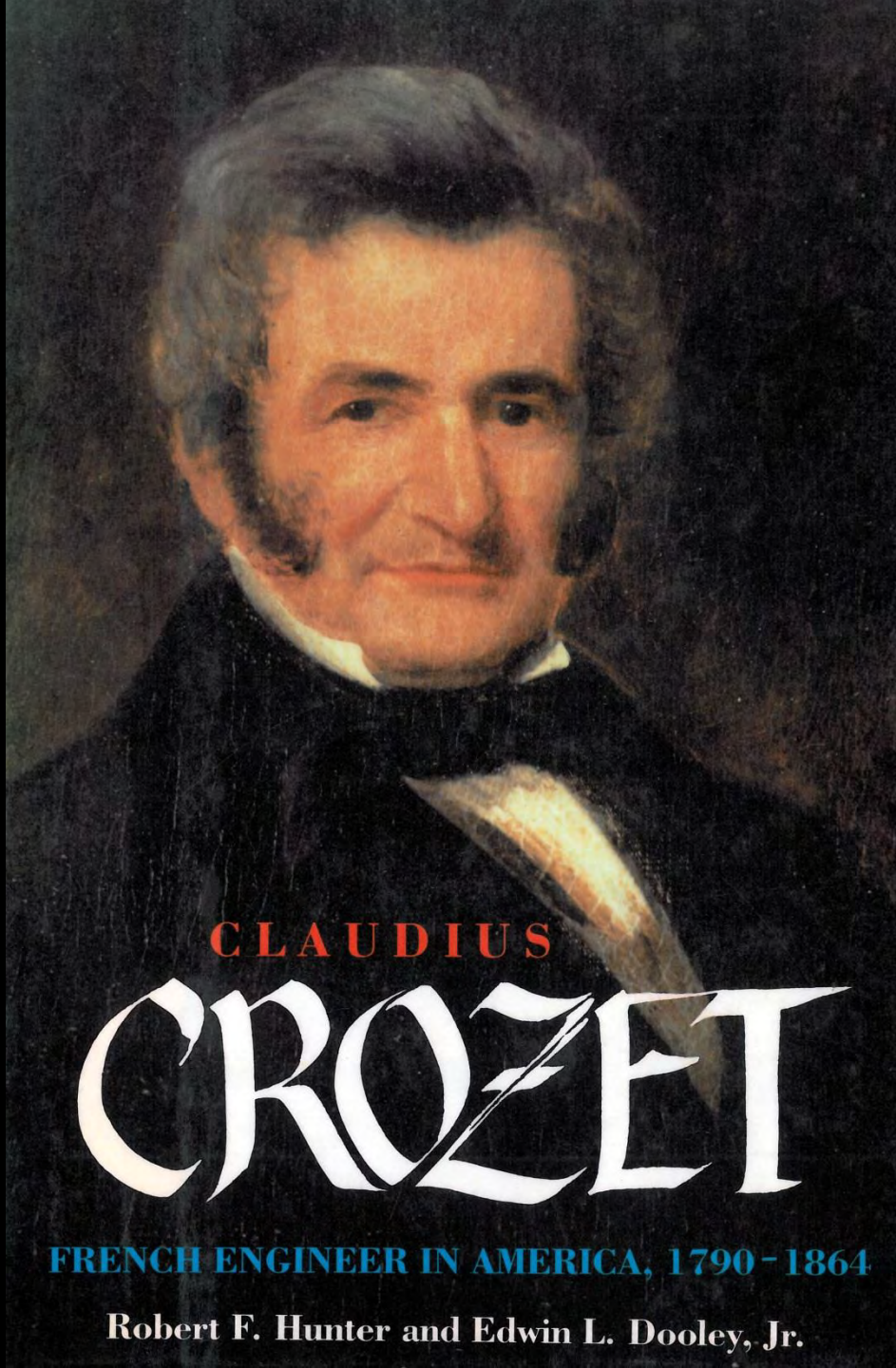




Laying Tracks... Forging the Crozet Tunnel Greenway

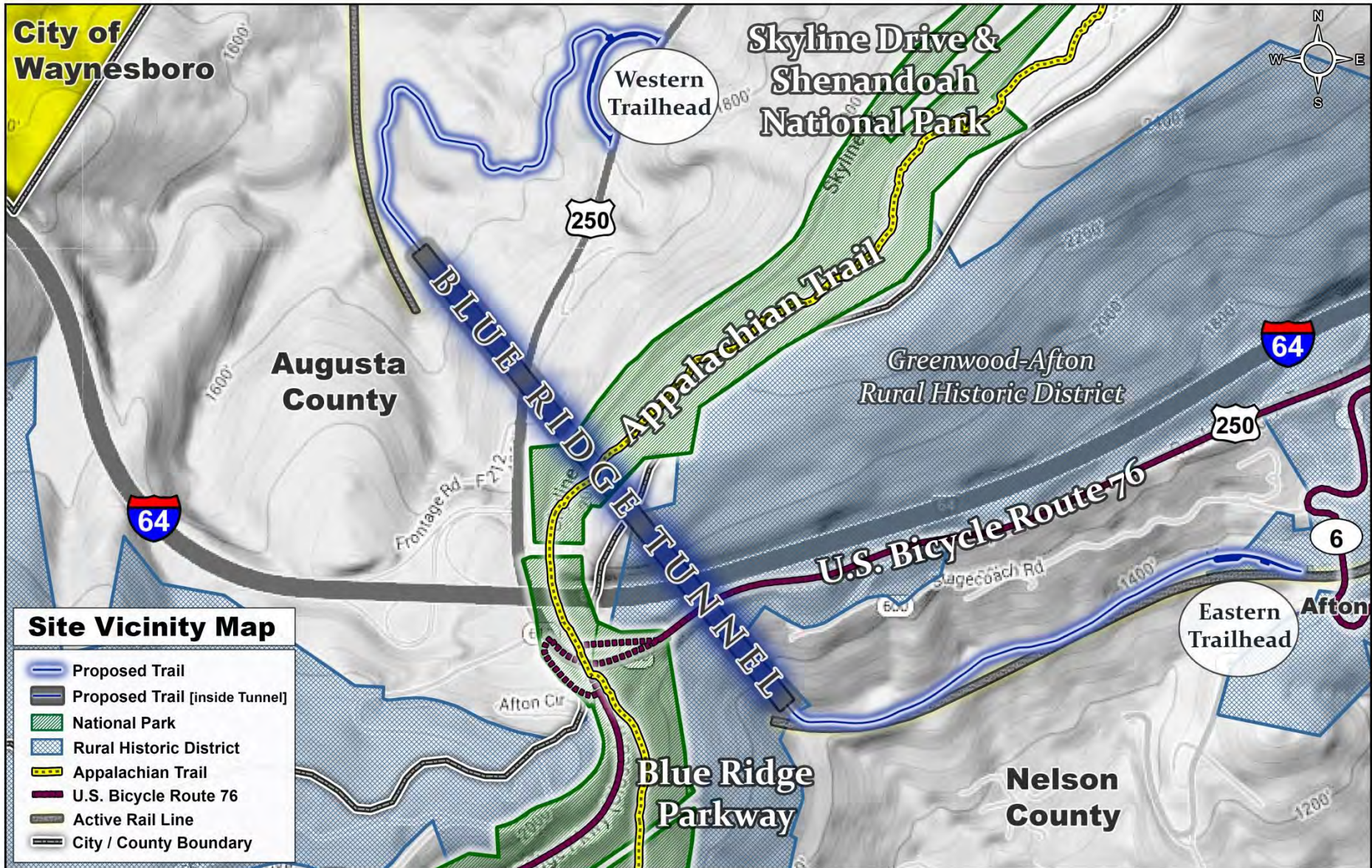
**Joint MPO Meeting
Waynesboro - September 27**

