

****APPLICATION DEADLINE NOVEMBER 1, 2014****

Use TAB KEY to reach each field

1. Project Sponsor	Name and Title:	Richard Peters, Director of Parks, Recreation & Tourism
	Organization:	Botetourt County
	Address:	16 East Main St, Box 4
	City, State, Zip+4:	Fincastle, Virginia 24090-3014
	Telephone/Fax:	(540) 473 - 8326 / (540) 473 - 8605
	E-mail Address:	ppeters@botetourtva.gov

2. Project Manager	Name and Title:	Bobby Wampler
	Organization:	Engineering Concepts Inc
	Address:	PO Box 619, 20 South Roanoke Street
	City, State, Zip+4:	Fincastle, Virginia 24090-3014
	Telephone/Fax:	(540) 588 - 3312 / () -
	E-mail Address:	bwampler@engineeringconcepts.com

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

Botetourt County is proposing an improved surface greenway trail in the greater Daleville and Amsterdam area designed to accommodate pedestrian and bicycle traffic. The county's Department of Parks, Recreation, and Tourism (PR&T) used funds from a BikeVA planning grant to organize the Daleville Greenway Committee. This committee has studied the project's feasibility and public outreach among area property owners to establish a viable route to connect each area along the corridor. The committee has selected a preferred route and has received verbal approval from affected landowners along the proposed trail corridor.

Once built, the Daleville Greenway will connect various residential, recreational, commercial and educational amenities along the fast-growing Route 220 corridor. Amenities that will be connected include Greenfield Recreation Park, Greenfield Elementary School, Virginia Western Community College-Greenfield Campus at the Greenfield Education and Training Center (GETC), the Orchard Lake Residential Development, the Glebe Retirement Development, the Botetourt Center at Greenfield Business Park, and the Daleville Town Center Mixed-Use Development. In addition, the Daleville Greenway provides a link to U.S. Bike Route 76. Future phases of the Daleville Greenway will provide a connection to the proposed Tinker Creek Greenway extension from Roanoke City, through Roanoke and Botetourt Counties.

Botetourt County is applying for MAP-21 grant funds to contract with a professional architectural and engineering firm for the following professional services related to the Daleville Greenway:

- a. Prepare base mapping to include available GIS mapping and property information;
- b. Develop trail design and construction details;
- c. Coordinate and attend meetings with affected property owners;
- d. Coordinate the acquisition of right of way (ROW);
- e. Perform field topography and property boundary identification along route for design purposes;
- f. Prepare design plans for approved route location and incorporate necessary features including stormwater management

and trail amenities;

- g. Design signage and any other necessary pedestrian safety measures;
- h. Submit and track design plans through the approval process with regulatory agencies, including funding agencies;
- i. Manage all phases of construction; including, but not limited to, bidding, grading and construction of trail, bridge crossings, associated parking areas and other points of access;
- j. Assist Botetourt County with funding agency requests and reporting.

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

Start Location: Botetourt Center at Greenfield, Daleville, VA 24083 at the intersection of International Parkway and U.S. Rte 220
End Location: Intersection of U.S Rte 220 and Catawaba Rd, Daleville, VA 24083

7. 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*

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

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

9. Primary Category of Eligibility (Select ONLY one)

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

- Construction of on-road or off-road trail facility
- Improvement or system that will provide safe routes for non-drivers (*Includes Safe Routes to School*)
- Conversion of abandoned railroad corridor for use as a trail for non-motorized transportation
- Construction of turnouts, overlooks, and viewing areas
- Inventory, control, or removal of outdoor advertising
- Historic preservation and rehabilitation of historic transportation facilities
- Vegetation management practices in transportation rights of way
- Archeological activities related to implementation of a transportation project
- Environmental mitigation activity focused on storm water management
- Environmental mitigation activity focused on wildlife mortality or habitat connectivity

10. Does this project qualify as a "Safe Routes to School" project based on the criteria below?

Yes No

- Eligible infrastructure activity
- Project is located within 2 miles of an elementary / middle school

10a. 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*

Yes No

Project Funding

11. 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:

11a. Total Anticipated TA Funding	Cannot exceed 80% of total project cost	\$476,000.00
11b. Total Local 20% Match Required	Based on the anticipated TA funds above	\$119,438.00

11c. Other Project Funds (Non- TAP funds)	Include other grants and/or donations	
11d. Total Project Cost (*)	Sum of above; should match Attachment C	\$595,438.00

12. Transportation Alternatives Funding Request		
12a. Federal TA Funds Requested	This Application Only	\$476,000.00
12b. Local Match Required	This Application Only	\$119,438.00

13. Do you plan to use in-kind to meet all or part of the 20% local match requirement?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
13a. If yes, provide the estimated value of services and / or donations to be applied as in-kind match.	Value: \$ \$127,500.00	
13b. If planning to use in-kind match, explain in detail the services to be provided and where possible, provide documentation identifying the donations being made and the dollar value for each.		
\$7,500 of in-kind professional services will be donated by project manager (ECI) and approx 6,000 LF (or \$120,000) worth of construction of the 10' wide trail will be completed by County staff, local contractors and donated materials from local suppliers		

14. If the 20% local match is being provided in cash, identify the proposed source of funding.

15. A local 20% match contribution is required – how much additional <u>local</u> funding (above the required 20%) is proposed?
0

16. Is there additional (above the 20% match) non-sponsor or <u>non-local</u> funding available for this project – other grants, state funds, corporate donations, etc.?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If yes, provide the amount of non-local funds, identify the source of this funding and attach a letter documenting the commitment of these funds including when they will be available.	

