boat Slip Clearance Exception 3. Where the conditions in exception 3 are satisfied, existing facilities are only required to have one accessible boat slip with a pier clearance which runs the length of the slip. All other accessible slips are allowed to have the required pier clearance at the head of the slip. Under this exception, at piers with perpendicular boat slips, the width of most "finger piers" will remain unchanged. However, where mooring systems for floating piers are replaced as part of pier alteration projects, an opportunity may exist for increasing accessibility. Piers may be reconfigured to allow an increase in the number of wider finger piers, and serve as accessible boat slips.

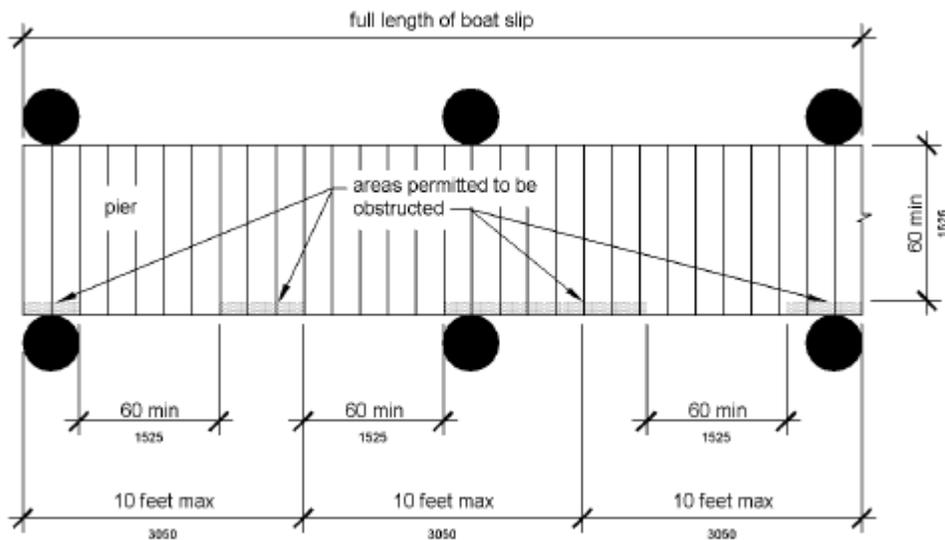


Figure 1003.3.1 Boat Slip Clearance

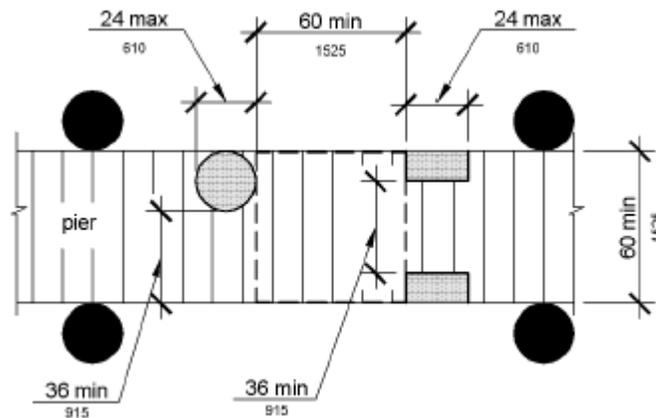


Figure 1003.3.1 (Exception 1) Clear Pier Space Reduction at Boat Slips

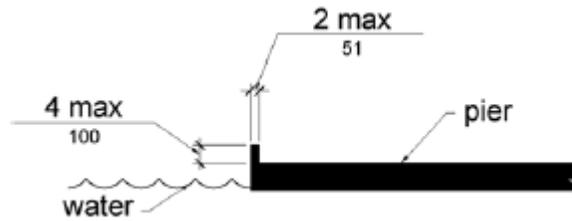


Figure 1003.3.1 (Exception 2) Edge Protection at Boat Slips

1003.3.2 Boarding Pier Clearances. Boarding piers at boat launch ramps shall provide clear pier space 60 inches (1525 mm) wide minimum and shall extend the full length of the boarding pier. Every 10 feet (3050 mm) maximum of linear pier edge shall contain at least one continuous clear opening 60 inches (1525 mm) wide minimum.

EXCEPTIONS: 1. The clear pier space shall be permitted to be 36 inches (915 mm) wide minimum for a length of 24 inches (610 mm) maximum provided that multiple 36 inch (915 mm) wide segments are separated by segments that are 60 inches (1525 mm) wide minimum and 60 inches (1525 mm) long minimum.

2. Edge protection shall be permitted at the continuous clear openings provided that it is 4 inches (100 mm) high maximum and 2 inches (51 mm) wide maximum.

Advisory 1003.3.2 Boarding Pier Clearances. These requirements do not establish a minimum length for accessible boarding piers at boat launch ramps. The accessible boarding pier should have a length at least equal to that of other boarding piers provided at the facility. If no other boarding pier is provided, the pier would have a length equal to what would have been provided if no access requirements applied. The entire length of accessible boarding piers would be required to comply with the same technical provisions that apply to accessible boat slips. For example, at a launch ramp, if a 20 foot (6100 mm) long accessible boarding pier is provided, the entire 20 feet (6100 mm) must comply with the pier clearance requirements in 1003.3. Likewise, if a 60 foot (18 m) long accessible boarding pier is provided, the pier clearance requirements in 1003.3 would apply to the entire 60 feet (18 m).

The following example applies to a boat launch ramp boarding pier: A chain of floats is provided on a launch ramp to be used as a boarding pier which is required to be accessible by 1003.3.2. At high water, the entire chain is floating and a transition plate connects the first float to the surface of the launch ramp. As the water level decreases, segments of the chain end up resting on the launch ramp surface, matching the slope of the launch ramp.

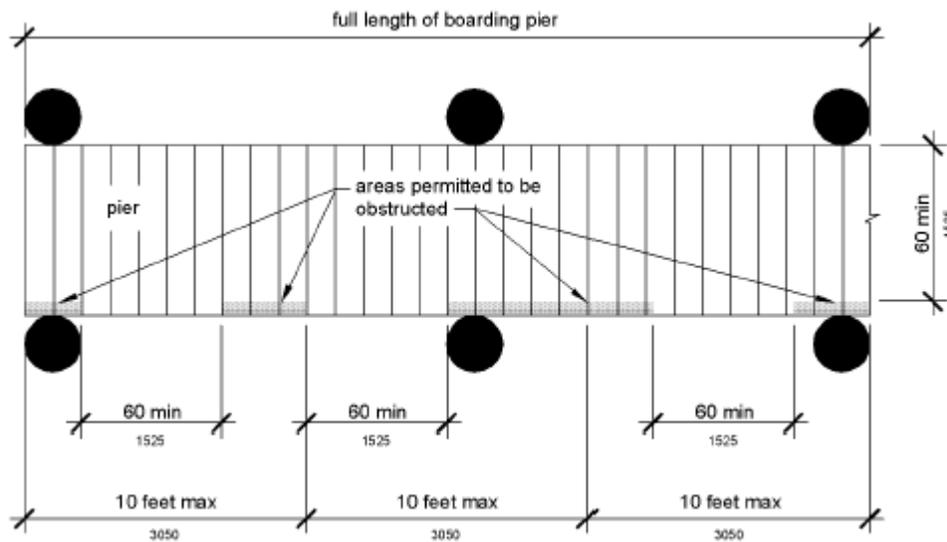


Figure 1003.3.2 Boarding Pier Clearance

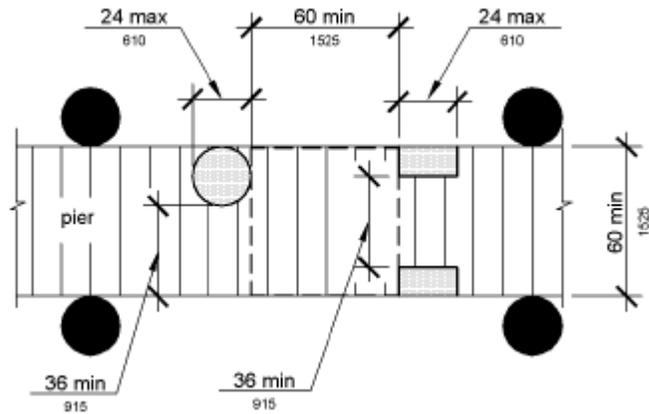


Figure 1003.3.2 (Exception 1) Clear Pier Space Reduction at Boarding Piers

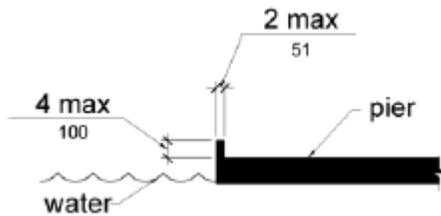


Figure 1003.3.2 (Exception 2) Edge Protection at Boarding Piers

1005 Fishing Piers and Platforms

1005.1 Accessible Routes. Accessible routes serving fishing piers and platforms, including gangways and floating piers, shall comply with Chapter 4.