C. Dwayne Jones – Director – Waynesboro Parks & Recreation
President- Blue Ridge Tunnel Foundation



- Constructed between 1850 & 1858
\$488,000
- 4,275' long and was the longest tunnel in North America at that time
- Lies 700' below Scott Mountain-Rockfish Gap (before I-64)
- Built by hand - Irish immigrants & black slaves
- Adjacent rail line was opened in 1944
- 1950's bulkheads were installed to store natural gas
- Tunnel sold to Nelson County for \$1 in 2001 from CSX
- Opened in November 2020
- *\$5.75 million – all 3 phases*

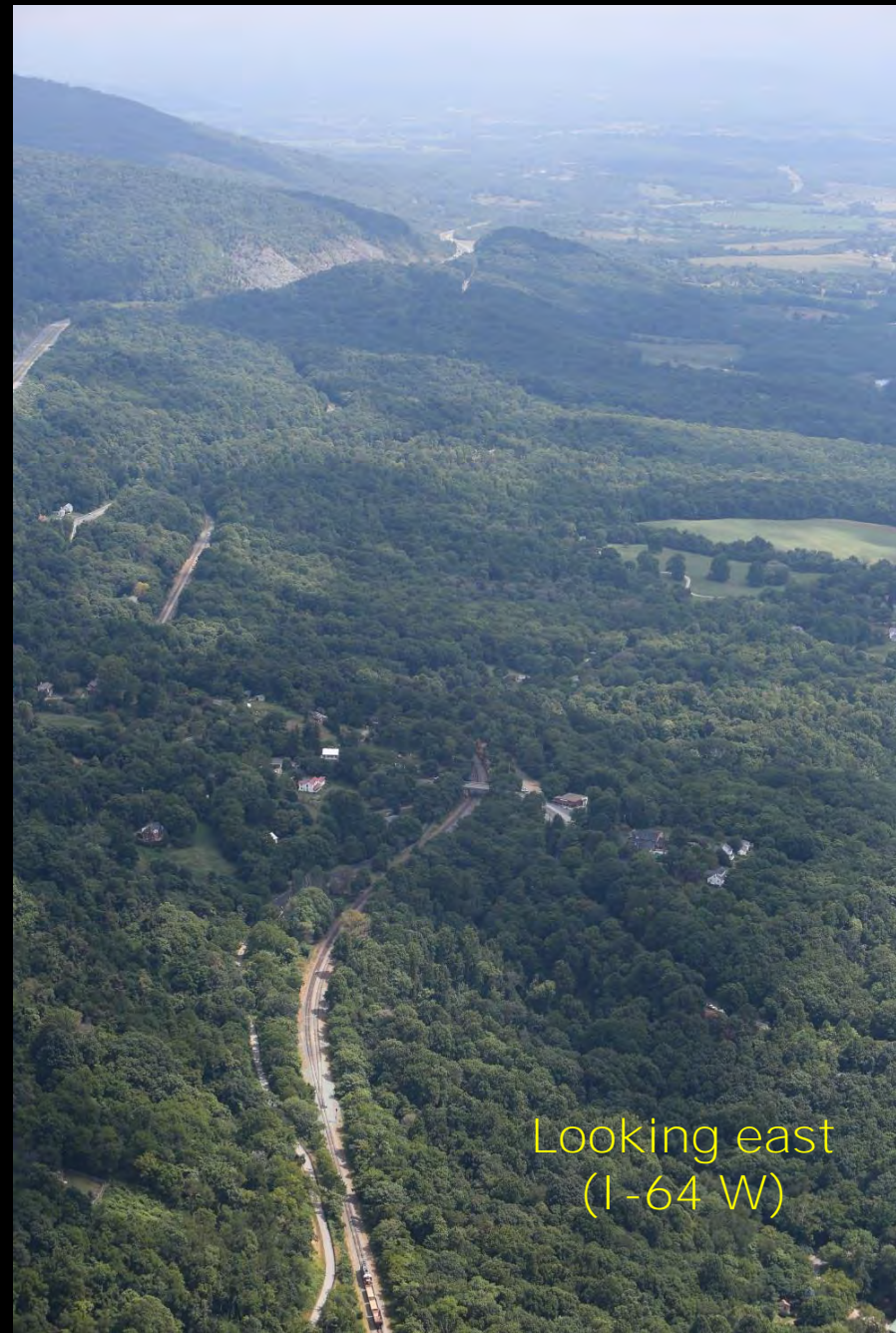
Special Location & Opportunity



East Portal looking west
(I-64 — Exit 99)
Afton | Nelson County



Looking east
(I-64 W)



East Portal (August 2013)

