





OVERMOUNTAIN VICTORY NATIONAL HISTORIC TRAIL MASTER PLAN

ELKIN >> W. KERR SCOTT RESERVOIR

FALL 2016

“[THE TRAIL] IS AN OPPORTUNITY TO LITERALLY WALK A PIECE OF HISTORY.”

~ R. G. ABSHER, YADKIN RIVER GREENWAY COUNCIL

Overmountain Victory National Historic Trail Master Plan

ELKIN >> W. KERR SCOTT RESERVOIR

PRODUCED FOR

US National Park Service

Yadkin River Greenway Council

Yadkin Valley Heritage Corridor

Elkin Valley Trails Association

Town of Elkin

Town of Jonesville

Town of North Wilkesboro

Town of Wilkesboro

Town of Ronda

Surry County

Wilkes County

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LANDOWNER OUTREACH VIDEO INTERVIEWEES

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Superintendent John Slaughter, National Park Service
Charlie White, President, Yadkin River Greenway Council
Caroline Noel Beverley, Landowner
R.G. Absher, Executive Director, Yadkin River Greenway Council, & Chair, Overmountain Victory Trail Association



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INTRODUCTION

THE OVERMOUNTAIN VICTORY NATIONAL HISTORIC TRAIL IS 330 MILES IN LENGTH AND INCLUDES PORTIONS OF VIRGINIA, TENNESSEE, NORTH CAROLINA, AND SOUTH CAROLINA. THE TRAIL COMMEMORATES THE SIGNIFICANCE OF THE PATRIOT MILITIA THAT MARCHED FROM THE APPALACHIAN MOUNTAINS AND THEIR FOOTHILLS TO DEFEAT THE BRITISH-LED LOYALIST ARMY AT THE BATTLE OF KINGS MOUNTAIN ON OCTOBER 8, 1780.

THIS TRAIL MASTER PLAN SERVES AS A ROAD MAP FOR ESTABLISHING A SECTION OF THE OVERMOUNTAIN VICTORY NATIONAL HISTORIC TRAIL (OVNHT) IN NORTH CAROLINA FROM THE TOWN OF ELKIN, WHICH SERVES AS THE EASTERNMOST TERMINUS OF THE OVNHT, TO THE W. KERR SCOTT RESERVOIR IN WILKES COUNTY.

BACKGROUND

YADKIN RIVER GREENWAY COUNCIL: STEADFAST COMMUNITY COMMITMENT

The mission of the Yadkin River Greenway Council (YRGC) is "to enhance quality of life by ensuring the creation of a riverside greenway that connects the major institutions and neighborhoods" throughout the Yadkin River Valley in Wilkes County. For more than two decades, this nonprofit organization has worked alongside Wilkes County, the Town of Wilkesboro, and the Town of North Wilkesboro to successfully develop a greenway network that now includes more than seven miles. The YRGC recognizes the importance of incorporating elements of historical significance within trail development projects; the OVNHT has been a major focus since the organization's inception, resulting in more than three miles of certified OVNHT.

ELKIN VALLEY TRAILS ASSOCIATION: HEARTBEAT OF A TRAIL TOWN

The Elkin Valley Trails Association (EVTA), a non-profit affiliate of North Carolina Rail Trails Inc., is on a mission to "increase quality of life in the Elkin Valley by building and promoting a network of trails and greenways" with the purpose of providing educational opportunities, preserving the area's history, promoting wellness, and stimulating the economy. The driving force behind a growing trail network, EVTA is responsible for establishing three miles of new trail throughout Elkin and surrounding areas in only five years. The EVTA continues to secure significant trail easements and additional trail miles are planned for construction in coming years. This organization continues to solidify Elkin's status as a state Trail Town as a series of local and regional trails near completion, including the OVNHT, Mountains-to-Sea Trail, E&A Rail Trail, and Yadkin River Blueway.

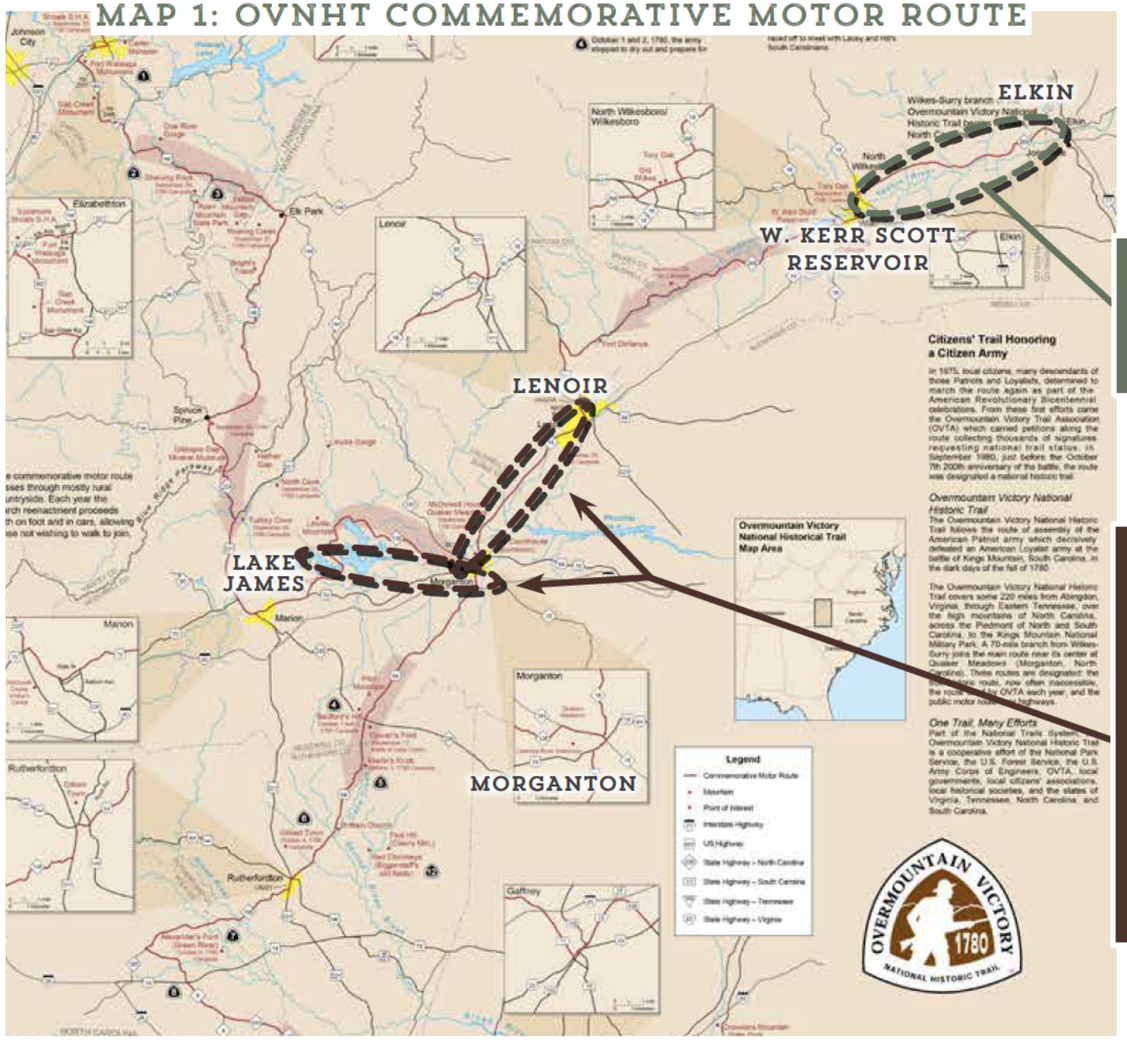
YADKIN VALLEY HERITAGE CORRIDOR PARTNERSHIP: PROMOTING THE VIBRANCY OF THE VALLEY

In 2005, the Yadkin Valley Heritage Corridor Partnership (YVHC) was established to promote heritage and recreational tourism of the Yadkin River Valley. Serving a key region of the Blue Ridge National Heritage Area, the YVHC is comprised of a coalition of local government and tourism leaders working to leverage the area's rich cultural and recreational opportunities to further economic development in the Yadkin River Valley. Recent successes include the creation of a unified regional branding and wayfinding campaign and associated print collateral to expose tourists to regional assets, such wineries, historic sites, and recreation amenities. In addition to promoting the valley's cultural and natural assets, the YVHC also works to develop new cultural and recreation offerings, including the OVNHT along the Yadkin River.

THE ULTIMATE PARTNERSHIP

In 2015, the Yadkin River Greenway Council, in collaboration with EVTA, the Town of Elkin Tourism Development Authority, YVHC, and the Town of North Wilkesboro, successfully secured grant funds from the National Park Service (NPS) to develop a comprehensive trail master plan for the OVNHT corridor from Elkin to the W. Kerr Scott Reservoir. This project is part of the NPS' ongoing efforts to develop regional plans to strengthen multi-jurisdictional partnerships and engage landowners to expand the growing network of certified OVNHT throughout North Carolina, South Carolina, Virginia, and Tennessee. It is expected that any trail developed within the plan study area will be certified by the NPS as part of the Overmountain Victory National Historic Trail.

MAP 1: OVNHT COMMEMORATIVE MOTOR ROUTE



THIS PLAN'S STUDY AREA

This trail section spans from Elkin to the W. Kerr Scott Reservoir.

THE SISTER PLAN

This trail plan was developed in the same spirit as two other OVNHT Master Plans completed in summer 2015: Lenoir to Morganton and Morganton to Lake James. The NPS is working to develop similar plans for all areas included within the congressionally designated OVNHT.

PLAN GOALS



LANDOWNER OUTREACH WAS A CRITICAL COMPONENT OF THIS PLAN.

