



TA Set-Aside Application

Glade Creek Greenway Phase 2B

Project Status: Screened In

Organization: Vinton Town
Project ID: 5914

 General

Project Sponsor

Organization

Town of Vinton

Point of Contact

Anita McMillan

Title

Planning and Zoning Director

Address

311 S. Pollard Street

Address 2

City

Vinton

State

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ZIP Code

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Project Manager

Name

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Title

Planning and Zoning Director

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Vinton	Virginia	24179	2531
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Project Information

Sponsor DUNS Number

001574052

Is this an existing project?

Project Title

Glade Creek Greenway Phase 2B

Provide a description of the project and a clearly defined scope of the improvements to be made utilizing Transportation Alternatives funds. Should additional space be needed, please use the Upload Supporting Documents feature. Label the document "Project Description".

This project is the construction of Phase 2B of Glade Creek Greenway, from Gearhart Park to Walnut Avenue in the Town of Vinton. Glade Creek Greenway is a 10-foot wide, paved, off-road, ADA-accessible, bicycle/pedestrian trail. Phase 2B of the project will include 500 linear feet of trail, a crossing under an existing Norfolk and Southern railroad trestle with an overhead fall protection shelter and a crosswalk to connect the trail to the existing Glade Creek Greenway Phase 1. Glade Creek Greenway is envisioned to run from Tinker Creek Greenway at Virginia Ave. (VA 24) to Vinyard Park and the Blue Ridge Parkway. Construction of Phase 1 (Virginia Avenue to Walnut Avenue) of this bicycle/pedestrian trail was completed in July 2017, using revenue sharing funds and matched by Town and Roanoke County monies and private donations. Construction of Phase 2A (Gus Nicks Boulevard to Gearhart Park) is anticipate to start in January 2020, using TA funds and matched by Town funds and donated greenway easements from Roanoke County. Phase 2B will continue the 10-foot wide shared use trail, beginning from the end of the Phase 2A at Gearhart Park, the trail will go under a Norfolk Southern railroad trestle over Glade Creek, utilizing the eastern most of three 14' (w) x 12' (h) sections, and will end at Walnut Avenue with an at-grade crossing via crosswalk. This section of the creek crossing has an existing concrete floor and a low protection wall on the inlet end; the creek normally runs in the two western sections, except during flood conditions. On both Walnut Avenue and Gus Nicks Boulevard, there are existing sidewalks that will provide connections to and from the greenway from Town of Vinton and City of Roanoke neighborhoods and commercial areas, including the adjacent Billy Byrd Apartment Project, former high school complex that were converted into an 84-unit apartment buildings that will be ready for occupancy by August 2019.

Project Short Description

Construction of the Glade Creek Greenway Phase 2B, a 10-foot wide, paved, trail from Gearhart Park to Walnut Ave. The project includes a crossing under the Norfolk Southern railroad trestle with an overhead fall protection shelter and crosswalk.

Select primary category of eligibility even if other categories may apply.

Construction of bicycle and pedestrian facilities

Does this project qualify as a “Safe Routes to School” project based on this criteria?

- Eligible infrastructure activity
- Project is located within 2 miles of an elementary / middle school (K-8th)

 **Location**

Location

Districts Served	MPOs Served	PDCs Served	Jurisdictions Served
	<ul style="list-style-type: none"> • Roanoke Valley Transportation Planning Organization 	<ul style="list-style-type: none"> • Roanoke Valley-Alleghany Regional Commission 	<ul style="list-style-type: none"> • Vinton Town

According to the 2010 Census, is the population of your locality less than 5,000?

Is this project located within a Transportation Management Area (TMA)?

Identify beginning and ending termini as referenced on the location map.