Afton | Nelson County



Phase I – Eastern trail, parking lot

Phase 1 - \$797,000



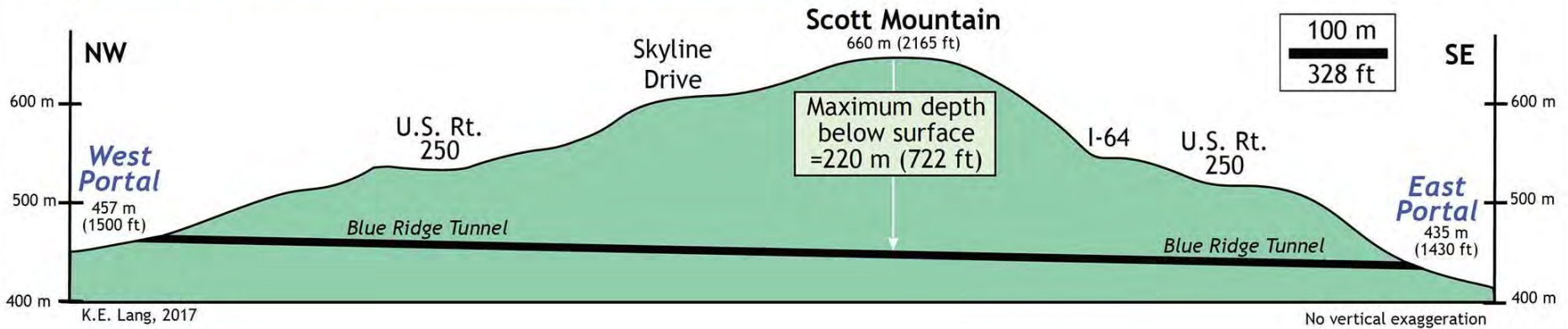
Phase I – access trail

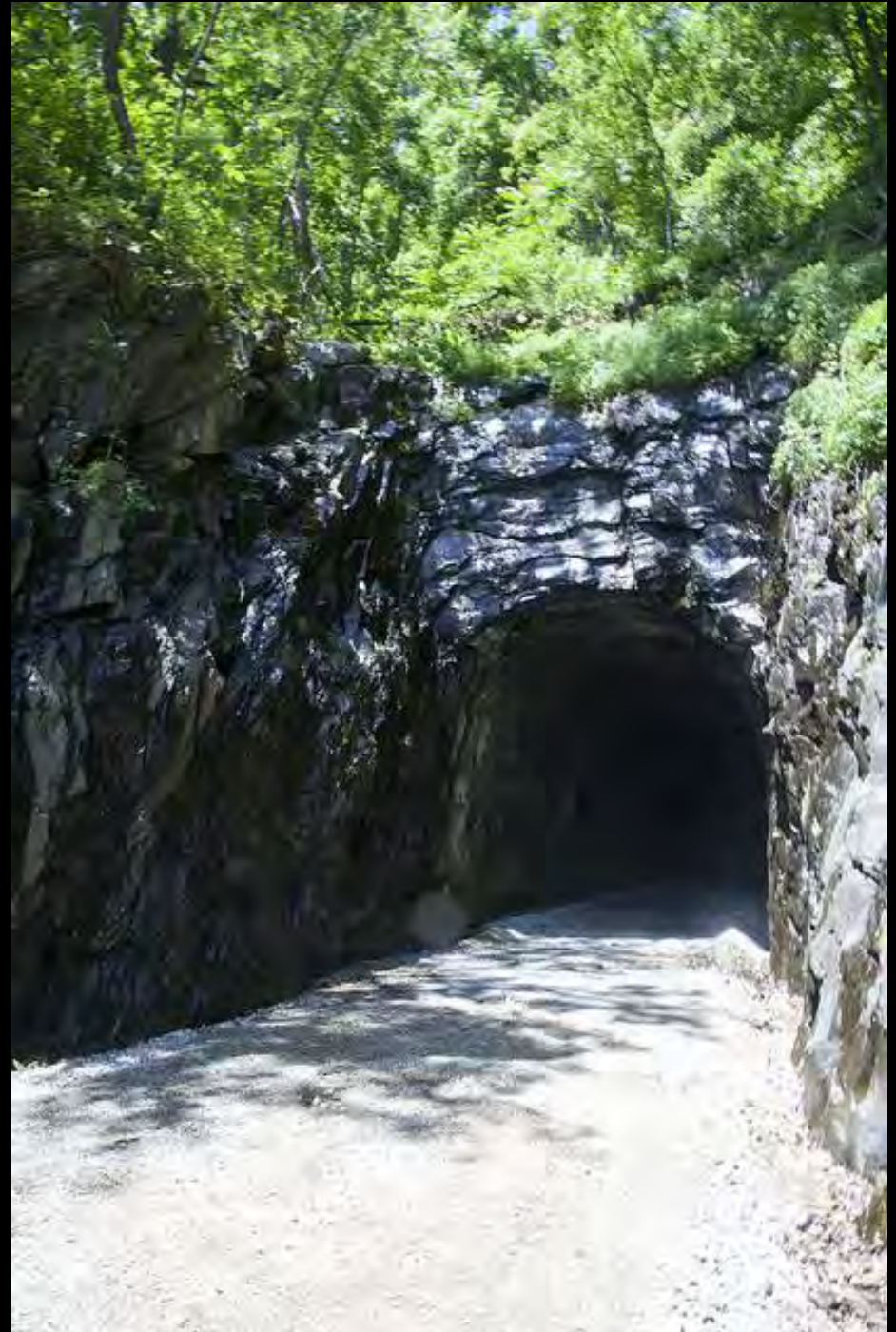






THE BLUE RIDGE TUNNEL





**Phase II – Bulkhead
removal, shotcrete,
tunnel trail surface
– completed
November 2019**

\$3.8 million



















Rentals



**Phase III
western portal brick
work, western
connector trail to
Rte. 250 trailhead**

\$1.2 million

**Began fall 2019
completed
late 2020**







WEST TRAILHEAD

The Blue Ridge Tunnel was constructed between 1849 and 1859 beneath Rockfish Gap in the Blue Ridge Mountains of central Virginia. The tunnel first opened in 1858 to allow rail access through Afton Mountain. It was designed by French-born engineer Charles Durrant, 30th in chief engineer. The 4,275-foot-long passage took nearly nine years to construct, employing mostly Irish immigrant laborers, and was the longest tunnel in North America at the time it was constructed. The tunnel was approximately 200 feet below the surface to avoid gaps in the 1944. The Chesapeake and Ohio Railway replaced the 86-year-old Blue Ridge Tunnel with an adjacent tunnel of slightly lower elevation that could accommodate larger locomotives.



In the 1950's, the Dixie Bottled Gas Corporation built massive concrete bulkheads in the tunnel with the intent to close gaps in the timber created between the bulkheads. The venture was unsuccessful. The bulkheads created a barrier for walking through the entire tunnel and were removed during Phase 1 of the Blue Ridge Tunnel Trail Project.

In 2001 Nelson County undertook the project that resulted in restoration of the historic tunnel, including plans for the tunnel to become an outdoor public trail. The County acquired the tunnel in 2007 from CSX Inc. and in 2013 purchased easements and land to complete the project's eastern trail in Nelson County and the western trail in Augusta County. The tunnel project was completed in three phases: eastern trail and parking lot, tunnel restoration and western trail and parking lot. Federal and state grant funding and local funding from Nelson County enabled the tunnel project to be completed and open to the public in 2020.

Nelson County was assisted by the following major partners: Virginia Department of Transportation, Commonwealth Transportation Board, City of Waynesboro, Woodport Inc, Fielder's Choice Enterprises Inc, Whitwell Group, Department of Conservation and Recreation, the Claudius Crozet Blue Ridge Tunnel Foundation.



BLUE RIDGE TUNNEL







CROZET FUNNEL
SEPTEMBER 23, 2020



Over 257,000
people have
visited the
tunnel since
opening in
November 2020





THE BLUE RIDGE TUNNEL

THE BLUE RIDGE RAILROAD

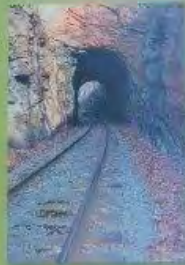
Chief engineer Claudius Crozet divided the Blue Ridge Railroad into sixteen construction sections, but not all at once. Section one was the Blue Ridge Tunnel and 1,000 feet beyond each portal. Sections two, three and four moved east from Newnan, Georgia to Abbeville, Georgia. Sections five included the still-operative Little Rock Tunnel and construction of massive embankments as high as thirty feet.

