

N. Asheboro Greenway FEASIBILITY STUDY

Working Group Meeting #3

March 14, 2024



- **Project Schedule**
- **Stakeholder and Public Engagement Updates**
- **Route Alternatives**
- **Recommended Route**
- **Preliminary Construction Cost Estimate**
- **Implementation and Funding Strategy Overview**
- **Next Steps**



Credit: Larry Penkava



PUBLIC MEETING (December 12, 2023, 4:00-6:00 pm at the City of Asheboro Public Works Building)

- Desire for multiple access points should be provided, with parking and access control measures such as gates or bollards.
- A connection across Vision Dr should be considered to provide a trailhead.
- Attendees expressed concern with user safety due to the remote nature of the greenway corridor, and suggested lighting, security cameras, emergency call boxes, and police patrols.
- Route preferences were varied; Residents with properties close to the greenway prefer a route farther from their homes, while property owners who do not live near the greenway prefer a route that is closer to nearby residents and the North Asheboro Park.
- Non-residential landowners expressed concerns with liability in the event of greenway users trespassing on their property.
- Some adjacent parcels have sold recently and may be developed, potentially incorporating the greenway as a connection.



> **ASHEBORO CITY SCHOOLS (November, 7th 2023)**

- Discussion of trail location on south side of W. Bailey Street due to right-of-way (ROW) conditions.
- Discussion of proposed road narrowing (travel lanes) or lane modifications at rail crossing to accommodate an at-grade pedestrian crossing and pedestrian safety arms.
- Discussion that a bridge overpass at the rail could be explored but would be costly.
- Discussion of potential trail extension onto campus along the west side of the drive and connecting with a sidewalk to either the bus drop off or the main office entry

> **SCHOOL INTERESTS AND CONCERNS**

- Impacts to drop off and pick-up
- Affects on bus traffic
- Concerns with public access and school safety
- Concerns with / Coordination on other roadway improvements to take place
- *In follow-up correspondence the school advised that the board was not supportive of the trail extending onto the campus*

NCDOT DIVISION 8 (December 11, 2023)

- NCDOT prefers to maintain roadway lanes at a minimum of 12 ft, with 11 ft lanes acceptable in constrained locations.
- Existing roadway bridges over Hasketts Creek on W. Bailey St and W. Balfour Ave are not ideal for accommodating a multi-use trail due to limited available width, a need for physical separation, and drainage.
- Proposed sidepath on W. Bailey St would likely require curb and gutter with a minimum 2 ft landscaped strip to separate the path from the roadway.

NCDOT RAIL DIVISION (December 14, 2023)

- Railroads typically only allow shared use path crossings within the railroad right-of-way to be 6 ft wide to encourage bicyclists to dismount and walk across. A new at-grade crossing is not likely to be approved by the railroad.
- The path would have to route around the existing gate arms and maintain a minimum distance of 5.5 ft from the existing flashers.
- Flagging service must be provided when doing construction work within a railroad corridor and should be provided by the contractor.

CITY OF ASHEBORO STAFF (January 17, 2024)