Start Location

Gearhart Park/GC Greenway Phase 2A

End Location

Walnut Avenue/GC Greenway Phase 1

ZIP Code	ZIP +4
24179	2531

 **Funding**

Project Funding

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 Detailed Cost Estimate (Project Budget), the following project costs can be demonstrated:

TA Funding (Current/Prior/Future) needed for this project - Cannot exceed 80% of Total Project Cost	\$380,800
Local 20% Match Required - Based on the TA Funding above. Field Autocalculated.	\$95,200

Other Project Funds (Non-TA Funds) - Include local funds, other grants and donations \$0

Total Project Cost* - Sum of above; should match the attached Detailed Cost Estimate (Project Budget) \$476,000

Federal Transportation Alternatives Funding

	This Application (FY2019-FY2020)	Prior TA Funding Received
Federal TA Funds	\$380,800	\$0
Local 20% Match	\$95,200	\$0

Do you plan to use in-kind to meet all or part of the 20% local match requirement?

If not using in-kind, identify the proposed funding source(s) for the required match on this project.

In addition to third-party donations, Town general fund in the amount of about \$65,200 are to be provided as part of the required match on this project. A part of this \$65,200 might be grant administration cost to be counted as an reimbursable cost, if approved.

A local 20% match contribution is required – how much additional local contribution (above the required 20%) is proposed? Include this amount in Other Project Funds (Non-TA Funds).

\$0

Is there additional (above the 20% match) non-sponsor or non-local funding secured at this time - other grants, state funds, corporate donations, etc.?

If federal funds are expended on PE, regulations require that the project progress to a completed construction phase. In the event that additional TA funding is not secured, what funding source(s) will be utilized to complete this project?

Town general fund and/or cash donations from Pathfinders for the Greenways, Inc.

 **Concept**

Project Concept

Describe the sponsors on-site evaluation to determine the project's constructability and cost. Include the date and identify those who attended the on-site evaluation.

The feasibility of the project was first evaluated in May 1999 by Liz Belcher, Roanoke Valley Greenway Coordinator, Bill Godge, Pathfinders for Greenways, and Anita McMillan, Vinton Planning and Zoning Director, with results reviewed by other Town and County staff. On October 12, 2015, Anita McMillan, Vinton Planning and Zoning Director; Liz Belcher, Roanoke Valley Greenway Coordinator; and Jay McGuire, engineer with Hurt & Proffitt (formerly Anderson & Associates, Inc.), walked the entire length of the proposed Glade Creek Greenway Phase 2 and discussed constructability and cost issues. On February 20, 2018, Michael Johnson, Project Manager with Hurt & Proffitt (engineering firm on retention) and their survey crew performed site visit of the entire length of the trail with the crossing under NS Railroad Trestle being further evaluated for the design plans to be completed for NS submittal.

Describe any possible challenges or obstacles that could require additional design consideration, cost or design waivers.

The crossing under Norfolk Southern (NS) Railroad Trestle at Glade Creek will require US Fish & Wildlife Service and NS approvals. The Town has a sewer easement in this location already. Currently, the crossing is concrete, with a diversion wall on the upstream end. This will not be changed, and nothing will touch the trestle itself. On other greenways in Roanoke Valley, NS has required an overhead protection shelter to prevent debris from falling from the tracks or train and hitting greenway users. Three of these exist on Tinker Creek Greenway and one on Roanoke River Greenway. These shelter design plans are in hand. The railroad has a process detailed in the Public Projects Manual, which says "trails can be allowed under or over the tracks provided appropriate safety measures are provided and that the project follows the previously described preliminary engineering review and construction monitoring processes," and this process will be followed. From January 2018 to present, Anita McMillan, Vinton Planning and Zoning Director/Project Manager; Michael Johnson, Hurt & Proffitt (Vinton engineering consultant; and Jeffrey Brittain, NS Engineer, have been discussing the crossing under NS Railroad Trestle. As of August 21, 2019, the overhead protection shelter plans have been approved by NS and as of September 24, 2019, a draft construction agreement has been signed and submitted by the Town to Scott Overbey, NS Engineer Public Improvements. Anita McMillan has continued working with Jessie Nester, VDOT Salem District Locally Administered Projects (LAP) Project Coordinator on the Glade Creek Greenway Phase 2A and the proposed Phase 2B of the Glade Creek Greenway Project .

