



TOWN OF COEBURN PEDESTRIAN STUDY

Final Report

Prepared for the Town of Coeburn
Prepared by Michael Baker International

11/12/2019

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INTERNATIONAL





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Introduction

This study was a collaborative effort between the Virginia Department of Transportation (VDOT), the Town of Coeburn (the Town) and Michael Baker International (Baker) to develop small feasible pedestrian projects focused on connectivity to the primary, middle and high school in the heart of the town. This study analyzed the existing pedestrian infrastructure in the Town within the study area shown in **Figure 1**. This study was aided by a thorough discussion with local stakeholders on the current needs of the area and goals for the pedestrian network serving the schools and town. Through this analysis and discussion, the study team, comprised of VDOT and Baker staff, developed six project concepts tailored to available funding sources for the Town to consider. The projects resulting from this study are conceptual and subject to engineering design considerations and state and federal regulations during development.

The goal of the study was to provide the town with a comprehensive resource as they sought to make improvements to their pedestrian network. Information has been provided in this study that can support funding applications and help inform local officials and citizens. A summary of potentially relevant funding sources has been included in **Appendix B**. The town is encouraged to utilize this study as their planning and implementation efforts move forward, whether in comprehensive plan updates, amendments or in future funding applications.

Stakeholder Input

One of the most important components of the study is the local knowledge shared by the stakeholder group. The February 12, 2019 kick-off meeting for this study also served as an opportunity for VDOT and Baker to engage with local stakeholders that included the mayor, vice-mayor, chief of police, town manager and school representatives. This interaction allowed the rest of the study team to understand the desired paths and connection points to the schools and the deficiencies that are currently being experienced.

The inventory of existing infrastructure had been completed prior to engagement with local stakeholders and reviewed by Baker in preparation of the February meeting. It was important for the study team to have an initial view of the existing conditions to help facilitate the discussion of possible solutions. The stakeholder group provided vital information and suggestions that served as a jumping off point for the recommendations put forth by the study team.

On September 19, 2019 the stakeholders for the Town were once again engaged after the study team had come to a consensus on six project concepts. These six projects were presented to and discussed with the stakeholder group. Overall, the projects were well received. The input from the stakeholders resulted in the minor adjustment of a few project concepts but no substantial changes resulted from the meeting. The recommendations included in this report are the final concepts derived from the work of the study team and the substantial input from the stakeholder group.

