



Appendix A

MetroQuest Survey Results and Frequently Asked Questions Document



Eastern Shore Rail to Trail Study

MetroQuest Public Survey Results
June 2020



MetroQuest Survey



Surveyed May 15 to June 5



3,400 participants

- 50,110 Data Points



Over 6,000 comments



Frequently Asked Questions document

Eastern Shore Rail Trail Study

WELCOME

Provide Your Input!

The Eastern Shore Rail to Trail Study will assess the feasibility of converting the former Bay Coast Railroad into a shared use path connecting communities along the Eastern Shore of Virginia.

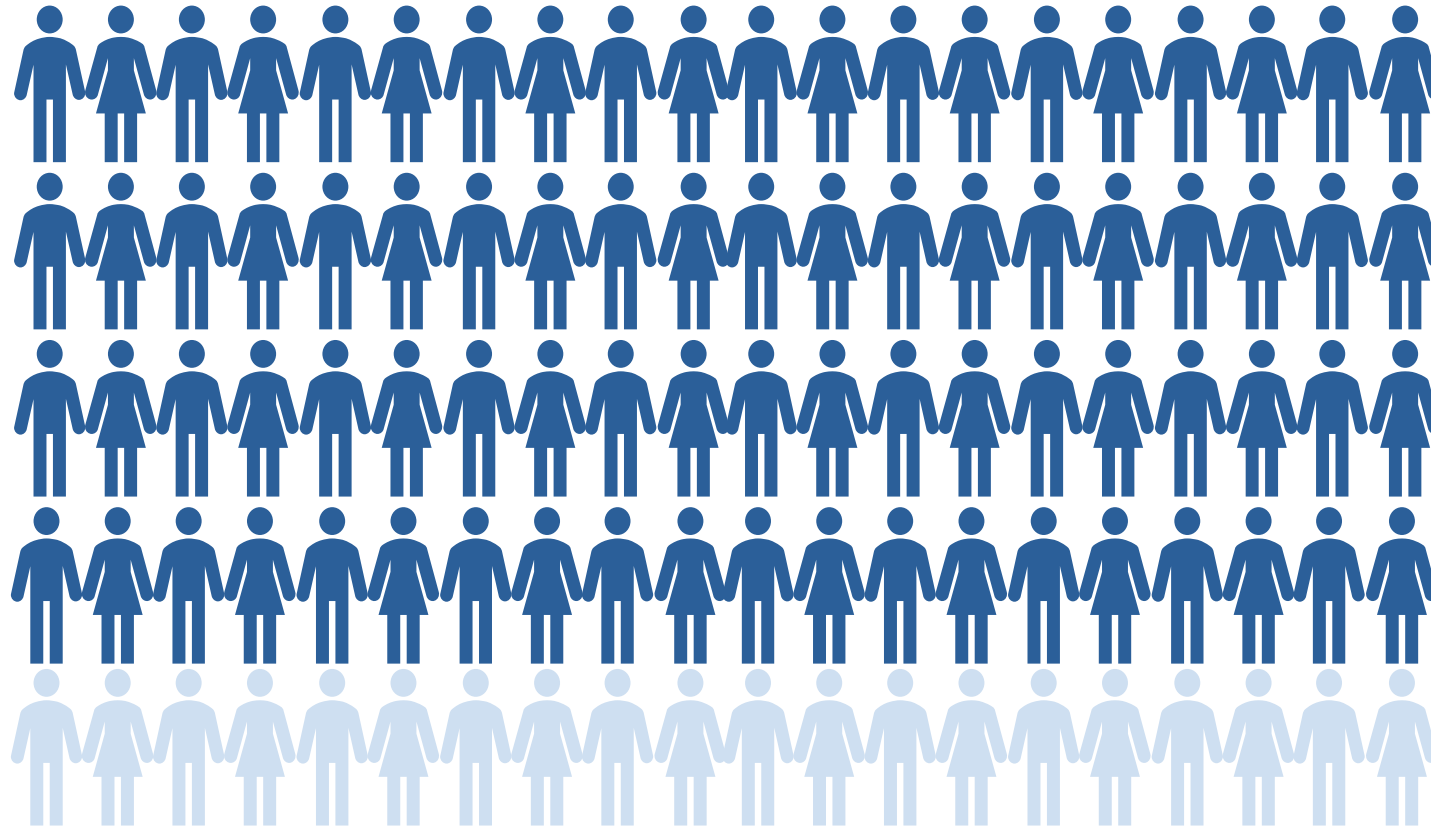
[Study Area Map](#) [Begin](#)

The rail corridor travels through the Towns of Hallwood, Bloxom, Parksley, Onley, Melfa, Keller, and Painter in Accomack County and the Towns of Exmore, Nassawadox, Eastville, Cheriton, and Cape Charles in Northampton County.

VDOT
Virginia Department of Transportation



INTERESTS **BENEFITS** **MAP** **WRAP UP**

MetroQuest Survey – All Participants

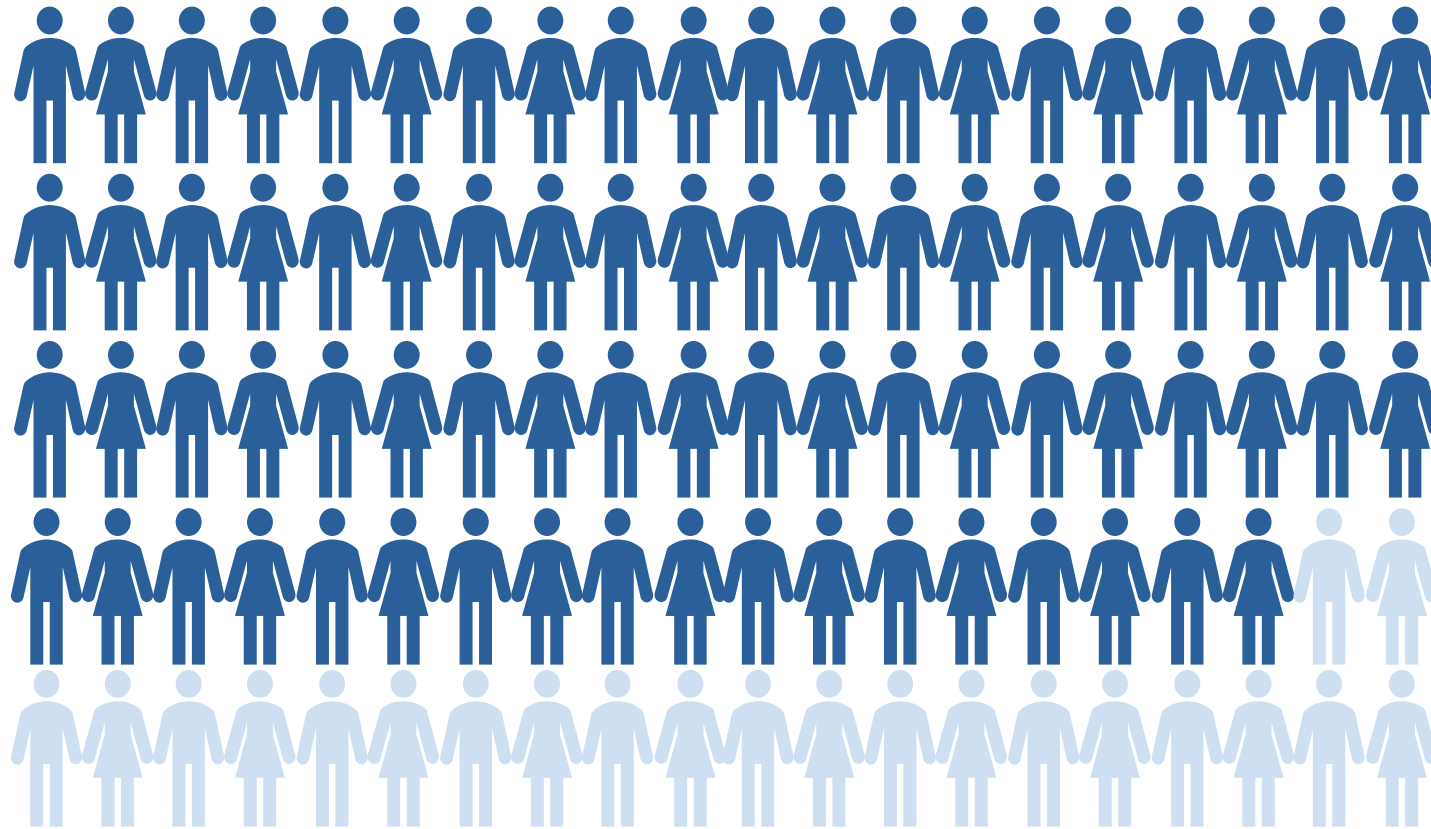


**90% of
Participants
would visit
this path**

Agreement with "I would visit this path if built."

-  Strongly Agree or Agree
-  Neutral, Disagree, Or Strongly Disagree

MetroQuest Survey – Eastern Shore Residents Only



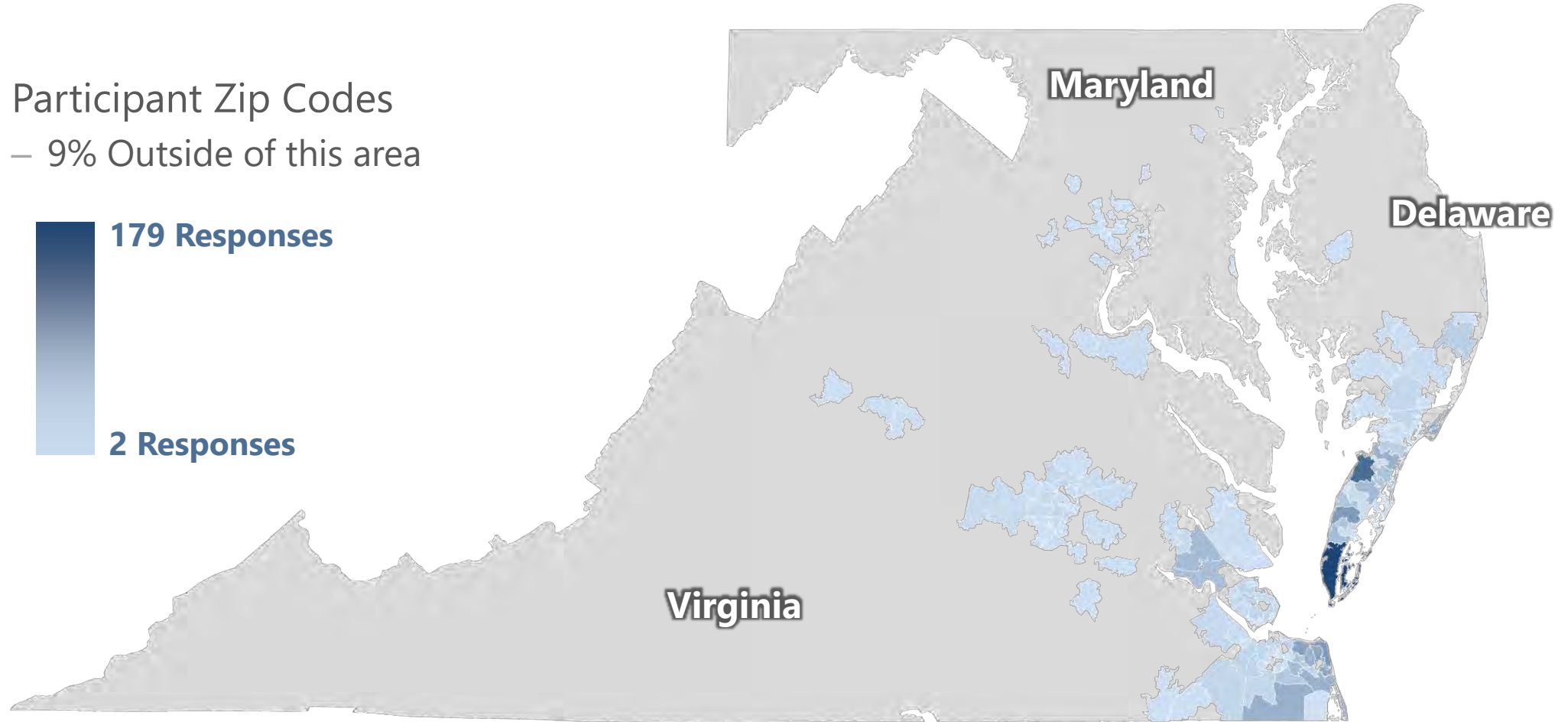
88% of Eastern Shore Participants would visit this path

Agreement with "I would visit this path if built."

- Strongly Agree or Agree
- Neutral, Disagree, Or Strongly Disagree

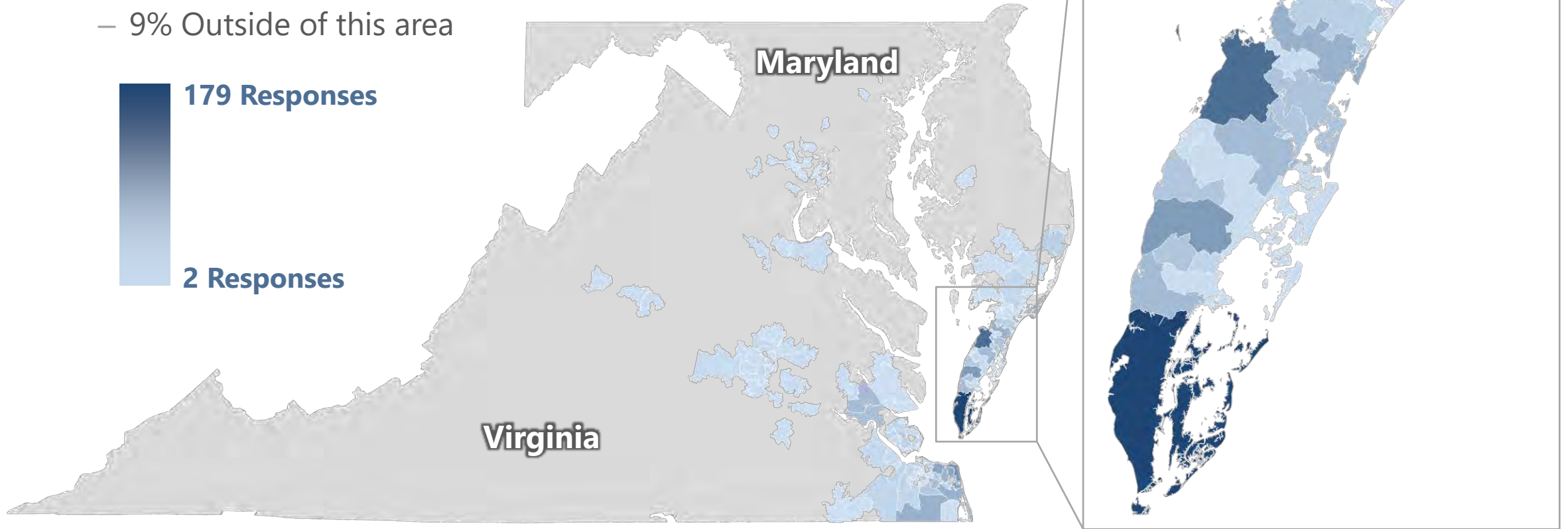
MetroQuest Survey

- Participant Zip Codes
 - 9% Outside of this area



MetroQuest Survey

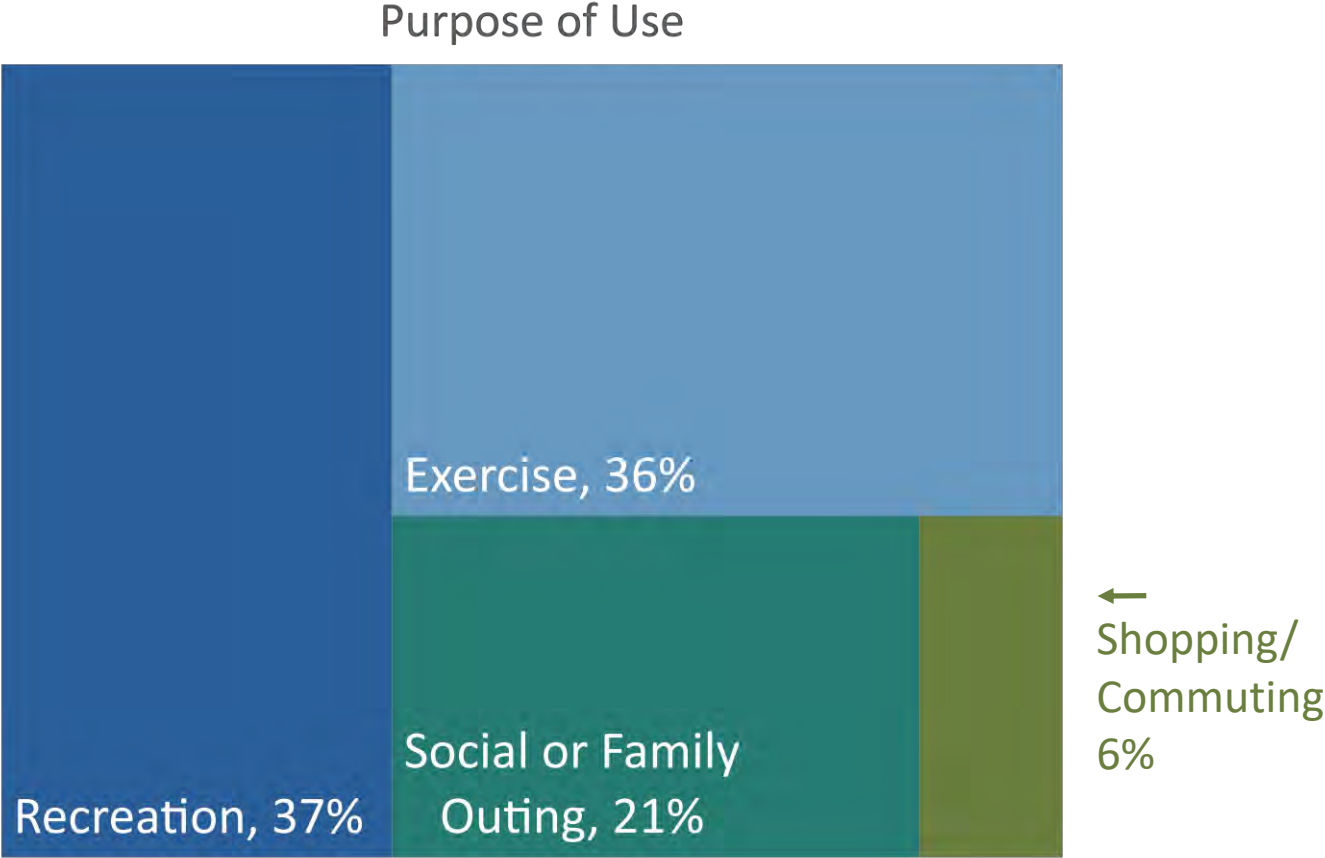
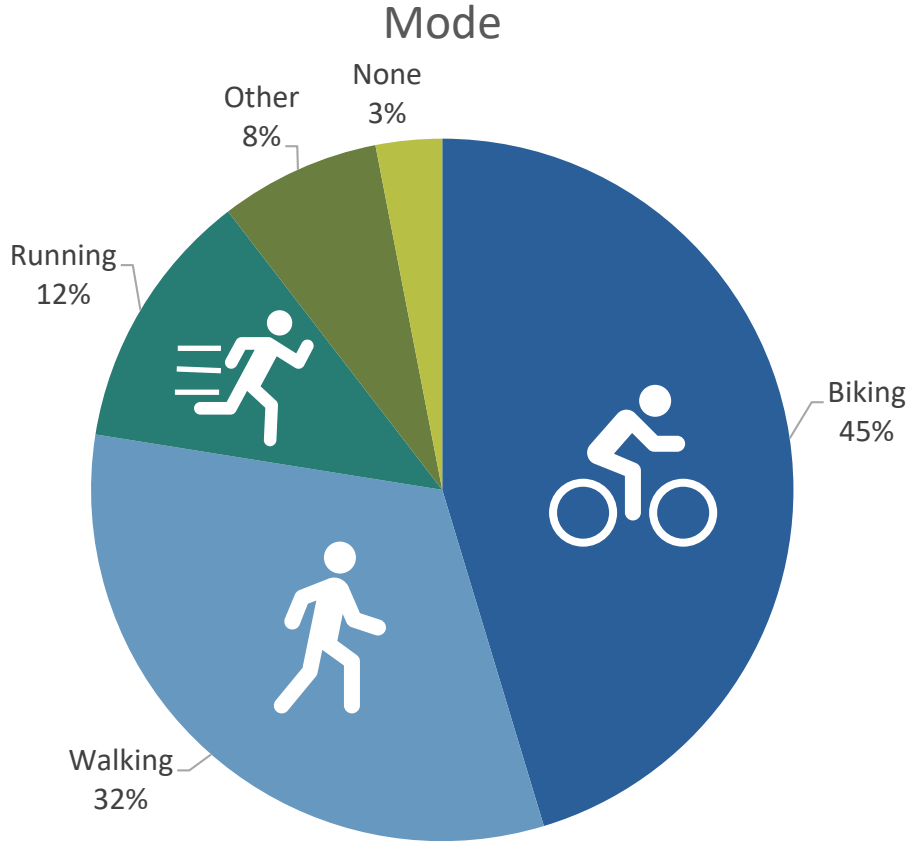
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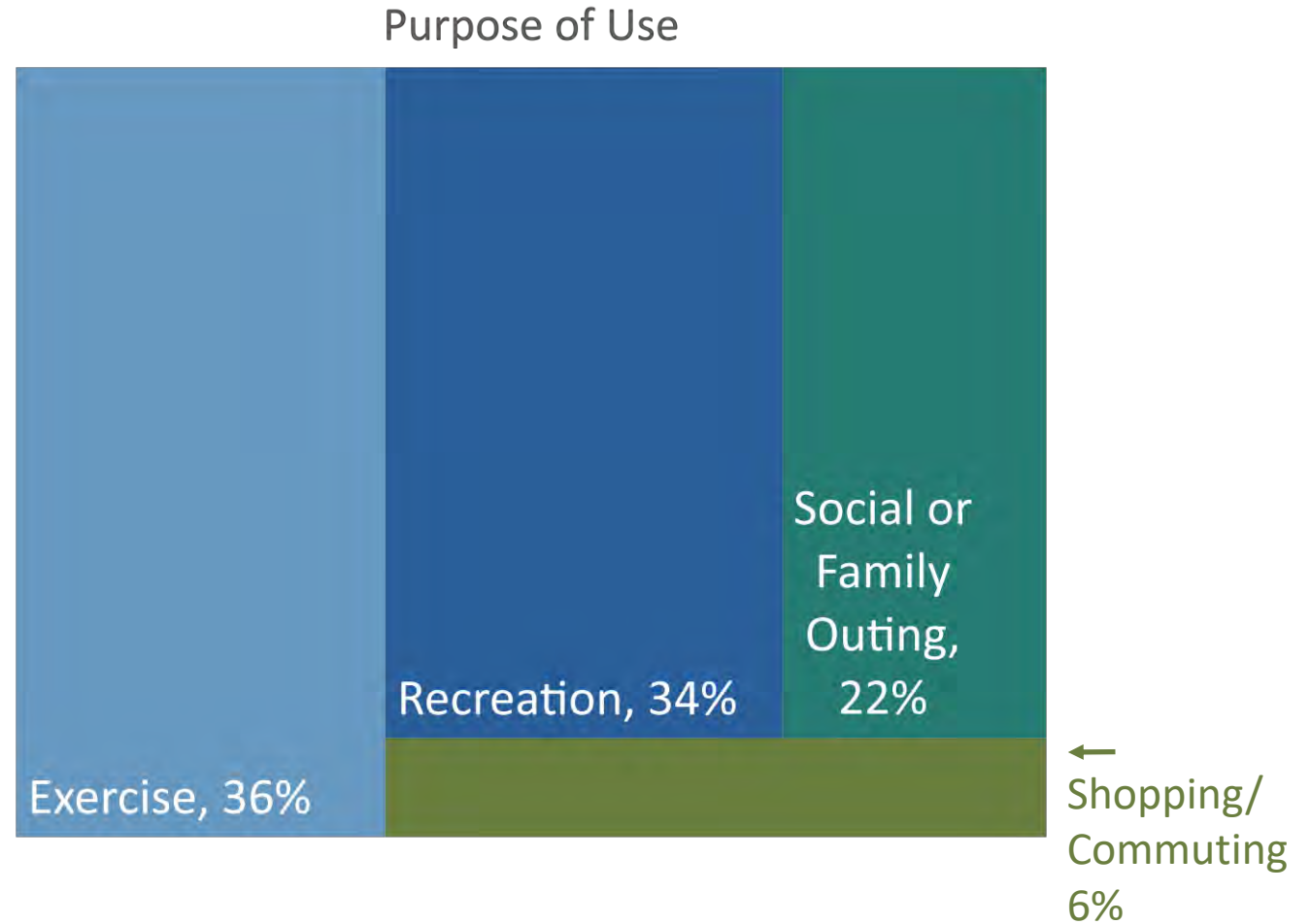
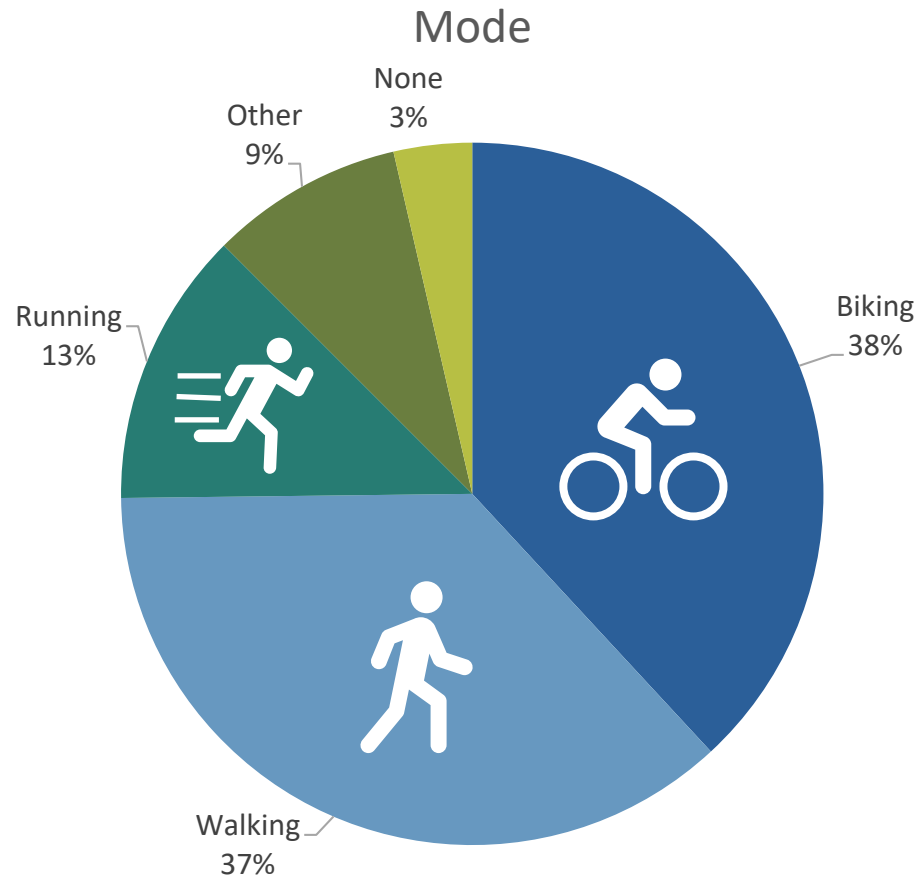
Most Important User Benefits



Primary Shared Use Path Modes and Use— All Participants



Primary Shared Use Path Modes and Use— Eastern Shore Residents Only



Marker Results

Parking

3,711 Markers



Destinations

1,735 Markers



Amenities

2,630 Markers



MetroQuest Comments—General Feedback

love cars safe path
towns Eastern provide
people old help rail trails
idea live ride tax Shore rail line
go along trail bike exercise
area place visit great

MetroQuest Comments—General Feedback



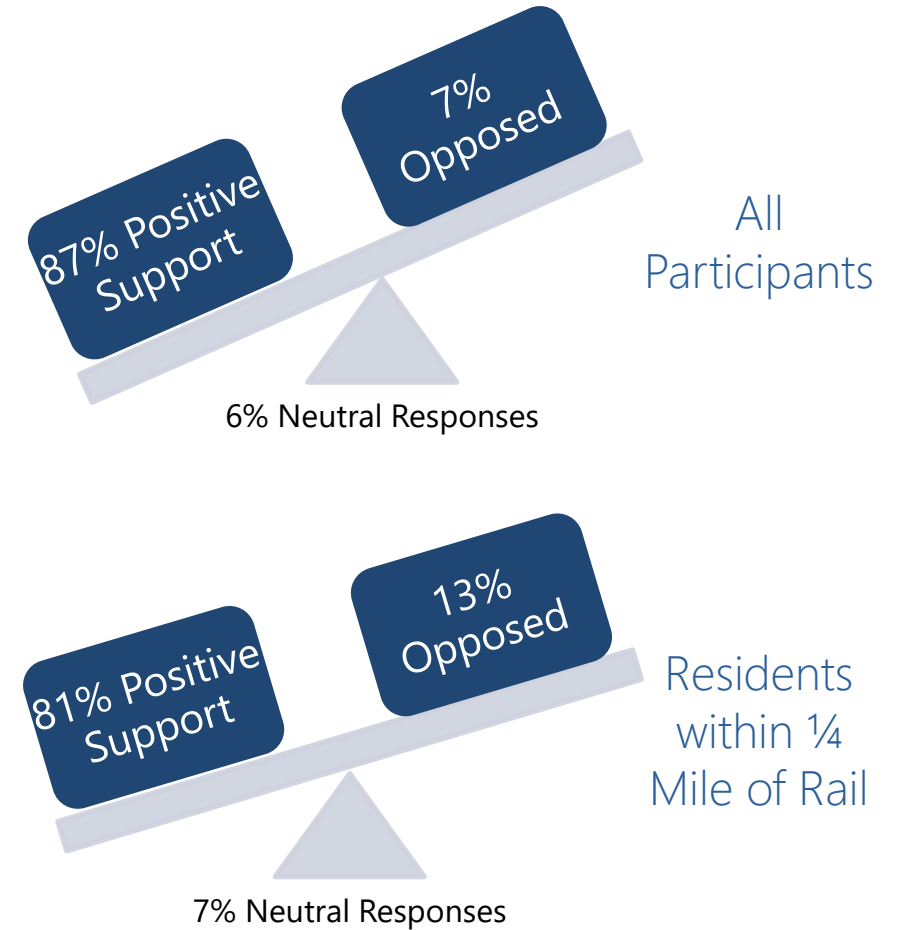
Positive Themes

- Build it now!
- No where safe to walk or bike now
- Great alternative to the beach
- This would help businesses



Negative Themes

- Waste of money
- Use ROW to improve Route 13
- Keep rails for train rides
- Farming Concerns
 - Trespassers, ability to move farm equipment, ability to apply pesticides





“Folks that presently park on RT 13 northbound **need access to their homestead** so these folks do not have to park on the highway”

“This could be a **game-changer for the economy** of Virginia's eastern shore.”

“There are no sidewalks in my neighborhood but the railroad tracks go right past my back yard. This would give my community **a much needed safe place** to walk/jog and teach our children to ride their bikes”



I'm **physically disabled and use a wheelchair** for being outside and going a long distance. This trail would **allow me get exercise, take in some of the beautiful nature** on the Eastern Shore, and **meet up with friends and family** to socialize and exercise at the same time. I think it's a brilliant idea and would benefit Virginians."



Eastern Shore residents do not have access in our rural area to walk safely. Many rural roads here on the shore are very round topped and narrow. It is **unsafe to walk** without lighting, sidewalks and other amenities afforded nearby cities. Tractor trailers daily fly up and down back roads where we used to walk carrying chickens, farm equipment, and fuel. We **need healthier activities** here since many of our citizens overweight and unhealthy. Beach access is either Cape Charles or Assateague beaches and there is nothing in the middle. The **YMCA is very expensive** for most people. A great usage of the raid road in making it available to everyone to walk, ride a bike, or walk their dog would be a great addition to our rural towns. **It would be a healthy addition to our counties** for so many to start making a healthier lifestyle by adding exercise to their daily routine."



Running or biking on the local roads here is extremely dangerous. You literally put your life on the line. I moved to the ESVA from Northern Virginia where we had amazing bike and walking trails. I used the W&OD almost daily! **Outside of a school track or a treadmill, you don't have a safe option** for biking/running. This would be great for the shore! And if food and sightseeing options could be co-located, it would be **great for our community, small business and also tourism!!**"



My doctor has recommended that I walk or ride my bicycle on a regular basis for exercise. However, I live in Exmore on a busy street that doesn't have a sidewalk so **doing either activity is unsafe** for me unless I drive to a school and use their facilities to walk or drive to a park to ride my bicycle. I also **try to conserve fuel and ride my bicycle to the grocery store** when weather permits. Again this is unsafe as I have to ride on the shoulder of Route 13 because there are no bike or walking trails to the shopping center that I use. **A trail with off shoots to the shopping center would be safer than riding on Route 13."**

Eastern Shore Rail to Trail Feasibility Study – Frequently Asked Questions

1. Who is responsible for the current trail planning study?
 - The Virginia Department of Transportation is funding and leading the current study and is working in partnership with various stakeholders including Canonie Atlantic Company, the Virginia Department of Conservation, the Dahlgren Railroad Heritage Trail Alliance, the Accomack-Northampton Planning District Commission, and other local, regional, and state agencies.
2. Who will pay for construction of the trail? And who will own and maintain it?
 - Any construction of a trail will likely be designed and constructed in phases, using a variety of funding sources. It is possible that federal and state funding from sources like the Transportation Alternative Program, SMART SCALE and Recreational Access program could be used. The study will address options for trail maintenance and ownership, such as state agencies, not-for-profit organizations, and/or local government agencies.
3. Will the study include recommendations for connections off of the main line trail, including connections to Eastern Shore destinations and extensions to Hampton Roads and Maryland?
 - The study will include suggestions for spur connections to Eastern Shore destinations and will reference the prior plans for linking to the Southern Tip Trail and Kiptopeke State Park. Extensions to Hampton Roads and Maryland are outside the scope of the study, but those suggestions will be documented as part of the public input record.
4. Will the study include trailheads and amenities such as wayfinding signage, parking, restrooms, bicycle parking, and picnic tables?
 - Yes. The study will recommend priority locations and types of improvements for trailheads and other support facilities along the trail.
5. How will safety be addressed, including safety at roadway crossings as well as personal safety and issues such as trespassing?
 - The study will include specific recommendations for roadway crossings. Potential patrolling and police enforcement on the trail will depend on eventual trail management and ownership.
6. What is the timeframe for construction of the trail?
 - There is no definite timeline for construction. This will largely be determined by local, state, and/or regional champions and potential trail managers. Available funding will also be a factor. There are currently three active applications for SMART SCALE funding for trail sections at Cape Charles, Onley, and Accomack – if awarded SMART SCALE funding full design work could start in August 2025.

7. Why are SMART SCALE projects being pursued before the study is finished?
 - Working with local stakeholders, the study team identified several sections to advance for potential funding during the current round of SMART SCALE reviews. These decisions were based in part on trail sections that are likely to experience high demand, and also where local stakeholders were able to commit to maintenance of the trail. Also, it is important to point out that actual funding through the current round of SMART SCALE would not be available until August 2025 at the earliest.
8. Will the study consider equestrian use?
 - Yes. The study is considering needs for equestrian use, including potential separation of cyclists and equestrians as well as appropriate surface materials and horse trailer parking.
9. What are the existing conditions along the rail line?
 - The right-of-way initially contained two parallel rail lines, one of which has been completely removed. The remaining rail line is intact, including ballast, ties, and rails. In general, the right-of-way remains clear, although there is some overhanging vegetation in some sections. Drainage patterns follow existing ditches and swales. These conditions will allow removal of the remaining ties and rails and establishment of a trail with limited clearing and grading.
10. Is the trail project compatible with future utilities?
 - Yes. The rail right-of-way can accommodate the trail along with potential future utilities such as sewer lines. Co-locating trails and linear utility corridors has proven successful in many locations, including a portion of the Virginia Capital Trail in Richmond.
11. Can rail service be resumed on the line?
 - The current tracks cannot move any rail traffic without significant investment. This corridor is currently under consideration for railbanking which is a voluntary agreement between a railroad company and a trail entity to use an out of service corridor as a trail until a railroad may need the corridor again for rail service. If this corridor is successfully rail banked the abandoning railroad has the right to re-establish rail service.
 - Background on [Railbanking](https://www.railstotrails.org/build-trails/trail-building-toolbox/acquisition/railbanking/#:~:text=Railbanking%2C%20established%20in%201983%20as.corridor%20again%20for%20rail%20service). <https://www.railstotrails.org/build-trails/trail-building-toolbox/acquisition/railbanking/#:~:text=Railbanking%2C%20established%20in%201983%20as.corridor%20again%20for%20rail%20service>.
12. What is the status of this trail approval and/or funding with the Surface Transportation Board (STB)?
 - Cassatt Management, LLC on behalf of Bay Coast Railroad, Eastern Shore Railroad Inc, and Canonie Atlantic Co filed for abandonment of 49.1 miles of the Eastern Shore Railroad between Hallwood and Cape Charles on July 15, 2019. Dahlgren Railroad Heritage Trail Association and the Virginia Bicycling Federation filed a Notice of Interim Trail Use in response to this abandonment. No other applications were accepted by the Surface Transportation Board. On June 19, 2020 the Surface Transportation Board

extended the negotiating period between Canonic Atlantic Co and Dahlgren Railroad Heritage Association to July 6, 2021.



Appendix B

5% Concept Alignment and Constraints



Eastern Shore Rail to Trail Study – Concept Alignment Notes

Based on Field Visit Performed May 2020



Attraction Locations

- A** Possible Trailhead
- B** Possible Attraction

Design Constraints

- C** Steep Slope / Ditch
- D** Drainage Area / Wetlands
- E** Drainage Under Track
- F** Trees Very Close to Rail