Has the local VDOT Office had an opportunity to offer comments regarding the project scope, conceptual project plans, preliminary drawings or cost estimate?

The use of federal transportation funds requires compliance with the Americans with Disabilities Act (ADA); 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.

The Project will be a 10-foot wide, paved, off-road, ADA-accessible, bicycle/pedestrian trail. Under the railroad trestle, the trail will be concrete, to reduce scour from flooding. The approaches to the crossing under Norfolk Southern Railroad Trestle at Glade Creek will have to be graded to meet ADA standards. Because of the floodway regulations and the proximity to the creek and the sewer line, this will require careful calculation of the cut and fill. In addition, a stormwater pipe will need to be replaced on the Walnut Avenue side. The engineer does not anticipate problems, but perhaps challenges, in making it all fit. The overhead protection shelter is described above.

Describe any anticipated challenges to meeting ADA design requirements including slope / terrain, width/clearance limitations, historic features, etc.

The approaches to the crosswalk on Walnut Avenue and the crossing under the NS Railroad Trestle will be challenging, but these will be graded to meet ADA standards so that the greenway will be ADA accessible. There are no known historic features located within the Project area.

Is the project located within a designated historic district or within a downtown business district?

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.

Town of Vinton Public Works Department will maintain the paved greenway and the existing sewer easement that is located within the Project area. The funding will come from the Town General Funds.

Project Features

As a pedestrian and/or bicycle facility, mark which best describes the project’s primary transportation function:

Alternate transportation for daily needs

Does this project support or improve an existing or planned highway project?

The Project will connect the existing Glade Creek Greenway Phase 1 (from Virginia Avenue to Walnut Avenue) and Glade Creek Greenway Phase 2A (Gus Nicks Boulevard to Gearhart Park). Glade Creek Greenway will provide the needed connection to City of Roanoke Tinker Creek Greenway and Roanoke Valley Roanoke River Greenway. Currently, Walnut Avenue and Gus Nicks Boulevard are served by Roanoke Valley Metro Public Bus Transportation System. This Phase 2B of the Glade Creek Greenway will provide a direct connection from Gus Nicks Boulevard to Walnut Avenue. This will allow pedestrians and bicyclists to head directly south or north to the transit stops on these roads, without having to wind through the sidewalks and narrow streets of downtown Vinton. The buses have bicycle racks, so the transit system and new greenway will expand multi-modal options.



Improves Transportation Network

Project Improves Transportation Network

Response	Supporting Information
Does the project provide new access (access that does not currently exist) to transit stations, commuter lots, bus stops, etc.?	Currently, Walnut Avenue, Gus Nicks Boulevard, and Virginia Avenue are served by the Roanoke Valley Metro Public Bus Transportation System. This Phase 2B will provide a connection from Walnut Avenue to Phase 2A of the Glade Creek Greenway (Gearhart Park to Gus Nicks Boulevard). Once, the Phase 2A and Phase 2B of the of the Glade Creek Greenway are completed, the greenway will provide a direct connection from Gus Nicks Boulevard to Walnut Avenue and Virginia Avenue through the existing Glade Greenway Phase 1. This will allow pedestrians and bicyclists to head directly south

or north to the transit stops on these roads, without having to wind through the sidewalks and narrow streets of downtown Vinton. The buses have bicycle racks, so the transit system and new greenway will expand multi-modal options.

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?

Yes, the Project will connect to the existing paved Glade Creek Greenway Phase 1 which connects to the existing Tinker Creek Greenway located in the City of Roanoke. A connection from Vinton to the Tinker Creek Greenway is crucial. It will enable Town residents to access the Roanoke River Greenway, which has always been considered the backbone of the regional greenway and trail network. Glade Creek Greenway will ultimately connects the eastern portion of Roanoke and Botetourt Counties to downtown Vinton and the Roanoke River Greenway, thus contributing a major northeast route in the greenway network. Yes, Glade Creek Greenway Phase 2B will provide the critical connection ("missing link") to the existing Glade Creek Greenway Phase 1 (Virginia Avenue to Walnut Avenue) and to the Glade Creek Greenway Phase 2A (Gearhart Park to Gus Nicks Boulevard), with the anticipated construction of 2A to begin in March 2020. Phase 2B will provide connection from Virginia Avenue in the south to Gus Nicks Boulevard in the north.