Town of Coeburn Pedestrian Access Study

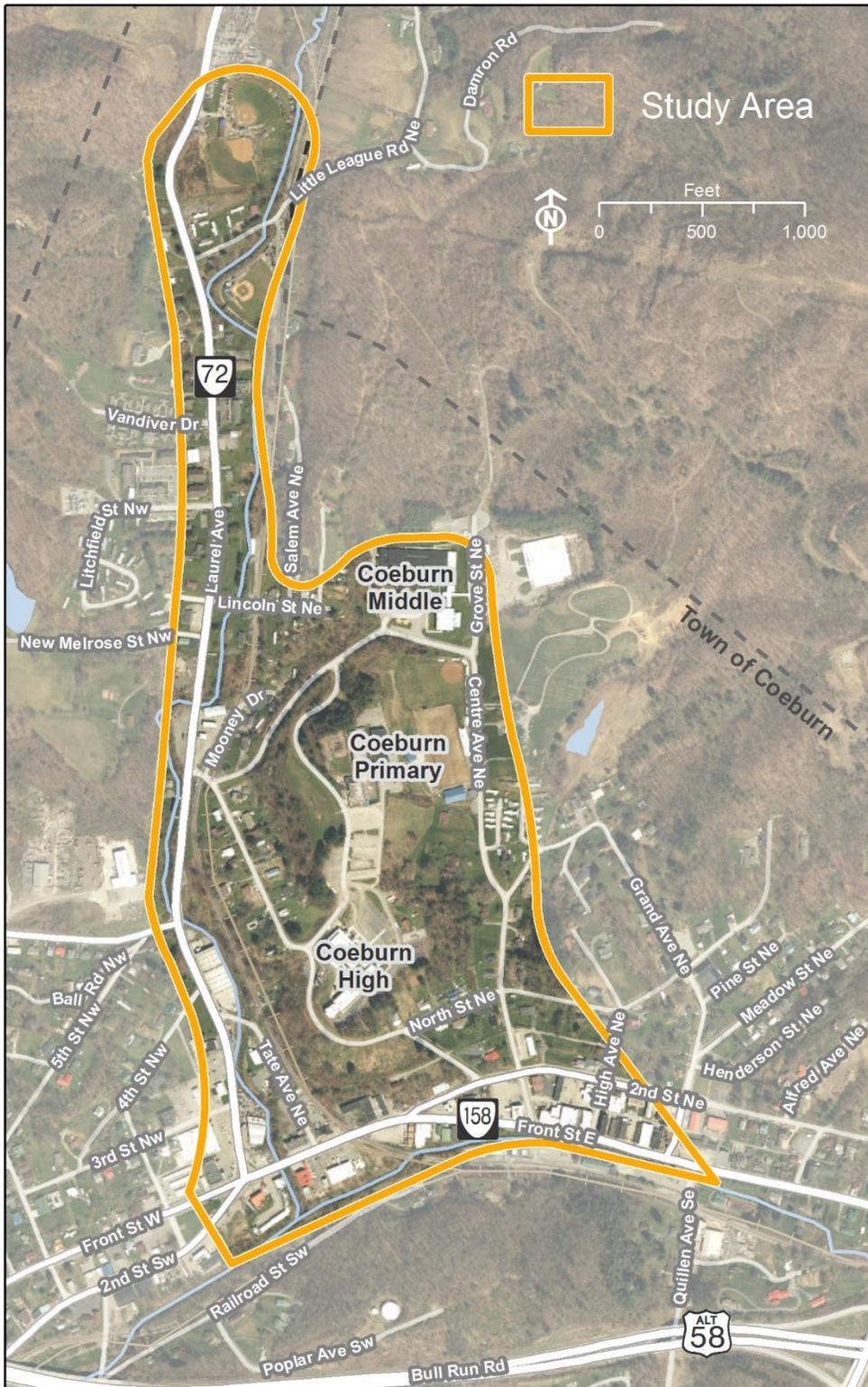


Figure 1



Existing Conditions and Base Mapping

Baker sought to perform an exhaustive inventory and review of the existing pedestrian infrastructure to gain an in-depth view of the current challenges. Rather than walk and photograph miles of roadway and sidewalk, cameras were mounted on a vehicle that was then driven on multiple trips through the study area. The videos were reviewed, and the existing sidewalks and stairs were catalogued in GIS.

Additional information available from the Town and Wise County such as parcel lines and data, utility information and structures information were obtained for the base mapping efforts. The parcel data helped inform decisions on potential right of way impacts and the structure information helped identify concentrations of housing or areas of interest. In general, publicly available parcel data is not reliable enough to make definitive statements on right of way impacts but reasonable judgments on potential impacts can be made. The base map information has been included in **Appendix C**.

This formed the base map for the project and a point of reference during discussions with the stakeholder group. This map created an overview of the currently available routes and easily identifiable gaps. Pictures at individual locations were collected after specific areas of interest were identified. This information was used to help inform specifics of the project concepts. The existing conditions inventory information has been included as a part of the recommendations overview map in **Appendix A**.

Field Observations (Opportunities)

During the review of the existing conditions, several noticeable gaps were observed. These gaps also coincided with stakeholder comments and observations. There were four locations around the schools where a lack of facilities presented challenges for pedestrians getting to and travel between the schools. Centre Avenue Northeast has a sidewalk near downtown starting at 2nd Street but ends just south of Grand Avenue. Just north of Grand Avenue is the football field for Eastview High School and a connection into the school complex. This missing link is important for students south and east of the school complex.

Connections to the schools from the west were also incomplete. Lincoln Street Northeast, while a steep hill, is a direct connection for the housing complexes on the west side of Laurel Avenue to Coeburn Middle School. At the end of Lincoln Street Northeast, the sidewalk ends and there is an unpaved cut-through in the trees. A sidewalk runs along North Street Northeast that provides connection from Laurel Avenue to the west side of Eastview High School. However, this connection is incomplete starting at the intersection with Schoolhouse Drive. The high school and primary school share a parking lot with a fragmented pedestrian connection made up of sidewalks and painted crossings of the parking lot. While this is manageable, there is a no connection between the primary school and middle school where it was noted there is more demand.

Beyond the school connections there were two other locations where missing connections were observed. Along Laurel Avenue there are patches of existing sidewalk, but there is not a complete network from the points of interest near the intersection with Front Street up to the housing complexes 0.6 mile north. Laurel Avenue is a main thoroughfare in and out of the town, but also a noted pedestrian route even with the absence of a complete connection. The pedestrian facilities along Laurel Avenue terminate at the town's Little League baseball field. However, just north of the field there are two recreational softball fields. There is no connection between the two along Laurel Avenue, but the



area around the baseball field is paved and a small bridge provides access over Toms Creek to the grass area adjacent to the softball fields.

It is these observations that the study tried to rectify as it moved forward. This information was discussed with the stakeholders and their observations of needs aligned closely with the observations made in the field.

Recommendations Overview

Following the initial stakeholder meeting, Baker prioritized the areas of need and explored potential solutions to creating a more connected pedestrian network. During the process, the study team performed additional field visits to gain additional information, such as measurements and photographs, to confirm feasibility of project concept ideas. The study team engaged in multiple collaborative sessions prior to providing draft recommendations for the Town to review. These were important to ensure that VDOT was supportive of the ideas that were moving forward, which would be a key indicator for the Town.

The limited viable funding mechanisms available to the Town provided a narrow focus on the types of projects that could be recommended. At the onset, the goal was to provide project concepts that could be accomplished by the Town. While this did limit some options, ultimately it was not a detriment to the study or the resulting recommendations. Instead, the Town can be confident in the ideas that have been presented when pursuing funding knowing they're attainable.

Compliance with the Americans with Disabilities Act was always a focus for the study team. This was a challenge given the terrain in the area, but the solutions put forth by this study sought to provide the best options possible while meeting ADA guidelines. Limited engineering was performed, and it will be up to the Town to decide what will ultimately be implemented.

