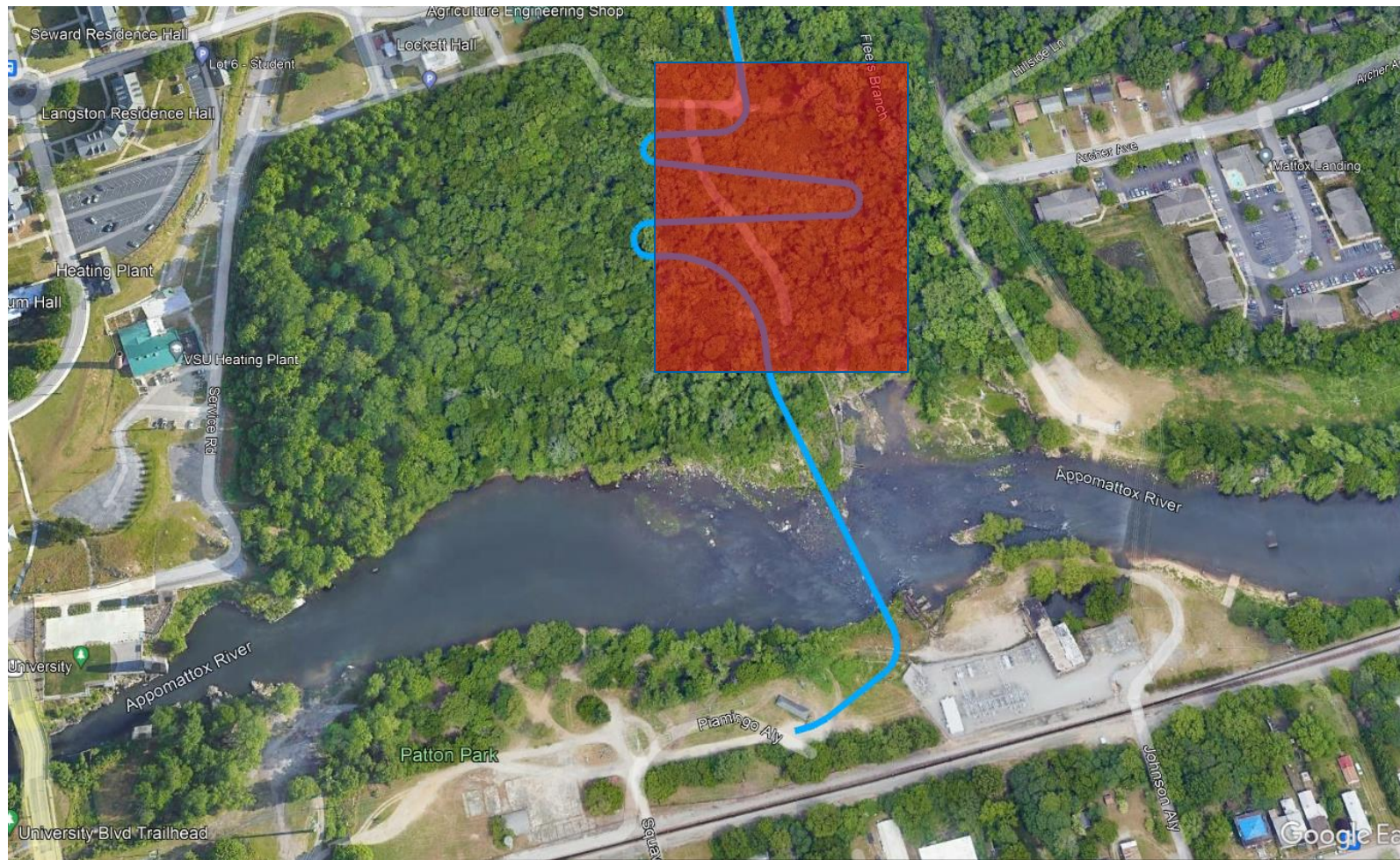


VSU Alignment – Cultural Resources Issue

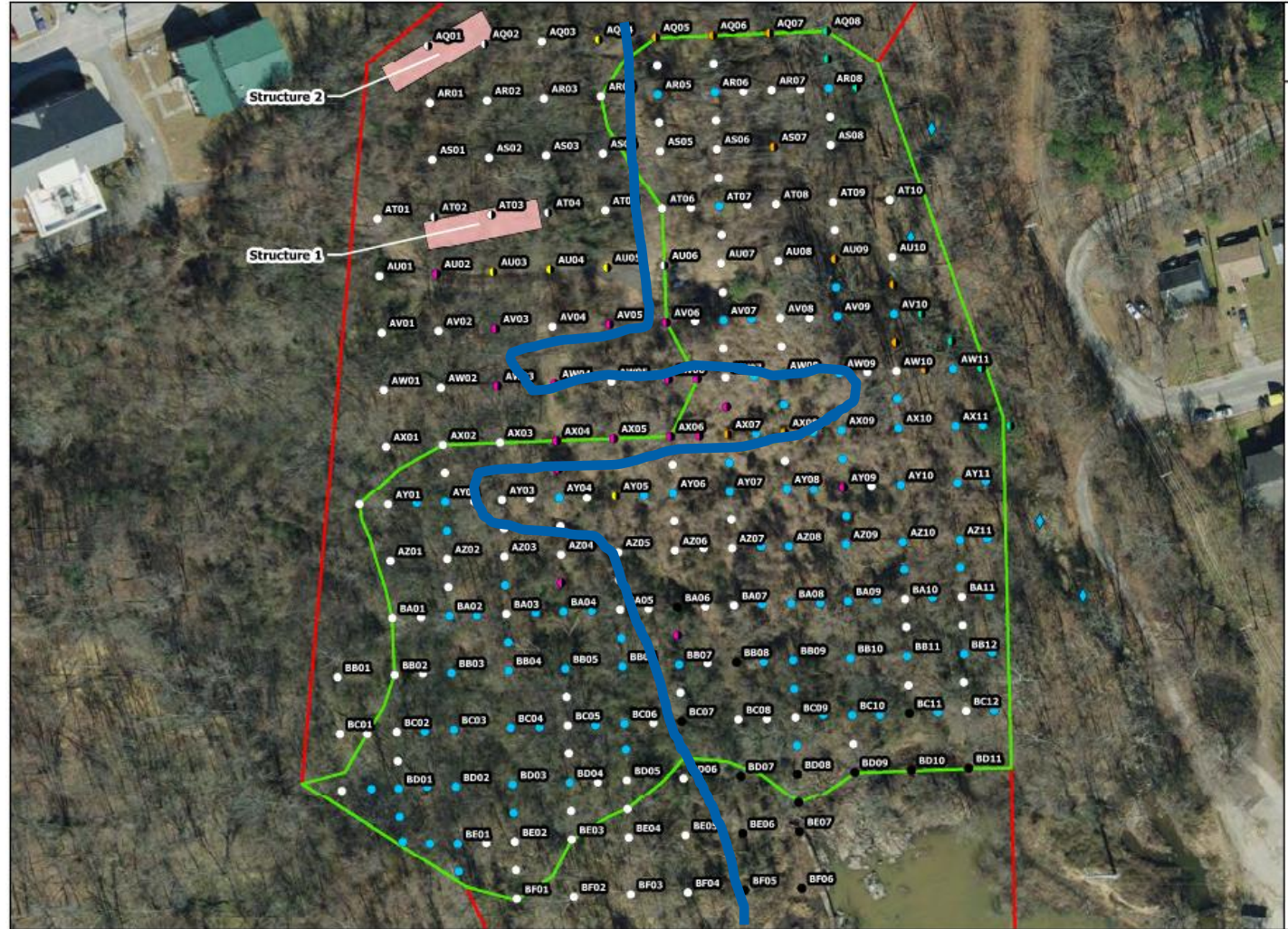
Proposed Alignment



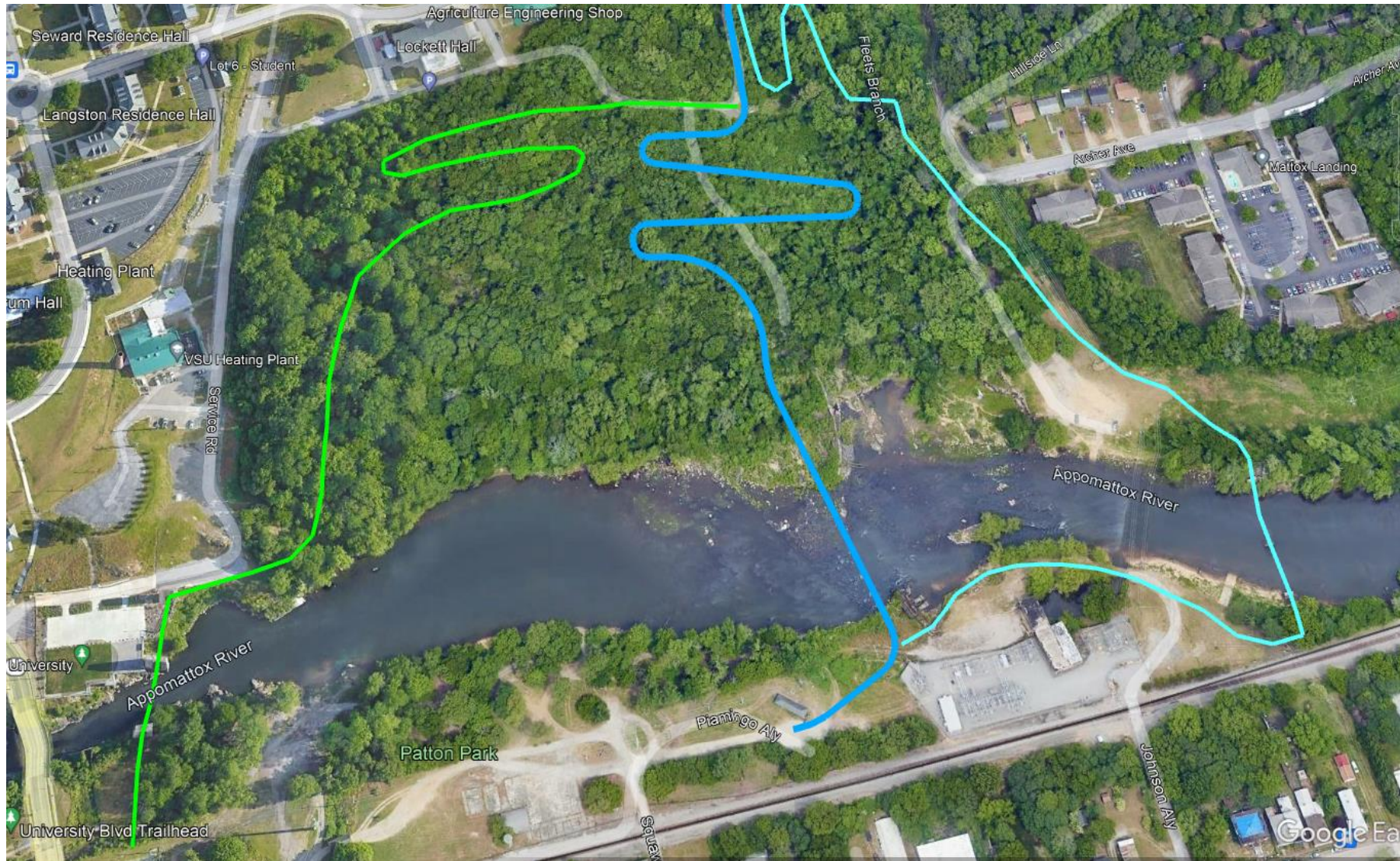
VSU Alignment – Cultural Resources Issue

Issue

- Alignment runs through a significant site: Over 650 Native-American artifacts were uncovered
- Every Blue Dot indicates a positive location
- Switchback needed due to steep grade



VSU Alignment – Alternative Alignments



VSU Alignment – Green Alignment (Pros/Cons)



Green: Western Bowl (Alt A)

