



CITY OF BRISTOL
VIRGINIA



Denise Flutie-Morgan
Executive Assistant to City Manager

Office: (276) 645-7333
Cell: (423) 483-3144
dflutie@bristolva.org

300 Lee Street
Bristol, VA 24201
www.bristolva.org

DEVELOPMENT & MANAGEMENT PLAN



MENDOTA TRAIL

DECEMBER 2000
WASHINGTON COUNTY, VA.

NORTH FORK OF THE HOLSTON, AND OTHERS TOO NUMEROUS TO MENTION.

MAPS OF THE TRAIL ARE LOCATED ON PAGES A-1 AND M-1-4 OF THE PROJECT GRAPHICS SECTION

SITE HISTORY- THE MENDOTA TRAIL FOLLOWS THE OLD COAL AND IRON NARROW GAUGE RAILWAY OVER 18 TRESTLES BETWEEN BRISTOL AND SCOTT COUNTY, VIRGINIA THROUGH 14 MILES OF LOVELY ROLLING WOODLAND, DRAMATIC GORGES AND BUCOLIC FARMS. THE RAILWAY FROM BRISTOL TO BIG STONE GAP WAS FIRST CONCEIVED IN THE MID-1850'S WHEN BRISTOL'S ECONOMY BEGAN TO PROSPER, BUT CONSTRUCTION WAS POSTPONED BY THE CIVIL WAR UNTIL THE 1870'S, AIDED BY FREE CONVICT LABOR FROM RICHMOND.

PASSENGER AND FREIGHT SERVICE BEGAN IN MAY 1890 AND FLOURISHED ON THE LINE, NOW CALLED THE SOUTH ATLANTIC AND OHIO RAILWAY (1899), UNTIL SERVICE AS SOUTHERN RAILWAY CEASED IN 1972

DURING ITS HEYDAY YEAR, THE MOST FAMOUS STEAM TRAIN ON THE ROUTE GOING ALL THE WAY TO CINCINNATI WAS THE LONESOME PINE SPECIAL (REPRINTED FROM THE LONESOME PINE SPECIAL TRAIL FLYER)

AFTER THE SOUTHERN RAILWAY CEASED SERVICE ON THE LINE THEY SOLD THEIR INTEREST IN THE PROPERTY TO FIVE BUSINESSMEN FROM THE AREA, GALE BELLAMY OF HILTONS, B.W. FRAIZER OF GATE CITY, GEORGE HOWARD OF WEBBER CITY, MR. HAROLD AND LYNN KEENE OF HONAKER. THESE MEN ATTEMPTED TO OPERATE A SCENIC RAILROAD ALONG THE LINE IN THE 1970'S.

INTRODUCTION

PROJECT LOCATION AND DESCRIPTION- THE MENDOTA TRAIL IS PROJECTED TO BE LOCATED ON A PORTION OF THE ROUTE THAT THE SOUTHERN RAILROAD FOLLOWED BETWEEN BRISTOL AND MOCCASIN GAP IN SCOTT COUNTY, VA. THE AREA COVERED IN THIS DOCUMENT IS A 14 MILE SEGMENT THAT BEGINS ON THE NORTH RIGHT-OF-WAY OF I-81 AT THE BRISTOL CITY LIMIT AND EXTENDS THROUGH WASHINGTON COUNTY TERMINATING AT THE SCOTT COUNTY LINE ADJACENT TO ROUTE 614. THE TERRAIN VARIES FROM VERY GENTLE TO VERY RUGGED. MUCH OF THE TRAIL IS SURROUNDED BY FARM LAND ESPECIALLY THE AREA FROM BRISTOL TO JUST PAST THE BENHAMS COMMUNITY AND FROM PHILLIPS YARD TO THE COUNTY LINE. THE AREA FROM LEONARD TO PHILLIPS YARD IS EXTREMELY RUGGED AND RESEMBLES THE TERRAIN ALONG THE UPPER PORTIONS OF THE VIRGINIA CREEPER. TWO SMALL COMMUNITIES, BENHAMS AND MENDOTA, ARE LOCATED ALONG THE PROPOSED TRAIL. ELEVATION IS RELATIVELY FLAT FROM PHILLIPS YARD TO THE SCOTT COUNTY LINE BUT RISES 700 FEET BETWEEN PHILLIPS AND REEDY CREEK ROAD.

THE AREA OF TRAIL HAS MANY HISTORICAL AND NATURAL SITES THAT WOULD ATTRACT LOCAL RESIDENTS AS WELL AS TOURISTS. SOME OF THOSE SITES ARE THE ABRAM'S FALLS AREA, WOLF RUN GORGE, THE

B. JOGGING/RUNNING	41,376,750
C. STREAM FISHING	5,278,735
D. HIKING/BACKPACKING	5,796,026
E. FITNESS TRAIL USE	3,202,536
F. HORSEBACK RIDING	1,639,426

THE DEVELOPMENT OF 3 WALKING AND BIKING PATHS, INCLUDING THE MENDOTA TRAIL, IS RECOMMENDED ON PAGE 7.5 OF THE WASHINGTON COUNTY RECREATIONAL NEEDS ASSESSMENT. MS. PHOEBE CARTWRIGHT, OWNER OF BLUE BLAZE SHUTTLE SERVICE OF DAMASCUS, RECENTLY STATED THAT IN AREAS WHERE MULTIPLE TRAILS ARE AVAILABLE CHANCES OF ATTRACTING VISITORS TO THOSE AREAS INCREASE DRAMATICALLY AND SHE IS THEREFORE OF THE OPINION THAT THE MENDOTA TRAIL WOULD BE BENEFICIAL FOR WASHINGTON COUNTY AND BRISTOL.

GOALS AND OBJECTIVES-

1. PROVIDE RESIDENTS OF BRISTOL AND WASHINGTON COUNTY WITH A MULTI-PURPOSE TRAIL ACCESSIBLE TO ALL- YOUNG AND OLD, ABLE-BODIED AND WHEELCHAIR BOUND.
2. INCREASED ECONOMIC ACTIVITY
3. DEVELOP THE TRAIL WHILE PRESERVING THE RURAL ASPECT OF THE AREA
4. INTERPRET THE HISTORY AND CULTURE OF THE AREA

PROJECT BACKGROUND- IN 1990 A GROUP OF LOCAL RESIDENTS ATTEMPTED TO DEVELOP A TRAIL FROM BRISTOL TO MENDOTA. THESE EFFORTS WERE UNSUCCESSFUL AT THAT TIME.

IN JANUARY 1998 A GROUP OF LOCAL TRAIL ADVOCATES OBTAINED TWO OPTIONS ON THE OLD RAIL LINE FROM BRISTOL TO MACES SPRING, VA. AS WELL AS OBTAINING \$400,000 TO FUND THE PURCHASE OF THE PROPERTY. TO DATE ONLY THE OPTION OF THAT PORTION OF THE TRAIL FROM BRISTOL TO THE SCOTT COUNTY LINE HAS BEEN EXERCISED.

THE CITY OF BRISTOL HAS ALSO OBTAINED ADDITIONAL FUNDING IN THE AMOUNT OF \$170,000 FOR PROJECT DEVELOPMENT.

NEEDS ASSESSMENT- THE WASHINGTON COUNTY RECREATIONAL NEEDS ASSESSMENT OF 2001 AND THE BRISTOL AREA VISIONING PROCESS, CONDUCTED IN 1999, BOTH IDENTIFIED TRAILS AND GREENWAYS AS NEEDED IN THE BRISTOL-WASHINGTON COUNTY AREA. THE DRAFT OF THE 2001 VIRGINIA OUTDOORS PLAN INCLUDES THE MENDOTA TRAIL GREENWAY AND IDENTIFIES ONE OF IT'S PRIMARY PROJECTED USES, WALKING FOR PLEASURE, AS THE NUMBER ONE OUTDOOR ACTIVITY IN VIRGINIA WITH 137,819,725 ACTIVITY DAYS PER YEAR. LISTED BELOW ARE THE OTHER ACTIVITIES BESIDE WALKING THAT THE MENDOTA TRAIL WOULD SUPPORT AND THE NUMBER OF VIRGINIA ACTIVITY DAYS LISTED FOR EACH IN THE VIRGINIA OUTDOOR PLAN.

A. BICYCLING

52,780,822

MAINTENANCE OF THE TRAIL WOULD BE TRANSFERRED FROM A CITY AGENCY TO THE TRAIL AUTHORITY.

DEVELOPMENT PLAN AND GUIDELINES

SITE PREPARATION- THE PROPOSED TRAIL IS LOCATED ON APPROXIMATELY 14 MILES OF RAILROAD CORRIDOR THAT IN MOST CASES IS FIFTY (50) FEET IN WIDTH WHILE A SMALL AREA ADJACENT TO COWAN ROAD IS TWENTY-FIVE (25) FEET IN WIDTH. SINCE THE RAILS AND CROSS TIES WERE REMOVED MUCH OF THE LAND HAS NOT BEEN MAINTAINED AND IS PRESENTLY COVERED WITH OVERGROWTH. IN SOME AREAS THE PROPERTY HAS BEEN USED TO STORE VEHICLES, BOATS, HAY, ETC. AND IN SOME CASES USED AS A TRASH DISPOSAL AREA.

IT IS RECOMMEND THAT THE TRAIL TREAD (8-10 FEET) PLUS FIVE FEET ON EACH SIDE BE CLEARED TO ACCOMMODATE PLANNED USE. A MINIMUM 10 FOOT VERTICAL CLEARING WILL ALSO BE REQUIRED TO ACCOMMODATE EQUESTRIAN USAGE. CROSS-TIES REMOVED FROM THE PROPERTY WILL BE DISPOSED OF IN AN ENVIRONMENTALLY ACCEPTABLE MANNER. BRUSH AND TREE TRIMMINGS WILL BE MULCHED ON SITE AND STUMPS REMOVED IN THE CLEARING OPERATION WILL BE BURIED ON SITE. IT IS FURTHER RECOMMENDED THAT CLEARING BE PREFORMED IN A CAREFUL MANNER TO LIMIT DAMAGE TO THE ORIGINAL RAILROAD BALLAST WHICH PROVIDES AN EXCELLENT TRAIL SURFACE ONCE COMPACTED. ADJACENT PROPERTY OWNERS ARE TO BE NOTIFIED PRIOR

5. PROTECT THE ENVIRONMENTAL QUALITY OF THE AREA
6. PROVIDE A VARIETY OF TRAIL EXPERIENCE- RECREATIONAL,
EDUCATIONAL, HISTORICAL AND CULTURAL

PROJECT ADMINISTRATION- AT THE PRESENT TIME THE CITY OF BRISTOL IS THE LEAD AGENCY IN THE DEVELOPMENT OF THE MENDOTA TRAIL. THE COUNCIL OF THE CITY OF BRISTOL REALIZES THE NEED FOR INVOLVEMENT OF ELECTED OFFICIALS AND RESIDENTS OF ALL POLITICAL JURISDICTIONS THAT THE TRAIL TRAVERSES. IT IS THEREFORE THE INTENT OF BRISTOL'S CITY COUNCIL THAT A TRAIL ADVISORY COMMITTEE, COMPOSED OF RESIDENTS OF BRISTOL AND WASHINGTON COUNTY BE ORGANIZED TO RECOMMEND OPERATIONAL POLICY FOR THE PROPOSED TRAIL (APPOINTMENT OF SEVERAL ADJOINING PROPERTY OWNERS. RECOMMENDED). THIS COMMITTEE WILL MEET AS NEEDED BUT NOT LESS THAN QUARTERLY. THESE QUARTERLY MEETINGS ARE TO BE ROTATED WITH MEETINGS TO BE HELD IN MENDOTA, BENHAMS AND IN BRISTOL. THE CITY WILL ALSO ASSIGN A CITY DEPARTMENT TO SERVE AS LEAD AGENCY IN THE DEVELOPMENT AND MAINTENANCE OF THE TRAIL PRIOR TO ESTABLISHMENT OF A RECREATIONAL TRAIL AUTHORITY. THE CITY OF BRISTOL IS COMMITTED TO THE ESTABLISHMENT OF THIS RECREATIONAL TRAIL AUTHORITY TO ADMINISTER THE TRAIL. THE BODY WOULD BE CHARTERED UNDER THE LAWS OF THE COMMONWEALTH OF VIRGINIA. ONCE THIS IS ACCOMPLISHED

MENDOTA



MILE 12.5

VIEW OF
FUTURE
PARKING
SITE

MENDOTA
CHURCH TO
LEFT

VIEW OF
MENDOTA
COMMUNITY
FROM
TRAIL
CROSSING



VIEWS FROM NEAR SWINGING BRIDGE ROAD



MILE 11.50

SOUTH VIEW

**NORTH FORK
ON RIGHT**

MILE 11.75

NORTH VIEW

**SWINGING BRIDGE RD.
AND NORTH FORK
ON LEFT**

**CLINCH MT. IN
DISTANT VIEW**



	11'	OCCASIONAL WIDER AREAS FOR PASSING
C. SURFACE	CINDERS	PREFERRED SURFACE IN ALL ZONES
	ASPHALT	HIGH TRAFFIC AREAS
D. GRADE	3%	CURRENT GRADE

SEE DRAWING OF TYPICAL TRAIL CROSS SECTION ON PAGE A-1 OF PROJECT GRAPHICS SECTION.

OFFICIALS OF THE CITY OF BRISTOL HAVE BEEN ADVISED THAT DESIGN STANDARDS ARE CURRENTLY BEING DEVELOPED FOR THE VIRGINIA CREEPER TRAIL. IT IS THE INTENT OF THE CITY OF BRISTOL TO STANDARDIZE MENDOTA TRAIL DESIGN CRITERIA WITH DESIGN CRITERIA ADOPTED BY CREEPER TRAIL OFFICIALS

USERS-THE TARGET USERS FOR THE MENDOTA TRAIL WILL BE IDENTICAL TO THAT OF THE NEW RIVER TRAIL STATE PARK AND THE VIRGINIA CREEPER TRAIL. THEREFORE IT IS IMPERATIVE THAT CONSIDERATION BE GIVEN TO ACCOMMODATING ALL-AGES OF WALKERS AND BICYCLISTS AS WELL AS THE EQUESTRIAN ENTHUSIAST. THE AREA WILL ALSO ATTRACT THE NATURE LOVER AS WELL AS THOSE STUDYING THE HISTORY AND CULTURE OF THE AREA. IT IS ANTICIPATED THAT DURING WINTER MONTHS THE TRAIL WILL BE USED BY CROSS COUNTRY SKIERS. AS THE SITE BECOMES MORE POPULAR EXPECT MANY OF THE USERS TO BE TOURISTS. LISTED BELOW IS AN ESTIMATE OF PROJECTED USAGE BY 2005.

ESTIMATED VISITS-2005

ACCESS POINT	WEEKDAY	WEEKEND	WEEKLY	ADJUSTED*	YEARLY #
ISLAND RD.	40	80	360	270	9,720
REEDY CREEK RD	10	20	90	67.5	2,430

TO ANY CLEARING TO ENABLE THEM TO REMOVE ANY MATERIAL THEY MIGHT HAVE STORED ON THE PROPERTY.

TRAIL WIDTH AND SURFACE MATERIAL- A MINIMUM OF 8 FEET SHALL BE MAINTAINED TO ACCOMMODATE PROJECTED USAGE. IN ADDITION AN ADDITIONAL 5 FEET SHALL BE CLEARED ON EACH SIDE TO PREVENT PROJECTION OF LIMBS INTO THE MINIMUM TRAIL WIDTH.