Cost estimates and opinions of right of way impacts were developed for all project recommendations. The cost estimates were calculated using items of high unit cost and / or reasonably approximated quantities with more difficult project items calculated as a percentage of the project cost. Right of way impacts were described as one of three scenarios: very likely, somewhat likely, unlikely. The lack of reliable survey information makes any further determination of right of way requirements overly challenging. This information is provided in the anticipation that it will be vital for the Town in prioritizing and selecting projects for implementation.

The project concepts are not intended to be limited to what's been presented. They should be viewed as a starting point for the Town's vision of a better pedestrian network. The goal of the project concepts is to show what the study team feels is feasible. One-page graphical overviews of the six project recommendations were created to showcase each project concept and can be found in the following section. A map of the entire study area including the inventory of the existing sidewalks, GIS-level property boundaries and the project concept locations is included in **Appendix A**.



Town of Coeburn Pedestrian Access Study

Recommendation #: 1 – Softball Field Connector

Description: Improve the existing pedestrian route from the baseball field to the softball fields by providing a shared-use path from the baseball field to the pedestrian bridge near the railroad tracks. The path should be clear of railroad right of way. Include a crosswalk across Little League Rd. NE. Provide a shared-use path from the bridge to the softballs fields. Make necessary repairs to the pedestrian bridges and the baseball field and softball field. Way finding signs may also be helpful.

Timeline: Short-Term Long-Term



Estimated Construction Cost (2019 \$): \$160,000 - \$220,000

Right of Way Req'd?: Very Likely Somewhat Likely Unlikely

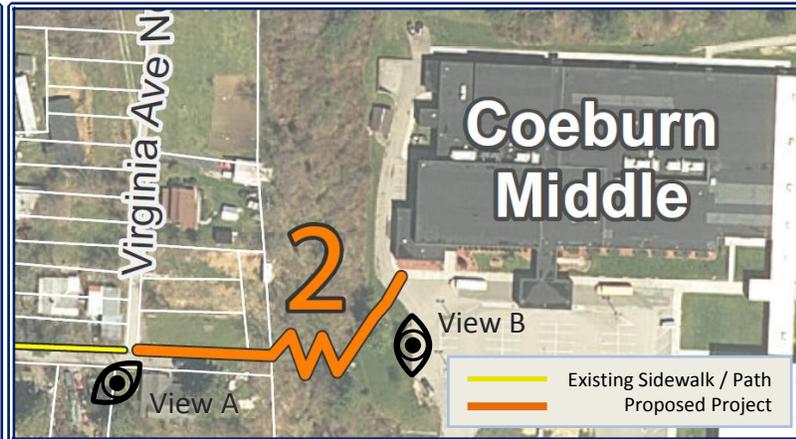
Town of Coeburn Pedestrian Access Study



Recommendation #: 2 – Lincoln Street to Coeburn Middle School

Description: Provide a sidewalk connection from Lincoln Street NE to Coeburn Middle School. Due to the steep slope down to the middle school, a switchback ramp or something similar may be needed. The concept in View B may be altered to fit the needs, funding and terrain upon further development. Repairs to the sidewalk along the upper portion of Lincoln Street NE will also be needed.

Timeline: ✓ Short-Term ___ Long-Term



Estimated Construction Cost (2019 \$): \$260,000 - \$350,000

Right of Way Req'd?: Very Likely Somewhat Likely Unlikely

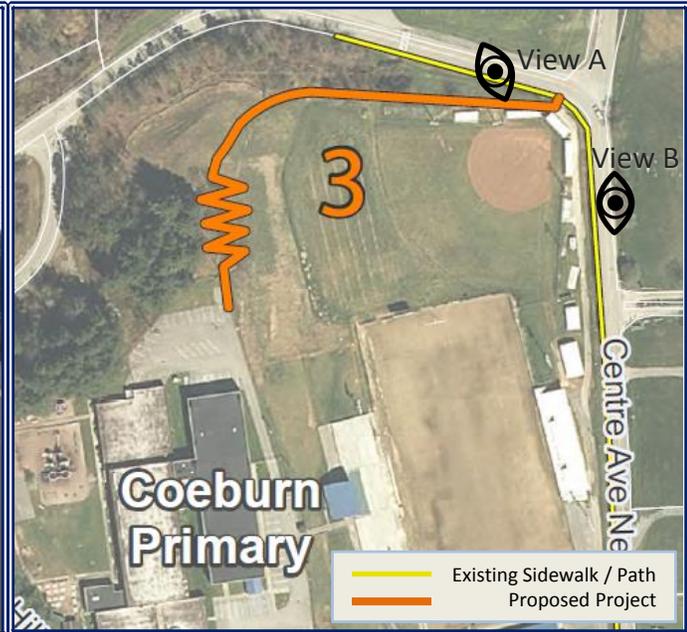
Town of Coeburn Pedestrian Access Study



Recommendation #: 3 – Centre Avenue to Coeburn Primary School

Description: Provide an 8' asphalt shared-use path from the intersection of Centre Avenue NE & Grove Street NE, along the back of the baseball field dugout to the practice field and up the graded slope to Coeburn Primary. Some re-grading, switchbacks and safety railing may be required in order to meet ADA requirements.