Does the project provide bicycle/pedestrian facilities where none previously existed?

Glade Creek Greenway Phase 2B will provide a direct connection from Walnut Avenue to Gearhart Park to Gus Nicks Boulevard (once Phase 2A is completed). This will allow pedestrians and bicyclists to head directly south, without having to wind through the sidewalks and narrow streets of downtown Vinton. At this time, there is no direct route because of the creek and the railroad facilities.

Does this project increase opportunities to meet daily needs without motorized transportation?

The following businesses and other facilities are within the area of the Greenway and would be able to utilize it for non-motorized transportation: Fallon Park Elementary School located in the City of Roanoke, Wal-Mart Neighborhood Market in the City of Roanoke on Dale Avenue/VA 24, Precision Fabric Group (PFG)

manufacturing plant, Cargill (formerly Southern States) Feed Mill, Vinton Branch Library, Vinton Municipal Building, Vinton and City of Roanoke Downtown Areas including Farmers Markets in both localities, Carilion Parkway Physicians medical facility that is located in downtown Vinton, Roland E. Cook Apartments, and the 84-unit Billy Byrd Apartment Complex located off of Gus Nicks Boulevard that will be leasing by December 2019. Number of future tenants are unknown at this time.

Does this project add features/devices that will improve bicycle and pedestrian safety (ex. crosswalks, bike/ped signals, lighting, physical barriers to separate facilities, etc.)?

The project will provide a new crosswalk at Walnut Avenue. (Glade Creek Greenway Phase 1 provides a separated grade crossing at Virginia Avenue under Dale Avenue Bridge). An overhead protection shelter will be provided under NS Railroad Trestle for the crossing at Glade Creek.

Does this project incorporate traffic calming design elements such as bump outs, raised intersections, street trees or crosswalks in a contrasting color?

A marked pedestrian crosswalk will be installed at Walnut Avenue to connect Glade Creek Greenway Phase 1 to Phase 2B. Additionally, the speed limit on Walnut Avenue is 25 mph, so traffic calming is not needed, but the new crosswalk will improve pedestrian safety.

Is this project in the locality's local/regional transportation plan? If yes, provide name of plan and date completed.

Town of Vinton 2004-2024 Comprehensive Plan and Economic Development Plan; 2010 Vinton Area Corridors Plan; 2016 Town of Vinton Urban Development Areas; 2012 Bikeway Plan for the Roanoke Valley Area MPO; 2011 Constrained Long Range Transportation Plan; 2012 RVAMPO Bikeway Plan Update; 2015 Regional Pedestrian Vision Plan; 2007 Update to Roanoke Valley Conceptual Greenway Plan; and 2018 Roanoke Valley Greenway Plan.

Sponsor's Ability to Administer

Sponsor's Ability to Administer Federal Project

Federal regulations require that the sponsor provide a full-time employee who is responsible for all major project decisions as explained in Chapter 3.1 of the VDOT LAP Manual. This person is referred to as the sponsor's Responsible Person (RP) and may or may not be the Project Manager. Failure to provide a qualified RP may eliminate the project from consideration.

Identify the full-time staff member assigned as the "Responsible Person" for this project:

Name	Title	Years in this position
Anita McMillan	Planning and Zoning Director	23

Describe the experience and / or training that qualifies this individual to be the responsible person for a federal-aid transportation project.

