





OVERMOUNTAIN VICTORY NATIONAL HISTORIC TRAIL MASTER PLAN



ABINGDON >> ELIZABETHTON

FALL 2018

"THERE'S NOT A BETTER THING A PERSON CAN DO WITH THEIR LAND THAN TO ALLOW IT TO BE PRESERVED FOR GENERATIONS TO ENJOY AND BE IMMERSED IN THE HISTORY OF THE PLACES AND PEOPLE THAT FORMED OUR NATION."

~ JENNIFER BAUER, SYCAMORE SHOALS STATE HISTORIC PARK MANAGER

Overmountain Victory National Historic Trail Master Plan

ABINGDON TO ELIZABETHTON

ABINGDON >> ELIZABETHTON

PRODUCED FOR

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Town of Abingdon
Town of Bluff City
City of Elizabethton
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INTRODUCTION

THE OVERMOUNTAIN VICTORY NATIONAL HISTORIC TRAIL IS APPROXIMATELY 270 MILES IN LENGTH AND INCLUDES PORTIONS OF VIRGINIA, TENNESSEE, NORTH CAROLINA, AND SOUTH CAROLINA. THE TRAIL COMMEMORATES THE SIGNIFICANCE OF THE PATRIOT MILITIA THAT MARCHED FROM THE APPALACHIAN MOUNTAINS AND THEIR FOOTHILLS TO DEFEAT THE BRITISH-LED LOYALIST ARMY AT THE BATTLE OF KINGS MOUNTAIN ON OCTOBER 7, 1780.

THIS TRAIL MASTER PLAN SERVES AS A ROAD MAP FOR ESTABLISHING A SECTION OF THE OVERMOUNTAIN VICTORY NATIONAL HISTORIC TRAIL (OVNHT) FROM THE NORTHERN TERMINUS IN THE TOWN OF ABINGDON, VA TO ELIZABETHTON, TN.

BACKGROUND

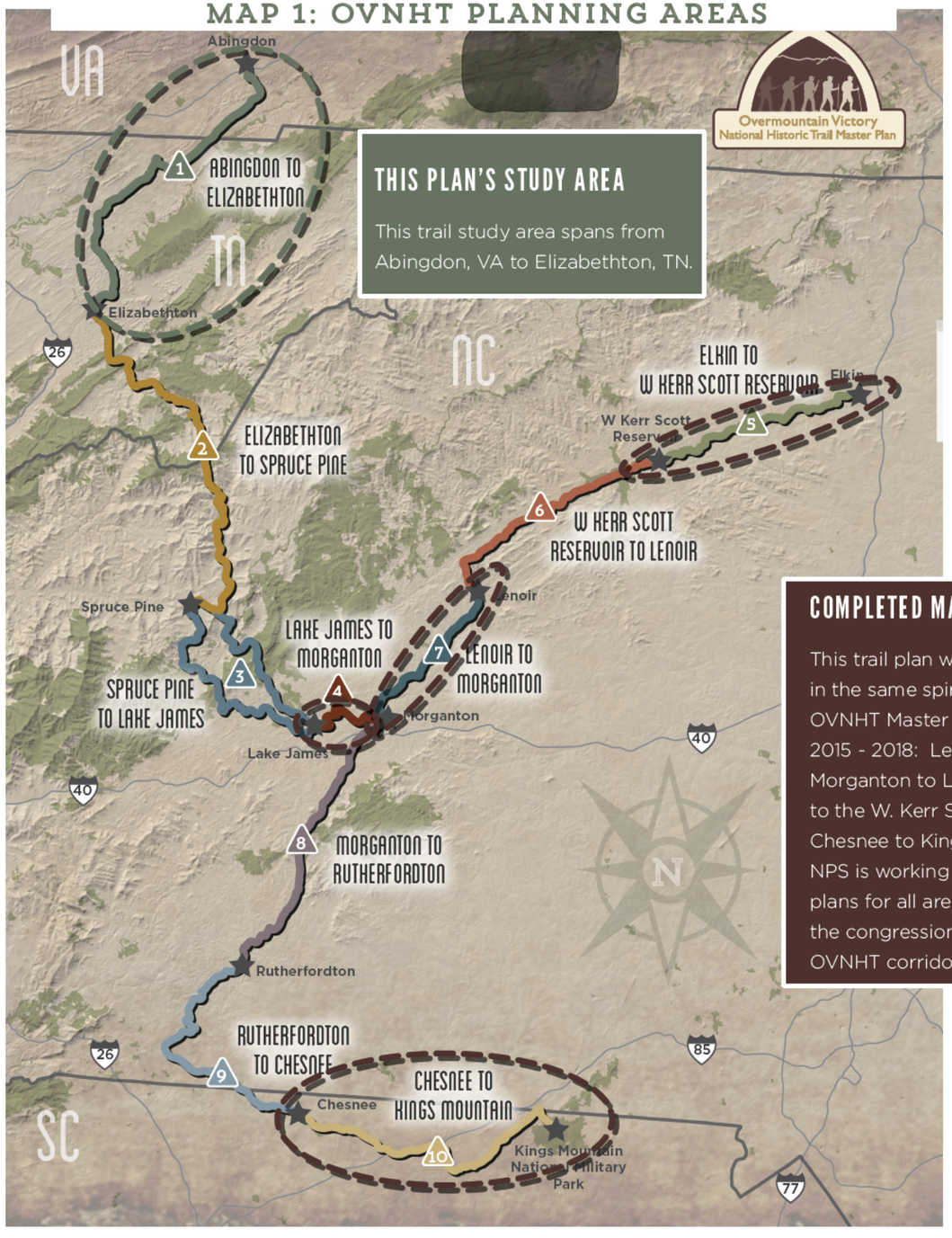
ROCKY MOUNT CHAPTER OF THE OVTA: ORGANIZED FOR ACTION

The Rocky Mount Chapter of the Overmountain Victory National Historic Trail (OVNHT) Steering Committee was formally established in 2014 with ten founding members. Since then, the chapter has tripled in size and continues to expand its membership and local influence in preserving the history of the Overmountain Men who mustered at Abingdon, Sycamore Shoals, and elsewhere in what is now East Tennessee. The newly-formed chapter focused i's first two years on cultivating relationships with local government leaders and philanthropic organizations to form a network of partners that were committed to developing a trail master plan from Abingdon to Elizabethton.

THE ULTIMATE PARTNERSHIP

In 2017, the Rocky Mount Chapter of the OVTA successfully united seven local jurisdictions including: Carter County, TN; Sullivan County, TN; Washington County, VA; the Town of Abingdon; the Town of Bluff City; the City of Elizabethon; and the Bristol Metropolitan Planning Organization in addition to support from the Eastman Foundation and the East Tennessee Foundation. Together, the partners secured grant funds from the NPS to develop a comprehensive trail master plan for the OVNHT corridor from Abingdon to Elizabethton. This project is part of the NPS' ongoing efforts to develop regional master plans in order to strengthen multi-jurisdictional partnerships and engage landowners in order to expand and connect the growing network of certified OVNHT segments throughout Virginia, Tennessee, and North and South Carolina. It is expected that trails developed along recommended routes within the plan study area will be eligible for inclusion by the NPS as part of the official Overmountain Victory National Historic Trail non-motorized route.

MAP 1: OVNHT PLANNING AREAS



COMPLETED MASTER PLANS

This trail plan was developed in the same spirit as four other OVNHT Master Plans completed in 2015 - 2018: Lenoir to Morganton; Morganton to Lake James; Elkin to the W. Kerr Scott Reservoir; Chesnee to Kings Mountain. The NPS is working to develop similar plans for all areas included within the congressionally-designated OVNHT corridor.

PLAN GOALS



LANDOWNER OUTREACH WAS A CRITICAL COMPONENT OF THIS PLAN.

1. **Specific Trail Routes.** Identify a specific and feasible trail route within or near the known historic corridor of the Overmountain Victory Trail as determined by NPS.

2. **Landowner Outreach.** Make a direct appeal to landowners identified during the analysis phase and record their sentiments for providing a trail easement.

3. **Visual Plan.** Create a visual plan that provides renderings and schematics to demonstrate trail character.

4. **Support Other Community Goals.** To the extent possible, identify opportunities to leverage the trail to further other community goals, including economic development, historic preservation, public health, and environmental stewardship.

5. **Social Media.** Incorporate modern social media marketing tools within the trail and signage infrastructure to promote the development of "user generated" marketing content.

PLANNING PROCESS

1. **Direction Setting and Project Launch** | October 2017

   The consultant team met with local trail and government leaders to generally discuss environmental constraints and opportunities for trail connectivity.

2. **Research** | November 2017-April 2018

   The consultant team conducted a thorough site analysis of the study area and determined feasible trail route options. With the trail routes identified, a landowner contact list was developed.

3. **Landowner Outreach** | May-July 2018

   Landowners with property along an identified feasible trail route were invited to a special meeting to learn more about the trail project. After receiving comments from landowners, the preferred trail route was revised accordingly.

4. **Plan Development** | July-September 2018

   The consultant team worked in tandem with local leaders to develop a preferred trail alignment. Renderings and schematics were provided to visually support the trail recommendations.

5. **Final Plan Preparation** | October-December 2018

   The final plan is published for review by stakeholders, elected officials, and the public.

PROJECT TIMELINE

OCT.'17

DIRECTION SETTING & PROJECT LAUNCH

- Kick Off
- Facilitating Planning Oversight Committee



NOV.'17 - APR.'18

RESEARCH AND PRELIMINARY ANALYSIS

- Physical Inventory
- Physiographic Analysis
- Natural Inventory
- Points of Interest & Structures
- Environmental
- Infrastructure & Utilities
- Video Development



MAY - JULY '18

PUBLIC ENGAGEMENT & LANDOWNER OUTREACH

- Public Meeting & Engagement
- Landowner Outreach Workshops



JULY. - SEPT.'18

DRAFT PLAN, DESIGN CONCEPTS, COSTS

- Design Alternatives
- Wayfinding & Structural Elements
- Branding
- Opinion of Probable Cost
- Route Feasibility
- Landowner Follow-up



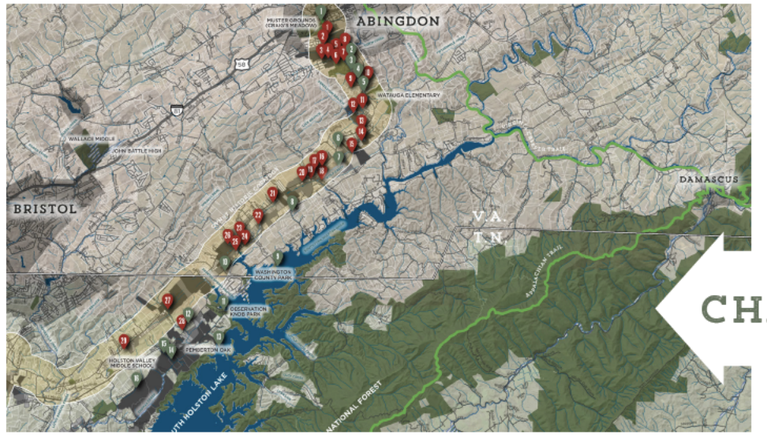
OCT. - DEC.'18

FINAL DRAFT DEVELOPMENT

- Funding
- Implementation



PLAN ORGANIZATION



EXISTING CONDITIONS, ANALYSIS, AND PRELIMINARY ALIGNMENTS

CHAPTER I.

This chapter provides a comprehensive overview and analysis of the opportunities and constraints found throughout the study area. The analysis begins with a brief description of the study area followed by a comprehensive discussion of the natural and built environments and their implications for trail suitability, permitting, and costs. This chapter concludes with a map and photographic series that highlights a host of preliminary trail route alternatives.



LANDOWNER ENGAGEMENT

CHAPTER II.

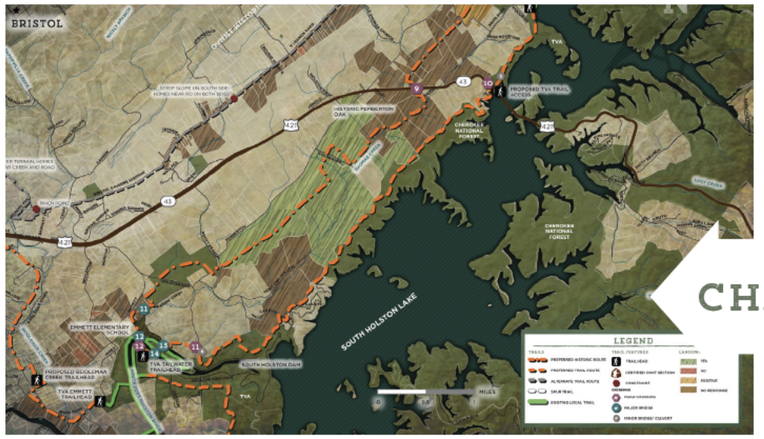
Significant efforts were made to reach out to landowners where the preliminary analysis (results from chapter I) indicate that the trail is most suitable. This chapter outlines the process and results of landowner outreach, including a map series illustrating landowner sentiment.



TRAIL CHARACTER AND DESIGN GUIDELINES

CHAPTER III.

This chapter is dedicated to visually defining the various trail types to be used throughout the corridor. Also, design concepts are provided for all types of trail user orientation signage, mile markers, historic markers, and other trail support facilities.



RECOMMENDATIONS

CHAPTER IV.

The fourth chapter breaks the study area into eight (8) planning sections. Each planning section includes a map that displays a preferred alignment. Each planning section further incorporates the analysis and design elements from the previous chapters along with a host of supporting renderings and design schematics.



CHAPTER 1

EXISTING CONDITIONS, ANALYSIS, AND PRELIMINARY ALIGNMENTS

AN OVERVIEW AND ANALYSIS OF THE OPPORTUNITIES AND CONSTRAINTS FOUND IN THE STUDY AREA

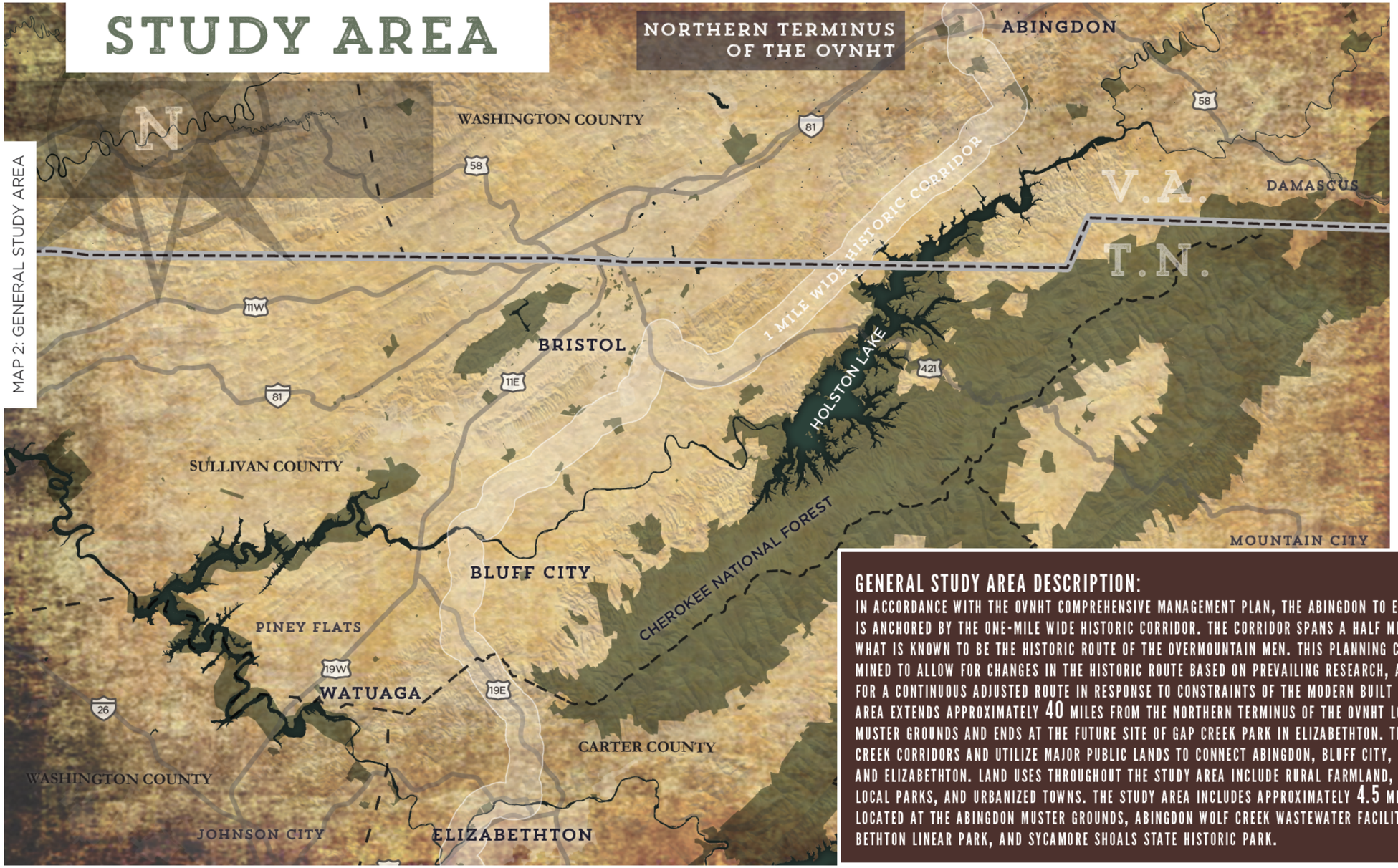
The analysis begins with a brief description of the study area followed by a comprehensive discussion of the natural and built environments and their implications for trail suitability, trail design features, permitting, and costs. This chapter concludes with a map and photographic series that highlights a host of preliminary trail route alternatives.

IN THIS CHAPTER

A. Study Area Description
B. Natural Environment Analysis
C. Human/Built Environment Analysis
D. Map and Photo Series: Preliminary Trail Route Alternatives

MAP 2: GENERAL STUDY AREA

STUDY AREA

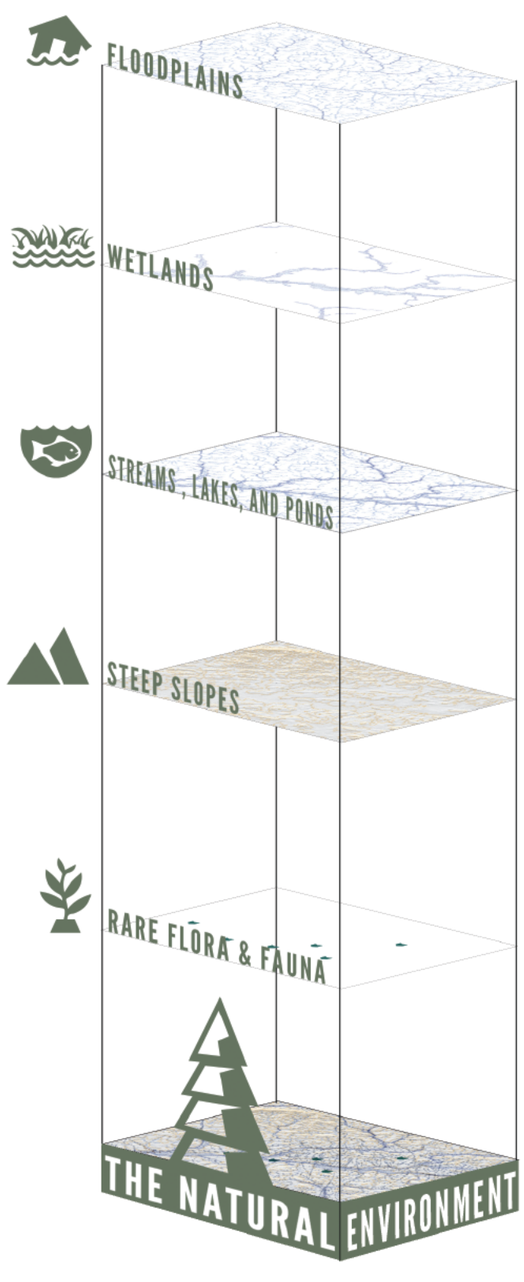


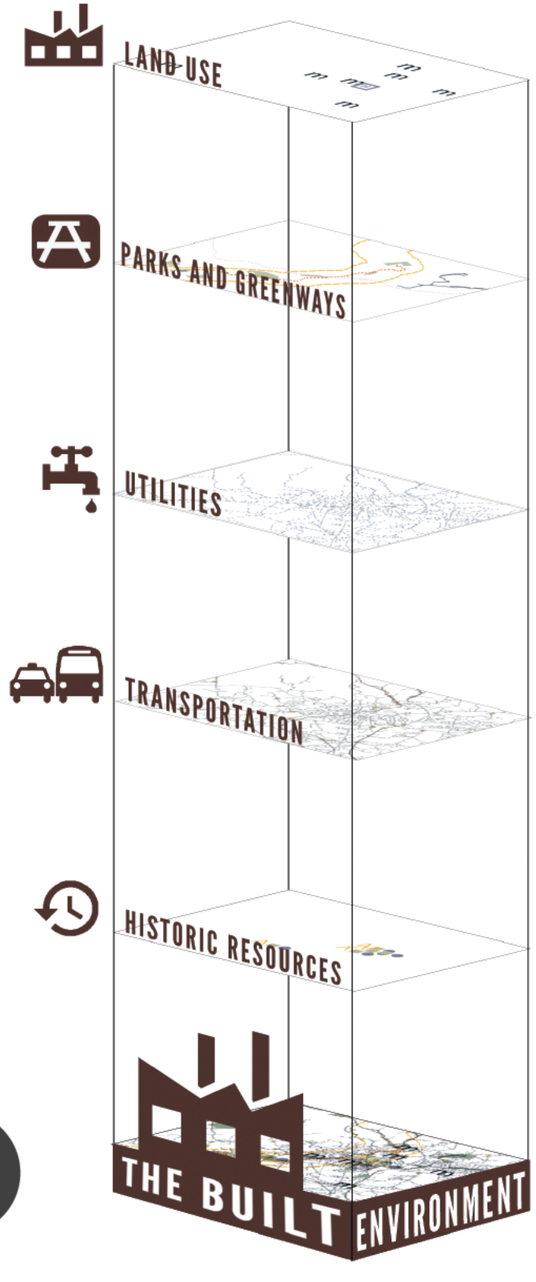
GENERAL STUDY AREA DESCRIPTION:

IN ACCORDANCE WITH THE OVNHT COMPREHENSIVE MANAGEMENT PLAN, THE ABINGDON TO ELIZABETHTON STUDY AREA IS ANCHORED BY THE ONE-MILE WIDE HISTORIC CORRIDOR. THE CORRIDOR SPANS A HALF MILE ON EITHER SIDE OF WHAT IS KNOWN TO BE THE HISTORIC ROUTE OF THE OVERMOUNTAIN MEN. THIS PLANNING CORRIDOR WAS DETERMINED TO ALLOW FOR CHANGES IN THE HISTORIC ROUTE BASED ON PREVAILING RESEARCH, AS WELL AS TO ALLOW FOR A CONTINUOUS ADJUSTED ROUTE IN RESPONSE TO CONSTRAINTS OF THE MODERN BUILT ENVIRONMENT. THE STUDY AREA EXTENDS APPROXIMATELY 40 MILES FROM THE NORTHERN TERMINUS OF THE OVNHT LOCATED AT THE ABINGDON MUSTER GROUNDS AND ENDS AT THE FUTURE SITE OF GAP CREEK PARK IN ELIZABETHTON. THE TRAIL ROUTES FOLLOW CREEK CORRIDORS AND UTILIZE MAJOR PUBLIC LANDS TO CONNECT ABINGDON, BLUFF CITY, PINEY FLATS, WATAUGA AND ELIZABETHTON. LAND USES THROUGHOUT THE STUDY AREA INCLUDE RURAL FARMLAND, FEDERAL PUBLIC LANDS, LOCAL PARKS, AND URBANIZED TOWNS. THE STUDY AREA INCLUDES APPROXIMATELY 4.5 MILES OF EXISTING OVNHT LOCATED AT THE ABINGDON MUSTER GROUNDS, ABINGDON WOLF CREEK WASTEWATER FACILITY, BLUFF CITY, ELIZABETHTON LINEAR PARK, AND SYCAMORE SHOALS STATE HISTORIC PARK.

THE 40-MILE STUDY AREA BEGINS AT THE NORTHERN TERMINUS OF THE OVNHT LOCATED AT THE ABINGDON, VA MUSTER GROUNDS AND ENDS AT THE FUTURE SITE OF GAP CREEK PARK IN ELIZABETHTON, TN.

ANALYSIS WORKFLOW





ALTERNATE TRAIL ROUTES WERE DETERMINED BASED ON AN ANALYSIS OF THE NATURAL AND BUILT ENVIRONMENTS.





THE NATURAL ENVIRONMENT

The opportunities and constraints found within the natural environment are critical for determining suitable trail locations and feasibility, ideal user experiences, construction costs, and necessary permits.

This section explores the implications of the study area's natural environment for establishing the Overmountain Victory National Historic Trail from Abingdon, VA to Elizabethton, TN and includes five (5) parts: 1) Floodplains; 2) Wetlands and Hydric Soils; 3) Rivers, Streams, and Lakes; 4) Steep Slopes; and 5) Rare Flora and Fauna.



"MUCH OF THE FLOODPLAIN AREAS ALONG WOLF CREEK, INDIAN CREEK, AND THE WATAUGA RIVER ARE IDEAL FOR TRAIL DEVELOPMENT."

Floodplain areas provide both an opportunity and constraint for trail development. Since traditional development is not suitable within floodplain areas, private landowners are often more willing to provide access for public trails within these locations. Also, these scenic areas often attract wildlife, which creates an engaging trail experience. Within the study area, much of the floodplain areas along Wolf Creek, Indian Creek, and the Watauga River corridor are ideal for trail development.

Although development is regulated within the floodplain, greenways and trails are allowed and can be permitted. Sound trail engineering techniques are necessary to ensure trails can sustain flooding. To the extent possible, greenway alignments should be avoided within the floodway[1].

[1] **Avoid disturbance in the floodway.** Avoid placement of structures or disturbance within the floodway. Floodways are regulated locally and by the Federal Emergency Management Agency (FEMA). Fill, structures (walls, kiosks, etc), and impervious services are discouraged. Any structures located within the floodway require a no-impact/no-rise certification through FEMA. These studies can vary on cost but can range from $2,500-$15,000 depending on complexity.