17. If this request is not fully funded, or if the estimated project cost increases during design, how do you plan to complete this project?
Through community partnerships and capital outlay budget from the County's Parks and Recreation Dept

Project Concept

18. Has the sponsor performed an on-site evaluation of the project to determine the project's constructability and cost?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, provide date and attendees.	
August 13 th , 2014. Richard Peters (RP), Bobby Wampler (PM)	

19. Describe any possible challenges or obstacles that will require additional design consideration, cost or design waivers.
Narrow roadside right-of-way in a 100' section of the route and various sections of steep grade which may require switch backs in order to meet ADA requirements

20. 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.

ECI will design the entire length of trail to meet Federal ADA Design Requirements. Trail will be 10' wide, comprised of compacted stone type material and will include 18 minor culvert crossings and 4 larger culvert crossings. No bridges are anticipated.

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

Depending on the final engineering of the chosen route, there are two areas of steep grade which may require switch backs in order to meet ADA requirements

22. Is the project located within a designated historic district or within a downtown business district?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If yes, how will the project improve the aesthetic value of the affected area? What economic impacts will the proposed changes have?	

23. 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.

Botetourt County provides ongoing maintenance for a wide range of public recreation facilities utilizing Parks and Recreation grounds maintenance staff with an annual operating budget of \$1.2 million. Included in these facilities are approximately ten (10) miles of existing trails, comprised of a mix of natural and improved surfaces. The County Parks and Recreation Dept, along with a community "friends of" group will be provide all future and routine maintenance for the entire length of newly developed trail.

24. If this project is for a pedestrian and/or bicycle facility, mark which best describes the project's primary transportation function:

N/A

Commuting to and from workplace

Residential connections

Recreational / exercise

Alternate transportation for daily needs (shopping, school, library)

25. If this project involves restoring an historic transportation facility, describe the proposed future use of the restored facility including details regarding the proposed staffing and operation of the facility, identifying potential funding sources for these activities.

N/A

26. 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 checked="" type="checkbox"/> N/A

27. 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 checked="" type="checkbox"/> N/A

28. 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 by the current run-off.

<input checked="" type="checkbox"/> N/A

29. Does this project support or improve an existing or planned highway project? Yes No

If yes, identify the project.

The Daleville Greenway project crosses Glebe Road and will provide improved pedestrian and bicycle safety measures at that intersection. This portion of Glebe Road is on the Secondary Six Year Plan

Project Improves Transportation Network

30. Does the project provide new access (access that does not currently exist) to transit stations, commuter lots, bus stops, etc.? Yes No

If yes, provide a description of the public transportation links.

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31. 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 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.

The Daleville Greenway will directly connect U.S. Bicycle Route 76 to approximately eight (8) miles of existing pedestrian and bicycle trails within the 1000 acre mix use development known as Greenfield. Future phases of the Daleville Greenway will connect these areas to the proposed Tinker Creek Greenway, providing non-motorized connections to the existing Roanoke Valley Greenway system.

32. Does the project provide bicycle/pedestrian facilities where none previously existed? Yes No

If yes, explain why this location was chosen and include pictures of the proposed location.

Significant development has happened within the proposed project area, including the development of the Daleville Town Center , which is being developed as a walkable community. Given it's proximity to the trail system in place at Greenfield, connecting the two areas provides additional benefit to residents and businesses in the community.

33. Does this project increase opportunities to meet daily needs without motorized transportation? Yes No

If yes, give specific destinations served including schools, libraries, shopping, healthcare, etc.

Greenfield Elementary School, 288 Etzler Rd, Troutville, VA 24175;
 Greenfield Recreation Park, 97 Preston Parkway, Troutville, VA 24175;
 Greenfield Education and Training Center, 57 S Center Dr Daleville, VA 24083;
 LewisGale Medical Pavilion, 65 Shenandoah Ave Ste 103, Daleville, VA 24083,
 Daleville Town Center Mix-use Development, 90 Town Center Street, Daleville, VA 24083;
 The Glebe Retirement Community, 200 The Glebe Boulevard, Daleville VA 24083;
 New Orchard Marketplace, 100 Market Center Way, Daleville VA 24083;
 Carilion Clinic Family Medicine, 150 Market Ridge Lane, Daleville VA 24083;
 Coats, Cross, Lavinder & Quinn Family Denistry, 175 Market Ridge Lane, Daleville VA 24083

34. 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)? Yes No

If yes, provide a description including any accident data available.

The Daleville Greenway will include a crosswalk across Glebe Road, increasing safety for residents of the Glebe Retirement Community to travel to the Daleville Town Center. The Daleville Greenway will also provide a physical barrier for bicycle and pedestrian traffic that currently travels on the shoulder of route 220.

35. Does this project incorporate traffic calming design elements? Yes No

If yes, explain what traffic calming elements are being incorporated and how they will improve pedestrian safety.

36. Is this project in the locality's local/regional transportation plan? Yes No

Explain how this project will help achieve these goals.

Improving alternative transopration within this corridor is listed within the County's Comprehensive Plan and Draft Trails Plan. By providing an alternative multi-model transportation route to connect various residential, recreation, education and commercial aspects within this identified development corridor of US 220, north of I81 Exit 150, this Greenway will meet those identified goals.

Sponsor's Ability to Administer Federal Project

37. 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: Richard Peters
 Title: Director of Boteourt County Parks, Recreation & Tourism
 Years in this position: 9

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

RP has not managed any Federal-aid transportation projects, although does have extensive experience in managing large and small construction projects utilizing public money, grants and donations for community driven projects. Examples include the construction of the \$4.1 million Botetourt Sports Complex, the Upper James River Water Trail, a \$300,000 athletic field construction project within Greenfield Recreation Park, and a \$400,000 business prospect pad-site within the Botetourt Center at Greenfield.

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

- The RP has successful experience providing oversight or managing a federal aid transportation project within the previous five years.
- The RP has successful experience participating as a team member, but not a RP, for a federal aid transportation project.
- The RP has no experience with federal aid projects, but has provided oversight for a state-aid transportation project.
- The RP has no experience providing oversight for a transportation project.

