



CITY OF ROANOKE, VIRGINIA

RSTP Funds Application

FOR

**Garden City/Garnand Branch Bicycle and Pedestrian
Trail Connection**

Date: September 15, 2014

RSTP Project Profile – Candidate Project

Please limit overall application to a maximum of 5 pages (11 pt. font 1.5 spacing) – supporting materials such as a previous study or aerial photography may be submitted as an addendum and not subject to 5 pages maximum.

1. Project Sponsor(s): City of Roanoke, Virginia
2. Proposed Implementing Agency: City of Roanoke, Virginia
3. Project Description and Attached Aerial Showing Proposed Improvement Location: Garden City/Garnand Branch Bicycle and Pedestrian Trail Connection, see Attachment A.
4. Detailed Scope of Work, proposed Schedule and Relation to Other Projects or Project Phases, Project Status, and Other Funding Sources: (attach document if extra space is needed – please refer to overall application limit noted above)

Attachment A: Aerial Location Map, Project Description and Scope of Work

Attachment B: Schedule and Relation to Other Projects and Project Phases

Attachment C: Other Funding Sources

Items 5-9 Pertain to Highway Projects:

5. Functional Classification:
Garden City Boulevard - Collector
6. Existing Traffic Volume and Level of Service with Improvement:
AADT = 5500 ; LOS F
7. Existing Volume/Capacity:
AADT=5500
8. Future Traffic Volume or Projected Ridership with Service Implementation:
AADT=5500
9. Future Volume/Capacity and Level of Service:
AADT=5500
10. Estimated Project Cost by Phase (Preliminary Engineering, Right-of-Way (including utilities) and Construction (including administration): (attach a detailed cost estimate and/or budget to support your application)
PE: \$140,000 funded
R/W: \$60,000 funded
CN: \$800,000 partially funded - Project Request is for \$200,000 to fully fund
Breakdown of Costs Continued on Next Page

(Cont'd Next Page)

Task by Project Development Phase	Project Cost	
PRELIMINARY ENGINEERING PHASE		
Engineering/Design Fees	\$	80,000.00
Environmental Document	\$	20,000.00
Surveying	\$	30,000.00
Estimated VDOT Review Charges	\$	10,000.00
PE Phase TOTAL COSTS	\$	140,000.00
RIGHT OF WAY PHASE		
Right of Way Purchase	\$	30,000.00
Utility Relocation	\$	30,000.00
RW Phase TOTAL COSTS	\$	60,000.00
CONSTRUCTION PHASE		
Mobilization	\$	70,000.00
Grading	\$	30,000.00
Drainage/SWM/E&S	\$	130,000.00
Concrete	\$	300,000.00
Paving	\$	150,000.00
Bridges	\$	65,000.00
Crosswalks/Signage	\$	20,000.00
Maintenance of Traffic	\$	35,000.00
Base Bid TOTAL COSTS	\$	800,000.00
TOTAL COSTS (PE, RW, & CN)	\$	1,000,000.00
Total Funds Received		\$800,000
Budget Gap		\$200,000

Garden City/Garnand Branch Bicycle and Pedestrian Trail Connection

RSTP Candidate Project Rating Factors

A. Regional Project Consideration

This project is supported by the Roanoke Valley Conceptual Greenway Plan. It provides the first pedestrian/bicycle connection from Garden City to the existing regional greenway network at the Roanoke River Greenway and supports future connections to the Mill Mountain Greenway, Star Trail, and Blue Ridge Parkway.

B. Support the Economic Vitality of the Metropolitan Area

Garden City lacks continuous pedestrian and bicycle infrastructure. This project would complete the north-south route through the neighborhood supporting alternative modes of transportation to community services, such as the Garden City Elementary school, Library, Recreation Center, as well as neighborhood commercial areas.

C. Increase the Safety and Security of the Transportation System

The proposed project provides continuous pedestrian and bicycle accommodation with ADA accessibility on a collector street with limited existing pedestrian infrastructure. Improving bicycle and pedestrian accommodation on this collector street enhances public safety and accessibility by reducing vehicular and bicycle and pedestrian conflicts. This project enhances transportation facilities for those with special needs.

D. Increase the Accessibility and Mobility Options Available to People and/or Freight

ADA accessible curb ramps will be provided for the limits of Garden City Boulevard from Yellow Mountain Road to Riverland Road. The Regions Greenways are fully accessible and the proposed improvements will be designed to adhere to 2010 ADA Standards for Accessible Design.