WETLANDS AND HYDRIC SOILS

The study area includes several wetland areas as identified on the National Wetland Inventory (NWI). According to NWI, there are likely smaller wetland areas within the study corridor that are not indicated within their inventory that could impact final trail alignments[2]. Hydric soils in combination with wetland plant species and wetland hydrology are considered indicators of a wetland, which require costly permitting if impacted.

[2] **If wetlands are unavoidable, utilize elevated boardwalk systems.** Boardwalks allow for travel over flat, poorly draining soils, standing water, and wetland features and have significantly less impact than other options. A section 404 (Clean Water Act) Permit may be required if the wetland is considered jurisdictional by the USACE. This means that the wetland is not isolated and part of a broader lake or water system. A small boardwalk for a non-isolated wetland with limited fill or dredging may qualify for a programmatic Nationwide Permit. Nationwide Permits are designed to streamline the permitting process for actions with limited disturbances. In addition to permitting, disturbances exceeding a tenth (0.1) of an acre would require mitigation which can increase project costs. Impacts under a tenth (0.1) of an acre do not trigger mitigation fees.

STREAMS, LAKES, AND PONDS

The County, State[3], and Federal[4] governments regulate the many water bodies found throughout the study area. South Holston Lake, the Watauga River South Holston River and their tributaries including Wolf Creek, Thomas Creek, Whitetop Creek, Indian Creek, and Gap Creek are some of the most important waterways found within the study area; there are permitting implications for crossing and bridging these water bodies.

[3] **Maintain a riparian buffer from all waterways as required for trails in Virginia and Tennessee.** The VA Department of Conservation and Recreation requires a 25 foot buffer from all waterways for trails. The Virginia Water Control Board requires the issuance of permits for linear transportation projects that bridge commonwealth waters.

The TN Department of Environment and Conservation (TDEC) requires a 30 foot buffer from all waterways in Tennessee. Streams regulated as impaired waterways require a 60 foot buffer. Maintaining or improving an adequate vegetated buffer is crucial to improving water quality of impaired streams including, the South Fork Holston River, Watauga River, Campbell Branch and Gap Creek. This buffer zone allows for managed vegetation and trails and greenways. Trails are an allowable use out outside of the buffer zone. TDEC requires an Aquatic Resource Alteration permit for projects that must bridge state waters. The applicant must show that disturbance is minimized.

[4] **Plan for permits related to waterway Impacts.** Federal 401/404 Certifications will likely be required in cases where any stream or waterway alterations occur. These alterations would be most likely in conjunction with bridge improvements or addition of structures near waterways. Triggers for the permit include disturbance to the stream bed, banks, damming of the waterway, or placement of material within the waterway (i.e. culverts/pipes). Trail development on Tennessee Valley Authority (TVA) lands along South Holston Lake will require coordination and approval with TVA land managers.

STEEP SLOPES

Topography of the study area is characterized by the steep slopes of the Great Knobs, south of Abingdon, and the Holston Mountain ridge in Sullivan and Carter Counties. Throughout the study area, steep slopes give way to gently rolling fields and floodplains. The most challenging slopes occur along the banks of South Holston Lake, Wolf Creek, Apache Creek, and on Holston Mountain. Trail type and design will transition with the varying terrain. Where possible, the trail should provide for grades under 5 percent. Natural surface trails can vary up to a 10 percent slope. Proposed trail alignments may require a wider trail corridor to ensure that a more gradual trail grade can be achieved through switchbacks.

RARE FLORA AND FAUNA

The Virginia and Tennessee Natural Heritage Programs provide data identifying the state's most sensitive environmental areas. Rare flora and fauna species can also exist outside of these designated areas, which can alter final trail alignments prior to construction. Species identified by the Virginia and Tennessee Natural Heritage Programs within this study area as of August 2018 include:

A. Turquoise Shiner
B. Yellowfin Madtom
C. Carolina Northern Flying Squirrel
D. Northern long-eared Bat
E. Yonahlossee Salamander
F. Southeastern Shrew
G. Northern White Cedar
H. Hairy Tailed Mole
I. Bald Eagle
J. Carolina Pink
K. Barn Owl
L. Least Weasel
M. White-leaved Sunflower
N. Southern Bog Lemming
O. Hellbender
P. Vesper Sparrow

Coordination with the Virginia and Tennessee Natural Heritage Programs and the U.S. Fish and Wildlife Service (USFWS) is an important aspect of the design process. Involving USFWS early on in the process can help avoid potential planning obstacles related to federally protected species. Additionally, permits like Section 401 and 404 (described previously in the Wetland and Streams sections) will initiate the review of the State Natural Heritage Program database. If species are found within the project area, State or Federal requirements may dictate avoidance or mitigation.



YONHALOSSEE SALAMANDER | Jeff Lewis, VA Herpetological Society



EXHIBIT 1: SOUTH HOLSTON LAKE

SOUTH HOLSTON LAKE

QUICK FACTS:

Constructed: 1950

Reservoir Area: 7,580 acres

Miles of Shoreline: 168

Miles of Constructed Trail: 5

South Holston Lake is a 7,580-acre reservoir located on the South Holston River at the Virginia-Tennessee border. The Tennessee Valley Authority (TVA) operates a 44-megawatt hydroelectric facility at the South Holston Dam near southern end of the reservoir. In addition to hydroelectric power, TVA manages the lake for flood damage reduction and recreation including boating, fishing, and hiking. The Tailwater Trails provide five miles of easy hiking along the river. The trails can be accessed in multiple locations on Holston View Dam Road, Riverbend Road, and Piney Hill Road. As a major recreation amenity, the Tailwater Trails and South Holston Lake present a significant opportunity for connectivity with the OVNHT.

THE BUILT ENVIRONMENT

The opportunities and constraints found within the built and human environment are critical for determining suitable and feasible trail locations, ideal user experiences, construction costs, and necessary permits.

This section highlights five (5) built environmental features and their implications for developing the OVNHT from Abingdon to Elizabethton, including: 1) Land Use; 2) Existing Trails and Parks; 3) Utilities; 4) Transportation; and 5) Historic Resources.

LAND USE SNAPSHOT

"WELL-ESTABLISHED, CERTIFIED SEGMENTS OF THE OVNHT IN ABINGDON, BLUFF CITY, AND ELIZABETHTON PROVIDE NATURAL ANCHOR POINTS FOR INFILL TRAIL DEVELOPMENT TO CONNECT THESE COMMUNITIES AND EXPAND RECREATION OFFERINGS WITH NEW SEGMENTS OF THE OVNHT."



Town of Abingdon

The northern terminus of the OVNHT and this study area begins in Abingdon at the Muster Grounds where a 3/4-mile segment of the trail is established. The Town of Abingdon is located in Southwest Virginia on Interstate 81. The walkable downtown is part of it's 20-block national historic district comprised of 19th century two and three-story commercial buildings including the Barter Theatre and Martha Washington Hotel. Single family neighborhoods abut Main Street to the north and south. The 34-mile Virginia Creeper Trail begins downtown on Green Spring Road and draws recreation tourists from all over the region. The town is bordered to the south by the Great Knobs.



Town of Bluff City

The Town of Bluff City is located in the heart of the study area: on the banks of the South Fork of the Holston River and Boone Lake. Its central location positions Bluff City to serve as an important node for trail connectivity. The town was historically known as Choates Ford for a shallow section of the river where the Overmountain Men crossed in September, 1780. The town, in partnership with Sullivan County and the NPS, commemorates the historic crossing with an existing segment of the OVNHT that crosses the South Fork of the Holston via a 350 foot long suspension bridge. The bridge connects pedestrians to Bluff City's Main Street. Downtown Bluff City is characterized by residential, civic, and a few commercial uses.



Town of Watauga

The Town of Watauga was incorporated in 1960, but the area was settled long before then by early European pioneers to the region. The Town is strategically located on the northern banks of the Watauga River between Johnson City and Elizabethton. Close proximity to these urban centers and the adjacent Watauga River, positions the Town to become a destination for outdoor recreation.



City of Elizabethton

The City of Elizabethton is located at the confluence of the Doe and Watauga Rivers southeast of Holston Mountain in Carter County. Elizabethton is the historic site of the Watauga Association, the first autonomous government of settlers established outside of the thirteen British colonies. The City is home to Sycamore Shoals State Historic Park that memorializes this history and the historic crossing of the Watauga River by the Overmountain Men. Downtown Elizabethton features several blocks of two and three-story historic storefronts. The City recently completed the Tweetsie Trail which connects downtown Elizabethton to downtown Johnson City. Elizabethton's rivers and trail assets position the downtown to become a vibrant center for retail and recreation.

EXISTING PARKS AND TRAILS

THE STUDY AREA BOASTS A COLLECTION OF PARKS, TRAILS, AND RECREATION DESTINATIONS THAT ARE IDEAL CONNECTIONS FOR THE OVNHT.

SOME OF THESE MAJOR ASSETS INCLUDE:



Observation Knob Park

Observation Knob is a Sullivan County Park located on the north shore of South Holston Lake. The northern portion of the park features RV camping and a public boat ramp. The southern portion of the park includes the Observation Knob. Scenic views of the lake are accessed by a small network of trails. This area of the park includes picnic shelters and a playground..



Choates Ford Walking Trail

The Choates Ford Walking Trail is an existing 3/4-mile segment of the OVNHT in Bluff City. The trail begins on the north side of the South Fork of the Holston River at the Sullivan County OVNHT Trailhead and crosses the river via a suspension bridge to the Bluff City trailhead. The walking trail continues south through the downtown to Bluff City Middle School.



Abingdon Muster Grounds

The Abingdon Muster Grounds, historically known as Craig's Meadow, is the muster site of approximately 400 of the Overmountain Men. The scenic property is owned by the Town and features a 3/4-mile segment of the OVNHT along Wolf Creek. The W. Blair Keller Interpretive Center is located on site.



Tailwater Trails

The Tailwater Trails are located at the TVA South Holston Dam and provide five miles of easy hiking along the river. The trails are managed by the TVA and can be accessed in multiple locations. The trails are a significant recreation asset to the area and present an opportunity for trail connectivity.



Elizabethton Linear Path and Riverside Park

Elizabethton's Linear Path begins at Riverside Park on the south bank of the Watauga River. The greenway extends for one mile to connect to Sycamore Shoals State Historic Park and is a certified section of the OVNHT. Riverside Park also includes a picnic pavilion, playground, and open area for recreation.



Sycamore Shoals State Historic Park

Sycamore Shoals is a Tennessee State Historic Park located on the Watauga River in Elizabethton. The park preserves the land that served as a major muster site for the Overmountain Men and includes a one mile certifed segment of the OVNHT.

Tweetsie Trail



The Tweetsie Trail is a recently-completed rail-trail that connects downtown Elizabethton to downtown Johnson City. The trail extends 10 miles between the two cities. The crushed gravel trail has become a major destination for cyclists, runners, and walkers. The Tweetsie Trail provides an opportunity to connect Sycamore Shoals to the site of Carter County's future Gap Creek Park.

UTILITIES

The incorporated towns located within the study area maintain a complex matrix of water and sewer infrastructure which, in many instances, are held in fee simple ownership by a public agency or have easements that can be modified to provide for trail development.

The analysis of the study area includes a review of public infrastructure and associated easements; these areas are shown on the Study Area Analysis Maps.



CITY OF ABINGDON PROPERTY AT THE WOLF CREEK WASTEWATER TREATMENT PLANT INCLUDES AN EXISTING SEGMENT OF THE OVNHT.

TRANSPORTATION

The analysis of the study area includes a review of the Virginia, Tennessee, and county Departments of Transportation (DOT) right-of-way (ROW), DOT plans, local bicycle and pedestrian infrastructure and plans, and railways.

DOT right-of-way was analyzed to determine where there could be opportunities for developing OVNHT side paths. These areas are shown on the Site Analysis Maps with corresponding opportunities and constraints notes.



HIGHWAY 19E SCENIC OVER THE WATAUGA RIVER

"THE OVNHT SHOULD LINK, PRESERVE, AND INTERPRET HISTORIC AND CULTURAL SITES ALONG ITS ROUTE."



SYCAMORE SHOALS STATE HISTORIC PARK MEMORIALIZES THE MUSTERING OF OVERMOUNTAIN MEN AND THEIR CROSSING OF THE WATAUGA RIVER IN 1780. THE PARK FEATURES A VISITOR CENTER AND LIFE-SIZE RECREATION OF FORT WATAUGA.

The Overmountain Victory National Historic Trail Route and Corridor

The Overmountain Victory National Historic Trail route was identified by a National Park Service research team. The team relied on the 1881 account of the march, which has been amended by local historians, descendants of battle participants, and other sources. As part of this congressionally-designated trail, officially designated portions of the OVNHT must lie within or very near the one-mile corridor (half-mile on either side) of the historic route.

Historic Sites and Landscape

The Virginia and Tennessee State Historic Preservation Offices (SHPO) oversee a large database of historic sites and resources. Many resources, including those related to the OVNHT, are included within the subsequent analysis map series. These resources include information from SHPO as well as sites related to the National Register of Historic Places (which the National Park Service oversees, but is managed by individual States). The most critical sites include those listed on the National Register (NR) or determined eligible (DOE) as they have further protection under Section 106 of the National Historic Preservation Act[5, 6]. The National Park Service has emphasized that historic/cultural resources should be linked, preserved, and interpreted as part of this study and subsequent trail development. Specific resources that directly relate to the history of the OVNHT are noted on the subsequent maps and include:

A. Abingdon Muster Grounds
B. Pemberton Oak
C. Fort Womack
D. Choates Ford
E. Rocky Mount State Historic Site
F. Sycamore Shoals State Historic Site
G. Fort Watauga

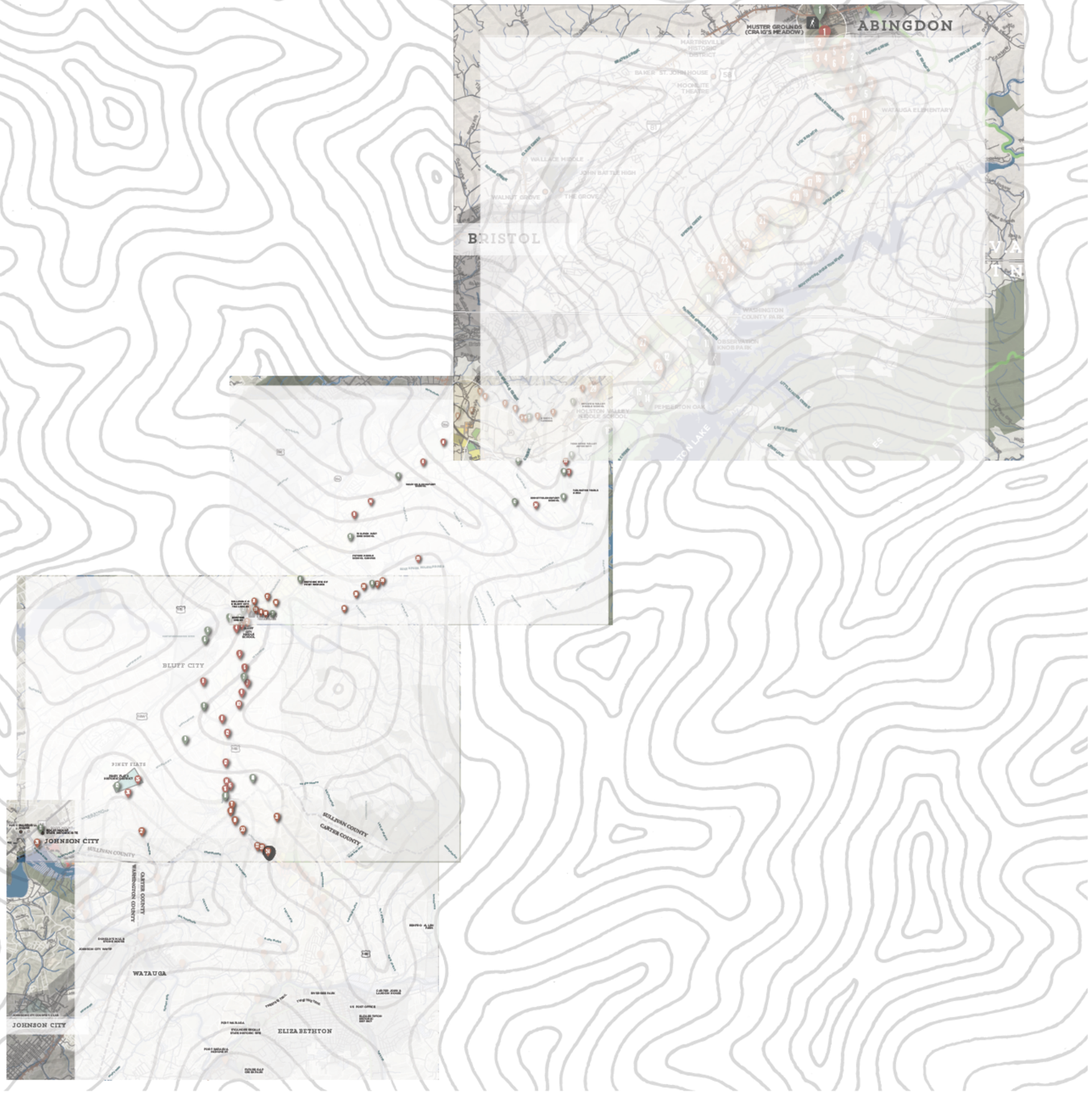
[5]Sensitive Cultural Resources and Permitting: Any construction funded or permitted by the federal government will trigger a project review by SHPO of any resources covered under Section 106 (National Historic Preservation Act). These resources could include human remains, burial sites, archeology sites, and historic sites. If it is found that the action of trail construction could potentially adversely affect cultural resources, the SHPO will work with the related Federal Agency to eliminate or minimize the effect.

[6]Historic Sites and Permitting: In general, a greenway would have no effect or a complimentary relationship to preservation of these sites, but may require SHPO coordination in circumstances like alterations to historic bridges or whole properties. If federal funds or permitting is required, the SHPO will review this database and analyze for any adverse impacts.

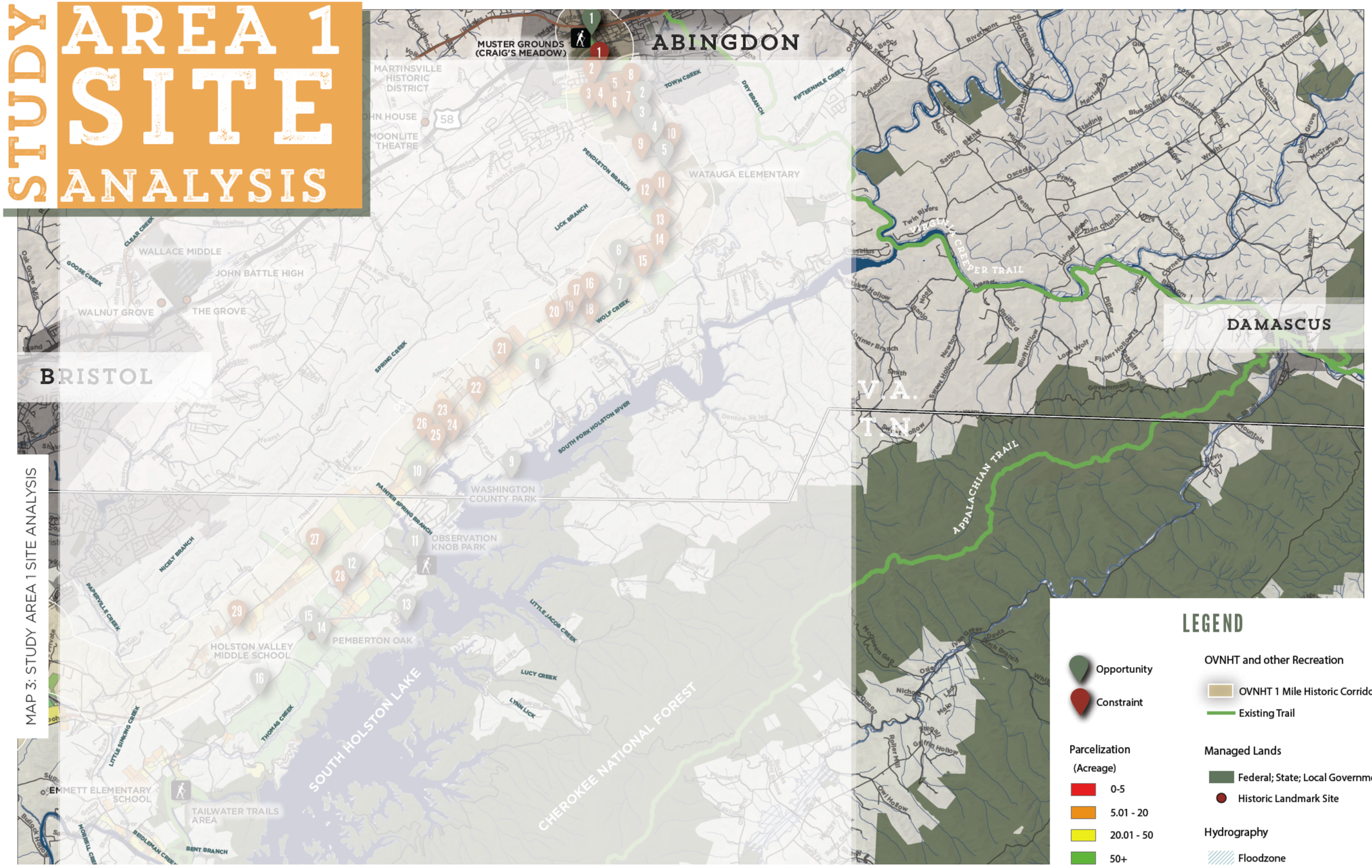


MAP AND PHOTO SERIES: PRELIMINARY TRAIL ROUTE ALTERNATIVES

The map and photographic series, which spatially incorporates the natural and built environment analysis, highlights a host of preliminary trail route alternatives. These routes were further refined by local leaders to identify and engage landowners. This information will serve as an ongoing reference guide as alternative routes may need to be developed due to unforeseen barriers.



STUDY AREA 1 SITE ANALYSIS



LEGEND

- Opportunity
- Constraint

Parcelization (Acreage)

- 0-5
- 5.01 - 20
- 20.01 - 50
- 50+

OVNHT and other Recreation

- OVNHT 1 Mile Historic Corridor
- Existing Trail

Managed Lands

- Federal; State; Local Government
- Historic Landmark Site

Hydrography

- Floodzone

MAP 3: STUDY AREA 1 SITE ANALYSIS

STUDY AREA 1 OPPORTUNITIES & CONSTRAINTS

OPPORTUNITIES

1. Existing OVNHT segment at Abingdon Muster Grounds
2. Trailhead opportunity at future AEP transmission site
3. Opportunity to restore previously existing OVNHT trailbed
4. Potential to utilize existing driveway within Green Spring Road right-of-way
5. Opportunity to utilize historic road bed within right of way of Green Spring Road
6. Wide right-of-way along Green Spring Road presents opportunity for sidepath
7. Existing private bridge over Wolf Creek
8. Wide right-of- way along Green Spring Road presents opportunity for sidepath
9. Opportunity to connect to Washington County Park
10. Wide right-of-way along Green Spring Road
11. Opportunity to connect to Observation Knob Park
12. Historic Pemberton Road has wide right-of-way that could accommodate a sidepath
13. Potential for Trailhead near Laurel Marina
14. Sympathetic landowners
15. Connect to site of the Historic Pemberton Oak
16. Wide right-of-way on Pemberton Road

CONSTRAINTS

1. Pinch point at Interstate 81
2. Steep terrain on west side of Wolf Creek
3. Homes near creek
4. Pinch point: steep terrain near Wolf Creek
5. Pinch point between road and creek
6. Minor bridge necessary to cross Wolf Creek
7. Steep terrain on south side of Vances Mill Road
8. Steep and overgrown terrain prevents access to existing OVNHT segment between AEP property and Abingdon Waste Water Treatment Plant
9. Steep slopes adjacent to creek .
10. Pinch Point: Steep terrain sloping towards creek and road
11. Minor bridge necessary
12. Minor bridge necessary
13. Box culvert cannot accommodate trail underpass; surface crossing necessary
14. Pinch point: steep terrain and homes near creek
15. Pinch point: steep terrain and homes near creek
16. Pinch point: at Spoon Gap Creek and Green Spring Road
17. Green Spring Road right-of-way narrows to 36 ft
18. Multiple pinch points: steep slope and homes near Wolf Creek
19. Multi-point intersection with poor line of sight at Green Spring Road, Green Spring Church Road, and Cleveland Road
20. Multiple private driveway crossings
21. Narrow right-of-way on Cleveland Rd
22. Minor bridge required to cross creek drainage
23. Major pinch point
24. Road crossings required
25. Wide creek bed would require bridge crossing
26. Vehicular bridge on Cleveland Road would require retrofit to accommodate trail sidepath
27. Narrow rights-of-way on Watauga Road and V.I. Ranch Road
28. Minor creek crossing
29. Steep slope on south side of V.I. Ranch Road