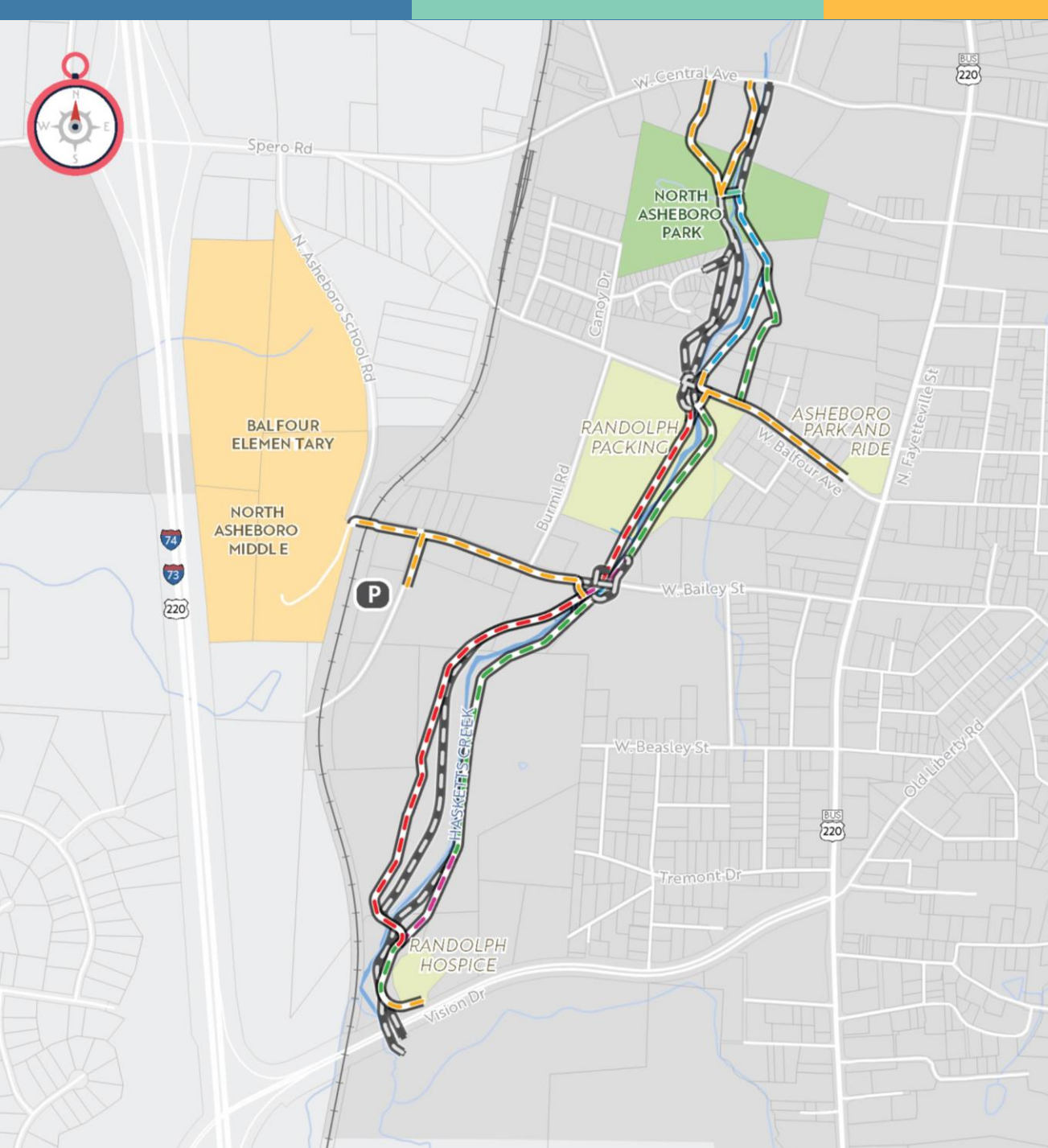
- The City expects improvements to North Asheboro School Rd to be submitted for a future STIP project, potentially including pedestrian improvements that could connect to the greenway.
- A trailhead could be located on Nottingham St if a feasible location at the southern end of the greenway corridor near Vision Dr cannot be found.
- Segments of the greenway within North Asheboro Park should be designed to minimize impacts to the disc golf course, which is popular with local residents.
- The police department does not have specialized equipment to access the greenway and may need to use patrol vehicles along the corridor.

PIEDMONT TRIAD RPO (February 14, 2023)

- Updated Comprehensive Transportation Plans for the City of Asheboro and Randolph County will be developed in the near future and will likely cover a 10-year planning horizon.
- The Strategic Prioritization (SPOT) process is the main funding avenue through the RPO, but there is opportunity to increase grant writing capacity at a regional level.
- The P7.0 prioritization process is ongoing, and the RPO would not be able to submit the North Asheboro Greenway project for scoring until a future prioritization phase begins.