LISTED BELOW ARE THE TRAIL SURFACING STANDARDS TO BE USED ON THE MENDOTA TRAIL

1. IN AREAS WHERE THE ORIGINAL RAIL BALLAST IS INTACT RESHAPE TO APPROXIMATE ORIGINAL LEVEL AND COMPACT.
2. IN AREAS WHERE EROSION OR OTHER ACTIVES HAVE DAMAGED THE SURFACE BUT THE BASE IS STILL RELATIVELY INTACT APPLY 4 INCHES # 10 CRUSHED STONE** AND COMPACT.
3. WHERE ORIGINAL RAIL BED HAS BEEN OBLITERATED COMPACT BASE OF CLAY OR ACCEPTABLE MATERIAL TO 95% COMPACTION, THEN APPLY 4 INCHES OF CLASS D-BASE AND COMPACT. COVER THIS WITH A 4 INCH COMPACTED LAYER OF #10 CRUSHED STONE**

***IF AT SOME POINT IN THE FUTURE AN INEXPENSIVE SOURCE OF CERTIFIED POLLUTANT FREE, CINDERS/ASH CAN BE OBTAINED THEN THIS MATERIAL SHOULD BE USED IN PLACE OF #10 CRUSHED STONE.*

OLD RAIL BED STANDARDS (FROM NEW RIVER TRAIL MANAGEMENT PLAN)

	<u>SPECIFICATION</u>	<u>DESCRIPTION</u>
A. TRAVELWAY	14'W X 10'H	AREA TO BE KEPT CLEAR FOR WALKERS, BICYCLISTS AND HORSES
B. TREAD	8'-9'	AVERAGE TREAD WIDTH FOR TWO-WAY AND SINGLE FILE TRAFFIC

SIMILAR IN DESIGN TO THAT PROPOSED FOR CAMPGROUND ROAD, BE INSTALLED OVER ABRAMS CREEK, ON THE MENDOTA SIDE OF THE ROAD CROSSING AT THIS LOCATION. THE CONSTRUCTION OF THIS BRIDGE WOULD ALLOW FOR AN APPROXIMATE 90 DEGREE ROAD CROSSING. USING THE RT. 616 BRIDGE OVER ABRAMS CREEK WHICH ALSO DOES NOT PROVIDE A PEDESTRIAN WALKWAY, WOULD NOT BE THE MOST ADVISABLE METHOD OF NEGOTIATING THIS BREAK IN THE TRAIL. SLOPING TRAIL APPROACHES TO MEET THE ROAD ELEVATION (100 FEET IN LENGTH MAXIMUM) WILL NEED TO BE CONSIDERED AT THIS LOCATION ON BOTH THE MENDOTA AND BRISTOL SIDES OF THIS CROSSING TO PROVIDE A SAFER ENVIRONMENT FOR THE USERS OF THE TRAIL. (SEE DRAWING ON PAGE A-5 FOR MORE DETAILS)

BRIDGE DECKING AND RAILINGS (FROM NEW RIVER TRAIL MANAGEMENT PLAN)

<u>SPECIFICATION</u>		<u>DESCRIPTION</u>
A. TREAD	7'	2" X 6" BOARDS LAID PERPENDICULAR TO TRAIL DIRECTION
B. CLEARANCE	8'	FOR TWO-WAY SINGLE FILE VISITOR TRAFFIC
		BETWEEN RAILS
C. RAILINGS		
MIN HEIGHT	4.5"	TO PROTECT WALKERS, DISMOUNTED BICYCLISTS AND
POST DISTANCE	5'	HORSEBACK RIDERS
RAILINGS	3	2"X6" WOOD, VINYL-CLAD CHAIN LINK FENCING TO BE USED FOR SAFETY
STRUCTURAL		TO MEET CODE
		LOADING
D. FLARE-OUTS	LENGTHS	CONTINUATION OF BRIDGE RAILINGS TO PROVIDE BARRIERS
	VARY	SHIELDING STEEP SIDE- SLOPES

SEE PAGE A-2 OF THE GRAPHICS SECTION FOR DRAWING OF TYPICAL TRESTLE CROSS SECTION

BENHAMS	20	40	180	135	4,860
MENDOTA	20	40	180	135	4,860
TOTAL	90	180	810	607.5	21,870

• FIGURES ARE ADJUSTED FOR WEATHER (.75)

YEARLY ATTENDANCE IS BASED ON 36 WEEKS PER YEAR DUE TO PROJECTED LOW WINTER USE

VISIT- A VISIT IS CONSIDERED ANY USE OF THE TRAIL AND IN MOST CASES WOULD BE RESIDENTS IN CLOSE PROXIMITY TO THE TRAIL WALKING THE TRAIL FOR EXERCISE.

TRESTLES- THE PROPOSED TRAIL HAS A NUMBER OF WOODEN TRESTLES.

BEFORE USE IT IS RECOMMENDED THAT THEY BE INSPECTED FOR SOUNDNESS. ONCE THESE INSPECTIONS ARE PERFORMED AND RECOMMENDATIONS IMPLEMENTED THE TRESTLES SHALL BE SURFACED WITH PRESSURE TREATED DECKING IN A FASHION SIMILAR TO THAT USED ON THE NEW RIVER TRAIL STATE PARK

(SEE DRAWING PAGE A-2). CODE COMPLIANT SAFETY RAILS SHALL ALSO BE INSTALLED ON THE TRESTLES. THESE SAFETY RAILS SHALL ALSO BE INSTALLED ON TRESTLE APPROACHES (FLARES) WHERE NEEDED.

TWO TRESTLES, CAMPGROUND ROAD AND PHILLIPS (RT. 616), WERE REMOVED IN THE EARLY 90'S BY VDOT ROAD PROJECTS. IT IS RECOMMENDED THAT THE CAMPGROUND ROAD TRESTLE BE REPLACED WITH THE TYPE OF BRIDGE SHOWN ON PAGE A-4 AS QUICKLY AS FUNDING BECOMES AVAILABLE.

REPLACEMENT OF THE PHILLIPS TRESTLE IS NOT RECOMMENDED DUE TO LOW TRAFFIC VOLUME ON RT. 616 AND THE DIFFICULTY IN PROVIDING ADEQUATE VEHICULAR CLEARANCE UNDER A REPLACEMENT STRUCTURE. HOWEVER IT IS RECOMMENDED THAT A TRAIL BRIDGE,

3.	PLEASE DISMOUNT (wood)	ROAD CROSSINGS AND TRESTLES	1 EACH SIDE
4.	DIRECTIONAL (wood)	DISTANCE TO MAJOR SITES	AS NEEDED
5.	ORIENTATION/RULES (wood)	TRAILHEADS/ ACCESS AREAS	1 EACH
6.	MILE POST	EACH MILE	1 EACH MILE
7.	INTERPRETIVE (wood)	POINTS OF INTEREST	1 AT EACH POINT

ALL SIGNS SHALL WHEN POSSIBLE BE CONSTRUCTED OF NATURAL MATERIAL SUCH A WOOD AND STONE TO PRESERVE THE RUSTIC NATURE OF THE ADJACENT AREA.

SEE GRAPHIC SECTION FOR DRAWINGS OF TYPICAL TRAIL SIGNS- PAGE S A-2 AND A-4

TRAILHEADS, ACCESS POINTS AND PARKING- ACCESS POINTS TO THE TRAIL WILL BE DEVELOPED AT 1-81 IN BRISTOL, NEAR REEDY CREEK ROAD, AT THE OLD BENHAMS YARD SITE, NEAR THE PHILLIPS YARD, AT THE SITE OF THE OLD MENDOTA DEPOT AND AT THE SCOTT COUNTY LINE THE PARKING AREAS WILL INITIALLY BE COVERED WITH FOUR (4) INCHES OF CRUSHED STONE (GRADE D-BASE) AND DESIGNED TO ACCOMMODATE CARS AND SMALL TRUCKS. A MINIMUM OF TWO SITES PER ACCESS POINT WILL BE DESIGNED TO ACCOMMODATE EQUESTRIAN TRAILERS WHERE SPACE PERMITS. HANDICAPPED PARKING SITES WILL BE PROVIDED AT EACH SITE. SECURITY LIGHTING WILL BE PROVIDED AT EACH DESIGNATED TRAIL ACCESS POINTS.

SEE DRAWING OF TYPICAL TRAILHEAD ACCESS POINT IN PROJECT GRAPHICS- PAGE A-3

COMFORT STATIONS-SANITARY FACILITIES AND POTABLE WATER SPIGOTS WILL BE LOCATED EVERY FIVE TO SIX MILES. THESE LOCATIONS WILL BE THE BRISTOL TRAILHEAD, BENHAMS YARD ACCESS POINT AND AT THE SITE OF THE ORIGINAL MENDOTA DEPOT . THE DESIGN FOR

ROAD CROSSINGS- THE TRAIL WILL CROSS STATE ROUTES AT THE FOLLOWING LOCATIONS: WAGNER RD., CAMPGROUND RD., COWAN ROAD**, REEDY CREEK ROAD, PHILLIPS (*RT. 616, MENTIONED UNDER TRESTLES*), SWINGING BRIDGE ROAD AND MENDOTA. SEVERAL OTHER MINOR ROADS WILL ALSO BE CROSSED BY THE TRAIL IN WASHINGTON COUNTY. SAFETY ISSUES SUCH AS WARNING SIGNS WILL BE COVERED UNDER SIGNAGE.

PRIVATE ROAD CROSSINGS IN MOST INSTANCES CAUSE TRAIL EROSION DUE TO VEHICULAR ACTIVITY. IN ORDER TO MITIGATE THIS PROBLEM, 14' MINIMUM, 8" x 8" PRESSURE TREATED TIMBERS WILL BE BURIED 1 INCH UNDER THE FINISHED TRAIL GRADE, ON THE OUTER LIMITS ON THE TRAIL TREAD PERPENDICULAR TO THE PRIVATE CROSSING. THIS WILL HOLD TRAIL SURFACING MATERIAL IN PLACE.

*** THE APPROXIMATE 200 FOOT SECTION OF THE TRAIL BETWEEN THE COWAN ROAD CROSSING AND THE COWAN RD.-CAMPGROUND RD. INTERSECTION, REMOVED BY A ROAD WIDENING PROJECT IN THE EARLY 90'S, NEEDS FURTHER STUDY, BUT WILL PROBABLY BE MITIGATED BY BENCHING THE EIGHT FOOT TRAIL TREAD INTO THE ROAD CUT SLOPE ABOVE THE INTERSECTION.*

SIGNAGE- FIVE TYPES OF SIGNS ARE PROPOSED FOR THE MENDOTA TRAIL: REGULATORY, DIRECTIONAL, INTERPRETIVE, DISTANCE, AND MILE MARKERS.

SIGN TYPE	LOCATION	NUMBER
1. STOP (WOOD)	TRAIL AT ROADWAY INTERSECTION	1 EACH SIDE
2. PEDESTRIAN, BIKE CROSSING (METAL)	ON ROADS AT TRAIL INTERSECTION	1 EACH SIDE

DESIRABLE TO RESIDENTS IN CLOSE PROXIMITY TO THE TRAIL. (SCREENING
CONTINGENT ON AVAILABLE FUNDING)

SEE DRAWING OF TYPICAL RESIDENTIAL SCREENING UNDER PROJECT GRAPHICS- PAGE A-3

SURPLUS PROPERTIES- AT CERTAIN LOCATIONS ALONG THE TRAIL
PROPERTY IN ADDITION TO THE NORMAL 50 FOOT RIGHT-OF-WAY IS
INCLUDED IN THE LAND PURCHASE. ONE SITE, LOCATED NEAR REEDY
CREEK ROAD, IS IN EXCESS OF TWO ACRES AND WOULD MAKE AN IDEAL
PASSIVE PARK. IT IS RECOMMENDED THAT THIS PROPERTY BE MADE
AVAILABLE TO WASHINGTON COUNTY FOR USE AS A PASSIVE PARK TO
SERVE RESIDENTS IN THAT AREA. ANOTHER SITE IS CURRENTLY BEING
USED BY THE MENDOTA BAPTIST CHURCH. IT IS RECOMMENDED THAT
THE CHURCH BE PERMITTED TO CONTINUE TO USE THIS SITE FOR
CHURCH PARKING. THIS LOT, WHICH WAS THE SITE OF THE OLD
MENDOTA DEPOT, WILL BE ENLARGED TO ACCOMMODATE TRAIL USERS.
A SMALL PORTION OF A THIRD SITE, THE OLD PHILLIPS YARD, WILL BE
USED FOR PARKING, BUT AT THIS TIME NO PLANS ARE BEING MADE FOR
THE REMAINDER OF THAT SITE. IT IS FURTHER RECOMMENDED THAT
AREAS ALONG THE TRAIL NOT USED FOR THE TRAIL BE MADE
AVAILABLE TO ADJOINING PROPERTY OWNERS FOR PASTURE OR
GARDENING PROPOSES.

ENCROACHMENTS- IN AREAS WHERE ADJACENT PROPERTY OWNERS
HAVE INADVERTENTLY ENCROACHED ON TRAIL PROPERTY, IT IS
RECOMMENDED THAT WHERE POSSIBLE THESE PROPERTY OWNERS BE

THESE SANITARY FACILITIES WILL BE SIMILAR TO THAT USED BY THE US FOREST SERVICE AT GREEN COVE STATION ON THE VIRGINIA CREEPER TRAIL. THESE BUILDINGS WILL BE ADDED AS FUNDS BECOME AVAILABLE. PRIOR TO THAT TIME CHEMICAL TOILETS WILL BE PROVIDED AT THE ABOVE MENTIONED LOCATIONS.

SITE AMENITIES- PICNIC TABLES. BICYCLE RACKS AND TRASH RECEPTACLES WILL BE PROVIDED ALONG THE TRAIL AND AT ACCESS POINTS

SEE TYPICAL BENCH DESIGNS UNDER PROJECT GRAPHICS- PAGE A-4

BARRICADES- ALL MOTOR VEHICLES, EXCEPT SERVICE VEHICLES, WILL BE PROHIBITED FROM THE TRAIL. BARRIERS THAT PERMIT ACCESS BY WALKERS, BICYCLISTS AND EQUESTRIANS, BUT LIMIT ACCESS BY UNAUTHORIZED VEHICLES, WILL BE INSTALLED AT ACCESS POINTS AND ROAD CROSSINGS. THE SYSTEM DESIGNED BY THE SUPERINTENDENT OF THE NEW RIVER TRAIL STATE PARK IS THE MOST LIKELY DESIGN TO BE IMPLEMENTED. 6 INCH x 6 INCH PRESSURE TREATED TIMBERS

EXTENDING 42 INCHES ABOVE GROUND AND BURIED 30 INCHES, WILL BE INSTALLED ON 54 INCH CENTERS TO SUPPLEMENT THESE BARRICADES.