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.

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

Coordinating the active parties within the design and construction of the Greenway Project and managing the business and private citizen relationships developed and required by the creation of the Greenway.

41. 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-lpt.asp)?

Yes No

42. 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 (PM)?

- Yes
- No

If not, indicate:

- The following full-time staff member will be assigned as Project Manager: _____;
- Project management will be performed by a consultant

43. 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 proposed PM's experience:

- The PM has successfully administered one or more federal aid transportation project(s) within the previous five years.
- The PM has successfully administered one or more non-roadway federal aid project(s) – sidewalk, streetscape, trail, landscaping, etc – within the previous five years.
- The PM has no experience with federal-aid, but has successfully administered a state-aid or locally funded transportation

project within the previous five years.

The PM has not successfully administered a transportation related project in the recent past.

Unknown – the project management duties will be performed by a consultant.

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

N/A

Within the last 5 years, ECI has worked on the following federal aid projects:

1. Salem VA Medical Center – Homeland Security
2. Town of Buchanan Waterline Distribution Improvements – USDA Rural Development
3. Town of Craigs ville Waterline Distribution Improvements – USDA Rural Development
4. Town of Iron Gate Water System Improvements – USDA Rural Development

44. Describe the PM’s role and responsibilities managing the referenced projects including any challenges / delays encountered. How were these challenges resolved?

N/A

ECI provided close coordination with project reviewers and served as the liason between the Owner and review agencies to obtain information needed to meet funding requirements. This coordination often included hosting progress meetings and conference calls, developing checklists of data required from the Owner, developing draft documents for Owner review and approval to expedite meeting review agency deadlines.

45. Provide PM’s most recent experience managing a Transportation Enhancement / Alternatives project include brief project description, history and any challenges encountered.

N/A

1. Highland County Sidewalk Project – TEA21. ECI designed the sidewalk improvements and a pedestrian/bike trail in Highland County and the Town of Monterey connecting the center of town to the high school in a loop trail that follows US Route 250, US Route 220, and county route 649. The project construction was completed in 2012. The challenges overcome with the project included coordination with affected property owners to obtain the necessary easements for the project and design exceptions to meet the unique characteristics of available areas.

46. Has the PM completed training utilizing FHWA’s Federal Essentials for Local Public Agencies (www.fhwa.dot.gov/federal-aidessentials)? Yes No

47. Will the sponsor need to supplement their staff to complete their federal aid project? Yes No

If yes, select the services which will need to be outsourced:

Type of Services	✓	Comments, if necessary
Project Management	<input checked="" type="checkbox"/>	
Environmental	<input checked="" type="checkbox"/>	
Design	<input checked="" type="checkbox"/>	
Right of Way	<input checked="" type="checkbox"/>	
Construction Engineering / Management & Inspection	<input checked="" type="checkbox"/>	
Materials Testing	<input checked="" type="checkbox"/>	

Other, please specify

48. The sponsor must be able to 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 financial management system currently in place that will track / monitor project costs for reimbursement.

The financial management system is a publicly audited accounting system for which a specific account designation can be applied in order to track a specific project's costs. The RP will also accurately track all in-kind work through material supply/delivery tickets, payroll cards for staff and hours/mileage logs for equipment and vehicles used.

Project's Readiness to Proceed

49. Design / engineering will be performed:

- In-house by local staff
- In-house utilizing a current on-call contract
- Utilizing an outside consultant firm yet to be procured
- Utilizing an outside consultant firm already procured for use on this project

50. Is this project part of a larger / multi-phased project? Yes No

If yes, provide the current status of the other phases and describe how they relate to this project.
The Daleville Greenway is the first leg of a proposed 13 mile Greenway within the Daleville Community of Botetourt County that will eventually link with the Roanoke Valley Greenway System and the extensive trails located within Carvins Cove Reservoir, operated by the Western Va Water Authority.

51. Has a master plan, feasibility and/or preliminary engineering studies been completed? Yes No

If yes, attach a copy of the plan / study and briefly summarize the results below.
The County is currently under development of a Comprehensive Trails Plan that specifically lists the Daleville Greenway as a Tier 1 priority recommendation for development. The County and ECI has also completed a preliminary feasibility study for the Daleville Greenway.

52. Has design work started? Yes No

Design has been started, and 30% plans / 50% plans / 100% plans have been completed.

52a. Have these plans been reviewed by appropriate state / local official? Yes No

53. 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:

- All right of way required is publicly owned (local and/or state)
- Right of way is privately owned but right of public use has been secured by deed (donated or purchased)
- Right of way is secured with the exception of some temporary / construction easements
- Right of way has not yet been secured for this project (includes when RW acquisition has started but not been completed)
- It is unknown what right of way and/or easements will be needed

54. This program will not participate in the cost of relocating overhead utilities for scenic beautification 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 Yes No

need to be relocated in order to complete the proposed improvements?	
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.	
54a. Has the right of way needed for relocation of the poles been secured?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A

55. 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 checked="" type="checkbox"/> No
If yes, please identify the utility carrier(s) and specify if these costs are included in the attached budget.	

