


FY27 CIP SUBMISSION

REVISED		<u>Tyndall's Point Park To GPB Connector</u>				<u>Date:</u> 10/6/2025		
Describe revision, if applicable		Modifies Timeline				Year of First Submittal: 2025		
Project Overview:		This project funds construction of a new trail at Tyndall's Point Park that will connect to Gloucester Point Beach, improving public access and linking two major recreational destinations. The total project cost is estimated at \$3 million, with an anticipated grant award of up to \$2.5 million and a 20% County match of \$500,000. This trail will serve as a signature feature of the Gloucester Point Gateway Improvements and a key highlight of the Virginia 250th Commemoration.						
Requesting Department		Park Operations		Est. Useful Life		+30 Years		
Location (address)		1376 Vernon Street Gloucester Point, VA 23062		Start Year		2029		
Magisterial District		Gloucester Point		Est. Completion Year		2029		
Annual Recurring Cost		+\$1,001 to +\$10,000		Category		Construction of New Facilities		
Number of Residents Served		ALL		Primary Board Priority		Natural and Recreational Resources		
Expenditure Description		Total Project Request	5-Year CIP					
			Budget Year	Planning Years				Beyond 5 Years
			FY2027	FY2028	FY2029	FY2030	FY2031	FYI only
Land Acquisition		\$ -						
A&E		100,000			100,000			
Construction		2,900,000			2,900,000			
Equipment		-						
Other		-						
Total Proposed Capital Costs		\$ 3,000,000	\$ -	\$ -	\$ 3,000,000	\$ -	\$ -	
Source of Funding		Total Funding	FY 2027	FY2028	FY2029	FY2030	FY2031	Beyond 5 Years
Grant		\$ 2,400,000			\$ 2,400,000			
Donations		-						
Fund Balance-Committed		-						
County Funds		600,000			600,000			
Total Capital Funding		\$ 3,000,000	\$ -	\$ -	\$ 3,000,000	\$ -	\$ -	
			Describe Funding Sources (If Not County Funds)	Potential TAP (Transportation Alternatives Program) Grant through VDOT that will fund up to 2.M for this project. This grant requires a 20% county match.				
			Describe Annual Recurring Costs	Minor trail maintenance will be needed to maintain this trail (cleaning debris, power washing, etc.)				

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Project Element	Total Project Request	5-Year CIP					
		Budget Year	Planning Years				Beyond 5 Years
		FY2027	FY2028	FY2029	FY2030	FY2031	FYI only
A&E	\$ 100,000			\$100,000			
Trail Construction	\$ 2,900,000			\$2,900,000			
	-						
	-						
	-						
	-						
	-						
	-						
	-						
	-						
	-						
	-						
Total Proposed Capital Costs	\$ 3,000,000	\$ -	\$ -	\$ 3,000,000	\$ -	\$ -	\$ -

Describe project elements (if necessary)	
<u>Space below is available for any additional details not provided above:</u>	
<u>Project Alternative:</u>	
The trail could be redesigned to focus just on improvements within Tyndall’s Point Park, but without the connection to Gloucester Point Beach, the project would lose much of its benefit. The community would miss out on a safe, continuous route between two popular destinations and the added accessibility the full connection would provide.	

Starting Point A for path – sidewalk along Vernon Street with access to parking lot. Depending upon construction on adjacent private property, the sidewalk could be extended to Lafayette Heights Road. It may be possible to increase parking by adding spaces behind the building. Taking a *deeper dive* into park development/improvements, removing the building or remodeling/repurposing it should be considered.

Before designing the sidewalk, we should work with VDOT to see if once toll plaza isn't needed if the barrier wall can be moved to the east to make Vernon Street wider allowing for the sidewalk to be built off of park property. If that is possible in the future, it may be best to go with Starting Point C for the path.



Starting Point B for path – sidewalk along Vernon Street starting from small parking lot. The site would be less expensive because of shorter distance and users could continue on the sidewalk that is within the park to get to the main parking lot or walk along Vernon Street. The internal path is not handicapped accessible because of traversing the historic earthworks..



Starting Point C for path – edge of park. Possibly need a crosswalk and trail kiosk to understand where the trail starts.



