

Application for Federal Assistance SF-424

Version 02

* 1. Type of Submission: <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application	* 2. Type of Application: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision	* If Revision, select appropriate letter(s): <input type="text"/> * Other (Specify) <input type="text"/>
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* 3. Date Received: <input type="text" value="09/19/2014"/>	4. Applicant Identifier: <input type="text"/>
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5a. Federal Entity Identifier: <input type="text"/>	* 5b. Federal Award Identifier: <input type="text"/>
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State Use Only:

6. Date Received by State: <input type="text" value="09/19/2014"/>	7. State Application Identifier: <input type="text"/>
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8. APPLICANT INFORMATION:

* a. Legal Name:

* b. Employer/Taxpayer Identification Number (EIN/TIN): <input type="text" value="62-6001445"/>	* c. Organizational DUNS: <input type="text" value="838215267"/>
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d. Address:

* Street1:	<input type="text" value="P.O. Box 40747"/>
Street2:	<input type="text"/>
* City:	<input type="text" value="Nashville"/>
County:	<input type="text" value="Davidson"/>
* State:	<input type="text" value="TN: Tennessee"/>
Province:	<input type="text"/>
* Country:	<input type="text" value="USA: UNITED STATES"/>
* Zip / Postal Code:	<input type="text" value="37204"/>

e. Organizational Unit:

Department Name: <input type="text" value="Division of Federal Aid"/>	Division Name: <input type="text"/>
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f. Name and contact information of person to be contacted on matters involving this application:

Prefix: <input type="text" value="Mr."/>	* First Name: <input type="text" value="Barry"/>
Middle Name: <input type="text"/>	
* Last Name: <input type="text" value="Sumners"/>	
Suffix: <input type="text"/>	

Title:

Organizational Affiliation:

* Telephone Number: <input type="text" value="(615) 781-6600"/>	Fax Number: <input type="text"/>
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* Email:

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9. Type of Applicant 1: Select Applicant Type:

A: State Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

*** 10. Name of Federal Agency:**

Fish and Wildlife Service

11. Catalog of Federal Domestic Assistance Number:

15.622

CFDA Title:

Sportfishing and Boating Safety Act

*** 12. Funding Opportunity Number:**

F14AS00241

* Title:

Boating Infrastructure Grants Tier 2

13. Competition Identification Number:

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

LaFollette, Campbell Co., TN

*** 15. Descriptive Title of Applicant's Project:**

State of Tennessee Tier II Application - Whitman Hollow Marina Project

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

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16. Congressional Districts Of:

* a. Applicant

* b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

17. Proposed Project:

* a. Start Date:

* b. End Date:

18. Estimated Funding (\$):

* a. Federal	<input type="text" value="350,000.00"/>
* b. Applicant	<input type="text" value="350,000.00"/>
* c. State	<input type="text" value="0.00"/>
* d. Local	<input type="text" value="0.00"/>
* e. Other	<input type="text" value="0.00"/>
* f. Program Income	<input type="text" value="0.00"/>
* g. TOTAL	<input type="text" value="700,000.00"/>

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- a. This application was made available to the State under the Executive Order 12372 Process for review on .
- b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes", provide explanation.)**

- Yes
- No

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: * First Name:

Middle Name:

* Last Name:

Suffix:

* Title:

* Telephone Number: Fax Number:

* Email:

* Signature of Authorized Representative: * Date Signed:

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*** Applicant Federal Debt Delinquency Explanation**

The following field should contain an explanation if the Applicant organization is delinquent on any Federal Debt. Maximum number of characters that can be entered is 4,000. Try and avoid extra spaces and carriage returns to maximize the availability of space.

Introduction

The Tennessee Wildlife Resources Agency, in cooperation with Whitman Hollow Marina, LLC requests a Boating Infrastructure Grant (BIG) in the amount of \$ 350,000.00 to add 24 tie-up slips, catwalks, utilities, ADA compliant restrooms, showers, and Boater's Information and Assistance Center at an existing 126 slip marina on the 33,840 acre, 73-mile long Norris Reservoir.

The marina stays full with annual and seasonal customers and has difficulty accommodating any transient customers, particularly those with non-trailerable watercraft 26' feet or larger. There are no other facilities available in the Big Creek area of Norris Lake that can accommodate these customers.

Transient boaters in non-trailerable vessels 26' feet or larger on the 14-mile long Big Creek have no tie-ups slips available to access marina and shore services. This project will provide tie-up facilities for these vessels.

Project Statement

Proposed in this BIG application is a project at Whitman Hollow Marina on the TVA's Norris Reservoir in LaFollette, Tennessee. The project is the addition of public facilities to accommodate and service transient nontrailerable recreational boat traffic for watercraft 26' feet and larger boating on Norris Lake in the 14-mile long Big Creek area. The proposed project includes creating publicly accessed tie-up slips, catwalks, utilities, restrooms, showers and an information and assistance center dedicated only for the transient boaters at Whitman Hollow Marina. These facilities will be isolated from the other recreational boaters at the marina and any use of these facilities will only be incidental, so no proration of funds is required.

The total project cost is \$700,000.00, and the application requests 50% in BIG funding (\$350,000.00) to match the 50% of project funds that Whitman Hollow, LLC pledges (\$350,000.00).

As one of the most desirable vacation destinations in the southeast, the Norris Reservoir has a history dating back to 1911 when the

location of the future Norris Dam was discovered.

On March 4, 1936, Norris Dam was completed when the gates closed on the 265 feet high and 1,860 foot-long dam, impounding the Clinch and Powell Rivers and flooding the 34,200 acres of mostly farmland, timber and small villages creating Norris Lake.

By January of 1937, the lake was filled completely creating the largest reservoir on a tributary of the Tennessee River.

The lake has approximately 809 miles of shoreline bordering thousands of acres of wildlife management areas, but also has thousands of acres of developed properties, homes, and commercial businesses like Whitman Hollow Marina.

Five counties in Tennessee surround this deep and winding lake, including: Anderson County, Claiborne County, Campbell County, Grainger County, and Union County.

Today Norris Dam has multiple missions including flood control in the Tennessee Valley, the production of hydro-electric power for thousands of homes and businesses, assuring water quality and maintaining minimum navigational channel depths on the Tennessee River. The cold water flowing from the deep reservoir also cools water discharged into the Tennessee River from the fossil fuel plant at Bull Run, and from Watts Bar and Sequoyah nuclear power plants downstream.

At the bottom of the list but extremely important to the overall economic vitality of the region is lake recreation for visitors from all over the United States and the world. Breathtaking rolling hills frame the perfectly placid and amazingly clear turquoise-green deep waters. For those seeking water-based recreation surrounded by picturesque majesty and beauty Norris Lake is truly a rare and treasured find discovered and revisited by tens of thousands each year.

Whitman Hollow Marina was established in 1954 to provide lake recreation services for the boating public on Norris Lake in the Big Creek area. Over the years facilities have improved and expanded to where today many visitors from numerous states in mostly southeast and mid-west America patronize Whitman Hollow Marina each year.

In the years since the dam was built and the lake was created the size of boats on Norris have grown steadily larger. Today the lake has a significant population of boats over 26' feet in length, but these boats have very limited access to tie-up facilities that can accommodate and service them. On a lake the size of Norris boaters in large vessels can often find themselves many miles from facilities they can utilize, particularly, in the Big Creek area of Norris Lake where Whitman Hollow Marina is located.

The only other marina on Big Creek is Indian River Marina, which is primarily a small watercraft marina at capacity with annual customers. Indian River Marina has no tie-up facilities sufficient to accommodate transient boat traffic or any plans for facility expansion at present.

While Whitman Hollow Marina would like to offer marina services to larger boats current customers with annual leases have taken all-available boat slips and tie-up spaces. In order to service non-trailerable transient vessels 26' and larger Whitman Hollow will need to undertake the construction of the facilities proposed in this application.

While the lack of facilities for non-trailerable transient watercraft 26' and larger is of concern now, the real concern is for the future as each year brings more of these larger size boats to Norris Lake. Planning for future boating needs on the Norris Reservoir, particularly for those larger vessels over 26' feet, is clearly in the public interest. There is a definite and ever-growing need for tie-up spaces and facilities capable of accommodating marine needs for boats 26' feet or larger all over Norris Lake. The boating public will benefit by having these facilities available to them at Whitman Hollow Marina where in the Big Creek area there are none.

This application details a project at Whitman Hollow Marina on Norris Lake with quantifiable and verifiable objectives to be accomplished within a specific period of time. The application includes a project design and layman engineering with detailed drawings and plans for the infrastructure and facilities proposed for construction. The materials required for construction of the component parts, i.e., the tie-up slips, connecting catwalks, mooring infrastructure, restrooms, showers, information and assistance center and utilities have been

listed with costs estimated.

Should this application be awarded funding in March 2015 the project would immediately initiate with a target completion date by the end of 2015. The plans proposed in the application would immediately convert into an action plan beginning with the acquisition of materials needed for assembly and construction of the component parts.

The professional and dependable staff at Whitman Hollow Marina are skilled and experienced in marine construction, maintenance and services that the project will require. The proposal is for an existing facility as an addition of services targeted to meet the needs of an underserved boating population on Norris Lake. The project location as part of an existing marina operation should help speed along completion of objectives.

As the daily workmanship of the marina staff moves the project toward completion individual component parts will become recognizable, quantifiable structures with material compositions that can be identified, quantified, and verified individually and as a wholly assembled infrastructure in place for public use.

In the end, what is proposed in this application will be in fact what exists as the completed facilities, and the entirety of the project will be located for easy inspection and verification.

At present on the 14-mile Big Creek area of Norris Lake the transient boating public in watercraft 26' feet or larger have no tie-up options for accessing bathrooms, showers, sewage pump out facilities, utilities, food and entertainment services, boat maintenance services, information and assistance, and all that the nearby metropolitan LaFollette, Tennessee area has to offer.

Once the objectives proposed here in this application are achieved facilities will exist to accommodate the personal and boating needs of a significant number of underserved vessels 26' feet and larger on Norris Lake. The 24 covered boat slips and support facilities proposed will be adequate to meet current need and future demand as well.

When completed the project is expected to bring the significant benefits detailed herein to transient boaters in larger vessels in the Big Creek area of Norris Lake.

Whitman Hollow Marina has a professional, full-time staff of skilled maintenance, building and construction workers. The marina staff is also engaged in building privately owned docks and boat slips for property owners on Norris Lake and have just this past year constructed 28 new covered slips at Whitman Hollow. The marina staff has the exact kind of skill set needed to build the component parts and the whole of the facilities proposed in this application.