SEGMENT ALTERNATIVES Summary

- > **Segment Alternatives**
 - Main Line Alternatives (Various Colors)
 - Removed from Consideration (Grey)
 - Connector Alternatives (Orange)

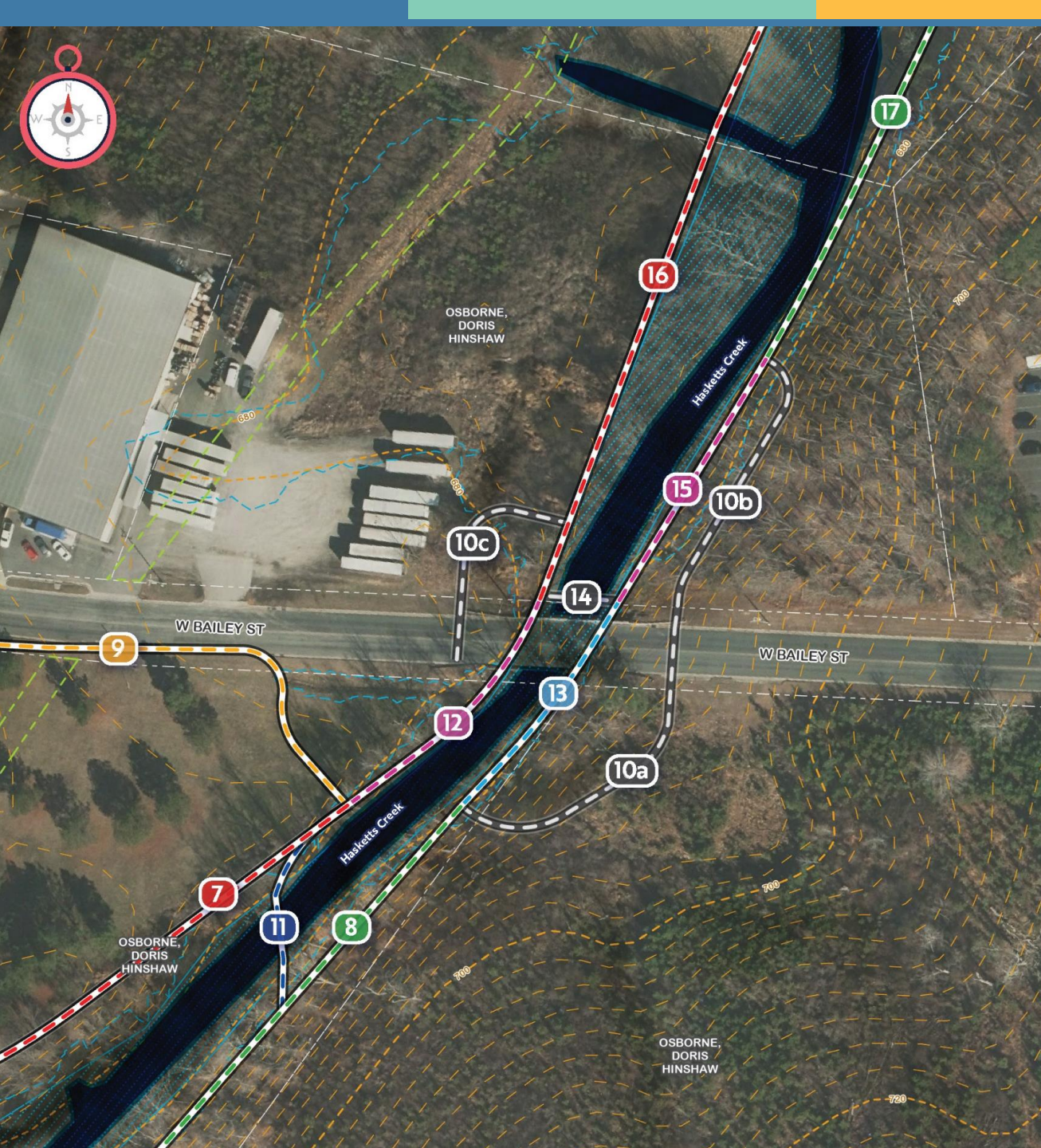




SEGMENT ALTERNATIVES Summary

SEGMENTS REMOVED FROM CONSIDERATION

- **Segment 1:** Removed due to anticipated increased cost, implementation hurdles (including additional required geomorphic and hydraulic study) and permitting constraints in comparison to other alternatives, and due to potentially creating an isolated trail endpoint. However, segment 1 could be considered in the future to extend future sections of the Deep River Trail connection towards downtown Asheboro and the Uwharrie Mountains.
- **Segment 2:** Removed due to cost, implementation hurdles (including additional required geomorphic and hydraulic study) and permitting constraints in comparison to other alternatives.
- **Segment 5:** Removed due to concerns of increased flooding events which would increase the frequency of trail maintenance.