EXCEPTIONS: 1. Accessible routes serving floating fishing piers and platforms shall be permitted to use Exceptions 1, 2, 5, 6, 7 and 8 in 1003.2.1.

2. Where the total length of the gangway or series of gangways serving as part of a required accessible route is 30 feet (9145 mm) minimum, gangways shall not be required to comply with 405.2.

1005.2 Railings. Where provided, railings, guards, or handrails shall comply with 1005.2.

1005.2.1 Height. At least 25 percent of the railings, guards, or handrails shall be 34 inches (865 mm) maximum above the ground or deck surface.

EXCEPTION: Where a guard complying with sections 1003.2.12.1 and 1003.2.12.2 of the International Building Code (2000 edition) or sections 1012.2 and 1012.3 of the International Building Code (2003 edition) (incorporated by reference, see "Referenced Standards" in Chapter 1) is provided, the guard shall not be required to comply with 1005.2.1.

1005.2.1.1 Dispersion. Railings, guards, or handrails required to comply with 1005.2.1 shall be dispersed throughout the fishing pier or platform.

Advisory 1005.2.1.1 Dispersion. Portions of the railings that are lowered to provide fishing opportunities for persons with disabilities must be located in a variety of locations on the fishing pier or platform to give people a variety of locations to fish. Different fishing locations may provide varying water depths, shade (at certain times of the day), vegetation, and proximity to the shoreline or bank.

1005.3 Edge Protection. Where railings, guards, or handrails complying with 1005.2 are provided, edge protection complying with 1005.3.1 or 1005.3.2 shall be provided.

Advisory 1005.3 Edge Protection. Edge protection is required only where railings, guards, or handrails are provided on a fishing pier or platform. Edge protection will prevent wheelchairs or other mobility devices from slipping off the fishing pier or platform. Extending the deck of the fishing pier or platform 12 inches (305 mm) where the 34 inch (865 mm) high railing is provided is an alternative design, permitting individuals using wheelchairs or other mobility devices to pull into a clear space and move beyond the face of the railing. In such a design, curbs or barriers are not required.

1005.3.1 Curb or Barrier. Curbs or barriers shall extend 2 inches (51 mm) minimum above the surface of the fishing pier or platform.

1005.3.2 Extended Ground or Deck Surface. The ground or deck surface shall extend 12 inches (305 mm) minimum beyond the inside face of the railing. Toe clearance shall be provided and shall be 30 inches (760 mm) wide minimum and 9 inches (230 mm) minimum above the ground or deck surface beyond the railing.

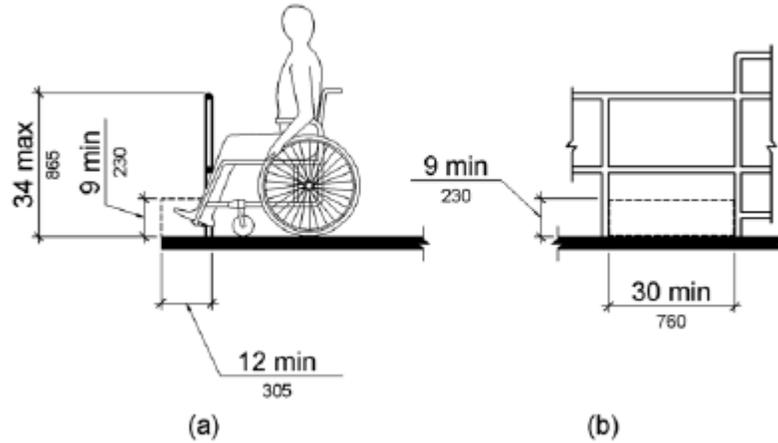


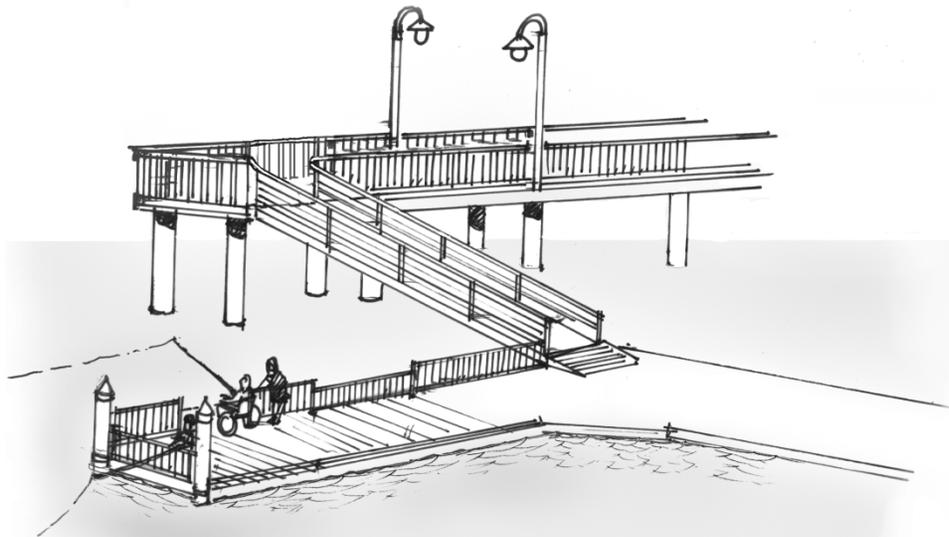
Figure 1005.3.2 Extended Ground or Deck Surface at Fishing Piers and Platforms

1005.4 Clear Floor or Ground Space. At each location where there are railings, guards, or handrails complying with 1005.2.1, a clear floor or ground space complying with 305 shall be provided. Where there are no railings, guards, or handrails, at least one clear floor or ground space complying with 305 shall be provided on the fishing pier or platform.

1005.5 Turning Space. At least one turning space complying with 304.3 shall be provided on fishing piers and platforms.

ADA Checklist for Readily Achievable Barrier Removal

Fishing Piers & Platforms



Project

Building

Location

Date

Surveyors

Contact Information

Public fishing piers and platforms should be accessible to everyone, including people with disabilities.



Institute for Human Centered Design
www.HumanCenteredDesign.org

November 2011



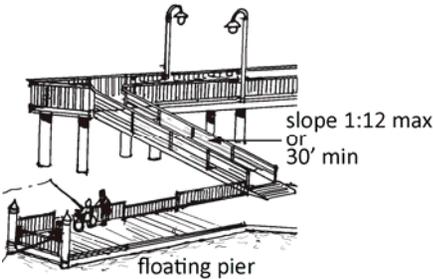
ADA National Network
Questions on the ADA 800-949-4232 voice/tty

www.ADAchecklist.org

This checklist was produced by the New England ADA Center, a project of the Institute for Human Centered Design and a member of the ADA National Network. This checklist was developed under a grant from the Department of Education, NIDRR grant number H133A060092-09A. However the contents do not necessarily represent the policy of the Department of Education, and you should not assume endorsement by the Federal Government.

Questions or comments on the checklist contact the New England ADA Center at 617-695-0085 voice/tty or ADAinfo@NewEnglandADA.org

For the full set of checklists, including the checklists for recreation facilities visit www.ADAchecklist.org.

Fishing Piers & Platforms		Comments	Possible Solutions
Fishing Piers & Platforms (2010 Standards – 206, 237 & 1005)			
<p>F1 Is there an accessible route to the entrance of the fishing pier or platform?</p> <p>Use the checklist for <i>Priority 1: Approach & Entrance</i>.</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>	 <p>36" min</p>	<p>Photo #:</p> <ul style="list-style-type: none"> •Add a ramp •Regrade to 1:20 maximum slope •Widen route •Change route surface •Add a platform lift, limited use/ limited application elevator or a regular elevator
<p>F2 Is there an accessible route to the fishing area?</p> <p>To deal with varying water levels, exceptions apply when gangways are part of the accessible route. A gangway is a variable-sloped pedestrian walkway that links a fixed structure or land with a floating structure.</p> <p>Exceptions:</p> <p>1. The gangway rise may be greater than 30 inches. Therefore gangways may be any length and no intermediate landings are required.</p> <p>2. Where the total length of the gangway or series of gangways is 30 feet minimum, the gangway may be steeper than 1:12.</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>	 <p>slope 1:12 max or 30' min</p> <p>floating pier</p>	<ul style="list-style-type: none"> •Add a ramp •Regrade to 1:20 maximum slope •Lengthen gangway •Widen route •Change route surface •Add a platform lift, limited use/ limited application elevator or a regular elevator

3. Where the gangway connects to transition plates, ramp landings are not required.

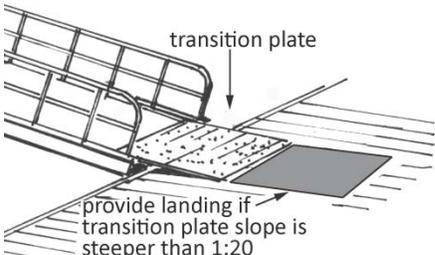
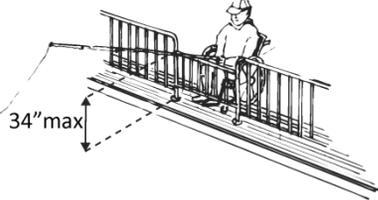
4. Where the gangway and transition plates connect, handrail extensions are not required.