RESIDENTIAL SCREENING- WHERE RESIDENTIAL STRUCTURES ARE IN CLOSE PROXIMITY (LESS THAN 40 FEET FROM TRAIL CENTER LINE) TO THE TRAIL A TREE SCREEN MAY BE PROVIDED IF REQUESTED BY THE PROPERTY OWNER. IN SOME CASES A SOLID SIX (6) WOODEN FENCE SCREEN MIGHT BE MORE

HERITAGE- THE SOUTHERN RAILROAD AND ITS PREDECESSORS PLAYED A SIGNIFICANT ROLE IN THE DEVELOPMENT OF THE COMMUNITIES ADJACENT TO THE PROPOSED TRAIL. IT IS RECOMMENDED THAT THE TRAIL AUTHORITY ASSIST IN SECURING FUNDING IF CIVIC GROUPS WITHIN THESE COMMUNITIES DESIRE TO CONSTRUCT A REPLICA OF THE DEPOT THAT ONCE SERVED THEIR COMMUNITY. THESE STRUCTURES COULD SERVE AS MUSEUMS OF REGIONAL HISTORY OR COMMUNITY CENTERS. (SEE PAGE A-2 FOR PHOTO OF ORIGINAL MENDOTA DEPOT)

MANAGEMENT PLAN

TRAIL MAINTENANCE- THE CITY DEPARTMENT ASSIGNED AND/OR THE TRAIL AUTHORITY SHALL MAINTAIN THE TRAIL IN ACCORDANCE WITH THIS FOLLOWING PLAN. THEY SHALL ALSO COORDINATE VOLUNTEERS ASSISTING WITH THE TRAIL MAINTENANCE. THE MAINTENANCE OF THE TRAIL SHALL BE DIVIDED INTO THREE PARTS. ROUTINE, LONG RANGE AND EMERGENCY. LISTED BELOW ARE THESE THREE TYPES AND HOW THEY ARE TO BE IMPLEMENTED.

(1) ROUTINE MAINTENANCE TASKS

<u>ACTIVITY</u>	<u>INTERVAL</u>
SECURITY PATROL	DAILY
CLEAN COMFORT STATIONS	DAILY
REFUSE REMOVAL	TWICE WEEKLY
VEGETATION CONTROL	TWICE MONTHLY

PERMITTED TO CONTINUE TO USE TRAIL PROPERTY IF CONTINUED USE IS NOT DETRIMENTAL TO TRAIL DEVELOPMENT.

BEAUTIFICATION- IT IS RECOMMENDED THAT WILDFLOWER AND ANNUAL FLOWER GARDENS BE DEVELOPED AT SEVERAL POINTS ALONG THE PROPOSED ROUTE. LOCAL GROUPS SUCH AS GARDEN CLUBS, CHURCH GROUPS AND CIVIC CLUBS SHOULD BE ENCOURAGED TO WORK WITH THE TRAIL AUTHORITY TO DEVELOP THESE SITES. EACH GROUP ASSISTING WITH THESE PROJECTS SHOULD BE PROPERLY RECOGNIZED. TRAILHEADS AND ACCESS POINTS SHOULD ALSO BE VISUALLY SOFTENED BY ADDING GRASS STRIPS BETWEEN ROWS OF VEHICLES. TREES SHOULD ALSO BE ADDED TO THESE ISLANDS. (SEE TYPICAL TRAILHEAD/ACCESS POINT PARKING AREA IN PROJECT GRAPHICS)

SEE DRAWING OF TYPICAL WILDFLOWER BED UNDER PROJECT GRAPHICS- PAGE A-3

ENVIRONMENT- THE VIRGINIA DEPARTMENT OF CONSERVATION AND RECREATION HAS ADVISED TRAIL PLANNERS THAT CERTAIN THREATENED SPECIES OF PLANTS AND ANIMALS ARE IN CLOSE PROXIMITY TO THE PROPOSED TRAIL. PRIOR TO ANY CONSTRUCTION ACTIVITY THE AREA WILL BE MONITORED AND ACTION WILL BE TAKEN TO MITIGATE ANY ADVERSE IMPACT. THIS ACTION WOULD MOST LIKELY TAKE THE FORM OF INSTALLING PHYSICAL BARRIERS TO PREVENT ACCESS TO AREAS CONTAINING THESE PLANTS AND ANIMALS. DISPOSAL OF ANY CROSS-TIES REMOVED FROM THE SITE IS COVERED UNDER SITE CLEARING.

SHALL BE CONSULTED TO DEVELOP A PATROL SCHEDULE FOR THE TRAIL.
IT IS RECOMMENDED THAT AN ATV VEHICLE BE PURCHASED TO PATROL
THE TRAIL. THIS VEHICLE SHALL BE SHARED WITH ALL AGENCIES.

PROPOSED TRAIL REGULATIONS-

ACCESS

1. OPEN TO ALL.
2. HOURS OF OPERATION- SUNRISE TO SUNSET- 365 DAYS PER YEAR.
3. POINTS OF ACCESS- TRAIL PARKING LOTS AND CROSSROADS.

SAFETY

1. COOPERATIVE ARRANGEMENTS WITH LOCAL LAW ENFORCEMENT
AGENCIES.
2. NEIGHBORHOOD WATCH.

RULES AND REGULATIONS (TO BE POSTED AT TRAILHEADS)

1. OPEN FROM SUNRISE TO SUNSET- USE OF TRAIL PROHIBITED AFTER
DARK.
2. TRAIL DESIGNED FOR PEDESTRIANS, EQUESTRIANS AND BICYCLISTS.
3. THE TRAIL IS PUBLIC PROPERTY UNDER THE JURISDICTION OF LOCAL
LAW ENFORCEMENT AGENCIES AND/OR THE CITY DEPT./TRAIL
AUTHORITY.
4. PLEASE DO NOT LITTER.
5. USE ONLY DESIGNATED TRAIL AREAS. ADJOINING LANDS ARE PRIVATE
PROPERTY. PLEASE DO NOT TRESPASS.

INSPECTION FOR MAINTENANCE	WEEKLY OR AFTER STORMS
CLEAR DRAINAGE STRUCTURES	YEARLY OR AFTER STORMS
DEBRIS REMOVAL	AFTER STORMS
BRUSH CONTROL	TWICE YEARLY
MINOR REPAIRS	AS NEEDED

(2) LONG TERM MAINTENANCE TASKS

<u>ACTIVITY</u>	<u>INTERVAL</u>
REPAINT SIGNS AND BUILDINGS	EVERY 5 YEARS
RENOVATE BUILDINGS	EVERY 10 YEARS
RESURFACE TRAIL	EVERY 5-10 YEARS OR AS NEEDED
INSPECT TRESTLES	YEARLY
RESURFACE ACCESS POINTS	INSPECT YEARLY

(3) EMERGENCY

EMERGENCY REPAIR MAY BE NECESSITATED BY STORM DAMAGE, FLOODING OR OTHER ACCIDENTS. THE AGENCY RESPONSIBLE FOR TRAIL MAINTENANCE SHALL MAINTAIN A LIST OF VOLUNTEERS WHO CAN ASSIST IN REMOVAL OF DEBRIS AFTER STORM DAMAGE OR OTHER CALAMITIES. LOCAL RESCUE SQUADS AND FIRE DEPARTMENTS SHALL ALSO BE CONSULTED ON A YEARLY BASIS TO UPDATE ASSISTANCE PLANS.

SAFETY MANAGEMENT- THE WASHINGTON COUNTY SHERIFF'S DEPARTMENTS AS WELL AS THE BRISTOL, VA. POLICE DEPARTMENT

6. ALCOHOLIC BEVERAGES, WEAPONS AND MOTORIZED VEHICLE ARE PROHIBITED.
7. OPEN FLAMES PERMITTED IN DESIGNED AREAS ONLY.
8. PLEASE KEEP NOISE TO A MINIMUM LEVEL.
9. PETS MUST BE LEASHED. LEASHES ARE NOT TO EXCEED SIX FEET.
10. CHILDREN SHOULD BE SUPERVISED BY A PARENT OR GUARDIAN WHEN USING THE TRAIL.
11. HUNTING ON THE TRAIL IS PROHIBITED.
12. TAKE ONLY MEMORIES. LEAVE ONLY FOOTPRINTS.

THESE RULES WILL BE POSTED ON SIGNS AT ACCESS POINTS

PROJECT IMPLEMENTATION SCHEDULE-

SECTION	PROJECTED OPENING
1. BRISTOL TO RTS. 627-628 JUNCTION	FALL 2001-SPRING 2002
2. JUNCTION RTS. 627-628 TO MENDOTA	FALL 2002
3. MENDOTA TO SCOTT COUNTY LINE	SPRING 2003

FUNDING- AT THE PRESENT TIME \$570,000 IN FEDERAL FUNDING HAS BEEN SECURED FOR THE TRAIL. ADDITIONAL FUNDING APPLICATIONS ARE PRESENTLY BEING DRAFTED. TO DATE \$272,000 HAS BEEN OBLIGATED FOR THE PURCHASE OF THE LAND FROM BRISTOL TO THE SCOTT COUNTY LINE. ALSO \$90,000 HAS BEEN USED FOR A ROUTE AND BOUNDARY SURVEY WHICH IS BEING COMPLETED BY DRAPER-ADEN AND ASSOCIATES OF BLACKSBURG, VA. AT THE PRESENT TIME IT IS NOT POSSIBLE TO PLACE AN EXACT FIGURE ON THE COST OF THIS PROJECT

DUE TO MANY UNKNOWNNS SUCH AS HOW TO HANDLE THE CAMPGROUND ROAD CROSSING. STILL TO BE DETERMINED IS WHETHER TO CROSS AT GRADE OR GO TO THE GREATER EXPENSE OF INSTALLING A BRIDGE. ALSO THE AMOUNT OF FEDERAL FUNDING AVAILABLE WILL DETERMINE TO A LARGE DEGREE HOW MUCH MONEY GOES INTO THIS PROJECT. IT IS CERTAIN THE PROJECT WILL BE DEVELOPED IN PHASES AND THE FINAL COST FOR THE PROJECT WILL APPROACH ONE MILLION DOLLARS. OVER EIGHTY PERCENT OF THE FUNDING WILL BE FROM SOURCES OTHER THAN LOCAL.

PLANS ALSO CALL FOR INVOLVING LOCAL FOUNDATIONS AND BUSINESSES IN THE TRAIL DEVELOPMENT. THIS COULD TAKE THE FORM OF HAVING LOCAL BUSINESSES OR INDIVIDUALS ADOPT TRESTLES AND THUS COVER THE COSTS OF RENOVATION. IN APPRECIATION FOR THESE GIFTS THE TRESTLE WOULD BE NAMED FOR THE INDIVIDUAL, GROUP OR BUSINESS DESIGNATED BY THE DONOR.

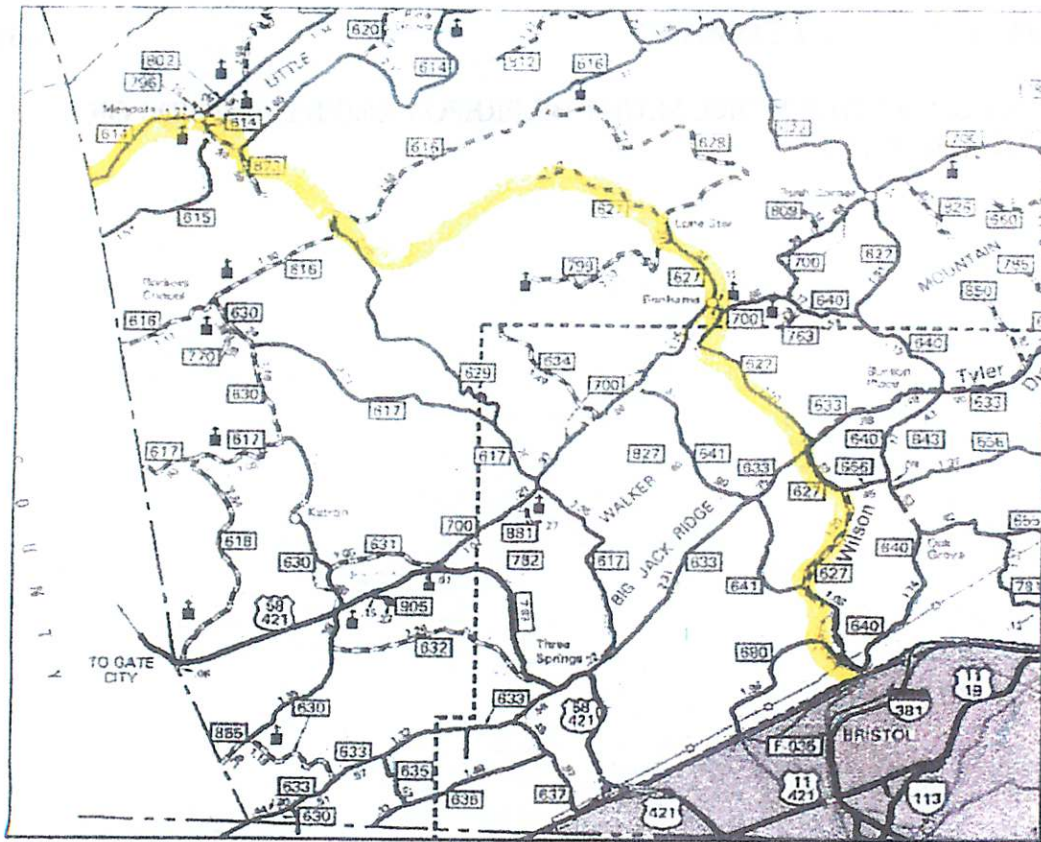
PROJECTED YEARLY MAINTENANCE BUDGET FOR TRAIL

1. SALARIES (2 PT EMPLOYEES)		\$21,760
2 @\$8.50 PER HR. X 40HRS. X 32 WEEKS (MOWING, LITTER CONTROL, REPAIRS)*		
2. SECURITY (O/T FOR POLICE AND SHERIFF)		5,000
3. MATERIALS (SIGNS, #10 STONE, LUMBER, TRASH BAGS,)		15,000
4. FUEL		1,000
5 UTILITIES		
WATER 3 SITES @\$25 PER MONTH	900	
SECURITY LIGHTS (PARKING AREAS) 5 SITE @\$20	1,200	
	2,100	2,100
6. CONTRACT WORK		<u>7,500</u>

TOTAL BUDGET ESTIMATE

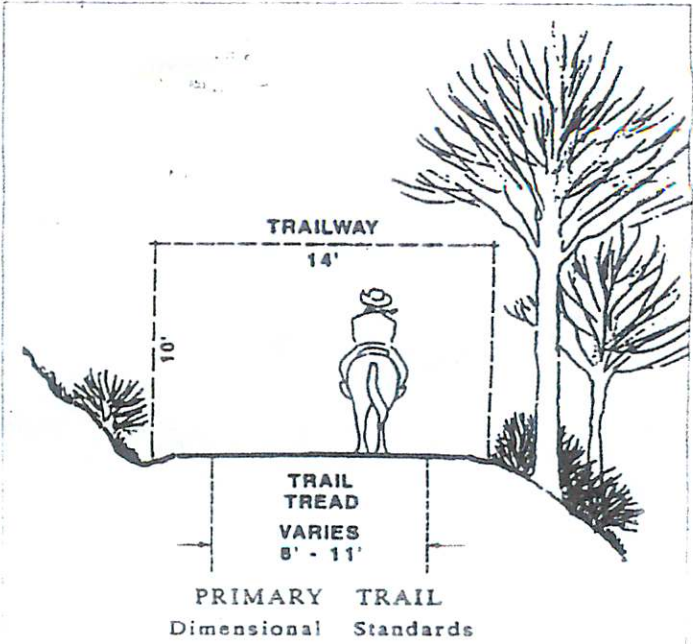
52,360

- MUCH OF THIS WORK MIGHT BE PREFORMED BY FRIENDS OF OF THE TRAIL.