56. Are there other conflicts / obstacles that must be addressed for the project to move forward?	
<input checked="" type="checkbox"/> No conflicts / obstacles present <input type="checkbox"/> Drainage <input type="checkbox"/> Underground utilities (gas, water, sewer) <input type="checkbox"/> Impact to historic properties/district <input type="checkbox"/> Guardrail, mailboxes, signs or other roadway structures <input type="checkbox"/> Other <input type="checkbox"/> Retaining wall	

57. Attachment A – Supplemental Information for TMA projects – Required if project is located in an MPO within a TMA.	Attached: <input checked="" type="checkbox"/>
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58. Attachment B – Supplemental Information for Safe Routes to School (SRTS) Projects – Required if answered “Yes” to Question 10a.	Attached: <input type="checkbox"/>
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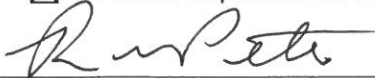
59. Attachment C – Project Budget – Required for ALL projects.	Attached: <input checked="" type="checkbox"/>
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60. Attachment D – Existing Project Status – Required for EXISTING projects only.	Attached: <input type="checkbox"/>
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Sponsor Certification		
Public Hearing / Information Meeting Held	Date: 10/28/2014	Attached: <input checked="" type="checkbox"/>
MPO Resolution of Support (if applicable)	Date: 10/23/2014	Attached: <input checked="" type="checkbox"/>
Local Resolution from Project Sponsor	Date: 10/28/2014	Attached: <input checked="" type="checkbox"/>

Sponsor certifies the following: (Read and check each statement below)

- We are familiar with Transportation Alternatives eligibility criteria and the Locally Administered Projects (LAP) Manual
- We will provide technical guidance and oversight throughout project development
- Budget accurately reflects cost of proposed project
- 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



Sponsor Signature (Authorized Official)

10/31/14

Date

Submit one (1) electronic copy* and four (4) hard copies of the completed application along with all required 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, 2014. If applications are being hand-delivered, they must be received no later than 5:00pm Friday, October 31, 2014.

***The electronic copy should be sent to EnhancementProgram@VDOT.Virginia.gov and include the completed application, attachments A-D, and all other supporting documents. This may include pictures, maps, endorsements, etc. If the application submission is too large to send via e-mail, please mail a CD or DVD with all required materials to the above address. This can be included in the package containing the hard-copies of your application.**

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

The Roanoke Valley Area Metropolitan Planning Organization (RVAMPO) is currently developing a multimodal transportation plan which focuses on expanding and improving non-motorized modes of transportation. The Daleville Greenway project is consistent with this plan as it will provide a safe alternative for pedestrians and cyclist in the community.

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.

In addition to the multimodal plan being developed by the RVAMPO, this project fits in with conceptual plans for the Roanoke Valley Greenway system, the development of the Daleville Town Center as a walkable community, and the goals of the Botetourt County Comprehensive Plan to concentrate development in the southern portion of Botetourt County within the current urbanized area. Preliminary planning for this project was conducted using grant funds from BikeVA

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

The Daleville Greeway will include a crosswalk across Glebe Road, increasing safety for residents of the Glebe Retirement Community to travel to the Daleville Town Center. The Daleville Greenway will also provide a physical barrier for bicycle and pedestrian traffic that currently travels on the shoulder of route 220.

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

Currently, there is not an ADA compliant pedestrian or bicycle accommodation linking the amenities in Daleville. This plan will connect various residential, recreation, education and commercial aspects within the County's identified development corridor on US 220, north of I81 Exit 150.

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.

Botetourt County staff conducted preliminary planning and community meetings for this project using funds from Bike VA. With those meetings, several options for trail alignment have been identified with the consensus of adjacent property owners. The project has been discussed with staff from adjacent localities, including Roanoke County, Roanoke City, and the Town of Vinton, as becoming part of the overall greenway system in the Roanoke Valley. The project has been endorsed by the RVAMPO and the Botetourt County Board of Supervisors following a public meeting during which public comments were heard.

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.



The 23rd day of October, 2014

RESOLUTION

SUBJ: Endorsement of Transportation Alternatives (TA) Grant Applications

WHEREAS, the Transportation Alternatives (TA) Program was created by the 2012 Moving Ahead for Progress in the 21st Century (MAP-21) by combining what had previously been known as the Transportation Enhancements (TE), Safe Routes to School and other programs into one category.

WHEREAS, MAP-21 allows state departments of transportation to set aside a portion of their Surface Transportation Program allocation each year to be used for TA activities; and

WHEREAS, Virginia has chosen to set aside funds for TA activities; and

WHEREAS, the following two Transportation Alternatives grant applications submitted are new projects and did not have previous resolutions and/or have expanded their scope:

Applicant: City of Roanoke
Project: Virginian Railway Passenger Station
TA Funds Requested: \$246,000