Additionally, the owner of Whitman Hollow Marina, Chuck Samples, has 30 years of experience in the building and construction industry, and has been in the marina business for seven years. Mr. Samples has extensive knowledge and experience related to estimating costs, material acquisition, and managing projects to timely completions.

Specifically, the component parts for the project proposed in this application are:

- 24 covered tie-up slips for non-trailerable vessels 26' feet or longer;
- Slip dimensions are 14' wide x 38' long x 14' high;
- An interior covered catwalk with dimensions being 8' wide x 200' long running the entire length of the tie-up slip structure;
- A mooring infrastructure for the tie-up slips and catwalks consisting of 5/8" galvanized steel cable, 3,500 pound concrete mooring blocks, 4,000 pound winches
- Dockside utilities with 30 amp and 50 amp service;
- Dockside communication services including internet and telephone;
- A Boaters Information and ADA Facility;

- ADA compliant male and female bathroom and shower facilities;
- A catwalk connecting the tie-up slip infrastructure to other existing marina infrastructure;

The proposed project is an addition to existing facilities at Whitman Hollow Marina. Whitman Hollow currently has an existing infrastructure consisting of 126 covered slips of various sizes, 8', 9' and 10' wide by 16', 20', 24' and 32' feet long. Customers with annual leases occupy these boat slips. The marina has a restaurant and ship store, which offers marine products, fuel, oil, fishing supplies, live bait, groceries, ice, beverages and its famous soft serve ice cream. Free entertainment is offered to the public every weekend throughout the season.

The addition of 24 covered tie-up boat slips and other components of the proposed project will connect to and blend in perfectly with the existing infrastructure at Whitman Hollow Marina. A previously underserved boating public with watercraft 26' feet and longer will now have facilities allowing them access to amenities and services previously unavailable to them in the Big Creek area, and these folks will blend in perfectly as well.

The address and location for the project proposed in this application

Whitman Hollow Marina
1203 Whitman Hollow Road
LaFollette (Campbell County) Tennessee 37766

GPS Coordinates

Latitude	36 degrees	19minutes	2.6976 seconds
Longitude	--84 degrees	5 minutes	39.6162 seconds

There is no relationship between this proposed project and any other work funded by Federal grants.

Budget Justification

This project will be a 50-50 match project, with 50% of the funding coming from the BIG Program and 50% coming as a match from Whitman Hollow Marina, LLC. This project does not require any proration, due to the entire project being separated from other recreational boaters and from other visitors to the marina. Any use of these facilities will be incidental and extremely minimal.

Project Budget:

\$700,000 Total Project

\$350,000 BIG Program

\$350,000 Whitman Hollow LLC Match

The costs of the project have been broken down into 3 major areas:

- 1) 24 Slips for boats >26 feet in length
- 2) Boaters Facility, ADA facility, and Restrooms (inc. shower facilities)
- 3) Catwalk connecting the transient facility to the existing marina

Cost of Slips (Item #1)

\$523,972 Total Costs of Slips

\$261,986 from BIG funds

\$261,986 from Whitman Hollow LLC Match

Cost of Boaters Facility, ADA facility, and Restrooms (Item #2)

\$101,228 Total Cost of Boaters Facility

\$ 50,614 from BIG Funds

\$ 50,614 from Whitman Hollow LLC Match

Cost of Catwalk (Item #3)

\$74,800 Total Cost of Catwalk

\$37,400 from BIG funds

\$37,400 from Whitman Hollow LLC Match

Estimated Cost Breakdown of each Category

24 Covered Tie-up Slips for Boats 26' Feet and Longer Slip dimensions are 14' wide x 36' long x 14' high

Encased floatation devices for slip fingers and catwalk
Estimated Cost \$ 102,704.00

Steel frame slip infrastructure
Estimated Cost \$ 139,968.00

Roofing 16,000 square feet to be covered
Estimated Cost \$ 85,000.00

Catwalk finger flooring 7,488 square feet to be covered
Estimated Cost \$ 80,000.00

Comments:

The catwalk fingers are 4' feet wide x 36' feet long

Interior catwalk flooring 1,600 square feet to be covered
Estimated Cost \$ 16,400.00

Comments:

Dimensions 8' feet wide by 200' feet long

Fasteners
Estimated Cost \$ 2,300.00

Bumper guards
Estimated Cost \$ 11,200.00

Tie-down underwater infrastructure
Estimated Cost \$ 24,600.00

Comments:

5/8" galvanized steel cable
3,500 pound concrete blocks

Slip/dockside utilities—breakers, panel boxes, etc.
Estimated Cost \$ 5,500.00

Marine grade electric wiring/plug sockets for 30/50 amp service
Estimated Cost \$ 18,000.00

Water service and delivery spigots
Estimated Cost \$ 24,000.00

Lighting
Estimated Cost \$ 4,700.00

Signage + ADA Signage
Estimated Cost \$ 1,200.00

Dockside communication services—internet and telephone
Estimated Cost \$ 8,400.00

Subtotal for the 24 Covered Tie-up Slips: \$523,972.00

Boater's Information, ADA Facility, and Restrooms (Including showers)

This structure is proposed as a stand-alone facility with dimensions being 24' feet wide by 24' feet long.

This facility is envisioned as a single structure similar to welcome centers and rest area facilities located off the Eisenhower Interstate Highway System at special exits throughout the United States. Typically, information is offered in a lobby area centered between ADA compliant bathrooms—and for our purposes showers—located to either side of the main foyer.

Encased floatation foundation needed for 24' feet wide x 24' long structural base
Estimated Cost \$ 5,700.00

Fasteners
Estimated Cost \$ 1,050.00

Steel framing infrastructure
Estimated Cost \$ 9,004.00

Sub-flooring needed to cover the base
Estimated Cost \$ 4,304.00

Framing walls and rafters
Estimated Cost: \$5,760.00

Windows, doors (interior and exterior), hardware for doors
Estimated Cost \$ 6,200.00

Interior finish floors—lobby area, bathrooms
Estimated Cost \$ 3,200.00

HVAC Air-conditioning and heat
Estimated Cost \$ 10,500.00

Interior and exterior lighting
Estimated Cost \$ 3,900.00

Interior finish ceiling
Estimated Cost \$ 4,100.00

Electrical wiring, sockets, plugs, panel, breakers
Estimated Cost \$ 4,800.00

Insulation
Estimated Cost \$ 3,210.00

Interior finish
Estimated Cost \$ 5,800.00

Exterior roofing and siding
Estimated Cost \$ 4,700.00

Display shelving for information brochures and emergency
information
Estimated Cost \$ 7,500.00

Plumbing rough-in materials for showers, toilets, sinks, water
heaters and holding tanks.
Estimated Cost \$ 14,000.00

Two ADA showers, two ADA toilets, one ADA wall urinal, two mirrors, two ADA sinks, vanities, two hand blower machines, two hand soap dispensers.

Estimated Cost \$ 7,500.00

Subtotal for the Boater's Information and ADA Facility with ADA Showers and Restrooms: \$101,228

A catwalk connecting the tie-up slip infrastructure to other existing marina infrastructure

Catwalk dimensions are 60' feet long x 8' feet wide

Encased floatation devices for the above sized catwalk

Estimated Cost \$ 22,800.00

Steel frame infrastructure

Estimated Cost \$ 40,280.00

Catwalk flooring

Estimated Cost \$ 6,320.00

Catwalk lighting and electrical

Estimated Cost \$ 3,900.00

Fasteners

Estimated Cost \$ 1,500.00

Catwalk Subtotal: 74,800.00

Grand Total: \$700,000

There will not be any program income generated related to this project.

Defining the ADA Standards that will be used for the facility:

The 2010 ADA Standards for Recreational Boating Facilities

On September 15, 2010, the United States Department of Justice published in the Federal Register the revised regulations for Titles II and III of the Americans with Disabilities Act of 1990. The Department has provided guidance on the final rules and revised regulations on scoping and technical requirements for new construction and alterations. There are some exceptions intended to provide some flexibility where existing structures and terrain precludes full compliance. The taken on this project will be consistent with the goals of the ADA.

Accessible Route

2010 Standards require an accessible route to all accessible boating facilities, including boat slips and boarding piers at boat launch ramps. But because of water level fluctuations at some facilities it may be difficult to provide an accessible route. Section 1003.2.1 provides a list of exceptions applicable to structures such as gangways, transition plates, floating piers, and structures containing combinations of these elements that are affected by water level changes. The list of exceptions specifies alternate design requirements applicable to these structures which, because of water level variables, cannot comply with the slope, cross slope, and handrail requirements for fixed ramps contained in sections 403.3, 405.2, 405.3, 405.6, and 405.7 of the 2010 Standards.

Accessible Boarding Piers

Where boarding piers are provided at boat launch ramps, sections 235.3 and 1003.3.2 of the 2010 Standards require that at least five percent (5%) of boarding piers, but at least one, must be accessible.

Accessible Boat Slips

Sections 235.2 and 1003.3.1 of the 2010 Standards require that at specified number of boat slips in each recreational boating facility meet specified accessibility standards. One accessible boat slip is

required for facilities containing 25 or fewer total slips. The slip section proposed in this application is for 24 total slips.

2010 Standards

Plan-1B Pair: 2010 Standards with □ Out-Swinging Doors

Two 7'-0" x 5'-0" Rooms 70.00 Square Feet Total

Plan-2C Pair: 2010 Standards with □ In-Swinging Doors

Two 7'-2" x 6'-6" Rooms □ 82.00 Square Feet Total

ADA Bathroom and Shower Facilities

Shower Compartments

The 2010 Standards at section 608 contain technical requirements for transfer-type and roll-in shower compartments. The 2010 Standards provide more flexibility than the 1991 Standards.

Transfer-type showers are exactly 36 inches wide by 36 inches long. The 2010 Standards permit a 1/2 inch maximum curb in transfer-type showers.

Roll-in showers are 30 inches wide minimum by 60 inches long minimum. Alternate roll-in showers are 36 inches wide by 60 inches long minimum and have a 36-inch minimum wide opening on the long side of the compartment. The 2010 Standards permit alternate roll-in showers to be used in any facility, only require a seat in transient lodging guest rooms, and allow location of controls on the back wall opposite the seat.

Shower Spray Controls

In accessible bathtubs and shower compartments, sections 607.6 and 608.6 of the 2010 Standards require shower spray controls to have an on/off control and to deliver water that is 120iF (49iC) maximum.

Toilet Paper Dispensers

The provisions for toilet paper dispensers at section 604.7 of the 2010 Standards require the dispenser to be located seven inches minimum and nine inches maximum in front of the water closet measured to the centerline of the dispenser. the paper outlet of the dispenser must be located 15 inches minimum and 48 inches maximum above the finish floor. In the 2010 Standards the mounting location of the toilet paper dispenser is determined by the centerline of the dispenser and the location of the outlet for the toilet paper.