1. **Specific Trail Routes.** Identify a specific and feasible trail route within a ½ mile of the known historic Overmountain Trail as determined by NPS;

2. **Landowner Outreach.** Make a direct appeal to landowners identified during the analysis phase and record their sentiments for providing a trail easement;

3. **Visual Plan.** Create a visual plan that provides renderings and schematics to demonstrate trail character;

4. **Support Other Community Goals.** To the extent possible, identify opportunities to leverage the trail to further other community goals, including economic development, historic preservation, public health, and environmental stewardship; and

5. **Social Media.** Incorporate modern social media marketing tools within the trail and signage infrastructure to promote the development of "user generated" marketing content.

PLANNING PROCESS

1. **Direction Setting and Project Launch** | September 2015

   The consultant team met with local trail and government leaders to generally discuss environmental constraints and opportunities for trail connectivity.

2. **Research** | October–December 2015

   The consultant team conducted a thorough site analysis of the study area and determined feasible trail route options. With the trail routes identified, a landowner contact list was developed.

3. **Landowner Outreach** | December 2015

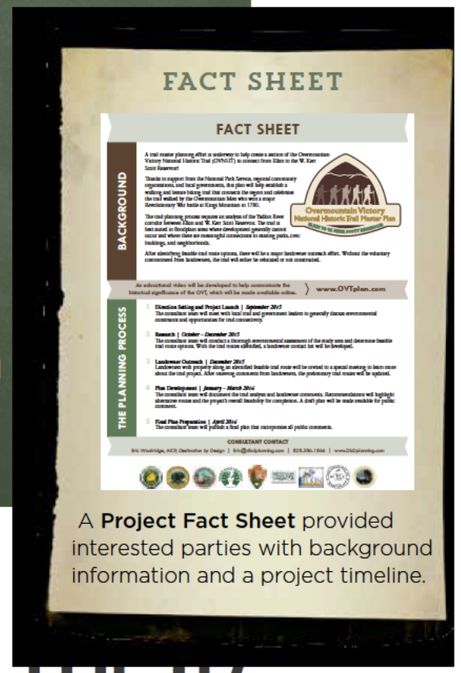
   Landowners with property along an identified feasible trail route were invited to a special meeting to learn more about the trail project. After receiving comments from landowners, the preliminary trail route was revised accordingly.

4. **Plan Development** | January – September 2016

   The consultant team worked in tandem with local leaders to develop a preferred trail alignment. Renderings and schematics were provided to visually support the trail recommendations.

5. **Final Plan Preparation** | October 2016

   The final plan is published for review by the public, elected officials, and stakeholders.



A **Project Fact Sheet** provided interested parties with background information and a project timeline.

PROJECT TIMELINE

JUNE-SEPT. '16

RESEARCH & ANALYSIS

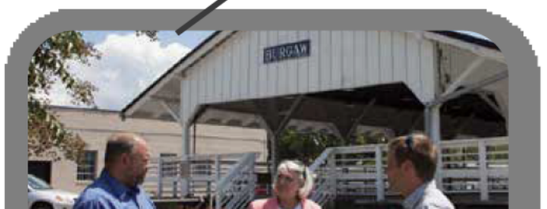
- Conduct extensive site visit of study area
- Map opportunities, constraints, and draft routes



OCT.-NOV. '16

PUBLIC ENGAGEMENT

- Conduct stakeholder meetings throughout the study area
- Re-evaluate trail routes and priorities



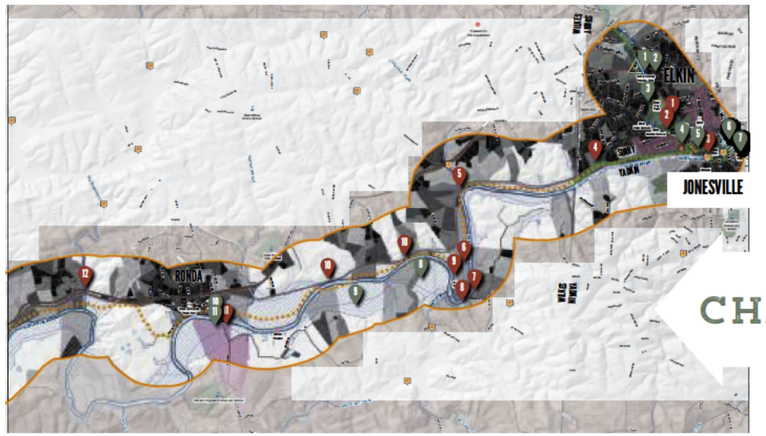
NOV. '16-FEB. '17

PLAN DEVELOPMENT

- Develop final alternative routes
- Identify key focus areas for implementation



PLAN ORGANIZATION



EXISTING CONDITIONS, ANALYSIS, AND PRELIMINARY ALIGNMENTS

CHAPTER I.

This chapter provides a comprehensive overview and analysis of the opportunities and constraints found throughout the study area. The analysis begins with a brief description of the study area followed by a comprehensive discussion of the natural and built environments and their implication for trail suitability, trail design features, permitting, and costs. This chapter concludes with a map and photographic series that highlights a host of preliminary trail route alternatives.



LANDOWNER ENGAGEMENT

CHAPTER II.

Significant efforts were made to reach out to landowners where the preliminary analysis (results from chapter I) indicate that the trail is most suitable. This chapter outlines the process and results of landowner outreach, including a map series illustrating landowner sentiment.



TRAIL CHARACTER AND DESIGN GUIDELINES

CHAPTER III.

This chapter is dedicated to visually defining the various trail types to be used throughout the corridor. Also, design concepts are provided for all types of trail user orientation signage, mile markers, historic markers, and other trail support facilities.



RECOMMENDATIONS

CHAPTER IV.

The fourth chapter breaks the study area into five (5) planning sections. Each planning section includes a map that displays a preferred alignment. Each planning section further incorporates the analysis and design elements from the previous chapters along with a host of supporting renderings and design schematics.



CHAPTER 1

EXISTING CONDITIONS, ANALYSIS, AND PRELIMINARY ALIGNMENTS

AN OVERVIEW AND ANALYSIS OF THE OPPORTUNITIES AND CONSTRAINTS FOUND IN THE STUDY AREA

The analysis begins with a brief description of the study area followed by a comprehensive discussion of the natural and built environments and their implication for trail suitability, trail design features, permitting, and costs. This chapter concludes with a map and photographic series that highlights a host of preliminary trail route alternatives.