Existing Features

- G** Road Crossing
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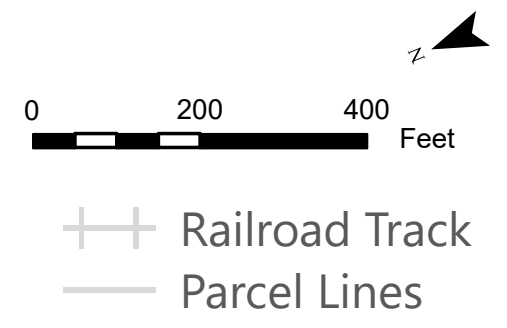
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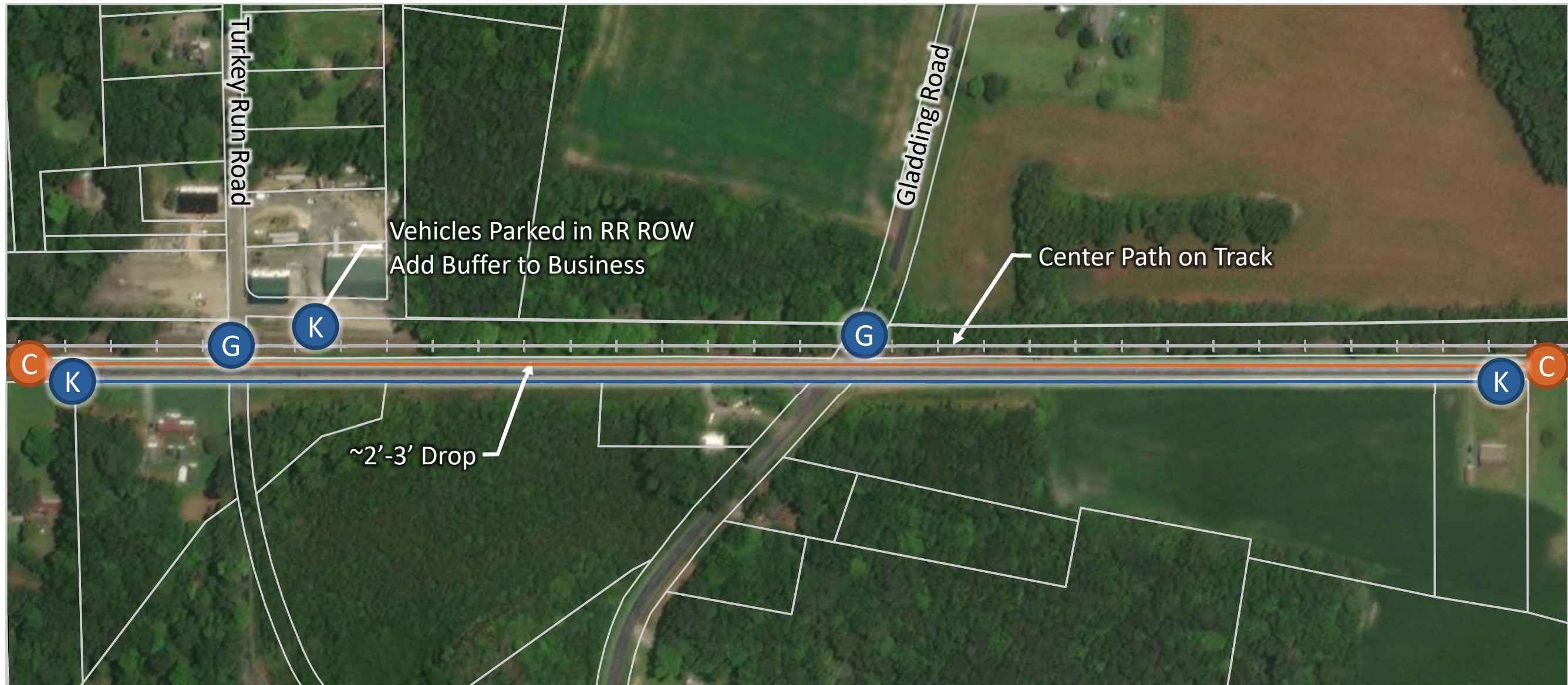
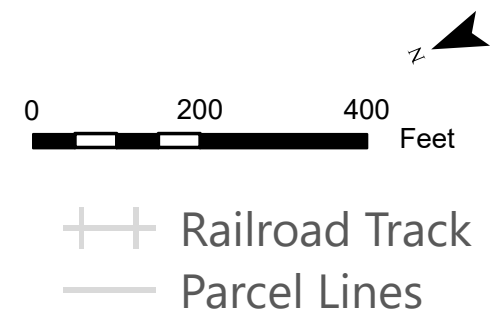
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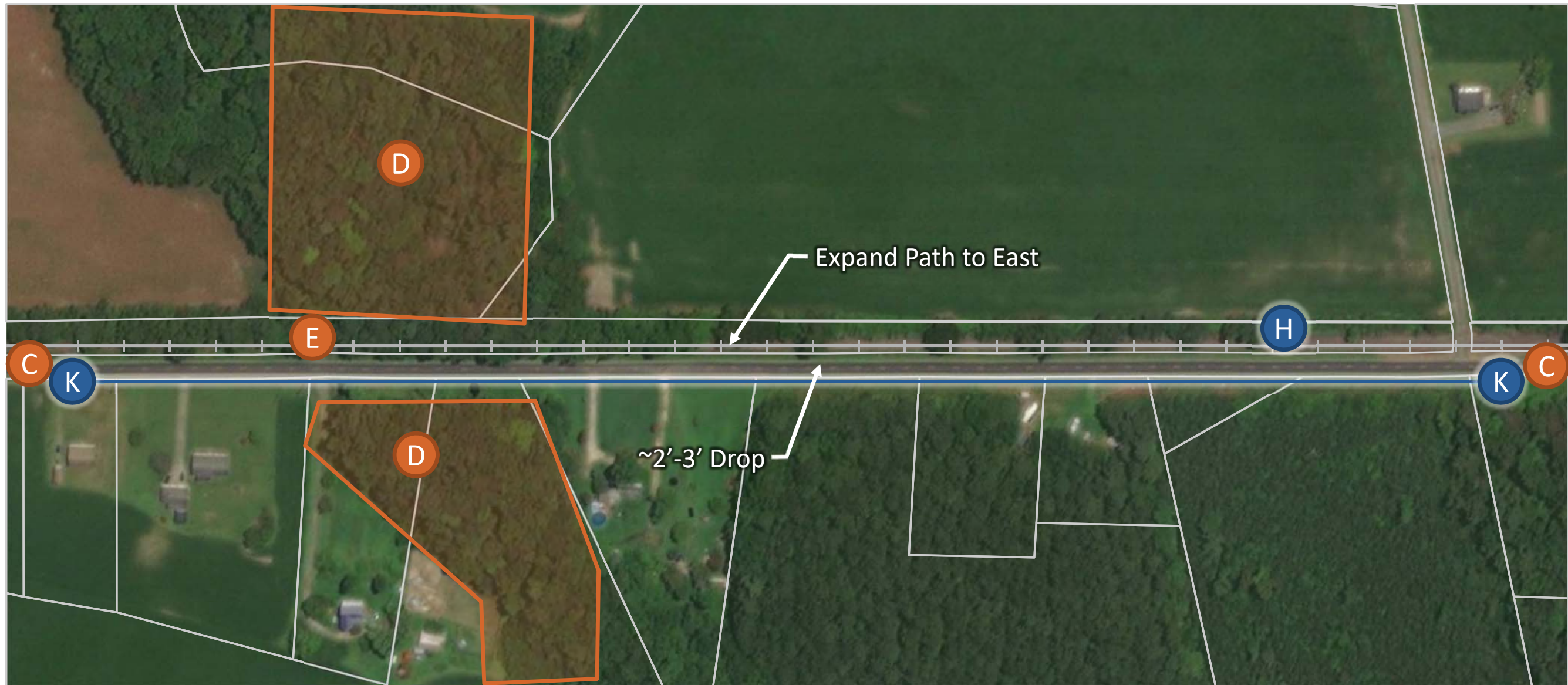
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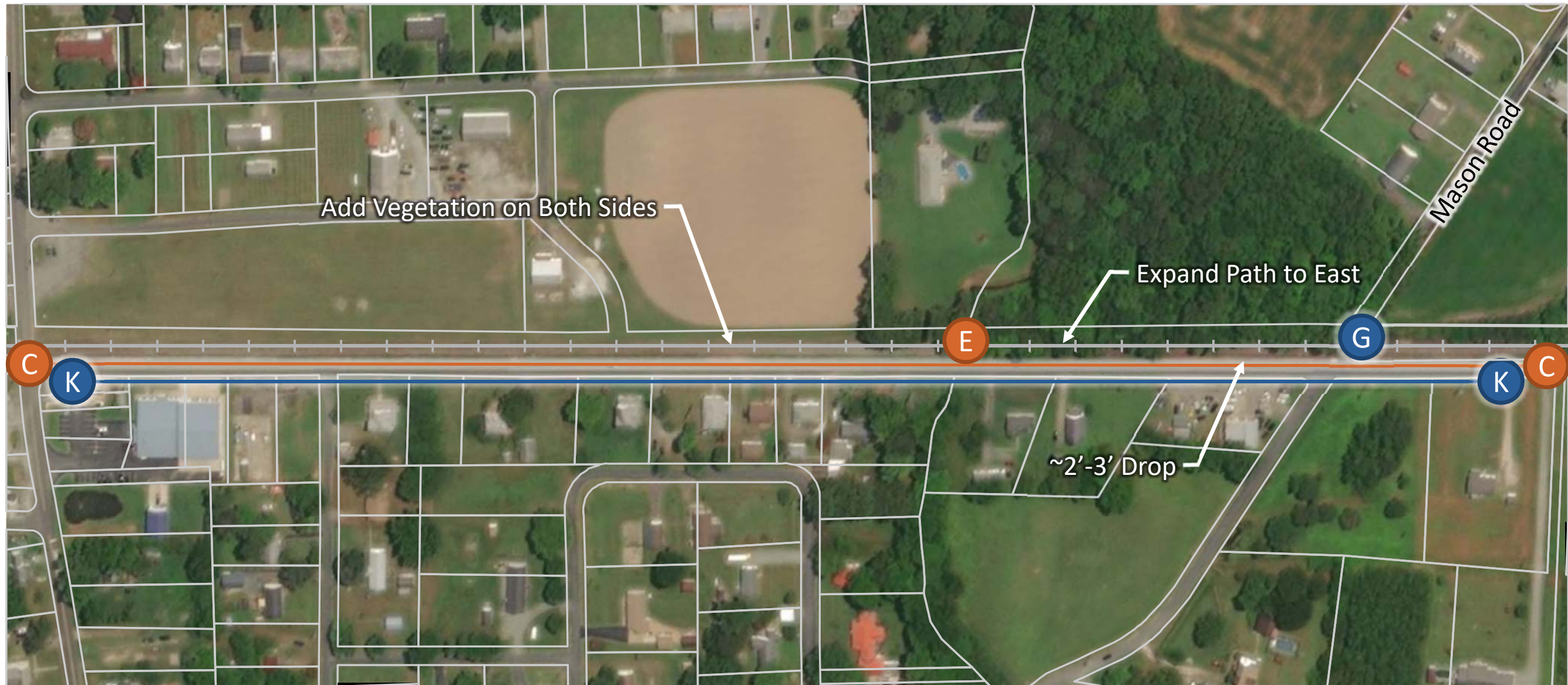
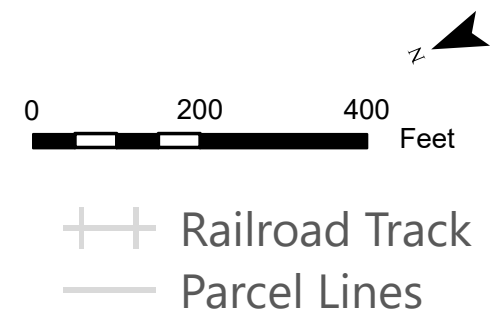
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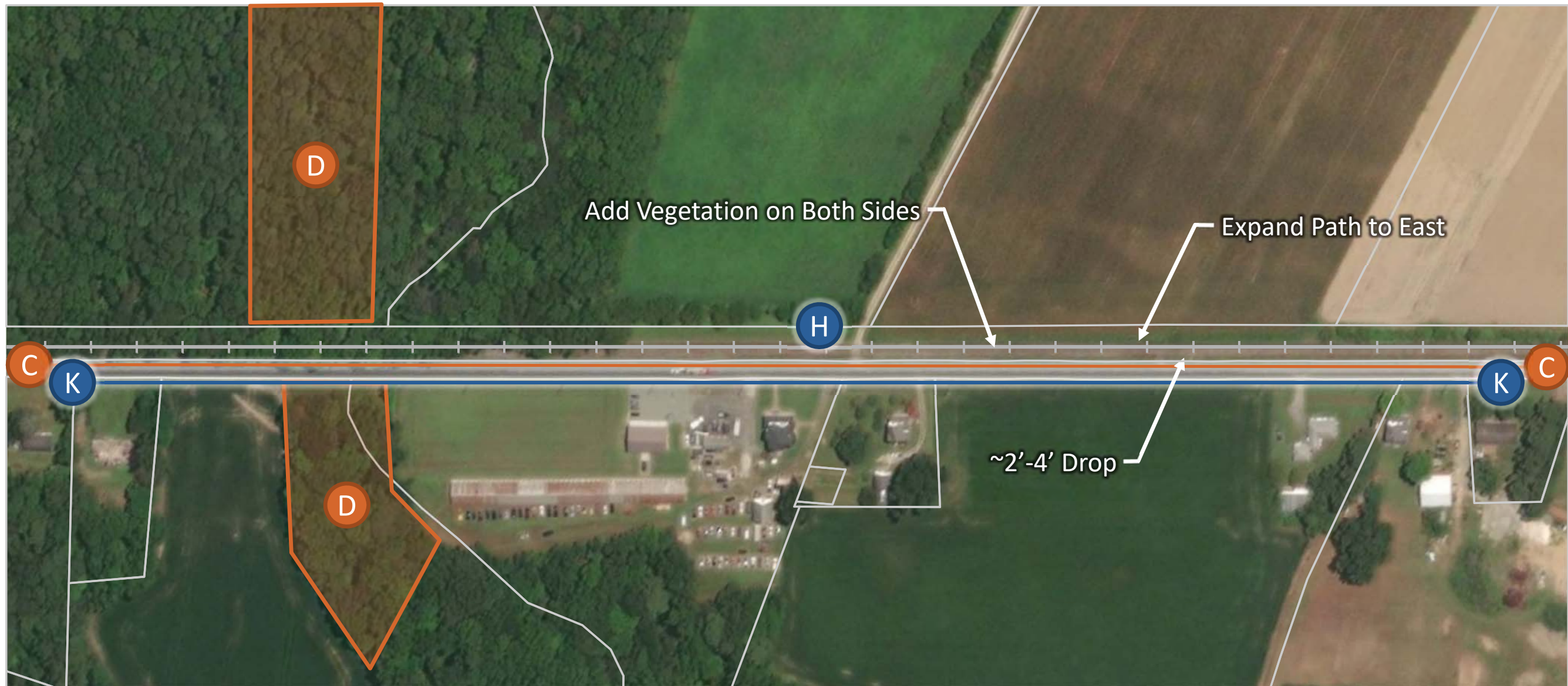
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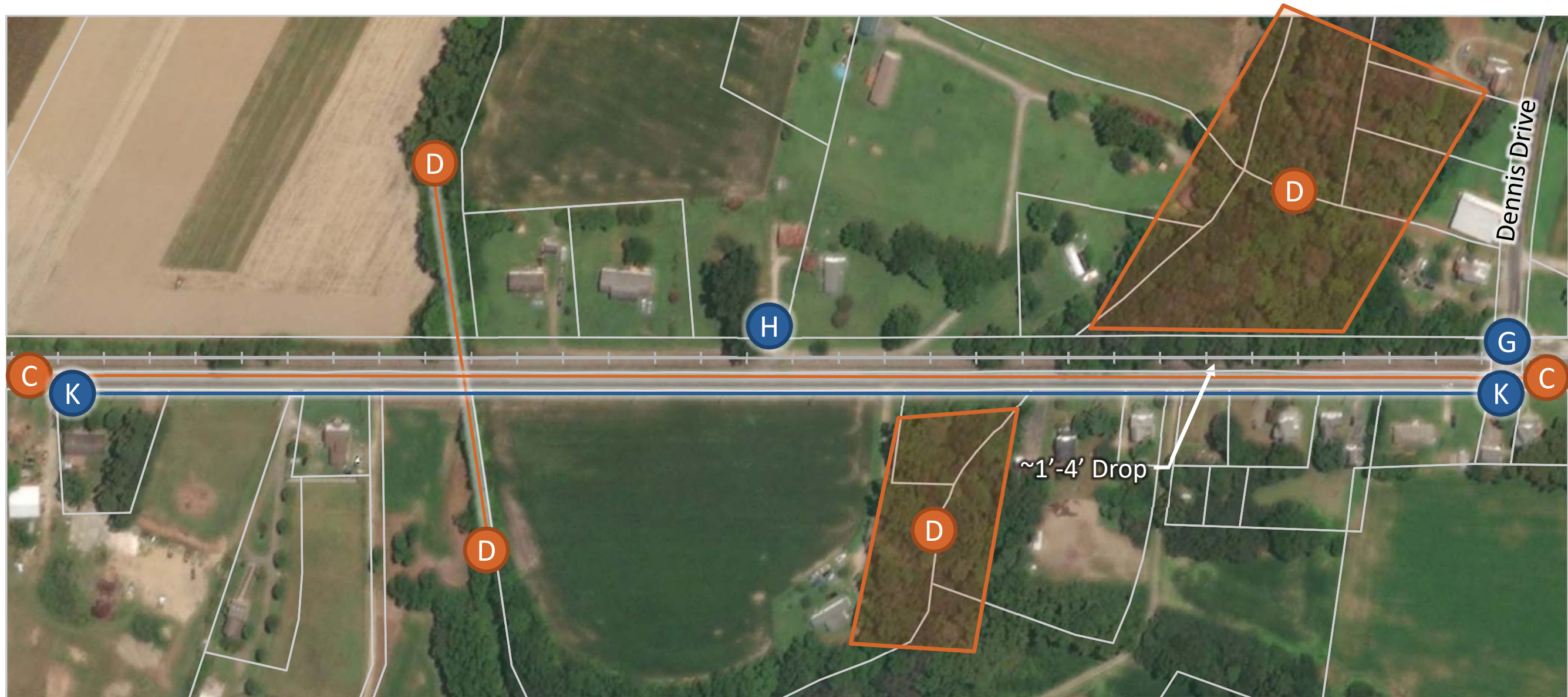
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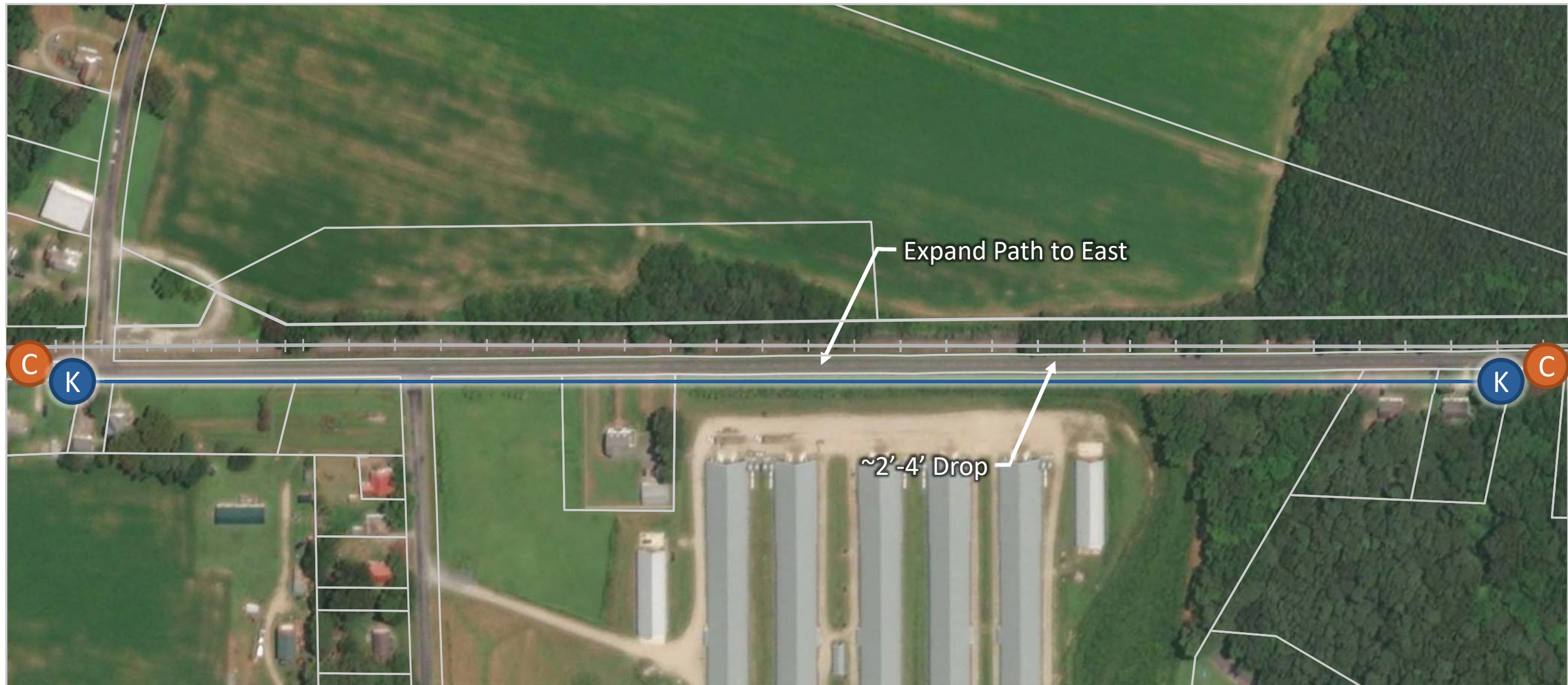
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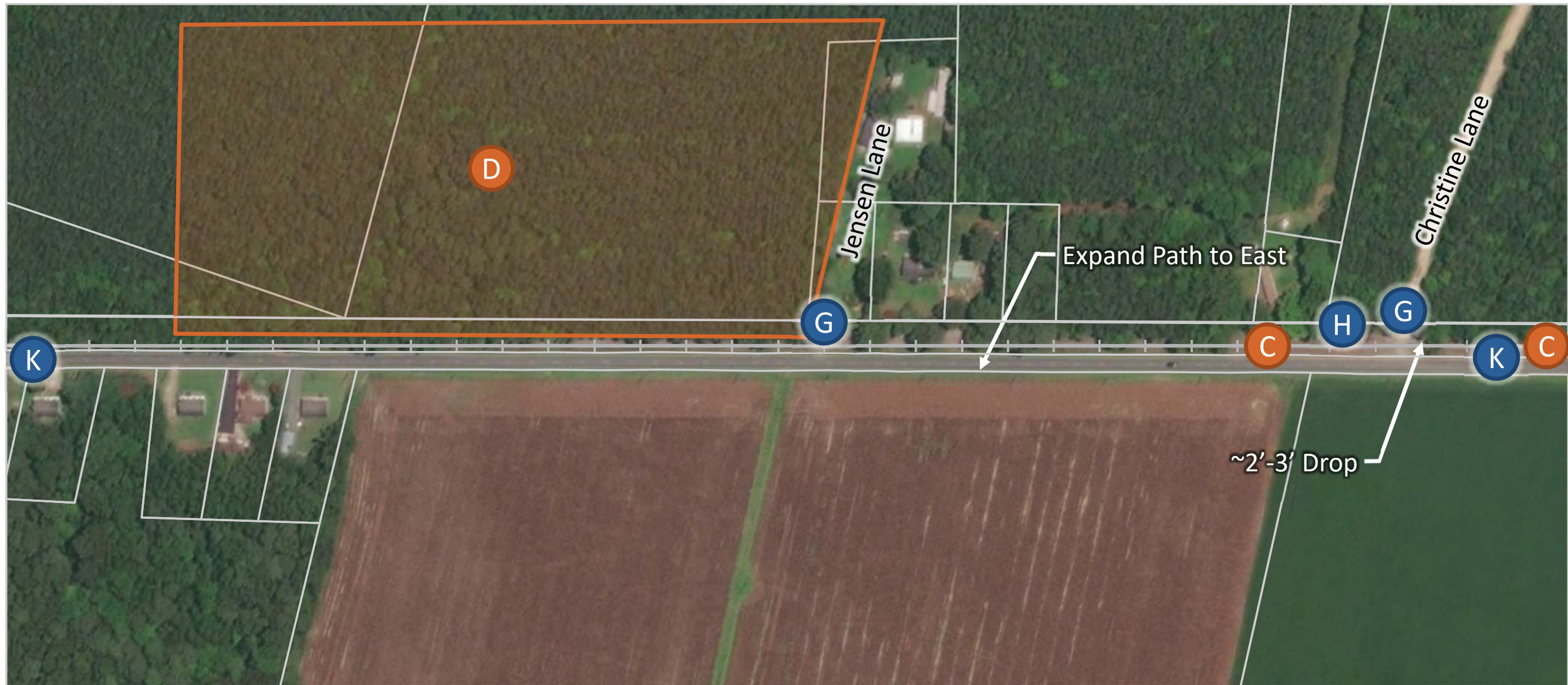
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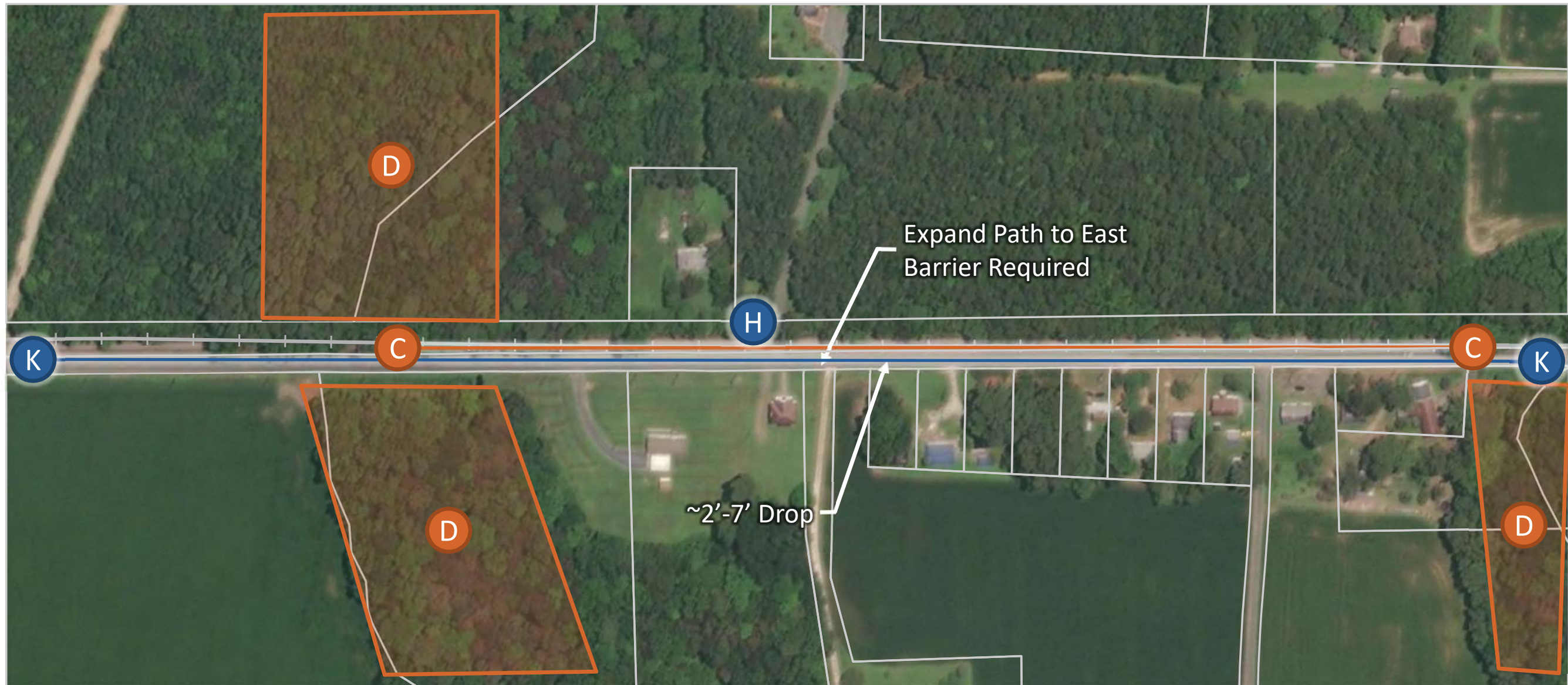
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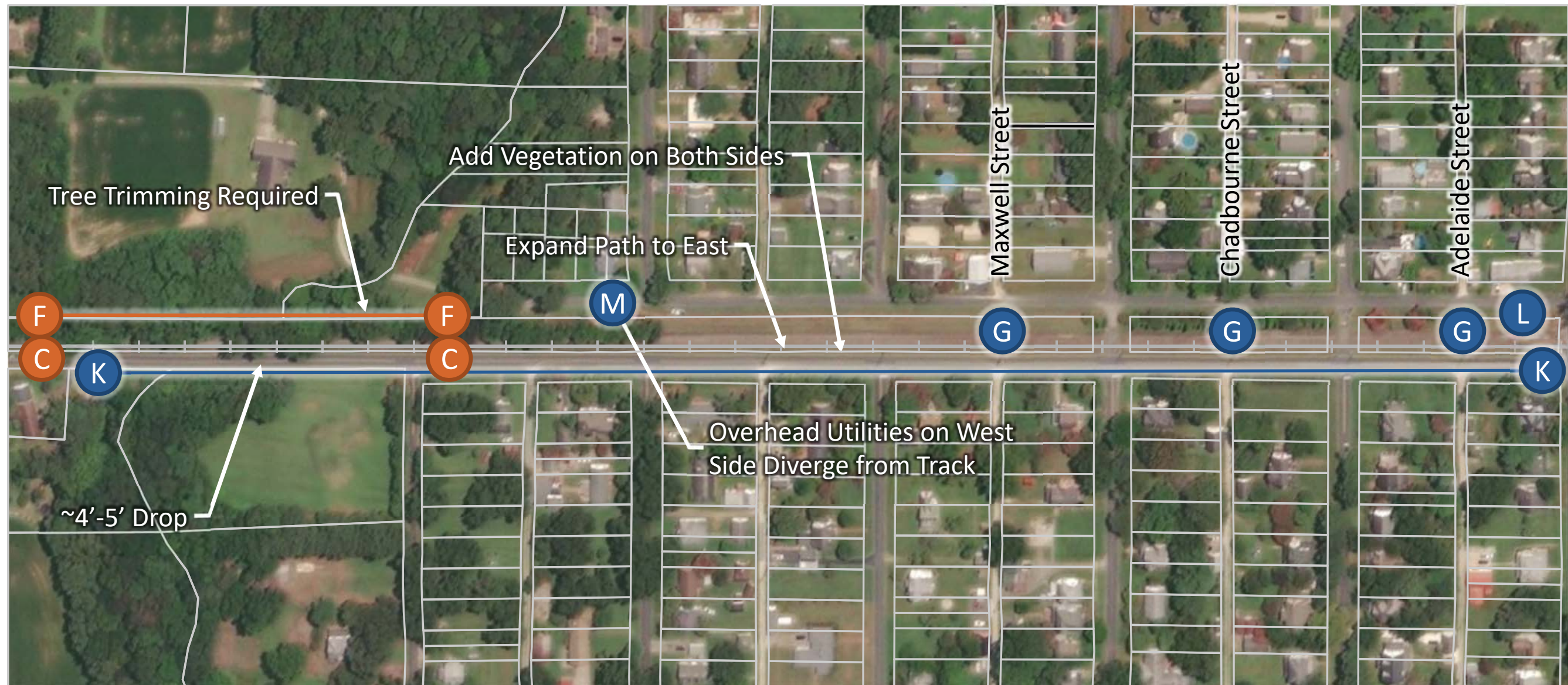
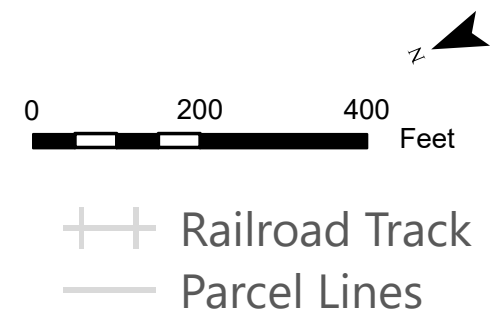
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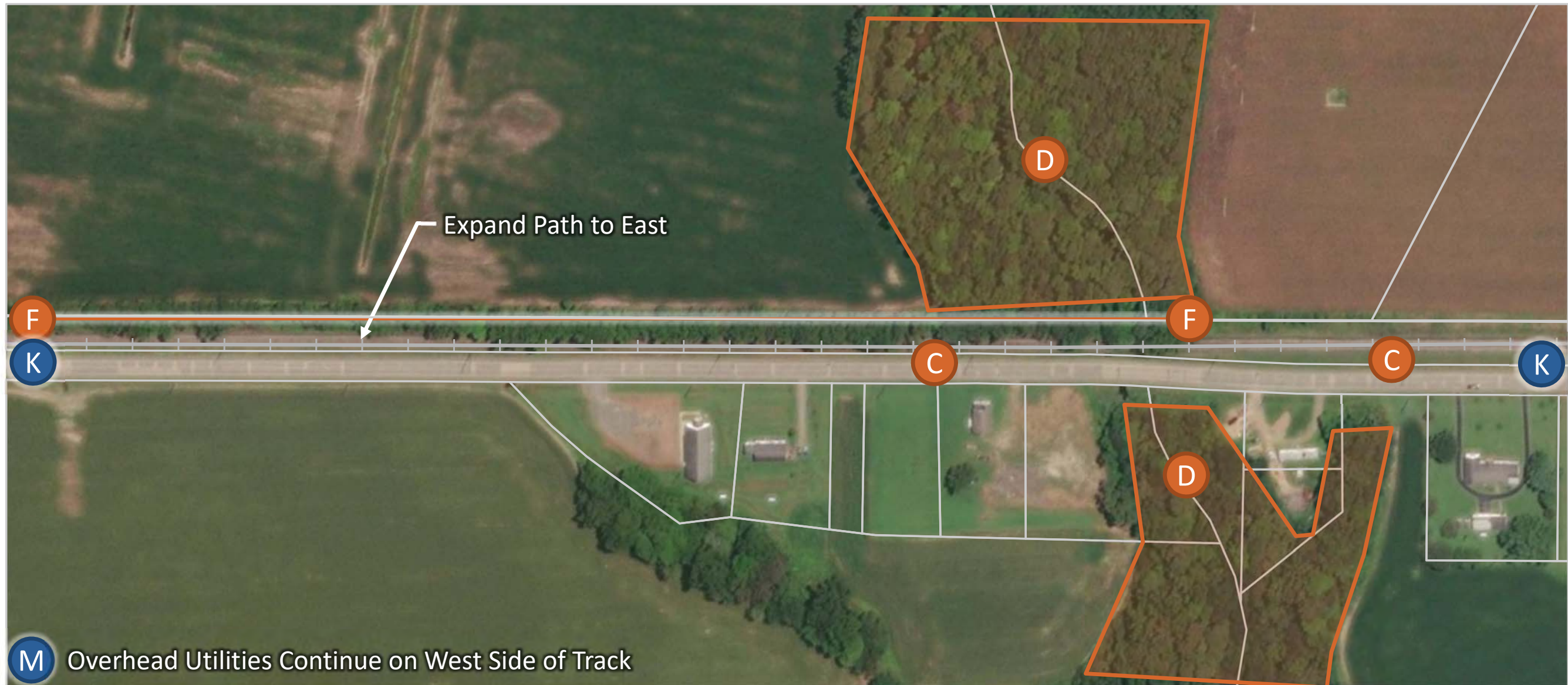
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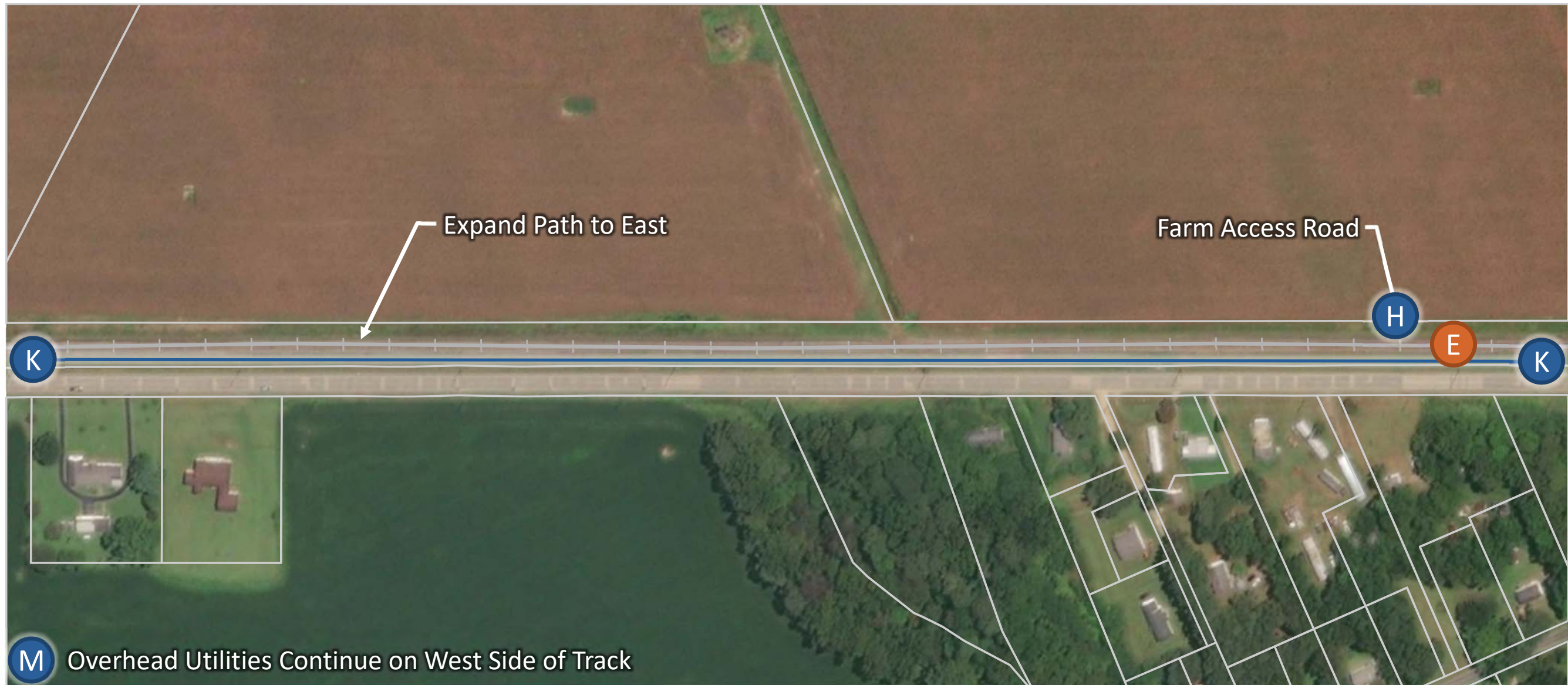
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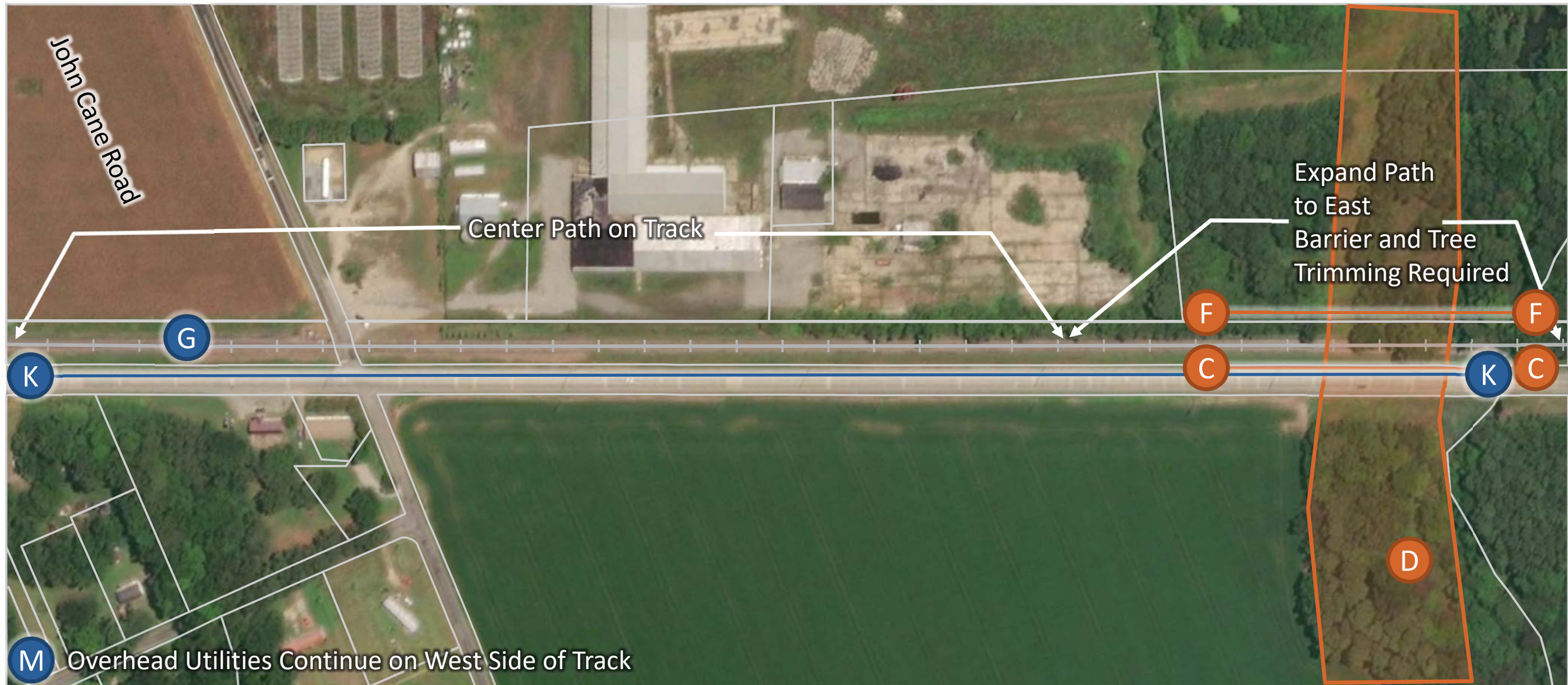
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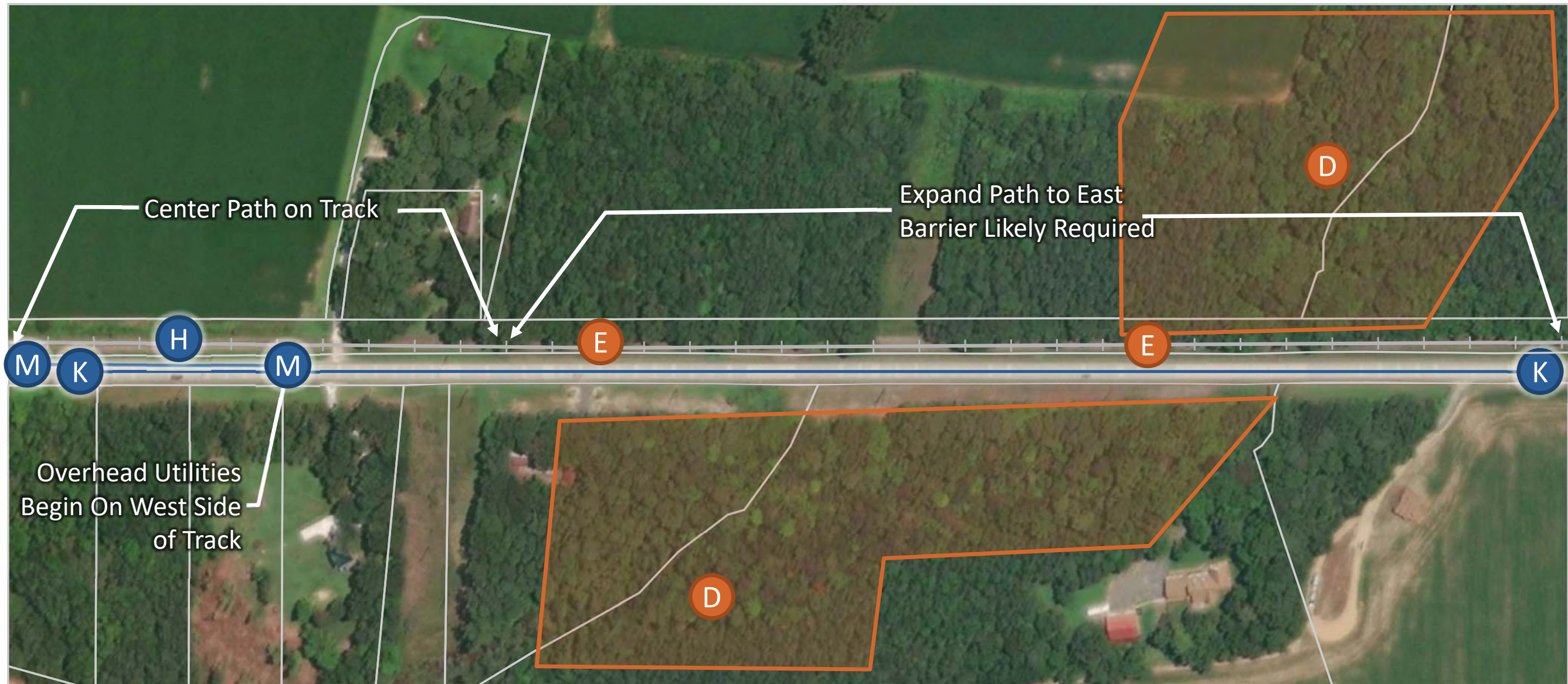
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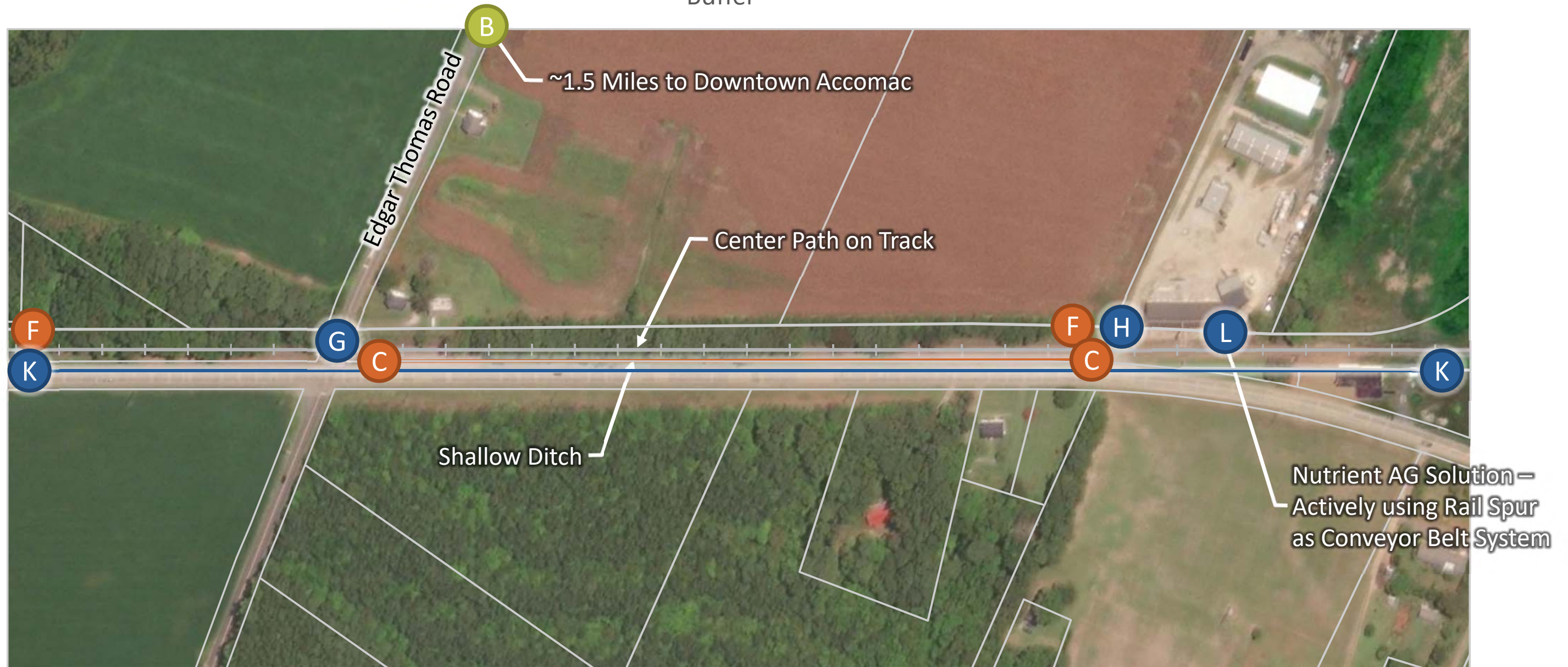
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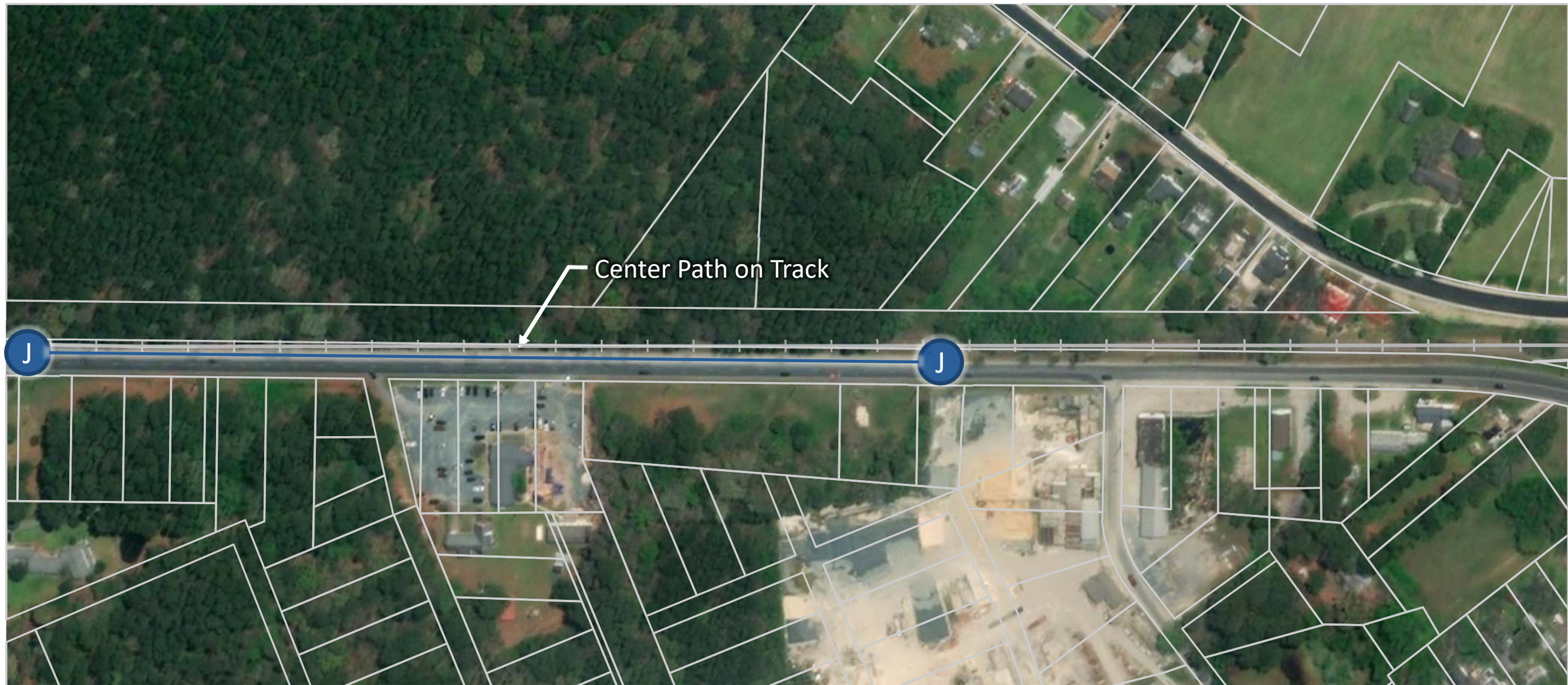
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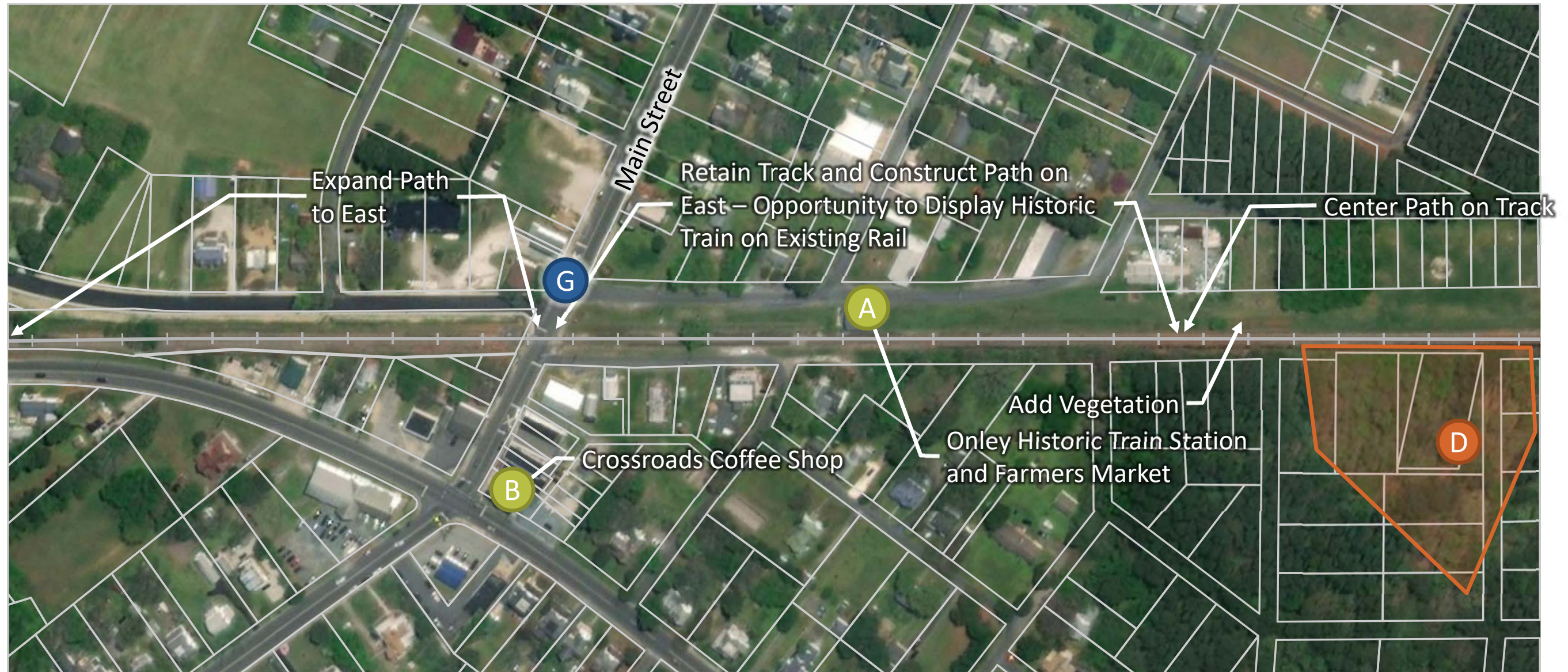
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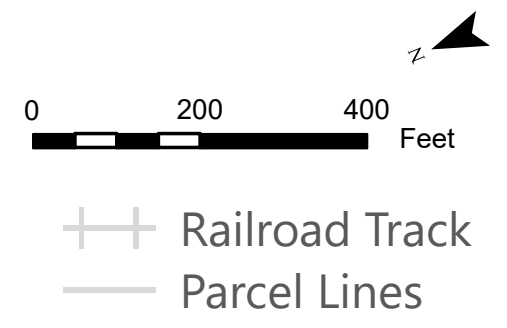
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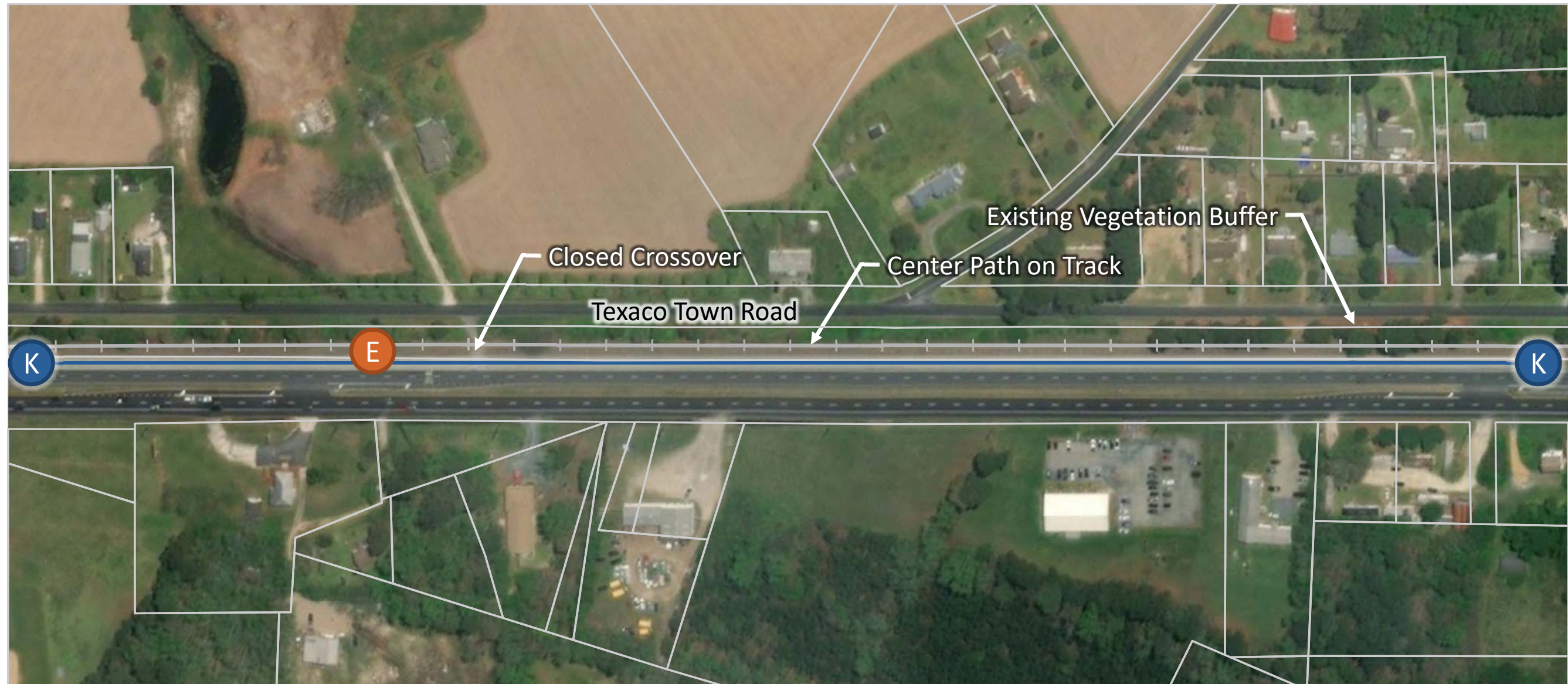
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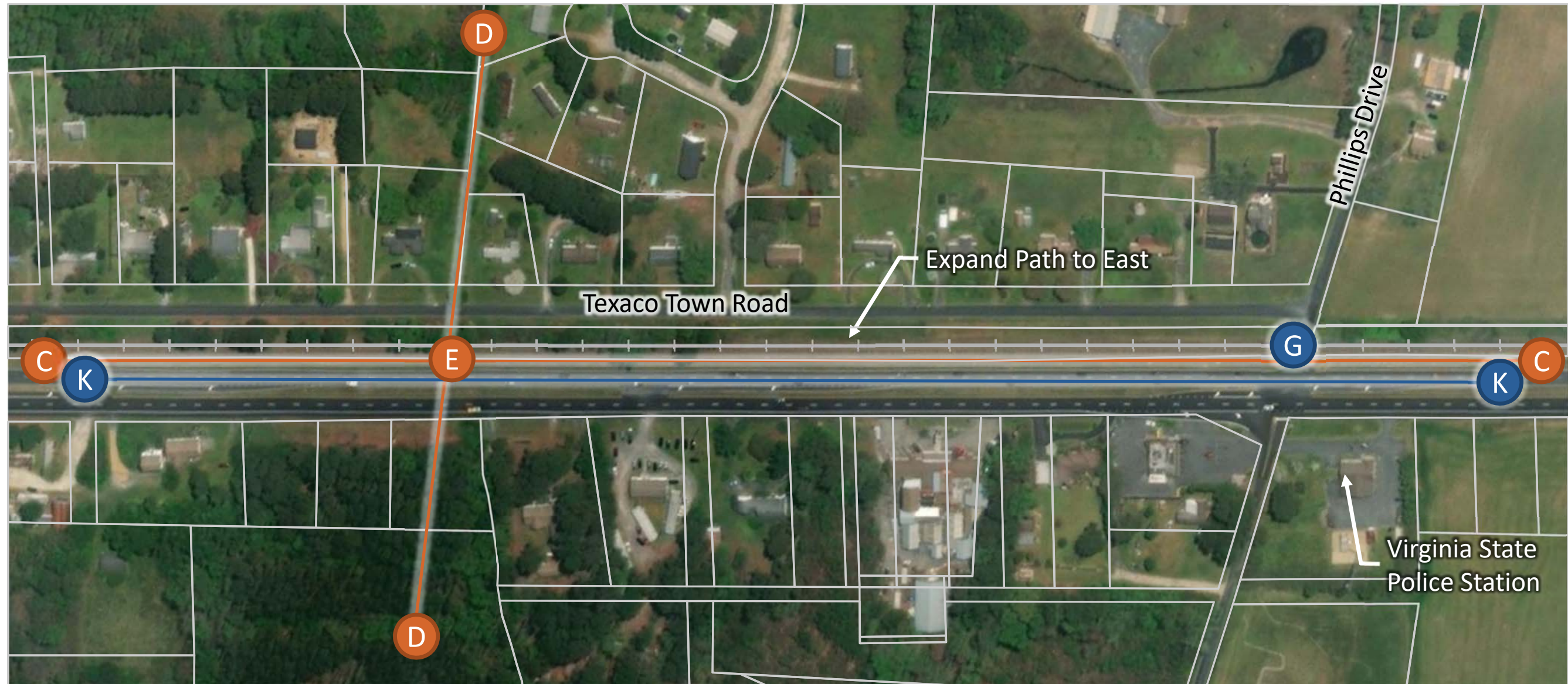
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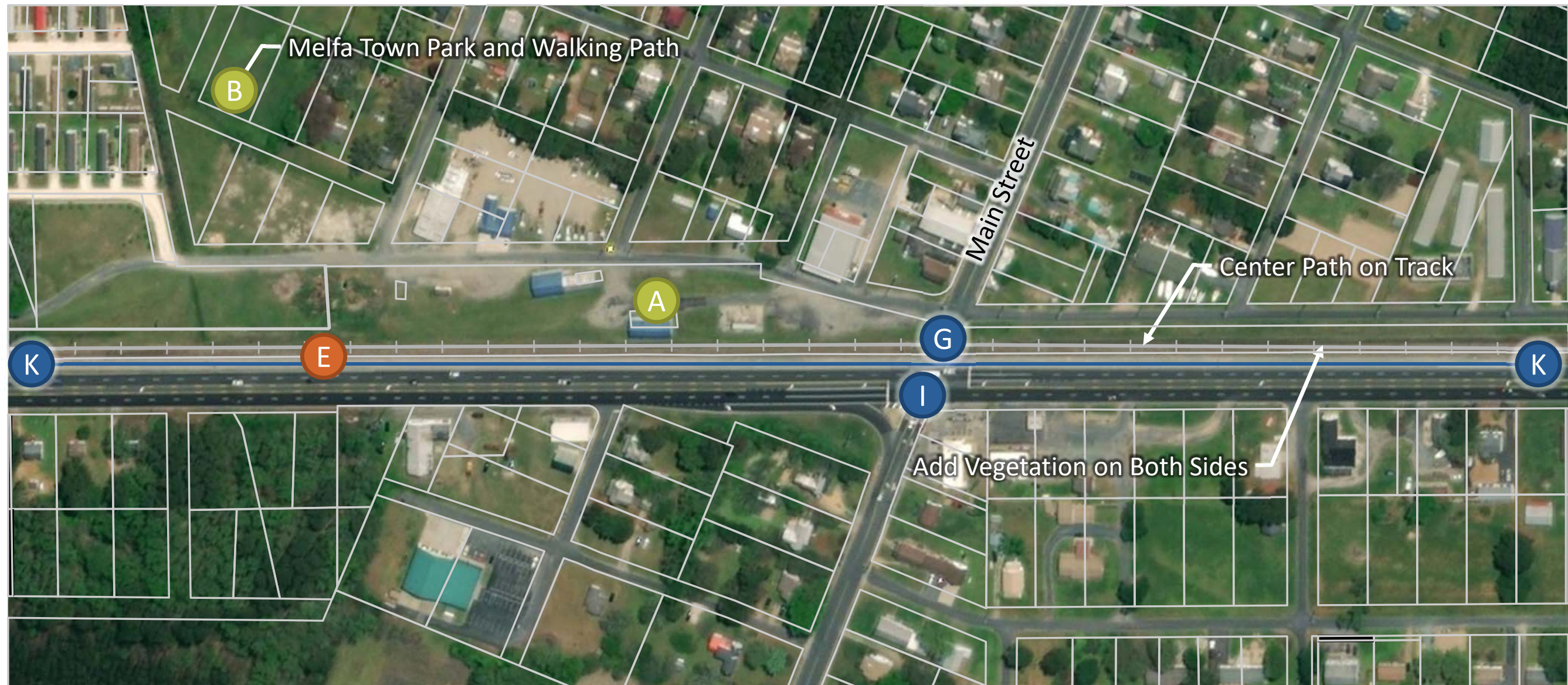
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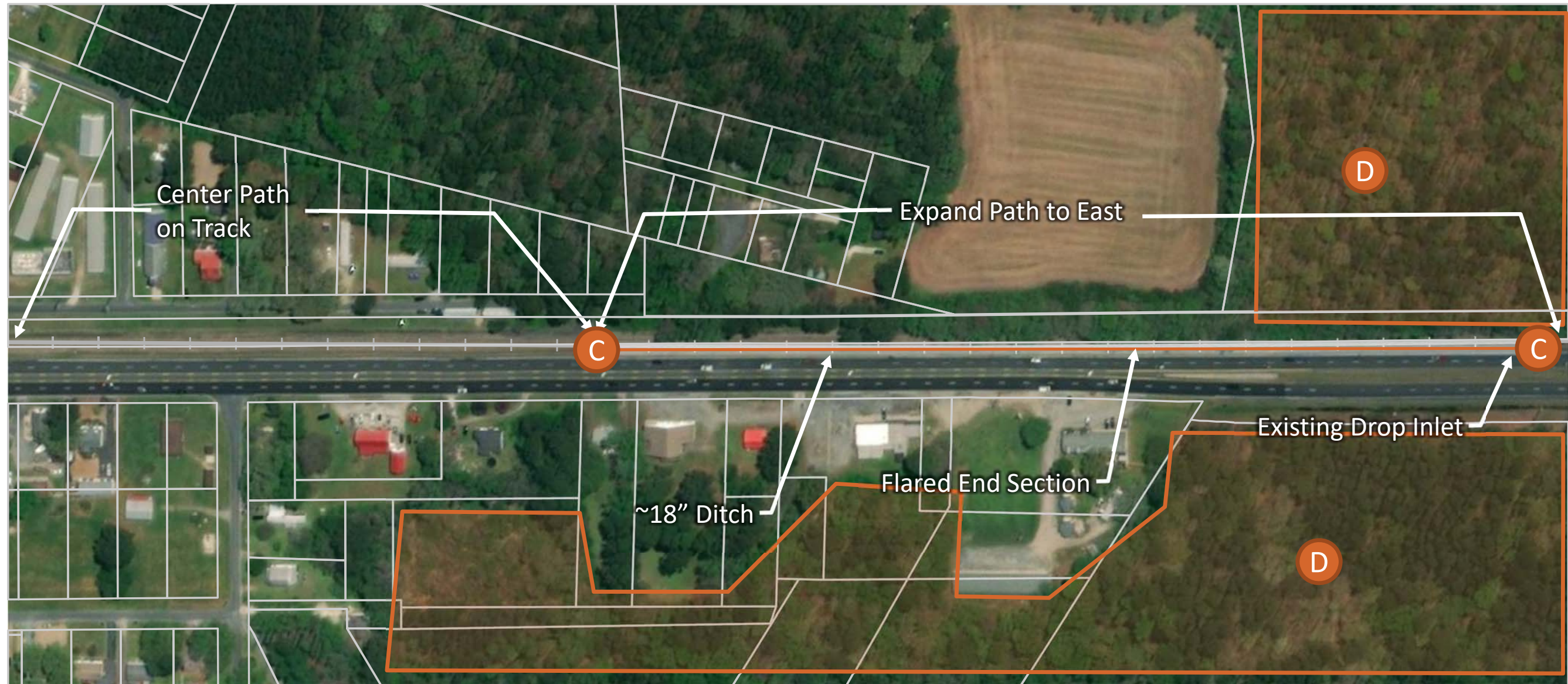
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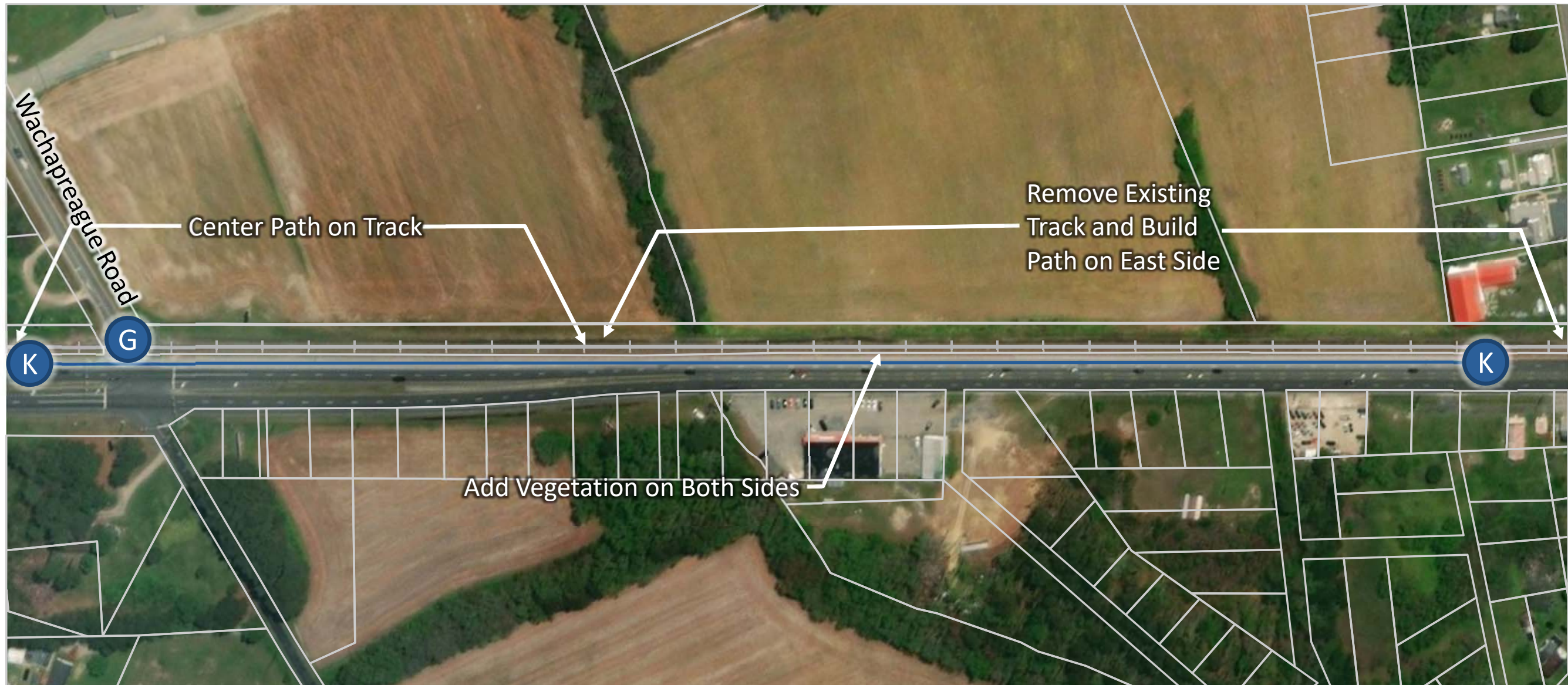
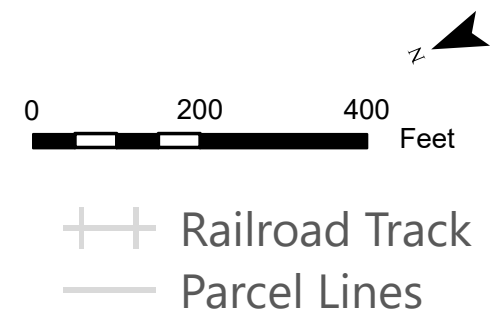
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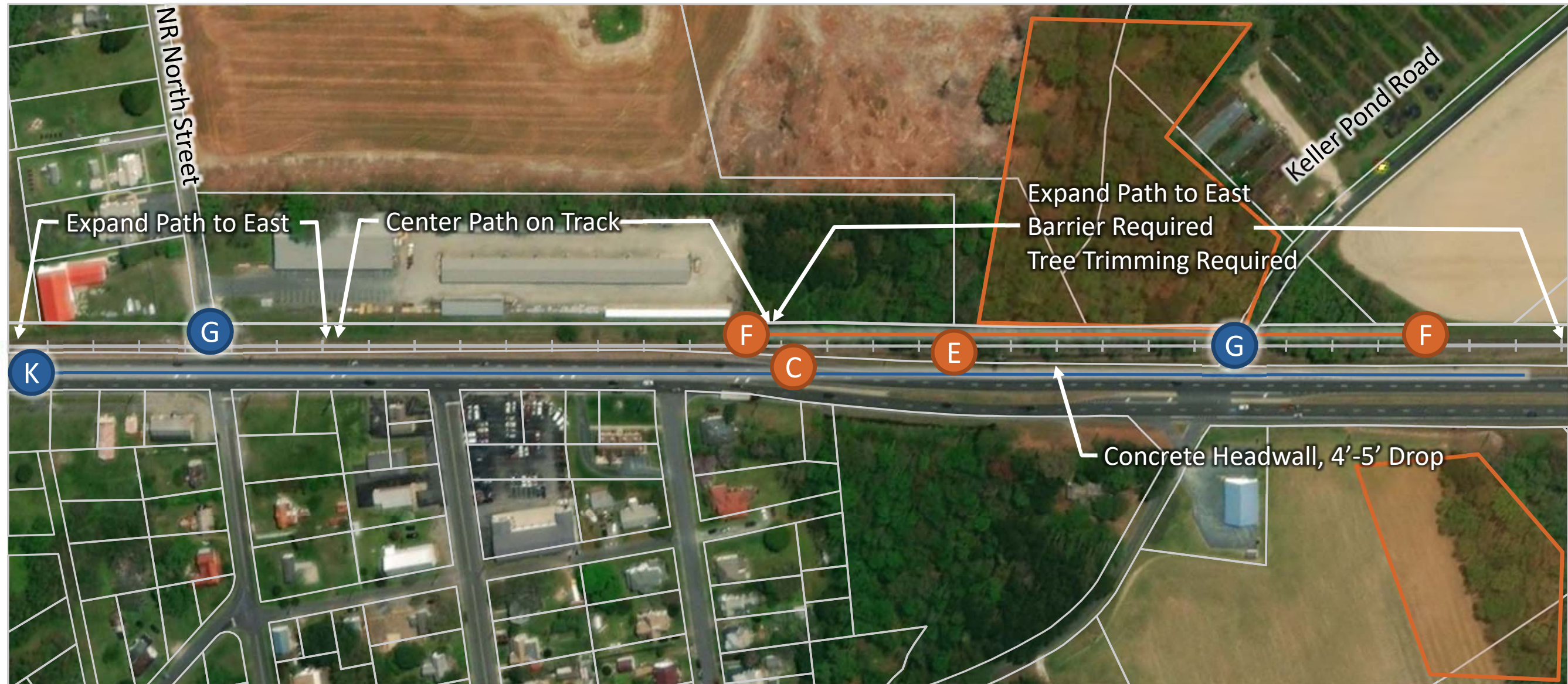
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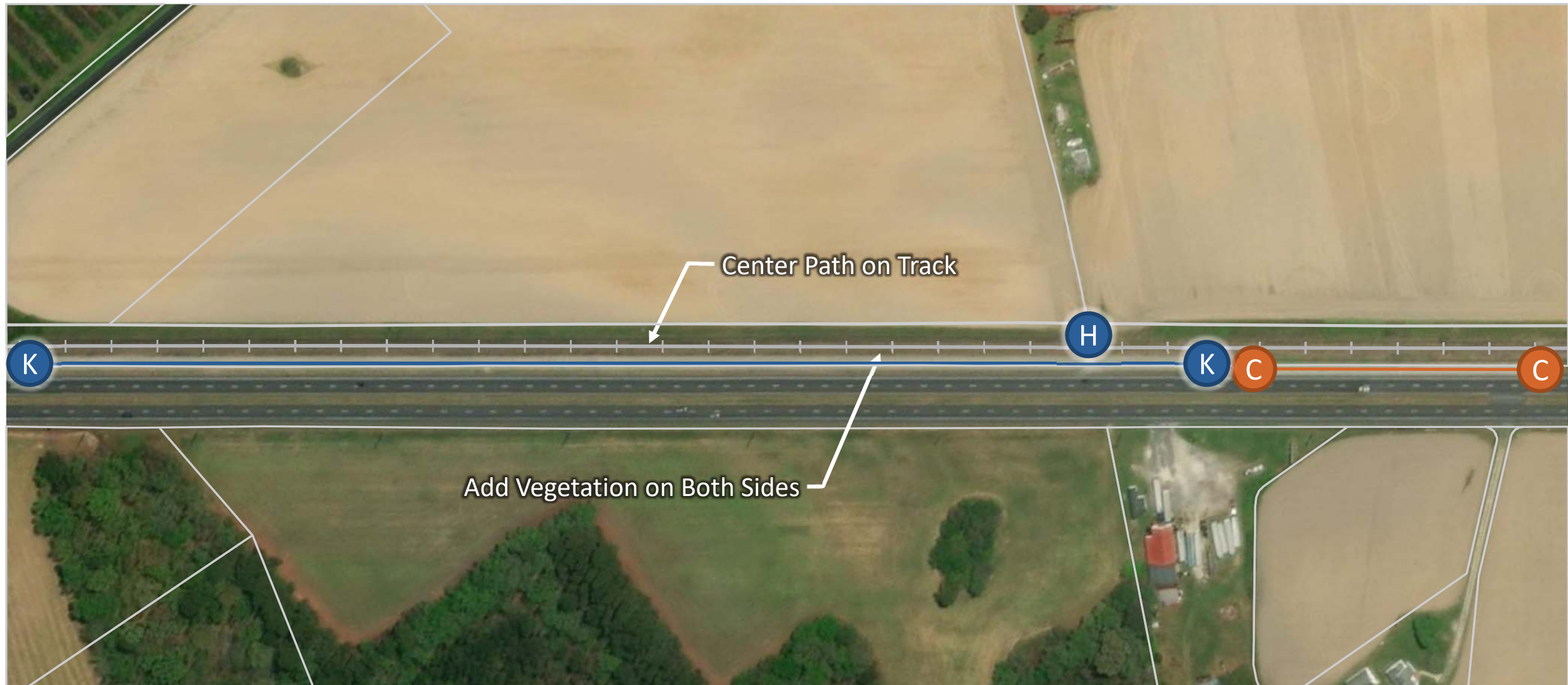
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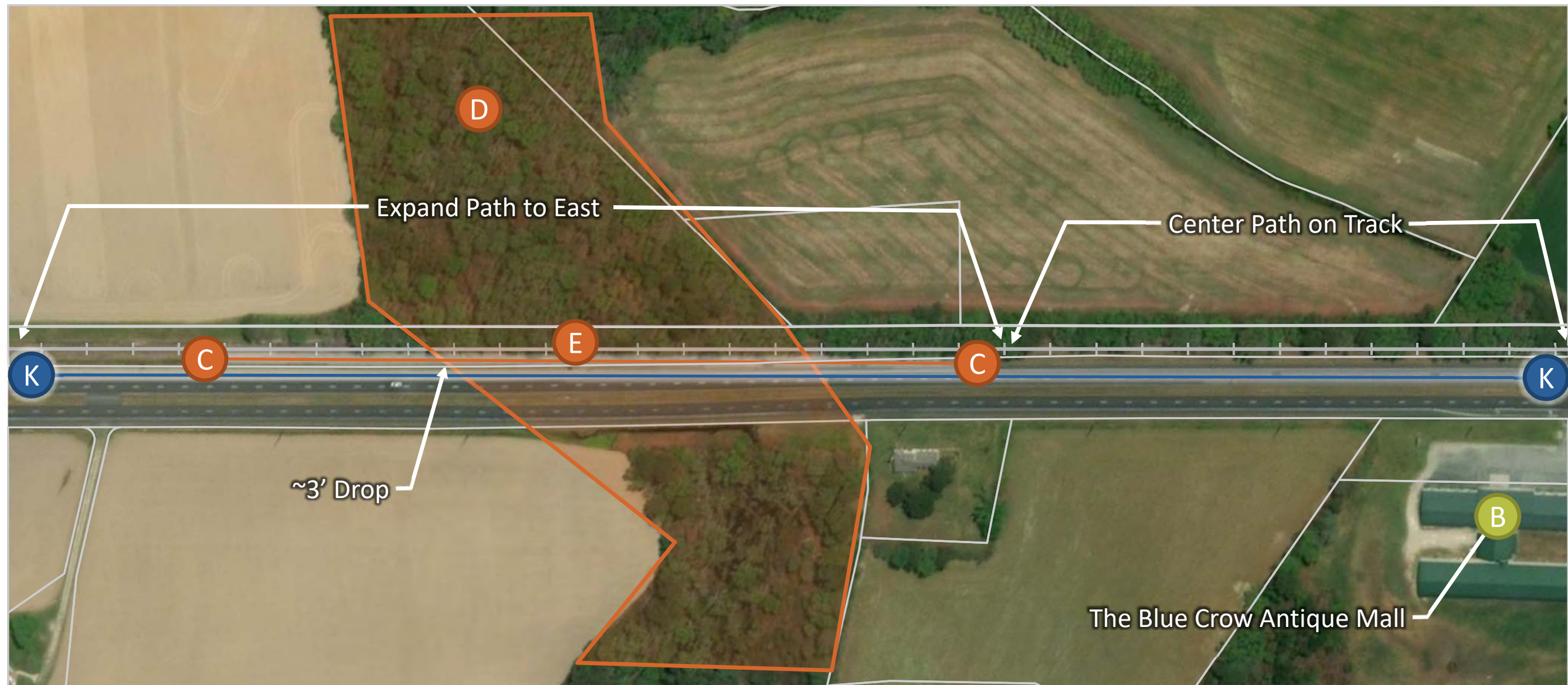
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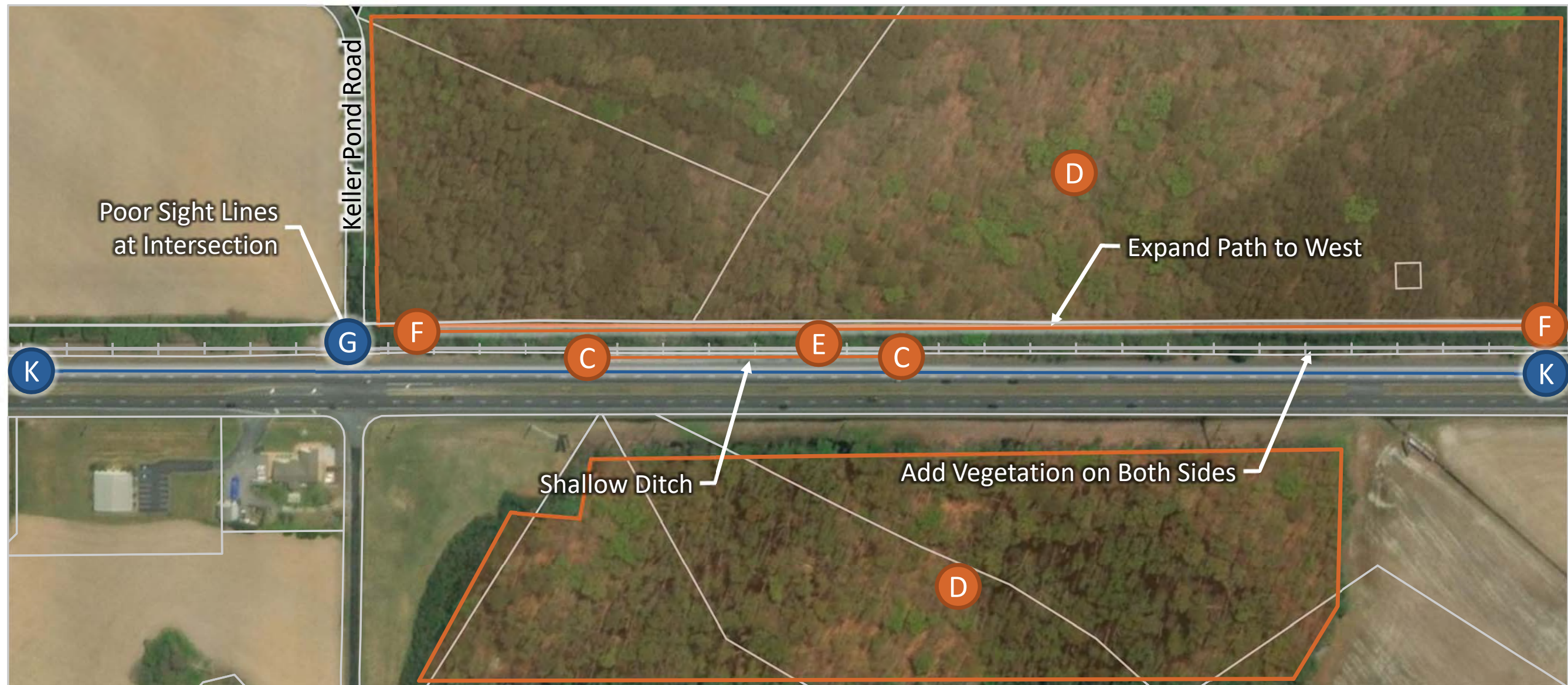
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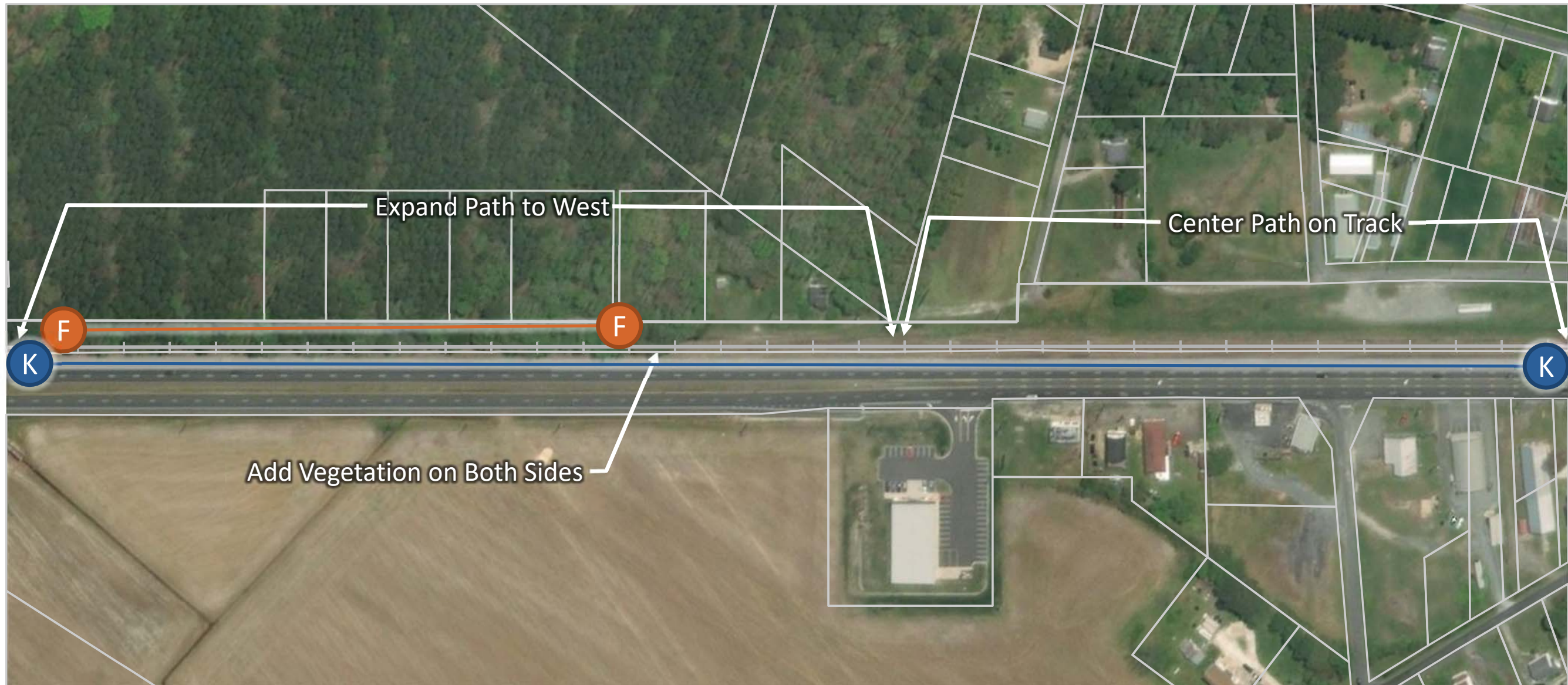
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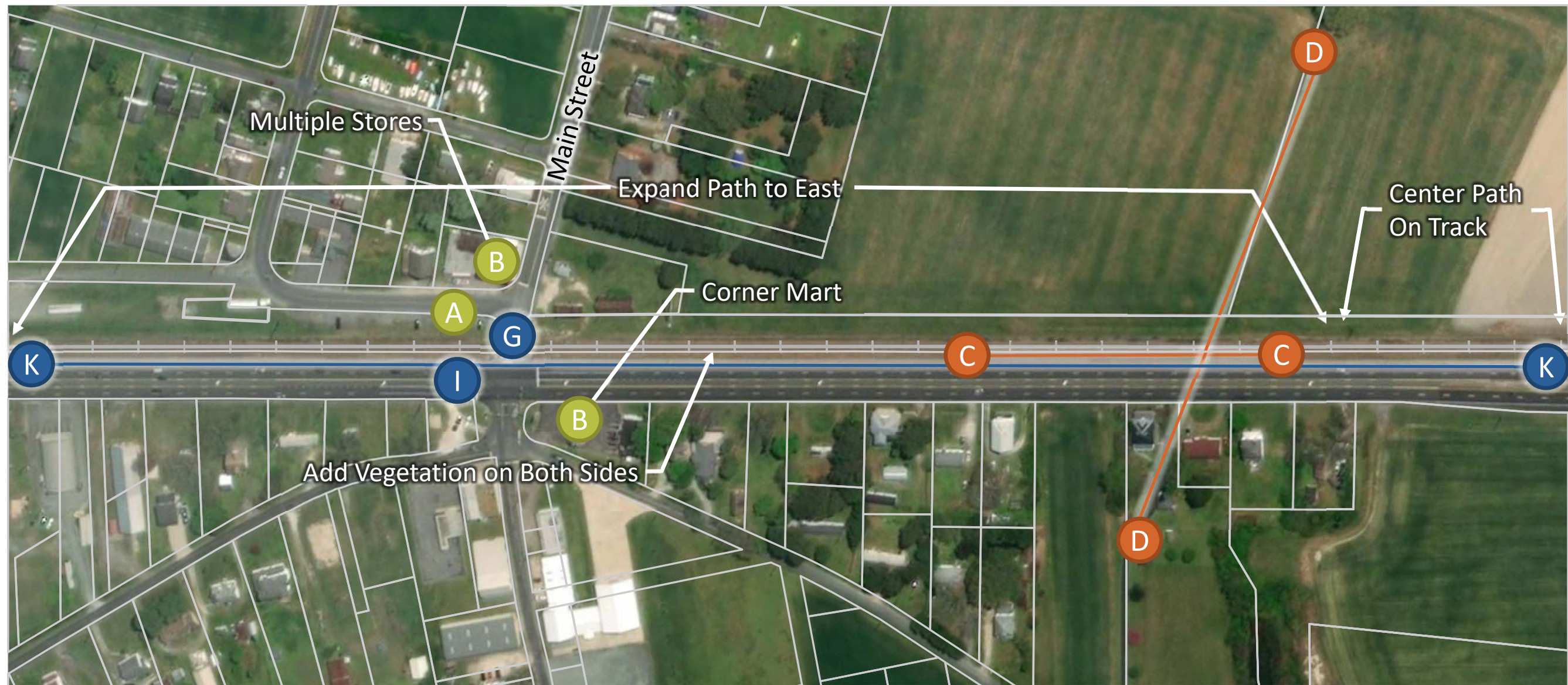
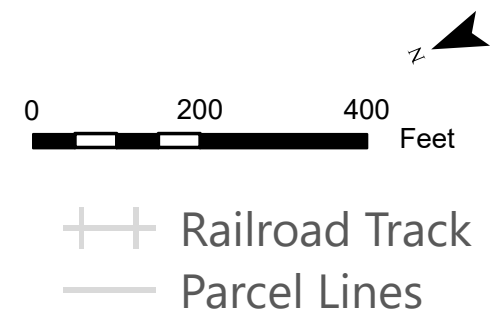
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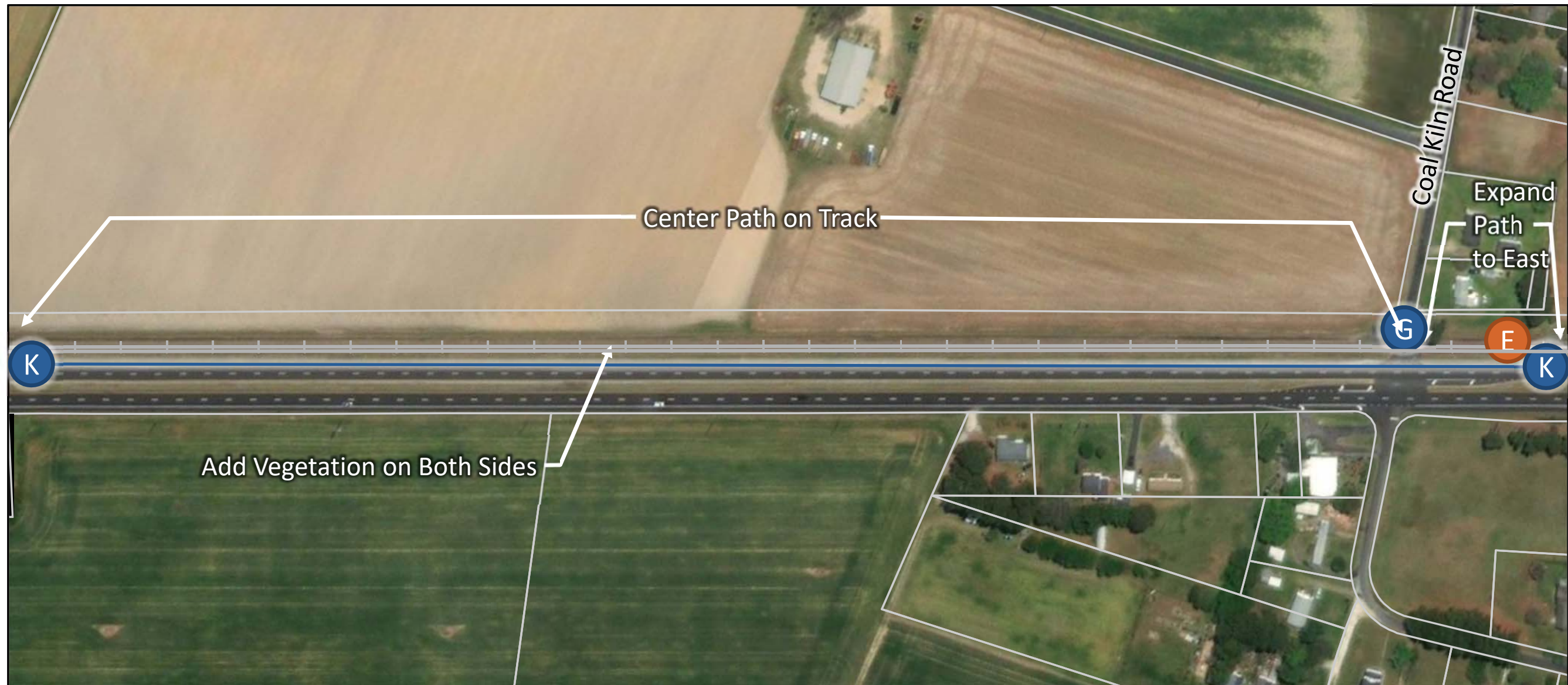
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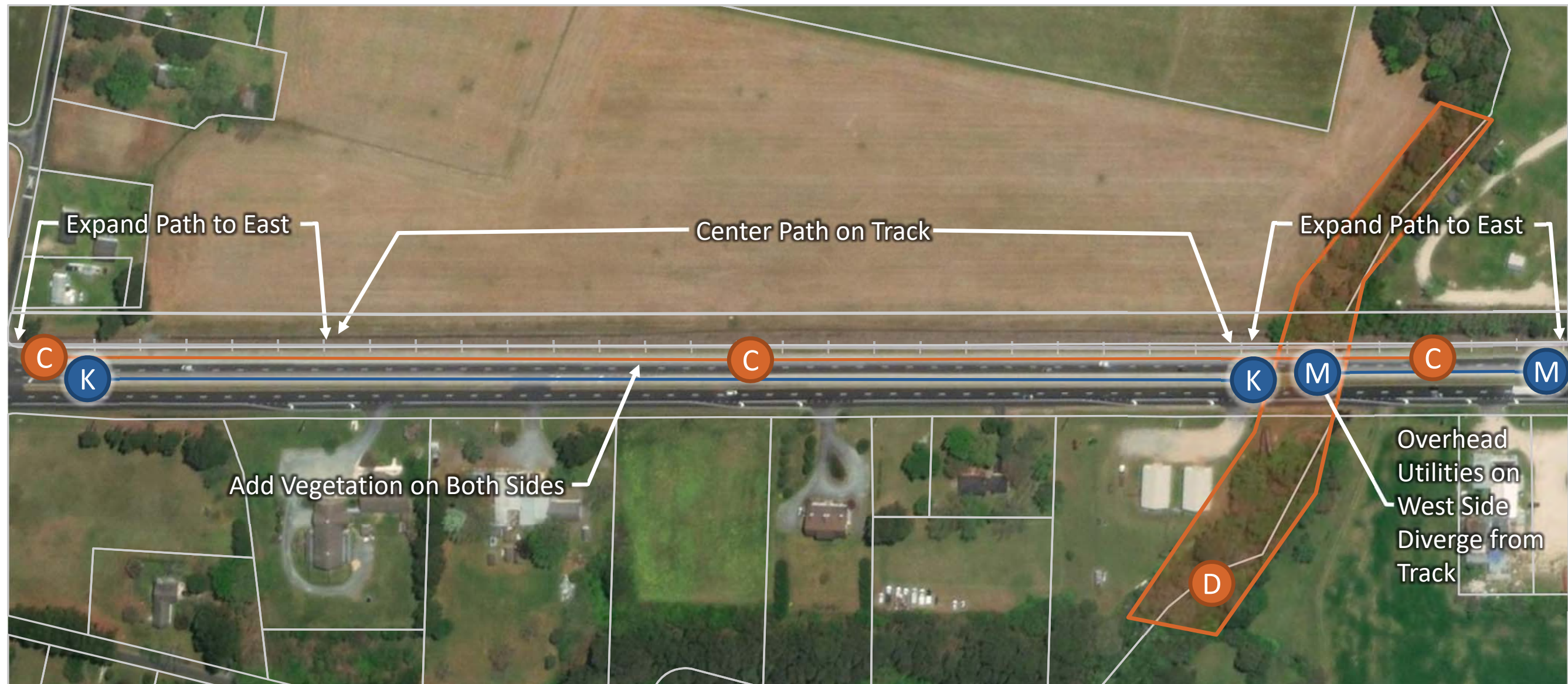
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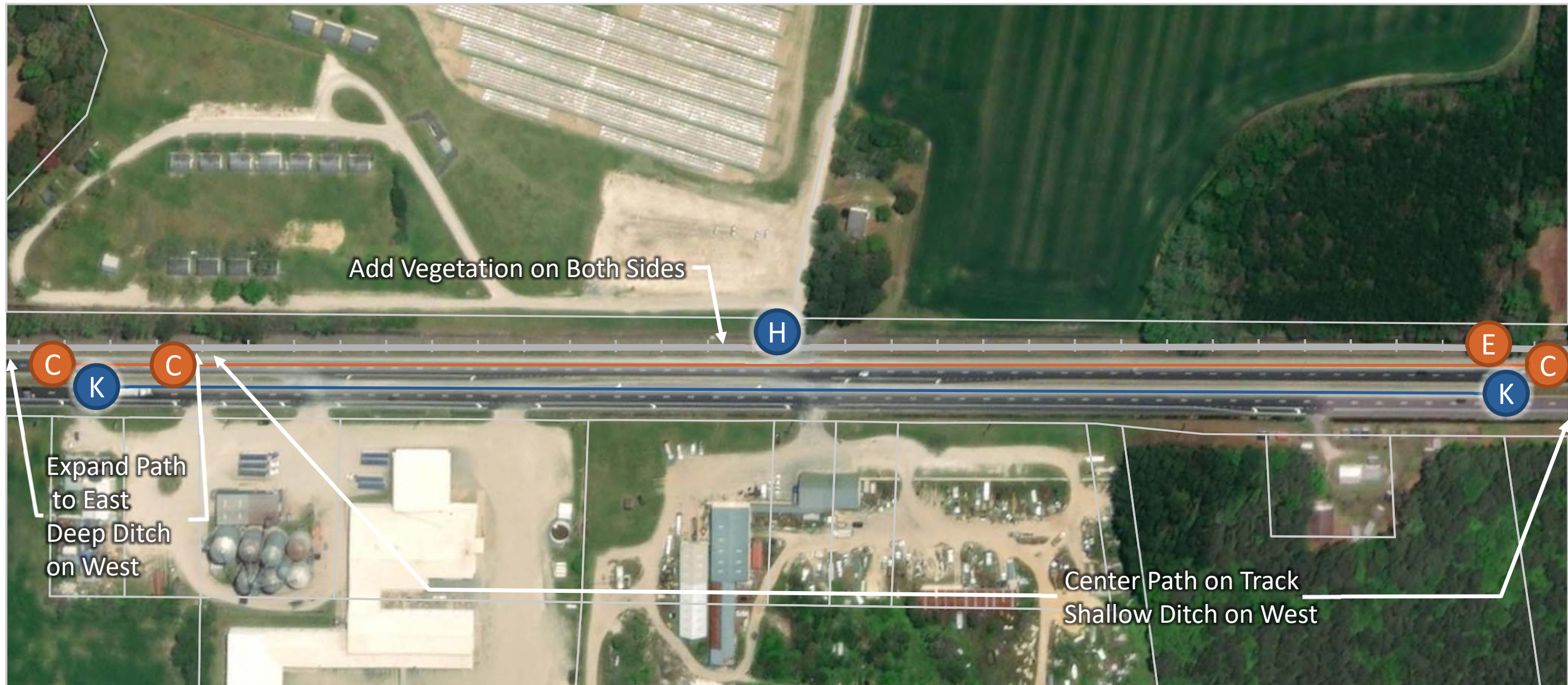
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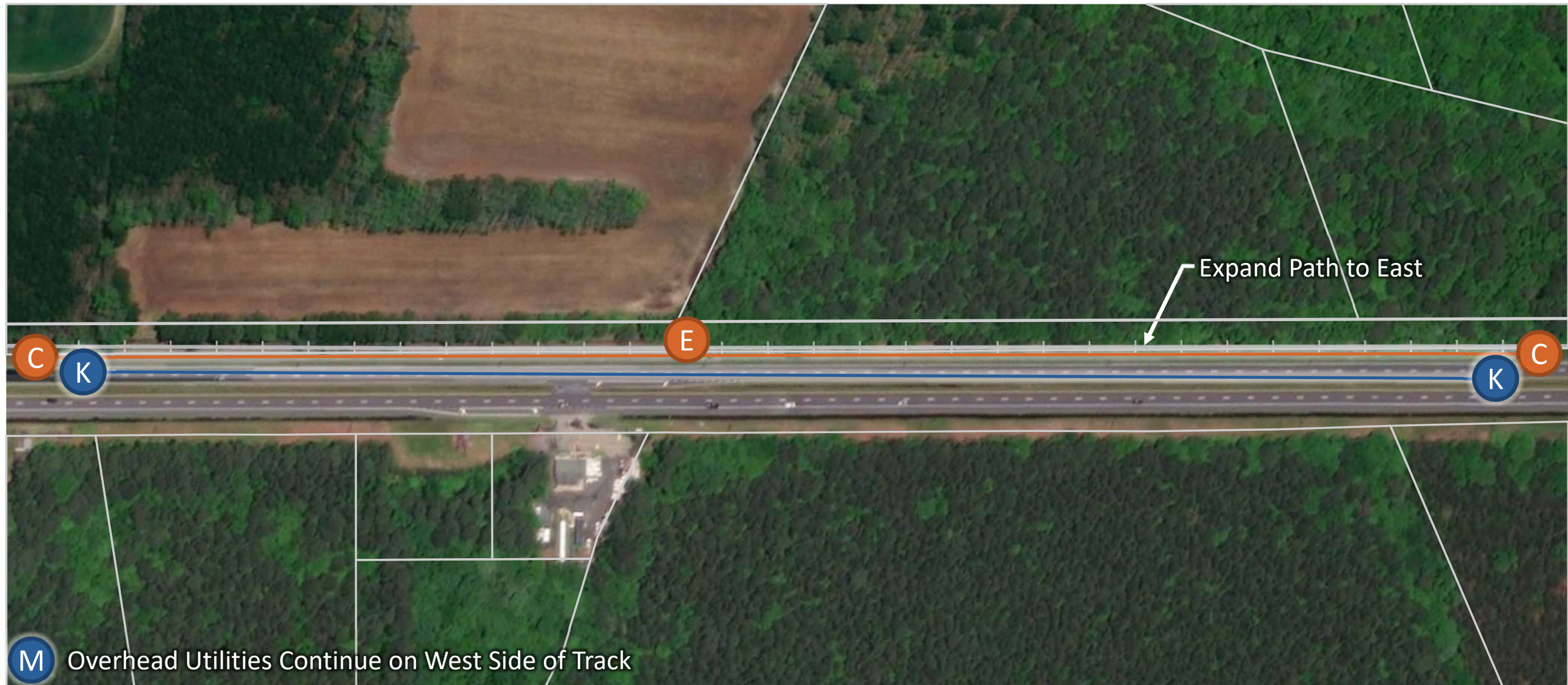
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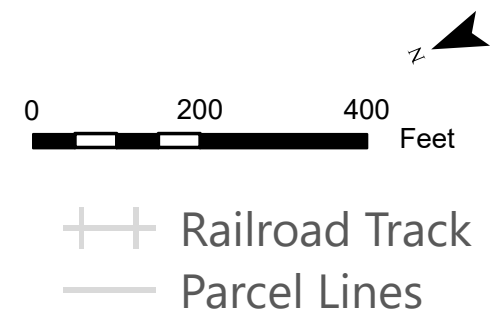
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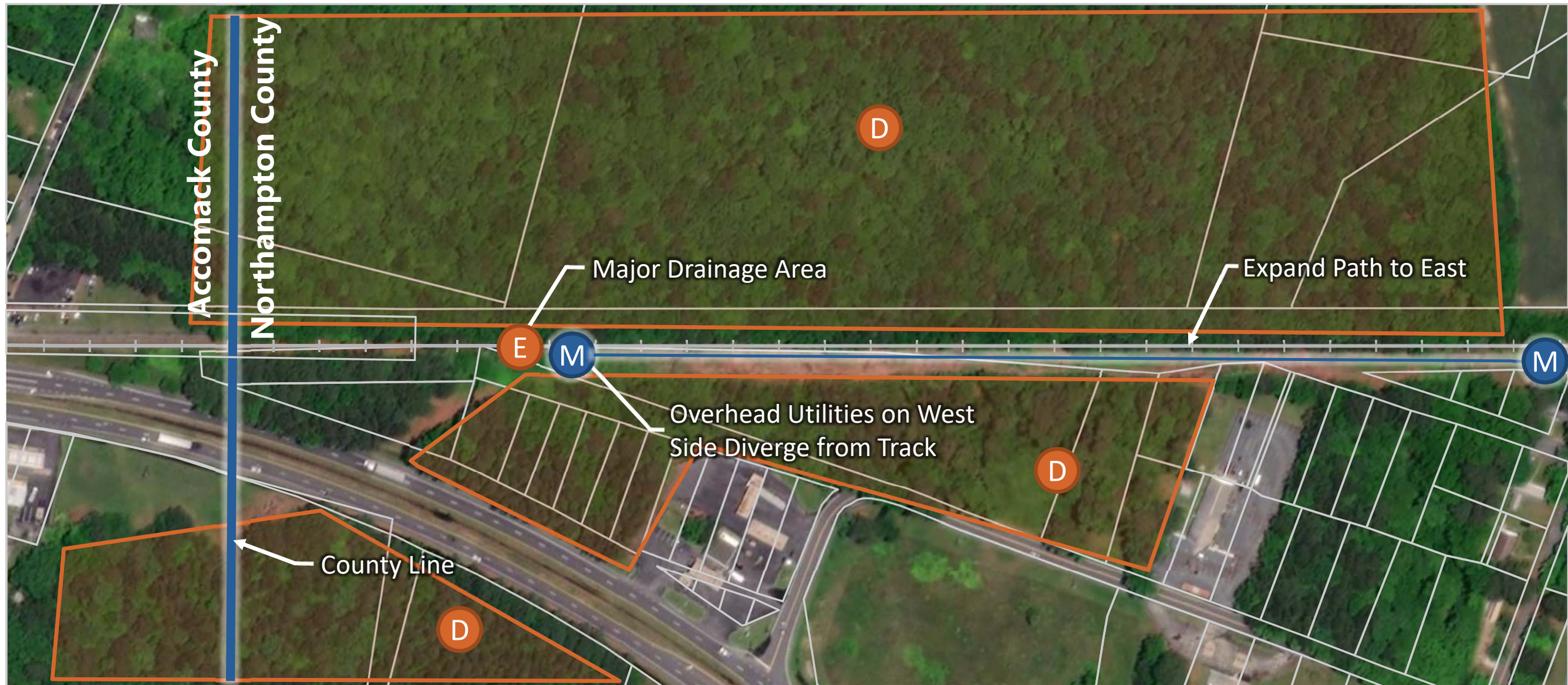
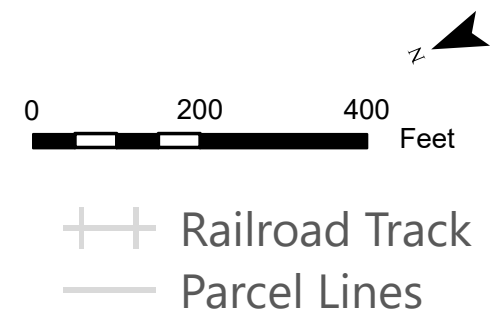
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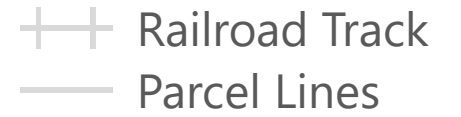
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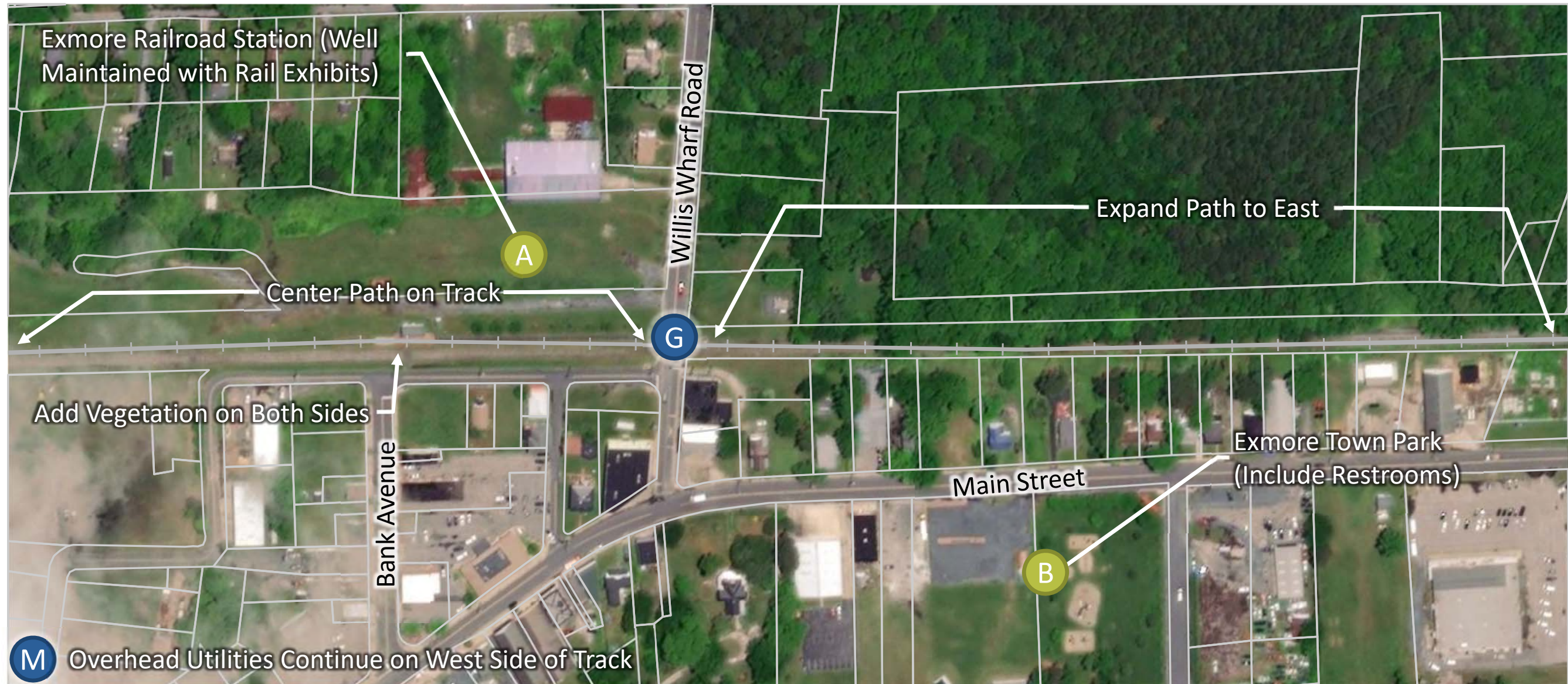
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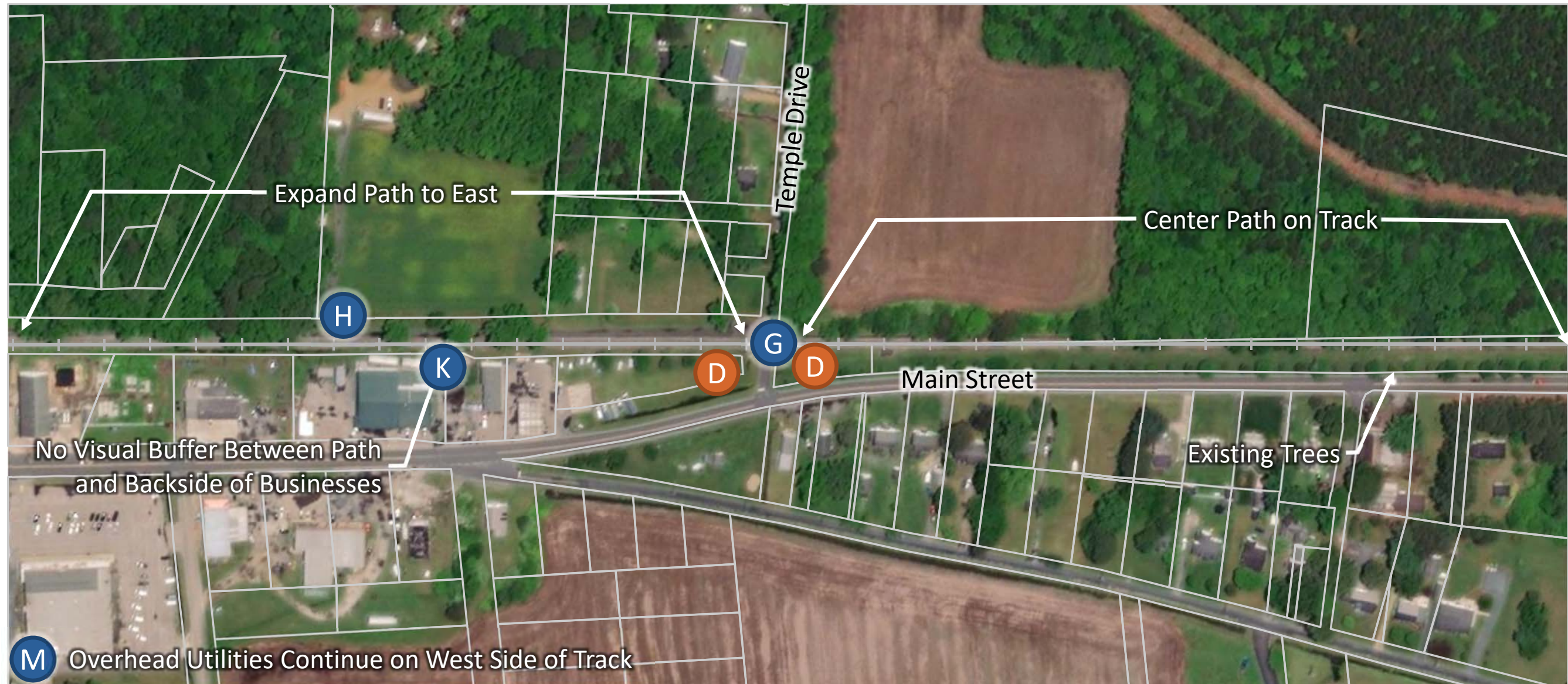
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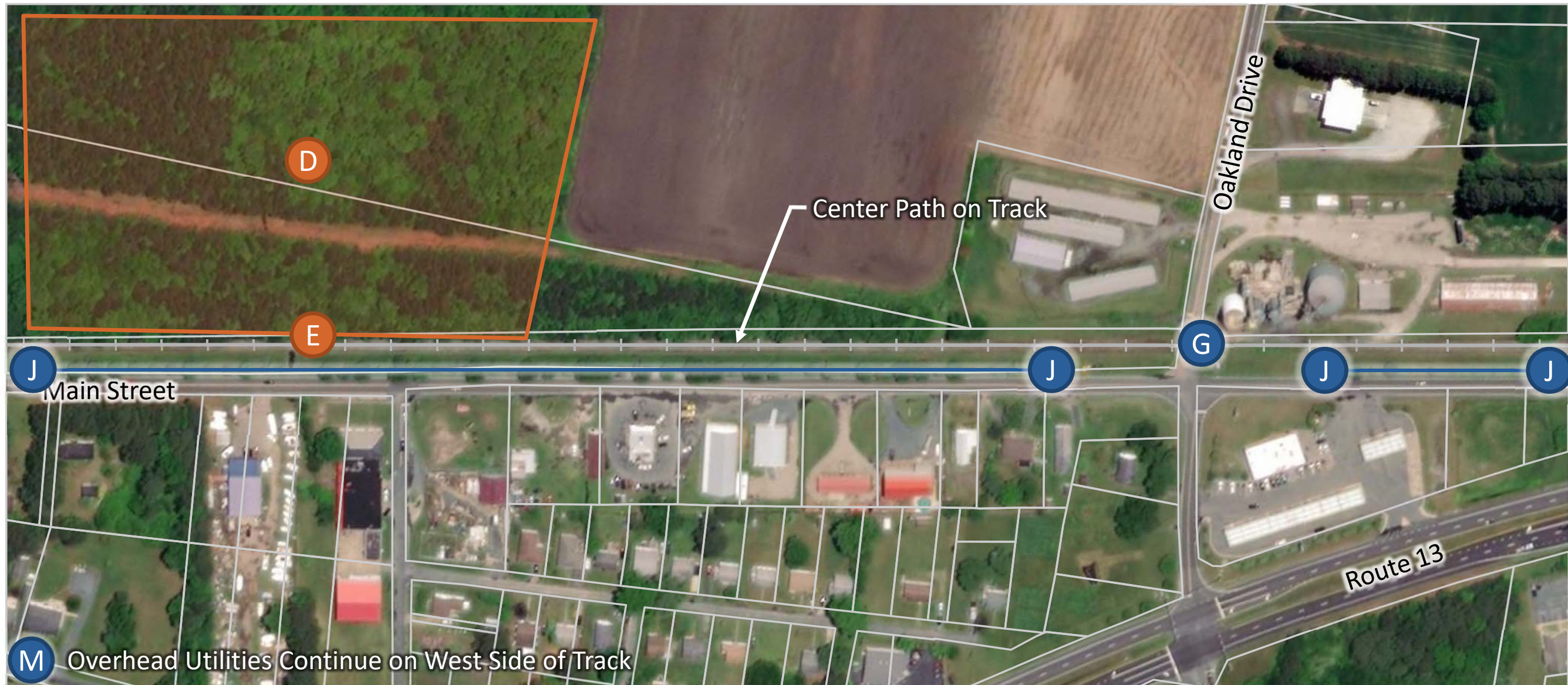
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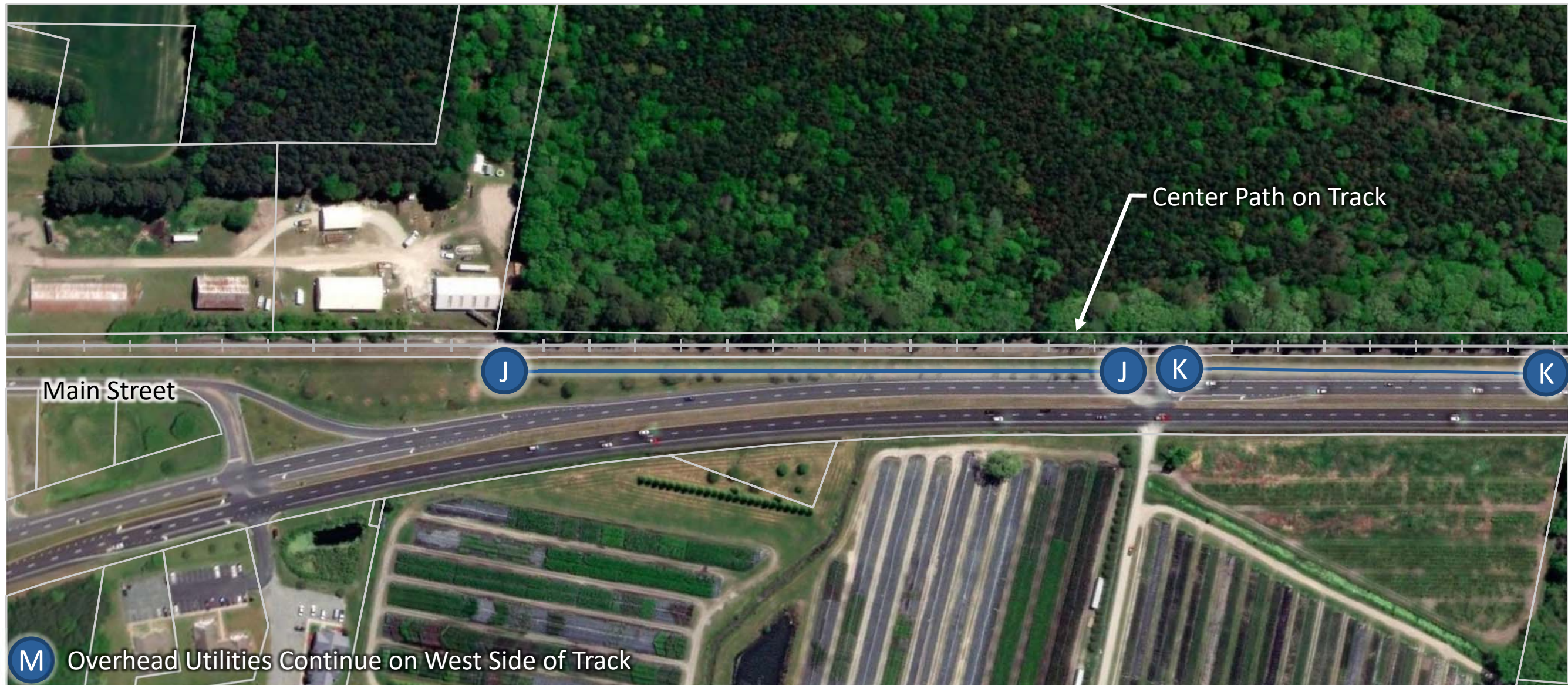
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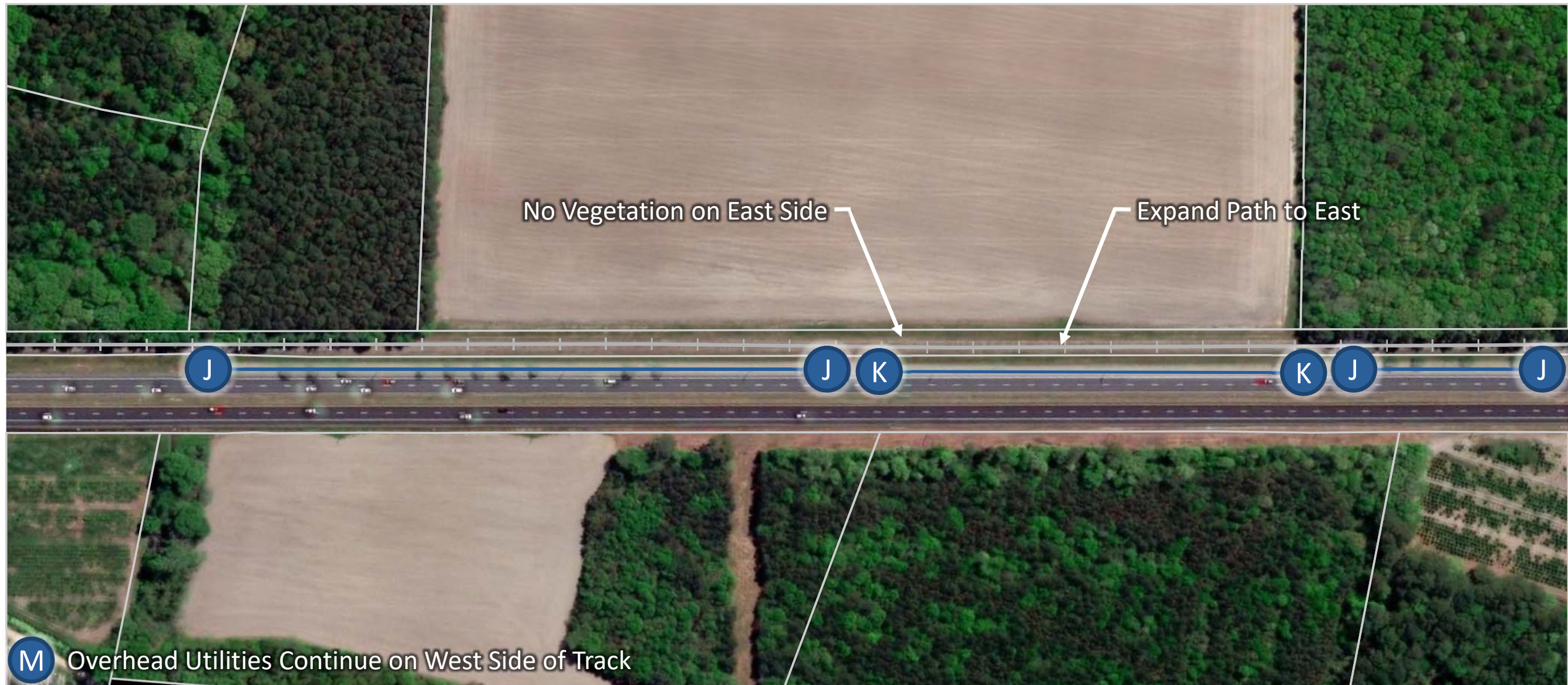
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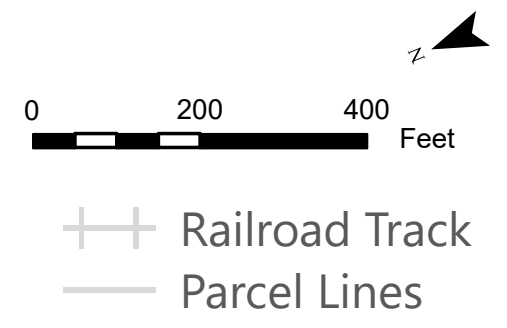
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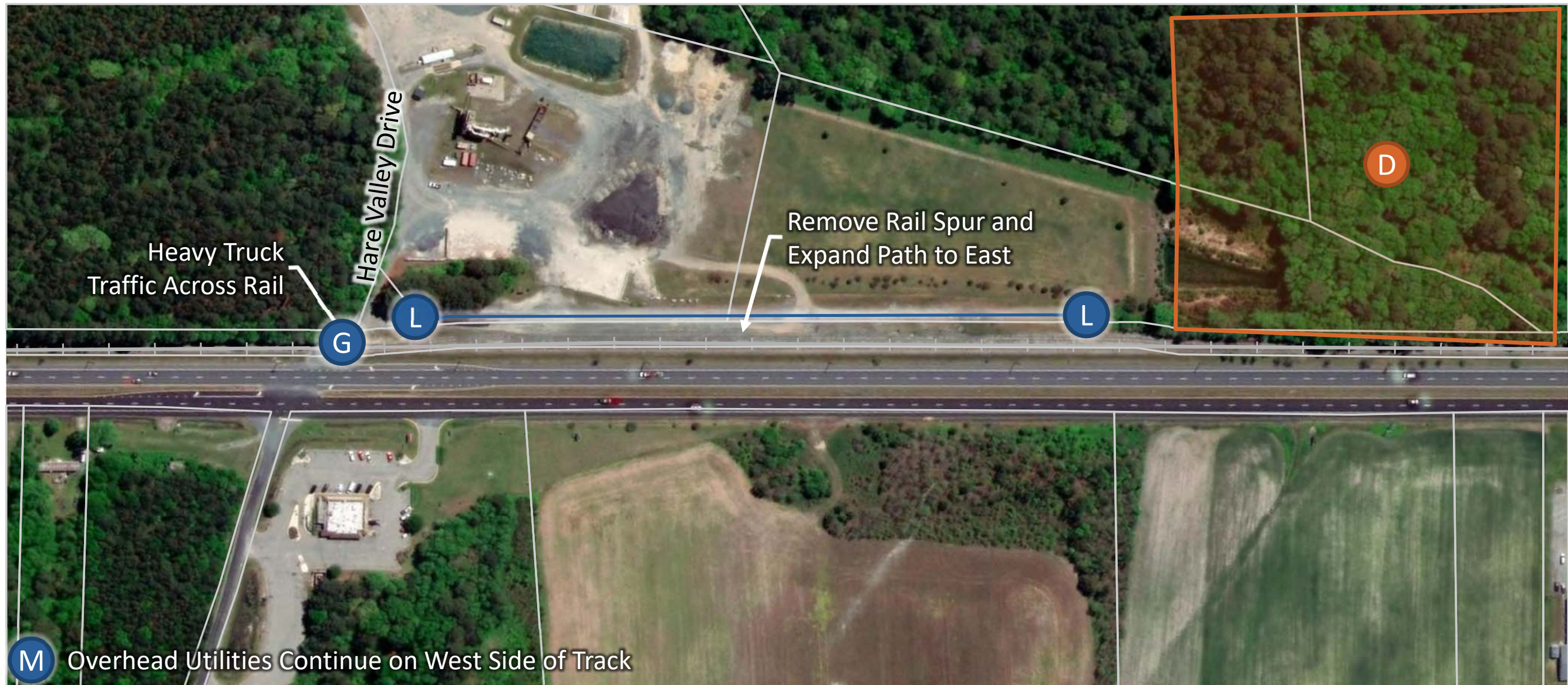
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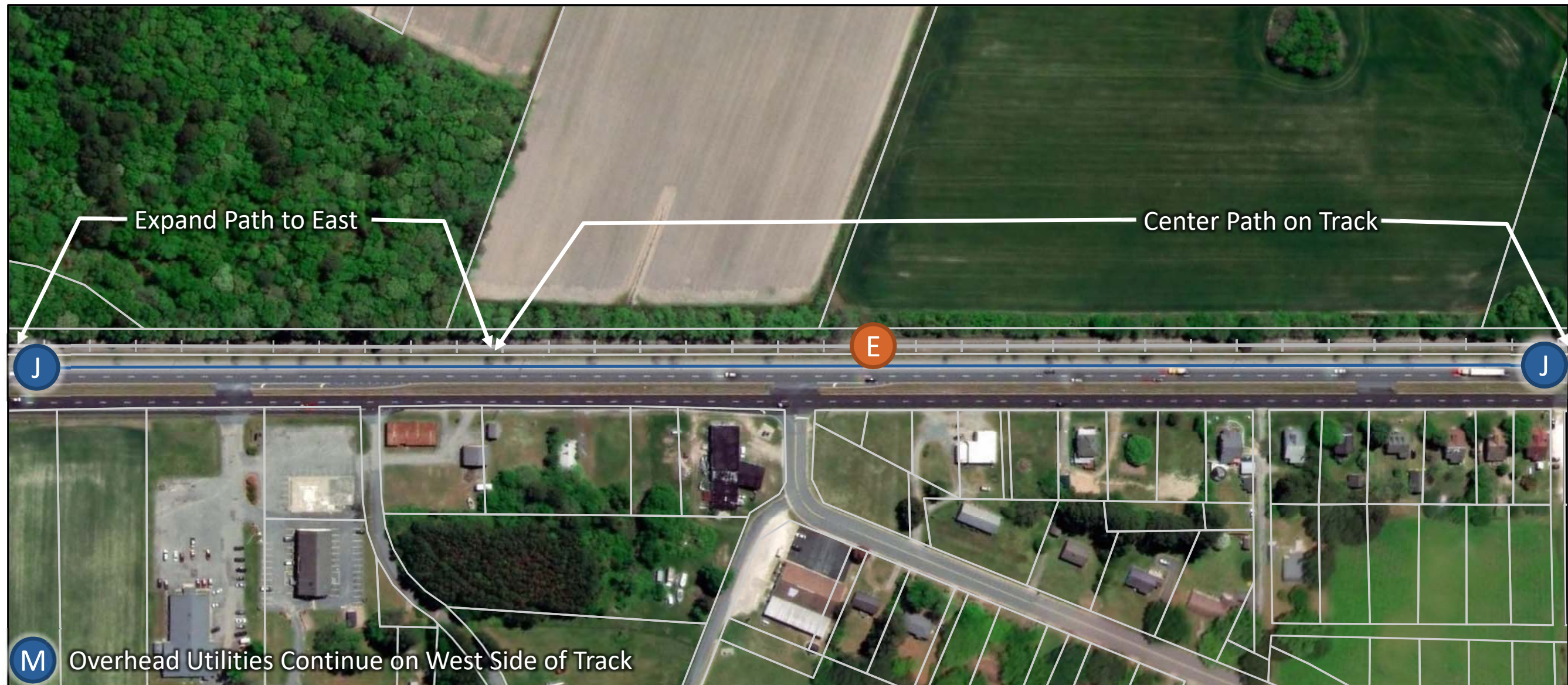
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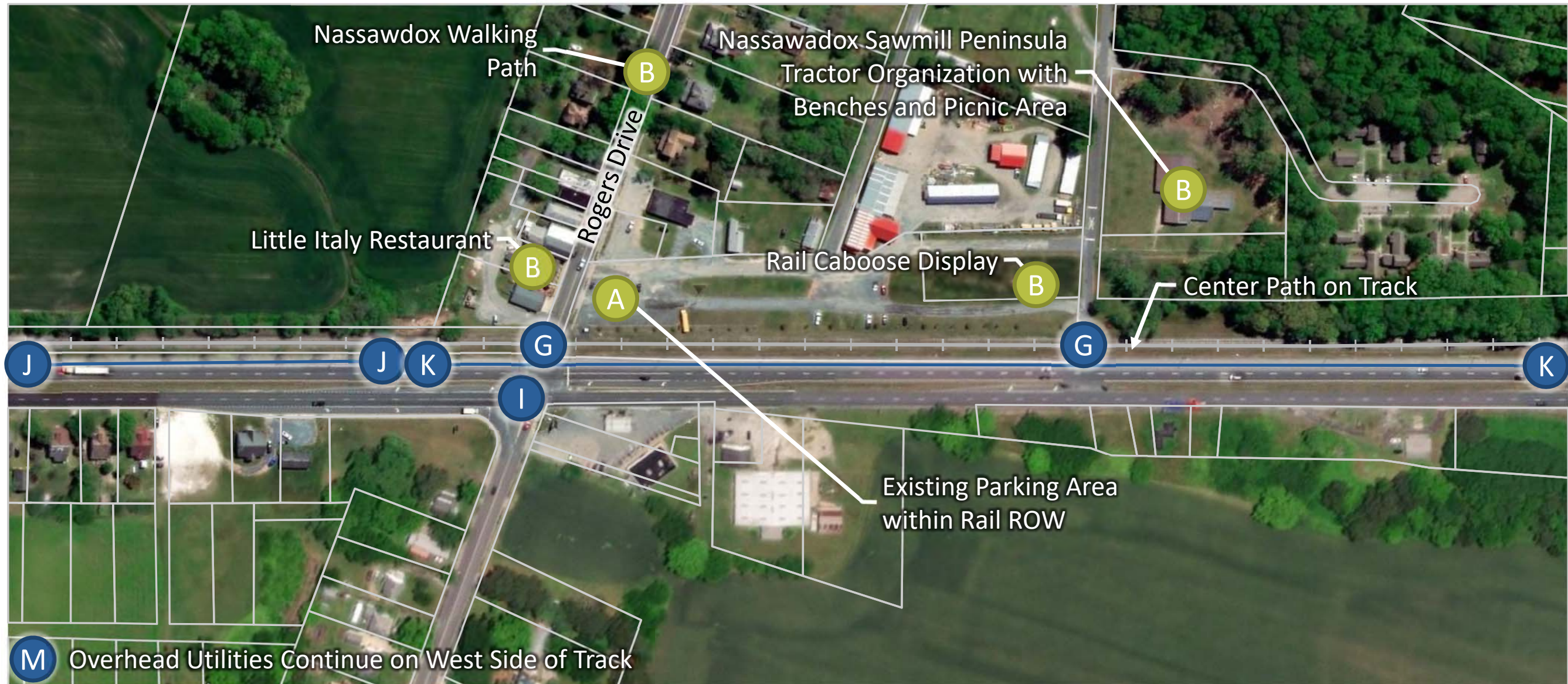
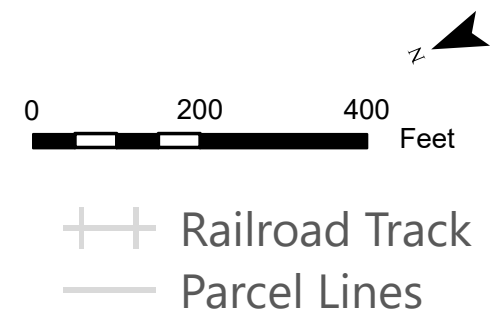
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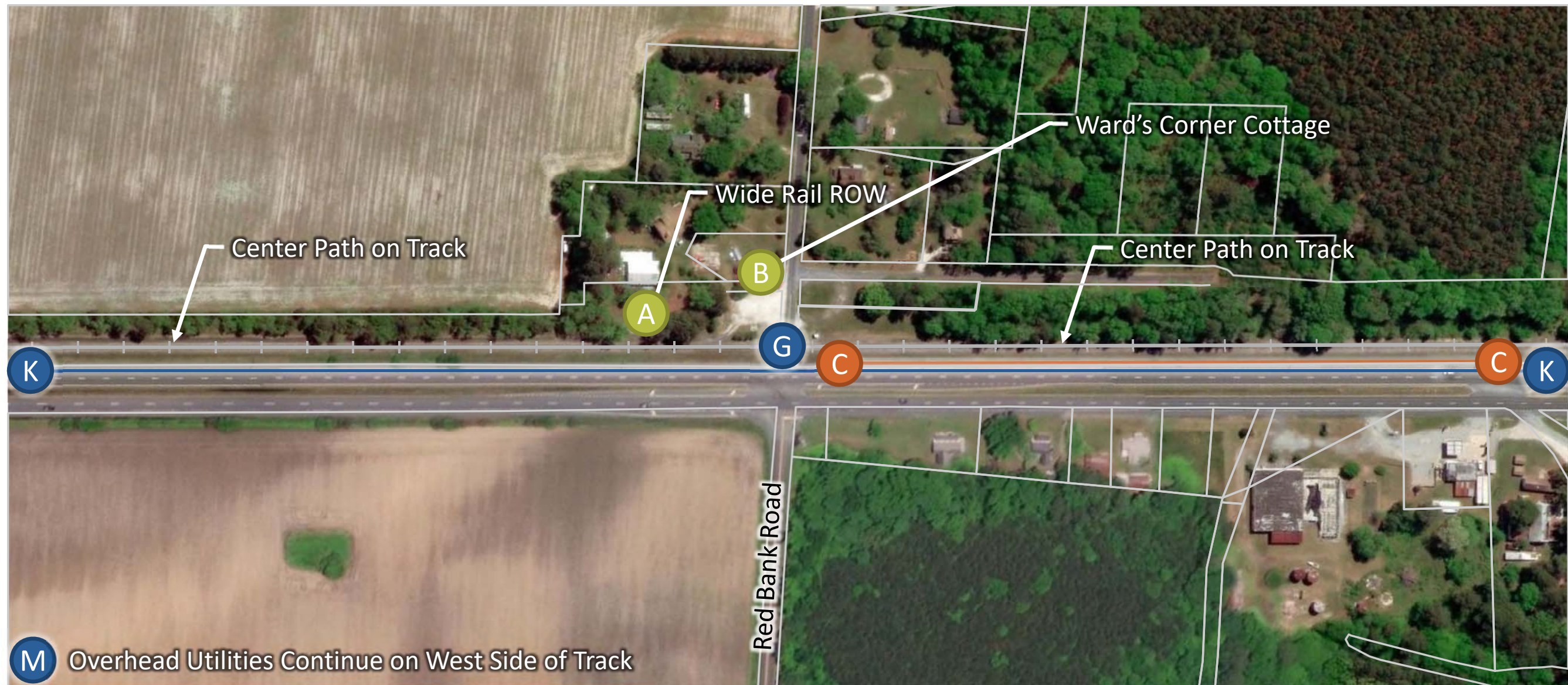
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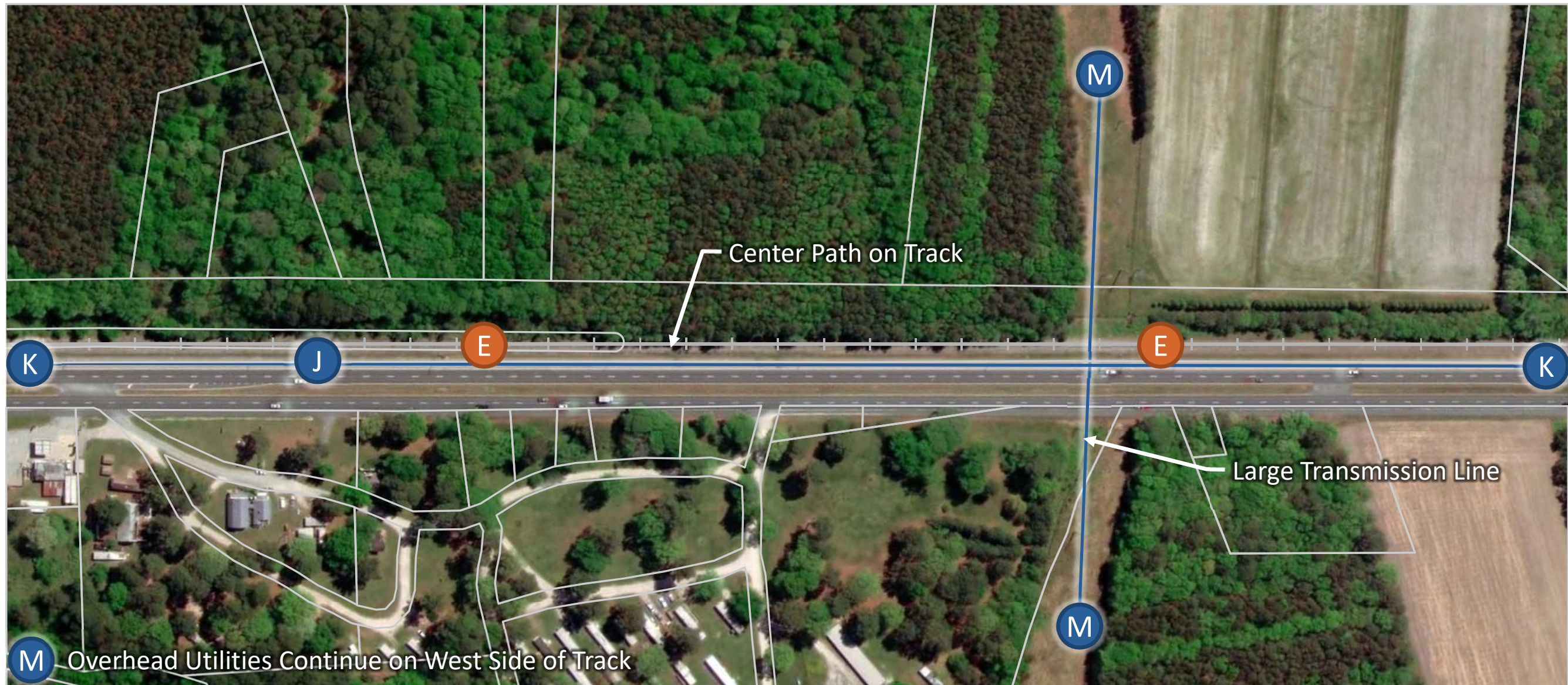
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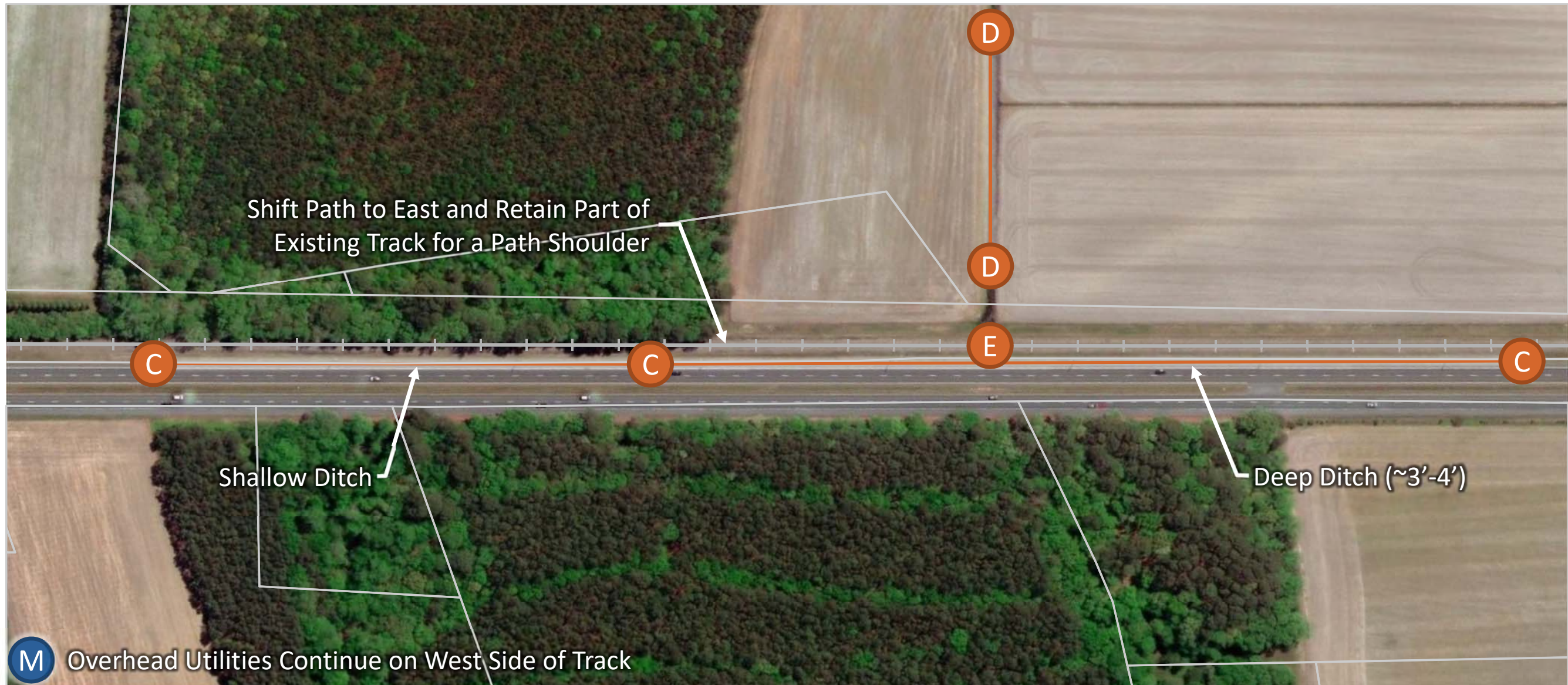
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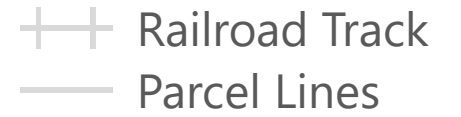
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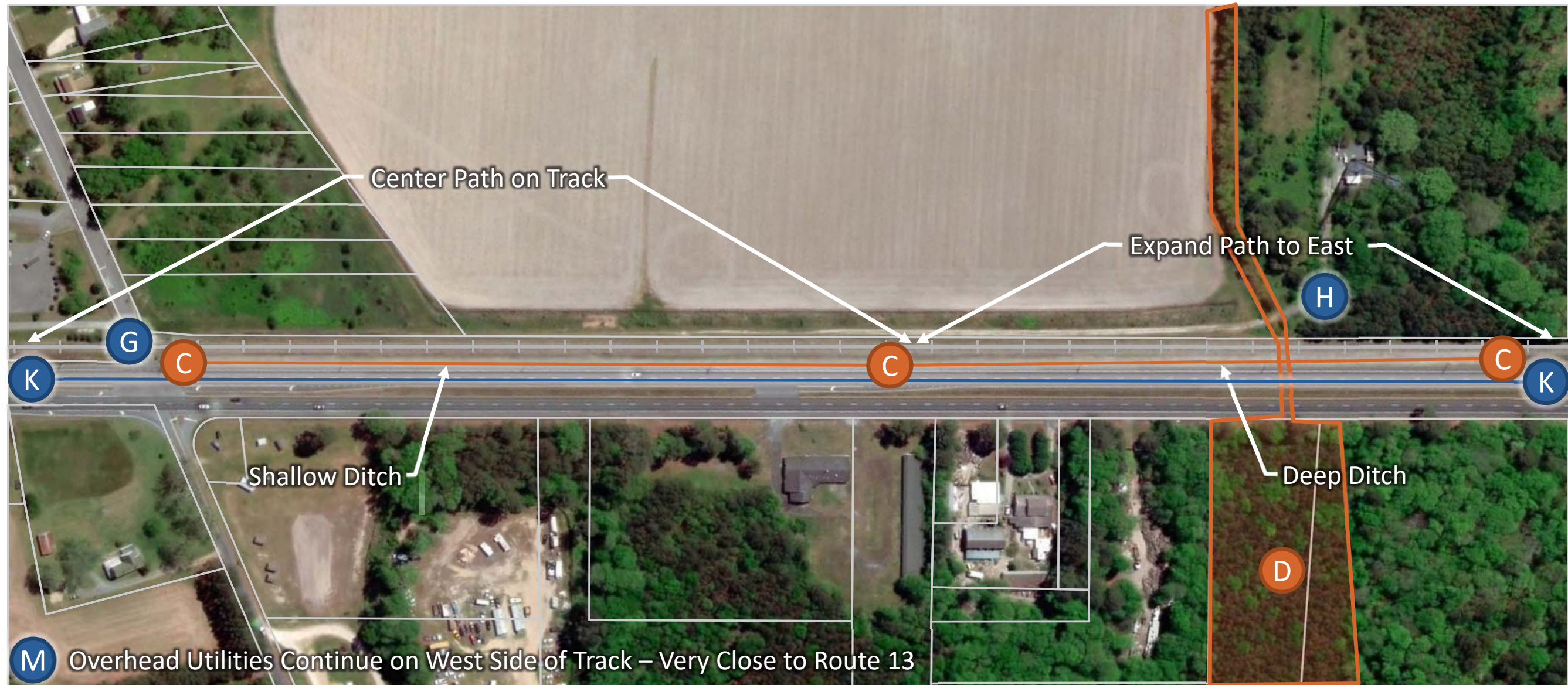
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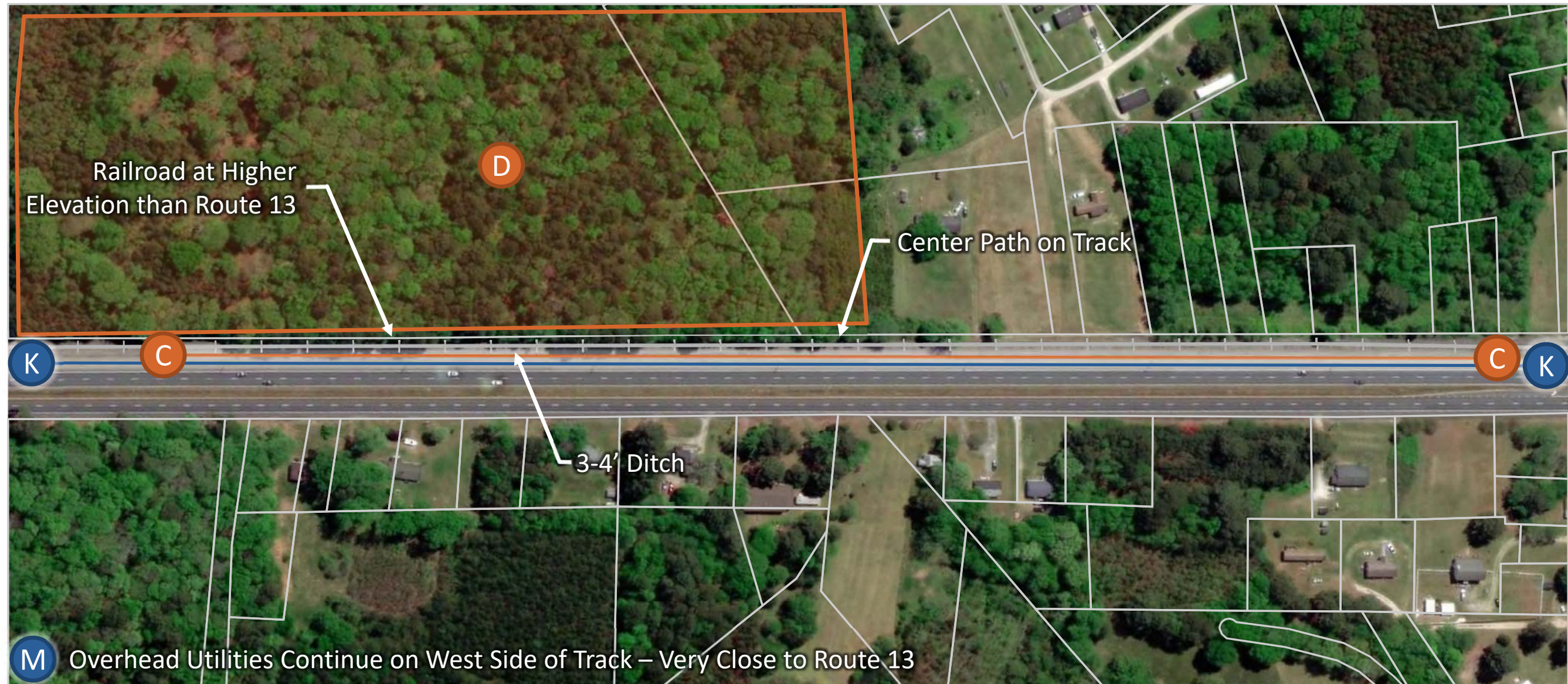
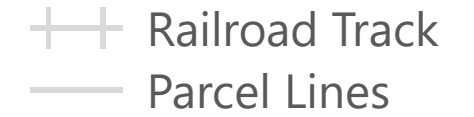
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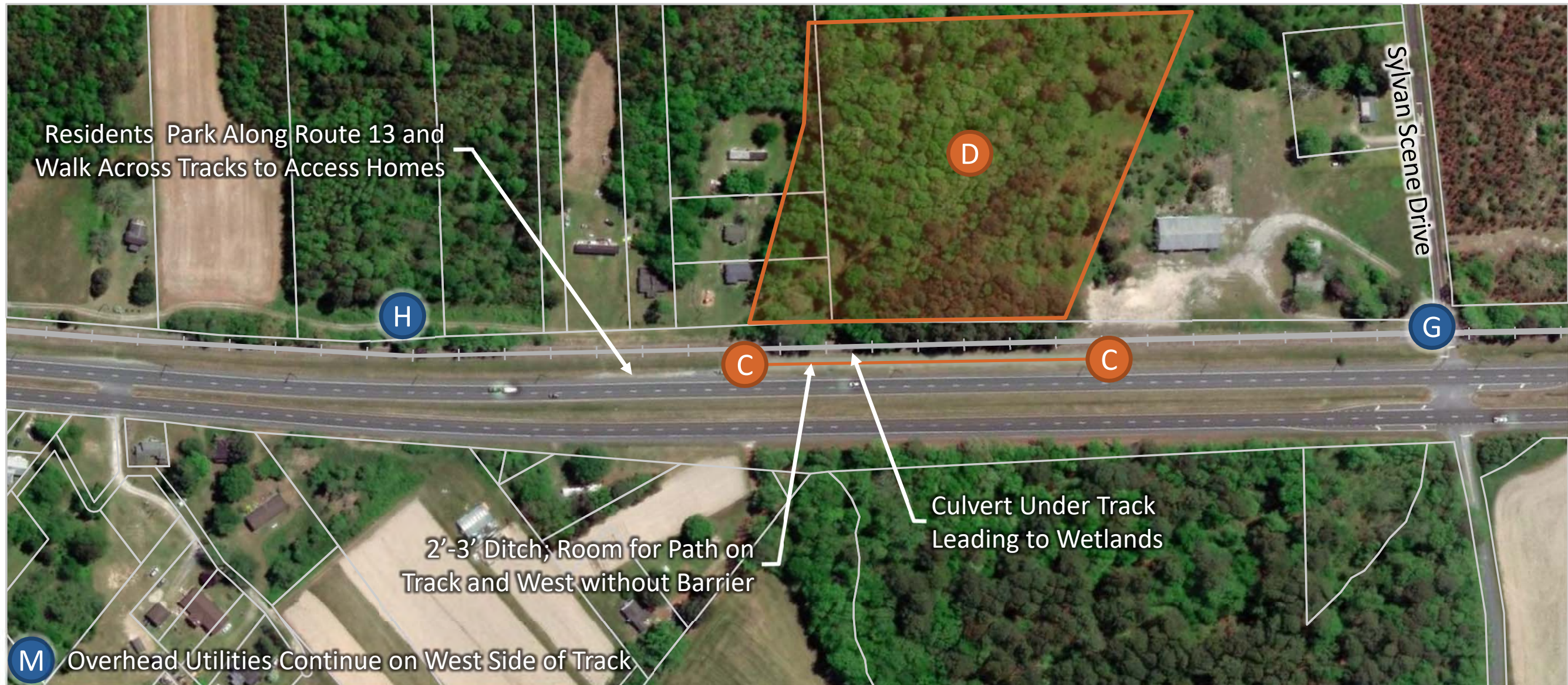
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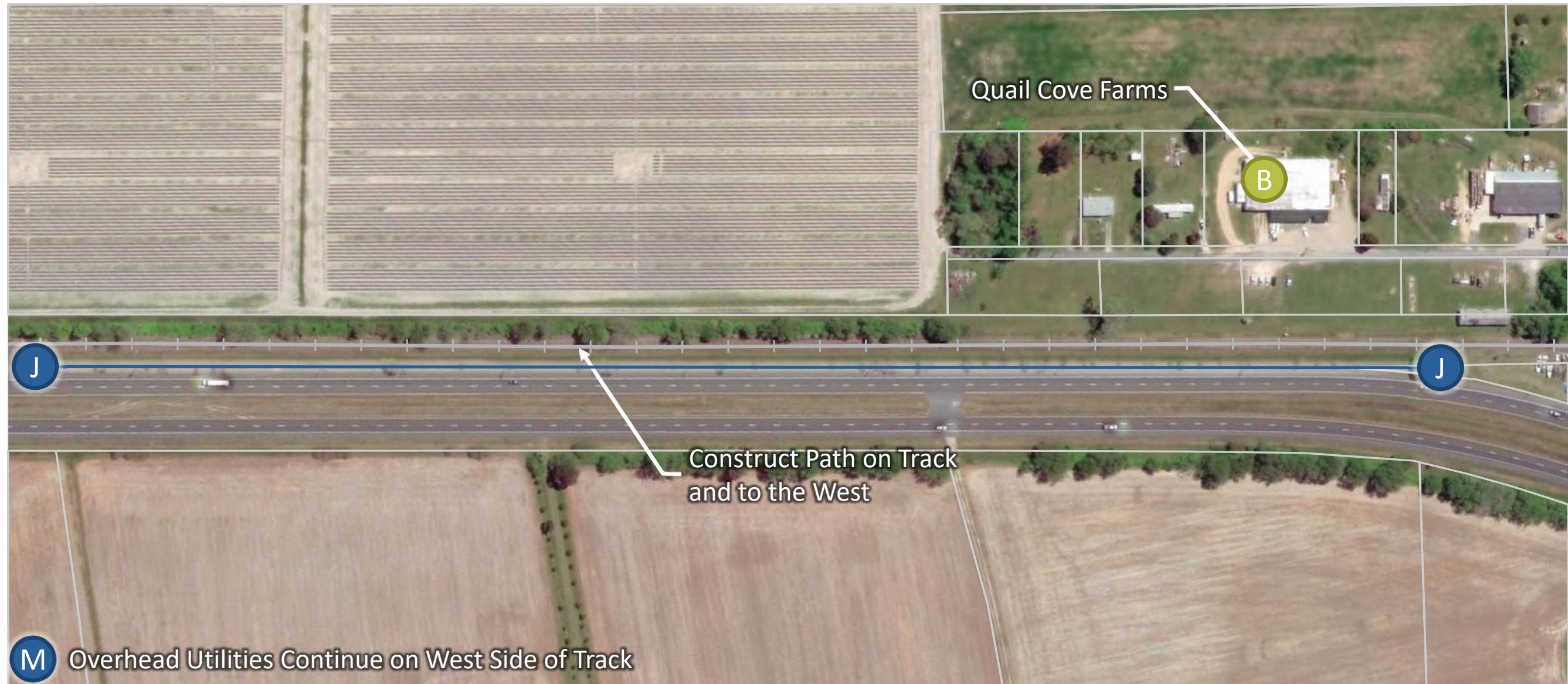
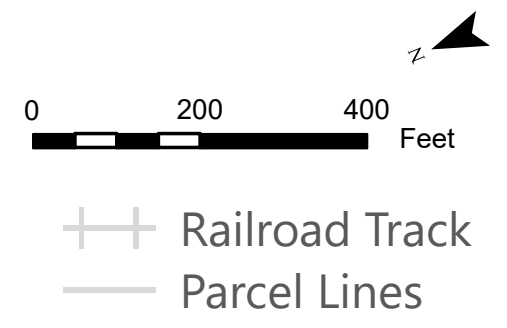
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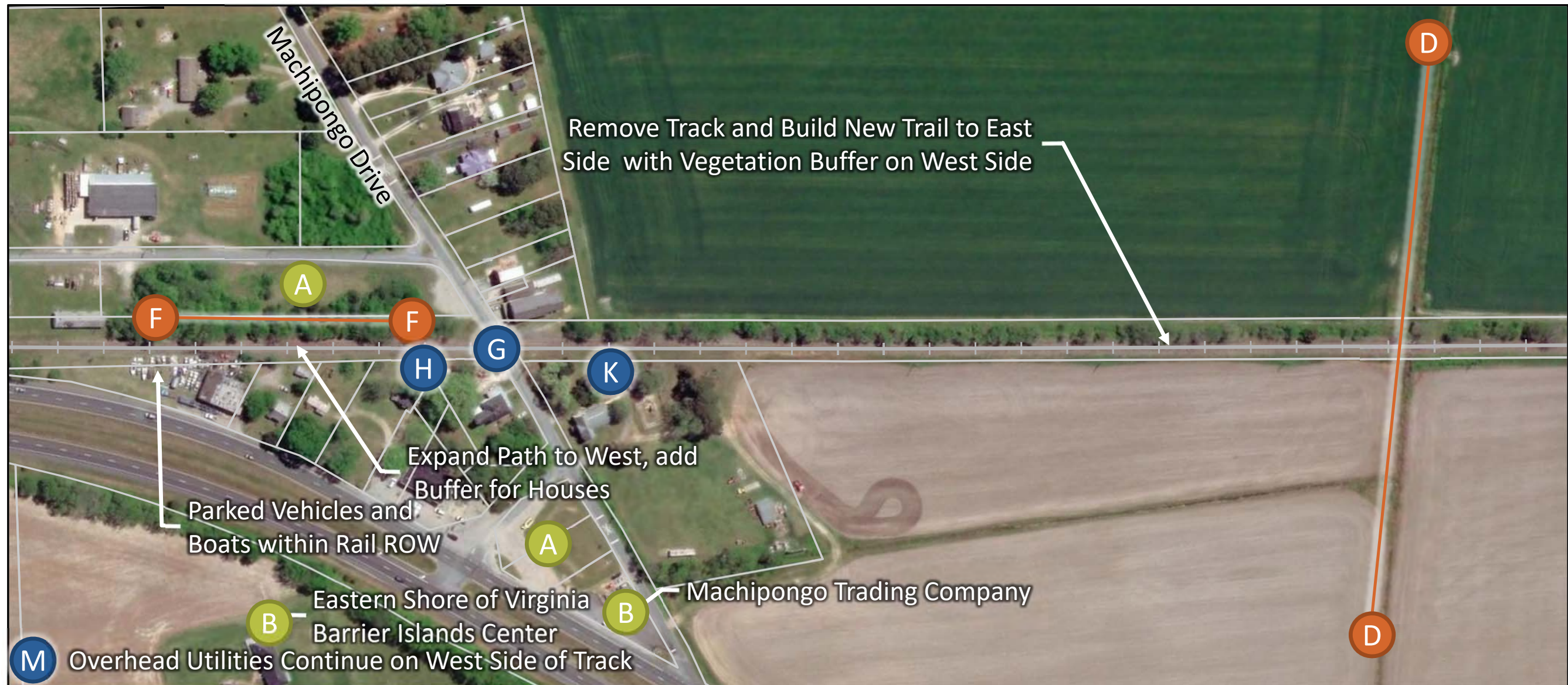
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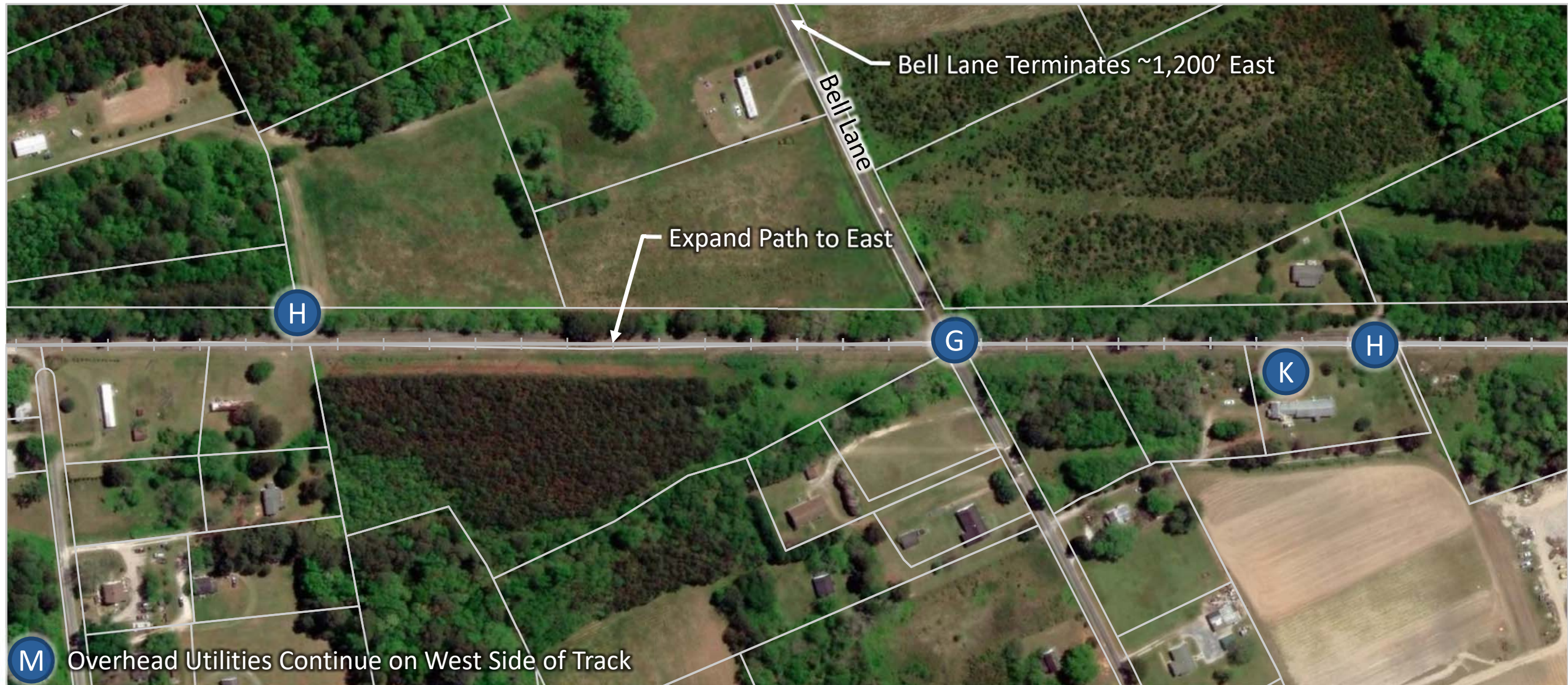
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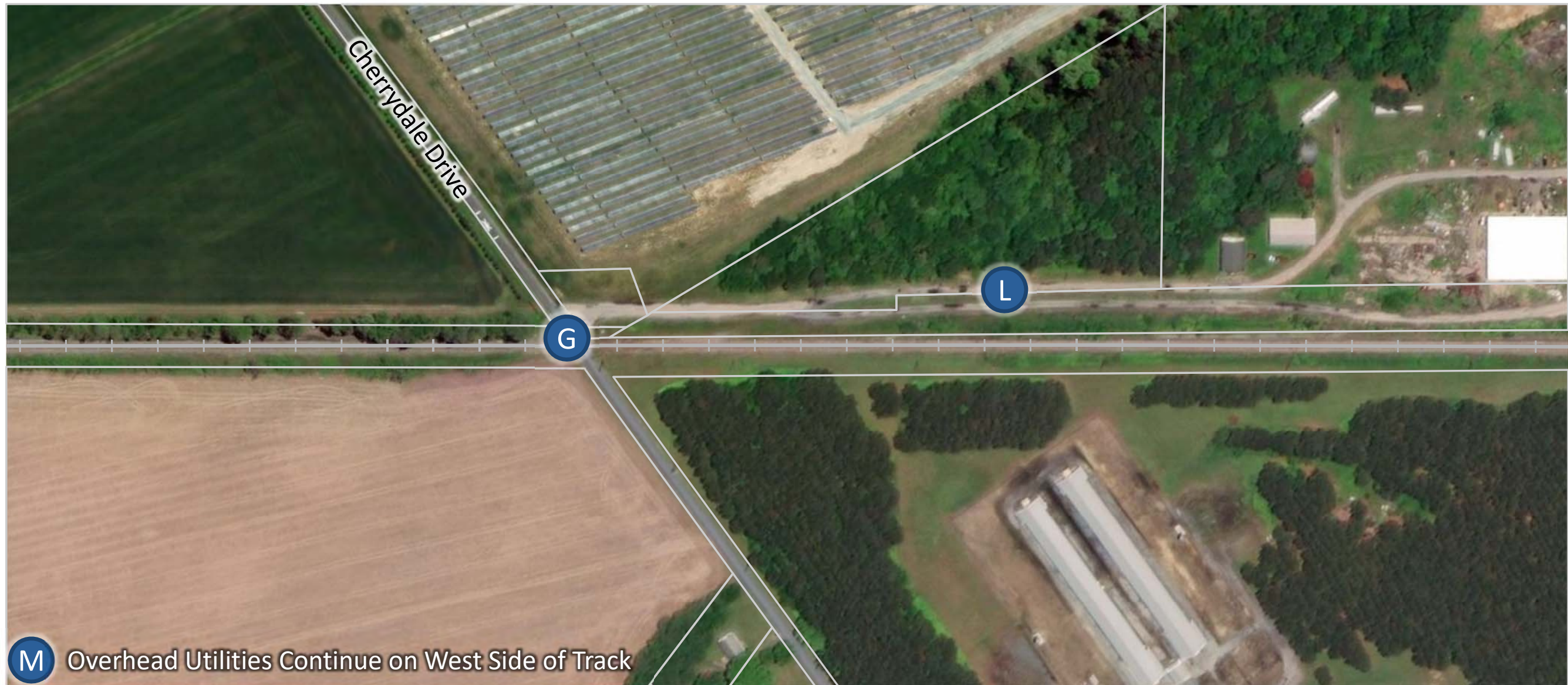
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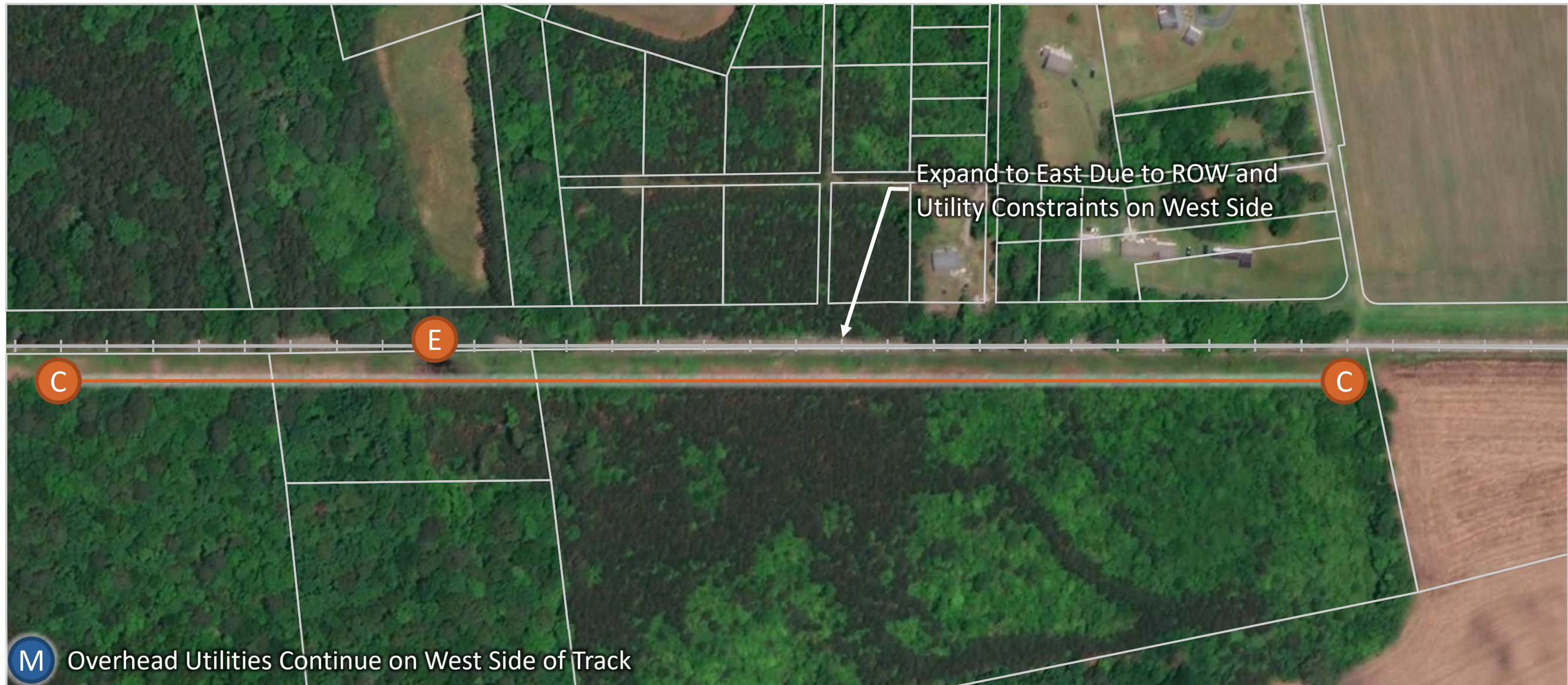
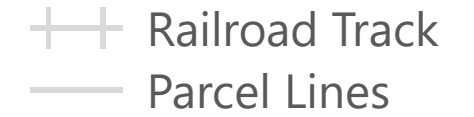
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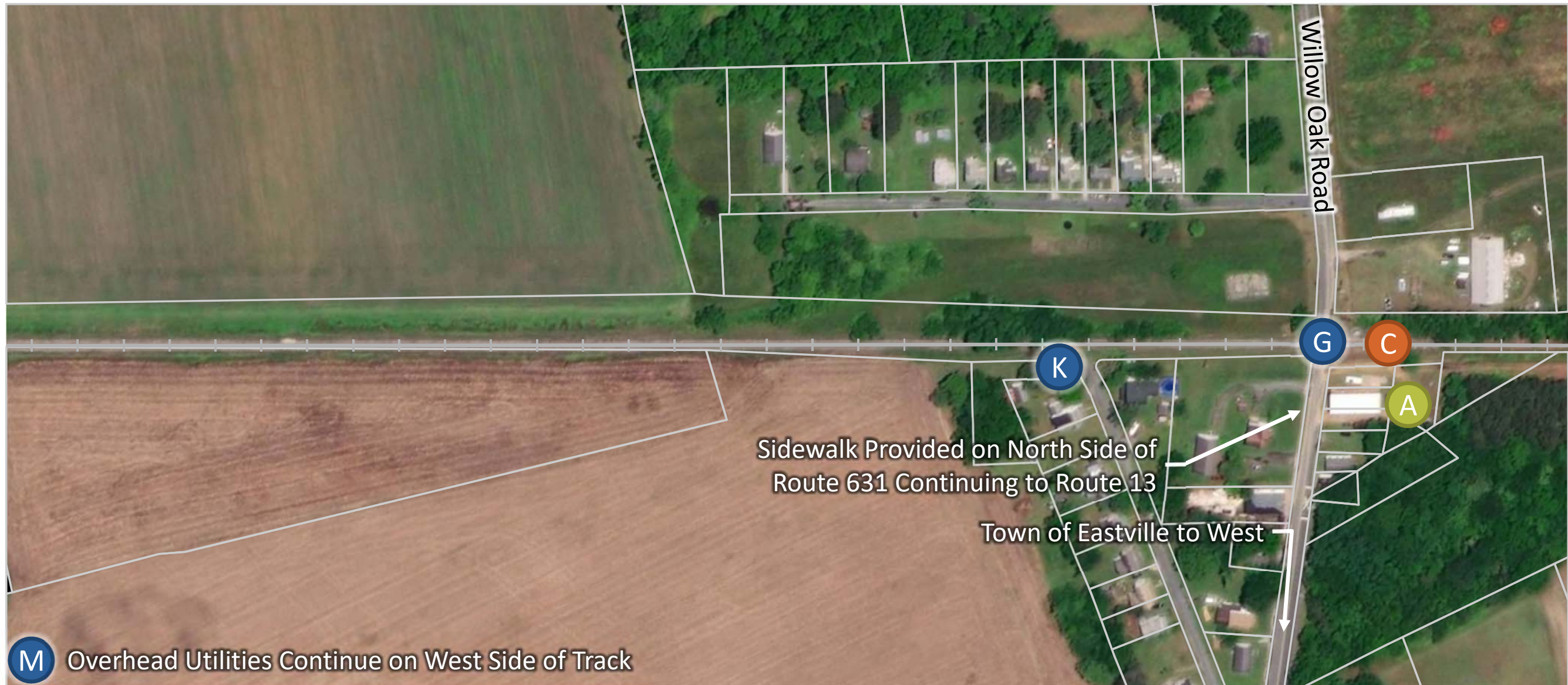
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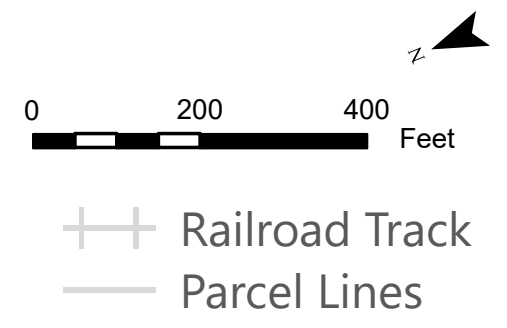
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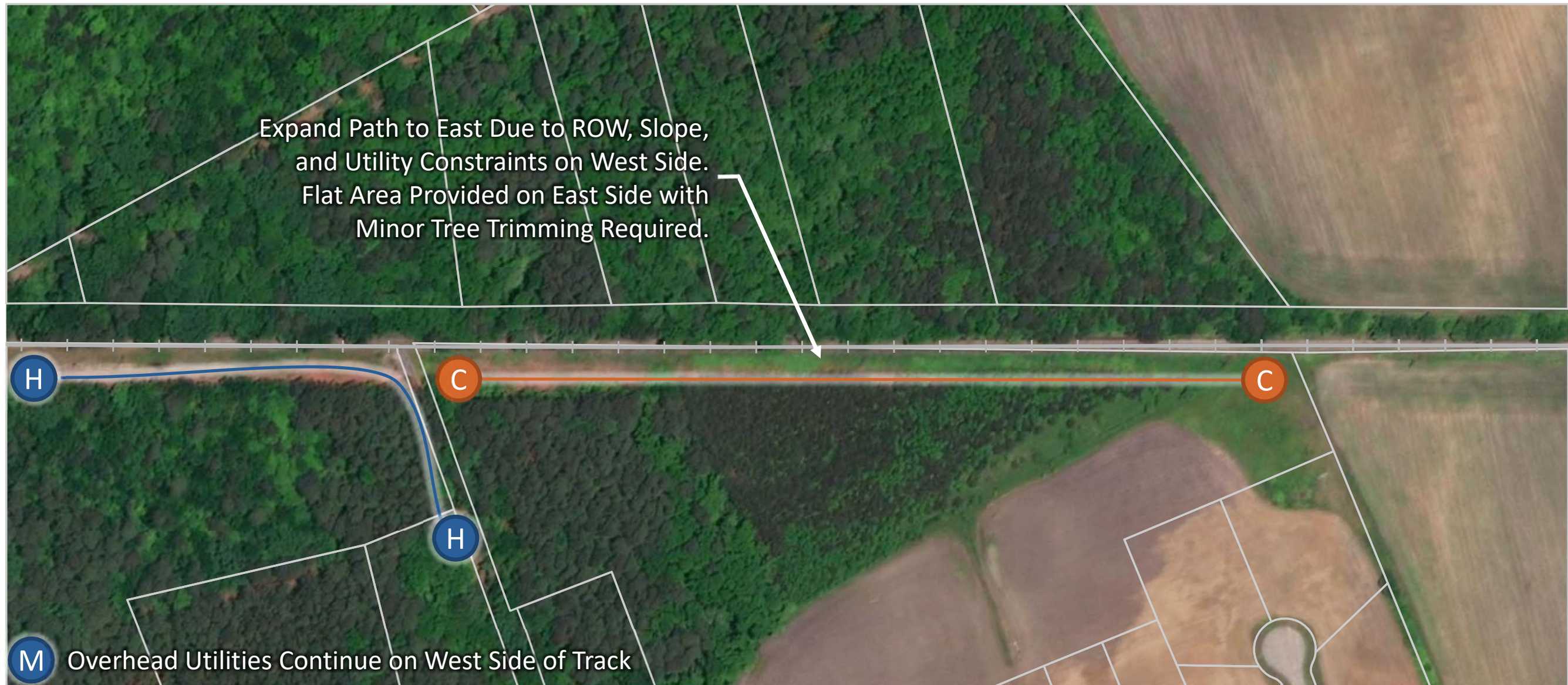
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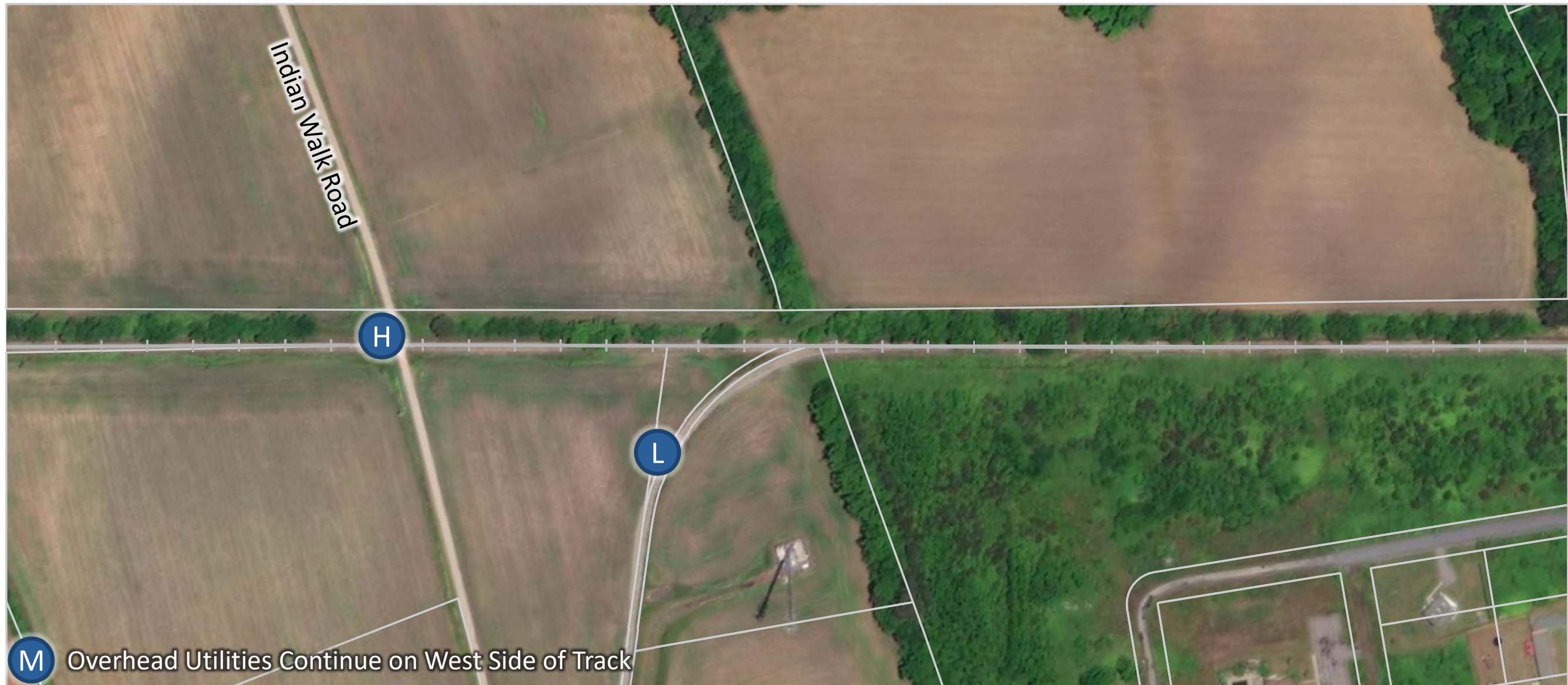
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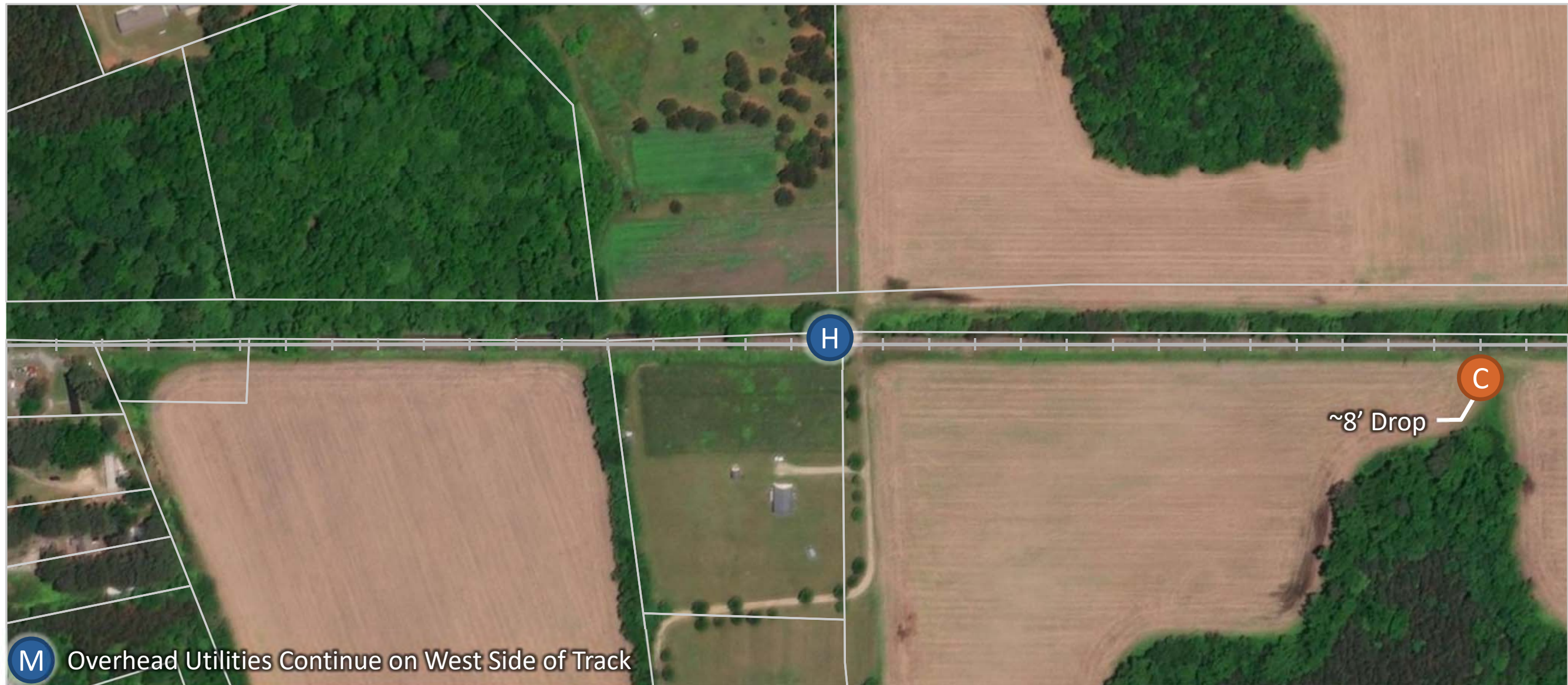
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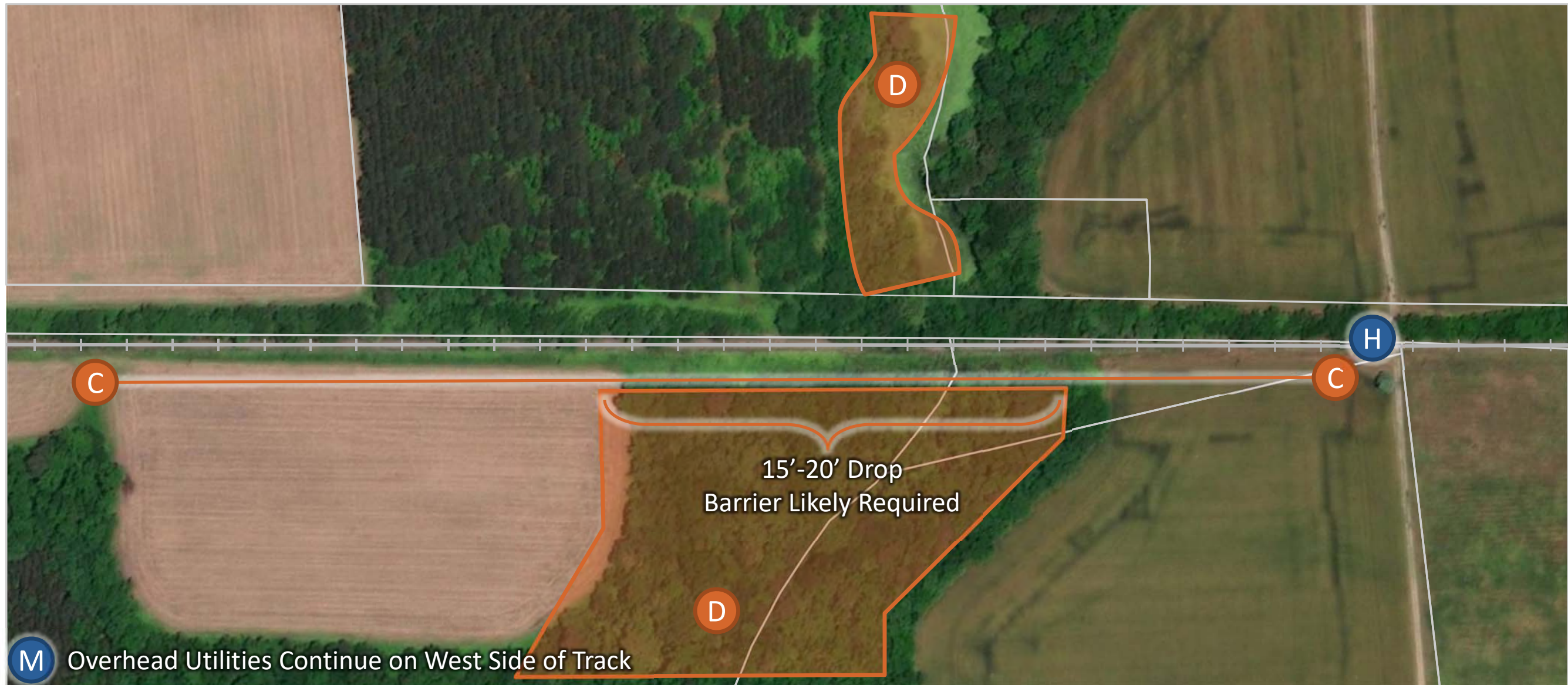
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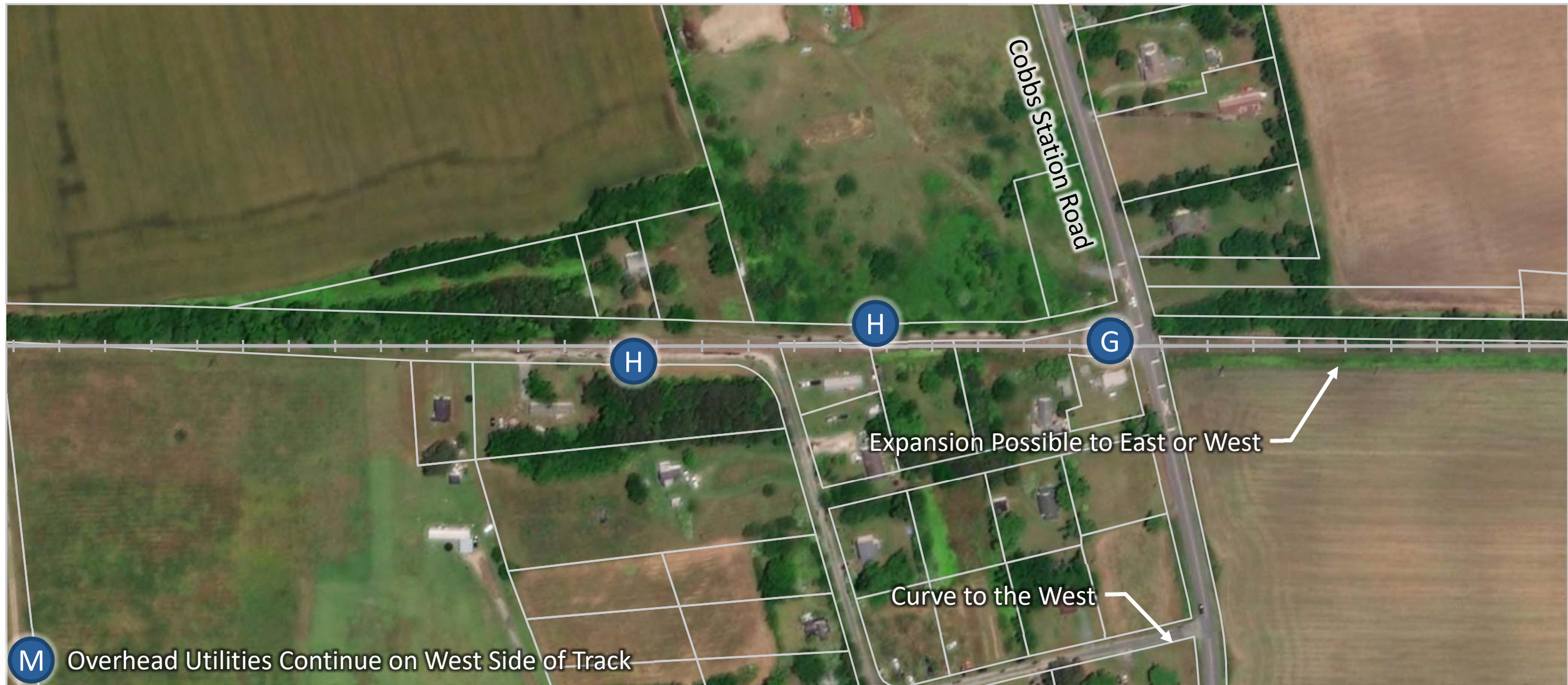
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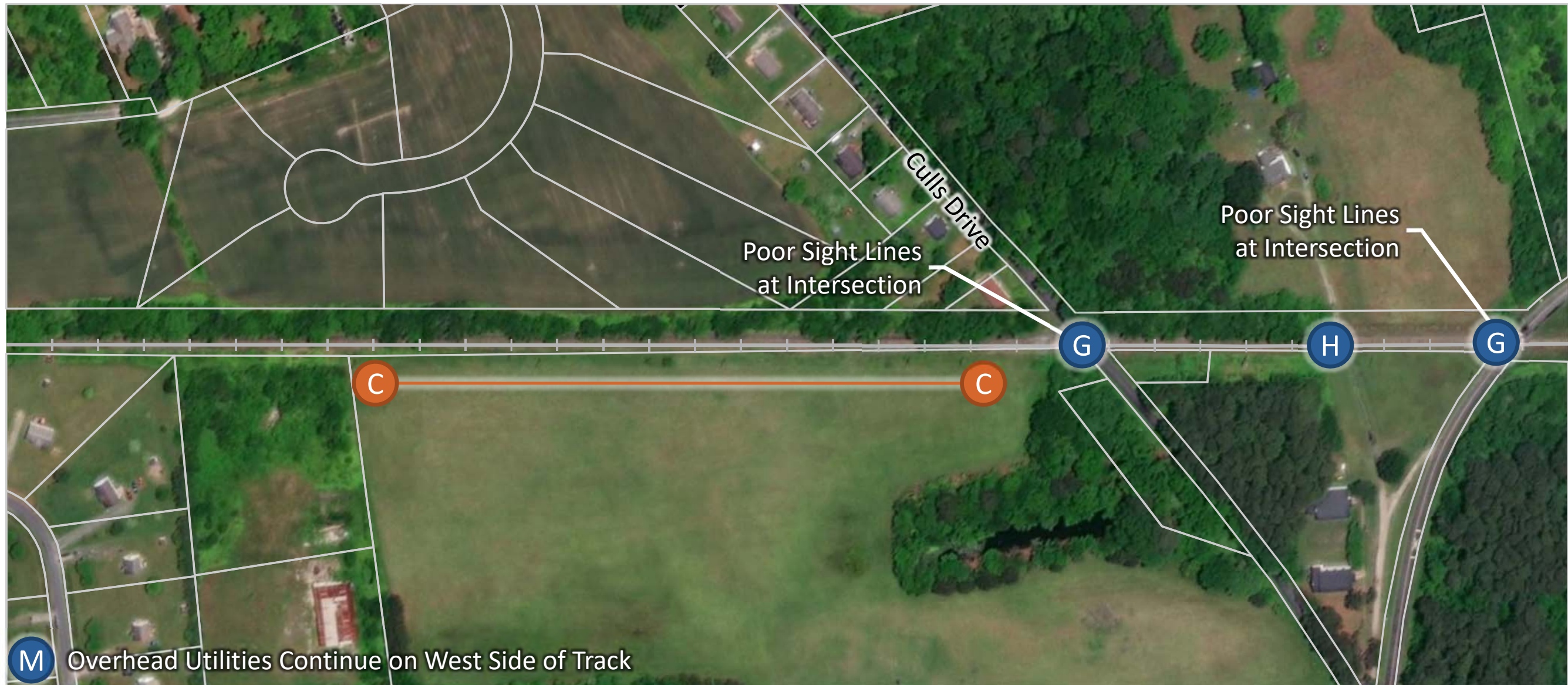
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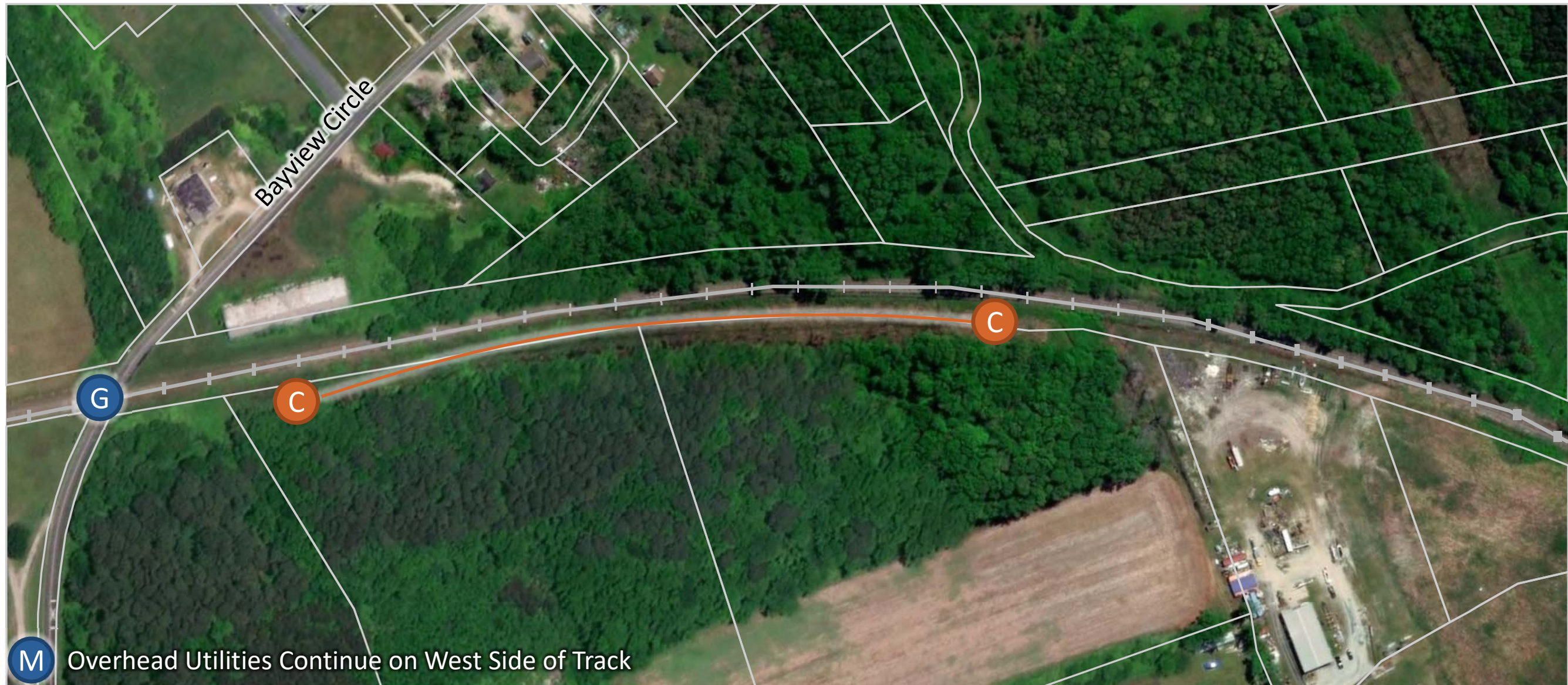
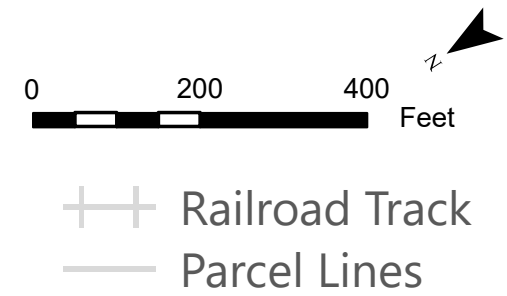
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Attraction Locations