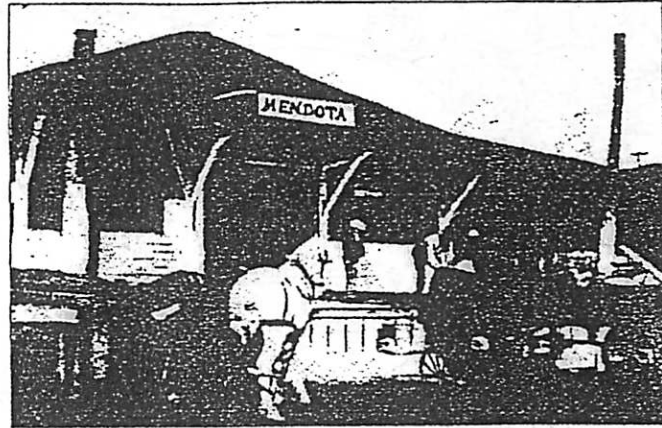
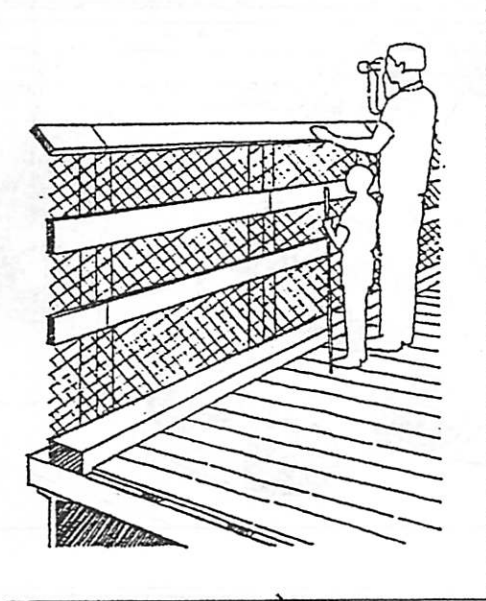
**MENDOTA TRAIL
TRAIL HIGHLIGHTED IN YELLOW- VDOT MAP**

**TYPICAL TRAIL
CROSS SECTION**



□ GRAPHICS SECTION

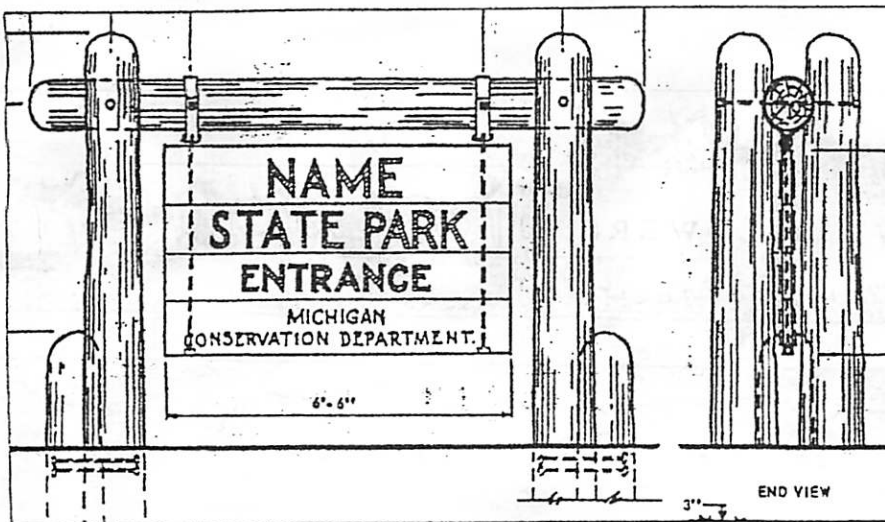
A-2



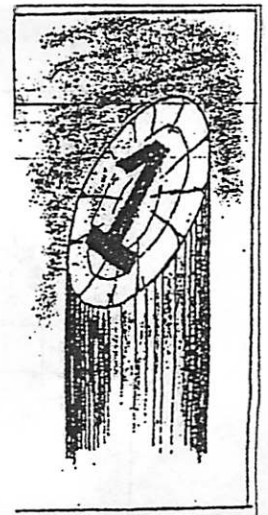
TRESTLE CROSS SECTION

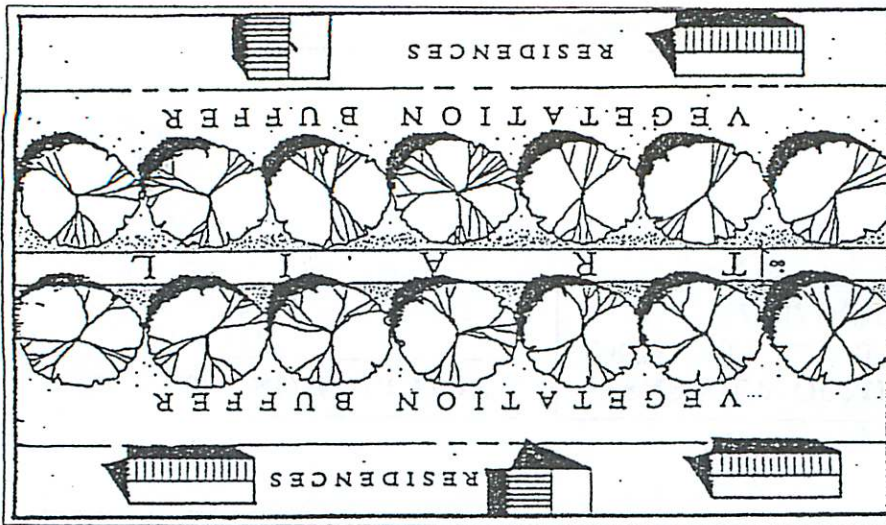
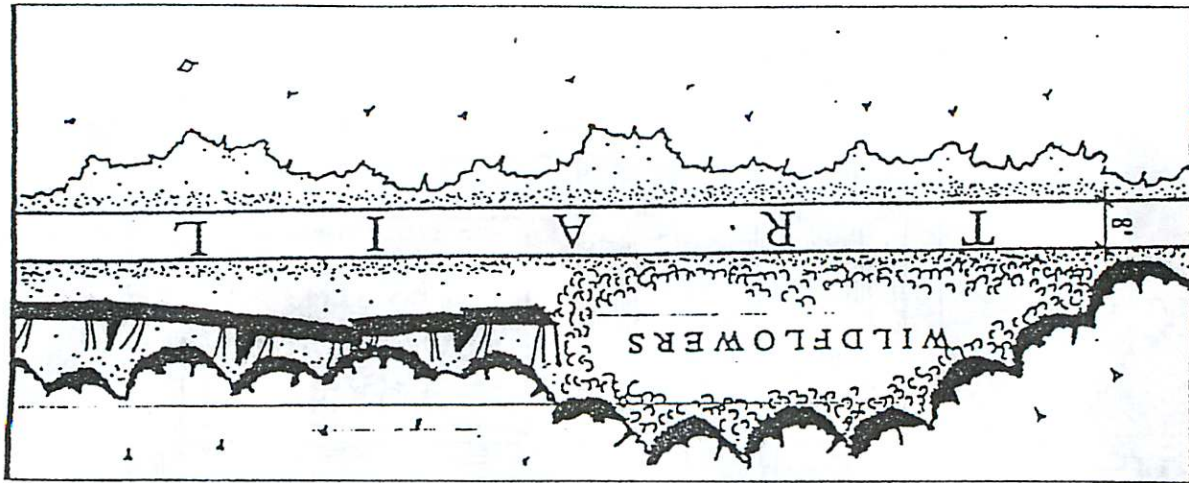
REAR VIEW OF MENDOTA DEPOT
FROM "ALL ABOARD" BY TAGGART
AND DUNN- 1995

TYPICAL ACCESS POINT SIGN

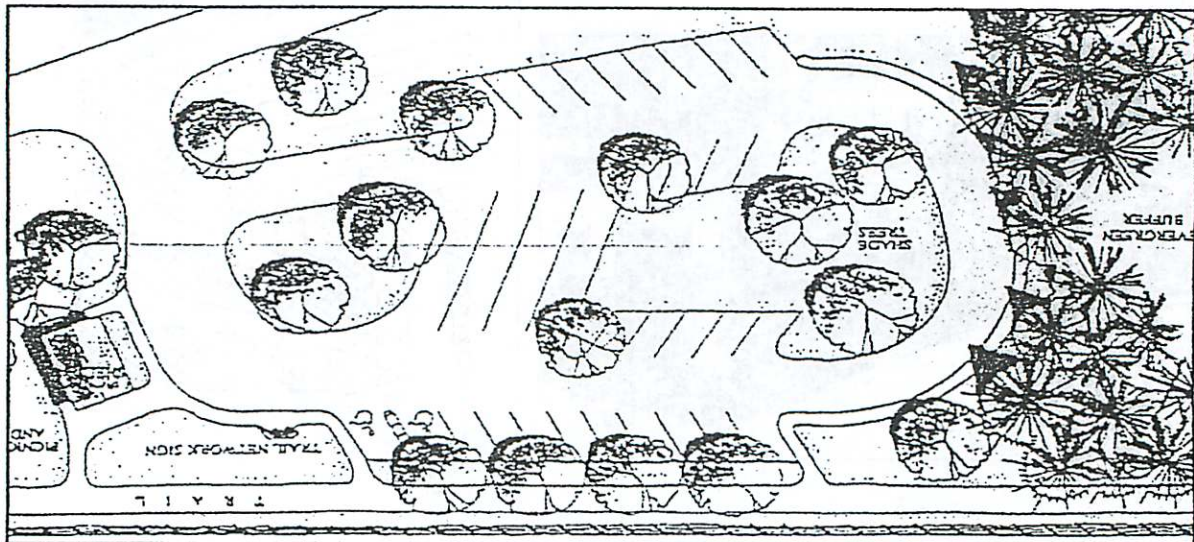


MILE POST



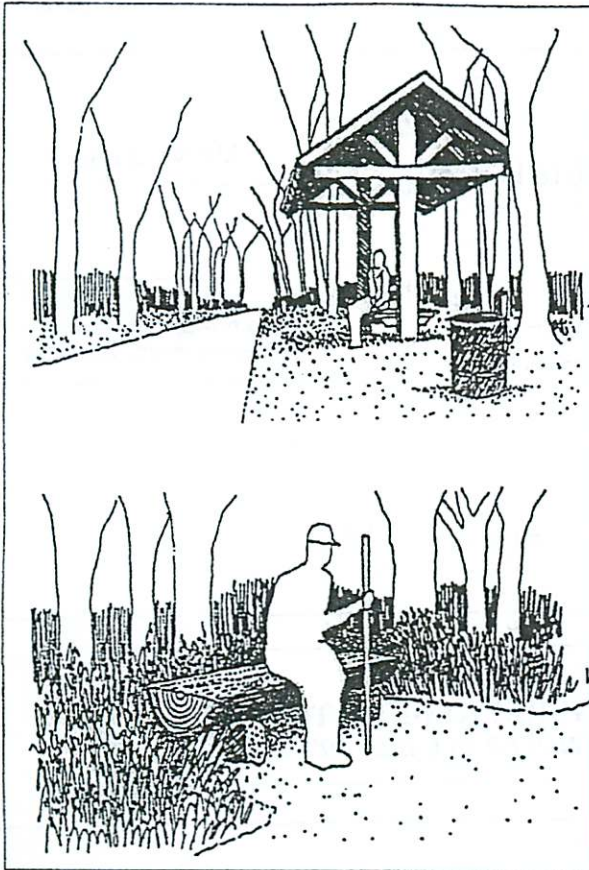


TYPICAL ACCESS
 POINT PARKING
 AREA-ABOVE
 TYPICAL
 RESIDENTIAL
 VEGETATION
 BUFFER-RIGHT
 TYPICAL
 WILDFLOWER
 TRAILSIDE
 PLANTING-
 BELOW

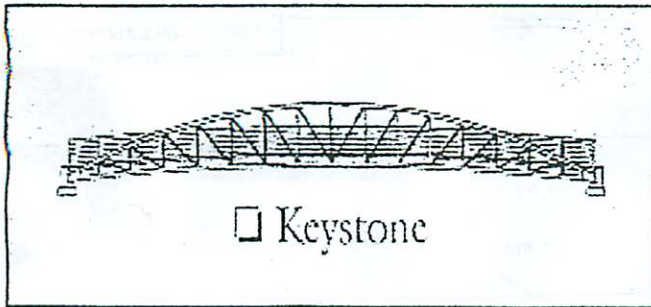


A-3

GRAPHICS SECTION



TYPICAL BENCH DESIGNS



BRIDGE DESIGN RECOMMENDED FOR CAMPGROUND RD.