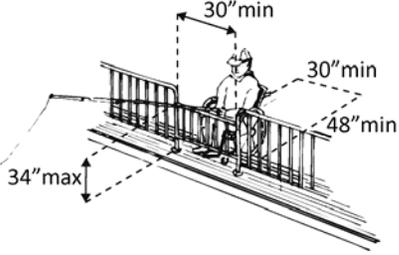
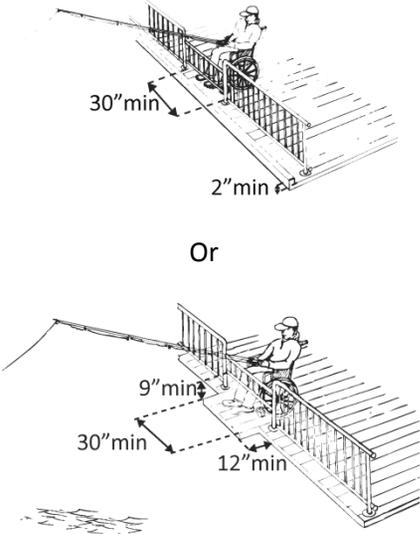
5. Where handrail extensions are provided on the gangway or transition plates, the handrail extensions are not required to be parallel with the ground surface.

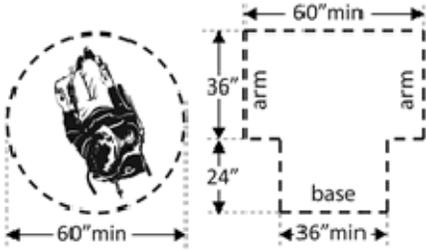
6. Changes in level $\frac{1}{4}$ to $\frac{1}{2}$ inch high, beveled with a slope no steeper than 1:20 are permitted on the surface of the gangway.

Note: When gangways, transition plates and floating piers and platforms are part of an accessible route, the cross slope requirement of 1:48 maximum is measured when they are in the static position, i.e. absence of movement that results from waves and wind.

Photo #:

<p>F3 If a transition plate is steeper than 1:20 is there a landing at the end of the transition plate?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>		<p>Photo #:</p>	<ul style="list-style-type: none"> • Add landing • •
<p>F4 If there are railings, guards or handrails at the fishing area, are at least 25 percent no more than 34 inches above the ground or deck?</p> <p>Note: Guards may be higher than 34 inches if the higher portion is no less than 42 inches high and balusters or ornamental patterns do not allow a 4-inch diameter sphere to pass through up to a height of 34 inches and do not allow an 8-inch diameter sphere to pass through between 34 inches and 42 inches above the ground. This allows for increased safety at specific locations and compliance with certain building codes.</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Number:</p> <p>Measurement:</p>		<p>Photo #:</p>	<ul style="list-style-type: none"> • Change railing, guard, and/or handrail height • •
<p>F5 Are the 34-inch maximum high railings, guards or handrails dispersed throughout the fishing pier or platform?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Measurement:</p>		<p>Photo #:</p>	<ul style="list-style-type: none"> • Relocate railings, guards, and/or handrails • •

<p>F6 Is there a clear floor space at least 30 inches wide by at least 48 inches long at the 34-inch maximum high railing?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Measurement:</p>		<p>Photo #:</p>	<ul style="list-style-type: none"> • Add clear floor space • •
<p>F7 At the 34-inch maximum high railings, guards or handrails:</p> <p>Is there a curb or barrier extending 2 inches minimum above the surface of the pier or platform?</p> <p>Or</p> <p>Does the ground or deck extend at least 12 inches beyond the inside face of the railing at a clear width of at least 30 inches and clear height of at least 9 inches?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Measurement:</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Measurement:</p>		<p>Photo #:</p>	<ul style="list-style-type: none"> • Add curb or barrier • Extend ground or deck • Relocate railings, guards, and or handrails • •
<p>F8 If there are no railings, guards or handrails, is there a clear floor space at least 30 inches wide by at least 48 inches long on the pier or platform?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Measurement:</p>		<p>Photo #:</p>	<ul style="list-style-type: none"> • Add clear floor space • •

<p>F9 Is there a clear floor space for a person in wheelchair to turn around, i.e. a circle at least 60 inches in diameter or a T-shaped space within a 60-inch square, on the fishing pier or platform?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Measurement:</p>		<p>Photo #:</p>	<ul style="list-style-type: none"> • Add space • Move or remove fixtures or objects • Reconfigure space • •
	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>		<p>Photo #:</p>	<ul style="list-style-type: none"> • • •
	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>		<p>Photo #:</p>	<ul style="list-style-type: none"> • • •
	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>		<p>Photo #:</p>	<ul style="list-style-type: none"> • • •
	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>		<p>Photo #:</p>	<ul style="list-style-type: none"> • • •
	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>		<p>Photo #:</p>	<ul style="list-style-type: none"> • • •

APPENDIX D

Brownfield Funding Guidance

FY 2012
BROWNFIELD RESTORATION AND ECONOMIC
REDEVELOPMENT ASSISTANCE FUND

Fund Guidelines

VIRGINIA ECONOMIC DEVELOPMENT PARTNERSHIP
VIRGINIA RESOURCES AUTHORITY
VIRGINIA DEPARTMENT OF ENVIRONMENTAL QUALITY

Introduction

The General Assembly has allocated \$1,000,000 for FY 12 to be used for the purpose of promoting the restoration and redevelopment of brownfield sites and to address environmental problems or obstacles to reuse so that these sites can be effectively marketed to new economic development prospects.

The \$1 million will be allocated to the Virginia Brownfields Restoration and Economic Redevelopment Assistance Fund established under Section 10.1-1237 of the Code of Virginia and, in these Guidelines, the program will be called the Virginia Brownfields Assistance Fund (VBAF) Program.

The Fund shall administered by the Virginia Resources Authority (VRA). The Virginia Economic Development Partnership (VEDP) shall direct the distribution of loans or grants from the Fund to VBAF grant recipients (Recipients), in consultation with the Virginia Department of Environmental Quality (DEQ) and based upon the procedures set forth in these Guidelines.

Award Amounts

It is expected that all awards will be made as grants. The maximum allowable grant request will be \$50,000. Requests for additional moneys, however, will be considered on a case-by-case basis and will be dependent on the amount of money remaining in the VBAF. VBAF grant proceeds may not be used as a substitute for other funds that have already been committed to a project. There is a local match requirement, which is discussed on page 2. Recipients will have until December 31, 2012 to complete their proposed projects.

Availability of Funds

The \$1,000,000 available in FY12 is a one-time allocation to the VBAF. Performance agreements with Recipients will include language that allows the Commonwealth to make funding adjustments as necessary in the event of future budget cuts.

Eligible Applicants

Only political subdivisions, including counties, cities, towns, industrial/economic development authorities and redevelopment and housing authorities, may apply for VBAF grants (Applicants).

Eligible Properties

The program is targeted toward projects or phases of work that can be completed and show “potential for redevelopment of the site.” Demolition is de-emphasized and it is recommended that requests for funding for such activities be directed to the Virginia Department of Housing and Community Development for potential funding under the Industrial Revitalization Fund/Derelict Structures Fund.

When a Phase I or Phase II Environmental Site Assessment or further characterization as part of All Appropriate Inquiry (to meet the ASTM E1527) is being completed for assessment purposes, the property may be publicly or privately owned as long as the property has public or private redevelopment potential.

If VBAF grant funding is sought for actual cleanup / remediation, the property must be under public ownership and privately owned property is **not eligible** for funding for cleanup / remediation purposes.

Eligible Uses of Funds

The VBAF grant proceeds may be used for the purposes of promoting the restoration and redevelopment of brownfield sites and to address real environmental problems or obstacles to reuse so that these sites can be effectively marketed to new economic development prospects. The VBAF grant proceeds may be used to pay the reasonable and necessary costs associated with the restoration and redevelopment of a brownfield site for (i) environmental and cultural resource site assessments, (ii) remediation of a contaminated property to remove hazardous substances, hazardous wastes, or solid wastes, (iii) the necessary removal of human remains, the appropriate treatment of grave sites, and the appropriate and necessary treatment of significant archaeological resources, or the stabilization or restoration of structures listed on or eligible for the Virginia Historic Landmarks Register, (iv) demolition and removal of existing structures, or other site work necessary to make a site or certain real property usable for new economic development, and (v) development of a remediation and reuse plan. Although Applicants are welcome to submit applications for cultural resource site assessments and for the work described in clauses (iii) and (iv) above, first priority will be given to applications for environmental site assessments and for the work described in clauses (ii) and (v) above.