List of Primary Project Contacts

Charles "Chuck" Samples, President, Owner
Whitman Hollow Marina, LLC
1203 Whitman Hollow Road
LaFollette, TN 37766
Phone Number: 423-562-9941
Email: chuck@whitmanhollow.com

Ed Poolos
Tennessee Wildlife Resources Agency
P.O. Box 40747
Nashville, TN 37204
Ed.Poolos@TN.gov

Ranking Criteria

Partnerships:

There is only one partner that is contributing funding related to this project and that is Whitman Hollow, LLC. A second partner will contribute time associated with the educational aspects of the project and that group is U.S. Coast Guard Auxiliary Norris Lake Flotilla to promote public education and safe boating on Norris Lake.

The Auxiliary is the civilian component of the U.S. Coast Guard. Established by an act of Congress in 1939, the nearly 32,000 men and women members of the United States Coast Guard Auxiliary are *Semper Paratus*, "Always Ready."

This is a unique force that carries out an array of responsibilities touching almost every facet of the U.S. maritime environment. The primary mission of the U.S. Coast Guard Auxiliary is Recreational Boater Safety.

In its National Strategic Plan The U.S. Coast Guard Auxiliary's goals and strategies are to ensure the public has a safe, secure, and enjoyable recreational boating experience by implementing programs that minimize the loss of life, personal injury, and property damage while cooperating with environmental and national security efforts.

Vessel safety checks, harbor patrols, safe boating courses, search and rescue marine environmental protection are but a few of the services provided by the Auxiliary. Each year members volunteer more than two million hours benefiting boaters and their families.

In 2015 the flotilla will begin its seventh year on Norris Lake. While on lake patrol flotilla members are in radio contact with U.S. Coast Guard Ohio Valley Headquarters personnel in Kentucky and with Tennessee Wildlife Resources Agency officers on the lake.

The partnership with the Norris Lake Flotilla will bring valuable in-kind resources to the project by providing trained personnel for boater safety education at Whitman Hollow Marina twice a year. This partnership will also contribute to advancing goals and objectives of the TWRA and the U.S. Fish & Wildlife Service.

Innovative Techniques:

Suddenly in Command

As a part of its continuing public education and community outreach program Whitman Hollow Marina will utilize the proposed Boater's Information and Assistance Center as a facility to host a unique boater's safety class called "*Suddenly in Command.*"

This class will be designed to help educate women who are not typically at the helm, and others who may have limited or no experience being a watercraft captain.

Your boat captain becomes incapacitated or falls overboard, for example. You're the First Mate and find yourself suddenly in command. What can you do? Where are you? What are your priorities? Are you prepared?

Whitman Hollow Marina will offer this innovative boating class designed for women who are not generally at the helm. The class will also help those who are typically only boat passengers to "be prepared" with practical knowledge and skills to apply in case of an emergency.

One of the primary goals of the BIG program is to provide the boating public with boater safety education and up-to-date information on state boating regulations, laws and guidelines. This class will focus on sub-groups within the general boating population that are not generally commanding watercraft, particularly in emergency situations.

Whitman Hollow Marina will advertise the special class well in advance in order to drum up participation. This will be accomplished by posting a notice on the marina website, preparing a leaflet for public distribution at the marina ship store and the Boater's Information and ADA Facility. The marina will also advertise the class in community announcements and community calendars local newspapers and other media make available.

Matching Requirements:

Whitman Hollow Marina LLC will provide a 50% match (\$350,000) to the project. A commitment letter is included in the attachments to the application.

Cost Efficient:

This project will be cost efficient because it is bringing transient facilities to an existing marina. This will provide transient boaters with services that already exist, but they are unable to enjoy due to lack of transient slips. The cost efficiency is exhibited by the creation of 24 transient slips for a federal share of \$350,000. This brings the total per slip to just over \$14,500, but with this cost you also get the restroom facilities, the boaters facility, and access to the adjacent marina.

Significant Link to prominent destination or provide safe harbors:

The Safe Harbor at Whitman Hollow Marina:

In 2012 there were 12,101,936 recreational vessels registered by the 50 states. According to the U. S. Coast Guard there were 4,515 recreational boating accidents in 2012 that involved 651 deaths, 3,000 injuries and approximately \$38 million dollars of damage to property.

Many times throughout the year inclement weather and storms are present on Norris Lake. When these type weather events occur, boaters rush for cover, most often heading to the nearest marina. Whitman Hollow Marina is situated squarely within a protected cove with elevated terrain surrounding its facilities that helps to provide protection from inclement weather and storms and improves safety.

But at present on the 14-mile stretch of Norris Lake that is Big Creek there are no existing facilities for boats greater than 26' feet to tie-up at Whitman Hollow or elsewhere. Occasionally, boaters come in off the lake only to find there is no place for them to tie-up, and they are forced to turn back. These boaters are on their own left to ride the storm out as best they can.

Waypoint connections: Whitman Hollow Marina links boaters to prominent destination waypoints in the area

Once shore side at Whitman Hollow Marina customers are only six miles from metropolitan LaFollette, Tennessee and all it has to offer. The downtown area includes access to medical facilities, banking,

food and other retail services. Also, which is sometimes very important, quick access to marine service centers and boat repair parts.

From Whitman Hollow Marina transient boaters can dock and tie-up and then access any one of numerous recreational, historic, cultural, natural and scenic opportunities of local, regional and national significance within an hour's drive. Information about accessing these opportunities will be available to boaters in the Boater's Information and ADA Facility.

Access to recreational, historic, cultural, natural, or scenic opportunities of national, regional, and local significance:

Local Significance: Cove Lake State Park – Approximately 8 miles from Whitman Hollow Marina sits Cove Lake State Park. Cove Lake's 717 acres are situated in a beautiful mountain valley on the eastern edge of the Cumberland Plateau. Scenic nature trails lead through a diversity of wetlands and woodlands offering wildlife viewing for the nature enthusiast. A paved walking/bike trail provides easy access to all park facilities. Visitors can spend the day fishing or simply sitting back and capturing the picturesque vista Cove Lake offers.

Regional Significance: The Museum of Appalachia - Museum of Appalachia sits approximately 25 miles from Whitman Hollow Marina- The Museum of Appalachia, founded in 1969 by John Rice Irwin, portrays an authentic mountain farm/village with some three dozen historic log structures, exhibit buildings filled with thousands of authentic Appalachian artifacts, gardens surrounded by split rail fences, and farm animals in a picturesque setting.

In 2001, the Museum was incorporated as a 501(c) (3) organization to ensure its long-term sustainability. In April 2007, the Internal Revenue Service granted the Museum permanent status as a publicly supported organization.

The Museum now operates under a Board of Directors with many years of experience in private, non-profit, and government sectors. In May 2007, the Museum announced its formal association with the Smithsonian Institution's Affiliations Program.

Today the Museum continues a program of expansion and growth, adding new exhibits, buildings, and educational programs to enhance its mission to inform and entertain visitors while “preserving the past for the future.”

We seek not only to preserve the physical relics of an earlier time; our greater mission is to instill in the community— regionally, nationally, and internationally—a greater knowledge of and appreciation for the Appalachian heritage.

National Significance: Cumberland Gap National Historic Park – Cumberland Gap National Historic Park sits approximately 30 miles from Whitman Hollow Marina. Established on June 11, 1940, Cumberland Gap National Historical Park is a United States National Historical Park located at the border between Kentucky, Tennessee, and Virginia. The Cumberland Gap is a sizable natural break in the Appalachian Mountains.

The park lies in parts of Bell and Harlan counties in Kentucky, Claiborne County in Tennessee, and Lee County in Virginia. The park contains the Kentucky-Virginia-Tennessee tri-state area, accessible via a short trail. Cumberland Gap National Historical Park covers 20,508 acres (8,299 ha), and saw 853,998 visitors in 2012.

The Cumberland Gap Visitor Center is located on U.S. Highway 25E just southeast of Middlesboro, Kentucky and just northwest of the Cumberland Gap Tunnel and Cumberland Gap, Tennessee. The visitor center features a museum with interactive exhibits about the Gap's role as a transportation corridor, an auditorium that shows films about the area's cultural and natural history, a book store and the Cumberland Crafts gift shop. The visitor center is open each day of the year except Christmas Day.

Economic Impact:

The economic impact of the BIG supported project (preparation of a basin and infrastructure for the construction of a tie up/slip facility) can be defined from more than one perspective. The first is an economic multiplier effect associated with construction expenditures. The estimated multiplier for construction-related projects in a study

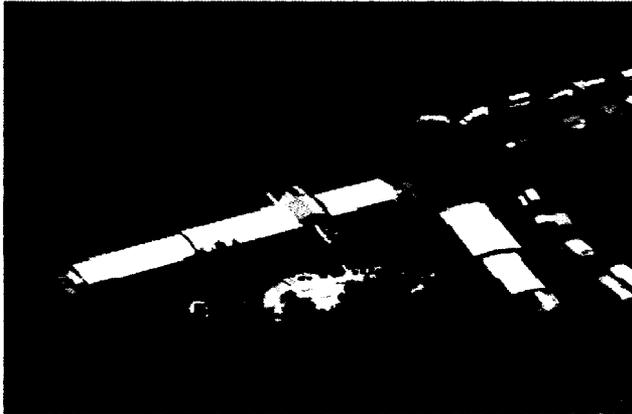
completed at Georgia Tech was a factor of 2 to 1 (Georgia Construction Economic Impact Study, Paul S. Chinowsky, Ph.D., School of Civil and Environmental Engineering, Georgia Institute of Technology, November, 1999). Thus, for each \$1,000 in cash construction outlay, the community eventually realizes a local expenditure impact of \$2,000. With an estimated cash outlay of \$750,000 of the basic preparation project, the potential impact on the community will be (2 x \$750,000) \$1,500,000.

But multiplier values are not the only impact variable. We expect the tie-up facilities to have a very significant and positive economic impact because of the tie-up facilities which will be built. We have been informed by many boating groups that once tie-up facilities are built, the area will become a destination for transient boaters.