1 Pinch point at Interstate 81 over Stone Mill Road



1 Existing segment of OVNHT at Muster Grounds



8 Steep and overgrown terrain prevent access to existing OVNHT segment

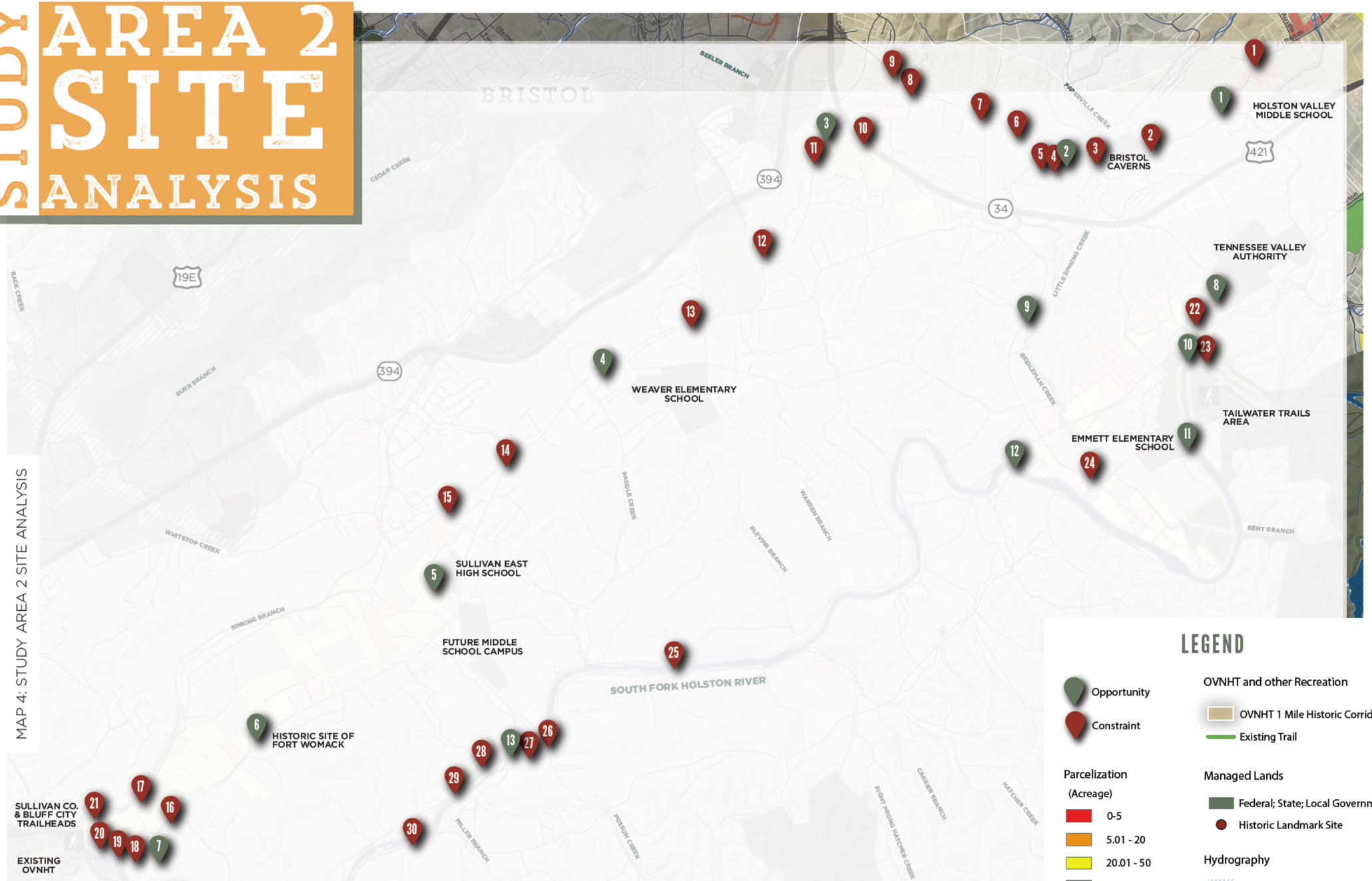


11 Opportunity to connect to Observation Knob Park on South Holston Lake



19 Multi-point intersection with poor line of sight

STUDY AREA 2 SITE ANALYSIS



MAP 4: STUDY AREA 2 SITE ANALYSIS

LEGEND

- Opportunity
- Constraint

Parcelization (Acreage)

- 0-5
- 5.01 - 20
- 20.01 - 50
- 50+

OVNHT and other Recreation

- OVNHT 1 Mile Historic Corridor
- Existing Trail

Managed Lands

- Federal; State; Local Government
- Historic Landmark Site

Hydrography

- Floodzone

STUDY AREA 2 OPPORTUNITIES & CONSTRAINTS

OPPORTUNITIES

1. Wide right-of-way near beginning of Bristol Caverns Highway
2. Bridge deck over Beidleman creek is wide enough to accommodate sidepath
3. Wide right-of-way on Old Jonesboro Road presents opportunity for sideoath
4. Wide right-of-way on Weaver Pike
5. Connect to Sullivan East Schools
6. Connect to the site of Historic Fort Womack
7. Potential to utilize water treatment plant property
8. Connect to Ruritan Park ball fields
9. Hickory Tree Road has wide right-of-way that could accommodate sidepath
10. Connect to TVA Tailwater Trailhead
11. Utilize existing Emmett Trail and Bouton Trail
12. Hickory Tree Road bridge deck is potentially wide enough to accommodate trail sidepath
13. Adequate clearance for trail under Weaver Pike bridge over the South Fork of the Holston River

CONSTRAINTS

1. Multiple driveways on north side of V.I. Ranch Road
2. Multiple driveway crossings and homes near Bristol Caverns Highway on both sides of the road
3. Multiple crossings of Bristol Caverns Highway
4. Minor bridge required over Beidleman Creek
5. Major pinch point: steep slopes near Beidleman Creek and homes near road
6. Minor bridge required over creek
7. Multiple pinch points: steep slopes adjacent to creek, and homes near Bristol Cavern Highway
8. Road crossing required at Booher Lane
9. Major pinch point: steep slopes
10. Major road crossing: at U.S. Highway 421
11. Steep slope on east side of Jonesboro Road
12. Road crossing at Weaver Pike
13. Multiple driveway crossings on south side Weaver Pike
14. Road crossings required at Pleasant Grove Road and Weaver Pike
15. Pleasant Grove Road crossing
16. Minor bridge required over creek drainage
17. Multi-point intersection: Pleasant Grove Road, Hickory Hill, and Norfolk Southern Railroad
18. Steep shoulder on both sides of Silver Grove Road
19. Narrow right of way on Silver Grove Road
20. Pinch Point: very steep slope and houses close to road
21. Road Crossing at Silver Grove Road
22. Multiple crossings of Thomas Creek
23. Narrow bridge would require widening to accommodate trail connection to existing TVA trails
24. Existing bridge over Beidleman Creek will require retrofit to accommodate trail
25. Major bridge necessary over South Fork Holston River
26. Narrow bridge over Holston River will require retrofit to accommodate trail
27. Pinch points on Riverside Road
28. Pinch point: steep slopes on both sides of Riverside Road
29. Pinch point: historic buildings adjacent to Riverside Road
30. Rockhold Road very close to river



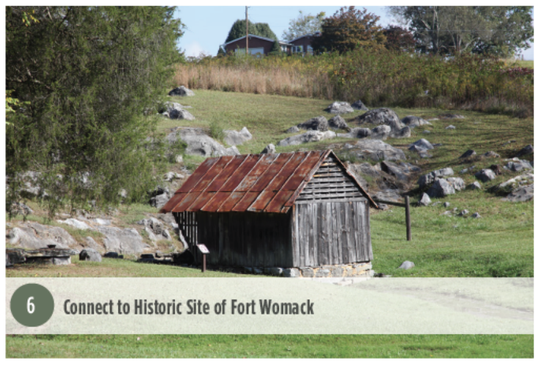
12 Road Crossing at Weaver Pike



5 Connect to Sullivan East Schools



21 Crossing at Silver Grove Road

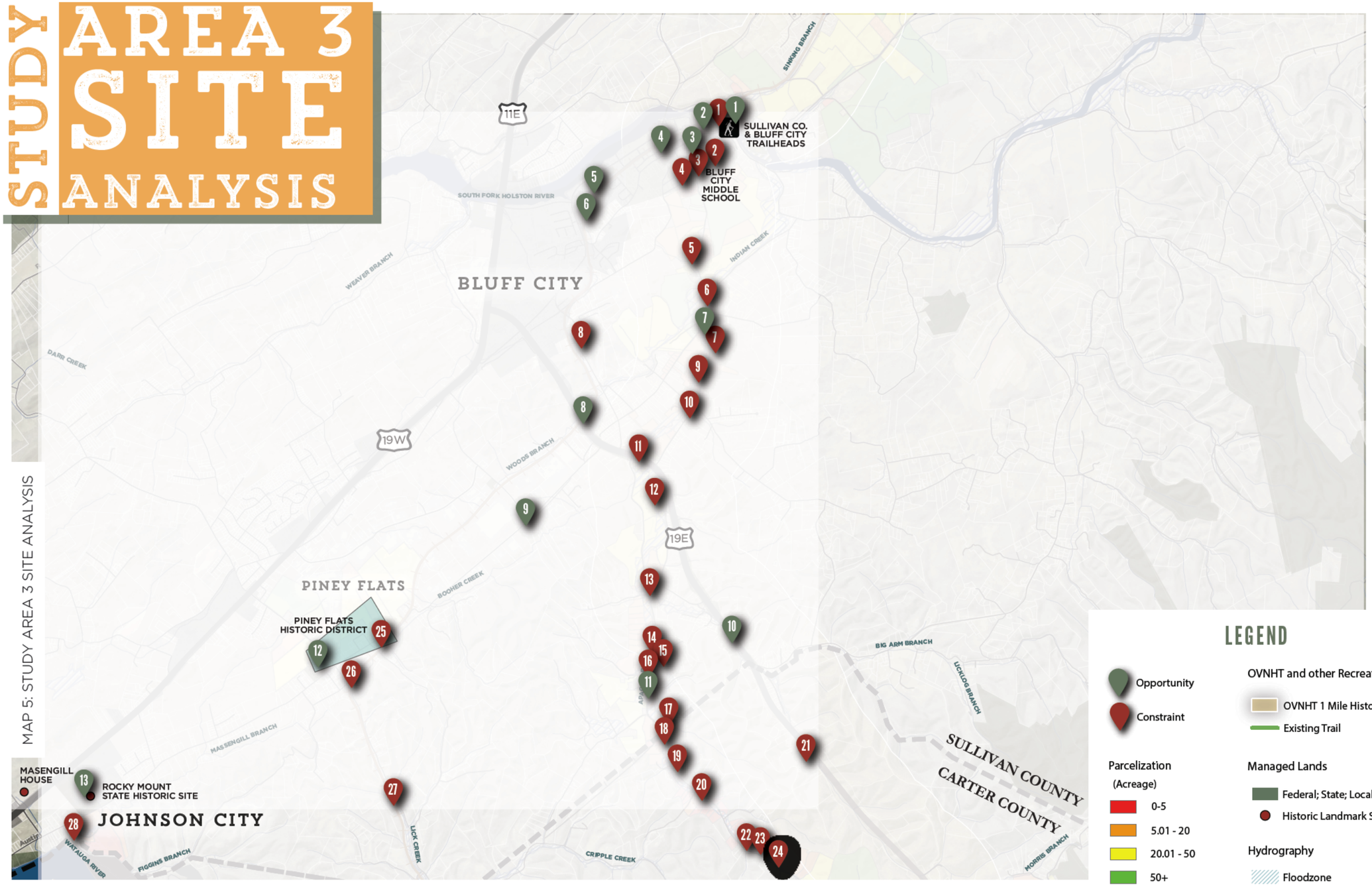


6 Connect to Historic Site of Fort Womack



10 Connect to TVA Tailwater Trailhead and existing trails

STUDY AREA 3 SITE ANALYSIS



LEGEND

- Opportunity
- Constraint

Parcelization (Acreage)

- 0-5
- 5.01 - 20
- 20.01 - 50
- 50+

OVNHT and other Recreation

- OVNHT 1 Mile Historic Corridor
- Existing Trail

Managed Lands

- Federal; State; Local Government
- Historic Landmark Site

Hydrography

- Floodzone

MAP 5: STUDY AREA 3 SITE ANALYSIS

STUDY AREA 3 OPPORTUNITIES & CONSTRAINTS

OPPORTUNITIES

1. Connect to OVNHT Patriot's Trailhead near the Nellie Pratt Swinging Bridge
2. Connect to the Bluff City OVNHT Trailhead and Choates Ford Walking Trail
3. Potential trailhead at Bluff City Middle School on Carter Street
4. Utilize existing sidewalk in Bluff City
5. Possible rail with trail
6. Potential to utilize Bluff City property
7. Utilize Indian Creek corridor and former rail bed adjacent to creek
8. Adequate clearance for trail underpass adjacent to railroad at Highway 19E
9. Wide right-of-way of Mountain View Road can accommodate sidepath
10. Highway 19E has wide right-of-way
11. Potential to utilize Apache Creek corridor
12. Connect to Mary Hughes Elementary School in Piney Flats
13. Connect to Rocky Mount State Historical Site

CONSTRAINTS

1. Bluff City Trailhead is not ADA compliant
2. Narrow right-of-way and steep shoulders on Kentucky Avenue
3. Pineola Road is very narrow with steep shoulders on both sides
4. Pinch point: home adjacent to road and steep slope
5. Major pinch point: very steep slope on both sides of Old Elizabethton Highway
6. Multiple driveway crossings on both sides of Old Elizabethton Highway
7. Pinch point: steep slope and multiple homes near road
8. Very steep slope on east side of road
9. Multiple driveway crossings on both sides of Old Elizabethton Highway
10. Pinch point: multiple driveway crossings and steep shoulders along road
11. Major Road crossing at US Highway 19E
12. Confluence of Booher and Indian Creeks will require multiple bridge crossings
13. Minor bridge required over Indian Creek
14. Minor bridge required over Apache Creek
15. Steep terrain
16. Steep shoulder on east side of Old Elizabethton Highway
17. Major pinch point: steep slope on both sides of Old Elizabethton Highway
18. Minor bridge required over Apache Creek
19. Multiple pinch points: steep slope and houses near road
20. Two minor bridges required over Apache Creek
21. Numerous pinch points caused by terrain; high travel speeds on Highway 19E
22. Minor bridge necessary over Apache Creek
23. Steep slope on southwest side of Bristol Highway
24. Multiple crossings of Apache Creek required
25. Pinch point: railway and structures near road
26. Rail crossing necessary
27. Pinch point: rail crossing necessary
28. Pinch point: rock outcrop opposite Watauga River



2 Narrow right-of-way and steep shoulders on Kentucky Avenue



2 Connect to Choates Ford Walking Trail at the Bluff City OVNHT Trailhead



11 Major highway crossing at US -19E

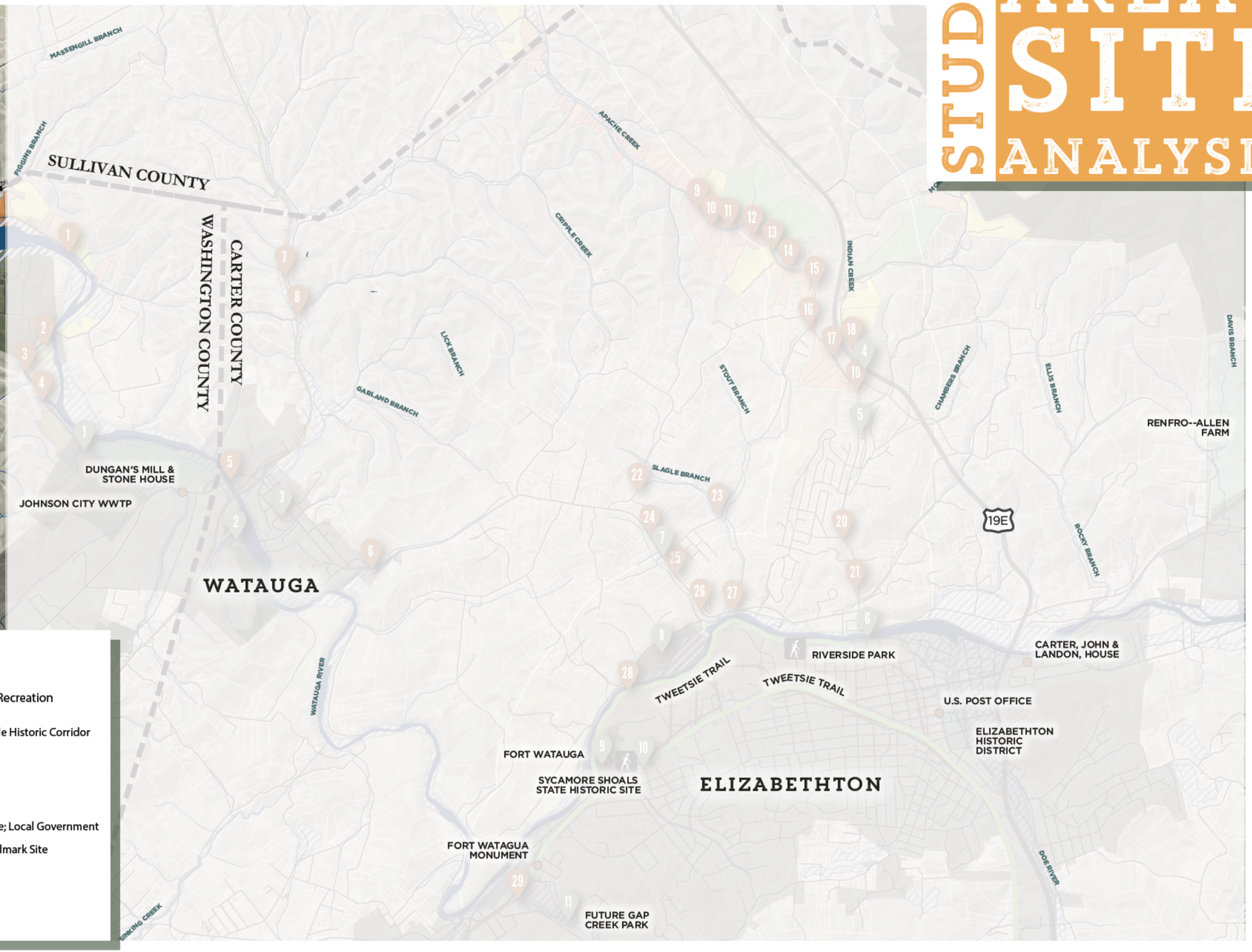

3 Potential for trailhead at Bluff City Middle School


13 Connect to Rocky Mount State Historic Site

STUDY AREA 4 SITE ANALYSIS

MAP 6: STUDY AREA 4 SITE ANALYSIS





LEGEND

- Opportunity
- Constraint

Parcelization (Acreage)

- 0-5
- 5.01 - 20
- 20.01 - 50
- 50+

OVNHT and other Recreation

- OVNHT 1 Mile Historic Corridor
- Existing Trail

Managed Lands

- Federal; State; Local Government
- Historic Landmark Site

Hydrography

- Floodzone

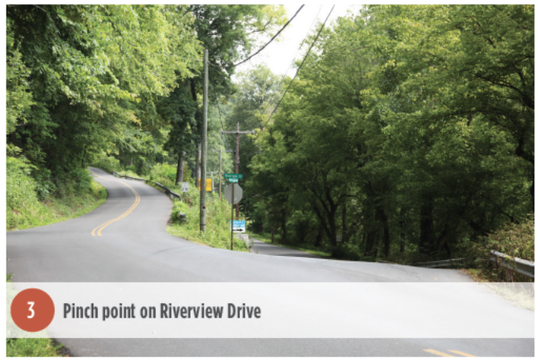
STUDY AREA 4 OPPORTUNITIES & CONSTRAINTS

OPPORTUNITIES

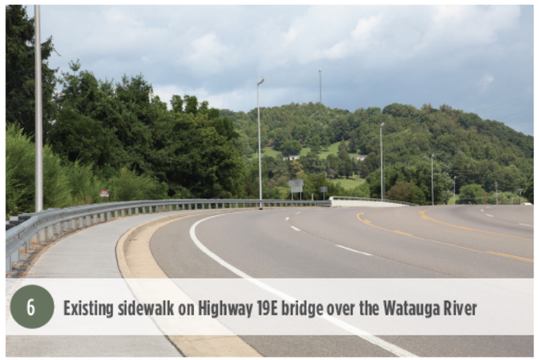
1. Potential to utilize Johnson City Waste Water Treatment Plant property
2. Connection to Watauga River Bluffs State Natural Area
3. Connect to Town of Watauga
4. Trail crossing under Highway on 19E along Keenburg Road.
5. Wide right-of-way on Bristol Highway
6. Highway 19E bridge over Watauga River has existing sidewalk and adequate width to accommodate multi-use path
7. Wide right-of-way on Watauga Road can provide for sidepath
8. Potential to utilize Elizabethton Waste Water Treatment Plant property
9. Connect to Sycamore Shoals State Historic Site
10. Connect to existing Tweetsie Trail & downtown Elizabethton
11. Future Gap Creek Park Trailhead

CONSTRAINTS

1. Pinch point: trail will require boardwalk
2. Major bridge required over Watauga River
3. Pinch point on Riverview Drive adjacent to Watauga River
4. Major bridge necessary over Watauga River
5. Narrow bridge will require retrofit to accommodate trail
6. Pinch Point caused by rock outcrop
7. Steep slope; railroad crossing necessary
8. Railroad crossing
9. Major pinch point: rock outcrop; homes near road; and steep slopes
10. Minor bridge required over Apache Creek
11. Pinch point: steep slope and homes near road
12. Pinch point: steep slope on southwest side of road and homes adjacent to road
13. Minor bridge necessary over Apache Creek
14. Sloped shoulder with existing retaining wall
15. Major pinch point: steep slopes on both sides of Bristol Highway
16. Steep shoulder
17. Sloped shoulder will require trail to be located behind treeline
18. Pinch point
19. Steep slope
20. Pinch point: steep slope adjacent to Campbell Branch Creek
21. Pinch point: steep slope; homes adjacent to road and Campbell Branch
22. Major pinch points: steep slopes and narrow right of way on Old Watauga Road
23. Steep slope both sides of Old Watauga Road
24. Steep slope east side of Watauga Road
25. Pinch point: steep slope along Holly Branch Creek
26. Road crossing required to avoid steep slope on north side Watauga Road
27. Pinch point caused by rock outcrop
28. Major bridge over Watauga River would be required
29. Road Crossing at West G Street



3 Pinch point on Riverview Drive



6 Existing sidewalk on Highway 19E bridge over the Watauga River



12 Pinch point on Bristol Highway caused by steep slopes and homes near road



9 Connect to Sycamore Shoals State Historic Site and certified segment of OVNHT



10 Connect to the Tweetsie Trail & downtown Elizabethton.



CHAPTER 2

LANDOWNER ENGAGEMENT

LANDOWNER OUTREACH AND ENGAGEMENT WERE KEY COMPONENTS OF THE PLANNING PROCESS.

The environmental analysis (Chapter 1) was critical for determining physically feasible areas for trail development. However, significant portions of these routes impact private property and require landowner outreach to fully assess trail feasibility. This chapter highlights the good-faith effort to engage landowners throughout the planning process.

THE ENGAGEMENT PROCESS

- Identifying the Landowners
- Landowner Communications
- Landowner Workshop
- Trail Route Re-evaluation

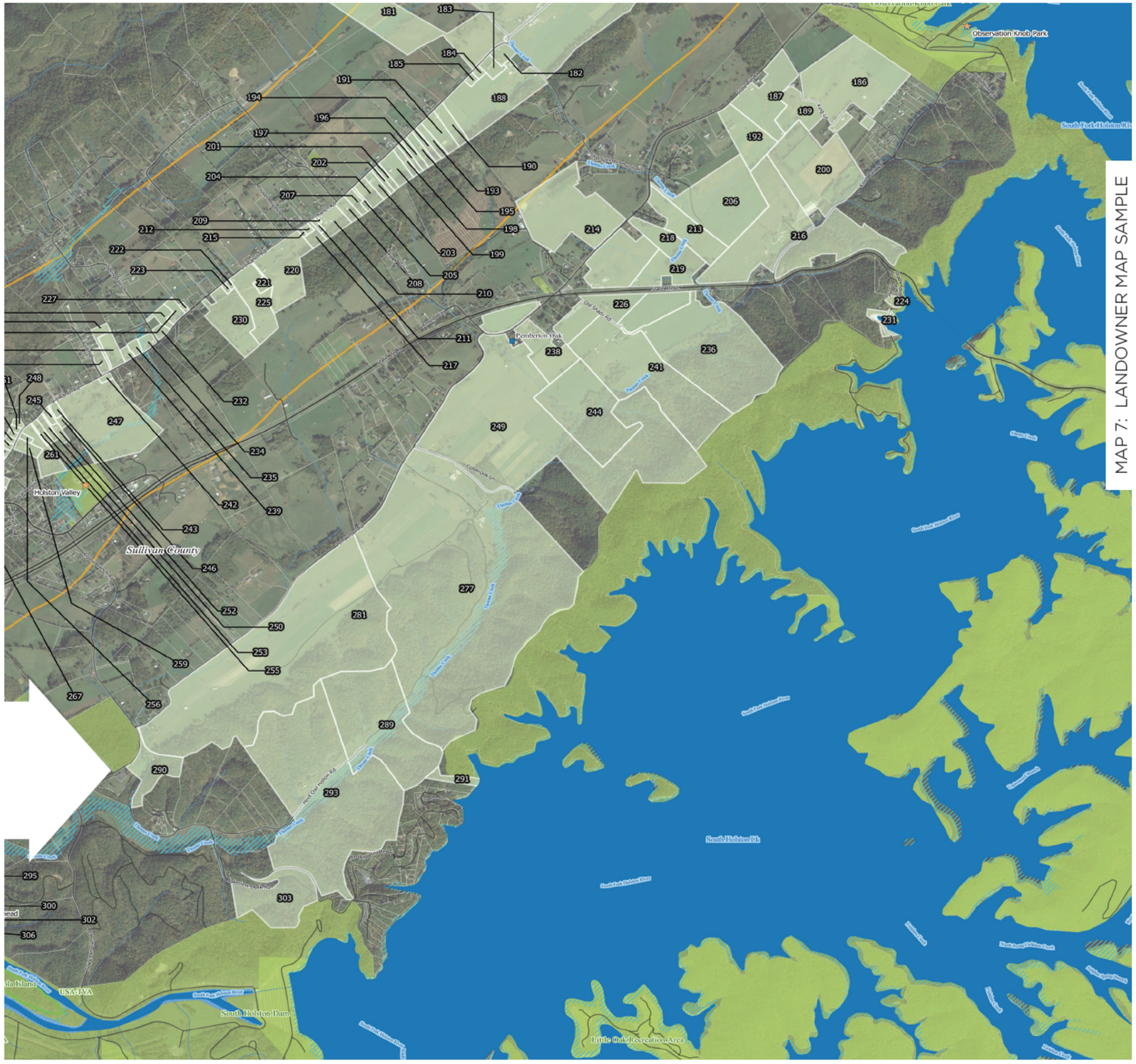
IDENTIFY THE LANDOWNERS

Feasibility Analysis. Trail alternatives were developed based upon an environmental feasibility analysis.