Timeline: Short-Term Long-Term



Estimated Construction Cost (2019 \$): \$320,000 - \$435,000

Right of Way Req'd?: Very Likely Somewhat Likely Unlikely

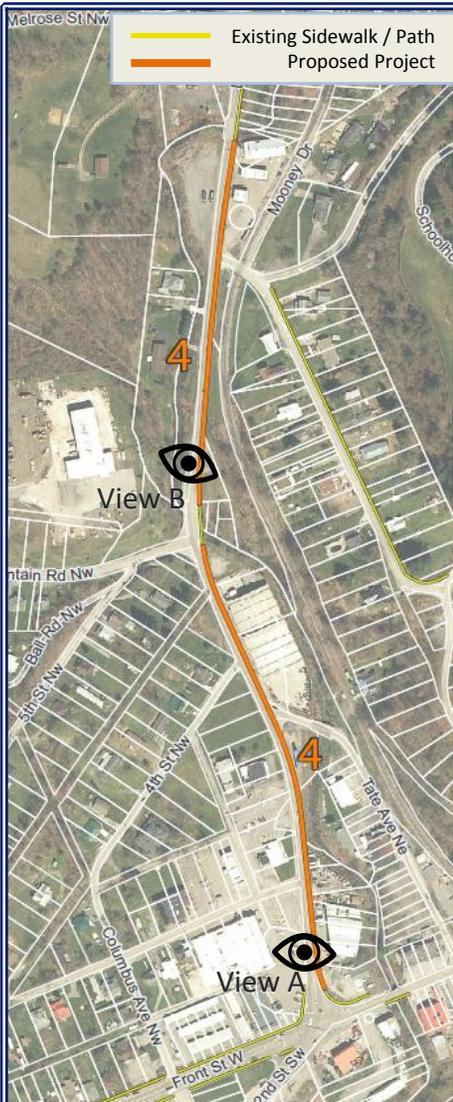
Town of Coeburn Pedestrian Access Study



Recommendation #: 4 – Laurel Avenue

Description: Provide a 5' sidewalk on the east side of Laurel Avenue to fill in the gaps of the existing sidewalk to connect downtown with the housing communities to the north. Additional project requirements include but may not be limited to: Access management remedies to meet current standards, parcel acquisition due to impacts / damages and installation of new drainage infrastructure. Project could be partnered with roadway safety improvements (not included in cost estimate).

Timeline: ___ Short-Term Long-Term



Estimated Construction Cost (2019 \$): \$1.2M - \$1.6M

Right of Way Req'd?: Very Likely Somewhat Likely Unlikely

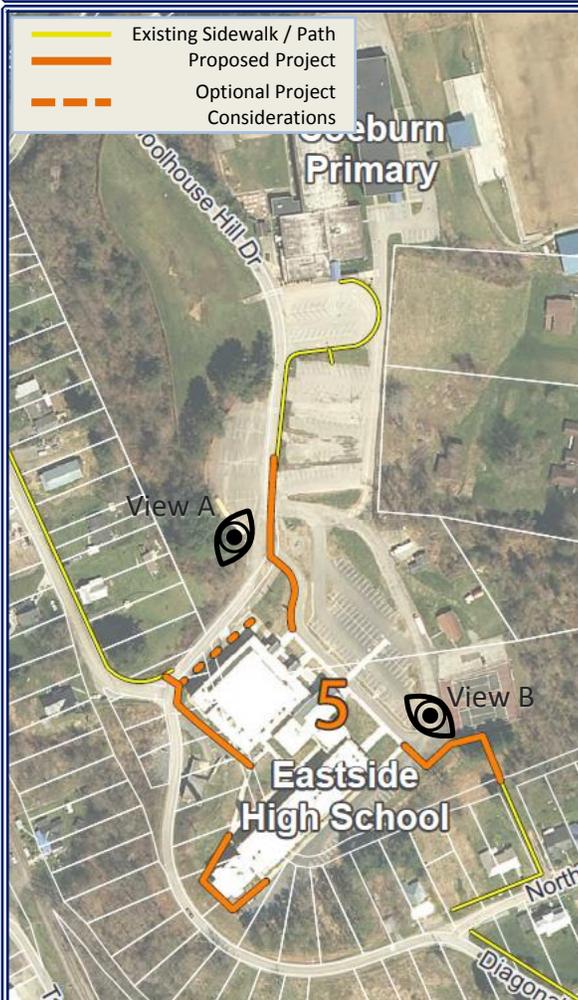
Town of Coeburn Pedestrian Access Study



Recommendation #: 5 – Eastside High School Connection

Description: Install dedicated pedestrian routes through the Eastside High School property to connect to Coeburn Primary. Connect from the existing stairs north of North Street NE to the existing sidewalk in the parking lot. Connect the network on the back of the school to the existing sidewalk at Schoolhouse Hill Dr. and North St. NE (*Views A & B*). The connection along the west side of Eastside High coming from North Street NE should be considered for further improvements and may be an alternative ADA route should one not be feasible to the back of the school. Include high visibility signage, pavement markings and way finding signage as appropriate.