IN THIS CHAPTER

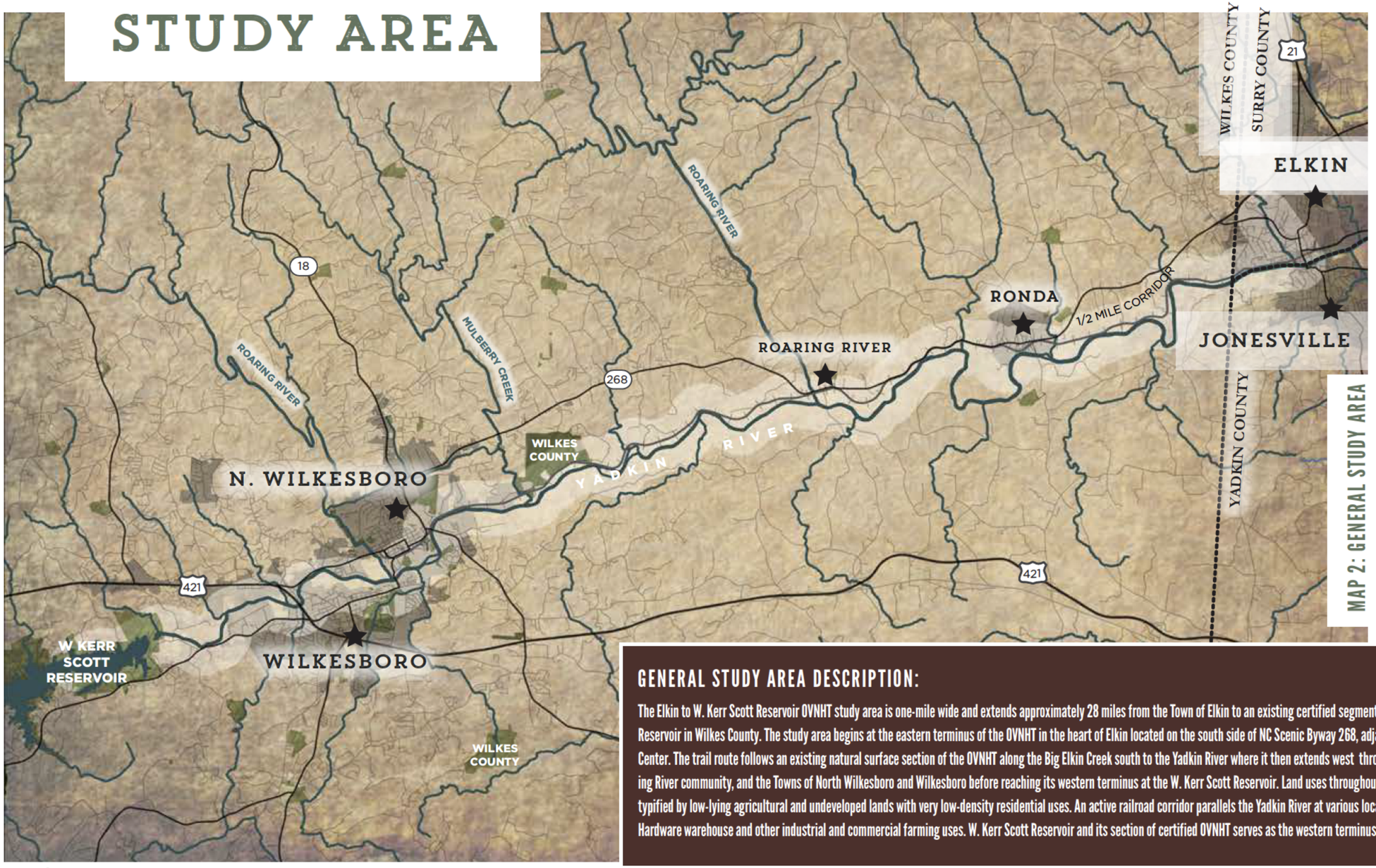
A. Study Area Description

B. Natural Environment Analysis

C. Human/Built Environment Analysis

D. Map and Photo Series: Preliminary Trail Route Alternatives

STUDY AREA



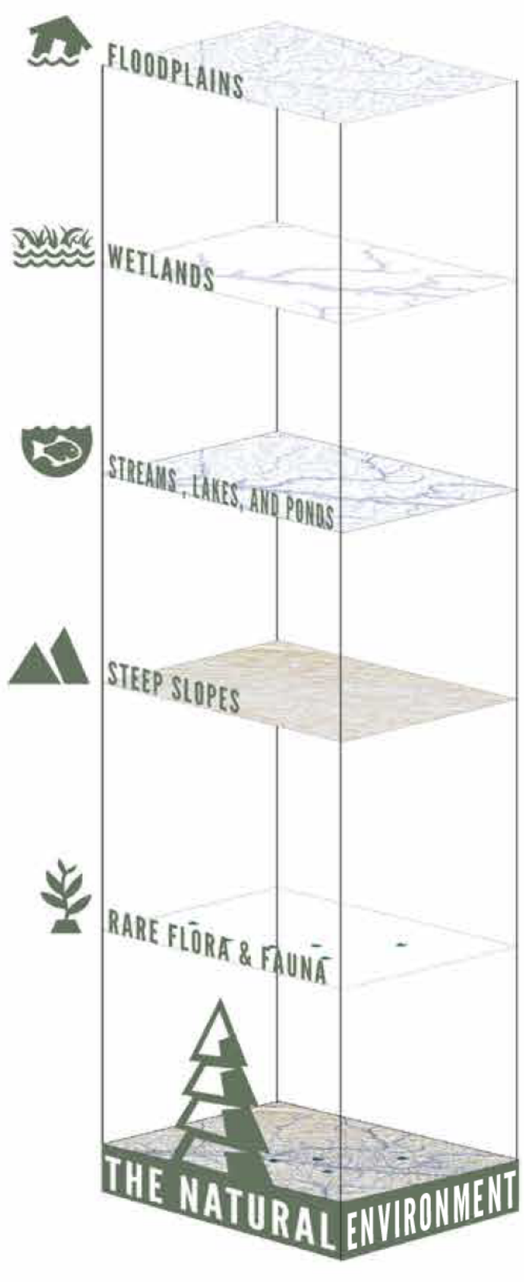
MAP 2: GENERAL STUDY AREA

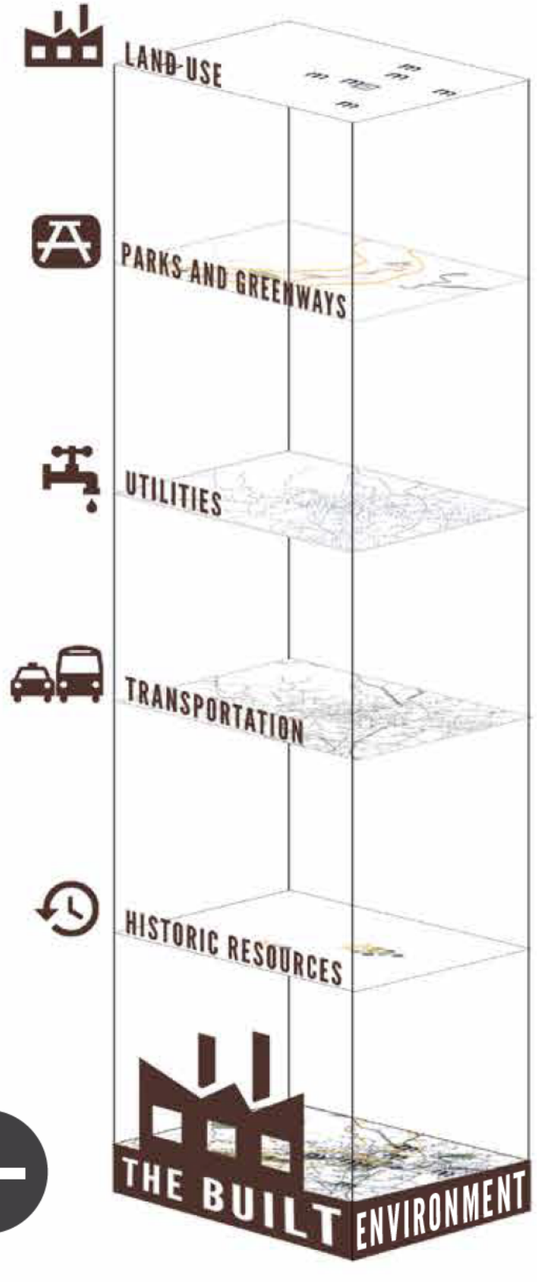
GENERAL STUDY AREA DESCRIPTION:

The Elkin to W. Kerr Scott Reservoir OVNHT study area is one-mile wide and extends approximately 28 miles from the Town of Elkin to an existing certified segment of OVNHT at the W. Kerr Scott Reservoir in Wilkes County. The study area begins at the eastern terminus of the OVNHT in the heart of Elkin located on the south side of NC Scenic Byway 268, adjacent to the Elkin Recreation Center. The trail route follows an existing natural surface section of the OVNHT along the Big Elkin Creek south to the Yadkin River where it then extends west through the Town of Ronda, the Roaring River community, and the Towns of North Wilkesboro and Wilkesboro before reaching its western terminus at the W. Kerr Scott Reservoir. Land uses throughout the Yadkin River corridor are typified by low-lying agricultural and undeveloped lands with very low-density residential uses. An active railroad corridor parallels the Yadkin River at various locations, which supports a Lowes Hardware warehouse and other industrial and commercial farming uses. W. Kerr Scott Reservoir and its section of certified OVNHT serves as the western terminus of the plan study area.

THE 28 MILE STUDY AREA BEGINS IN THE TOWN OF ELKIN AT THE NPS MARKER, IDENTIFYING THE OVNHT'S OVERALL EASTERN TERMINUS, AND ENDS AT THE W. KERR SCOTT RESERVOIR IN WILKES COUNTY.

ANALYSIS WORKFLOW







ALTERNATE TRAIL ROUTES WERE DETERMINED BASED ON AN ANALYSIS OF THE NATURAL AND BUILT ENVIRONMENTS.



THE NATURAL ENVIRONMENT

The opportunities and constraints found within the natural environment are critical for determining suitable trail locations and feasibility, ideal user experiences, construction costs, and necessary permits.

This section explores the implications of the study area's natural environment for establishing the Overmountain Victory National Historic Trail from Elkin to the W. Kerr Scott Reservoir and includes five (5) parts: 1) Floodplains; 2) Wetlands and Hydric Soils; 3) Rivers, Streams, and Lakes; 4) Steep Slopes; and 5) Rare Flora and Fauna.


photo by others

"MUCH OF THE FLOODPLAIN AREAS ALONG THE YADKIN RIVER CORRIDOR ARE IDEAL FOR GREENWAY DEVELOPMENT."

FLOODPLAINS

Floodplain areas provide both an opportunity and constraint for trail development. Since traditional development is often not suitable within floodplain areas, private landowners are often more willing to provide access for public trails within these areas. Also, these scenic areas often attract wildlife, which creates an engaging trail experience. Within the study area, much of the floodplain areas along the Yadkin River corridor are ideal for greenway development where significant sections of the Yadkin River Greenway now exist.

Although development is regulated within the floodplain, greenways and trails are allowed and can be permitted. Sound trail engineering techniques are necessary to ensure trails can sustain flooding. To the extent possible, greenway alignments should be avoided within the floodway[1].

[1] **Avoid disturbance in the floodway.** Avoid placement of structures or disturbance within the floodway. Floodways are regulated locally and by the Federal Emergency Management Agency (FEMA). Fill, structures (walls, kiosks, etc), and impervious services are discouraged. Any structures located within the floodway require a no-impact/no-rise certification through FEMA. These studies can vary on cost but can range from $2,500-$15,000 depending on complexity.

WETLANDS AND HYDRIC SOILS

The study area includes several wetland areas as identified on the National Wetland Inventory (NWI). According to NWI, there are likely smaller wetland areas within the study corridor that are not indicated within their inventory that could impact final trail alignments. Hydric soils in combination with wetland plant species and wetland hydrology are considered indicators of a wetland, which require costly permitting if impacted[2].

[2] **If wetlands are unavoidable, utilize elevated boardwalk systems.** Boardwalks allow for travel over flat, poorly draining soils, standing water, and wetland features and have significantly less impact than other options. A section 404 (Clean Water Act) Permit may be required if the wetland is considered jurisdictional by the USACE. This means that the wetland is not isolated and part of a broader lake or water system. A small boardwalk for a non-isolated wetland with limited fill or dredging may qualify for a programmatic Nationwide Permit. Nationwide Permits are designed to streamline the permitting process for actions with limited disturbances. In addition to permitting, disturbances exceeding a tenth (0.1) of an acre would require mitigation which can increase project costs. Impacts under a tenth (0.1) of an acre do not trigger mitigation fees.

STREAMS, LAKES, AND PONDS

The County, State, and Federal government regulate the many water bodies found throughout the study area[3]. The Yadkin River and its tributaries including the Reddies River, Roaring River, Mulberry Creek, and Big Elkin Creek are some of the most important waterways found within the study area; there are permitting implications for crossing and bridging these water bodies[4].