Education/Certifications

- Bachelor of Science in Urban Studies and Environmental Planning from University of Wisconsin Green Bay: December 23, 1984 - Master of Urban and Regional Planning from Virginia Tech: November 20, 1987 - Virginia Association of Zoning Officials Certified Transportation Manager (CTM) Certification Program: October 25, 2018 - VDOT VA LTAP Locally Administered Projects Qualification Program Certification QP - Project Management: September 18, 2019

Training / Classes

- Salem District Locally Administered Program Day, Roanoke, May 18, 2017 - VDOT 2017 Local Programs Workshop, VA Beach, September 12-14, 2017 - VDOT 2018 Local Programs Workshop, Roanoke, VA, September 18-20, 2018 - UVA Transportation Training Academy Data Driven Public Engagement, Roanoke, VA, February 26, 2019 - RVARC and FHWA Title VI Training, Salem, VA February 27, 2019 - Transportation Alternatives Set-Aside Applicant Workshop, Wytheville, VA, April 9, 2019 - Salem District Locally Administered Program Day, Vinton, VA, June 4, 2019 - VDOT/VA LTAP Locally Administered Projects Qualification Program QP Completed - Project Management Online Modules, Tests, In-class Training and Final Test: September 2019

Project Related Experience

RP was involved with the VDOT Revenue Sharing Project for the Hardy Road Widening Project. RP was also involved with the VDOT Revenue Sharing for the Walnut Avenue Bridge Replacement Project that was completed in 2014. On the VDOT Walnut Avenue Bridge Replacement Revenue Sharing Project, RP served as the Town's liaison between VDOT's Project Manager and Contractor which involved project update meetings; APCO utility easement relocation; obtaining additional property from private property owners for the right-of-way. RP administered and completed the VDOT Revenue Sharing Glade Creek Greenway Phase 1 Project on time (July 2017) and was within the budget. RP submitted and was awarded the TAP grant (Glade Creek Greenway Phase 2A), RSTP grants (Walnut Avenue Projects) and HSIP grant (Dillon Woods Pedestrian Crossing). RP is currently administering the TAP-funded Glade Creek Greenway Phase 2A, and the STBG (formerly RSTP) Walnut Avenue Bike/Pedestrian Accommodations Project from 5th Street to Town West/Roanoke City Limits. The RP will also be responsible for the upcoming STBG-funded Walnut Avenue Corridor Improvement Project - 1st Street to Lee Avenue Project, and HSIP Dillon Woods Pedestrian Crossing Project.

Select from the following the best choice describing the RP's experience:

The RP has successful experience providing oversight or administering a federal-aid transportation project within the previous five years

Regarding the experience noted above, briefly describe the two (2) most recent federal-aid projects including project scope, phases included (PE, RW, CN), cost and whether or not the project finished on-time and on-budget.

The RP is currently responsible for administering the TAP-funded Glade Creek Greenway Phase 2A Project (\$662,788.71). The Project is waiting for donated right-of-way and easements to be approved as in-kind donation prior to the construction bid being advertised, which is planned for November 2019. The RP is also administering the Set-aside Transportation Block Grant (STBG) (formerly RSTP) - funded Walnut Avenue Bicycle/Pedestrian Accommodations Project (\$1,446,282.00), for which the notice to award for engineering services has been offered to one of the four firms interviewed by a selection committee.

Describe the RP's role and responsibilities while overseeing these projects.

Project Manager for both projects: Glade Creek Greenway Phase 2A and Walnut Avenue Bike/Pedestrian Accommodations: Responsible in the grant application submittals; administering the grant administration, which include reviewing the invoices, site plans preparation and reviews; prepared the engineering design Request for Proposals (RFPs), served as on the RFP Selection Committee; contact person between VDOT Salem District Personnel and engineering consultants; informed, met and will continue to meet with adjoining property owners; held and continue to hold the needed public meetings and hearings for the Projects; informed and continue to inform the progress of the Projects to the Town Administration and Town Council; work closely with the Town Treasurer's and Finance Department regarding the financial aspects (invoices, payments, reimbursements, etc.) of the Projects.

www.virginiadot.org/business/local-assistance-lpt.asp

Has the RP completed VDOT's Core Curriculum on-line training found on VDOT's Locally Administered Projects webpage?