Timeline: ✓ Short-Term __ Long-Term



Estimated Construction Cost (2019 \$): \$235,000 - \$320,000

Right of Way Req'd?: Very Likely Somewhat Likely Unlikely

Town of Coeburn Pedestrian Access Study



Recommendation #: 5 Cont'd – Eastside High School Connection

Description: Install dedicated pedestrian routes through the Eastside High School property to connect to Coeburn Primary. Connect from the existing stairs north of North Street NE to the existing sidewalk in the parking lot. Connect the network on the back of the school to the existing sidewalk at Schoolhouse Hill Dr. and North St. NE (*Views A & B*). The connection along the west side of Eastside High coming from North Street NE should be considered for further improvements and may be an alternative ADA route should one not be feasible to the back of the school. Include high visibility signage, pavement markings and way finding signage as appropriate.

Timeline: ✓ Short-Term __ Long-Term



Estimated Construction Cost (2019 \$): \$235,000 - \$320,000

Right of Way Req'd?: Very Likely Somewhat Likely **Unlikely**

Town of Coeburn Pedestrian Access Study



Recommendation #: 6 – Centre Avenue Connector

Description: Install a sidewalk along the west side of Centre Avenue to fill in the gap in the existing sidewalks. Remove the existing sidewalk on the east side near Grand Avenue. A pedestrian bridge will be needed to bridge over the existing ditch on the west side of Centre Avenue near Grand Avenue. A new mid-block crosswalk (not shown) on Centre Avenue south of the intersection with Grand Avenue should be installed to provide a connection to homes east of Centre Avenue.

Timeline: Short-Term Long-Term



Estimated Construction Cost (2019 \$): \$525,000 - \$710,000

Right of Way Req'd?: Very Likely Somewhat Likely Unlikely



Appendix A

Coeburn, VA

Sidewalk Recommendations

-  Existing Sidewalks
-  Draft Recommendations
-  Optional Project Considerations

1. Ball Field Connector
2. Lincoln St to Coeburn Middle
3. Centre Ave to Coeburn Primary
4. Laurel Ave
5. Eastside High School Connections
6. Centre Ave Connector



0 250 500 Feet

Michael Baker
INTERNATIONAL
10/7/2019





Appendix B

**Purpose**

SMART SCALE is a statewide program that distributes funding based on a transparent and objective evaluation of projects that will determine how effectively they help the state achieve its transportation goals.

Funding

There are two main pathways to funding within the SMART SCALE process—the Construction District Grant Program (DGP) and the High Priority Projects Program (HPPP). A project applying for funds from the DGP is evaluated against other projects within the same construction district. A project applying for funds from the HPPP is evaluated against projects statewide. The Commonwealth Transportation Board (CTB) then makes a final decision on which projects to fund.

Eligible Projects

Projects must address improvements to a Corridor of Statewide Significance, Regional Network, or Urban Development Area (UDA) that meet a need identified in the statewide multimodal long-range transportation plan, VTrans. Project types can include highway improvements such as widening, operational improvements, access management, intelligent transportation systems, transit and rail capacity expansion, and transportation demand management, including park and ride facilities. Projects may also address a documented safety need.

Eligible Applicants

Applications may be submitted through the SMART Portal by regional entities including Metropolitan Planning Organizations (MPOS) and Planning District Commissions (PDCs), along with public transit agencies, and counties, cities, and towns that maintain their own infrastructure. Projects pertaining to UDAs and safety needs can only be submitted by localities. Applications may be for eligible project types only and sufficiently developed such that benefits can be calculated.

Evaluation Criteria

There are five factors evaluated for all projects: Safety, Congestion Mitigation, Accessibility, Environmental Quality, and Economic Development. Projects in MPOs with a population greater than 200,000 are also evaluated by a land use factor.

Funding Cycle

Beginning with the FY2018-FY2023 SYIP Update, the application cycle will alternate every other year with funding generally applied to projects in the last two years of the SYIP. Applications are generally accepted beginning in the Spring through July. Approximately \$500-600 million in each program is expected to be available per cycle. Funding includes both state and federal sources. Projects that can be developed as federal projects will follow the federal process.

Website

<http://www.vasmartscale.org/>

**Purpose**

This federal transportation program is structured and funded to identify and improve locations where there is a high concentration, or risk, of vehicle crashes that result in deaths or injuries and to implement strategies to attain Virginia's Towards Zero Deaths vision.

Funding

There are several core safety programs, including Highway Safety, Systemic Safety, Bicycle and Pedestrian Safety, and Highway-Rail Safety.

Eligible Projects

Projects involve the identification of high-crash spots or corridor segments, an analysis of crash trends and existing conditions, and the prioritization and scheduling of improvement projects. Submitted projects must demonstrate a cost benefit and must:

- Be relevant to the program purpose of reducing severe crashes or risk to transportation users.
- Address hazardous situations through good safety planning and identified by safety data driven network screening.
- Demonstrate compliance with the appropriate VDOT design guideline and standards.

Eligible Applicants

The Highway Safety Programs (HSP), Rail-At-Grade-Crossing (Rail) and the Bicycle Pedestrian Safety Program (BPSP) applications must be submitted through the SMART Portal by local governments, VDOT District and Regional Staff.