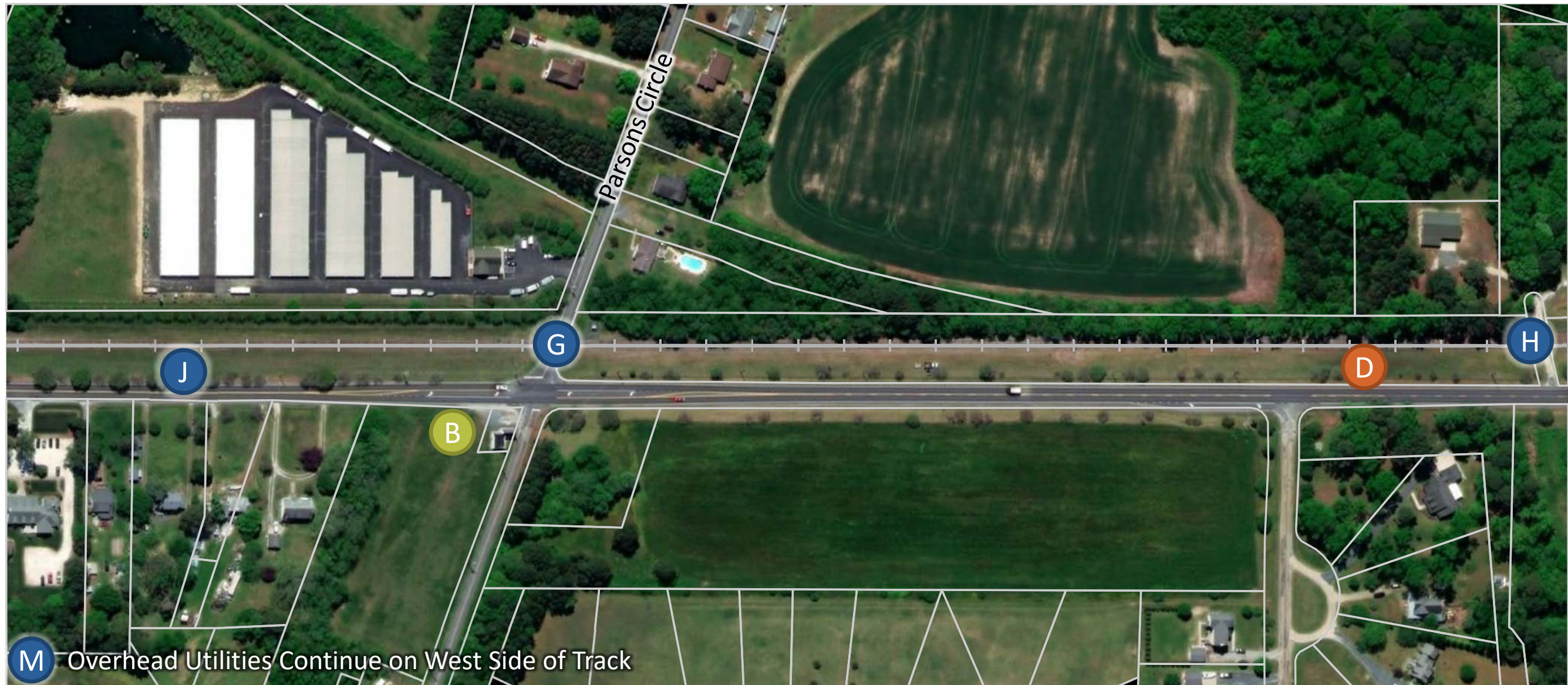
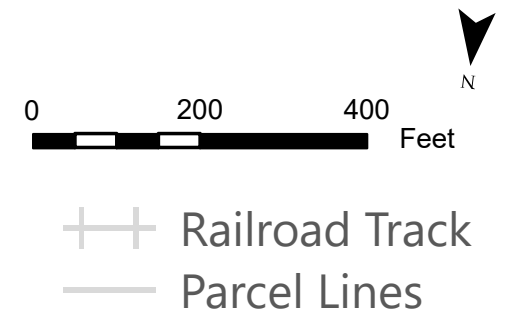
- A** Possible Trailhead
- B** Possible Attraction

Design Constraints

- C** Steep Slope / Ditch
- D** Drainage Area / Wetlands
- E** Drainage Under Track
- F** Trees Very Close to Rail

Existing Features

- G** Road Crossing
- H** Private Driveway
- I** Existing Traffic Signal
- J** Existing Vegetation Buffer
- K** No Buffer Provided
- L** Rail Spur
- M** Overhead Utilities



Attraction Locations

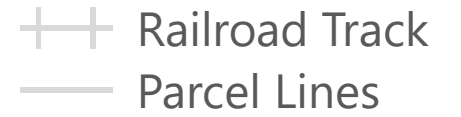
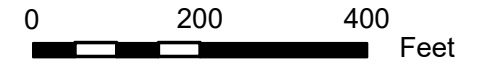
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Attraction Locations

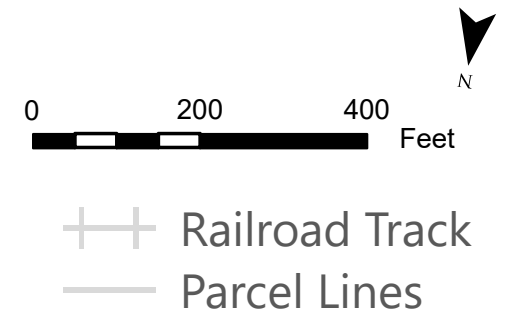
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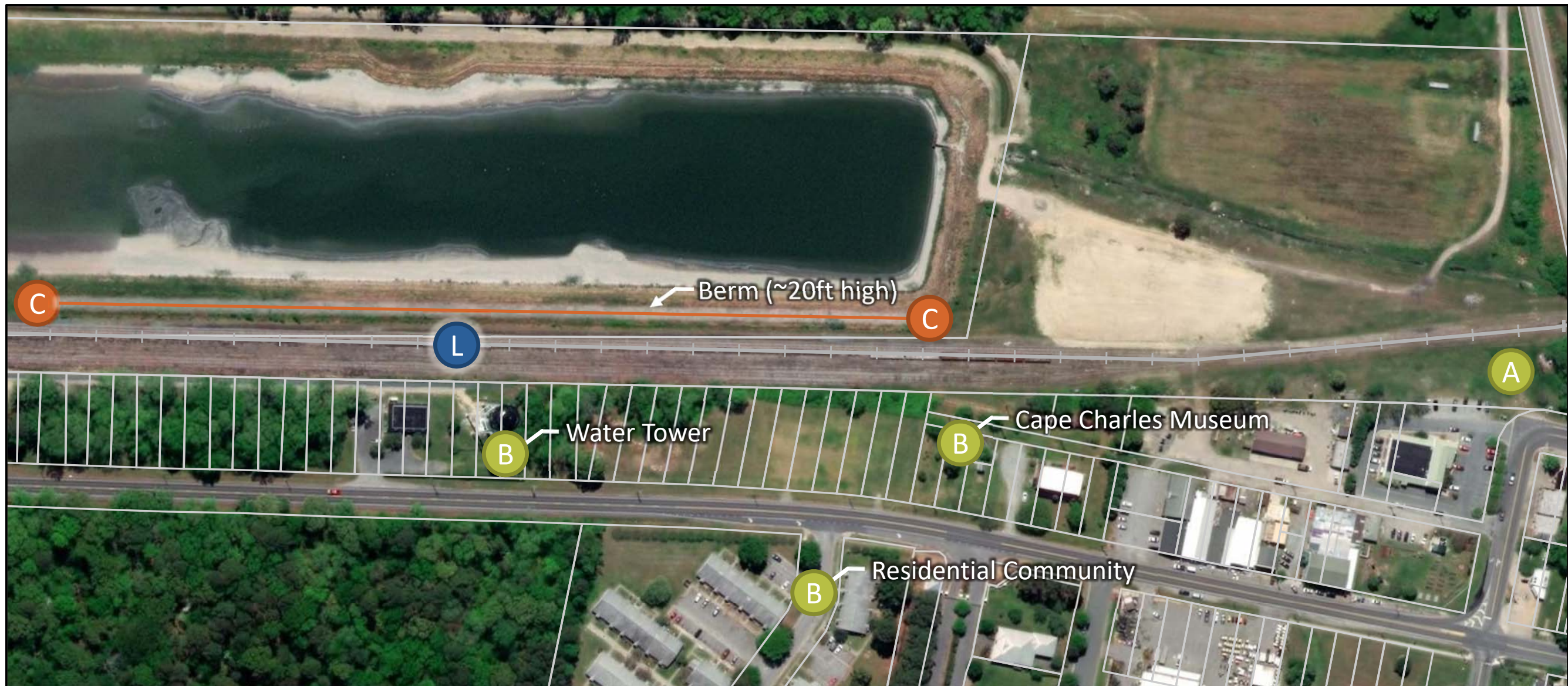
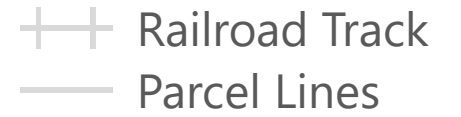
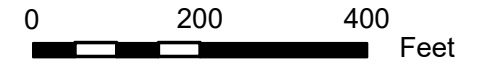
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Attraction Locations

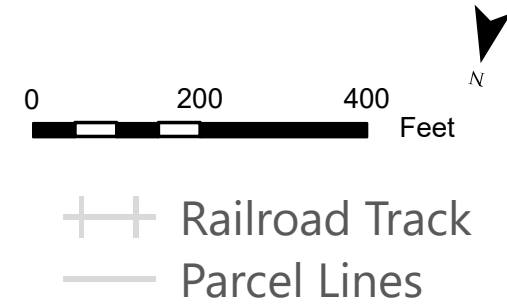
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Appendix C

Environmental Desktop Review Summary

Eastern Shore Rail to Trail Environmental Desktop Review Summary August 2020

Rare, Threatened, and Endangered Species

Introduction

VHB conducted a desktop review in August 2020 to identify possible threatened and endangered (T & E) species on the federal and/or state level that may occur within the vicinity of the proposed alignment. VHB searched the Virginia Department of Wildlife Resources (DWR), Virginia Fish and Wildlife Information Service (VAFWIS) database to identify potential T & E species that may occur within the vicinity of the proposed new trail alignment. In the DWR VAFWIS database search results, VHB considered T & E species with confirmed or potential occurrences within Accomack and Northampton Counties for which potential habitat may occur within the vicinity of the proposed rail to trail project area. The following summarizes these DWR VAFWIS search results for the full alignment as well as for individual segments of the full alignment. Additional review of the project area should be conducted as the project moves forward to determine the potential for any effects to occur on these T & E species.

Full Alignment

Along the entire alignment proposed for the Eastern Shore Rail to Trail project, the following T & E species from the DWR VAFWIS database may have the potential to occur within the vicinity of the alignment:

Common Name	Scientific Name	Status*
roseate tern	<i>Sterna dougallii dougallii</i>	FE SE
northeastern beach tiger beetle	<i>Cicindela dorsalis dorsalis</i>	FT ST
red knot	<i>Calidris canutus rufa</i>	FT ST
eastern black rail	<i>Laterallus jamaicensis jamaicensis</i>	SE
peregrine falcon	<i>Falco peregrinus</i>	ST
Henslow's sparrow	<i>Centronyx henslowii</i>	ST
gull-billed tern	<i>Gelochelidon nilotica</i>	ST
Arctic peregrine falcon	<i>Falco peregrinus tundrius</i>	ST
loggerhead shrike	<i>Lanius ludovicianus</i>	ST

*FE=Federal Endangered; FT=Federal Threatened; SE=State Endangered; ST=State Threatened

Individual Segments

Three segments of the overall alignment were further considered, including the Accomack Segment, the Cape Charles Segment, and the Onley Segment. DWR VAFWIS search results for these three segments are summarized below.

Accomack Segment

Along the Accomack Segment of the proposed trail alignment, including the Eastern Shore Community College (ESCC) Entrance Connection, the following T & E species from the DWR VAFWIS database may have the potential to occur within the vicinity of the alignment:

Common Name	Scientific Name	Status*
roseate tern	<i>Sterna dougallii dougallii</i>	FE SE

northeastern beach tiger beetle	<i>Cicindela dorsalis dorsalis</i>	FT ST
eastern black rail	<i>Laterallus jamaicensis jamaicensis</i>	SE
peregrine falcon	<i>Falco peregrinus</i>	ST
Henslow's sparrow	<i>Centronyx henslowii</i>	ST
gull-billed tern	<i>Gelochelidon nilotica</i>	ST

*FE=Federal Endangered; FT=Federal Threatened; SE=State Endangered; ST=State Threatened

Cape Charles Segment

Along the Cape Charles Segment of the proposed trail alignment, the following T & E species from the DWR VAFWIS database may have the potential to occur within the vicinity of the alignment:

Common Name	Scientific Name	Status*
northeastern beach tiger beetle	<i>Cicindela dorsalis dorsalis</i>	FT ST

*FE=Federal Endangered; FT=Federal Threatened; SE=State Endangered; ST=State Threatened

Onley Segment

Along the Onley Segment of the proposed trail alignment, the following T & E species from the DWR VAFWIS database may have the potential to occur within the vicinity of the alignment:

Common Name	Scientific Name	Status*
gull-billed tern	<i>Gelochelidon nilotica</i>	ST

*FE=Federal Endangered; FT=Federal Threatened; SE=State Endangered; ST=State Threatened

Onley Segment Alternatives

Within the Onley Segment, several alternatives were considered for connections to local destinations on the northern and southern end of the segment. A preliminary desktop review of the DWR VAFWIS database showed no differences in the potential for T & E species to occur within the vicinity of the three proposed alternative alignments.

Cultural Resources

Introduction

VHB conducted a desktop review in August 2020 to identify possible historic or archeological resources within the vicinity of the proposed alignment. VHB searched the Virginia Department of Historic Resources (DHR) archives database, Virginia Cultural Resource Information System (VCRIS) to identify potential resources within 50 feet of the proposed new trail alignment. In the VCRIS search results, VHB identified resources that have been previously surveyed and were determined to be listed in the National Register of Historic Places (NRHP), eligible for listing in the NRHP, or have not yet been evaluated for eligibility by DHR. Properties in the VCRIS database that are determined to be not eligible for listing in the NRHP are not considered historic and were therefore excluded from this survey. Individual resources contributing to a historic district were considered as part of the overall historic district. No archeological resources were identified through the VCRIS archives search. The following summarizes the VCRIS archives search results for the full alignment as well as for individual segments of the full alignment.

Full Alignment

Along the entire alignment proposed for the Eastern Shore Rail to Trail project, 8 resources are listed in the NRHP and the Virginia Landmarks Register (VLR) or are considered eligible for listing in the NRHP and VLR, including 6 historic districts and 2 individual properties. Additionally, there are 19 resources that have not been evaluated by DHR and would require further survey to determine whether or not they are eligible for listing in the NRHP, including 3 historic districts and 16 individual properties. These resources are listed in the table below:

DHR ID	Property Name	Property Type	Evaluation Status
214-0040	Eastville/Eastville Station Historic District	Historic District	NRHP, VLR Listed
267-5005	Northampton Lumber Company Historic District	Historic District	NRHP, VLR Listed
217-5001	Exmore Commercial Historic District	Historic District	Eligible
246-0027	Keller Historic District	Historic District	Eligible
169-5001	Bloxom Historic District	Historic District	Eligible
274-5001	Town of Onley Historic District	Historic District	Eligible
065-0091	Holmes Presbyterian Church	Individual	Eligible
214-0038	Brown Hotel, 6138 James Street	Individual	Eligible
276-5002	Painter Historic District	Historic District	none
278-0003	Parksley Historic District	Historic District	none
188-0024	Cheriton Historic District	Historic District	none
001-5240	House, 16329 Hopeton Road	Individual	none
001-5241	Store, 25181 Dennis Drive	Individual	none
001-5331	House, 18060 Hopeton Road	Individual	none
169-0001	Bloxom Railroad Depot Complex	Individual	none
276-5001	Abandoned Houses, 17160 Elmore Farm Lane	Individual	none
065-0017	Eastville Station, Penn Central Railroad Depot	Individual	none
065-0242	C.F. Wilson House, Holmes Presbyterian Church	Individual	none
065-0243	Bayview Railroad Station	Individual	none
065-0297	House, Casey Lane	Individual	none
065-0416	Bracey House	Individual	none
065-5091	House, 14070 Jordan Road	Individual	none

DHR ID	Property Name	Property Type	Evaluation Status
065-5097	House, 11179 Parallel Road	Individual	none
065-5098	House, 11257 Parallel Road	Individual	none
188-0005	Station, Northampton County	Individual	none
188-0007	House, Route 639	Individual	none
217-0004	Exmore Station	Individual	none

Individual Segments

Three segments of the overall alignment were further considered, including the Accomack Segment, the Cape Charles Segment, and the Onley Segment. VCRIS archives search results for these three segments are summarized below.

Accomack Segment

Along the Accomack Segment of the proposed trail alignment, including the ESCC Entrance Connection, 2 resources are considered eligible for listing in the NRHP, including 2 historic districts. Additionally, there are 6 resources that have not been evaluated by DHR and would require further survey to determine whether or not they are eligible for listing in the NRHP, including 1 historic district and 5 individual properties. These resources are listed in the table below:

DHR ID	Resource Name	Property Type	Evaluation Status
169-5001	Bloxom Historic District	Historic District	Eligible
274-5001	Town of Onley Historic District	Historic District	Eligible
278-0003	Parksley Historic District	Historic District	none
001-5240	House, 16329 Hopeton Road	Individual	none
001-5331	House, 18060 Hopeton Road	Individual	none
169-0001	Bloxom Railroad Depot Complex	Individual	none
001-5241	Store, 25181 Dennis Drive	Individual	none
001-5330	House, 17188 Hopeton Road	Individual	none

Cape Charles Segment

Along the Cape Charles Segment of the proposed trail alignment, 1 resource is listed in the NRHP, a historic district. Additionally, there are 2 resources that have not been evaluated by DHR and would require further survey to determine whether or not they are eligible for listing in the NRHP, including 2 individual properties. These resources are listed in the table below:

DHR ID	Resource Name	Property Type	Evaluation Status
182-0002	Cape Charles Historic District	Historic District	NRHP, VLR Listed
065-5085	Warehouse, 22435 Junction Lane	Individual	none
065-5078	Gas Station, 3255 Stone Road	Individual	none

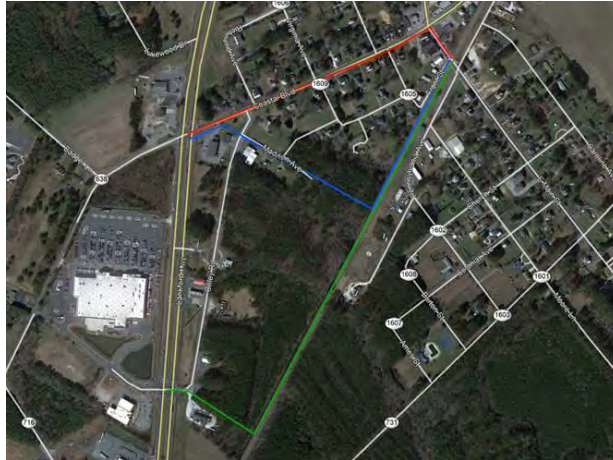
Onley Segment

Along the Onley Segment of the proposed trail alignment, 1 resource is listed in the NRHP, a historic district. No additional resources were identified by the VCRIS archives search that would require further survey within the vicinity of this segment. The eligible resource is listed in the table below:

DHR ID	Resource Name	Property Type	Evaluation Status
274-5001	Town of Onley Historic District	Historic District	Eligible

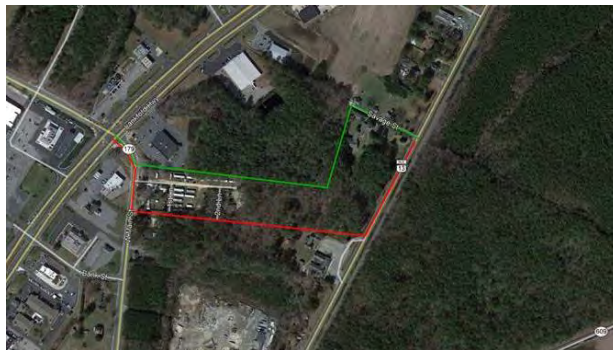
Southern Alternatives

Within the Onley Segment, several alternatives were considered for connections to local destinations. On the southern end of the Onley Segment, three alternatives were considered, shown below. All three alternatives (green, blue, and red) travel through the Town of Onley Historic District. The green and blue alternatives travel the same route within the historic district, which is limited to the existing railroad right-of-way. The red alternative, however, travels outside of the existing railroad right-of-way and for a longer distance than either the green or blue alternative. Therefore, the red alternative may have a greater potential for impacts on the historic district than does either the green or blue alternative.



Northern Alternatives

On the northern end of the Onley Segment, two alternatives were considered, shown below. However, no resources were identified by the VCRIS archives search within the vicinity of either the green or the red alternative; therefore, there may be no difference in the potential for impacts on historic resources for either alternative.



Wetlands and Streams

Introduction

VHB conducted a desktop review in September 2020 to identify possible wetlands and streams that may occur within the vicinity of the proposed Eastern Shore rails to trails project alignment. VHB used the National Wetlands Inventory (NWI) Geographic Information System (GIS) data to identify potential wetlands and streams that may occur within a 30-foot corridor of the proposed trail alignment (15 feet on each side of the proposed trail centerline). The following summarizes the results of this analysis for the full alignment as well as for three individual segments of the trail. Additional review of the project area should be conducted as the project moves forward to determine the potential for any impacts to occur.

Full Alignment

Along the entire alignment proposed for the Eastern Shore Rail to Trail project, NWI indicated that palustrine emergent marsh (PEM) and palustrine forested/shrub wetland (PFO/PSS) occur within the proposed trail corridor. Approximate acreages of each are provided in the following table:

Wetland Type	Acreage (ac.)
Palustrine emergent marsh (PEM)	1.6
Palustrine forested/shrub wetland (PFO/PSS)	3.4

NWI also indicated that streams occur within the proposed alignment of the trail. The approximate length of streams occurring within the 30-foot corridor totals 4,316 linear feet.

Individual Segments

Three segments of the overall alignment were further considered, including the Accomack Segment, the Cape Charles Segment, and the Onley Segment. Wetlands and streams, as indicated by NWI, present within the 30-foot corridor for these three segments are summarized below.

Accomack Segment

Along the Accomack Segment of the proposed trail alignment, including the ESCC Entrance Connection, the NWI indicated PEM and PFO/PSS wetlands present within trail corridor as follows:

Wetland Type	Acreage (ac.)
Palustrine emergent marsh (PEM)	0.8
Palustrine forested/shrub wetland (PFO/PSS)	4.4

NWI also indicates approximately 1,917 linear feet of stream occur within the corridor of the trail segment.

Cape Charles Segment

According to the NWI, no wetlands or streams occur within the corridor of the Cape Charles Segment.

Onley Segment

Along the Onley Segment of the proposed trail alignment, the NWI indicated the following wetlands present within the proposed trail corridor:

Wetland Type	Acreage (ac.)
Palustrine forested/shrub wetland (PFO/PSS)	0.5

Also, approximately 39 linear feet of stream occur within the trail corridor along the Onley Segment.

Onley Segment Alternatives

Five alternatives are proposed for the Onley segment including two at the north end of the segment and three at the south end. The NWI data indicated there is no difference in wetland presence between the alternatives, and therefore, none of the alternatives provides a greater likelihood for wetland and stream impacts.



Appendix D

Final Concept Graphics

D1 – Concept Alignment

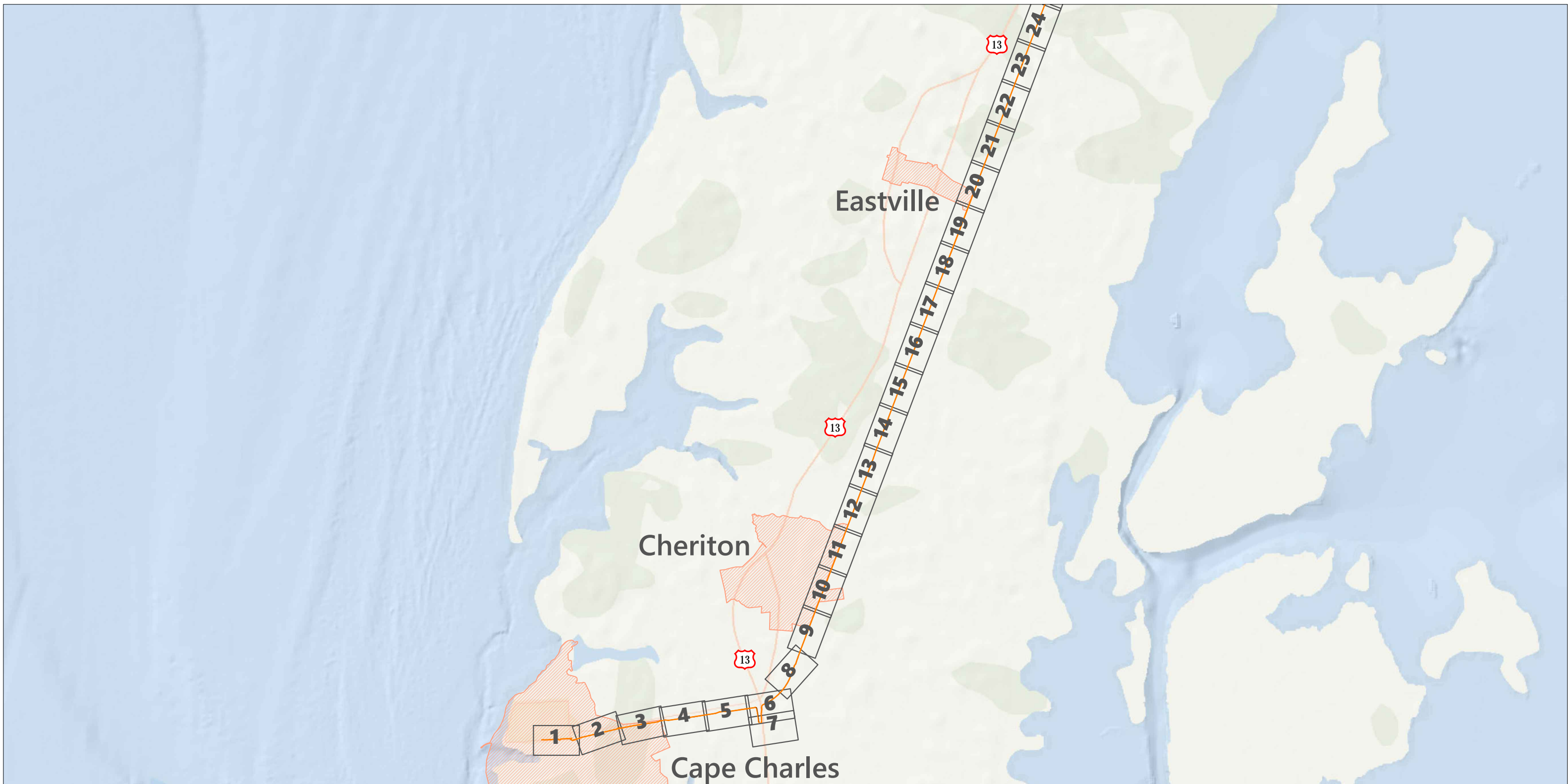
D2 – Typical Crossings

D3 – Typical Sections

D4 – Planning-Level Cost Estimates



Appendix D1 – Concept Alignment



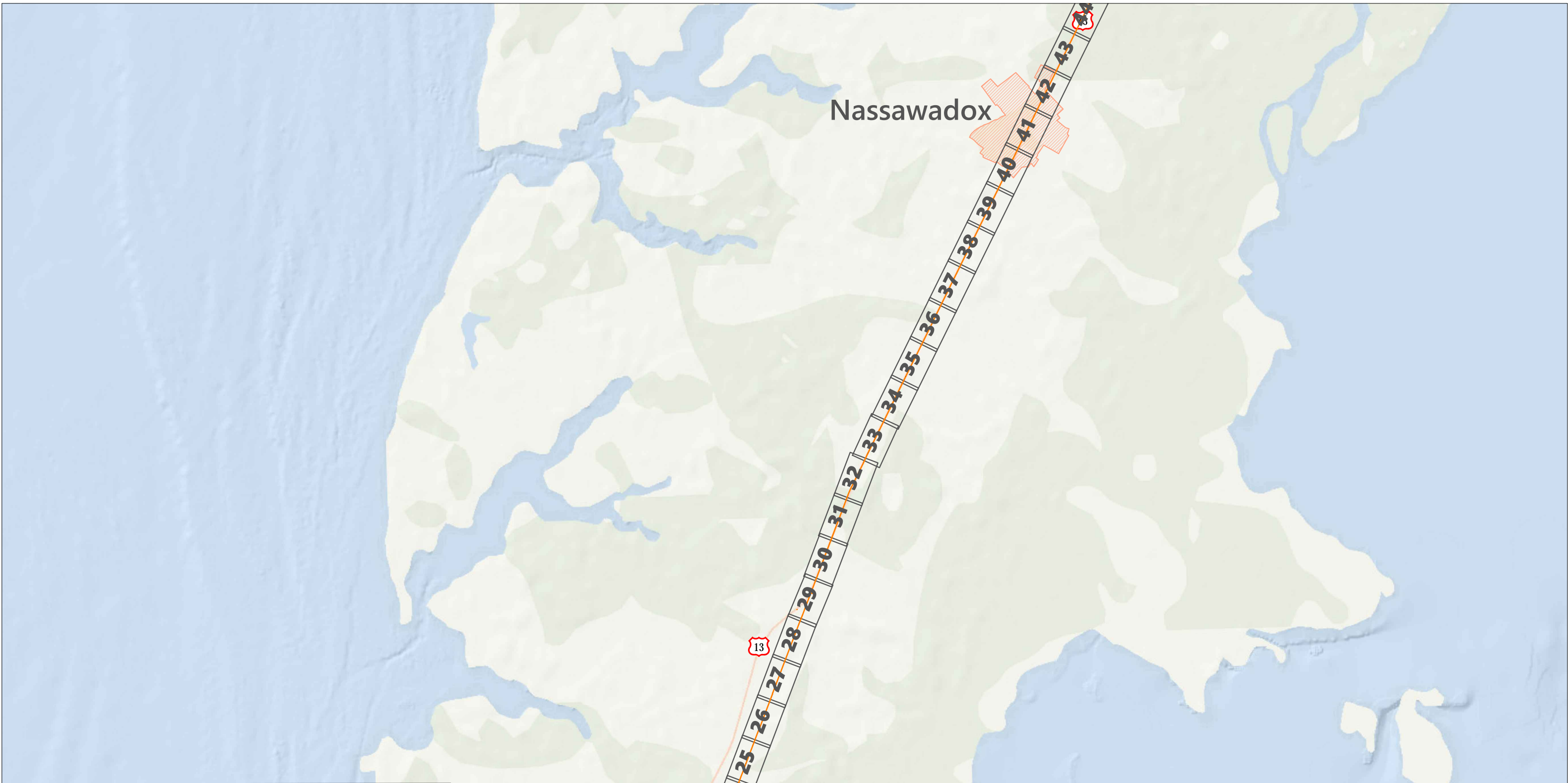
Eastern Shore Rail to Trail Study Map Index



M1 OF M6
PROJECT NO. 46267-1-17-37

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY. VDOT ACKNOWLEDGES THAT THE ULTIMATE ALIGNMENT MAY VARY DEPENDING ON THE OUTCOME OF FURTHER STUDY. CONSIDERING SUCH FACTORS AS RIGHT OF WAY AVAILABILITY, ENVIRONMENTAL IMPACTS, AND COSTS.



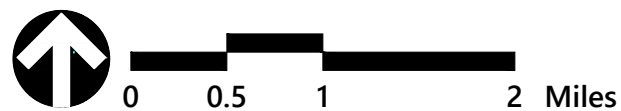


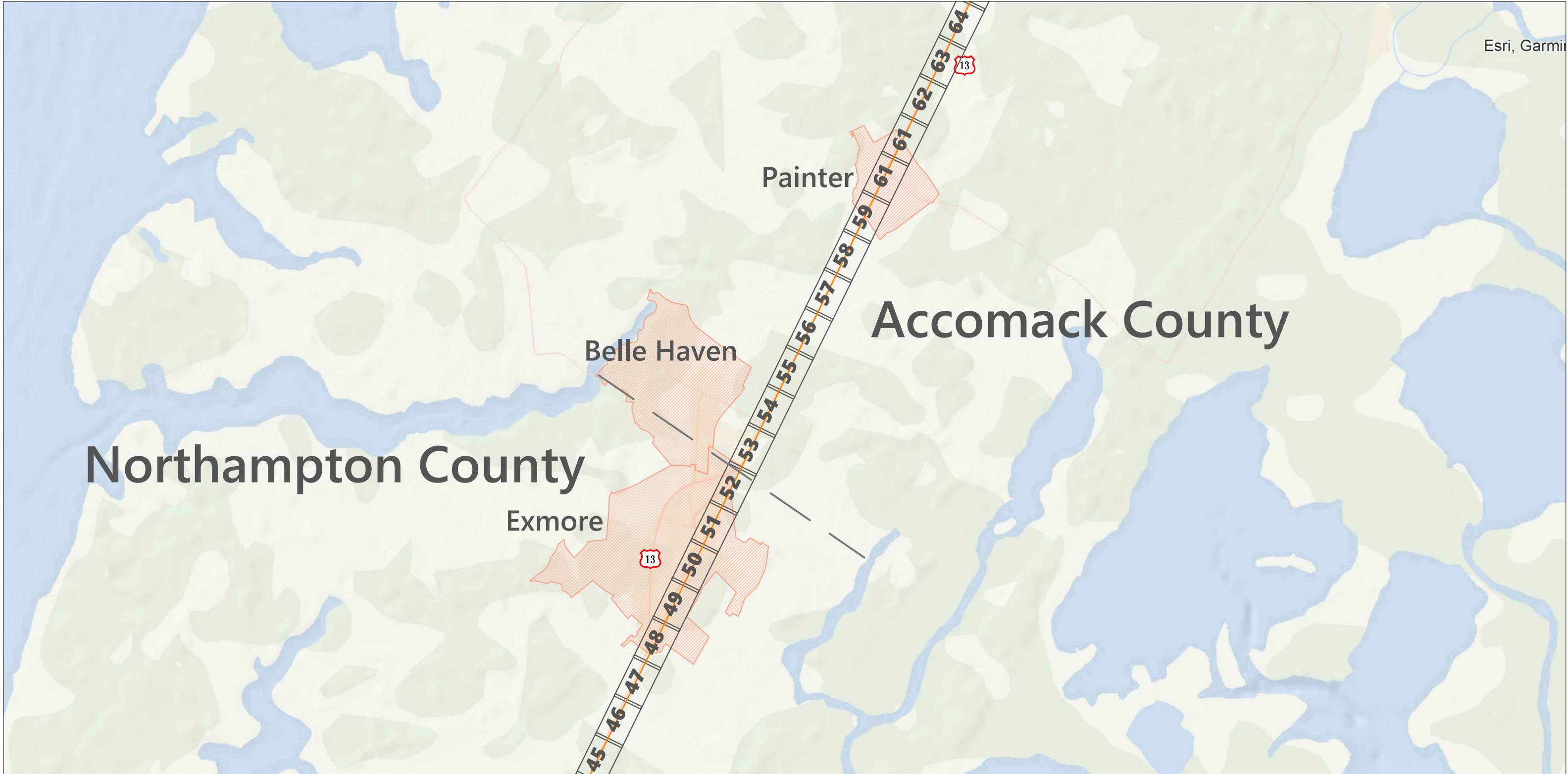
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Northampton County

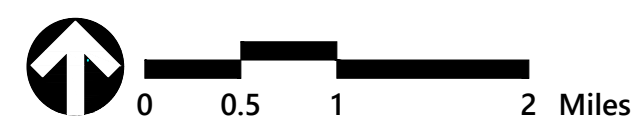
Accomack County

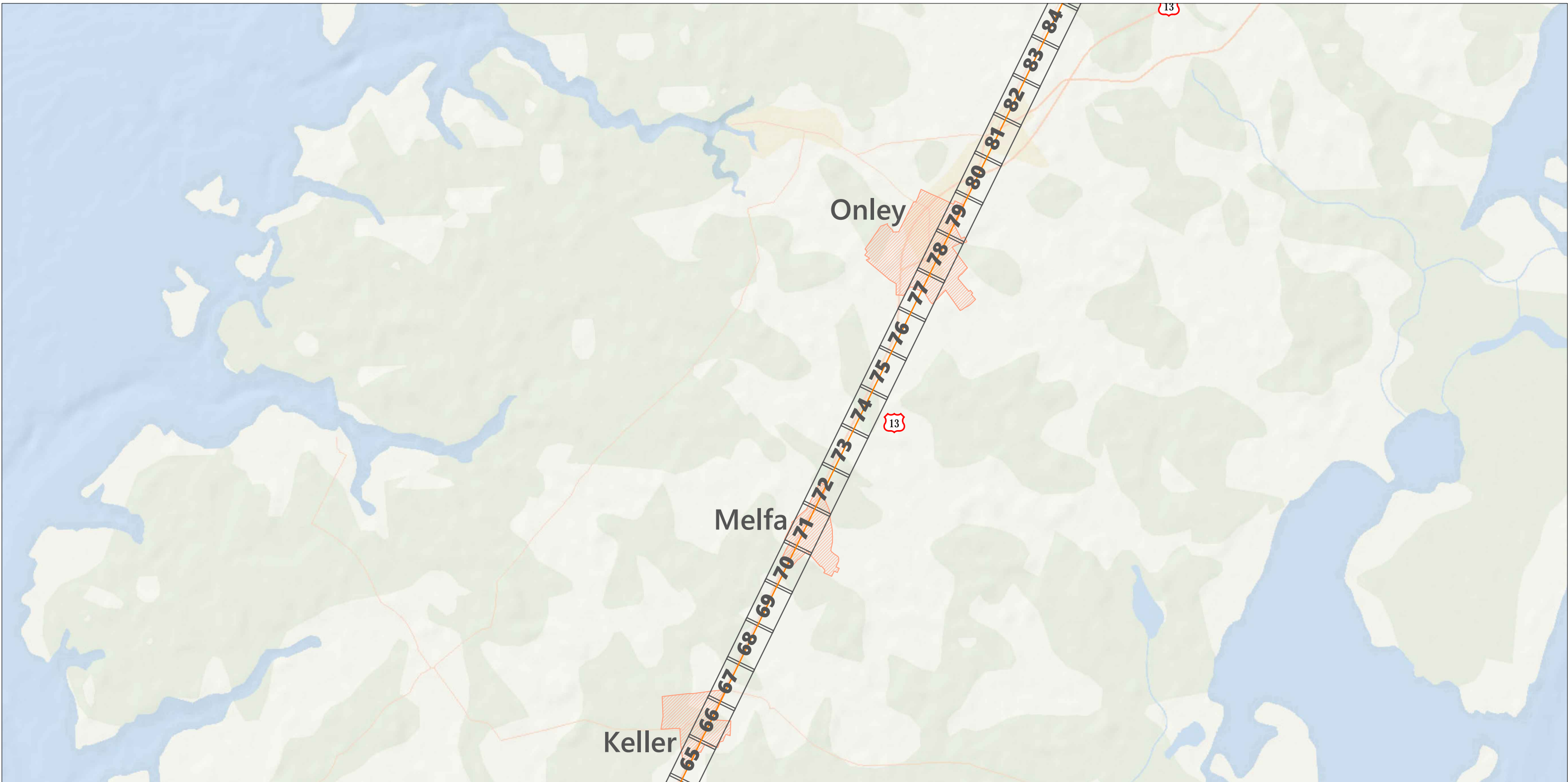
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M3 OF M6
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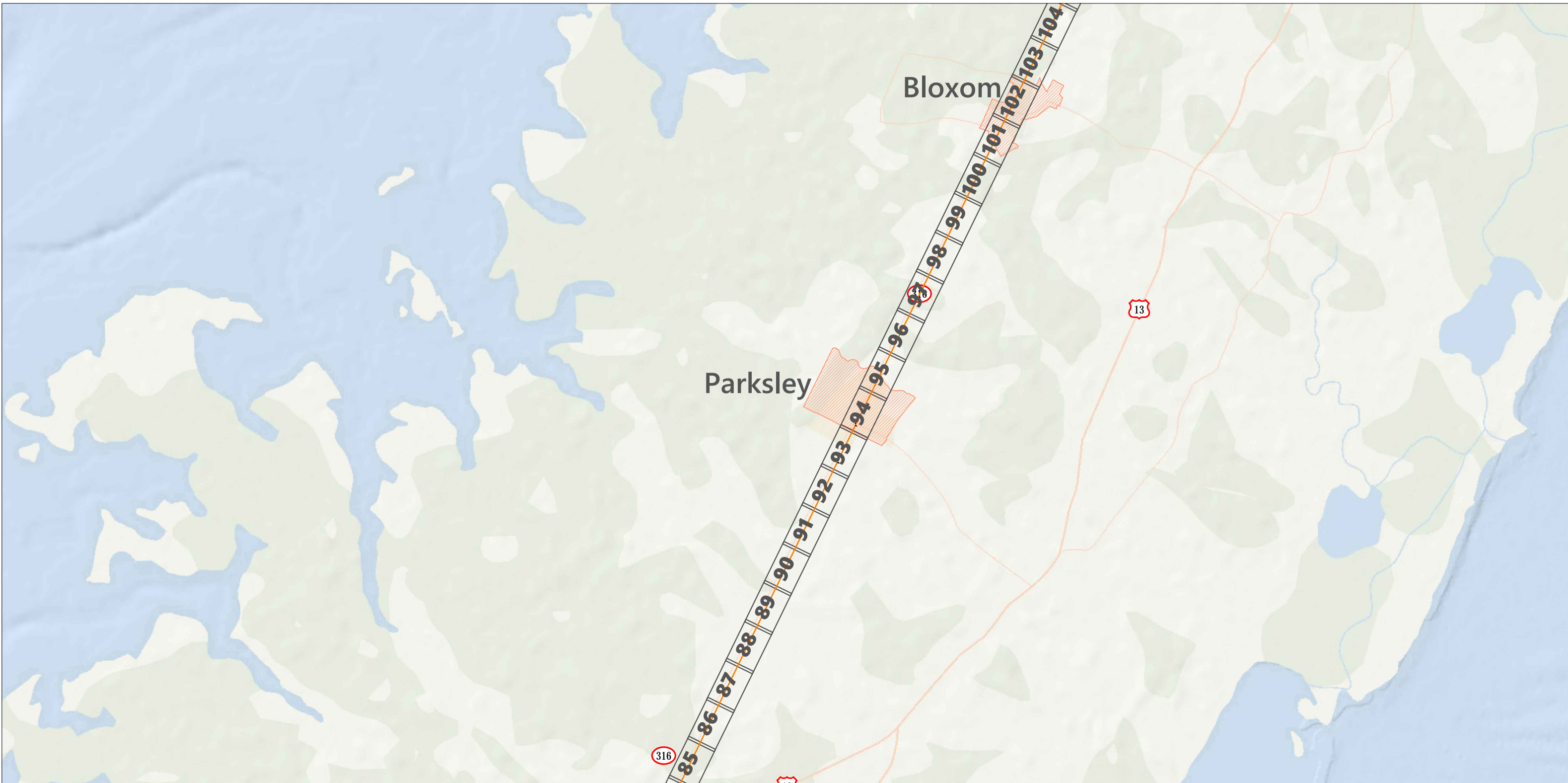
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M4 OF M6
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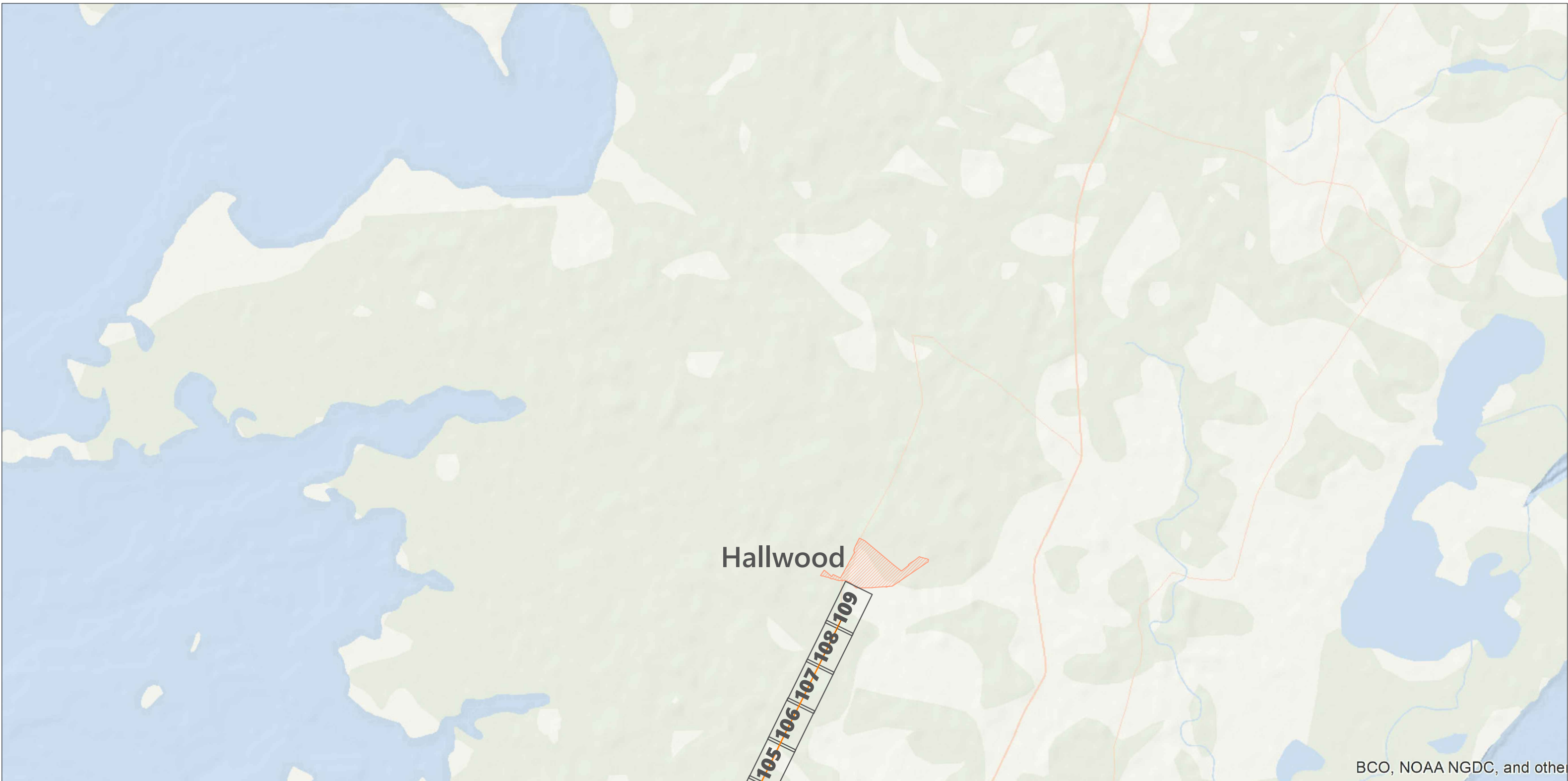
Eastern Shore Rail to Trail Study Map Index



M5 OF M6
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BCO, NOAA NGDC, and other

Eastern Shore Rail to Trail Study Map Index



M6 OF M6
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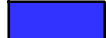







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Eastern Shore Rail to Trail Study Prefer. Alignment



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort.
- All design to be performed within existing ROW after survey is complete.

-L- STA. 20+80 SEE SHEET 1



-L- STA. 44+90 SEE SHEET 3

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Eastern Shore Rail to Trail Study






Prefer. Alignment








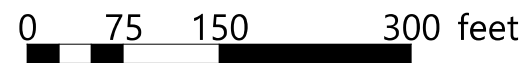
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LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.



NOTES

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-L- STA. 44+90 SEE SHEET 2

-L- STA. 68+90 SEE SHEET 4



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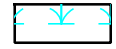



Eastern Shore Rail to Trail Study Prefer. Alignment


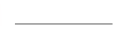





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LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.



NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort.
- All design to be performed within existing ROW after survey is complete.

-L- STA. 68+90 SEE SHEET 3

-L- STA. 92+96 SEE SHEET 5



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 4 of 109
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature
-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.



NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort.
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-L- STA. 92+96 SEE SHEET 4

-L- STA. 117+03 SEE SHEET 6



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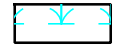



Eastern Shore Rail to Trail Study Prefer. Alignment








Sheet 5 of 109
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.



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-L- STA. 117+03 SEE SHEET 5

-L- STA. 138+00
SEE SHEET 8

Add Vegetation to Act as Visual Buffer Between Shared Use Path and Road

Potential Location for Stormwater Management Basin

Drainage Improvement Required

Proposed Park and Ride

Drainage Improvement Required

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Eastern Shore Rail to Trail Study

Prefer. Alignment



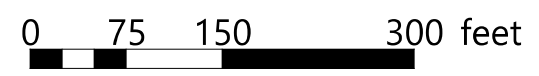
Sheet 6 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- B Cross Section Typical No.



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Install Shared Use Path Crossing at Future Signalized Intersection

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Eastern Shore Rail to Trail Study Prefer. Alignment








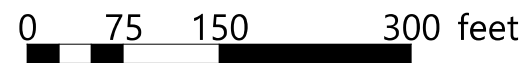
Sheet 7 of 109
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.



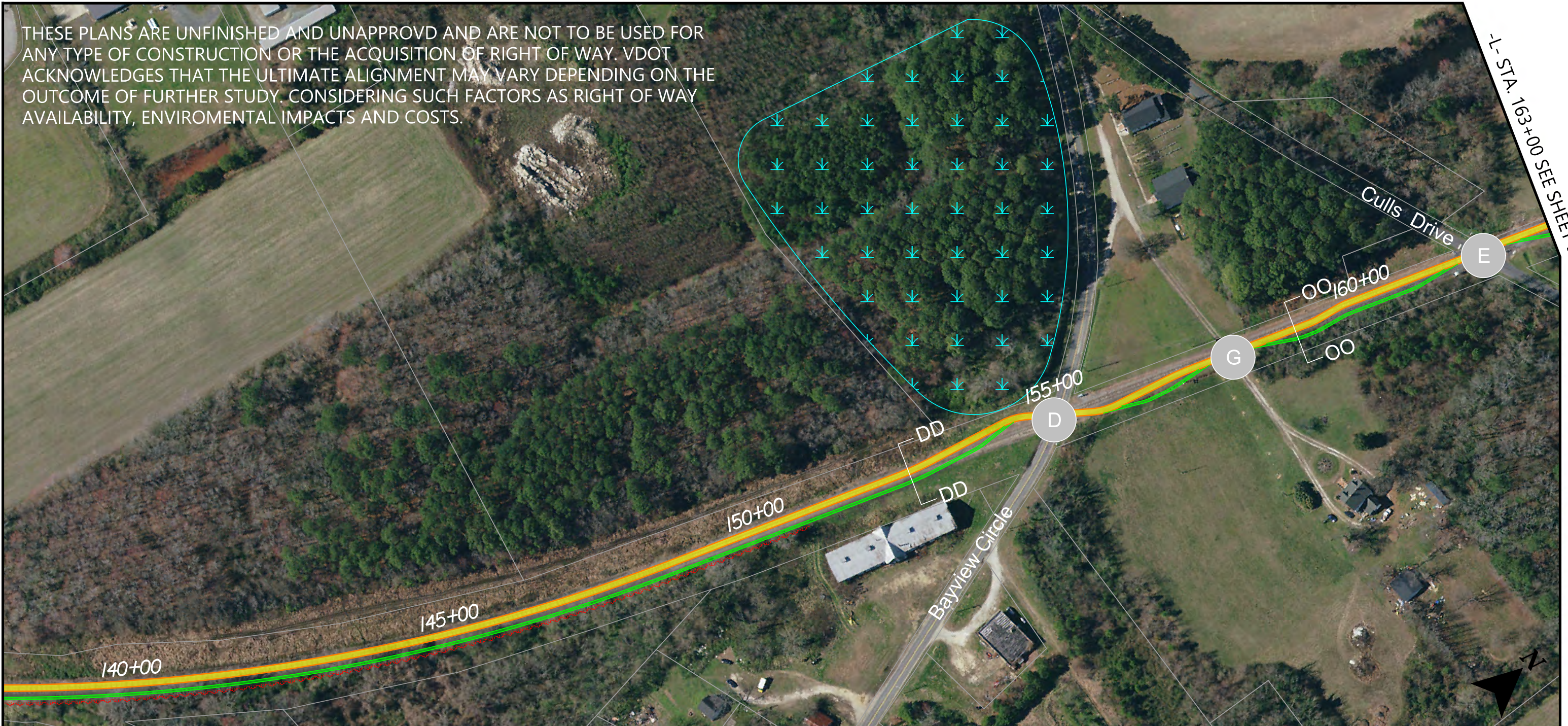
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-L- STA. 138+00 SEE SHEET 6

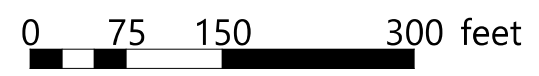
-L- STA. 193+00 SEE SHEET 9



Eastern Shore Rail to Trail Study Prefer. Alignment



LEGEND	
	Shared Use Path
	Wetlands
	New Pavement
	Alternative Soft Surface Path
	Water Feature
	Tree Trimming/ Removal
	Parcel Boundary
	Fence Barrier
	Existing Rail to be Removed
	Cross Section Typical No.



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-L- STA. 163+00 SEE SHEET 8

-L- STA. 187+00 SEE SHEET 10



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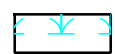



Eastern Shore Rail to Trail Study Prefer. Alignment








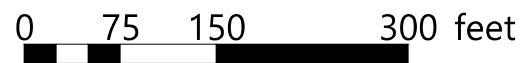
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LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.

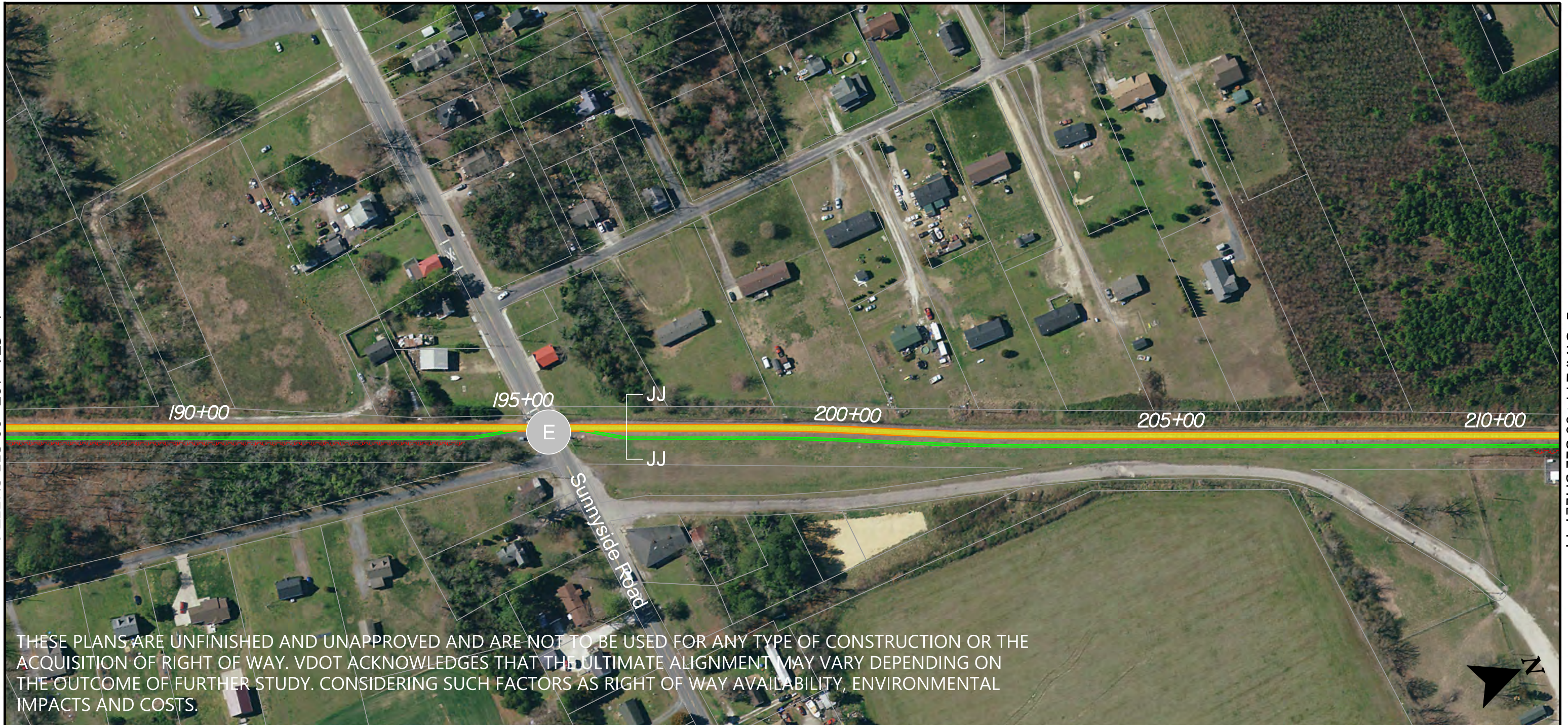


NOTES

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-L- STA. 187+00 SEE SHEET 9

-L- STA. 211+00 SEE SHEET 11



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 10 of 109
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature
-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.



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-L- STA. 211+00 SEE SHEET 10

-L- STA. 235+00 SEE SHEET 12



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 11 of 109
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature
-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.



NOTES

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-L- STA. 235+00 SEE SHEET 11

-L- STA. 259+00 SEE SHEET 13



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Eastern Shore Rail to Trail Study Prefer. Alignment








Sheet 12 of 109
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
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-L- STA. 259+00 SEE SHEET 12

-L- STA. 283+00 SEE SHEET 14



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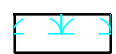



Eastern Shore Rail to Trail Study Prefer. Alignment








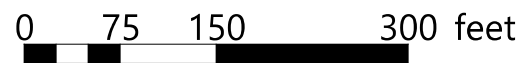
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LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.



NOTES

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-L- STA. 283+00 SEE SHEET 13

-L- STA. 307+00 SEE SHEET 15



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Eastern Shore Rail to Trail Study Prefer. Alignment








Sheet 14 of 109
PROJECT NO. 46267-1-17-37




LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.

0 75 150 300 feet

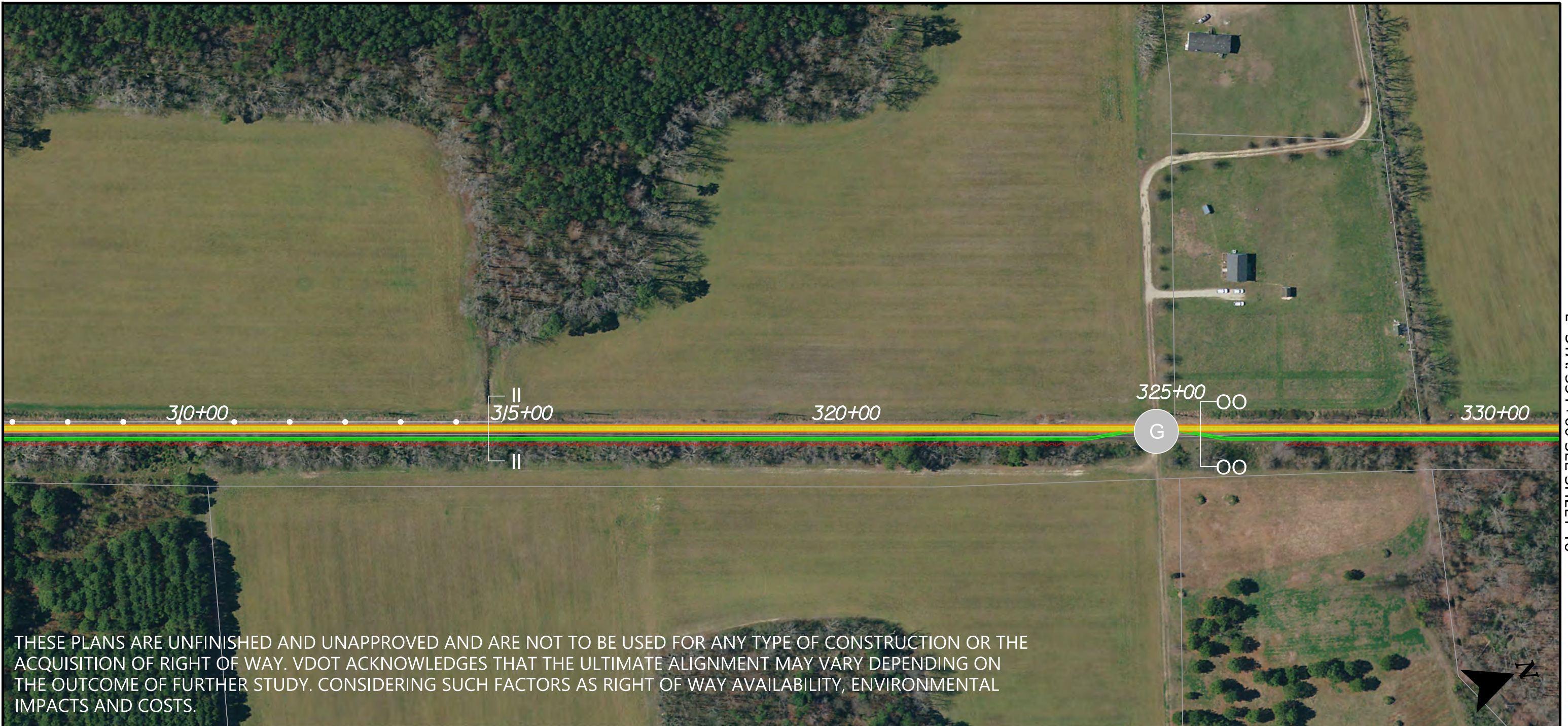


NOTES

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-L- STA. 307+00 SEE SHEET 14

-L- STA. 331+00 SEE SHEET 16



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Eastern Shore Rail to Trail Study Prefer. Alignment



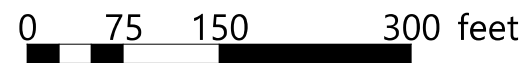
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LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.



NOTES

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-L- STA. 331+00 SEE SHEET 15

-L- STA. 355+00 SEE SHEET 17



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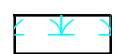



Eastern Shore Rail to Trail Study Prefer. Alignment








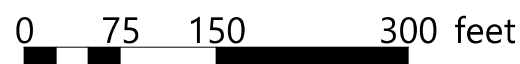
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LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.



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-L- STA. 355+00 SEE SHEET 16

-L- STA. 379+00 SEE SHEET 18



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 17 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature
- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.



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-L- STA. 379+00 SEE SHEET 17

-L- STA. 403+00 SEE SHEET 19



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Eastern Shore Rail to Trail Study Prefer. Alignment








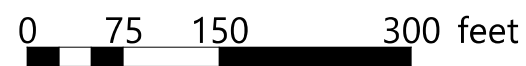
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LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.



NOTES

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-L- STA. 403+00 SEE SHEET 18

-L- STA. 427+00 SEE SHEET 20



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 19 of 109
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature
-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.



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-L- STA. 427+00 SEE SHEET 19

-L- STA. 451+00 SEE SHEET 21



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Eastern Shore Rail to Trail Study Prefer. Alignment








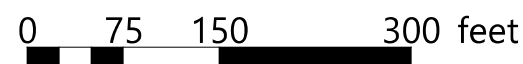
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PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.



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-L- STA. 451+00 SEE SHEET 20

-L- STA. 475+00 SEE SHEET 22



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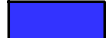
Eastern Shore Rail to Trail Study Prefer. Alignment








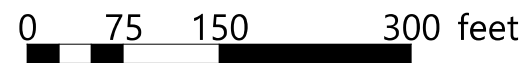
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LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.



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-L- STA. 475+00 SEE SHEET 21

-L- STA. 499+00 SEE SHEET 23



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Eastern Shore Rail to Trail Study Prefer. Alignment








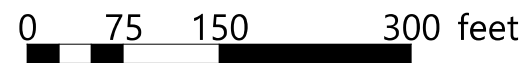
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LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.



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- All design to be performed within existing ROW after survey is complete.

-L- STA. 499+00 SEE SHEET 22

-L- STA. 523+00 SEE SHEET 24



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Eastern Shore Rail to Trail Study Prefer. Alignment








Sheet 23 of 109
PROJECT NO. 46267-1-17-37




LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.

0 75 150 300 feet



NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
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-L- STA. 523+00 SEE SHEET 23

-L- STA. 547+00 SEE SHEET 25



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Eastern Shore Rail to Trail Study Prefer. Alignment








Sheet 24 of 109
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.



NOTES

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-L- STA. 547+00 SEE SHEET 24

-L- STA. 571+00 SEE SHEET 26



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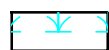



Eastern Shore Rail to Trail Study Prefer. Alignment








Sheet 25 of 109
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.

0 75 150 300 feet

NOTES

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-L- STA. 571+00 SEE SHEET 25

-L- STA. 595+00 SEE SHEET 27



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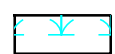



Eastern Shore Rail to Trail Study Prefer. Alignment








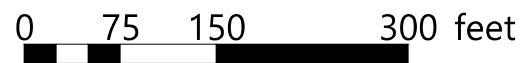
Sheet 26 of 109
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.