Landowner Database. A mailing database was created that included all property owners within the preliminary trail alignment(s).

STEP 1: DETERMINE WHERE THE TRAIL IS FEASIBLE (CHAPTER 1)

STEP 2: START A CONVERSATION WITH LANDOWNERS.



MAP 7: LANDOWNER MAP SAMPLE

VIDEO PRODUCTION



WEB PORTAL



LANDOWNER INVITATION



You're invited to a landowner workshop for the
Overmountain Victory National Historic Trail

The Rocky Mount Chapter of the Overmountain Victory Trail Association has partnered with the National Park Service and local government leaders to explore the opportunity to create a public walking and biking trail that will connect Abingdon, Bluff City, Sycamore Shoals State Historic Site, and Elizabethton.

The trail will celebrate the march of the Overmountain Men who won a major Revolutionary War battle in 1780 at Kings Mountain, South Carolina. This patriot victory is considered a turning point in the war that resulted in American independence. The trail will help preserve this history.

The project planning team has been working to identify areas where the trail would be feasible. A broad study area, as shown on the enclosed map, was evaluated for potential routes. After months of analysis, your property has been identified as being located within or near the historic Overmountain corridor where the trail could potentially be constructed. Without the voluntary willingness of landowners, the trail route will either be relocated or not constructed.

Please visit the project website, **www.OVTplan.com**, to learn more and view the project video.

You are invited to discuss this project with representatives from the National Park Service and trail planners during one of two special landowner-only meetings:

May 7th at 6pm
Sullivan East High School Auditorium (The Little Theater)
4180 Weaver Pike, Bluff City, TN 37618

May 10th at 6pm
Washington County, Va Board Auditorium
1 Government Center Place, Abingdon, VA 24210

If you plan to attend the meeting, please RSVP to the Project Manager via email or phone using the contact information below.

If you cannot attend, please contact the Project Manager listed below to discuss the project and your potential interest in providing for the trail on your property.

PROJECT MANAGER CONTACT:
Taylor Guptan, Senior Planner, Destination by Design | taylor@dbdplanning.com | 828.386.1866 | www.DbDplanning.com

LANDOWNER COMMUNICATIONS

Video Production. A custom video, specifically produced for landowners, highlighted the story of the Overmountain Victory National Historic Trail and made an appeal for landowner participation.

Web Portal. The project website, www.OVTplan.com, provides information about the planning process and features the landowner outreach video.

Landowner Invitation. Formal invitations were sent to all landowners directing them to the website and requesting their attendance at a special meeting.

LANDOWNER WORKSHOP

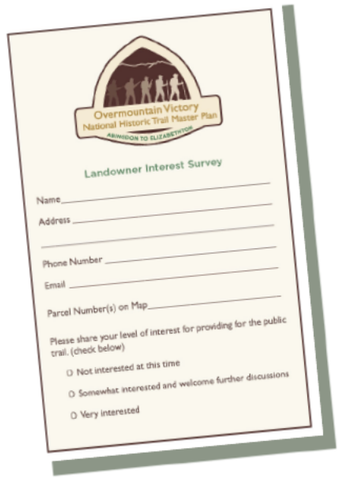
Video Screening. After signing in, the landowner workshop began with a viewing of the custom video.

Focus Groups. Various focus groups were set up around the room in which landowners could ask questions about their specific property and the associated trail alignment.

Sentiment Card. Before landowners left, they were encouraged to fill out a landowner sentiment card describing their level of interest for providing for the trail.

Follow up Contact. The Sullivan County Planning Department conducted a follow-up outreach campaign to reach property owners in the County who did not attend the workshops. This effort was successful in eliciting responses from several additional landowners. Sullivan County Planning also partnered with local trail advocates in Bluff City to host a general community interest meeting on August 2nd.

DbD staff continued to follow-up with landowners throughout development of the plan document, and adjusted plan recommendations accordingly.


Overmountain Victory
National Historic Trail Master Plan

Landowner Interest Survey

Name_____

Address_____

_____

Phone Number_____

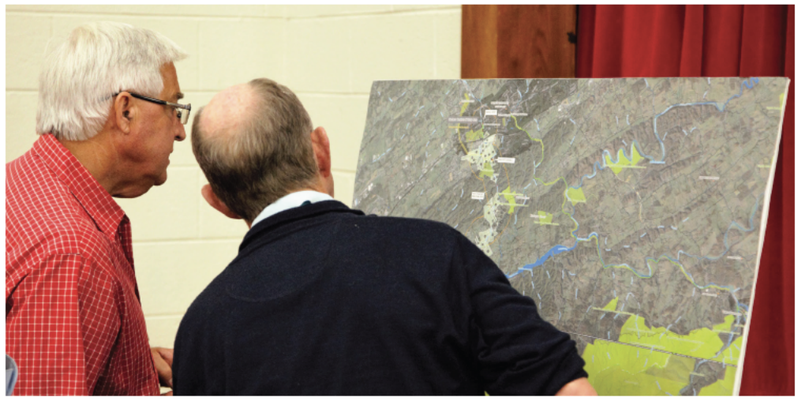
Email_____

Parcel Number(s) on Map_____

Please share your level of interest for providing for the public trail. (check below)

- ○ Not interested at this time
- ○ Somewhat interested and welcome further discussions
- ○ Very interested









OUTREACH EFFORTS ENGAGED APPROXIMATELY 40 LANDOWNERS BY PHONE, EMAIL, OR IN PERSON AT THE MAY 7TH AND 10TH LANDOWNER WORKSHOPS HELD AT SULLIVAN EAST HIGH SCHOOL AND THE WASHINGTON, VA COUNTY BOARD AUDITORIUM.



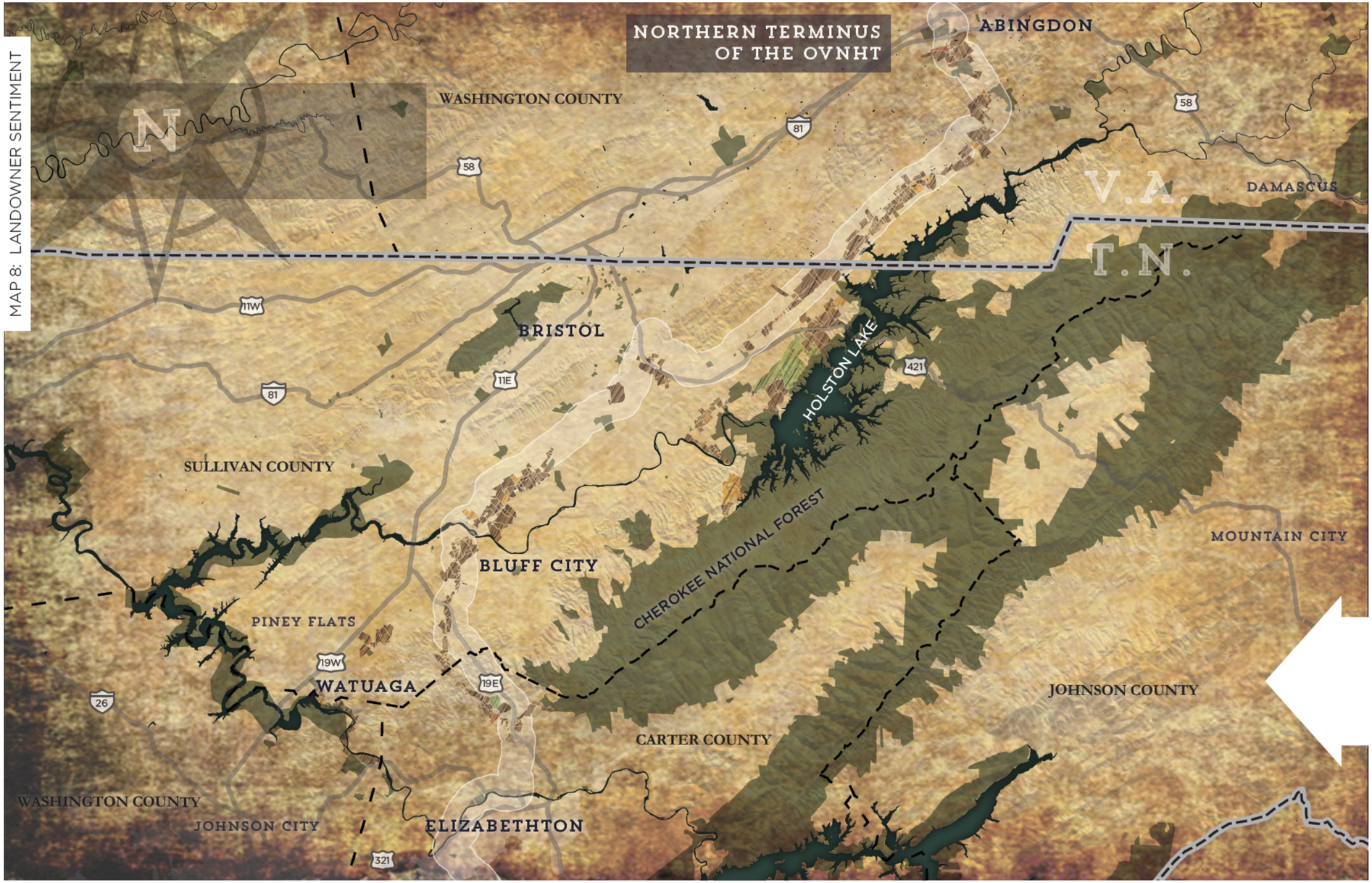




TRAIL ROUTE RE-EVALUATION

Revise Trail Alignments. "Landowner Sentiment" was helpful in determining the preferred alignment and is included as a component of the final map series (Chapter 4).

MAP 8: LANDOWNER SENTIMENT



A COMBINATION OF FACTORS INCLUDING THE NATURAL ENVIRONMENT, THE BUILT ENVIRONMENT, AND LANDOWNER SENTIMENT WERE USED TO DETERMINE THE PREFERRED TRAIL ALIGNMENT (CHAPTER 4).

CHAPTER 3

TRAIL CHARACTER & DESIGN GUIDELINES

THIS CHAPTER PROVIDES DESIGN DETAILS FOR VARIOUS TRAIL TYPES AND SIGNAGE, AND ALSO OFFERS INSIGHTS FOR INCORPORATING SOCIAL MEDIA.

Between Abingdon and Elizabethton exist a diverse natural and built environment. Specific trail types must be applied throughout the corridor to ensure minimal maintenance and the best user experience.

This Chapter defines six trail types and describes their tread features and general specifications for construction.

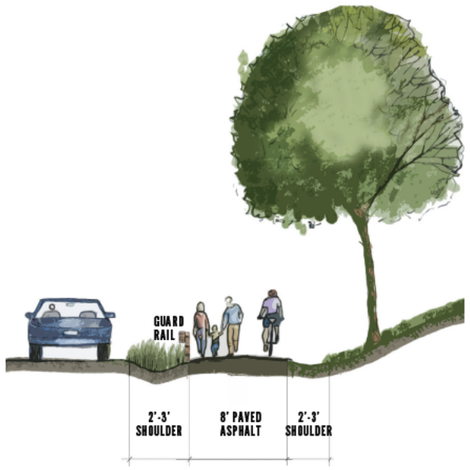
A specific theme is presented for signage, wayfinding, and trail support facilities. Previous OVNHT Master Plans recommend identical trail branding to provide uniformity and recognition throughout the trail corridor.

IN THIS CHAPTER

A. Trail Types
B. Signage and Wayfinding
C. Social Media Marketing

TRAIL TYPES

Six trail types are proposed along the preferred alignment. A specific trail type is proposed according to its surrounding environment, location in a rural or urban area, and the opportunity to create a meaningful user experience.



DOT SIDE PATH

8’ PAVED ASPHALT

User Group: Multi-use

Material: Paved Asphalt

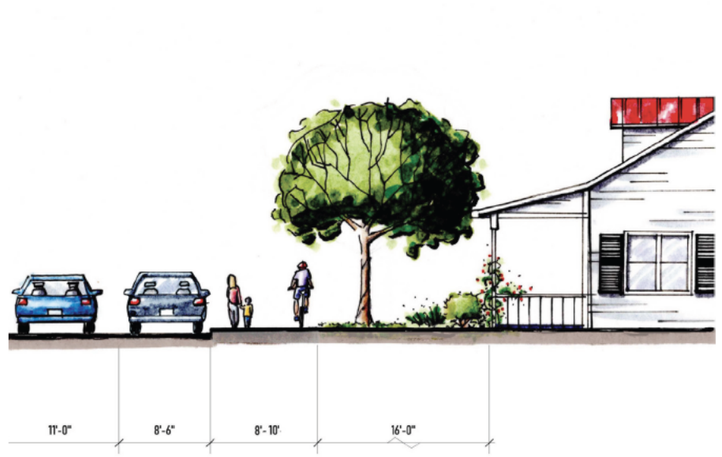
Preferred Width: 8’

Average Construction Cost: $120/ln. ft.

Preferred Easement Width: 25’

Minimum Easement Width: 25’

**Note: Trail to be approved in accordance with VDOT, TDOT, or County DOT encroachment agreement.*



TOWN SIDEPATH

10' CONCRETE

User Group: Multi-use

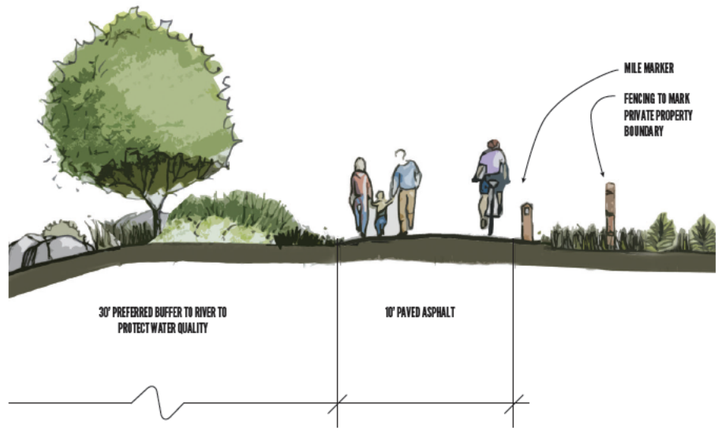
Material: Concrete

Preferred Width: 10'

Average Construction Cost: $90-$100/ln. ft.

Preferred Easement Width: 25' or within public right-of-way

Minimum Easement Width: 25' or within public right-of-way



TYPICAL GREENWAY

10’ PAVED ASPHALT

User Group: Multi-use

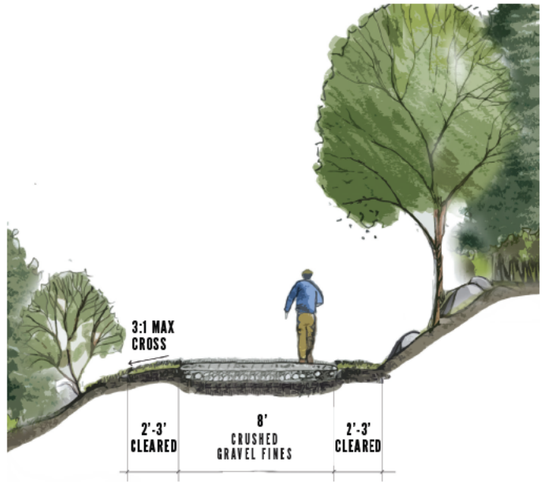
Material: Paved Asphalt

Preferred Width: 10’

Average Construction Cost: $90/ln. ft.

Preferred Easement Width: 50’

Minimum Easement Width: 20’



DUAL-USE PATH

8' CRUSHED GRAVEL FINES

User Group: Hikers and Cyclists

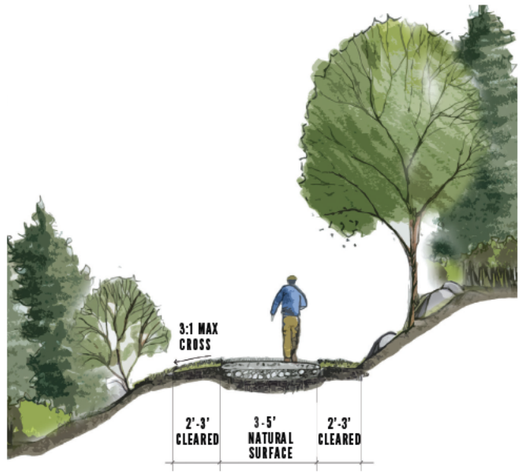
Material: Crushed Gravel Fines

Preferred Width: 8'

Average Construction Cost: $60/ln. ft.

Preferred Easement Width: 50'

Minimum Easement Width: 10'



NATURAL SURFACE

3-6' NATURAL TREAD

User Group: Hikers and Mountain Bikers

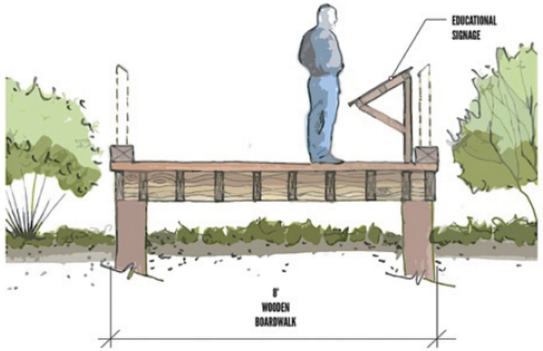
Material: Native Soil

Preferred Width: 3' - 6'

Average Construction Cost: $6/ln. ft.

Preferred Easement Width: 25'

Minimum Easement Width: 10'



WETLAND BOARDWALK

8' WOOD DECKING

User Group: Hikers

Material: Wood Decking

Preferred Width: 8'

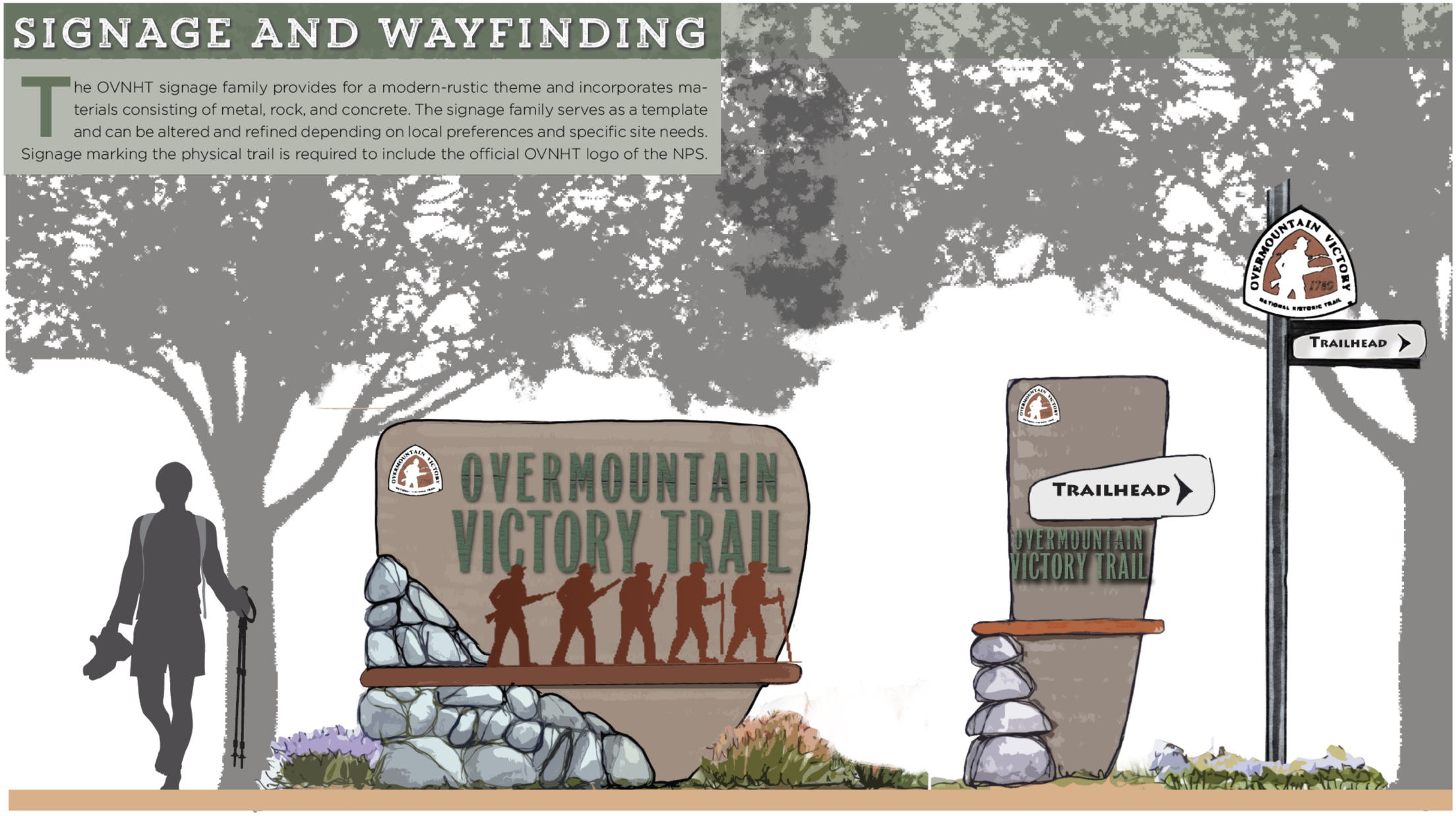
Average Construction Cost: $150/ln. ft.

Preferred Easement Width: 50'

Minimum Easement Width: 25'

SIGNAGE AND WAYFINDING

The OVNHT signage family provides for a modern-rustic theme and incorporates materials consisting of metal, rock, and concrete. The signage family serves as a template and can be altered and refined depending on local preferences and specific site needs. Signage marking the physical trail is required to include the official OVNHT logo of the NPS.



Monument Sign

Trailhead ID

Break-away sign for use along DOT roads



Map Kiosk

Spur Trail
ID to Historical Site

Confidence
Marker

SOCIAL MEDIA: THE NEW

Trail users should be encouraged to utilize social media to share their experiences with their friends and "followers". Special signage along the trail will signal users to consider posting pictures of themselves or their friend groups as they walk or ride bikes along the trail. In addition, special photo opportunities and features should be developed during the final design phase. After all, who better to market this destination-quality trail than the users themselves? Take advantage of social media – the new word of mouth.



"FIND YOUR PARK" IS THE OFFICIAL CENTENNIAL CAMPAIGN OF THE NATIONAL PARK SERVICE. THE NPS IS ENCOURAGING NATIONAL PARK ENTHUSIASTS TO USE THE HASHTAG #FINDYOURPARK WHEN POSTING TO SOCIAL MEDIA.

#TRAIL2VICTORY

The proposed official hashtag for the OVNHT is #trail2victory. The use of this hashtag will allow local tourism leaders to curate local photography and content that can be shared on websites and re-posted through other social media platforms.

#FINDYOURPARK

"Find your park" is the official centennial campaign of the National Park Service. The NPS is encouraging national park enthusiasts to use the hashtag #findyourpark when posting to social media. The OVNHT can help continue this campaign for years to come by encouraging the use of this hashtag at unique locations along the trail.

TRAIL USE
SHOULD
ENCOURAGE
TO UTILIZ
SOCIAL MEDI
TO SHARE THEI
EXPERIENCE
WITH THE
FRIENDS
"FOLLOW



EXHIBIT 2: SOCIAL MEDIA

CHAPTER 4

RECOMMENDATIONS

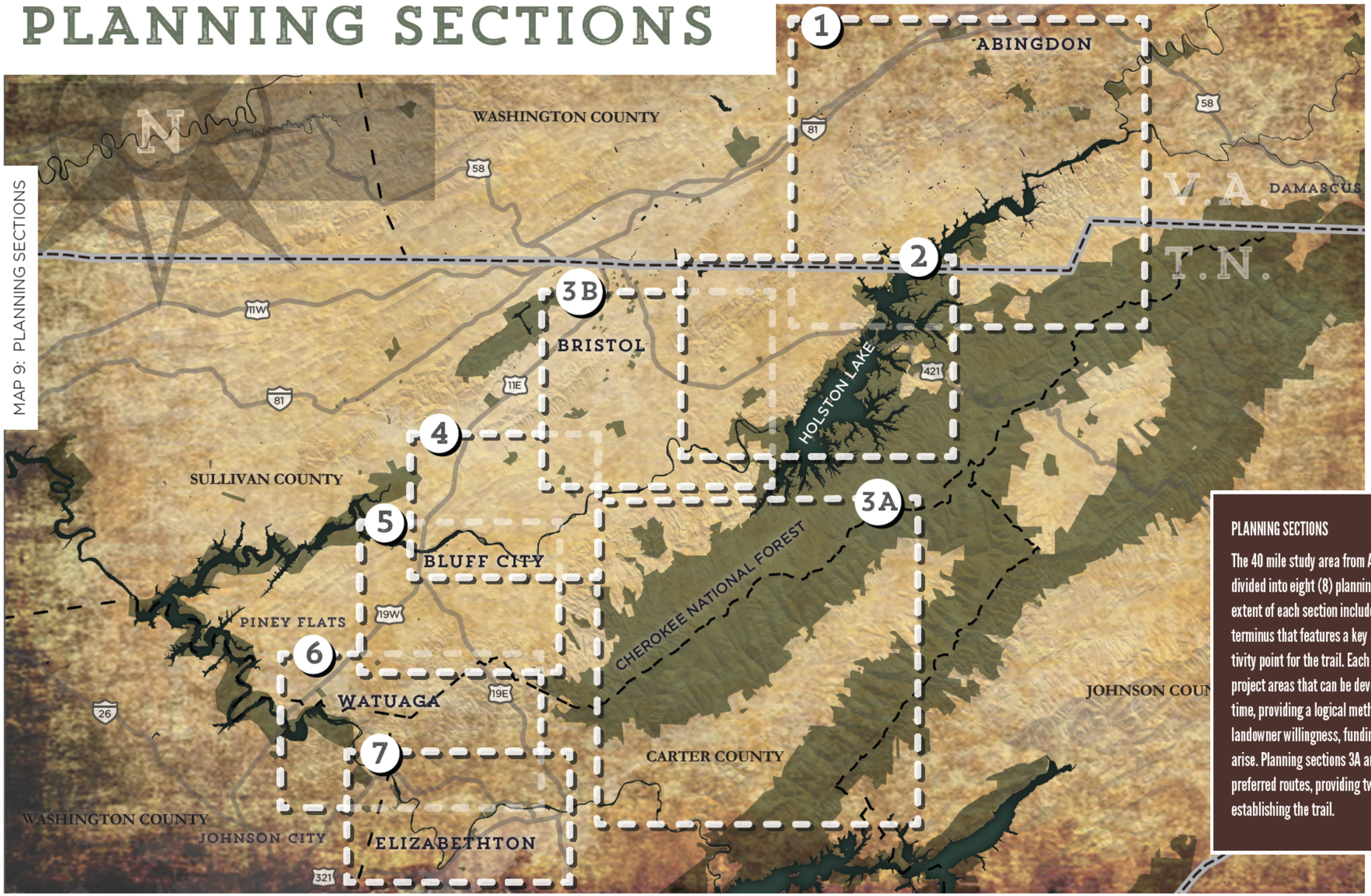
THIS CHAPTER SERVES AS THE HEART OF THE ABINGDON TO ELIZABETHTON OVNHT MASTER PLAN.