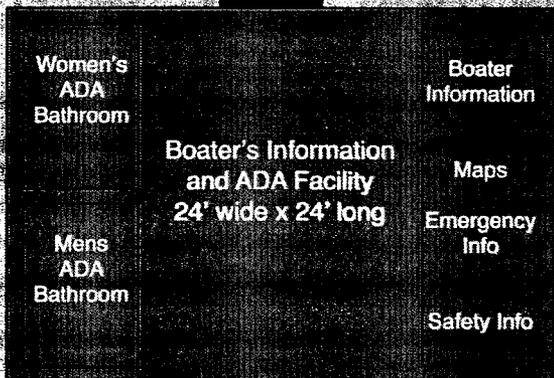
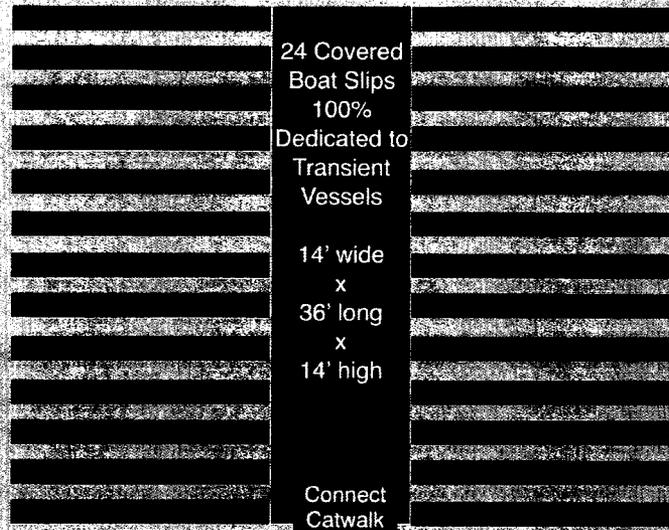
Multi-State efforts:

The State of Tennessee has joined with the other Region 4 states to sign a cooperative agreement (attached at end of application) related to BIG projects.

Drawings/Maps/Photographs:



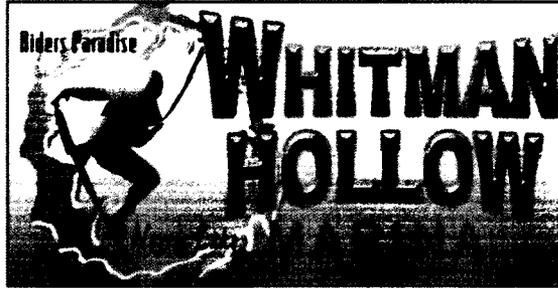
Whitman Hollow Marina



Whitman Hollow Marina Harbor

Norris Lake





1203 Whitman Hollow Road LaFollette, TN 37766

To whom it may concern:

Whitman Hollow Marina appreciates having the opportunity to present an application for project funding offered by The 2015 Boating Infrastructure Grant Program through the Tennessee Wildlife Resources Agency.

We believe that our proposal is one that will achieve the goals of the boating infrastructure grant program and we are committed to the proposed project and to funding the match amount if awarded.

Thanks for your consideration

A handwritten signature in cursive script, appearing to read "Chuck Samples".

Chuck Samples, Owner
Whitman Hollow Marina

**BOATING INFRASTRUCTURE GRANT PROGRAM
SOUTHEAST REGION COOPERATIVE AGREEMENT
U.S. Fish and Wildlife Service Region 4**

WHEREAS, the fish and wildlife management agencies of the States of Alabama, Florida, Georgia, Mississippi, North Carolina, Tennessee; the Commonwealth of Kentucky and the United States Virgin Islands ("the Parties") support, seek to increase in number, and maintain recreational boating facilities on their respective waterways and coastal areas; and

WHEREAS, the Boating Infrastructure Grant (BIG) Program provides funds to states to construct, renovate, and maintain tie-up facilities with features for transient boaters in vessels 26 feet or more in length, and to produce and distribute information and educational materials about the program; and

WHEREAS, the BIG Program encourages the states to coordinate information of facilities and services available on the waterways for transient non-trailerable recreational vessels; and

WHEREAS, this coordination amongst states provides an opportunity to promote public/private partnerships and cost-effective, innovative techniques to increase the availability of tie-up facilities within local communities that will provide positive economic impacts; and

WHEREAS, preliminary discussions amongst the Parties at national, regional, and state meetings such as the States Organization for Boating Access (SOBA) and U.S. Fish & Wildlife Service Region 4 Federal Aid Coordinator's Meetings have generated ideas to promote the BIG Program, including a cooperative, multi-state agreement; and

WHEREAS, a more formal commitment of the Parties to coordinate may serve to advance Program administration and implementation, and further enable the transient boater to enjoy each of the Parties' transient boating facilities, waterways, living resources, and history; and

WHEREAS, a cooperative agreement between the Parties will facilitate the development, implementation and promotion of the BIG Program within the U.S. Fish and Wildlife Service Southeast Region;

NOW, THEREFORE, we, the undersigned executives representing the Parties of the Cooperative Agreement agree to the following goals and objectives:

- Work cooperatively to provide continuity of public access to the shore by promoting and increasing in number transient boater tie-up facilities and related services for recreational vessels greater than or equal to 26 feet.
- Work cooperatively to promote the BIG Program in a manner which ensures an inclusive, open and comprehensive participation process.

- Communicate and coordinate on the development and use of environmentally friendly marine construction activities, outreach/educational materials and mechanisms, public/private partnerships, and other innovative measures.
- Communicate and coordinate in regard to administrative and management issues important to the Parties and exchange information that assists in the betterment of the overall BIG administrative process and project development.
- Compile an inventory of BIG facilities and services available in each state, providing this information on each state's BIG Program website, and providing links to each other's websites.
- Create common outreach materials to raise interest and awareness of the BIG Program and Southeast Region BIG sites.
- Develop BIG Program implementation goals and strategies for the Southeast Region.
- Communicate bi-annually to report progress on the goals of this Agreement; discuss Program administration/implementation issues; refine priorities, management goals, and tasks of the Cooperative; and identify resources (funds, personnel, supplies, etc.) that the Parties will contribute towards tasks to be accomplished.
- Work cooperatively toward our goals, welcome new ideas, pursue fairness and equity, seek the most cost effective solutions, foster collaborative approaches and commit to the common vision of the BIG Program with respect to projects undertaken pursuant to this Agreement.

This Agreement shall terminate upon written agreement of the Parties. Any Party may withdraw from the Agreement for any reason, without cause, upon 30 days written notice to the other Parties, which shall result only in the termination of that Party's participation in the cooperative effort.

Each Party to this Agreement shall maintain independent budgets in accordance with federal and their respective state laws and no BIG Program funds shall be commingled by the Parties as a result of this Agreement.

Nothing herein requires or prohibits additional contractual relationships among or between the Parties to this Agreement. Furthermore, nothing herein is intended to conflict with any requirement of any federal or state law, rule, regulation, policy or directive. If terms of this Cooperative Agreement are deemed to be inconsistent with the policies or programs of any Party hereto, then those specific terms shall be deemed not binding on that Party.

This Agreement represents the entire agreement of the parties. This Agreement may be modified or amended at any time upon the written agreement of the Parties.

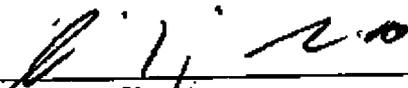
The parties hereto have caused this Cooperative Agreement to be executed through their duly authorized signatories on the day and year last written on each signature page attached as:

State of Alabama State of Florida State of Georgia Commonwealth of Kentucky

State of Mississippi State of North Carolina State of Tennessee United States Virgin Island

**BOATING INFRASTRUCTURE GRANT PROGRAM
SOUTHEAST REGION COOPERATIVE AGREEMENT
U.S. Fish and Wildlife Service Region 4
Signatory Page**

FOR THE STATE OF ALABAMA



Signature
9/3/09

Date

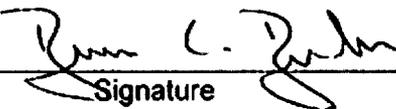
Trey Glenn
Print Name

Director
Title

Department of Environmental Management
Agency - Department

**BOATING INFRASTRUCTURE GRANT PROGRAM
SOUTHEAST REGION COOPERATIVE AGREEMENT
U.S. Fish and Wildlife Service Region 4
Signatory Page**

FOR THE STATE OF FLORIDA



Signature

8/24/09

Date

Lt. Col. Bruce Buckson

Print Name

Deputy Director, Boating and Waterways and Field Services

Title

Fish and Wildlife Conservation Commission, Division of Law Enforcement

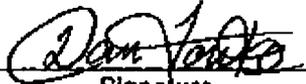
Agency - Department

**APPROVED AS TO FORM
AND LEGAL SUFFICIENCY**


Commission Attorney

**BOATING INFRASTRUCTURE GRANT PROGRAM
SOUTHEAST REGION COOPERATIVE AGREEMENT
U.S. Fish and Wildlife Service Region 4
Signatory Page**

FOR THE STATE OF GEORGIA


Signature

9-1-2009
Date

Dan Forster
Print Name

Director
Title

Georgia Wildlife Resources Division
Agency -- Department

**BOATING INFRASTRUCTURE GRANT PROGRAM
SOUTHEAST REGION COOPERATIVE AGREEMENT
U.S. Fish and Wildlife Service Region 4
Signatory Page**

FOR THE COMMONWEALTH OF KENTUCKY

Benj Kinman

Signature

8/17/09

Date

Benj T. Kinman

Print Name

Deputy Commissioner

Title

Kentucky Department of Fish and Wildlife Resources

Agency - Department

**BOATING INFRASTRUCTURE GRANT PROGRAM
SOUTHEAST REGION COOPERATIVE AGREEMENT
U.S. Fish and Wildlife Service Region 4
Signatory Page**

FOR THE STATE OF MISSISSIPPI



Signature

Date

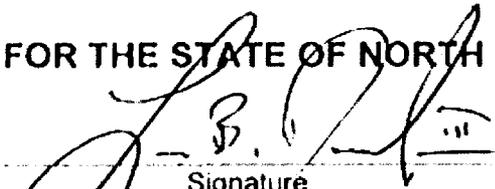
William W. Walker, Ph.D.
Print Name

Executive Director
Title

Department of Marine Resources
Agency – Department

**BOATING INFRASTRUCTURE GRANT PROGRAM
SOUTHEAST REGION COOPERATIVE AGREEMENT
U.S. Fish and Wildlife Service Region 4
Signatory Page**

FOR THE STATE OF NORTH CAROLINA


Signature

8/13/09
Date

Dr. Louis B. Daniel III
Print Name

Director
Title

Department of Environmental and Natural Resources, Division of Marine Fisheries
Agency – Department

**BOATING INFRASTRUCTURE GRANT PROGRAM
SOUTHEAST REGION COOPERATIVE AGREEMENT
U.S. Fish and Wildlife Service Region 4
Signatory Page**

FOR THE STATE OF TENNESSEE



Signature

9/11/09

Date

Ed Carter

Print Name

Executive Director

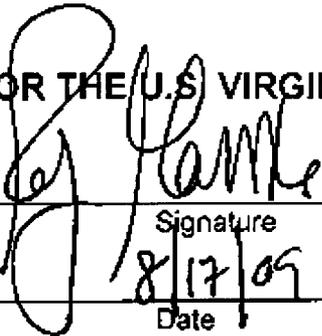
Title

Wildlife Resource Agency

Agency - Department

BOATING INFRASTRUCTURE GRANT PROGRAM
SOUTHEAST REGION COOPERATIVE AGREEMENT
U.S. Fish and Wildlife Service Region 4
Signatory Page

FOR THE U.S. VIRGIN ISLANDS



Signature
8/17/09

Date

 Robert S. Mathes
Print Name

Commissioner
Title

Department of Planning and Natural Resources
Agency – Department

Introduction

The Tennessee Wildlife Resources Agency, in cooperation with Whitman Hollow Marina, LLC requests a Boating Infrastructure Grant (BIG) in the amount of \$ 350,000.00 to add 24 tie-up slips, catwalks, utilities, ADA compliant restrooms, showers, and Boater's Information and Assistance Center at an existing 126 slip marina on the 33,840 acre, 73-mile long Norris Reservoir.