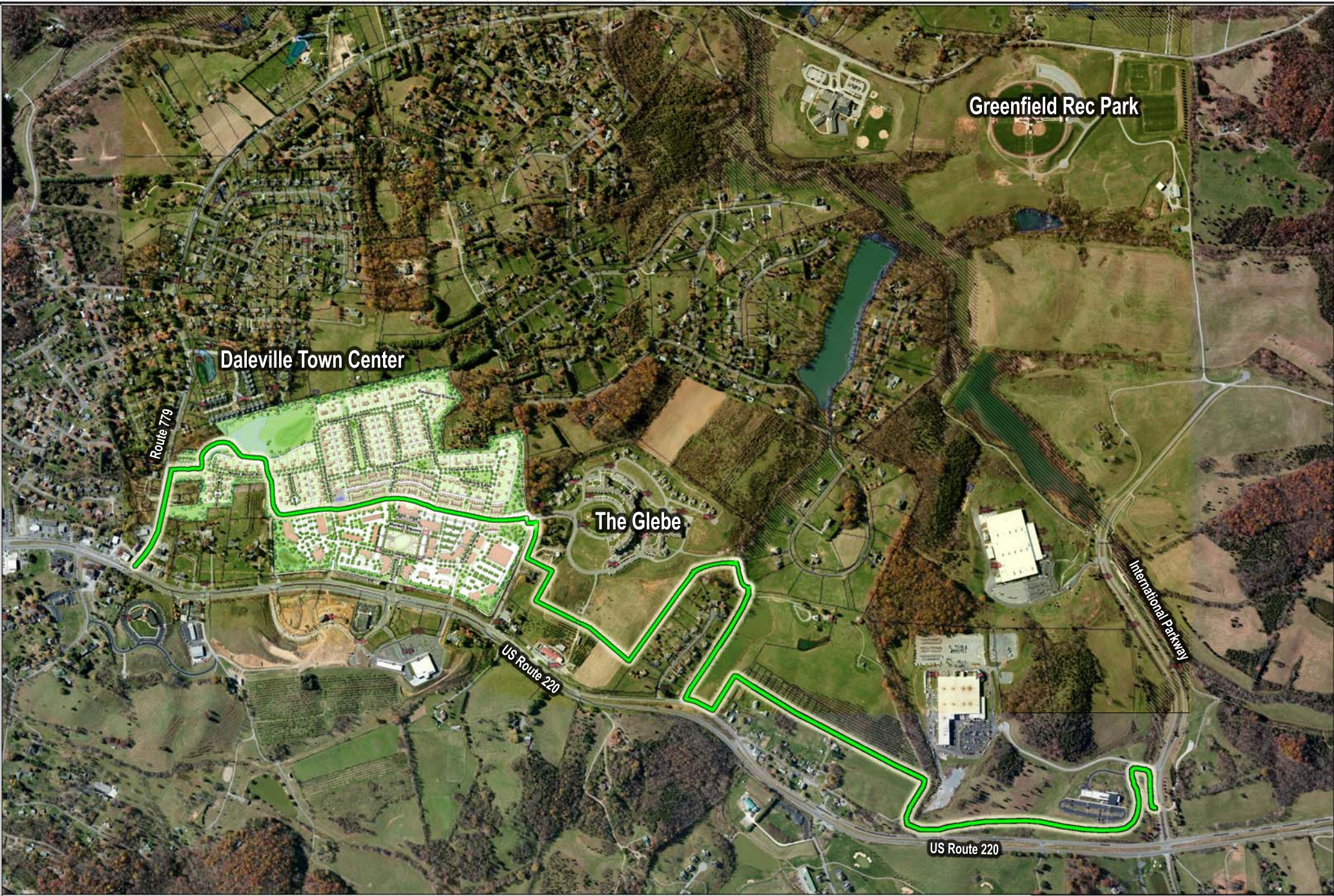
Applicant: County of Botetourt
Project: Daleville Greenway Project – Daleville Trails Phase 1
TA Funds Requested: \$448,750

WHEREAS, project applications that fall within the Roanoke Valley Transportation Planning Organization (*Official Name: Roanoke Valley Area Metropolitan Planning Organization*) Study Area Boundary must be formally endorsed by the Policy Board of the Roanoke Valley Transportation Planning Organization prior to submittal to the Virginia Department of Transportation by November 1, 2014;

NOW, THEREFORE BE IT RESOLVED that the Roanoke Valley Transportation Planning Organization Policy Board endorses the two Transportation Alternatives grant applications, listed herein, and if federal money is awarded to these projects, will be included in the appropriate fiscal year Transportation Improvement Program.

Jane W. Johnson
Vice Chair

TPO POLICY BOARD: Counties of Bedford, Botetourt, Montgomery and Roanoke; Cities of Roanoke and Salem; Greater Roanoke Transit Company (*Valley Metro*); Roanoke Blacksburg Regional Airport; Town of Vinton; Virginia Department of Rail & Public Transportation; Virginia Department of Transportation