SEGMENT ALTERNATIVES Summary

SEGMENTS REMOVED FROM CONSIDERATION

- **Segments 10a and 10b:** Removed due to existing topography constraints and poor sight distance at roadway crossing location.
- **Segment 10c:** Removed due to conflicts with existing vehicular parking and apparent utility relocation.
- **Segment 14:** Removed due to a significant cost and maintenance increase for this low water crossing.

SEGMENT ALTERNATIVES Summary

SEGMENTS REMOVED FROM CONSIDERATION

- **Segments 18c and 18d:** Removed due to existing driveway and utilities (sewer, gas, and electric) in the area. Large amounts of truck traffic make integrating bicycle and pedestrians here unadvisable.
- **Segments 19 and 20:** Removed due to bridge clearance restrictions (less than 8 ft) and exposed existing sewer lines.
- **Segment 21:** Removed due to infeasibility of reallocating roadway space to accommodate bicycles and pedestrians in a safe and comfortable manner.
- **Segments 22b, 24, and 25:** Removed due to lack of support from private property owners.



SEGMENT ALTERNATIVES Summary

SEGMENTS REMOVED FROM CONSIDERATION

- **Segments 24, 25, 28, and 29:** Removed due to lack of support from private property owners.
- **Segment 33:** Removed due to conflicts with electric transmission towers and insufficient room at top of stream bank.

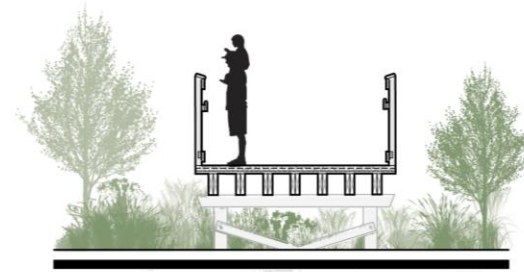
Segment 17 has also been removed



Elevated Bridge Crossing



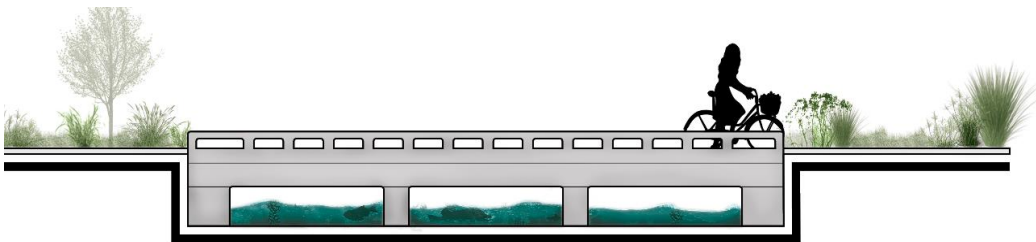
Elevated Boardwalk



Asphalt Trail



Example Low Water Bridge Crossing



Rapid Rectangular Flashing Beacon





ROUTE ALTERNATIVES

Alternative A

> Alternative Snapshot

- Total Main Line Length= 1.55 miles
- One Low Water Crossing = 60lf
- One Elevated Bridge Crossing = 70lf
- Boardwalk Trail = 280lf
- Rectangular Rapid Flashing Beacon Crossing
- Main Alignment Private Parcel Impacts = 10