Only one application will be accepted from any one Applicant; however, the VBAF grant proceeds do not need to be limited to use on one property and may be used to assess multiple properties, as long as the total costs to be paid from VBAF grant proceeds do not exceed the total grant awarded. It is not expected that more than one grant will be made in any one community in any one fiscal year, unless there are moneys remaining in the VBAF after all similarly-evaluated applications have been awarded grants.

Local Match; Local Responsibility

The intent of the VBAF funds is to help fill a financing gap that has prevented reuse and/or redevelopment of vacant and blighted brownfield properties. As such, Applicants are required to provide a local match of at least 100 percent, from private or public sources. A higher local match will cause the application to be considered more favorably.

Example: An Applicant requesting \$50,000 must provide \$50,000 in local match.

Local match must either be cash or documented costs that are associated with the work being done on the property where VBAF grant proceeds are to be expended. Costs related to the reasonable and necessary costs associated with the restoration and redevelopment of a brownfield site for: (i) environmental site assessments; (ii) remediation of a contaminated property to remove hazardous substances, hazardous wastes, or solid wastes; (iii) development of a remediation and reuse plan; (iv) engineering; and (v) design or architectural activities as well as other costs such as public notices, permit fees and inspections costs (or waivers of such) related to physical activities may be used as local match, provided that such costs are specifically identified in the application. The cost of environmental testing and costs associated

with the purchase of the property may also be used for the match. Local match may include federal (including EPA Brownfields Grant), local or private funds. The Applicant may count all such costs spent after July 1, 2006, on activities related to the targeted project. For local matches yet to be expended or incurred, the Applicant must reasonably expect to expend or incur such costs prior to December 31, 2012.

Applicants must demonstrate that they have enough funding, including the VBAF grant funding, to complete the environmental project for which the VBAF grant was made.

VBAF grant proceeds may only be used for **expenses incurred after the signing of the VBAF grant performance agreement.**

Administrative Costs

Recipients may use up to three percent (3%) of the VBAF grant proceeds to cover out-of-pocket administrative costs. Recipients may use as local match an additional five percent (5%) to cover such administrative costs. The use of the additional five percent (5%) of administrative costs as local match must be outlined in the application.

Fund Access

A VBAF grant performance agreement between VEDP and the Recipient outlining end products, conditions, fund disbursement and termination must be executed before any VBAF grant proceeds are disbursed. It is expected that VBAF grant proceeds will be disbursed in two payments, with fifty percent (50%) paid at the time that the VBAF grant performance agreement is signed and fifty percent (50%) paid when the final report is filed indicating that the project is complete or an amount equal to the remaining VBAF grant proceeds has been expended or incurred. Recipients unable to demonstrate that disbursed VBAF grant proceeds have been spent on authorized costs of the project will be expected to repay the proceeds to VEDP, for redeposit to the VBAF.

If the VBAF grant will be for \$10,000 or less, VEDP will consider authorizing the payment of the entire grant up-front, when the VBAF grant performance agreement is signed.

It is expected that VBAF grant performance agreements will contain a provision to allow for an additional grant disbursement, in an amount up to 20% of the originally-approved grant, if that additional amount, plus other identified funds, will be sufficient to allow the Recipient to complete a remediation, clean-up or other final work identified through the results of the original scope of work. For example, a Recipient that received \$50,000 to perform an environmental site assessment may request a further \$10,000 if the \$10,000, plus other identified funds, will allow the Recipient to complete any remediation recommended as a result of the site assessment. As required by the statutes creating the VBAF grant program, Applicants are required to demonstrate a local match of at least 100 percent of the additional grant funds, from private or public sources. Any local match identified in the Applicant's original application materials in excess of the local match requirement for the originally-approved grant will be credited toward this local match requirement, as will any costs incurred on the original scope of work in addition to the VBAF grant proceeds, and any costs to be incurred by the Recipient on the remediation work in addition to the VBAF grant proceeds.

Program Funding Priorities

The ultimate intent of the VBAF is to promote the restoration and redevelopment of brownfield sites and to address environmental problems or obstacles to reuse so that these sites can be effectively marketed to new economic development prospects. The Fund should promote projects that by their completion will spark additional private investment and job creation in the immediate future. Based on that intent, VEDP has established the following funding priorities and will direct funding to those projects meeting one or more of them:

- **Use or reuse of existing infrastructure**
Applicants should provide information on whether the project will make use of existing infrastructure such as waterlines, wastewater lines, energy services, and existing roads. Therefore, projects that seek to repurpose or redevelop the property served by existing infrastructure will be given more consideration over projects that focus on areas not currently served by infrastructure.
- **Limited ability to draw on other funding sources**
Applicants in communities that have an unemployment rate or a poverty rate for calendar year 2010 that exceeds the statewide unemployment rate or poverty rate for calendar year 2010 will be given more consideration for funding.
- **The potential for redevelopment of the site**
Priority will be given to properties which have significant potential for redevelopment. Applicants should provide information on the potential for redevelopment; on potential plans for the property; a discussion on why redevelopment of this property could be a catalyst to larger revitalization projects; and any additional information relating to the potential for site redevelopment.
- **The economic and environmental benefits**
The economic and environmental benefits for the surrounding community will be taken into the evaluation and ranking of the projects.
- **Extent of the perceived or real environmental contamination**
The extent of the perceived or real environmental contamination will be considered in the evaluation of the property. Priority will be given to sites where the environmental issues can be resolved with the grant money or other funding within a brief period of time and redeployed.

Application Timetable

It is expected that these Guidelines and the Application Form will be distributed in August of 2011. The first round of applications will be due by September 30, 2011. By October 31, 2011, VEDP will announce awards to be made. Performance agreements will be negotiated and completed by the end of December, 2011, with 50% of each grant expected to be paid at that time (or 100% of grants in amounts of \$10,000 or less).

After the initial rounds of applications, if uncommitted moneys remain in the VBAF Fund, it is expected that new applications will be evaluated on a case-by-case basis based on the merits of the request. If uncommitted moneys still remain in the VBAF Fund, another round of applications will be solicited and accepted in the spring of 2012.

Contractual Obligations

All performance agreements are subject to negotiation with VEDP.

The performance agreements will require each Recipient to complete its project by December 31, 2012. A final report must be submitted by each Recipient describing the work completed and identifying the costs paid.

Any Recipient that does not use all of its designated funds by December 31, 2012 will, to the extent applicable, be asked to repay disbursed funds that have not been used and/or will lose the remaining fund balance.

Changes to the scope of work identified after a performance agreement has been signed will be permitted if authorized by VEDP, in consultation with DEQ.

Application Procedures

The application shall consist of the attached FY 2012 Virginia Brownfields Assistance Fund form, and any associated documentation for the proposed project. Completed applications are due by 4:30 p.m. EDT on Friday, September 30, 2011. Brevity is considered a virtue.

VEDP and DEQ strongly prefer that application materials be sent electronically to both:

rmclintock@yesvirginia.org
J.Meade.Anderson@deq.virginia.gov

If electronic submissions are not possible, two unbound copies of the completed application materials must be received no later than 4:30 p.m. EDT on Friday, September 30, 2011, at the following address:

Mail Delivery:
Robert W. McClintock, Jr.
Director, Research Division
Virginia Economic Development Partnership
P. O. Box 798
Richmond, VA 23218-0798

Street Delivery:
Virginia Economic Development Partnership
901 East Byrd Street, 19th Floor
Richmond, VA 23218

No exceptions will be made to this deadline.

Evaluation and Award

The proposals will be reviewed and selected by a committee of VEDP and DEQ staff and awarded based on the perceived highest merit using the criteria described in these Guidelines. An expected scope of work must be developed and provided as part of the application materials. Should the Applicant be selected for a VBAF grant, this scope of work will be necessary for the development of the grant performance agreement.

Contractual Agreements

All work to be accomplished through the Virginia Brownfields Assistance Fund program must be legally undertaken by the applicant in accordance with the Virginia Public Procurement Act. All rights and obligations of the Recipient related to the VBAF grant will be embodied in a VBAF grant performance agreement. Each such performance agreement will be between a Recipient and VEDP. Once the project has been completed, or the Recipient has paid or received its final invoices, the Recipient may invoice VEDP for the remaining funds, up to the lesser of the amount (net of the original 50% disbursement) expended or invoiced and the remaining balance.

As noted above, there may be an opportunity for amendments to the grant performance agreement to allow for an additional grant payment, if such additional amount will allow a Recipient to complete a task identified through the completion of the original scope of work.

Report and Data Requirements

The investigation methodology, collection, sampling, laboratory analysis, evaluation, and report development and compilation are expected to be of the quality as would be required for submission to the Virginia Voluntary Remediation Program (VRP) or any environmental regulatory programs which may apply. Phase I work should follow ASTM International's E1527-05 "Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process". The Recipient and its contractor are responsible for quality assurance for the report(s) developed as part of this process.