Greenfield Rec Park

Daleville Town Center

Route 779

The Glebe

US Route 220

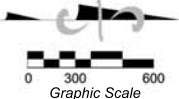
International Parkway

US Route 220



**ENGINEERING
CONCEPTS, INC.**

20 S. ROANOKE ST., PO BOX 619
FINCASTLE, VIRGINIA 24090
540.473.1253 FAX 540.473.1254



Daleville Trails

Phase 1 Daleville, Virginia

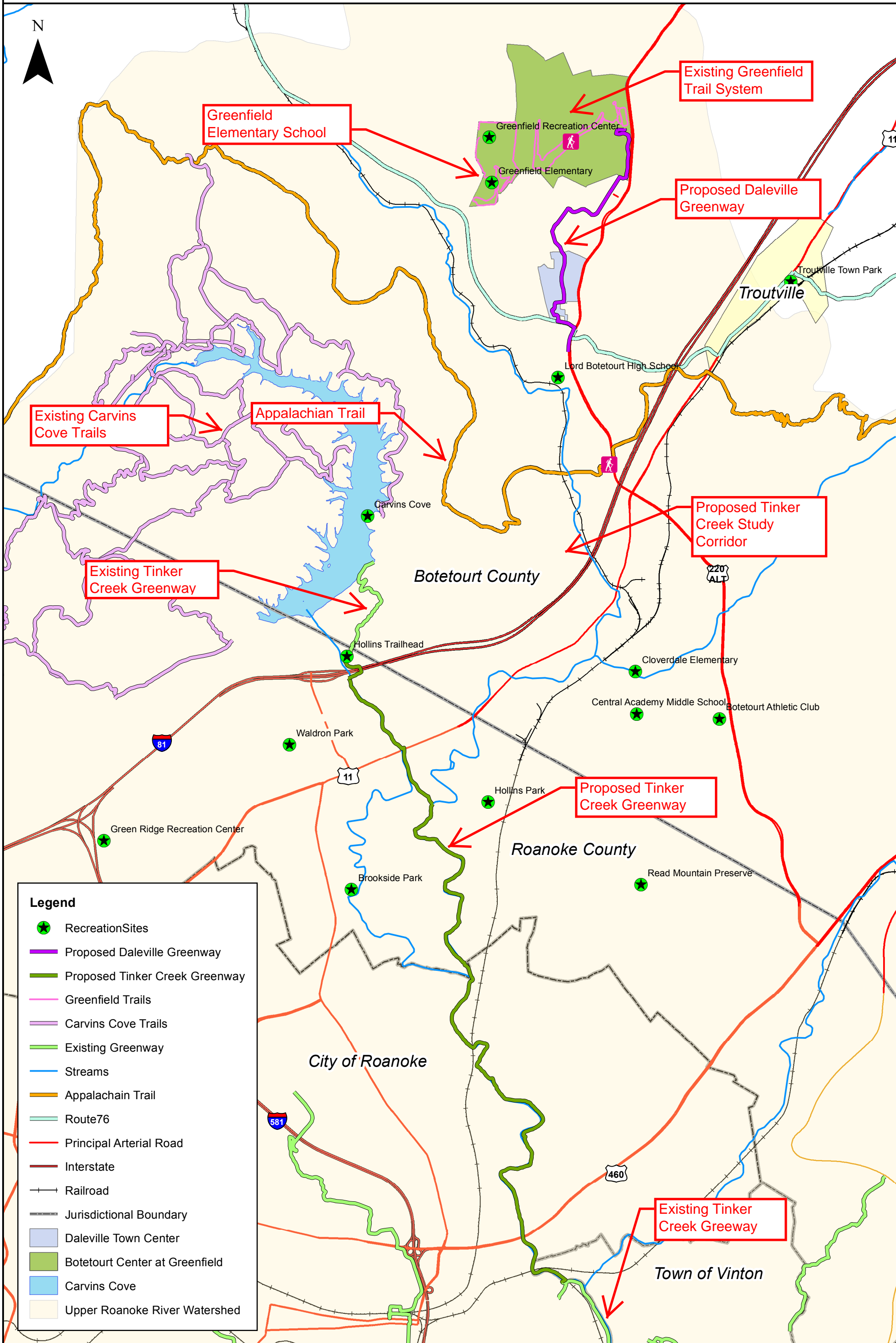
October 14, 2014



MAP 21 Budget

Task by Project Development Phase				Project Costs
<u>PRELIMINARY ENGINEERING PHASE</u>				
Engineering / Design (10% of CN Phase)				\$46,435
Environmental Document (2% of CN Phase)				\$9,287
Surveying (5% of CN Phase)				\$23,218
Estimated VDOT Review Charges (5% of CN Phase)				\$23,218
Grant Administrative Costs (3% of CN Phase)				\$13,931
<i>Total PE Phase Costs</i>				\$116,088
<u>RIGHT OF WAY PHASE</u>				
Right of Way Purchase	1	LS	\$15,000.00	\$15,000
Utility Relocation	0	LS	\$0.00	\$0
<i>Total RW Phase Costs</i>				\$15,000
<u>CONSTRUCTION PHASE</u>				
Trail (10' Wide Improved Surface)	17,300	LF	\$20.00	\$346,000
Minor Culverts	18	EA	\$1,250.00	\$22,500
Major Culverts	4	EA	\$2,500.00	\$10,000
Signage	1	LS	\$5,000.00	\$5,000
Trail Amenities	1	LS	\$15,000.00	\$15,000
Construction Management	1	LS	\$15,000.00	\$15,000
Inspection Fees	1	LS	\$2,500.00	\$2,500
Materials Testing	1	LS	\$2,500.00	\$2,500
Construction VDOT Oversight Charges	1	LS	\$5,000.00	\$5,000
Contingency 10%				\$40,850
<i>Total CN Phase Costs</i>				\$464,350
TOTAL COSTS (PE, RW & CN)				\$595,438

Tinker Creek Greenway Expansion



Legend

- Recreation Sites
- Proposed Daleville Greenway
- Proposed Tinker Creek Greenway
- Greenfield Trails
- Carvins Cove Trails
- Existing Greenway
- Streams
- Appalachian Trail
- Route 76
- Principal Arterial Road
- Interstate
- Railroad
- Jurisdictional Boundary
- Daleville Town Center
- Botetourt Center at Greenfield
- Carvins Cove
- Upper Roanoke River Watershed

LEGAL NOTICE
NOTICE OF PUBLIC HEARING
OF THE
BOTETOURT COUNTY BOARD OF SUPERVISORS

The Botetourt County Board of Supervisors will hold a public hearing on Tuesday, October 28, 2014, beginning at 3:30 P. M. in Rooms 226-228 of the Greenfield Education and Training Center, 57 S. Center Drive, in Daleville to obtain citizen comments on a proposed Virginia Department of Transportation (VDOT) grant application through the MAP-21 Transportation Alternative Program for funds to design and construct a greenway within the Daleville and Amsterdam Communities of Botetourt County.

This proposed greenway, which would be used by pedestrians and bicyclists, is proposed to be constructed from the Botetourt Center at Greenfield to the Daleville Town Center and will be approximately 3 miles in length.

Additional information on the proposed project is on file in the Botetourt County Administrator's Office and in the Parks, Recreation and Tourism Office between the hours of 8:30 A. M. and 5:00 P. M. Monday through Friday, for public viewing.

Kathleen D. Guzi
County Administrator

AGENDA ITEM: 3:30 P. M. - Public hearing to obtain citizen comments on a proposed Virginia Department of Transportation (VDoT) grant application through the MAP-21 Transportation Alternative Program for funds to design and construct a greenway within the Daleville and Amsterdam communities of Botetourt County.

Administrator's Comments:

As part of ongoing Tourism and quality of life improvement initiatives, the Parks, Recreation, and Tourism Department staff initiated the establishment of a planning committee in 2012 comprised of stakeholders from the Daleville and Amsterdam communities to begin discussions regarding the development of a potential improved surface trail for pedestrians and bicycles.