The marina stays full with annual and seasonal customers and has difficulty accommodating any transient customers, particularly those with non-trailerable watercraft 26' feet or larger. There are no other facilities available in the Big Creek area of Norris Lake that can accommodate these customers.

Transient boaters in non-trailerable vessels 26' feet or larger on the 14-mile long Big Creek have no tie-ups slips available to access marina and shore services. This project will provide tie-up facilities for these vessels.

Project Statement

Proposed in this BIG application is a project at Whitman Hollow Marina on the TVA's Norris Reservoir in LaFollette, Tennessee. The project is the addition of public facilities to accommodate and service transient nontrailerable recreational boat traffic for watercraft 26' feet and larger boating on Norris Lake in the 14-mile long Big Creek area. The proposed project includes creating publicly accessed tie-up slips, catwalks, utilities, restrooms, showers and an information and assistance center dedicated only for the transient boaters at Whitman Hollow Marina. These facilities will be isolated from the other recreational boaters at the marina and any use of these facilities will only be incidental, so no proration of funds is required.

The total project cost is \$700,000.00, and the application requests 50% in BIG funding (\$350,000.00) to match the 50% of project funds that Whitman Hollow, LLC pledges (\$350,000.00).

As one of the most desirable vacation destinations in the southeast, the Norris Reservoir has a history dating back to 1911 when the

location of the future Norris Dam was discovered.

On March 4, 1936, Norris Dam was completed when the gates closed on the 265 feet high and 1,860 foot-long dam, impounding the Clinch and Powell Rivers and flooding the 34,200 acres of mostly farmland, timber and small villages creating Norris Lake.

By January of 1937, the lake was filled completely creating the largest reservoir on a tributary of the Tennessee River.

The lake has approximately 809 miles of shoreline bordering thousands of acres of wildlife management areas, but also has thousands of acres of developed properties, homes, and commercial businesses like Whitman Hollow Marina.

Five counties in Tennessee surround this deep and winding lake, including: Anderson County, Claiborne County, Campbell County, Grainger County, and Union County.

Today Norris Dam has multiple missions including flood control in the Tennessee Valley, the production of hydro-electric power for thousands of homes and businesses, assuring water quality and maintaining minimum navigational channel depths on the Tennessee River. The cold water flowing from the deep reservoir also cools water discharged into the Tennessee River from the fossil fuel plant at Bull Run, and from Watts Bar and Sequoyah nuclear power plants downstream.

At the bottom of the list but extremely important to the overall economic vitality of the region is lake recreation for visitors from all over the United States and the world. Breathtaking rolling hills frame the perfectly placid and amazingly clear turquoise-green deep waters. For those seeking water-based recreation surrounded by picturesque majesty and beauty Norris Lake is truly a rare and treasured find discovered and revisited by tens of thousands each year.

Whitman Hollow Marina was established in 1954 to provide lake recreation services for the boating public on Norris Lake in the Big Creek area. Over the years facilities have improved and expanded to where today many visitors from numerous states in mostly southeast and mid-west America patronize Whitman Hollow Marina each year.

In the years since the dam was built and the lake was created the size of boats on Norris have grown steadily larger. Today the lake has a significant population of boats over 26' feet in length, but these boats have very limited access to tie-up facilities that can accommodate and service them. On a lake the size of Norris boaters in large vessels can often find themselves many miles from facilities they can utilize, particularly, in the Big Creek area of Norris Lake where Whitman Hollow Marina is located.

The only other marina on Big Creek is Indian River Marina, which is primarily a small watercraft marina at capacity with annual customers. Indian River Marina has no tie-up facilities sufficient to accommodate transient boat traffic or any plans for facility expansion at present.

While Whitman Hollow Marina would like to offer marina services to larger boats current customers with annual leases have taken all-available boat slips and tie-up spaces. In order to service non-trailerable transient vessels 26' and larger Whitman Hollow will need to undertake the construction of the facilities proposed in this application.

While the lack of facilities for non-trailerable transient watercraft 26' and larger is of concern now, the real concern is for the future as each year brings more of these larger size boats to Norris Lake. Planning for future boating needs on the Norris Reservoir, particularly for those larger vessels over 26' feet, is clearly in the public interest. There is a definite and ever-growing need for tie-up spaces and facilities capable of accommodating marine needs for boats 26' feet or larger all over Norris Lake. The boating public will benefit by having these facilities available to them at Whitman Hollow Marina where in the Big Creek area there are none.

This application details a project at Whitman Hollow Marina on Norris Lake with quantifiable and verifiable objectives to be accomplished within a specific period of time. The application includes a project design and layman engineering with detailed drawings and plans for the infrastructure and facilities proposed for construction. The materials required for construction of the component parts, i.e., the tie-up slips, connecting catwalks, mooring infrastructure, restrooms, showers, information and assistance center and utilities have been

listed with costs estimated.

Should this application be awarded funding in March 2015 the project would immediately initiate with a target completion date by the end of 2015. The plans proposed in the application would immediately convert into an action plan beginning with the acquisition of materials needed for assembly and construction of the component parts.

The professional and dependable staff at Whitman Hollow Marina are skilled and experienced in marine construction, maintenance and services that the project will require. The proposal is for an existing facility as an addition of services targeted to meet the needs of an underserved boating population on Norris Lake. The project location as part of an existing marina operation should help speed along completion of objectives.

As the daily workmanship of the marina staff moves the project toward completion individual component parts will become recognizable, quantifiable structures with material compositions that can be identified, quantified, and verified individually and as a wholly assembled infrastructure in place for public use.

In the end, what is proposed in this application will be in fact what exists as the completed facilities, and the entirety of the project will be located for easy inspection and verification.

At present on the 14-mile Big Creek area of Norris Lake the transient boating public in watercraft 26' feet or larger have no tie-up options for accessing bathrooms, showers, sewage pump out facilities, utilities, food and entertainment services, boat maintenance services, information and assistance, and all that the nearby metropolitan LaFollette, Tennessee area has to offer.

Once the objectives proposed here in this application are achieved facilities will exist to accommodate the personal and boating needs of a significant number of underserved vessels 26' feet and larger on Norris Lake. The 24 covered boat slips and support facilities proposed will be adequate to meet current need and future demand as well.

When completed the project is expected to bring the significant benefits detailed herein to transient boaters in larger vessels in the Big Creek area of Norris Lake.

Whitman Hollow Marina has a professional, full-time staff of skilled maintenance, building and construction workers. The marina staff is also engaged in building privately owned docks and boat slips for property owners on Norris Lake and have just this past year constructed 28 new covered slips at Whitman Hollow. The marina staff has the exact kind of skill set needed to build the component parts and the whole of the facilities proposed in this application.

Additionally, the owner of Whitman Hollow Marina, Chuck Samples, has 30 years of experience in the building and construction industry, and has been in the marina business for seven years. Mr. Samples has extensive knowledge and experience related to estimating costs, material acquisition, and managing projects to timely completions.

Specifically, the component parts for the project proposed in this application are:

- 24 covered tie-up slips for non-trailerable vessels 26' feet or longer;
- Slip dimensions are 14' wide x 38' long x 14' high;
- An interior covered catwalk with dimensions being 8' wide x 200' long running the entire length of the tie-up slip structure;
- A mooring infrastructure for the tie-up slips and catwalks consisting of 5/8" galvanized steel cable, 3,500 pound concrete mooring blocks, 4,000 pound winches
- Dockside utilities with 30 amp and 50 amp service;
- Dockside communication services including internet and telephone;
- A Boaters Information and ADA Facility;

- ADA compliant male and female bathroom and shower facilities;
- A catwalk connecting the tie-up slip infrastructure to other existing marina infrastructure;

The proposed project is an addition to existing facilities at Whitman Hollow Marina. Whitman Hollow currently has an existing infrastructure consisting of 126 covered slips of various sizes, 8', 9' and 10' wide by 16', 20', 24' and 32' feet long. Customers with annual leases occupy these boat slips. The marina has a restaurant and ship store, which offers marine products, fuel, oil, fishing supplies, live bait, groceries, ice, beverages and its famous soft serve ice cream. Free entertainment is offered to the public every weekend throughout the season.

The addition of 24 covered tie-up boat slips and other components of the proposed project will connect to and blend in perfectly with the existing infrastructure at Whitman Hollow Marina. A previously underserved boating public with watercraft 26' feet and longer will now have facilities allowing them access to amenities and services previously unavailable to them in the Big Creek area, and these folks will blend in perfectly as well.

The address and location for the project proposed in this application

Whitman Hollow Marina
1203 Whitman Hollow Road
LaFollette (Campbell County) Tennessee 37766

GPS Coordinates

Latitude	36 degrees	19minutes	2.6976 seconds
Longitude	--84 degrees	5 minutes	39.6162 seconds

There is no relationship between this proposed project and any other work funded by Federal grants.

Budget Justification

This project will be a 50-50 match project, with 50% of the funding coming from the BIG Program and 50% coming as a match from Whitman Hollow Marina, LLC. This project does not require any proration, due to the entire project being separated from other recreational boaters and from other visitors to the marina. Any use of these facilities will be incidental and extremely minimal.