[3] **Maintain a 50-foot buffer from all waterways, particularly those regulated under the Yadkin River Buffer Rules.** The state requires a 50-foot buffer along the shorelines of Catawba River and associated lakes. Streams within the study area are identified by the State of North Carolina as having poor water quality and maintaining or improving an adequate vegetated buffer is crucial to improving the quality. Zone 1 of this buffer includes an undisturbed 30-foot buffer from top of bank in which trails are discouraged. Zone 2 is an additional 20-foot buffer. This zone allows for managed vegetation and trails and greenways. While trails are an allowable use within Zone 2, the NC Division of Water Quality requires a permit (through DWQ or designated local government). The applicant must show that disturbance has been minimized and no other alternatives exist.

[4] **Plan for permits related to waterway impacts.** Federal 401/404 Certifications will likely be required in cases where any stream or waterway alterations occur. These alterations would be most likely in conjunction with bridge improvements or addition of structures near waterways. Triggers for the permit include disturbance to the stream bed, banks, damming of the waterway, or placement of material within the waterway (i.e. culverts/pipes).

STEEP SLOPES

Much of the study area includes gently rolling topography and thus avoids impacting steep slopes. The most challenging slopes along the Yadkin River are steep areas often found opposite of large floodplains. To the extent possible, the trail should provide for grades under 5 percent. Natural surface trails can vary up to 10 percent slope. Proposed trail alignments may require a wider trail corridor to ensure a more gradual trail grade.

RARE FLORA AND FAUNA

The State Natural Heritage Program provides data identifying the state's most sensitive environmental areas; these areas are incorporated within the analysis map series at the end of this chapter. Also, rare flora and fauna species can also exist outside of these designated areas, which can alter final trail alignments prior to construction. Species identified by the State Natural Heritage Program within this study area as of April 2016 include:



Mayfly: photo by others

Coordination with the U.S. Fish and Wildlife Service (USFWS) is an important aspect of the design process. Involving USFWS early on in the process can help avoid potential planning obstacles related to federally protected species. Additionally, permits like Section 401 and 404 (described previously in Wetland and Streams sections) will initiate the review of the State Natural Heritage Program database. If species are found within the project area, State or Federal requirements may dictate avoidance or mitigation.

A. Brook Floater (Yadkin & Roaring Rivers)
B. Roanoke Slabshell (Yadkin River between Ronda and Roaring River community)
C. Mayfly (Yadkin River near Wilkesboro)
D. Bank Swallow (Roaring River)
E. Lobed Spleenwort (rock outcroppings on Roaring River)
F. Carolina Foothills Crayfish (Yadkin River and Fishing Creek)



Exhibit 1: W. KERR SCOTT RESERVOIR

W. KERR SCOTT RESERVOIR

QUICK FACTS

W. KERR SCOTT RESERVOIR

- Constructed: 1962
- Miles of Constructed Trail: 40
- Miles of Certified OVNHT: 6
- Miles of Shoreline: 56

The W. Kerr Scott Reservoir comprises 1,475 acres in western Wilkes County and is managed by the United States Army Corp of Engineers. This public land area provides for six miles of certified Overmountain Victory National Historic Trail and is renowned for its scenic beauty and abundance of recreational offerings, including boating, fishing, hiking, and mountain biking. The Reservoir provides for OVNHT trail-heads at both the Visitors Center and Bandits Roost Campground.



THE BUILT ENVIRONMENT

The opportunities and constraints found within the built and human environment are critical for determining suitable trail locations and feasibility, ideal user experiences, construction costs, and necessary permits.

This section highlights five (5) built environmental features and their implications for developing the OVNHT from Elkin to the W. Kerr Scott Reservoir, including: 1) Land Use; 2) Existing Trails and Parks; 3) Utilities; 4) Transportation; and 5) Historic Resources.

photo by others

LAND USE SNAPSHOT

"WELL-ESTABLISHED TRAIL SYSTEMS IN THE TOWNS OF ELKIN, NORTH WILKESBORO, AND WILKESBORO PROVIDE NATURAL ANCHOR POINTS FOR INFILL TRAIL DEVELOPMENT CONNECTING THESE COMMUNITIES, EXPANDING RECREATION OFFERINGS, AND CREATING NEW CERTIFIED SECTIONS OF THE OVNHT."



The Town of Elkin

The eastern terminus of this plan and the entire OVNHT begins in the Town of Elkin. This historic community is situated along the banks of the Yadkin River and south of Stone Mountain State Park. The Town maintains a close partnership with the Elkin Valley Trails Association, and together, they have made significant strides to establish Elkin as a state-recognized Trail Town. The OVNHT, Mountains-to-Sea Trail, Yadkin River Blueway, and several other local trail systems converge in Elkin. Elkin's downtown is comprised of a mix of commercial, civic, and residential uses, providing trail users with opportunities for dining, shopping, and entertainment.



Community of Roaring River

Roaring River, an unincorporated rural community, serves as the approximate middle point of the study area. The Roaring River community is characterized by low-density rural development with access to Highway 268. Wide swaths of farm land and an active railroad are located in the floodplain between Highway 268 and the Yadkin River. As the study area extends west toward North Wilkesboro, the landscape is interrupted by a large heavy industrial land holding occupied by the Louisiana-Pacific Corporation and several smaller operations. Large parcels of agricultural land still remain throughout this area, which present an opportunity to construct significant segments of trail with the cooperation of a single property owner.



Town of Ronda

Ronda is a small rural town situated between NC Scenic Byway 268 and the Yadkin River. The town core consists of a single block of commercial property that is surrounded by low density single-family homes. Just beyond the town limits are large agricultural tracts and multiple light industrial facilities. The Town of Ronda Memorial park is part of the Yadkin River Paddle Trail and provides an opportunity for OVNHT trail connectivity.



North Wilkesboro & Wilkesboro

Geographically separated by the Yadkin River, the Towns of North Wilkesboro and Wilkesboro are historic communities located at the foothills of the Blue Ridge Mountains. Both towns have made significant strides in the past decade to revitalize their distinct downtown cores. Annually, the towns attract tens of thousands of visitors over a single weekend for the famous music festival, MerleFest, and now attract regular weekend visitors with their mix of vibrant local shops, restaurants, farmers markets, and recreational opportunities. Connectivity among the town now exists because of a growing network of trails, including certified sections of the OVNHT. This plan explores ways to further grow this internal trail network and extend its reach east toward the Town of Elkin.

EXISTING PARKS AND GREENWAYS

"ELKIN, RONDA, NORTH WILKESBORO, AND WILKESBORO BOAST A COLLECTION OF PARKS AND GREENWAYS THAT ARE IDEAL FOR TRAIL CONNECTIONS."

SOME OF THESE MAJOR ASSETS INCLUDE:



Eastern Terminus and Certified Segments of the OVNHT

The Towns of Elkin, North Wilkesboro, Wilkesboro, and the W. Kerr Scott Reservoir have a combined total of more than 13 miles of certified OVNHT. The Town of Elkin serves as the overall eastern terminus for OVNHT.



Yadkin River Greenway

The Yadkin River Greenway Council, Wilkesboro, and North Wilkesboro have worked together for more than two decades to successfully develop a more than seven-mile network of greenways along the Yadkin River and its tributaries. More than 3.5 miles are certified as part of the OVNHT.



Ronda Memorial Park

The Ronda Memorial Park is part of the Yadkin River Paddle Trail and serves as an ideal trail connectivity point. Other park amenities include a walking track, playground, and large barn-style picnic shelter.



W. Kerr Scott Reservoir

Managed by the US Army Corp. of Engineers, the Reservoir is a regional recreation destination attracting mountain bikers, paddlers, hikers, campers, trail runners, fishermen, and birders. This public land holding provides for six miles of existing OVNHT. The W. Kerr Scott Reservoir serves as the western terminus of the study area and a major trailhead for the OVNHT.

UTILITIES

The incorporated towns located within the study area maintain water and sewer infrastructure, which in some instances have easements that can be modified to provide for trail development.

The analysis of the study area includes a review of public infrastructure and associated easements; these areas are shown on the Site Analysis Maps with corresponding opportunities and constraints notes.

TRANSPORTATION

The analysis of the study area includes a review of the North Carolina Department of Transportation (NCDOT) right-of-way (ROW), NCDOT plans, existing bike and pedestrian infrastructure (crosswalks, bike lanes, etc.), railways, and existing greenways.

NCDOT's right-of-way was analyzed to determine where there might be opportunities for developing OVNHT side paths. These areas are shown on the Site Analysis Maps with corresponding opportunities and constraints notes.



Yadkin River Greenway Underpass at Highway 268

CHAPTER 1

HISTORIC RESOURCES

"THE OVNHT SHOULD LINK, PRESERVE, AND INTERPRET HISTORIC AND CULTURAL SITES ALONG ITS ROUTE."



The Overmountain Victory National Historic Trail Route and Corridor

The Overmountain Victory National Historic Trail route was identified by a National Parks Service research team. The team relied on the 1881 account of the march, which has been amended by local historians, descendants of battle participants, and other sources. As part of this congressionally designated trail, any officially designated portion of the OVNHT must lie within a one-mile corridor (half-mile on either side) of the historic route.

Sensitive Cultural Resource Areas

Culturally sensitive resource areas have been mapped in the site analysis study based on input from the NC State Historic Preservation Office (SHPO). These areas are shown on the Site Analysis Maps with corresponding opportunities and constraints notes. These sites should be avoided due to the possibility of historic resources that could be destroyed with ground disturbance[5].