Continuing west, earth slides and rock cave-ins made the Brooksville Tunnel on section five the most dangerous to build of the railroad's four passages. Kelly's Cut, an open cut in the mountainside just east of Brooksville Tunnel, suffered from repeated slides. It was finished only seven months before the Blue Ridge Railroad opened for business. The Greenwood Tunnel on section six was the first passage completed. Finished in 1853, this was the end of the line for westbound passengers until the railroad fully opened five years later. Sections seven and eight ran through rolling farmland as the grade leveled out on the east side of Rockfish Gap. The line then joined section sixteen, passing through what is now the community of Crozet and ending at Madlum's Run Bridge—the eastern end of the Blue Ridge Railroad.



Named for Irish contractor John Kelly, Kelly's Cut was excavated from solid rock, it routinely filled with four to five feet of air water. His men wasted many hours shoring and refilling it away.

Sections nine through twelve proceeded from 1,000 feet beyond the west portal of the Blue Ridge Tunnel down to the South River Bridge in Waynesboro. The bridge marked the western end of the Blue Ridge Railroad. Though the Virginia Central Railroad built sections thirteen, fourteen and fifteen, the state partly financed them, and Claudius Crozet executed the construction contracts.



Little Rock Tunnel, 2016. Rather than an open cut, Claudius Crozet decided on a 100-foot-long passage through what he called a "dike of rock."



One-toe posts and blue ridge railroad tracks near the community of Crozet. Picked and designed rails, timber for malloj and cross ties made of lumber local residents with herbicide land attempted to gauge the state of Virginia by asking "exorbitant prices," according to Claudius Crozet, for their wood.



Map shows construction sections of the Blue Ridge Railroad.

The Blue Ridge Railroad was behind schedule in 1853 when directors of the Virginia Central decided to build a temporary track around the unfinished Brooksville and Blue Ridge Tunnels and Kelly's Cut. The track opened for passenger and light freight traffic in April 1854. An instant success, it reduced a trip across the Blue Ridge Mountains from days to hours. The temporary track was dismantled when the permanent line opened in April 1859.



Friend of the Blue Ridge Tunnel,

The Claudius Crozet Blue Ridge Tunnel Foundation has been delighted with the response generated by our appeal for Founding Supporters. In the coming months, you will receive reports covering all stages of the restoration, along with



Crozet's Corner...

This will be a recurring feature of the newsletter dedicated to the renaissance man from France. Did you know Claudius Crozet moved to Richmond in 1924? Clover Carroll's article, "[Claudius Crozet's Richmond Sojourn](#)" first appeared in the Crozet Gazette on December 8, 2011.

The Crozet Gazette has kindly given us permission to share [the article](#) with our supporters.



Stone seat wall with steps



Double restroom



Crushed stone plaza



Donor paver plaza with stone curb retaining wall



Picnic & event pavilion



Adirondack chairs



Picnic table



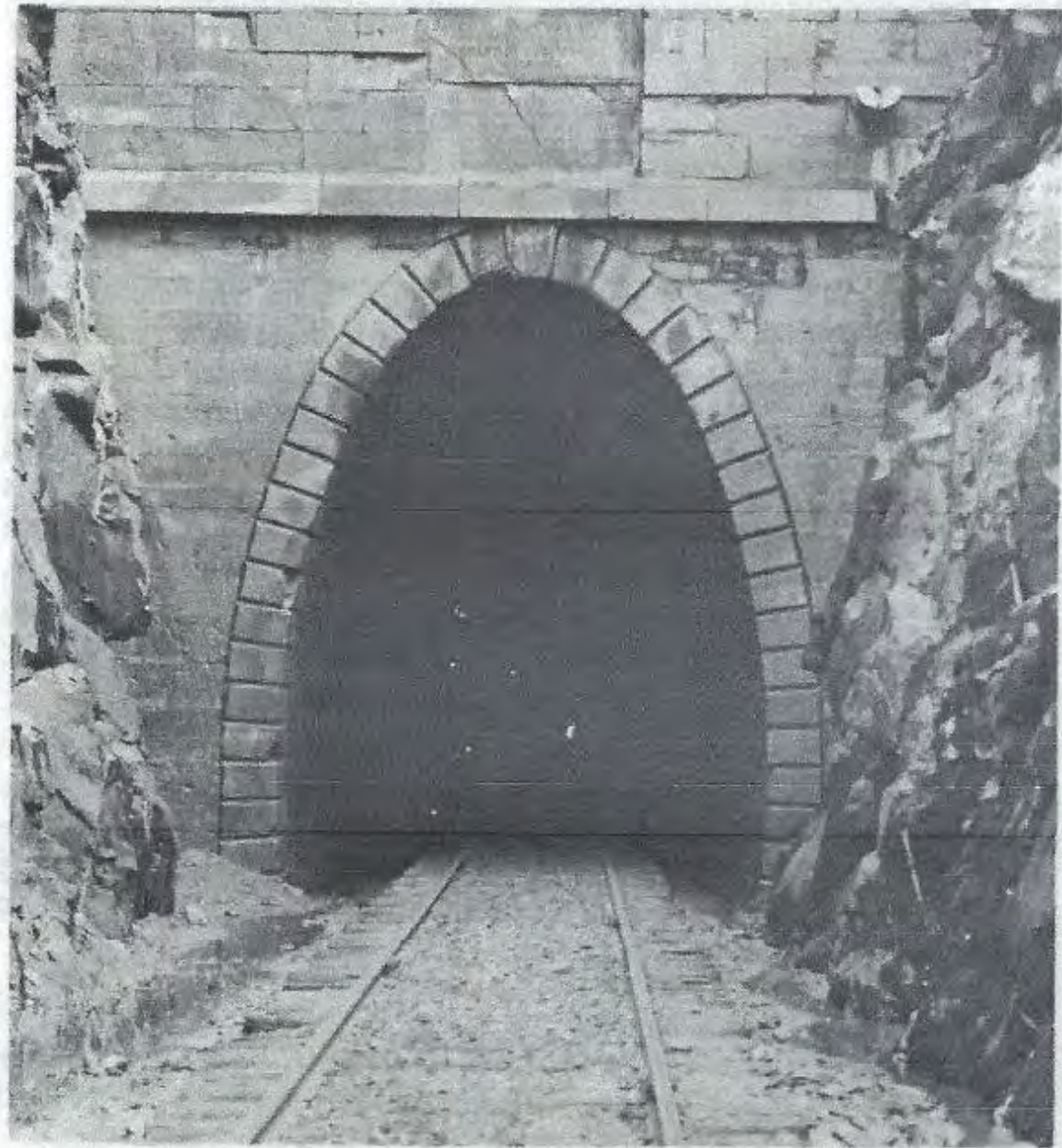
Blue Ridge Tunnel Eastern Trailhead and Parking

AFTON, VA

Concept Master Plan

MAY 2023





West portal of Claudius Crozet's Blue Ridge Tunnel. Date of this picture is unknown but it was probably taken around 1925 (photo by R. L. Hiserman— from collection of the author).