Approximate Main Line Costs

2024 Construction Cost = \$3,180,000

2030 Construction Cost = \$4,260,000

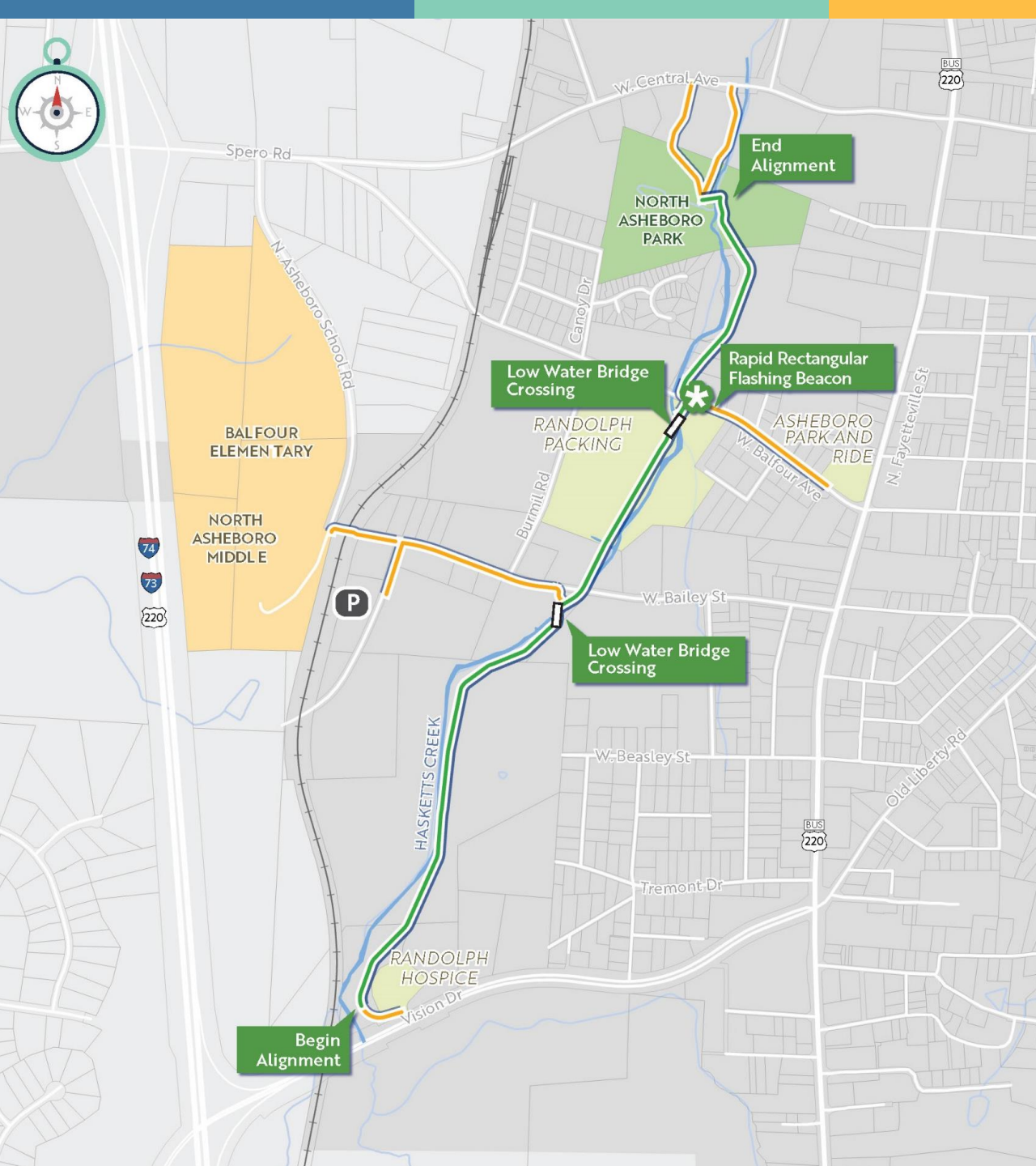
CEI Services = \$425,000

Survey & Design Services = \$250,000

Permanent Easement Cost = \$46,000

Total Approximate Cost = \$4,982,000

***Note costs associated do not include construction easement acquisition, but do include 30% contingency*



ROUTE ALTERNATIVES

Alternative B

> Alternative Snapshot

- Total Main Line Length= 1.68 miles
- Two Low Water Crossings, Totaling = 110lf
- Rectangular Rapid Flashing Beacon Crossing
- Main Alignment Private Parcel Impacts = 9