E. Protect and Enhance the Environment, Promote Energy Conservation, and Improve Quality of Life

Improving bicycle and pedestrian connection on Garden City Boulevard will greatly increase the number of students who could walk or bike to school, as well as enhance the street's function for other neighborhood residents to choose alternative modes of transportation to access destinations. The alternative of bicycling or walking reduces green house gas emissions, promotes energy conservation, and with mobility, reduces rates of obesity - all of which improve quality of life.

F. Enhance the Integration and Connectivity of the Transportation System, Across and Between Modes, for People and/or Freight

The Garden City Greenway Trail will consist of transit stops at various locations along its route. Valley Metro provides transit service along Garden City Boulevard with their 41/42 Route.

G. Promote Efficient System Management and Operation

This interconnectivity for SE Roanoke to multiple modes of transportation promotes a more efficient and functional corridor for the residents and visitors to SE Roanoke. The system interconnects to the Region's greenway network at the Roanoke River and provides for a future connection from Yellow Mountain Road to the Blue Ridge Parkway.

H. Emphasize the Preservation of Existing Transportation System

Garden City Boulevard is preserved as a vehicular roadway with increased functionality to accommodate multiple modes of transportation.

I. Cost/Benefit Consideration

The City is proposing a 10 foot wide shared use facility retrofitted within available City ROW that maximizes the modes of travel and potential number of users via these modes for this corridor. This is a cost effective solution that provides a multitude of benefits to the neighborhood and region.

J. Projects included in previous plans that had a public input process associated with the plan.

Garden City Boulevard was identified as needing pedestrian and bicycle accommodation in the Garden City Neighborhood Plan, adopted in 2005. Garden City Elementary School was chosen for a Safe Routes to School Program based on community meetings held September through November 2012. In November 2013 the plan for the corridor was presented to the community and was very well received.

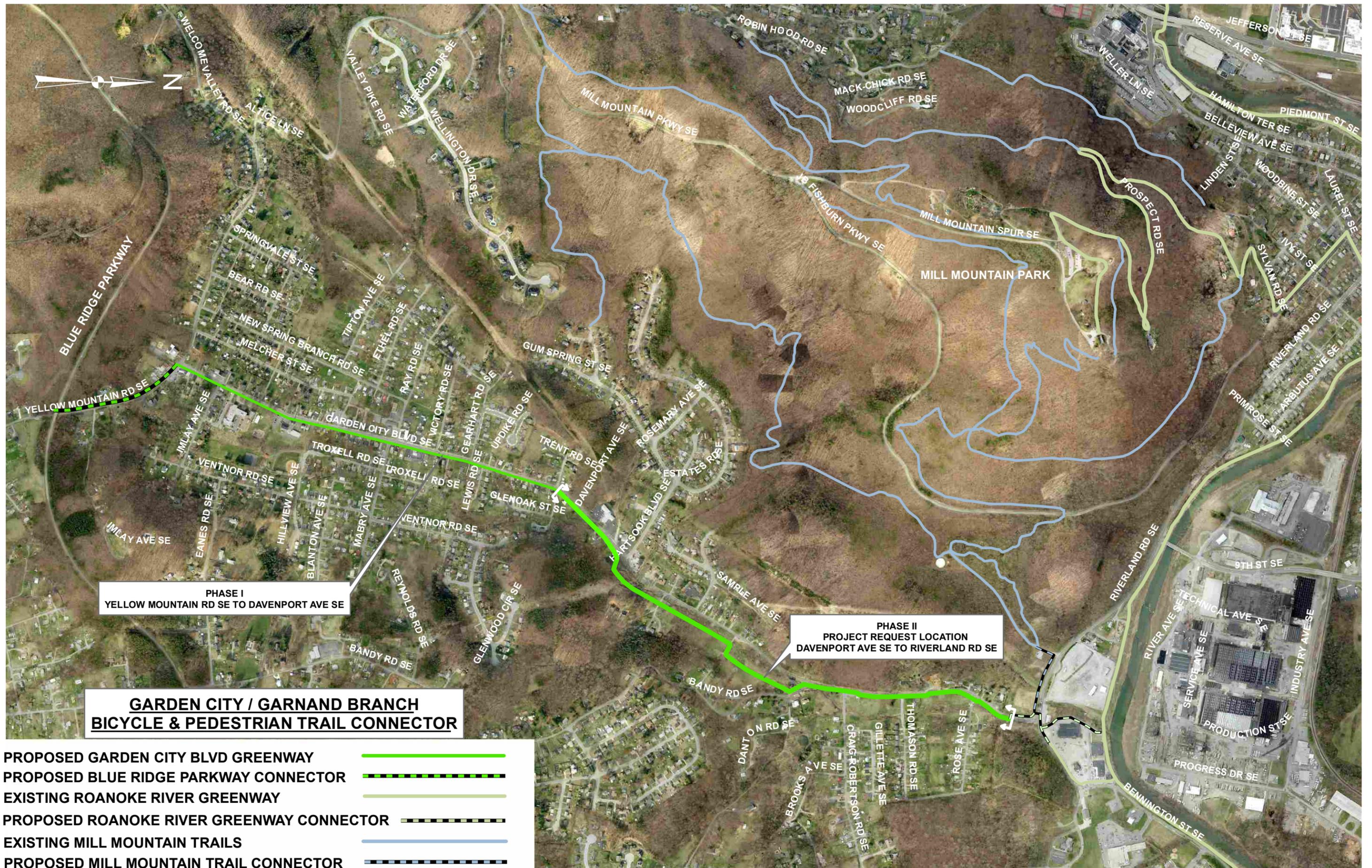
Attachment A – Location and Scope of Work