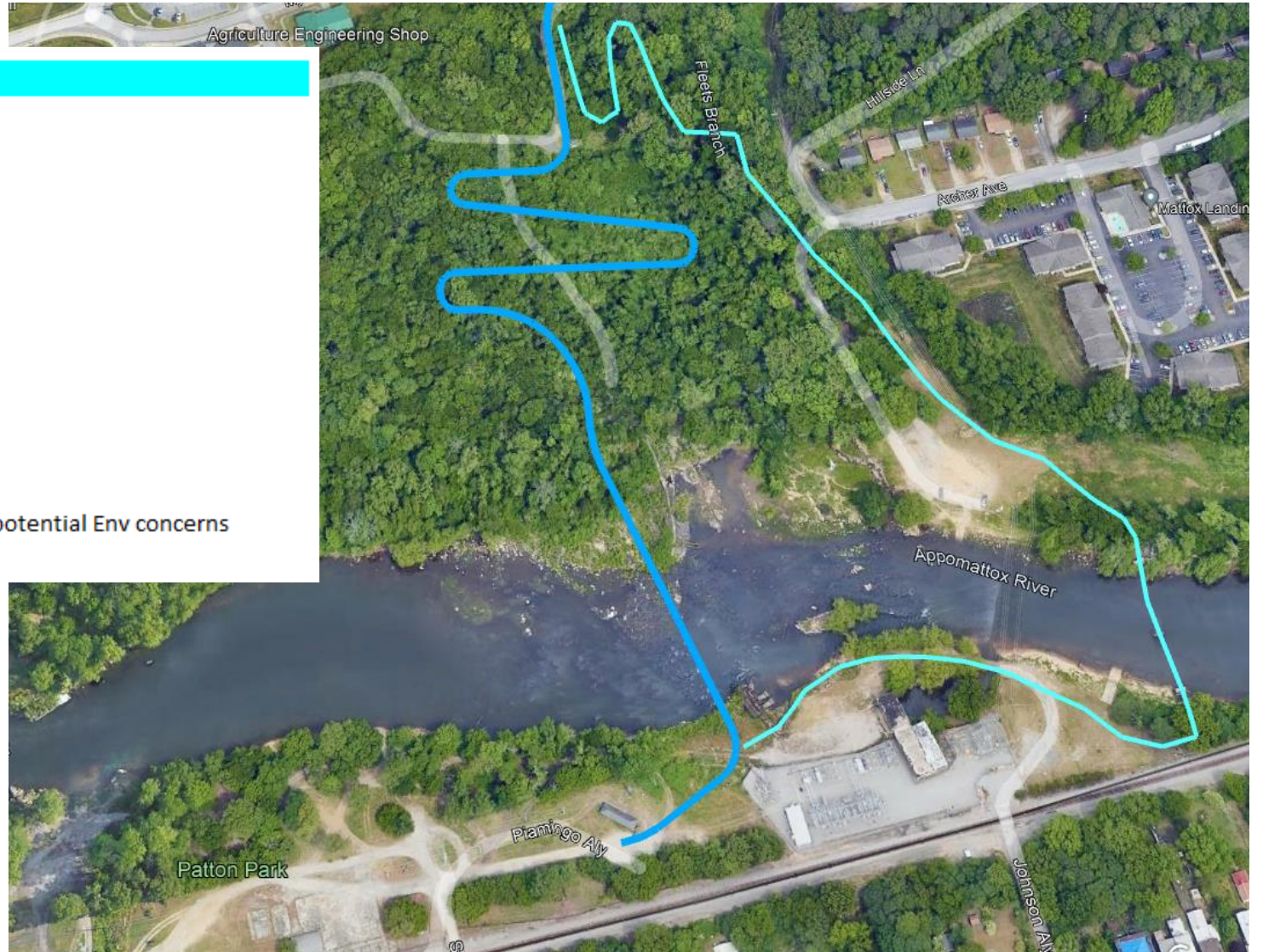
- Pros:**
- Re-purposes the train trestle piers
 - Relatively short spans across the Appomattox (90')
 - Relatively easy construction of bridge
 - Should not result in an increase of impacts to Cultural Resources
 - Original plan was to start the FLT here
 - Don't have to deal with Dominion or private property
 - 2-span bridge
 - Avoids VOF plat
- Cons:**
- Need to re-visit with VSU
 - May not tie in with the ART as previously planned (FOLAR)
 - Crane access will be tricky - need crane mats
 - Additional cost for wetland impacts



VSU Alignment – Aqua Alignment (Pros/Cons)

Aqua: Eastern Side (Alt B)

- Pros:**
- Re-purposes the train trestle piers
 - Relatively short spans across the Appomattox (85' & 103')
 - Relatively easy construction of bridge
 - Impacts on cultural resources appears to be eliminated
 - Would tie in with the ART more efficiently
 - Avoids VOF plat
- Cons:**
- Need to deal with Dominion for access
 - Crosses under Dominion lines/Easement
 - Will need to coordinate with Railroad
 - Need an additional bridge over Fleets Branch
 - Going through private property
 - Will need to address erosion along Fleet's Branch (Rip Rap) - potential Env concerns
 - 4-span bridge



VSU Alignment – Next Steps

Goal is to stay on schedule

- Expanding cultural resource study to encompass both alternatives
- Developing a conceptual bridge design to present to DHR
- Meet with VSU (3/1)



Scenario #1

If we keep the original alignment that we have proposed, it will result in additional time (more than a year) to coordinate impacts with the local tribes and could result in major delays and expense(s). Logical termini needs to be considered from a Federal standpoint.

Scenario #2

Remove the VSU section from DB #2 package and include it with DB #3. This would give additional time to vet through DHR. Possibility to also treat this section as a stand-alone DBB or DB.

Scenario #3

Pursue option to the west. This will take a minimum of 6-months to get Architectural clearances once conceptual bridge plans are completed. Being that this is a 2-phase DB, time to issue Addendum(s) as needed. Need to be prescriptive with the bridge aesthetics in order to get approval. Therefore need to start developing plans for bridge sooner rather than later. This alignment may impact FOLAR's Appomattox River Trail extension project (we did not know the extent of the cultural resources when we were developing the alignment that FOLAR wanted to tie into).

Scenario #4

Pursue option to the east. This will require additional coordination with both Dominion and CSX railroad. The very nature of that coordination will delay/extend the duration. Concern with being that close to the railroad. The river crossing would be relatively easy. Crossing the private entrance to the boat landing on the north side is a little concerning as site distance is not great and could pose a safety issue. Also this alignment will require stream 'restoration' in the form of armoring the east side of the stream along the trail. We also need a separate bridge to span Fleets Branch (~60' single span). There is a sewer line that runs down the hill as well next to Fleets Branch that we would need to avoid. There will be some cultural resources that would need to be avoided to the north.