Historic Sites and Landscape

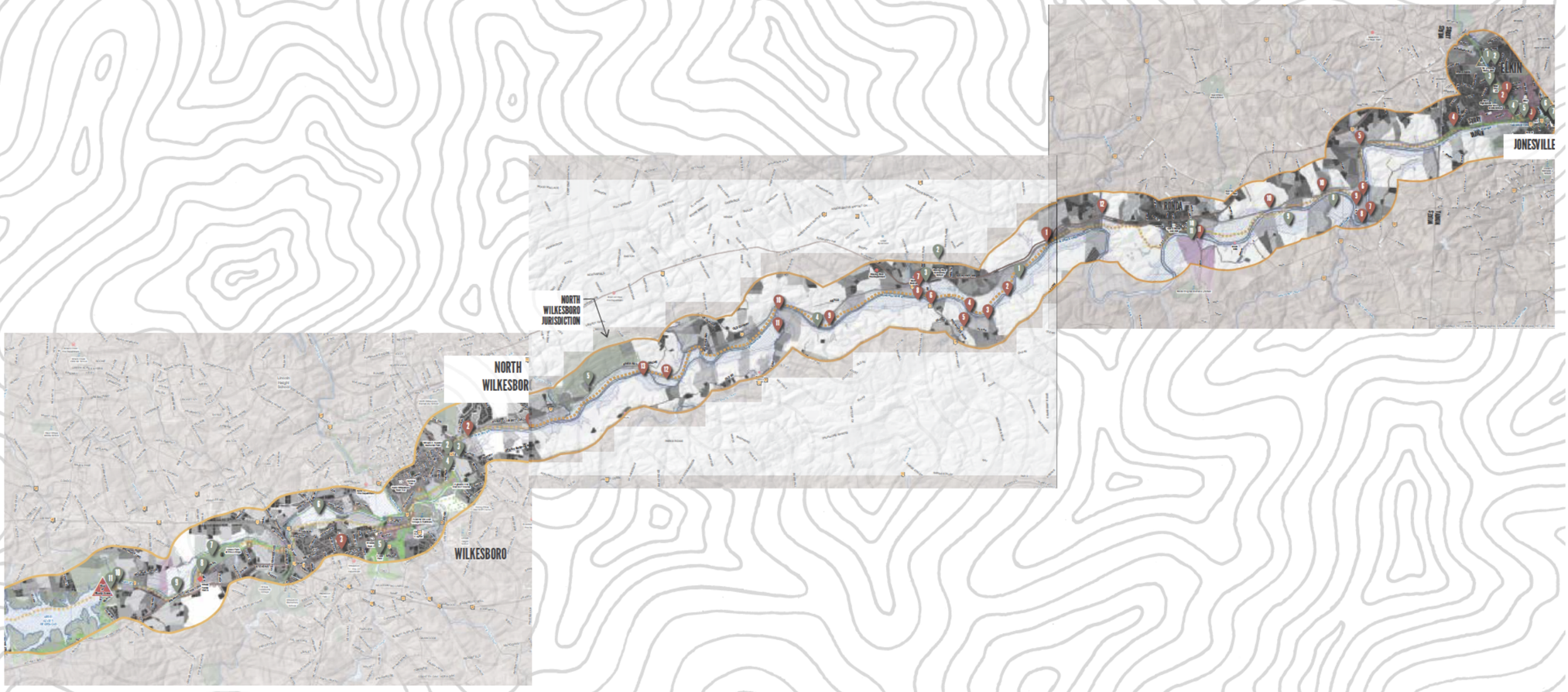
SHPO oversees a large database of historic sites and resources. All resources, including those related to the OVNHT, are included within the subsequent analysis map series. These resources include information from SHPO surveys as well as a large list of sites related to the National Register of Historic Places (which the National Park Service oversees but individual States manage). The most critical sites include those listed on the National Register (NR) or determined eligible (DOE) as they have further protection under Section 106 of the National Historic Preservation Act[6]. The National Park Service has emphasized that as part of this study and trail development, that historic/cultural resources should be linked, preserved, and interpreted.

[5] Sensitive Cultural Resources and Permitting: Any construction funded or permitted by the federal government will trigger a project review by SHPO of any resources covered under Section 106 (National Historic Preservation Act). These resources could include human remains, burial sites, archeology sites, and historic sites. If it is found that the action of trail construction could potentially adversely affect cultural resources, the SHPO will work with the related Federal Agency to eliminate or minimize the effect.

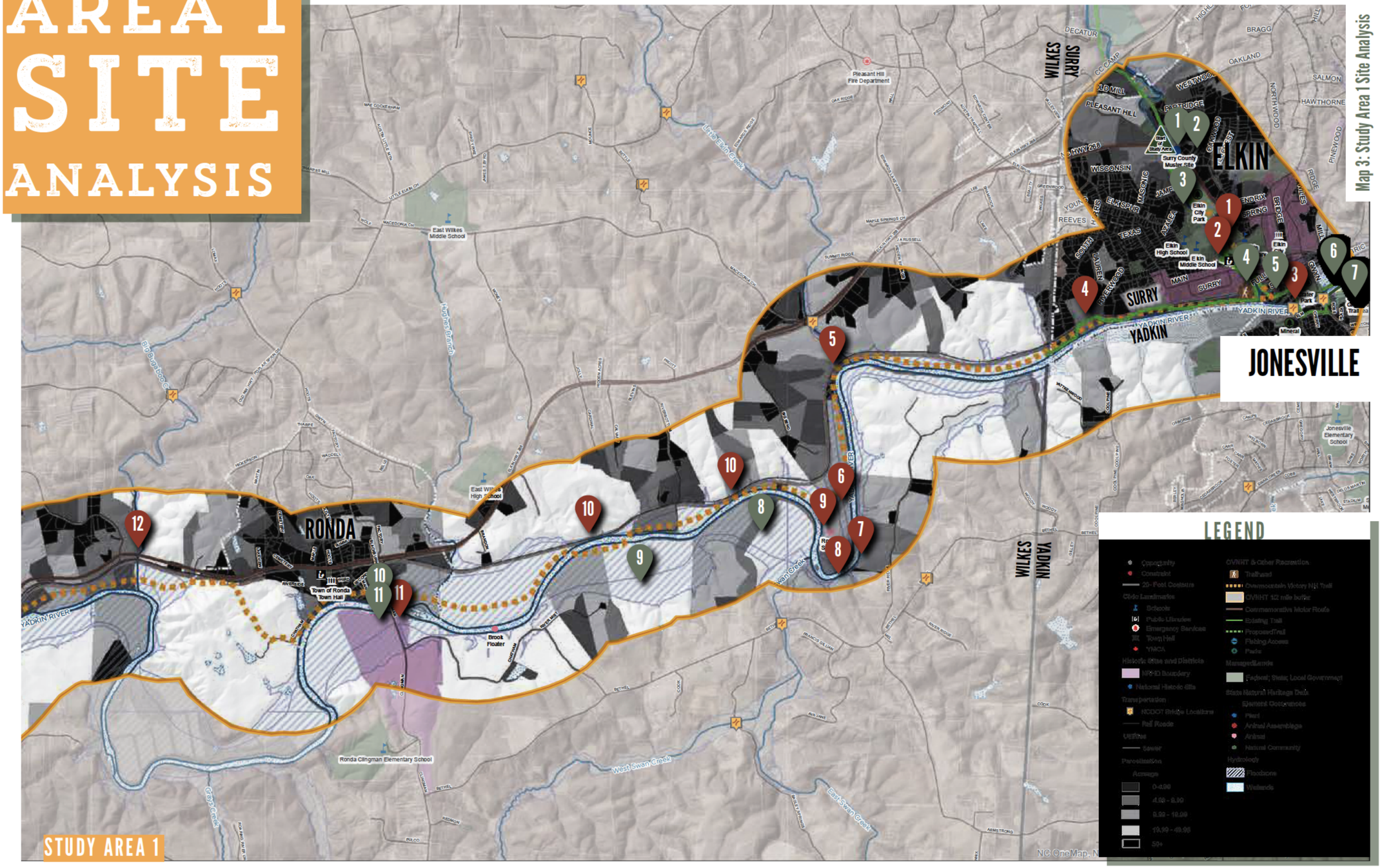
[6] Historic Sites and Permitting: In general, a greenway would have no effect or a complimentary relationship to preservation of these sites, but may require SHPO coordination in circumstances like alterations to historic bridges or whole properties. If federal funds or permitting is required, the SHPO will review this database and analyze for any adverse impacts.

MAP AND PHOTO SERIES: PRELIMINARY TRAIL ROUTE ALTERNATIVES

The map and photographic series, which spatially incorporates the natural and built environment analysis, highlights a host of preliminary trail route alternatives. These routes were further refined by local leaders to identify and engage landowners. This information will serve as an ongoing reference guide as alternative routes may need to be developed due to unforeseen barriers.



STUDY AREA 1 SITE ANALYSIS



Map 3: Study Area 1 Site Analysis

LEGEND

- Cpoppunity
- Constraint
- 20- Foot Contours
- Civic Landmarks
- Schools
- Public Libraries
- Emergency Services
- Town Hall
- YMCA
- Historic Sites and Districts
- NRHD Boundary
- National Historic Sites
- Transportation
- NCDOT Bridge Locations
- Rail Roads
- Utilities
- Sewer
- Parcels/Blocks
- Acreage
- 0-4.99
- 4.99 - 8.99
- 8.99 - 19.99
- 19.99 - 49.99
- 50+
- OVNHT & Other Recreation
- Trailhead
- Overmountain Victory NHT Trail
- OVNHT 102 mile buffer
- Commemorative Motor Route
- Existing Trail
- Proposed Trail
- Fishing Access
- Parks
- Managed Lands
- Federal; State; Local Government
- State Natural Heritage Data Element Occurrences
- Plant
- Animal Assemblage
- Animal
- Natural Community
- Hydrology
- Floodzone
- Wetlands

STUDY AREA 1 OPPORTUNITIES & CONSTRAINTS

OPPORTUNITIES

1. Enhance the Eastern Trailhead and connect short distance to existing OVNHT trail.
2. Surry County Muster Site - Historically significant OVNHT site
3. Elkin Municipal Park has existing OVNHT
4. Existing trailhead and railroad underpass
5. Site of future Yadkin River Heritage and Trail Center
6. Connection to proposed section of NC Mountains-to-Sea Trail
7. Connection with Town of Jonesville Greenway system
8. Wide floodplain
9. Wide floodplain
10. Connection to Ronda Memorial Park
11. Existing road underneath southern portion of Clingman Rd. bridge is large enough to accommodate a trail