BLUE RIDGE TUNNEL WEST ENTRANCE PORTAL STONE

THIS WORK WAS CONSTRUCTED BY
THE COMMONWEALTH OF VIRGINIA
IT WAS COMMENCED A.D. 1850
UNDER THE DIRECTION OF THE
BOARD OF PUBLIC WORKS
PRESIDENT
JOHN B. FLOYD GOVERNOR

DIRECTORS
ROBERT BUTLER TREASURER
ROBERT JOHNSTON 1ST AUDITOR
JAMES BROWN J^R 2ND AUDITOR
STAFFORD E. BARRIER REC. LAND OFFICE
CLAUDIUS CROZET CHIEF ENGINEER
A.M. DUPUY ASSISTANT ENGINEER



What's next?

"If you build it, they will come."
-Field of Dreams (1989)



Trails Are **“Outdoor”**

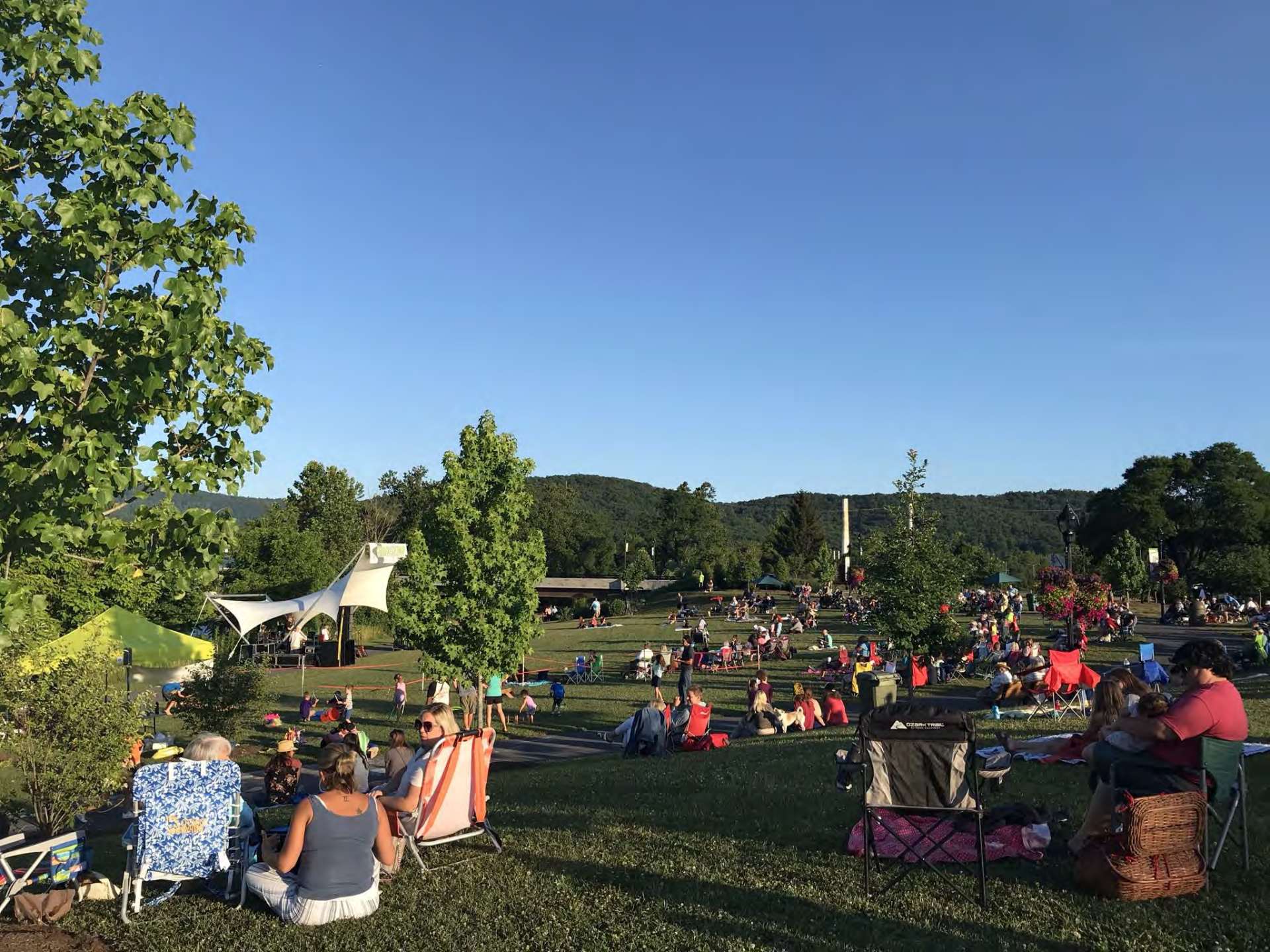
Economic Engines

VIRGINIA
IS FOR
OUTDOOR
LO♥ERS™





Waynesboro's South River Greenway





3. Develop plans to extend the city's trail system from Jones Hollow to the Crozet Tunnel.

Why It's Important

The uniqueness of the Crozet Tunnel - culturally, geographically, physically, historically – mean it is an economic development opportunity waiting to be tapped. When complete, residents and visitors will have significantly extended the city's connectivity to the Blue Ridge Mountains and to the economic opportunities that will accompany exploration of the area from both Nelson and Augusta counties.



Get Ahead





Sunset Park



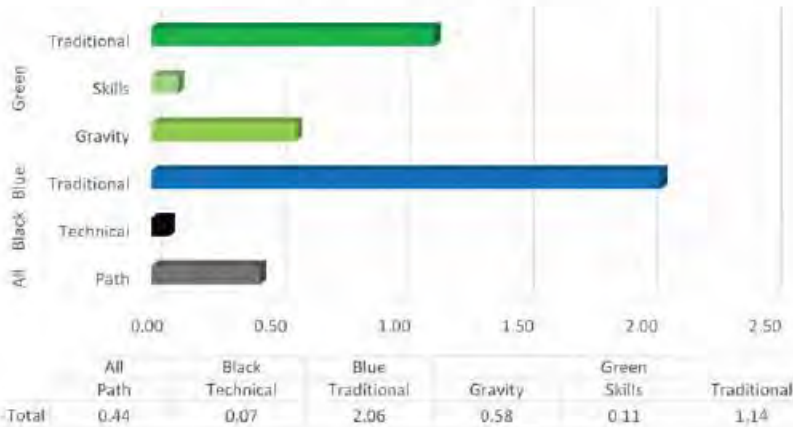


CONCEPT PLAN

This concept plan seeks to provide engaging activities for park visitors of all ages and ability levels. An initial site assessment was conducted on property with TS joining Waynesboro Parks and Recreation Department Staff to field verify key opportunities and constraints to gain an understanding of how the trail system will integrate with existing and planned park facilities.