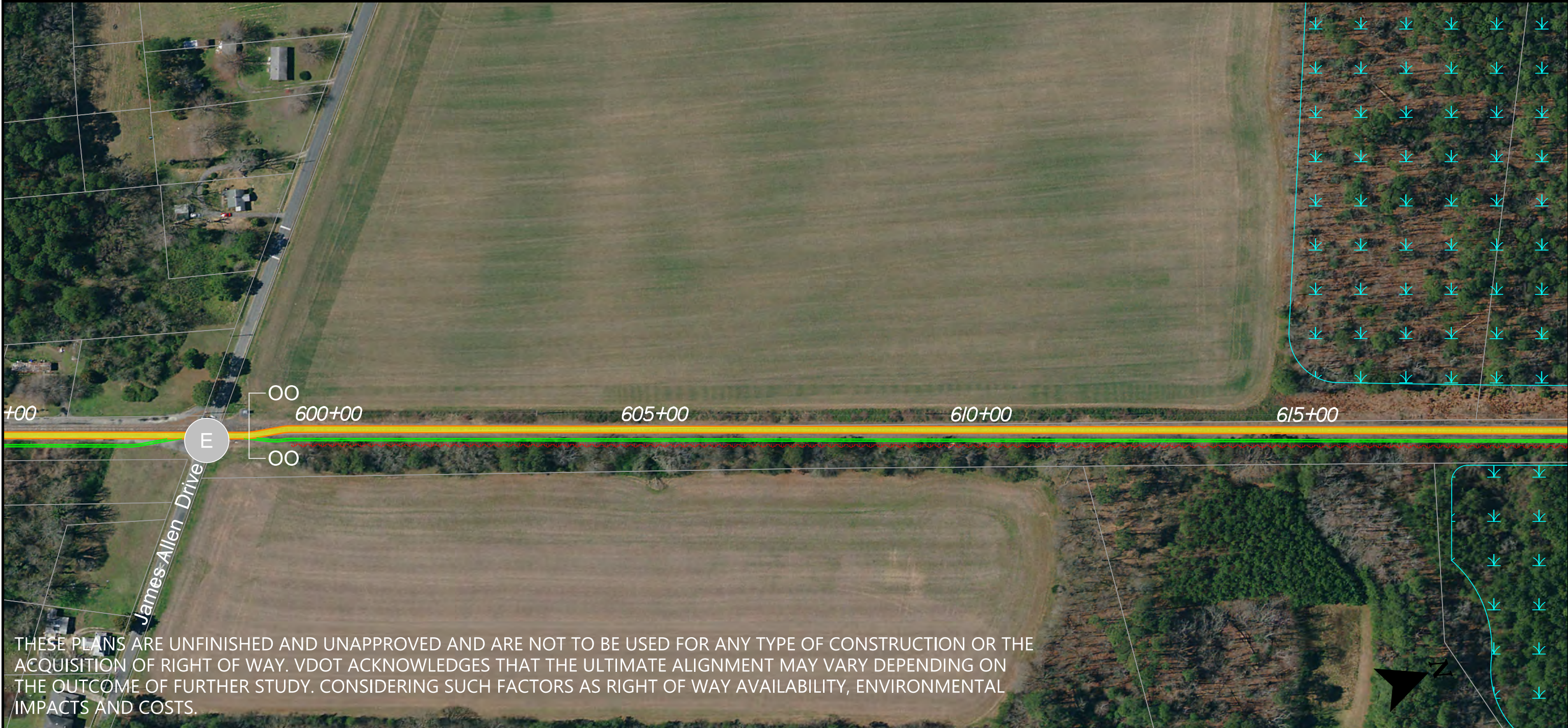


NOTES

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-L- STA. 595+00 SEE SHEET 26

-L- STA. 619+00 SEE SHEET 28



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 27 of 109
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature
-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.



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-L- STA. 619+00 SEE SHEET 27

-L- STA. 643+00 SEE SHEET 29



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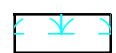



Eastern Shore Rail to Trail Study Prefer. Alignment








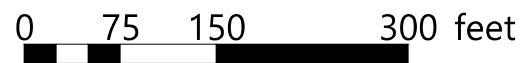
Sheet 28 of 109
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.



NOTES

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L- STA. 643+00 SEE SHEET 28

L- STA. 667+00 SEE SHEET 30



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 29 of 109
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature
-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.



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-L- STA. 667+00 SEE SHEET 29

-L- STA. 691+00 SEE SHEET 31



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Eastern Shore Rail to Trail Study Prefer. Alignment








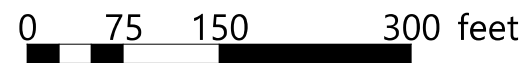
Sheet 30 of 109
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.



NOTES

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-L- STA. 691+00 SEE SHEET 30

-L- STA. 715+00 SEE SHEET 32



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Eastern Shore Rail to Trail Study Prefer. Alignment








Sheet 31 of 109
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.

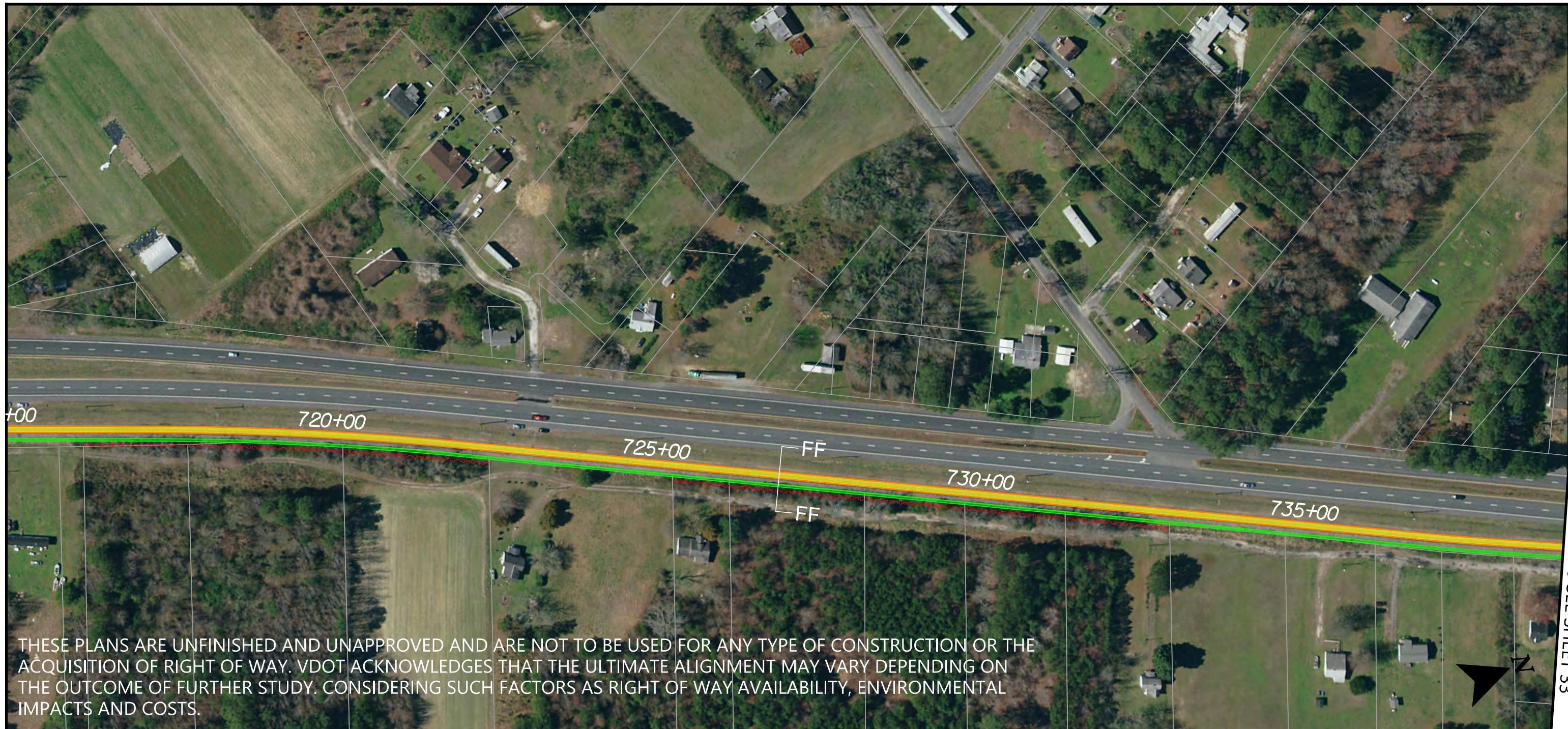
0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
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-L- STA. 715+00 SEE SHEET 31

-L- STA. 739+00 SEE SHEET 33



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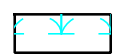



Eastern Shore Rail to Trail Study Prefer. Alignment








Sheet 32 of 109
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.

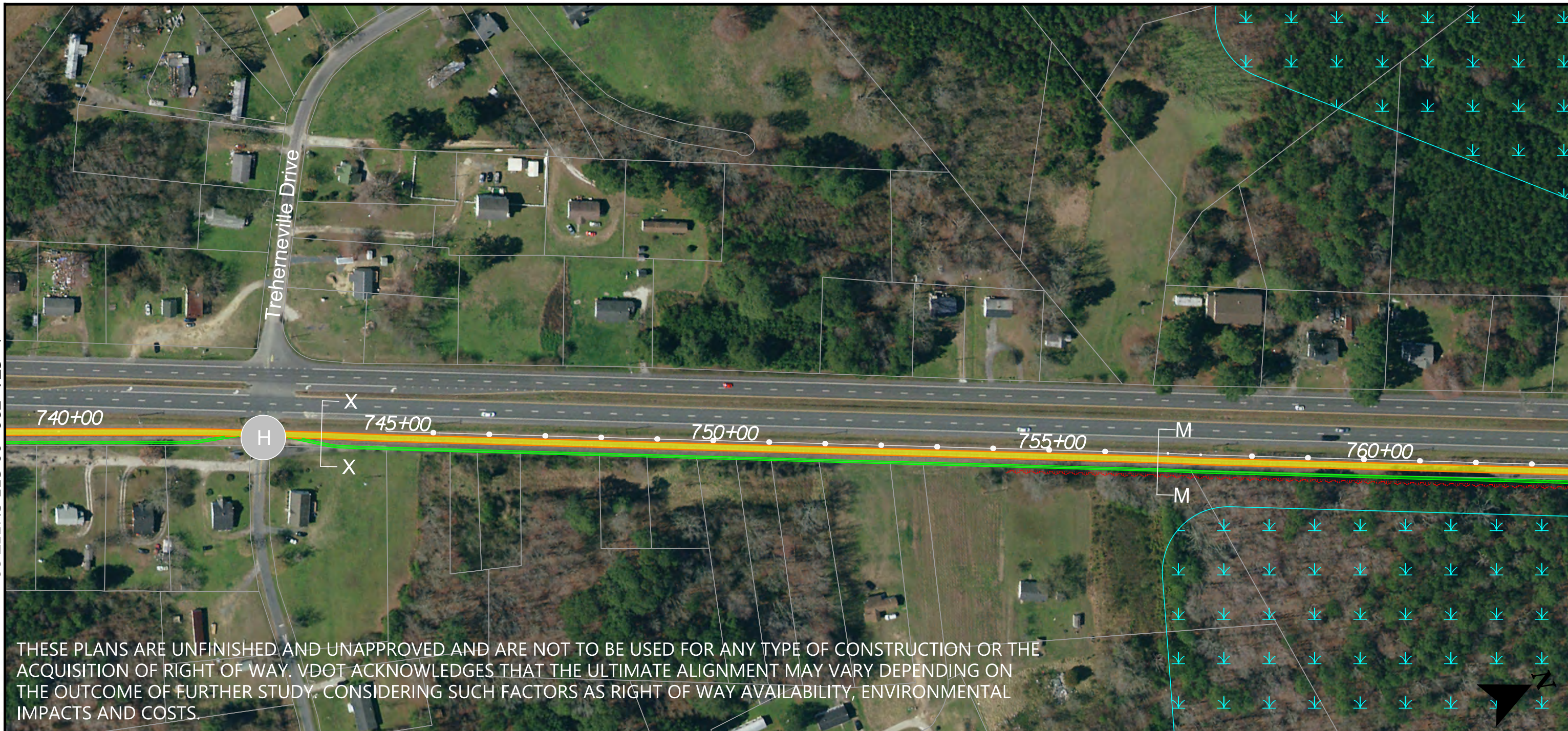


NOTES

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-L- STA. 739+00 SEE SHEET 32

-L- STA. 763+00 SEE SHEET 34



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Eastern Shore Rail to Trail Study Prefer. Alignment








Sheet 33 of 109
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
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-L- STA. 763+00 SEE SHEET 33

-L- STA. 787+00 SEE SHEET 35








Eastern Shore Rail to Trail Study Prefer. Alignment








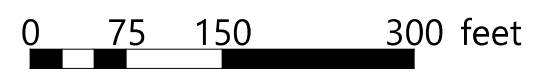
Sheet 34 of 109
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.

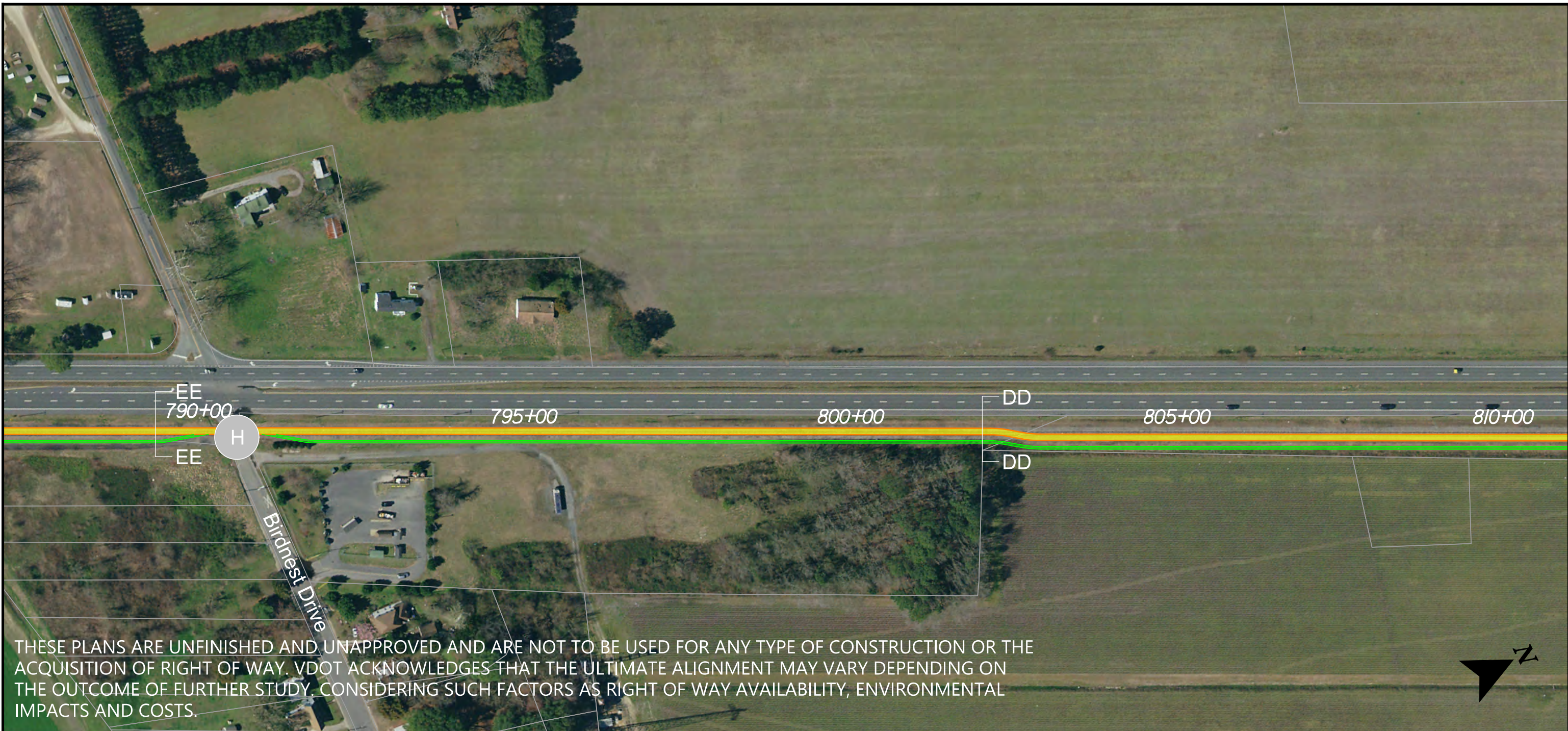


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-L- STA. 787+00 SEE SHEET 34

-L- STA. 811+00 SEE SHEET 36



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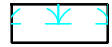



Eastern Shore Rail to Trail Study Prefer. Alignment








Sheet 35 of 109
PROJECT NO. 46267-1-17-37




LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.

0 75 150 300 feet

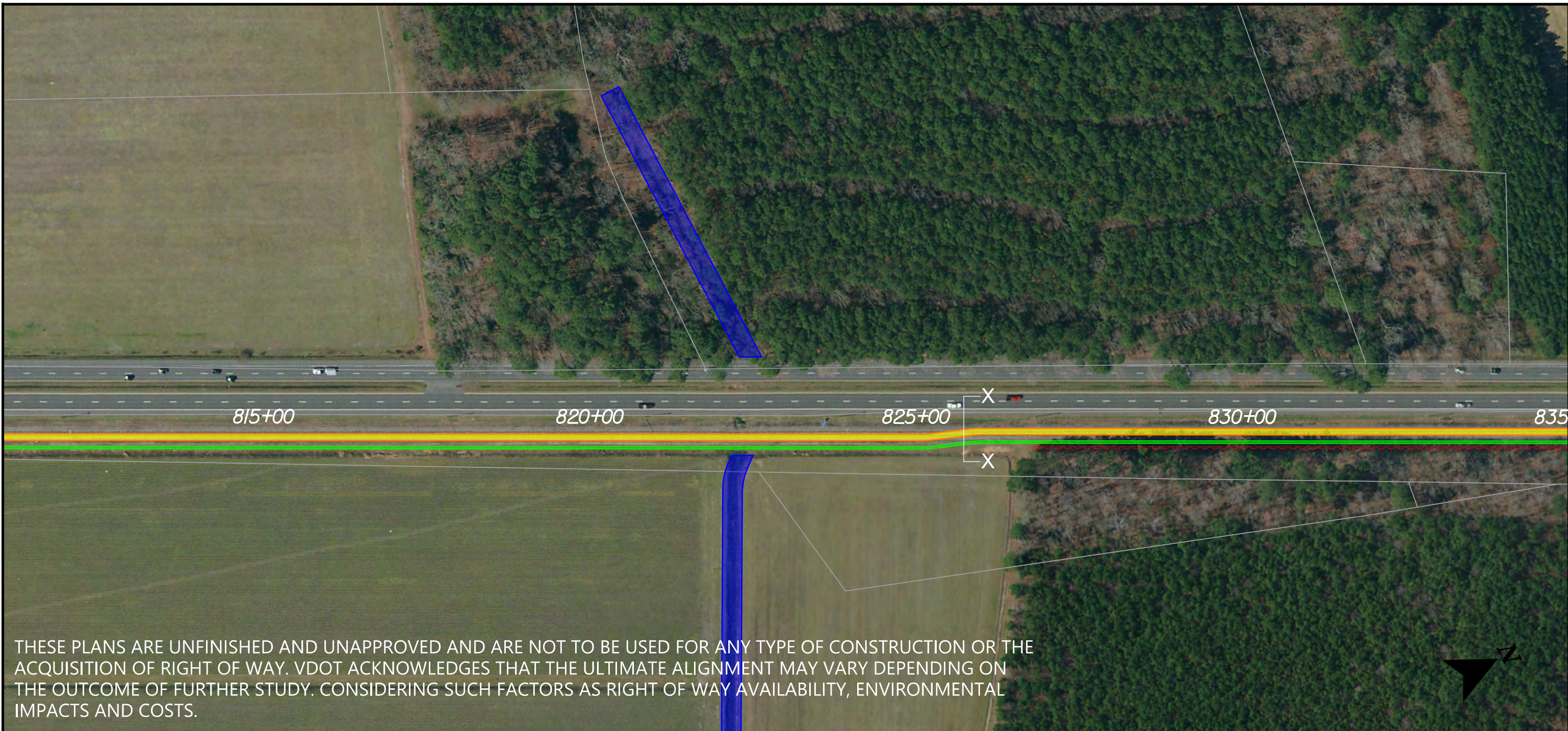


NOTES

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-L- STA. 811+00 SEE SHEET 35

-L- STA. 835+00 SEE SHEET 37



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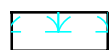



Eastern Shore Rail to Trail Study Prefer. Alignment








Sheet 36 of 109
PROJECT NO. 46267-1-17-37




LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.

0 75 150 300 feet



NOTES

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-L- STA. 835+00 SEE SHEET 36

-L- STA. 859+00 SEE SHEET 38



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Eastern Shore Rail to Trail Study Prefer. Alignment








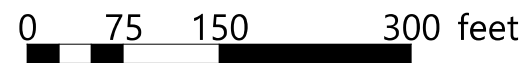
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LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
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-L- STA. 859+00 SEE SHEET 37

-L- STA. 883+00 SEE SHEET 39



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Eastern Shore Rail to Trail Study Prefer. Alignment








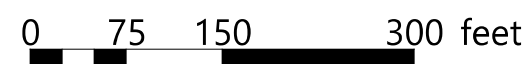
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PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.

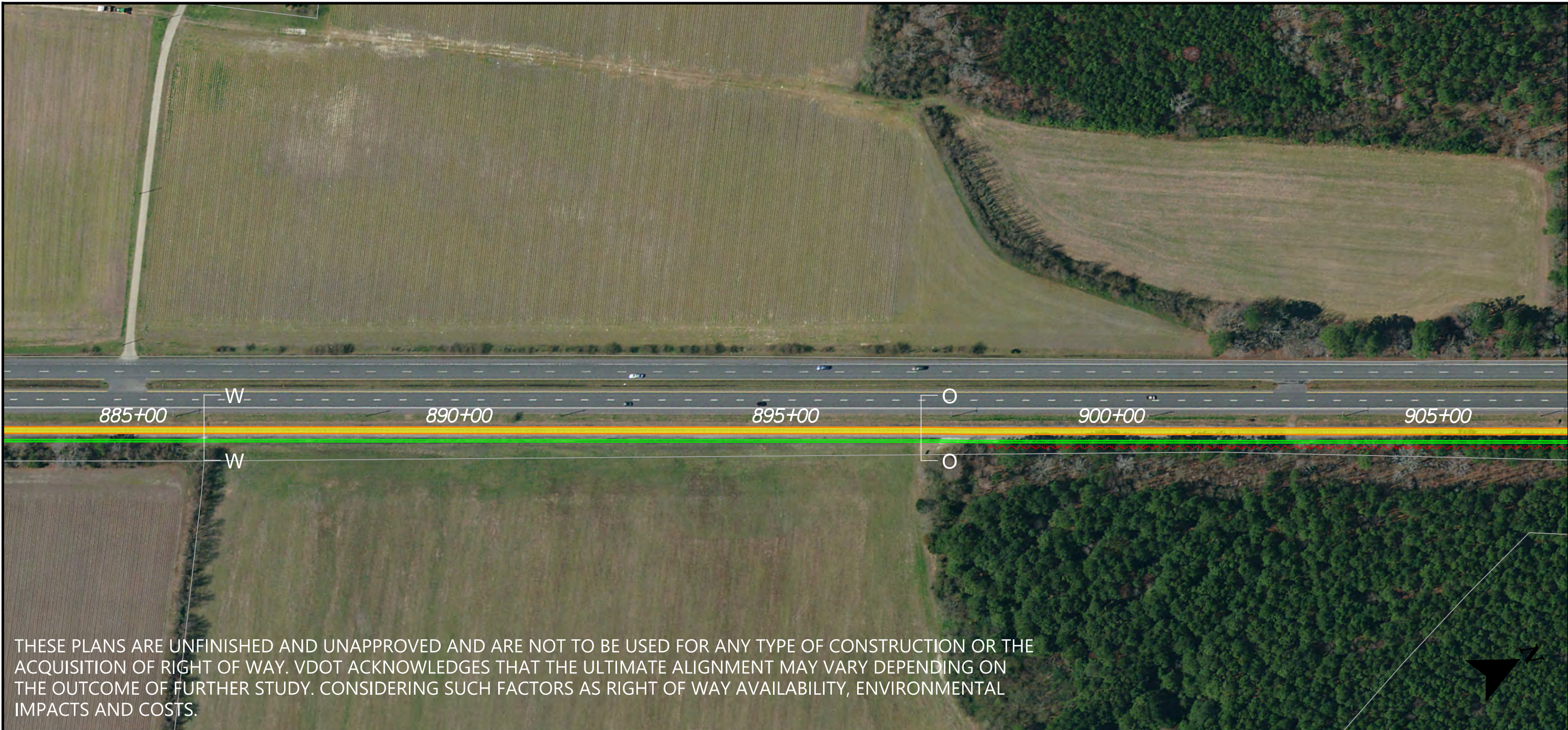


NOTES

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-L- STA. 883+00 SEE SHEET 38

-L- STA. 907+00 SEE SHEET 40



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Eastern Shore Rail to Trail Study Prefer. Alignment








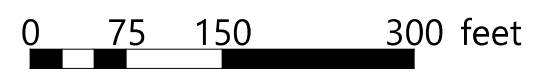
Sheet 39 of 109
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.



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-L- STA. 907+00 SEE SHEET 39

-L- STA. 931+00 SEE SHEET 41



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Eastern Shore Rail to Trail Study Prefer. Alignment








Sheet 40 of 109
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

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-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
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-L- STA. 931+00 SEE SHEET 40

-L- STA. 955+00 SEE SHEET 42



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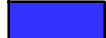
Eastern Shore Rail to Trail Study Prefer. Alignment








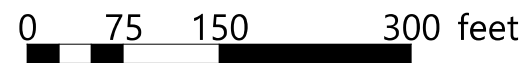
Sheet 41 of 109
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.

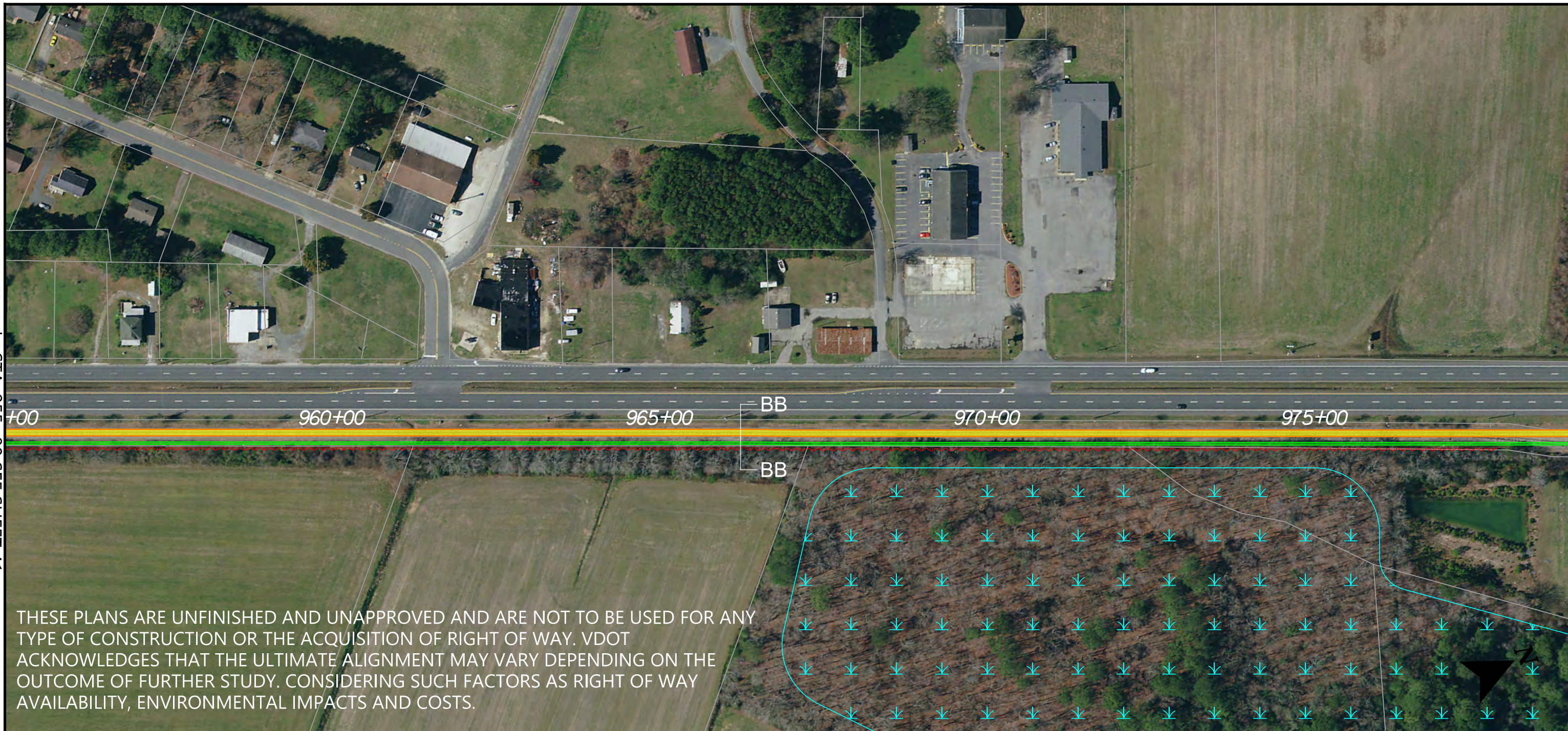


NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort.
- All design to be performed within existing ROW after survey is complete.

-L- STA. 955+00 SEE SHEET 41

-L- STA. 979+00 SEE SHEET 43



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Eastern Shore Rail to Trail Study Prefer. Alignment








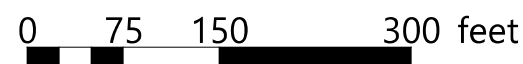
Sheet 42 of 109
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.



NOTES

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-L- STA. 979+00 SEE SHEET 42

-L- STA. 1003+00 SEE SHEET 44



Eastern Shore Rail to Trail Study Prefer. Alignment



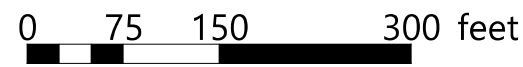
Sheet 43 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- B Cross Section Typical No.



NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
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-L- STA. 1003+00 SEE SHEET 43

-L- STA. 1027+00 SEE SHEET 45







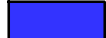
Eastern Shore Rail to Trail Study Prefer. Alignment








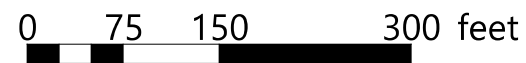
Sheet 44 of 109
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.



NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
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-L- STA. 1027+00 SEE SHEET 44

-L- STA. 1051+00 SEE SHEET 46



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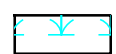



Eastern Shore Rail to Trail Study Prefer. Alignment








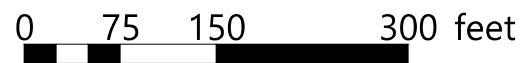
Sheet 45 of 109
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LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.

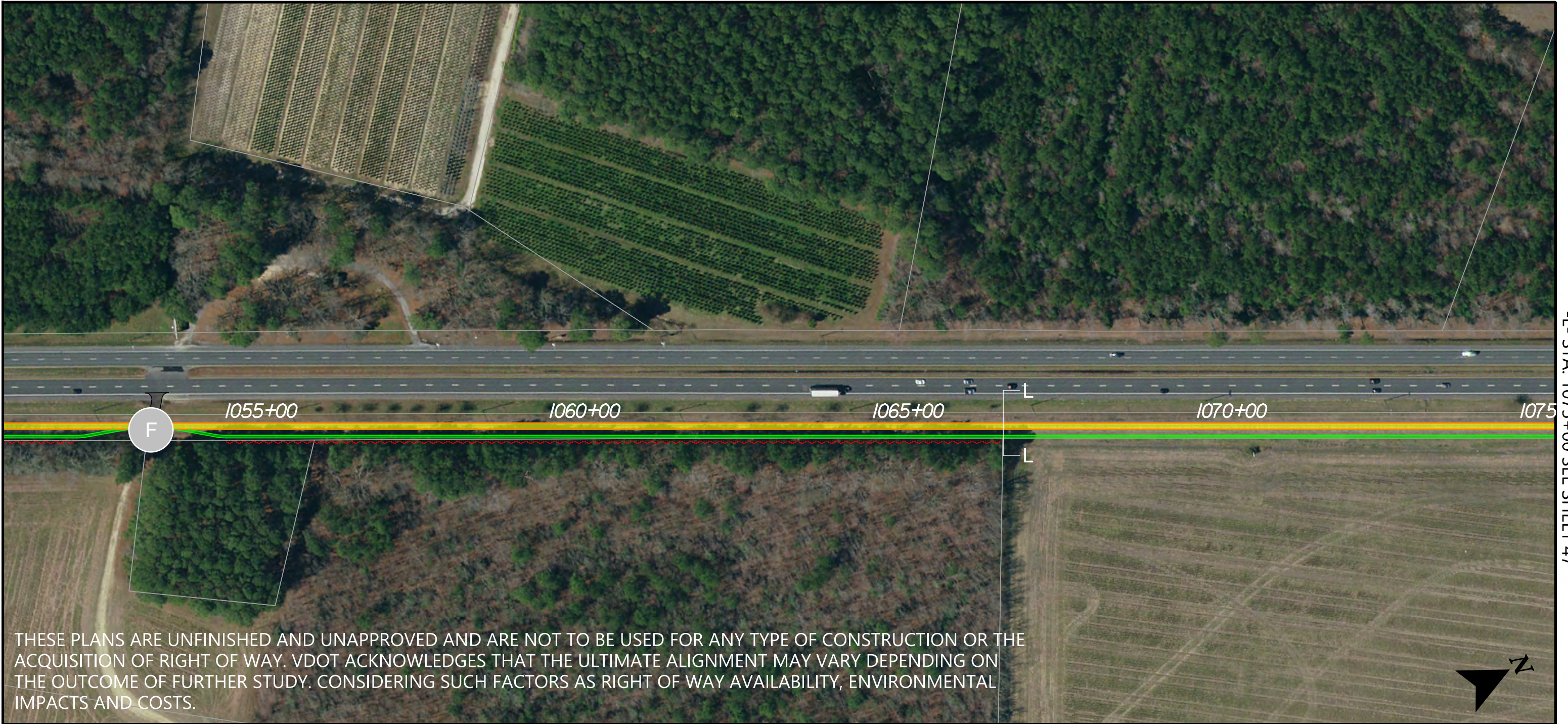


NOTES

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-L- STA. 1051+00 SEE SHEET 45

-L- STA. 1075+00 SEE SHEET 47



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Eastern Shore Rail to Trail Study Prefer. Alignment








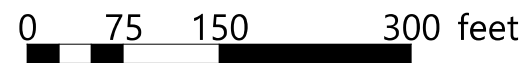
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PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.



NOTES

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-L- STA. 1075+00 SEE SHEET 46

-L- STA. 1099+00 SEE SHEET 48



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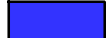
Eastern Shore Rail to Trail Study Prefer. Alignment








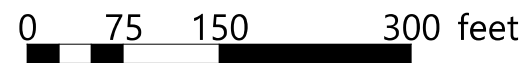
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LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.



NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
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-L- STA. 1099+00 SEE SHEET 47

-L- STA. 1123+00 SEE SHEET 49



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Eastern Shore Rail to Trail Study


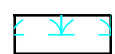



Prefer. Alignment








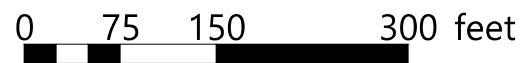
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LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.



NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
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-L- STA. 1123+00 SEE SHEET 48

-L- STA. 1147+00 SEE SHEET 50



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LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

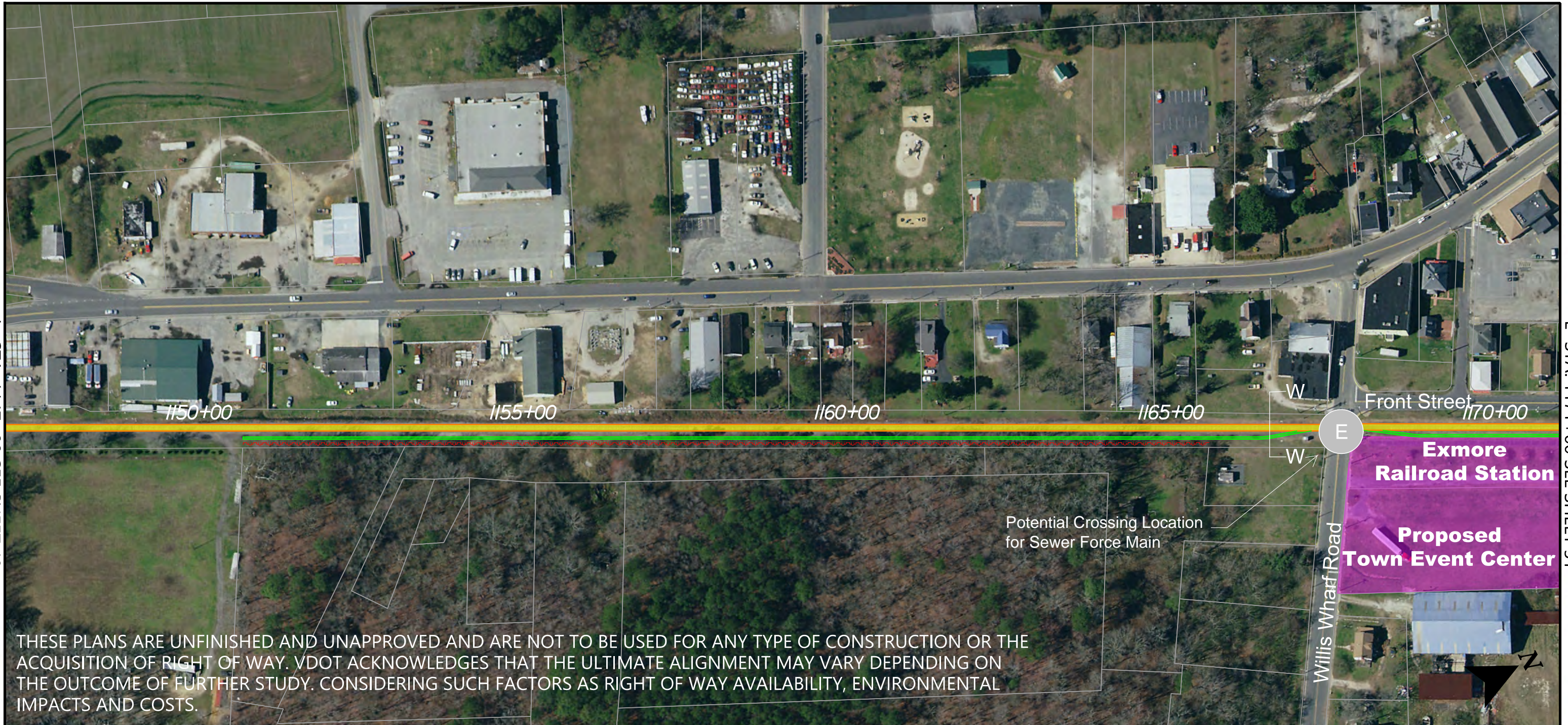
0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
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- All design to be performed within existing ROW after survey is complete.

-L- STA. 1147+00 SEE SHEET 49

-L- STA. 1171+00 SEE SHEET 51



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Eastern Shore Rail to Trail Study Prefer. Alignment








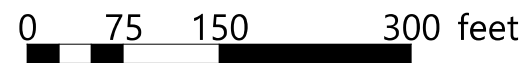
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LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.



NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
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-L- STA. 1171+00 SEE SHEET 50

-L- STA. 1195+00 SEE SHEET 52



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Eastern Shore Rail to Trail Study Prefer. Alignment



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LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature
- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.



NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
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-L- STA. 1195+00 SEE SHEET 51

-L- STA. 1219+00 SEE SHEET 53








Eastern Shore Rail to Trail Study Prefer. Alignment








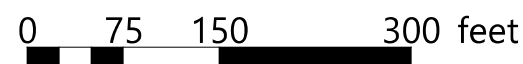
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PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

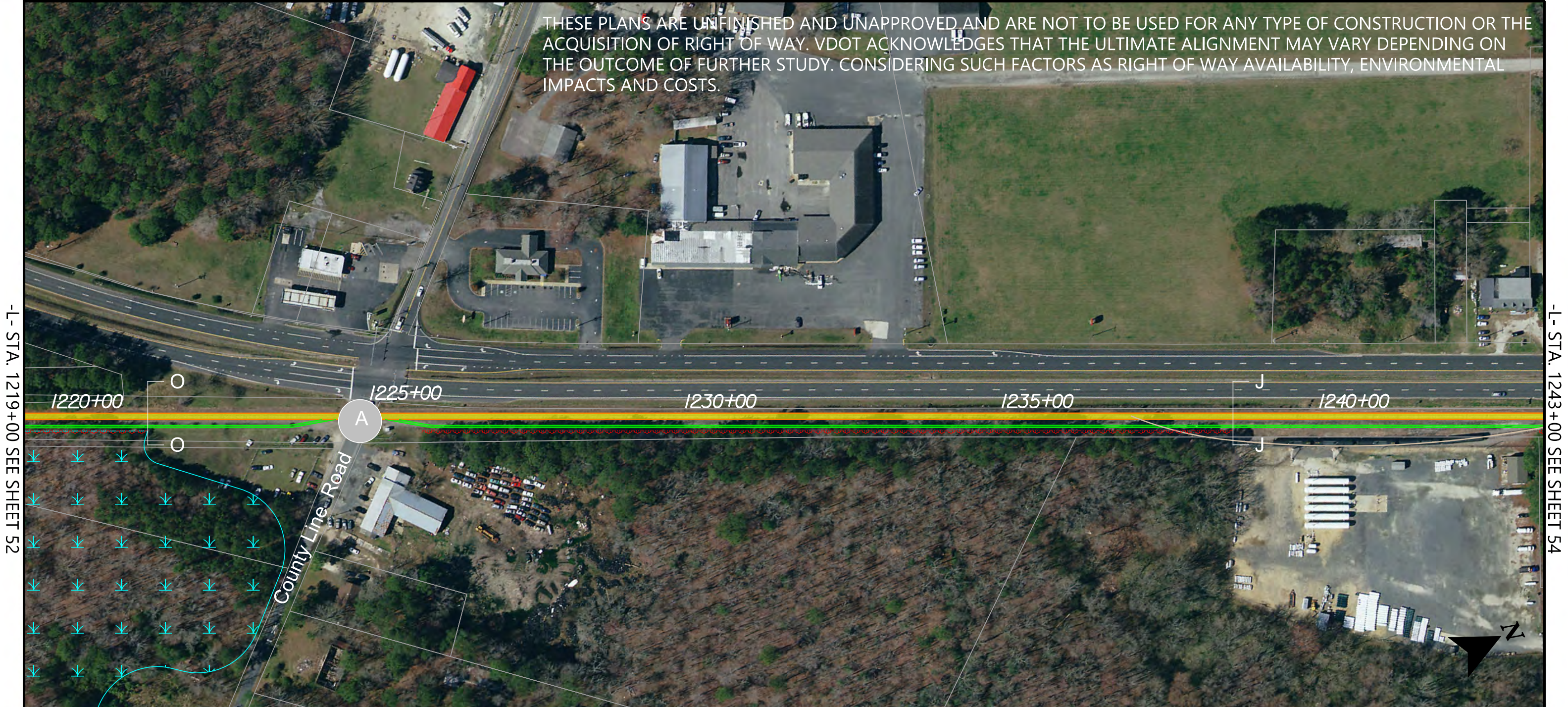
-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.



NOTES

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Eastern Shore Rail to Trail Study Prefer. Alignment








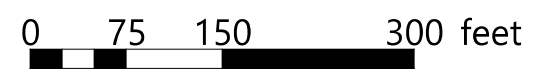
Sheet 53 of 109
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LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.



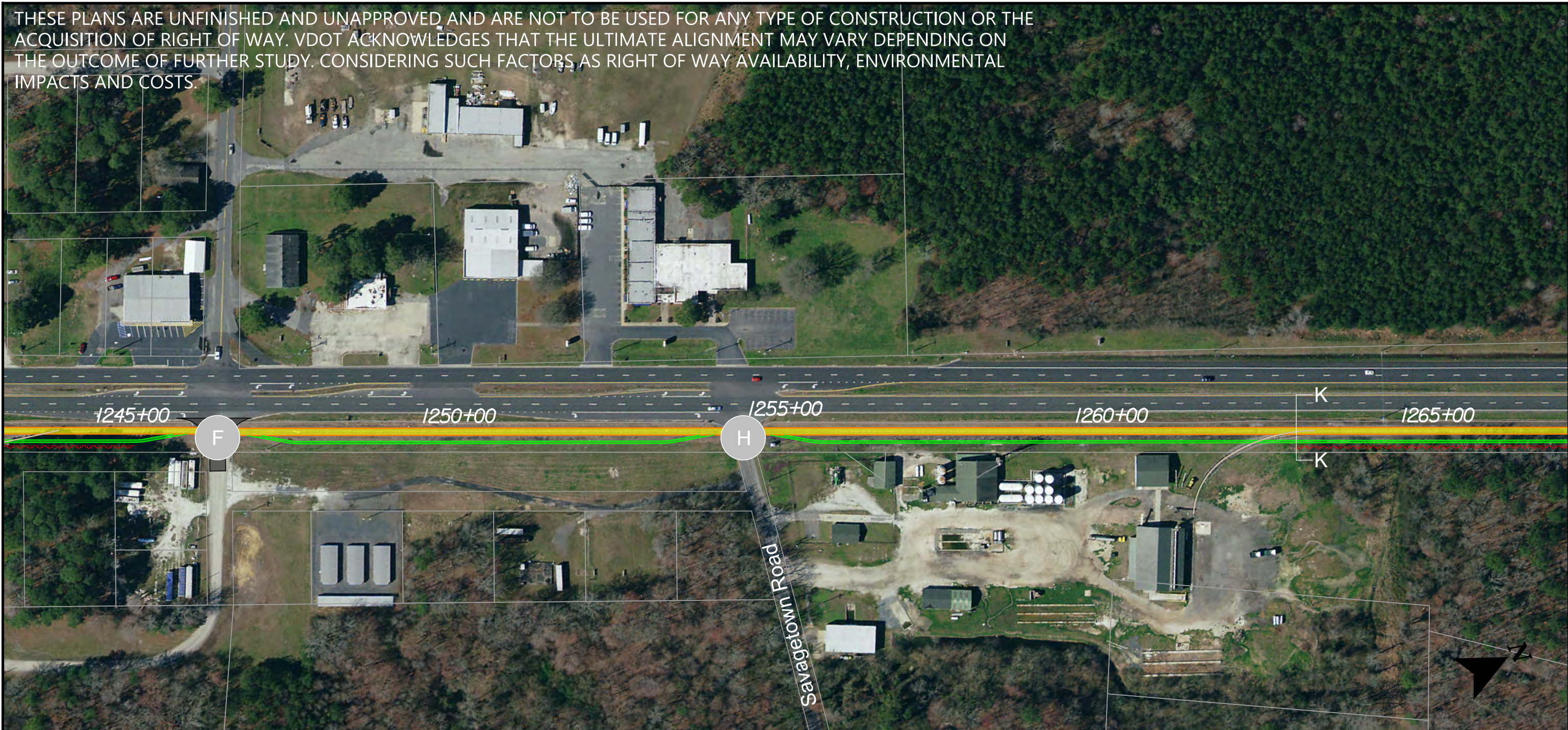
NOTES

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-L- STA. 1243+00 SEE SHEET 53

-L- STA. 1267+00 SEE SHEET 55



Eastern Shore Rail to Trail Study Prefer. Alignment



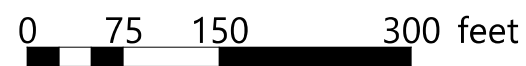
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LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- B Cross Section Typical No.



NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
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-L- STA. 1267+00 SEE SHEET 54

-L- STA. 1291+00 SEE SHEET 56



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Eastern Shore Rail to Trail Study Prefer. Alignment








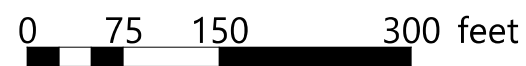
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LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.



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-L- STA. 1291+00 SEE SHEET 55

-L- STA. 1315+00 SEE SHEET 57



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Eastern Shore Rail to Trail Study Prefer. Alignment








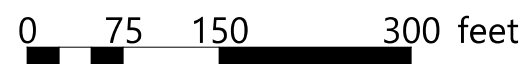
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LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.



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-L- STA. 1315+00 SEE SHEET 56

-L- STA. 1339+00 SEE SHEET 58



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Eastern Shore Rail to Trail Study Prefer. Alignment








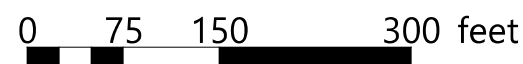
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LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.



NOTES

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-L- STA. 1339+00 SEE SHEET 57

-L- STA. 1363+00 SEE SHEET 59



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Eastern Shore Rail to Trail Study Prefer. Alignment








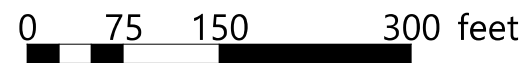
Sheet 58 of 109
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.



NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort.
- All design to be performed within existing ROW after survey is complete.

-L- STA. 1363+00 SEE SHEET 58

-L- STA. 1387+00 SEE SHEET 60



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Eastern Shore Rail to Trail Study Prefer. Alignment








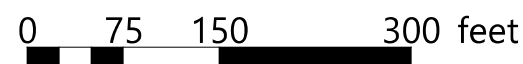
Sheet 59 of 109
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.

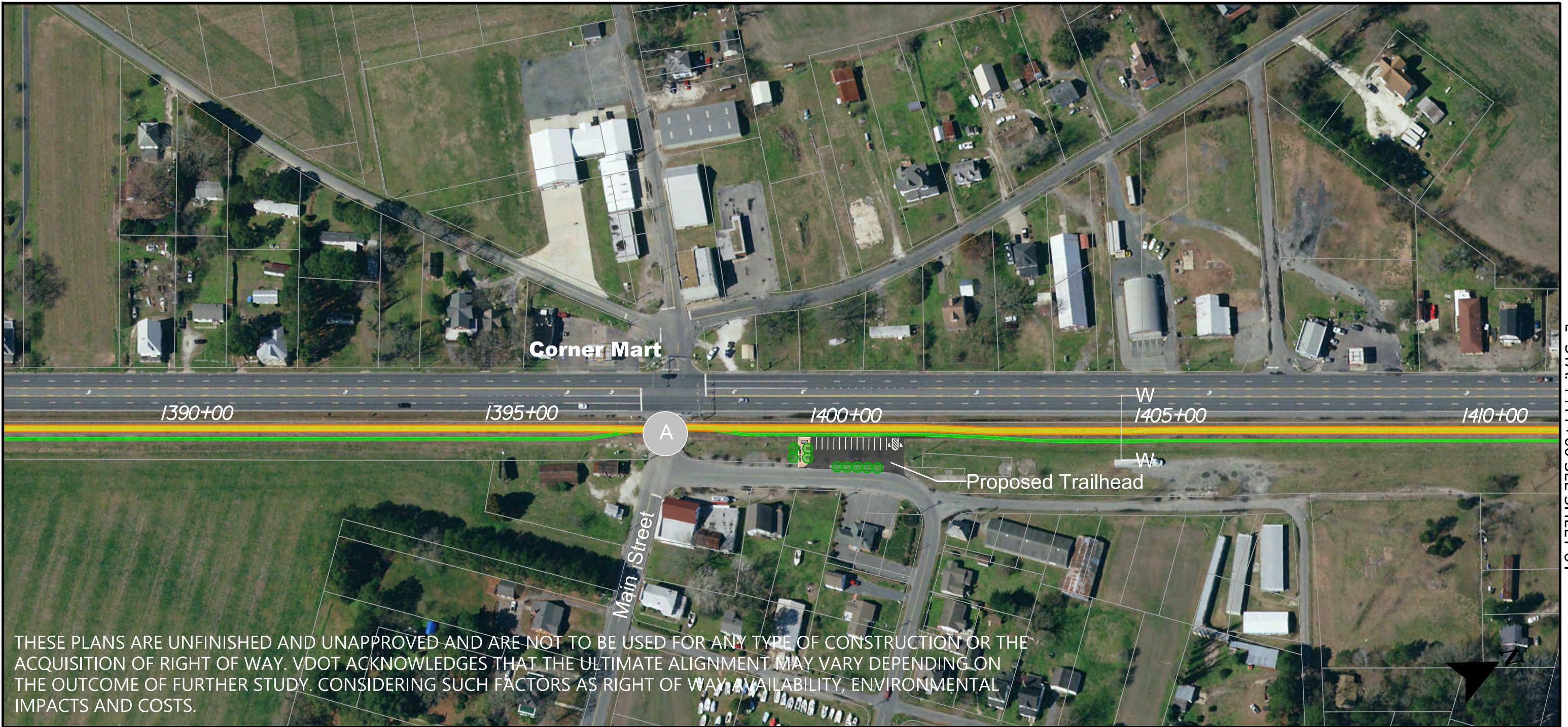


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-L- STA. 1387+00 SEE SHEET 59

-L- STA. 1411+00 SEE SHEET 61



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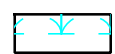



Eastern Shore Rail to Trail Study Prefer. Alignment








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LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.



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-L- STA. 1411+00 SEE SHEET 60

-L- STA. 1435+00 SEE SHEET 62








Eastern Shore Rail to Trail Study Prefer. Alignment








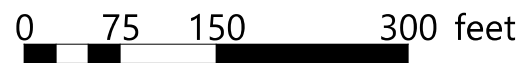
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LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.



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-L- STA. 1435+00 SEE SHEET 61

-L- STA. 1459+00 SEE SHEET 63



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PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature
- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- B Cross Section Typical No.



NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
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-L- STA. 1459+00 SEE SHEET 62

-L- STA. 1483+00 SEE SHEET 64



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Eastern Shore Rail to Trail Study











Prefer. Alignment



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PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature
-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.



NOTES

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-L- STA. 1483+00 SEE SHEET 63

-L- STA. 1507+00 SEE SHEET 65








Eastern Shore Rail to Trail Study Prefer. Alignment








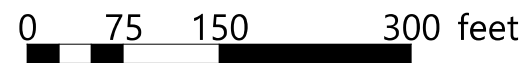
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LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.

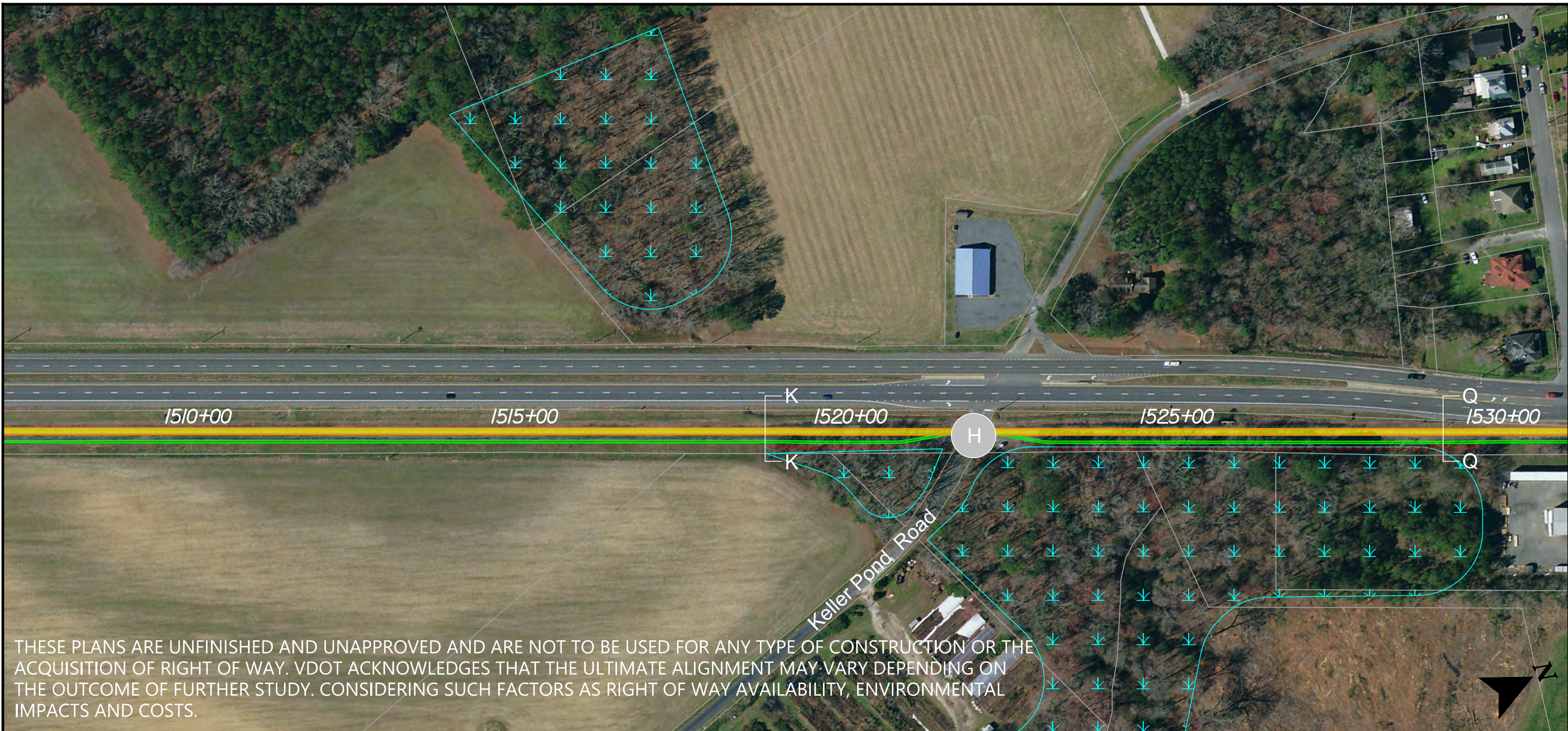


NOTES

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-L- STA. 1507+00 SEE SHEET 64

-L- STA. 1531+00 SEE SHEET 66



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Eastern Shore Rail to Trail Study Prefer. Alignment








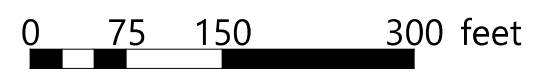
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LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.



NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
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-L- STA. 1531+00 SEE SHEET 65

-L- STA. 1555+00 SEE SHEET 67



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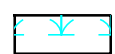



Eastern Shore Rail to Trail Study Prefer. Alignment








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LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.

0 75 150 300 feet



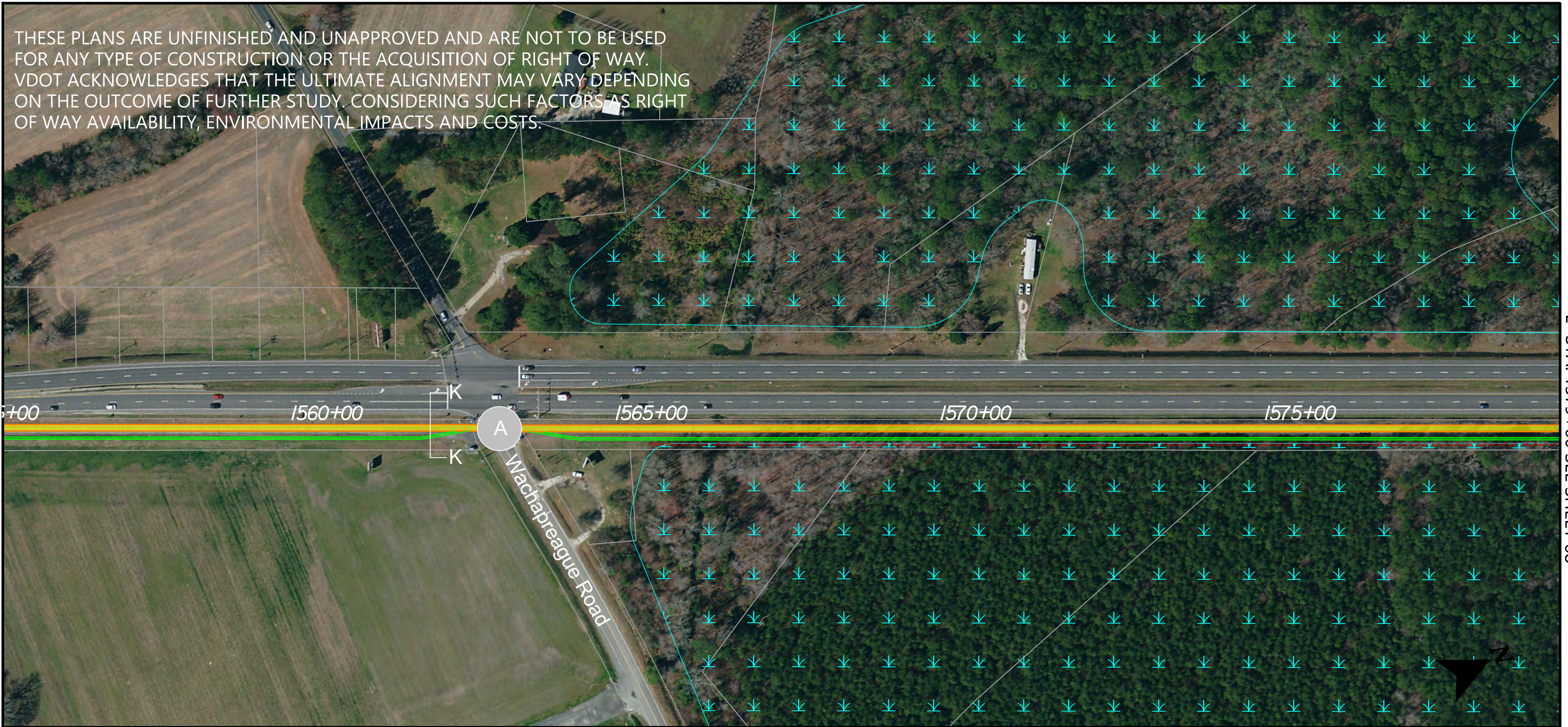
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-L- STA. 1555+00 SEE SHEET 66

-L- STA. 1579+00 SEE SHEET 68



Eastern Shore Rail to Trail Study Prefer. Alignment



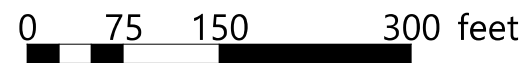
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LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.



NOTES

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-L- STA. 1579+00 SEE SHEET 67

-L- STA. 1603+00 SEE SHEET 69



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PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature
- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- B Cross Section Typical No.

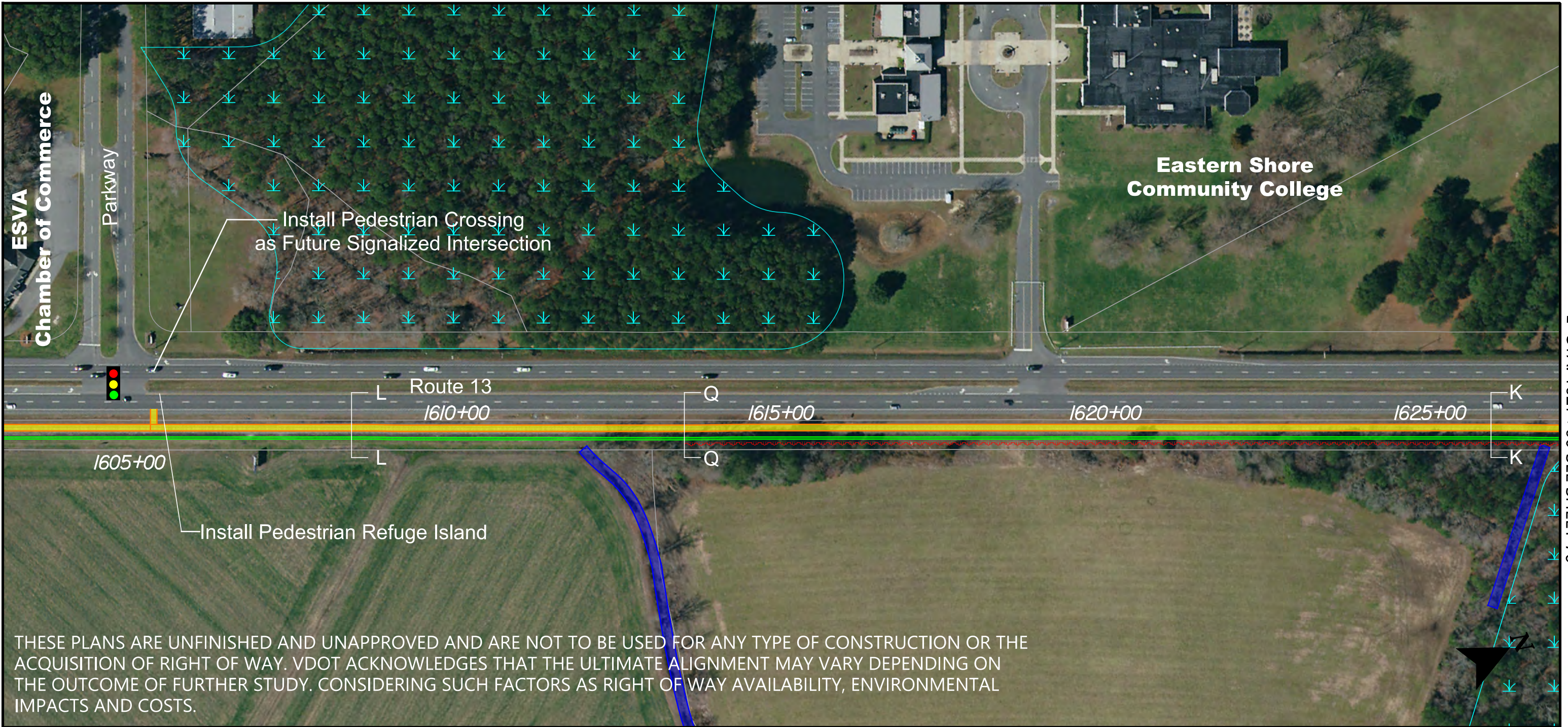


NOTES

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-L- STA. 1603+00 SEE SHEET 68

-L- STA. 1627+00 SEE SHEET 70



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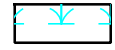



Eastern Shore Rail to Trail Study Prefer. Alignment








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PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.



NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
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-L- STA. 1627+00 SEE SHEET 69

-L- STA. 1651+00 SEE SHEET 71



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Eastern Shore Rail to Trail Study Prefer. Alignment








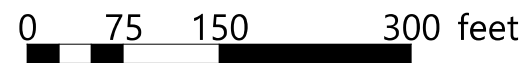
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LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
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-L- STA. 1651+00 SEE SHEET 70

-L- STA. 1675+00 SEE SHEET 72



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Eastern Shore Rail to Trail Study











Prefer. Alignment



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PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature
-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.



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-L- STA. 1675+00 SEE SHEET 71

-L- STA. 1699+00 SEE SHEET 73



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Sheet 72 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature
- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- B Cross Section Typical No.



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-L- STA. 1699+00 SEE SHEET 72

-L- STA. 1723+00 SEE SHEET 74



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PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature
- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- B Cross Section Typical No.



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-L- STA. 1723+00 SEE SHEET 73

-L- STA. 1747+00 SEE SHEET 75

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PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature
- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- B Cross Section Typical No.



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-L- STA. 1747+00 SEE SHEET 74

-L- STA. 1771+00 SEE SHEET 76



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Eastern Shore Rail to Trail Study Prefer. Alignment



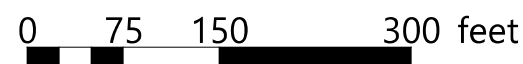
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LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.



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-L- STA. 1771+00 SEE SHEET 75

-L- STA. 1795+00 SEE SHEET 77



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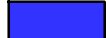
Eastern Shore Rail to Trail Study Prefer. Alignment








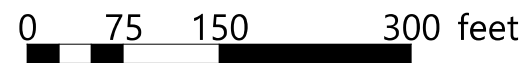
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LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.



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-L- STA. 1795+00 SEE SHEET 76

-L- STA. 1819+00 SEE SHEET 78



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Eastern Shore Rail to Trail Study Prefer. Alignment



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PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature
-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.

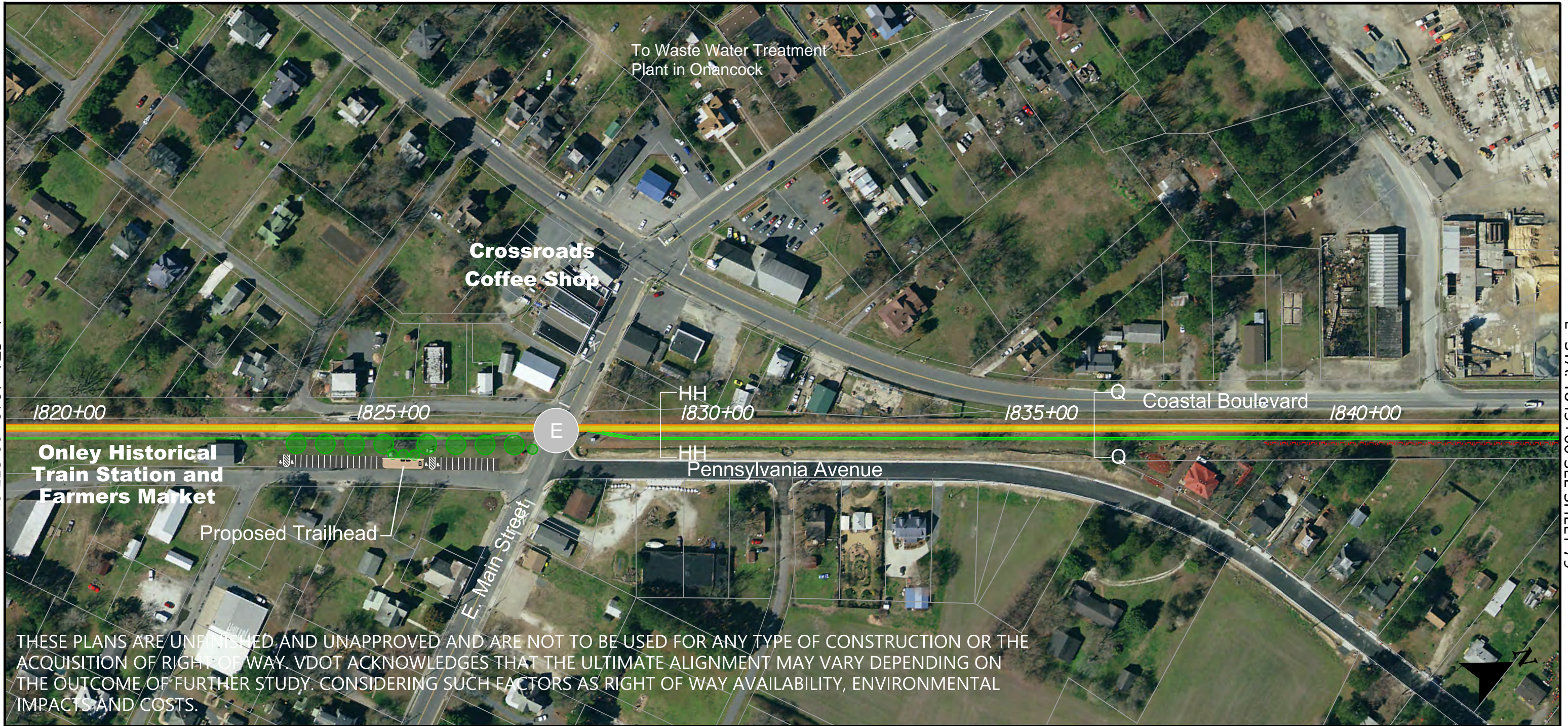


NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort.
- All design to be performed within existing ROW after survey is complete.

-L- STA. 1819+00 SEE SHEET 77

-L- STA. 1843+00 SEE SHEET 79



To Waste Water Treatment Plant in Onancock

Crossroads Coffee Shop

1820+00

1825+00

HH
1830+00

1835+00

Coastal Boulevard

1840+00

Onley Historical Train Station and Farmers Market

Proposed Trailhead

E. Main Street

HH
Pennsylvania Avenue

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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 78 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.



NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
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-L- STA. 1843+00 SEE SHEET 78

-L- STA. 1867+00 SEE SHEET 80



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 79 of 109
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature
-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.

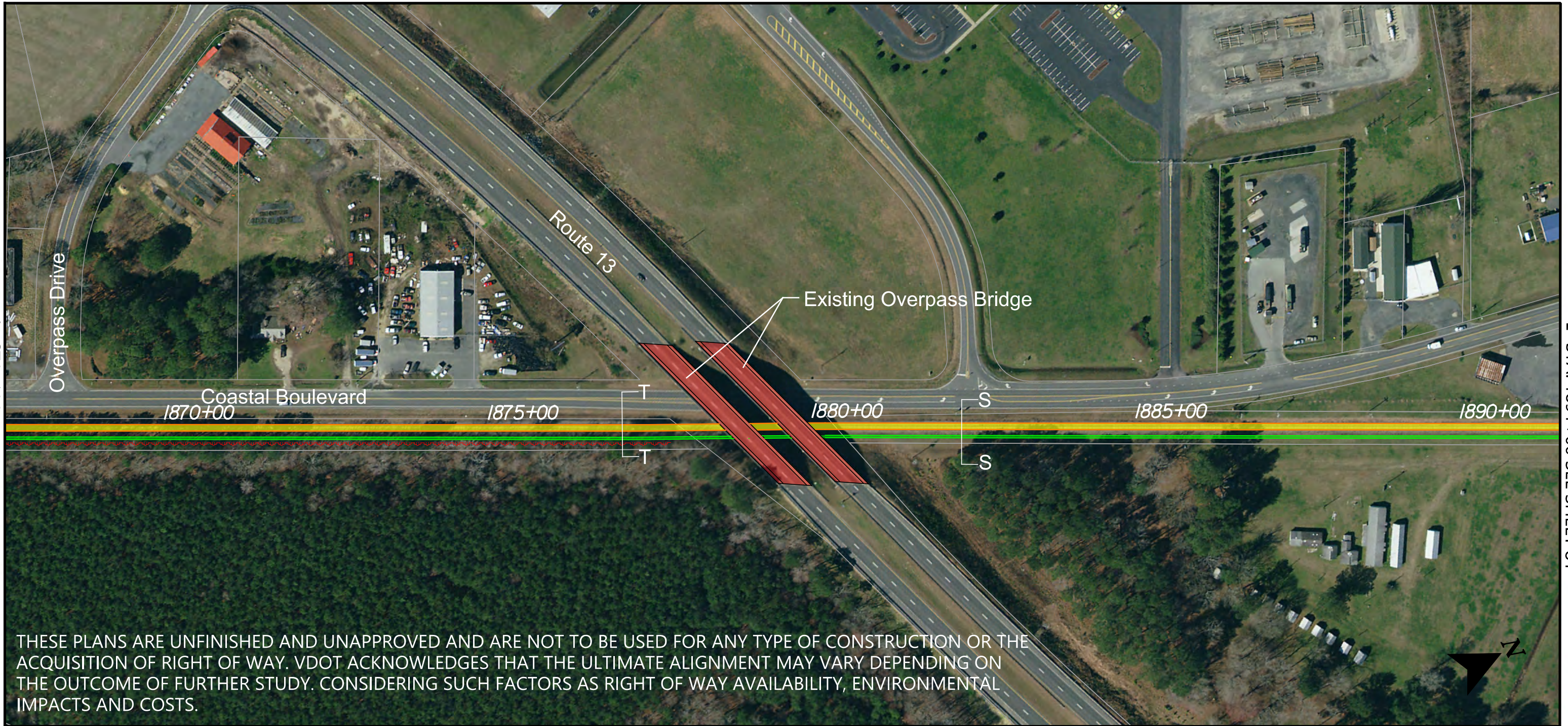


NOTES

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-L- STA. 1867+00 SEE SHEET 79

-L- STA. 1891+00 SEE SHEET 81



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Eastern Shore Rail to Trail Study Prefer. Alignment








Sheet 80 of 109
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.

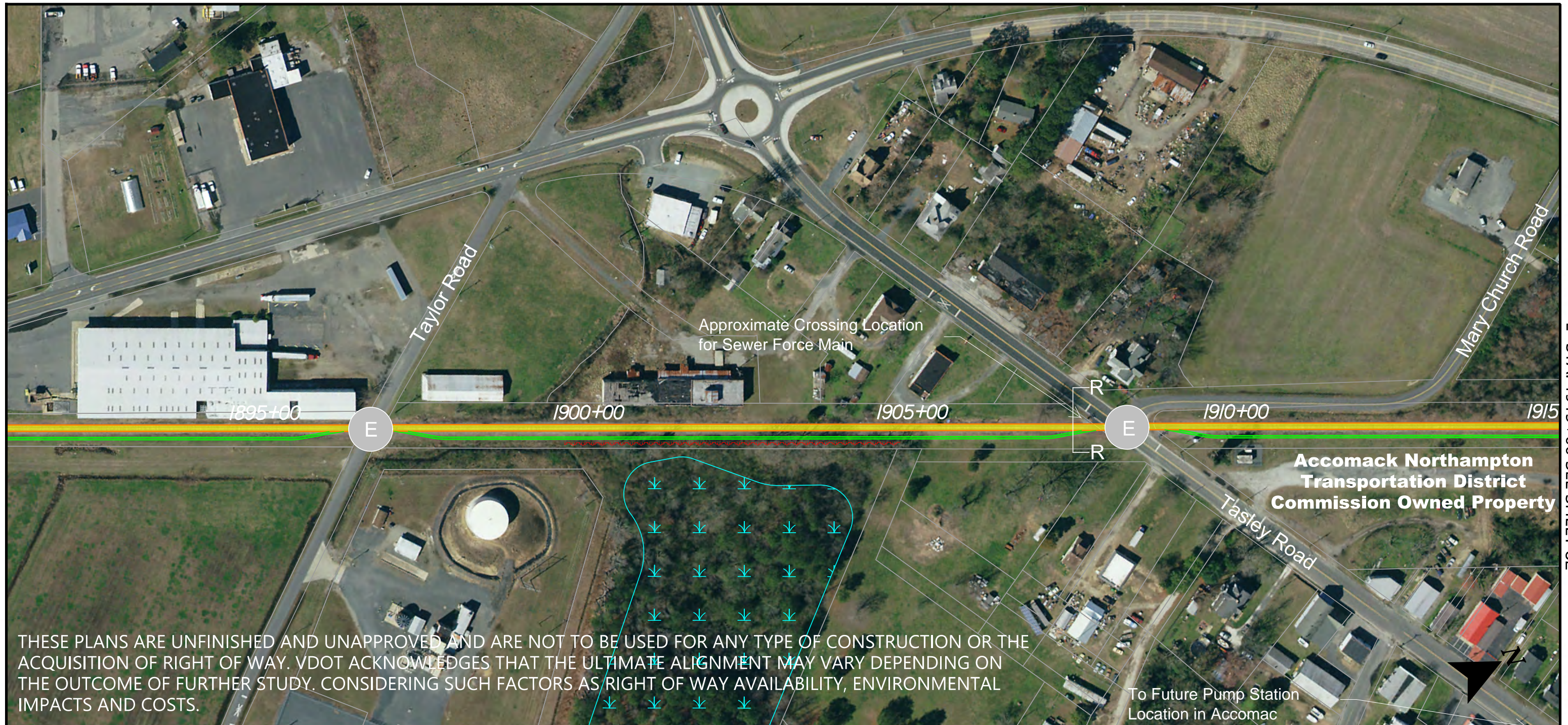
0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
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-L- STA. 1891+00 SEE SHEET 80

-L- STA. 1915+00 SEE SHEET 82



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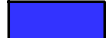





Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 81 of 109
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature
-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
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-L- STA. 1915+00 SEE SHEET 81

-L- STA. 1939+00 SEE SHEET 83



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Eastern Shore Rail to Trail Study Prefer. Alignment








Sheet 82 of 109
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.



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-L- STA. 1939+00 SEE SHEET 82

-L- STA. 1963+00 SEE SHEET 84



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Eastern Shore Rail to Trail Study Prefer. Alignment








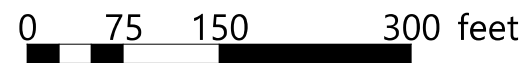
Sheet 83 of 109
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.



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-L- STA. 1963+00 SEE SHEET 83

-L- STA. 1987+00 SEE SHEET 85



Eastern Shore Rail to Trail Study Prefer. Alignment



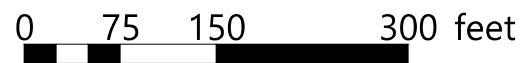
Sheet 84 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- B Cross Section Typical No.



NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
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-L- STA. 1987+00 SEE SHEET 84

-L- STA. 2011+00 SEE SHEET 86



Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 85 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
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-L- STA. 2011+00 SEE SHEET 85

-L- STA. 2035+00 SEE SHEET 87



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Eastern Shore Rail to Trail Study











Prefer. Alignment



Sheet 86 of 109
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature
-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.



NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
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-L- STA. 2035+00 SEE SHEET 86

-L- STA. 2059+00 SEE SHEET 88



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Eastern Shore Rail to Trail Study Prefer. Alignment








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PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.

0 75 150 300 feet

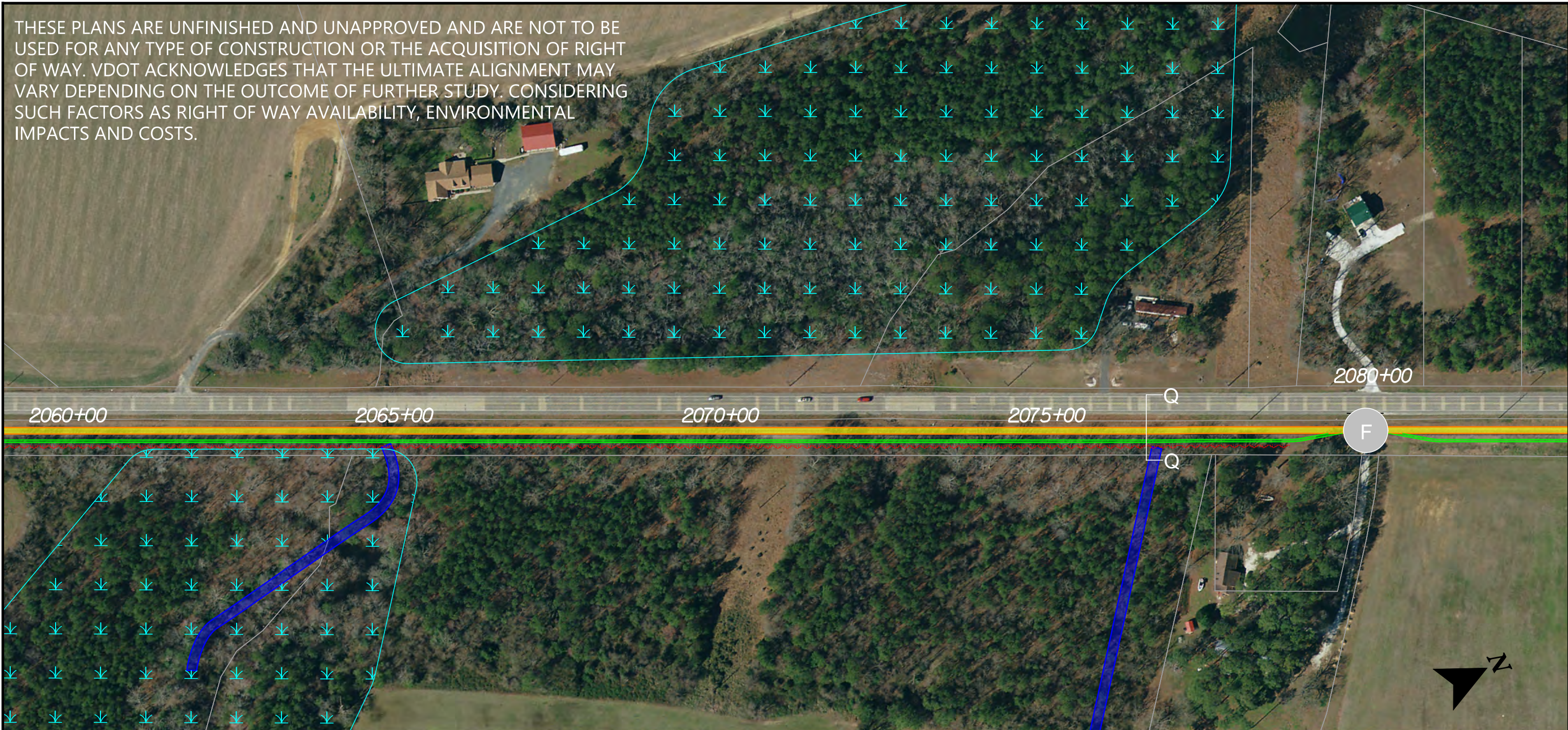
NOTES

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-L- STA. 2059+00 SEE SHEET 87

-L- STA. 2083+00 SEE SHEET 89



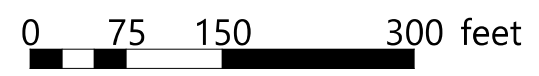
Eastern Shore Rail to Trail Study Prefer. Alignment



- LEGEND**
- Shared Use Path
 - Wetlands
 - New Pavement
 - Alternative Soft Surface Path
 - Water Feature
 - Tree Trimming/ Removal
 - Parcel Boundary
 - Fence Barrier
 - Existing Rail to be Removed
 - B Cross Section Typical No.

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
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PROJECT NO. 46267-1-17-37



-L- STA. 2083+00 SEE SHEET 88

-L- STA. 2107+00 SEE SHEET 90



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Eastern Shore Rail to Trail Study Prefer. Alignment








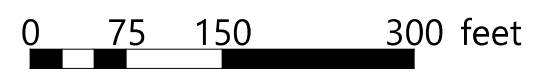
Sheet 89 of 109
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.



NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
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-L- STA. 2107+00 SEE SHEET 89

-L- STA. 2131+00 SEE SHEET 91



Eastern Shore Rail to Trail Study Prefer. Alignment



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PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- B Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
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-L- STA. 2131+00 SEE SHEET 90

-L- STA. 2155+00 SEE SHEET 92



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Eastern Shore Rail to Trail Study Prefer. Alignment








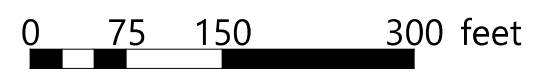
Sheet 91 of 109
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.



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-L- STA. 2155+00 SEE SHEET 91

-L- STA. 2179+00 SEE SHEET 93

Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 92 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature
- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- B Cross Section Typical No.



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-L- STA. 2179+00 SEE SHEET 92

-L- STA. 2203+00 SEE SHEET 94



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Eastern Shore Rail to Trail Study


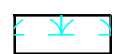



Prefer. Alignment








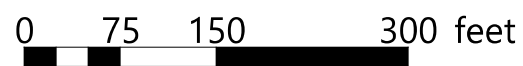
Sheet 93 of 109
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.



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-L- STA. 2203+00 SEE SHEET 93

-L- STA. 2227+00 SEE SHEET 95

Eastern Shore Rail to Trail Study Prefer. Alignment



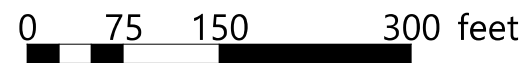
Sheet 94 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- B Cross Section Typical No.



NOTES

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-L- STA. 2227+00 SEE SHEET 94

-L- STA. 2251+00 SEE SHEET 96



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Eastern Shore Rail to Trail Study Prefer. Alignment








Sheet 95 of 109
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.

0 75 150 300 feet

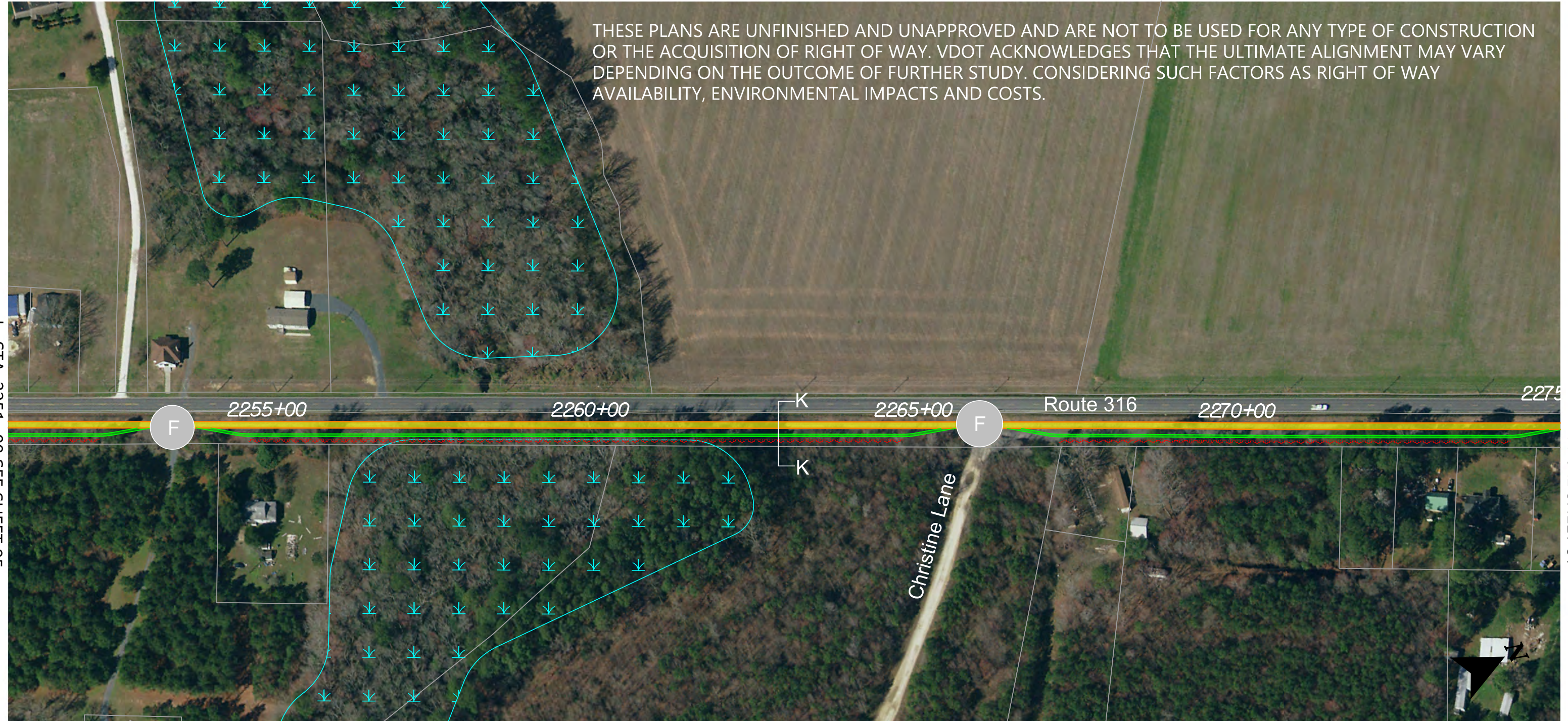
NOTES

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-L- STA. 2251+00 SEE SHEET 95

-L- STA. 2275+00 SEE SHEET 97



Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 96 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature
- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- B Cross Section Typical No.



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-L- STA. 2275+00 SEE SHEET 96

-L- STA. 2299+00 SEE SHEET 98



Eastern Shore Rail to Trail Study Prefer. Alignment



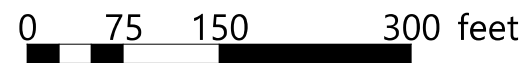
Sheet 97 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.



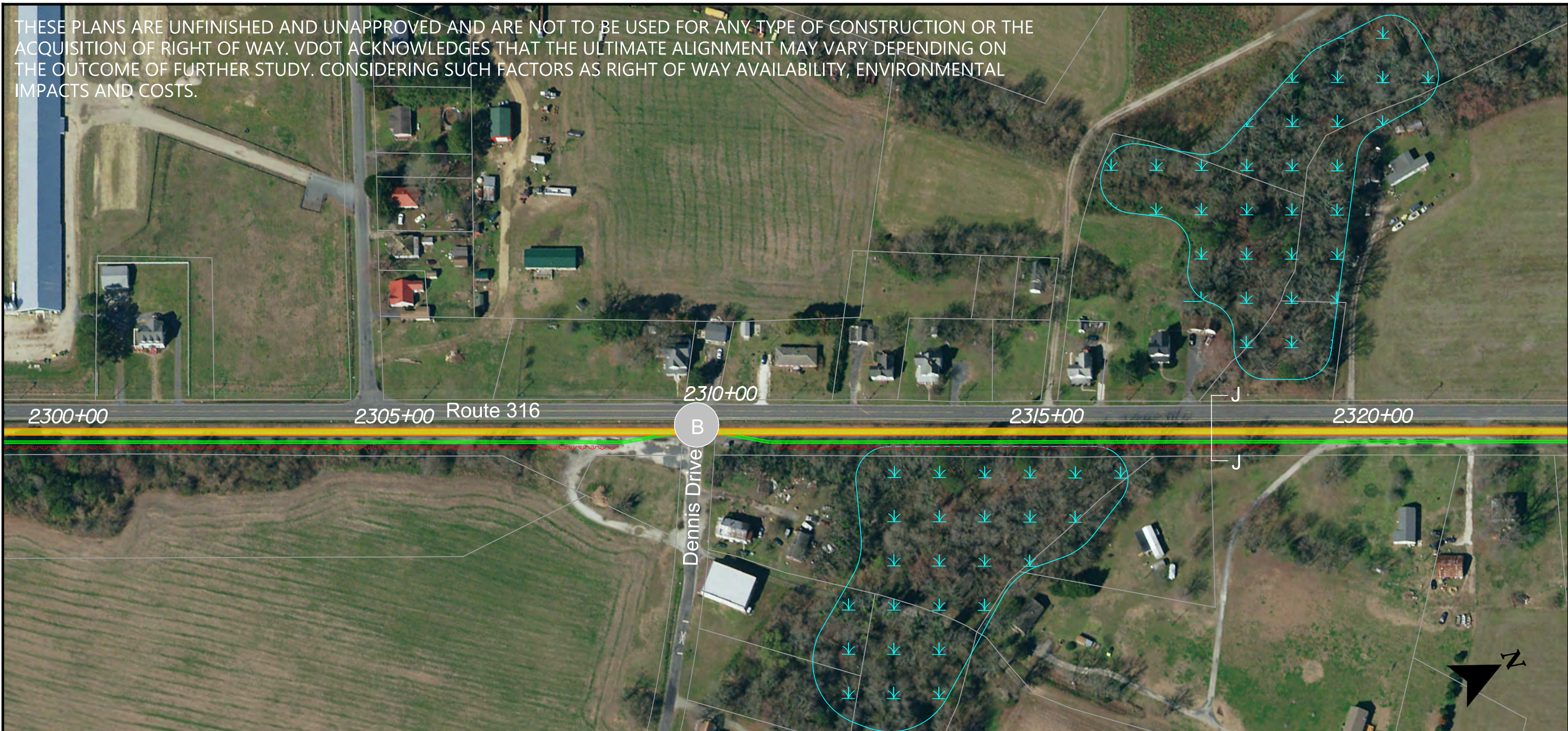
NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort.
- All design to be performed within existing ROW after survey is complete.

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY. VDOT ACKNOWLEDGES THAT THE ULTIMATE ALIGNMENT MAY VARY DEPENDING ON THE OUTCOME OF FURTHER STUDY. CONSIDERING SUCH FACTORS AS RIGHT OF WAY AVAILABILITY, ENVIRONMENTAL IMPACTS AND COSTS.

-L- STA. 2299+00 SEE SHEET 97

-L- STA. 2323+00 SEE SHEET 99



Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 98 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature
- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- B Cross Section Typical No.

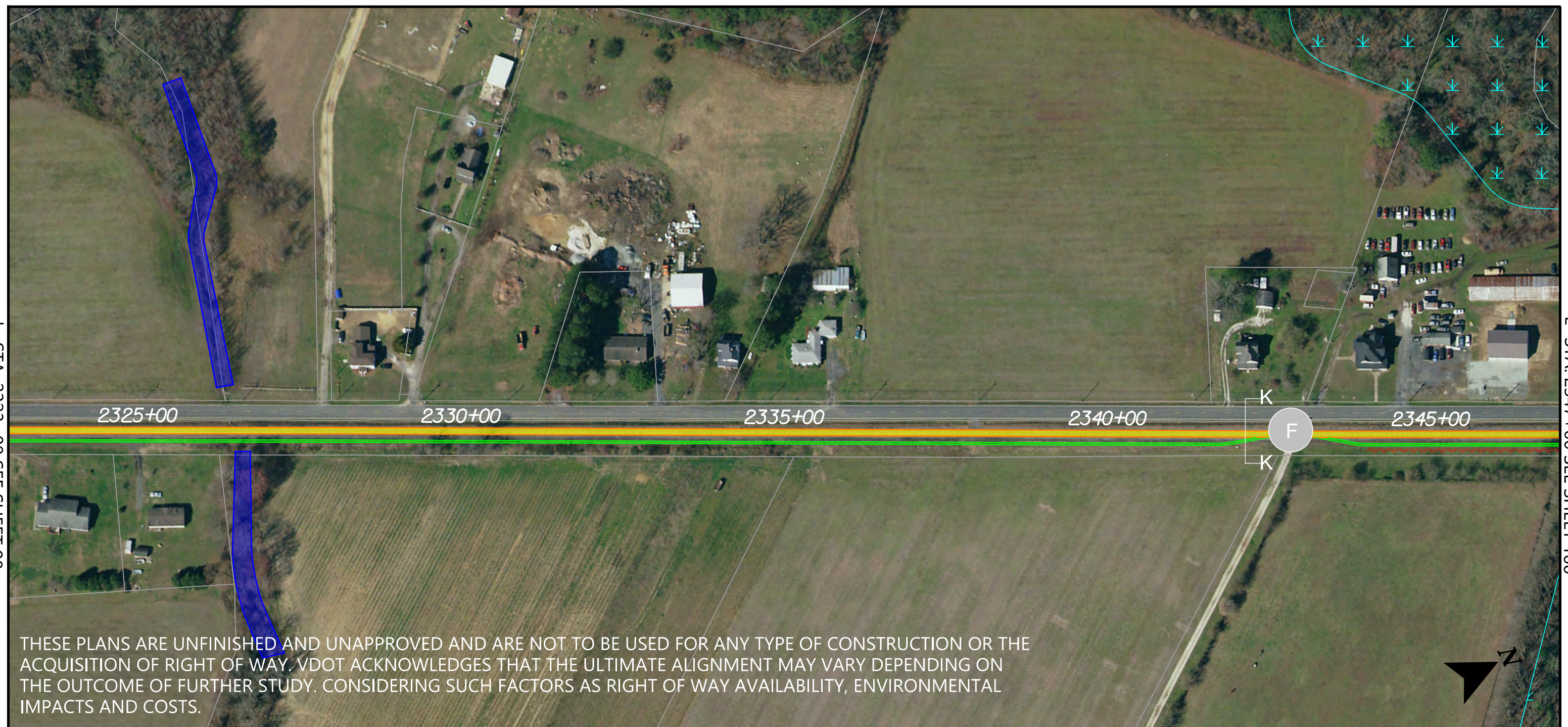


NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort.
- All design to be performed within existing ROW after survey is complete.

-L- STA. 2323+00 SEE SHEET 98

-L- STA. 2347+00 SEE SHEET 100



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 99 of 109
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature
-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.



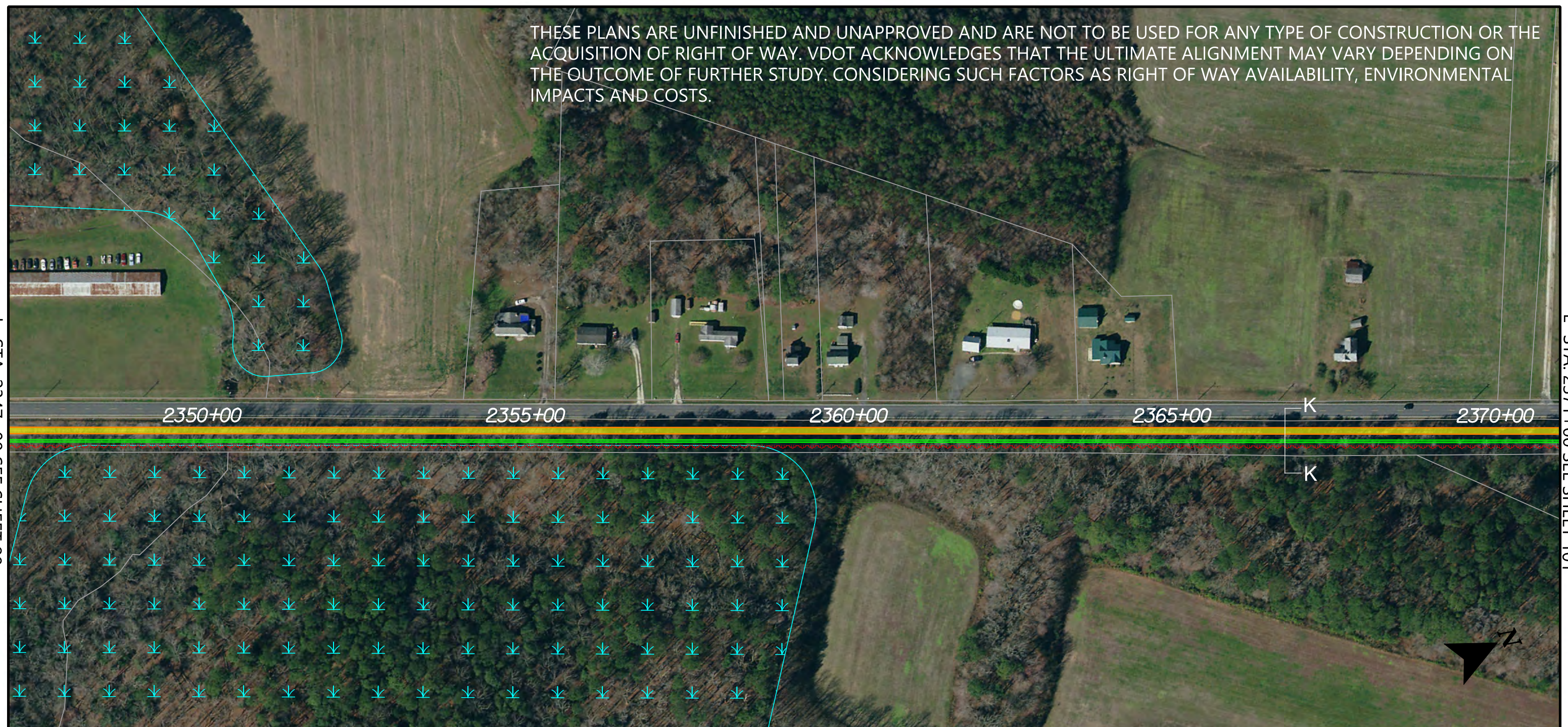
NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort.
- All design to be performed within existing ROW after survey is complete.

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-L- STA. 2347+00 SEE SHEET 99

-L- STA. 2371+00 SEE SHEET 101













Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 100 of 109
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature
-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.



NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort.
- All design to be performed within existing ROW after survey is complete.

-L- STA. 2371+00 SEE SHEET 100

-L- STA. 2395+00 SEE SHEET 102



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Eastern Shore Rail to Trail Study Prefer. Alignment








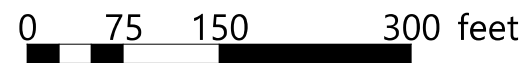
Sheet 101 of 109
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.



NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort.
- All design to be performed within existing ROW after survey is complete.

-L- STA. 2395+00 SEE SHEET 101

-L- STA. 2419+00 SEE SHEET 103



THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY. VDOT ACKNOWLEDGES THAT THE ULTIMATE ALIGNMENT MAY VARY DEPENDING ON THE OUTCOME OF FURTHER STUDY. CONSIDERING SUCH FACTORS AS RIGHT OF WAY AVAILABILITY, ENVIRONMENTAL IMPACTS AND COSTS.

Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 102 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

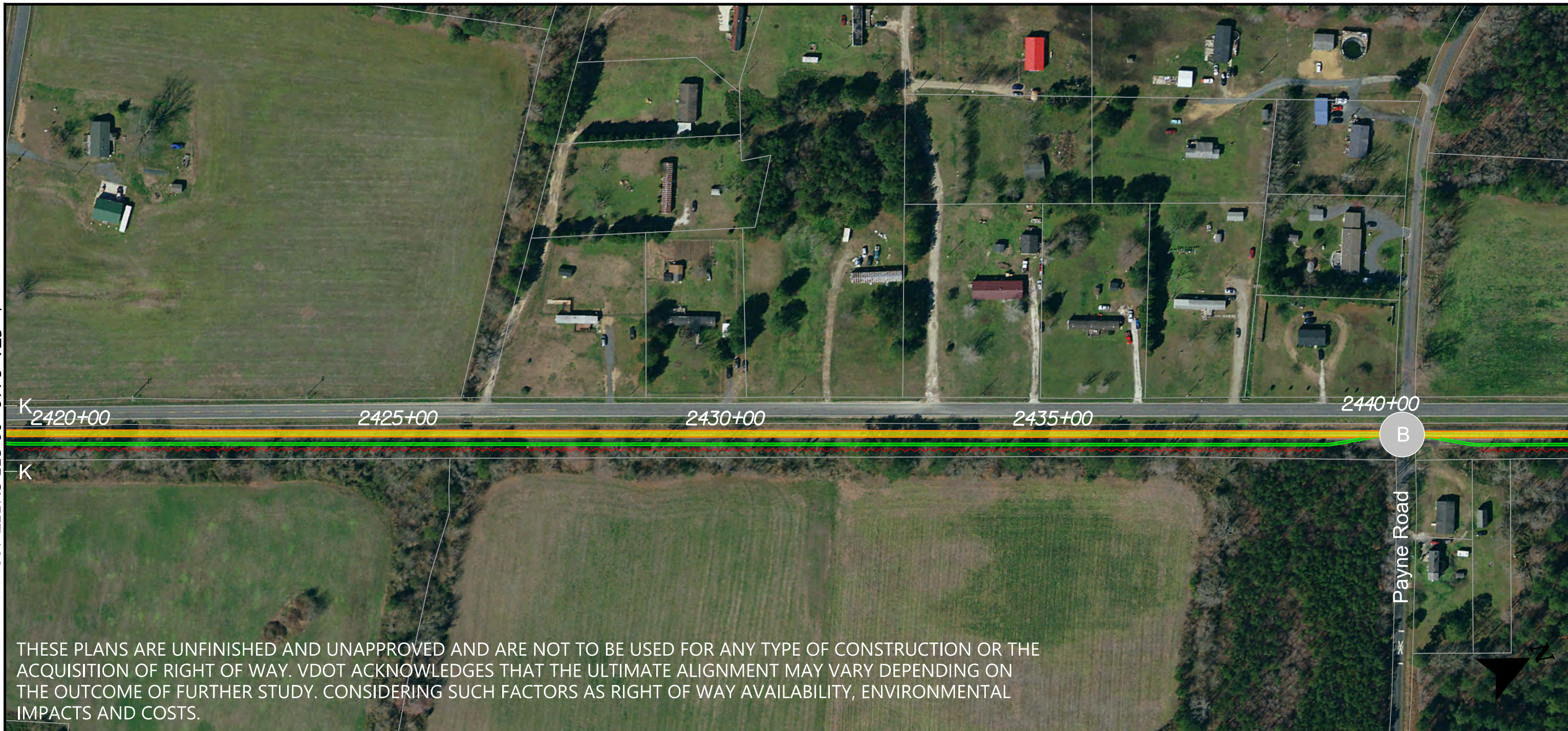


NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort.
- All design to be performed within existing ROW after survey is complete.

-L- STA. 2419+00 SEE SHEET 102

-L- STA. 2443+00 SEE SHEET 104



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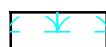



Eastern Shore Rail to Trail Study Prefer. Alignment








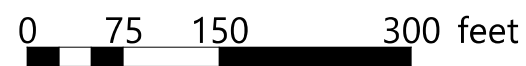
Sheet 103 of 109
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.

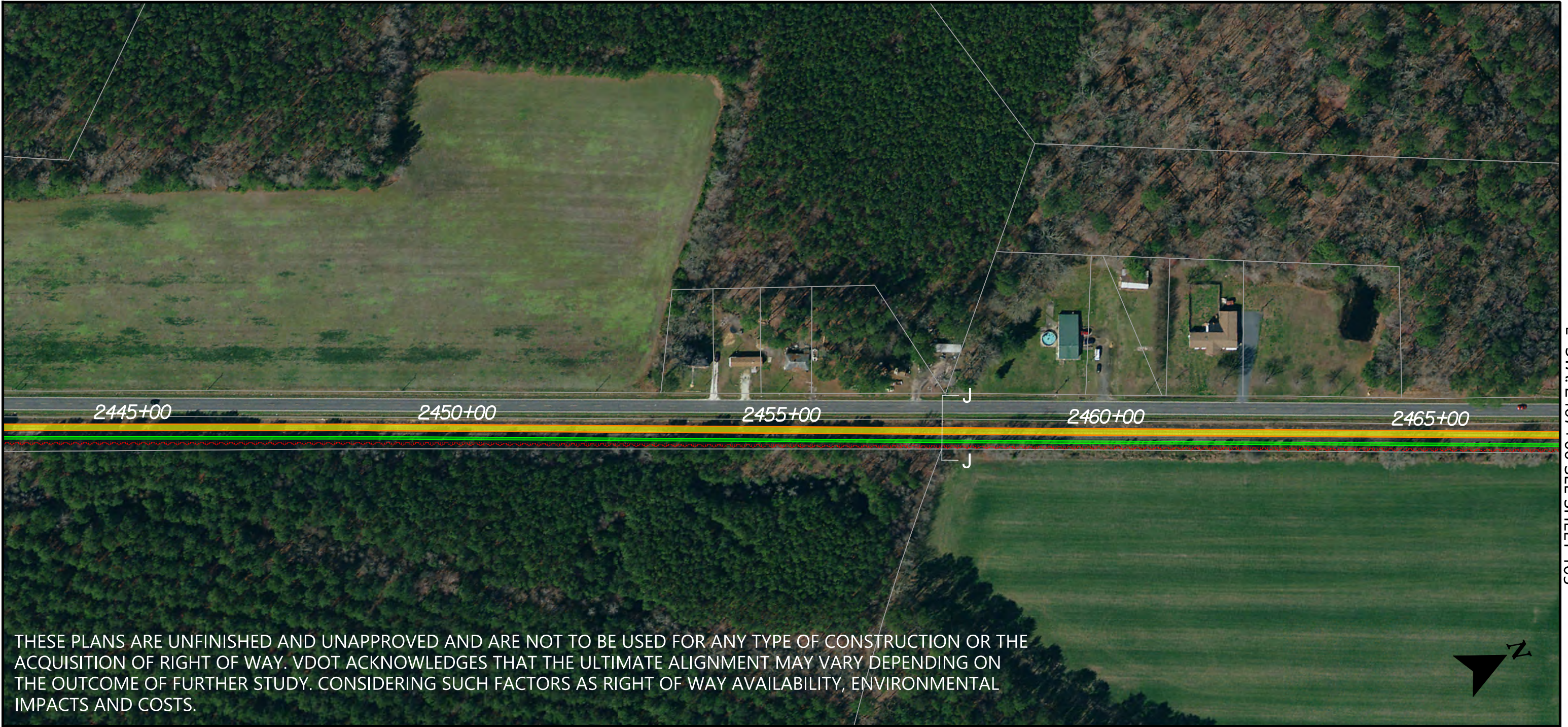


NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort.
- All design to be performed within existing ROW after survey is complete.

-L- STA. 2443+00 SEE SHEET 103

-L- STA. 2467+00 SEE SHEET 105



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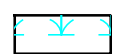



Eastern Shore Rail to Trail Study Prefer. Alignment








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PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.



NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort.
- All design to be performed within existing ROW after survey is complete.

-L- STA. 2467+00 SEE SHEET 104

-L- STA. 2491+00 SEE SHEET 106



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Eastern Shore Rail to Trail Study Prefer. Alignment








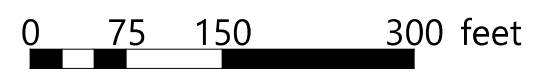
Sheet 105 of 109
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.

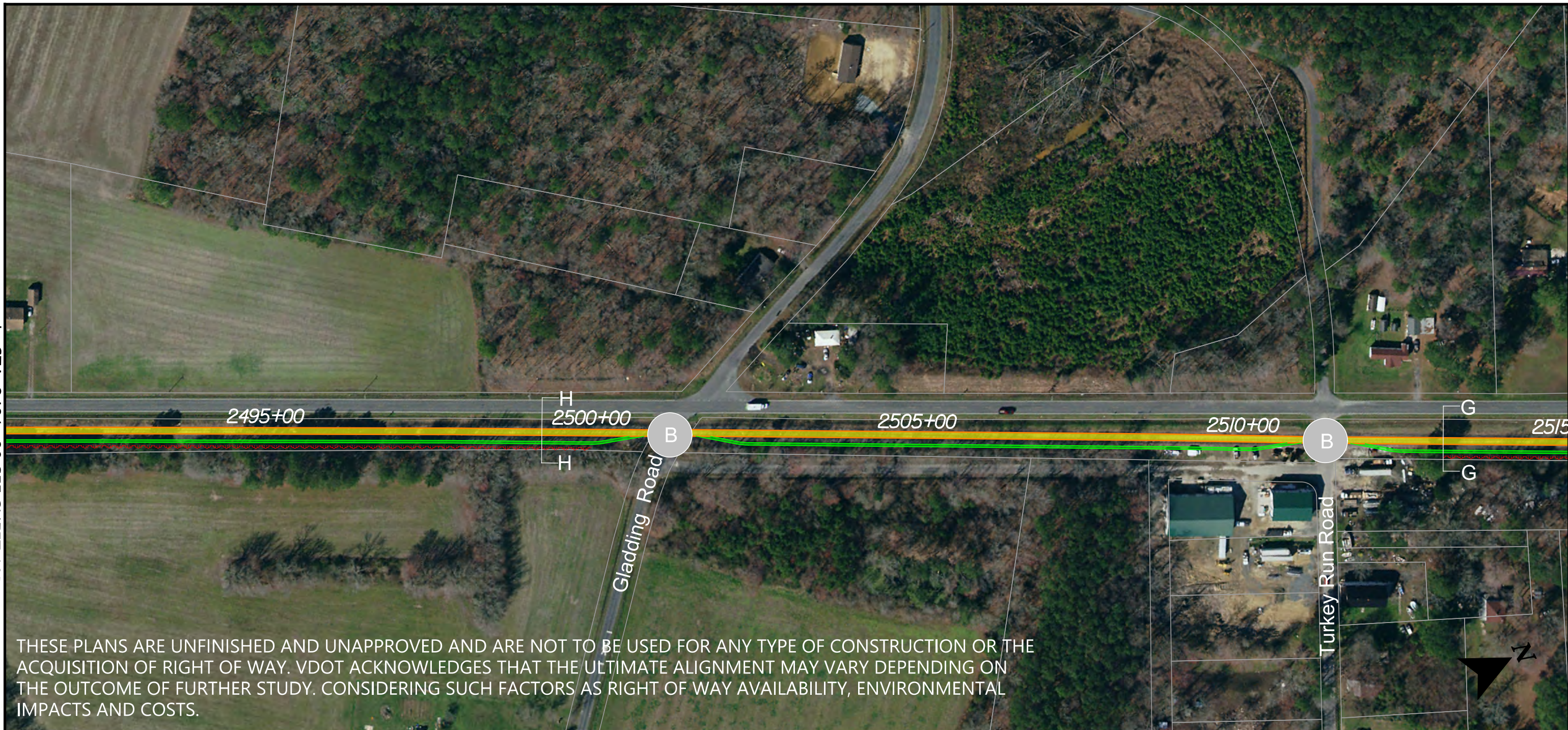


NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort.
- All design to be performed within existing ROW after survey is complete.

-L- STA. 2491+00 SEE SHEET 105

-L- STA. 2515+00 SEE SHEET 107



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Eastern Shore Rail to Trail Study Prefer. Alignment








Sheet 106 of 109
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort.
- All design to be performed within existing ROW after survey is complete.

-L- STA. 2515+00 SEE SHEET 106

-L- STA. 2539+00 SEE SHEET 108



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 107 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature
- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.



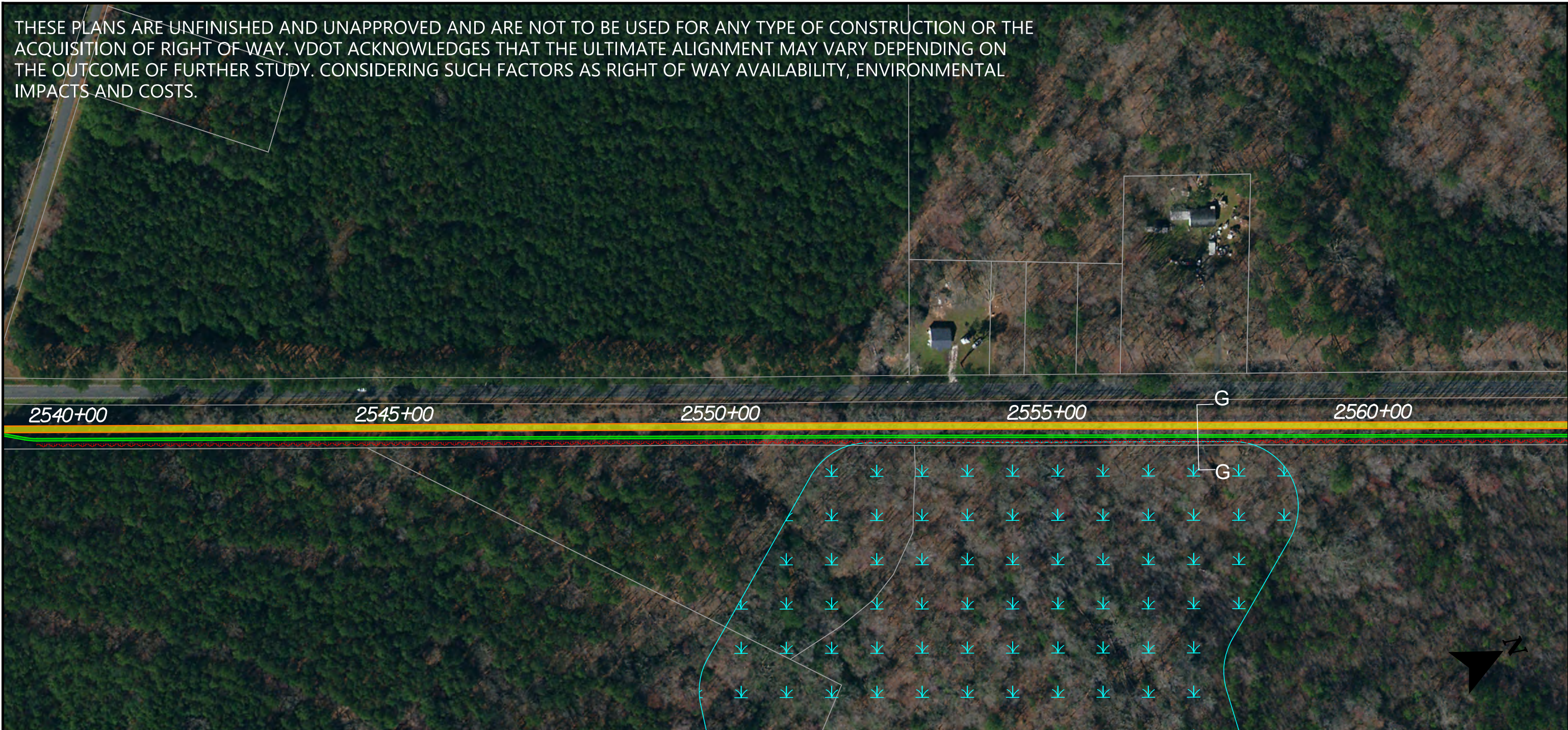
NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort.
- All design to be performed within existing ROW after survey is complete.

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-L- STA. 2539+00 SEE SHEET 107

-L- STA. 2563+00 SEE SHEET 109



Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 108 of 109
PROJECT NO. 46267-1-17-37



LEGEND

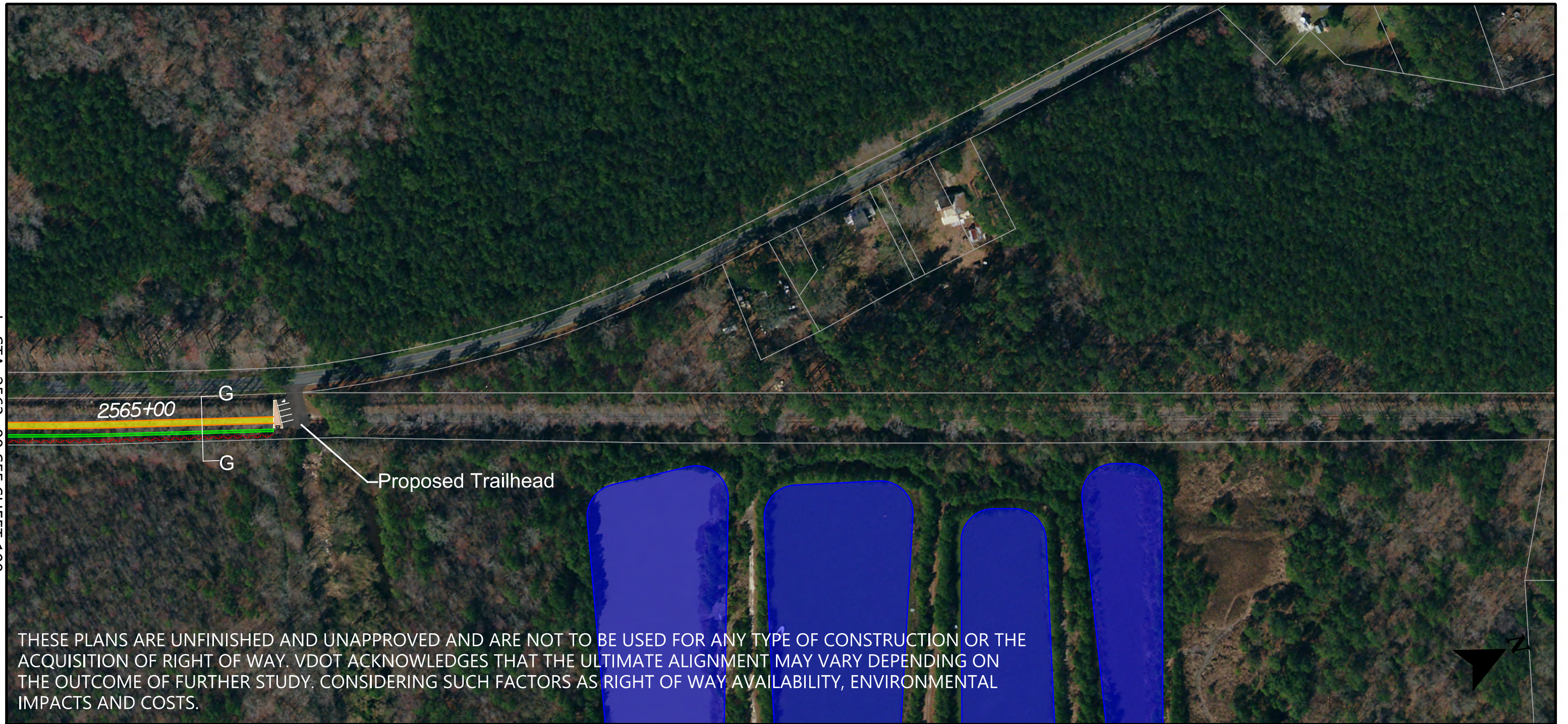
- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature
- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- B Cross Section Typical No.



NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort.
- All design to be performed within existing ROW after survey is complete.

-L- STA. 2563+00 SEE SHEET 108



Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 109 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- B Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort.
- All design to be performed within existing ROW after survey is complete.






Appendix D2 – Typical Crossings


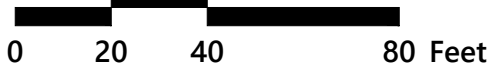


Eastern Shore Rail to Trail Study
TYPICAL CROSSING A
 August 2020 | Signalized Crossing



LEGEND

 Shared Use Path	 Alternative Soft Surface Path
 Parcel Boundary	

- NOTES**
- * Removal of existing railroad crossing markings, signing, and signal equipment assumed under separate effort.
 - * Final design to be determined during preliminary engineering.
 - * ROW based on Northampton and Accomack County GIS parcel information.
 - * These graphics are for presentation purposes only.
 - * R10-15R placement subject to loading analysis.



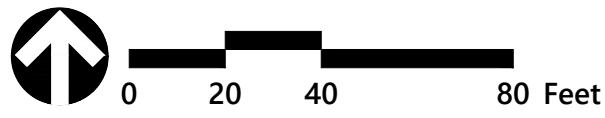
Eastern Shore Rail to Trail Study TYPICAL CROSSING B

August 2020 | Controlled Intersection Crossing
with Low Conflicting Turning Volumes



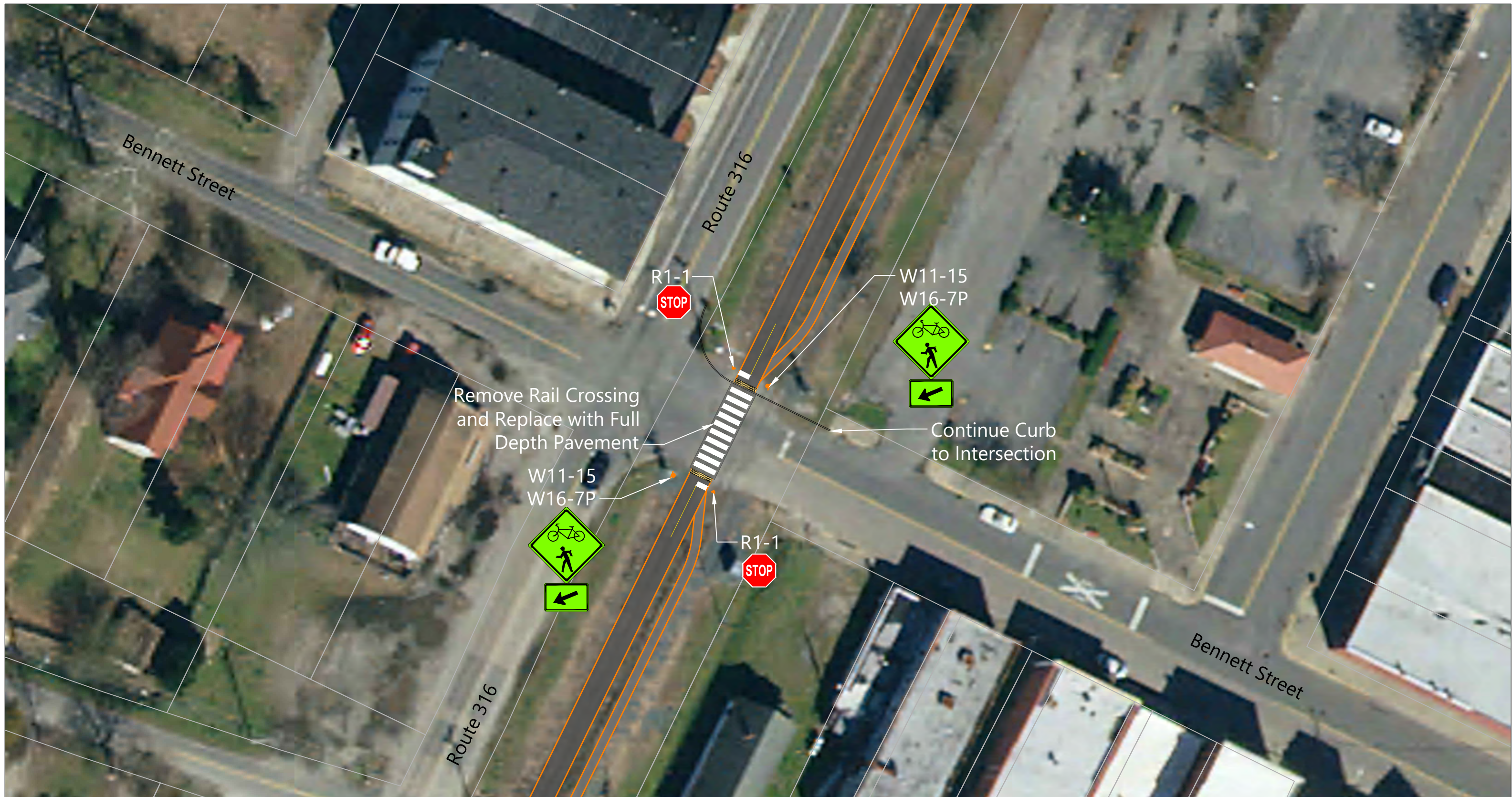
LEGEND

-  Shared Use Path
-  Alternative Soft Surface Path
-  Parcel Boundary



NOTES

- * Removal of existing railroad crossing markings, signing, and signal equipment assumed under separate effort.
- * Final design to be determined during preliminary engineering.
- * ROW based on Northampton and Accomack County GIS parcel information.
- * These graphics are for presentation purposes only.



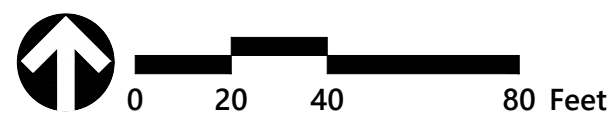
Eastern Shore Rail to Trail Study
TYPICAL CROSSING C

August 2020 | Uncontrolled Intersection Crossing



LEGEND

- Shared Use Path
- Alternative Soft Surface Path
- Parcel Boundary



NOTES

- * Removal of existing railroad crossing markings, signing, and signal equipment assumed under separate effort.
- * Final design to be determined during preliminary engineering.
- * ROW based on Northampton and Accomack County GIS parcel information.
- * These graphics are for presentation purposes only.



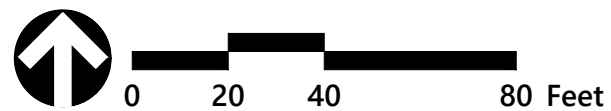
Eastern Shore Rail to Trail Study TYPICAL CROSSING D

August 2020 | Mid-block Crossing on a Curve



LEGEND

-  Shared Use Path
-  Alternative Soft Surface Path
-  Parcel Boundary



NOTES

- * Removal of existing railroad crossing markings, signing, and signal equipment assumed under separate effort.
- * Final design to be determined during preliminary engineering.
- * ROW based on Northampton and Accomack County GIS parcel information.
- * These graphics are for presentation purposes only.



Install Advance Warning Sign and Pavement Markings in Locations with Limited Sight Distance

Remove Rail Crossing and Replace with Full Depth Pavement

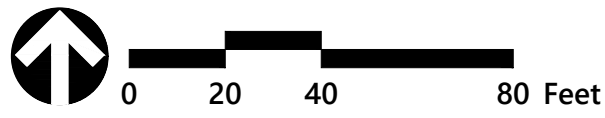
Eastern Shore Rail to Trail Study TYPICAL CROSSING E

August 2020 | Mid-block Crossing with Limited Sight Distance



LEGEND

- Shared Use Path
- Alternative Soft Surface Path
- Parcel Boundary



NOTES

- * Removal of existing railroad crossing markings, signing, and signal equipment assumed under separate effort.
- * Final design to be determined during preliminary engineering.
- * ROW based on Northampton and Accomack County GIS parcel information.
- * These graphics are for presentation purposes only.



Eastern Shore Rail to Trail Study
TYPICAL CROSSING F
 August 2020 | Unpaved Driveway Crossing at an Intersection





LEGEND

Shared Use Path	Alternative Soft Surface Path
Parcel Boundary	




- NOTES**
- * Removal of existing railroad crossing markings, signing, and signal equipment assumed under separate effort.
 - * Final design to be determined during preliminary engineering.
 - * ROW based on Northampton and Accomack County GIS parcel information.
 - * These graphics are for presentation purposes only.
 - * Pavement markings and signs optional and to be determined in conjunction with VDOT Hampton Roads District Traffic Engineering Division during preliminary engineering.





Eastern Shore Rail to Trail Study
TYPICAL CROSSING G
 August 2020 | Unpaved Mid-block Driveway Crossing

LEGEND

 Shared Use Path	 Alternative Soft Surface Path
 Parcel Boundary	

NOTES

- * Removal of existing railroad crossing markings, signing, and signal equipment assumed under separate effort.
- * Final design to be determined during preliminary engineering.
- * ROW based on Northampton and Accomack County GIS parcel information.
- * These graphics are for presentation purposes only.
- * Pavement markings and signs optional and to be determined in conjunction with VDOT Hampton Roads District Traffic Engineering Division during preliminary engineering.



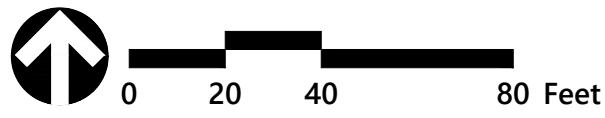
Eastern Shore Rail to Trail Study TYPICAL CROSSING H

August 2020 | Controlled Intersection Crossing
with High Conflicting Turning Volumes



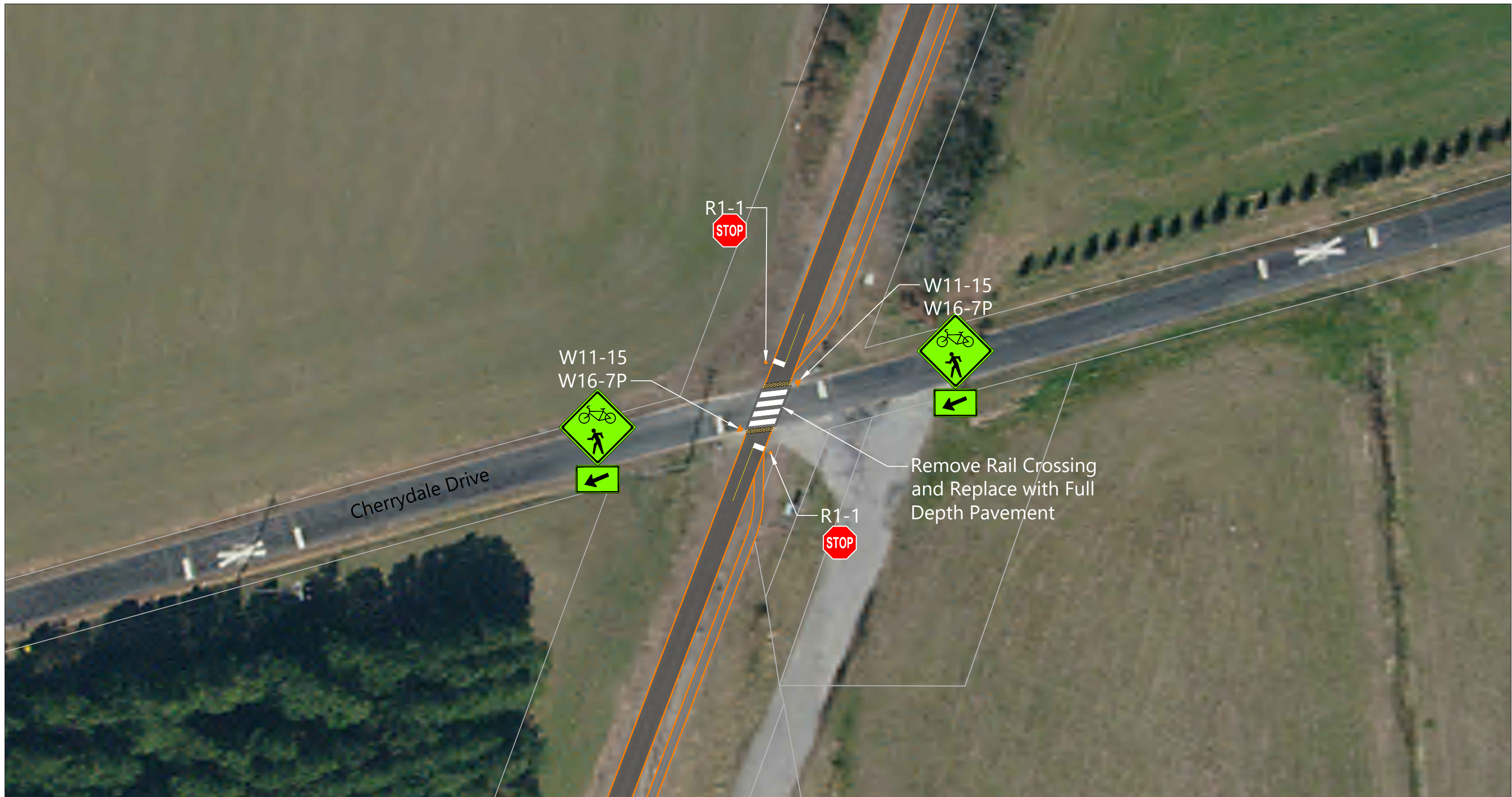
LEGEND

- Shared Use Path
- Alternative Soft Surface Path
- Parcel Boundary





NOTES




- * Removal of existing railroad crossing markings, signing, and signal equipment assumed under separate effort.
- * Final design to be determined during preliminary engineering.
- * ROW based on Northampton and Accomack County GIS parcel information.
- * These graphics are for presentation purposes only.
- * Actual crossing location to be determined during preliminary engineering based on common engineering practices.


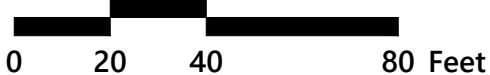


Eastern Shore Rail to Trail Study
TYPICAL CROSSING I
 August 2020 | Mid-block Crossing with Adequate Sight Distance

LEGEND

 Shared Use Path	 Alternative Soft Surface Path
 Parcel Boundary	

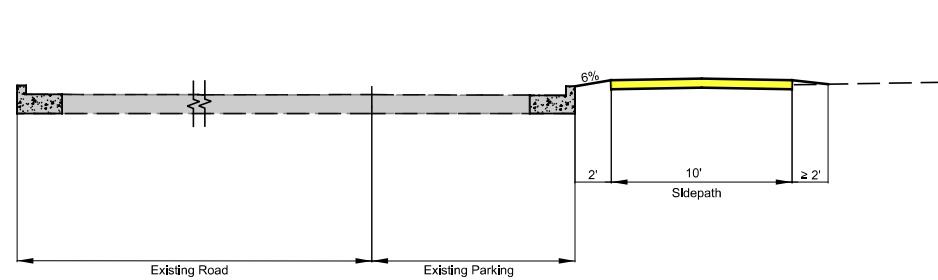
  0 20 40 80 Feet

NOTES

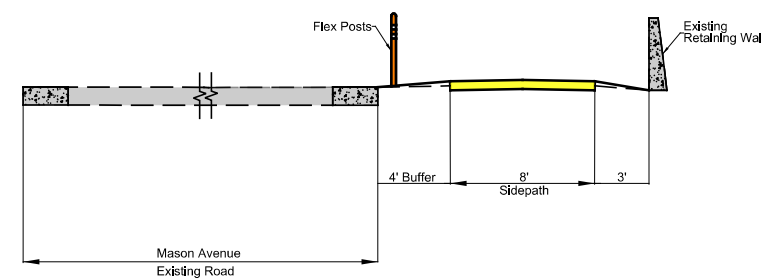
- * Removal of existing railroad crossing markings, signing, and signal equipment assumed under separate effort.
- * Final design to be determined during preliminary engineering.
- * ROW based on Northampton and Accomack County GIS parcel information. Final design to be within survey-based ROW.
- * These graphics are for presentation purposes only.



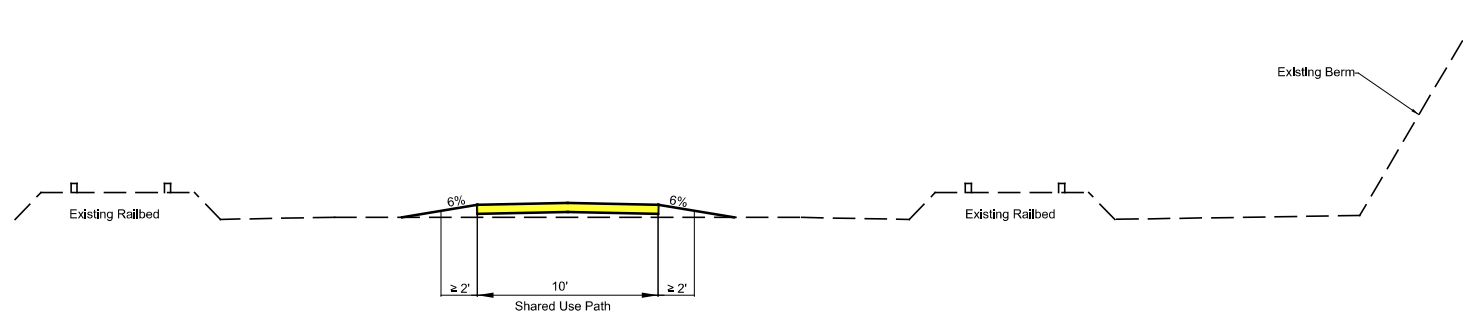
Appendix D3 – Typical Sections



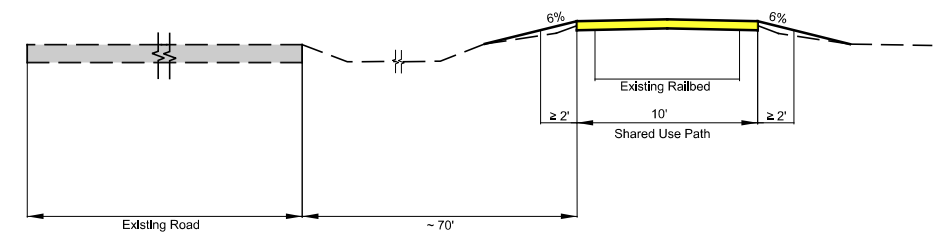
TYPICAL A



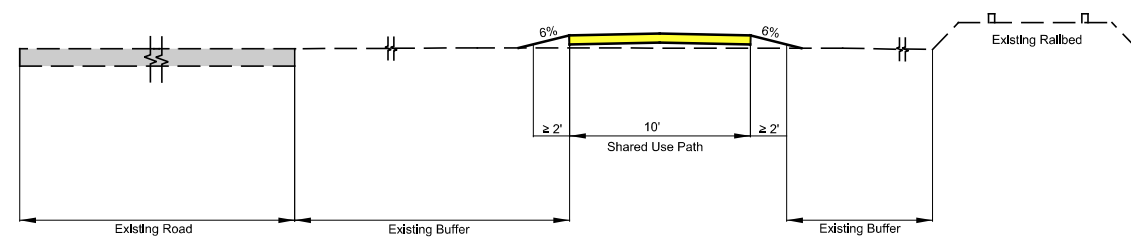
TYPICAL B



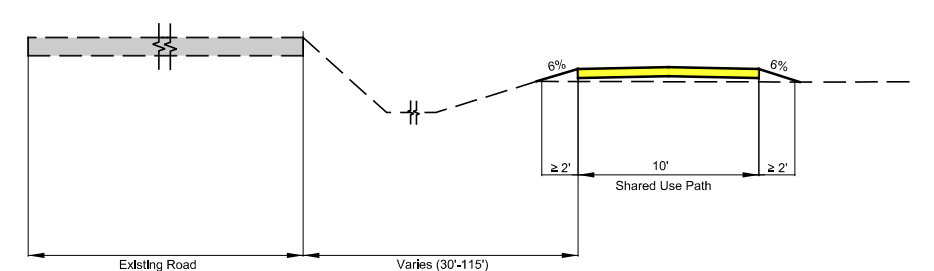
TYPICAL C



TYPICAL D
ON EXISTING RAILBED



TYPICAL E



TYPICAL F

Eastern Shore Rail to Trail Study Typical Sections

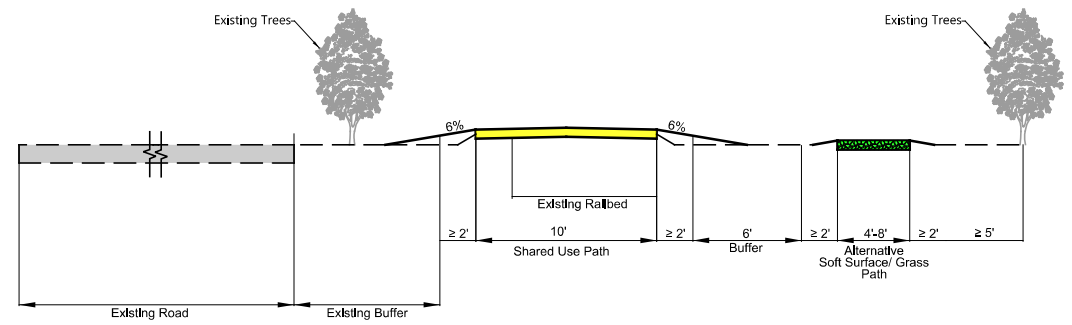


SHEET 1 OF 10
PROJECT NO. 46267-1-17-37

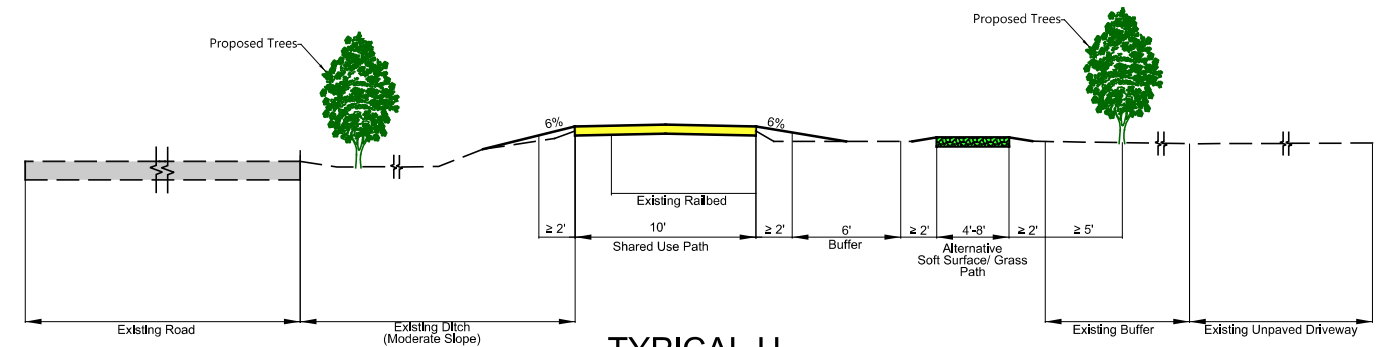
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NOTE: TYPICALS NOT TO SCALE

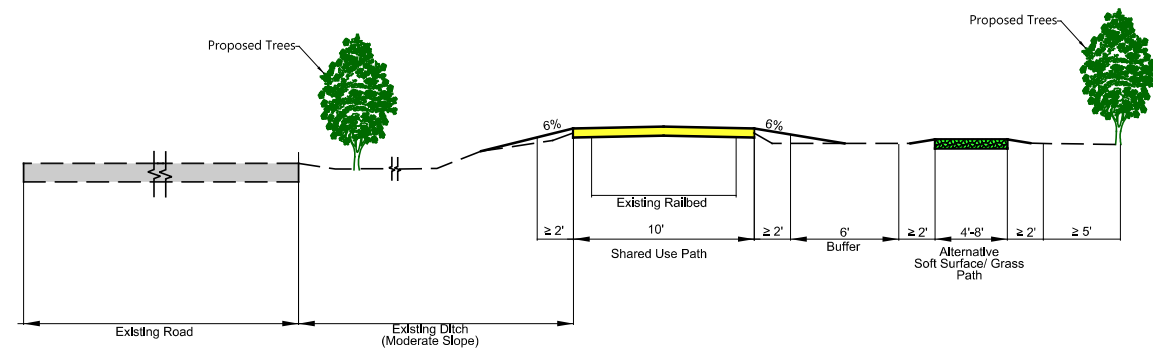




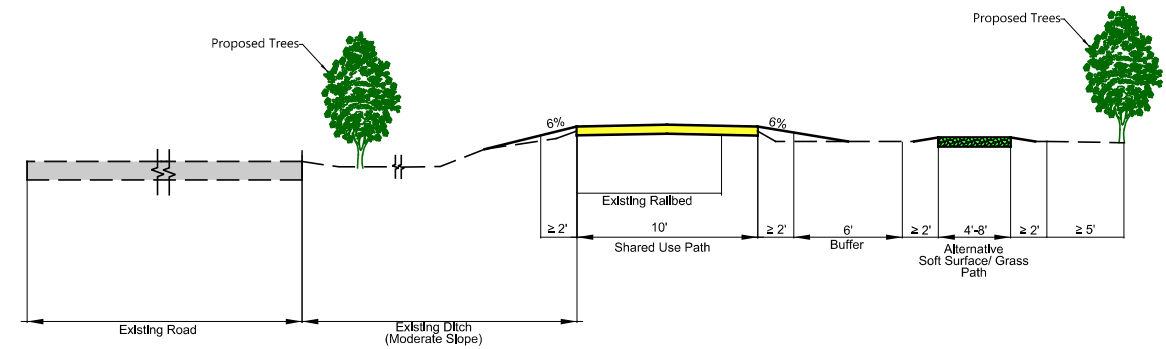
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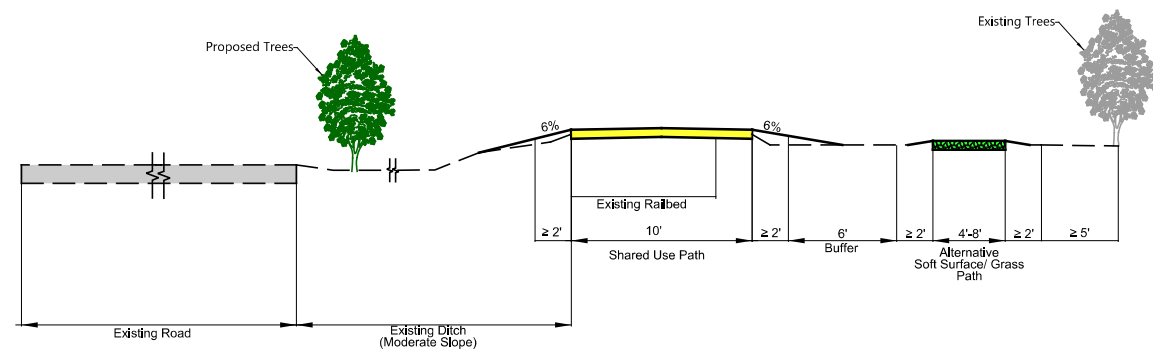
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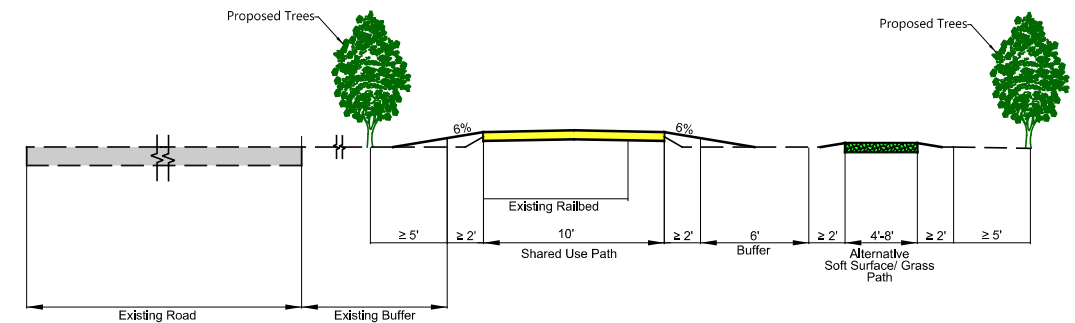
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TYPICAL J
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TYPICAL K
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TYPICAL L
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Eastern Shore Rail to Trail Study

Typical Sections

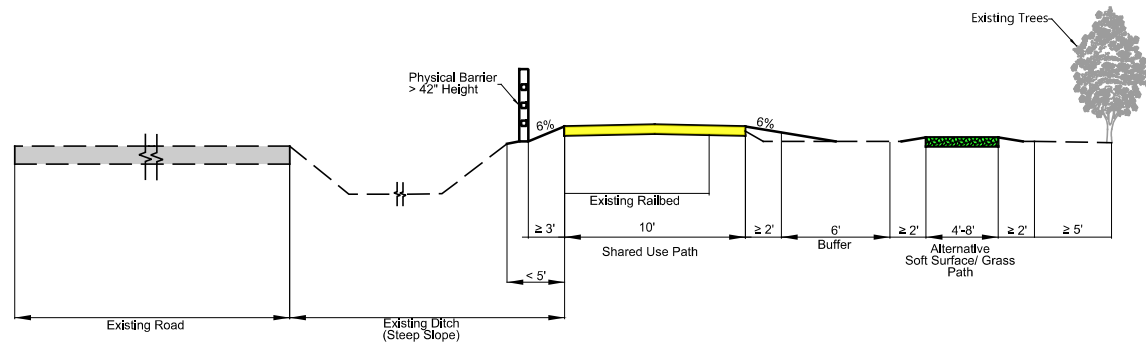


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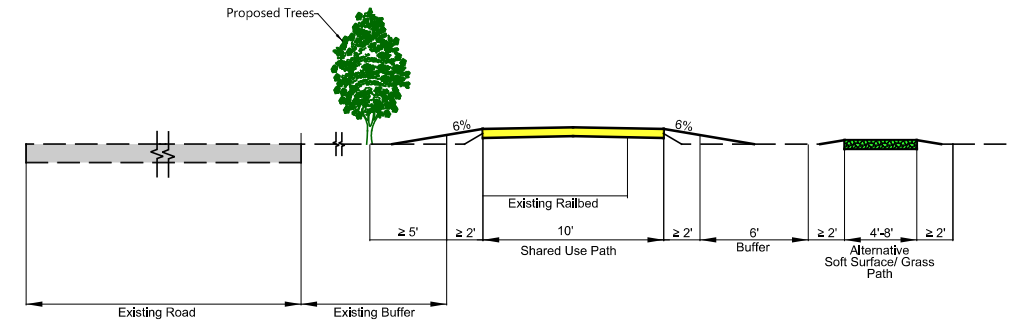
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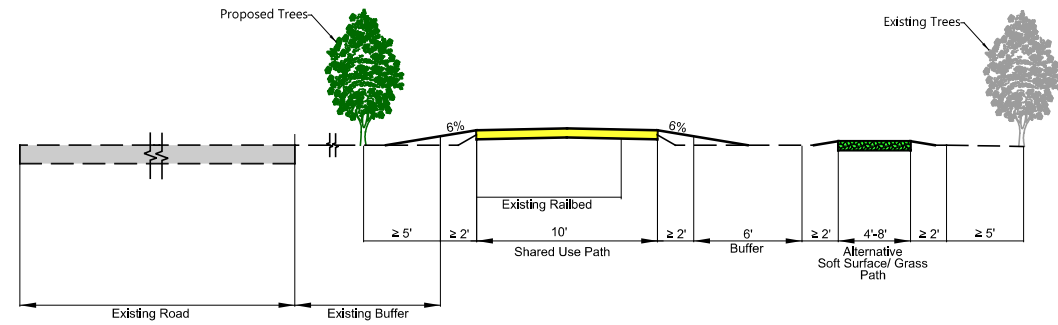




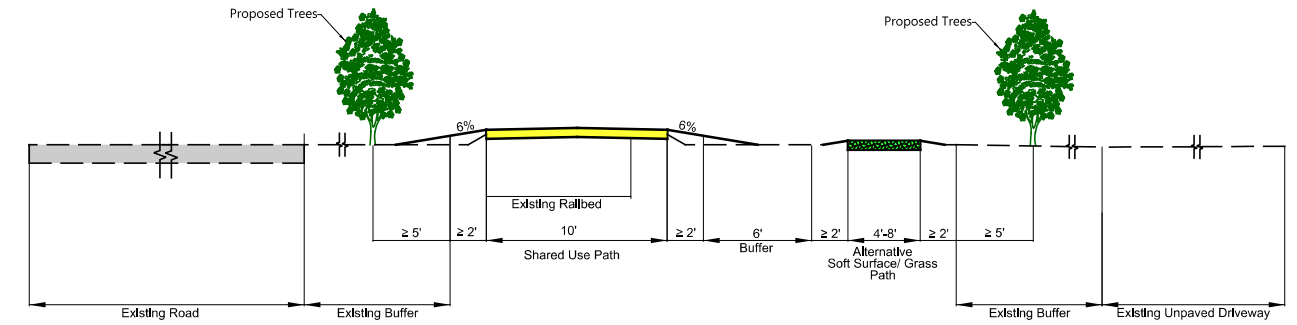
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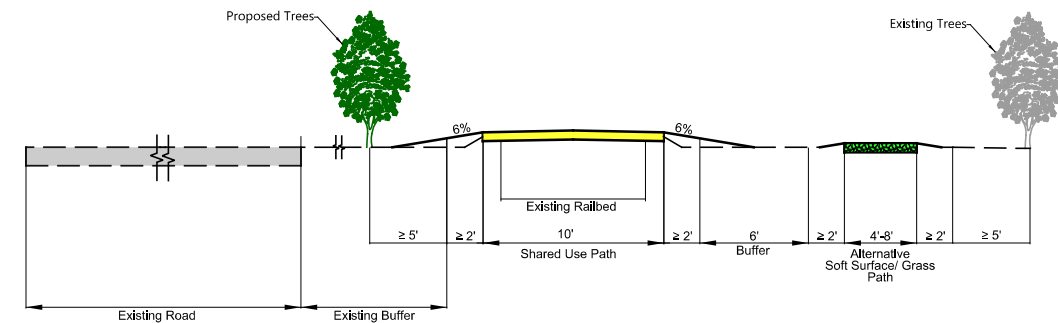
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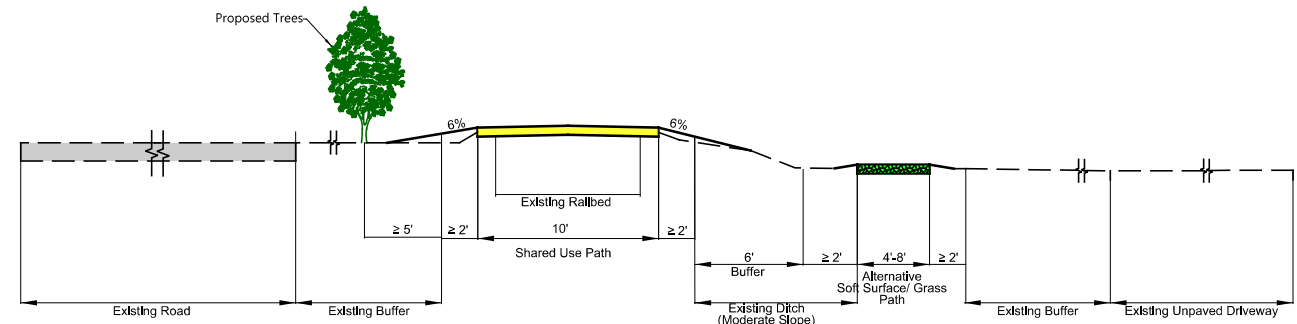
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TYPICAL P
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TYPICAL Q
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TYPICAL R
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Eastern Shore Rail to Trail Study

Typical Sections

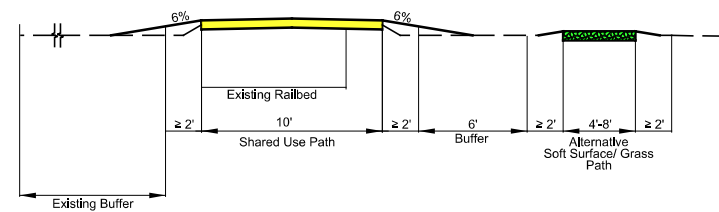


SHEET 3 OF 10
PROJECT NO. 46267-1-17-37

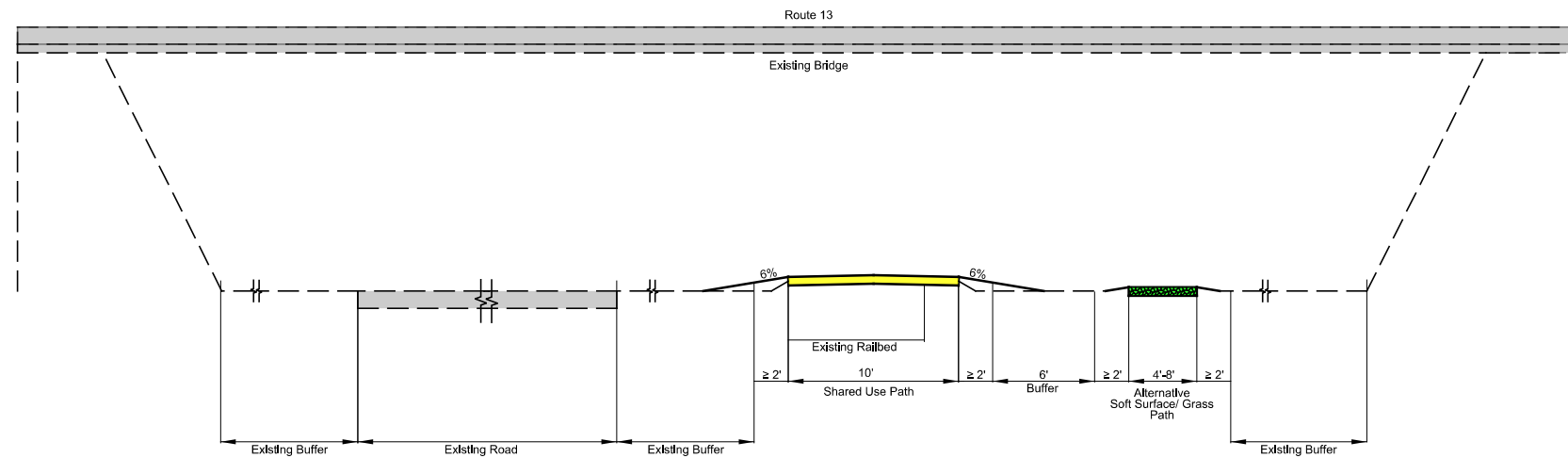
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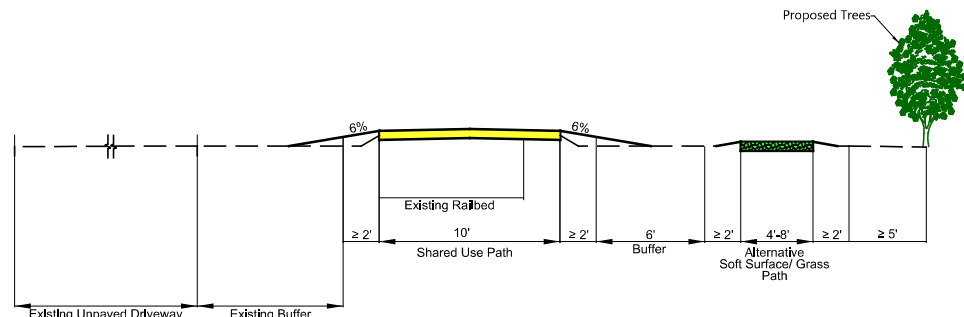




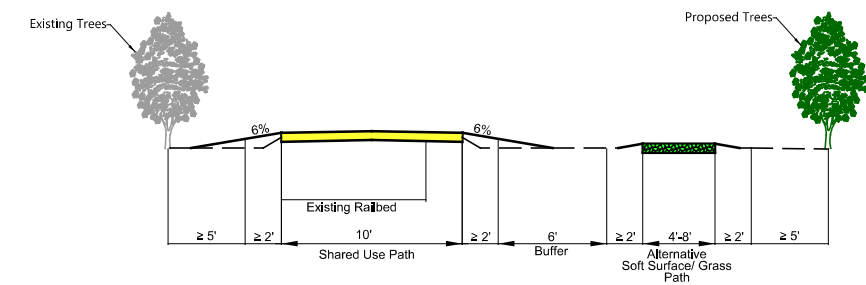
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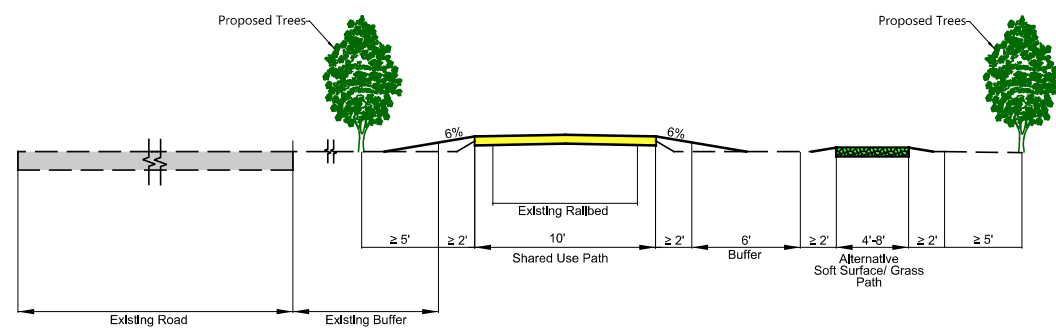
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**TYPICAL U
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**TYPICAL V
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**TYPICAL W
ON EXISTING RAILBED**

Eastern Shore Rail to Trail Study Typical Sections

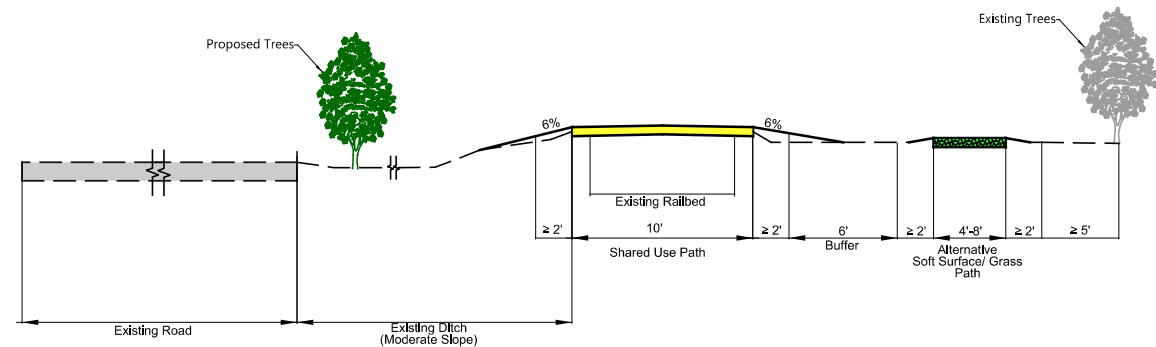


SHEET 4 OF 10
PROJECT NO. 46267-1-17-37

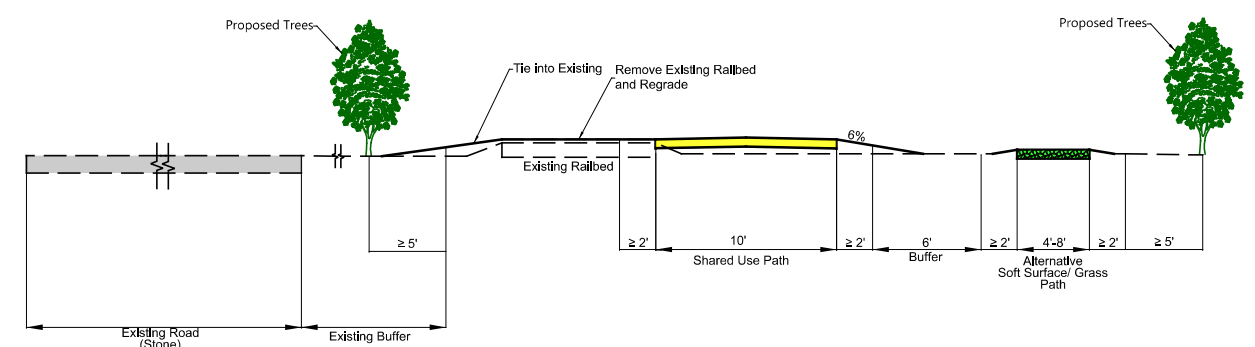
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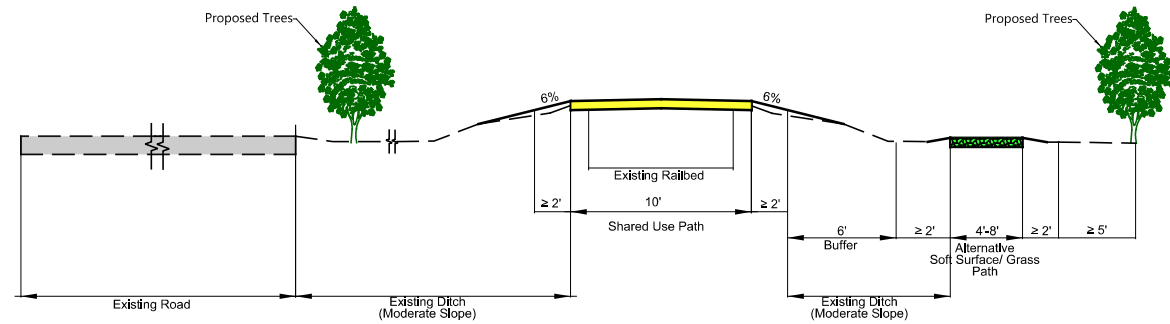




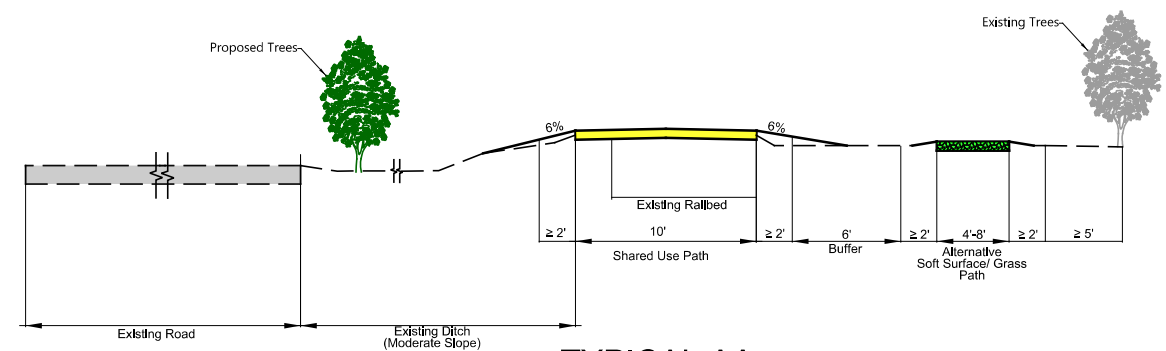
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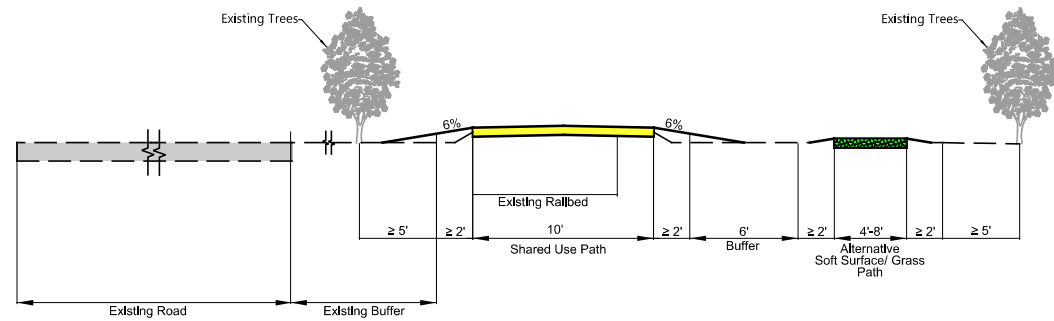
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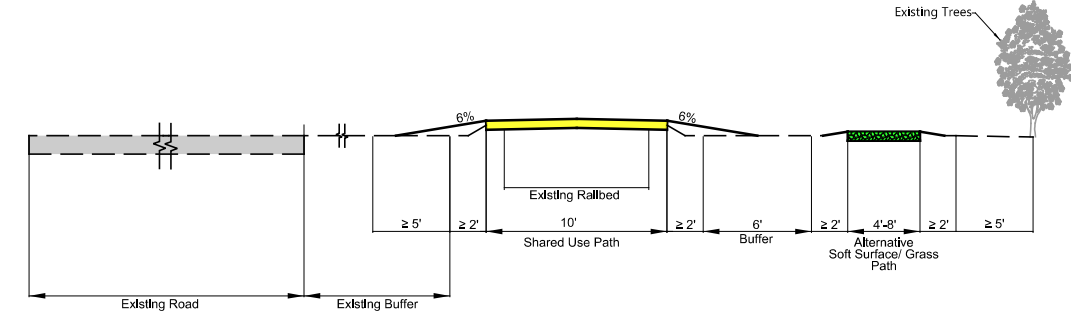
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TYPICAL AA
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TYPICAL BB
ON EXISTING RAILBED



TYPICAL CC
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Eastern Shore Rail to Trail Study

Typical Sections

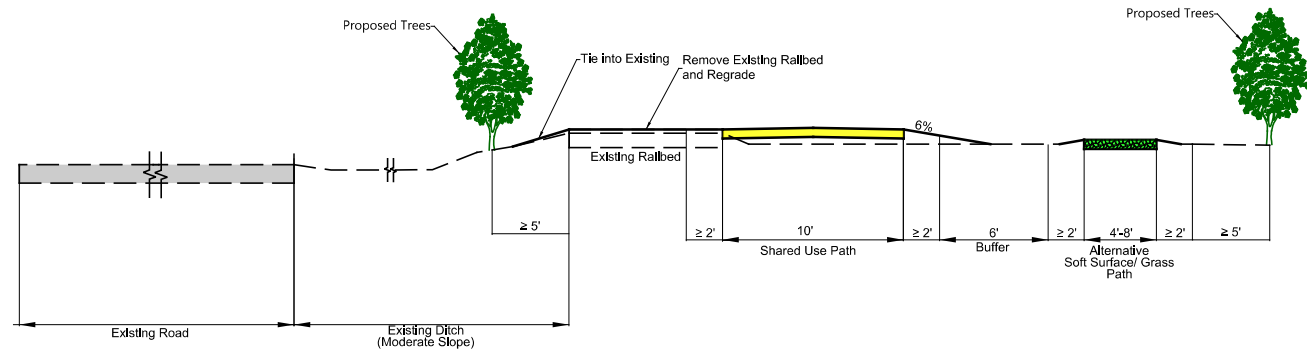


SHEET 5 OF 10
PROJECT NO. 46267-1-17-37

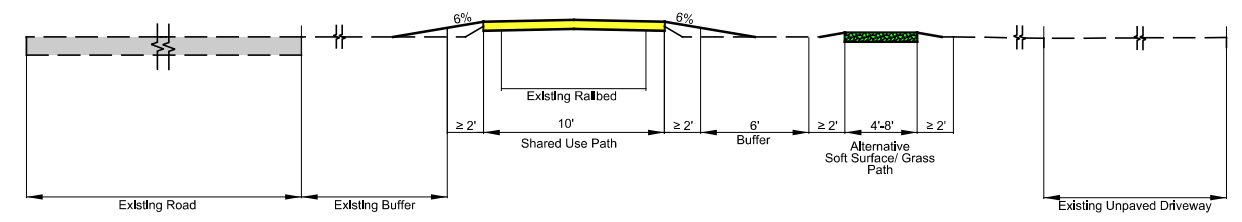
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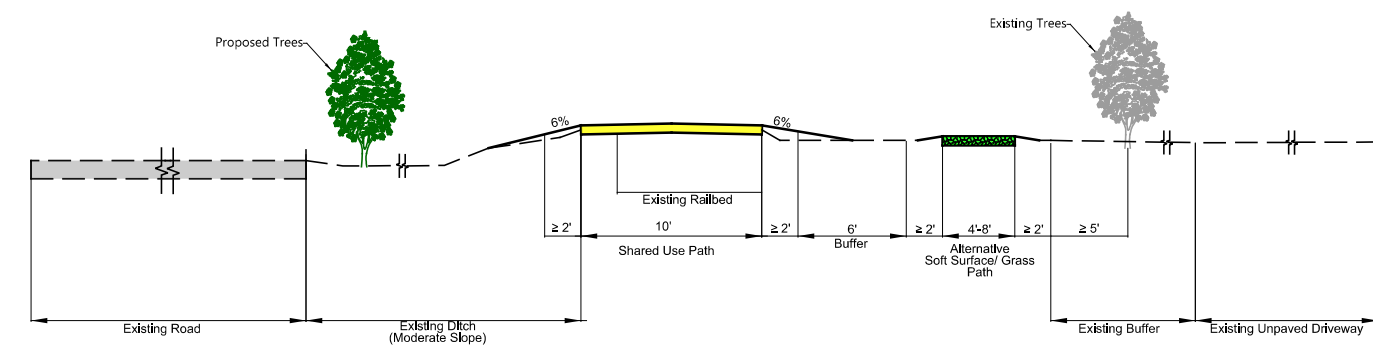




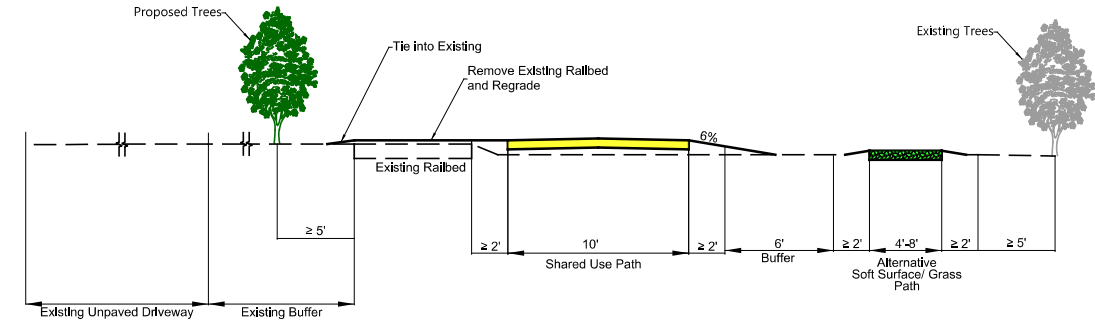
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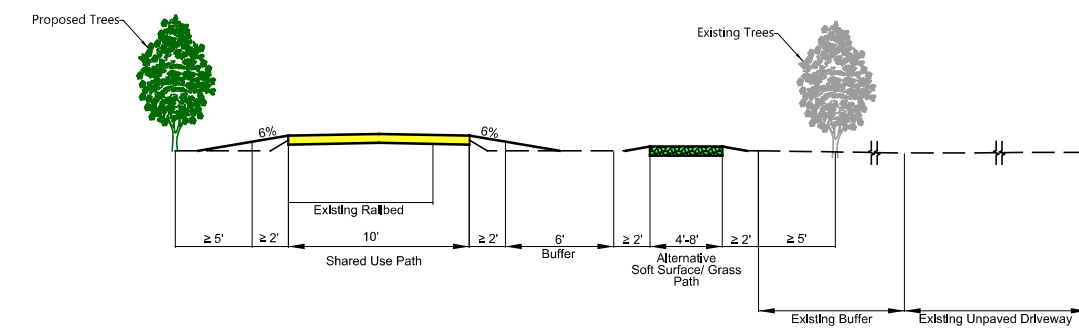
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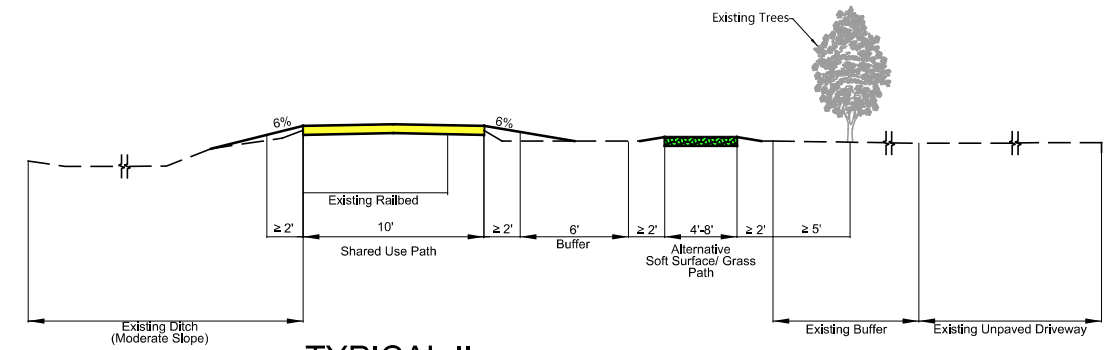
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ON EXISTING RAILBED



TYPICAL GG
ADJACENT TO EXISTING RAILBED



TYPICAL HH
ON EXISTING RAILBED



TYPICAL II
ON EXISTING RAILBED

Eastern Shore Rail to Trail Study

Typical Sections

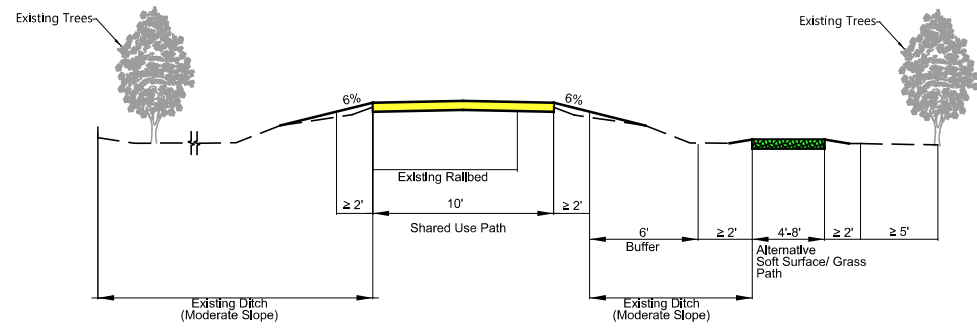


SHEET 6 OF 10
PROJECT NO. 46267-1-17-37

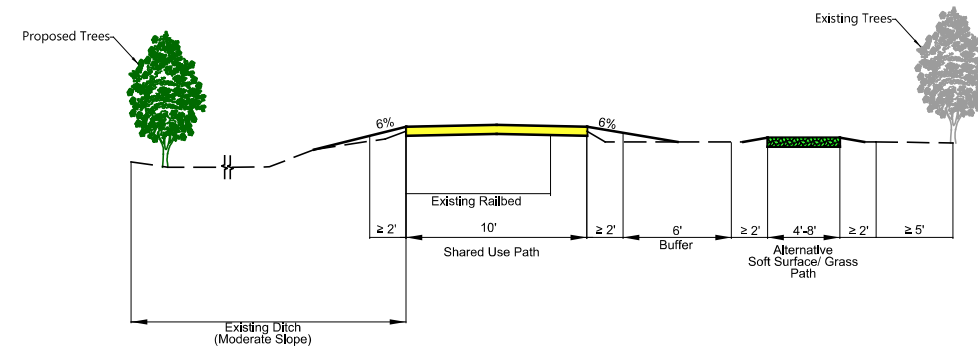
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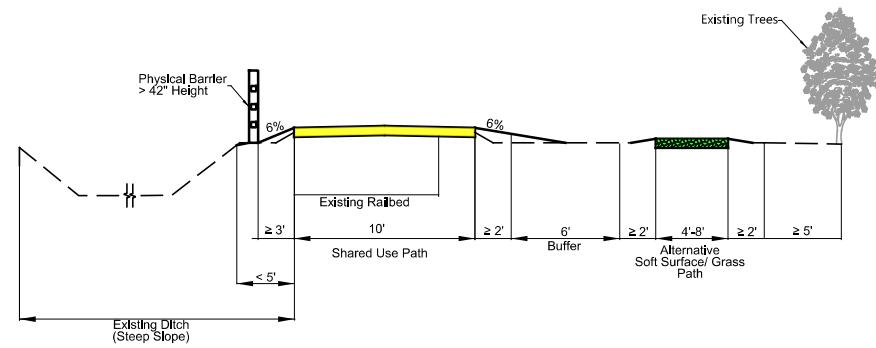




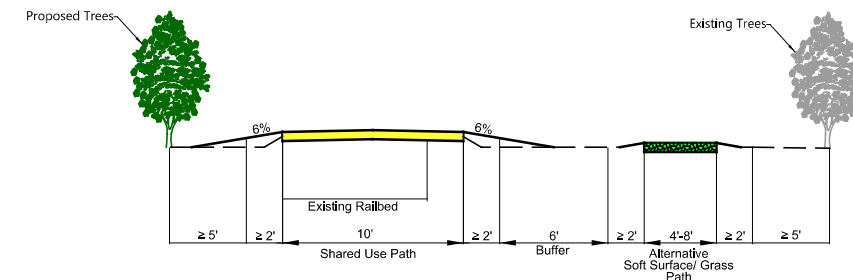
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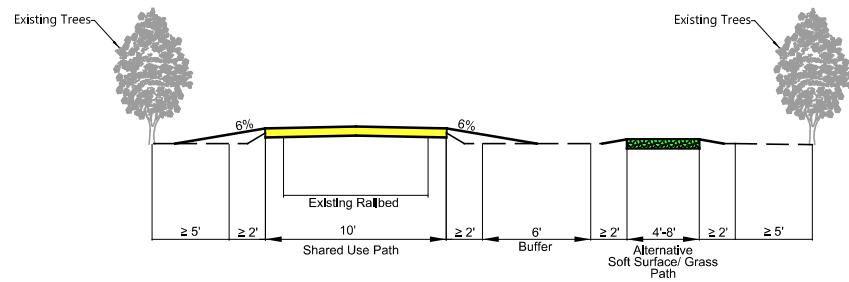
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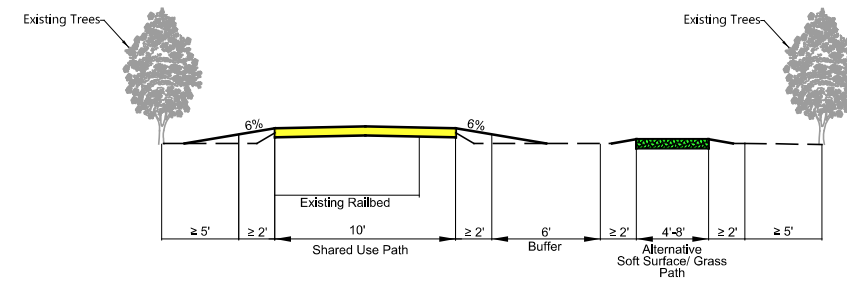
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ON EXISTING RAILBED



TYPICAL MM
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TYPICAL NN
ON EXISTING RAILBED



TYPICAL OO
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Eastern Shore Rail to Trail Study

Typical Sections

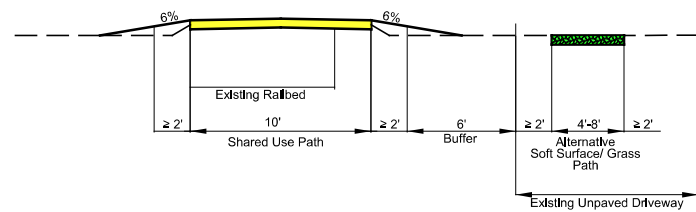


SHEET 7 OF 10
PROJECT NO. 46267-1-17-37

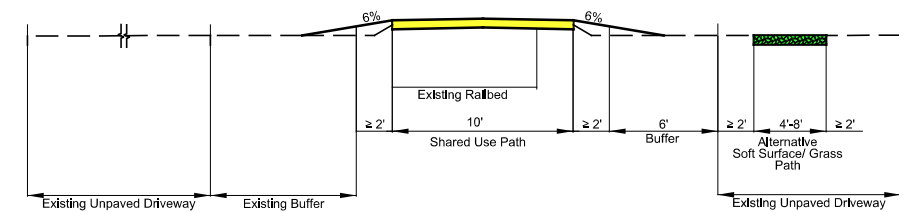
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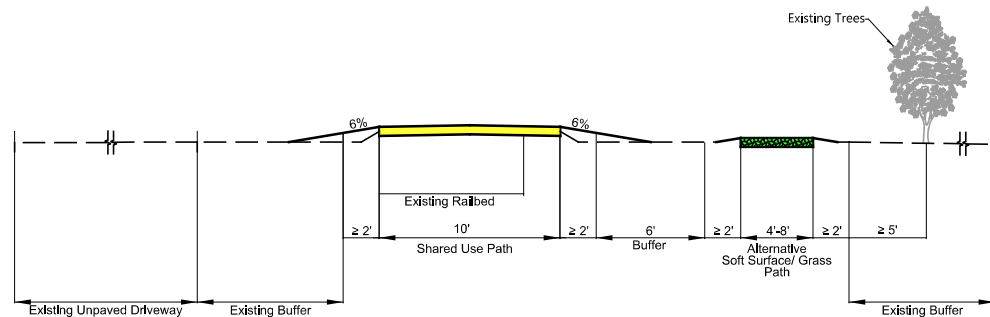




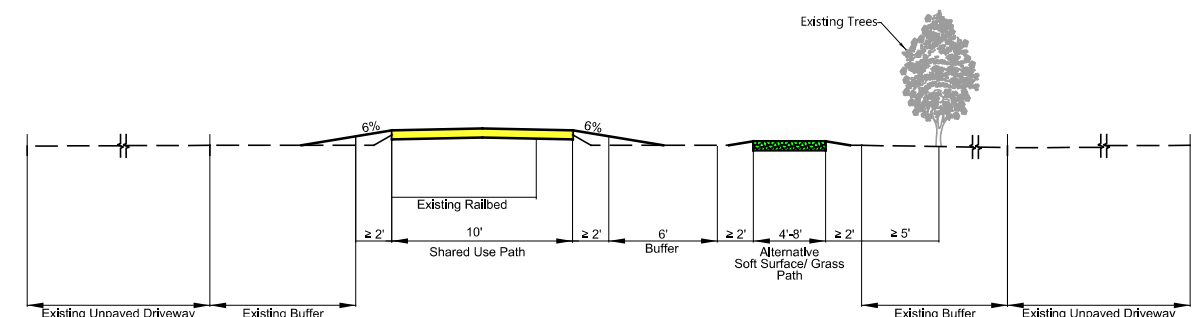
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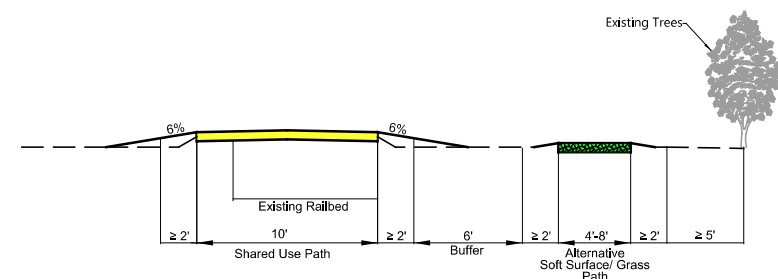
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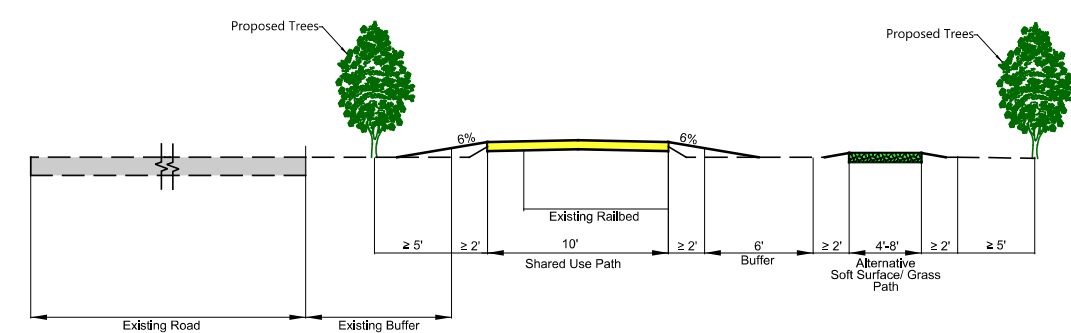
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TYPICAL SS
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TYPICAL TT
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TYPICAL UU
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Eastern Shore Rail to Trail Study

Typical Sections

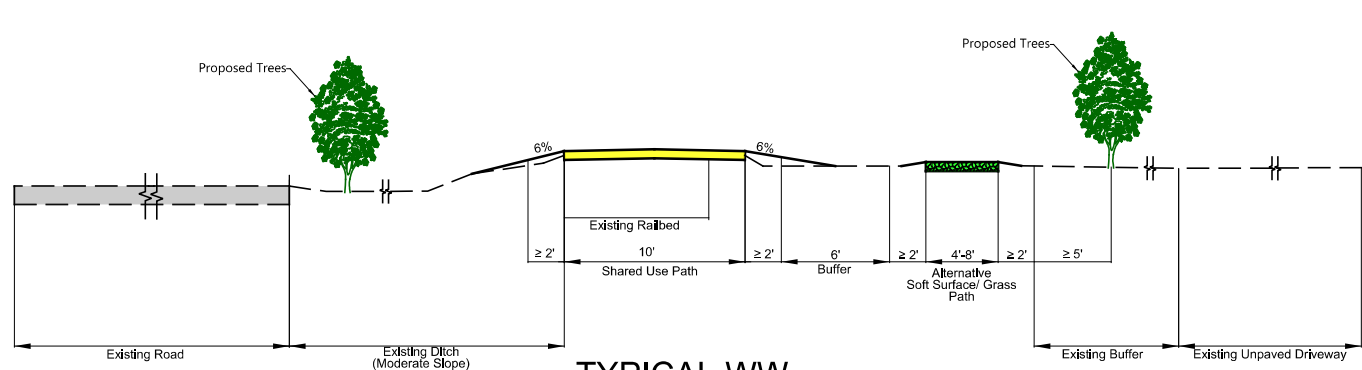


SHEET 8 OF 10
PROJECT NO. 46267-1-17-37

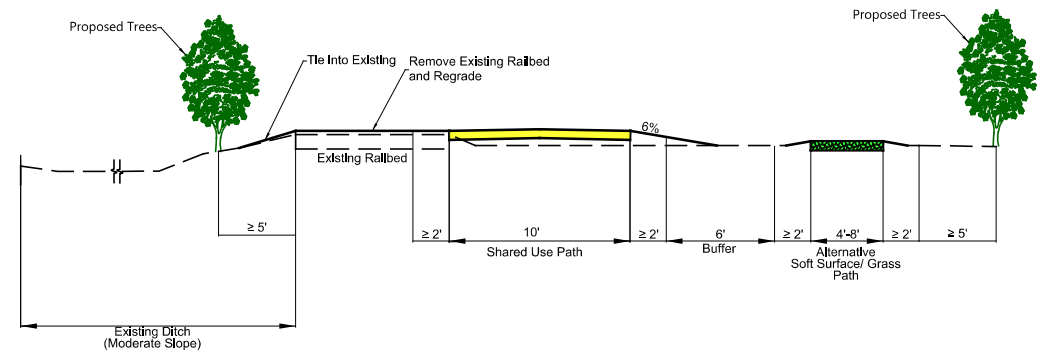
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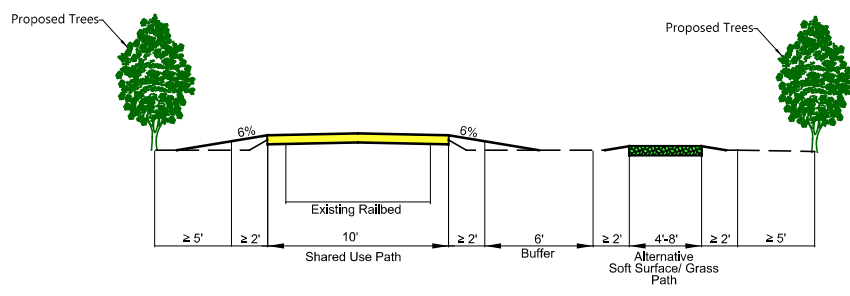




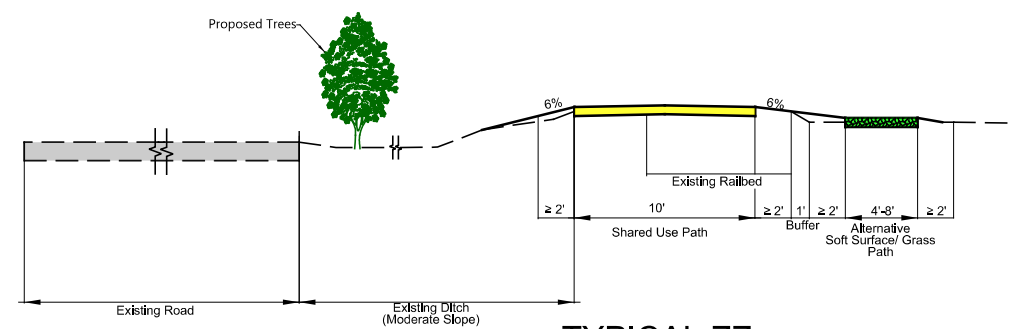
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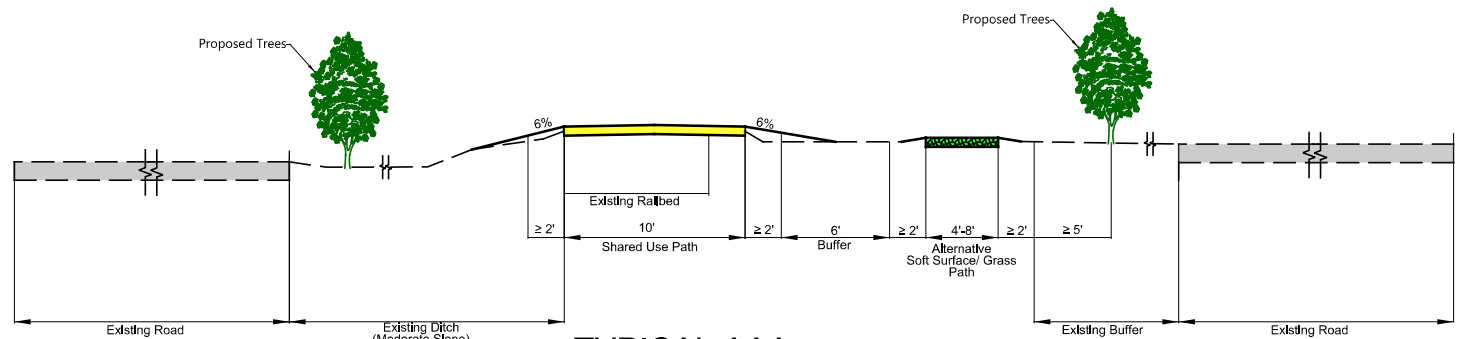
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ADJACENT TO EXISTING RAILBED**



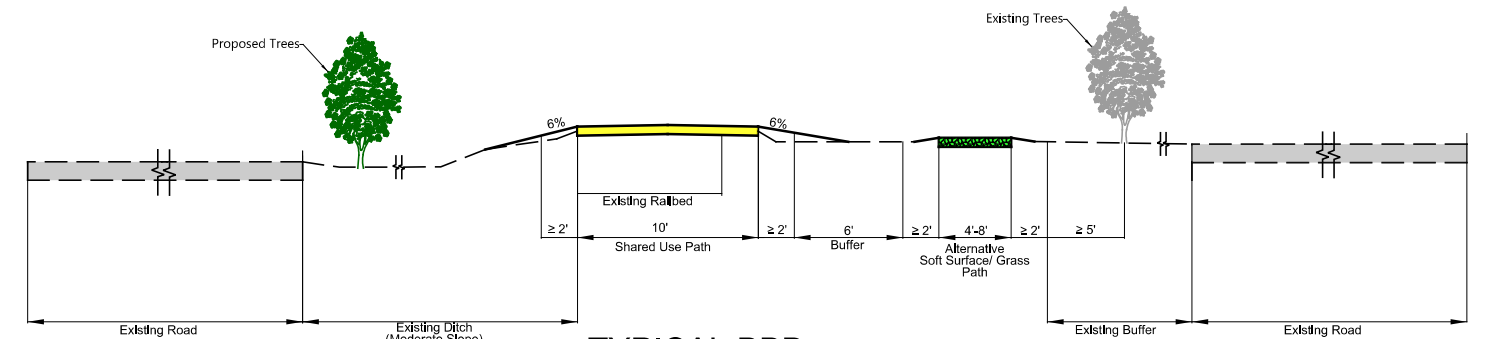
**TYPICAL YY
ON EXISTING RAILBED**



**TYPICAL ZZ
ON EXISTING RAILBED**



**TYPICAL AAA
ON EXISTING RAILBED**



**TYPICAL BBB
ON EXISTING RAILBED**

Eastern Shore Rail to Trail Study Typical Sections

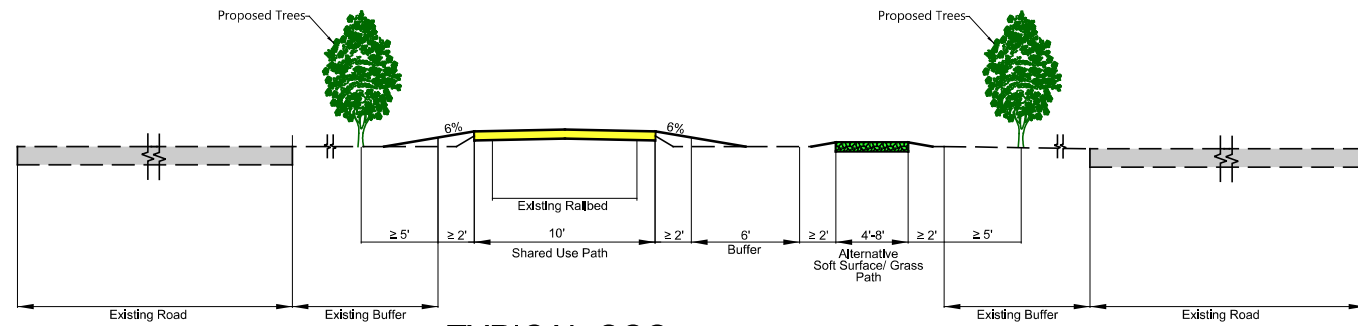


SHEET 9 OF 10
PROJECT NO. 46267-1-17-37

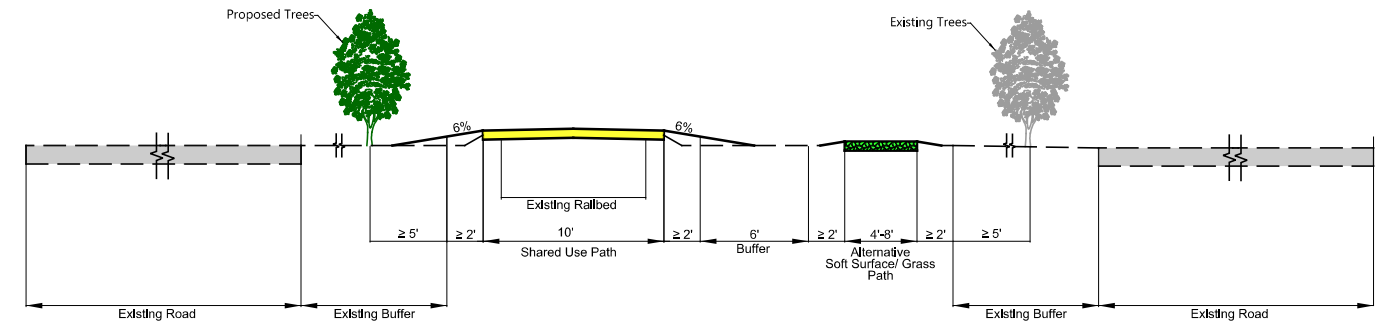
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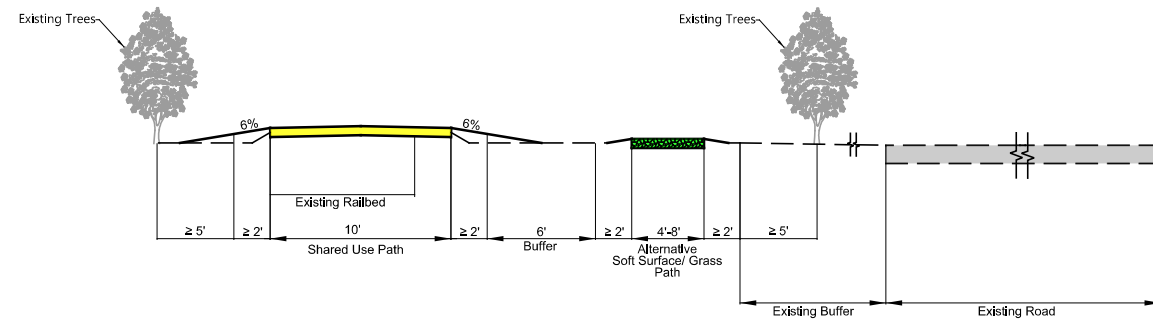




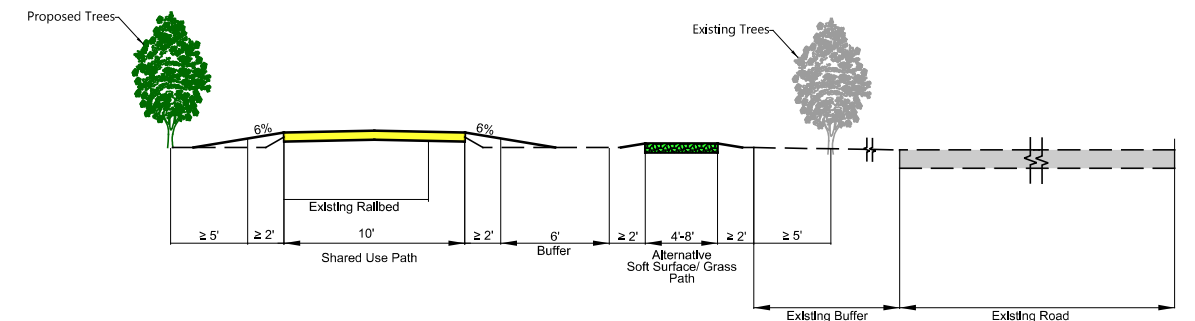
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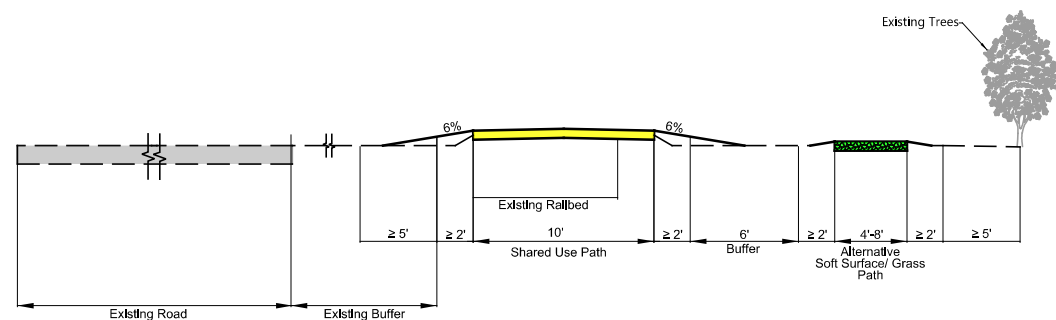
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ON EXISTING RAILBED



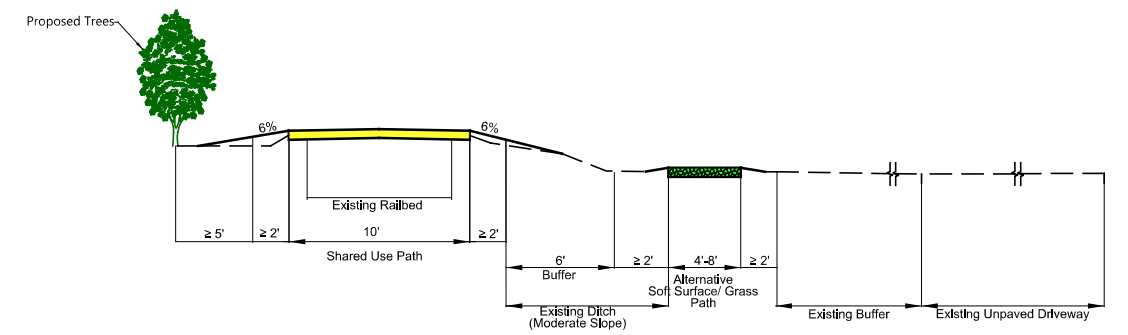
TYPICAL FEE
ON EXISTING RAILBED



TYPICAL FFF
ON EXISTING RAILBED



TYPICAL GGG
ON EXISTING RAILBED



TYPICAL HHH
ON EXISTING RAILBED

Eastern Shore Rail to Trail Study

Typical Sections



SHEET 10 OF 10
PROJECT NO. 46267-1-17-37

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Appendix D4 – Planning-Level Cost Estimates



Eastern Shore Rail to Trail - Shared Use Path					
ITEM	ITEM DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
Roadway Discipline					
101	CONSTRUCTION SURVEYING CONSTR.	1	LS	\$ 100,889.41	\$ 100,889.41
10123	Aggr. Base Matl. TY. I-21A	85800	TON	\$ 34.93	\$ 2,996,994.00
11040	Concrete Entrance Pave 7"	300	SY	\$ 90.34	\$ 27,102.00
11070	NS Saw-Cut Asph. Conc. SW-Cut Asph. Conc.	3090	LF	\$ 5.58	\$ 17,242.20
13108	CG-12 DETECTABLE WARNING SURFACE	390	SY	\$ 310.94	\$ 121,266.60
14300	CEMENT CONCRETE SIDEWALK 4"	120	SY	\$ 108.90	\$ 13,068.00
16340	ACSC_Conc. TY. SM-9.5D	1640	TON	\$ 76.74	\$ 125,853.60
16355	ACSC_Conc. TY. SM-12.5D	32180	TON	\$ 80.36	\$ 2,585,984.80
16370	ACSC_Conc. TY IM 19.0D	880	TON	\$ 105.55	\$ 92,884.00
16378	Thin Hot Mix Asphalt Concrete (Polymer Modified)	1770	TON	\$ 129.51	\$ 229,232.70
16392	ACSC_Conc. TY. BM-25.0D	2220	TON	\$ 87.99	\$ 195,337.80
24430	DEMO. OF PAVEMENT FLEXIBLE	1970	SY	\$ 14.86	\$ 29,274.20
Subtotal					\$ 6,535,129.31
+15% Unaccounted for Items					\$ 7,515,398.71
Hydraulics Discipline					
212	Minor Str. Excav. Box Culvert	270	CY	\$ 34.24	\$ 9,244.80
522	Concrete Class A4 Box Culvert	270	CY	\$ 1,614.97	\$ 436,041.90
27545	Storm Water Man. Basin Excav.	3950	CY	\$ 28.12	\$ 111,074.00
Subtotal					\$ 556,360.70
+15% Unaccounted for Items					\$ 639,814.81
Traffic Discipline					
50036	Flexible Post Delineator, Surface Mount	240	EA	\$ 25.45	\$ 6,108.00
50108	SIGN PANEL	1430	SF	\$ 31.55	\$ 45,116.50
50430	SIGN POST STP-1, 2", 14 GAUGE	1385	LF	\$ 14.19	\$ 19,653.15
50436	SIGN POST STP-1, 2 1/2", 12 GAUGE	3235	LF	\$ 18.83	\$ 60,915.05
50485	CONC. SIGN FDN. STP-1 TY.A	241	EA	\$ 253.32	\$ 61,050.12
51198	PEDESTRIAN ACTUATION PA-2	12	EA	\$ 260.00	\$ 3,120.00
51212	PEDESTAL POLE PF-2 12'	12	EA	\$ 980.00	\$ 11,760.00
51240	CONC. FOUNDATION PF-2	12	EA	\$ 946.97	\$ 11,363.64
51600	14/2 CONDUCTOR CABLE	1800	LF	\$ 1.38	\$ 2,484.00
51602	14/4 CONDUCTOR CABLE	1800	LF	\$ 1.66	\$ 2,988.00
51838	HANGER ASSM.SMB-3, ONE WAY	12	EA	\$ 312.66	\$ 3,751.92
52404	PEDESTRIAN SIGNAL HEAD SP-9	12	EA	\$ 861.81	\$ 10,341.72
54032	TYPE B CLASS I PVMT LINE MRKG 4"	55	LF	\$ 0.56	\$ 30.80
54042	TYPE B CLASS I PAVE. LINE MARKING 24"	55	LF	\$ 6.97	\$ 383.35
54105	ERADICATE EX. LINEAR PVMT MRKG	100	LF	\$ 0.46	\$ 46.00
55587	JUNCTION BOX JB-S2	12	EA	\$ 1,719.34	\$ 20,632.08
56054	3" PVC CONDUIT	600	LF	\$ 7.17	\$ 4,302.00
56200	TRENCH EXCAVATION ECI-1	600	LF	\$ 7.49	\$ 4,494.00
Subtotal					\$ 268,540.33
+15% Unaccounted for Items					\$ 308,821.38
Materials/Geotech Discipline					
120	REGULAR EXCAVATION	16770	CY	\$ 20.81	\$ 348,983.70
140	BORROW EXCAVATION	64500	CY	\$ 25.17	\$ 1,623,465.00
Subtotal					\$ 1,972,448.70
+15% Unaccounted for Items					\$ 2,268,316.01
Other Discipline					
110	CLEARING AND GRUBBING	7.4	AC	\$ 15,806.81	\$ 116,970.39
125	GRADING	49	MI	\$ 5,000.00	\$ 245,000.00
22685	Fence Wood Board	7112.0	LF	\$ 26.53	\$ 188,681.36
22721	Line Brace Unit FE-B	718	EA	\$ 175.00	\$ 125,650.00
22741	Corner Brace Unit FE-B	6.0	EA	\$ 175.00	\$ 1,050.00
NS	Erosion and Sediment Control	1	LS	\$ 504,447.07	\$ 504,447.07
NS	Seeding/Landscaping	1	LS	\$ 201,778.83	\$ 201,778.83
NS	Trailhead Amenities	9	EA	\$ 20,000.00	\$ 180,000.00
Subtotal					\$ 1,563,577.65
+15% Unaccounted for Items					\$ 1,798,114.30
MOT					
MAINTENANCE OF TRAFFIC - PROFESSIONAL JUDGEMENT (Percentage of Discipline Subtotals)					\$ 544,802.83
Subtotal					\$ 544,802.83
+15% Unaccounted for Items					\$ 626,523.26

Shared Use Path
DETAILED PROJECT COST ESTIMATE SUMMARY
 (Version: 1/21/2020 - CTS Modified)

Portal ID:	N/A	Project UPC:	
Prepared By:	VHB	Milestone	Creation/Pre Scope
Reviewed By:	VHB	Date:	8/1/2020
County/City/Town:	Accomack County (01)	Tier Level	1

Preliminary Engineering

Project Estimate Component		Proposed Project Cost Estimate (\$)		
Discipline	Source	Base (\$)	Contingency (%)	Total
Roadway (Shared Use Path)	Profess. Judgement	\$ 1,546,650	10.00%	\$1,701,315
Hydraulics	Profess. Judgement	\$ 88,380	10.00%	\$97,218
In-plan Utilities				\$0
Traffic	Profess. Judgement	\$ 132,570	10.00%	\$145,827
Structures/Bridges				\$0
Materials/Geotech	Profess. Judgement	\$ 441,900	10.00%	\$486,090
Survey	Profess. Judgement	\$ 883,800	15.00%	\$1,016,370
Environmental	Profess. Judgement	\$ 751,230	15.00%	\$863,915
Right of Way				\$0
Other	Profess. Judgement	\$ 132,570	10.00%	\$145,827
VDOT Oversight Costs		\$ 441,900	10.00%	\$486,090
Total PE Phase Estimate		\$ 4,419,000	11.85%	\$4,942,652
PE Base Estimate Date (XX/XX/XXXX)		8/1/2020		
PE Phase Dates (XX/XX/XXXX)	Start Date		End Date	

Right-of-Way & Utilities

Discipline	Source	Base (\$)	Contingency (%)	Total
Right-of-Way	Tax Map	\$0	30.00%	\$0
Out-of-Plan Utilities (power, cable, gas, etc.)	Aerial Photo	\$0	30.00%	\$0
VDOT Oversight Costs		\$0	30.00%	\$0
Total RW Phase Estimate		\$0	#DIV/0!	\$0
RW Base Estimate Date (XX/XX/XXXX)		8/1/2020		
RW Phase Dates (XX/XX/XXXX)	Start Date		End Date	

Construction

Discipline	Source	Base (\$)	Contingency (%)	Total
Mobilization	Profess. Judgement	\$1,255,000	40.00%	\$1,757,000
MOT	Profess. Judgement	\$626,523	40.00%	\$877,133
Roadway	Bid Tabs	\$7,515,399	40.00%	\$10,521,558
Hydraulics	Bid Tabs	\$639,815	40.00%	\$895,741
In-plan Utilities				\$0
Traffic	Bid Tabs	\$308,821	40.00%	\$432,350
Structures/Bridges				\$0
Materials/Geotech	Bid Tabs	\$2,268,316	40.00%	\$3,175,642
Soundwalls				\$0
Other	Bid Tabs	\$1,798,114	40.00%	\$2,517,360
Total Bid Items		\$14,411,988	40.00%	\$20,176,784
Incidental-Claims & Work Orders (Percentage of Bid Items)	5% to 10% max	\$1,441,199	40.00%	\$2,017,678
Railroad Flagging/Coordination				0
State Forces				0
State Police				0
Contract Requirements (Incentive/Disincentive)	5%	\$1,008,839	40.00%	\$1,412,375
Construction Engineering (Inspection)	Environmental Inspection (\$)			0
	VDOT or Locality (\$)	\$2,882,398	15.00%	\$3,314,757
	VDOT Oversight (\$)			0
	Total CEI			\$3,314,757
Total CN Phase Estimate		\$19,744,424	36.35%	\$26,921,594
CN Base Estimate Date (XX/XX/XXXX)		8/1/2020		
CN Phase Start Date (XX/XX/XXXX)				
CN Phase End Date (XX/XX/XXXX)				
Total Project Cost Estimate				\$31,864,246



Eastern Shore Rail to Trail - Alternative Path					
ITEM	ITEM DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
Roadway Discipline					
101	CONSTRUCTION SURVEYING CONSTR.	1	LS	\$ 9,974.27	\$ 9,974.27
10123	Aggr. Base Matl. TY. I-21A	23600	TON	\$ 34.93	\$ 824,348.00
Subtotal					\$ 834,322.27
+15% Unaccounted for Items					\$ 959,470.61
Materials/Geotech Discipline					
140	BORROW EXCAVATION	5851	CY	\$ 25.17	\$ 147,272.31
Subtotal					\$ 147,272.31
+15% Unaccounted for Items					\$ 169,363.15
Other Discipline					
110	CLEARING AND GRUBBING	1	LS	\$ 15,806.81	\$ 15,806.81
125	GRADING	1	LS	\$ 10,000.00	\$ 10,000.00
NS	Erosion and Sediment Control	1	LS	\$ 49,871.36	\$ 49,871.36
NS	Seeding/Landscaping	1	LS	\$ 19,948.54	\$ 19,948.54
Subtotal					\$ 95,626.71
+15% Unaccounted for Items					\$ 109,970.71

Altnerative Soft Surface Path
DETAILED PROJECT COST ESTIMATE SUMMARY
(Version: **1/21/2020 - CTS Modified**)

Portal ID:	N/A	Project UPC:	
Prepared By:	VHB	Milestone	Creation/Pre Scope
Reviewed By:	VHB	Date:	8/1/2020
County/City/Town:	Accomack County (01)	Tier Level	1

Preliminary Engineering

Project Estimate Component		Proposed Project Cost Estimate (\$)		
Discipline	Source	Base (\$)	Contingency (%)	Total
Roadway (Shared Use Path)	Profess. Judgement	\$ 294,600	10.00%	\$324,060
Hydraulics		\$ -		\$0
In-plan Utilities		\$ -		\$0
Traffic		\$ -		\$0
Structures/Bridges		\$ -		\$0
Materials/Geotech	Profess. Judgement	\$ 73,650	10.00%	\$81,015
Survey		\$ -		\$0
Environmental	Profess. Judgement	\$ 49,100	15.00%	\$56,465
Right of Way				\$0
Other	Profess. Judgement	\$ 49,100	10.00%	\$54,010
VDOT Oversight Costs		\$ 24,550	10.00%	\$27,005
Total PE Phase Estimate		\$ 491,000	10.50%	\$542,555
PE Base Estimate Date (XX/XX/XXXX)		8/1/2020		
PE Phase Dates (XX/XX/XXXX)	Start Date		End Date	

Right-of-Way & Utilities

Discipline	Source	Base (\$)	Contingency (%)	Total
Right-of-Way	Tax Map	\$0	30.00%	\$0
Out-of-Plan Utilities (power, cable, gas, etc.)	Aerial Photo	\$0	30.00%	\$0
VDOT Oversight Costs		\$0	30.00%	\$0
Total RW Phase Estimate		\$0	#DIV/0!	\$0
RW Base Estimate Date (XX/XX/XXXX)		8/1/2020		
RW Phase Dates (XX/XX/XXXX)	Start Date		End Date	

Construction

Discipline	Source	Base (\$)	Contingency (%)	Total
Mobilization	Profess. Judgement	\$123,000	40.00%	\$172,200
MOT				\$0
Roadway	Bid Tabs	\$959,471	40.00%	\$1,343,259
Hydraulics	Bid Tabs		40.00%	\$0
In-plan Utilities				\$0
Traffic	Bid Tabs		40.00%	\$0
Structures/Bridges				\$0
Materials/Geotech	Bid Tabs	\$169,363	40.00%	\$237,108
Soundwalls				\$0
Other	Bid Tabs	\$109,971	40.00%	\$153,959
Total Bid Items		\$1,361,804	40.00%	\$1,906,526
Incidental-Claims & Work Orders (Percentage of Bid Items)	5% to 10% max	\$68,090	40.00%	\$95,326
Railroad Flagging/Coordination				0
State Forces				0
State Police				0
Contract Requirements (Incentive/Disincentive)	5%	\$95,326	40.00%	\$133,457
Construction Engineering (Inspection)	Environmental Inspection (\$)			0
	VDOT or Locality (\$)	\$272,361	15.00%	\$313,215
	VDOT Oversight (\$)			0
	Total CEI			\$313,215
Total CN Phase Estimate		\$1,797,582	36.21%	\$2,448,524
CN Base Estimate Date (XX/XX/XXXX)		8/1/2020		
CN Phase Start Date (XX/XX/XXXX)				
CN Phase End Date (XX/XX/XXXX)				
Total Project Cost Estimate				\$2,991,079



Eastern Shore Rail to Trail - Equipment Removal					
ITEM	ITEM DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
Traffic Discipline					
51933	REMOVE EXISTING POLE	40	EA	\$ 1,051.14	\$ 42,045.60
51934	REMOVE EXISTING FOUNDATION	40	EA	\$ 1,856.52	\$ 74,260.80
51936	REMOVE EXISTING CONTROLLER	43	EA	\$ 287.27	\$ 12,352.61
51963	REMOVE EXISTING CONTROLLER FOUNDATION	43	EA	\$ 1,000.00	\$ 43,000.00
51963	REMOVE EXISTING PEDESTAL POLE	50	EA	\$ 460.00	\$ 23,000.00
51963	REMOVE EXISTING PEDESTAL POLE FOUNDATION	50	EA	\$ 1,150.00	\$ 57,500.00
NS	REMOVE OSS-1 CANTILEVERED OVERHEAD STRUCTURE	6	EA	\$ 2,907.66	\$ 17,445.96
Subtotal					\$ 269,604.97
+15% Unaccounted for Items					\$ 310,045.72
Other Discipline					
NS	REMOVE TRACK	257600.0	LF	\$ 30.00	\$ 7,728,000.00
NS	REMOVE TIES	19578	TON	\$ 180.00	\$ 3,524,040.00
Subtotal					\$ 11,252,040.00
+0% Unaccounted for Items					\$ 11,252,040.00
MOT					
MAINTENANCE OF TRAFFIC - PROFESSIONAL JUDGEMENT (Percentage of Discipline Subtotals)					\$ 57,608.22
Subtotal					\$ 57,608.22
+15% Unaccounted for Items					\$ 66,249.46

NOTES

- Assumes that signs and pavement markings associated with the rail crossings will be removed during regular maintenance in conjunction with repaving.
- Does not include any salvage value potential.