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 for project management duties.

Is the Responsible Person also the Project Manager (PM)?

Will the sponsor need to supplement its staff to complete this federal-aid project?

Federal regulations require that the sponsor demonstrate "sufficient accounting controls" to administer a federal-aid project. This requirement is identified in Chapter 2.2 of the VDOT LAP Manual. Briefly describe the local financial management system – currently in place that will track / monitor project costs. Include the type of software used (if applicable) and the process by which costs are verified for reimbursement.

The Town Finance/Treasurer Department has the financial management systems in place due to several Federal and state grants that the Town has received in the past and is currently administering; Transportation Alternatives (TA) Project, Set-aside Transportation Block Grant (STBG) Projec, VA DHCD for Housing Planning Grant Project, Virginia Economic Development Partnership (VEDP) Brownfields Restoration & Economic Redevelopment Assistance Fund Project, US EPA Community-Wide Brownfields Assessment Grant Project, Law Enforcement grant projects, etc.

▶▶ Project's Readiness to Proceed

Project's Readiness to Proceed

Design / engineering will be performed:

Utilizing an outside consultant firm already procured for use on this project

Is this project part of a larger / multi-phased construction project?

These funds will not participate in the costs of master plans, feasibility and/or preliminary engineering studies. Has this work been completed using other funding source(s)?

Has design work started?

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:

Right of way has not yet been secured for this project (includes when RW acquisition has started but not been completed)

This program will not participate in the cost of relocating overhead utilities for scenic beautification or betterment purposes. It will however participate in the costs required to eliminate conflicts. Are there existing utility poles located within the proposed project area that will need to be relocated in order to complete the proposed improvements and/or meet ADA width/clearance requirements?

Are there other conflicts / obstacles that must be addressed for the project to move forward?

If awarded, these funds will be available October 1, 2018 - the beginning of the federal fiscal year 2019. How long after this date will you be ready to begin incurring costs for reimbursement?

12 months

 Sponsor Certification

Sponsor Certification

Public Notice Attached

No

Date of Public Hearing

2019-09-17

Endorsement Attached

No

Date of Endorsement

2019-08-22

Resolution Attached

No

Date of Resolution from Project Sponsor

2019-09-17

Sponsor certifies the following:

We are familiar with Transportation Alternatives eligibility criteria and the Locally Administered Projects (LAP) Manual.

We will provide technical guidance and oversight to staff and/or consultants throughout project development.

Budget accurately reflects cost of proposed project based on preliminary work performed.

Project development will comply with all state and federal regulations, including ADA requirements.

We understand this project must be substantially complete and/or ready for construction within four (4) years of the initial federal funding.

We will be responsible for ensuring future maintenance and operating costs of the completed project.

By selecting agree I certify that the above statements are true and correct to the best of my knowledge.

Sponsor Name

Anita McMillan

Date

2019-09-30

Detailed Cost Estimate (Project Budget)

Task by Project Development Phase	Project Costs	Project Schedule	
		Tentative Begin Date	Tentative End Date
PRELIMINARY ENGINEERING PHASE			
Engineering/Design Fees			
Environmental Document			
Surveying			
Advance Right of Way <small>(incl. title research, plat/plot prep, appraisals, etc.)</small>			
Add rows as needed...			
Administrative Costs			
PE Phase TOTAL COSTS			
RIGHT OF WAY PHASE			
Right of Way Purchase			
Attorney Fees <small>(incl. negotiation, recording deeds, etc.)</small>			
Utility Relocation			
Add rows as needed...			
RW Phase TOTAL COSTS			
CONSTRUCTION PHASE			
*Include construction line items from engineer's estimate, add rows as needed			
...			
...			
Construction Management			
Inspection Fees			
Materials Testing			
Contingency			
CN Phase TOTAL COSTS			
SUB-TOTAL COST (PE, RW & CN)			
VDOT Project Oversight Charges <small>(Recommend 5.7% of sub-total cost)</small>			
TOTAL PROJECT COST			

[Click to download a template.](#)

PROJECT BUDGET REQUIRED FOR ALL APPLICATIONS

This template is an example to be used in creating a detailed project cost estimate. Prepare a budget that is broken down by developmental phases – Preliminary Engineering, Right of Way and Construction – including specific line items that are appropriate to the project described in this application.