An initial planning grant was obtained through BikeVa, a non-for-profit group organized to promote and increase bicycling opportunities, to secure the services of an engineering firm to develop a preliminary list of routing options for the greenway. Due to their familiarity of the community and expertise in similar projects, Engineering Concepts, Inc., was selected from the County's list of on-call engineering firms to perform the initial analysis of likely routing options.

Subsequent to the draft routes being identified, the planning committee reviewed the potential routes and narrowed the focus to one primary, preferred greenway route. The proposed preferred route is currently designed as both partially on-road and off-road within the Daleville and Amsterdam communities and will serve as a link to various related residential, recreational, educational, and commercial resources located along the U. S. Route 220 corridor north of Daleville.

Staff and planning staff have conducted on-site inspections of the preferred route and held numerous personal meetings with landowners directly affected by the preferred route and have received positive responses of the greenway's development. Staff has also identified various funding options for the final detailed design and construction phases, including through the VDoT Map-21 Transportation Alternate Program.

A public hearing on the proposed grant application is required by the MAP-21 application guidelines. The intent of the public hearing is to broaden the community awareness of the proposed Daleville Greenway and solicit public comment from the citizens regarding their interest in pursuing the project. No official action is required by the Board after the public hearing is held.

Recommendation:

1. Allow staff to present information pertaining to the proposed Daleville Greenway.
2. Open the public hearing to allow any interested citizen present to provide comment regarding the greenway development, and then close the public hearing.

Attachment

Pete



Botetourt County, Virginia

Board of Supervisors

1 West Main Street, No. 1
Fincastle, Virginia 24090
Phone (540) 473-8223
Fax (540) 473-8225

Board of Supervisors

Donald M. Scothorn
Chairman

L. W. Leffel, Jr.
Vice Chairman

Todd L. Dodson

Billy W. Martin, Sr.

John B. Williamson, III

The regular meeting of the Botetourt County Board of Supervisors was held on Tuesday, October 28, 2014, in Rooms 226-228 of the Greenfield Education and Training Center in Daleville, Virginia, beginning at 2:00 P. M.

PRESENT: Members: Dr. Donald M. Scothorn, Chairman
Mr. John B. Williamson, III
Mr. Billy W. Martin, Sr.
Mr. Todd L. Dodson

ABSENT: Members: Mr. L. W. Leffel, Jr., Vice-Chairman

There being no further discussion, on motion by Dr. Scothorn, seconded by Mr. Martin, and carried by the following recorded vote, the Board approved the following additional appropriations: (Resolution Number 14-10-03)

AYES: Mr. Williamson, Mr. Dodson, Mr. Martin, Dr. Scothorn

NAYS: None

ABSENT: Mr. Leffel

ABSTAINING: None

Additional appropriation in the amount of \$50 to Parks & Recreation – Repair and Maintenance - Buildings, 100-4071000-3313. These are disc golf tournament sponsor-ship funds received from Land of a Thousand Hills Coffee and will be used toward site improvements.

A public hearing was then held to obtain citizen comments on a proposed Virginia Department of Transportation (VDOT) grant application through the MAP-21 Transportation Alternative Program for funds to design and construct a greenway within the Daleville and Amsterdam communities. Mr. Pete Peters, Director of Parks, Recreation, and Tourism, stated that as part of the County's ongoing tourism and quality-of-life improvement initiatives, his staff formed a planning committee in 2012 comprised of stakeholders from Daleville/Amsterdam area to discuss the development of a potential improved-surface trail for pedestrians and bicycles.

Mr. Peters noted that a planning grant was obtained through BikeVA for engineering services to develop a preliminary list of routing options for the greenway. He noted that due to their familiarity with the community and expertise in similar projects, Engineering Concepts, Inc., was selected from the County's on-call list of engineering firms to conduct this preliminary analysis.

He noted that the committee reviewed the potential routes and selected one primary, preferred route. Mr. Peters stated that staff have conducted on-site inspections of the preferred route and held numerous personal meetings with the affected landowners and have received positive responses regarding the greenway's development. He noted that they have also identified various funding options for the final design and construction phases of this project including through the VDOT Map-21 Transportation Alternate Program.

Mr. Peters then noted that the Roanoke Valley Metropolitan Planning Organization (MPO) endorsed a resolution for the application of grant funds for this project. He noted that multiple community meetings will be held in the Amsterdam/Daleville area to receive feedback on this project but noted that this preferred route "is not final" at this time.

Mr. Peters stated that the County is required to conduct a public hearing on the proposed grant application as per MAP-21 guidelines. He noted that a public hearing has been advertised for today's meeting and stated that no official action is required by the Board after this public hearing is held.

Mr. Thomas Watts of Orchard Drive in Daleville then questioned "how much more can the County keep spending?" He noted that the County will be responsible for the maintenance of this greenway which will be another expense.

Mr. Peters stated that the County is seeking grant funds that have a 20% matching amount requirement. He noted that this matching amount can include "in-kind" services and the County has not spent any monies to date on this project.

Mr. Watts then stated that the Board and the County Administrator have "bent over backwards" for the Daleville Town Center project. He stated that the County needs to review the original drawings and plans for this project which included stores, greenways, walking trails, townhomes, etc. Mr. Watts stated that the DTC developers came back and changed their proposal because the Food Lion shopping center was built across Route 220.

Mr. Watts noted that he does not know how much more the County can give back to the Daleville Town Center. Mr. Watts further noted that the previous County Administrator told him that his sewer rates would not go up but they have. He stated that former Supervisors member Don Assaid asked the County staff several times where a large amount of County revenues had been spent. Mr. Watts stated that the citizens "cannot stand any more taxes when you are living on a fixed income."