Evaluation Criteria

The eligibility criteria and process for the safety programs are different. The Portal automatically scores each application based upon the various factors such as: Benefit/Cost ratio, PSI listing, supporting documents, complete cost estimate/schedule etc. The (HSP) application targets vehicle only crashes and requires a benefit-cost (B/C) ratio analysis, or the Systemic Safety Improvement (SSI) application can utilize a risk assessment methodology that addresses these risks throughout a network of roadways. The Rail Safety and Bicycle and Pedestrian Safety applications require a risk analysis due to the unpredictability of the crash types.

Funding Cycle

The funding cycle for the Highway Safety program will be every year. Approximately \$60 million is available per year. Applications are generally accepted August through October of each year. All funding is federal.

Website

http://www.virginiadot.org/business/ted_app_pro.asp



Purpose

This program is intended to help sponsors fund projects that expand non-motorized travel choices and enhance the transportation experience by improving the cultural, historical, and environmental aspects of transportation infrastructure. It focuses on providing pedestrian and bicycle facilities and other community improvements.

Funding

TAP is not a traditional grant program and funds are only available on a reimbursement basis. The program will reimburse up to a maximum 80% of the eligible project costs and requires a minimum 20% local match. These are federal transportation funds and therefore require strict adherence to federal and state regulations including Americans with Disability Act (ADA) design standards. Funding is allocated statewide and to specific population areas as set forth in federal regulation. Funds are awarded by the CTB and the MPOs in Virginia's Transportation Management Areas (TMAs).

Eligible Projects

- Pedestrian and bicycle facilities such as sidewalks, bike lanes, and shared use paths
- Infrastructure-related projects and systems that will provide safe routes for non-drivers to access daily needs
- Conversion and use of abandoned railway corridors for rails-to-trails facilities
- Construction of turnouts, overlooks and viewing areas
- Inventory, control or removal of outdoor advertising (billboards)
- Preservation and rehabilitation of historic transportation facilities including train depots, lighthouses and canals
- Vegetation management practices in transportation rights-of-way
- Archeological activities relating to impacts from implementation of a transportation project
- Environmental mitigation activities to decrease the negative impacts of roads on the natural environment
- Wildlife mortality mitigation activities to decrease negative impacts of roads on wildlife and habitat connectivity

Eligible Applicants

Applications may be submitted through the SMART Portal by local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, school districts, local educational agencies, schools, tribal governments, and any other local/regional entity with responsibility for oversight of transportation or recreational trails.

Evaluation Criteria

- Project funding
- Project concept
- How the project improves the existing transportation network
- Sponsor's experience administering federal-aid projects
- Project's readiness to proceed

Funding Cycle

Beginning with the FY2019-2024 SYIP Update, the application cycle will alternate every other year with allocations available in the first and second year of the SYIP. Approximately \$20 million is available per year with a maximum request of \$1M per year (\$2M per application). Applications are generally accepted August through October of every other year. All funding is federal.

Website

<http://www.virginiadot.org/business/prehancegrants.asp>



Purpose

The purpose of Safe Routes to School (SRTS) is to: Enable and encourage children, including those with disabilities, to walk and bicycle to school; make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution near schools.

Funding

SRTS is a component of the Transportation Alternatives Program (TAP) and subject to TAP regulations. TAP is not a traditional grant program and funds are only available on a reimbursement basis. The program will reimburse up to a maximum 80% of the eligible project costs and requires a minimum 20% local match. These are federal transportation funds and therefore require strict adherence to federal and state regulations including Americans with Disability Act (ADA) design standards. Funding is allocated statewide and to specific population areas as set forth in federal regulation. Funds are awarded by the CTB and the MPOs in Virginia's Transportation Management Areas (TMAs).

Eligible Projects

Infrastructure related projects including their planning, design and construction:

- Sidewalk improvements
- Traffic calming and speed reduction improvements
- Pedestrian and bicycle crossing improvements
- On-street bicycle facilities
- Off-street bicycle and pedestrian facilities
- Secure bicycle parking facilities
- Traffic diversion improvements in the vicinity of schools

Non-infrastructure related projects including promotion and safety education:

- Public awareness campaigns and outreach
- Traffic education and enforcement in the vicinity of schools
- Student sessions on bicycle and pedestrian safety, health and environment
- Funding for training, volunteers and managers of safe routes to school programs

Eligible Applicants

Applications may be submitted through the SMART Portal by local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, school districts, local educational agencies, schools, tribal governments, and any other local/regional entity with responsibility for oversight of transportation or recreational trails.

Evaluation Criteria

- Project funding
- Project concept
- How the project improves the existing transportation network
- Sponsor's experience administering federal-aid projects
- Project's readiness to proceed

Funding Cycle

Beginning with the FY2019-2024 SYIP Update, the application cycle will alternate every other year with allocations available in the first and second year of the SYIP. A maximum request of \$1M per year (\$2M per application). Applications are generally accepted August through October of every other year. All funding is federal.

Website

http://www.virginiadot.org/programs/td Rt2_school_pro.asp

**Purpose**

This program provides additional funding for use by a county, city, or town to construct, reconstruct, improve, or maintain the highway systems within such county, city, or town and for eligible rural additions in certain counties of the Commonwealth. Locality funds are matched, dollar for dollar, with state funds, with statutory limitations on the amount of state funds authorized per locality.