TYPICAL INFORMATIONAL SIGNS



Information



Ranger Station



Parking



Picnic Area



Handicapped Parking



Campground



Drinking Water



Boat Ramp



Restrooms



Fishing



Public Telephone



Stable



First Aid



Bicycle Repair Shop



Convenience Store



Interpretive Trail



Restaurant



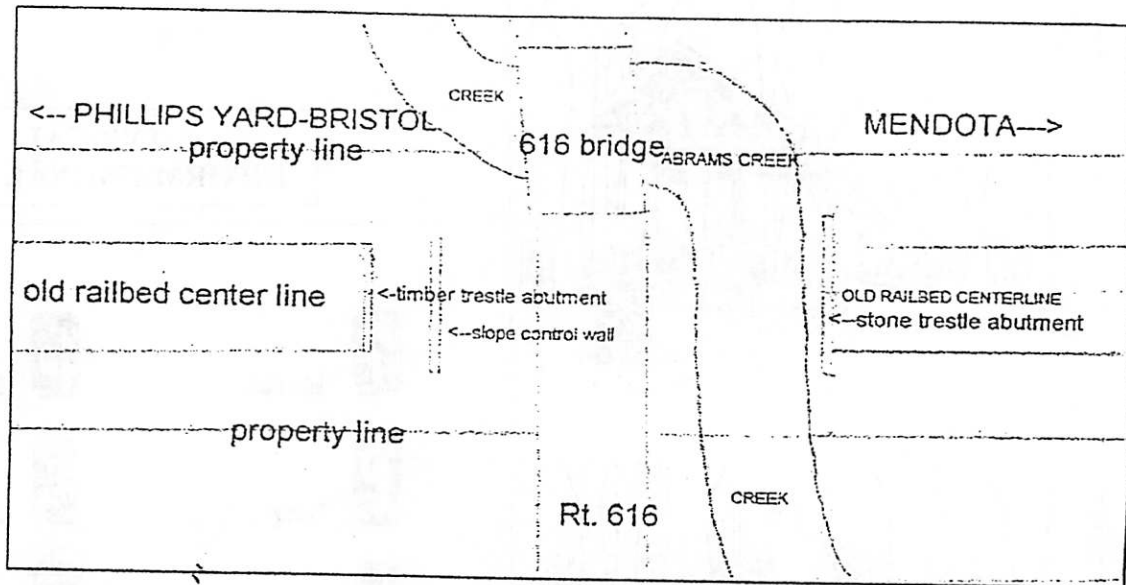
Beware of Fallen Rock



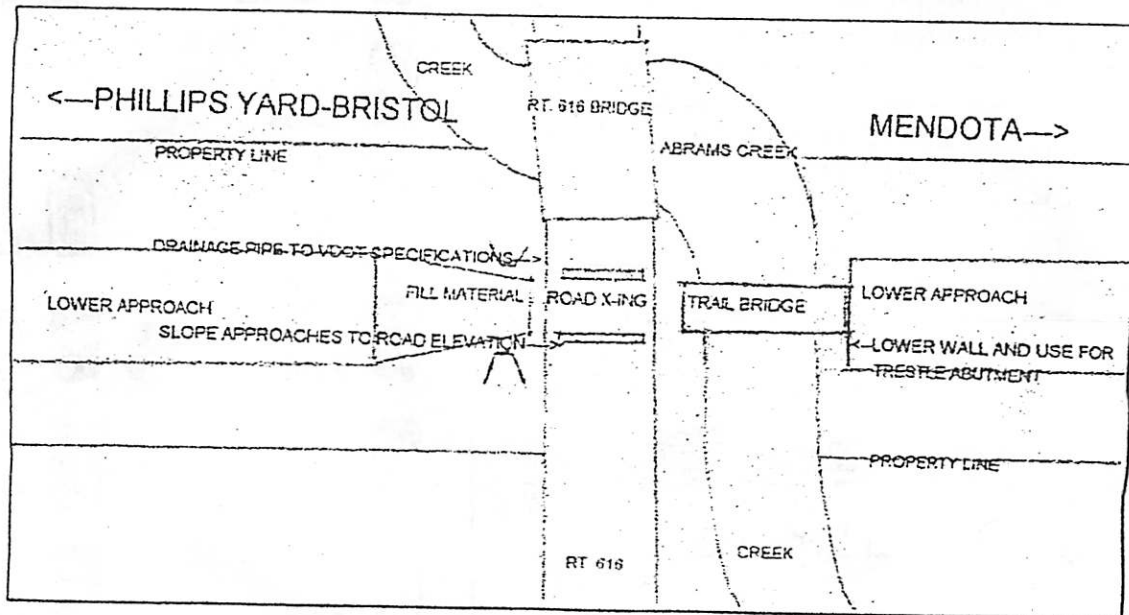
Lodging



Directional Arrow



PHILLIPS TRESTLE
CURRENT CONFIGURATION-NOT TO SCALE
TRESTLE REMOVED IN EARLY 90'S



PHILLIPS TRESTLE
PROPOSED TRAIL ROUTING-NOT TO SCALE
TRESTLE REMOVED IN EARLY 90'S

TRAIL LEGEND

MILE	FEATURE
0	I-81 BRISTOL
.5	WAGNER RD. CROSSING
1	CAMPGROUND TRESTLE
1.5	COWAN RD.
2	COWAN RD./ GAS LINE R/W
2.5	HASKELL STATION/ 2050 FT.
3	REEDY CREEK CROSSING
3.5	
4	
4.75	BENHAMS TRESTLE
5	BENHAMS MALL
5.5	
6	ROAD CROSSING RT. 627
6.5	
7	
7.5	LEONARD
7.75	WOLF RUN GORGE BEGINS
8.5	
9	WOLF RUN GORGE
9.5	
10	PHILLIPS YD.
10.5	PHILLIPS TRESTLE
11	TRESTLE/ BARKER FARM
11.5	NORTH FORK TRESTLE
12	SWINGING BRIDGE RD.
12.5	MENDOTA STATION
13	
13.5	EXCELLENT RIVER VIEW
13.75	SCOTT COUNTY LINE

A-6



MILE 0.25

MILE 2.5-HIGHEST POINT OF TRAIL- 2050 FT.



MILE 4.5



MILE 4.75-BENHAMS TRESTLE

BENHAMS YARD - DIRECTLY ACROSS FROM BENHAMS MALL

MILE 5

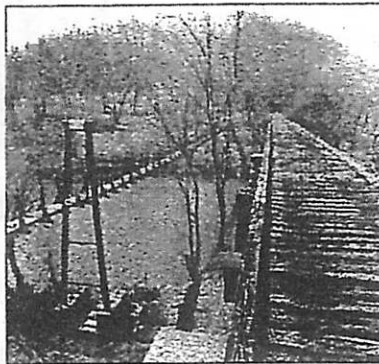


TRAIL LEGEND

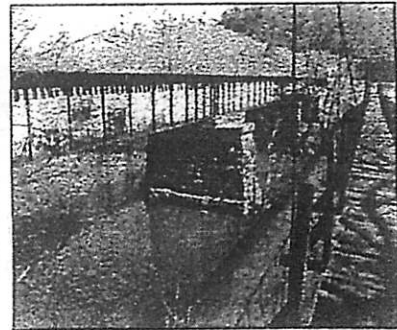
MILE	FEATURE
0	I-81 BRISTOL
.5	WAGNER RD. CROSSING
1	CAMPGROUND TRESTLE
1.5	COWAN RD.
2	COWAN RD./ GAS LINE R/W
2.5	HASKELL STATION/ 2050 FT.
3	REEDY CREEK CROSSING
3.5	
4	
4.75	BENHAMS TRESTLE
5	BENHAMS MALL
5.5	
6	ROAD CROSSING RT. 627
6.5	
7	
7.5	LEONARD
7.75	WOLF RUN GORGE BEGINS
8.5	
9	WOLF RUN GORGE
9.5	
10	PHILLIPS YD.
10.5	PHILLIPS TRESTLE
11	TRESTLE/ BARKER FARM
11.5	NORTH FORK TRESTLE
12	SWINGING BRIDGE RD.
12.5	MENDOTA STATION
13	
13.5	EXCELLENT RIVER VIEW
13.75	SCOTT COUNTY LINE



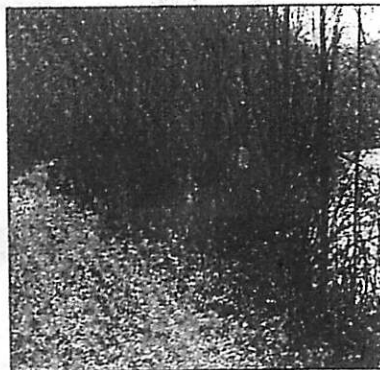
MILE 7
WOLF RUN -TRESTLE PICTURED IN BACKGROUND



**HOLSTON
TRESTLE
FACING
NORTH-
MILE
11.5**



**HOLSTON
TRESTLE
FACING
SOUTH**



MILE 11.75
HOLSTON RIVER
IN
BACKGROUND

TRAIL LEGEND

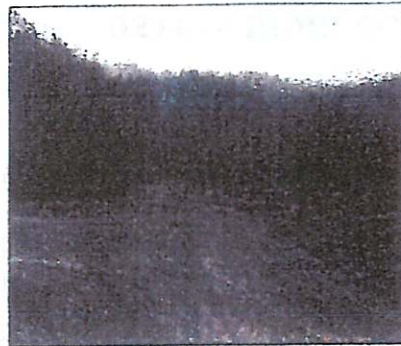
MILE	FEATURE
0	I-81 BRISTOL
.5	WAGNER RD. CROSSING
1	CAMPGROUND TRESTLE
1.5	COWAN RD.
2	COWAN RD./ GAS LINE R/W
2.5	HASKELL STATION/ 2050 FT
3	REEDY CREEK CROSSING
3.5	
4	
4.75	BENHAMS TRESTLE
5	BENHAMS MALL
5.5	
6	ROAD CROSSING RT. 627
6.5	
7	
7.5	LEONARD
7.75	WOLF RUN GORGE BEGINS
8.5	
9	WOLF RUN GORGE
9.5	
10	PHILLIPS YD.
10.5	PHILLIPS TRESTLE
11	TRESTLE/ BARKER FARM
11.5	NORTH FORK TRESTLE
12	SWINGING BRIDGE RD.
12.5	MENDOTA STATION
13	
13.5	EXCELLENT RIVER VIEW
13.75	SCOTT COUNTY LINE

MILE 11.8
CLINCH MT. IN
BACKGROUND

N. FORK AND
SWINGING
BRIDGE RD.
TO LEFT

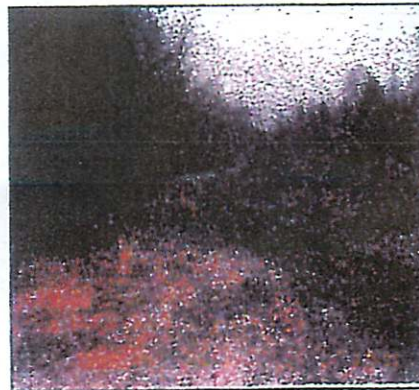


A-8



MENDOTA
TRAILHEAD
SITE
MILE 12.5

MENDOTA
COMMUNITY
FROM TRAIL
CROSSING



MILE 13.5

MENDOTA TRAIL MAP LEGEND

(NORTH HOLSTON GREENWAY)

BRISTOL AND WASHINGTON COUNTY, VA.

13.75 MILES

MAP COMPOSED OF WALLACE, MENDOTA AND
BRISTOL 7.5 USGS QUADS

TRAIL CORRIDOR HIGHLIGHTED



RECOMMENDED TRAIL EXTENSION



MISSING SECTION-VDOT RD. PROJECTS



9 MILE

MILE POST LOCATION
(DISTANCE FROM TRAILHEAD)

1400

ELEVATION OF TRAIL

PAGE NUMBER	DESCRIPTION
M-1	BRISTOL @I-81 -MILE POST 4
M-2	MILE POST 4- MILE 7.5
M-3	MILE 7.5 (LEONARD)-MILE 11.5
M-4	MILE 11.5 (SWINGING BRIDGE RD.)- MILE 13.75 (SCOTT COUNTY LINE)

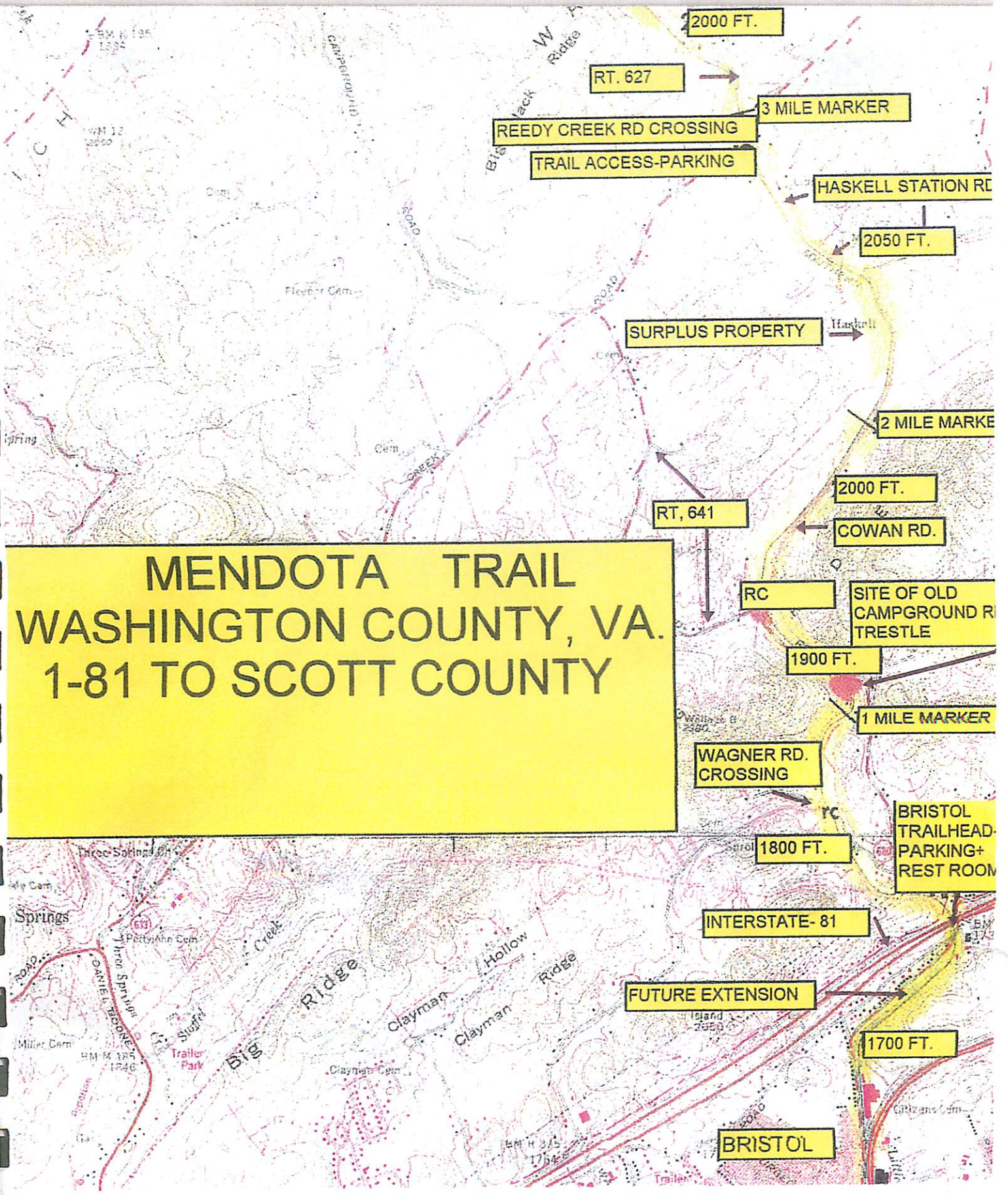
MENDOTA TRAIL

4 MILE MARKER

M-1

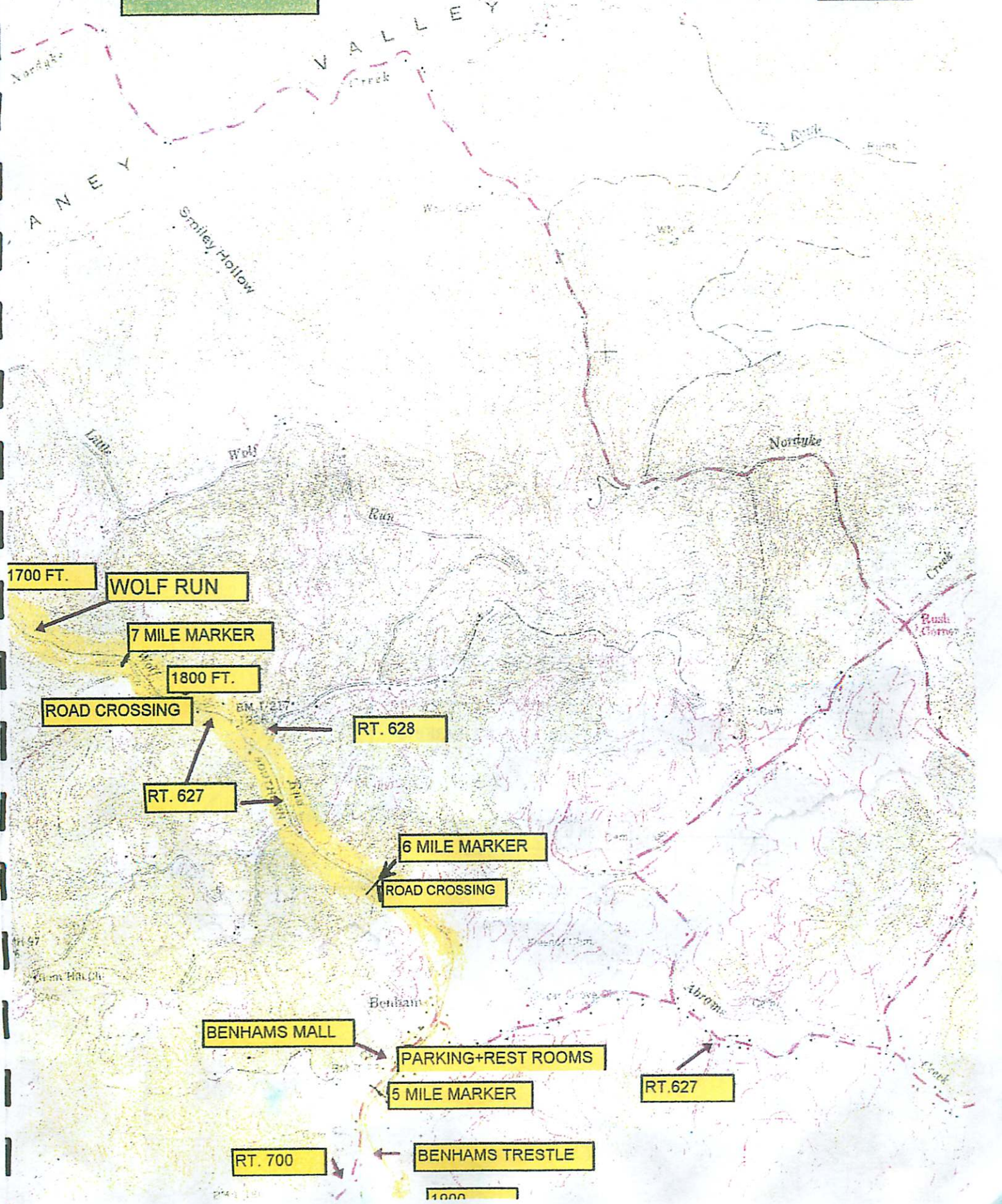
MENDOTA TRAIL
WASHINGTON COUNTY WA
TO SCOTT COUNTY