Project Budget:

\$700,000 Total Project

\$350,000 BIG Program

\$350,000 Whitman Hollow LLC Match

The costs of the project have been broken down into 3 major areas:

- 1) 24 Slips for boats >26 feet in length
- 2) Boaters Facility, ADA facility, and Restrooms (inc. shower facilities)
- 3) Catwalk connecting the transient facility to the existing marina

Cost of Slips (Item #1)

\$523,972 Total Costs of Slips

\$261,986 from BIG funds

\$261,986 from Whitman Hollow LLC Match

Cost of Boaters Facility, ADA facility, and Restrooms (Item #2)

\$101,228 Total Cost of Boaters Facility

\$ 50,614 from BIG Funds

\$ 50,614 from Whitman Hollow LLC Match

Cost of Catwalk (Item #3)

\$74,800 Total Cost of Catwalk

\$37,400 from BIG funds

\$37,400 from Whitman Hollow LLC Match

Estimated Cost Breakdown of each Category

24 Covered Tie-up Slips for Boats 26' Feet and Longer Slip dimensions are 14' wide x 36' long x 14' high

Encased floatation devices for slip fingers and catwalk
Estimated Cost \$ 102,704.00

Steel frame slip infrastructure
Estimated Cost \$ 139,968.00

Roofing 16,000 square feet to be covered
Estimated Cost \$ 85,000.00

Catwalk finger flooring 7,488 square feet to be covered
Estimated Cost \$ 80,000.00

Comments:

The catwalk fingers are 4' feet wide x 36' feet long

Interior catwalk flooring 1,600 square feet to be covered
Estimated Cost \$ 16,400.00

Comments:

Dimensions 8' feet wide by 200' feet long

Fasteners
Estimated Cost \$ 2,300.00

Bumper guards
Estimated Cost \$ 11,200.00

Tie-down underwater infrastructure
Estimated Cost \$ 24,600.00

Comments:

5/8" galvanized steel cable
3,500 pound concrete blocks

Slip/dockside utilities—breakers, panel boxes, etc.
Estimated Cost \$ 5,500.00

Marine grade electric wiring/plug sockets for 30/50 amp service
Estimated Cost \$ 18,000.00

Water service and delivery spigots
Estimated Cost \$ 24,000.00

Lighting
Estimated Cost \$ 4,700.00

Signage + ADA Signage
Estimated Cost \$ 1,200.00

Dockside communication services—internet and telephone
Estimated Cost \$ 8,400.00

Subtotal for the 24 Covered Tie-up Slips: \$523,972.00

Boater's Information, ADA Facility, and Restrooms (Including showers)

This structure is proposed as a stand-alone facility with dimensions being 24' feet wide by 24' feet long.

This facility is envisioned as a single structure similar to welcome centers and rest area facilities located off the Eisenhower Interstate Highway System at special exits throughout the United States. Typically, information is offered in a lobby area centered between ADA compliant bathrooms—and for our purposes showers—located to either side of the main foyer.

Encased floatation foundation needed for 24' feet wide x 24' long structural base
Estimated Cost \$ 5,700.00

Fasteners
Estimated Cost \$ 1,050.00

Steel framing infrastructure
Estimated Cost \$ 9,004.00

Sub-flooring needed to cover the base
Estimated Cost \$ 4,304.00

Framing walls and rafters
Estimated Cost: \$5,760.00

Windows, doors (interior and exterior), hardware for doors
Estimated Cost \$ 6,200.00

Interior finish floors—lobby area, bathrooms
Estimated Cost \$ 3,200.00

HVAC Air-conditioning and heat
Estimated Cost \$ 10,500.00

Interior and exterior lighting
Estimated Cost \$ 3,900.00

Interior finish ceiling
Estimated Cost \$ 4,100.00

Electrical wiring, sockets, plugs, panel, breakers
Estimated Cost \$ 4,800.00

Insulation
Estimated Cost \$ 3,210.00

Interior finish
Estimated Cost \$ 5,800.00

Exterior roofing and siding
Estimated Cost \$ 4,700.00

Display shelving for information brochures and emergency
information
Estimated Cost \$ 7,500.00

Plumbing rough-in materials for showers, toilets, sinks, water
heaters and holding tanks.
Estimated Cost \$ 14,000.00

Two ADA showers, two ADA toilets, one ADA wall urinal, two mirrors, two ADA sinks, vanities, two hand blower machines, two hand soap dispensers.

Estimated Cost \$ 7,500.00

Subtotal for the Boater's Information and ADA Facility with ADA Showers and Restrooms: \$101,228

A catwalk connecting the tie-up slip infrastructure to other existing marina infrastructure

Catwalk dimensions are 60' feet long x 8' feet wide

Encased floatation devices for the above sized catwalk

Estimated Cost \$ 22,800.00

Steel frame infrastructure

Estimated Cost \$ 40,280.00

Catwalk flooring

Estimated Cost \$ 6,320.00

Catwalk lighting and electrical

Estimated Cost \$ 3,900.00

Fasteners

Estimated Cost \$ 1,500.00

Catwalk Subtotal: 74,800.00

Grand Total: \$700,000

There will not be any program income generated related to this project.

Defining the ADA Standards that will be used for the facility:

The 2010 ADA Standards for Recreational Boating Facilities

On September 15, 2010, the United States Department of Justice published in the Federal Register the revised regulations for Titles II and III of the Americans with Disabilities Act of 1990. The Department has provided guidance on the final rules and revised regulations on scoping and technical requirements for new construction and alterations. There are some exceptions intended to provide some flexibility where existing structures and terrain precludes full compliance. The taken on this project will be consistent with the goals of the ADA.

Accessible Route

2010 Standards require an accessible route to all accessible boating facilities, including boat slips and boarding piers at boat launch ramps. But because of water level fluctuations at some facilities it may be difficult to provide an accessible route. Section 1003.2.1 provides a list of exceptions applicable to structures such as gangways, transition plates, floating piers, and structures containing combinations of these elements that are affected by water level changes. The list of exceptions specifies alternate design requirements applicable to these structures which, because of water level variables, cannot comply with the slope, cross slope, and handrail requirements for fixed ramps contained in sections 403.3, 405.2, 405.3, 405.6, and 405.7 of the 2010 Standards.

Accessible Boarding Piers

Where boarding piers are provided at boat launch ramps, sections 235.3 and 1003.3.2 of the 2010 Standards require that at least five percent (5%) of boarding piers, but at least one, must be accessible.

Accessible Boat Slips

Sections 235.2 and 1003.3.1 of the 2010 Standards require that at specified number of boat slips in each recreational boating facility meet specified accessibility standards. One accessible boat slip is

required for facilities containing 25 or fewer total slips. The slip section proposed in this application is for 24 total slips.

2010 Standards

Plan-1B Pair: 2010 Standards with □ Out-Swinging Doors

Two 7'-0" x 5'-0" Rooms 70.00 Square Feet Total

Plan-2C Pair: 2010 Standards with □ In-Swinging Doors

Two 7'-2" x 6'-6" Rooms □ 82.00 Square Feet Total

ADA Bathroom and Shower Facilities

Shower Compartments

The 2010 Standards at section 608 contain technical requirements for transfer-type and roll-in shower compartments. The 2010 Standards provide more flexibility than the 1991 Standards.

Transfer-type showers are exactly 36 inches wide by 36 inches long. The 2010 Standards permit a 1/2 inch maximum curb in transfer-type showers.

Roll-in showers are 30 inches wide minimum by 60 inches long minimum. Alternate roll-in showers are 36 inches wide by 60 inches long minimum and have a 36-inch minimum wide opening on the long side of the compartment. The 2010 Standards permit alternate roll-in showers to be used in any facility, only require a seat in transient lodging guest rooms, and allow location of controls on the back wall opposite the seat.

Shower Spray Controls

In accessible bathtubs and shower compartments, sections 607.6 and 608.6 of the 2010 Standards require shower spray controls to have an on/off control and to deliver water that is 120iF (49iC) maximum.

Toilet Paper Dispensers

The provisions for toilet paper dispensers at section 604.7 of the 2010 Standards require the dispenser to be located seven inches minimum and nine inches maximum in front of the water closet measured to the centerline of the dispenser. the paper outlet of the dispenser must be located 15 inches minimum and 48 inches maximum above the finish floor. In the 2010 Standards the mounting location of the toilet paper dispenser is determined by the centerline of the dispenser and the location of the outlet for the toilet paper.

List of Primary Project Contacts

Charles "Chuck" Samples, President, Owner
Whitman Hollow Marina, LLC
1203 Whitman Hollow Road
LaFollette, TN 37766
Phone Number: 423-562-9941
Email: chuck@whitmanhollow.com

Ed Poolos
Tennessee Wildlife Resources Agency
P.O. Box 40747
Nashville, TN 37204
Ed.Poolos@TN.gov

Ranking Criteria

Partnerships:

There is only one partner that is contributing funding related to this project and that is Whitman Hollow, LLC. A second partner will contribute time associated with the educational aspects of the project and that group is U.S. Coast Guard Auxiliary Norris Lake Flotilla to promote public education and safe boating on Norris Lake.

The Auxiliary is the civilian component of the U.S. Coast Guard. Established by an act of Congress in 1939, the nearly 32,000 men and women members of the United States Coast Guard Auxiliary are *Semper Paratus*, "Always Ready."

This is a unique force that carries out an array of responsibilities touching almost every facet of the U.S. maritime environment. The primary mission of the U.S. Coast Guard Auxiliary is Recreational Boater Safety.

In its National Strategic Plan The U.S. Coast Guard Auxiliary's goals and strategies are to ensure the public has a safe, secure, and enjoyable recreational boating experience by implementing programs that minimize the loss of life, personal injury, and property damage while cooperating with environmental and national security efforts.

Vessel safety checks, harbor patrols, safe boating courses, search and rescue marine environmental protection are but a few of the services provided by the Auxiliary. Each year members volunteer more than two million hours benefiting boaters and their families.

In 2015 the flotilla will begin its seventh year on Norris Lake. While on lake patrol flotilla members are in radio contact with U.S. Coast Guard Ohio Valley Headquarters personnel in Kentucky and with Tennessee Wildlife Resources Agency officers on the lake.

The partnership with the Norris Lake Flotilla will bring valuable in-kind resources to the project by providing trained personnel for boater safety education at Whitman Hollow Marina twice a year. This partnership will also contribute to advancing goals and objectives of the TWRA and the U.S. Fish & Wildlife Service.

Innovative Techniques:

Suddenly in Command

As a part of its continuing public education and community outreach program Whitman Hollow Marina will utilize the proposed Boater's Information and Assistance Center as a facility to host a unique boater's safety class called "*Suddenly in Command.*"

This class will be designed to help educate women who are not typically at the helm, and others who may have limited or no experience being a watercraft captain.

Your boat captain becomes incapacitated or falls overboard, for example. You're the First Mate and find yourself suddenly in command. What can you do? Where are you? What are your priorities? Are you prepared?