Removal of Railroad Equipment
DETAILED PROJECT COST ESTIMATE SUMMARY
 (Version: 1/21/2020 - CTS Modified)

Portal ID:	N/A	Project UPC:	
Prepared By:	VHB	Milestone	Creation/Pre Scope
Reviewed By:	VHB	Date:	8/1/2020
County/City/Town:	Accomack County (01)	Tier Level	1

Preliminary Engineering

Project Estimate Component		Proposed Project Cost Estimate (\$)		
Discipline	Source	Base (\$)	Contingency (%)	Total
Roadway (Shared Use Path)				\$0
Hydraulics				\$0
In-plan Utilities				\$0
Traffic	Profess. Judgement	\$ 25,000	10.00%	\$27,500
Structures/Bridges				\$0
Materials/Geotech				\$0
Survey				\$0
Environmental				\$0
Right of Way				\$0
Other	Profess. Judgement	\$ 25,000	10.00%	\$27,500
VDOT Oversight Costs				\$0
Total PE Phase Estimate		\$ 50,000	10.00%	\$55,000
PE Base Estimate Date (XX/XX/XXXX)		8/1/2020		
PE Phase Dates (XX/XX/XXXX)	Start Date		End Date	

Right-of-Way & Utilities

Discipline	Source	Base (\$)	Contingency (%)	Total
Right-of-Way	Tax Map			\$0
Out-of-Plan Utilities (power, cable, gas, etc.)	Aerial Photo			\$0
VDOT Oversight Costs				\$0
Total RW Phase Estimate		\$0	#DIV/0!	\$0
RW Base Estimate Date (XX/XX/XXXX)		8/1/2020		
RW Phase Dates (XX/XX/XXXX)	Start Date		End Date	

Construction

Discipline	Source	Base (\$)	Contingency (%)	Total
Mobilization	Profess. Judgement	\$1,110,000	40.00%	\$1,554,000
MOT	Profess. Judgement	\$66,249	25.00%	\$82,812
Roadway				\$0
Hydraulics				\$0
In-plan Utilities				\$0
Traffic	Bid Tabs	\$310,046	25.00%	\$387,557
Structures/Bridges				\$0
Materials/Geotech				\$0
Soundwalls				\$0
Other	Bid Tabs	\$11,252,040	25.00%	\$14,065,050
Total Bid Items		\$12,738,335	26.31%	\$16,089,419
Incidental-Claims & Work Orders (Percentage of Bid Items)	5% to 10% max		0.00%	\$0
Railroad Flagging/Coordination				0
State Forces				0
State Police				0
Contract Requirements (Incentive/Disincentive)	5%		0.00%	\$0
Construction Engineering (Inspection)	Environmental Inspection (\$)			0
	VDOT or Locality (\$)			\$0
	VDOT Oversight (\$)			0
	Total CEI			\$0
Total CN Phase Estimate		\$12,738,335	26.31%	\$16,089,419
CN Base Estimate Date (XX/XX/XXXX)		8/1/2020		
CN Phase Start Date (XX/XX/XXXX)				
CN Phase End Date (XX/XX/XXXX)				
Total Project Cost Estimate				\$16,144,419



Appendix E

Shared Use Path Design Criteria



EASTERN SHORE RAIL TO TRAIL FEASIBILITY STUDY
Shared Use Path Design Criteria
April 2020

VHB project # 34418.37

The following criteria have been compiled based on standard engineering practice and the successful application of regulatory standards and guidelines. The Virginia Department of Transportation (VDOT), the American with Disabilities Act (ADA) Design Guidelines; the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Planning Design, and Operation of Pedestrian Facilities, 2004 edition; the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, 2012 edition, (2012 AASHTO Bicycle Guidelines); American Association of State Highway and Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets (AASHTO Road Design); and the Manual on Uniform Traffic Control Devices (MUTCD) were the primary references.

General

<u>FACET</u>	<u>REFERENCE</u>
Traffic Control	FHWA, 2009 Manual of Uniform Traffic Control Devices (MUTCD) ¹
Drainage and Stormwater Management – BMP’s sized to treat or by-pass 10 year, 24-hour storm	VDOT Drainage Manual ²
Inlet Tops and Grates- Grates need to be replaced so that openings are perpendicular to bike travel ways and sidewalks.	AASHTO Bike Guide ³ ADA ⁴

Shared Use Path Design Criteria

<u>CRITERIA: SHARED USE PATH</u>		<u>REFERENCE</u>
Design Speed (D) - Path	18 MPH (minimum)	VDOT Complete Streets Guidelines ⁵
Radius Horizontal Curve	60 feet (minimum)	VDOT Complete Streets Guidelines
Superelevation/Cross Slope	2%	ADA
Stopping Sight Distance	115 feet	AASHTO Road Design ⁶
Profile Grade	5% (or maximum of adjoining roadway)	ADA PROWAG ⁷
Length Vertical Curve – for Bikes	Sag – 175 feet Crest – 50 feet	AASHTO Road Design
Typical Section	Pavement width 10 ft. Shoulder width 2 feet min, 3-5 feet ideal @1’V:6’H or flatter	AASHTO Bike Guide
Clear Zone (for Path)	2 feet 5 feet (inc. shoulder)	AASHTO Bike Guide VDOT Complete Streets Guidelines



Vertical clearance	10 feet for bicyclists	AASHTO Bike Guide, p. 3-3
Lateral Clearance, Horizontal Curves	2 feet	AASHTO Bike Guide
Physical Barrier / Railing	42" min	VDOT Complete Streets Guidelines

Amenities Placement Guidelines

<u>AMENITY</u>	<u>PLACEMENT GUIDANCE</u>
Trailhead	Provide at least one primary or secondary trailhead in each of the towns that the shared use path corridor passes through if right of way is available. Primary trailheads should be provided at town locations with a larger population and should provide more robust amenities. Secondary trailhead locations will provide more amenities than a typical trail section, but not as many as a primary trailhead location.
Wayfinding Signs	Provide wayfinding to any town or other designated attraction along the shared use path corridor with an establish connection. Additionally, mile marker signs should be placed at logical intervals (e.g., every 1, ½, ¼, or 1/10 mile along the shared use path corridor).
Information Kiosks	Provide at primary trailhead locations. A smaller kiosk (such as a single trail map) may be provided at secondary trailhead locations.
Restrooms	Provide at primary trailhead locations.
Drinking Fountains	Provide at primary and secondary trailhead locations. Spacing for access to developed water should be no greater than 15 miles ⁸ .
Bicycle Racks	Provide at primary and secondary trailhead locations. Individual towns and businesses along the shared use path may choose to install additional bicycle racks.
Bicycle Repair Stations	Provide at primary trailhead locations. Bike repair stations may also be provided at secondary trailhead locations as right of way allows.
Benches	Provide at primary and secondary trailhead locations as well as along the trail where additional right of way allows, and the area is flat and cleared. Benches should be provided at regular intervals along the shared use path as well. Benches should be offset from the shared use path



	so that a minimum 2' shoulder can be provided. Benches could be provided as part of a trail sponsorship program.
Picnic Tables	Provide at primary trailhead locations.
Parking	Provide at primary trailhead locations. Parking may also be provided at secondary trailhead locations if right of way is available and a clear, flat area exists. Designated parking areas should typically be spaced between 5-15 miles apart ⁸ .
Landscaping	Provide at all primary and secondary trailhead locations.
Public Art	Provide public art installations as desired by towns, primarily at trailhead locations. The public art "theme" may be carried over into other amenities such as benches and drinking fountains.
Historic Marker	Provide at historic locations along the shared use path corridor.

References:

¹ FHWA Manual of Uniform Traffic Control Devices (MUTCD), 2009, see http://mutcd.fhwa.dot.gov/kno_2009r1r2.htm
² VDOT, Drainage Manual, Rev. 2019
³ AASHTO, Guide for the Development of Bicycle Facilities, 4th edition, 2012
⁴ United States Access Board, Americans with Disabilities Act Accessibility Guidelines, 2010
⁵ VDOT, Complete Streets: Bicycle & Pedestrian Facility Guidelines, Rev. 2020
⁶ AASHTO, A Policy of Geometric Design of Highways and Streets, 2011
⁷ United States Access Board, Proposed Public Right-of-Way Accessibility Guidelines (PROWAG), 2011, see <http://www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-rights-of-way/proposed-rights-of-way-guidelines>
⁸ National Park Service, Handbook for Trail Design, 2015, see https://www.nps.gov/noco/learn/management/upload/NCT_CH6.pdf



Appendix F

SMART SCALE Applications

F1 – Cape Charles

F2 – Onley

F3 – Accomack



Appendix F1 – Cape Charles



SMART SCALE Application

Town of Cape Charles Rail to Trail

Project Status: Submitted Organization: Accomack-Northampton Planning District Commission
Project ID: 7146

General

Point of Contact Information

Project Point of Contact Name	Project Point of Contact Email	Project Point of Contact Phone
Clara Vaughn	claravaughn@a-npdc.org	(757) 787-2936

Project Information

Project Title	Principal Improvement
Town of Cape Charles Rail to Trail	Bike/Pedestrian

Project Short Description

Design and construction of a shared-use path through the Town of Cape Charles to U.S. Route 13 along the abandoned former Bay Coast Railroad right of way. Project extends approximately 3.1 miles.

Does this project include any improvements to non-VDOT maintained roadways?	Application Program Requested	VDOT District
No	Statewide High Priority	Hampton Roads

Location

VTRANS Needs Categories Requested

- Corridor of Statewide Significance

Districts Served

- Hampton Roads

MPOs Served**PDCs Served**

- Accomack-Northampton

Jurisdictions Served

- Northampton County

Need Justifications**Corridor of Statewide Significance**

US-13N: Lankford Hwy

The 2019 Mid-Term Transportation Needs Assessment of the 2040 VTrans illustrates that Route 13 through this segment has a need for congestion mitigation and travel time reliability (Map 1E of the Hampton Roads District Executive Summary). Map 7E indicates that Route 13 is designated as having a "need for capacity preservation." This shared use path provides an alternative mode of transport to vehicles currently using Route 13 to access the surrounding land uses and the Town of Cape Charles. VTrans also identifies a need for Transportation Demand Management strategies including park and ride lots and bicycle and pedestrian facilities on Route 13 and Route 13 Business, as indicated in Map 8E. The shared use path will offer a multimodal connection to Route 13 from the Town of Cape Charles as well as a park and ride lot at the trailhead. The project will also install pedestrian accommodations for the future signal at Country Place (constructed via UPC 111708), enhancing the TDM measures along Route 13. This crossing also serves a Pedestrian Safety Action Plan need as Route 13 is a PSAP 2.0 priority corridor through the project location. Additionally, VTrans identified a safety need on Stone Road between Route 13 and Parsons Circle. The shared use path provides a dedicated space for pedestrians and bicyclists to travel outside of the vehicle right of way, eliminating vehicle and pedestrian/bicycle conflicts on Stone Road.

BUS US-13S (4 Town of Cheriton): S Bayside Rd

The 2019 Mid-Term Transportation Needs Assessment of the 2040 VTrans illustrates that Route 13 through this segment has a need for congestion mitigation and travel time reliability (Map 1E of the Hampton

Roads District Executive Summary). Map 7E indicates that Route 13 is designated as having a "need for capacity preservation." This shared use path provides an alternative mode of transport to vehicles currently using Route 13 to access the surrounding land uses and the Town of Cape Charles. VTrans also identifies a need for Transportation Demand Management strategies including park and ride lots and bicycle and pedestrian facilities on Route 13 and Route 13 Business, as indicated in Map 8E. The shared use path will offer a multimodal connection to Route 13 from the Town of Cape Charles as well as a park and ride lot at the trailhead. The project will also install pedestrian accommodations for the future signal at Country Place (constructed via UPC 111708), enhancing the TDM measures along Route 13. This crossing also serves a Pedestrian Safety Action Plan need as Route 13 is a PSAP 2.0 priority corridor through the project location. Additionally, VTrans identified a safety need on Stone Road between Route 13 and Parsons Circle. The shared use path provides a dedicated space for pedestrians and bicyclists to travel outside of the vehicle right of way, eliminating vehicle and pedestrian/bicycle conflicts on Stone Road.

US-13N: Lankford Hwy

The 2019 Mid-Term Transportation Needs Assessment of the 2040 VTrans illustrates that Route 13 through this segment has a need for congestion mitigation and travel time reliability (Map 1E of the Hampton Roads District Executive Summary). Map 7E indicates that Route 13 is designated as having a "need for capacity preservation." This shared use path provides an alternative mode of transport to vehicles currently using Route 13 to access the surrounding land uses and the Town of Cape Charles. VTrans also identifies a need for Transportation Demand Management strategies including park and ride lots and bicycle and pedestrian facilities on Route 13 and Route 13 Business, as indicated in Map

8E. The shared use path will offer a multimodal connection to Route 13 from the Town of Cape Charles as well as a park and ride lot at the trailhead. The project will also install pedestrian accommodations for the future signal at Country Place (constructed via UPC 111708), enhancing the TDM measures along Route 13. This crossing also serves a Pedestrian Safety Action Plan need as Route 13 is a PSAP 2.0 priority corridor through the project location. Additionally, VTrans identified a safety need on Stone Road between Route 13 and Parsons Circle. The shared use path provides a dedicated space for pedestrians and bicyclists to travel outside of the vehicle right of way, eliminating vehicle and pedestrian/bicycle conflicts on Stone Road.

US-13S: Lankford Hwy

The 2019 Mid-Term Transportation Needs Assessment of the 2040 VTrans illustrates that Route 13 through this segment has a need for congestion mitigation and travel time reliability (Map 1E of the Hampton Roads District Executive Summary). Map 7E indicates that Route 13 is designated as having a "need for capacity preservation." This shared use path provides an alternative mode of transport to vehicles currently using Route 13 to access the surrounding land uses and the Town of Cape Charles. VTrans also identifies a need for Transportation Demand Management strategies including park and ride lots and bicycle and pedestrian facilities on Route 13 and Route 13 Business, as indicated in Map 8E. The shared use path will offer a multimodal connection to Route 13 from the Town of Cape Charles as well as a park and ride lot at the trailhead. The project will also install pedestrian accommodations for the future signal at Country Place (constructed via UPC 111708), enhancing the TDM measures along Route 13. This crossing also serves a Pedestrian Safety Action Plan need as Route 13 is a PSAP 2.0 priority corridor through the project location. Additionally, VTrans identified a safety need on Stone

Road between Route 13 and Parsons Circle. The shared use path provides a dedicated space for pedestrians and bicyclists to travel outside of the vehicle right of way, eliminating vehicle and pedestrian/bicycle conflicts on Stone Road.

US-13S: Lankford Hwy

The 2019 Mid-Term Transportation Needs Assessment of the 2040 VTrans illustrates that Route 13 through this segment has a need for congestion mitigation and travel time reliability (Map 1E of the Hampton Roads District Executive Summary). Map 7E indicates that Route 13 is designated as having a "need for capacity preservation." This shared use path provides an alternative mode of transport to vehicles currently using Route 13 to access the surrounding land uses and the Town of Cape Charles. VTrans also identifies a need for Transportation Demand Management strategies including park and ride lots and bicycle and pedestrian facilities on Route 13 and Route 13 Business, as indicated in Map 8E. The shared use path will offer a multimodal connection to Route 13 from the Town of Cape Charles as well as a park and ride lot at the trailhead. The project will also install pedestrian accommodations for the future signal at Country Place (constructed via UPC 111708), enhancing the TDM measures along Route 13. This crossing also serves a Pedestrian Safety Action Plan need as Route 13 is a PSAP 2.0 priority corridor through the project location. Additionally, VTrans identified a safety need on Stone Road between Route 13 and Parsons Circle. The shared use path provides a dedicated space for pedestrians and bicyclists to travel outside of the vehicle right of way, eliminating vehicle and pedestrian/bicycle conflicts on Stone Road.

BUS US-13N (4 Town of Cheriton): S Bayside Rd

The 2019 Mid-Term Transportation Needs Assessment of the 2040 VTrans illustrates that Route 13 through this segment has a need for congestion mitigation and travel time reliability (Map 1E of the Hampton Roads District Executive Summary). Map

7E indicates that Route 13 is designated as having a "need for capacity preservation." This shared use path provides an alternative mode of transport to vehicles currently using Route 13 to access the surrounding land uses and the Town of Cape Charles. VTrans also identifies a need for Transportation Demand Management strategies including park and ride lots and bicycle and pedestrian facilities on Route 13 and Route 13 Business, as indicated in Map 8E. The shared use path will offer a multimodal connection to Route 13 from the Town of Cape Charles as well as a park and ride lot at the trailhead. The project will also install pedestrian accommodations for the future signal at Country Place (constructed via UPC 111708), enhancing the TDM measures along Route 13. This crossing also serves a Pedestrian Safety Action Plan need as Route 13 is a PSAP 2.0 priority corridor through the project location. Additionally, VTrans identified a safety need on Stone Road between Route 13 and Parsons Circle. The shared use path provides a dedicated space for pedestrians and bicyclists to travel outside of the vehicle right of way, eliminating vehicle and pedestrian/bicycle conflicts on Stone Road.

US-13N: Lankford Hwy

The 2019 Mid-Term Transportation Needs Assessment of the 2040 VTrans illustrates that Route 13 through this segment has a need for congestion mitigation and travel time reliability (Map 1E of the Hampton Roads District Executive Summary). Map 7E indicates that Route 13 is designated as having a "need for capacity preservation." This shared use path provides an alternative mode of transport to vehicles currently using Route 13 to access the surrounding land uses and the Town of Cape Charles. VTrans also identifies a need for Transportation Demand Management strategies including park and ride lots and bicycle and pedestrian facilities on Route 13 and Route 13 Business, as indicated in Map 8E. The shared use path will offer a

multimodal connection to Route 13 from the Town of Cape Charles as well as a park and ride lot at the trailhead. The project will also install pedestrian accommodations for the future signal at Country Place (constructed via UPC 111708), enhancing the TDM measures along Route 13. This crossing also serves a Pedestrian Safety Action Plan need as Route 13 is a PSAP 2.0 priority corridor through the project location. Additionally, VTrans identified a safety need on Stone Road between Route 13 and Parsons Circle. The shared use path provides a dedicated space for pedestrians and bicyclists to travel outside of the vehicle right of way, eliminating vehicle and pedestrian/bicycle conflicts on Stone Road.

US-13S: Lankford Hwy

The 2019 Mid-Term Transportation Needs Assessment of the 2040 VTrans illustrates that Route 13 through this segment has a need for congestion mitigation and travel time reliability (Map 1E of the Hampton Roads District Executive Summary). Map 7E indicates that Route 13 is designated as having a "need for capacity preservation." This shared use path provides an alternative mode of transport to vehicles currently using Route 13 to access the surrounding land uses and the Town of Cape Charles. VTrans also identifies a need for Transportation Demand Management strategies including park and ride lots and bicycle and pedestrian facilities on Route 13 and Route 13 Business, as indicated in Map 8E. The shared use path will offer a multimodal connection to Route 13 from the Town of Cape Charles as well as a park and ride lot at the trailhead. The project will also install pedestrian accommodations for the future signal at Country Place (constructed via UPC 111708), enhancing the TDM measures along Route 13. This crossing also serves a Pedestrian Safety Action Plan need as Route 13 is a PSAP 2.0 priority corridor through the project location. Additionally, VTrans identified a safety need on Stone Road between Route 13 and Parsons

Circle. The shared use path provides a dedicated space for pedestrians and bicyclists to travel outside of the vehicle right of way, eliminating vehicle and pedestrian/bicycle conflicts on Stone Road.

Features

Highway Improvements

Intersection Improvement(s)	The project will propose pedestrian upgrades (e.g., pedestrian crossing treatments) and sidewalk connections at existing intersection locations to tie into adjacent land uses. This project will coordinate with the already-funded future signal installation at Route 13 and Country Place to provide pedestrian accommodations (i.e., curb ramps and signalized pedestrian crossings) and facilitate pedestrian movement to and from the adjacent retail land uses.
Traffic Signal Modification	This project will coordinate with the already-funded future signal installation at Route 13 and Country Place to provide pedestrian accommodations (i.e., curb ramps and signalized pedestrian crossings across the northern leg of the intersection) and facilitate pedestrian movement to and from the adjacent retail land uses.

Bicycle and Pedestrian Improvements

Add/Construct Bike Lane	Bicycle accommodations (i.e. 8' and 10' side path) is proposed on Mason Avenue east of Peach Street to facilitate bicycles within the town from the shared use path.
Construct Shared-Use Path	This project will construct a 10' shared use path approximately 3.1 miles in length between the Town of Cape Charles and the retail land uses adjacent to Route 13 at Country Place along the abandoned railroad corridor. The shared use path will provide a multimodal connection to Route 13 from Cape Charles. The shared-use path will include a short connection to the Cape Charles Brewing Company to facilitate movements between this destination and the retail/residential area of Cape Charles. The shared use path includes one trailhead, in addition to the proposed park and ride lot, to provide parking and other accommodations for the shared use path users.
Construct Sidewalk	Along Mason Avenue in Cape Charles, the project will construct a side path between Peach Street and Fig Street ranging in width from 8'-10' based on existing constraints to facilitate multimodal connections between the retail and residential area of Cape Charles and the retail land uses on Route 13.
Improve Bike/Pedestrian Crossing (At Grade)	The project proposes pedestrian upgrades (e.g., pedestrian crossing accommodations) existing unsignalized intersection locations on the shared use path. This project will coordinate with the already-funded future signal installation at Route 13 / Country Place to provide pedestrian accommodations (i.e., curb ramps and signalized pedestrian crossings) and facilitate pedestrian movement to and from the adjacent retail land uses.

Travel Demand Management (TDM) Improvement(s)

New Park and Ride Lot	The proposed project includes a new park and ride lot, of approximately 13 spaces, connecting to the existing Country Place south of the railroad adjacent to Route 13.
TDM Other	VTrans identifies a need for Transportation Demand Management, and specifically a need for bicycle and pedestrian facilities in the Route 13 corridor, as indicated in Map 8E of the Hampton Roads District Executive Summary. The shared use path will offer a multimodal connection between Cape Charles and Route 13.

Factors

Accessibility

Accessibility	Response	Supporting Information
Project includes transit system improvements or reduces delay on a roadway with scheduled peak service of one transit vehicle per hour.	No	
Project includes improvements to an existing or proposed park and ride lot (e.g., new lot, more spaces, entrance/exit, technology (payment, traveler information))	Yes	The proposed project includes a new park and ride lot, of approximately 13 spaces, connecting to the existing Country Place south of the railroad adjacent to Route 13.
Project includes improvements to existing or new HOV/HOT lanes or ramps to HOV/HOT.	No	
Project includes construction or replacement of bike facilities. For bicycle projects, off-road or on-road buffered or clearly delineated facilities are required	Yes	This project will construct a 10' shared use path approximately 3.1 miles in length between the Town of Cape Charles and the retail land uses adjacent to Route 13 at Country Place along the abandoned railroad corridor. The shared use path will provide a multimodal connection to Route 13 from Cape Charles. Bicycle accommodations (i.e. 8' and 10' side path) is proposed on Mason Avenue east of Peach Street to facilitate bicycles within the town from the shared use path.
Project includes construction or replacement of pedestrian facilities. For pedestrian projects, sidewalks, pedestrian signals, marked crosswalks, refuge islands, and other treatments are required (as appropriate).	Yes	This project will construct a 10' shared use path approximately 3.1 miles in length between the Town of Cape Charles and the retail land uses adjacent to Route 13 at Country Place along the abandoned railroad corridor. The shared use path will provide a multimodal connection to Route 13 from Cape Charles. Along Mason Avenue in Cape Charles, the project will construct a side path between Peach Street and Fig Street ranging in width from 8'-10' based on existing constraints to facilitate multimodal connections between the retail and residential area of Cape Charles and the retail land uses on Route 13. Additionally, this project includes pedestrian accommodations at the future signalized intersection of Route 13 / Country Place.
Project provides real-time traveler information or wayfinding specifically for intermodal connections (access to transit station or park and ride lot).	Yes	The proposed shared use path will provide wayfinding to destinations along the path.
Provides traveler information or is directly linked to an existing TMC network/ITS architecture.	No	

Environment

Environment	Response	Supporting Information
Project includes construction or replacement of bike facilities. For bicycle projects, off-road or on-road buffered or clearly delineated facilities are required (i.e. Bike Lane or Shared Use Path).	Yes	This project will construct a 10' shared use path approximately 3.1 miles in length between the Town of Cape Charles and the retail land uses adjacent to Route 13 at Country Place along the abandoned railroad corridor. The shared use path will provide a multimodal connection to Route 13 from Cape Charles. Bicycle accommodations (i.e. 8' and 10' side path) is proposed on Mason Avenue east of Peach Street to facilitate bicycles within the town from the shared use path.
Project includes construction or replacement of pedestrian facilities. For pedestrian projects, sidewalks, pedestrian signals, marked crosswalks, refuge islands, and other treatments are required (as appropriate).	Yes	This project will construct a 10' shared use path approximately 3.1 miles in length between the Town of Cape Charles and the retail land uses adjacent to Route 13 at Country Place along the abandoned railroad corridor. The shared use path will provide a multimodal connection to Route 13 from Cape Charles. Along Mason Avenue in Cape Charles, the project will construct a side path between Peach Street and Fig Street ranging in width from 8'-10' based on

		existing constraints to facilitate multimodal connections between the retail and residential area of Cape Charles and the retail land uses on Route 13. Additionally, this project includes pedestrian accommodations at the future signalized intersection of Route 13 / Country Place.
Project includes improvements to an existing or proposed park-and-ride lot (e.g., new lot, more spaces, entrance/exit, technology (payment, traveler information)).	Yes	The proposed project includes a new park and ride lot, of approximately 13 spaces, connecting to the existing Country Place south of the railroad adjacent to Route 13.
Project includes bus facility improvements or reduces delay on a roadway with scheduled peak service of one transit vehicle per hour.	No	
Project include special accommodations for hybrid or electric vehicles, or space or infrastructure for electric vehicle parking/charging).	No	
Project includes energy efficient infrastructure or fleets, including: hybrid or electric buses, electronic/open road tolling, alternative energy infrastructure (e.g., roadside solar panels).	No	



Delivery/Funding

Project Delivery Information

Project Planning Status

Other Regional Plan
 Planning/Safety Study
 Transportation Element of Local Comprehensive Plan

Phase Estimate and Schedule

Phase Milestone		Status
PE (Survey, Environmental, Design)		Not Started
Base Cost Estimate (in 2020 dollars)	Risks/Contingency/ Unknowns	Phase Duration
\$287,500	12%	
Phase Estimate + Contingency		
\$384,500		
Phase Milestone		Status
RW (Right of Way and Easement Acquisition, Utility Relocation)		Not Needed
Phase Milestone		Status
CN (Construction, Oversight, Contingencies)		Not Started
Base Cost Estimate (in 2020 dollars)	Risks/Contingency/ Unknowns	Phase Duration
\$2,515,914	40%	
Phase Estimate + Contingency		
\$5,295,133		

Total Cost Estimate: \$5,679,634

Project Funding Sources

Project UPC/DRPT/ID	UPC Description	VDOT / DRPT (\$)

Total SYIP: \$0

Other Committed Funds

Other Funds Committed to Project

Description of Fund Type

Amount

Total Other Committed Funds: \$0

SMART SCALE Request

Total SYIP Allocations	\$0
Total Other Committed Funds	\$0
Total SMART SCALE Requested Funds	\$5,679,634
Total Project Funding	\$2,803,414
Total Cost Estimate	\$5,679,634



Economic Development Sites

Is this transportation project referenced in local Comprehensive Plan, local Economic Development Strategy or Regional Economic Development Strategy ?

Yes

Cape Charles YMCA

Site Name	Building square footage	Category of Property
Cape Charles YMCA	13500	Detailed Site Plan
Construction documents, engineering/architectural drawings, and specifications that include construction requirements for a project. These plans are detailed enough for construction and include details regarding building pad locations, grading, drainage, utilities, parking and entrances.		
Submitted		
Access Provision		
Project provides new direct access to the site or improves existing access to the site (site must be physically adjacent to the project). In case of capacity enhancement to limited access facility, new or improved interchange, transit rail capacity improvement, or new transit rail station zoned properties within 0.5 miles of the adjacent interchange(s) or rail station(s) qualify as receiving improved direct access.		

Description	Attachment Type	File Name
Cape Charles YMCA Site Plan	Site Development Plan	Northampton County Family YMCA Site Plan (1).pdf

Current Attachments

Description	Attachment Type	File Name
Northampton County Family YMCA Conceptual Site Plan	Site Development Plan	Northampton County Family YMCA Site Plan.pdf
Eastern Shore Bike Plan exerpt	Other	Eastern Shore Bike Plan p. 42.pdf
Cape Charles Comprehensive Plan exerpt	Local Comprehensive Plan	Cape Charles Comprehensive Plan p. 31.pdf
Southern Tip Trail Phases III & IV Feasibility Study	Planning Study/Safety Study	Southern Tip Trail Feasibility Report.pdf
Northampton County Board of Supervisors Resolution of Support	Governing Body Resolution of Support	ROS_NH BOS.pdf
Regional Economic Development Plan exerpt	Local/Regional Economic Development Strategy	ESVA Regional Economic Development Plan p.65.pdf
Cape Charles_Cost Estimate	Detailed Cost Estimate	Smart Scale_Cost Estimate_Cape Charles.pdf
Cost Estimate Workbook	Detailed Cost Estimate	VDOT Cost Estimate Spreadsheet_Cape Charles.xlsx
Typical Sections	Project Sketch	Eastern Shore_Typicals_Town of Cape Charles.pdf
Town of Cape Charles Zoning Overlay	Access Management Plan or Zoning Overlay	Town of Cape Charles_Zoned Econ Dev.pdf
Northampton County Zoning Overlay	Access Management Plan or Zoning Overlay	Northampton Comp Plan_Zoning Econ Dev.pdf
Cape Charles Town Council Resolution of Support	Other Resolution of Support	ROS_Cape Charles TC (1).pdf
Project Sketch	Project Sketch	Smart Scale Graphics_Cape Charles Segment_reduced.pdf

Virginia Department of Rail and Public Transportation
600 East Main Street, Suite 2102
Richmond, VA 23219
(804) 786-4440

VDOT Central Office
1401 East Broad Street
Richmond, VA 23219
(804) 367-7623 (toll-free)
711 (hearing impaired)

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SEE SHEET 2
A1S-T-1-20+08

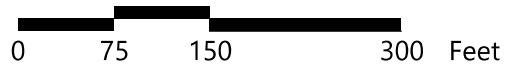


**Cape Charles Segment
Eastern Shore Rail to Trail Study**

Sheet 1 of 7

LEGEND

- Shared Use Path
- Parcel Boundary



NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- These graphics are for presentation purposes only.
- ROW based on Northampton County GIS parcel information.
- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort.

-L- STA. 20+80 SEE SHEET 1



-L- STA 44+94 SEE SHEET 3

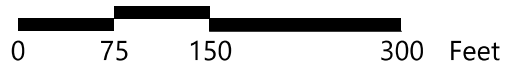


Cape Charles Segment
Eastern Shore Rail to Trail Study

Sheet 2 of 7

LEGEND

- Shared Use Path
- Parcel Boundary



NOTES

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-L- STA 44+94 SEE SHEET 2

-L- STA. 68+95 SEE SHEET 4

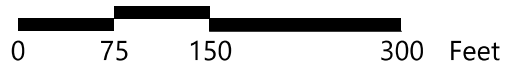


Cape Charles Segment
Eastern Shore Rail to Trail Study

Sheet 3 of 7

LEGEND

- Shared Use Path
- Parcel Boundary



NOTES

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-L- STA. 68+95 SEE SHEET 3

-L- STA. 92+96 SEE SHEET 5

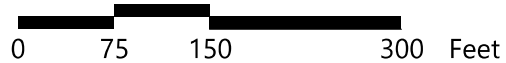


Cape Charles Segment
Eastern Shore Rail to Trail Study

Sheet 4 of 7

LEGEND

- Shared Use Path
- Parcel Boundary



NOTES

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-L- STA. 92+96 SEE SHEET 4

-L- STA. 117+03 SEE SHEET 6

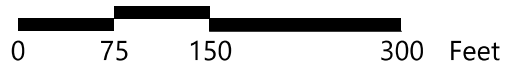


Cape Charles Segment
Eastern Shore Rail to Trail Study

Sheet 5 of 7

LEGEND

 Shared Use Path  Parcel Boundary



NOTES

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- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort.

-L- STA. 117+03 SEE SHEET 5





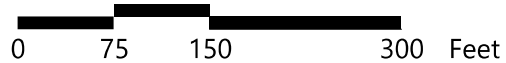
-Y1- STA. 6+77 SEE SHEET 7

Cape Charles Segment
Eastern Shore Rail to Trail Study

Sheet 6 of 7

LEGEND

-  Shared Use Path
-  Parcel Boundary



NOTES

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10' Shared Use Path



Install Shared Use Path Crossing at Future Signalized Intersection

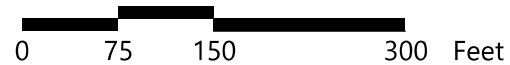


Cape Charles Segment
Eastern Shore Rail to Trail Study

Sheet 7 of 7

LEGEND

 Shared Use Path  Parcel Boundary



NOTES

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- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort.



Eastern Shore Rail to Trail - Town of Onley					
ITEM	ITEM DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
Roadway Discipline					
101	CONSTRUCTION SURVEYING CONSTR.	1	LS	\$ 15,469.82	\$ 15,469.82
10123	Aggr. Base Matl. TY. I-21A	7600	TON	\$ 34.93	\$ 265,468.00
11070	NS Saw-Cut Asph. Conc. SW-Cut Asph. Conc.	140	LF	\$ 5.58	\$ 781.20
13108	CG-12 DETECTABLE WARNING SURFACE	100	SY	\$ 310.94	\$ 31,094.00
14300	CEMENT CONCRETE SIDEWALK 4"	3160	SY	\$ 108.90	\$ 344,124.00
16340	ACSC_Conc. TY. SM-9.5D	400	TON	\$ 76.74	\$ 30,696.00
16355	ACSC_Conc. TY. SM-12.5D	1750	TON	\$ 80.36	\$ 140,630.00
16370	ACSC_Conc. TY IM 19.0D	40	TON	\$ 105.55	\$ 4,222.00
16378	Thin Hot Mix Asphalt Concrete (Polymer Modified)	205	TON	\$ 129.51	\$ 26,549.55
16392	ACSC_Conc. TY. BM-25.0D	540	TON	\$ 87.99	\$ 47,514.60
24430	DEMO. OF PAVEMENT FLEXIBLE	62	SY	\$ 14.86	\$ 921.32
Subtotal					\$ 907,470.49
+15% Unaccounted for Items					\$ 1,043,591.07
Hydraulics Discipline					
212	Minor Str. Excav. Box Culvert	270	CY	\$ 34.24	\$ 9,244.80
522	Concrete Class A4 Box Culvert	270	CY	\$ 1,614.97	\$ 436,041.90
27545	Storm Water Man. Basin Excav.	3950	CY	\$ 28.12	\$ 111,074.00
Subtotal					\$ 556,360.70
+15% Unaccounted for Items					\$ 639,814.81
Traffic Discipline					
50036	Flexible Post Delineator, Surface Mount	24	EA	\$ 25.45	\$ 610.80
50108	SIGN PANEL	85	SF	\$ 31.55	\$ 2,681.75
50430	SIGN POST STP-1, 2", 14 GAUGE	130	LF	\$ 14.19	\$ 1,844.70
50436	SIGN POST STP-1, 2 1/2", 12 GAUGE	185	LF	\$ 18.83	\$ 3,483.55
50485	CONC. SIGN FDN. STP-1 TY.A	17	EA	\$ 253.32	\$ 4,306.44
51198	PEDESTRIAN ACTUATION PA-2	4	EA	\$ 260.00	\$ 1,040.00
51212	PEDESTAL POLE PF-2 12'	4	EA	\$ 980.00	\$ 3,920.00
51240	CONC. FOUNDATION PF-2	4	EA	\$ 946.97	\$ 3,787.88
51600	14/2 CONDUCTOR CABLE	600	LF	\$ 1.38	\$ 828.00
51602	14/4 CONDUCTOR CABLE	600	LF	\$ 1.66	\$ 996.00
51838	HANGER ASSM.SMB-3, ONE WAY	4	EA	\$ 312.66	\$ 1,250.64
52404	PEDESTRIAN SIGNAL HEAD SP-9	4	EA	\$ 861.81	\$ 3,447.24
54032	TYPE B CLASS I PVMT LINE MRKG 4"	895	LF	\$ 0.56	\$ 501.20
54042	TYPE B CLASS I PAVE. LINE MARKING 24"	1030	LF	\$ 6.97	\$ 7,179.10
54105	ERADICATE EX. LINEAR PVMT MRKG	100	LF	\$ 0.46	\$ 46.00
55587	JUNCTION BOX JB-S2	4	EA	\$ 1,719.34	\$ 6,877.36
56054	3" PVC CONDUIT	200	LF	\$ 7.17	\$ 1,434.00
56200	TRENCH EXCAVATION ECI-1	200	LF	\$ 7.49	\$ 1,498.00
Subtotal					\$ 45,732.66
+15% Unaccounted for Items					\$ 52,592.56
Materials/Geotech Discipline					
120	REGULAR EXCAVATION	219	CY	\$ 20.81	\$ 4,564.33
140	BORROW EXCAVATION	100	CY	\$ 25.17	\$ 2,517.00
Subtotal					\$ 7,081.33
+15% Unaccounted for Items					\$ 8,143.53
Other Discipline					
110	CLEARING AND GRUBBING	1	LS	\$ 15,806.81	\$ 15,806.81
125	GRADING	1	LS	\$ 10,000.00	\$ 10,000.00
NS	Erosion and Sediment Control	1	LS	\$ 77,349.11	\$ 77,349.11
NS	Seeding/Landscaping	1	LS	\$ 30,939.64	\$ 30,939.64
NS	Trailhead Amenities	1	EA	\$ 20,000.00	\$ 20,000.00
Subtotal					\$ 154,095.56
+15% Unaccounted for Items					\$ 177,209.90
MOT					
MAINTENANCE OF TRAFFIC - PROFESSIONAL JUDGEMENT (Percentage of Displine Subtotals)					\$ 125,000.00
Subtotal					\$ 125,000.00
+15% Unaccounted for Items					\$ 143,750.00

SYIP PROJECTS
DETAILED PROJECT COST ESTIMATE SUMMARY
 (Version: 1/21/2020 - CTS Modified)

Portal ID:	Smart Scale 7146	Project UPC:	
Prepared By:	VHB	Milestone	Creation/Pre Scope
Reviewed By:	VHB	Date:	8/1/2020
County/City/Town:	Northampton County (65)	Tier Level	1

Preliminary Engineering

Project Estimate Component		Proposed Project Cost Estimate (\$)		
Discipline	Source	Base (\$)	Contingency (%)	Total
Roadway (Shared Use Path)	Profess. Judgement	\$ 100,625	10.00%	\$110,688
Hydraulics	Profess. Judgement	\$ 28,750	10.00%	\$31,625
In-plan Utilities		\$ -		\$0
Traffic	Profess. Judgement	\$ 8,625	10.00%	\$9,488
Structures/Bridges		\$ -		\$0
Materials/Geotech	Profess. Judgement	\$ 28,750	10.00%	\$31,625
Survey	Profess. Judgement	\$ 48,875	15.00%	\$56,206
Environmental	Profess. Judgement	\$ 43,125	15.00%	\$49,594
Right of Way	Profess. Judgement	\$ -	10.00%	\$0
Other				\$0
VDOT Oversight Costs		\$ 28,750	10.00%	\$31,625
Total PE Phase Estimate		\$ 287,500	11.60%	\$320,850
PE Base Estimate Date (XX/XX/XXXX)		8/1/2020		
PE Phase Dates (XX/XX/XXXX)	Start Date	8/1/2025	End Date	8/1/2026

Right-of-Way & Utilities

Discipline	Source	Base (\$)	Contingency (%)	Total
Right-of-Way	Tax Map	\$0	30.00%	\$0
Out-of-Plan Utilities (power, cable, gas, etc.)	Aerial Photo	\$0	30.00%	\$0
VDOT Oversight Costs		\$0	30.00%	\$0
Total RW Phase Estimate		\$0	#DIV/0!	\$0
RW Base Estimate Date (XX/XX/XXXX)		8/1/2020		
RW Phase Dates (XX/XX/XXXX)	Start Date	N/A	End Date	N/A

Construction

Discipline	Source	Base (\$)	Contingency (%)	Total
Mobilization	Profess. Judgement	\$200,000	40.00%	\$280,000
MOT	Profess. Judgement	\$125,000	40.00%	\$175,000
Roadway	Bid Tabs	\$1,043,591	40.00%	\$1,461,027
Hydraulics	Bid Tabs	\$639,815	40.00%	\$895,741
In-plan Utilities				\$0
Traffic	Bid Tabs	\$52,593	40.00%	\$73,630
Structures/Bridges				\$0
Materials/Geotech	Bid Tabs	\$8,144	40.00%	\$11,401
Soundwalls				\$0
Other	Bid Tabs	\$177,210	40.00%	\$248,094
Total Bid Items		\$2,246,352	40.00%	\$3,144,893
Incidental-Claims & Work Orders (Percentage of Bid Items)	5% to 10% max	\$112,318	40.00%	\$157,245
Railroad Flagging/Coordination				0
State Forces				0
State Police				0
Contract Requirements (Incentive/Disincentive)	5%	\$157,245	40.00%	\$220,142
Construction Engineering (Inspection)	Environmental Inspection (\$)			0
	VDOT or Locality (\$)	\$449,270	15.00%	\$516,661
	VDOT Oversight (\$)			0
	Total CEI			\$516,661
Total CN Phase Estimate		\$2,965,184	36.21%	\$4,038,941
CN Base Estimate Date (XX/XX/XXXX)		8/1/2020		
CN Phase Start Date (XX/XX/XXXX)		8/1/2026		
CN Phase End Date (XX/XX/XXXX)		2/1/2028		
Total Project Cost Estimate				\$4,359,791



Appendix F2 – Onley



SMART SCALE Application

Town of Onley Rail to Trail

Project Status: Submitted Organization: Accomack-Northampton Planning District Commission
Project ID: 7148

General

Point of Contact Information

Project Point of Contact Name	Project Point of Contact Email	Project Point of Contact Phone
Clara Vaughn	claravaughn@a-npdc.org	(757) 787-2936

Project Information

Project Title	Principal Improvement
Town of Onley Rail to Trail	Bike/Pedestrian

Project Short Description

Design and construction of a shared-use path through the Town of Onley along the abandoned former Bay Coast Railroad Right of Way. Project extends approximately 1.5 miles from Madison Avenue to Savage Street.

Does this project include any improvements to non-VDOT maintained roadways?

Yes

Application Program Requested

Statewide High Priority

VDOT District

Hampton Roads

If you have not already done so, please begin coordinating the gathering and/or collection of traffic count data for any non-VDOT maintained roadways within the project scope. You will be able to submit this pre-application without this data, but you will not be able to submit the full application without completing and uploading Attachment A from the Pre-Application Coordination Form at <http://smartscale.org/resources>

 Location

VTRANS Needs Categories Requested

- Corridor of Statewide Significance

Districts Served

- Hampton Roads

MPOs Served

PDCs Served

- Accomack-Northampton

Jurisdictions Served

- Accomack County

Need Justifications

Corridor of Statewide Significance

US-13S: Lankford Hwy

The 2019 Mid-Term Transportation Needs Assessment of the 2040 VTrans illustrates that Route 13 through the Town of Onley has a need for congestion mitigation and travel time reliability (Map 1E of the Hampton Roads District Executive Summary). Additionally, Map 7E indicates that Route 13 is designated as having a "need for capacity preservation." This shared use path provides an alternative mode of transport to vehicles currently using Route 13 to access the surrounding land uses. VTrans also identifies a need for bicycle and pedestrian facilities on Route 13 and Route 13 Business, as indicated in Map 8E. The shared use path will offer a multimodal connection parallel to Route 13 through the Town of Onley. Additionally, the proposed pedestrian

crossing accommodations at Coastal Boulevard serve a Pedestrian Safety Action Plan need as Route 13 is a PSAP 2.0 priority corridor through this location.

US-13N: Lankford Hwy

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BUS US-13N (1 Town of Accomac):
Coastal Blvd

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BUS US-13S (1 Town of Accomac):

The 2019 Mid-Term Transportation Needs

Coastal Blvd

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Features

Highway Improvements

Intersection Improvement(s)	The project includes pedestrian upgrades (i.e., curb ramp improvements and signalized pedestrian crossings) at intersections along the shared use path, specifically on Coastal Boulevard and the existing signalized intersection of Route 13 / Coastal Boulevard.
Traffic Signal Modification	The project includes pedestrian upgrades (i.e., curb ramp improvements, median improvements, and signalized pedestrian crossings) at the existing signalized intersection of Route 13 / Coastal Boulevard.

Bicycle and Pedestrian Improvements

Add/Construct Bike Lane	This project includes the installation of a bicycle lane in each direction on Coastal Boulevard between Main Street and ~200' east of Onley Road. The bicycle accommodations on Coastal Boulevard will serve as the connection between the 10' shared use path and the signalized intersection of Route 13 / Coastal Boulevard.
Construct Shared-Use Path	This project will construct a 10' shared use path approximately 1.1 miles in length between the Town of Onley southern border and 670' south of Savage Street along the abandoned railroad corridor. The 10' shared use path will provide a parallel multimodal connection to Route 13 through the Town of Onley and connect to retail land uses through sidewalk connections. A short connection is included to Pennsylvania Avenue / Rogers Street to provide access to the residential and recreational land uses. The shared use path includes one trailhead to provide parking for the shared use path users. Adjacent to the shared use path within the railroad ROW, the project will construct a 4' alternative soft surface path.
Construct Sidewalk	The project includes sidewalk along the northern side of Coastal Boulevard between Main Street and Route 13. The project will fill the missing link (approximately 0.25 miles) along Coastal Boulevard and replace approximately 70' of sidewalk existing at Richmond Avenue. This sidewalk will serve as the connection between the 10' shared use path and the signalized intersection of Route 13 / Coastal Boulevard with proposed pedestrian signals.
Improve Bike/Pedestrian Crossing (At Grade)	The project includes pedestrian upgrades (i.e., curb ramp improvements and signalized pedestrian crossings) at intersections along Coastal Boulevard and at the existing signalized intersection of Route 13 / Coastal Boulevard. Additionally, the project includes construction of a Rapid Rectangular Flashing Beacon (RRFB) approximately 670' south of Savage Street to facilitate shared use path crossing movements across Coastal Boulevard.

Travel Demand Management (TDM) Improvement(s)

TDM Other	VTrans identifies a need for Transportation Demand Management, and specifically a need for bicycle and pedestrian facilities in the Route 13 corridor, as indicated in Map 8E of the Hampton Roads District Executive Summary. The shared use path will offer a multimodal connection parallel to Route 13 through the Town of Onley as well as pedestrian upgrades to existing traffic signals on Route 13.
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Right-of-Way and Utilities

Right-of-Way/Easements acquisition required	The shared use path will largely be constructed within the existing railroad, Town, or State right of way. According to Accomack County's GIS Parcel layer, ROW easements may be required for the construction of the sidewalks on Coastal Boulevard. The cost estimate and sketch reflect the possible need for ROW easements; however, the final design of the sidewalks and a detailed survey may eliminate the need for permanent easements.
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Accessibility

Accessibility	Response	Supporting Information
Project includes transit system improvements or reduces delay on a roadway with scheduled peak service of one transit vehicle per hour.	No	
Project includes improvements to existing or new HOV/HOT lanes or ramps to HOV/HOT.	No	
Project includes construction or replacement of bike facilities. For bicycle projects, off-road or on-road buffered or clearly delineated facilities are required	Yes	In addition to the 10' shared use path, this project includes the installation of a bicycle lane in each direction on Coastal Boulevard between Main Street and ~200' east of Onley Road. The bicycle accommodations on Coastal Boulevard will serve as the connection between the 10' shared use path and the signalized intersection of Route 13 / Coastal Boulevard.
Project includes construction or replacement of pedestrian facilities. For pedestrian projects, sidewalks, pedestrian signals, marked crosswalks, refuge islands, and other treatments are required (as appropriate).	Yes	In addition to the 10' shared use path, this project includes approximately 0.25 miles of sidewalk on the northern side of Coastal Boulevard. This sidewalk will serve as the connection between the 10' shared use path and the signalized intersection of Route 13 / Coastal Boulevard with proposed pedestrian signals. Additionally, this project includes pedestrian accommodations at the existing signalized intersection of Route 13 / Coastal Boulevard as well as installation of an RRFB across Coastal Boulevard ~650' south of Savage Street.
Project provides real-time traveler information or wayfinding specifically for intermodal connections (access to transit station or park and ride lot).	Yes	The proposed shared use path will provide wayfinding to destinations along the path.
Provides traveler information or is directly linked to an existing TMC network/ITS architecture.	No	

Environment

Environment	Response	Supporting Information
Project includes construction or replacement of bike facilities. For bicycle projects, off-road or on-road buffered or clearly delineated facilities are required (i.e. Bike Lane or Shared Use Path).	Yes	In addition to the 10' shared use path, this project includes the installation of a bicycle lane in each direction on Coastal Boulevard between Main Street and ~200' east of Onley Road. The bicycle accommodations on Coastal Boulevard will serve as the connection between the 10' shared use path and the signalized intersection of Route 13 / Coastal Boulevard.
Project includes construction or replacement of pedestrian facilities. For pedestrian projects, sidewalks, pedestrian signals, marked crosswalks, refuge islands, and other treatments are required (as appropriate).	Yes	In addition to the 10' shared use path, this project includes approximately 0.25 miles of sidewalk on the northern side of Coastal Boulevard. This sidewalk will serve as the connection between the 10' shared use path and the signalized intersection of Route 13 / Coastal Boulevard with proposed pedestrian signals. Additionally, this project includes pedestrian accommodations at the existing signalized intersection of Route 13 / Coastal Boulevard as well as installation of an RRFB across Coastal Boulevard ~650' south of Savage Street.
Project includes bus facility improvements or reduces delay on a roadway with scheduled peak service of one transit vehicle per hour.	No	

Project include special accommodations for hybrid or electric vehicles, or space or infrastructure for electric vehicle parking/charging).

No

Project includes energy efficient infrastructure or fleets, including: hybrid or electric buses, electronic/open road tolling, alternative energy infrastructure (e.g., roadside solar panels).

No



Delivery/Funding

Project Delivery Information

Project Planning Status

Planning/Safety Study

Phase Estimate and Schedule

Phase Milestone		Status
PE (Survey, Environmental, Design)		Not Started
Base Cost Estimate (in 2020 dollars)	Risks/Contingency/ Unknowns	Phase Duration
\$310,500	10%	
Phase Estimate + Contingency		
\$407,845		
Phase Milestone		Status
RW (Right of Way and Easement Acquisition, Utility Relocation)		Not Started
Base Cost Estimate (in 2020 dollars)	Risks/Contingency/ Unknowns	Phase Duration
\$195,000	10%	
Phase Estimate + Contingency		
\$263,814		
Phase Milestone		Status
CN (Construction, Oversight, Contingencies)		Not Started
Base Cost Estimate (in 2020 dollars)	Risks/Contingency/ Unknowns	Phase Duration
\$1,311,156	40%	
Phase Estimate + Contingency		
\$2,862,117		

Total Cost Estimate: \$3,533,776

Project Funding Sources

Project UPC/DRPT/ID	UPC Description	VDOT / DRPT (\$)

Other Committed Funds

Other Funds Committed to Project	Description of Fund Type	Amount
Total Other Committed Funds: \$0		

Total Other Committed Funds: \$0

SMART SCALE Request

Total SYIP Allocations	\$0
Total Other Committed Funds	\$0
Total SMART SCALE Requested Funds	\$3,533,776
Total Project Funding	\$1,816,656
Total Cost Estimate	\$3,533,776



Economic Development Sites

Is this transportation project referenced in local Comprehensive Plan, local Economic Development Strategy or Regional Economic Development Strategy ?

Yes

Site Name	Building square footage	Category of Property

Description	Attachment Type	File Name

Current Attachments

Description	Attachment Type	File Name
Accomack-Northampton Planning District Commission Resolution of Support	Governing Body Resolution of Support	ROS_ANPDC 2020.pdf
Attachment A	Attachment A - Local Traffic Volumes	Smart Scale Pre-Application_Only - Attachment A.pdf
Regional Economic Development Plan excerpt	Local/Regional Economic Development Strategy	ESVA Regional Economic Development Plan p.65.pdf
Onley Town Council Resolution of Support	Other Resolution of Support	Onley TC_ROS (1).pdf
Eastern Shore Bike Plan excerpt	Other	Eastern Shore Bike plan p. 12, 44.pdf
Long Range Transportation Plan	Local Comprehensive Plan	Acc_Nor-Rural-Long-Range-Transportation-Plan.pdf
Eastern Shore Bike Plan	Local Comprehensive Plan	Eastern Shore Bike-Plan-FINAL-DRAFT_4-September-2014_MinimumSize.pdf
Onley_Cost Estimate	Detailed Cost Estimate	Smart Scale_Cost Estimate_Onley.pdf
Cost Estimate Workbook	Detailed Cost Estimate	VDOT Cost Estimate Spreadsheet_Onley.xlsx
Typical Sections	Project Sketch	Eastern Shore_Typicals_Town of Onley.pdf
Town of Onley Zoning Overlay	Access Management Plan or Zoning Overlay	Town of Onley_Zoned Econ Dev.pdf
Project Sketch	Project Sketch	Smart Scale Graphics_Town of Onley_reduced.pdf

Virginia Department of Rail and Public Transportation
600 East Main Street, Suite 2102
Richmond, VA 23219
(804) 786-4440

VDOT Central Office
1401 East Broad Street
Richmond, VA 23219
(804) 367-7623 (toll-free)
711 (hearing impaired)

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STA. -L- 1819+00 SEE SHEET 3

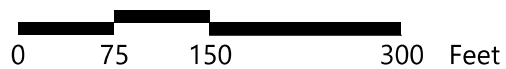


Town of Onley Segment
Eastern Shore Rail to Trail Study

Sheet 1 of 5

LEGEND

-  Shared Use Path  Parcel Boundary
-  Proposed Perm. Easement Area
-  Alternative Soft Surface Path



NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- These graphics are for presentation purposes only.
- ROW based on Accomack County GIS parcel information.
- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort



SEE SHEET 3



Town of Onley Segment
Eastern Shore Rail to Trail Study

Sheet 2 of 5

LEGEND

- Prop Sidewalk
- Proposed Perm. Easement Area
- Proposed Temp Construction Easement
- Parcel Boundary



NOTES

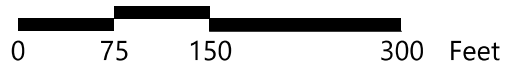
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Town of Onley Segment
Eastern Shore Rail to Trail Study

Sheet 3 of 5

- LEGEND**
- Proposed Perm. Easement Area
 - Shared Use Path
 - Proposed Sidewalk
 - Alternative Soft Surface Path
 - Parcel Boundary



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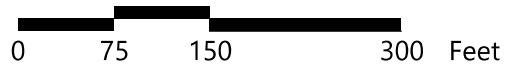
Town of Onley Segment
Eastern Shore Rail to Trail Study

Sheet 4 of 5

SEE SHEET 5

LEGEND

-  Shared Use Path
-  Proposed Perm. Easement Area
-  Alternative Soft Surface Path
-  Parcel Boundary



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SEE SHEET 4





-L- STA. 1843+00 SEE SHEET 3

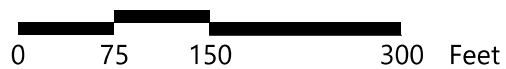


Town of Onley Segment
Eastern Shore Rail to Trail Study

Sheet 5 of 5

LEGEND

-  Shared Use Path
-  Proposed Perm. Easement Area
-  Alternative Soft Surface Path
-  Parcel Boundary



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Eastern Shore Rail to Trail - Town of Onley					
ITEM	ITEM DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
Roadway Discipline					
101	CONSTRUCTION SURVEYING CONSTR.	1	LS	\$ 7,759.06	\$ 7,759.06
10123	Aggr. Base Matl. TY. I-21A	4260	TON	\$ 34.93	\$ 148,806.01
10628	FLEXIBLE PAVE.PLANING 0"-2"	3130	SY	\$ 1.40	\$ 4,382.00
11040	Concrete Entrance Pave 7"	110	SY	\$ 90.34	\$ 9,937.40
11070	NS Saw-Cut Asph. Conc. SW-Cut Asph. Conc.	100	LF	\$ 5.58	\$ 558.00
12020	STD. CURB CG-2	60	LF	\$ 26.15	\$ 1,569.00
12600	STD. COMB. CURB & GUTTER CG-6	40	LF	\$ 20.32	\$ 812.80
12910	Entrance Gutter CG-9A	70	SY	\$ 99.00	\$ 6,930.00
13052	Sign Island SI-2	80	SY	\$ 114.48	\$ 9,158.40
13108	CG-12 DETECTABLE WARNING SURFACE	90	SY	\$ 310.94	\$ 27,984.60
14120	REMOVE COMB. CURB AND GUTTER	40	LF	\$ 18.20	\$ 728.00
14300	CEMENT CONCRETE SIDEWALK 4"	810	SY	\$ 108.90	\$ 88,209.00
16340	ACSC_Conc. TY. SM-9.5D	110	TON	\$ 76.74	\$ 8,441.40
16355	ACSC_Conc. TY. SM-12.5D	850	TON	\$ 80.36	\$ 68,306.00
16370	ACSC_Conc. TY IM 19.0D	20	TON	\$ 105.55	\$ 2,111.00
16378	Thin Hot Mix Asphalt Concrete (Polymer Modified)	164	TON	\$ 129.51	\$ 21,278.49
16392	ACSC_Conc. TY. BM-25.0D	140	TON	\$ 87.99	\$ 12,318.60
24430	DEMO. OF PAVEMENT FLEXIBLE	42	SY	\$ 14.86	\$ 624.12
Subtotal					\$ 419,913.88
+15% Unaccounted for Items					\$ 482,900.96
Hydraulics Discipline					
6818	Drop Inlet DI-3B, L=6'	1	EA	\$ 6,000.00	\$ 6,000.00
12600	STD. COMB. CURB & GUTTER CG-6	40	LF	\$ 20.32	\$ 812.80
Subtotal					\$ 6,812.80
+15% Unaccounted for Items					\$ 7,834.72
Traffic Discipline					
50108	SIGN PANEL	100	SF	\$ 31.55	\$ 3,155.00
50430	SIGN POST STP-1, 2", 14 GAUGE	125	LF	\$ 14.19	\$ 1,773.75
50436	SIGN POST STP-1, 2 1/2", 12 GAUGE	210	LF	\$ 18.83	\$ 3,954.30
50485	CONC. SIGN FDN. STP-1 TY.A	18	EA	\$ 253.32	\$ 4,559.76
51198	PEDESTRIAN ACTUATION PA-2	8	EA	\$ 260.00	\$ 2,080.00
51212	PEDESTAL POLE PF-2 12'	8	EA	\$ 980.00	\$ 7,840.00
51240	CONC. FOUNDATION PF-2	8	EA	\$ 946.97	\$ 7,575.76
51600	14/2 CONDUCTOR CABLE	1200	LF	\$ 1.38	\$ 1,656.00
51602	14/4 CONDUCTOR CABLE	1200	LF	\$ 1.66	\$ 1,992.00
51838	HANGER ASSM.SMB-3, ONE WAY	8	EA	\$ 312.66	\$ 2,501.28
52404	PEDESTRIAN SIGNAL HEAD SP-9	8	EA	\$ 861.81	\$ 6,894.48
54032	TYPE B CLASS I PVMT LINE MRKG 4"	580	LF	\$ 0.56	\$ 324.80
54034	TY B CL I PVMT LINE MRKG 6"	2625	LF	\$ 0.90	\$ 2,362.50
54042	TYPE B CLASS I PAVE. LINE MARKING 24"	1430	LF	\$ 6.97	\$ 9,967.10
54105	ERADICATE EX. LINEAR PVMT MRKG	100	LF	\$ 0.46	\$ 46.00
54659	SYMB MRKG HELMETED BICYCLIST TY B CL I	11	EA	\$ 583.07	\$ 6,413.77
54664	PVMT SYMB MRKG SHARED LANE TY B CL II	4	EA	\$ 560.00	\$ 2,240.00
55587	JUNCTION BOX JB-S2	8	EA	\$ 1,719.34	\$ 13,754.72
56054	3" PVC CONDUIT	400	LF	\$ 7.17	\$ 2,868.00
56200	TRENCH EXCAVATION ECI-1	400	LF	\$ 7.49	\$ 2,996.00
NS	RECTANGULAR RAPID FLASHING BEACON (RRFB)	1	EA	\$ 15,000.00	\$ 15,000.00
Subtotal					\$ 99,955.22
+15% Unaccounted for Items					\$ 114,948.50
Materials/Geotech Discipline					
120	REGULAR EXCAVATION	5276	CY	\$ 20.81	\$ 109,793.56
140	BORROW EXCAVATION	4028	CY	\$ 25.17	\$ 101,382.47
Subtotal					\$ 211,176.03
+15% Unaccounted for Items					\$ 242,852.43
Other Discipline					
110	CLEARING AND GRUBBING	1	LS	\$ 15,806.81	\$ 15,806.81
125	GRADING	1	LS	\$ 10,000.00	\$ 10,000.00
NS	Erosion and Sediment Control	1	LS	\$ 38,795.28	\$ 38,795.28
NS	Seeding/Landscaping	1	LS	\$ 15,518.11	\$ 15,518.11
NS	Trailhead Amenities	1	EA	\$ 20,000.00	\$ 20,000.00
Subtotal					\$ 100,120.21
+15% Unaccounted for Items					\$ 115,138.24
MOT					
MAINTENANCE OF TRAFFIC - PROFESSIONAL JUDGEMENT (Percentage of Discipline Subtotals)				~10%	\$ 100,000.00
Subtotal					\$ 100,000.00
+15% Unaccounted for Items					\$ 115,000.00

SYIP PROJECTS
DETAILED PROJECT COST ESTIMATE SUMMARY
(Version: **1/21/2020 - CTS Modified**)

Portal ID:	Smart Scale 7148	Project UPC:	
Prepared By:	VHB	Milestone	Creation/Pre Scope
Reviewed By:	VHB	Date:	8/1/2020
County/City/Town:	Accomack County (01)	Tier Level	1

Preliminary Engineering

Project Estimate Component		Proposed Project Cost Estimate (\$)		
Discipline	Source	Base (\$)	Contingency (%)	Total
Roadway (Shared Use Path)	Profess. Judgement	\$ 114,885	10.00%	\$126,374
Hydraulics	Profess. Judgement	\$ 9,315	10.00%	\$10,247
In-plan Utilities		\$ -		\$0
Traffic	Profess. Judgement	\$ 9,315	10.00%	\$10,247
Structures/Bridges		\$ -		\$0
Materials/Geotech	Profess. Judgement	\$ 31,050	10.00%	\$34,155
Survey	Profess. Judgement	\$ 62,100	15.00%	\$71,415
Environmental	Profess. Judgement	\$ 46,575	15.00%	\$53,561
Right of Way	Profess. Judgement	\$ 6,210	10.00%	\$6,831
Other		\$ -		\$0
VDOT Oversight Costs		\$ 31,050	10.00%	\$34,155
Total PE Phase Estimate		\$ 310,500	11.75%	\$346,984
PE Base Estimate Date (XX/XX/XXXX)		8/1/2020		
PE Phase Dates (XX/XX/XXXX)	Start Date	8/1/2025	End Date	8/1/2026

Right-of-Way & Utilities

Discipline	Source	Base (\$)	Contingency (%)	Total
Right-of-Way	Tax Map	\$190,000	30.00%	\$247,000
Out-of-Plan Utilities (power, cable, gas, etc.)	Aerial Photo	\$0	30.00%	\$0
VDOT Oversight Costs		\$5,000	30.00%	\$6,500
Total RW Phase Estimate		\$195,000	30.00%	\$253,500
RW Base Estimate Date (XX/XX/XXXX)		8/1/2020		
RW Phase Dates (XX/XX/XXXX)	Start Date	8/1/2026	End Date	8/1/2027

Construction

Discipline	Source	Base (\$)	Contingency (%)	Total
Mobilization	Profess. Judgement	\$107,000	40.00%	\$149,800
MOT	Profess. Judgement	\$100,000	40.00%	\$140,000
Roadway	Bid Tabs	\$482,901	40.00%	\$676,061
Hydraulics	Bid Tabs	\$7,835	40.00%	\$10,969
In-plan Utilities				\$0
Traffic	Bid Tabs	\$114,949	40.00%	\$160,928
Structures/Bridges				\$0
Materials/Geotech	Bid Tabs	\$242,852	40.00%	\$339,993
Soundwalls				\$0
Other	Bid Tabs	\$115,138	40.00%	\$161,194
Total Bid Items		\$1,170,675	40.00%	\$1,638,945
Incidental-Claims & Work Orders (Percentage of Bid Items)	5% to 10% max	\$58,534	40.00%	\$81,947
Railroad Flagging/Coordination				0
State Forces				0
State Police				0
Contract Requirements (Incentive/Disincentive)	5%	\$81,947	40.00%	\$114,726
Construction Engineering (Inspection)	Environmental Inspection (\$)			0
	VDOT or Locality (\$)	\$234,135	15.00%	\$269,255
	VDOT Oversight (\$)			0
	Total CEI			\$269,255
Total CN Phase Estimate		\$1,545,291	36.21%	\$2,104,873
CN Base Estimate Date (XX/XX/XXXX)		8/1/2020		
CN Phase Start Date (XX/XX/XXXX)		8/1/2027		
CN Phase End Date (XX/XX/XXXX)		2/1/2029		
Total Project Cost Estimate				\$2,705,357



Appendix F3 – Accomack



SMART SCALE Application

Accomack County Rail to Trail

Project Status: Submitted Organization: Accomack-Northampton Planning District Commission
Project ID: 7147

General

Point of Contact Information

Project Point of Contact Name	Project Point of Contact Email	Project Point of Contact Phone
Clara Vaughn	claravaughn@a-npdc.org	(757) 787-2936

Project Information

Project Title	Principal Improvement
Accomack County Rail to Trail	Bike/Pedestrian

Project Short Description

Design and construction of a shared-use path to connect Towns and destinations throughout Accomack County along the former Bay Coast Railroad Right of Way. The proposed project is approximately 15.5 miles in length.

Does this project include any improvements to non-VDOT maintained roadways?	Application Program Requested	VDOT District
No	Statewide High Priority	Hampton Roads

Location

VTRANS Needs Categories Requested

- Corridor of Statewide Significance

Districts Served

- Hampton Roads

MPOs Served**PDCs Served**

- Accomack-Northampton

Jurisdictions Served

- Accomack County

Need Justifications**Corridor of Statewide Significance**

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BUS US-13S (1 Town of Accomac): Tasley Rd

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BUS US-13S (1 Town of Accomac): Coastal Blvd

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BUS US-13S (1 Town of Accomac):
Project ID: 7147

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Coastal Blvd

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Features

Highway Improvements

Intersection Improvement(s)	The project will construct pedestrian upgrades (e.g., pedestrian crossing treatments, curb ramp improvements, and signalized pedestrian crossings) and sidewalk connections at existing intersection locations to tie into adjacent land uses. This project will coordinate with the funded, future signal installation at Route 13 / Parkway Drive to provide pedestrian accommodations (i.e., curb ramps and a signalized pedestrian crossing on the northern leg) and facilitate pedestrian movement to and from the Eastern Shore Community College Campus and the towns connected along the shared use path. In the Town of Onley, the project includes pedestrian upgrades (i.e., curb ramp improvements and signalized pedestrian crossings) at the existing signalized intersection of Route 13 / Coastal Boulevard.
Traffic Signal Modification	This project will coordinate with the funded, future signal installation at Route 13 / Parkway Drive to provide pedestrian accommodations (i.e., curb ramps and a signalized pedestrian crossing across the northern leg) and facilitate pedestrian movement to and from the Eastern Shore Community College Campus and the towns connected along the shared use path. In the Town of Onley, the project includes pedestrian upgrades (i.e., curb ramp improvements, median improvements, and signalized pedestrian crossings) at the existing signalized intersection of Route 13 / Coastal Boulevard.

Bicycle and Pedestrian Improvements

Add/Construct Bike Lane	This project includes the installation of a bicycle lane in each direction on Coastal Boulevard between Main Street and ~200' east of Onley Road. The bicycle accommodations on Coastal Boulevard will serve as the connection between the 10' shared use path and the signalized intersection of Route 13 / Coastal Boulevard.
Construct Shared-Use Path	This project will construct a 10' shared use path approximately 15 miles in length between the Eastern Shore Community College and the Town of Bloxom through the Towns of Melfa, Onley, and Parksley along the abandoned railroad corridor. The 10' shared use path will provide a parallel multimodal connection to Route 13 through Accomack County. A short connection is included in the Town of Onley to Pennsylvania Avenue / Rogers

	Street to provide access to the residential and recreational land uses. The shared use path includes one trailhead to provide parking for the shared use path users. Adjacent to the shared use path within the railroad ROW, the project will construct a 4' alternative soft surface path.
Construct Sidewalk	The project includes a sidewalk connection along Parkway to the Eastern Shore Community College entrance on Parkway to provide connection to the shared use path. The project also includes sidewalk along the northern side of Coastal Boulevard between Main Street and Route 13. The project will fill the missing link (approximately 0.25 miles) along Coastal Boulevard and replace approximately 70' of sidewalk existing at Richmond Avenue. This sidewalk will serve as the connection between the 10' shared use path and the signalized intersection of Route 13 / Coastal Boulevard with proposed pedestrian signals.
Improve Bike/Pedestrian Crossing (At Grade)	The project includes pedestrian upgrades (e.g., pedestrian crossing treatments, curb ramp improvements, and signalized pedestrian crossings) at existing intersection locations to tie into adjacent land uses. This project will coordinate with the already-funded future signal installation at Route 13 / Parkway Drive to provide pedestrian accommodations (i.e., curb ramps and signalized pedestrian crossings) and facilitate pedestrian movement to and from the Eastern Shore Community College Campus. The improvements at this intersection include a pedestrian refuge island and upgrades to the existing median. Additionally, pedestrian upgrades (i.e., crosswalks and pedestrian signal phases on the eastern leg of the existing signalized intersection of Route 13 / Main Street in Melfa. The project includes pedestrian upgrades (i.e., curb ramp improvements and signalized pedestrian crossings) at intersections along the shared use path, specifically on Coastal Boulevard and the existing signalized intersection of Route 13 / Coastal Boulevard. Additionally, the project includes construction of a Rapid Rectangular Flashing Beacon (RRFB) approximately 670' south of Savage Street to facilitate shared use path crossing movements across Coastal Boulevard.

Travel Demand Management (TDM) Improvement(s)

TDM Other	VTrans identifies a need for Transportation Demand Management, and specifically a need for bicycle and pedestrian facilities in the Route 13 corridor, as indicated in Map 8E of the Hampton Roads District Executive Summary. The shared use path will offer a multimodal connection parallel to Route 13 through Accomack County.
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Right-of-Way and Utilities

Right-of-Way/Easements acquisition required	The shared use path will largely be constructed within the existing railroad, Town, or State right of way. According to Accomack County's GIS Parcel layer, ROW easements may be required for the construction of the sidewalks on Coastal Boulevard in the Town of Onley. The cost estimate and sketch reflect the possible need for ROW easements; however, the final design of the sidewalks and a detailed survey may eliminate the need for permanent easements.
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Factors

Accessibility

Accessibility	Response	Supporting Information
Project includes transit system improvements or reduces delay on a roadway with scheduled peak service of one transit vehicle per hour.	No	

Project includes improvements to existing or new HOV/HOT lanes or ramps to HOV/HOT.	No	
Project includes construction or replacement of bike facilities. For bicycle projects, off-road or on-road buffered or clearly delineated facilities are required	Yes	This project will construct a 10' shared use path approximately 15 miles in length between the Eastern Shore Community College and the Town of Bloxom through the Towns of Melfa, Onley, and Parksley along the abandoned railroad corridor. The 10' shared use path will provide a parallel multimodal connection to Route 13 through Accomack County. In addition to the 10' shared use path, this project includes the installation of a bicycle lane in each direction on Coastal Boulevard between Main Street and ~200' east of Onley Road. The bicycle accommodations on Coastal Boulevard will serve as the connection between the 10' shared use path and the signalized intersection of Route 13 / Coastal Boulevard.
Project includes construction or replacement of pedestrian facilities. For pedestrian projects, sidewalks, pedestrian signals, marked crosswalks, refuge islands, and other treatments are required (as appropriate).	Yes	This project will construct a 10' shared use path approximately 15 miles in length between the Eastern Shore Community College and the Town of Bloxom through the Towns of Melfa, Onley, and Parksley along the abandoned railroad corridor. The 10' shared use path will provide a parallel multimodal connection to Route 13 through Accomack County. Additionally, this project includes pedestrian accommodations at the future signalized intersection of Route 13 / Parkway, at the existing signalized intersection of Route 13 / Main Street in Melfa, and at the existing signalized intersection of Route 13 / Coastal Boulevard. In addition to the 10' shared use path, this project includes approximately 0.25 miles of sidewalk on the northern side of Coastal Boulevard. This sidewalk will serve as the connection between the 10' shared use path and the signalized intersection of Route 13 / Coastal Boulevard with proposed pedestrian signals. Additionally, this project includes an RRFB across Coastal Boulevard ~650' south of Savage Street.
Project provides real-time traveler information or wayfinding specifically for intermodal connections (access to transit station or park and ride lot).	Yes	The proposed shared use path will provide wayfinding to destinations along the path.
Provides traveler information or is directly linked to an existing TMC network/ITS architecture.	No	

Environment

Environment	Response	Supporting Information
Project includes construction or replacement of bike facilities. For bicycle projects, off-road or on-road buffered or clearly delineated facilities are required (i.e. Bike Lane or Shared Use Path).	Yes	This project will construct a 10' shared use path approximately 15 miles in length between the Eastern Shore Community College and the Town of Bloxom through the Towns of Melfa, Onley, and Parksley along the abandoned railroad corridor. The 10' shared use path will provide a parallel multimodal connection to Route 13 through Accomack County. In addition to the 10' shared use path, this project includes the installation of a bicycle lane in each direction on Coastal Boulevard between Main Street and ~200' east of Onley Road. The bicycle accommodations on Coastal Boulevard will serve as the connection between the 10' shared use path and the signalized intersection of Route 13 / Coastal Boulevard.
Project includes construction or replacement of pedestrian facilities. For pedestrian projects, sidewalks, pedestrian signals, marked crosswalks, refuge islands, and other treatments are required (as appropriate).	Yes	This project will construct a 10' shared use path approximately 15 miles in length between the Eastern Shore Community College and the Town of Bloxom through the Towns of Melfa, Onley, and Parksley along the abandoned railroad corridor. The 10' shared use path will provide a parallel multimodal connection to Route 13 through Accomack County. Additionally, this project includes pedestrian accommodations at the future signalized intersection of Route 13 / Parkway, at the existing signalized

		intersection of Route 13 / Main Street in Melfa, and at the existing signalized intersection of Route 13 / Coastal Boulevard. In addition to the 10' shared use path, this project includes approximately 0.25 miles of sidewalk on the northern side of Coastal Boulevard. This sidewalk will serve as the connection between the 10' shared use path and the signalized intersection of Route 13 / Coastal Boulevard with proposed pedestrian signals. Additionally, this project includes an RRFB across Coastal Boulevard ~650' south of Savage Street.
Project includes bus facility improvements or reduces delay on a roadway with scheduled peak service of one transit vehicle per hour.	No	
Project include special accommodations for hybrid or electric vehicles, or space or infrastructure for electric vehicle parking/charging).	No	
Project includes energy efficient infrastructure or fleets, including: hybrid or electric buses, electronic/open road tolling, alternative energy infrastructure (e.g., roadside solar panels).	No	



Delivery/Funding

Project Delivery Information

Project Planning Status

Other Regional Plan
 Planning/Safety Study

Phase Estimate and Schedule

Phase Milestone		Status
PE (Survey, Environmental, Design)		Not Started
Base Cost Estimate (in 2020 dollars)	Risks/Contingency/ Unknowns	Phase Duration
\$1,805,500	12%	
Phase Estimate + Contingency		
\$2,414,661		
Phase Milestone		Status
RW (Right of Way and Easement Acquisition, Utility Relocation)		Not Started
Base Cost Estimate (in 2020 dollars)	Risks/Contingency/ Unknowns	Phase Duration
\$195,000	30%	
Phase Estimate + Contingency		
\$311,780		
Phase Milestone		Status
CN (Construction, Oversight, Contingencies)		Not Started
Base Cost Estimate (in 2020 dollars)	Risks/Contingency/ Unknowns	Phase Duration
\$8,224,031	40%	
Phase Estimate + Contingency		
\$17,952,204		

Total Cost Estimate: \$20,678,645

Project Funding Sources

Project UPC/DRPT/ID	UPC Description	VDOT / DRPT (\$)

Total SYIP: \$0

Other Committed Funds

Other Funds Committed to Project	Description of Fund Type	Amount
---	---------------------------------	---------------

Total Other Committed Funds: \$0

SMART SCALE Request

Total SYIP Allocations	\$0
Total Other Committed Funds	\$0
Total SMART SCALE Requested Funds	\$20,678,645
Total Project Funding	\$10,224,531
Total Cost Estimate	\$20,678,645



Economic Development Sites

Is this transportation project referenced in local Comprehensive Plan, local Economic Development Strategy or Regional Economic Development Strategy ?

Yes

Airport Industrial Park

Site Name	Building square footage	Category of Property
Airport Industrial Park	2121	Detailed Site Plan
Construction documents, engineering/architectural drawings, and specifications that include construction requirements for a project. These plans are detailed enough for construction and include details regarding building pad locations, grading, drainage, utilities, parking and entrances.		
Approved		
Access Provision		
Project provides new direct access to the site or improves existing access to the site (site must be physically adjacent to the project). In case of capacity enhancement to limited access facility, new or improved interchange, transit rail capacity improvement, or new transit rail station zoned properties within 0.5 miles of the adjacent interchange(s) or rail station(s) qualify as receiving improved direct access.		

Description	Attachment Type	File Name
Airport Industrial Park Approval	Approval Document for Site Development Plan	Airport Industrial Park Approval Site Plans.pdf
Airport Industrial Park Plan	Site Development Plan	Airport Industrial Park Site Plan.pdf

Current Attachments

Description	Attachment Type	File Name
Attachment A	Attachment A - Local Traffic Volumes	Smart Scale Pre-Application_Accomack_Attachment A.pdf
Regional Economic Development Plan exerpt	Local/Regional Economic Development Strategy	ESVA Regional Economic Development Plan p.65.pdf
Eastern Shore Bike Plan exerpt	Other	Eastern Shore Bike plan p. 12, 44.pdf
Long Range Transportation Plan	Local Comprehensive Plan	Acc_Nor-Rural-Long-Range-Transportation-Plan.pdf
Accomack_Cost Estimate	Detailed Cost Estimate	Smart Scale_Cost Estimate_Accomack.pdf
Typical Sections	Project Sketch	Eastern Shore_Typicals_Accomack County.pdf
Accomack County Zoning Overlay	Access Management Plan or Zoning Overlay	Accomack County_Zoning Econ Dev.pdf
Accomack County Zoning Overlay	Access Management Plan or Zoning Overlay	Accomack County_Zoning Econ Dev.pdf
Town of Onley Zoning Overlay	Access Management Plan or Zoning Overlay	Town of Onley_Zoned Econ Dev.pdf
Town of Melfa Zoning Overlay	Access Management Plan or Zoning Overlay	Town of Melfa_Zoned Econ Dev.pdf
Town of Parksley Zoning Overlay	Access Management Plan or Zoning Overlay	Town of Parksley_Zoned Econ Dev.pdf
Project Sketch	Project Sketch	Smart Scale Graphics_Accomack County_reduced.pdf
Cost Estimate Workbook	Detailed Cost Estimate	VDOT Cost Estimate Spreadsheet_Accomack (1).xlsx



Virginia Department of Rail and Public Transportation
600 East Main Street, Suite 2102
Richmond, VA 23219
(804) 786-4440

VDOT Central Office
1401 East Broad Street
Richmond, VA 23219
(804) 367-7623 (toll-free)
711 (hearing impaired)

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STA. -L- 1819+00 SEE SHEET 3

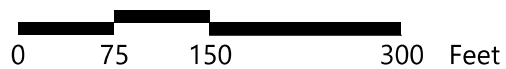


Town of Onley Segment
Eastern Shore Rail to Trail Study

Sheet 1 of 5

LEGEND

-  Shared Use Path
-  Proposed Perm. Easement Area
-  Alternative Soft Surface Path
-  Parcel Boundary



NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- These graphics are for presentation purposes only.
- ROW based on Accomack County GIS parcel information.
- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort



SEE SHEET 3



Town of Onley Segment
Eastern Shore Rail to Trail Study

Sheet 2 of 5

LEGEND

- Prop Sidewalk
- Proposed Perm. Easement Area
- Proposed Temp Construction Easement
- Parcel Boundary



NOTES

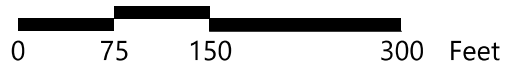
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Town of Onley Segment
Eastern Shore Rail to Trail Study

Sheet 3 of 5

- LEGEND**
- Proposed Perm. Easement Area
 - Shared Use Path
 - Proposed Sidewalk
 - Alternative Soft Surface Path
 - Parcel Boundary



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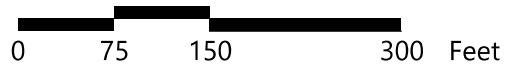
Town of Onley Segment
Eastern Shore Rail to Trail Study

Sheet 4 of 5

SEE SHEET 5

LEGEND

-  Shared Use Path
-  Proposed Perm. Easement Area
-  Alternative Soft Surface Path
-  Parcel Boundary



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SEE SHEET 4





-L- STA. 1843+00 SEE SHEET 3

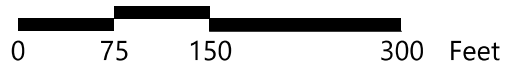


Town of Onley Segment
Eastern Shore Rail to Trail Study

Sheet 5 of 5

LEGEND

-  Shared Use Path
-  Proposed Perm. Easement Area
-  Alternative Soft Surface Path
-  Parcel Boundary



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Eastern Shore Rail to Trail - Town of Onley					
ITEM	ITEM DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
Roadway Discipline					
101	CONSTRUCTION SURVEYING CONSTR.	1	LS	\$ 7,759.06	\$ 7,759.06
10123	Aggr. Base Matl. TY. I-21A	4260	TON	\$ 34.93	\$ 148,806.01
10628	FLEXIBLE PAVE.PLANING 0"-2"	3130	SY	\$ 1.40	\$ 4,382.00
11040	Concrete Entrance Pave 7"	110	SY	\$ 90.34	\$ 9,937.40
11070	NS Saw-Cut Asph. Conc. SW-Cut Asph. Conc.	100	LF	\$ 5.58	\$ 558.00
12020	STD. CURB CG-2	60	LF	\$ 26.15	\$ 1,569.00
12600	STD. COMB. CURB & GUTTER CG-6	40	LF	\$ 20.32	\$ 812.80
12910	Entrance Gutter CG-9A	70	SY	\$ 99.00	\$ 6,930.00
13052	Sign Island SI-2	80	SY	\$ 114.48	\$ 9,158.40
13108	CG-12 DETECTABLE WARNING SURFACE	90	SY	\$ 310.94	\$ 27,984.60
14120	REMOVE COMB. CURB AND GUTTER	40	LF	\$ 18.20	\$ 728.00
14300	CEMENT CONCRETE SIDEWALK 4"	810	SY	\$ 108.90	\$ 88,209.00
16340	ACSC_Conc. TY. SM-9.5D	110	TON	\$ 76.74	\$ 8,441.40
16355	ACSC_Conc. TY. SM-12.5D	850	TON	\$ 80.36	\$ 68,306.00
16370	ACSC_Conc. TY IM 19.0D	20	TON	\$ 105.55	\$ 2,111.00
16378	Thin Hot Mix Asphalt Concrete (Polymer Modified)	164	TON	\$ 129.51	\$ 21,278.49
16392	ACSC_Conc. TY. BM-25.0D	140	TON	\$ 87.99	\$ 12,318.60
24430	DEMO. OF PAVEMENT FLEXIBLE	42	SY	\$ 14.86	\$ 624.12
Subtotal					\$ 419,913.88
+15% Unaccounted for Items					\$ 482,900.96
Hydraulics Discipline					
6818	Drop Inlet DI-3B, L=6'	1	EA	\$ 6,000.00	\$ 6,000.00
12600	STD. COMB. CURB & GUTTER CG-6	40	LF	\$ 20.32	\$ 812.80
Subtotal					\$ 6,812.80
+15% Unaccounted for Items					\$ 7,834.72
Traffic Discipline					
50108	SIGN PANEL	100	SF	\$ 31.55	\$ 3,155.00
50430	SIGN POST STP-1, 2", 14 GAUGE	125	LF	\$ 14.19	\$ 1,773.75
50436	SIGN POST STP-1, 2 1/2", 12 GAUGE	210	LF	\$ 18.83	\$ 3,954.30
50485	CONC. SIGN FDN. STP-1 TY.A	18	EA	\$ 253.32	\$ 4,559.76
51198	PEDESTRIAN ACTUATION PA-2	8	EA	\$ 260.00	\$ 2,080.00
51212	PEDESTAL POLE PF-2 12'	8	EA	\$ 980.00	\$ 7,840.00
51240	CONC. FOUNDATION PF-2	8	EA	\$ 946.97	\$ 7,575.76
51600	14/2 CONDUCTOR CABLE	1200	LF	\$ 1.38	\$ 1,656.00
51602	14/4 CONDUCTOR CABLE	1200	LF	\$ 1.66	\$ 1,992.00
51838	HANGER ASSM.SMB-3, ONE WAY	8	EA	\$ 312.66	\$ 2,501.28
52404	PEDESTRIAN SIGNAL HEAD SP-9	8	EA	\$ 861.81	\$ 6,894.48
54032	TYPE B CLASS I PVMT LINE MRKG 4"	580	LF	\$ 0.56	\$ 324.80
54034	TY B CL I PVMT LINE MRKG 6"	2625	LF	\$ 0.90	\$ 2,362.50
54042	TYPE B CLASS I PAVE. LINE MARKING 24"	1430	LF	\$ 6.97	\$ 9,967.10
54105	ERADICATE EX. LINEAR PVMT MRKG	100	LF	\$ 0.46	\$ 46.00
54659	SYMB MRKG HELMETED BICYCLIST TY B CL I	11	EA	\$ 583.07	\$ 6,413.77
54664	PVMT SYMB MRKG SHARED LANE TY B CL II	4	EA	\$ 560.00	\$ 2,240.00
55587	JUNCTION BOX JB-S2	8	EA	\$ 1,719.34	\$ 13,754.72
56054	3" PVC CONDUIT	400	LF	\$ 7.17	\$ 2,868.00
56200	TRENCH EXCAVATION ECI-1	400	LF	\$ 7.49	\$ 2,996.00
NS	RECTANGULAR RAPID FLASHING BEACON (RRFB)	1	EA	\$ 15,000.00	\$ 15,000.00
Subtotal					\$ 99,955.22
+15% Unaccounted for Items					\$ 114,948.50
Materials/Geotech Discipline					
120	REGULAR EXCAVATION	5276	CY	\$ 20.81	\$ 109,793.56
140	BORROW EXCAVATION	4028	CY	\$ 25.17	\$ 101,382.47
Subtotal					\$ 211,176.03
+15% Unaccounted for Items					\$ 242,852.43
Other Discipline					
110	CLEARING AND GRUBBING	1	LS	\$ 15,806.81	\$ 15,806.81
125	GRADING	1	LS	\$ 10,000.00	\$ 10,000.00
NS	Erosion and Sediment Control	1	LS	\$ 38,795.28	\$ 38,795.28
NS	Seeding/Landscaping	1	LS	\$ 15,518.11	\$ 15,518.11
NS	Trailhead Amenities	1	EA	\$ 20,000.00	\$ 20,000.00
Subtotal					\$ 100,120.21
+15% Unaccounted for Items					\$ 115,138.24
MOT					
MAINTENANCE OF TRAFFIC - PROFESSIONAL JUDGEMENT (Percentage of Discipline Subtotals)				~10%	\$ 100,000.00
Subtotal					\$ 100,000.00
+15% Unaccounted for Items					\$ 115,000.00

SYIP PROJECTS
DETAILED PROJECT COST ESTIMATE SUMMARY
(Version: 1/21/2020 - CTS Modified)

Portal ID:	Smart Scale 7148	Project UPC:	
Prepared By:	VHB	Milestone	Creation/Pre Scope
Reviewed By:	VHB	Date:	8/1/2020
County/City/Town:	Accomack County (01)	Tier Level	1

Preliminary Engineering

Project Estimate Component		Proposed Project Cost Estimate (\$)		
Discipline	Source	Base (\$)	Contingency (%)	Total
Roadway (Shared Use Path)	Profess. Judgement	\$ 114,885	10.00%	\$126,374
Hydraulics	Profess. Judgement	\$ 9,315	10.00%	\$10,247
In-plan Utilities		\$ -		\$0
Traffic	Profess. Judgement	\$ 9,315	10.00%	\$10,247
Structures/Bridges		\$ -		\$0
Materials/Geotech	Profess. Judgement	\$ 31,050	10.00%	\$34,155
Survey	Profess. Judgement	\$ 62,100	15.00%	\$71,415
Environmental	Profess. Judgement	\$ 46,575	15.00%	\$53,561
Right of Way	Profess. Judgement	\$ 6,210	10.00%	\$6,831
Other		\$ -		\$0
VDOT Oversight Costs		\$ 31,050	10.00%	\$34,155
Total PE Phase Estimate		\$ 310,500	11.75%	\$346,984
PE Base Estimate Date (XX/XX/XXXX)		8/1/2020		
PE Phase Dates (XX/XX/XXXX)	Start Date	8/1/2025	End Date	8/1/2026

Right-of-Way & Utilities

Discipline	Source	Base (\$)	Contingency (%)	Total
Right-of-Way	Tax Map	\$190,000	30.00%	\$247,000
Out-of-Plan Utilities (power, cable, gas, etc.)	Aerial Photo	\$0	30.00%	\$0
VDOT Oversight Costs		\$5,000	30.00%	\$6,500
Total RW Phase Estimate		\$195,000	30.00%	\$253,500
RW Base Estimate Date (XX/XX/XXXX)		8/1/2020		
RW Phase Dates (XX/XX/XXXX)	Start Date	8/1/2026	End Date	8/1/2027

Construction

Discipline	Source	Base (\$)	Contingency (%)	Total
Mobilization	Profess. Judgement	\$107,000	40.00%	\$149,800
MOT	Profess. Judgement	\$100,000	40.00%	\$140,000
Roadway	Bid Tabs	\$482,901	40.00%	\$676,061
Hydraulics	Bid Tabs	\$7,835	40.00%	\$10,969
In-plan Utilities				\$0
Traffic	Bid Tabs	\$114,949	40.00%	\$160,928
Structures/Bridges				\$0
Materials/Geotech	Bid Tabs	\$242,852	40.00%	\$339,993
Soundwalls				\$0
Other	Bid Tabs	\$115,138	40.00%	\$161,194
Total Bid Items		\$1,170,675	40.00%	\$1,638,945
Incidental-Claims & Work Orders (Percentage of Bid Items)	5% to 10% max	\$58,534	40.00%	\$81,947
Railroad Flagging/Coordination				0
State Forces				0
State Police				0
Contract Requirements (Incentive/Disincentive)	5%	\$81,947	40.00%	\$114,726
Construction Engineering (Inspection)	Environmental Inspection (\$)			0
	VDOT or Locality (\$)	\$234,135	15.00%	\$269,255
	VDOT Oversight (\$)			0
	Total CEI			\$269,255
Total CN Phase Estimate		\$1,545,291	36.21%	\$2,104,873
CN Base Estimate Date (XX/XX/XXXX)		8/1/2020		
CN Phase Start Date (XX/XX/XXXX)		8/1/2027		
CN Phase End Date (XX/XX/XXXX)		2/1/2029		
Total Project Cost Estimate				\$2,705,357



Appendix G

Map Segment Summary Packages

Segment 1 - Cape Charles to Nassawadox

Route Summary

This segment runs approximately 18 miles from downtown Cape Charles to the heart of Nassawadox and connects through multiple towns and destinations including Cheriton, Eastville, and Machipongo. Between Cape Charles and Machipongo, the segment runs parallel to but is separated from Route 13. North of Machipongo, this segment runs parallel and adjacent to Route 13.