Garden City/Garnand Branch Bicycle and Pedestrian Trail Connection

Project Location: Please refer to the sheets that follow showing possible alignments for the trail corridor. The limits of this project are along Garden City Boulevard and the Garnand Branch to the Roanoke River from Riverland Road, SE to the intersection of Davenport Avenue/Ivwyood Street, SE.

Project Description: The Garden City Boulevard/Garnand Branch Bicycle and Pedestrian Trail is critical to providing bicycle and pedestrian infrastructure for southeast Roanoke. The installation of a 10-foot wide trail along Garden City Boulevard will complete the north-south route through the neighborhood for bicyclists and pedestrians. At Riverland Road the proposed trail will connect to the Roanoke River Greenway providing the first pedestrian connection from Garden City to the existing regional greenway network. This proposed greenway and trail implements the goal of the Regional Greenway Plan and provides for future connections from points north at the Roanoke River Greenway and the Star Trail to points south at Yellow Mountain Road to the Blue Ridge Parkway. The City has received funding up to \$800,000 for construction of this trail and is seeking an additional \$200,000 to make up the gap in the budget.

Scope of Work: The proposed facility is a 10 foot wide shared use path that will comply with AASHTO's Guide for the Development of Bicycle Facilities and the 2010 ADA Standards for Accessible Design. Consequent to construction of the trail, project scope includes construction of limited curb and gutter with storm drain improvements and pedestrian bridge crossings. The proposed surface material for the trail will consist of pervious pavement on City owned properties acquired through FEMA's flood reduction program due to development restriction on these parcels. Possible additional stormwater management facilities may also be a requirement for development.





Davenport Avenue

Begin Riverland Connection

Ivywood Avenue

8'-10' Trail Connection

Garden City Blvd.

Hartsook Blvd.