IN THIS CHAPTER

A. Overview of Planning Section Maps
B. Planning Section Descriptions

PLANNING SECTIONS

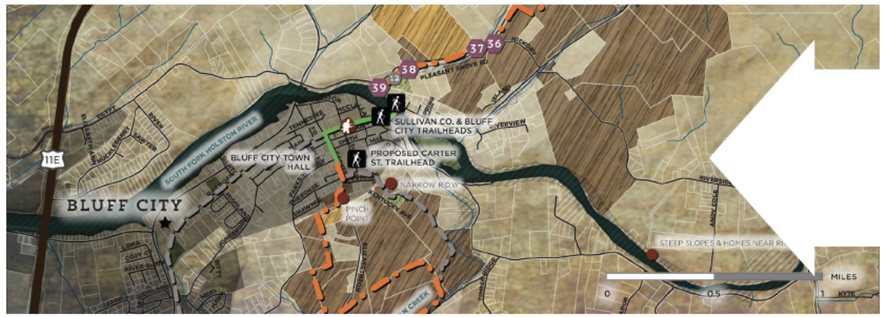
MAP 9: PLANNING SECTIONS



PLANNING SECTIONS

The 40 mile study area from Abingdon to Elizabethton is divided into eight (8) planning sections. The geographic extent of each section includes a beginning and ending terminus that features a key asset or significant connectivity point for the trail. Each planning section includes project areas that can be developed independently over time, providing a logical method for implementation as landowner willingness, funding, and other opportunities arise. Planning sections 3A and 3B represent a split in the preferred routes, providing two possible alignments for establishing the trail.

THE STUDY AREA FROM ABINGDON TO ELIZABETHTON IS DIVIDED INTO EIGHT (8) PLANNING SECTIONS; THIS CHAPTER IS ORGANIZED ACCORDINGLY.



EACH PLANNING SECTION IS ANCHORED BY A MAP THAT HIGHLIGHTS PROPOSED TRAIL ROUTES, TRAIL FEATURES, AND LANDOWNER SENTIMENT.

ABOUT THE PLANNING SECTION MAPS

Each planning section is anchored by a map that highlights proposed trail routes, trail features, and landowner sentiment. The proposed routes are identified as either preferred, preferred-historic, alternate, or spur. These trail alignments are the result of extensive analysis, including environmental feasibility, landowner willingness, and insights provided by the National Park Service, local government and local trail-development leaders.

The National Trails System Act states that "a designated trail should generally accurately follow the historic route, but may deviate somewhat on occasion of necessity to avoid difficult routing through subsequent development, or to provide route variations offering a more pleasurable recreational experience."[5] In accordance with this directive, the trail is planned as close as possible and practicable within the one-mile Historic Corridor. Where trail construction is not feasible within the Historic Corridor, the NPS may recognize routes outside the corridor as preferred alignments. Such routes are planned for the greatest public benefit and enjoyment, as well as to promote tourism, economic development and rural prosperity.

The NPS refers to routes outside the Historic Corridor as alternate routes to the historic route. In many locations, the preferred routes identified in this chapter are located outside of the Historic Corridor. Such routes can be marked and signed the same as routes within the Historic Corridor, but must provide on-site interpretation that indicates the known historic trail location and provides justification for construction of the trail outside of the Historic Corridor.

Noted trail features include the physical infrastructure and facilities that support the proposed trail. These features are highlighted along the preferred routes and provide critical information for developing an estimate of probable cost for each section. These features include trailheads and crossings associated with either a road or water feature. Trailheads will provide for parking and trail user orientation. Road crossings indicate the need to provide for traffic calming measures and appropriate signage for both trail users and motorists. Major bridges indicate a significant stream or river crossing that requires a bridge greater than 20 feet in length. A minor bridge/culvert demonstrates the need to cross a relatively small stream; at this broad level of planning, it remains uncertain whether a small bridge or culvert is necessary.

BY THE NUMBERS

ABINGDON >> ELIZABETHTON

93	>>	MILES
24	>>	TRAILHEADS
64	>>	ROAD CROSSINGS
27	>>	MAJOR BRIDGES
14	>>	MINOR BRIDGES/CULVERTS
$29 M	>>	APPROXIMATE COST

QUICK FACTS

Each planning section begins with a "quick facts" exhibit. This information includes the trail distance, trail type, and key features and assets associated with each section. Also, an estimate of probable cost is noted; see the appendix for further details. Reported numbers for length and cost include all preferred routes in the planning section.



[5] **National Trails System Act, Section 5(b), Part 11(a).** The NTSA provides regulations for the management of National Historic Trails.

SECTION 1



PROPOSED TRAILS

The preferred-historic route extends approximately 14.5 miles, beginning at the historic Abingdon Muster Grounds, south of downtown, and ending at Sullivan County's Observation Knob Park on South Holston Lake. The trail utilizes an existing segment of the OVNHT at the Muster Grounds and continues south under Interstate 81. After crossing under the interstate, two alternate routes are presented. The western alternate along Wolf Creek is the most feasible alignment, but will require additional landowner outreach. The eastern alignment is constrained by the topography of the gravel quarry site and the future location of Appalachian Power (AEP) transmission lines. Both alternatives extend south to the intersection of Stone Mill Road and Vances Mill Road where the preferred-historic route follows Wolf Creek east to its confluence with Town Creek. The trail then crosses Vances Mill to a proposed trailhead located on the AEP substation site. From the trailhead, the trail transitions from a typical greenway to natural surface and climbs the ridge where it utilizes a former road bed to avoid AEP's stormwater drainage system. The trail then enters Town of Abingdon property at the Wolf Creek Waste Water Treatment Facility and utilizes a one mile segment of previously-certified OVNHT that has become inaccessible in past years.

The route continues south along Wolf Creek as a dual-use path and follows a previously-certified OVNHT alignment that utilizes the historic road bed within the Green Spring Road right-of-way and connects to a proposed trail access and parking area. From the parking area, the route transitions to natural surface and follows Wolf Creek west for four miles to Green Spring Church Road. After crossing Green Spring Road and Green Spring Church Road, the route extends through McConnell Ridge as a natural surface single-use hiking trail for 4.5 miles to Painter Road. The trail then transitions to a DOT sidepath along Painter Road and Green Spring Road. The route turns east at the entrance road to Observation Knob Park on South Holston Lake.

DOT sidepaths along Green Spring Road and Cleveland Road are proposed as alternate routes. A spur route along County Park Road connects the trail to Washington County Park.

TRAIL FEATURES

This planning section includes three (3) trailheads, ten (10) major bridges, four (4) minor bridges, and eight (8) road crossings.

TRAILHEADS

The northern terminus of the Craig's Meadow at the Abingdon Muster Grounds. A 3/4-mile certified segment of the OVNHT extends south through the property to Stone Mill Road.

A trailhead is proposed at the AEP substation on Vances Mill Road that is currently under construction. The trail will extend around the western perimeter of the property and through the southern wooded portion of the AEP tract.

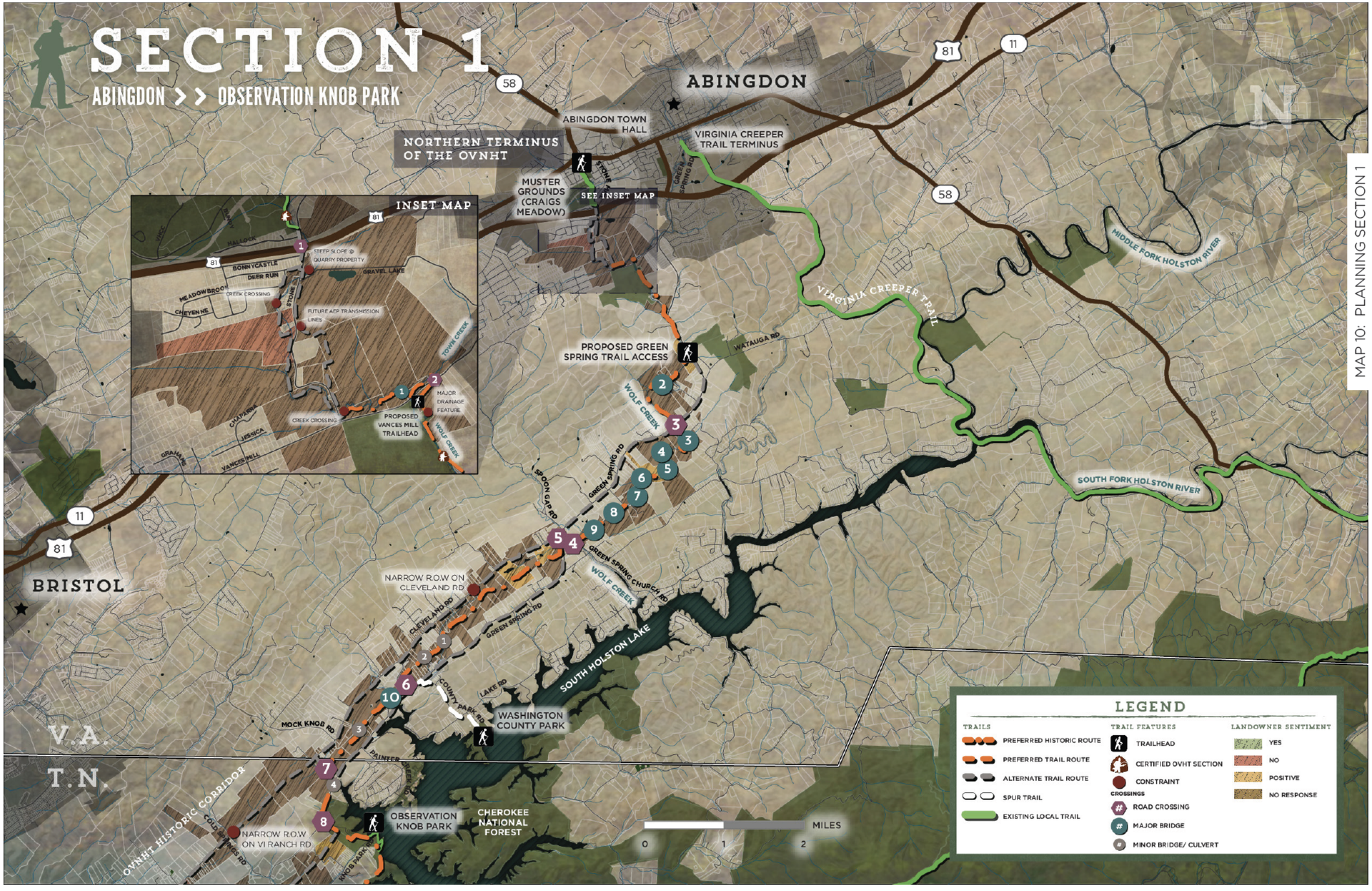
A small trail access and parking area is proposed on the west side of Green Spring Road north of City of Bristol property at the intersection with Farnsworth Road. The parking area could potentially be located entirely within the road right-of-way.

A spur trail to Washington County Park could establish the park as a fourth trailhead in this planning section.

CROSSINGS

This planning section includes ten (10) major bridges. Nine of the bridges cross Wolf Creek to avoid pinch points created by steep terrain or homes constructed near the creek. Major bridge #10 crosses Spring Creek in a wetland area near the confluence with South Holston Lake. Four (4) minor bridges are located throughout the planning section at natural drainages and small creeks including, Painter Creek and Painter Spring Branch.

The preferred route crosses Interstate 81 as well as a combination of major and local roads in this planning section. There are eight (8) road crossings in total. The I-81 crossing is proposed as a trail underpass on the west side of Stone Mill Road (see Exhibit 4: Under and Onward). Surface road crossings include: Vances Mill Road; Green Spring Road; Green Spring Church Road; Shell Road; and Painter Road.



MAP 10: PLANNING SECTION 1

EXHIBIT 3: ABINGDON MUSTER GROUNDS



ABINGDON MUSTER GROUNDS

QUICK FACTS:

Historic Name: Craig's Meadow

Date of Muster: Sept. 23, 1780

Open to Public: 2007

Miles of Certified OVNHT: .75

The Abingdon Muster Grounds is the muster site of approximately 400 of the Overmountain Men and the northern terminus of the OVNHT. The scenic property is owned by the Town of Abingdon and includes a 3/4-mile certified segment of the OVNHT along Wolf Creek. The W. Blair Keller, Jr. Interpretive Center is located on site and provides a extensive series of exhibits detailing the march to King's Mountain and life in the backcountry of Virginia in 1780. The Muster Ground host special events throughout the year for children and adults that provide revolutionary-period demonstrations and re-enactments by living historians.



EXHIBIT 4: UNDER AND ONWARD

UNDER AND ONWARD @ I-81



EXISTING

Stonemill Road crosses under Interstate 81 in Abingdon, providing an opportunity for a trail underpass. The existing structural supports provide adequate clearance for a cantilevered boardwalk on the west side of Stone Mill Road to facilitate safe passage for trail users beneath the interstate.

SECTION 2



OBSERVATION KNOB >> TAILWATER

TOTAL LENGTH:	13 MILES
TRAIL TYPE:	DUAL USE PATH
	NATURAL SURFACE
	DOT SIDEPATH
ESTIMATED COST:	$2,986,760
POINTS OF INTEREST:	PEMBERTON OAK
	SOUTH HOLSTON DAM
	OSCEOLA ISLAND

PROPOSED TRAILS


01

In Planning Section #2, there are two preferred routes that could connect Observation Knob to the TVA's Tailwater Trail system. The preferred-historic route extends for approximately 6.5 miles as a dual-use path through rolling farm land past the historic site of the Pemberton Oak. This route utilizes large tracts of land owned by sympathetic landowners and connects to TVA-owned property at the water treatment plant and Ruritan ball fields before transitioning to a DOT sidepath along Holston View Dam Road.


02

The southern preferred route extends for approximately seven miles from Observation Knob to the TVA Tailwater Trailhead. The route utilizes the existing natural surface trail at Observation Knob Park and continues south as a natural surface trail for one mile along the shoreline of South Holston Lake on TVA land. The route connects to an existing TVA parking area at Highway 421. After crossing the highway, the trail will require easements from three private landowners on the north side of Shady Ford Road before entering the Cherokee National Forest. The route extends east through the national forest for approximately 3 miles before passing through three private tracts to reach TVA Land at the South Holston Dam. The route connects to the existing TVA trail on the north side of Osceola Island.

An alternate route is proposed as a DOT sidepath on VI Ranch Road and Bristol Caverns Highway. Narrow right-of-way, steep slopes, and homes immediately adjacent to the road present challenges to this alternative.

TRAIL FEATURES

This planning section includes two (2) trailheads, four (4) major bridges, two (2) minor bridges, and four (4) road crossings.

TRAILHEADS

Observation Knob Park serves as the northern terminus in this planning section. The Sullivan County park is a natural location for a trailhead overlooking South Holston Lake. The park features a natural surface trail along the shoreline ridge, scenic overlooks, picnic shelters, stone fireplaces, and bathroom facilities. See Exhibit 5 for proposed site plan with additional amenities.

A trail access point is proposed at an existing TVA parking area located on the northeast side of Highway 421 after the South Holston Lake bridge.

CROSSINGS

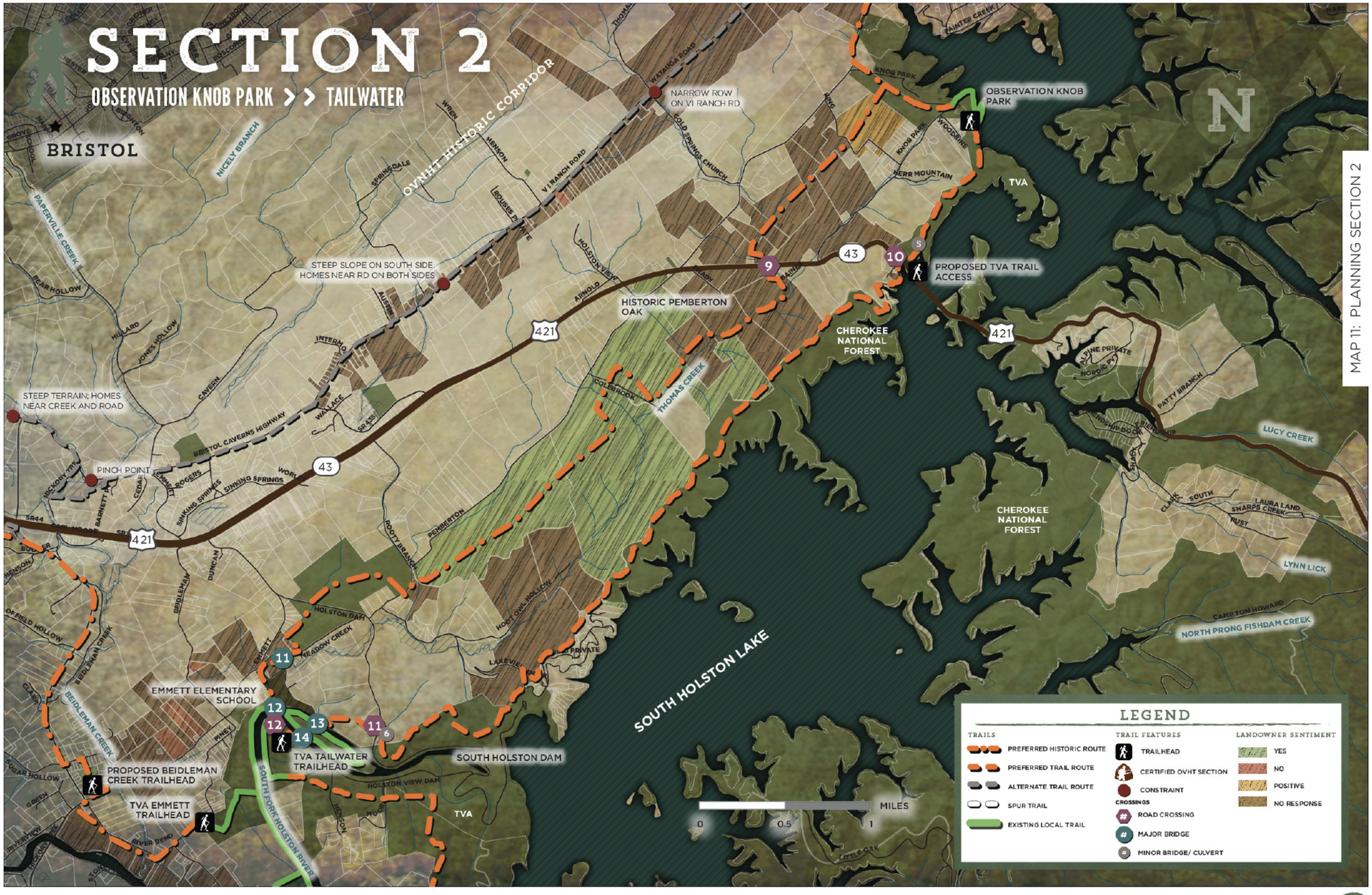
Major Bridge #11, on the preferred-historic route crosses Thomas Creek south of the Ruritan ballfields.

Major Bridge #12 utilizes the existing vehicular bridge on Holston View Dam Road over the South Fork of the Holston River. The narrow bridge will require retrofitting to accommodate a trail sidepath.

Major Bridges #13 and #14 cross the South Fork of the Holston River on the north and south sides of Osecola Island. Bridge #14 is an existing pedestrian bridge. A similar bridge will be required on the north side of the island for the southern preferred trail route.

There are four (4) road crossings identified within this section. Crossings #9 and #10 are at-grade crossings of Highway 421 for both preferred routes. Additional surface crossings on the southern preferred route include South Holston Dam Road and Holston View Dam Road.

PHOTOS: (1) Existing natural surface trail at Observation Knob Park. (2) The preferred route will cross Hwy. 421 after connecting to an existing TVA



MAP 11: PLANNING SECTION 2



RECREATION REVOLUTION @ OBSERVATION KNOB

Sullivan County's Observation Knob Park presents a significant opportunity to capitalize on the area's natural assets to establish the park as a premiere recreation destination on South Holston Lake. The shoreline offers stunning views of the lake and surrounding mountains, providing the opportunity to create a memorable destination along the trail where park visitors can connect to the history of the Overmountain Men through various forms of recreation.

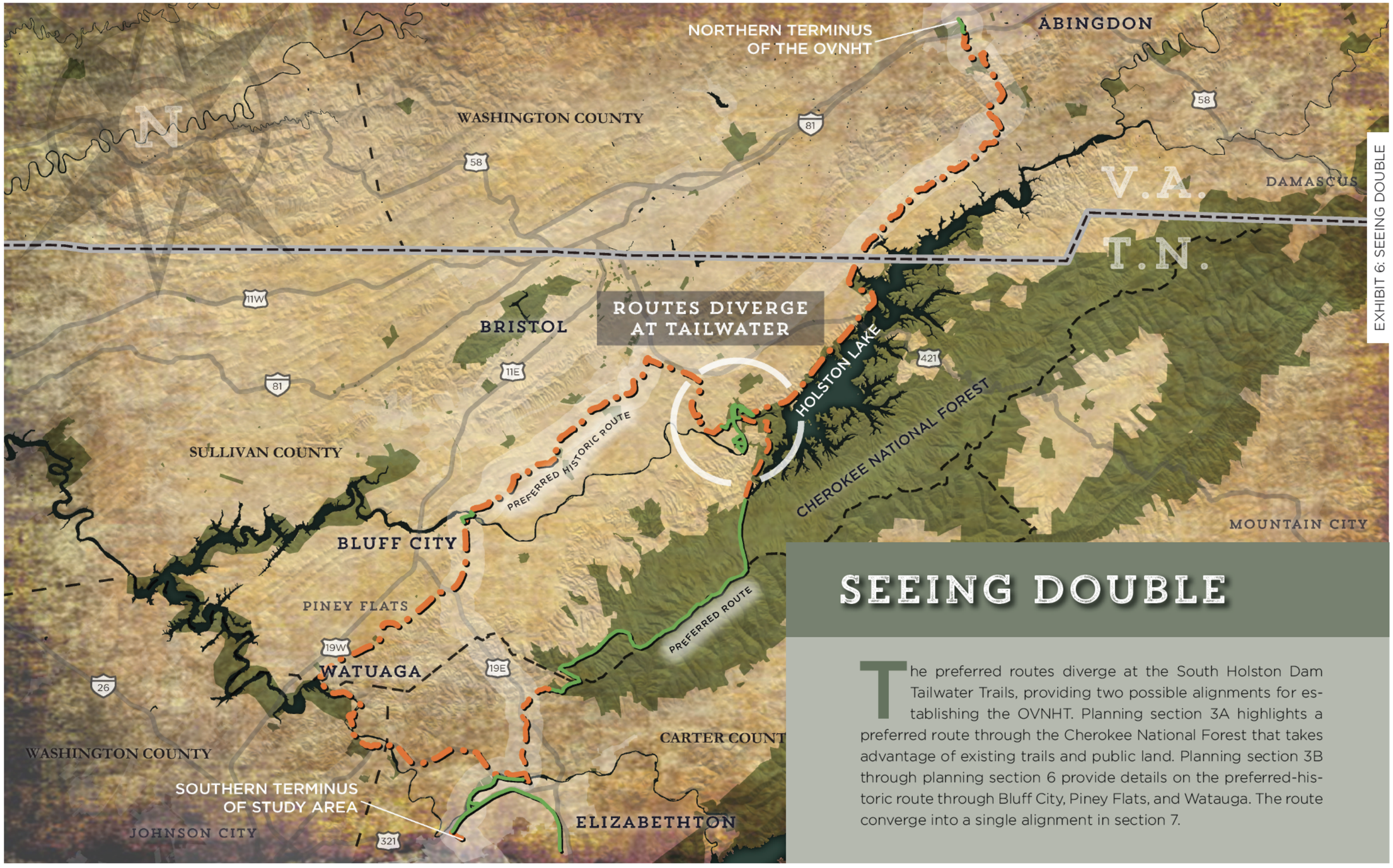


EXHIBIT 6: SEEING DOUBLE

SEEING DOUBLE

The preferred routes diverge at the South Holston Dam Tailwater Trails, providing two possible alignments for establishing the OVNHT. Planning section 3A highlights a preferred route through the Cherokee National Forest that takes advantage of existing trails and public land. Planning section 3B through planning section 6 provide details on the preferred-historic route through Bluff City, Piney Flats, and Watauga. The route converge into a single alignment in section 7.

SECTION 3A



PROPOSED TRAILS

The preferred route in Section 3A extends for 26 miles from the TVA Tailwater Trailhead, through Holston Mountain and the Cherokee National Forest, to the Watauga River north of Elizabethton. From the Tailwater Trailhead, the route utilizes the half mile long Tailwater Trail on the east side of the river then continues southeast through TVA and Cherokee National Forest Land for three miles as a natural surface trail. The route extends for 1.3 miles through three large private tracts to Riddle Road (crossing #13), then re-enters the Cherokee National Forest at the base of Holston Mountain.

The route extends for approximately 17 miles on existing National Forest Service roads and trails including: Big Creek Road, Morrell Trail, Holston Mountain Trail West, and Old Dug Road Trail. The trails and roads allow for multiple users groups including hikers, cyclists, and equestrians. Holston Mountian Trail West provides scenic views of the surrounding valley and adjacent peaks. Mountain bikers and cyclists should be directed to continue on Big Creek Road (gravel) as bikes are not permitted on the Morrell Trail.