Whitman Hollow Marina will offer this innovative boating class designed for women who are not generally at the helm. The class will also help those who are typically only boat passengers to "be prepared" with practical knowledge and skills to apply in case of an emergency.

One of the primary goals of the BIG program is to provide the boating public with boater safety education and up-to-date information on state boating regulations, laws and guidelines. This class will focus on sub-groups within the general boating population that are not generally commanding watercraft, particularly in emergency situations.

Whitman Hollow Marina will advertise the special class well in advance in order to drum up participation. This will be accomplished by posting a notice on the marina website, preparing a leaflet for public distribution at the marina ship store and the Boater's Information and ADA Facility. The marina will also advertise the class in community announcements and community calendars local newspapers and other media make available.

Matching Requirements:

Whitman Hollow Marina LLC will provide a 50% match (\$350,000) to the project. A commitment letter is included in the attachments to the application.

Cost Efficient:

This project will be cost efficient because it is bringing transient facilities to an existing marina. This will provide transient boaters with services that already exist, but they are unable to enjoy due to lack of transient slips. The cost efficiency is exhibited by the creation of 24 transient slips for a federal share of \$350,000. This brings the total per slip to just over \$14,500, but with this cost you also get the restroom facilities, the boaters facility, and access to the adjacent marina.

Significant Link to prominent destination or provide safe harbors:

The Safe Harbor at Whitman Hollow Marina:

In 2012 there were 12,101,936 recreational vessels registered by the 50 states. According to the U. S. Coast Guard there were 4,515 recreational boating accidents in 2012 that involved 651 deaths, 3,000 injuries and approximately \$38 million dollars of damage to property.

Many times throughout the year inclement weather and storms are present on Norris Lake. When these type weather events occur, boaters rush for cover, most often heading to the nearest marina. Whitman Hollow Marina is situated squarely within a protected cove with elevated terrain surrounding its facilities that helps to provide protection from inclement weather and storms and improves safety.

But at present on the 14-mile stretch of Norris Lake that is Big Creek there are no existing facilities for boats greater than 26' feet to tie-up at Whitman Hollow or elsewhere. Occasionally, boaters come in off the lake only to find there is no place for them to tie-up, and they are forced to turn back. These boaters are on their own left to ride the storm out as best they can.

Waypoint connections: Whitman Hollow Marina links boaters to prominent destination waypoints in the area

Once shore side at Whitman Hollow Marina customers are only six miles from metropolitan LaFollette, Tennessee and all it has to offer. The downtown area includes access to medical facilities, banking,

food and other retail services. Also, which is sometimes very important, quick access to marine service centers and boat repair parts.

From Whitman Hollow Marina transient boaters can dock and tie-up and then access any one of numerous recreational, historic, cultural, natural and scenic opportunities of local, regional and national significance within an hour's drive. Information about accessing these opportunities will be available to boaters in the Boater's Information and ADA Facility.

Access to recreational, historic, cultural, natural, or scenic opportunities of national, regional, and local significance:

Local Significance: Cove Lake State Park – Approximately 8 miles from Whitman Hollow Marina sits Cove Lake State Park. Cove Lake's 717 acres are situated in a beautiful mountain valley on the eastern edge of the Cumberland Plateau. Scenic nature trails lead through a diversity of wetlands and woodlands offering wildlife viewing for the nature enthusiast. A paved walking/bike trail provides easy access to all park facilities. Visitors can spend the day fishing or simply sitting back and capturing the picturesque vista Cove Lake offers.

Regional Significance: The Museum of Appalachia - Museum of Appalachia sits approximately 25 miles from Whitman Hollow Marina- The Museum of Appalachia, founded in 1969 by John Rice Irwin, portrays an authentic mountain farm/village with some three dozen historic log structures, exhibit buildings filled with thousands of authentic Appalachian artifacts, gardens surrounded by split rail fences, and farm animals in a picturesque setting.

In 2001, the Museum was incorporated as a 501(c) (3) organization to ensure its long-term sustainability. In April 2007, the Internal Revenue Service granted the Museum permanent status as a publicly supported organization.

The Museum now operates under a Board of Directors with many years of experience in private, non-profit, and government sectors. In May 2007, the Museum announced its formal association with the Smithsonian Institution's Affiliations Program.

Today the Museum continues a program of expansion and growth, adding new exhibits, buildings, and educational programs to enhance its mission to inform and entertain visitors while “preserving the past for the future.”

We seek not only to preserve the physical relics of an earlier time; our greater mission is to instill in the community— regionally, nationally, and internationally—a greater knowledge of and appreciation for the Appalachian heritage.

National Significance: Cumberland Gap National Historic Park – Cumberland Gap National Historic Park sits approximately 30 miles from Whitman Hollow Marina. Established on June 11, 1940, Cumberland Gap National Historical Park is a United States National Historical Park located at the border between Kentucky, Tennessee, and Virginia. The Cumberland Gap is a sizable natural break in the Appalachian Mountains.

The park lies in parts of Bell and Harlan counties in Kentucky, Claiborne County in Tennessee, and Lee County in Virginia. The park contains the Kentucky-Virginia-Tennessee tri-state area, accessible via a short trail. Cumberland Gap National Historical Park covers 20,508 acres (8,299 ha), and saw 853,998 visitors in 2012.

The Cumberland Gap Visitor Center is located on U.S. Highway 25E just southeast of Middlesboro, Kentucky and just northwest of the Cumberland Gap Tunnel and Cumberland Gap, Tennessee. The visitor center features a museum with interactive exhibits about the Gap's role as a transportation corridor, an auditorium that shows films about the area's cultural and natural history, a book store and the Cumberland Crafts gift shop. The visitor center is open each day of the year except Christmas Day.

Economic Impact:

The economic impact of the BIG supported project (preparation of a basin and infrastructure for the construction of a tie up/slip facility) can be defined from more than one perspective. The first is an economic multiplier effect associated with construction expenditures. The estimated multiplier for construction-related projects in a study

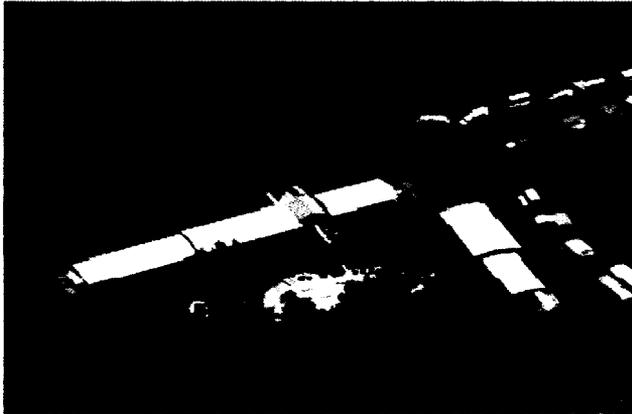
completed at Georgia Tech was a factor of 2 to 1 (Georgia Construction Economic Impact Study, Paul S. Chinowsky, Ph.D., School of Civil and Environmental Engineering, Georgia Institute of Technology, November, 1999). Thus, for each \$1,000 in cash construction outlay, the community eventually realizes a local expenditure impact of \$2,000. With an estimated cash outlay of \$750,000 of the basic preparation project, the potential impact on the community will be (2 x \$750,000) \$1,500,000.

But multiplier values are not the only impact variable. We expect the tie-up facilities to have a very significant and positive economic impact because of the tie-up facilities which will be built. We have been informed by many boating groups that once tie-up facilities are built, the area will become a destination for transient boaters.

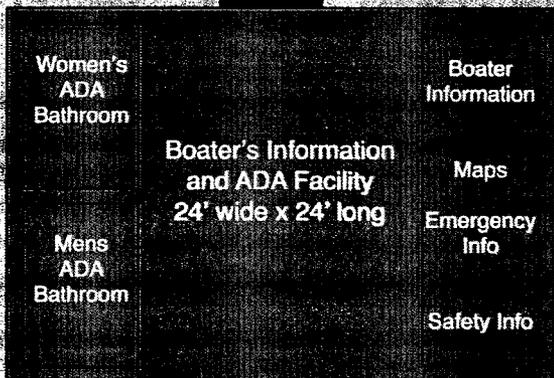
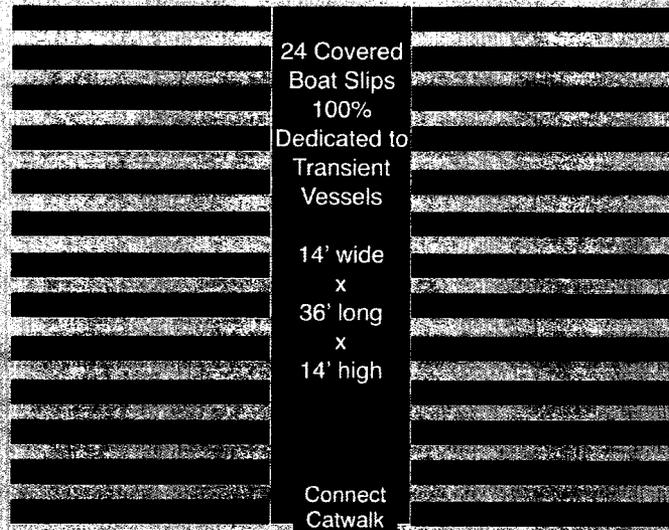
Multi-State efforts:

The State of Tennessee has joined with the other Region 4 states to sign a cooperative agreement (attached at end of application) related to BIG projects.

Drawings/Maps/Photographs:



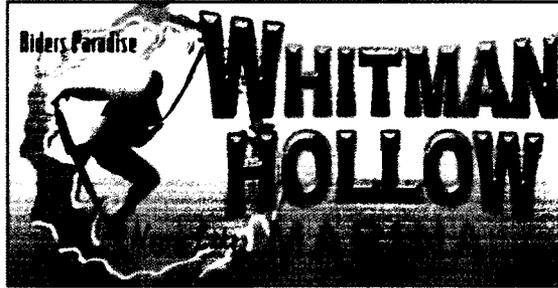
Whitman Hollow Marina



Whitman Hollow Marina Harbor

Norris Lake





1203 Whitman Hollow Road LaFollette, TN 37766

To whom it may concern:

Whitman Hollow Marina appreciates having the opportunity to present an application for project funding offered by The 2015 Boating Infrastructure Grant Program through the Tennessee Wildlife Resources Agency.

We believe that our proposal is one that will achieve the goals of the boating infrastructure grant program and we are committed to the proposed project and to funding the match amount if awarded.

Thanks for your consideration

A handwritten signature in cursive script, appearing to read "Chuck Samples".