After discussion, Mr. Watts stated that he "looks at a rock pile" on the DTC site when he drives to Fincastle. He noted that this is ugly and suggested that the developers plant foliage to block the view. Mr. Watts stated that he is not in favor of the County building at Greenfield. He noted that Greenfield already has walking trails and bridges. He noted that, if this trail is built as proposed, people will be walking along Route 220 and will get killed.

After questioning by Mr. Williamson, Mr. Peters stated that one leg of the proposed route would be close to Route 220 but not located on the roadway's surface—it would not be located on the highway's right-of-way. After further questioning by Mr. Williamson, Mr. Peters stated that the section between the Education and Training Center and the cemetery located north of Amsterdam would be parallel to Route 220 but would be on the Greenfield side of the earthen berm which parallels 220. He noted that another short section near Amsterdam/Applewood Estates Subdivision would also be near Route 220 but not located on VDoT's right-of-way.

Mr. Peters further stated that there would likely be revisions to the trail's location as the project progresses.

After questioning by Mr. Williamson, Mr. Peters stated that the southern terminus would be on the Route 779 right-of-way north of Lord Botetourt High School. He noted that the pro-posed route has some "challenges but this (location) will be determined at the final engineering" phase. After questioning by Mr. Williamson, Mr. Peters stated that there are some possible alternate routes but the staff has not discussed this with the impacted property owners.

After further questioning by Mr. Williamson regarding long-term plans for this trail, Mr. Peters stated that in September the Board approved a resolution in

support of a joint application between Roanoke City, Roanoke County, the Town of Vinton, and Botetourt County for Regional Surface Transportation Program (RSTP) grant funds to conduct a trail routing option study. He noted that this grant application will fund a feasibility study for potential routes from Daleville to Hollins. Mr. Peters noted that it is possible that the trail could follow the right-of-way for the recently completed Tinker Creek interceptor project.

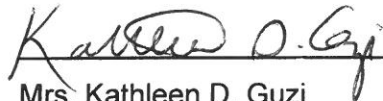
After questioning by Mr. Williamson, Mr. Peters stated that he presented the proposal for the joint grant application to the MPO last Thursday and he hopes that the next phase will be completed next month.

After questioning by Mr. Martin, Mr. Peters stated that, if the grant funds received for this greenway project are not adequate to complete the project, then there are existing trail "friends" groups in the Roanoke area and the County hopes to have similar groups maintain the County's trails in the future.

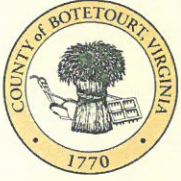
After questioning by Dr. Scothorn, it was noted that there was no one else present to speak regarding this request. The public hearing was then closed.

Mr. Peters reminded the Board that no official action is required on this matter.

A Copy TESTE:



Mrs. Kathleen D. Guzi
Botetourt County Administrator



Botetourt County, Virginia

Board of Supervisors

1 West Main Street, No. 1
Fincastle, Virginia 24090
Phone (540) 473-8223
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Board of Supervisors

Donald M. Scothorn
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L. W. Leffel, Jr.
Vice Chairman

Todd L. Dodson

Billy W. Martin, Sr.

John B. Williamson, III

The regular meeting of the Botetourt County Board of Supervisors was held on Thursday, December 18, 2014, in Rooms 226-228 of the Greenfield Education and Training Center in Daleville, Virginia, beginning at 2:00 P. M.

PRESENT: Members: Dr. Donald M. Scothorn, Chairman
Mr. L. W. Leffel, Jr., Vice-Chairman
Mr. John B. Williamson, III
Mr. Billy W. Martin, Sr.
Mr. Todd L. Dodson

ABSENT: Members: None

There being no discussion, on motion by Mr. Dodson, seconded by Dr. Scothorn, and carried by the following recorded vote, the Board approved the following resolution in support of a MAP-21 Transportation Alternative Program grant application for funds to design and construct a greenway within the Daleville and Amsterdam communities of Botetourt County.

AYES: Mr. Williamson, Mr. Dodson, Mr. Martin, Mr. Leffel, Dr. Scothorn

NAYS: None

ABSENT: None

ABSTAINING: None

Resolution Number 14-12-09

WHEREAS, in 2012, the Botetourt County Department of Parks, Recreation, and Tourism initiated the organization of a Planning Committee comprised of residents and other stakeholders from the Daleville and Amsterdam communities to begin discussions regarding the development of a potential improved surface trail to serve both pedestrian and bicycle traffic within their community; and,

WHEREAS, through a strategic analysis process, the Planning Committee reviewed multiple trail alignments and narrowed the focus to one primary preferred route, which efficiently utilizes existing easements to the extent possible and effectively limits the number of directly-impacted property owners; and,

WHEREAS, the proposed route is currently designed as primarily off-road to connect existing recreational, school, and manufacturing resources located within Botetourt Center at Greenfield with residential and commercial clusters along the U. S. Route 220 corridor south to the Daleville Town Center mixed-use development; and,

WHEREAS, The Roanoke Valley-Alleghany Regional Commission has endorsed a resolution supporting Botetourt County's efforts to construct the Daleville Greenway; and,

WHEREAS, future proposed phases of greenway planning and construction are also underway to link the Daleville Greenway section with the extensive Roanoke Valley Greenway system; and,

NOW, THEREFORE, BE IT RESOLVED, that the Botetourt County Board of Supervisors expresses its support in the ongoing planning, design, and future construction of the Daleville Greenway.

BE IT FURTHER RESOLVED, that the Botetourt County Board of Supervisors also fully supports the efforts of the County's Department of Parks, Recreation, and Tourism and the Daleville Greenway Planning Committee to leverage assigned and available resources to seek other appropriate grant sources and private donations to assist with funding the greenway's development.

A Copy TESTE:

A handwritten signature in cursive script, reading "Susan H. Fain", is written over a solid horizontal line.

Mrs. Susan H. Fain, Deputy Clerk
Botetourt County Board of Supervisors