North of the Carter/Sullivan County Line, Big Creek Road exits the Cherokee National Forest. The preferred route transitions to a natural surface trail at this location and extends south to utilize National Forest lands for two more miles before leaving the Cherokee National Forest and crossing Flatwoods Road.

After crossing Flatwoods Road, the natural surface trail continues along a wooded ridgeline before crossing Flatwoods Road again at the Keenburg Road intersection. The trail re-enters the Historic Corridor and transitions to a DOT sidepath that extends along Keenburg Road, Love Circle, and Bristol Highway for 2.5 miles before reaching Watauga Road at the Watauga River in Elizabethton.

This alignment deviates from the historic corridor by up to seven miles at the furthest point in order to take advantage of 17 miles of established trails in public lands and minimize impact to private property owners by requiring fewer than ten easements to reach Elizabethton.

TRAIL FEATURES

This planning section includes one (1) primary trailhead, three (3) minor bridges, and seven (7) road crossings.

Trailheads

The northern terminus of the planning section is the Tailwater Trailhead at South Holston Dam. The trailhead provides parking and access to the Osceola Island Trail and .Tailwater Trail.

Multiple trail access points exist in the Cherokee National Forest on Big Creek Road and Flatwoods Road.

Crossings

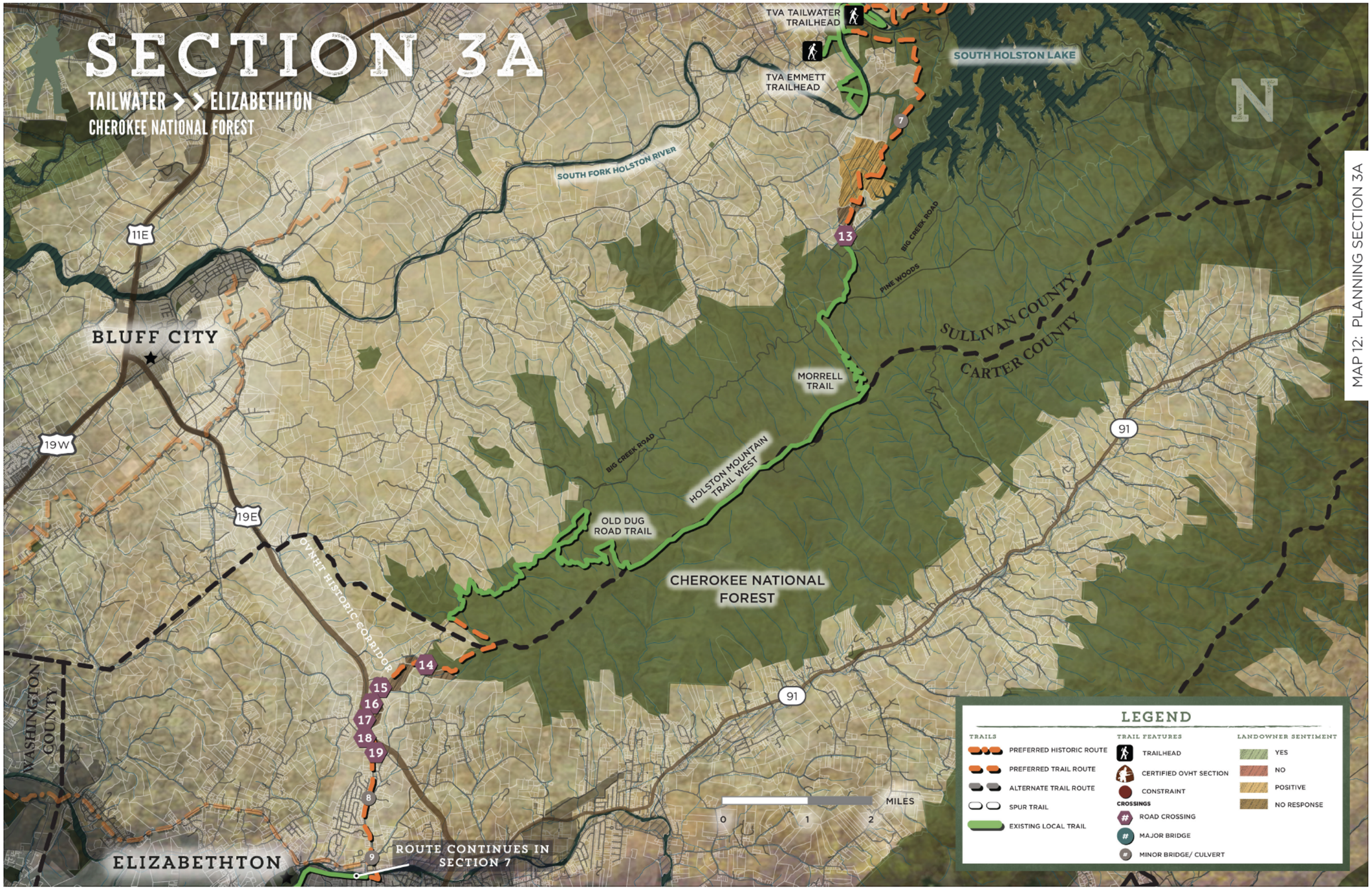
The preferred route will require three (3) minor bridges. The trail crosses a drainage stream near Holston Lake at the north end of the planning section in the Cherokee National Forest. The route also crosses Chambers Branch and Campbell Branch as a sidepath along Bristol Highway at the southern end of the planning section.

There are seven (7) road crossings in this planning section. Crossing #13 is at Riddle Road, before the trail enters the National Forest. Crossings #14 and #15 are located at Flatwoods Road. The route crosses Keenburg Road three times to avoid steep slopes and structures located close to the road. right-of-way. Crossing #19 is an underpass of U.S. 19 E/Indian Creek Road alongside Keenburg Road.



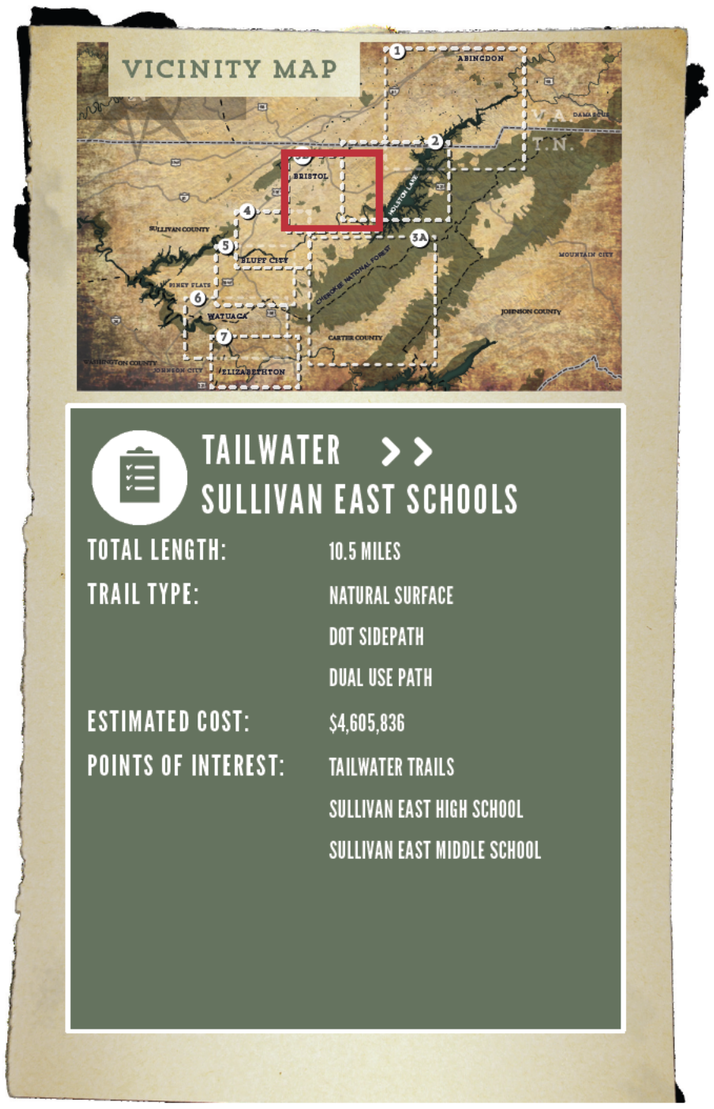
03

PHOTO: (3) The route utilizes the half mile Tailwater Trail at South Holston Dam.



MAP 12: PLANNING SECTION 3A

SECTION 3B



PROPOSED TRAILS

The preferred-historic route in Section 3B extends west for 10.5 miles from the TVA's Tailwater Trails to Sullivan East High School and new Middle School campus. The route begins by utilizing the one mile-long Emmett Trail at extends south from the trailhead on Holston View Dam Road. At the Emmett Trailhead on Piney Hill Road, the trail transitions to a dual use path through farmland adjacent to Riverbend Road. The route continues north through the proposed Beidleman Creek Trailhead.

The route exits Beidleman Creek Trailhead on Sugar Hollow Drive and transitions to a DOT sidepath. The sidepath parallels Sugar Hollow Drive and Hickory Tree Road for two miles north. Hickory Tree Road includes an area of challenging terrain south of Offields Hollow Road in which the trail will need to leave the right-of-way of Hickory Tree Road to avoid steep slopes for approximately 400 ft.

South of Highway 421, the route turns west from Hickory Tree Road to connect to a proposed trail-parking area with driveway access on Booher Drive. As the route leaves the DOT right-of-way for the trailhead, it expands to a typical multi-use greenway. The greenway extends west from Booher Drive Trailhead for 1.3 miles before transitioning back into a DOT sidepath at Old Jonesborough Road. The sidepath extends south along Old Jonesborough Road for one mile to Weaver Pike.

After crossing Weaver Pike, the route turns south through a large tract of land that will allow the trail to avoid steep slopes along the roadway. The route re-enters the Weaver Pike right-of-way as a sidepath after crossing Cant Hook Hill Road. The trail extends along the north side of Weaver Pike for 1.75 miles before crossing to avoid multiple residential driveways and take advantage of open land on the south side of the road.

After a quarter-mile along the south side of Weaver Pike, the route crosses to the north side of Pleasant Grove Road. The route continues south as a sidepath for a half mile then turns to connect to Sullivan East High School through the wooded ridge located at the rear of the campus.

The eastern half of the trail in this study area, from Tailwater to Old Jonesborough Road, is located south of the historic corridor to avoid U.S. Highway 421 in the interest of the user experience and safety.

TRAIL FEATURES

This planning section includes three (3) trailheads, two (2) minor bridges or culverts, one (1) major bridge, and sixteen (16) road crossings.

Trailheads

The study area's easternmost trailhead is the existing Emmett Trailhead that provides access to the TVA Tailwater trails.

The proposed Beidleman Creek Trailhead is located between Beidleman Creek Road and Hickory Tree Road. The property is owned by nearby Central Holston Christian Church. The church has expressed enthusiasm in including the OVNHT in their future planning for the site.

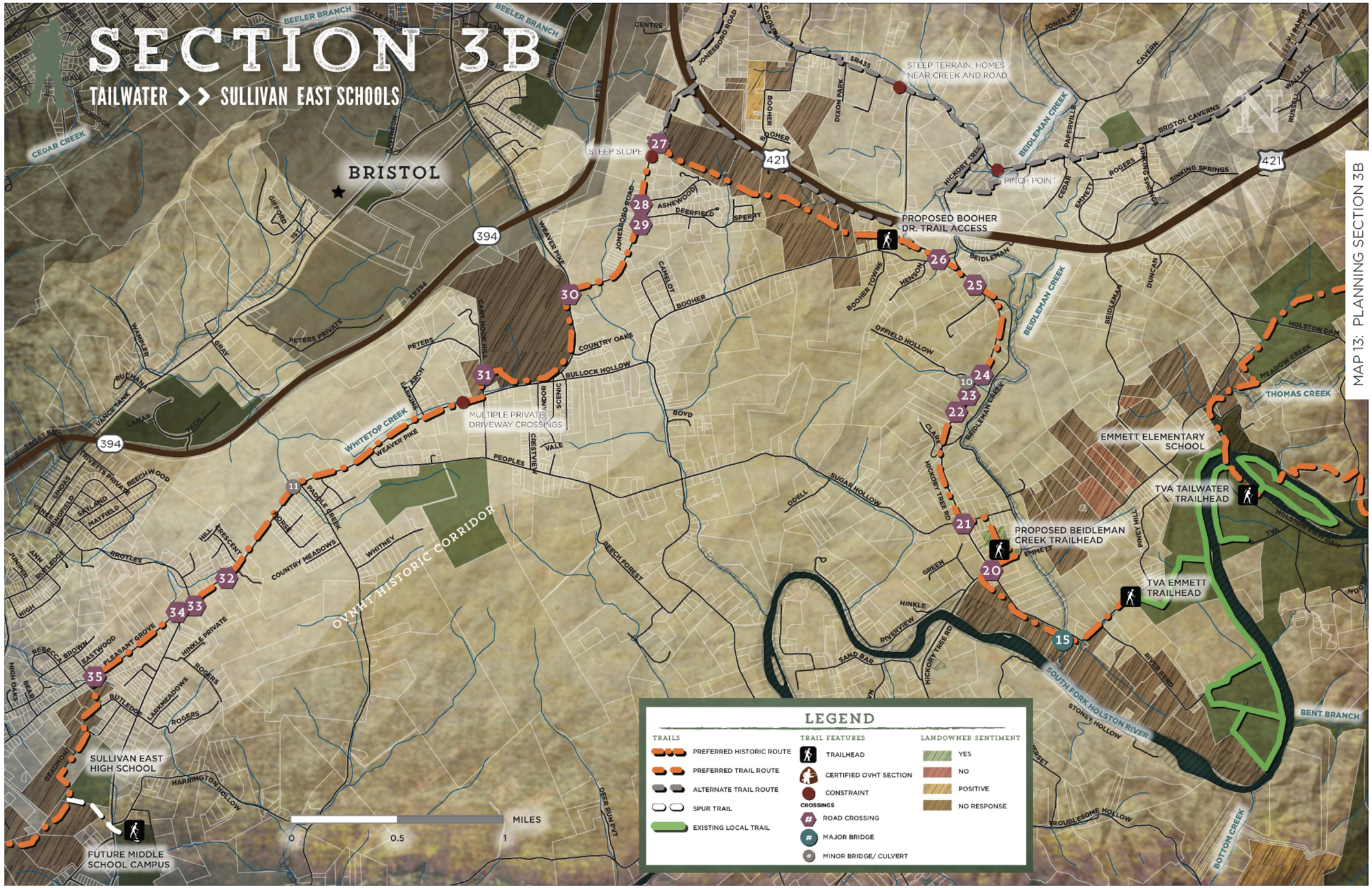
A trail access and small parking area is proposed at Booher Drive south of Highway 421. the site is easily accessed from the highway and positive landowners have expressed interest in providing for the trail.

Crossings

Bridge #15 crosses Beidleman Creek approximately 800 ft. upstream from its confluence with the South Fork Holston River.

There are two minor bridges in this section. Minor bridge #10 crosses a natural drainage adjacent to Hickory Tree Road. Minor Bridge #11 crosses a tributary to Whitetop Creek on the north side of Weaver Pike.

This planning section includes 16 at-grade rural road crossings. Crossings #20 and #21 are located at the south and north ends of the Beidleman Creek Trailhead. The route crosses Hickory Tree Road five times (#22-#26) and Old Jonesborough Road three times (#27-#29) to avoid steep slopes. The trail crosses Weaver Pike three times (#30, #32, #33). Crossing #31 is located at Cant Hook Hill Road. Two crossings of Pleasant Grove Road (#34 & #35) will be necessary.



MAP 13: PLANNING SECTION 3B

EXHIBIT 7: WEAVER PIKE CROSSING @ OLD JONESBORO



WEAVER PIKE CROSSING @ OLD JONESBORO RD.

EXISTING



Final design for all road surface crossings, including the crossing of Weaver Pike at Old Jonesboro Road, must ensure adequate sight-distance for motorists and trail users as they approach the OVNHT and road intersection.



EXHIBIT 8: TUNNEL TO VICTORY

TUNNEL TO VICTORY



EXISTING

A tunnel under Weaver Pike connects the new Sullivan East Middle School to the Sullivan East High School campus and the OVNHT, providing a quick and safe route for students, hikers, and cyclists to cross the road. Locally, this connector is known as the Patriot's Trail.

SECTION 4



SULLIVAN EAST SCHOOLS > BLUFF CITY

TOTAL LENGTH:	4.0 MILES
TRAIL TYPE	DUAL USE PATH
ESTIMATED COST:	$1,182,320
POINTS OF INTEREST:	FORT WOMACK
	NELLIE PRAT SWINING BRIDGE
	CHOATES FORD
	SOUTH FORK HOLSTON RIVER

PROPOSED TRAILS

The preferred-historic route in this section extends southwest for four miles from the Sullivan East Schools to the Bluff City OVNHT Trailhead on the south bank of the South Fork Holston River.

The planning section's northern terminus is a proposed trailhead located on the campus of the new Sullivan East Middle School. A quarter-mile long spur route connects the trailhead to the OVNHT at the high school. From Sullivan East High School, the trail transitions from typical greenway to a dual use path that stretches west through wooded terrain and rolling farmland for two miles before reaching the historic location of Fort Womack, a certified OVNHT site.

The historic-preferred route continues west from Fort Womack for one mile to the intersection of Hickory Hill Road and Pleasant Grove Road. The trail crosses both roads and an active Norfolk-Southern rail-line. The route continues on the north side of Pleasant Grove road for one-third of a mile before crossing to the south side of the road to utilize an undeveloped narrow strip of land between the road and the rail-line.

The trail crosses Silver Grove Road and turns southeast along the road to connect to the existing Choates Ford Walking Trail, a certified segment of the OVNHT. Choates Ford Walking Trail crosses the South Fork Holston River via the Nellie Pratt pedestrian suspension bridge. The iconic bridge links Sullivan County's Patriots Trailhead and Bluff City's OVNHT Trailhead located on opposite banks of the river.

TRAIL FEATURES

This planning section includes four (4) trailheads; one (1) minor bridge or culvert; an existing suspension bridge, and four (4) road crossings.

TRAILHEADS

The northern trailhead is located on a 15-acre tract at the corner of Weaver Pike and Harrington Hollow Road. The property is part of the new Sullivan East Middle School that will open in Fall of 2019. The site will allow for trailhead access and parking that is separate from the school and open to the public. A paved pathway will connect the middle school campus to the trailhead and across Weaver Pike to the high school campus. See Exhibit 13 for proposed trailhead amenities.

Fort Womack serves as a centrally-located future trailhead. The historic property hosts various school programs throughout the year at it's natural rock amphitheater. Future site improvements could include interpretive kiosks, expanded visitor parking, bus parking, conversion of the home to a bathroom facility, and a path that links the parking area to the OVNHT. Such improvements would establish Fort Womack as a significant historic destination and trailhead.

Two trailheads are located along the South Fork Holston River. The Patriot's Trailhead, managed by Sullivan County, is located on the north side of the river opposite Bluff City's OVNHT trailhead.

CROSSINGS

The preferred-historic route in this section will require one minor bridge or culvert across Sinking Branch Creek (#12).

Road crossings #36 and #37 are located at a challenging intersection. The route will first cross Hickory Hill Road from north to south (#36) A 35 ft. grassed buffer within the Norfolk Southern right-of-way can be used for a pedestrian refuge before crossing the rail-line and Pleasant Grove Road (#37). The trail should cross perpendicular to the railroad to ensure clear lines of sight. Stop signs installed before the railroad tracks for both southbound and northbound traffic on Pleasant Grove Road will allow both trail users and drivers to visually clear the intersection before proceeding.

The trail crosses Pleasant Grove Road at crossing #38 then crosses Silver Grove Road at crossing #39. The crossings should be designed to ensure adequate sight distance and include signage for motorists and trail users that provide warning of the approaching intersection. Rapid-flash beacons would also be effective in signaling the trail crossing to drivers.

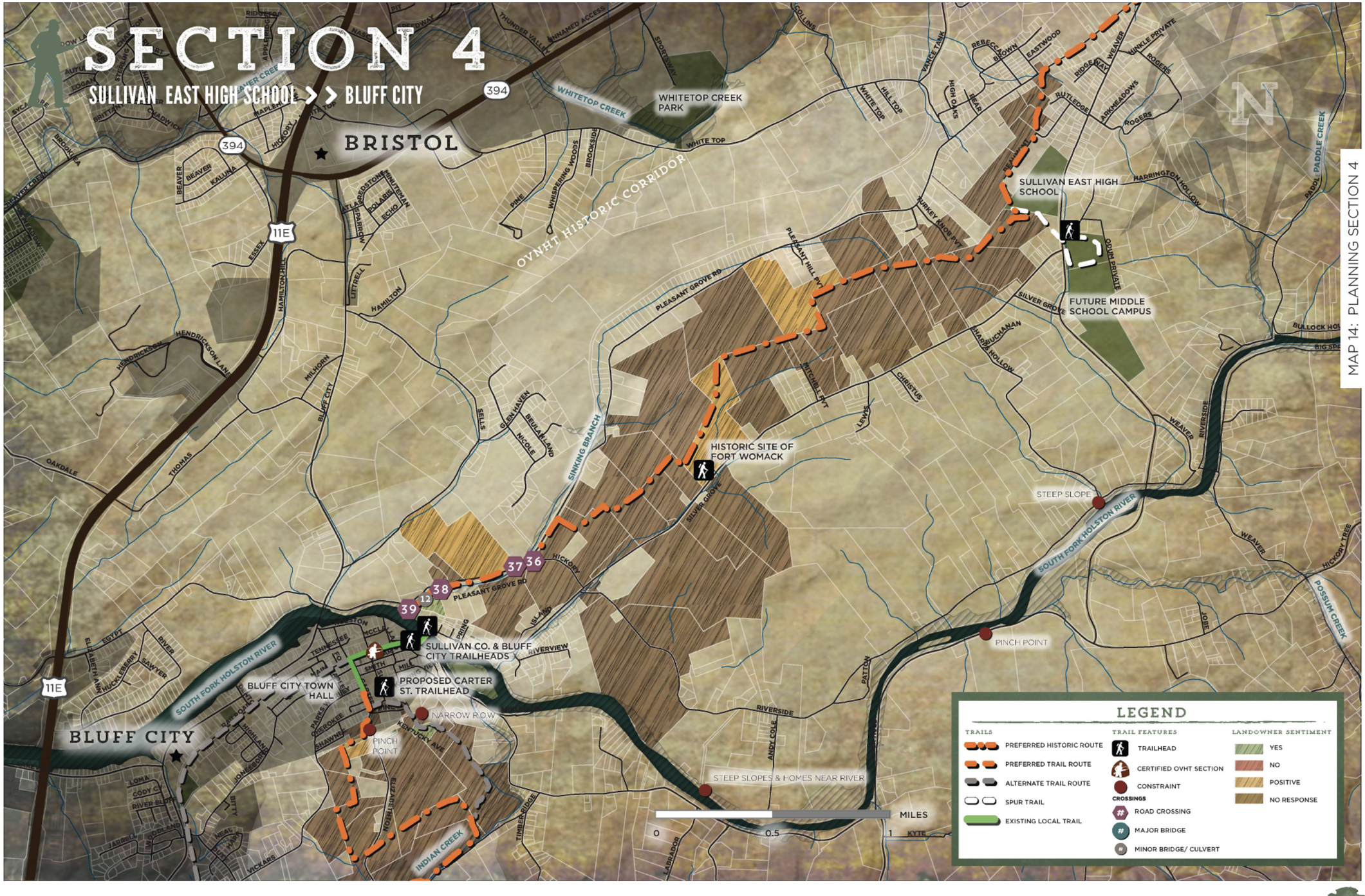

SECTION 4
SULLIVAN EAST HIGH SCHOOL >> BLUFF CITY
BRISTOL
394
11E
WHITETOP CREEK
WHITETOP CREEK PARK
OVNHT HISTORIC CORRIDOR
SULLIVAN EAST HIGH SCHOOL
FUTURE MIDDLE SCHOOL CAMPUS
HISTORIC SITE OF FORT WOMACK
STEEP SLOPE
PINCH POINT
SULLIVAN CO. & BLUFF CITY TRAILHEADS
PROPOSED CARTER ST. TRAILHEAD
NARROW R.O.W.
BLUFF CITY TOWN HALL
BLUFF CITY
STEEP SLOPES & HOMES NEAR RIVER
SOUTH FORK HOLSTON RIVER
PLEASANT GROVE RD
HARRINGTON HOLLOW
HARR BUCHANAN HOLLOW
SILVER GROVE
HICKORY
WEAVER
RIVERSIDE
POSSUM CREEK
BADD PADDLE CREEK
INDIAN CREEK
36
37
38
39
12
0
0.5
1
MILES
LEGEND
TRAILS
PREFERRED HISTORIC ROUTE
PREFERRED TRAIL ROUTE
ALTERNATE TRAIL ROUTE
SPUR TRAIL
EXISTING LOCAL TRAIL
TRAIL FEATURES
TRAILHEAD
CERTIFIED OVHT SECTION
CONSTRAINT
CROSSINGS
ROAD CROSSING
MAJOR BRIDGE
MINOR BRIDGE/ CULVERT
LANDOWNER SENTIMENT
YES
NO
POSITIVE
NO RESPONSE

EXHIBIT 9: PATRIOTS FOR A NEW PARK



PATRIOTS FOR A NEW PARK

Sullivan County Schools and Planning Department have partnered to pursue development of a trailhead and park for the OVNHT adjacent to the County's new middle school. The 15 acre site will include public parking, an amphitheater, walking path, sundial, and secondary access road to the school. While construction of the access road may require significant grading near the school parking lot, it is essential for ensuring the safety of the campus



EXHIBIT 10: Bluff City OVNHT

BLUFF CITY OVNHT

QUICK FACTS:

Location: Bluff City and Sullivan County, TN

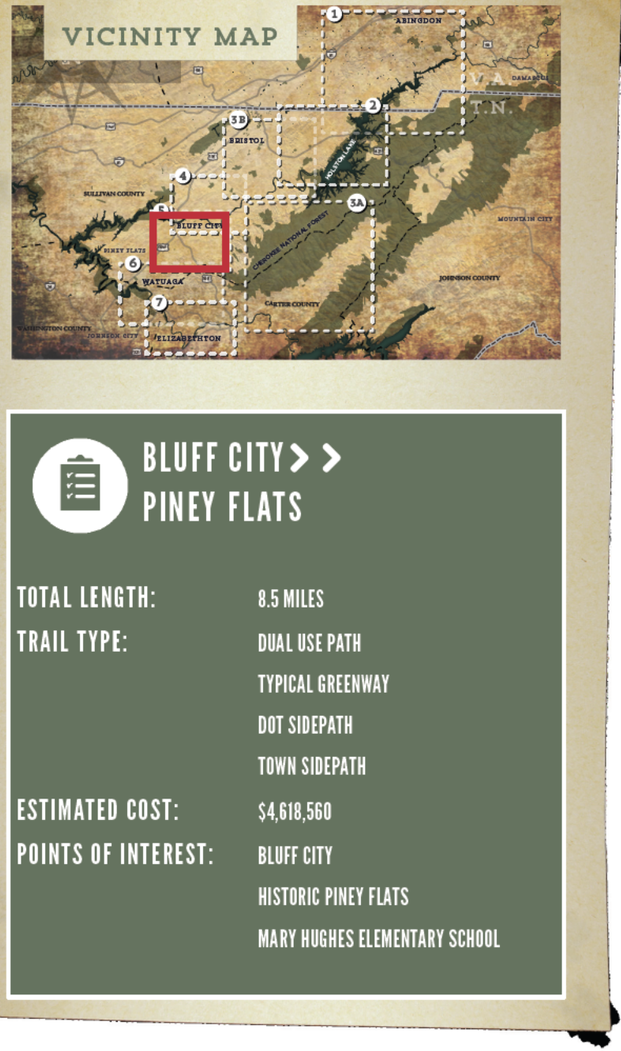
Miles of Certified OVNHT: 1

Date of Certification: 2007 & 2014

Number of Trailheads: 2

Choates Ford is the historic, shallow crossing point of the South Fork Holston River near Bluff City. The Overmountain Men crossed at Choates Ford on September 24, 1780. A one mile-long segement of the OVNHT commemorates the crossing. The existing segment of the OVNHT is comprised of the Patriot's Trail on the north side of the river, and Choates Ford Walking Trail on the south side of the river. The trail extends from the railroad trestle on Silver Grove Road to Bluff City Middle School. The path crosses the river via the Nellie Pratt Swinging Bridge, a 350-foot pedestrian suspension bridge. The bridge connects two trailheads located on opposite sides of the river. Sullivan County manages the trailhead on the north side of the river, while Bluff City manages the trailhead on the south side.