Chuck Samples, Owner
Whitman Hollow Marina

**BOATING INFRASTRUCTURE GRANT PROGRAM
SOUTHEAST REGION COOPERATIVE AGREEMENT
U.S. Fish and Wildlife Service Region 4**

WHEREAS, the fish and wildlife management agencies of the States of Alabama, Florida, Georgia, Mississippi, North Carolina, Tennessee; the Commonwealth of Kentucky and the United States Virgin Islands ("the Parties") support, seek to increase in number, and maintain recreational boating facilities on their respective waterways and coastal areas; and

WHEREAS, the Boating Infrastructure Grant (BIG) Program provides funds to states to construct, renovate, and maintain tie-up facilities with features for transient boaters in vessels 26 feet or more in length, and to produce and distribute information and educational materials about the program; and

WHEREAS, the BIG Program encourages the states to coordinate information of facilities and services available on the waterways for transient non-trailerable recreational vessels; and

WHEREAS, this coordination amongst states provides an opportunity to promote public/private partnerships and cost-effective, innovative techniques to increase the availability of tie-up facilities within local communities that will provide positive economic impacts; and

WHEREAS, preliminary discussions amongst the Parties at national, regional, and state meetings such as the States Organization for Boating Access (SOBA) and U.S. Fish & Wildlife Service Region 4 Federal Aid Coordinator's Meetings have generated ideas to promote the BIG Program, including a cooperative, multi-state agreement; and

WHEREAS, a more formal commitment of the Parties to coordinate may serve to advance Program administration and implementation, and further enable the transient boater to enjoy each of the Parties' transient boating facilities, waterways, living resources, and history; and

WHEREAS, a cooperative agreement between the Parties will facilitate the development, implementation and promotion of the BIG Program within the U.S. Fish and Wildlife Service Southeast Region;

NOW, THEREFORE, we, the undersigned executives representing the Parties of the Cooperative Agreement agree to the following goals and objectives:

- Work cooperatively to provide continuity of public access to the shore by promoting and increasing in number transient boater tie-up facilities and related services for recreational vessels greater than or equal to 26 feet.
- Work cooperatively to promote the BIG Program in a manner which ensures an inclusive, open and comprehensive participation process.

- Communicate and coordinate on the development and use of environmentally friendly marine construction activities, outreach/educational materials and mechanisms, public/private partnerships, and other innovative measures.
- Communicate and coordinate in regard to administrative and management issues important to the Parties and exchange information that assists in the betterment of the overall BIG administrative process and project development.
- Compile an inventory of BIG facilities and services available in each state, providing this information on each state's BIG Program website, and providing links to each other's websites.
- Create common outreach materials to raise interest and awareness of the BIG Program and Southeast Region BIG sites.
- Develop BIG Program implementation goals and strategies for the Southeast Region.
- Communicate bi-annually to report progress on the goals of this Agreement; discuss Program administration/implementation issues; refine priorities, management goals, and tasks of the Cooperative; and identify resources (funds, personnel, supplies, etc.) that the Parties will contribute towards tasks to be accomplished.
- Work cooperatively toward our goals, welcome new ideas, pursue fairness and equity, seek the most cost effective solutions, foster collaborative approaches and commit to the common vision of the BIG Program with respect to projects undertaken pursuant to this Agreement.

This Agreement shall terminate upon written agreement of the Parties. Any Party may withdraw from the Agreement for any reason, without cause, upon 30 days written notice to the other Parties, which shall result only in the termination of that Party's participation in the cooperative effort.

Each Party to this Agreement shall maintain independent budgets in accordance with federal and their respective state laws and no BIG Program funds shall be commingled by the Parties as a result of this Agreement.

Nothing herein requires or prohibits additional contractual relationships among or between the Parties to this Agreement. Furthermore, nothing herein is intended to conflict with any requirement of any federal or state law, rule, regulation, policy or directive. If terms of this Cooperative Agreement are deemed to be inconsistent with the policies or programs of any Party hereto, then those specific terms shall be deemed not binding on that Party.

This Agreement represents the entire agreement of the parties. This Agreement may be modified or amended at any time upon the written agreement of the Parties.

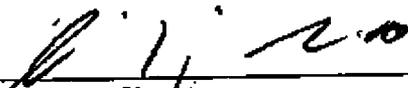
The parties hereto have caused this Cooperative Agreement to be executed through their duly authorized signatories on the day and year last written on each signature page attached as:

State of Alabama State of Florida State of Georgia Commonwealth of Kentucky

State of Mississippi State of North Carolina State of Tennessee United States Virgin Island

**BOATING INFRASTRUCTURE GRANT PROGRAM
SOUTHEAST REGION COOPERATIVE AGREEMENT
U.S. Fish and Wildlife Service Region 4
Signatory Page**

FOR THE STATE OF ALABAMA



Signature
9/3/09

Date

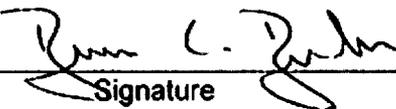
Trey Glenn
Print Name

Director
Title

Department of Environmental Management
Agency - Department

**BOATING INFRASTRUCTURE GRANT PROGRAM
SOUTHEAST REGION COOPERATIVE AGREEMENT
U.S. Fish and Wildlife Service Region 4
Signatory Page**

FOR THE STATE OF FLORIDA



Signature

8/24/09

Date

Lt. Col. Bruce Buckson

Print Name

Deputy Director, Boating and Waterways and Field Services

Title

Fish and Wildlife Conservation Commission, Division of Law Enforcement

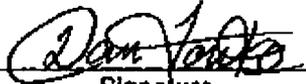
Agency - Department

**APPROVED AS TO FORM
AND LEGAL SUFFICIENCY**


Commission Attorney

**BOATING INFRASTRUCTURE GRANT PROGRAM
SOUTHEAST REGION COOPERATIVE AGREEMENT
U.S. Fish and Wildlife Service Region 4
Signatory Page**

FOR THE STATE OF GEORGIA


Signature

9-1-2009
Date

Dan Forster
Print Name

Director
Title

Georgia Wildlife Resources Division
Agency -- Department

**BOATING INFRASTRUCTURE GRANT PROGRAM
SOUTHEAST REGION COOPERATIVE AGREEMENT
U.S. Fish and Wildlife Service Region 4
Signatory Page**

FOR THE COMMONWEALTH OF KENTUCKY

Benj Kinman

Signature

8/17/09

Date

Benj T. Kinman

Print Name

Deputy Commissioner

Title

Kentucky Department of Fish and Wildlife Resources

Agency - Department

**BOATING INFRASTRUCTURE GRANT PROGRAM
SOUTHEAST REGION COOPERATIVE AGREEMENT
U.S. Fish and Wildlife Service Region 4
Signatory Page**

FOR THE STATE OF MISSISSIPPI



Signature

Date

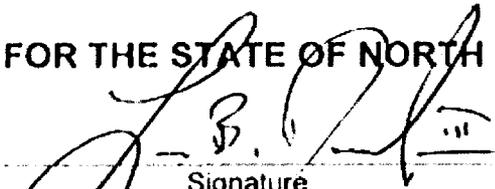
William W. Walker, Ph.D.
Print Name

Executive Director
Title

Department of Marine Resources
Agency – Department

**BOATING INFRASTRUCTURE GRANT PROGRAM
SOUTHEAST REGION COOPERATIVE AGREEMENT
U.S. Fish and Wildlife Service Region 4
Signatory Page**

FOR THE STATE OF NORTH CAROLINA


Signature

8/13/09
Date

Dr. Louis B. Daniel III
Print Name

Director
Title

Department of Environmental and Natural Resources, Division of Marine Fisheries
Agency – Department

**BOATING INFRASTRUCTURE GRANT PROGRAM
SOUTHEAST REGION COOPERATIVE AGREEMENT
U.S. Fish and Wildlife Service Region 4
Signatory Page**

FOR THE STATE OF TENNESSEE



Signature

9/11/09

Date

Ed Carter

Print Name

Executive Director

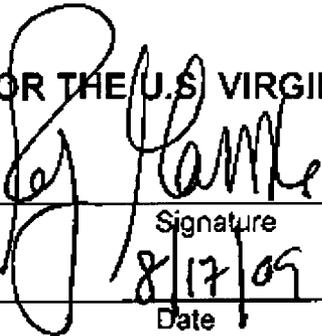
Title

Wildlife Resource Agency

Agency - Department

**BOATING INFRASTRUCTURE GRANT PROGRAM
SOUTHEAST REGION COOPERATIVE AGREEMENT
U.S. Fish and Wildlife Service Region 4
Signatory Page**

FOR THE U.S. VIRGIN ISLANDS



Signature
8/17/09

Date

 Robert S. Mathes
Print Name

Commissioner
Title

Department of Planning and Natural Resources
Agency - Department

BUDGET INFORMATION - Construction Programs

NOTE: Certain Federal assistance programs require additional computations to arrive at the Federal share of project costs eligible for participation. If such is the case, you will be notified.

COST CLASSIFICATION	a. Total Cost	b. Costs Not Allowable for Participation	c. Total Allowable Costs (Columns a-b)
1. Administrative and legal expenses	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text" value="0.00"/>
2. Land, structures, rights-of-way, appraisals, etc.	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text" value="0.00"/>
3. Relocation expenses and payments	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text" value="0.00"/>
4. Architectural and engineering fees	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text" value="0.00"/>
5. Other architectural and engineering fees	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text" value="0.00"/>
6. Project inspection fees	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text" value="0.00"/>
7. Site work	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text" value="0.00"/>
8. Demolition and removal	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text" value="0.00"/>
9. Construction	\$ <input type="text" value="700,000.00"/>	\$ <input type="text"/>	\$ <input type="text" value="700,000.00"/>
10. Equipment	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text" value="0.00"/>
11. Miscellaneous	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text" value="0.00"/>
12. SUBTOTAL (sum of lines 1-11)	\$ <input type="text" value="700,000.00"/>	\$ <input type="text" value="0.00"/>	\$ <input type="text" value="700,000.00"/>
13. Contingencies	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text" value="0.00"/>
14. SUBTOTAL	\$ <input type="text" value="700,000.00"/>	\$ <input type="text" value="0.00"/>	\$ <input type="text" value="700,000.00"/>
15. Project (program) income	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text" value="0.00"/>
16. TOTAL PROJECT COSTS (subtract #15 from #14)	\$ <input type="text" value="700,000.00"/>	\$ <input type="text" value="0.00"/>	\$ <input type="text" value="700,000.00"/>
FEDERAL FUNDING			
17. Federal assistance requested, calculate as follows: (Consult Federal agency for Federal percentage share.) Enter eligible costs from line 16c Multiply X <input type="text"/> % Enter the resulting Federal share.			\$ <input type="text" value="0.00"/>