VDOT Project Oversight Charges include coordination, plan review, environmental charges, attendance at the pre-construction meeting, and Civil Rights reviews, as required. Five to seven percent of the total cost of PE, RW, and CN is a good rule of thumb for determining VDOT charges on a Transportation Alternatives Program project.

If this project is part of a larger, multi-phased endeavor, the project budget should only address costs for the specific project scope described in the current application and identified by the termini provided. Remember that with new TA projects, each project segment (termini) will be funded separately receiving a new project agreement and project number. EXCEPTION: If this project has received past TE/TA funds and is a continuation of the proposed TE/TA project as described in previous applications, a separate column should be added to the budget identifying the prior funds received. The current/future application funds should be kept separately, and when added to prior funds, should equal the total project cost.

Provide a general schedule – tentative begin and end dates – for each phase. These dates will assist in planning and preparation for each new developmental phase. Note that a new federal authorization is required for each phase (PE, RW, CN) and must be secured prior to moving forward.

Description	Attachment Type	File Name
Letter of Support for In-kind Match	Letter of Support	Pathfinders LOS_June 2019.pdf
Glade Creek Greenway Phase 2B Cost Estimates	Detailed Cost Estimate	Glade Creek Greenway Ph 2B CE_7,1,19.pdf
Glade Creek Greenway Phase @B	Project Sketch	GCG Phase 2B Sketch_7,1,19 (1).pdf
Glade Creek Greenway Phase 2	Site Development Plan	20170891_Plans_June 24, 2019 (1).pdf
Vinton Town Manager Cover Letter	Other	BT GCG Ph 2B CL_9,27,19.pdf
Glade Creek Greenway Phase 2B Costs Estimate and Schedule	Detailed Cost Estimate	GCG Phase 2B Cost and Schedule_9,30,19.pdf
Glade Creek Greenway Phase 2A & 2B	Project Sketch	GCG Phase 2A and 2B Site Plan.pdf
Vinton Town Council Resolution	Resolution of Support	Vinton Town Council Resolution_9,17,19.pdf
RVTPPO TA Endorsement Resolution_August 2019	MPO Endorsement	RVTPPO FY21-22 TA Endorsements Resolution_August 2019.pdf
Glade Creek Greenway Map	Other	Glade_Creek_Greenway_Project_Map_August_2019.pdf
Letter of Support for GCG Phase 2B_Sept 2019	Letter of Support	Letter of Support for GCG Ph 2B_Sept 2019.pdf
Town Council Meeting Agendas_Sept. 2019	Public Notice	Town Council Meeting Agendas_Sept 2019.pdf
Excerpt from 2018 Greenway Plan	Other	Excerpt from Greenway Plan, Glade Creek Greenway.pdf
TOV Comp Plan Amendment_2018 Greenway Plan_Sept. 2018	Local Comprehensive Plan	TOV Comp Plan Amendment Greenway Plan_Sept 2018.pdf
Norfolk Southern Fall Protection Shelter_GCG Phase 2Bse	Site Development Plan	NS Approval_Glade Creek Greenway Phase 2B Plans_August 2019.pdf
GCG Phase 2B LOS	Letter of Support	Letter of Support for GCG Ph 2B_Sept 2019 (1).pdf
TOV UDA Plan_Applicable Sections_August 2016	Local Comprehensive Plan	TOV Comp Plan_UDA_August 2016.pdf

Vinton UDA Map_August 2016	Local Comprehensive Plan	TOV UDA Boundaries Map_August 2016.pdf
Norfolk Southern Fall Protection Shelter Plan Approval_Phase 2B	Site Development Plan	NS Approval_Glade Creek Greenway Phase 2B Plans_August 2019 (1).pdf



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