SECTION 5



PROPOSED TRAILS

The preferred-historic route in this planning section extends 8.5 miles southwest from Bluff City to historic Piney Flats.

From the Bluff City trailhead, the route continues for one mile, following Choates Ford Walking Trail. Recommended improvements for the trail include converting the existing sidewalk and grass verge into an 8-10ft. wide multi-use concrete sidepath for pedestrians and cyclists. The right-of way on Main Street provides sufficient width for the sidepath while preserving on-street parking (see Exhibits 11 and 12).

At Carter Street, the route turns south and continues as a town sidepath to the Carter Street Trailhead at Bluff City Middle School. The route leaves the road near Good's Mobile Home Park. The trail transitions to a dual-use path and continues for 1.5 miles before crossing Old Elizabethton Highway. The route parallels the ridge on the east side of Old Elizabethton Highway then turns south to Indian Creek and transitions to a typical greenway. Steep Slopes on both sides of Old Elizabethton Highway preclude a sidepath along the road.

The trail parallels Indian Creek for 2.25 miles west to U.S. Highway 19E. A former railroad bed provides an ideal location for the trail on the east side of Indian Creek. The route crosses under Hwy 19E and turns west to Mountain View Road.

The trail crosses to the northwest side of Mountain View Road and takes advantage of the wide right-of-way and flat shoulder, extending for 1.75 miles to the railroad crossing in Piney Flats. The trail crosses perpendicular to the tracks at the existing road crossing and continues on Mountain View Road for a quartermile before turning west onto Main Street.

The route extends along Main Street for a quarter mile to Mary Hughes Elementary. This segment of trail provides a safe route for students from the school to after-school programs at the Methodist church.

An alternate route utilizes the Norfolk Southern right-of-way as a rail-with-trail extending from Bluff City to Piney Flats and Watauga. The route follows an active rail line and encounters several pinch points. Alternate sidepaths along Elizabethton Highway and Highway 19E begin in this planning section and extend to Elizabethton. A sidepath on Elizabethton Highway will require right-of-way acquisition from multiple landowners. Highway 19E is located in the center of the Historic Corridor, but high travel speeds and numerous pinch points due to terrain do not provide and ideal environment for the trail.

TRAIL FEATURES

This planning section includes three (3) trailheads; three (3) major bridges; and ten (10) road crossings.

TRAILHEADS

The northern-most trailhead in this section is located at the Bluff City Middle School on Carter Street. The middle school will close in 2019 when the new Sullivan East Middle School opens providing an opportunity to re-purpose the school to potentially include a trailhead, community center, and Bluff City administrative offices.

A small parking area and trail access is proposed on TVA land on Mountain View Road that is used for transmission towers.

The southernmost trailhead in this planning section is proposed at Mary Hughes Elementary. Dedicated parking for the trail could be provided by expanding the existing parking lot near the corner of Austin Springs Road and Piney Flats Road.

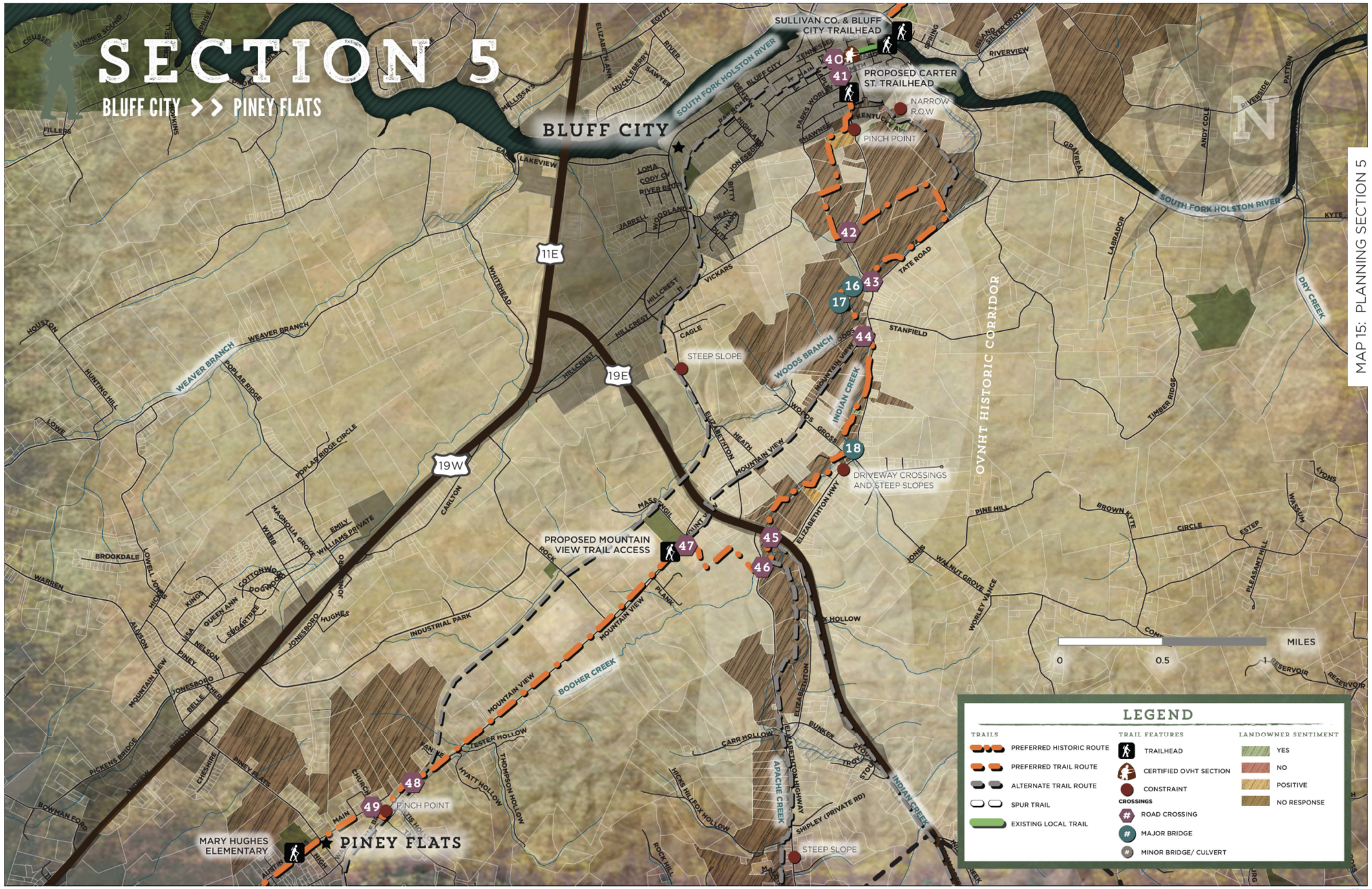
CROSSINGS

Three major bridges (#16, #17, #18) will be required to cross Indian Creek to avoid steep slopes.

The most significant road crossing in this section is at Highway 19E (#45). A triple-cell box culvert for Indian Creek would provides adequate space to accommodate the trail through cell on the east side of the creek.

SECTION 5

BLUFF CITY >> PINEY FLATS



MAP 15: PLANNING SECTION 5

EXHIBIT 11: BLUFF CITY TRAIL TOWN



BLUFF CITY: HISTORIC RIVERSIDE TRAIL TOWN



EXISTING

Expansion of Choates Ford walking trail into a multi-use path will lay the groundwork for private investment in historic Bluff City. The right-of-way on Main Street provides sufficient width to convert the existing sidewalk and grass verge into an 8-10ft. wide concrete path while preserving on-street parking.

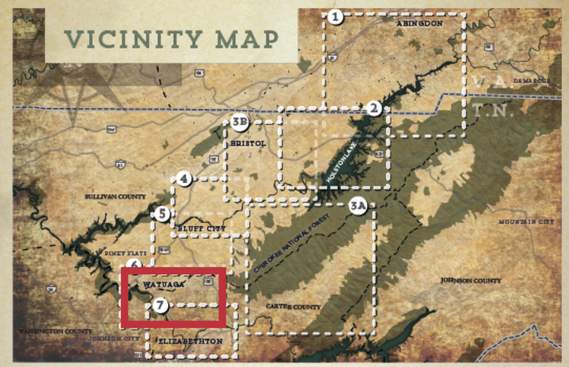


EXHIBIT 12: OVNHT TOWN SIDEPATH

OVNHT TOWN SIDEPATH

The trail type proposed through downtown Bluff City and Piney Flats is a town sidepath within the public right-of-way. An 8-10ft. wide concrete sidepath with curbing provides for multiple user groups while keeping with the aesthetic of the historic town center. Accommodating both pedestrians and cyclists provides greater mobility for citizens and attracts more trail users to the OVNHT.

SECTION 6



PINEY FLATS> > WATAUGA

TOTAL LENGTH:	7.5 MILES
TRAIL TYPE:	DOT SIDEPATH
	TYPICAL GREENWAY
	TOWN SIDEPATH
	BOARDWALK
ESTIMATED COST:	$5,050,620
POINTS OF INTEREST:	ROCKY MOUNT STATE HISTORIC SITE
	WATAUGA RIVER
	WATAUGA RIVER BLUFFS
	TOWN OF WATAUGA

PROPOSED TRAILS

The preferred-historic route extends 7.5 miles south from Mary Hughes Elementary to the town of Watauga.

The trail continues as a town sidepath on the north side of Austin Springs Road then trail transitions to a DOT Sidepath at Huffman Road as it leaves the village core. The route extends for 1.75 miles to Rocky Mount State Historic Site.

From Rocky Mount, the route turns south across Austin Springs Road to Massengill Branch Creek. Before the creek crossing, the trail will split and cyclists will merge with traffic on Herb Hodge Road. Cyclists will continue on Herb Hodge Road for two miles before rejoining the pedestrian route.

Hikers will cross Massengill Branch as the trail enters a wetland area. The trail type transitions to a boardwalk on the west side of Herb Hodge Road that extends for nearly two miles along the Watauga River. The river is a significant natural asset that provides an opportunity for eco-tourism and environmental education through construction of a destination-quality boardwalk. Such enhancements present the opportunity to leverage grant funding from a variety of sources.

As the boardwalk approaches Riverstone RV park, it will deviate from the shoreline and transition to a typical greenway that parallels the road for less than a quarter mile before transitioning back into a boardwalk overlooking the river. A half mile east of the RV park, the route transitions to a typical greenway and continues south along the Watauga river through agricultural land. Cyclists on Herb Hodge Road will turn south onto the greenway.

The route crosses the Watauga River to Saylor Island and continues for a half mile along the island's east shoreline before crossing back over the river to Riverview Drive. The trail transitions to a DOT sidepath along the southwest side of the road and extends for three-quarters of a mile before crossing Riverview Drive. The route extends north through a large, undeveloped tract to Watauga Road. The route continues as a sidepath along the south side of the road to connect to the Wagner Road River Access.

TRAIL FEATURES

This planning section includes four (4) trailheads; one (1) minor bridge or culvert; eight (8) major bridges; and six (6) road crossings.

TRAILHEADS

As a State Historic Site, Rocky Mount is a natural location for a trailhead in this section. The property includes large open fields on the north and south sides of the historic log house provide an opportunity to develop a one mile loop trail on the property.

A trailhead with paddle access is proposed on the southside of Herb Hodge Road to provide parking for the Watauga River boardwalk.

The proposed Riverview Trailhead is located on Johnson City land adjacent to the Brush Creek Wastewater Treatment Facility.

The southern terminus of this section is the existing Wagner Road River Access owned by the State of Tennessee. The site includes a boat ramp and parking.

CROSSINGS

Five creek crossings will require major bridges including: a tributary of Massengill Branch (#19); Massengill Branch (#20); Figgins Branch (#21); Brush Creek (#24); and Lick Creek (#26)

The route crosses the Watauga River three times. Crossings #22 and #23 provide access to and from Saylor Island. The existing vehicular bridge on Herb Hodge Road is too narrow to allow for the trail. Additionally, severe pinch points created by steep slope along the river constraint trail development as a sidepath in the area of the vehicular bridge Major bridge #25 utilizes the existing Watauga Road bridge to cross the Watauga River. The bridge will require retrofitting to accomodate the trail.

The trail crosses local roads six times in this section including Hyder Hill (#50), Austin Springs (#51), Herb Hodge (#52), Riverview Drive (#53 & #54), and Watauga Road (#55).

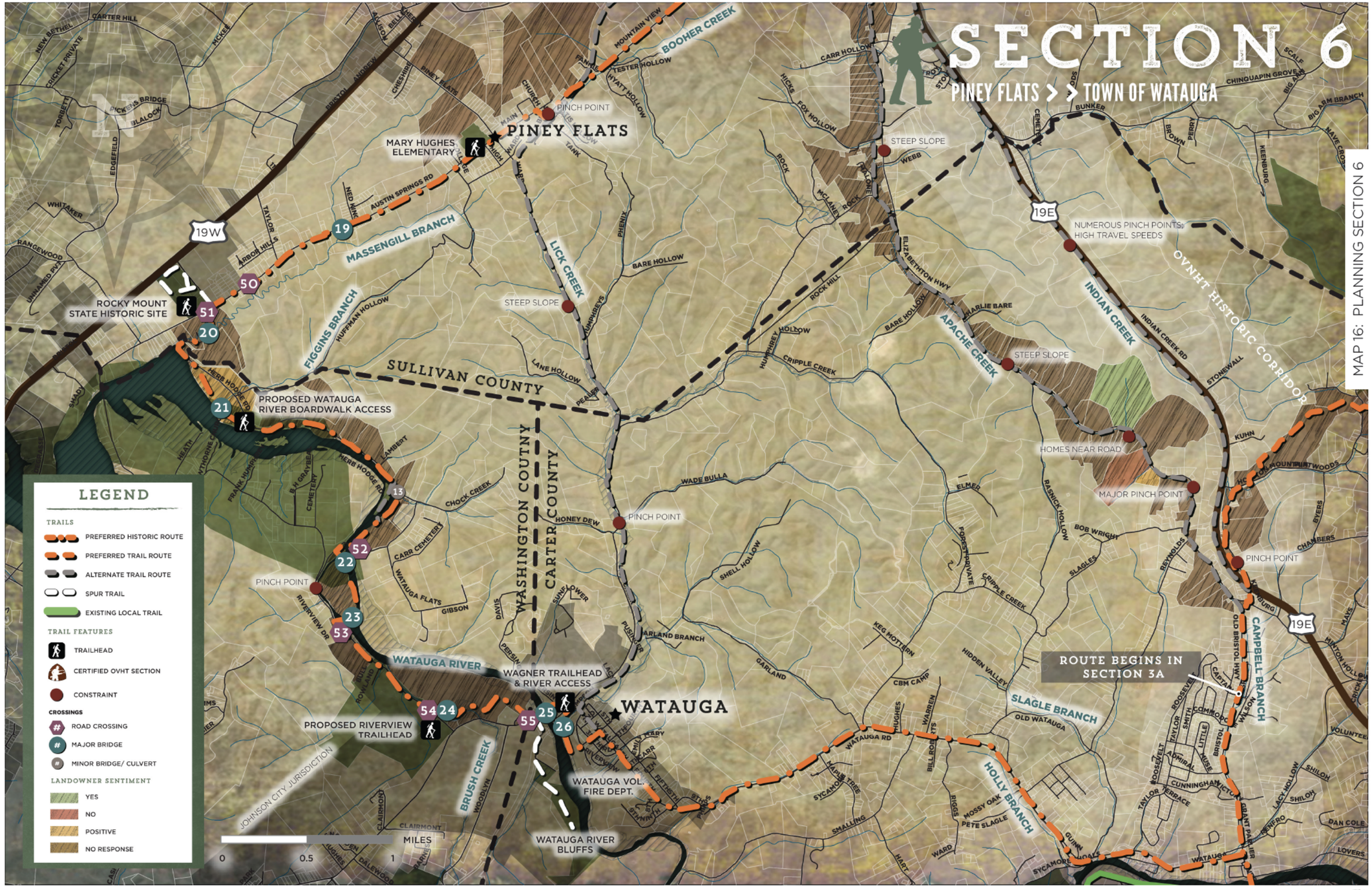

SECTION 6
PINEY FLATS > > TOWN OF WATAUGA
MAP 16: PLANNING SECTION 6
PINEY FLATS
MARY HUGHES ELEMENTARY
PINCH POINT
BOOHER CREEK
MASSENGILL BRANCH
FIGGINS BRANCH
LICK CREEK
ROCKY MOUNT STATE HISTORIC SITE
PROPOSED WATAUGA RIVER BOARDWALK ACCESS
SULLIVAN COUNTY
WASHINGTON COUNTY
CARTER COUNTY
WATAUGA RIVER
WAGNER TRAILHEAD & RIVER ACCESS
WATAUGA
PROPOSED RIVERVIEW TRAILHEAD
BRUSH CREEK
WATAUGA VOL. FIRE DEPT.
WATAUGA RIVER BLUFFS
JOHNSON CITY JURISDICTION
STEEP SLOPE
NUMEROUS PINCH POINTS; HIGH TRAVEL SPEEDS
INDIAN CREEK
APACHE CREEK
OVNHT HISTORIC CORRIDOR
HOMES NEAR ROAD
MAJOR PINCH POINT
CAMPBELL BRANCH
SLAGLE BRANCH
HOLLY BRANCH
ROUTE BEGINS IN SECTION 3A
19W
19E
LEGEND
TRAILS
PREFERRED HISTORIC ROUTE
PREFERRED TRAIL ROUTE
ALTERNATE TRAIL ROUTE
SPUR TRAIL
EXISTING LOCAL TRAIL
TRAIL FEATURES
TRAILHEAD
CERTIFIED OVHT SECTION
CONSTRAINT
CROSSINGS
ROAD CROSSING
MAJOR BRIDGE
MINOR BRIDGE/ CULVERT
LANDOWNER SENTIMENT
YES
NO
POSITIVE
NO RESPONSE
0
0.5
1
MILES

EXHIBIT 13: ROCKY MOUNT STATE HISTORIC SITE



ROCKY MOUNT STATE HISTORIC SITE

QUICK FACTS:

Location: Piney Flats, Sullivan County

Date of Certification: Sept. 24, 2008

Acres: 34.5

Signature Feature: William Cobb Log Home

Rocky Mount State Historic Site, located near Piney Flats, is an OVNHT certified site. Rocky Mount was the home to William Cobb, a prominent settler of the area and Overmountain patriot who mustered at Sycamore Shoals. From 1790-1792, Rocky Mount served as the first capitol of the U.S. Territory South of the Ohio River. Today, the frontier homestead is preserved as a living history museum that features exhibits and artifacts related to the Overmountain Men and 18th century life in Southwest Territory.



EXHIBIT 14: WAGNER TO WATAUGA

WAGNER TO WATAUGA

After crossing the Watauga River, the trail purposefully winds through the Town of Watauga, connecting the existing Wagner Road River Access to the town center. The town is strategically positioned to capitalize on it's close proximity to the Watauga River by providing a half-mile multi-use trail connection that will link river recreation to businesses and neighborhoods in town.

SECTION 7



WATAUGA >> ELIZABETHTON

TOTAL LENGTH:	9.0 MILES
TRAIL TYPE:	TOWN SIDEPATH
	DOT SIDEPATH
	TYPICAL GREENWAY
	DUAL USE PATH
ESTIMATED COST:	$3,771,130
POINTS OF INTEREST:	RIVERSIDE PARK
	SYCAMORE SHOALS STATE HISTORIC PARK
	FORT WATAUGA MONUMENT
	TWEETSIE TRAIL
	DOWNTOWN ELIZABETHTON

PROPOSED TRAILS


04

In this planning section, the preferred-historic route begins at the Wagner Road Trailhead and extends for nine miles to the future site of Gap Creek Park in Elizabethton.

The trail crosses under the railroad trestle alongside Wagner Road and continues along the river as a typical greenway before transitioning to a town sidepath on 3rd Street (see Exhibit 12 on pg. 71).

The route turns southeast on Watauga Road and transitions to a DOT sidepath after crossing 3rd Avenue to leave the Town of Watauga. The trail takes advantage of the wide right-of-way on Watauga Road for 4.5 miles before reaching Bristol Highway.

From the intersection of Watauga Road and Bristol Highway, the preferred-historic route and the preferred route from Section 3A follow a single alignment south across the Watauga River to connect to the Elizabethton Linear Path.

The Linear Path extends west along the Watauga River and connects to the existing dual use path in Sycamore Shoals State Historic Park. Together, the trails comprise two miles of certified OVNHT.

The trails at Sycamore Shoals connect to the Tweetsie Trail at the intersection of Elk Avenue and Franklin Club Road. After crossing Elk Avenue, the preferred-historic route will utilize the Tweestie Trail for 1.25 miles west to Mary Patton Highway.

The route turns south as a DOT sidepath along Mary Patton Highway for one-third of a mile to connect to Gap Creek Park, the southern terminus of the study area.


05

TRAIL FEATURES

This planning section includes three (3) trailheads; one (1) minor bridge or culvert; one (1) major bridge; and nine (9) road crossings.

TRAILHEADS

Riverside Park and Sycamore Shoals State Historic Park are existing trailheads that provide access to certified segments of the OVNHT along the Watauga River. See Exhibit 12 for information on Sycamore Shoals.

Gap Creek Park is a future Carter County park located on the north side of Mary Patton Highway. The park is bisected by Gap Creek. The trail connection and vehicular entrance to the park are located on the south side of Gap Creek. Facilities on the north side of the creek will include softball fields and dog parks. Future planning should provide for the OVNHT to extend through the length of the park.

CROSSINGS

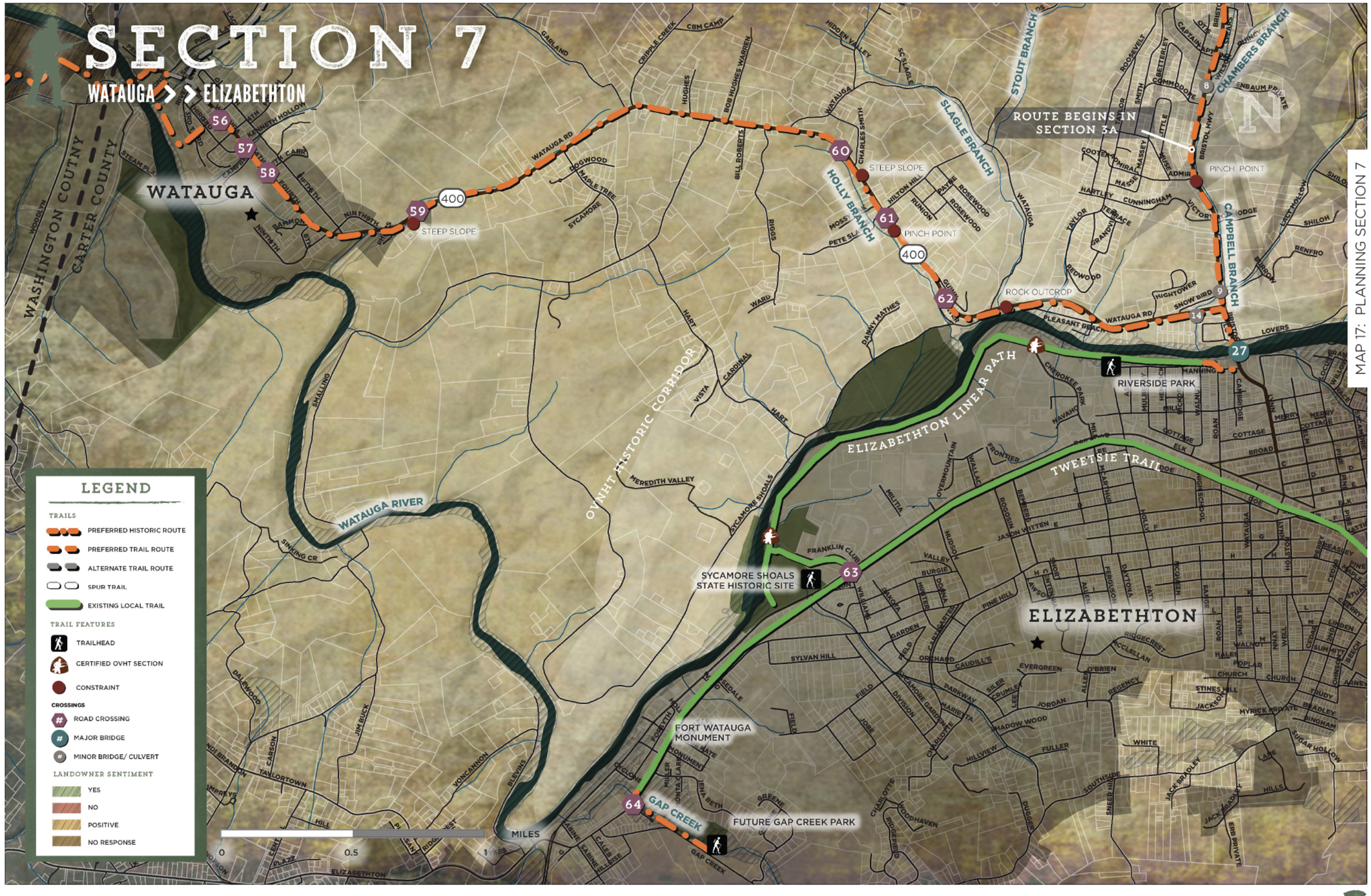
One minor bridge (#14) will be necessary to cross Campbell Branch Creek as the preferred-historic route approaches Bristol Highway.