While enrollment into the VDEQ VRP is not required, it is strongly encouraged to gain the statutory liability protections and to provide agency oversight into site cleanup. If a Recipient elects to not enroll the property into the VRP (for sites not under a regulatory program) the Recipient is expected to meet VRP remediation and risk standards of care for reuse of the property. The Recipient is expected to maintain all records for facilitating potential future brownfields revitalization of the property, to demonstrate appropriate care, and to facilitate potential future VRP enrollment if necessary.

Questions

Please direct any general questions regarding the administration of the VBAF program to:

Robert W. McClintock, Jr.
Director, Research Division
Virginia Economic Development Partnership
P. O. Box 798
Richmond, VA 23218-0798
804-545-5772 (phone)
804-545-5771 (fax)
rmclintock@yesvirginia.org (E-mail)

Please direct any questions regarding the environmental or technical aspects of a project or an application to:

J. Meade R. Anderson, CPG
Brownfields Program Manager
Virginia Department of Environmental Quality
P.O. Box 1105
Richmond, VA 23218
804-698-4179 (phone)
804-698-4234 (fax)
j.meade.anderson@deq.virginia.gov (E-mail)

Attachment 1
FY 2012 Virginia Brownfields Assistance Fund Program

The entire Application must be received by **4:30 p.m. EDT on Friday, September 30, 2011**, to be considered for the initial round of grants from the FY 2012 Virginia Brownfields Assistance Fund Program. See the Guidelines for information regarding the addresses for electronic (preferred) or physical delivery of the Application materials.

1) The Applicant and Contact Information:

Name of Applicant and Federal ID Number

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Brief description of your organization:

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Project contact person:	
Contact person phone number:	
Contact person email:	
Mailing address for grant correspondence :	

2) The Project:

Brief description of project, including the location of the property/properties (100 words or less):

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3) Signature:

Applicant's Project Manager

Print Name

Title

Date

**FY 2012 Virginia Brownfields Assistance Fund Program
Evaluation Form**

The proposal review committee will review applications using its discretion, based upon the criteria for the VBAF grant program identified in the Guidelines and the responses to the requests for information provided below. Please provide the requested information in a clean and concise manner. Any supporting documentation may be attached, as needed.

1. Please indicate whether the locality in which the project will be located has an unemployment rate for calendar year 2010 above the average statewide unemployment rate for 2010 **and/or** a poverty rate for calendar year 2010 above the statewide average poverty rate for 2010. The information can be found on the www.virginiaallies.org website under the tab "Incentives."

Higher than average unemployment rate: Yes No
Higher than average poverty rate: Yes No

2. The locality has developed documented plans for future reuse of the property. Yes No
3. Please provide a brief discussion of the rationale for the redevelopment potential which this property has and describe current and past interest and comprehensive plans the locality has on file. A clear relationship of the property to a local or regional economic development strategy will be key to a project being given more consideration as compared to a property which does not have a link to such a strategy (200 words or less):

4. The property currently has existing infrastructure (roads, railroads/spur lines, water, sewer, energy, broadband) which will be used or reused by the potential redevelopment and is consistent with the redevelopment plan. _____ Yes _____ No

Please describe the intended use of the existing infrastructure (100 words or less):

5. Please summarize the suspected or known soil contamination, water contamination, asbestos or other environmental challenges at the property (100 words or less):

6. Please describe the scope of work to be undertaken (200 words or less) (Applicant may attach additional documentation, if need be):

7. Please describe the current status and expected time schedule for the scope of work described in #6 above, being mindful that the project must be completed by December 31, 2012 (100 words or less):

8. Amount requested from VBAF (not to exceed \$50,000): \$ _____
Total budget: \$ _____

Please show the budget for the project, including costs and sources of funds, including any local match (described in further detail below), by major category or phase:

9. Please describe the type, amount, source and timing of the required local match (100 words or less):

10. Plans include enrolling the property in the VRP (or is already in the VRP). _____ Yes _____ No
Please describe the current status (100 words or less):

APPENDIX E

Transportation Alternatives Program

Transportation Alternatives Eligibilities

Activity	Eligible	Not Eligible
<p><u>Activity #1:</u></p> <p>Construction, planning and design of on-road and off-road trail facilities for pedestrians, bicyclists and other non-motorized forms of transportation</p>	<ul style="list-style-type: none"> • Trails on and off road • New sidewalks • Rehabilitating existing sidewalks to comply with ADA standards and to improve pedestrian access • Other ADA pedestrian improvements including curb ramps and truncated domes • Bicycle lanes • Bicycle parking and bus racks • Bicycle and pedestrian bridges and underpasses • Rails-with-Trails • Equestrian trails when built along with a shared use path 	<ul style="list-style-type: none"> • Sidewalk repair, drainage improvements or other maintenance activities • Circular trails / sidewalks • Facilities located wholly on one site or property that do not provide a connection to existing trails or sidewalks outside the site or property • Trails for equestrian use only • Recreational facilities • Any non-ADA compliant trail / sidewalk facility • Way-finding signage / program as a stand-alone project • Preliminary work including feasibility / location studies and master plans
<p><u>Activity #2:</u></p> <p>Construction, planning and design of infrastructure-related projects and systems that will provide safe routes for non-drivers including children, older adults and individuals with disabilities to access daily needs</p>	<ul style="list-style-type: none"> • Pedestrian and bicycle signals and crosswalks • Pedestrian lighting and other safety-related infrastructure • Safe connections to public transportation 	<ul style="list-style-type: none"> • Bicycle and pedestrian safety / educational programs (see SRTS eligibilities for K-8) • Lighting fixtures intended for aesthetic purposes only (instances where adequate lighting already exists) • Roadway lighting
<p><u>Activity #3:</u></p> <p>Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists or other non-motorized transportation users</p>	<ul style="list-style-type: none"> • Rails-to-Trails facilities 	<ul style="list-style-type: none"> • Projects solely to preserve abandoned railroad right of way • Trail facilities for motorized vehicles (ATVs, dirt bikes, snowmobiles, etc) • Maintenance and/or upkeep of trails (including the purchase of equipment)
<p><u>Activity #4:</u></p>	<ul style="list-style-type: none"> • Turnouts, overlooks and viewing areas that interpret 	<ul style="list-style-type: none"> • Interpretation and other amenities installed without

<p>Construction of turnouts, overlooks and viewing areas</p>	<p>a scenic or historic site</p>	<p>construction of a turnout, overlook or viewing area</p> <ul style="list-style-type: none"> • Safety rest areas • Visitor / welcome centers • Farmers markets, entertainment pavilions, etc. • Staffing, operating or maintenance costs of the pull off • Marketing and promotional activities
<p><u>Activity #5:</u> Inventory, control or removal of outdoor advertising</p>	<ul style="list-style-type: none"> • Billboard inventories including those done with GIS/GPS • Removal of illegal and non-conforming billboards (non-conforming signs are those lawfully erected but that no longer comply with the Highway Beautification Act of 1965) 	<ul style="list-style-type: none"> • Administration or operating expenses involved in State outdoor advertising program activities.
<p><u>Activity #6:</u> Historic preservation and rehabilitation of historic transportation facilities</p>	<ul style="list-style-type: none"> • Rehabilitation and /or restoration of historic transportation facilities including: train depots, rail trestles, bridges, lighthouses, bus terminals, tunnels, canals, locks and tow paths • Properties previously owned and operated by the railroad (example - railway offices and station master's house) • Historic toll facilities 	<ul style="list-style-type: none"> • Historic buildings that are not part of the historic transportation <u>infrastructure</u> (for example: inns and taverns, gas stations and carriage houses) • Projects that do not intend to comply with Secretary of the Interior Standards for Restoration and Rehabilitation • Improvements that will not maintain the historic integrity of the structure • Operation of historic transportation facilities • Spaces not open / accessible to the public • Spaces used in for-profit enterprises • Constructing a replica of an historic transportation facility • Construction of new rail / passenger stations • Transportation infrastructure not related to surface

		transportation (i.e. air and space travel)
<p><u>Activity #7:</u></p> <p>Vegetation management practices in transportation rights of way</p>	<ul style="list-style-type: none"> • Vegetation to improve transportation safety (could include removal of vegetation to improve sight distance) • Removal / management of invasive species • Planting of grasses or wildflowers to manage / prevent erosion along transportation corridors 	<ul style="list-style-type: none"> • Landscaping as scenic beautification / stand-alone landscaping project • Landscaping off transportation rights of way • Gateway signage
<p><u>Activity #8:</u></p> <p>Archaeological activities relating to impacts from implementation of a transportation project</p>	<ul style="list-style-type: none"> • Archeological excavations and surveys related to a transportation project • Archeological activities required as part of a MAP-21 eligible project • Interpretation and display of artifacts discovered as part of a transportation project 	<ul style="list-style-type: none"> • Archeological activities not related to a transportation project eligible under federal Title 23
<p><u>Activity #9:</u></p> <p>Environmental mitigation activities to decrease the negative impacts of roads on the natural environment</p>	<ul style="list-style-type: none"> • Stormwater management activities related to highway run-off that address water pollution and improve the ecological balance of local streams and rivers • Detention and sediment basins • Stream channel stabilization • Storm drain stenciling and river / stream clean-ups 	<ul style="list-style-type: none"> • Drainage improvements related to poor maintenance • Stormwater management activities not related to highway run-off and water pollution
<p><u>Activity #10:</u></p> <p>Wildlife mortality mitigation activities to decrease the negative impacts of roads on the natural environment</p>	<ul style="list-style-type: none"> • Wetlands acquisition and restoration • Wildlife underpasses and overpasses to improve wildlife passage and habitat connectivity • Improvements to decrease vehicle-caused wildlife mortality 	<ul style="list-style-type: none"> • Projects not related to the negative impacts of highway construction

Transportation Alternatives Program (TAP) funding cannot participate in the maintenance or upkeep of facilities nor can it be used to fund operating or staffing costs. All facilities constructed or improved with TA funds must be open and accessible to the public and cannot be for-profit enterprises.