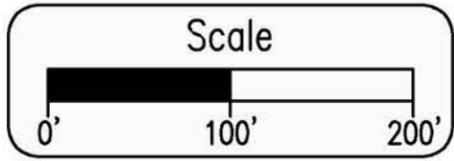
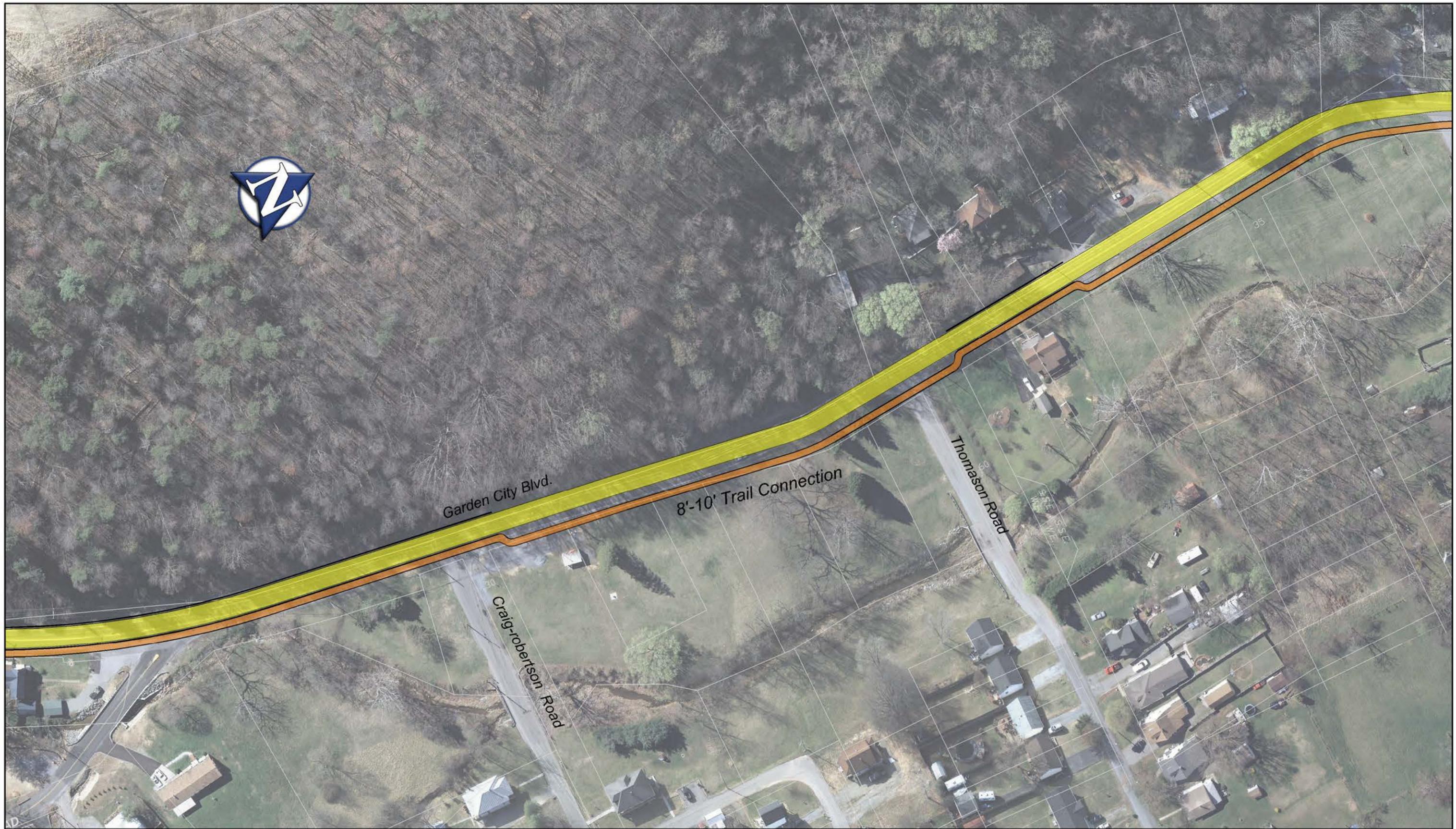
Pedestrian Bridge