Major bridge #27 utilizes the existing sidewalk on the west side of the Bristol Highway bridge over the Watauga River. The sidewalk can be expanded into a 10ft. wide multi-use concrete sidepath to accomodate both pedestrians and cyclists.

The route crosses Watauga Road seven times (#56 - #62) to avoid pinch points caused by development, steep slopes, and rock outcrops within the right-of-way.

An existing signalized crosswalk (#63) provides trail users with a safe way to cross Elk Avenue to the Tweetsie Trail. A similar treatment should be provided at crossing #64 across G Street.

PHOTO: (04) The route utilizes the wide right-of-way of Watauga Road. (05) Elizabethton Linear Path at Riverside Park is a certified segment of the OVNHT.



MAP 17: PLANNING SECTION 7

EXHIBIT 15: BRISTOL HIGHWAY BRIDGE SIDEPATH



BRISTOL HIGHWAY BRIDGE SIDEPATH

EXISTING



The Bristol Highway (US 19E Scenic) bridge provides an ideal location for the trail to cross the Watauga River to Elizabethton. The bridge has ample deck width to expand the sidewalk on the west side to a 10ft. multi-use path while maintaining five vehicular lanes and the sidewalk on the east side of the bridge.



EXHIBIT 16: SYCAMORE SHOALS AND FORT WATAUGA

SYCAMORE SHOALS AND FORT WATAUGA

QUICK FACTS:

Location: Elizabethton, TN

Established: 1976

Acres: 85

Number of Certified Miles: 1

Sycamore Shoals State Historic Park is an OVNHT-certified site located on the south bank of the Watauga River. in Elizabethton. The state park memorializes several significant events that took place in the late 18th century including the mustering and crossing of the Watauga River by the Overmountain Men on September 25, 1780. The park features a life-size reconstruction of Fort Watauga which provided protection for the first independent settlement outside of the thirteen colonies. Today, Sycamore Shoals features 2.25 miles of walking trails including one mile that is certified OVNHT. The park visitor center includes an interpretive museum with audio history of Fort Watauga and the Overmountain Men.



CHAPTER 5

IMPLEMENTATION

CONSTRUCTION OF THE OVNHT FROM ABINGDON TO ELIZABETHTON WILL BE NO SMALL TASK. BUT WITH TIME, PERSEVERANCE, AND A LITTLE LUCK, THERE IS NO DOUBT THAT A DESTINATION-QUALITY TRAIL IS WITHIN GRASP.

This chapter summarizes details regarding each Planning Section and establishes responsibilities and priorities for trail implementation.

IN THIS CHAPTER

A. Implementation by Section and Responsibilities
B. Priority Implementation Areas and Responsibilities
C. Implementation Focus Areas Map
D. Trail Support Spectrum

IMPLEMENTATION

IMPLEMENTATION PRIORITIES BY PLANNING SECTION

The table below provides fundamental implementation information associated with each planning section. Key Challenges include a summary of the most difficult barriers for realizing each trail section. Many of these barriers include costly features or note the need to acquire trail easements from private landowners. Most importantly, this table identifies Implementing Agencies for each planning section.



Section	Distance	Key Challenges	Estimated Budget	Implementing Agencies
SECTION 1- Abingdon to Observation Knob	14.5	I-81 underpass (#1); Securing landowner trail easements	$4,723,486	Town of Abingdon; Washington County, VA; Sullivan County; Rocky Mount Chapter OVTA
SECTION 2- Observation Knob to Tailwater	13.0	Hwy. 421 crossing (#9 or #10); Major bridges #12 and #13	$2,986,760	Sullivan County; Rocky Mount Chapter OVTA; TVA; U.S. Forest Service
SECTION 3A- Tailwater to Elizabethon (Cherokee National Forest)	26.0	Multiple crossings of Keenburg Road (#16, #17, #18)	$2,021,678	Rocky Mount Chapter OVTA; TVA; U.S. Forest Service; Carter County
SECTION 3B- Tailwater to Sullivan East Schools	10.5	Multiple crossings of Hickory Tree Road (#22, #23, #24, #25, #26); Weaver Pike Crossing #30;	$4,605,836	Sullivan County; Rocky Mount Chapter OVTA
SECTION 4- Sullivan East Schools to Bluff City	4.0	Securing landowner trail easements; Road and Rail Crossings #36 and #37; Silver Grove Road crossing (#39)	$1,182,320	Sullivan County; Rocky Mount Chapter OVTA
SECTION 5- Bluff City to Piney Flats	8.5	Securing landowner trail easements; Hwy. 19E underpass (#45)	$4,120,500	Bluff City, Sullivan County; Rocky Mount Chapter OVTA
SECTION 6- Piney Flats to Watauga	7.5	Securing landowner trail easements; Watauga River Bridges (#22 and #23)	$5,050,620	Rocky Mount Chapter OVTA; Sullivan County; Washington County, TN; Johnson City; Watauga
SECTION 7- Watauga to Elizabethton	9.0	Watauga Road crossings (#59, #60, #61, #62); G Street Crossing (#64)	$3,771,130	Watauga; Carter County; Elizabethton; Rocky Mount Chapter OVTA

EXHIBIT 17: PLANNING SECTION IMPLEMENTATION MATRIX

IMPLEMENTATION PRIORITIES BY AGENCY

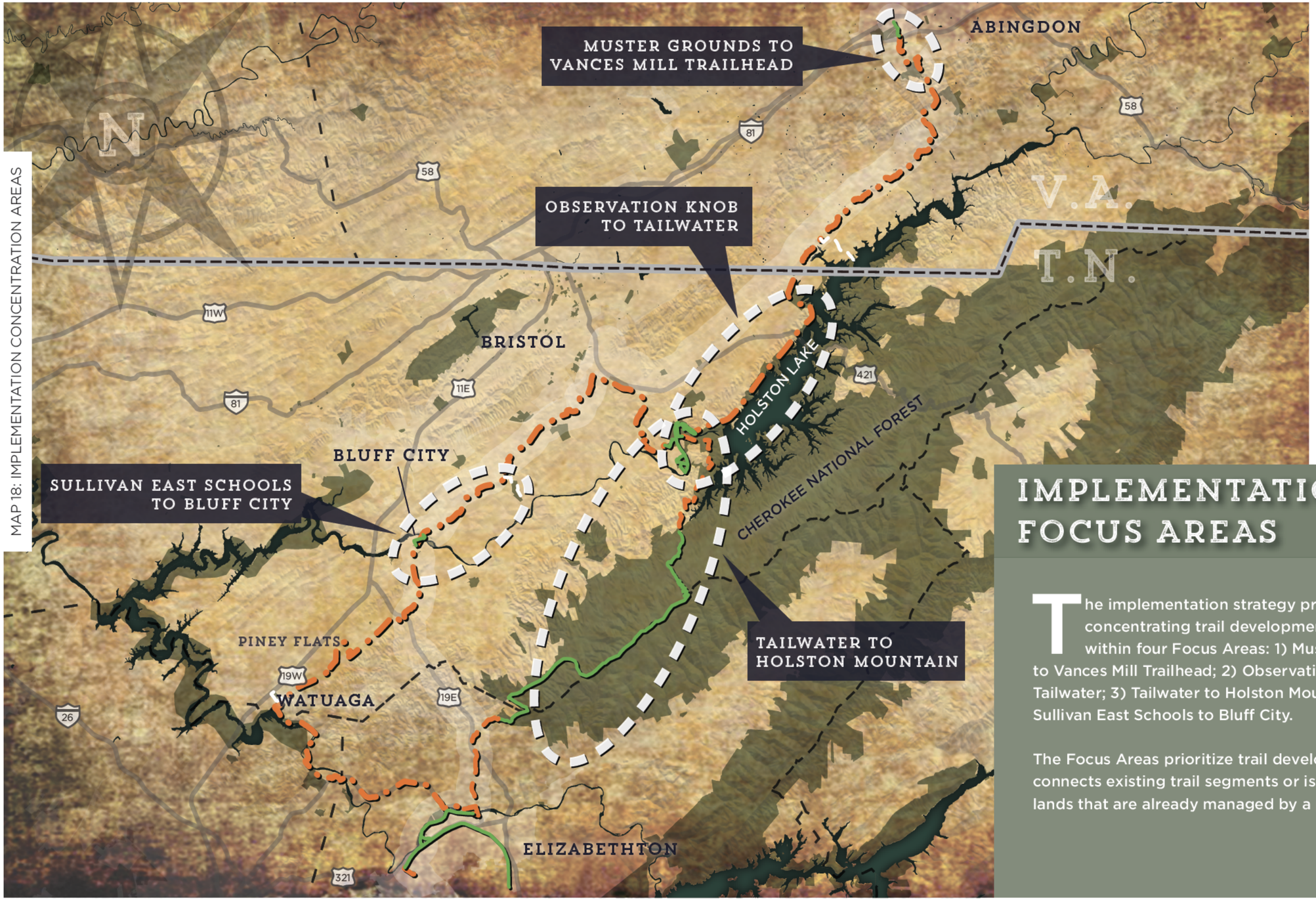
The Rocky Mount Chapter of the OVTA and each local government entity must work in tandem to successfully realize the complete OVNHT. Trail implementation does not have to occur in a specific, linear order according to each planning section. In fact, the priority areas for implementation are merely suggestions and are in no way intended to limit creativity or work in "lower" priority areas. Trail implementation is an art and requires the acumen to recognize and seize opportunities, whether related to funding, landowner willingness, or politics.

The table below supports an implementation strategy that prioritizes trail development in locations that are already controlled and managed by a public agency or local government. The priorities listed in the table represent locations where trail development and improvements to public space are most feasible and can stand alone until connectivity is achieved over time. Furthermore, the Implementation Focus Areas Map (next page) illustrates recommended trail development focus areas within the broader context of the study corridor.

Implementing Agency	Priority One	Priority Two
Town of Abingdon	**Section 1:** I-81 underpass and trail extension	**Section 1: Vances Mill Trailhead and restored access to OVNHT at Wolf Creek WWTP**
Washington County, VA	**Section 1:** Secure easements from I-81 to Vances Mill Trailhead	**Section 1:** Restore OVNHT on historic road bed adjacent to Green Spring Road
Sullivan County	**Section 4:** Establish trailhead and connector trail between at Sullivan East Middle & High Schools	**Section 2:** Improvements to Observation Knob Park
Town of Bluff City	**Section 5:** Expand Choates Ford Walking Trail to multi-use path	**Section 5:** Establish Carter St. Trailhead at Bluff City Middle School
Town of Watauga	**Section 6:** Multi-use path connection from Wagner River Access to the town center	**Section 6: Town sidepath on Watauga Road**
Carter County	**Section 7:** Watauga Rd. sidepath from Watauga to Bristol Hwy. bridge	**Section 7:** Work with DOT to expand sidewalk on Bristol Highway bridge to multi-use path
City of Elizabethton	**Section 7:** Extend Elizabethton Linear Path east to Manning St. to connect to Bristol Highway sidewalk	**Section 7:** G Street signalized crossing and multi-use path connection to Gap Creek Park

EXHIBIT 18: AGENCY IMPLEMENTATION MATRIX

MAP 18: IMPLEMENTATION CONCENTRATION AREAS



IMPLEMENTATION FOCUS AREAS

The implementation strategy promotes concentrating trail development efforts within four Focus Areas: 1) Muster Grounds to Vances Mill Trailhead; 2) Observation Knob to Tailwater; 3) Tailwater to Holston Mountain and; 4) Sullivan East Schools to Bluff City.

The Focus Areas prioritize trail development that connects existing trail segments or is located on lands that are already managed by a public entity.

TRAIL SUPPORT SPECTRUM

Creating a destination-quality trail system requires a significant commitment from local governments, including staff time, the holding of land and trail easements, and the dedication of local funding.

Each local government must evaluate the OVNHT in relationship to other commitments. However, a trail of this magnitude should be recognized as an economic development initiative that will provide a return on investment. Furthermore, each jurisdiction must not merely spend local funds, but instead must leverage their funds to obtain support from grant agencies sympathetic to the creation of trails and the OVNHT. This particular section of the OVNHT enjoys support from many partners. Working together, local trail organizations and governments can have a far greater influence in convincing funding agencies of the merits of the trail, than when acting alone.

The "Trail Support Spectrum" illustrates the steps local governments can take to support trail development in their jurisdictions.



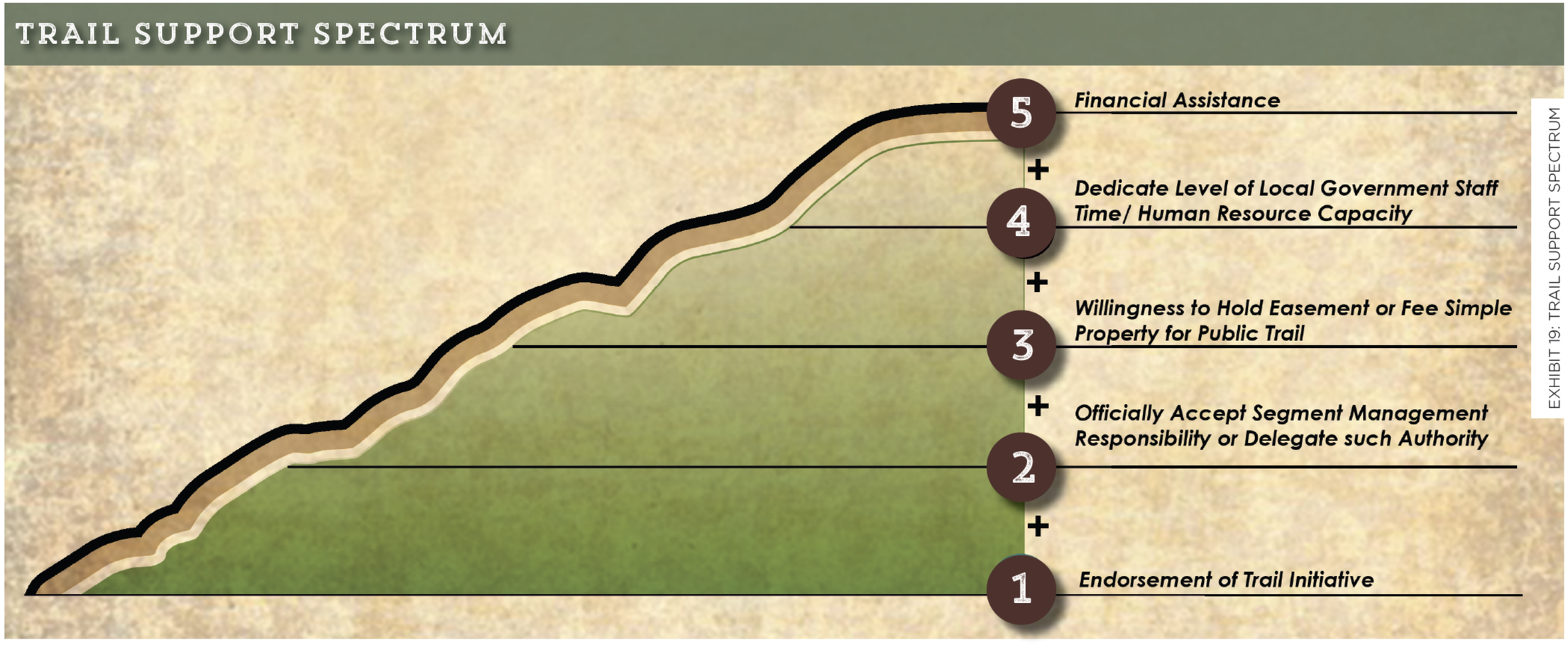


EXHIBIT 19: TRAIL SUPPORT SPECTRUM



APPENDIX

(A1) BUDGET

SECTION 1- Abingdon to Observation Knob	Units (LF)	Unit Cost	Total Cost
Typical Greenway	9513	$90	$ 856,170.00
DOT Sidepath	8410	$120	$ 1,009,200.00
Dual Use Path	2544	$60	$ 152,640.00
Natural Surface	53246	$6	$ 319,476.00
Minor Bridge/Culvert (#1, #2, #3, #4)	4	$45,000	$ 180,000.00
Major Bridge (#1 - #10)	10	$90,000	$ 900,000.00
Road Crossing: Surface (#2 - #8)	7	$8,000	$ 56,000.00
Road Crossing: I-81 Underpass (#1)	1	$1,250,000	$ 1,250,000.00
		Total Section Cost	**$ 4,723,486.00**
SECTION 2- Observation Knob to Tailwater	Units	Unit Cost	Total Cost
DOT Sidepath	1200	$120	$ 144,000.00
Dual Use Path	35046	$60	$ 2,102,760.00
Natural Surface	43000	$6	$ 258,000.00
Minor Bridge/Culvert (#5, #6)	2	$45,000	$ 90,000.00
Major Bridges (#11, #12, #13, #14)	4	$90,000	$ 360,000.00
Road Crossing: Surface (#9, #10, #11, #12)	4	$8,000	$ 32,000.00
		Total Section Cost	**$ 2,986,760.00**
SECTION 3A- Tailwater to Elizabethton: Cherokee National Forest	Units	Unit Cost	Total Cost
DOT Sidepath	13300	$120	$ 1,596,000.00
Natural Surface	39113	$6	$ 234,678.00
Minor Bridge/ Culvert (#7, #8, #9)	3	$45,000	$ 135,000.00
Road Crossings: Surface (#13 - #19)	7	$8,000	$ 56,000.00
		Total Section Cost	**$ 2,021,678.00**
SECTION 3B- Tailwater to Sullivan East Schools	Units	Unit Cost	Total Cost
DOT Sidepath	31633	$120	$ 3,795,960.00
Dual Use Path	7279	$60	$ 436,740.00
Natural Surface	10856	$6	$ 65,136.00
Minor Bridge/ Culvert (#10. #11)	2	$45,000	$ 90,000.00
Major Bridge (#15)	1	$90,000	$ 90,000.00
Road Crossings: Surface (#20 - #35)	16	$8,000	$ 128,000.00
		Total Section Cost	**$ 4,605,836.00**

SECTION 4- Sullivan East Schools to Bluff City	Units	Unit Cost	Total Cost
Dual Use Path	18422	$60	$ 1,105,320.00
Minor Bridge/ Culvert (#12)	1	$45,000	$ 45,000.00
Road Crossings: Surface (#37, #37, #38, #39)	4	$8,000	$ 32,000.00
		Total Section Cost	**$ 1,182,320.00**
SECTION 5- Bluff City to Piney Flats	Units	Unit Cost	Total Cost
Typical Greenway	15986	$90	$ 1,438,740.00
DOT Sidepath	9279	$120	$ 1,113,480.00
Dual Use Sidepath	3858	$60	$ 231,480.00
Town Sidepath	6320	$90	$ 568,800.00
Major Bridges: (#16, #17, #18)	2	$90,000	$ 180,000.00
Road Crossings: Surface (#40 - #44; and #46 - #49)	11	$8,000	$ 88,000.00
Road Crossings: 19E Underpass (#45)	1	$500,000	$ 500,000.00
		Total Section Cost	**$ 4,120,500.00**
SECTION 6- Piney Flats to Watauga	Units	Unit Cost	Total Cost
Typical Greenway	9838	$90	$ 885,420.00
DOT Sidepath	15225	$120	$ 1,827,000.00
Town Sidepath	1400	$90	$ 126,000.00
Boardwalk	9328	$150	$ 1,399,200.00
Minor Bridge/ Culvert (#13)	1	$45,000	$ 45,000.00
Major Bridge: (#19-#26)	8	$90,000	$ 720,000.00
Road Crossings: Surface (#50 - #55)	6	$8,000	$ 48,000.00
		Total Section Cost	**$ 5,050,620.00**
SECTION 7- Watauga to Elizabethton	Units	Unit Cost	Total Cost
Typical Greenway	1551	$90	$ 139,590.00
DOT Sidepath	28252	$120	$ 3,390,240.00
Town Sidepath	1470	$90	$ 132,300.00
Minor Bridge/ Culvert (#14)	1	$45,000	$ 45,000.00
Road Crossings: Surface #56 - #62, #64 (#63 is existing signalized crossing)	8	$8,000	$ 64,000.00
		Total Section Cost	**$ 3,771,130.00**
		Total	$ 28,960,390.00

* Includes all Preferred Routes
* Does not include land acquisition, engineering, or design
* Does not include existing trails
* Final trail type will depend on specific environmental conditions and whether trail is located within public ROW or within a private trail easement.

(A2) LANDOWNER INVITATION

You're invited to a landowner workshop for the
Overmountain Victory National Historic Trail

The Rocky Mount Chapter of the Overmountain Victory Trail Association has partnered with the National Park Service and local government leaders to explore the opportunity to create a public walking and biking trail that will connect Abingdon, Bluff City, Sycamore Shoals State Historic Site, and Elizabethton.

The trail will celebrate the march of the Overmountain Men who won a major Revolutionary War battle in 1780 at Kings Mountain, South Carolina. This patriot victory is considered a turning point in the war that resulted in American independence. The trail will help preserve this history.

The project planning team has been working to identify areas where the trail would be feasible. A broad study area, as shown on the enclosed map, was evaluated for potential routes. After months of analysis, your property has been identified as being located within or near the historic Overmountain corridor where the trail could potentially be constructed. Without the voluntary willingness of landowners, the trail route will either be relocated or not constructed.

Please visit the project website, **www.OVTplan.com,** to learn more and view the project video.

You are invited to discuss this project with representatives from the National Park Service and trail planners during one of two special landowner-only meetings:

May 7th at 6pm
Sullivan East High School Auditorium (The Little Theater)
4180 Weaver Pike, Bluff City, TN 37618

May 10th at 6pm
Washington County, Va Board Auditorium
1 Government Center Place, Abingdon, VA 24210

If you plan to attend the meeting, please RSVP to the Project Manager via email or phone using the contact information below.

If you cannot attend, please contact the Project Manager listed below to discuss the project and your potential interest in providing for the trail on your property.

PROJECT MANAGER CONTACT:

Taylor Gupton, Senior Planner, *Destination by Design* | taylor@dbdplanning.com | 828.386.1866 | www.DbDplanning.com

(A3) LANDOWNER INTEREST SURVEY

Landowner Interest Survey

Name_____

Address _____

_____

Phone Number _____

Email _____

Parcel Number(s) on Map_____

Please share your level of interest for providing for the public trail. (check below)

O Not interested at this time

O Somewhat interested and welcome further discussions

O Very interested

(A4) FUNDING SOURCES

VIRGINIA

Partnership Funding Agency	Active Living/ Built-Environment Implications	Maximum Amount	Matching Funds Required	Deadlines
BUILD	Construction provided all easements are secure.	N/A (min. $1 million)	$0 (for designated rural areas)	May (typical)
Land and Water Conservation Fund (dcr.virginia.gov/recreational-planning/grants)	Land acquisitions and recreation development. Must be adjacent to existing LWCF land.	$400,000.00	50%	May 26th
Urban Community Forestry Assistance Program (dof.virginia.gov/financing/grants)	combines trail and urban forestry initiatives	typically $5,000 - $10,000	50%	May
Virginia Recreational Trails Program (dcr.virginia.gov/recreational-planning/grants)	All types of parks, trails and recreation facilities	$300,000.00	20%	July 21st
People for Bikes Foundation	Trails and Greenways	$10,000.00	20%	May 24th
Transportation Alternatives Program (previously the TE program) (dcr.virginia.gov/recreational-planning/gifunds)	Bike and Pedestrian Projects- both engineering and construction	$800,000.00	20%	Nov 1st
International Mountain Biking Association (imba.com/resources/grants)	Maintain and improve the sustainability of local trails and MTB community	approximately $10,000		August 30th

TENNESSEE

Partnership Funding Agency	Active Living/ Built-Environment Implications	Maximum Amount	Matching Funds Required	Deadlines
BUILD	Construction provided all easements are secure.	N/A (min. $1 million)	$0 (for designated rural areas)	May (typical)
Land and Water Conservation Fund (tn.gov/environment)	Land acquisitions and recreation development. Must be adjacent to existing LWCF land.	N/A	50%	April 22nd
Recreational Trails Program (tn.gov/environment)	All types of trails and greenways	$200,000.00	20%	April 22nd
Local Parks and Recreation Fund (tn.gov/environment)	All types of parks trails and recreation facilities	$500,000.00	50%	April 22nd
People for Bikes Foundation	Trails and Greenways	$10,000.00	20%	May 24th
TDOT Transportation Alternatives Program (tn.gov/tdot)	Bike and Pedestrian Projects- both engineering and construction	N/A ($350,000 on average)	20%	Oct 3rd
International Mountain Biking Association (imba.com/resources/grants)	Maintain and improve the sustainability of local trails and MTB community	approximately $10,000		August 30th

keep the story alive