Approximate Main Line Costs

2024 Construction Cost = \$2,520,000

2030 Construction Cost = \$3,380,000

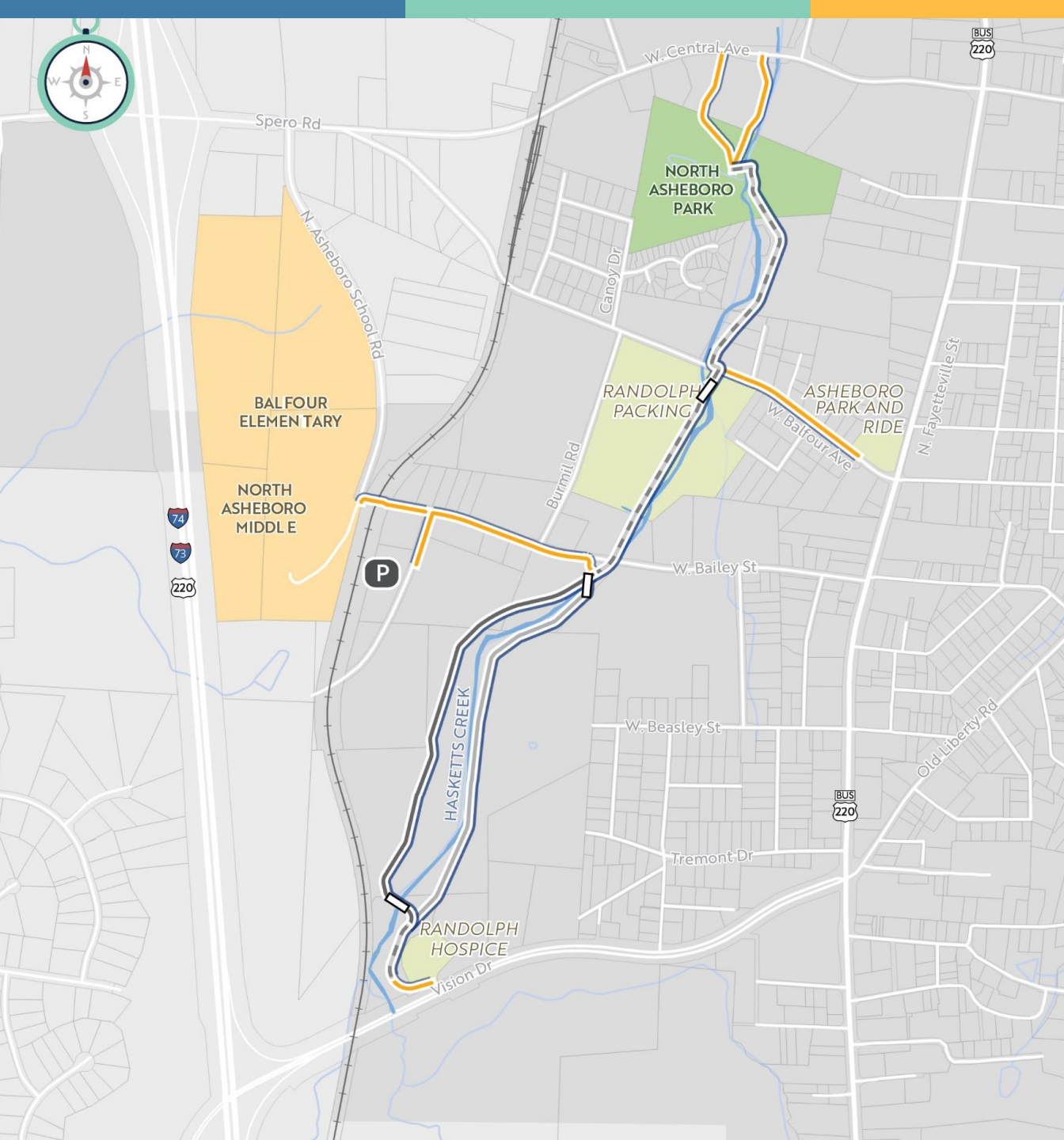
CEI Services = \$340,000

Survey & Design Services = \$200,000

Permanent Easement Cost = \$45,000

Total Approximate Cost = \$3,965,000

***Note costs associated do not include construction easement acquisition, but do include 30% contingency*



ROUTE ALTERNATIVES

Connections

> Connection Trail Snapshot

- Asheboro Park to W. Central Ave.
- Asheboro Park and Ride (W. Balfour Ave.)
- Asheboro City Schools (W. Bailey St.)
- Randolph Hospice
- Total Length = 0.71 miles