Segment Opportunities

Destinations along this corridor include the Cape Charles Museum, Cape Charles Brewing Company, and the Eastern Shore of Virginia Barrier Islands Center as well as multiple other restaurants and retail shops. This segment connects the designated walking paths in Cape Charles and in Nassawadox. With a short addition of new sidewalk, the shared use path connects to existing sidewalk and provides a pedestrian route through Eastville. Trailhead opportunities along this segment include Cape Charles, Nassawadox, and Machipongo.



Fast Facts



18 Miles



4 Trailheads



\$12.1 Million

+ \$1M for Alternative
Soft Surface Path
+ \$5.9M for Rail Removal

Segment Constraints

The connection into the downtown area of Cape Charles, while a vital connection, includes design constraints along Mason Avenue. The future sidepath on Mason Avenue between Fig Street and Nectarine Street is limited by the existing retaining wall. An 8' sidepath and a physical barrier, such as flexible post bollards, is recommended at this location to maintain an adequate buffer from the retaining wall.

Closer Look

With the abundance of residential and retail land uses, Cape Charles serves as a primary trailhead location within this segment. A connection to the downtown area of Cape Charles is vital to the success of the shared use path. Downtown Cape Charles is a multimodal location with ongoing improvements. The shared use path could continue create a multimodal connection to destinations along Stone Road and to Route 13. A popular alternative mode of travel in Cape Charles is golf carts. The final design for the shared use path could consider golf cart usage in Cape Charles.













Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout



Sheet 1 of 41
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature
-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort.
- All design to be performed within existing ROW after survey is complete.

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY. VDOT ACKNOWLEDGES THAT THE ULTIMATE ALIGNMENT MAY VARY DEPENDING ON THE OUTCOME OF FURTHER STUDY, CONSIDERING SUCH FACTORS AS RIGHT OF WAY AVAILABILITY, ENVIRONMENTAL IMPACTS, AND COSTS.

-L- STA. 20+80 SEE SHEET 1



-L- STA. 44+90 SEE SHEET 3






Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout








Sheet 2 of 41
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
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-L- STA. 44+90 SEE SHEET 2

-L- STA. 68+90 SEE SHEET 4








Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout








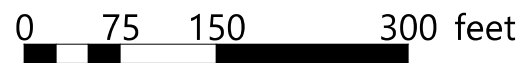
Sheet 3 of 41
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
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-L- STA. 68+90 SEE SHEET 3

-L- STA. 92+96 SEE SHEET 5








Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout








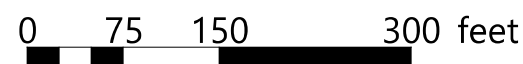
Sheet 4 of 41
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical



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-L- STA. 92+96 SEE SHEET 4

-L- STA. 117+03 SEE SHEET 6








Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout








Sheet 5 of 41
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
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-L- STA. 117+03 SEE SHEET 5

-L- STA. 138+00
SEE SHEET 8

Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout

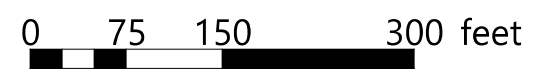


Sheet 6 of 41
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature
- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- B Cross Section Typical



NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
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Install Shared Use Path Crossing at Future Signalized Intersection






Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout








Sheet 7 of 41
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical



NOTES

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-L- STA. 138+00 SEE SHEET 6

-L- STA. 163+00 SEE SHEET 9

Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout

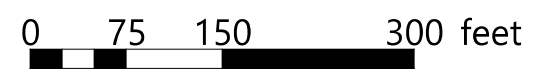


Sheet 8 of 41
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature
- Existing Rail to be Removed
- Parcel Boundary
- Fence Barrier
- Tree Trimming/ Removal
- B Cross Section Typical



NOTES

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-L- STA. 163+00 SEE SHEET 8

-L- STA. 187+00 SEE SHEET 10








Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout








Sheet 9 of 41
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical



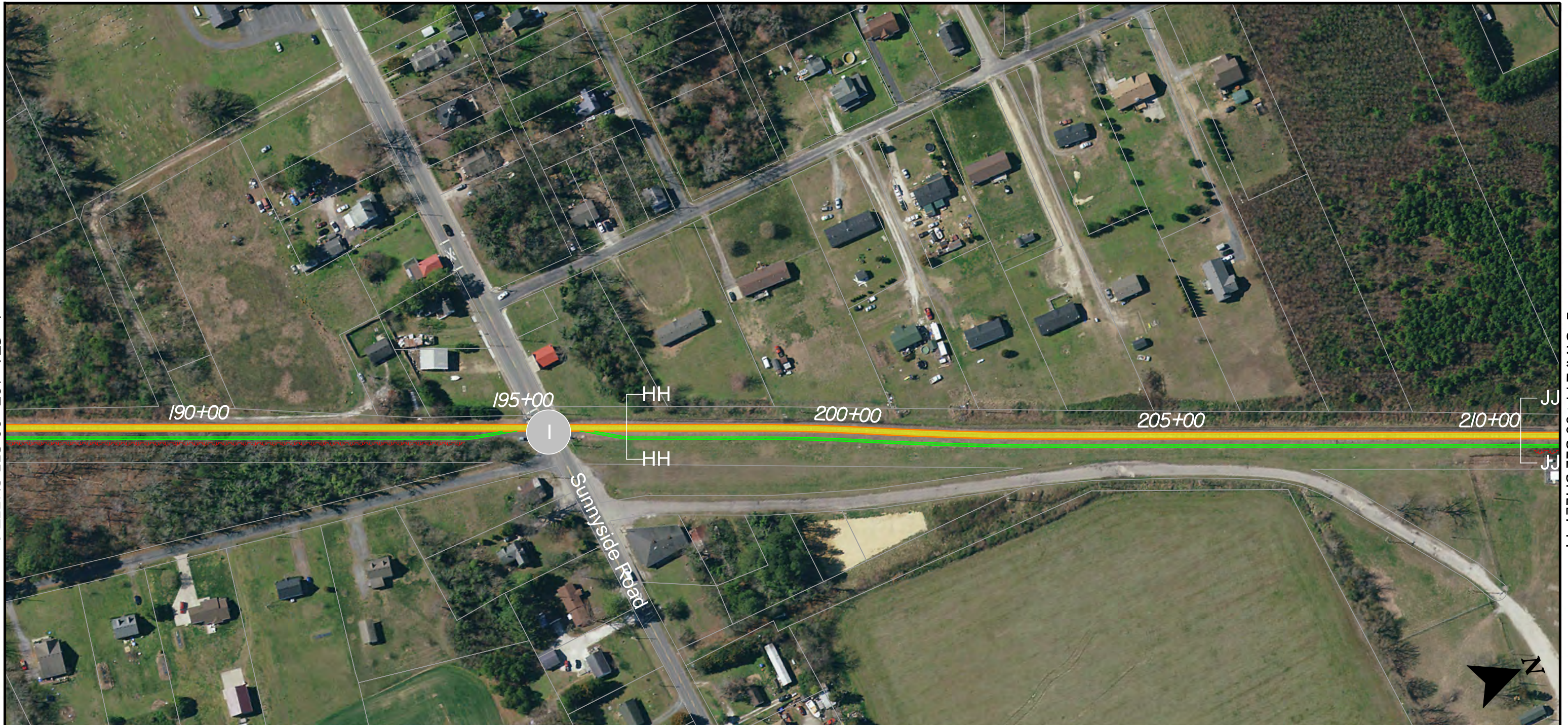
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-L- STA. 187+00 SEE SHEET 9

-L- STA. 211+00 SEE SHEET 11








Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout








Sheet 10 of 41
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical



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-L- STA. 211+00 SEE SHEET 10

-L- STA. 235+00 SEE SHEET 12








Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout








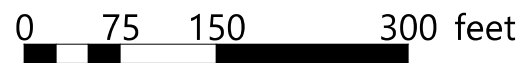
Sheet 11 of 41
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical



NOTES

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-L- STA. 235+00 SEE SHEET 11

-L- STA. 259+00 SEE SHEET 13








Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout








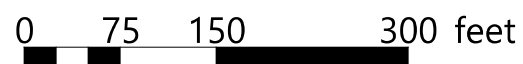
Sheet 12 of 41
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical



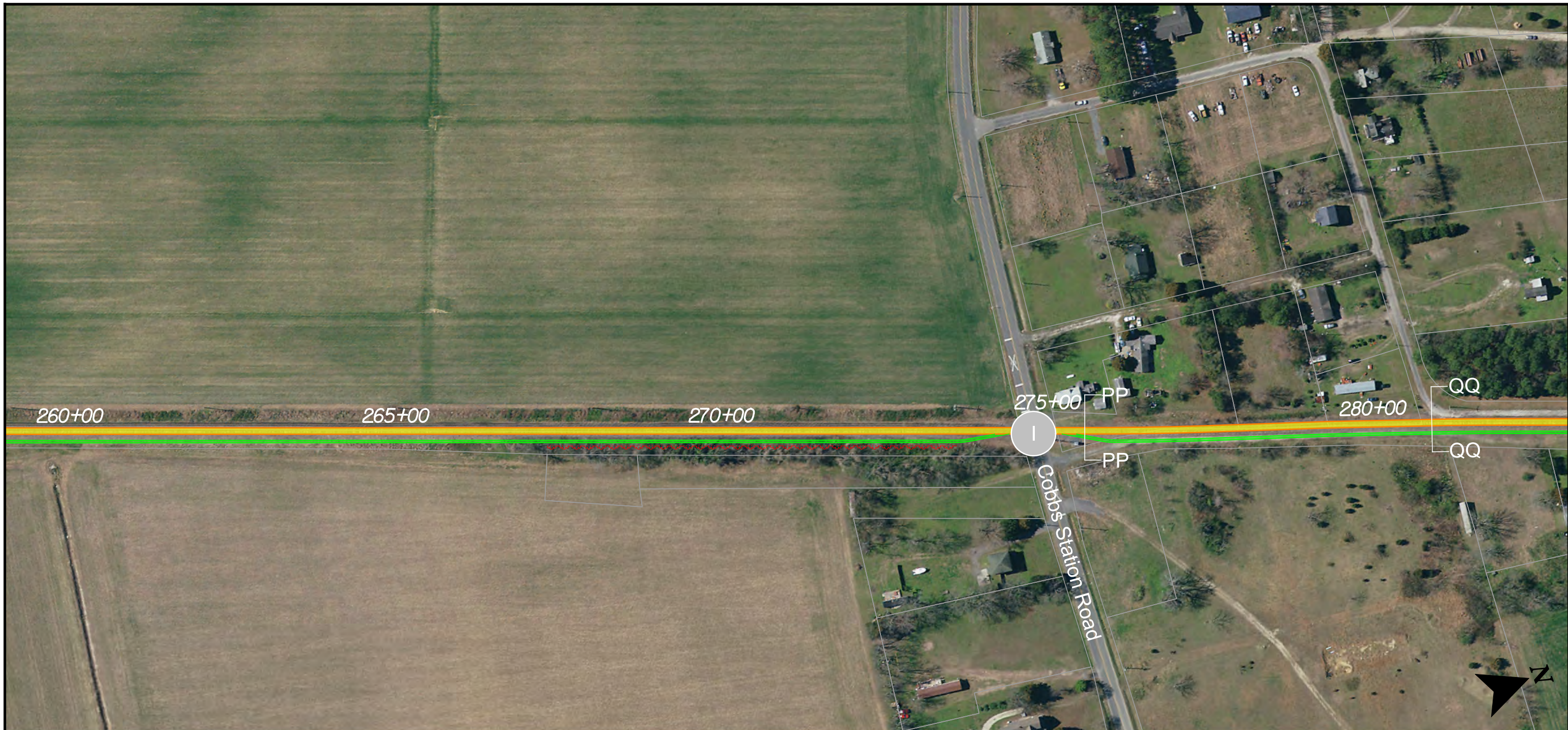
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-L- STA. 259+00 SEE SHEET 12

-L- STA. 283+00 SEE SHEET 14








Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout


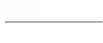

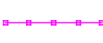



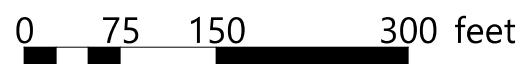
Sheet 13 of 41
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical



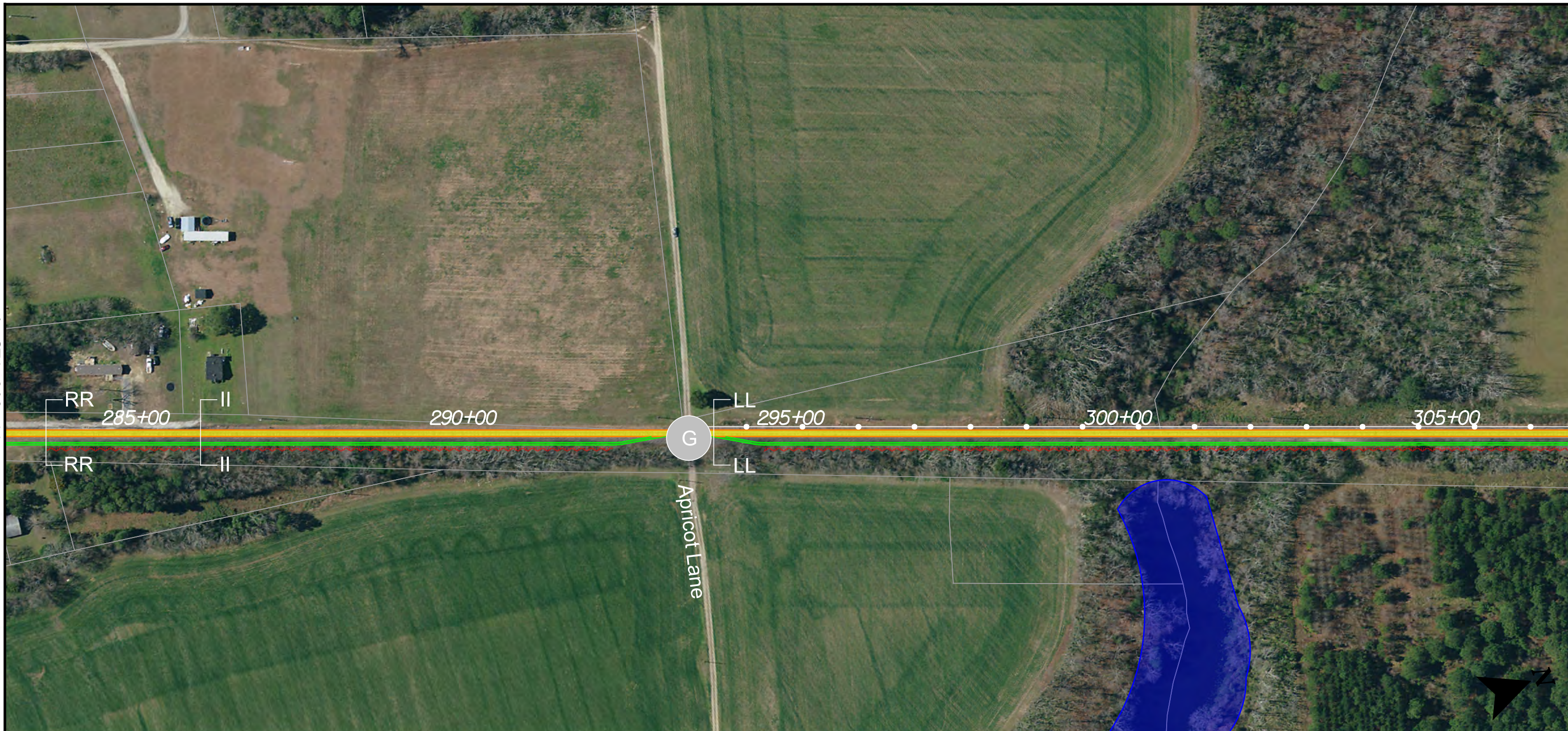
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-L- STA. 283+00 SEE SHEET 13

-L- STA. 307+00 SEE SHEET 15








Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout




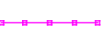



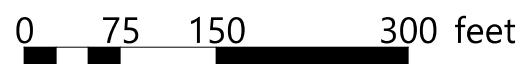
Sheet 14 of 41
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical



NOTES

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-L- STA. 307+00 SEE SHEET 14

-L- STA. 331+00 SEE SHEET 16








Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout




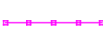



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PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical



NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
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-L- STA. 331+00 SEE SHEET 15

-L- STA. 355+00 SEE SHEET 17








Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout








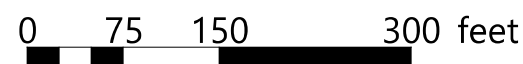
Sheet 16 of 41
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical



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-L- STA. 355+00 SEE SHEET 16

-L- STA. 379+00 SEE SHEET 18

Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout

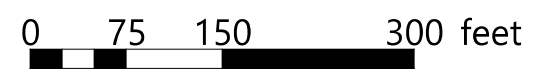


Sheet 17 of 41
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature
- Existing Rail to be Removed
- Parcel Boundary
- Fence Barrier
- Tree Trimming/ Removal
- B Cross Section Typical



NOTES

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-L- STA. 379+00 SEE SHEET 17

-L- STA. 403+00 SEE SHEET 19








Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout




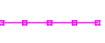



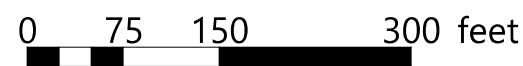
Sheet 18 of 41
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical



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-L- STA. 403+00 SEE SHEET 18

-L- STA. 427+00 SEE SHEET 20








Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout








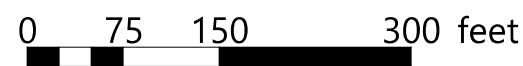
Sheet 19 of 41
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
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-L- STA. 427+00 SEE SHEET 19

-L- STA. 451+00 SEE SHEET 21








Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout








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PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical



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-L- STA. 451+00 SEE SHEET 20

-L- STA. 475+00 SEE SHEET 22













Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout



Sheet 21 of 41
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature
-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
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-L- STA. 475+00 SEE SHEET 21

-L- STA. 499+00 SEE SHEET 23








Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout








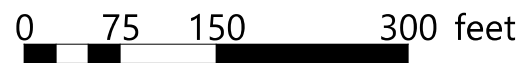
Sheet 22 of 41
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical



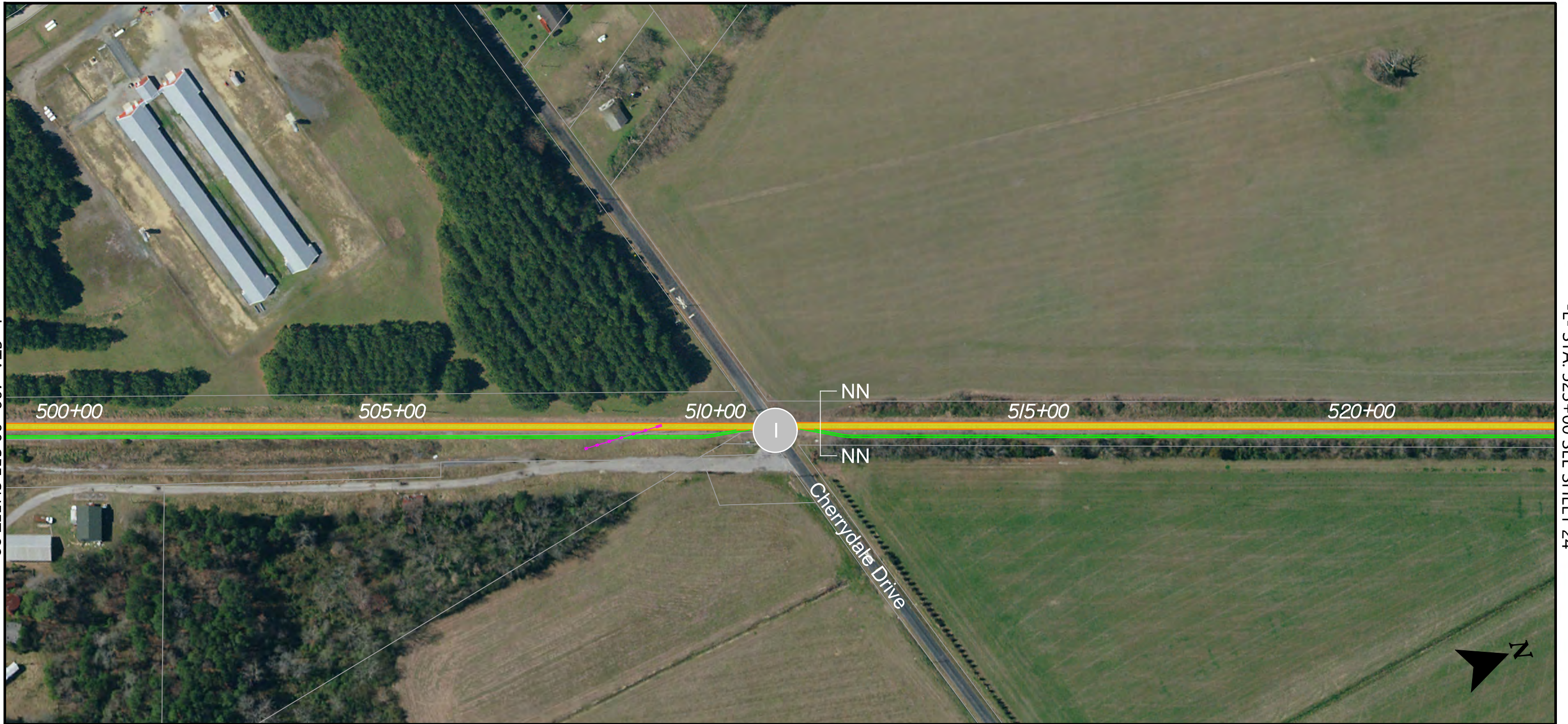
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-L- STA. 499+00 SEE SHEET 22

-L- STA. 523+00 SEE SHEET 24








Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout








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PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
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-L- STA. 523+00 SEE SHEET 23

-L- STA. 547+00 SEE SHEET 25








Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout




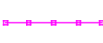



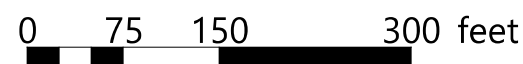
Sheet 24 of 41
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LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical



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-L- STA. 547+00 SEE SHEET 24

-L- STA. 571+00 SEE SHEET 26








Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout








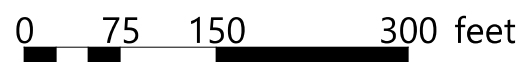
Sheet 25 of 41
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical



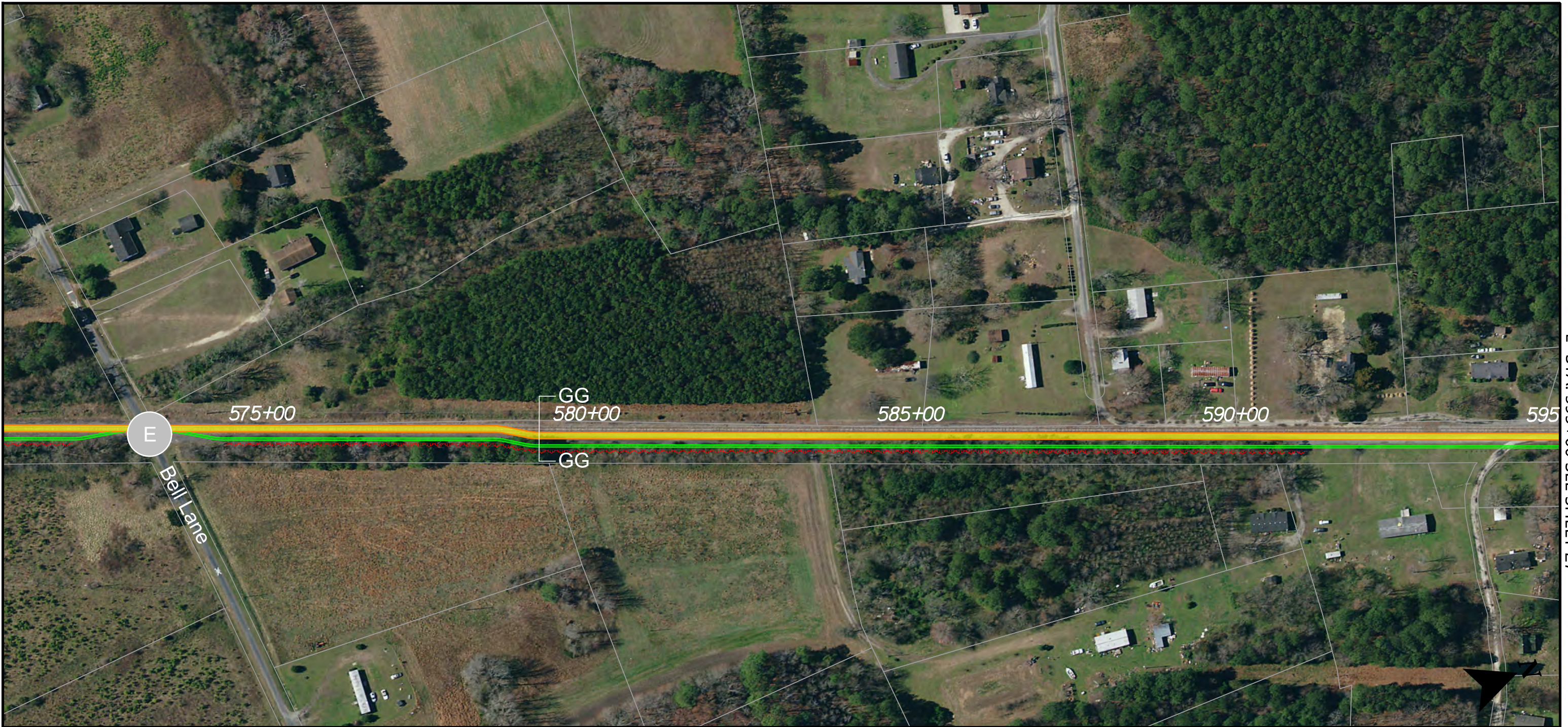
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-L- STA. 571+00 SEE SHEET 25

-L- STA. 595+00 SEE SHEET 27








Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout




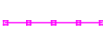



Sheet 26 of 41
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical



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-L- STA. 595+00 SEE SHEET 26

-L- STA. 619+00 SEE SHEET 28









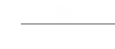



Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout



Sheet 27 of 41
PROJECT NO. 46267-1-17-37

LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
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-L- STA. 619+00 SEE SHEET 27

-L- STA. 643+00 SEE SHEET 29








Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout








Sheet 28 of 41
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical



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L- STA. 643+00 SEE SHEET 28

L- STA. 667+00 SEE SHEET 30








Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout








Sheet 29 of 41
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical



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-L- STA. 667+00 SEE SHEET 29

-L- STA. 691+00 SEE SHEET 31








Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout








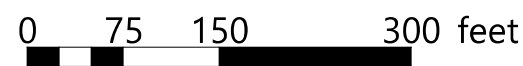
Sheet 30 of 41
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical

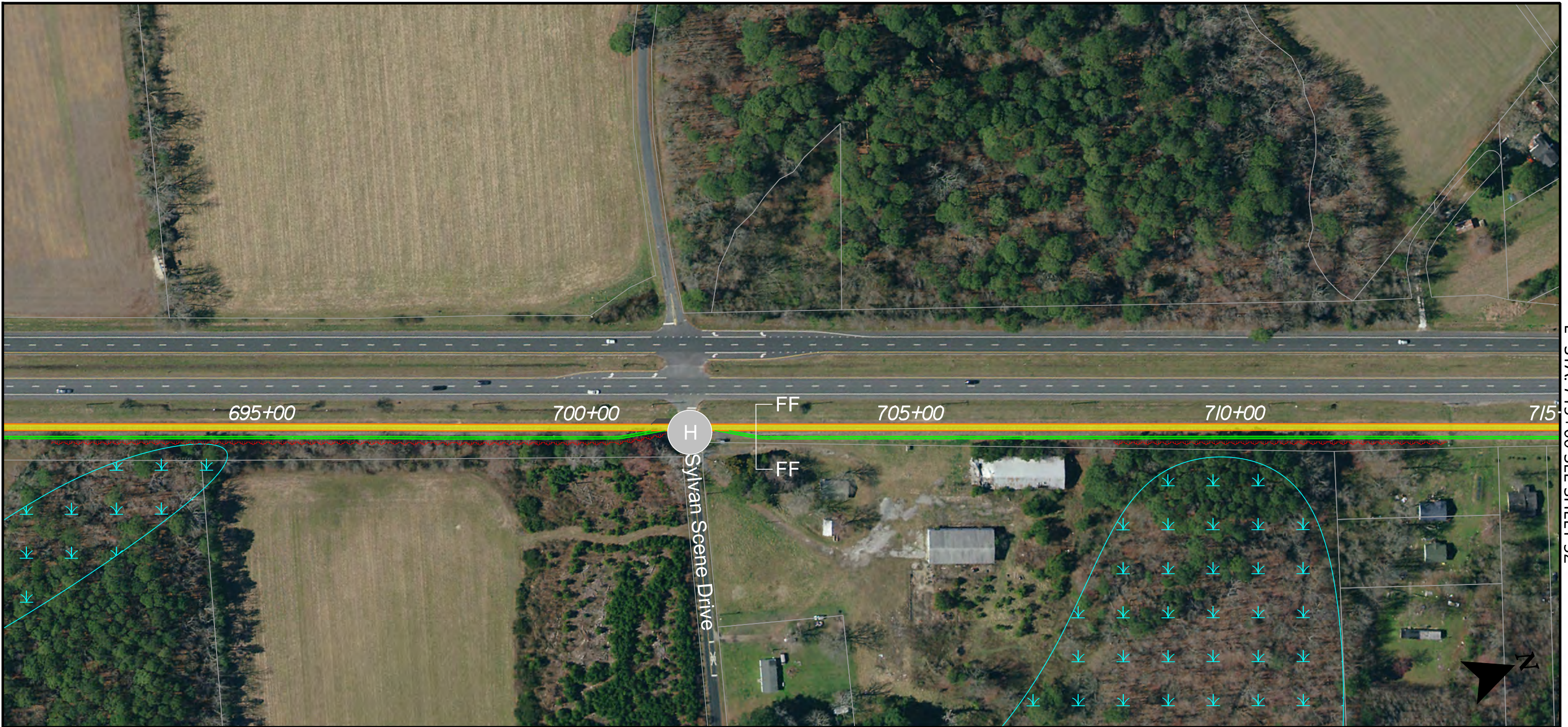


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-L- STA. 691+00 SEE SHEET 30

-L- STA. 715+00 SEE SHEET 32








Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout








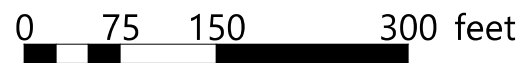
Sheet 31 of 41
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical



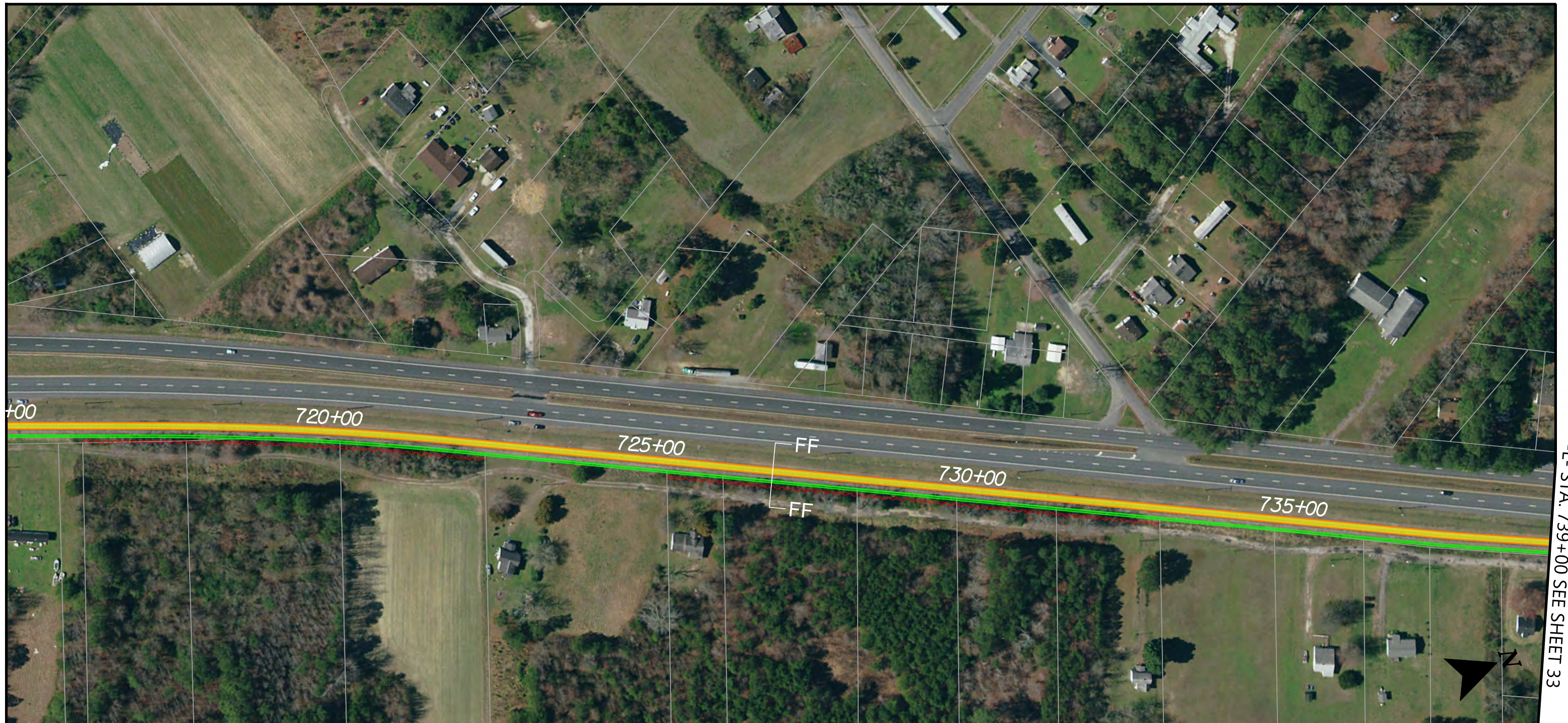
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-L- STA. 715+00 SEE SHEET 31

-L- STA. 739+00 SEE SHEET 33








Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout








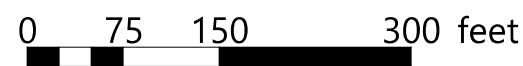
Sheet 32 of 41
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
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-  Fence Barrier
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-L- STA. 739+00 SEE SHEET 32

-L- STA. 763+00 SEE SHEET 34








Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout








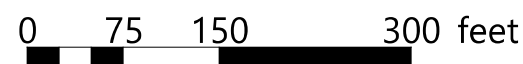
Sheet 33 of 41
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
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-L- STA. 763+00 SEE SHEET 33

-L- STA. 787+00 SEE SHEET 35








Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout








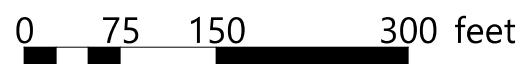
Sheet 34 of 41
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
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-L- STA. 787+00 SEE SHEET 34

-L- STA. 811+00 SEE SHEET 36








Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout








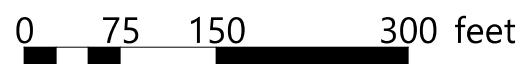
Sheet 35 of 41
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
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-L- STA. 811+00 SEE SHEET 35

-L- STA. 835+00 SEE SHEET 37








Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout








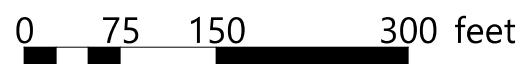
Sheet 36 of 41
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
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-L- STA. 835+00 SEE SHEET 36

-L- STA. 859+00 SEE SHEET 38








Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout








Sheet 37 of 41
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical



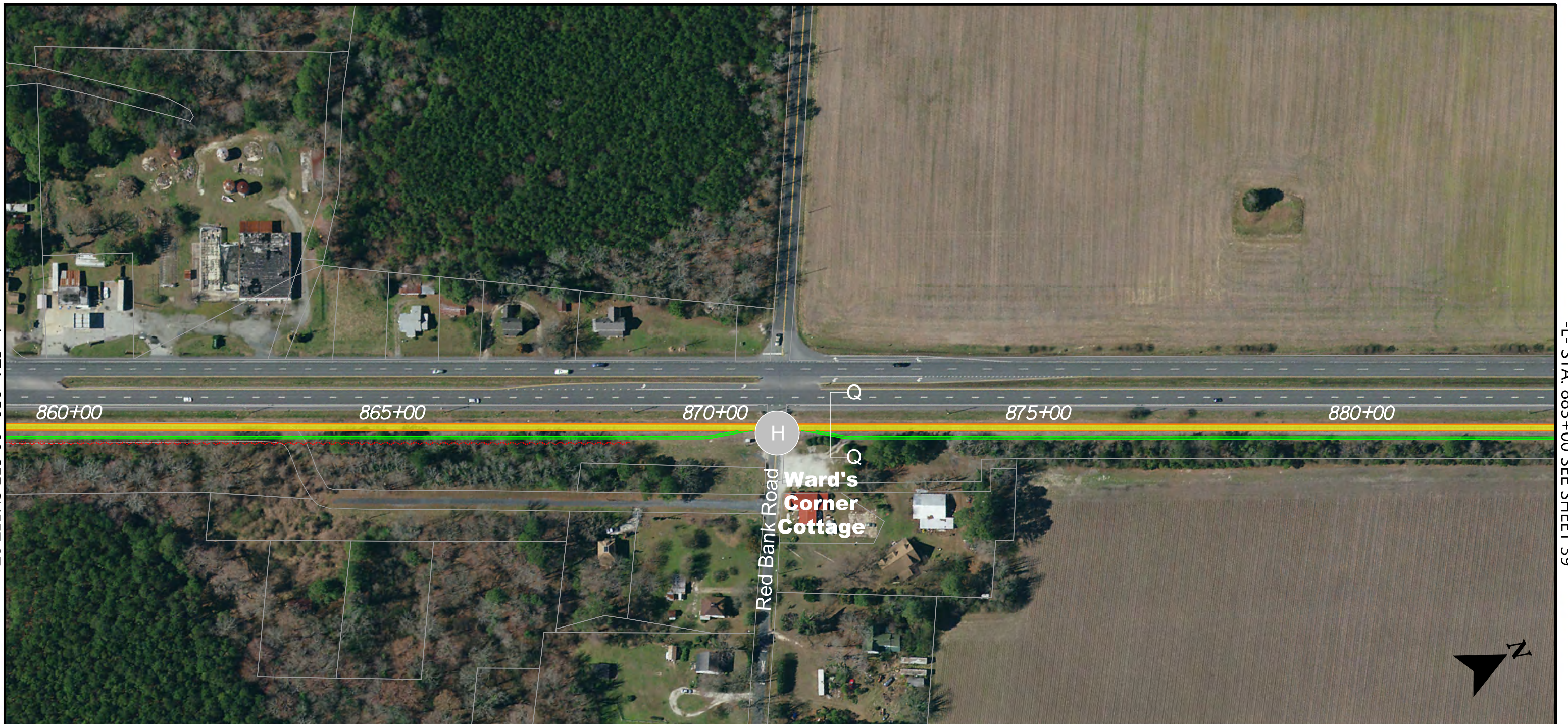
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-L- STA. 859+00 SEE SHEET 37

-L- STA. 883+00 SEE SHEET 39













Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout

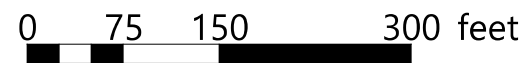


Sheet 38 of 41
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature
-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical



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-L- STA. 883+00 SEE SHEET 38

-L- STA. 907+00 SEE SHEET 40








Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout








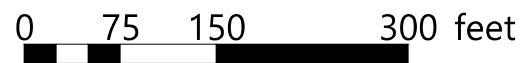
Sheet 39 of 41
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
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-L- STA. 907+00 SEE SHEET 39

-L- STA. 931+00 SEE SHEET 41








Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout








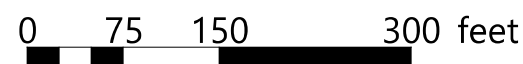
Sheet 40 of 41
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical

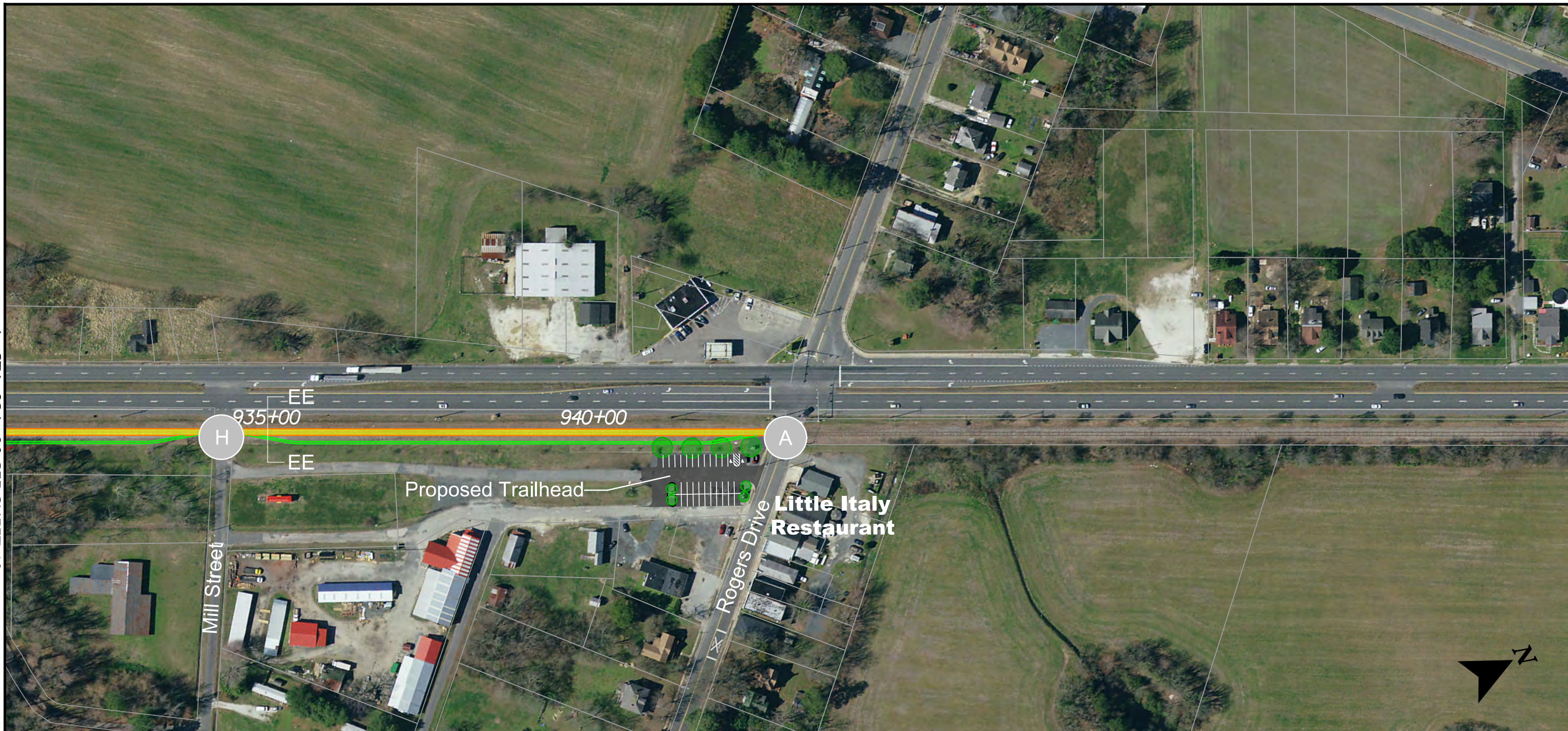


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-L- STA. 931+00 SEE SHEET 40








Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout








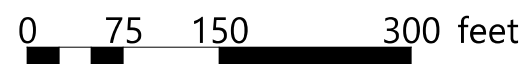
Sheet 41 of 41
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
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Segment 2 – Nassawadox to Eastern Shore Community College

Route Summary

This segment runs primarily adjacent to Route 13 for approximately 12.5 miles from Nassawadox to the Eastern Shore Community College. The segment connects through the Town of Exmore as well as Painter and Keller.

Segment Opportunities

Destinations along this corridor include numerous destinations in the Town of Exmore as well as the Blue Crow Antique Mall and the Eastern Shore Community College. With additional off-rail improvements, this segment could connect to multiple destinations along the shore including Willis Wharf Road Marina, Quiby Marina, and Wachapreague Marina. Trailhead opportunities along this segment include a new trailhead in Painter and a connection to the existing Town of Exmore park. The area adjacent to the railroad corridor may provide space for an event center within Exmore.



Fast Facts



12.5 Miles



1 Trailhead



\$6.6 Million

+\$1M for Alternative
Soft Surface Path

+\$4.1M for Rail Removal

Segment Constraints

Although many destinations in this segment are adjacent to the railroad corridor, three popular destinations are on the Eastern Shore's coast ranging from 1.5 to 5 miles away from the rail corridor. While connections of this length may not be practical for pedestrians, consideration should be given to providing bicycle accommodations along the existing roadways to these destinations. The roadways are primarily high-speed roadways with low traffic volumes.

Closer Look

Connecting through the Town of Exmore provides opportunity for off-rail connections to provide ped/bike connectivity throughout Exmore. Opportunities may include pedestrian signal upgrades at the existing signalized intersections on Route 13 as well as pedestrian and bicycle accommodations on Oakland Drive, Cathey Avenue, Main Street, or Occohannock Neck Road between the rail corridor and Route 13.



L- STA. 955+00 SEE SHEET 2

Eastern Shore Rail to Trail Study: Nassawadox to ESCC Alignment Layout



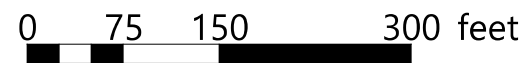
Sheet 1 of 29
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- B Cross Section Typical



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-L- STA. 955+00 SEE SHEET 1

-L- STA. 979+00 SEE SHEET 3








Eastern Shore Rail to Trail Study: Nassawadox to ESCC Alignment Layout




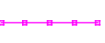



Sheet 2 of 29
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical



NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
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-L- STA. 979+00 SEE SHEET 2

-L- STA. 1003+00 SEE SHEET 4








Eastern Shore Rail to Trail Study: Nassawadox to ESCC Alignment Layout








Sheet 3 of 29
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical



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-L- STA. 1003+00 SEE SHEET 3

-L- STA. 1027+00 SEE SHEET 5








Eastern Shore Rail to Trail Study: Nassawadox to ESCC Alignment Layout








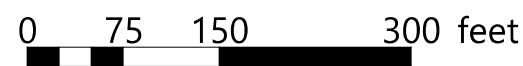
Sheet 4 of 29
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical



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-L- STA. 1027+00 SEE SHEET 4

-L- STA. 1051+00 SEE SHEET 6








Eastern Shore Rail to Trail Study: Nassawadox to ESCC Alignment Layout








Sheet 5 of 29
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical



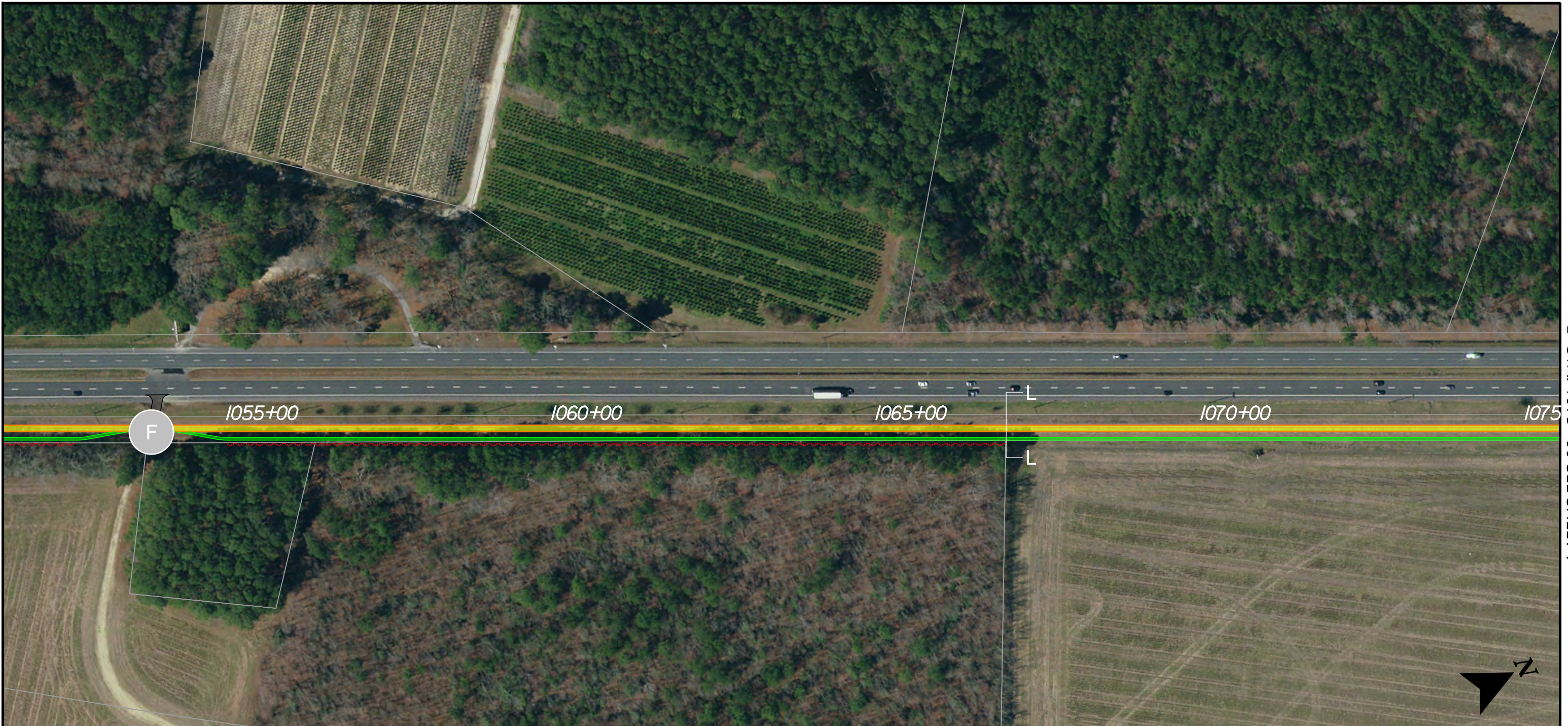
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-L- STA. 1051+00 SEE SHEET 5

-L- STA. 1075+00 SEE SHEET 7








Eastern Shore Rail to Trail Study: Nassawadox to ESCC Alignment Layout








Sheet 6 of 29
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical



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L- STA. 1075+00 SEE SHEET 6

L- STA. 1099+00 SEE SHEET 8








Eastern Shore Rail to Trail Study: Nassawadox to ESCC Alignment Layout








Sheet 7 of 29
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical



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-L- STA. 1099+00 SEE SHEET 7

-L- STA. 1123+00 SEE SHEET 9








Eastern Shore Rail to Trail Study: Nassawadox to ESCC Alignment Layout




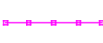



Sheet 8 of 29
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical



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-L- STA. 1123+00 SEE SHEET 8

-L- STA. 1147+00 SEE SHEET 10








Eastern Shore Rail to Trail Study: Nassawadox to ESCC Alignment Layout








Sheet 9 of 29
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical



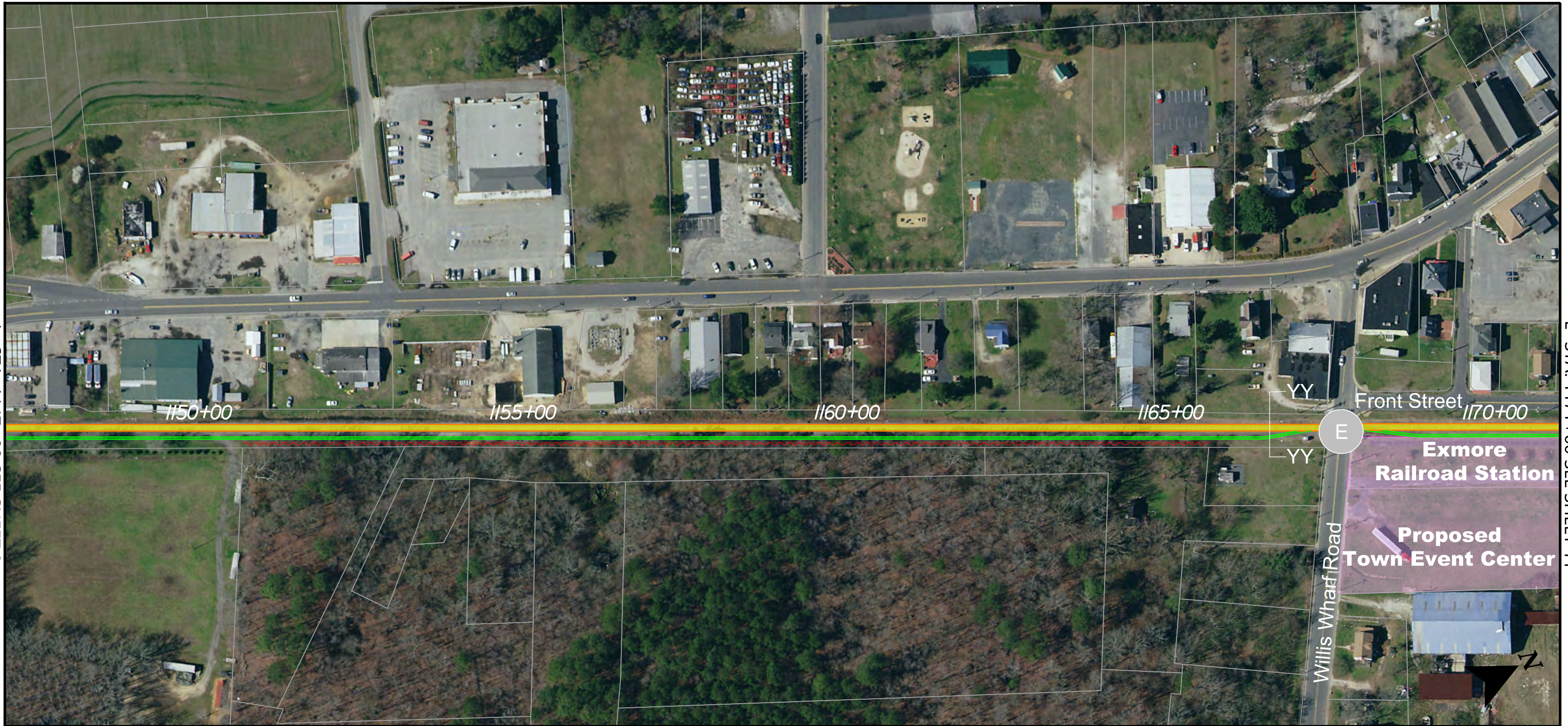
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-L- STA. 1147+00 SEE SHEET 9

-L- STA. 1171+00 SEE SHEET 11








Eastern Shore Rail to Trail Study: Nassawadox to ESCC Alignment Layout




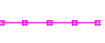



Sheet 10 of 29
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical



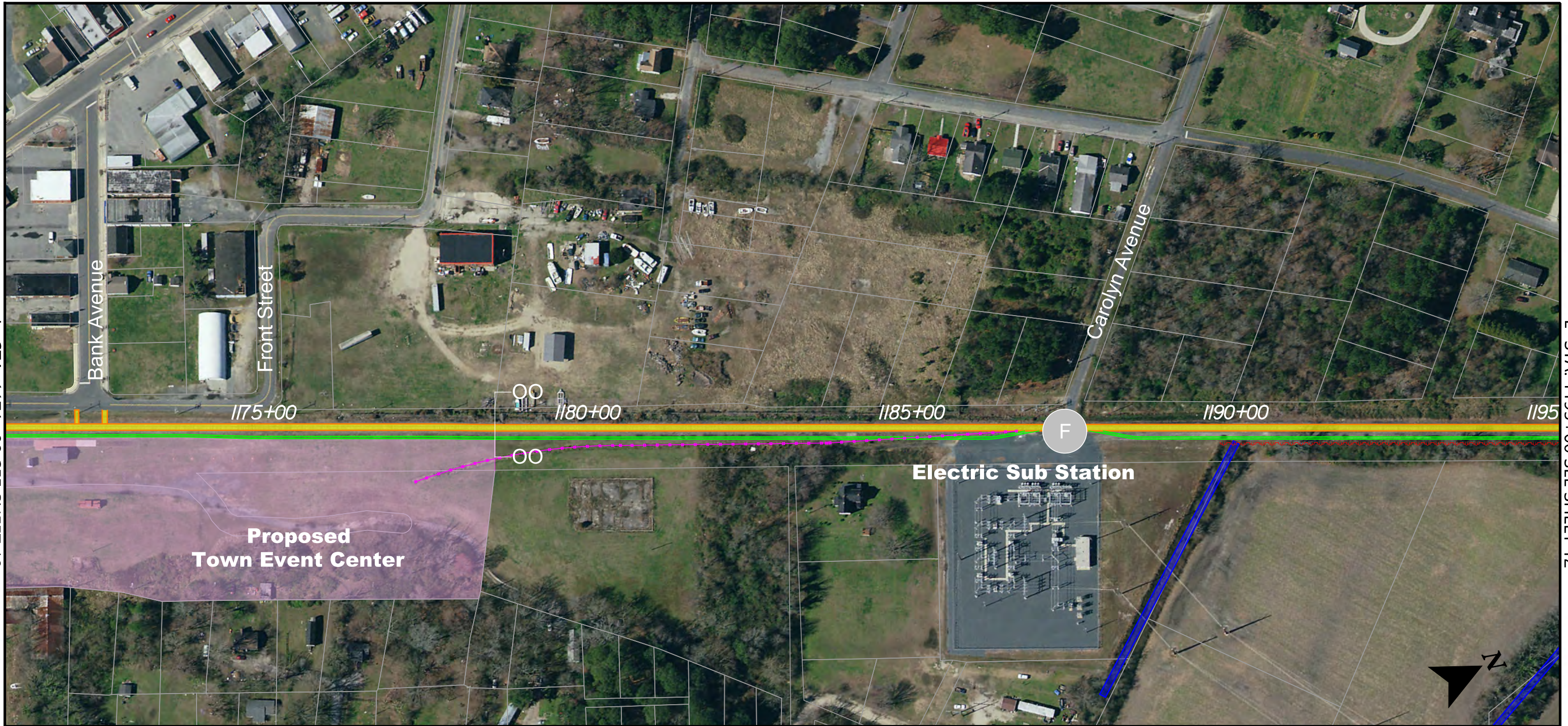
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-L- STA. 1171+00 SEE SHEET 10

-L- STA. 1195+00 SEE SHEET 12



Eastern Shore Rail to Trail Study: Nassawadox to ESCC Alignment Layout



Sheet 11 of 29
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical



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-L- STA. 1195+00 SEE SHEET 11

-L- STA. 1219+00 SEE SHEET 13







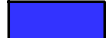
Eastern Shore Rail to Trail Study: Nassawadox to ESCC Alignment Layout








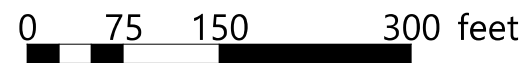
Sheet 12 of 29
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
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-L- STA. 1219+00 SEE SHEET 12

-L- STA. 1243+00 SEE SHEET 14








Eastern Shore Rail to Trail Study: Nassawadox to ESCC Alignment Layout








Sheet 13 of 29
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical



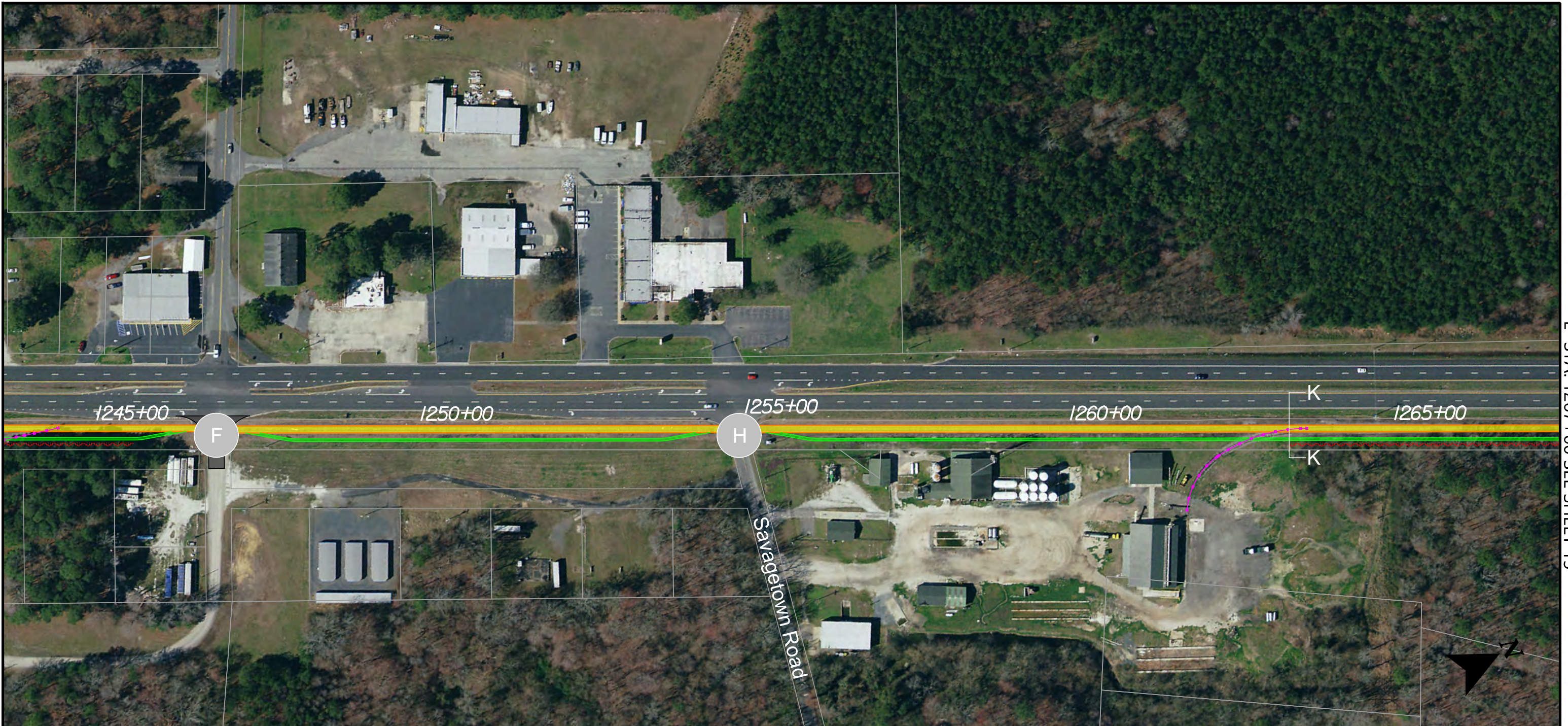
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-L- STA. 1243+00 SEE SHEET 13

-L- STA. 1267+00 SEE SHEET 15








Eastern Shore Rail to Trail Study: Nassawadox to ESCC Alignment Layout








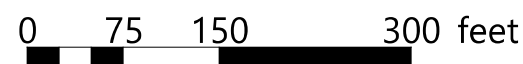
Sheet 14 of 29
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
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-L- STA. 1267+00 SEE SHEET 14

-L- STA. 1291+00 SEE SHEET 16








Eastern Shore Rail to Trail Study: Nassawadox to ESCC Alignment Layout








Sheet 15 of 29
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
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-L- STA. 1291+00 SEE SHEET 15

-L- STA. 1315+00 SEE SHEET 17








Eastern Shore Rail to Trail Study: Nassawadox to ESCC Alignment Layout


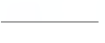

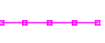



Sheet 16 of 29
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical



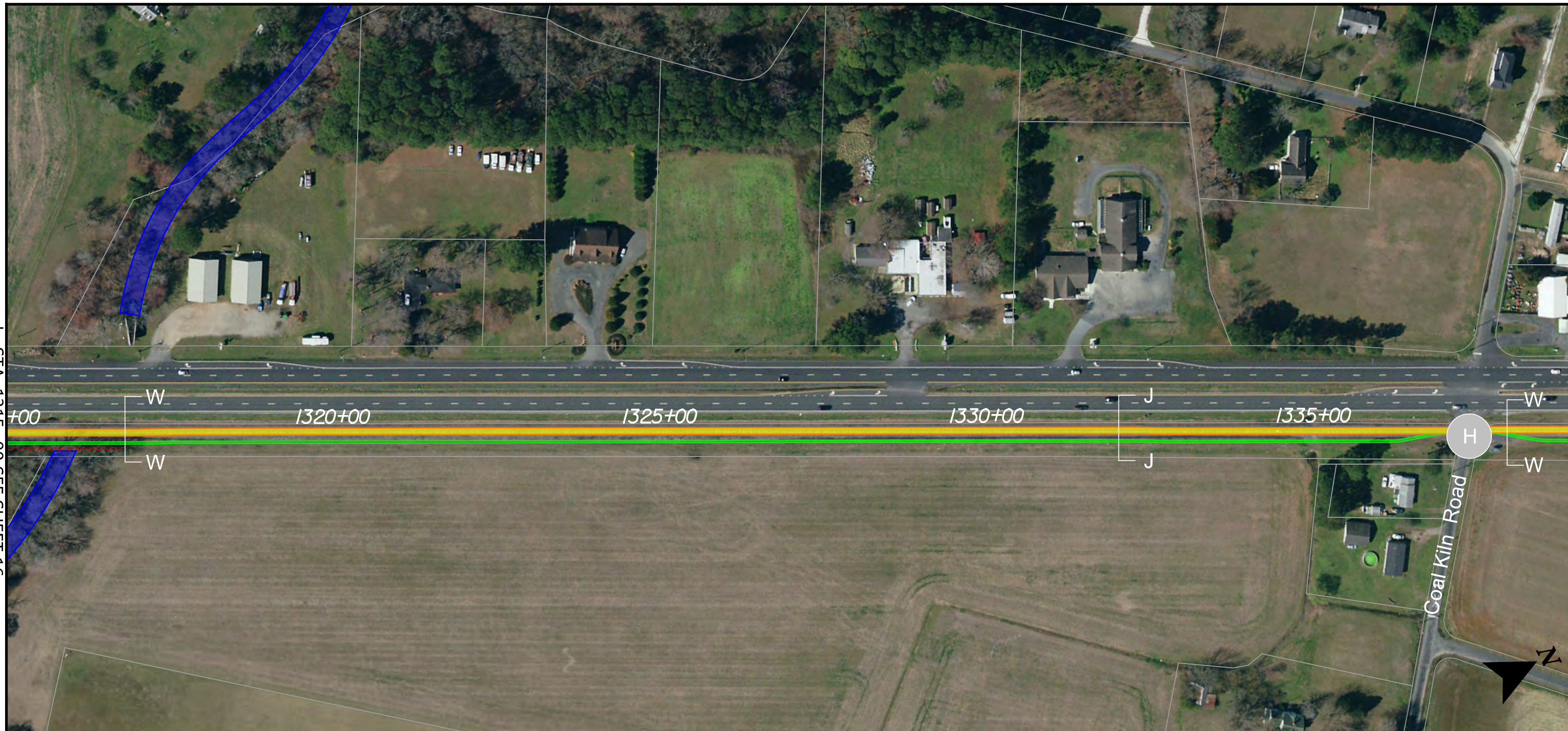
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-L- STA. 1315+00 SEE SHEET 16

-L- STA. 1339+00 SEE SHEET 18








Eastern Shore Rail to Trail Study: Nassawadox to ESCC Alignment Layout








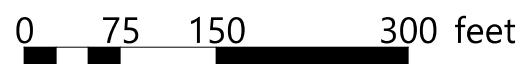
Sheet 17 of 29
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
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-L- STA. 1339+00 SEE SHEET 17

-L- STA. 1363+00 SEE SHEET 19








Eastern Shore Rail to Trail Study: Nassawadox to ESCC Alignment Layout








Sheet 18 of 29
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

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-  Parcel Boundary
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-L- STA. 1363+00 SEE SHEET 18

-L- STA. 1387+00 SEE SHEET 20








Eastern Shore Rail to Trail Study: Nassawadox to ESCC Alignment Layout








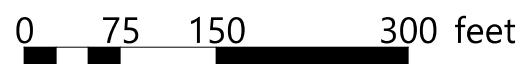
Sheet 19 of 29
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical

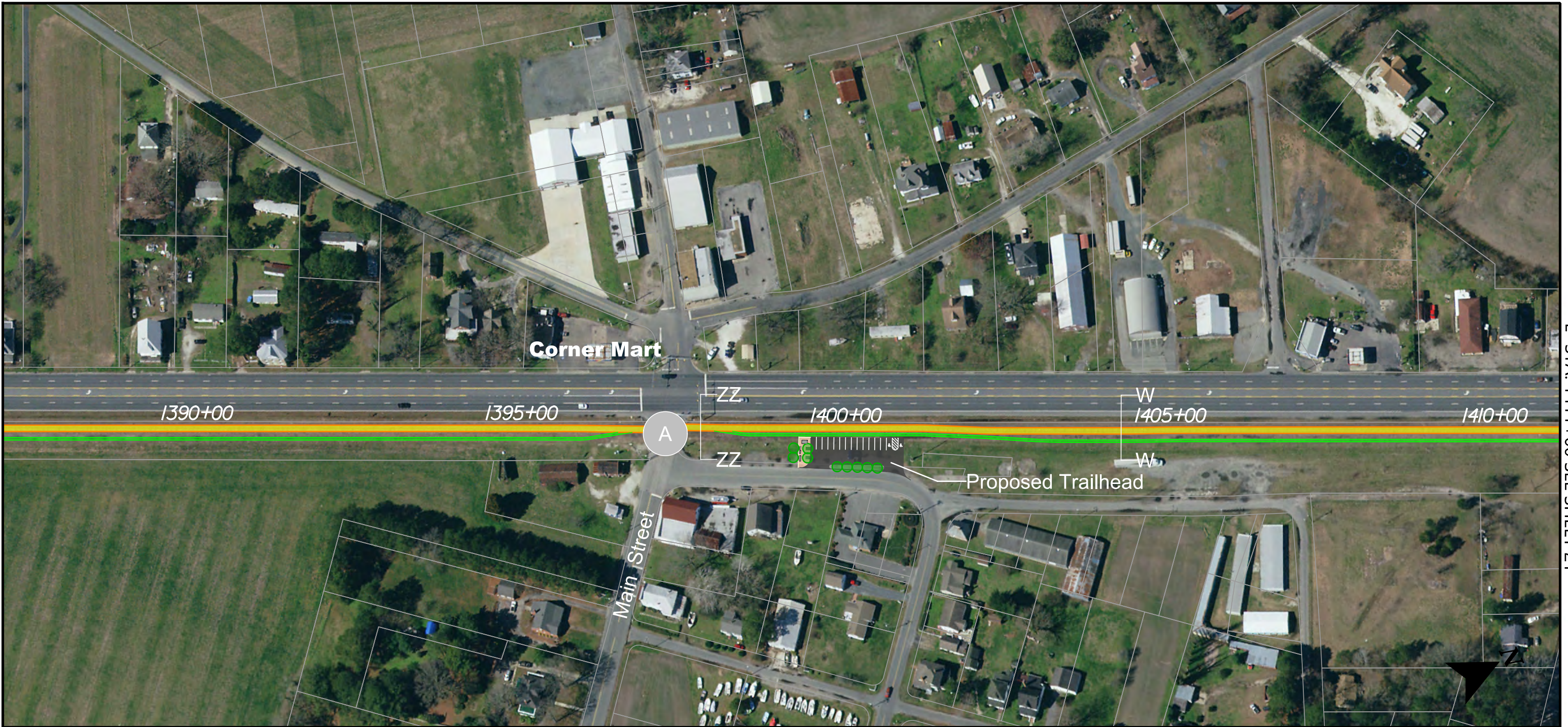


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-L- STA. 1387+00 SEE SHEET 19

-L- STA. 1411+00 SEE SHEET 21













Eastern Shore Rail to Trail Study: Nassawadox to ESCC Alignment Layout



Sheet 20 of 29
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature
-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
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-L- STA. 1411+00 SEE SHEET 20

-L- STA. 1435+00 SEE SHEET 22













Eastern Shore Rail to Trail Study: Nassawadox to ESCC Alignment Layout

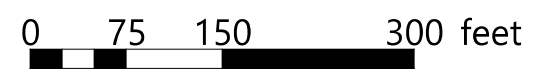


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PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature
-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical



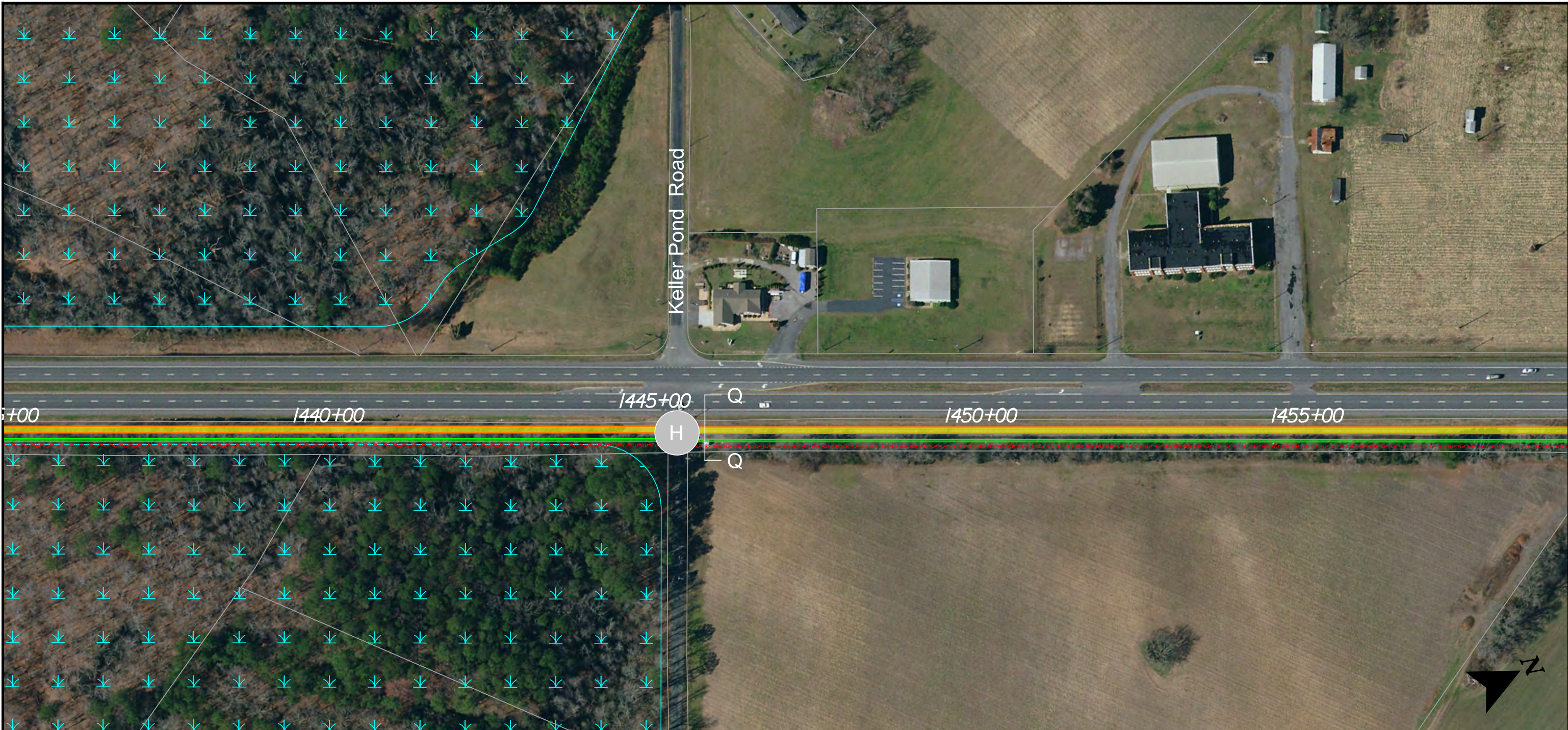
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-L- STA. 1435+00 SEE SHEET 21

-L- STA. 1459+00 SEE SHEET 23








Eastern Shore Rail to Trail Study: Nassawadox to ESCC Alignment Layout








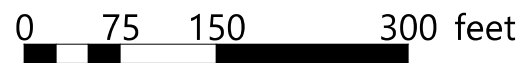
Sheet 22 of 29
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical



NOTES

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-L- STA. 1459+00 SEE SHEET 22

-L- STA. 1483+00 SEE SHEET 24








Eastern Shore Rail to Trail Study: Nassawadox to ESCC Alignment Layout








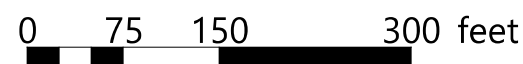
Sheet 23 of 29
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

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-  Parcel Boundary
-  Fence Barrier
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-L- STA. 1483+00 SEE SHEET 23

-L- STA. 1507+00 SEE SHEET 25








Eastern Shore Rail to Trail Study: Nassawadox to ESCC Alignment Layout




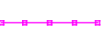



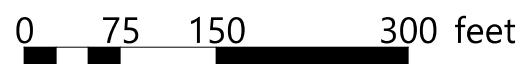
Sheet 24 of 29
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical



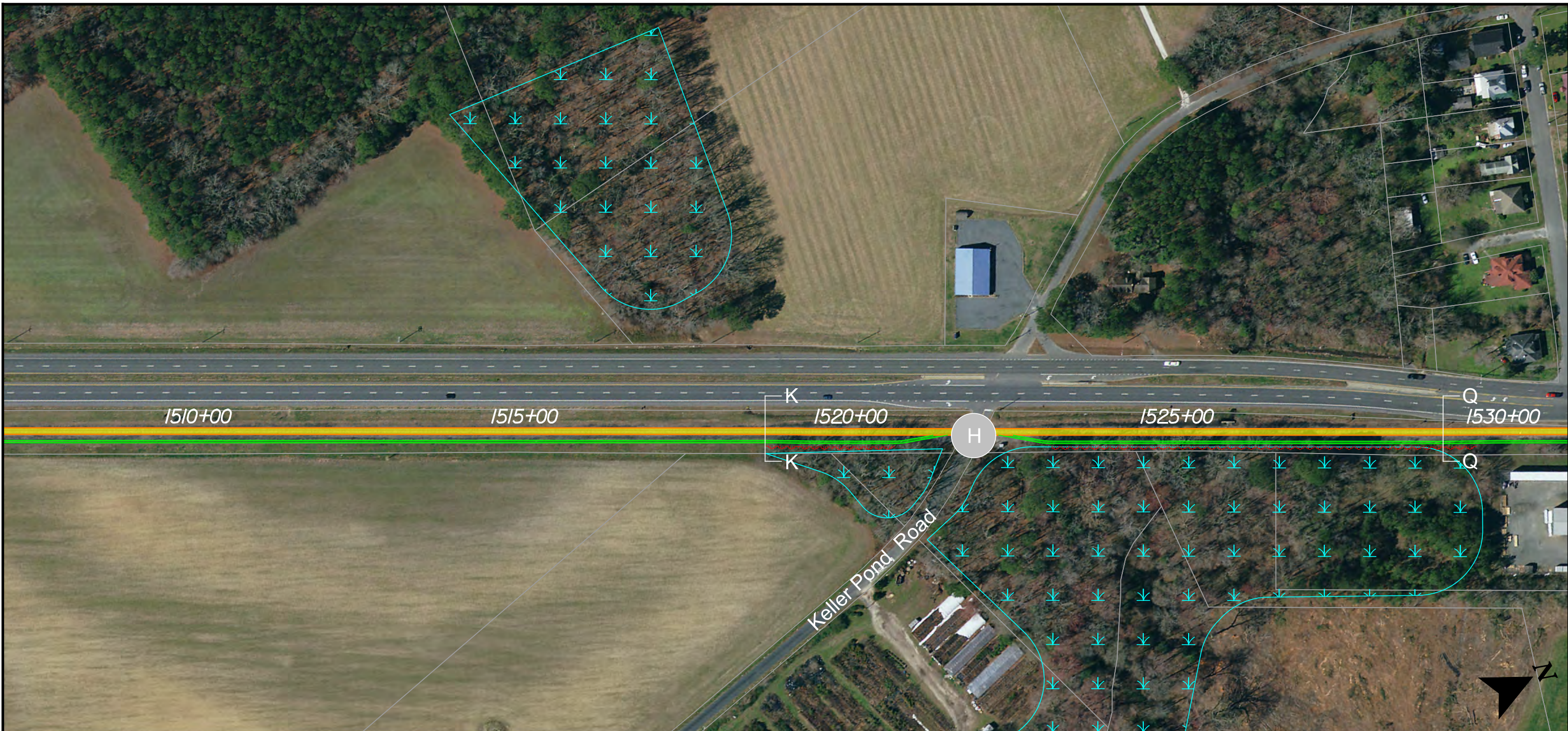
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-L- STA. 1507+00 SEE SHEET 24

-L- STA. 1531+00 SEE SHEET 26








Eastern Shore Rail to Trail Study: Nassawadox to ESCC Alignment Layout








Sheet 25 of 29
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical



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-L- STA. 1531+00 SEE SHEET 25

-L- STA. 1555+00 SEE SHEET 27








Eastern Shore Rail to Trail Study: Nassawadox to ESCC Alignment Layout








Sheet 26 of 29
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical



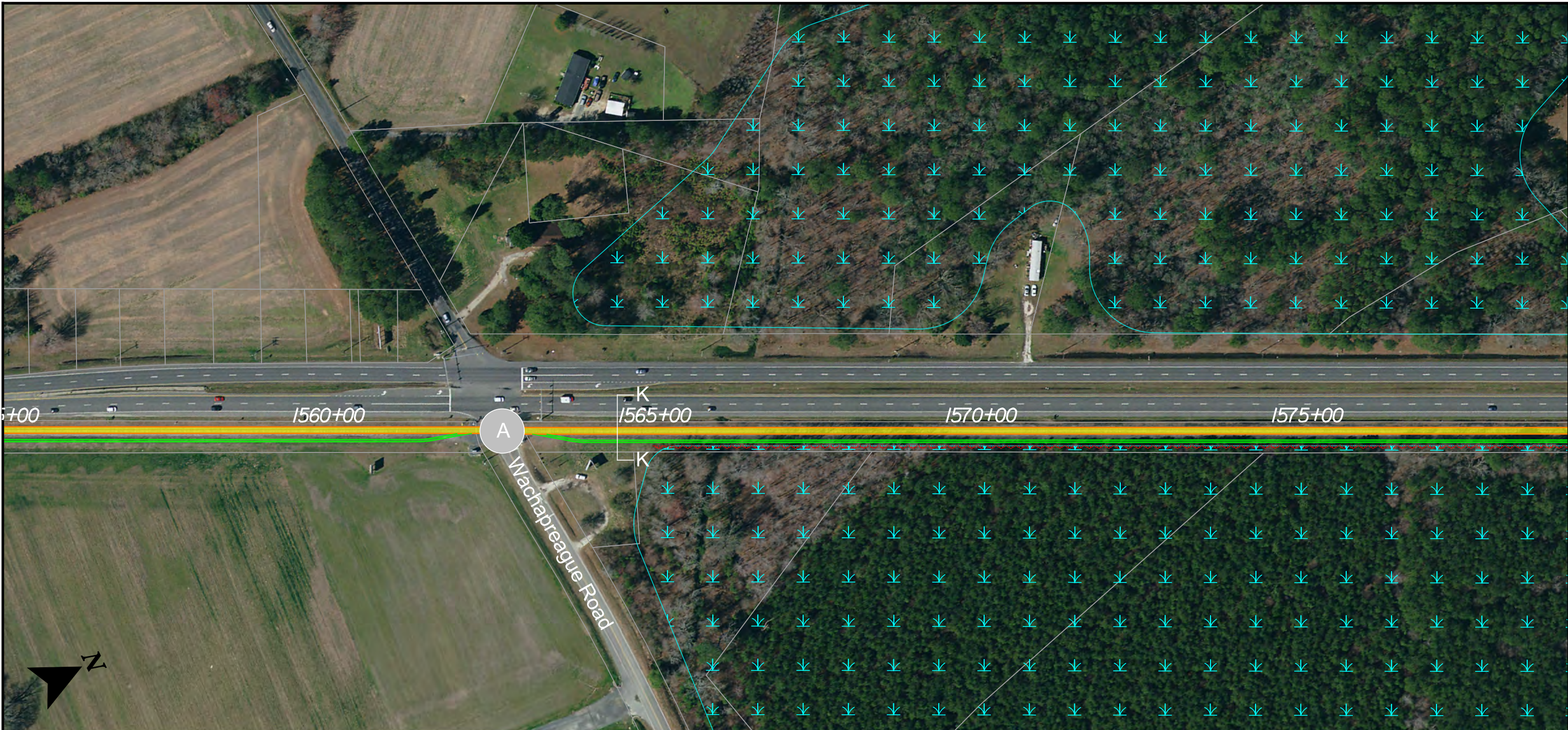
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-L- STA. 1555+00 SEE SHEET 26

-L- STA. 1579+00 SEE SHEET 28








Eastern Shore Rail to Trail Study: Nassawadox to ESCC Alignment Layout








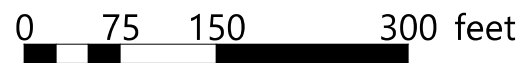
Sheet 27 of 29
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical



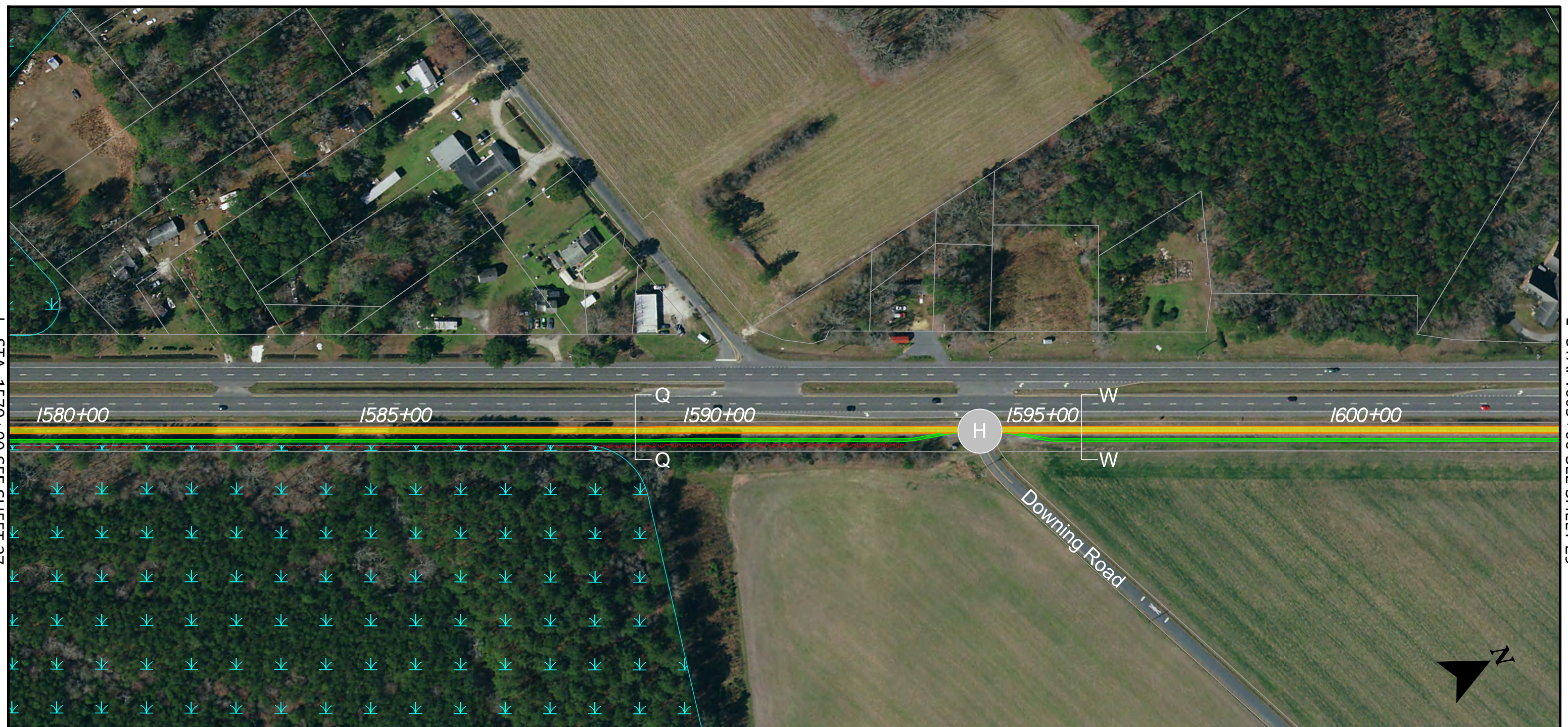
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-L- STA. 1579+00 SEE SHEET 27

-L- STA. 1603+00 SEE SHEET 29



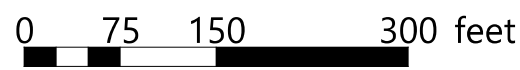
Eastern Shore Rail to Trail Study: Nassawadox to ESCC Alignment Layout



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- B Cross Section Typical



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PROJECT NO. 46267-1-17-37

-L- STA. 1603+00 SEE SHEET 28








Eastern Shore Rail to Trail Study: Nassawadox to ESCC Alignment Layout








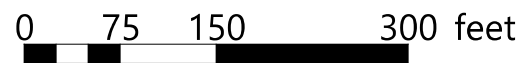
Sheet 29 of 29
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
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Segment 3 – Eastern Shore Community College to Onley

Route Summary

This segment runs approximately 4.7 miles from the Eastern Shore Community College to downtown Onley and connects through Melfa. South of Onley this segment runs parallel and adjacent to Route 13. North of Onley, the shared use path is separated from Route 13.

Segment Opportunities

This 4-mile segment includes numerous destinations such as Melfa Town park, Nandua High School, Eastern Shore of Virginia YMCA, the Onley Farmers Market, and multiple restaurants and retail stores within the Town of Onley. This segment connects to the designated walking path in Melfa. The Town of Onley presents an opportunity for a trailhead location within the rail right of way south of Main Street.

Segment Constraints

The northbound approach at Phillips Drive has been previously identified as a potential location for installation of a right-turn lane. The final design must coordinate with VDOT to not impede the inclusion of a future right-turn lane at this location.



Fast Facts



4.7 Miles



1 Trailhead



\$2.5 Million

+ \$800k for Alternative Soft Surface Path
+ \$1.5M for Rail Removal

Closer Look

The Town of Onley provides opportunity for off-rail connections to provide ped/bike connectivity to various retail centers along Route 13. Opportunities may include pedestrian signal upgrades at the existing signalized intersections on Route 13 as well as pedestrian and bicycle accommodations on Coastal Boulevard and Main Street / Market Street. Continuing accommodations along Market Street to the west of Route 13 could provide a multimodal connection to Onancock.