The Transportation Alternatives Program as defined in MAP-21 **eliminated** three of the activities previously eligible under the SAFETEA-LU Transportation Enhancement (TE) program:

- Acquisition of Scenic Easements and Scenic or Historic Sites
- Historic Preservation **
- Transportation Museums

Other TE activities were **modified** in the new legislation:

Bicycle and Pedestrian Safety and Educational Activities – under TAP these activities are no longer eligible under TA, but are still eligible for audiences K – 8th grade as part of the Safe Routes to School (SRTS) eligibilities (non-infrastructure).

Scenic or Historic Highway Programs including Tourist and Welcome Centers – under TAP this activity is limited to the construction of turnouts, overlooks and viewing areas. Eliminated are the tourist and welcome centers that were previously eligible as well as the promotional and marketing activities (signage, brochures, and websites) for historic driving tours like the Civil War Trails and Road to Revolution.

Landscaping and Scenic Beautification – under TAP this activity was re-defined as “vegetation management” narrowing the geographic scope of landscaping to along “transportation right of way” and changing the focus from beautification to vegetation management. Relocating overhead utilities was a popular “beautification” activity formerly eligible under this activity that was eliminated by definition.

Rehabilitation and Operation of Historic Transportation Buildings, Structures or Facilities – under TAP the “operation” of historic transportation facilities such as the Erie Canal was eliminated but preservation and rehabilitation of these facilities are still eligible activities.

** Under TAP the only historic preservation activities eligible are limited to transportation infrastructure as defined in Activity #6. Historic preservation or rehabilitation of non-transportation facilities such as historic mills, courthouses, inns and taverns, was eliminated even if the structures have a strong transportation link or future transportation use.



**FY 2014 – 2015
PROJECT APPLICATION FORM**

****APPLICATION DEADLINE NOVEMBER 1, 2013****

Use TAB KEY to reach each field

1. Project Sponsor	Name and Title:	
	Organization:	
	Address:	
	City, State, Zip+4:	, -
	Telephone/Fax:	() - / () -
	E-mail Address:	

2. Project Manager	Name and Title:	
	Organization:	
	Address:	
	City, State, Zip+4:	, -
	Telephone/Fax:	() - / () -
	E-mail Address:	

3. Sponsor DUNS Number		4. Project UPC Number (Existing Projects Only)	
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5. Provide a description of the project and a clearly defined scope of the improvements to be made utilizing Transportation Alternatives funds.

5a. Identify beginning and ending termini and provide a location map with the project area clearly marked.

Start Location: _____ End Location: _____

6. Project Location

Is this project located within a Transportation Management Area (TMA)? Yes No

If yes, please indicate which MPO area: Northern Virginia Richmond Tri Cities Roanoke
 Hampton Roads Fredericksburg (Portion of North Stafford in TMA)

If project is in a TMA, complete *Attachment A – Supplemental Information for Projects in TMAs*

7. Local Jurisdiction Population (Based on 2010 census data)

Less than 5,000 5,000 to 200,000 Greater than 200,000

8. Primary Category of Eligibility (Select ONLY one)	
Select primary category of eligibility even if other categories may apply.	
<input type="checkbox"/> Construction of on-road or off-road trail facility <input type="checkbox"/> Improvement or system that will provide safe routes for non-drivers <i>(Includes Safe Routes to School)</i> <input type="checkbox"/> Conversion of abandoned railroad corridor for use as a trail for non-motorized transportation <input type="checkbox"/> Construction of turnouts, overlooks, and viewing areas <input type="checkbox"/> Inventory, control, or removal of outdoor advertising <input type="checkbox"/> Historic preservation and rehabilitation of historic transportation facilities <input type="checkbox"/> Vegetation management practices in transportation rights of way <input type="checkbox"/> Archeological activities related to implementation of a transportation project <input type="checkbox"/> Environmental mitigation activity focused on storm water management <input type="checkbox"/> Environmental mitigation activity focused on wildlife mortality or habitat connectivity	

9. Does this project qualify as a "Safe Routes to School" project based on the criteria below?	<input type="checkbox"/> Yes <input type="checkbox"/> No
<ul style="list-style-type: none"> • Eligible infrastructure activity • Project is located within 2 miles of an elementary / middle school 	
9a. Do you wish to pursue this as a SRTS project? If so, complete the required Attachment B – Supplemental Information for Safe Routes to School Projects	<input type="checkbox"/> Yes <input type="checkbox"/> No

Project Funding

10. Total project cost is to be limited to the project described in this application and based on the beginning and ending termini provided (*). This should not be considered the "whole" of a multi-phased project. According to the attached Project Budget - Attachment C , the following project costs can be demonstrated:		
10a. Total Anticipated TA Funding	Cannot exceed 80% of total project cost	
10b. Total Local Match Required	Based on the anticipated TA funds above	
10c. Other Project / Local Funds	Include other grants and/or donations	
10d. Total Project Cost (*)	Sum of above; should match Attachment C	

11. Transportation Alternatives Funding Request		
11a. Federal TA Funds Requested	This Application Only	
11b. Local Match Required	This Application Only	

12. Do you plan to use in-kind match? Provide details on how the 20% local match requirement will be met.	<input type="checkbox"/> Yes <input type="checkbox"/> No
If planning to use in-kind match or donations, explain in detail the services to be provided and where possible, provide documentation identifying the contributions being made and the dollar amount for each.	

13. If the 20% local match is being provided in cash, is the required funding currently available and/or committed? If yes, include a signed letter or resolution from the appropriate local official(s) confirming the availability of funds.	<input type="checkbox"/> Yes <input type="checkbox"/> No
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14. If the 20% local match is being provided in cash, will the sponsor be providing more than the required 20% amount? If yes, indicate the amount beyond the match requirement below.	<input type="checkbox"/> Yes <input type="checkbox"/> No

15. Is there additional non-sponsor or non-local funding available for this project (other grants, state funds, corporate donations, etc)? If yes, include a letter documenting the commitment of these funds and when the funds will be available.	<input type="checkbox"/> Yes <input type="checkbox"/> No
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Project Concept

16. The use of federal transportation funds requires compliance with the <i>Americans with Disabilities Act (ADA)</i>; describe how this project will meet these design requirements.
If this is a pedestrian and/or bicycle facility, include a description of the proposed surface (concrete, asphalt, etc) and width of the completed facility including any bridges.

17. Has the sponsor performed an on-site evaluation of the project to determine the project's constructability and cost?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Describe any possible conflicts or obstacles including the ability to achieve ADA compliance.	

18. Is the project located within a designated historic district or within a downtown business district?	<input type="checkbox"/> Yes <input type="checkbox"/> No
If yes, how will the project improve the aesthetic value of the affected area?	

19. It is expected that the sponsor will maintain the facility for its useful life. Provide details regarding maintenance and upkeep of the completed facility – identify who will be providing upkeep, what services will be provided, how long the services will be provided and where the funding for these services will come from.

20. If this project is for a pedestrian and/or bicycle facility, mark which best describes the project's primary transportation function:
<input type="checkbox"/> N/A <input type="checkbox"/> Commuting to and from workplace <input type="checkbox"/> Residential connections <input type="checkbox"/> Recreational / exercise <input type="checkbox"/> Alternate transportation for daily needs (shopping, school, library)

21. If this project involves restoring an historic transportation facility, attach a proposal for future use of the restored facility including details regarding the proposed staffing and operation of the facility, identifying potential funding sources for these activities.
<input type="checkbox"/> N/A

22. If this project provides vegetation management, describe the transportation right-of-way and how the project will improve roadway safety, prevent against invasive species, and/or provide erosion control.
<input type="checkbox"/> N/A

23. If this project provides for archeological activities, describe the negative impacts of the related transportation project and how the proposed TA activities will improve or mitigate these impacts.
<input type="checkbox"/> N/A

24. If this project provides environmental mitigation and/or pollution prevention – identify the impacts of highway construction and/or highway run-off and describe how the proposed TA activities will improve or mitigate these impacts. Identify any waterways (rivers, streams, etc) being directly impacted / polluted.
<input type="checkbox"/> N/A

25. Does this project support or improve an existing or planned highway project?	<input type="checkbox"/> Yes <input type="checkbox"/> No
If yes, identify the project:	

Project Improves the Transportation Network

26. Does the project provide access to transit stations, commuter lots, bus routes etc.?	<input type="checkbox"/> Yes <input type="checkbox"/> No
If yes, provide a description of the public transportation links.	