*Riverland Extension
Alternative 1
September 2013*



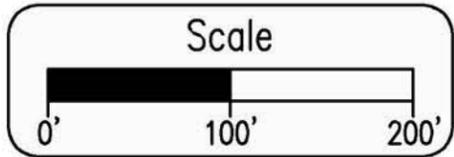
Pedestrian Bridge

*Riverland Extension
Alternative 1
September 2013*



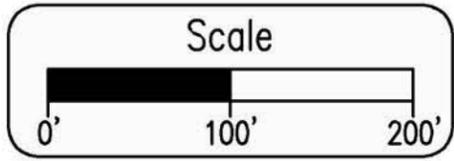
Pedestrian Bridge

*Riverland Extension
Alternative 1
September 2013*



Pedestrian Bridge

*Riverland Extension
Alternative 1
September 2013*

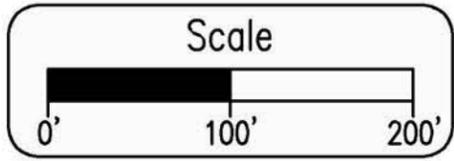
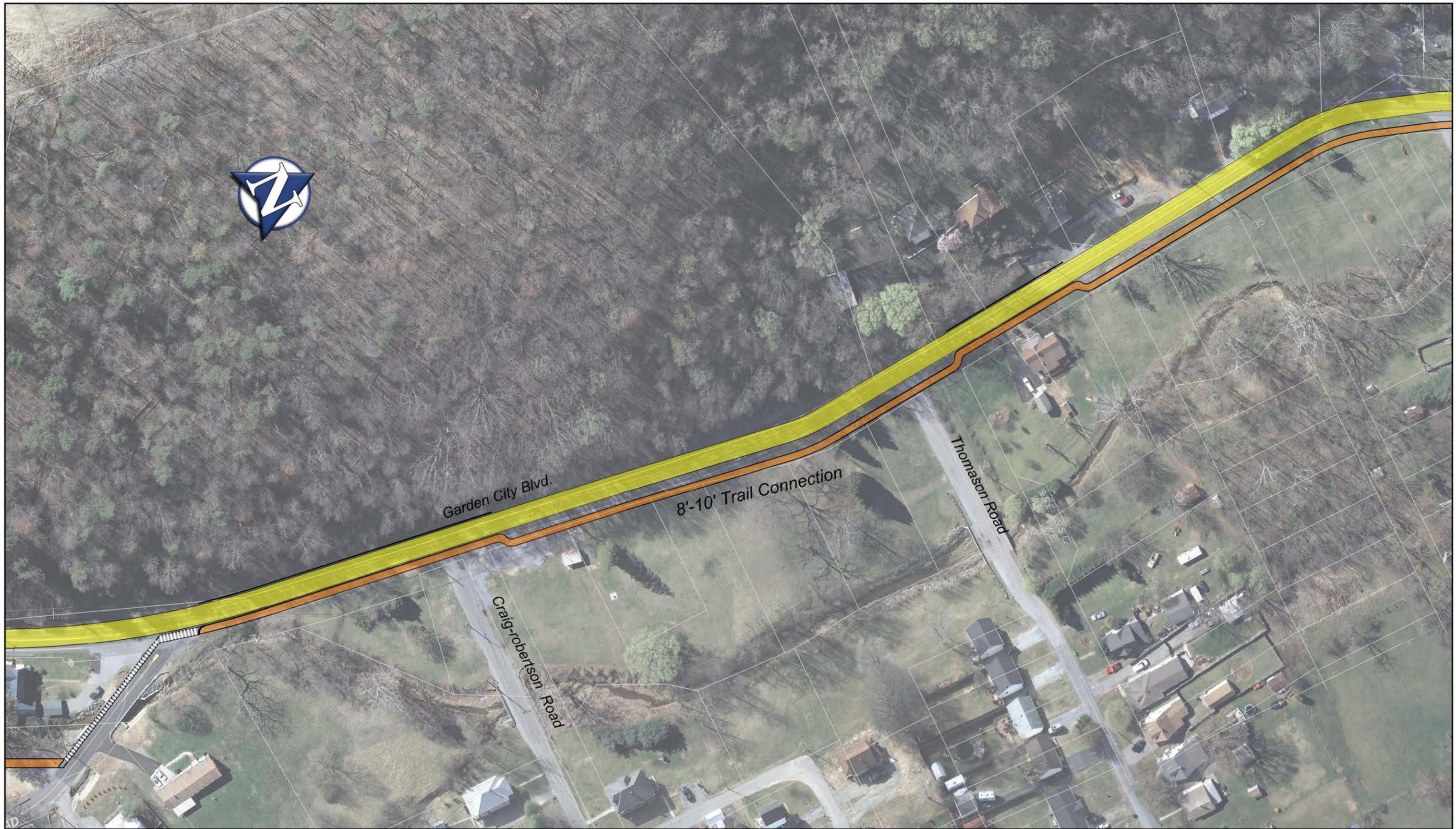


 Pedestrian Bridge

*Riverland Extension
Alternative 2
September 2013*



*Riverland Extension
Alternative 2
September 2013*



Pedestrian Bridge

*Riverland Extension
Alternative 2
September 2013*



Pedestrian Bridge

*Riverland Extension
Alternative 2
September 2013*

Attachment B – Schedule and Other Project Phases

Project Request Location: Garden City Boulevard/Garnand Branch Trail from Riverland Road to Davenport Avenue/Ivywood Street, SE

Schedule:

Project Engineering: October 2014 to June 2015

ROW Acquisition: January 2015 to June 2015

Project Advertisement: July 2015

Begin Construction: August 2015

End Construction: April 2016

Other Fully Funded Project Phases: Garden City Boulevard from Yellow Mountain Road to Davenport Avenue/Ivywood Street, SE

Schedule:

Project Engineering: September 2013 to September 2014

ROW Acquisition: July 2014 to January 2015

Project Advertisement: March 2015

Begin Construction: April 2015

End Construction: April 2016

Attachment C: Other Funding Sources

1. FY 15 VDOT Revenue Sharing UPC 15746; Project Number U000-128-R57 Connection of Garden City Trail and Roanoke River Greenway \$400,000.
2. FY 15 Transportation Alternative Program Garden City Boulevard/Garnand Branch Trail from Riverland Road to Davenport/Ivywood Street, SE \$400,000.