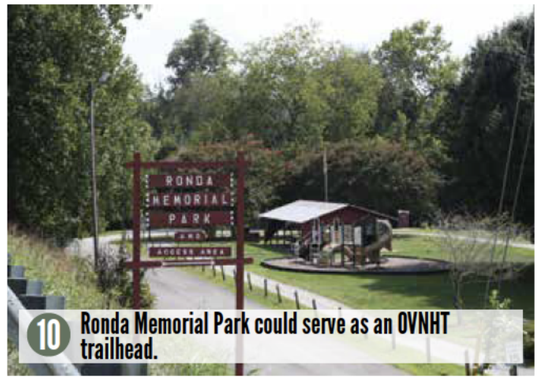
CONSTRAINTS

1. Spur trail to Elkin via Front St. would be difficult due to narrow shoulder
2. Market St. Crossing has OVNHT markers, but could benefit from crosswalk
3. Elkin and Jonesville trail systems are divided by Yadkin River with no pedestrian infrastructure to connect
4. Trail close to railroad.
5. Pinch point
6. Tree farm
7. Steep slopes
8. Steep slopes
9. Steep slopes
10. Pinch point / steep slopes
11. Clingman Rd. bridge has narrow shoulder
12. HWY 268 over Big Bugaboo Creek has narrow shoulder


1 Any side path along Front St. would be difficult due to the narrow road.


7 The OVNHT could connect to the Town of Jonesville Greenway.


3 Existing OVNHT is located through Elkin Municipal Park.



10 Ronda Memorial Park could serve as an OVNHT trailhead.



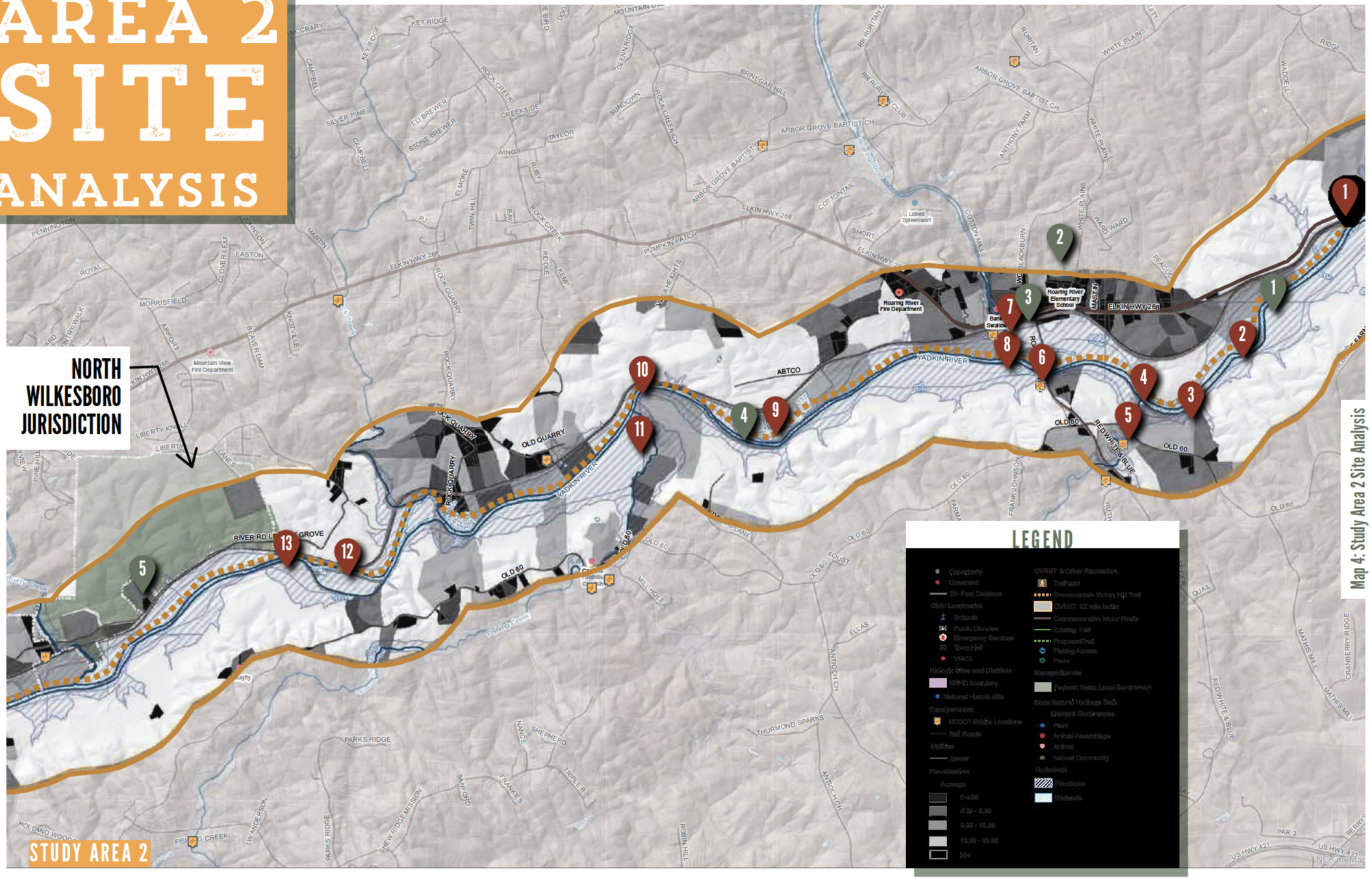
1 The Eastern Trailhead of the OVNHT exists at Elkin Municipal Park.


2 View of W. Main St. crossing.


4 Opportunity for the OVNHT to interact with the rail line in a creative/safe way.


11 11 View of Clingman Rd. Bridge over the Yadkin River.

STUDY AREA 2 SITE ANALYSIS



Map 4: Study Area 2 Site Analysis

STUDY AREA 2 OPPORTUNITIES & CONSTRAINTS

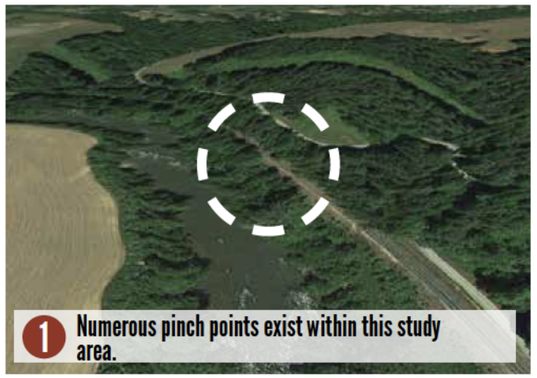
OPPORTUNITIES

1. Wide floodplain
2. Spur trail to Roaring River Elementary School
3. Connection to Roaring River community commercial node (Snack / restaurant opportunity)
4. Louisiana Pacific could incorporate workplace wellness trails
5. Wilkes county landfill is a large tract within the study area.

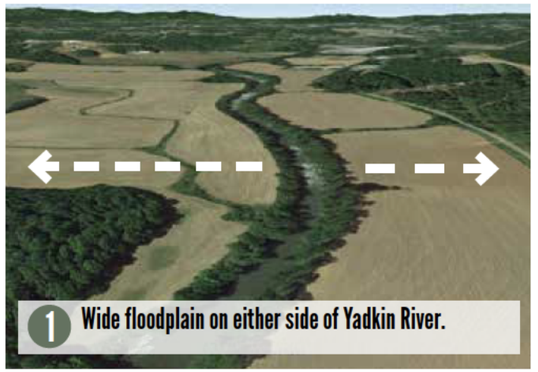
CONSTRAINTS

1. Pinch point
2. Steep slopes
3. Steep slopes
4. Steep slopes
5. The Old 60 bridge over Brier Creek is too narrow to accommodate trail users.
6. The Highway 268 bridge over the Yadkin River has a narrow shoulder and would not be able to incorporate trail.
7. Any spur trail to the Roaring River community would need to cross an active railroad.
8. Roaring River crossing
9. Louisiana Pacific is a large workplace that may not be able to accommodate a trail.
10. Pinch Point
11. Fishing Creek crossing
12. Pinch Point
13. Pinch Point