During the spring, just over 4 miles of trail corridor was designed and flagged at Sunset Park. The trails types are a mix of gravel path, traditional cross country, bike optimized gravity, and skills trails. The following plan illustrates the planned trail design with a short narrative to describe each segment. Trail corridors were marked with blue, orange, or pink flagging. Intersections were marked with small, corrugated plastic signs that indicate the trail number and flagging color.

Trail Concept by Type



Crozet Tunnel

Jones Hollow
Reservoir



Sunset Park Hiking / Biking trails

Jones Hollow Reservoir – ½ mile from western portal of trail



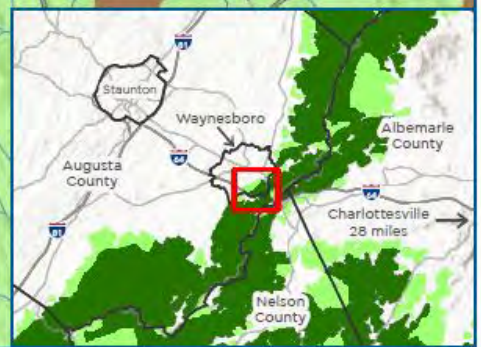
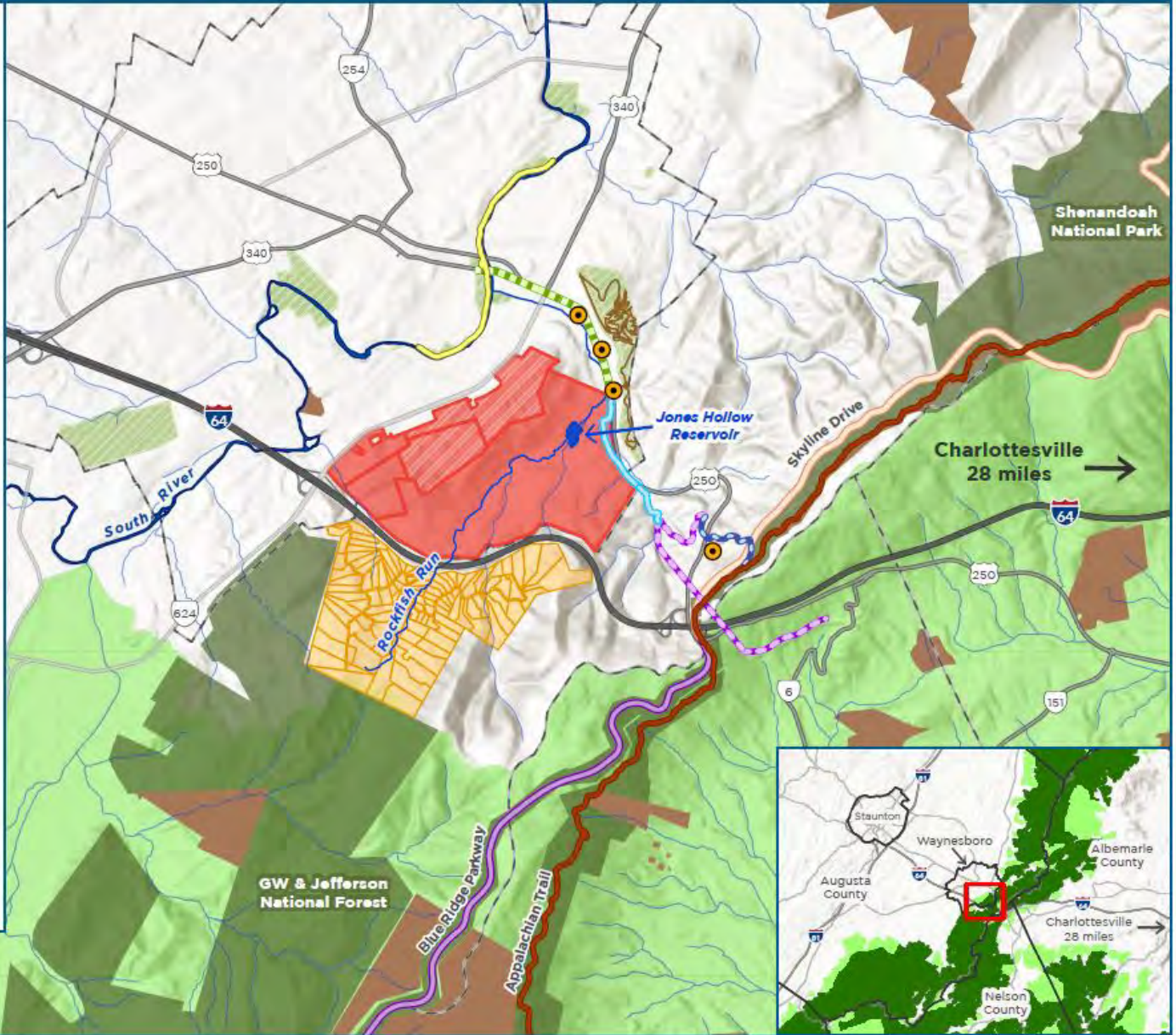
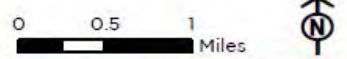


Jones Hollow State Park (FY25 Forest Legacy Project)



THE CONSERVATION FUND

- Jones Hollow Forest Legacy FY25, Proposed Fee
- Jones Hollow Forest Legacy FY25, Proposed Fee (City)
- South River Greenway Trail
- Blue Ridge Tunnel Trail
- Appalachian Trail
- Proposed City Multi-use Path (VDOT Funded)
- Future Sunset Park Trails
- Proposed Western Portal Trail
- Proposed AT Connector Trail
- Skyline Drive
- Blue Ridge Parkway
- Outdoor Recreation Related Businesses
- Waynesboro City Parks
- Public Conserved Plans
- State Conserved Lands
- Private Conserved Lands
- Forest Legacy Areas
- Chinquapin Subdivision
- Wildlife Biodiversity Resilience Corridors (Inset Map)
 - Corridor
 - Buffer



Find a park



Virginia Department of Conservation and Recreation
CONSERVE. PROTECT. ENJOY.