APPENDIX A

Date: 6/19/2014

Project Number: **U000-128-R57** UPC: **105746** Locality: **City of Roanoke**

Project Location ZIP+4: 24014-3616	Locality DUNS# 006704316	Locality Address (incl ZIP+4): 215 Church Avenue, SW Roanoke, VA 24011-1520
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Project Narrative

Scope: **Connection of Garden City Trail and Roanoke River Greenway**
 From: **Riverland Road**
 To: **Roanoke River Greenway**
 Locality Project Manager Contact info: **Priscilla Cygelnik**
 Department Project Coordinator Contact Info: **Cheryl Becker**

Project Estimates

	Preliminary Engineering	Right of Way and Utilities	Construction	Total Estimated Cost
Estimated Locality Project Expenses	\$0		\$397,000	\$397,000
Estimated VDOT Project Expenses	\$2,000		\$1,000	\$3,000
Estimated Total Project Costs	\$2,000		\$398,000	\$400,000

Project Cost and Reimbursement

Phase	Estimated Project Costs	Funds type (Choose from drop down box)	Local % Participation for Funds Type	Local Share Amount	Maximum Reimbursement (Estimated Cost - Local Share)	Estimated Reimbursement to Locality (Max. Reimbursement - Est. VDOT Expenses)
Preliminary Engineering	\$2,000	Revenue Sharing	50%	\$1,000	\$1,000	
				\$0	\$0	
				\$0	\$0	
Total PE	\$2,000			\$1,000	\$1,000	
Right of Way & Utilities						
Total RW						
Construction	\$398,000	Revenue Sharing	50%	\$199,000	\$199,000	
				\$0	\$0	
Total CN	\$398,000			\$199,000	\$199,000	
Total Estimated Cost	\$400,000			\$200,000	\$200,000	\$197,000

Total Maximum Reimbursement by VDOT to Locality (Less Local Share)

\$200,000

Estimated Total Reimbursement by VDOT to Locality (Less Local Share and VDOT Expenses)

\$197,000

Project Financing

Revenue Sharing State Match	Revenue Sharing Local Match				Aggregate Allocations (A+B+C+D+E+F)
\$200,000	\$200,000				\$400,000

Program and project Specific Funding Requirements

- This project shall be administered in accordance with VDOT's Locally Administered Projects Manual
- The project will be constructed and maintained in accordance with VDOT's: Urban Manual (List Appropriate Guide or Manual)
- This project is a Revenue Sharing project and must follow the procedures set forth in the Guide to the Revenue Sharing Program.
- The Locality will continue to operate and maintain the facility as constructed. Should the design features of the project be altered by the Locality subsequent to project completion without approval of the Department, the locality inherently agrees, by execution of this agreement, to make restitution, either physically or monetarily, as required by the Department.
- This is a limited funds project. The Locality shall be responsible for any additional funding in excess of \$200,000 (if applicable)
- Estimated eligible VDOT expenses are based on VDOT processing SERP (if applicable) and inspection. Any additional assistance may result in additional VDOT charges.
- In accordance with §33.1-23.05 of the Code of Virginia, this project must be initiated and at least a portion of the funds expended within one year of allocation. If not initiated by July 1, 2015 the project may be subject to deallocation.
- This project is part of a Programmatic Project Administrative Agreement for Revenue Sharing Projects. Any revision to this Appendix A will also require a revision to the Appendix B that is part of the agreement.
- Revenue Sharing Funds above consist of the following Fiscal Years:
 - FY 15 - \$400,000 (\$200,000 State match; \$200,000 local match)
- Funds are not available until July 1 of the fiscal year in which they are allocated.
- **Total project allocations: \$400,000**

City of Roanoke, Virginia

By: [Signature] 7-29-14
 Authorized Locality Official and date

Appropriation & Funds Required for this
 Contract Certified

For: [Signature]
 City Director of Finance
 Date: 7/10/14
 Account #: 08-530-9627 - \$200,000

[Signature] 7/30/14
 Authorized VDOT Official
 Recommendation and Date

Christopher P. Morrill, City Manager

Typed or printed name of person signing

Approved as to Form:

[Signature] 7-10-14
 Assistant City Attorney

Anthony Ford, P.E.