27. Does the project provide connections to existing regional trails or pedestrian / bicycle facilities? Does the project provide a “missing link” in the existing transportation network?	<input type="checkbox"/> Yes <input type="checkbox"/> No
If yes, explain making sure to identify the specific location and connections provided and the missing links addressed. Include a location map to demonstrate the connections and/or missing link.	

28. Does the project provide bicycle/pedestrian facilities where none previously existed?	<input type="checkbox"/> Yes <input type="checkbox"/> No
If yes, explain why this location was chosen and include pictures of the proposed location.	

29. Does this project increase opportunities to meet daily needs without motorized transportation?	<input type="checkbox"/> Yes <input type="checkbox"/> No
If yes, give specific destinations served including schools, libraries, shopping, healthcare, etc.	

30. Does this project add features/devices that will improve bicycle and pedestrian safety (ex. crosswalks, bike/ped signals, lighting, separated facilities, etc)?	<input type="checkbox"/> Yes <input type="checkbox"/> No
If yes, provide a description including any accident data available.	

31. Does this project incorporate traffic calming design elements?	<input type="checkbox"/> Yes <input type="checkbox"/> No
If yes, explain what traffic calming elements are being incorporated and how they will improve pedestrian safety.	

32. Is this project in the locality's local/regional transportation plan?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Explain how this project will help achieve these goals.	

Sponsor's Ability to Administer Federal Project

33. A sponsor is required to provide a full-time employee who is responsible for all major project decisions. This person is referred to as the sponsor's Responsible Person (RP) and may or may not be the project manager.
Identify the full time staff member assigned as the "Responsible Person" for this project:
Name:
Title:
Years in this position:

34. Select from the following the best choice describing the RP's experience:	
<input type="checkbox"/> The RP has successful experience providing oversight or managing a federal aid transportation project within the previous five years. <input type="checkbox"/> The RP has successful experience participating as a team member, but not a RP, for a federal aid transportation project. <input type="checkbox"/> The RP has no experience with federal aid projects, but has provided oversight for a state-aid transportation project. <input type="checkbox"/> The RP has no experience providing oversight for a transportation project.	
Regarding the experience noted above, identify the two (2) most recent projects to include: project name and brief description, phases included (PE, RW, CN), approximate date advertised, construction value and funding source.	

35. Has the RP completed VDOT's Core Curriculum on-line training found on VDOT's Locally Administered Projects webpage (www.virginiadot.org/business/local-assistance-llpt.asp)?	<input type="checkbox"/> Yes <input type="checkbox"/> No
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36. VDOT is required by federal regulation to ensure that the sponsor is adequately staffed to ensure the project is satisfactorily completed. Sponsors may supplement their staff with consultants, including project management duties.	
Is the Responsible Person also the Project Manager?	If not, indicate:
<input type="checkbox"/> Yes	<input type="checkbox"/> The following full-time staff member will be assigned as Project Manager: _____;
<input type="checkbox"/> No	<input type="checkbox"/> Project management will be performed by a consultant

37. The sponsor must be able to demonstrate "adequate project delivery" systems to administer a federal-aid project. This requirement is identified in Chapter 2.2 of the VDOT LAP Manual. Briefly describe the financial management system currently in place that will track / monitor project costs for reimbursement.

38. The sponsor's staff and their consultants must have a working knowledge of the locally administered projects (LAP) process and the federal regulations affecting federal aid projects. Select from the following the best choice describing the sponsor's project management experience:
<input type="checkbox"/> The sponsor has successfully administered one or more federal aid transportation improvement projects within the previous five years. <input type="checkbox"/> The sponsor has successfully administered one or more non-highway federal aid improvement project(s) [sidewalk, streetscape, trail, landscaping, etc] within the previous five years. <input type="checkbox"/> The sponsor has successfully administered a state-aid or capital improvement highway project within the previous five years. <input type="checkbox"/> The sponsor has not successfully administered a transportation related project or capital improvement project in the recent past.
Regarding the experience noted above, briefly describe the two (2) most recent projects including project scope, cost and duration. If sponsor has experience with federal aid transportation projects, this should be highlighted.

39. Will the sponsor need to procure consultant services at any time to complete their federal aid project?		<input type="checkbox"/> Yes <input type="checkbox"/> No
If yes, select the services which will need to be outsourced:		
Type of Services	✓	Comments, if necessary
Project Management	<input type="checkbox"/>	
Environmental	<input type="checkbox"/>	
Design	<input type="checkbox"/>	
Right of Way	<input type="checkbox"/>	
Construction Engineering / Management & Inspection	<input type="checkbox"/>	
Materials Testing	<input type="checkbox"/>	
Other, please specify	<input type="checkbox"/>	

40. Select from the following the best choice describing the sponsor's understanding and experience using federal professional consultant procurement processes:
<input type="checkbox"/> The sponsor has successfully procured professional services in compliance with federal aid requirements within the previous five years. List below the two (2) most recent projects and services procured explaining how the federal requirements were met. <input type="checkbox"/> The sponsor has not procured professional services in compliance with federal aid requirements within the previous five years, but has staff available that is familiar with those requirements and will oversee the procurement process. Describe the staff experience and training below explaining how this will prepare them for federal procurement. <input type="checkbox"/> The sponsor has successfully procured professional services in compliance with state procurement requirements within the previous five years but has no experience with federal aid procurement. Explain how the state requirements were met. <input type="checkbox"/> The sponsor has no experience or training in the procurement of professional services in compliance with federal aid or state aid requirements.

Project's Readiness to Proceed

41. Design / engineering will be performed:
<input type="checkbox"/> In-house by local staff <input type="checkbox"/> In-house utilizing a current on-call contract <input type="checkbox"/> Utilizing an outside consultant firm yet to be procured <input type="checkbox"/> Utilizing an outside consultant firm already procured for use on this project

42. Is this project part of a larger / multi-phased project?	<input type="checkbox"/> Yes <input type="checkbox"/> No
If yes, provide the current status of the other phases and describe how they relate to this project.	

43. Has a master plan, feasibility and/or preliminary engineering studies been completed?	<input type="checkbox"/> Yes <input type="checkbox"/> No
If yes, attach a copy of the plan / study and briefly summarize the results below.	

44. Has design work started?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Design has been started, and <input type="checkbox"/> 30% plans / <input type="checkbox"/> 50% plans / <input type="checkbox"/> 100% plans have been completed.	
44a. Have these plans been reviewed by appropriate state / local official?	<input type="checkbox"/> Yes <input type="checkbox"/> No

45. The ability to secure right of way (including easements) needed for a project is critical to a project's success; which of the following best describes the right of way situation for this project:
<input type="checkbox"/> All right of way required is publicly owned (local and/or state) <input type="checkbox"/> Right of way is privately owned but right of public use has been secured by deed (donated or purchased) <input type="checkbox"/> Right of way is secured with the exception of some temporary / construction easements <input type="checkbox"/> Right of way has not yet been secured for this project <input type="checkbox"/> It is unknown what right of way and/or easements will be needed

46. This program will not participate in the cost of relocating overhead utilities for scenic beautification purposes. Are there existing utility poles within the proposed project area that will pose a conflict requiring relocation?	<input type="checkbox"/> Yes <input type="checkbox"/> No
If yes, include pictures of poles within the specified project area explaining how they will impact the project and explain how the conflicts will be resolved.	

47. If overhead utilities are in conflict, has the local utility company(s) been consulted regarding removal and /or relocation of its facilities?	<input type="checkbox"/> Yes <input type="checkbox"/> No
If yes, please identify the utility carrier(s) and specify if these costs are included in the attached budget.	

