



Interstate Plans May be Softening; Tinker Mountain Sites Protected

Plans to build a new interstate across the Appalachian Trail in Georgia and radically expand existing Interstate 81 in Virginia—which would sever the Trail’s valley crossing at Daleville—may have softened in recent months.

During a campaign appearance in late September in Georgia, U.S. Rep. Nathan Deal said that the high costs of a proposed I-3, which would cut across the north Georgia wilderness areas the A.T. traverses, made it unlikely that Congress would approve funding. Congress in 2005 directed a study of such a project, which immediately spurred protests from ATC and several local organizations in Georgia, North Carolina, and Tennessee.

A trucking-industry newsletter, *etrucker.com*, reported in October that the Virginia Department of Transportation, “faced with widespread opposition, ... says it no longer is considering an ambitious, \$13-billion plan ... to double the width of I-81 to eight lanes.” The Commonwealth Transportation Board was expected to vote later in the month on DOT’s assessments of what to do after working on the plans for three years. The expansions were opposed by ATC, other national groups, and many

local conservation and tourism organizations. The state legislature this year refused to provide a higher level of funding sought by DOT for all projects.

At the same time as support for the I-81 project was dwindling, protection of the Appalachian Trail above that congested Daleville interchange to the south, on Tinker Mountain, took major leaps forward this summer. In June, the Roanoke City Council donated to the National Park Service an easement on 45 acres on the mountain near Carvins Cove that will allow a relocation at Angels Gap. Roger Holnback, executive director of the Western Virginia Land Trust long involved with A.T. land-trust program work, had been seeking the donation for more than a year.

Holnback also was involved in a September purchase of about 235 undeveloped acres on the mountain by a consortium of Hollins University, the Western Virginia Water Authority, and two Tinker Mountain residents. That land, which surrounds a section of the A.T., is to be protected under a conservation easement, the new owners told *The Roanoke Times*.

OBITUARY

Richard (Dick) Redfield

Long-time New York-New Jersey Trail Conference member Dick Redfield passed away on August 17, 2006, after a seven-year battle with leukemia. Mr. Redfield was an avid hiker, and a hard-working contributor to the hiking community in both physical and administrative capacities. He and his wife, Eileen West, completed the Appalachian Trail (as the Sundown Duo) in 2001, and later Vermont’s Long Trail in 2003. They were early Long Path end-to-enders, completing that trail in 1995.

Mr. Redfield’s love of the outdoors was fostered and encouraged by his father, Emanuel (Manny) Redfield, a Conference member who was also active in the hiking community. Mr. Redfield spent countless volunteer hours at the Conference’s office in Manhattan, maintained trails, field-checked maps, and developed and blazed the original route of the Wyanokie Crest Trail, which he maintained for many years. In 1991 he was awarded the Trail Conference’s Certificate of Appreciation for his work.



Mr. Redfield was previously part of the trail crew that developed several sections of the A.T. in the Dutchess and Putnam areas, and until his death he continued to work as a corridor monitor on the Graymoor section of the Trail.

Mr. Redfield is survived by his wife, Eileen West, whom he married at Acadia National Park in Maine during a hiking vacation; a brother, William Redfield; and by cousins and extended family.