MENDOTA TRAIL WASHINGTON COUNTY, VA. 1-81 TO SCOTT COUNTY



MENDOTA TRAIL

M-2



1700 FT. WOLF RUN

7 MILE MARKER

1800 FT.

ROAD CROSSING

RT. 628

RT. 627

6 MILE MARKER

ROAD CROSSING

BENHAMS MALL

PARKING+REST ROOMS

5 MILE MARKER

RT. 627

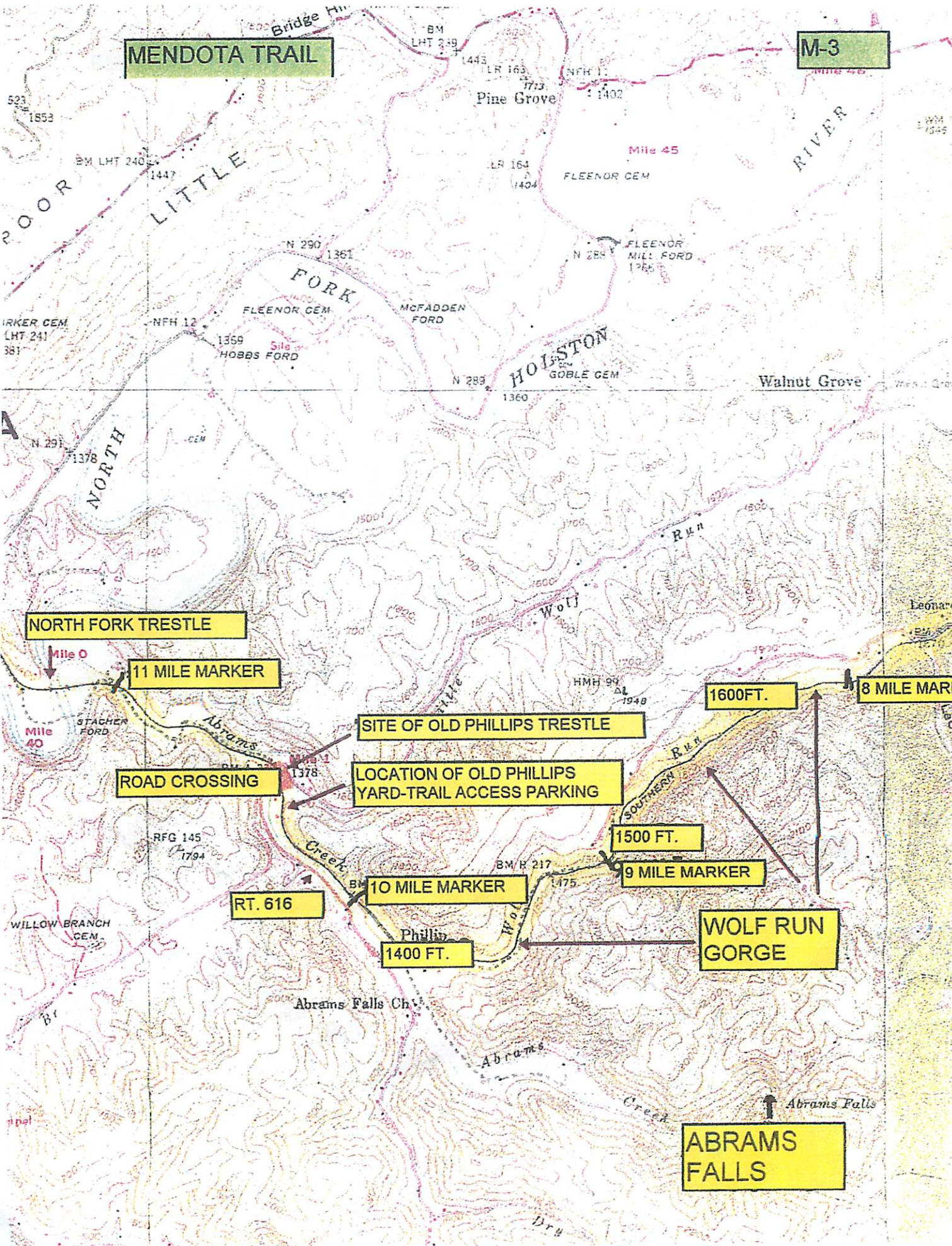
RT. 700

BENHAMS TRESTLE

1900

MENDOTA TRAIL

M-3



NORTH FORK TRESTLE

11 MILE MARKER

SITE OF OLD PHILLIPS TRESTLE

ROAD CROSSING

LOCATION OF OLD PHILLIPS YARD-TRAIL ACCESS PARKING

1600 FT.

8 MILE MARKER

1500 FT.

10 MILE MARKER

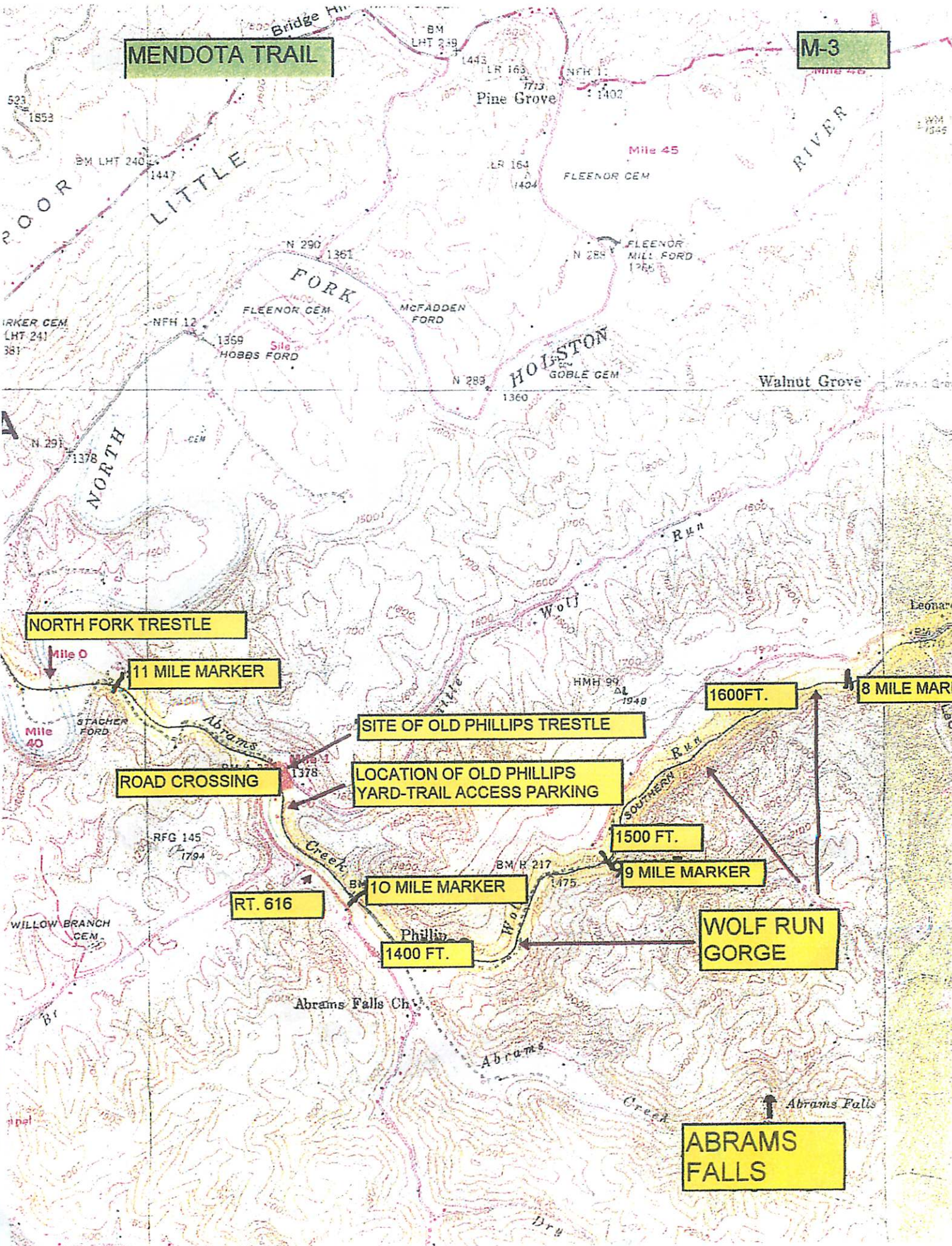
9 MILE MARKER

WOLF RUN GORGE

1400 FT.

RT. 616

ABRAMS FALLS



MENDOTA TRAIL

M-4

MOUNTAIN

RUSSELL
WASHINGTON

Price Gap

ROAD CROSSING

MENDOTA COMMUNITY

MENDOTA TRAILHEAD-
PARKING+ REST ROOMS

CHURCH

13 MILE MARKER

12 MILE MARKER

RT. 614

RT 614 TO
CARTER'S FOLD,
HILTONS AND
GATE CITY

PROJECT TERMINUS-
WASHINGTON-SCOTT
COUNTY LINE

SWINGING BRIDGE
ROAD CROSSING

Foley Gap

RIVER

NORTH FORK- HOLSTON RIVER

HOLSTON

New Hope Sch

Mile 35
WHITE FORD

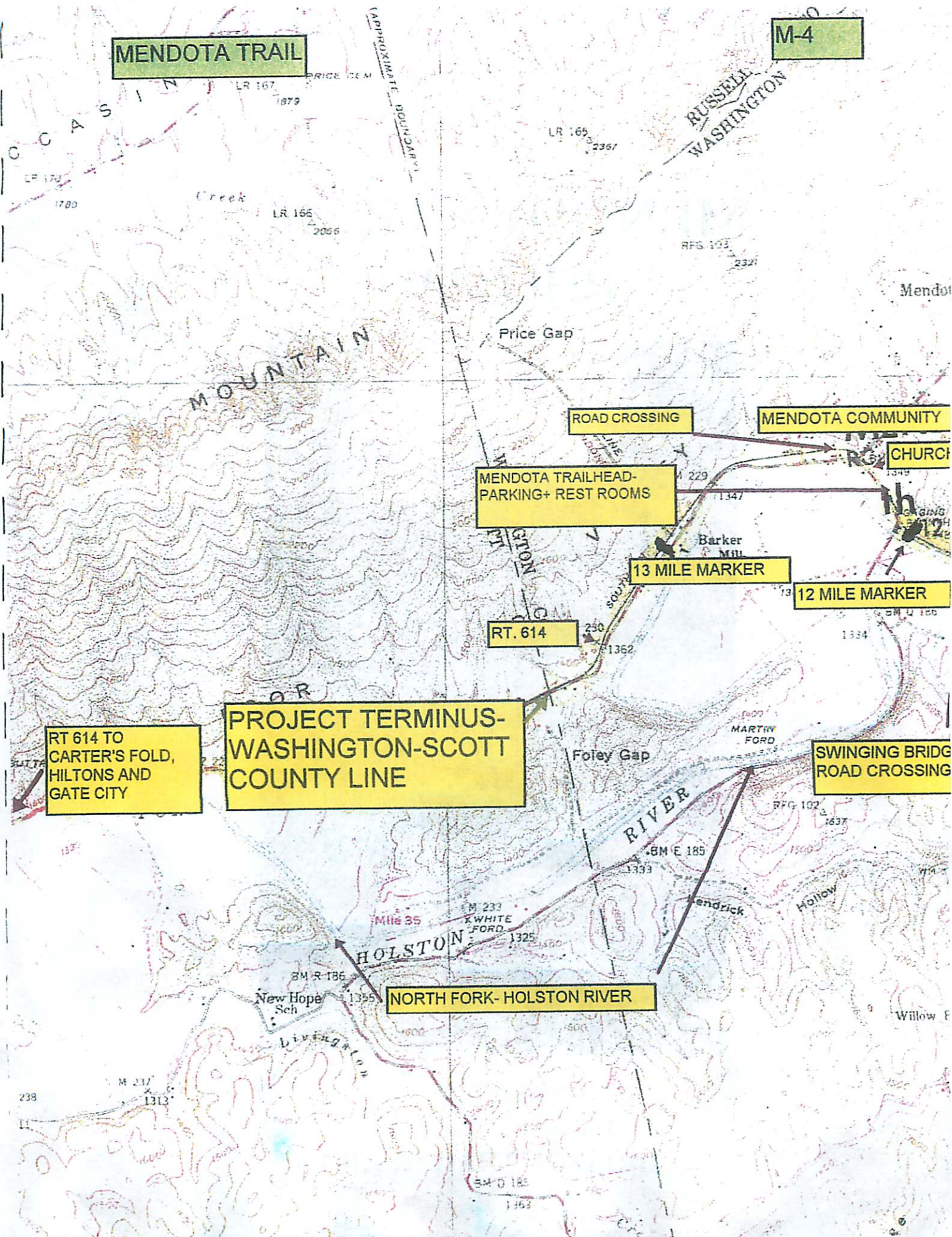
MARTIN FORD

238

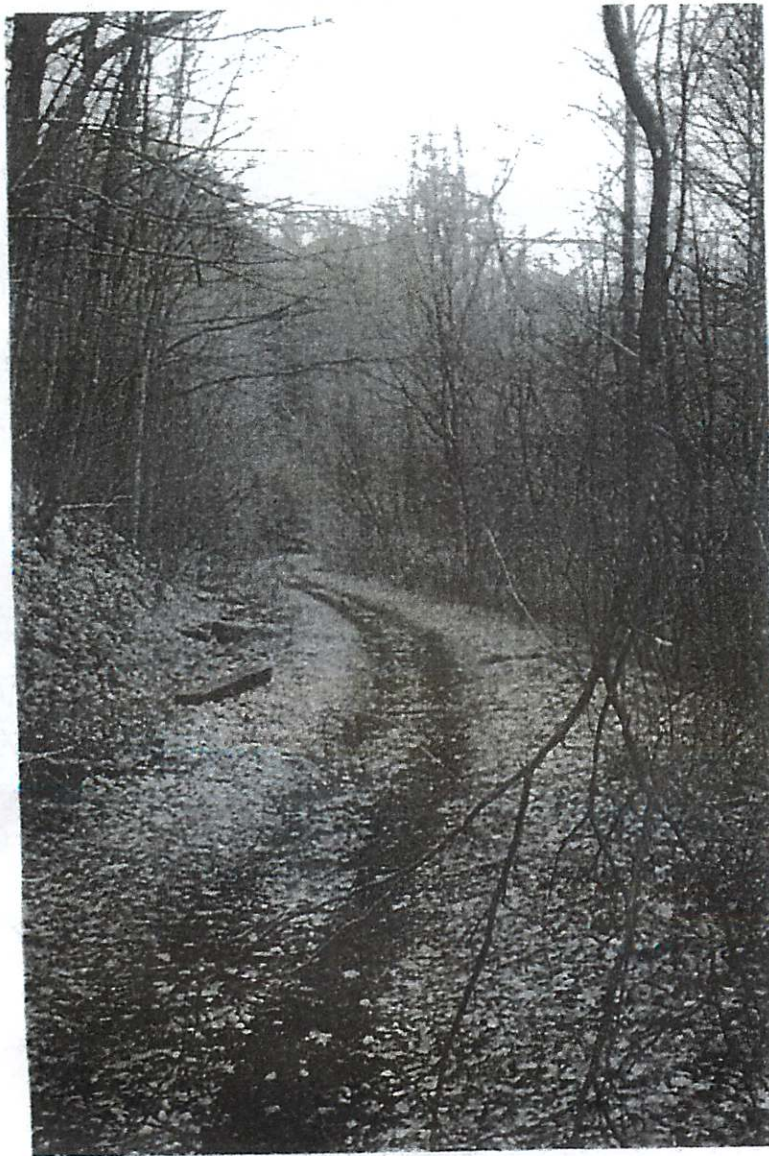
M 237
1313

BM O 185
1363

Willow F



MENDOTA TRAIL PHOTOS



**MILE 0.25
1/4 MILE ABOVE
BRISTOL TRAILHEAD**

**VIEW FROM THE HIGHEST POINT ON THE TRAIL
ELEVATION 2050**



**NORTH
VIEW**

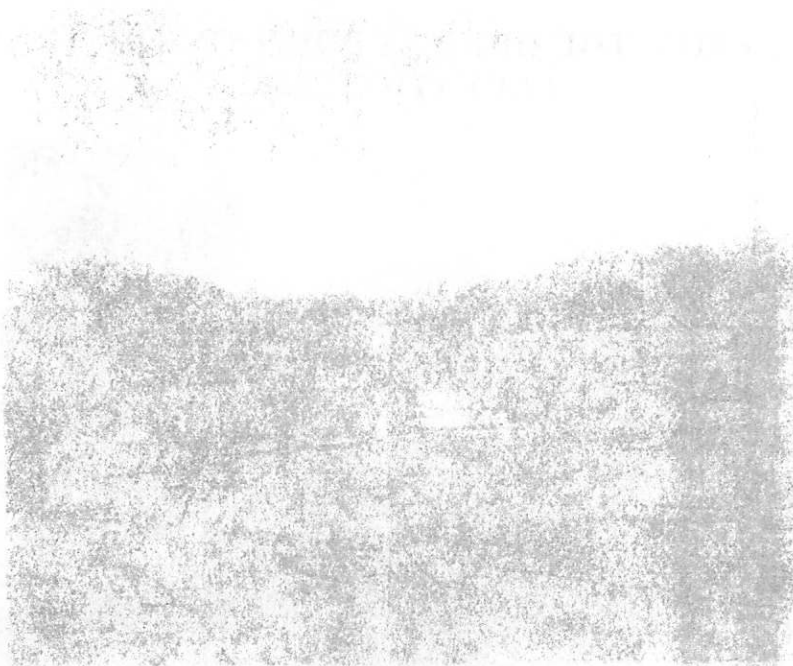
NEAR MILE MARKER 3



**SOUTH
VIEW**

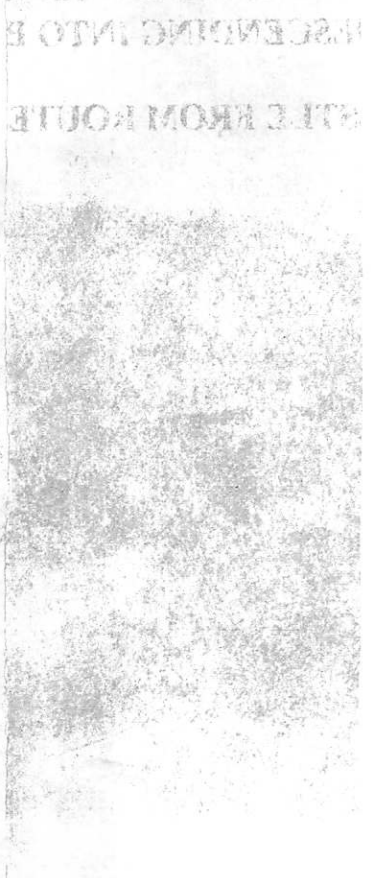
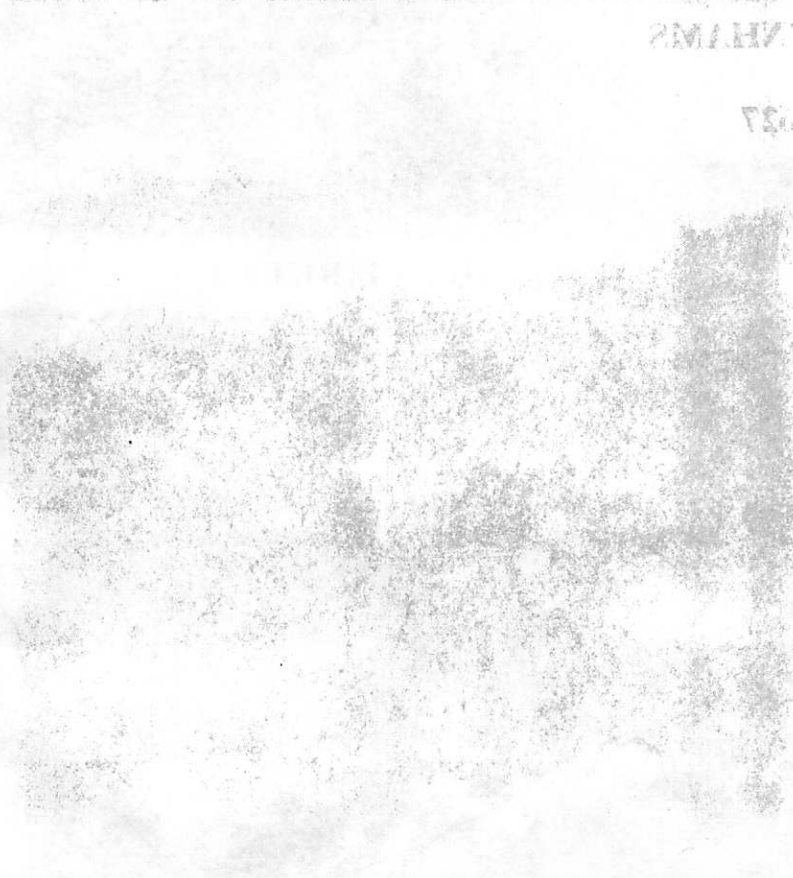
63