SEARCH BY AMENITIES



- | | | | |
|--------------------------|------------------------|--|---|
| Bear Creek Lake (BC) | Grayson Highlands (GH) | Natural Tunnel (NT) | Smith Mountain Lake (SM) |
| Belle Isle (BI) | High Bridge Trail (HB) | New River Trail (NR) | Southwest Virginia Museum Historical (SW) |
| Breaks Interstate (BK) * | Holliday Lake (HL) | Occoneetchee (OC) | Staunton River (SR) |
| Caledon (CA) | Hungry Mother (HM) | Pocahontas (PO) | Staunton River Battlefield (SB) |
| Chippokes(CP) | James River (JR) | Powhatan (PW) | Twin Lakes (TL) |
| Claytor Lake (CL) | Kiptopeke (KP) | Sailor's Creek Battlefield Historic (SC) | Westmoreland (WE) |
| Clinch River (CR) ** | Lake Anna (LA) | Seven Bends (SE) | Widewater (WW) |
| Douthat (DO) | Leesylvania (LE) | Shenandoah River (SH) | Wilderness Road (WR) |
| Fairy Stone (FS) | Machicomoco (MA) | Shot Tower (ST) | York River (YR) |
| False Cape (FC) | Mason Neck (MN) | Sky Meadows (SK) | |
| First Landing (FL) | Natural Bridge (NB) | | |







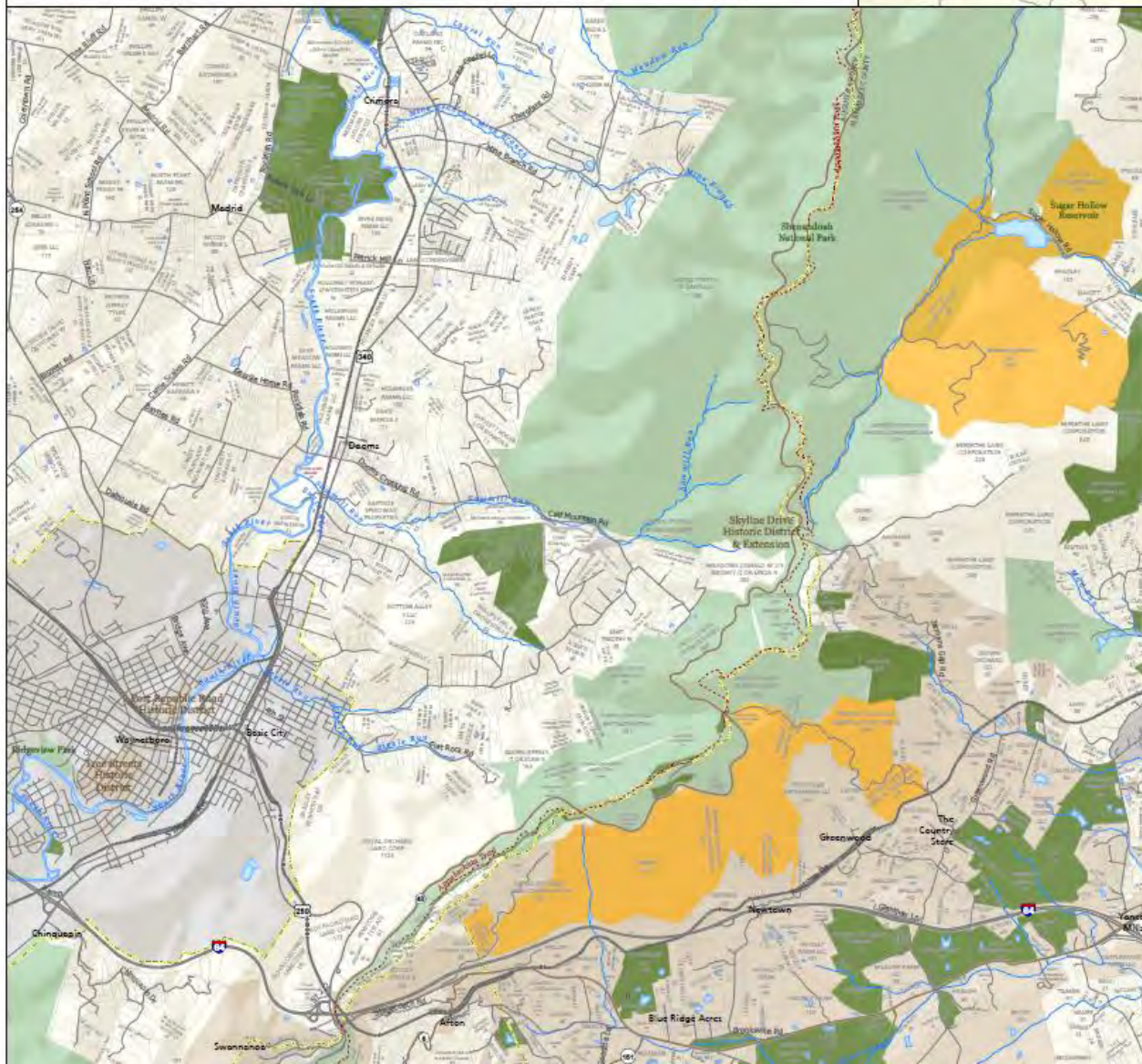
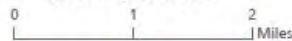