-L- STA. 1627+00 SEE SHEET 2

Eastern Shore Rail to Trail Study: ESCC to Town of Onley Alignment Layout



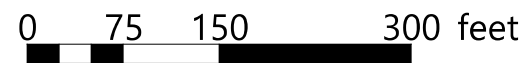
Sheet 1 of 11
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
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-L- STA. 1627+00 SEE SHEET 1

-L- STA. 1651+00 SEE SHEET 3








Eastern Shore Rail to Trail Study: ESCC to Town of Onley Alignment Layout








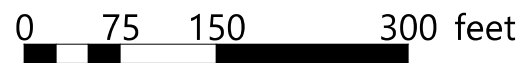
Sheet 2 of 11
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical



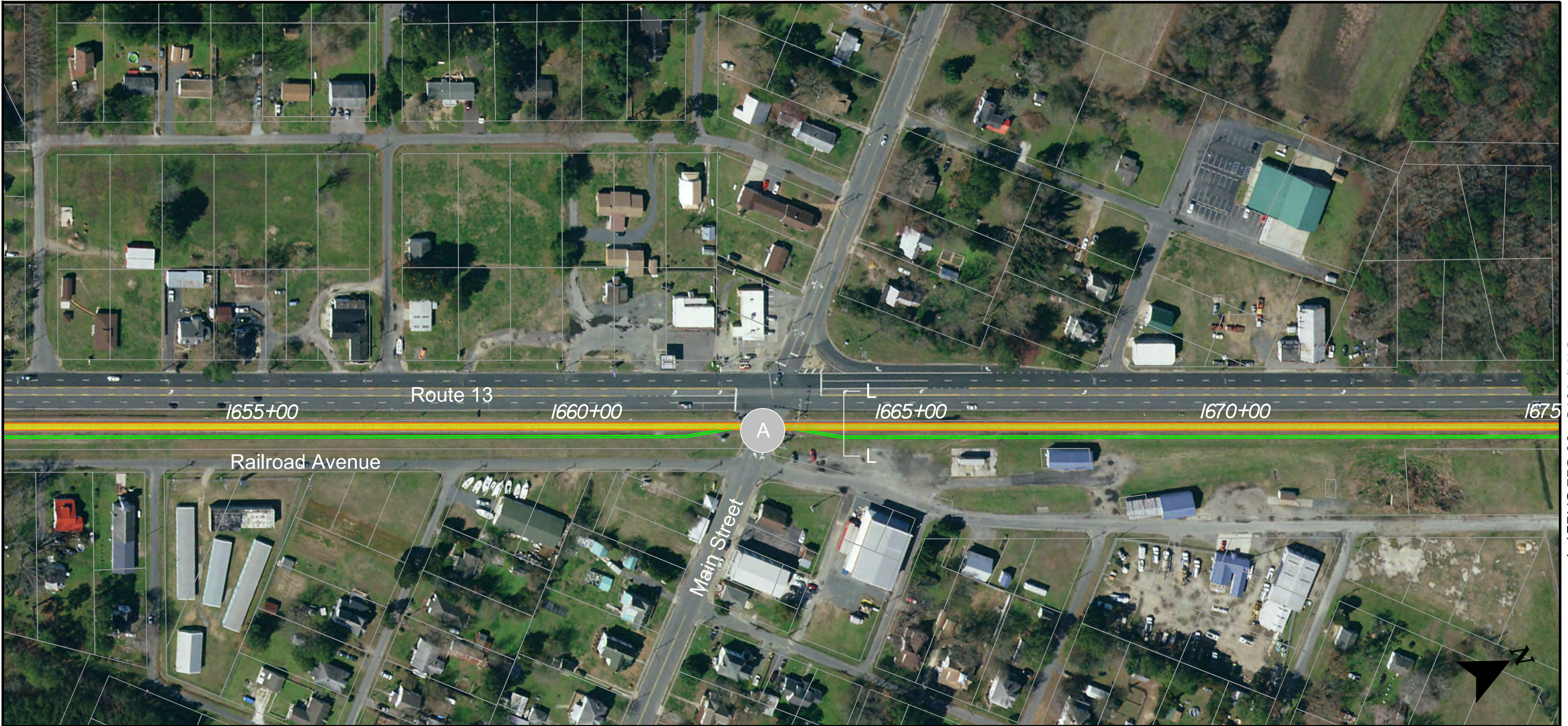
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-L- STA. 1651+00 SEE SHEET 2

-L- STA. 1675+00 SEE SHEET 4








Eastern Shore Rail to Trail Study: ESCC to Town of Onley Alignment Layout








Sheet 3 of 11
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
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-L- STA. 1675+00 SEE SHEET 3

-L- STA. 1699+00 SEE SHEET 5








Eastern Shore Rail to Trail Study: ESCC to Town of Onley Alignment Layout








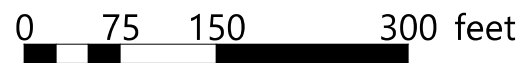
Sheet 4 of 11
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
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-L- STA. 1699+00 SEE SHEET 4

-L- STA. 1723+00 SEE SHEET 6








Eastern Shore Rail to Trail Study: ESCC to Town of Onley Alignment Layout








Sheet 5 of 11
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
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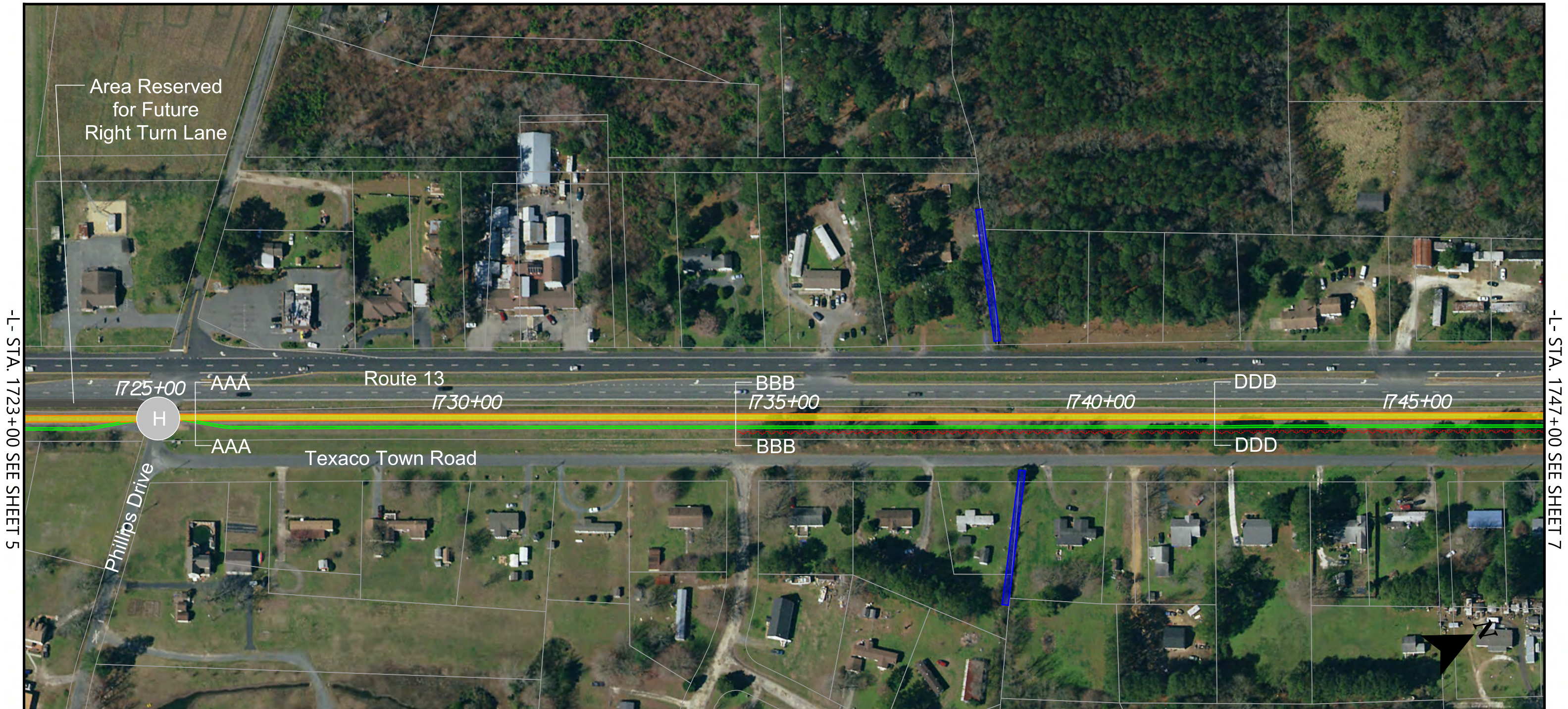
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-L- STA. 1723+00 SEE SHEET 5

-L- STA. 1747+00 SEE SHEET 7

Eastern Shore Rail to Trail Study: ESCC to Town of Onley Alignment Layout

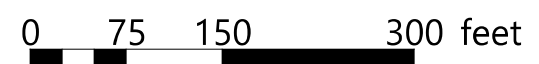


Sheet 6 of 11
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature
- Tree Trimming/ Removal
- Parcel Boundary
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-L- STA. 1747+00 SEE SHEET 6

-L- STA. 1771+00 SEE SHEET 8








Eastern Shore Rail to Trail Study: ESCC to Town of Onley Alignment Layout








Sheet 7 of 11
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

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-L- STA. 1771+00 SEE SHEET 7

-L- STA. 1795+00 SEE SHEET 9








Eastern Shore Rail to Trail Study: ESCC to Town of Onley Alignment Layout








Sheet 8 of 11
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical



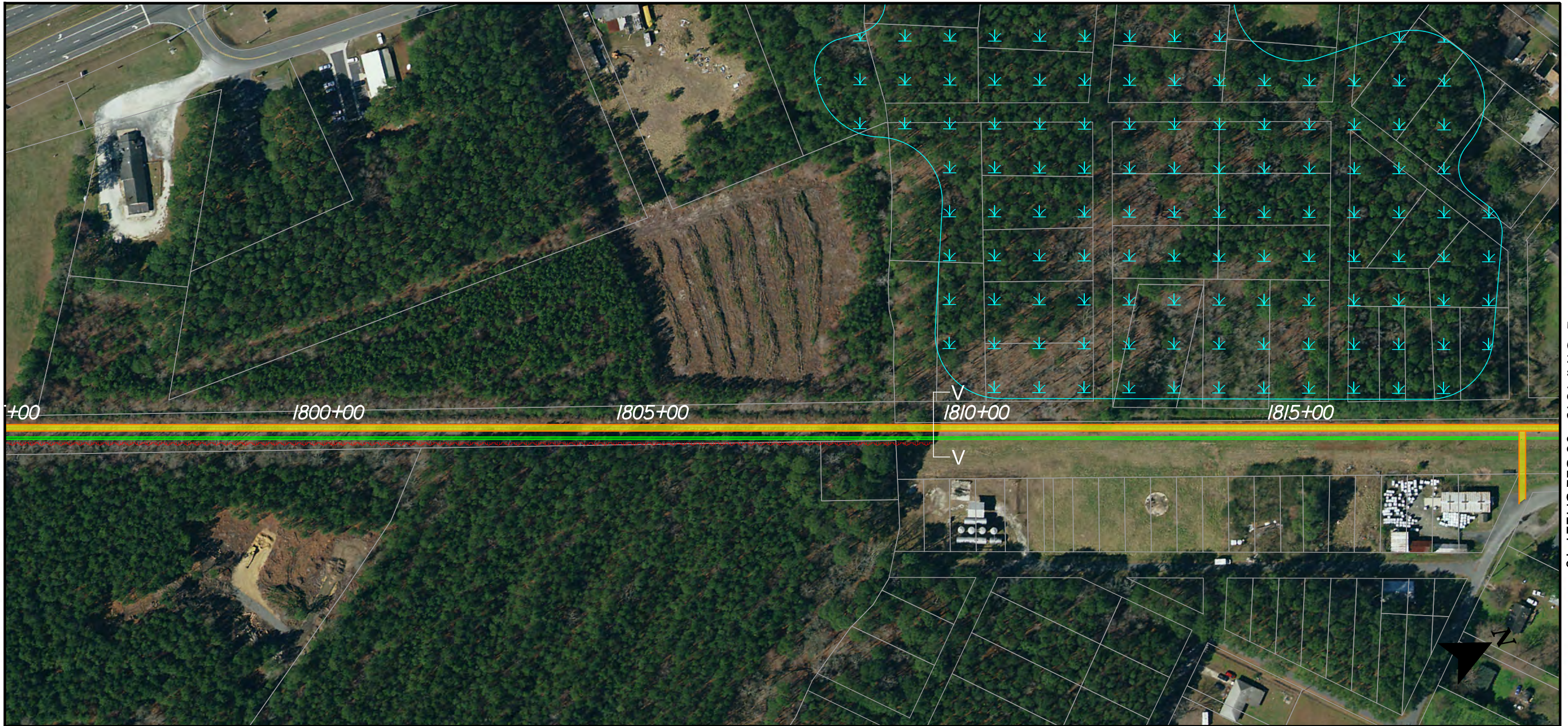
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-L- STA. 1795+00 SEE SHEET 8

-L- STA. 1819+00 SEE SHEET 10








Eastern Shore Rail to Trail Study: ESCC to Town of Onley Alignment Layout








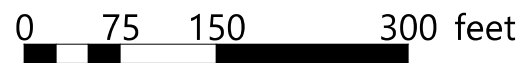
Sheet 9 of 11
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical



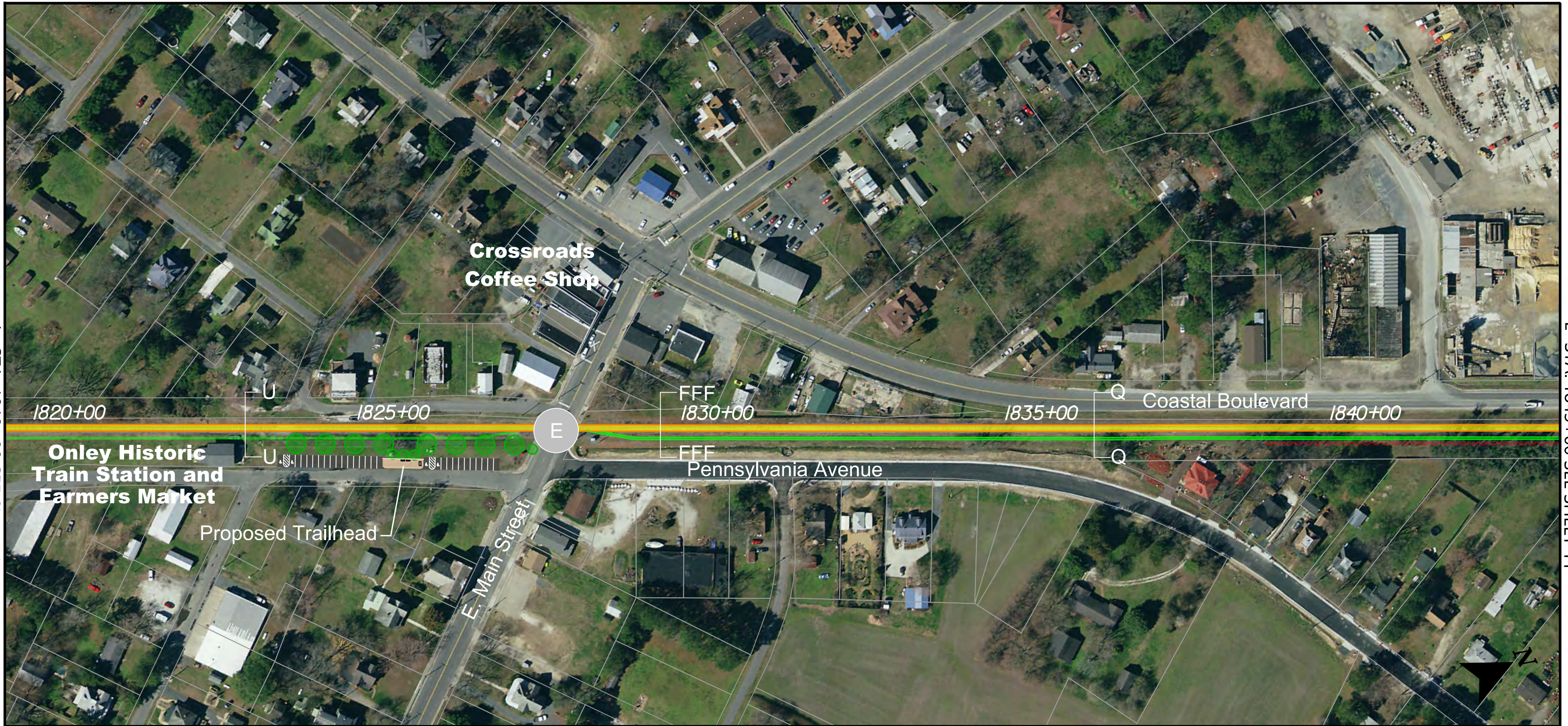
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-L- STA. 1819+00 SEE SHEET 9

-L- STA. 1843+00 SEE SHEET 11








Eastern Shore Rail to Trail Study: ESCC to Town of Onley Alignment Layout








Sheet 10 of 11
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical



NOTES

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-L- STA. 1843+00 SEE SHEET 10

-L- STA. 1867+00 SEE SHEET 80








Eastern Shore Rail to Trail Study: ESCC to Town of Onley Alignment Layout








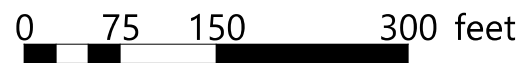
Sheet 11 of 11
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
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Segment 4 – Onley to Taylor Street south of Hallwood

Route Summary

This segment runs approximately 14 miles from the Town of Onley to approximately 0.6 miles south of the Town of Hallwood and includes the Towns of Parksley and Bloxom. The shared use path deviates from Route 13 north of Onley but follows the path of Route 316 Route 779.

Segment Opportunities

Parksley provides opportunity to serve as the primary trailhead for this location. Much of the infrastructure of a trailhead already exists in Parksley's downtown area, and more infrastructure is envisioned in Parksley's Downtown Revitalization Plan. Connection opportunities along this segment include a regional library and heritage center currently under construction in Parksley. Additional off-rail improvements may provide connection to downtown Accomac to the east.

Segment Constraints

This segment stops just shy of Hallwood and terminates at a dead-end point approximately 0.6 miles south of Hallwood. The railroad corridor still serves as an active rail line north of the termination point and through Hallwood and does not allow the rail to trail conversion to continue into Hallwood. Connection to Hallwood would provide a more logical termini for the shared use path but requires construction adjacent to the active rail line for approximately 0.6 miles. Rails with trails are not uncommon throughout the United States but present a different set of constraints than the rail to trail conversion process.

Parts of this segment, primarily in the northern section, have a large grade difference between the existing railbed and the adjacent roadway. The steep slope caused by this grade difference may require a physical barrier or fences in some locations to protect the shared use path users. Careful consideration must be given to the final design in such areas.

Fast Facts



13.5 Miles



2 Trailheads



\$7.4 Million

+ \$1.2M for Alternative
Soft Surface Path

+ \$4.5M for Rail Removal

Closer Look

The downtown area of Parksley is one of the main destinations along this corridor and the opportunities and desires outlined in Parksley's Downtown Revitalization Plan (2019) align with the benefits that the shared use path can provide this area. Although the rail to trail initiative for the former Bay Coast Railroad had not been established at the time of the revitalization plan, the plan identifies the railroad area and adjacent parcels as an important asset to the revitalization plan. Specifically, the parking area adjacent to the railroad corridor is envisioned as a revamped town square with a new entertainment area and upgraded utility posts to allow for food truck rodeos and other events. Designed alleyways lead from this area to the Eastern Shore Regional Library and Heritage center that is currently under construction. The revitalization plan also includes new sidewalk improvements within the railroad corridor as well as along Bennett Street. The proposed shared use path would serve the purpose of the planned sidewalks in the rail corridor and connect to the revitalized Parksley Town Square. The plan also calls for bike lanes to be added on Bennett street to promote a multimodal lifestyle. The shared use path allows bicyclists from outside of Parksley to connect to these new bike lanes and the downtown area of Parksley.



-L- STA. 1867+00 SEE SHEET 2






Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout




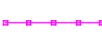



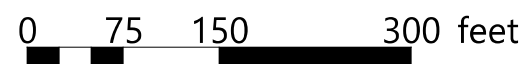
Sheet 1 of 31
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical



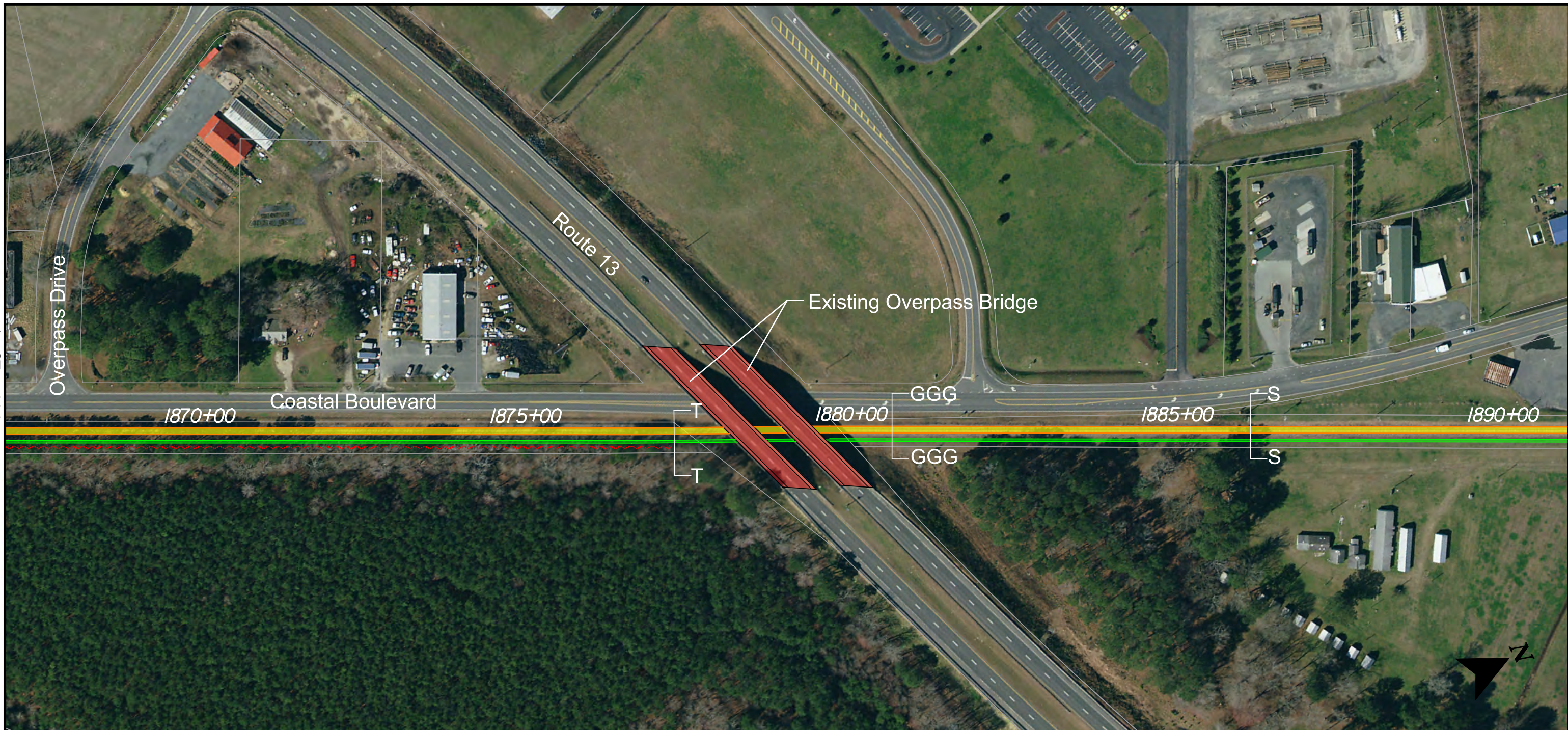
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-L- STA. 1867+00 SEE SHEET 1

-L- STA. 1891+00 SEE SHEET 3








Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout








Sheet 2 of 31
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical

0 75 150 300 feet

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-L- STA. 1891+00 SEE SHEET 2

-L- STA. 1915+00 SEE SHEET 4








Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout








Sheet 3 of 31
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
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-L- STA. 1915+00 SEE SHEET 3

-L- STA. 1939+00 SEE SHEET 5







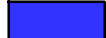
Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout








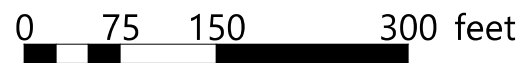
Sheet 4 of 31
PROJECT NO. 46267-1-17-37



LEGEND

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-  Wetlands
-  New Pavement
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-L- STA. 1939+00 SEE SHEET 4

-L- STA. 1963+00 SEE SHEET 6



Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout



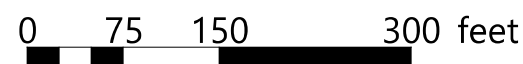
Sheet 5 of 31
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
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-L- STA. 1963+00 SEE SHEET 5

-L- STA. 1987+00 SEE SHEET 7








Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout








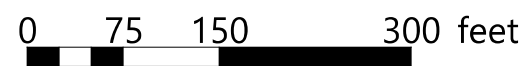
Sheet 6 of 31
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

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-L- STA. 1987+00 SEE SHEET 6

-L- STA. 2011+00 SEE SHEET 8







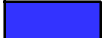
Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout








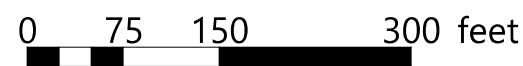
Sheet 7 of 31
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
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-L- STA. 2011 +00 SEE SHEET 7

-L- STA. 2035 +00 SEE SHEET 9








Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout








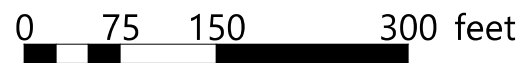
Sheet 8 of 31
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
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-L- STA. 2035+00 SEE SHEET 8

-L- STA. 2059+00 SEE SHEET 10








Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout








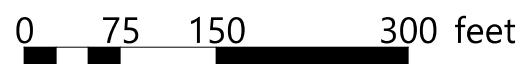
Sheet 9 of 31
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
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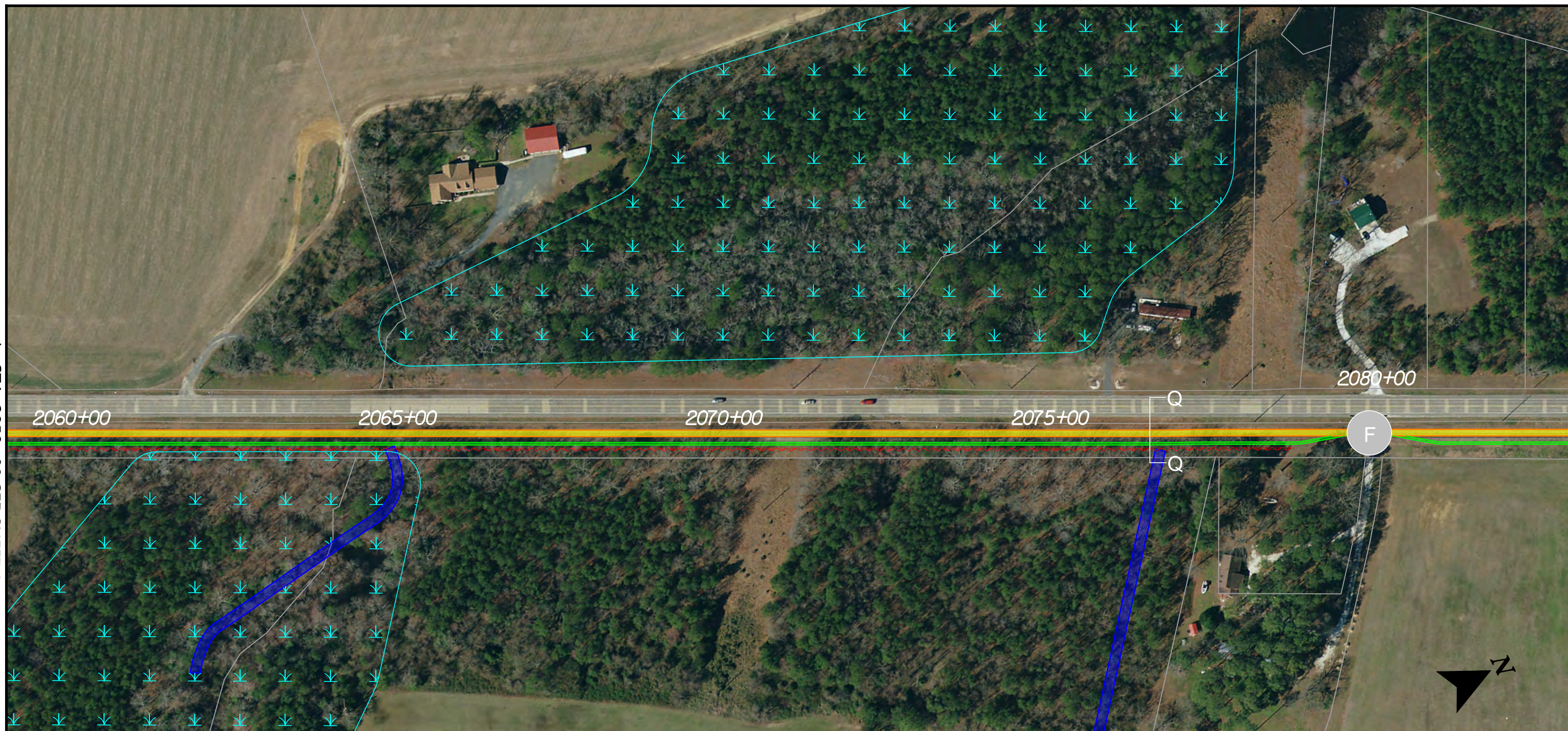
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-L- STA. 2059+00 SEE SHEET 9

-L- STA. 2083+00 SEE SHEET 11








Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout








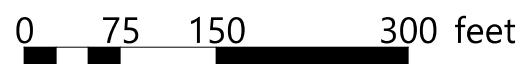
Sheet 10 of 31
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-L- STA. 2083+00 SEE SHEET 10

-L- STA. 2107+00 SEE SHEET 12








Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout








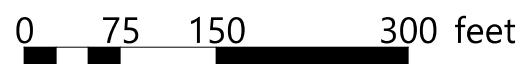
Sheet 11 of 31
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LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
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-L- STA. 2107+00 SEE SHEET 11

-L- STA. 2131+00 SEE SHEET 13

Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout



Sheet 12 of 31
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature
- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- B Cross Section Typical



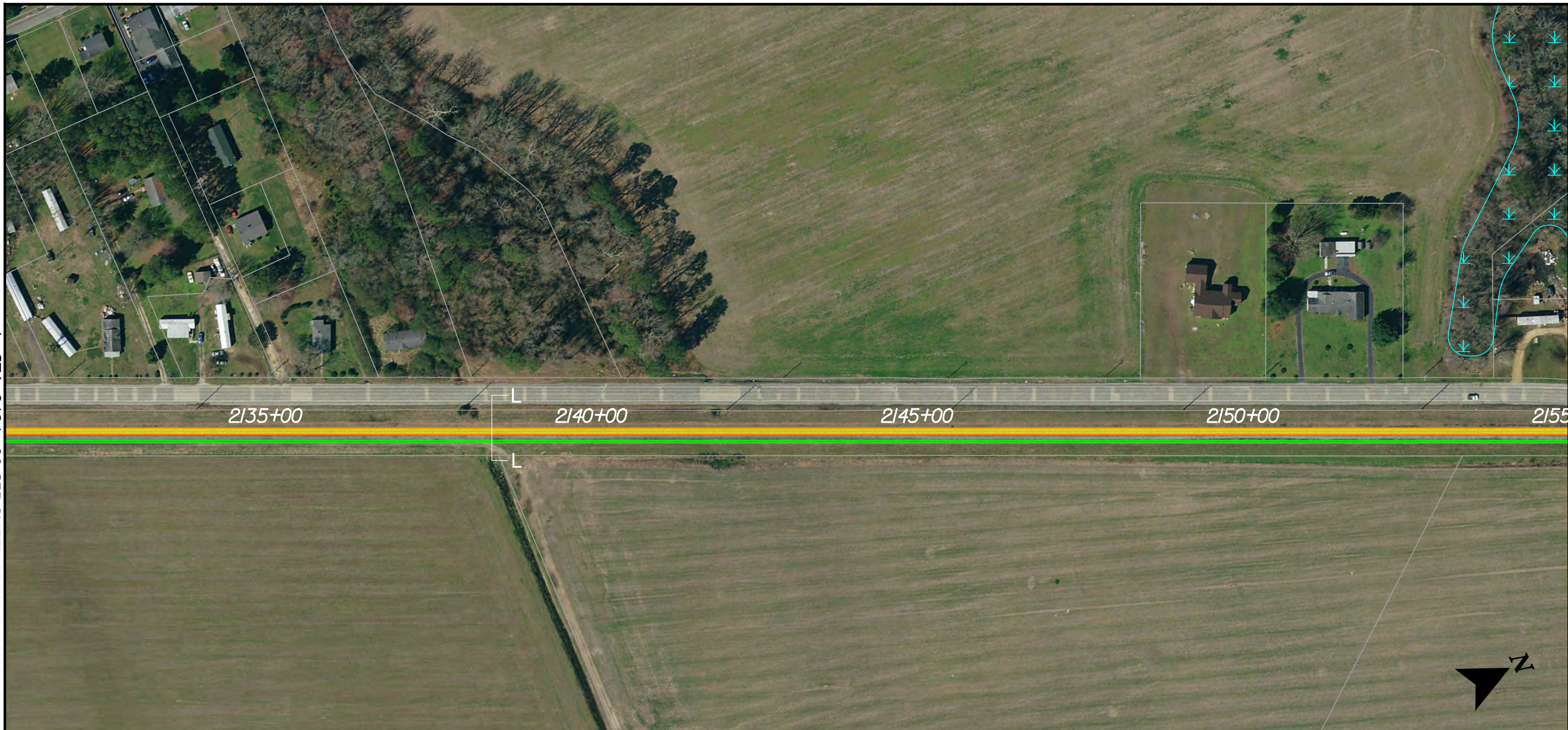
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-L- STA. 2131+00 SEE SHEET 12

-L- STA. 2155+00 SEE SHEET 14








Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout








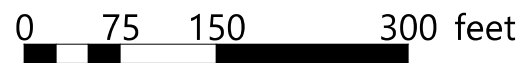
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PROJECT NO. 46267-1-17-37



LEGEND

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-  Wetlands
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-L- STA. 2155+00 SEE SHEET 13

-L- STA. 2179+00 SEE SHEET 15













Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout

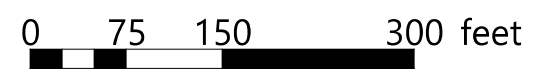


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PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature
-  Tree Trimming/ Removal
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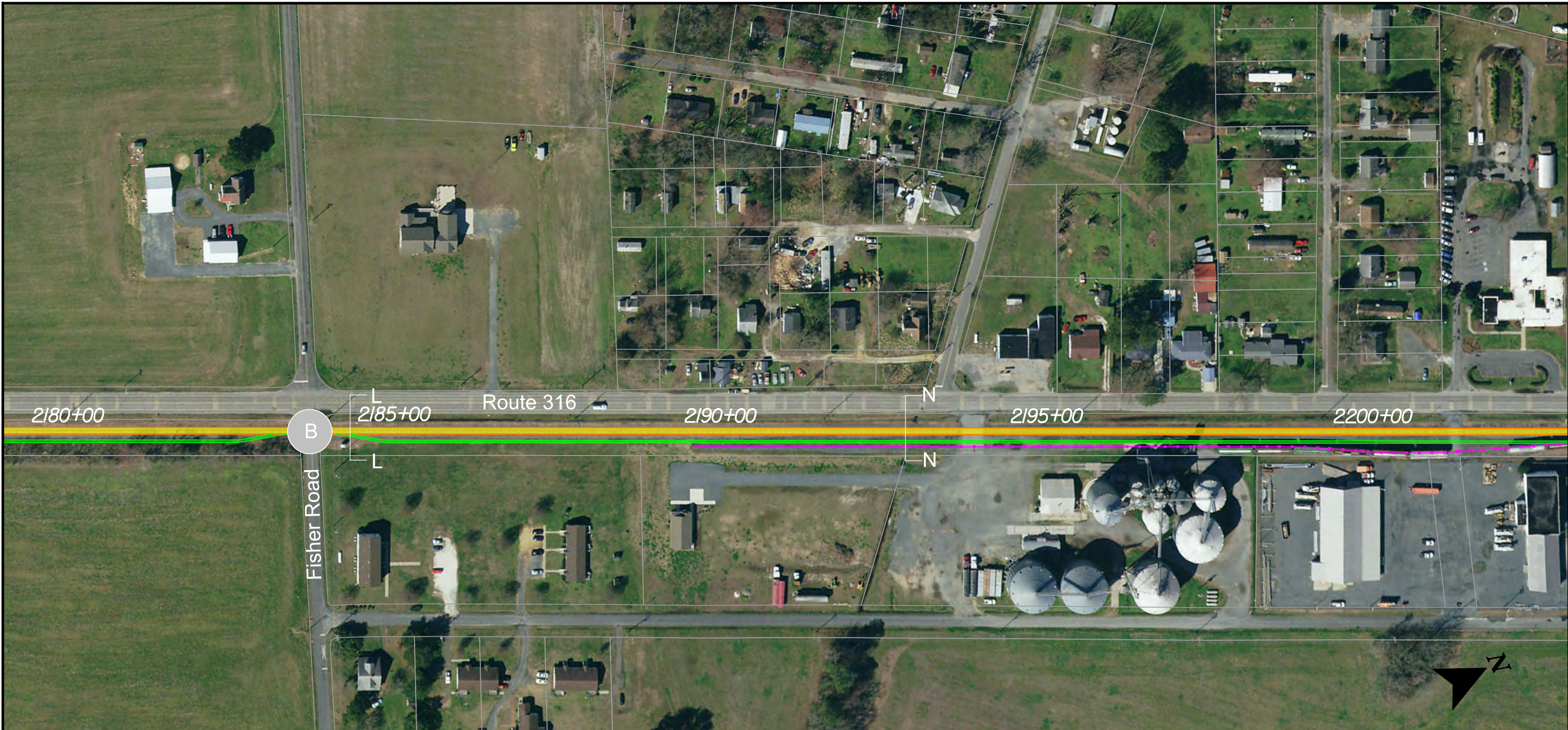
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-L- STA. 2179+00 SEE SHEET 14

-L- STA. 2203+00 SEE SHEET 16








Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout








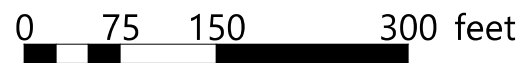
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LEGEND

-  Shared Use Path
-  Wetlands
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-L- STA. 2203+00 SEE SHEET 15

-L- STA. 2227+00 SEE SHEET 17








Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout








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LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical



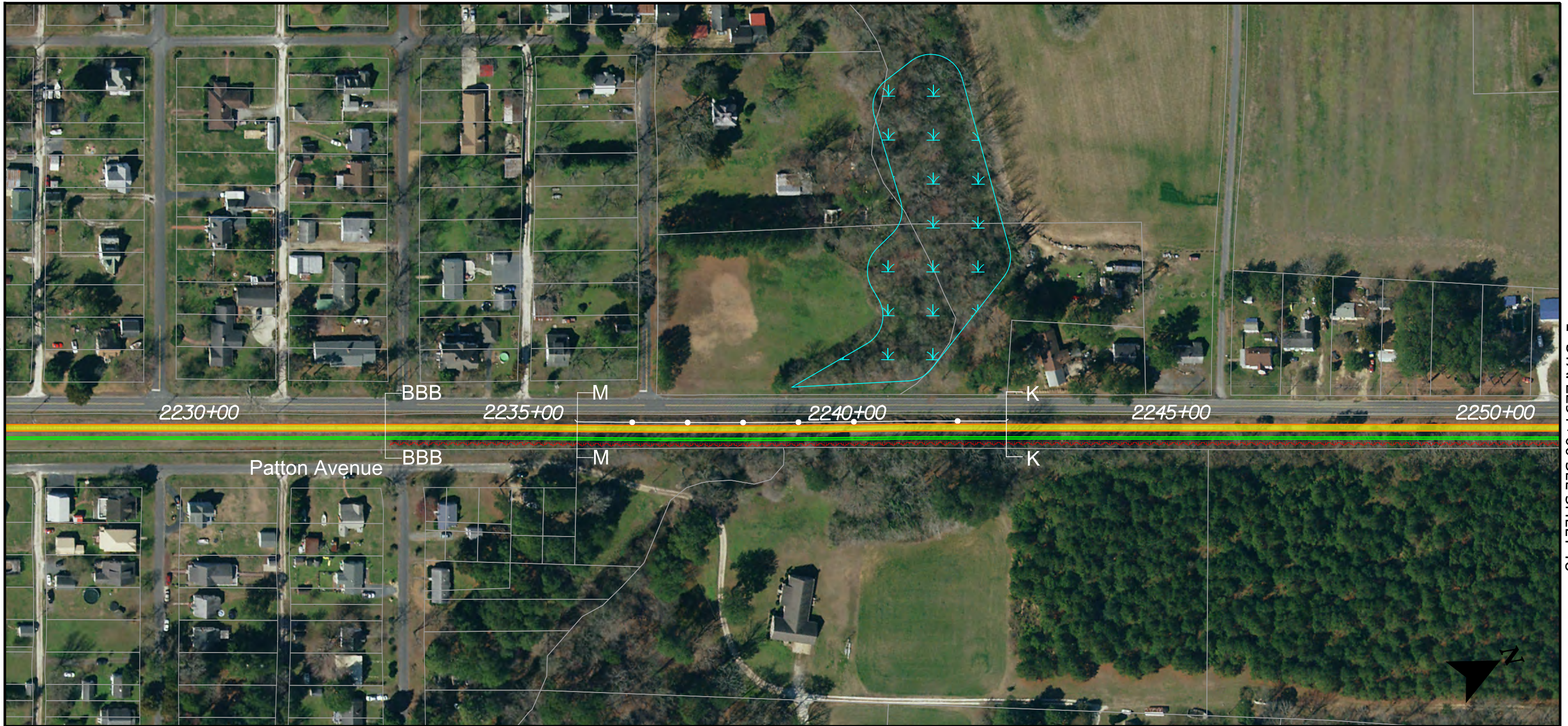
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-L- STA. 2227+00 SEE SHEET 16

-L- STA. 2251+00 SEE SHEET 18








Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout








Sheet 17 of 31
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical



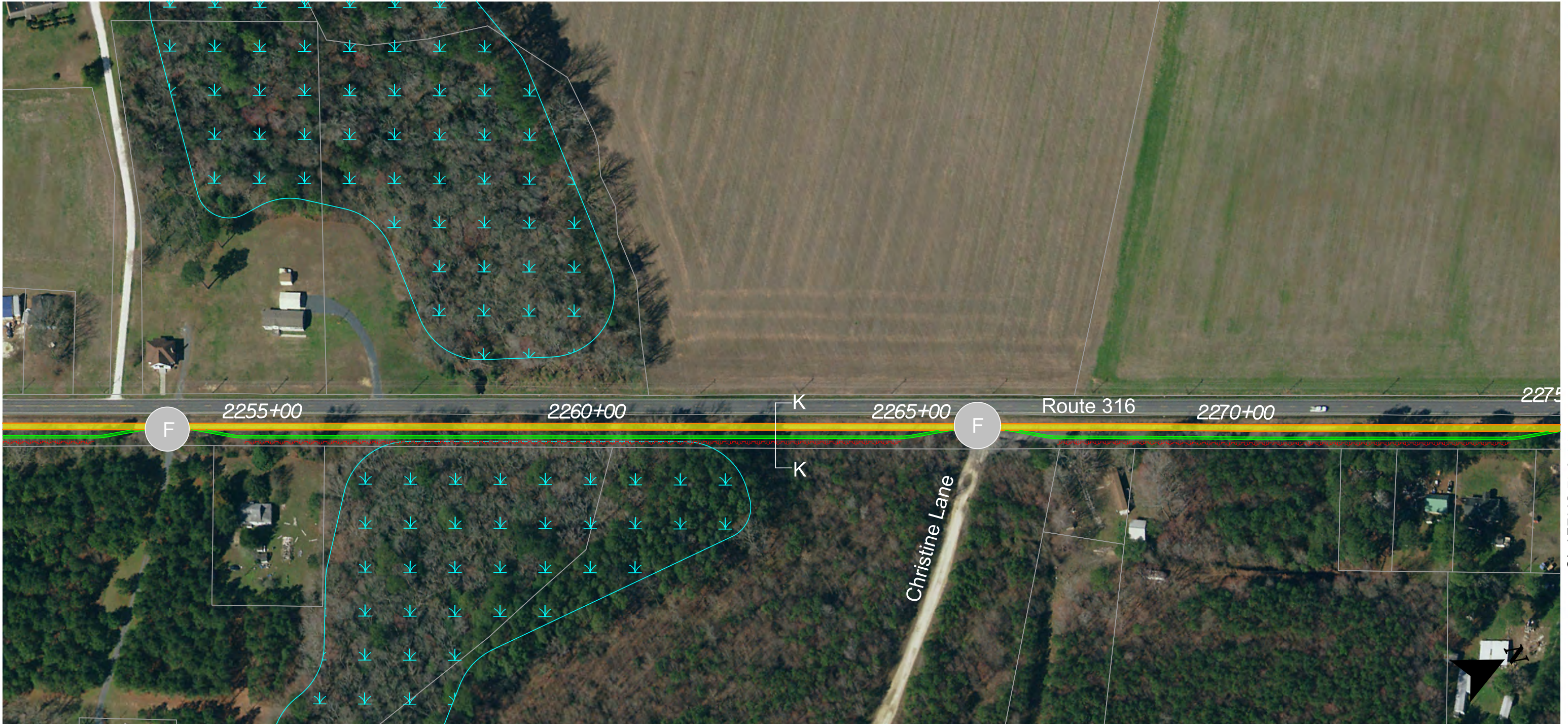
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-L- STA. 2251+00 SEE SHEET 17

-L- STA. 2275+00 SEE SHEET 19



Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout



Sheet 18 of 31
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- B Cross Section Typical



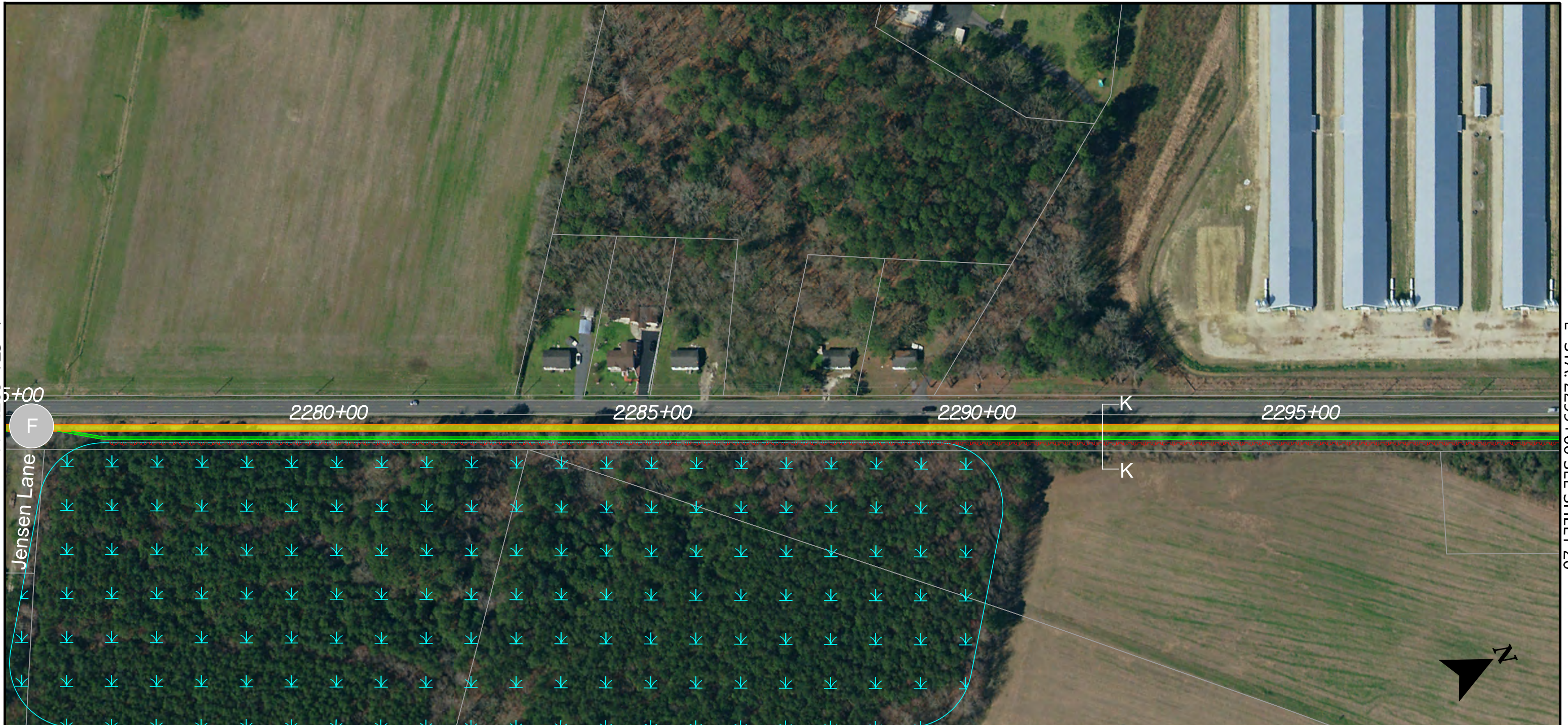
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-L- STA. 2275+00 SEE SHEET 18

-L- STA. 2299+00 SEE SHEET 20








Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout








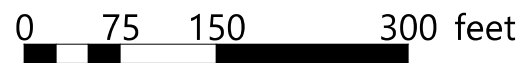
Sheet 19 of 31
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical



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-L- STA. 2299+00 SEE SHEET 19

-L- STA. 2323+00 SEE SHEET 21













Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout

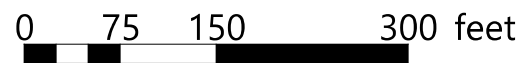


Sheet 20 of 31
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature
-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical



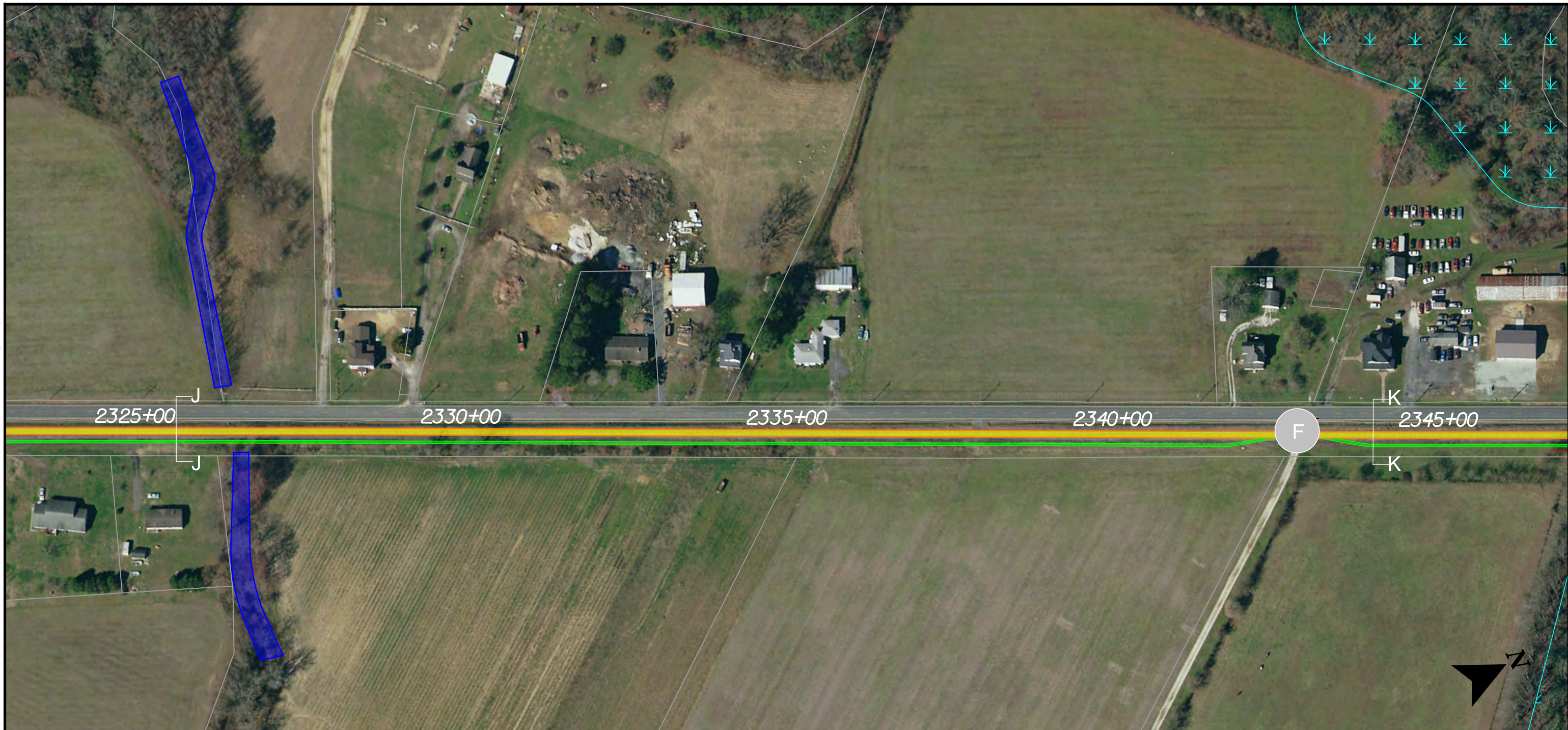
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-L- STA. 2323+00 SEE SHEET 20

-L- STA. 2347+00 SEE SHEET 22








Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout








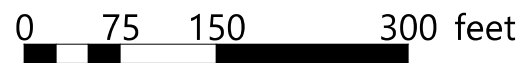
Sheet 21 of 31
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical



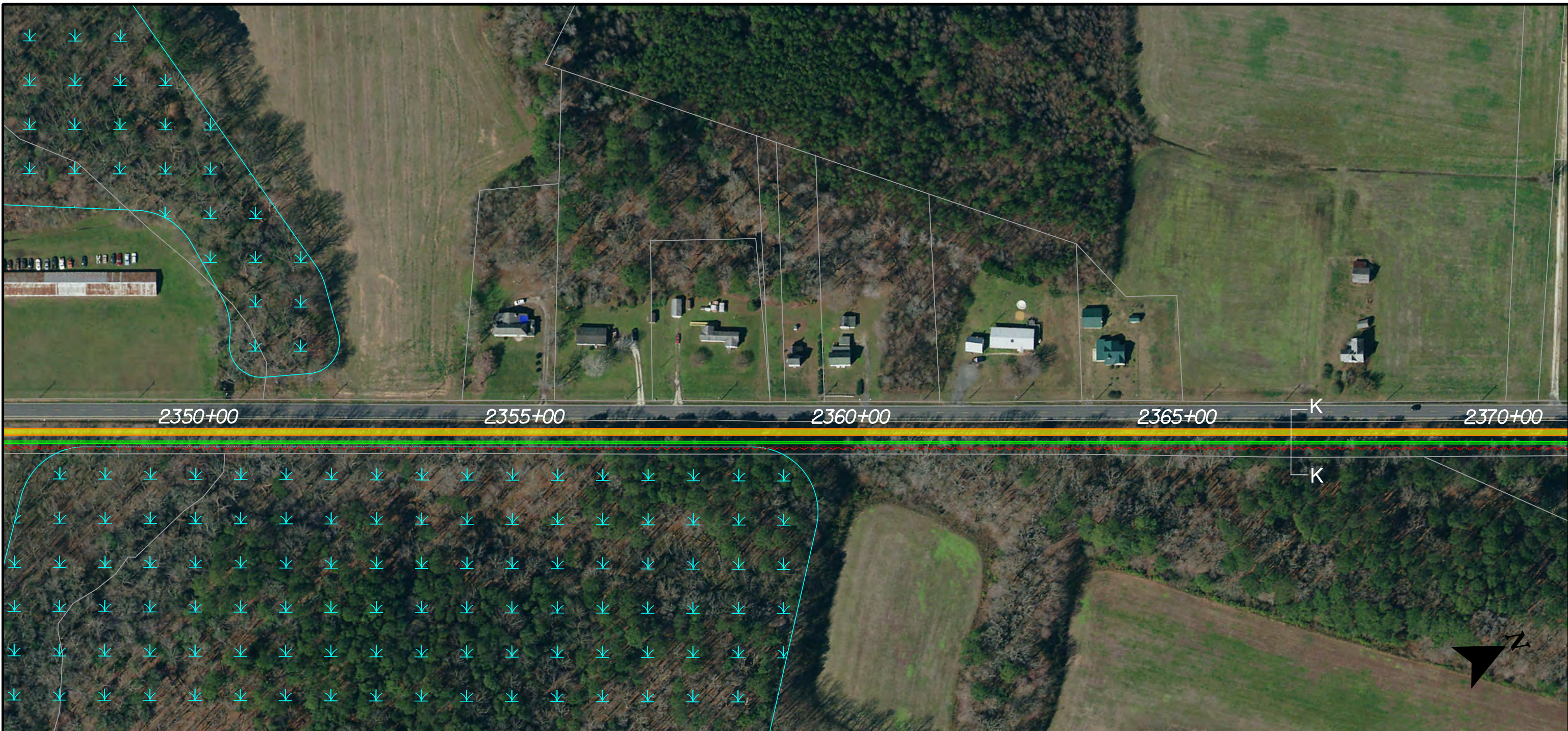
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-L- STA. 2347+00 SEE SHEET 21

-L- STA. 2371+00 SEE SHEET 23








Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout








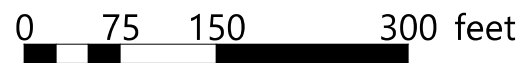
Sheet 22 of 31
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical



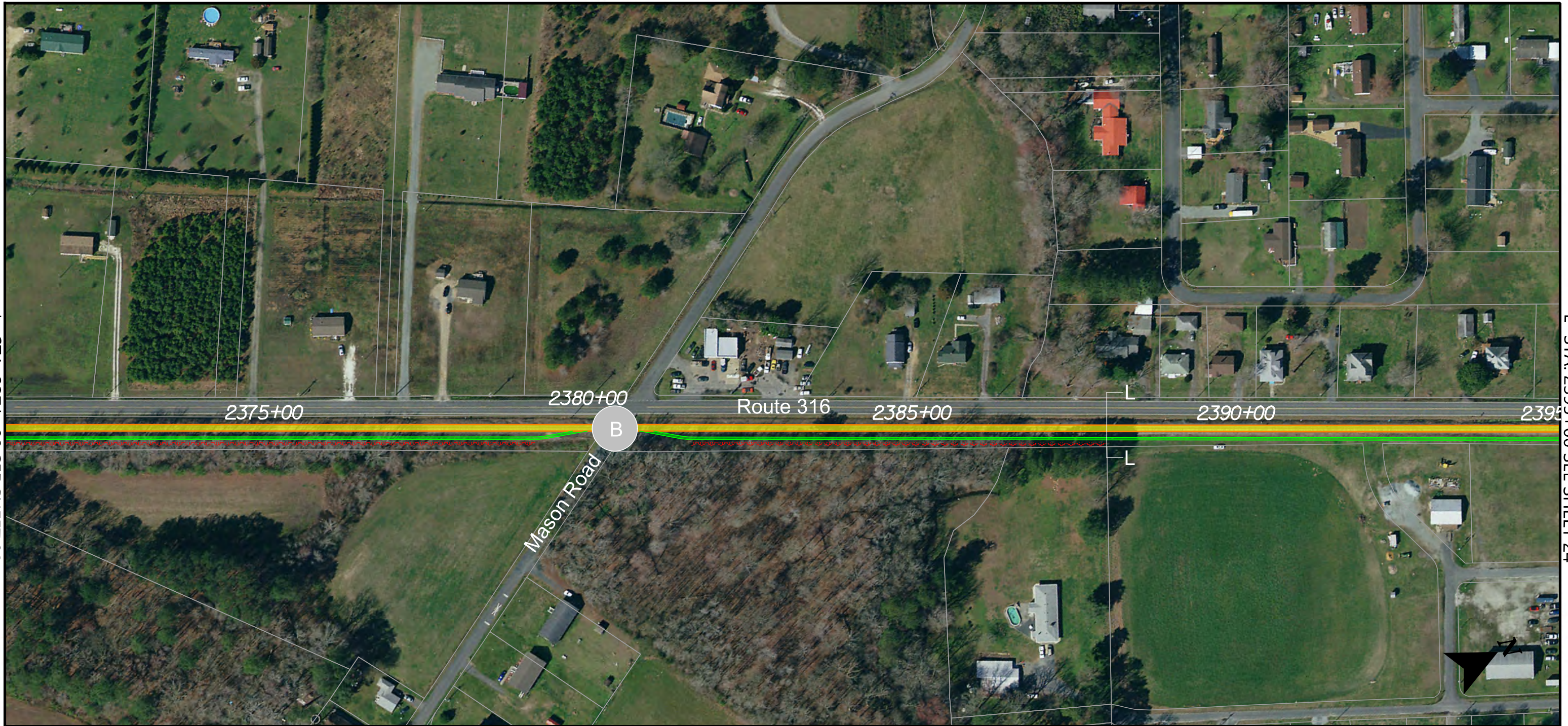
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-L- STA. 2371+00 SEE SHEET 22

-L- STA. 2395+00 SEE SHEET 24



Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout



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PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical



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-L- STA. 2395+00 SEE SHEET 23

-L- STA. 2419+00 SEE SHEET 25








Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout








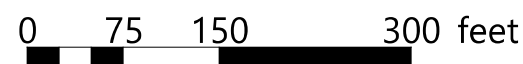
Sheet 24 of 31
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical



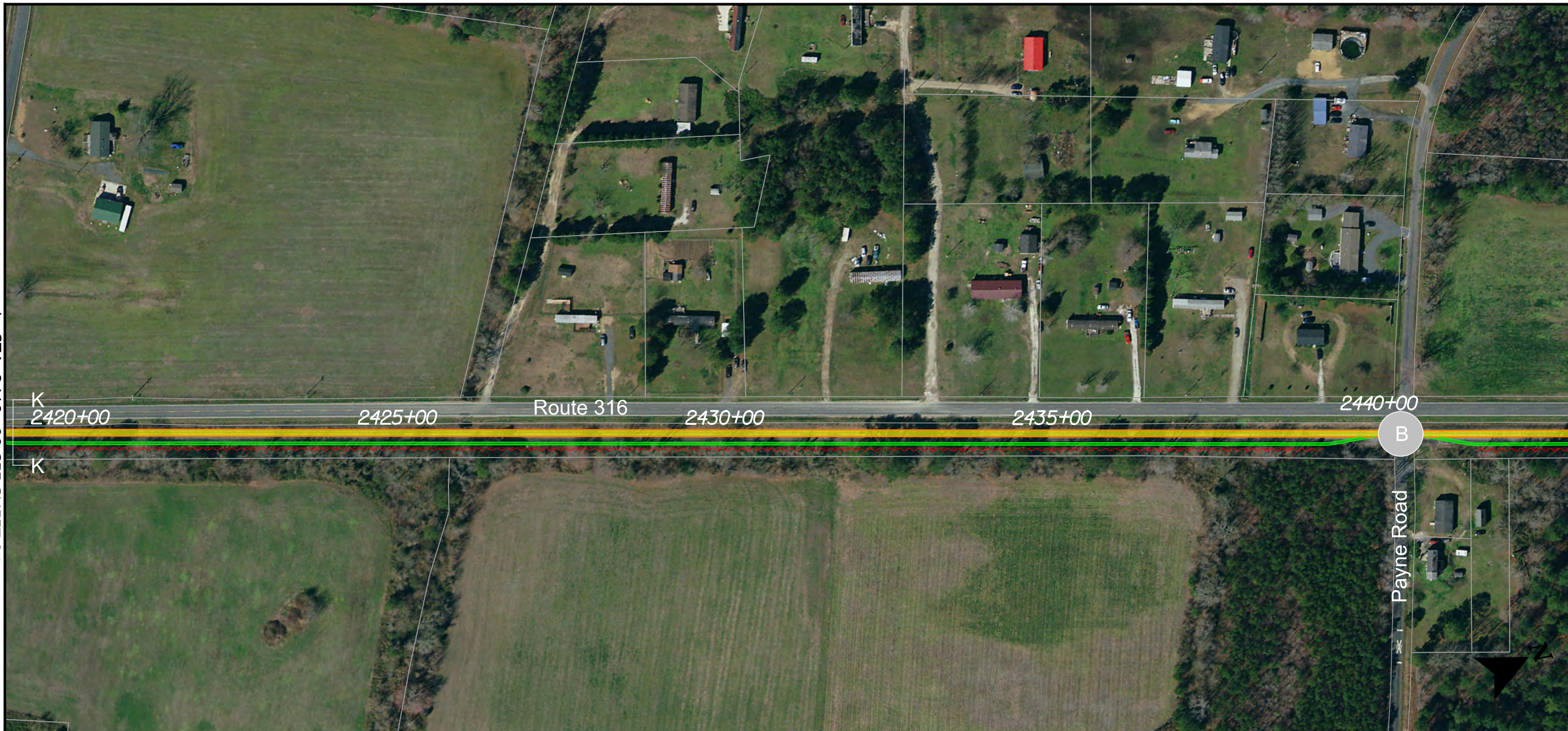
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-L- STA. 2419+00 SEE SHEET 24

-L- STA. 2443+00 SEE SHEET 26








Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout








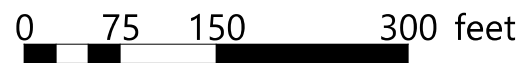
Sheet 25 of 31
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
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-L- STA. 2443+00 SEE SHEET 25

-L- STA. 2467+00 SEE SHEET 27








Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout








Sheet 26 of 31
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical



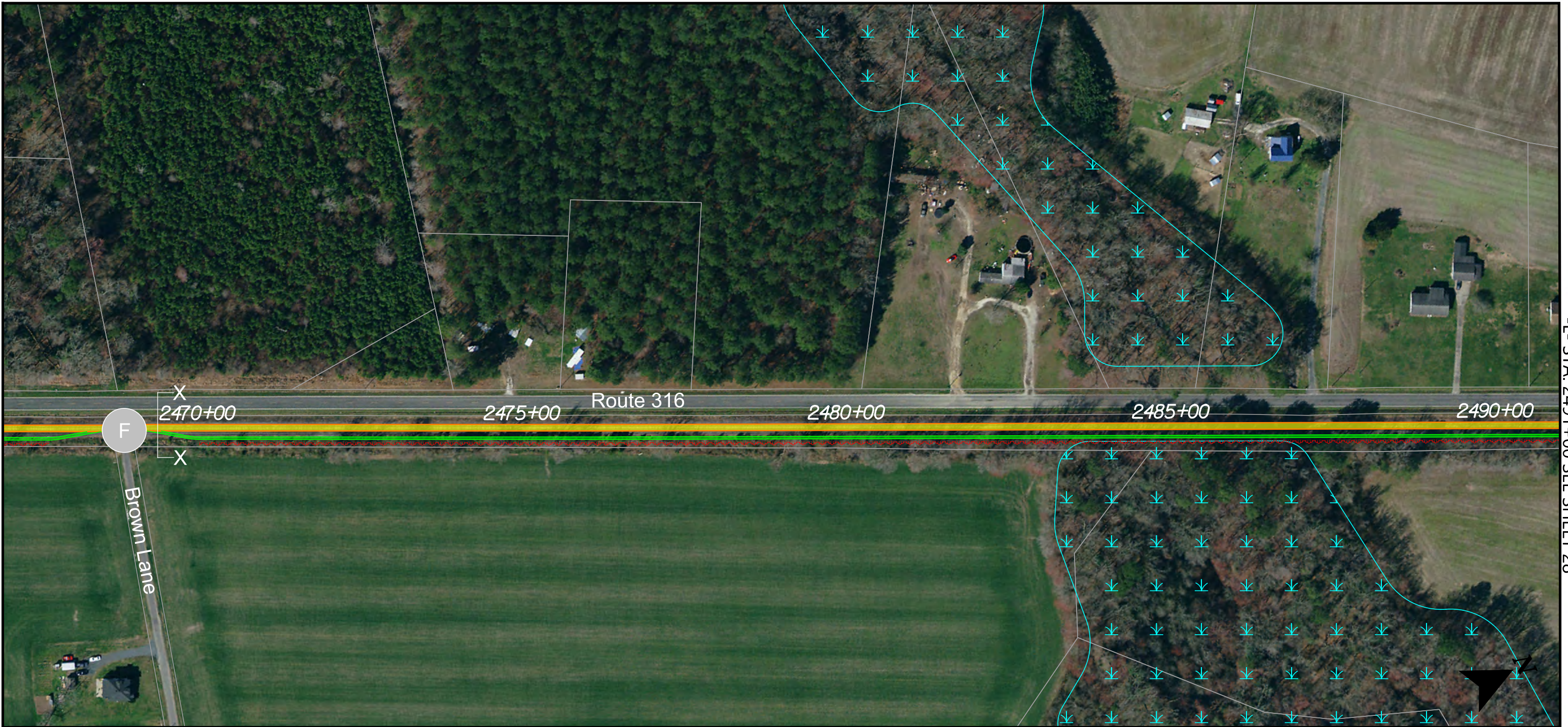
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-L- STA. 2467+00 SEE SHEET 26

-L- STA. 2491+00 SEE SHEET 28








Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout








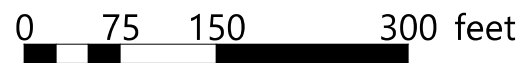
Sheet 27 of 31
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
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-L- STA. 2491+00 SEE SHEET 27

-L- STA. 2515+00 SEE SHEET 29








Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout








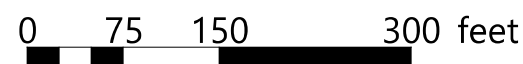
Sheet 28 of 31
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
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-L- STA. 2515+00 SEE SHEET 28

-L- STA. 2539+00 SEE SHEET 30








Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout








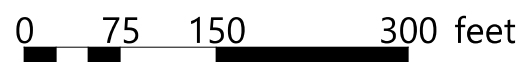
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PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
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-L- STA. 2539+00 SEE SHEET 29

-L- STA. 2563+00 SEE SHEET 31








Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout








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PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
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-L- STA. 2563+00 SEE SHEET 30







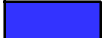
Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout








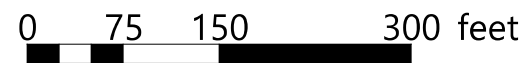
Sheet 31 of 31
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

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Appendix H

Draft Rail with Trail Agreement

TRAIL LEASE AGREEMENT

THIS AGREEMENT, made this ___ of _____, 202_, by and between the **CANONIE ATLANTIC CORPORATION**, a Virginia [non-profit] corporation, having its principal office address at _____ (hereinafter known as "CANONIE"), party of the first part, the **DELMARVA CENTRAL RAILROAD COMPANY**, a Delaware corporation, having its principal office address at Building 1, Suite 100, 519 Cedar Way, Oakmont, PA 15139 (hereinafter known as "DCR"), party of the second part, and the _____, a [501C-3 Non-Profit] corporation incorporated in the State of _____ and authorized to do business in the State of _____, having as its principal office address, _____ [Bike Trail Operator] _____ (herein known as "BTO"), party of the third part.

RECITALS

WHEREAS, CANONIE is the owner of a certain rail line identified as the Delmarva Industrial Track between Railroad Mile Post 45.05 being the south side of Main Street in Hallwood, Virginia and Mile Post 45.7 being Taylor Street in Hallwood Virginia (the "Rail Line"), as illustrated in Appendix A, and CANONIE leases this rail line and associated right-of-way to DCR, pursuant to an Operating Agreement dated June 5, 2018; and

WHEREAS, DCR, as the operator of the rail line, operates trains and performs related railroad operations and track maintenance activities; and

WHEREAS, BTO desires to construct a trail which would be open to the public free of charge for recreational purposes (the "Trail") immediately adjacent to the rail line; and

WHEREAS, CANONIE and DCR are agreeable allowing BTO to construct the Trail; and

WHEREAS, BTO is requesting a Trail lease to allow the BTO to go upon the right-of-way of the rail line, adjacent to the track located on the rail line for purposes of construction, periodic inspection, maintenance, repair, upgrades and improvements; and

WHEREAS, CANONIE and DCR are willing to grant the Trail Lease under the terms and conditions set forth herein;

NOW, THEREFORE, in consideration of the sum of One and No/100th Dollars (\$1.00) paid to CANONIE by BTO, and the other covenants and agreement herein contained on the part of BTO to be paid, kept and performed, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereto agree as follows:

SECTION 1. GRANT OF LEASE

1.1 BTO Lease: Subject to the terms and conditions of this Agreement and for the term hereof, CANONIE hereby grants to BTO a non-perpetual, non-exclusive Lease to allow the BTO to use the Right-of-Way immediately adjacent to the [western] property line of the rail line. The parties agree that under no circumstances shall a Trail be constructed north of Main Street in Hallwood Virginia. In addition, this Trail Lease authorizes BTO to go upon the Leased Premises for the purpose of constructing, maintaining, inspecting, repairing, improving or removing the Trail. The Trail Lease shall commence as of the date of this Agreement and shall remain in effect for 25 years, unless earlier terminated pursuant to the terms of this Agreement.

SECTION 2. FEE

2.1 BTO shall pay annually to CANONIE, payable on the first business day of each calendar year, a fee in the amount of One and No/100th Dollars (\$1.00).

2.2 BTO shall not, at any time, charge an admission price or fee in return for invitation or permission to enter or go upon the Trail.

SECTION 3. USE

3.1 The Trail Lease is solely for the purpose of allowing the Trail for pedestrian and non-motorized vehicle travel on the Trail, and for the purpose of constructing, inspecting, maintaining, repairing, improving and upgrading the Trail. Except as hereinafter provided for, snowmobiles, atv's and other motorized uses or horseback riding are specifically prohibited on the Trail.

3.2 Signs placed by BTO shall be limited to warning, interpretative and directional signs relating to non-motorized public recreational uses. Sign content and sign placement location shall be subject to advance written approval of CANONIE and DCR. BTO shall post and maintain such signs and posters on the Trail as are necessary and suitable to delineate and locate the Trail, to prohibit the use of CANONIE and DCR's adjacent track and property, and to expressly inform the general public that the BTO Lease Premises is for "no horseback riding and non-motorized use only." In no event shall BTO permit the placement of any commercial signage upon the Trail Lease Premises. The Trail Lease Premises shall be used for no other purpose without CANONIE and DCR's prior written consent.

3.3 Only BTO or BTO contractor's, subcontractor's or agents motor vehicles and equipment shall be allowed to be operated on the Trail but only when permission to be on the Trail has been obtained per the terms of this Agreement and then only when necessary to accomplish a specific maintenance or repair project, when pedestrian access is not sufficient.

3.4 At no time shall BTO, its contractors or agents interfere with the operation of railroad trains and equipment upon the rail line adjacent to the Trail. BTO shall assure that BTO, its contractors, subcontractors, and agents, maintain proper clearances on the railroad line and take all actions necessary to assure that railroad operations will not be in any way interfered with, impeded or delayed.

3.5 BTO shall not use this Trail for any purpose which is forbidden by any applicable law, regulation or rule of any governmental agency, including local, state or federal, or which may invalidate any policy of insurance issued to BTO, CANONIE or DCR.

3.6 BTO, its agents, servants, employees, directors, officers, contractors, subcontractors, and suppliers, shall not permit any hazardous materials to be deposited on the Right-of-Way or other lands of CANONIE or DCR through its/their operations or actions. If hazardous material is so deposited as a result of BTO's (or its agent's, servant's, employee's, director's, officer's, contractor's, subcontractor's and supplier's) action or omission or due to the transportation of hazardous materials, BTO, its successors and any permitted assigns, shall indemnify, save harmless and defend CANONIE and DCR, its agents, servants, employees, directors, officers, contractors, subcontractors and suppliers, from and against any claims made against CANONIE or DCR, its agents, servants, employees, directors, officers, contractors, subcontractors and suppliers, arising there from. For the purposes of this Agreement, "Hazardous Material" shall mean any substance (i) defined as "hazardous substance" under Section 1.01(14) of CERCLA, 42 U.S.C. 9601(14) or any successor regulation; (ii) containing petroleum, including any fraction thereof; or (iii) determined to be deleterious to human health or the environment by any federal, state or local environmental, occupational health, or public health agency or authority. BTO expressly agrees to be

responsible for any such contamination of the lands, property or Right-of-Ways of CANONIE and DCR or any adjacent premises as a result of BTO's (or its agent's, servant's, employee's, director's, officer's, contractor's, subcontractor's and supplier's) acts, omissions, or negligence, and if any such contamination occurs, BTO, its successors and any permitted assigns, shall be responsible to clean-up, remediate and restore the land, property and Right-of-Way to their original condition or to a condition that is in compliance with applicable state and federal laws and regulations and all local ordinances.

SECTION 4. INGRESS AND EGRESS

4.1 CANONIE and DCR do not undertake to provide a means of ingress and egress for BTO to the leased premises.

SECTION 5. MAINTANANCE, UPGRADES AND IMPROVEMENTS

5.1 The document *Rails-with BTOs: Lessons Learned*, March 2020, published by the United States Department of Transportation (Report # DOT-VNTSC-FHWA-20-06), (the "Best Practice Guide"), shall be the primary reference document with respect to design, construction, operations, and maintenance of the Trail. The principals contained in Section VI (Design) of the Best Practice Guide shall apply to the design and construction of any future upgrades or improvements to the Trail. The principals contained in Section VII (Construction, Operations and Maintenance) of the Best Practice Guide shall apply to all construction, operations, and maintenance of the Trail. In addition, any future improvements or upgrades to the Trail must also conform with The Manual on Uniform Traffic Control Devices ("MUTCD") guidelines.

5.2 The design and construction of any improvements or upgrades to the Trail will be solely the responsibility of BTO, subject to the advance review and written approval by CANONIE and the DCR Chief Engineer with regard to final design, location and manner of construction and materials, which approval shall be in the sole and absolute discretion of DCR and shall be final and conclusive. The BTO shall be of durable materials designed for long service life and relatively free from routine servicing and maintenance. Conformance with current applicable material specifications and codes is mandatory. BTO shall be responsible for determining the location, elevation and extent of all utilities, underground structures and/or obstructions in the vicinity of the installation whether shown on the approved plans and specifications or not.

5.3 The Plans and Specifications, insofar as they pertain to the Trail or to any construction activity, means or methods within the Right-of-Way, or in any way pertaining to or affecting the Right-of-Way, shall not be amended, modified, changed, nor shall anything be added to or deleted from the Plans and Specifications, nor any change orders issued, without the prior written consent of CANONIE and the DCR Chief Engineer.

5.4 Prior to any excavation taking place, BTO must obtain the advance written approval of CANONIE and the DCR Chief Engineer as to the location thereof. If it is determined by DCR that shoring is necessary for any excavation, which approval shall be in the sole and absolute discretion of DCR and shall be final and conclusive, it will be the responsibility of BTO to submit a shoring design for advance approval by CANONIE and the DCR Chief Engineer.

5.5 BTO's use, as herein defined, shall be such that it shall do so with a minimum of interference with drainage of CANONIE's lands, railroad tracks and Right-of-Way and under no circumstances should any drainage be directed towards any railroad track, ballast or sub-ballast of railroad track. Any drainage facilities required shall be constructed, maintained, repaired and removed by BTO, at BTO's sole cost and expense, and all work associated therewith shall be subject to the advance written approval of the DCR Chief Engineer, or his duly authorized representative, which approval shall be in the sole and absolute discretion of DCR and shall be final and conclusive. BTO shall avoid disturbing existing drainage facilities except as approved by the DCR Chief Engineer.

5.6 All ground profiles and vegetation cover on the CANONIE property or affecting drainage from or to CANONIE's property, disturbed by BTO while acting under this lease or during construction of upgrades or improvements to the Trail and all future maintenance work, must be reestablished. Areas of CANONIE's property and/or Right-of-Way disturbed by the upgrade, improvement, maintenance, removal, or relocation of the Trail shall be kept to a minimum. Disturbed areas shall be returned by BTO to normal grade and elevation, with compaction of backfill material and all excess or undesirable material removed by BTO at its sole expense. Protection against erosion shall be provided by BTO and must be included in any Trail Plans and Specifications.

5.7 Exceptions to any design, location, construction, or methods of installation provisions contained in this Agreement and attachments, must be authorized in writing by the DCR Chief Engineer, or his duly authorized representative, and which approval shall be in the sole and absolute discretion of DCR and shall be final and conclusive. All requests for exceptions shall be fully documented by BTO including design data, cost comparisons and other pertinent information.

5.8 Any exercise by DCR of its approval rights hereunder is not intended to, nor does it, create any duty on the part of DCR hereunder or serve as grounds for a cause of action hereunder for breach of contract, negligence or liability.

SECTION 6. FLAGGING AND MATERIAL STORAGE

6.1 BTO shall obtain and maintain, at the sole cost and expense of BTO, any flagmen, watchmen and/or inspectors DCR deems necessary or advisable for the proper protection of traffic moving on its tracks and to ensure the safety of its railroad operations during the construction of upgrades or improvements, maintenance, repair, relocation and/or removal of the BTO. Movement of personnel, equipment, and materials over, across or on the tracks and Right-of-Way of CANONIE shall be held to a minimum and such movements shall be made only under the supervision and direction of DCR.

6.2 Flagging services shall be performed by DCR, or such other entity as DCR may designate, and it shall be the responsibility of BTO to contract directly with DCR or other entity designated by DCR for necessary flagging services, the total cost of such services to be borne solely by BTO.

6.3 Except as otherwise specifically permitted in and approved Plans and Specifications, other equipment necessary for BTO's operation of the Trail must be located outside the limits of the Right-of-Way.

SECTION 7. MATERIALS AND WORKMANSHIP

7.1 All materials and workmanship required in the upgrade, improvement, maintenance, repair, replacement, relocation and removal of the Trail shall be furnished by BTO, but shall be subject at all times to inspection by the CANONIE and the DCR Chief Engineer or his duly authorized representative. Any materials or workmanship not meeting the requirements of the Plans and Specifications or declared to be unsatisfactory by CANONIE or DCR shall be replaced by BTO at its own expense with materials and workmanship satisfactory to the DCR Chief Engineer or his duly authorized representative. The privilege of inspecting the materials and workmanship involved in the upgrade, improvement, maintenance, repair, relocation and/or removal of the Trail and to notify BTO to renew, repair or replace materials and workmanship unsatisfactory to CANONIE or DCR shall not be construed as imposing any obligations whatsoever on CANONIE or DCR to inspect such materials and workmanship and to notify BTO to renew, repair and replace any materials or workmanship, it being the intent of the parties to this Agreement that the sole responsibility for the materials and workmanship used in the upgrade, improvement, maintenance, repair, relocation and/or removal of the Trail shall at all times be that of BTO alone.

7.2 When, in the sole opinion of DCR, the Trail is in a defective or dangerous condition, and regardless of cause and regardless of whether the condition affects the Trail or DCR's Right-of-Way, DCR shall have the option, but not a duty or obligation, to insist that BTO immediately shut down and close all or part of the Trail, or to shut down all or part of the Trail itself. If DCR incurs any reasonable costs or expenses in shutting or closing the Trail, BTO shall promptly reimburse DCR for the same.

7.3 When, in the sole opinion of DCR, the Trail is in a defective or dangerous condition, and regardless of whether the Trail was closed pursuant to Section 7.2, BTO shall, at its own cost and expense, within ten (10) calendar days after mailing of written notice from DCR, submit a preliminary, tentative plan to renew, repair or replace the Trail in a manner reasonably satisfactory to the Chief Engineer of DCR, or his duly authorized representative, in his or her sole and absolute discretion and shall be final and conclusive. Upon approval of a final plan by the Chief Engineer of DCR, BTO shall initiate the renewal, repair, or replacement of the Trail within a reasonable time in accordance with the approved plan and shall continue renewal, repair or replacement without interruption to completion. For the purposes of this Section 7.3, a "reasonable time" will be determined by reference to the imminence of harm, damage or destruction to health or property; likely magnitude of the harm, damage or destruction, and the disruption of DCR's activities which may be caused by the defective or dangerous condition. However, the cost or expense involved in remedying the defective or dangerous condition shall not be a factor in determining "reasonable time." DCR shall have the right to terminate this Agreement if a dangerous condition has not been remedied in a reasonable time.

7.4 Any exercise by DCR of its rights hereunder is not intended to, nor does it, create any duty on the part of DCR hereunder or serve as grounds for a cause of action hereunder for breach of contract, negligence or liability.

SECTION 8. INSPECTION, MAINTENANCE, SERVICING AND REPLACEMENT OF TRAIL

8.1 Any and all inspection, maintenance, repair, or replacement of the Trail shall be the sole responsibility of BTO and at its sole expense. Except in the event of an emergency, BTO shall comply with the ADVANCE NOTIFICATION provisions of Section 13 herein before entering upon CANONIE's property or the Right-of-Way. Maintenance and repair must be performed by BTO so as to keep the Trail in a safe, functional condition, and in a good state of repair in accordance with the requirements of applicable Federal, State and Local laws, regulatory standards and utility codes, as well as any requirements of CANONIE and DCR.

8.2 BTO shall keep and maintain the Leased Premises in good repair and in safe, neat, clean and respectable condition, and will properly dispose of all refuse therefrom and observe and comply with all statutes, ordinances, government regulations, and policies of CANONIE and DCR applicable thereto. BTO shall cause or suffer no waste of the Leased Premises and shall permit thereon no conduct which would be illegal or immoral or constitute a nuisance.

8.3 BTO shall be responsible at its sole cost and expense to replace and stabilize all earth cover and vegetation if and when it has eroded over the Trail area where such erosion is due to, or caused by, the placement or existence of the Trail. BTO is also responsible for the repair of damage to ballast or sub ballast as well as any settlement of backfills, fills and embankments which may occur due to the placement or existence of the Trail.

8.4 BTO shall submit to CANONIE and DCR for its prior approval, which approval shall be in the sole and absolute discretion of DCR and shall be final and conclusive, all plans and specifications concerning maintenance or repair work to be performed by BTO in regard to the Trail, other than routine, day-to-day inspection and maintenance.

8.5 BTO accepts the Trail Lease granted hereunder with the full understanding and awareness that DCR's maintenance activities may result in damage to BTO's improvements and may impede access to the Trail from time to time.

DCR agrees to take reasonable measures to prevent damage to Trail improvements, but BTO agrees to assume full responsibility to repair and maintain its improvements even if damaged by DCR's railroad activities or maintenance activities, and BTO shall not in any event claim against CANONIE or DCR for damage to its improvements or damages due to impeded access to the Trail.

8.6 BTO ACKNOWLEDGES THAT THE RIGHT-OF-WAY DESCRIBED HEREIN CONTAINS ACTIVE RAILROAD LINE USED FOR RAILROAD OPERATIONS. RAILROAD OPERATIONS ENTAIL OR CAUSE LOUD NOISES, SMOKE, EMISSIONS, DUST, STEAM, ODORS, VIBRATIONS, BRIGHT LIGHTS AND OTHER CONDITIONS. RAILROAD OPERATIONS ARE CONDUCTED AT ALL TIMES OF THE DAY AND NIGHT. THE INTENSITY, CHARACTERISTICS AND DURATION OF RAILROAD OPERATIONS ON THE RAILROAD LINE CAN INCREASE AT ANY TIME WITHOUT WARNING TO BTO, INCLUDING, BUT NOT LIMITED TO, AN INCREASE IN THE NUMBER OF TRAINS OPERATED, AN INCREASE IN OPERATING SPEEDS, THE STORAGE OF RAILCARS, RENEWAL OR REPAIR OF THE RAILROAD LINE AND OTHER RAILROAD OPERATIONS. ACCORDINGLY, BTO TAKES THIS TRAIL LEASE WITH THE UNDERSTANDING AND AWARENESS THAT BTO'S USE OF THE TRAIL MAY BE INTERFERED WITH BY RAILROAD OPERATIONS AND BTO SHALL HAVE NO RIGHT OR RECOURSE TO DEMAND ANY CHANGE OR CESSATION TO THE CHARACTER, CONDUCT OR CONDITIONS OF RAILROAD OPERATIONS DESCRIBED HEREIN OR FUTURE RAILROAD OPERATIONS OF ANY SORT OR NATURE WHATSOEVER.

SECTION 9. RELOCATION CHANGES AND ALTERATIONS

9.1 When and as often as CANONIE or DCR shall require to have the location and/or elevation of the Trail, or any portion thereof, change for the purposes of making improvements to the facilities of CANONIE or DCR, or to add, remove, or realign tracks to protect railroad common carrier obligations or conduct railroad common carrier operations or to minimize any hazards presented by the Trail or the contents thereof, all as determined in CANONIE's and DCR's sole discretion, BTO shall, at its own cost and expense, with due diligence and within a reasonable period of time after receipt of written notice from CANONIE or DCR, change the location and/or elevation of the Trail, or any portion thereof, to such a location and/or elevation as shall be reasonably designated by the Chief Engineer of DCR, or his duly authorized representative.

9.2 In the event BTO submits in writing a request to CANONIE or DCR to extend the relocation period, CANONIE or DCR shall respond within five (5) business days.

9.3 BTO agrees that upon request from CANONIE or DCR, it will, at its own cost and expense, make changes or alterations to the Trail when, in DCR's sole opinion, DCR's operations require modification to the Trail, or to minimize hazards presented by the Trail.

9.4 In the event BTO shall fail to change the location or elevation of, renew, repair or replace, alter, maintain, service, or make any changes requested by CANONIE or DCR, to the Trail, or any portion thereof, or to correct any dangerous or defective condition, or fails to perform any other matter required of BTO hereunder, after mailing of written notice from CANONIE or DCR as hereinbefore provided and within the time stipulated, then CANONIE or DCR may, without further notice to BTO, perform said work, all at the sole risk, cost and expense of BTO, or at CANONIE's option, declare this Trail Lease terminated and require BTO to remove the Trail and restore the premises to its original condition.

SECTION 10. INSURANCE

10.1 Prior to use of the Right-of-Way and/or exercise of any of the privileges and activities provided by this Agreement, BTO, at its sole cost and expense, shall procure and maintain, or require the procurement and maintenance

during the term of this Agreement insurance adequate to cover all liability and to protect CANONIE and DCR, its parents, officers, directors, employees, agents, contractors, subcontractors and suppliers with respect to losses arising out of any use of the Trail or Right-of-Way, whether authorized or unauthorized, and/or any upgrade, improvement, repair or maintenance of the Trail by BTO, its officers, employees, agents, contractors, subcontractors and suppliers.

10.2 Insurance coverage shall be placed with an insurance carrier with a minimum AM Best rating of A- VII and shall include but not be limited to:

10.2.1 Statutory Workers' Compensation in the State of Virginia including Employers Liability Limit of not less than \$1,000,000 Each Accident, \$1,000,000 for Occupational Disease, and \$1,000,000 aggregate.

10.2.2 Commercial General Liability Insurance Coverage, including railroad contractual coverage, with a limit of not less than \$1,000,000 Each Occurrence/ \$2,000,000 Aggregate. The railroad contractual coverage may be fulfilled by deleting the exclusion for railroad contractual liability or through endorsement CG 2017. This endorsement or deletion of exclusion will need to be evidenced on any certificate of insurance. The policy shall ensure that this Trail Lease Agreement is a covered contract under the policy and shall provide coverage for property damage or personal injury or death to Trail users related in any way to the negligence, strict liability or other acts of any of the parties hereto.

10.2.3 Commercial Automobile Liability Insurance Coverage with a limit of not less than \$1,000,000 Combined Single Limit (CSL).

10.2.4 Commercial Umbrella or Excess Insurance Coverage with a limit of not less than \$10,000,000 Each Occurrence/\$10,000,000 Aggregate. The umbrella or excess policy should follow form of all underlying coverage and include Commercial General Liability, Commercial Auto Liability and Employers Liability.

10.2.5 The coverage provided by this policy shall be at least as broad in scope as the underlying liability coverage's specified above.

10.2.6 Railroad Protective Liability Insurance in the amount of \$2,000,000 for Each Occurrence and \$6,000,000 in the Aggregate naming CANONIE, DCR and Carload Express, Inc. as named insureds. BTO shall provide CANONIE and DCR with an original of said policy evidencing coverage for the full term of this Agreement.

10.2.7 All Risk Property Insurance including Flood and Earthquake in an amount of \$10,000,000 to provide protection for loss or damage to any, property of CANONIE or DCR, or the property of others in the care, custody or control of BTO, its, officers, employees, agents, contractors, subcontractors and suppliers. Such policy is to include CANONIE and DCR as a Loss Payee as applicable

10.3 All of the above policies, except Workers Compensation, shall name CANONIE, DCR, Carload Express, Inc. (DCR Parent), Accomack-Northampton Transportation District Commission, Accomack County, Northampton County, their officers, directors, employees, and agents as additional insured and shall be endorsed to provide coverage to these additional insured on a primary basis without seeking contribution from any other insurance or self-insurance available to CANONIE, DCR, Carload Express, Inc., Accomack-Northampton Transportation District Commission, Accomack County or Northampton County. In addition, the policy shall contain Severability of Interest Clauses and Waivers of Subrogation in favor of CANONIE, DCR, Carload Express, Inc., Accomack-Northampton Transportation District Commission, Accomack County, Northampton County, its officers, directors, employees, and agents.

10.4 BTO shall furnish to CANONIE and DCR insurance certificates in a form acceptable to CANONIE and DCR, evidencing compliance with the foregoing requirements and stating that the insurers will provide thirty (30) calendar days' advance written notice to CANONIE and DCR of the cancellation or material alteration in any of the required policies of

insurance.

10.5 All coverages are to be written on occurrence-based policy forms with insurers acceptable to CANONIE and DCR. Claims made policy forms are subject to prior review and written approval by CANONIE and DCR.

10.6 BTO shall also require its contractors, suppliers, sub lessees, etc., to carry and furnish evidence of the above coverage's.

10.7 The providing of the above required insurance coverages shall not be deemed a limitation on the liability of BTO as provided in this Agreement, but shall be additional security therefore.

10.8 Failure of BTO to comply with any one of the above described certificate of insurance requirements within thirty (30) calendar days of written notice by CANONIE or DCR to BTO of any such default may result in delay, and/or, at CANONIE's option, termination of this Agreement.

10.9 All insurance required to be carried by BTO shall be with insurance companies subject to CANONIE's and DCR's approval.

10.10 Renewal certificates shall be furnished to CANONIE and DCR not less than thirty (30) calendar days prior to the expiration of the coverage's required by this Section 10. The insurances required hereunder shall be maintained in full force and effect until CANONIE and DCR finally releases in writing BTO from all obligations under the terms of this Agreement.

10.11 Any and all insurance required by this Section 10 shall provide full and complete coverage in accordance with the terms of this Section and regardless of whether or not any party, at any time, is protected by, or not protected by, immunity under any state, federal or local recreational use immunity law (whether statutory or common).

SECTION 11. INDEMNITY AND LIABILITY

11.1 BTO, its successors and any permitted assigns, shall assume all risk and liability for accidents, injuries and damages that may occur to any person or properties on account of or in any way related to the use, existence, upgrade, improvement, maintenance or operation of the Trail, and the BTO does hereby indemnify and hold harmless CANONIE and DCR, its successors, assigns, affiliates, subsidiaries, parent company, officers, directors, servants, employees and agents, from any and all costs, liabilities, expenses, suits, judgments or damages to any person or property or claims of any nature whatsoever arising out of or in any way related to the use (authorized or unauthorized), existence, construction, upgrade, improvement, maintenance, or operation of the Trail, or performance by BTO, its agents, servants, employees, officers, directors, contractors, subcontractors or suppliers of any of the obligations or privileges provided under this Agreement.

11.2 BTO, for itself, its successors and any permitted assigns, does agree to indemnify, protect, release, and save harmless CANONIE and DCR, its successors, assigns, affiliates, subsidiaries, parent company, officers, directors, servants, agents and employees from any and all claims, demands, awards and actions made, brought or obtained against CANONIE or DCR, its successors, assigns, affiliates, subsidiaries, parent company, officers, directors, servants, agents or employees, by anyone, including but not limited to claims brought by any and all users of the Trail, whether that use is authorized or unauthorized, any individual engaged in ingress or egress to or from the Trail, any individual who accesses the Rail Line and/or the associated right-of-way, by, through, over or across the Trail, BTO, its agents, servants, directors, officers, contractors, subcontractors, suppliers, employees, for any and all injuries to any person, including death arising there from, and damages to property due to, caused by or growing out of any accident or occurrence which but for this Agreement or

the presence of any Trail user, BTO's employees, agents, servants, contractors, subcontractors, or suppliers pursuant to this Agreement would not have occurred or been incurred, except when such damages and injuries are attributable to the willful misconduct or gross negligence of CANONIE, DCR, its officers, directors, agents, servants, employees, contractors, subcontractors or suppliers. BTO agrees to defend, at its own expense, any suit or action brought against CANONIE, DCR, its successors, assigns, affiliates, subsidiaries, parent company, officers, directors, servants, agents or employees, by reason of any matter referred to herein, and pay any judgment recovered or rendered in any such suit or suits. Notwithstanding anything in this Section 11.2 to the contrary, the foregoing release and waiver shall not apply to damage or injury caused by the willful misconduct or gross negligence of CANONIE or DCR.

11.3 The parties agree and understand that any individual injured, harmed or killed on the Rail Line and associated right-of-way are and were presumptively users of the Trail at the time of their injury or death.

11.4 BTO agrees to protect the property of CANONIE, DCR, their successors, assigns, affiliates, subsidiaries, parent company, officers, directors, agents, servants, employees, contractors, subcontractors, customers and suppliers (including rolling stock as well as stationary facilities) from damage on account of any accident or occurrence which *but for* this Agreement and privileges herein granted would not have occurred or been incurred except as provided above, and to promptly reimburse CANONIE, DCR, its successors, assigns, affiliates, subsidiaries, parent company, officers, directors, agents, servants, employees, contractors, subcontractors and suppliers for any and all such loss or damage.

SECTION 12. TERMINATION, DEFAULT

12.1 Unless cancelled at any time upon mutual agreement of BTO, CANONIE and DCR, upon thirty (30) days written notice, or as otherwise provided for herein, this Agreement and the privileges granted hereunder shall be and continue in full force and effect for 25 years from the date of this Agreement, except for BTO's continuing obligations to remove the Trail and restore the Right-of-Way and CANONIE's other property and its other obligations specifically provided in this Agreement.

12.2 This Agreement shall terminate prior to 25 years from the date of this Agreement in the event that for twelve (12) consecutive months BTO shall cease to use the Trail or any replacement of the Trail for the purpose herein stated, at which time the rights granted herein shall cease and terminate absolutely and this Agreement shall be null and void, except for BTO's continuing obligations to remove the Trail and restore the Right-of-Way and CANONIE's other property and its other obligations specifically provided in this Agreement.

12.3 This Agreement may be modified or terminated prior to 25 years from the date of this Agreement by CANONIE and DCR upon six (6) month's advance written notice to BTO in the event that CANONIE or DCR determines that the Leased Premises are needed by DCR for railroad-related purposes.

12.4 Upon termination of this Agreement, BTO shall remove the Trail and all of its property, if any, within the time specified in any notice of termination. In effecting such removal, the premises and property of CANONIE shall be restored by BTO to a condition satisfactory to CANONIE and DCR's Chief Engineer, or his duly authorized representative. If BTO shall fail to make the removal in the manner and time set forth herein, CANONIE or DCR may perform the removal and make said restoration, all at the sole risk, cost and expense of BTO, and may also dispose of any removed items without the necessity to account for the same or to give further notice to BTO.

12.5 If BTO shall fail to make the required removal, CANONIE shall have the further option to elect and notify BTO that all right, title and interest of BTO in any of its property shall be forfeited and shall vest absolutely in CANONIE as of the date of notice of such election.

12.6 In the event of BTO's breach of any covenant, condition, payment or other obligation under this

Agreement, CANONIE, DCR, its successors and assigns, shall provide BTO with written notice of breach and thirty (30) calendar days in which to cure such breach, except that, if the nature of the breach is such that it cannot be reasonably cured within said thirty (30) day period, BTO shall commence cure within said thirty (30) day period and complete said cure as soon as is reasonably possible, subject to legal requirements imposed on the BTO by law. Any breach by the BTO which is not cured within the time provided shall entitle CANONIE and DCR to injunctive relief, specific performance and damages, together with such attorney's fees and costs as CANONIE or DCR may incur as a result of such breach or the enforcement of CANONIE's and DCR's rights pursuant to this Agreement. Any uncured breach of this Agreement by BTO, shall constitute cause for termination of this Agreement by CANONIE, and BTO shall immediately discontinue any upgrades or improvements and/or operation of the Trail upon such termination. CANONIE's exercise of its right to terminate this Agreement shall not excuse BTO from the fulfillment or satisfaction of any obligation under this Agreement which has accrued prior to CANONIE's termination of the Agreement or of any obligations which this Agreement provides shall survive or be performed upon, termination.

12.7 In the event that BTO shall be guilty of any act or omission in violation of its obligations under this Agreement and such violation constitutes an imminent hazard to the health or safety of persons or property, or an imminent hazard to DCR's ability to use the railroad facilities located on the Right-of-Way when it has need therefore, such condition shall be deemed an Emergency Default. In such case, CANONIE or DCR shall notify BTO by telephone using the telephone number listed in Appendix B or to other number as BTO shall designate to CANONIE and DCR in writing from time to time and shall promptly follow up such telephonic notification with written confirmation thereof at the address provided for in Paragraph 27 below; such notifications shall set forth the nature of the Emergency Default and shall demand that BTO proceed to cure said Emergency Default condition immediately, subject to limits imposed on it by law. DCR, at its sole discretion, shall have the right (but not the duty) to bar use of the BTO until the Emergency Default is corrected. If BTO fails or refuses to proceed to immediately cure such Emergency Default condition, CANONIE or DCR shall be entitled to itself proceed to cure such Emergency Default condition and to collect the reasonable costs thereof from BTO or terminate this Agreement immediately.

SECTION 13. ENTRY PERMITS AND ADVANCE NOTIFICATION

13.1 Prior to BTO or any of BTO's officers, directors, agents, affiliates, servants, employees, contractors, subcontractors, and/or suppliers entering the Leased Premises to perform upgrades, improvements, inspections, maintenance or repairs, an Entry Permit must be obtained for each entity. Entry Permits will be issued and renewed on an annual basis and the Entry Permit fee will be waived for BTO and any municipality, agent, agency, contractor, or subcontractor providing upgrades, maintenance, repairs or improvements to the Trail on behalf of BTO. BTO shall contact DCR's Manager of Right-of-Way to initiate the issuance of an Entry Permit and DCR will coordinate such issuance with CANONIE.

13.2 BTO shall notify DCR, in writing, three (3) business days (Monday-Friday) prior to starting any upgrades, improvements, maintenance or repairs to the Trail that will come within 18 feet from the edge of tie of the nearest railroad track. In addition, prior to any vehicle or machinery entering onto the Leased Premises, BTO or any of its agents (including municipalities), contractors or subcontractors, must contact the DCR Manager of Construction by telephone at least twenty-four (24) hours before any work herein provided is to be undertaken or before any vehicles or equipment enter onto the Leased Premises. In the event of an emergency, the 24 hours notification requirement will be waived. However, under no circumstances shall any vehicle or equipment enter onto the Lease Premises without first receiving permission from DCR. Any repeated violations of this provision shall result in the Trail Lease Agreement being immediately terminated with no right of cure.

SECTION 14. ORDINANCES, REGULATIONS, RULES AND APPLICABLE LAWS

14.1 BTO, at BTO's sole cost and expense, shall comply with all applicable ordinances, rules, regulations, requirements and laws of any governmental authority, federal, state or local, having jurisdiction over the upgrade or improvement of the Trail and/or BTO's use, maintenance, repair and occupation under this Agreement, including but not limited to zoning, health, safety, building and/or environmental matters.

14.2 BTO shall further defend, indemnify and hold CANONIE and DCR harmless from any violations of such laws, ordinances, rules, regulations and/or requirements, any penalty, levy, fine or assessments there from, and all costs of defense of or compliance with any citation, order or violation notice(s), including but not limited to any such penalties, levies, fines, assessments, compliance or remedial charge(s) arising after termination of this Agreement. For the purposes of this Section 14.2, the term CANONIE and DCR, shall include not only the CANONIE and DCR named herein but also any parent companies, subsidiaries, affiliates, successors, or assigns of CANONIE and DCR, or its or their agents, servants, employees, directors, officers, contractors, subcontractors or suppliers.

14.3 It is BTO's sole duty, responsibility and obligation to determine and obtain any permit, license or other permission required by law in order for BTO to perform its obligations provided in this Agreement including, but not limited to, the upgrades, improvements, maintenance, repair, relocation or replacement of the Trail. BTO shall provide CANONIE and DCR with a copy of any required permits, licenses, or other permission or documentation prescribed by law prior to commencing or engaging in the regulated activity.

SECTION 15. CLAIM OF TITLE

15.1 BTO shall not at any time own or claim any right, title or interest in or to the lands of CANONIE, the Rail Line, the Right-of-Way of CANONIE nor shall the continued existence of this Agreement for any length of time give rise to any right, title or interest in and to the lands, Rail Line or Right-of-Way of CANONIE, or its successors or assigns other than as specifically provided in this Agreement.

SECTION 16. RECORDING

16.1 Upon the request of any party, the other parties shall join in the execution of a memorandum or so-called "short form" of this Agreement for the purpose of the recordation. Said memorandum or short form of this Agreement shall describe the parties, the termination provisions of this Agreement and shall incorporate this Agreement by reference. The party requesting the recording shall pay the recording costs and any legal fees.

SECTION 17. LIMITATIONS, RESERVATIONS AND RESTRICTIONS

17.1 This Agreement is made on an AS IS BASIS without warranties or representations of any nature or kind by CANONIE or DCR, its officers, directors, agents, servants, employees, contractors, subcontractors and suppliers of CANONIE or DCR and subject to all of the limitations, reservations and restrictions upon the title of CANONIE and DCR's right to use the Right-of-Way or other property. CANONIE does not warrant or represent the extent or duration of its interest, if any, in such property.

17.2 Other Agreements: The rights and privileges granted to BTO pursuant to this Agreement are subject to and subordinate to the agreements between CANONIE and DCR.

SECTION 18. INSPECTION

18.1 Notwithstanding any other provision of this Agreement, nothing contained herein shall relieve BTO from its obligation to inspect and at all times maintain in good condition and repair the Trail and facilities located under, along and across the land and Right-of-Way of CANONIE, or impose any obligation upon CANONIE or DCR in respect to such inspection and maintenance.

18.2 CANONIE and DCR shall have no responsibility or liability for any condition of the Trail or for policing the safe and proper use thereof.

SECTION 19. SUCCESSORS AND ASSIGN

19.1 The terms, conditions, covenants and provisions of this Agreement shall inure to the benefit of and be binding upon the successors and assigns of CANONIE, DCR and the successors and permitted assigns of BTO, provided, however, BTO may not assign, convey or encumber its rights under this Agreement except as set forth in Section 20 below.

SECTION 20. TRANSFER, ASSIGNMENT OR SUBLICENSE

20.1 BTO shall not voluntarily transfer, encumber or assign this Agreement or any of its rights and privileges herein granted, except with the prior written consent of CANONIE and DCR, which consent may be granted or withheld in the sole discretion of CANONIE and DCR. In the event of any such unauthorized transfer, encumbrance, or assignment of this Agreement, or any of the rights and privileges of BTO hereunder, this Trail Lease Agreement will immediately terminate by giving BTO or any transferee or assignee written notice of such termination.

20.2 BTO shall not conduct, promote, or permit any races or competitive events within the Trail Lease Premises without the prior written authorization of CANONIE and DCR.

SECTION 21. TRACKS

21.1 It is understood and agreed that the permission herein granted to BTO does not include the right to move heavy equipment or vehicles over any unprotected tracks or within the dynamic envelop of any unprotected track of CANONIE and DCR.

21.2 It is understood and agreed that the permission herein granted to BTO does not include the right of any person or individual to enter onto the Rail Line or into the dynamic envelope of any unprotected track of CANONIE and DCR.

21.2 If, during any upgrades, improvements, maintenance or relocation, in the judgment of the Chief Engineer of DCR, or his designated representative, it shall be necessary to protect the property of CANONIE or DCR, or property in its care and custody by use of flagmen, or other protective measures which are required because of the Trail or BTO's operations, it is understood and agreed that BTO shall promptly reimburse DCR for the entire cost and expense thereof if DCR undertakes to provide or obtain such services.

SECTION 22. ENTIRE AGREEMENT

22.1 This Agreement and the Exhibits, Appendices, and Riders, if any, attached hereto and forming a part hereof, set forth all the covenants, promises, agreements, conditions and understandings between CANONIE, DCR and BTO concerning the subject matter of this Agreement and there are no other covenants, promises, agreements, conditions or understandings, either oral or written between the parties hereto.

22.2 Except as herein otherwise specifically provided, no alteration, amendment, change or addition to this Agreement shall be binding upon CANONIE, DCR or BTO unless reduced to writing and signed by all parties.

SECTION 23. GOVERNMENTAL APPROVAL

23.1 To the extent required by law, this Agreement shall be subject to the approval, if necessary, of any State or Federal Commerce Commission, Board of Public Utility Commissioners, Public Service Commission, United States Surface Transportation Board, or any other such Federal, State or local governmental body as may have jurisdiction.

SECTION 24. INTERPRETATION

24.1 This Agreement shall be governed by and construed in accordance with the laws of the State of Virginia, and all terms of this Agreement shall be interpreted in accordance therewith.

SECTION 25. PARTIAL INVALIDITY

25.1 The invalidity, unenforceability or unconstitutionality of any particular provision of this Agreement shall not affect the other provisions hereof, and this Agreement shall be construed in all respects as if such invalid, unconstitutional or unenforceable provision or provisions were limited in scope and effect to the extent necessary to render such provision or provisions valid, enforceable and constitutional, and if such a limiting construction is not possible, such provision or provisions shall be omitted.

SECTION 26. NON-WAIVER OF COVENANTS

26.1 The failure of any party to enforce any of the provisions of this Agreement at any time shall in no way be construed to be a waiver of such provisions in the future nor in any way affect the validity of this Agreement, or any part thereof, nor the right of any party thereafter to enforce each and every such provision.

SECTION 28. RELATIONSHIP OF THE PARTIES

28.1 The relationship of the parties is that of independent entities and in no way establishes a partnership, agency or joint venture relationship.

SECTION 29. SURVIVAL OF COVENANTS

29.1 Notwithstanding any other provision of this Agreement, the rights and obligations of the parties expressed in this Agreement, including but not limited to, any provisions concerning indemnity and liability, shall remain in effect for any legal proceeding brought against CANONIE, DCR, or its agents, servants, employees, directors, officers, parent company, successors or assigns, which was commenced after the termination of this Agreement, for whatever reason, but was caused by, alleged to be caused by, or grew out of any accident or occurrence which but for this Agreement, the BTO or the presence of BTO's officers, agents, employees, servants, contractors, subcontractors or suppliers pursuant to this Agreement, would not have occurred or been incurred, even when such proceeding is attributable to the sole or concurrent fault, failure or negligence of CANONIE, DCR, its officers, agents, employees, servants, contractors, subcontractors or suppliers.

IN WITNESS WHEREOF, the parties have mutually executed this Agreement, induplicate, as of the day and year first above written.

BTO, a _____ [Non-Profit] Corporation

By: _____

Printed Name: _____

Title: _____

Delmarva Central Railroad Company, a Delaware Corporation

By: _____

Printed Name: _____

Title: _____

Canonie Atlantic Corporation, a Virginia Corporation

By: _____

Printed Name: _____

Title: _____

APPENDIX A

RAIL LINE MAP

APPENDIX B

LISTING OF CONTACTS AND TELEPHONE NUMBERS