1907
1910



ASCENDING INTO BATHS

ROUTE FROM ROUTE 237



1914

MILE 4.5

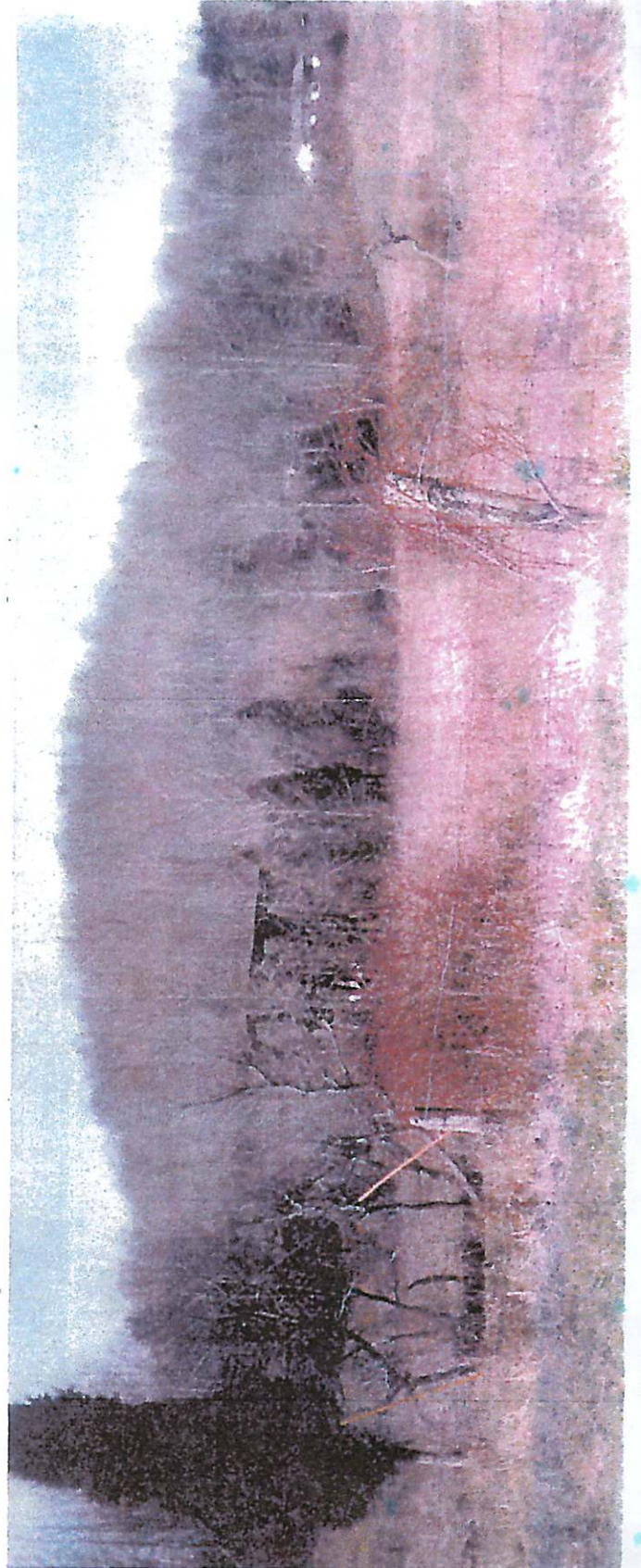
<TRAIL



PROPOSED TRAIL DESCENDING INTO BENHAMS

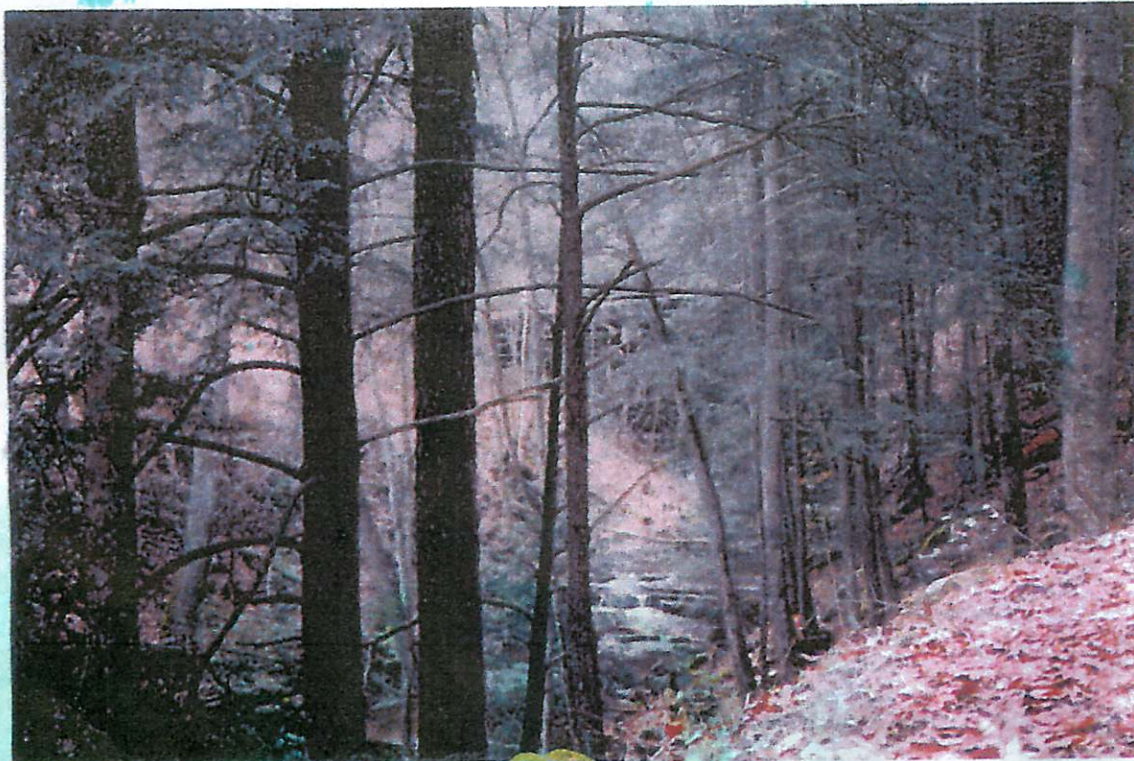
BENHAMS TRESTLE FROM ROUTE 627

MILE 5



MILE 5

SITE OF OLD
BENHAMS YARD



MILE 7

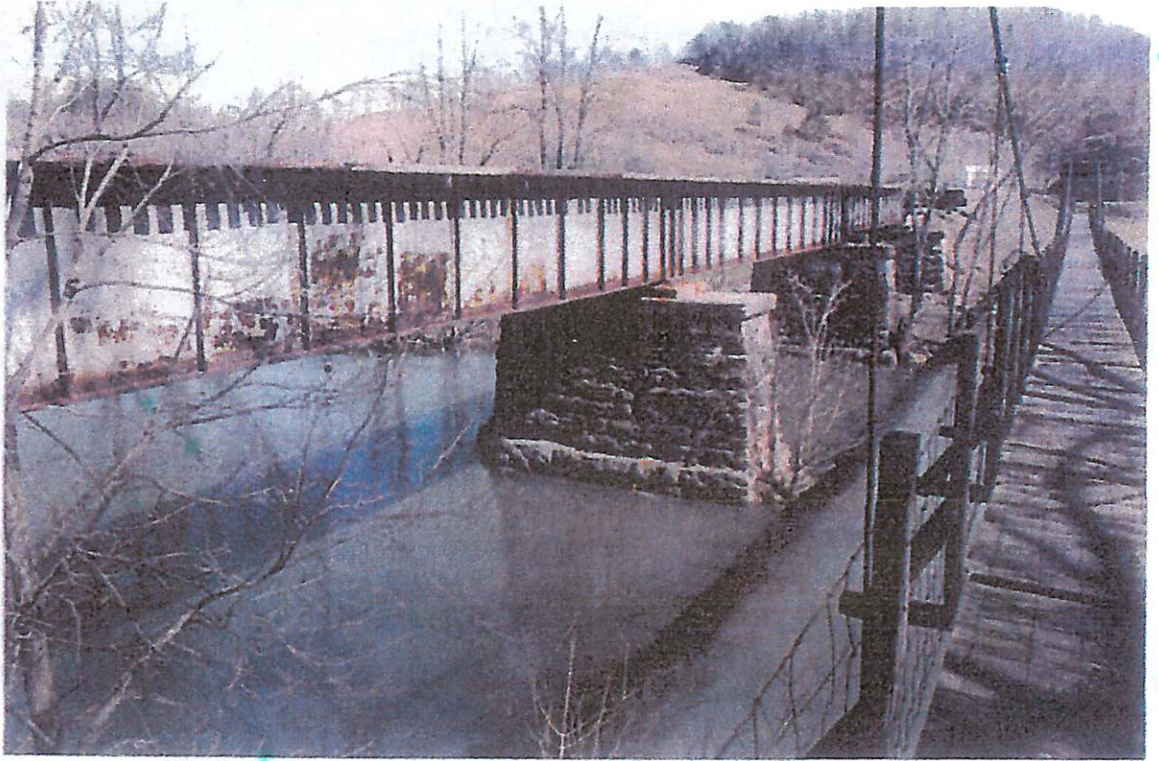
WOLF RUN
FOREGROUND

TRESTLE AND
TRAIL IN
BACKGROUND

NORTH FORK/HOLSTON RIVER TRESTLE

P-5

**VIEW FROM
SOUTH BANK
LOOKING
NORTH TO
MENDOTA**



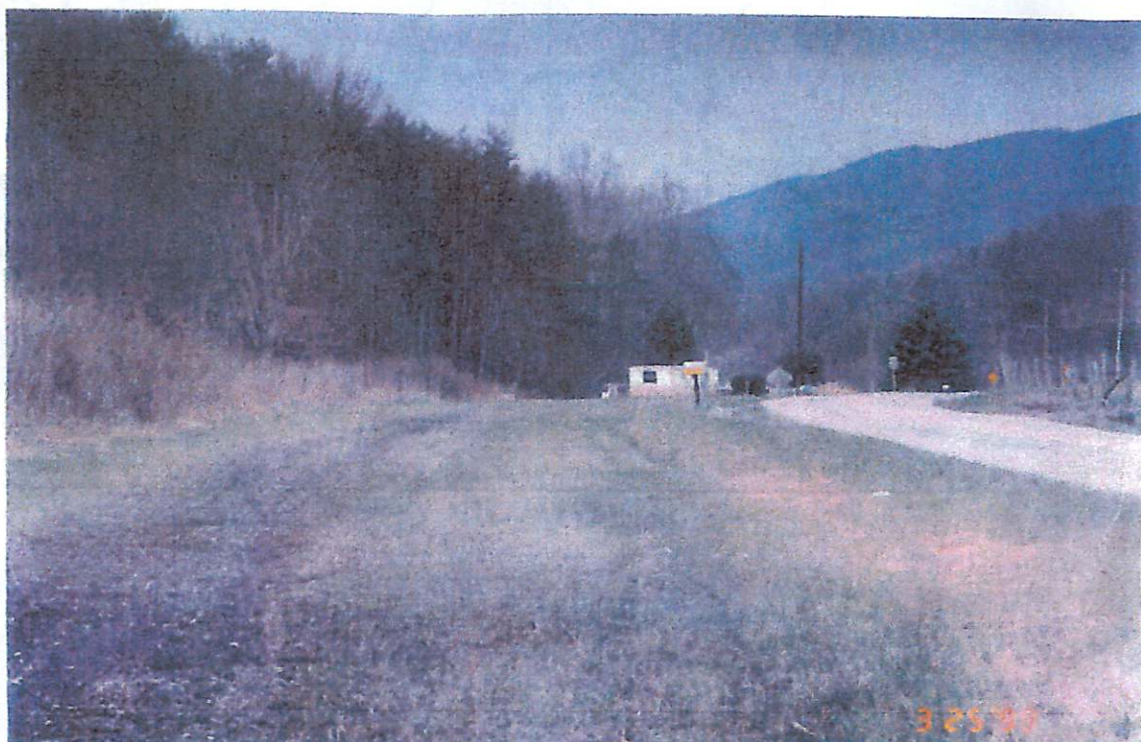
MILE 11.25



**VIEW OF
BARKER
FARM FROM
NORTH BANK**



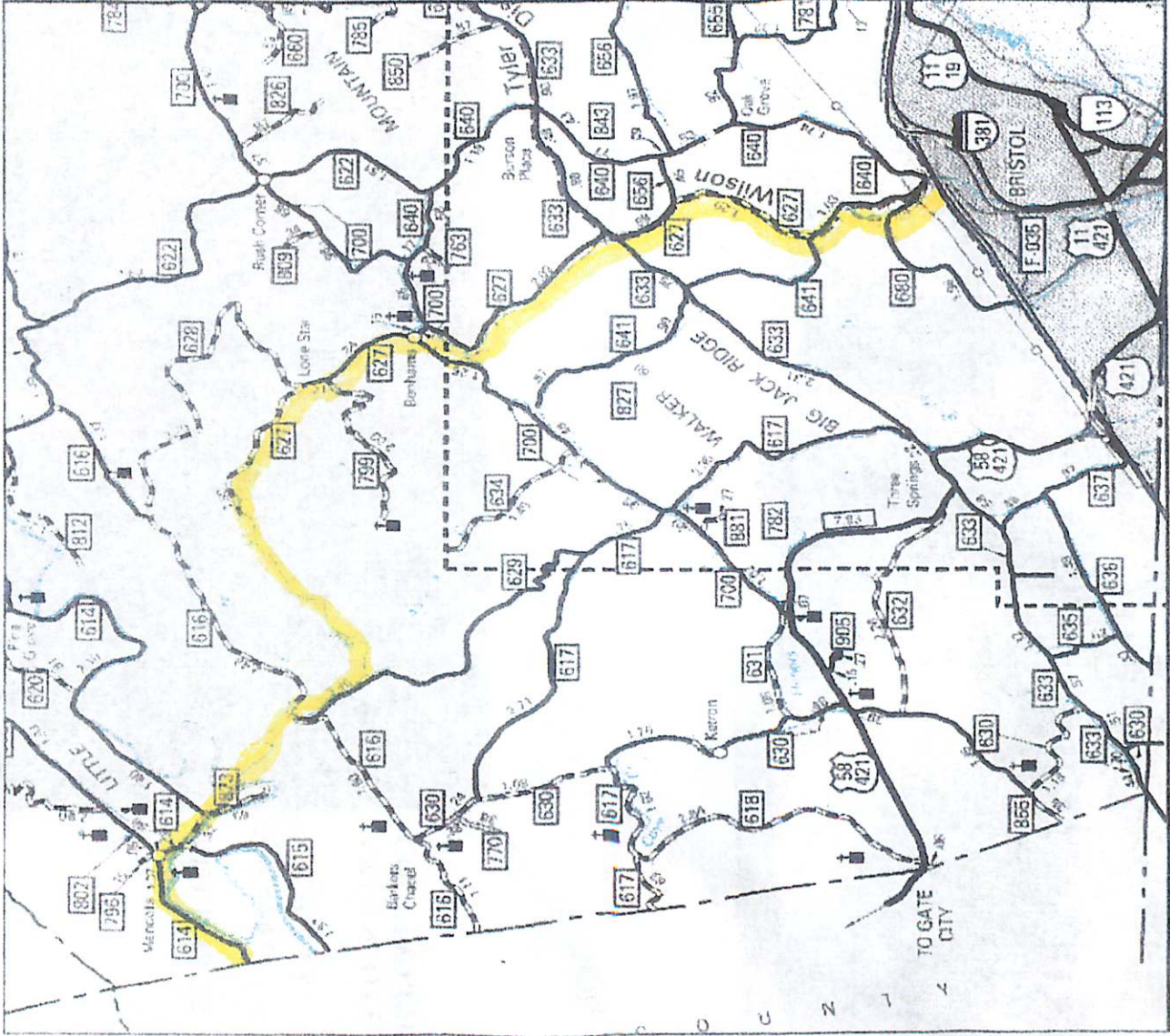
**MILE 13.75
WEST OF
MENDOTA
NEAR SCOTT
COUNTY LINE**



**TYPICAL VIEW
OF
CLINCH MTS.
FROM TRAIL**

MENDOTA TRAIL ROUTING

FROM VDOT WASHINGTON COUNTY ROAD MAP



TRAIL HIGHLIGHTED IN YELLOW

RECOMMENDATIONS MAP WASHINGTON COUNTY, VIRGINIA

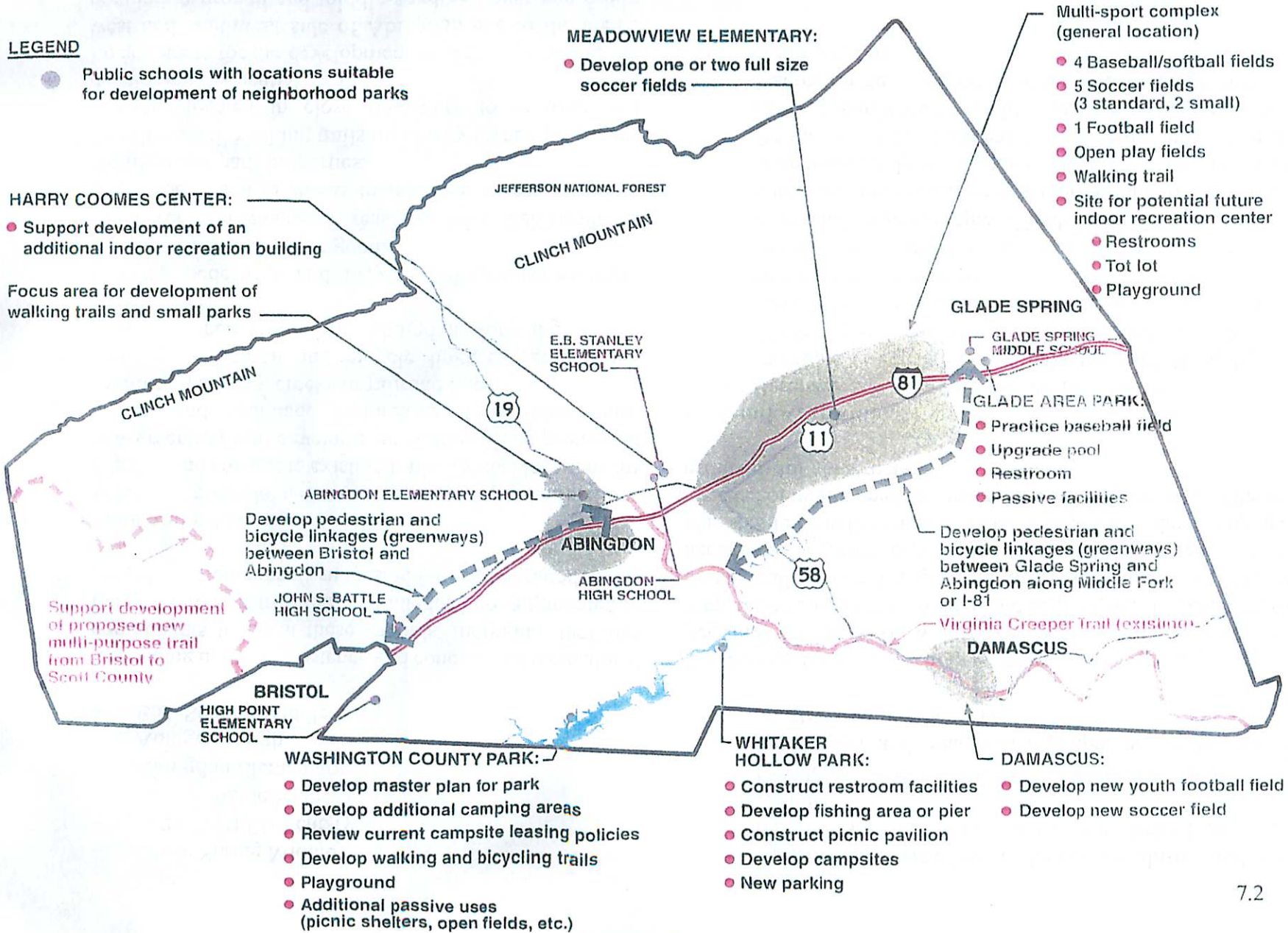


Figure 7.1

- Glade Spring Middle
- High Point Elementary
- John S. Battle High
- Abingdon Elementary
- Abingdon High
- E.B. Stanley Middle

Depending upon the existence and condition of recreational components found at these schools, individual facilities may need to be retrofitted, upgraded, and/or augmented to provide the components suggested for neighborhood parks.

- **Walking and biking path development**

- Whenever possible, new trails should link public facilities together and connect to existing trails. Typical locations for new greenway trail development is often along prominent natural and manmade features such as ridge lines, shorelines, streams, creeks or railroad lines.
- Develop pedestrian and bicycle linkages (greenways) between Glade Spring and Abingdon along the Middle Fork or I-81.
- Develop pedestrian and bicycle linkages (greenways) between Bristol and Abingdon.
- Wherever and whenever feasible, bike facilities/lanes should be added to streets to facilitate access to public facilities and park properties.
- Develop small walking trails on county owned properties that are located in close proximity to existing and developing residential areas.
- Locate areas for the development of walking trails to the west and southwest side of Abingdon due to the area's population growth and middle-aged and over age group characteristics.

- Assist with current efforts to develop a multi-use trail along the old Southern Railroad between Bristol and Scott County.