Funding

Application for program funding must be made by resolution of the governing body of the jurisdiction requesting funds. Project funding is allocated by resolution of the CTB. The Revenue Sharing program will match, dollar for dollar, eligible project costs up to limitations specified in CTB Policy

Eligible Projects

- Supplemental funding for projects listed in the adopted in the SYIP
- Construction, reconstruction, or improvement projects not including in the adopted SYIP
- Improvements necessary for the specific subdivision streets otherwise eligible for acceptance into the secondary system for maintenance (rural additions)
- Maintenance projects consistent with the department's operating policies
- New hardsurfacing (paving)
- Deficits on completed construction, reconstruction, or improvement projects

Eligible Applicants

Applications may be submitted through the SMART Portal by any county, city, or town in the Commonwealth.

Evaluation Criteria

- Priority 1: Construction projects that have previously received Revenue Sharing funding
- Priority 2: Construction projects that meet a transportation need identified in the Statewide Transportation Plan or projects that will be accelerated in a locality's capital plan
- Priority 3: Projects that address deficient pavement resurfacing and bridge rehabilitation
- Priority 4: All other projects

Funding Cycle

Beginning with the FY2019-2024 SYIP Update, the application cycle will alternate every other year with allocations available in the first and second year of the SYIP. Approximately \$100 million in state funding is available per year. Applications are generally accepted August through October of every other year. All funding is non-federal.

Website

http://www.virginiadot.org/business/local-assistance-accessprograms.asp#Revenue_Sharing

Local Assistance

Recreational Access Program

Purpose

The Recreational Access Program is a state-funded program intended to assist in providing adequate access to or within public recreational areas and historic sites operated by the Commonwealth of Virginia, or by a local government or authority.

Funding

Application for program funding must be made by resolution of the governing body of the jurisdiction requesting funds. Project funding is allocated by resolution of the CTB.

Eligible Projects

Construction, reconstruction, maintenance and improvement of roads and bikeways are eligible for Recreational Access funding. A road or bikeway constructed with Recreational Access funds must serve a publicly developed recreational area or historic site operated by a state agency, a locality, or a local authority (not a federal facility). No access road or bikeway may be constructed, reconstructed, maintained or improved on privately owned property.

Eligible Applicants

Application for Recreational Access Program funds may be made only by the governing body of the county, city or town in which the access road or bikeway project is to be constructed. The local government serves as the coordinator for all Recreational Access applications. After reviewing the application and consulting with the VDOT Manager, the locality will officially request the Recreational Access Program allocation with the appropriate locality resolution. Project funding is allocated by resolution of the CTB.

Evaluation Criteria

- Meeting program eligibility requirements
- Approval from VDOT District Administrator
- CTB approval

Funding Cycle

Recreational access road funds are spent down each year from a possible maximum balance of \$3 million, which is replenished at the end of the year by the CTB "to the extent it deems necessary to carry out the purpose intended" of providing recreational access roads and bikeways, according to authorizing state code (Code of Virginia § 33.2-1510).

Website

<http://www.virginiadot.org/business/local-assistance-access-programs.asp>

http://www.virginiadot.org/business/resources/local_assistance/access_programs/RecrAccessGuide.pdf

http://www.virginiadot.org/business/resources/local_assistance/Recreational_Access_Program_Checklist_-_Revised_Nov_2012.pdf

Local Assistance

Economic Development Access

Purpose

The goal of VDOT's Economic Development Access Program is to direct state grants to construction or improvement of secondary or local roads to attract new or growing business enterprises that will create jobs and add new, sustainable economic activity to the local jurisdiction tax base. The program explicitly anticipates a partnership between an independent eligible local government and a specific enterprise, but it may also fund access roads under bonding provisions before a firm business prospect is identified.

Funding

Funding for access roads to stimulate local economic development is allocated by the CTB in Code of Virginia § 33.2-1509. According to VDOT's program guide, economic development access road funds must be used for the tangible outcome of an access road and/or a pedestrian or bicycle facility that is considered necessary for the project, but ancillary costs are ineligible (VDOT, 2014d). Regular project awards are those with a firm commitment from an eligible enterprise and will be the lesser of (1) "reasonable" road project cost; (2) 20% of qualifying investment by the eligible business enterprise; or (3) \$500,000 per fiscal year to counties and cities and to towns maintaining their own roads. Application for program funding must be made by resolution of the governing body of the jurisdiction requesting funds. Project funding is allocated by resolution of the CTB.

Eligible Projects

- Projects that provide a publicly maintained road from the primary entrance of the economic development site to the nearest adequate publicly maintained road. Any pedestrian or bicycle facility deemed necessary for the project is eligible for funding.

Eligible Applicants

Application for program funding must be made by resolution of the governing body of the jurisdiction requesting funds. Project funding is allocated by resolution of the CTB. All counties and cities are independent eligible localities, as are towns that maintain their own streets (i.e., that receive maintenance payments under Code of Virginia § 33.2-319). Towns whose streets are maintained as part of the state road system are considered to be part of the county in which they lie and therefore are ineligible to submit grant applications independently.