3 Small commercial node at industrial site in Roaring River community.


1 Numerous pinch points exist within this study area.


6 Highway 268 bridge over Roaring River.


1 Wide floodplain on either side of Yadkin River.

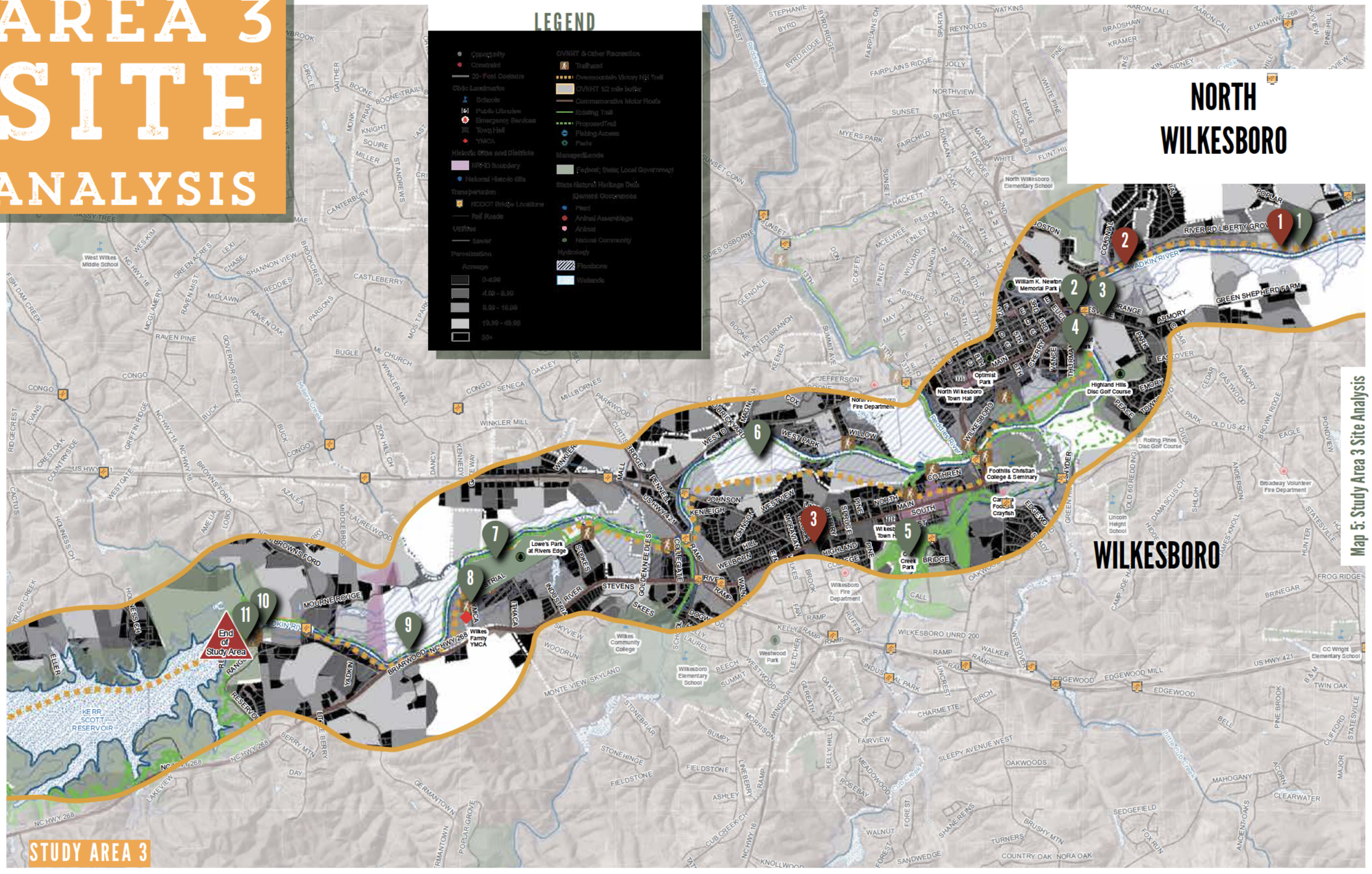

9 4 The Louisiana-Pacific site is a significant landholding within the corridor.


7 The Yadkin Valley Railroad is active throughout the Roaring River Community.


5 Old 60 bridge is too narrow to accommodate a trail.


2 A spur trail could connect Roaring River Elementary School.

STUDY AREA 3 SITE ANALYSIS



Map 5: Study Area 3 Site Analysis

STUDY AREA 3 OPPORTUNITIES & CONSTRAINTS

OPPORTUNITIES

1. Lowes may be a willing landowner
2. Potential underpass at Statesville Road
3. NCDOT Division Office may be able to incorporate trail on large tract of land.
4. Historical OVNHT significance at Smoot Park with existing trailhead and certified OVNHT Trail
5. Alignment could take advantage of large disc golf courses and their existing trail systems
6. Wide floodplain
7. Existing trail at Lowes Park at Rivers edge
8. Connection to YMCA
9. Wide floodplain
10. Project terminus at Tailwater Access Area
11. Kerr Scott Reservoir Visitor Center has OVNHT exhibit

CONSTRAINTS

1. Ideal trail alignment narrow between Yadkin River and parking lot
2. Pinch point
3. Main St. alignment would be difficult due to number of curb cuts.



1 1 Birds eye of Lowes site.



8 View of Wilkes Family YMCA.



3 Main St./ Hwy 268 in Wilkesboro.



11 Trailhead at Kerr Scott Reservoir Visitor Center.



10 Project terminus at Tailwater Access Area



2 Railroad underneath Statesville Rd. bridge.



3 NCDOT Division office adjacent to Yadkin River.



4 Designated OVNHT trail exists in Smoot Park.



CHAPTER 2

LANDOWNER ENGAGEMENT

LANDOWNER OUTREACH AND ENGAGEMENT WAS A KEY COMPONENT OF THE PLANNING PROCESS.

The environmental analysis (Chapter 1) was critical for determining physically feasible areas for trail development. However, significant portions of these routes impact private property and require landowner outreach to fully assess trail feasibility. This chapter highlights the good-faith effort to engage landowners throughout the planning process.

THE ENGAGEMENT PROCESS

- Identifying the Landowners
- Landowner Communications
- Landowner Workshop
- Trail Route Re-evaluation

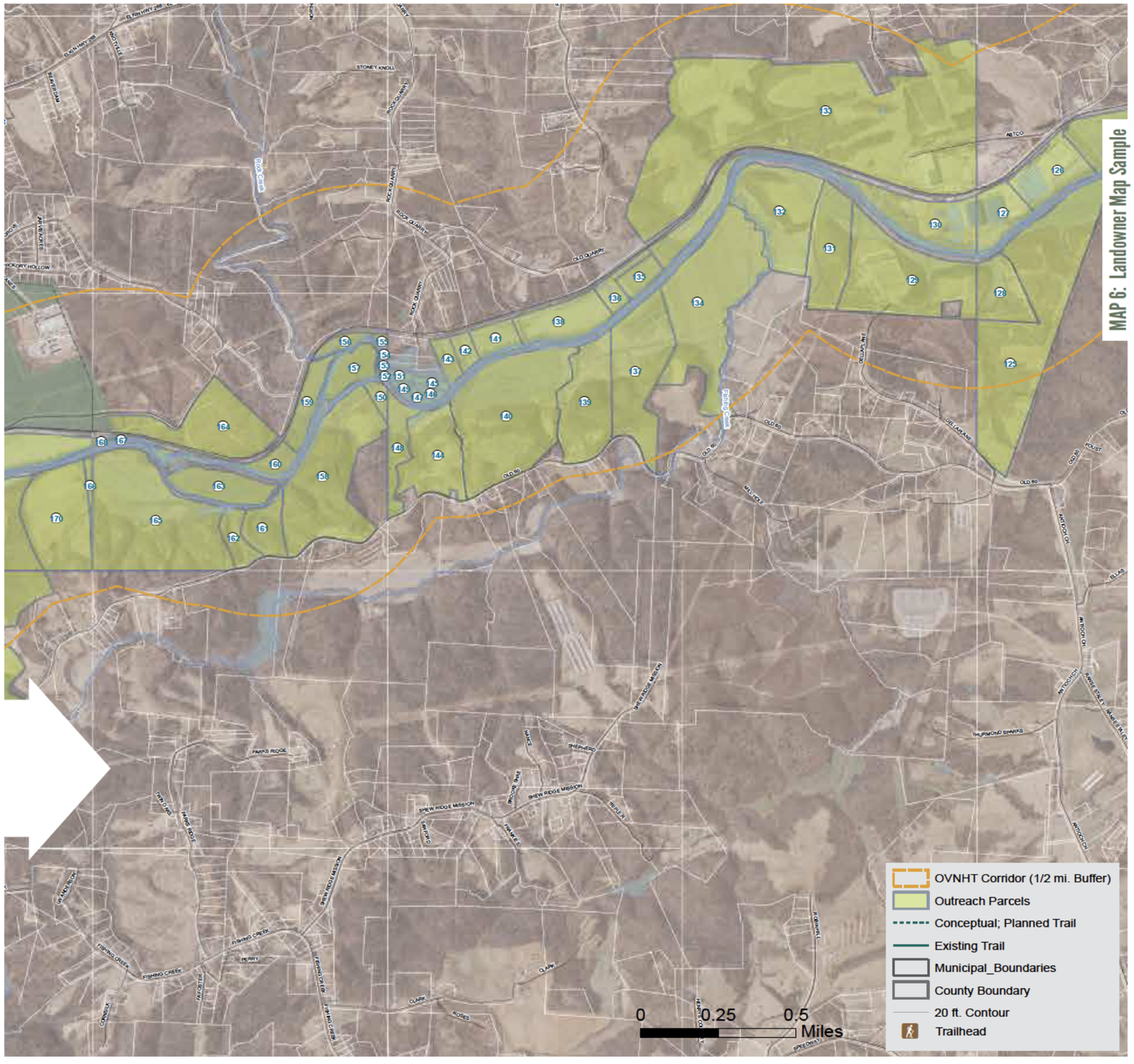
IDENTIFY THE LANDOWNERS

Feasibility Analysis. Trail alternatives were developed based upon an environmental feasibility analysis.

Landowner Database. A mailing database was created that included all property owners within the preliminary trail alignment(s).

STEP 1: DETERMINE WHERE THE TRAIL IS FEASIBLE (CHAPTER 1)

STEP 2: START A CONVERSATION WITH LANDOWNERS.