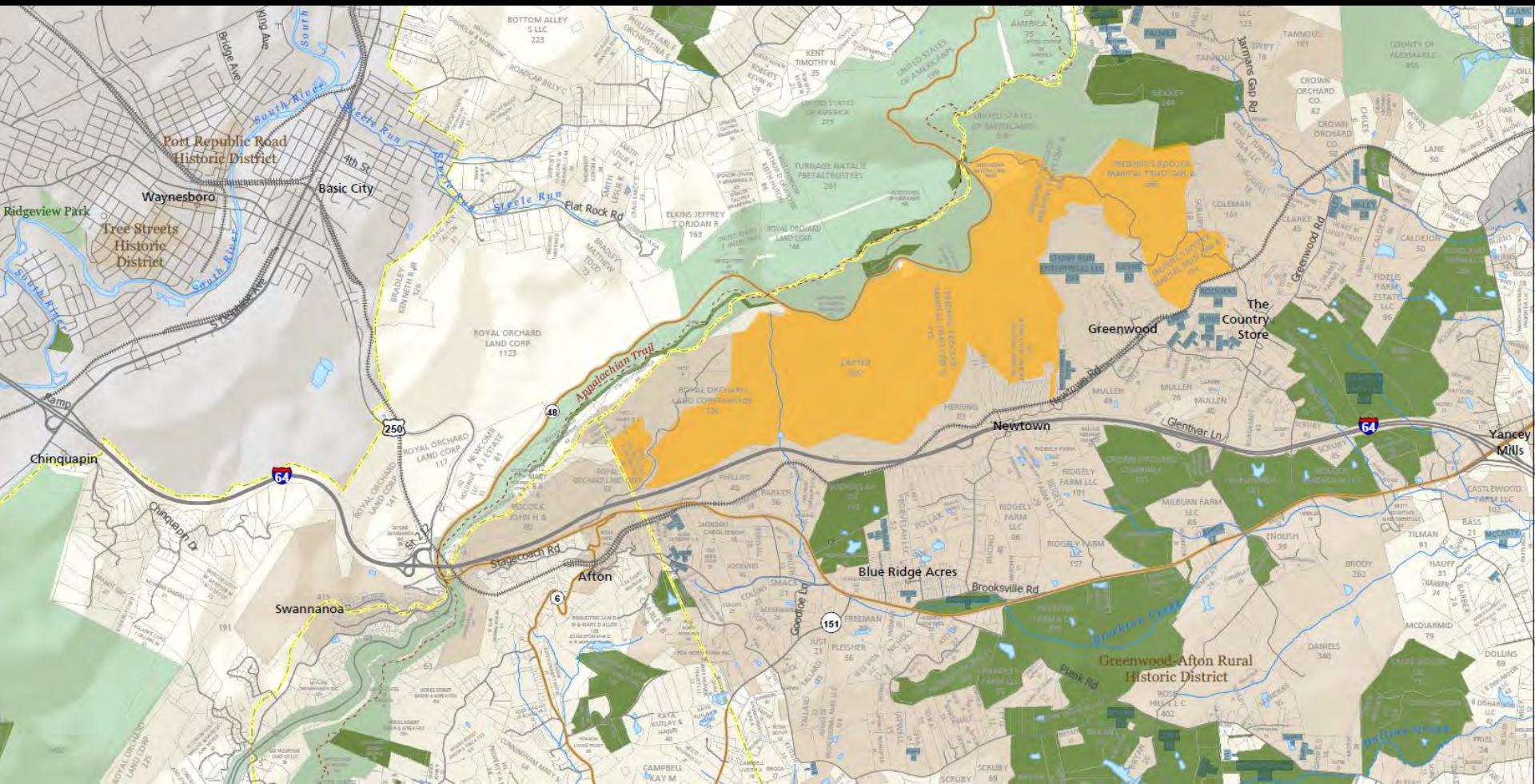


Afton & Environs



- Property Lines
- Southern Shenandoah Borderlands
- Conservation Easements
- Publicly Owned Land
- Historic Districts
- River / Streams
- Intermittent Streams





Port Republic Road
Historic District

Waynesboro

Basic City

Ridgeview Park

Tree Streets
Historic District

Chinquapin

Swannanoa

Afton

Blue Ridge Acres

Brooksville Rd

Newtown

Greenwood

The Country
Store

Yancey
Mills

Greenwood-Afton Rural
Historic District

250

48

64

151

64

6

Kamp

5th St

14th St

Stagecoach Rd

Flat Rock Rd

George Ln

Newtown Rd

Gentner Ln

Greenwood Rd

Blank Rd

Slick Run

South River

Slick Run

Single Run

Blank Run

Blank Run

BOTTOM ALLEY
S LLC
223

ELKINS JEFFREY
TORJOAN R
163

ROYAL ORCHARD
LAND CORP
122

UNITED STATES
OF AMERICA
196

ROYAL ORCHARD
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ROYAL ORCHARD
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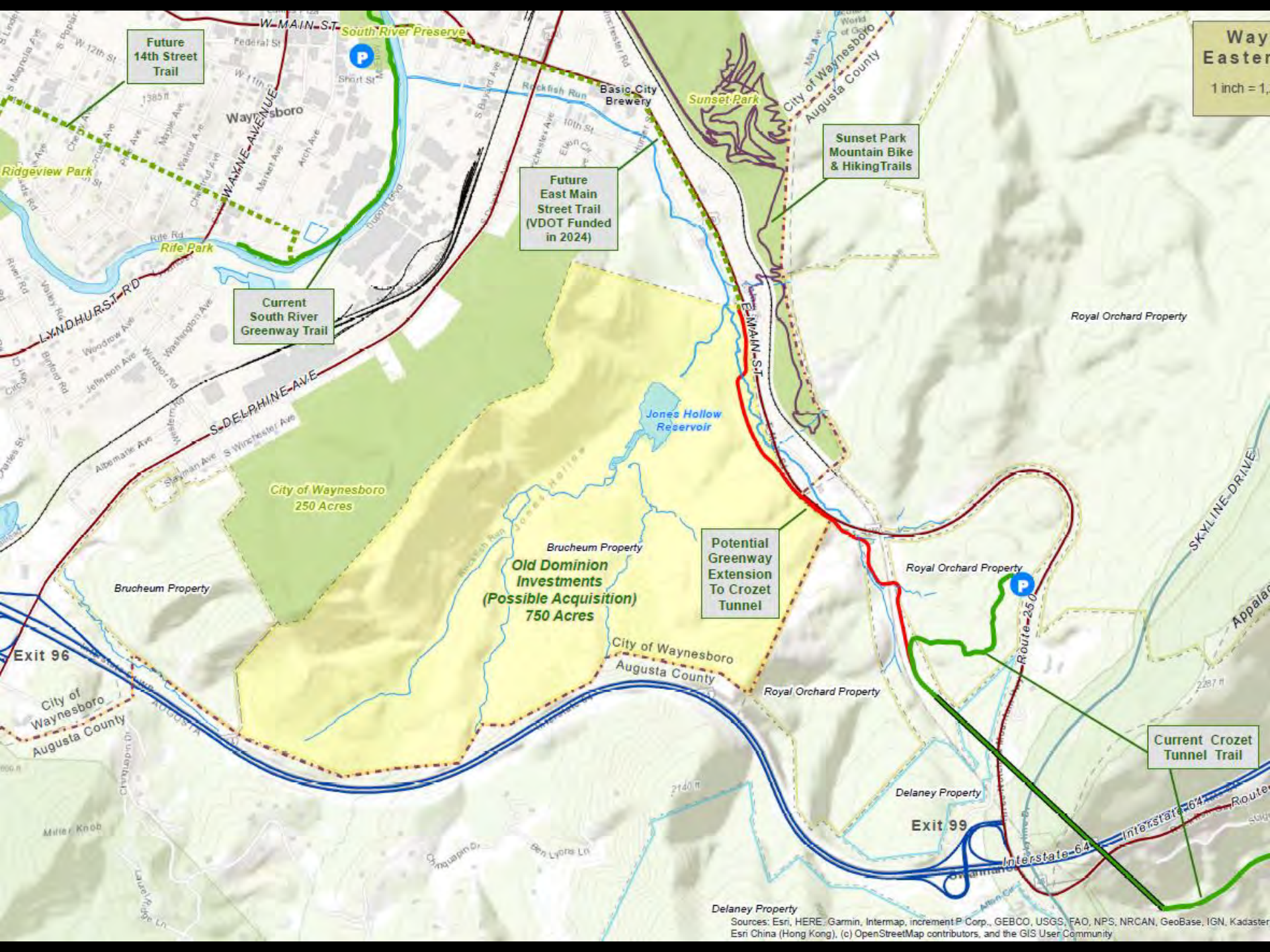
ROYAL ORCHARD
LAND CORP
157





Waynesboro's Outdoor Playground.....





Way
Easter
1 inch = 1

Future
14th Street
Trail

Future
East Main
Street Trail
(VDOT Funded
in 2024)

Current
South River
Greenway Trail

Sunset Park
Mountain Bike
& Hiking Trails

Potential
Greenway
Extension
To Crozet
Tunnel

Current
Crozet
Tunnel Trail

City of Waynesboro
250 Acres

Bruceum Property
Old Dominion
Investments
(Possible Acquisition)
750 Acres

Drill Holes (August 2013) — Allen Hale
Evidence of Hand-Powered Tunneling Equipment



Built by hand by Irish immigrants (potato famine) & black slaves



More info - Mary Lyons author of *Slave Labor on Virginia's Blue Ridge Tunnel*