Evaluation Criteria

- Meeting program eligibility requirements
- Approval from VDOT District Administrator
- CTB approval

Funding Cycle

While VDOT may not necessarily need to be involved in the initial planning discussions for a economic development site, early involvement as soon as the road plans are identified can help avoid delays. An initial request from a local governing body for Economic Development Access Program funding typically takes four to six months to attain approval by the CTB. Meeting the contingencies of the CTB allocation approval often requires another two or more months.

Websites

<http://www.virginia-dot.org/business/local-assistance-access-programs.asp>

http://www.virginia-dot.org/business/resources/local_assistance/access_programs/EconomicDevelopmentAccessProgramGuide.pdf

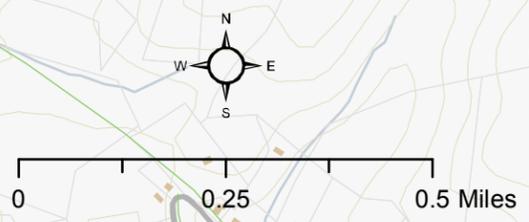
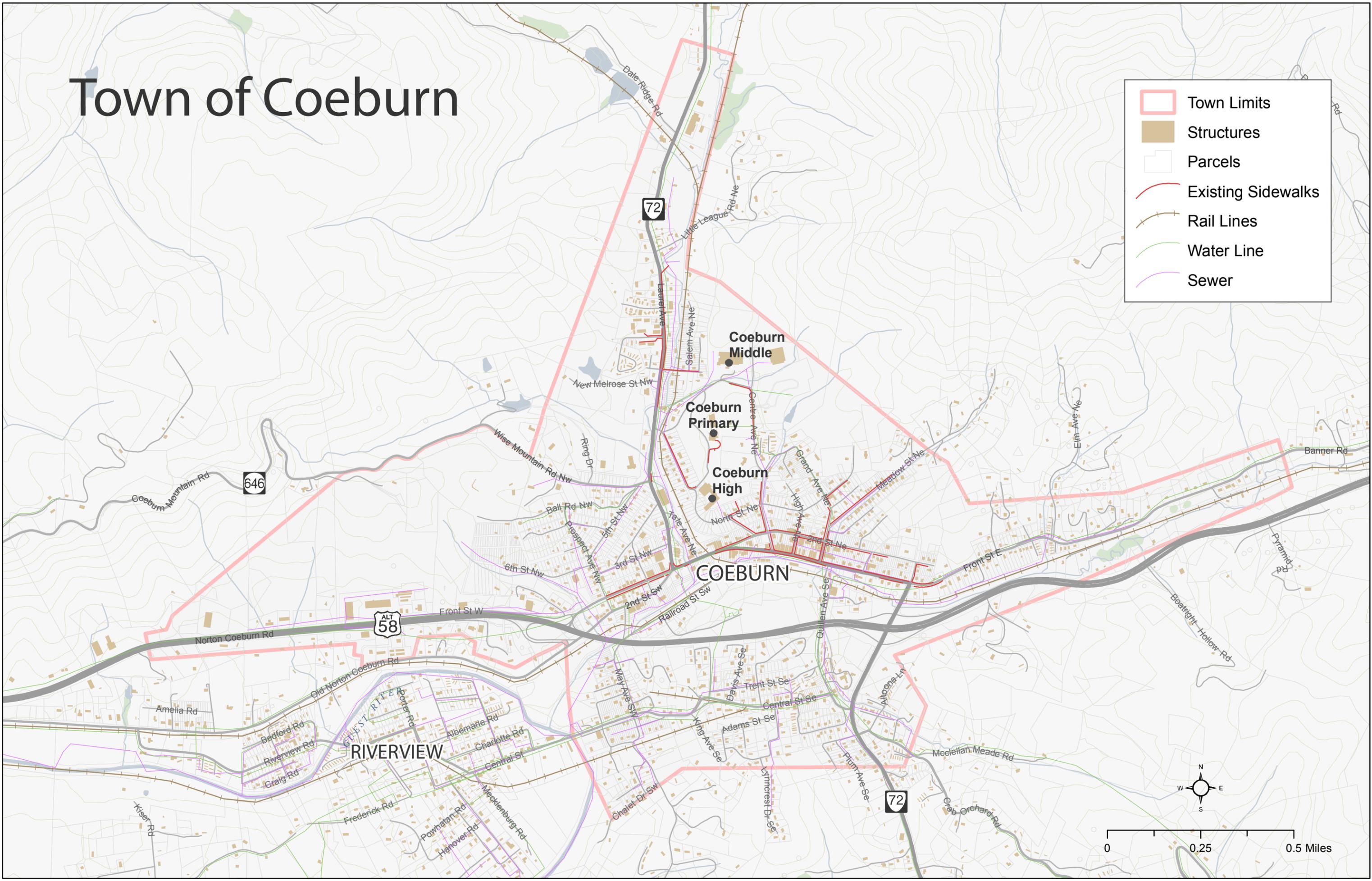
http://www.virginia-dot.org/business/resources/local_assistance/EDA_Program_Checklist_-_Revised_Nov_2012.pdf



Appendix C

Town of Coeburn

-  Town Limits
-  Structures
-  Parcels
-  Existing Sidewalks
-  Rail Lines
-  Water Line
-  Sewer



0 0.25 0.5 Miles