

# CSX Rail Trestle Conversion to ATV Trail

**Prepared for:**

Hatfield McCoy Regional Recreation Authority

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# **CSX Rail Trestle Conversion to ATV Trail**

**Conversion Project in Man, WV**

## **Authors:**

### **Principal Investigator:**

Amanda Payne, Trail Systems Project  
Manager

Multimodal Transportation and Infrastructure Consortium  
c/o Rahall Transportation Institute  
907 Third Avenue  
Huntington, WV 25701

Phone: (304) 528-7200 • Fax: (304) 522-0024

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## **Project Background**

The Hatfield-McCoy Trail System is a statutory corporation created by the West Virginia Legislature to generate economic development through tourism in nine southern West Virginia counties. As of 2013, the Hatfield-McCoy Trail System covers more than 700+ miles of off-road trails in seven of its nine project counties. Hatfield- McCoy currently has eight trails systems: Rockhouse, Buffalo Mountain, Bearwallow, Indian Ridge, Little Coal, Pocahontas, Pinnacle Creek, and Ivy Branch. All of the trail systems are open 365 days a year to ATVs, dirt bikes, and utility vehicles (UTVs). Hatfield-McCoy Trails is also open to 4x4 ORV's at the Ivy Branch Trail location. Many of the trail systems also offer community connecting trails that allow trail users to access towns adjacent to the trail system. While this is beneficial to trail users and helps to further boost economic development, it also creates conflicts with vehicular traffic.

The Hatfield and McCoy Trail Authority (HMRRA) operates the Rockhouse ATV trail between Man and Gilbert WV. Prior to this project, trail riders wishing to cross the Guyandotte River had to ride the streets of Man, WV. The project goal was to promote trail use by providing ATV riders a means of crossing the Guyandotte River that would minimize conflicts with automobiles.

HMRRA secured a license agreement from CSX to adapt an 'inactive' existing railway bridge in Man, WV for recreational ATV use. The bridge is a plate girder structure that, following conversion, directs ATV traffic away from high-traffic streets. It should be noted that the bridge is rail banked by the CSX Corporation. As such, CSX continues to own the structure and can reclaim it for railroad use at a future date.

## **Methodology**

The conversion project schedule is provided below:

- Bids were advertised in January 2014
- A pre-bid meeting, bid opening and the notice of award to Upton Construction Company, Inc. (Upton) occurred in February 2014
- The pre-construction conference meeting occurred in March 2014.
- Notice to proceed to Upton given in April 2014
- Two construction progress meetings followed (in May and June 2014)
- The project was completed in June 2014, ahead of its targeted August 2014 completion date

- Summit Engineering, Inc. participated in the final walk-out and project inspection in June 2014

## **Project Conclusion**

- In order to facilitate with CSX ownership, rail-bank status of the bridge and potential reclamation of the structure for future railroad use, the new deck system was designed to accommodate ATV users while not disturbing the existing rails.

**Figure 1. Pre-Project Project Photo (4-23-13)**



Photo submitted by Summit Engineering, Inc. in documentation provided to the Rahall Transportation Institute regarding project performance.

**Figure 2. Pre-Project Project Photo (4-23-13)**



Photo submitted by Summit Engineering, Inc. in documentation provided to the Rahall Transportation Institute regarding project performance.

**Figure 3. Finished Construction Photo – Route 10 Approach (6-9-14)**



Photo submitted by Summit Engineering, Inc. in documentation provided to the Rahall Transportation Institute regarding project performance.

**Figure 4. Finished Construction Photo – Looking toward Route 10 (6-9-14)**



Photo submitted by Summit Engineering, Inc. in documentation provided to the Rahall Transportation Institute regarding project performance.