- Develop a master greenways plan for the County to include public input and create a phased approach to funding and construction of greenways.

The cost for construction of greenways trails is typically \$100,000 per mile for an 8'-10 wide paved trail, assuming typical site preparation costs, not including land acquisition. The cost can rise dramatically when bridges and other specialized features are necessary. The cost to prepare a countywide greenways master plan should be in the range of \$30,000 to \$40,000, depending upon the level of public involvement and the desired accuracy of the cost estimates for construction.

- **Land Acquisition**

- Purchase a 80 to 100 acre site in close proximity to the Interstate 81 corridor between the towns of Abingdon and Glade Spring for the development of a multi-sport complex, possible indoor recreation center, and public open space/passive use reserve.
- In addition to the above mentioned 80 to 100 acre site for a new multi-sport complex, Washington County and/or the municipalities in the County should commit to the purchase of approximately an additional 100 to 150 acres of property for the future development of passive use and active use parks. The minimum individual site should not be less than 5 acres for neighborhood parks nor less than 20 acres for community parks.

VIRGINIA OUTDOORS SURVEY
RANKING OF ACTIVITIES

<u>Rank</u>	<u>Activity</u>	<u>Statewide %</u>
1	Walking for Pleasure	69.1
2	Driving for Pleasure	64.4
3	Swimming	56.3
4	Sunbathing	44.3
5	Visiting Historic Sites	43.1
6	Fishing	42.3
7	Boating	40.9
8	Bicycling	39.3
9	Camping	31.6
10	Golfing	29.5
11	Picnicking	29.4
12	Visiting Natural Areas	28.6
13	Visiting Gardens	25.8
14	Using Playgrounds	22.8
15	Jogging/Running	19.7
16	Hiking/Backpacking	19.1
17	Hunting	17.0
18	Shooting	16.9
19	Tennis	15.8
20	Snow Ski/Snowboard	14.1
21	Playing Basketball	13.3
22	Nature Study/Program	12.9
23	In-Line Skating	10.8
24	Playing Softball	10.1
25	Playing Soccer	9.8
26	4-Wheel Drive Off-Road	8.5
27	Waterskiing/Towing	8.2
28	Jet Ski/Pers. Water Craft	7.9
29	Playing Baseball	7.4
30	Using Fitness Trails	7.2
31	Horseback Riding	6.9
32	Tubing	6.6
33	Playing Volleyball	6.0
34	Playing Football	5.6
35	Skatboarding	3.8
36	Rafting	3.7
37	Driving All-Terrain Vehicle	3.2
38	Motorcycling Off-Road	1.5
39	Other Activities	2.7