Park Improvements – Utilities locations – how to work around? Consider removal of ornamental trees that block the view of the earthworks, adding a replica canon or other exhibits at the earthwork to make it more clear that the property is a fort. Work with VIMS to determine the impact that the new Marine Center will have on the viewshed from the fort





Another view showing that the earthwork that is nearly invisible due to the trees. There may be a way to have the mailboxes moved further down the road.

Yorktown Redoubt No. 10



Example of replica improvements to help visitors understand the historical use of the site.



Plan for use of former driveway which will significantly reduce expenses. Note that the space between the driveway and the bridge isn't wide enough for a trail without there being a safety issue. Gateway signage would make it more appealing to walk on the path and into an area that you can't see far ahead to where the path goes.



There are above and underground utilities adjacent to the driveway. The vegetation along the bridge could be enhanced, but as is, it provides natural protection and buffering. The bamboo on the right side could hopefully be removed or at least cut back and contained.



The adjacent lots to the right of the driveway are owned by VIMS. Depending on VIMS planned use of the property, the vegetation could be removed/trimmed to allow people in the fort to see the water. It's unknown if the area has been had any archeological testing. The lots could provide additional exhibit space.



Sketch of trail location. Elevation at the top of the hill is 33.3'. The driveway's cross slope is lower on the side farthest from the highway. The asphalt runs approximately 160' before turning towards the old house site. A raised boardwalk could start where the driveway turns. It's just above the cluster of utility poles. Depending

upon the use of switchbacks (which may not be needed) and final path location, the raised walkway would run for approximately 700'. A new connector sidewalk would probably be needed on the beach side to connect to existed and planned sidewalks within the park.



Green line indicates existing asphalt path. Purple line would be raised walkway. The path would go under the bridge.



The vegetation between the road/bridge and the driveway is thicker further down the driveway.



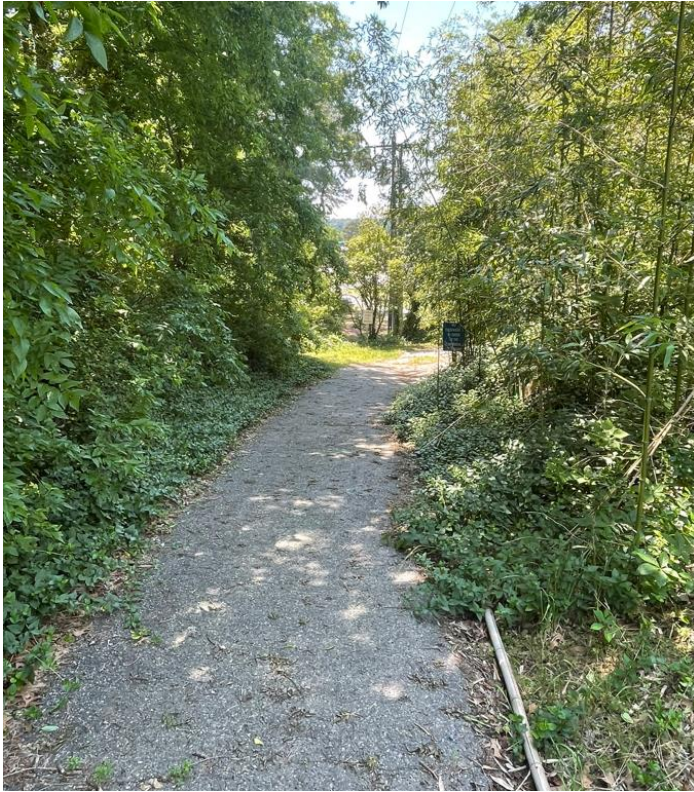
It's not clear whether an existing surface like this could be left as an inaccessible path (like the walkway in Yorktown is) or whether switchbacks could occur on the VIMS property to make it accessible. The switchbacks could provide spacing for additional interpretative signage.



Hampton Roads Sanitation District equipment The equipment is unattractive and with the vegetation around it, the water isn't visible, It's difficult to tell if more vegetation could be taken down which may provide nice views of the water. We need to understand the impact that would have on VIMS and the remaining homes.



The trail narrows around the HRSD equipment but is still hard surface



The trail has a very natural setting at times and the bridge isn't visible.



This is the limit of where I could get to without feeling I needed permission. This area is approaching the backs of the VIMS boat basin buildings

Red dot is powerline area in previous picture.

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FYI – Trail with switchbacks



Four Mile Trail in
Arlington VA