Approximate Connector Trail Costs

2024 Construction Cost = \$1,840,000

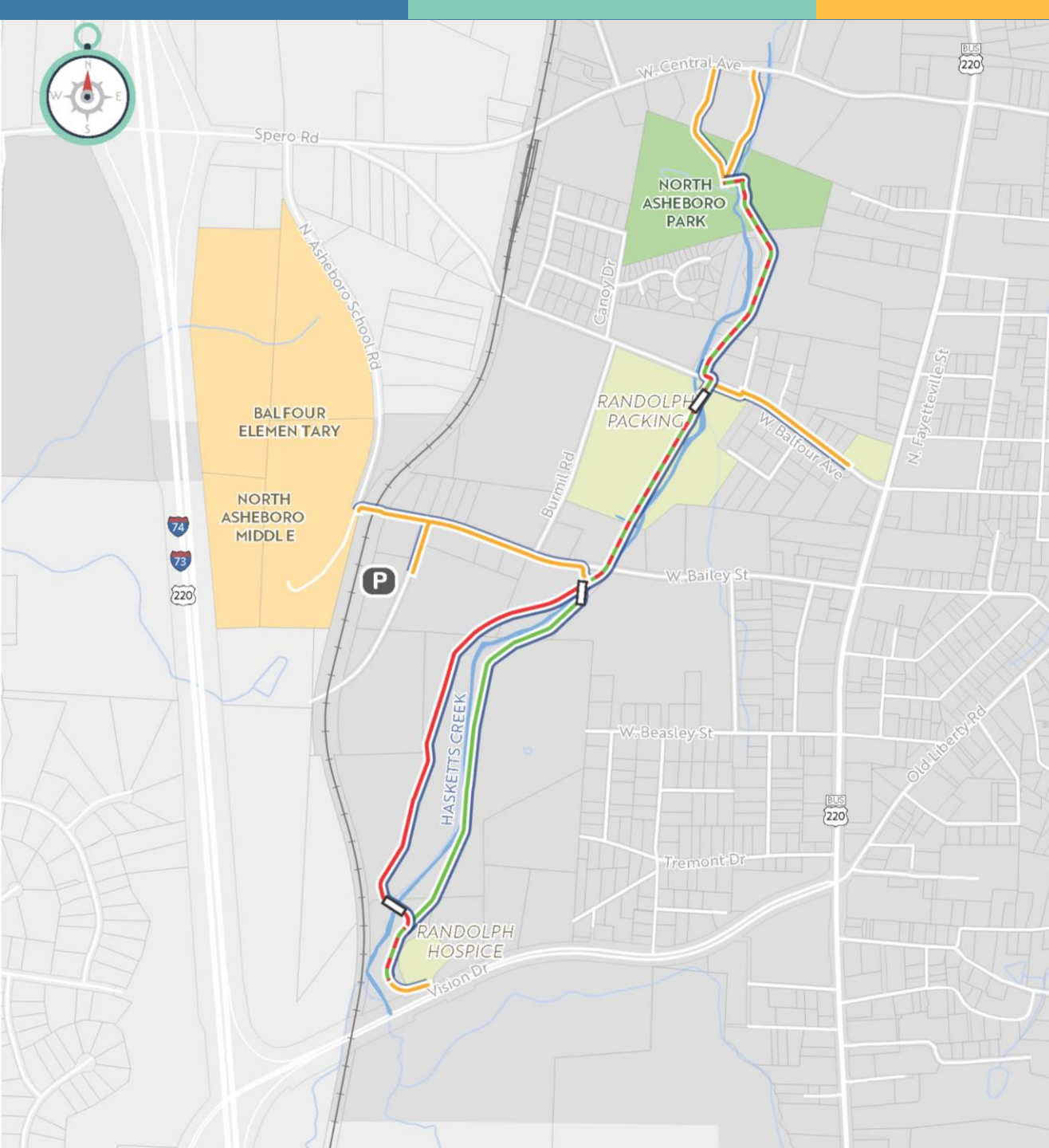
2030 Construction Cost = \$2,460,000

CEI Services = \$250,000

Survey & Design Services = \$150,000

Total Cost = \$2,860,000

***Note costs associated do not include ROW acquisition, but does include 30% contingency*



ROUTE ALTERNATIVES

Decision Matrix

CRITERION	ALTERNATIVE A	ALTERNATIVE B
Physical Feasibility	Least desirable	Most desirable
Cost Effectiveness	Least desirable	Neutral
Property Impacts	Neutral	Neutral
Community Priorities	Least desirable	Neutral
Funding Opportunities	Neutral	Most desirable
Environmental Impacts	Most desirable	Most desirable
Desired Connectivity	Most desirable	Most desirable
Programming Impacts	Neutral	Neutral
Implementation Timeframe	Least desirable	Neutral
Accessibility	Neutral	Neutral
Staff Support	Neutral	Most desirable
Placemaking + User Experience	Most desirable	Neutral