Typed or printed name of person signing

Authorized by Resolution No. 39987-070714



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

June 19, 2014

TO: FY15 Transportation Alternatives Program Applicants

SUBJECT: FY15 Transportation Alternatives Program Approval

At its June 18, 2014 meeting, the Commonwealth Transportation Board approved allocations for the Fiscal Year 2015 Transportation Alternatives Program. These funds are for the federal fiscal year beginning October 1, 2014. The list of approved projects can be found on our website at: <http://www.virginiadot.org/business/prehancegrants.asp>.

If you received funding for a new project, do not expend any funds or initiate any phase of your project for which you wish to be reimbursed, until you are authorized in writing by VDOT to do so. **Since this is a federally funded program, starting any project activities before securing proper authorization will jeopardize federal participation in the entire project.** In addition, the current transportation bill (MAP-21) will need to be re-authorized or extended by Congress before FY15 allocations become available.

The Local Assistance Division is holding a statewide Local Programs workshop in Roanoke, VA on September 16 – 19, 2014. Please make sure to register for this workshop as it will include sessions providing guidance for successful implementation of locally administered projects including Transportation Alternatives projects. Registration is now open so if you are interested please visit: <http://www.cpe.vt.edu/lpw>.

The next deadline for Transportation Alternatives Program applications is November 1, 2014. Applicant Workshops have been scheduled and these workshops will provide information about the Transportation Alternatives Program eligibility and FY16 application process.

For those projects selected the Department looks forward to working with you and should you have any questions about implementing your Transportation Alternatives project, please contact your VDOT District Coordinator or refer to the LAP Manual for project development guidance. As a reminder, all project sponsors are required to submit a quarterly status report to the District Coordinator to ensure VDOT is kept up-to-date on the project's progress.

A copy of the Transportation Alternatives Program Guide, quarterly status report, along with listings for our upcoming Applicant Workshops and VDOT District Coordinators is available on the previously referenced website.

FY15 Transportation Alternatives Program Applicants
June 19, 2014
Page Two

For access to the LAP Manual or how to sign up for program updates please visit the Local Assistance Division website at <http://www.virginia.gov/business/local-assistance.asp>.

Thank you for your interest in Virginia's Transportation Alternatives Program.

Sincerely,



H. Wade Chenault, Jr.
Federal Programs Manager
Local Assistance Division

Cc: District CTB Member
2nd Local Project Sponsor Contact



1206 KESSLER MILL ROAD

SALEM, VA 24153

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540-387-6146 (FAX)

lizbelcher@greenways.org

www.greenways.org

September 15, 2014

Roanoke Valley Area Metropolitan Planning Organization and
Transportation Technical Committee
P.O. Box 2569
Roanoke, VA 24010

Re: RSTP Application for Garden City/Garnand Branch Greenway

Dear Members of the MPO and TTC:

The Roanoke Valley Greenway Commission reviewed RSTP applications at its August 27 meeting and would like to express its support for the City of Roanoke's application for completion of the greenway along Garnand Branch to Garden City.

This greenway along Garnand Branch has been in the greenway plans since 1995. The City hears often at neighborhood meetings that the Garden City community wants to be connected to Roanoke River Greenway. This project will do that and will also complete a "safe route to school" and give more children in the community the opportunity to walk and bike to school. The City has bought numerous properties which are in the floodway, and it is our hope that the greenway will be located there to provide all users the environmental benefits of being in an off-road corridor.

A connection to Garden City is one of the few bicycle/pedestrian trail connections shown in the Blue Ridge Parkway draft trail plan. Thus, this route has the potential to be a direct connection from Roanoke River Greenway to the Blue Ridge Parkway from an urban part of town. This would provide users many loop opportunities and tourists a safer link to city facilities.

We appreciate the support of the MPO in funding Roanoke River Greenway and look forward to its completion. Thank you for your consideration of this greenway, which needs only a small amount to be fully funded.

Sincerely,

Bob Blankenship, Chairman
Roanoke Valley Greenway Commission