48. Are there other conflicts / obstacles that must be addressed for the project to move forward?	
<input type="checkbox"/> Retaining wall <input type="checkbox"/> Underground utilities (gas, water, sewer) <input type="checkbox"/> Guardrail / other roadway structures	<input type="checkbox"/> Impact to historic properties/district <input type="checkbox"/> Other

49. Attachment A – Supplemental Information for TMA projects – Required if project is located in an MPO within a TMA.	Attached: <input type="checkbox"/>
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50. Attachment B – Supplemental Information for Safe Routes to School (SRTS) Projects – Required if answered “Yes” to Question 9a.	Attached: <input type="checkbox"/>
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51. Attachment C – Project Budget – Required for ALL projects.	Attached: <input type="checkbox"/>
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52. Attachment D – Existing Project Status – Required for EXISTING projects only.	Attached: <input type="checkbox"/>
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53. Sponsor Certification		
53a. Public Hearing / Information Meeting Held	Date:	Attached: <input type="checkbox"/>
53b. MPO Resolution of Support (if applicable)	Date:	Attached: <input type="checkbox"/>
53c. Local Resolution from Project Sponsor	Date:	Attached: <input type="checkbox"/>
<p>53d. Sponsor certifies the following: (Read and check each statement below)</p> <p><input type="checkbox"/> We are familiar with Transportation Alternatives eligibility criteria and the Locally Administered Projects (LAP) Manual</p> <p><input type="checkbox"/> We will provide technical guidance and oversight throughout project development</p> <p><input type="checkbox"/> Budget accurately reflects cost of proposed project</p> <p><input type="checkbox"/> Project development will comply with all state and federal regulations, including ADA requirements</p> <p><input type="checkbox"/> We understand this project must be substantially complete and/or ready for construction within four (4) years of the initial federal funding</p> <p><input type="checkbox"/> We will be responsible for ensuring future maintenance and operating costs of the completed project</p>		
<hr/> Sponsor Signature (Authorized Official)		<hr/> Date

Submit one (1) electronic copy* and three (3) hard copies of the completed application along with all applicable attachments to:

**Ms. Jennifer DeBruhl, Director of Local Assistance Division
 Virginia Department of Transportation
 1401 E. Broad Street
 Richmond, VA 23219**

All applications must be received and / or post-marked no later than November 1, 2013.

***The electronic copy should be sent to EnhancementProgram@VDOT.Virginia.gov and only include the completed application and attachments A-D.**

1. Describe how the project is consistent with the current long range transportation plan (LRTP)

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2. Describe how the project fits within local adopted master plans and specific goals of local and/or state government agencies and other organizations. Describe how the project originates from planning work conducted in the jurisdiction. Note if the project is included in any planning documents and how it supports the local land use plan.

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3. Describe how the project makes the region's transportation facilities safer and less intimidating for pedestrians, bicyclists, and other non-drivers.

--

4. Describe how this project enhances transportation facilities for those with special needs, pursuant to Americans with Disabilities Act (ADA) requirements.

--

5. Describe all public participation activities to date on the proposed project and what has been done to obtain public and community support. Please also describe any project coordination with other jurisdictions or agencies.

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If your project is in the National Capital Region, please answer the following additional questions:

1. As a regional policy, the TPB seeks to promote the development of Transportation Alternatives in Regional Activity Centers. Is any portion of the project located within a Regional Activity Center?

Yes No

Center:

2. Is this project located within ¼ miles of a Metrorail (existing or under construction) or commuter rail station?

Yes No

Station:

3. Describe how the project creates linkages for users to transit and/or employment, as well as how the project fills a gap in the existing non-automobile transportation infrastructure.

Attachment: Principal Letter of Support	Attached: <input type="checkbox"/>
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1. Provide the name of the school(s) and school division this project serves, indicating whether the school is designated Title-1.

2. Current Travel Modes								
<i>(Estimate for all students and use aggregate totals for 2 or more participating schools)</i>								
Travel Mode	Walk	Bike	School Bus	Family Vehicle	Carpool	Public Transit	Other	Total
# of Students								0
Source:					Month/year:			

3. Current Travel Distance					
<i>(Estimate for all students and use aggregate totals for 2 or more participating schools)</i>					
Distance lived from school	Less than ½ mile	½ to 1 mile	1 to 2 miles	Over 2 miles	Total
# of Students					
Source:			Month/year:		

4. Was a SRTS parent survey conducted by the school to determine whether they identified the project as a need?	<input type="checkbox"/> Yes <input type="checkbox"/> No
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If yes, please summarize the results of the survey, particularly how they relate to the project.

5. Describe the barriers that currently prevent kids from walking/biking safely to school and how this project would mitigate or remove those barriers. In particular, how will this project improve the safety of the route to school and encourage more children to walk or bike?

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6. Describe any efforts that the school or community is currently involved in to encourage kids to walk or bike to school.

This would include any efforts that fit into the four “E’s” of SRTS – education, encouragement, enforcement and evaluation, as well as any policies the school has that promote or discourage walking or biking to school.

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FY 2014 - 2015
ATTACHMENT C
 PROJECT BUDGET TEMPLATE

PROJECT BUDGET REQUIRED FOR ALL APPLICANTS
INCLUDE IN APPLICATION PACKAGE

This **template** is an example for creating a detailed project budget – not a form to be completed online. Develop a budget with the developmental phases – Preliminary Engineering, Right of Way and/or Construction – and budget items that are appropriate to the specific project described in the application. Note that every budget must include some funding budgeted in Preliminary Engineering to cover VDOT coordination and environmental charges. If the project includes Construction, note that there should also be an amount budgeted in Construction for additional VDOT oversight charges.

If this project is part of a larger, multi-phased endeavor, the Project Budget should only address costs for the project identified in the current application and based on the termini presented.

Task by Project Development Phase	Project Costs
PRELIMINARY ENGINEERING PHASE	
Engineering/Design Fees	
Environmental Document	
Surveying	
Estimated VDOT review charges (we recommend budgeting for 3-5% of total project cost)	
Grant Administrative Costs	
<i>Add rows as needed</i>	
PE Phase TOTAL COSTS	
RIGHT OF WAY PHASE	
Right of Way Purchase	
Utility Relocation	
<i>Add rows as needed</i>	
RW Phase TOTAL COSTS	
CONSTRUCTION PHASE	
<i>*Include construction line items from engineer's estimate, add rows as needed</i>	
Construction Management	
Inspection Fees	
Materials Testing	
Contingency	
Construction VDOT oversight charges	
CN Phase TOTAL COSTS	
TOTAL COSTS (PE, RW & CN)	

Identify project status and activities completed to date for the phase that is currently requesting funds. Check all activities that have been completed on this project / phase and provide details of the progress made to date utilizing the text boxes available for each activity.

1. Project Initiation

- Initial Project Agreement fully executed

- Kick-off meeting with VDOT

2. Environmental

- Environmental (NEPA) document initiated

- VDOT performing environmental coordination

- Preliminary plans have been submitted to DHR for review

- Environmental document complete and no adverse effect (Or MOA executed)

3. Preliminary Engineering for current phase in development

- RFP for design services developed

- Design underway

- 50% Plans submitted for VDOT review

- 90/100% Plans submitted for VDOT review

- Final plans and bid document submitted to VDOT

4. Right of Way

- No property or easements required

- R/W plans/ survey complete

Appraisal(s) complete

All required property acquired/secured

R/W certification complete

5. Project Resources

Additional funding is available to complete phase/project if this request is not fully funded

This request will complete an independent/stand-alone phase of the project

OR

This request will fully fund the proposed project and all its phases
(No additional funds will be requested)

6. Provide any additional information that might help establish the progress made to date. This may include fundraising, public meetings/charrettes, significant donations or other milestones met.

APPENDIX F

Bridge Photos













APPENDIX G

Conceptual Opinion of Probable
Construction Cost

Concept Plan - Preliminary Opinion of Probable Cost

Rocky Gap Greenway Planning Study

DAA Project No. B12194B-01

September 5, 2013

Segment 1

<i>Description</i>	<i>Unit</i>	<i>Quantity</i>	<i>Unit Cost</i>	<i>Total Cost</i>
Asphalt Path	LF	900	\$55	\$50,000
Bridge Restoration	LS	1	\$100,000	\$100,000
Parking Lot	LS	1	\$50,000	\$50,000
Fishing Deck/Boardwalk	LS	1	\$15,000	\$15,000
TOTAL				\$215,000

Segment 2

<i>Description</i>	<i>Unit</i>	<i>Quantity</i>	<i>Unit Cost</i>	<i>Total Cost</i>
Concrete Sidewalk w/ Curb & Gutter	LF	2673	\$65	\$174,000
Entrances	EA	20	\$1,000	\$20,000
TOTAL				\$194,000

Segment 3

<i>Description</i>	<i>Unit</i>	<i>Quantity</i>	<i>Unit Cost</i>	<i>Total Cost</i>
Asphalt/Concrete Path	LF	1000	\$55	\$55,000
Parking Improvements	LS	1	\$30,000	\$30,000
Fishing Deck	LS	1	\$15,000	\$15,000
TOTAL				\$100,000

Segment 4

<i>Description</i>	<i>Unit</i>	<i>Quantity</i>	<i>Unit Cost</i>	<i>Total Cost</i>
Asphalt Path	LF	1410	\$55	\$78,000
Pedestrian Bridge	LS	1	\$650,000	\$650,000
TOTAL				\$728,000

Segment 5

<i>Description</i>	<i>Unit</i>	<i>Quantity</i>	<i>Unit Cost</i>	<i>Total Cost</i>
Asphalt Path	LF	1350	\$55	\$75,000
TOTAL				\$75,000

Segment 6

<i>Description</i>	<i>Unit</i>	<i>Quantity</i>	<i>Unit Cost</i>	<i>Total Cost</i>
Concrete Sidewalk w/ Curb & Gutter	LF	2200	\$65	\$143,000
TOTAL				\$143,000