Scoring key:

Least desirable	Neutral	Most desirable
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ALTERNATIVE COMPARISON NOTES

> CONSTRUCTABILITY

- Alternative A will be more difficult to construct due to site access constraints to implement elevated bridge crossing.
- Flood study will need to be done to evaluate floodway impacts on private parcels.

> MAINTENANCE

- About the same between alternatives, low water crossings will require regular maintenance.

> OVERALL COST

- Alternative B is Less expensive than Alternative A by approximately 20%

COST CONSIDERATIONS

- > Costs for Easements or Land Acquisition
- > Costs for Field Survey / Engineering Design / Geotechnical Investigations / Permitting
- > Construction Engineering + Inspections Costs (typically 10-12% of construction cost)
- > Construction Cost Escalation (typically 5% or more per year out to build year)
- > Overall Project Contingency (typically 5-10% depending on unknowns)
- > **Will be added in study report to estimate overall project budgets based on anticipated build year

DESTINATION BASED PHASING

- North Asheboro Park to Asheboro Park and Ride
- North Asheboro Park to Asheboro School System and Parking Lot Spur

CORRIDOR PHASING

- Main Alignment followed by connections to destinations
- Additional connections to Vision Dr and West Central Ave. to be phased in when region outside this project's corridor is studied

FUNDING AVAILABILITY

- Determine available funds and structure implementation based on grant requirements

PRIVATE DEVELOPMENT COORDINATION

- Fund sections of greenway as private development connects to main alignment
 - Possible to share permitting NCDOT / FEMA packages this way or absorb cost

KEY AGENCIES & PARTNERS

Regional Partners

- Piedmont Triad Regional Planning Organization (RPO)
- Transit Providers (PART, RCATS)

County Partners

- Randolph County
- Randolph County Tourism Development Authority
- Asheboro/Randolph Chamber

State Partners

- NCDOT (Division 8, Integrated Mobility Division, and Rail Division)
- NC Division of Parks and Recreation (State Trails)

Non-Profit Partners

- Piedmont Legacy Trails
- BikeWalk NC

Private Sector Partners

- Norfolk Southern Railroad
- Local Businesses
- Landowners
- Developers

State and Regional Federal Funding

Transportation Alternatives (TA)
Recreational Trails Program (RTP)
Highway Safety Program
Land and Water Conservation Fund (LWCF)
Community Development Block Grants (CDBG)
Carbon Reduction Program

Considerations for Each

- Application Deadline Timeframes
- Project Award Amounts
- Match Requirements
- Eligibility

Discretionary Grants

Rebuilding American Infrastructure with
Sustainability & Equity (RAISE)

Active Transportation Infrastructure Investment
Program (ATIIP)

Safe Streets and Roads for All (SS4A) Grant

Rural and Tribal Assistance Pilot Program

Community Change Grants

National Endowment for the Arts Our Town
Program

State

- Great Trails Program
- Parks and Recreation Trust Fund (PARTF)
- Powell Bill Funds
- Strategic Transportation Investments (STIP)
- Statewide Projects Funds
- Spot Safety Program

Private

- Golden Leaf Foundation
- AARP Community Challenge
- National Association of Realtors Placemaking Grants
- People for Bikes Community Grant Program
- Two for the Trails (Athletic Brewing Company)

Local

- Bonds
- Developer Built Trails
- Development Agreements
- Public/Private Partnerships
- Capital Improvement Program (CIP)
- Municipal Service Districts (MSD)

Technical Assistance Programs

- Greening America's Communities
- Building Blocks for Sustainable Communities
- Rivers, Trails, and Conservation Assistance Programs