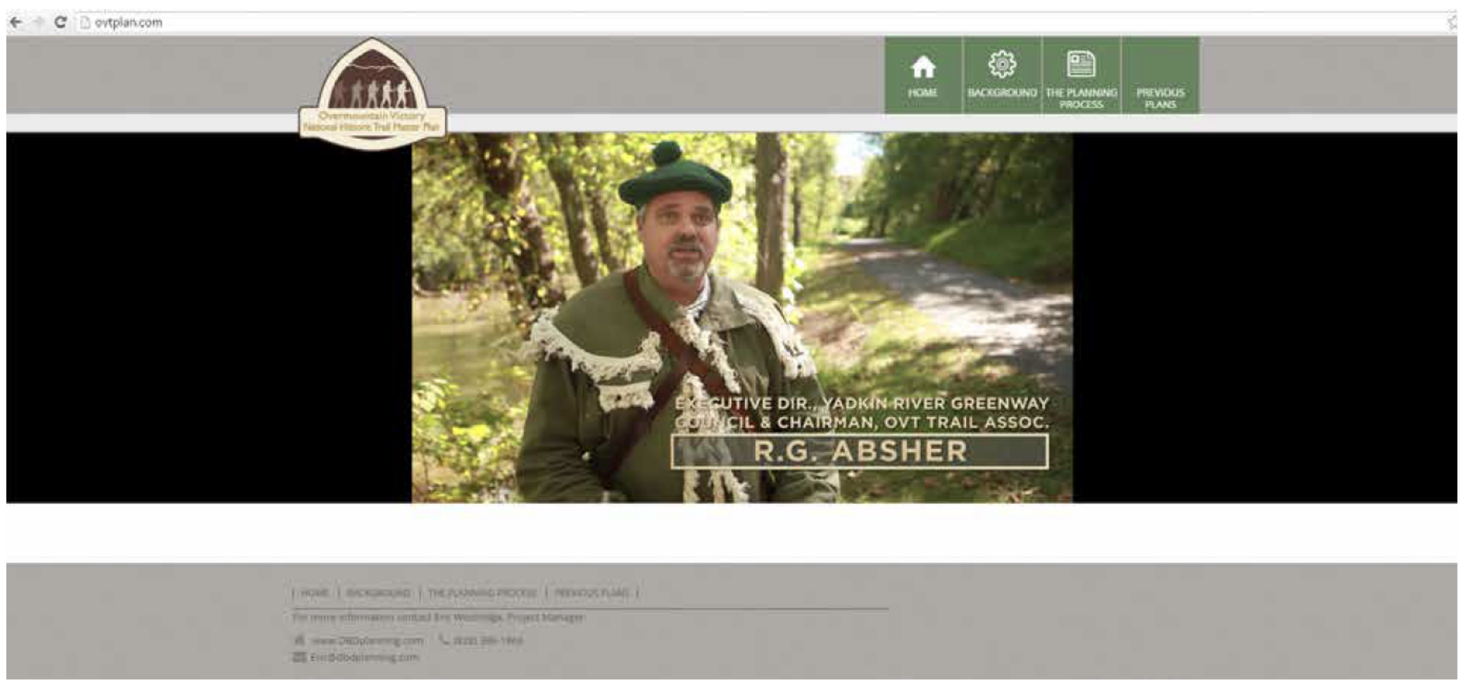


MAP 6: Landowner Map Sample

VIDEO PRODUCTION



WEB PORTAL



LANDOWNER INVITATION

Re: Special Trail Planning Meeting for Landowners

Dear _____

Thanks to grant support from the National Park Service, regional community organizations, and local governments, a public walking and leisure biking trail is being explored that could possibly extend 20 miles to connect the towns of Elkin, Ronda, North Wilkesboro, Wilkesboro, and the W. Kerr Scott Reservoir.

If completed, this trail would commemorate the walk made along the Yadkin River by the Overmountain Men who ultimately won a major Revolutionary War battle at Kings Mountain in 1780.

An informational video can be found on the web at: www.OVTplan.com. Also, enclosed is a project Fact Sheet that further describes the project.

Since August, the planning team has been working to identify a feasible route to construct the trail. As part of this analysis, we are exploring properties along the Yadkin River as a potential location for the trail. ***Without the voluntary willingness of landowners, the planned trail route will either be relocated or not constructed.***

We would like to invite you to discuss this project during one of two special landowner meetings:

December 8th at 6 pm
The Elkin Center
1461 North Bridge Street
Elkin, NC 28621

December 10th at 6 pm.
Wilkes Heritage Museum
100 East Main Street
Wilkesboro, NC 28697

If you plan to attend the meeting, please RSVP via email or phone using the contact information below.

Sincerely,

Eric Wooldridge
Consultant Project Manager
Destination by Design Planning
Phone: 828.386.1866
RSVP Email: clientrelations@DbDplanning.com

LANDOWNER COMMUNICATIONS

Video Production. A custom video, specifically produced for landowners, highlighted the story of the Overmountain Victory National Historic Trail and made an appeal for landowner participation.

Web Portal. The project website, OVTplan.com, provides information about the planning process and features the landowner outreach video.

Landowner Invitation. Formal letters were sent to all landowners directing them to the website and requesting their attendance at a special meeting.

LANDOWNER WORKSHOP

Video Showing. After signing in, the landowner workshop began with a viewing of the custom video.

Focus Groups. Various focus groups were set up around the room in which landowners could ask questions about their specific property and the associated trail alignment.



Sentiment Card. Before landowners left, they were encouraged to fill out a landowner sentiment card describing their level of interest for providing for the trail.

Follow up Contact. DbD staff continued to follow-up with landowners throughout development of the plan document, and met with additional landowners as needed.









THE PLANNING CONSULTANT TEAM ENGAGED MORE THAN 20 LANDOWNERS VIA PHONE, EMAIL, OR DURING THE DECEMBER 8TH AND 10TH LANDOWNER WORKSHOPS HELD AT THE ELKIN CENTER AND WILKES HERITAGE MUSEUM.

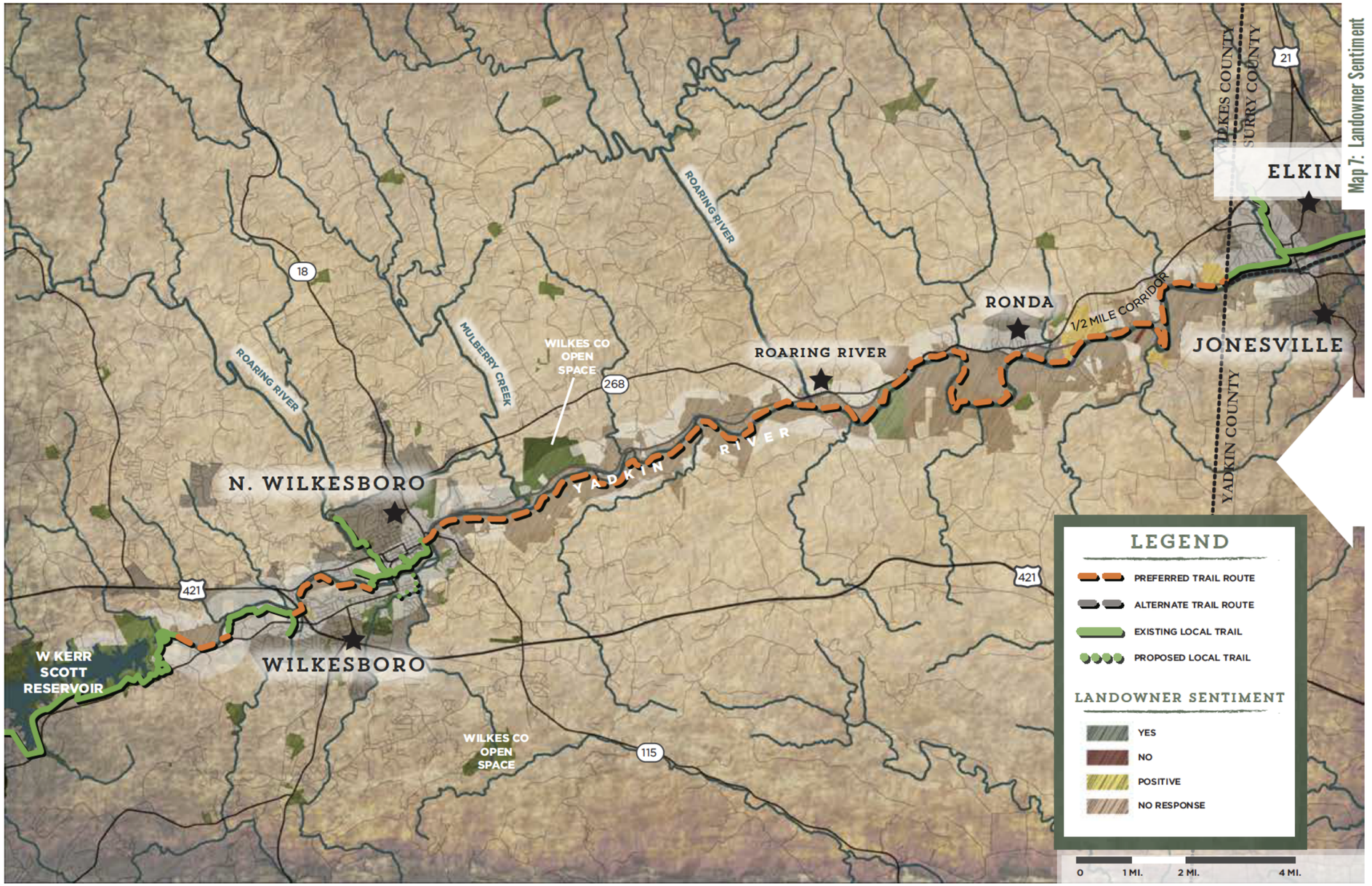






TRAIL ROUTE RE-EVALUATION

Revise Trail Alignments. "Landowner Sentiment" was helpful in determining the preferred alignment and is included as a component of the final map series (Chapter 4).



Map 7: Landowner Sentiment

A COMBINATION OF FACTORS INCLUDING THE NATURAL ENVIRONMENT, THE BUILT ENVIRONMENT, AND LANDOWNER SENTIMENT WERE USED TO DETERMINE THE PREFERRED TRAIL ALIGNMENT (CHAPTER 4).

CHAPTER 3

TRAIL CHARACTER & DESIGN GUIDELINES

THIS CHAPTER PROVIDES DESIGN DETAILS FOR VARIOUS TRAIL TYPES AND SIGNAGE, AND ALSO OFFERS INSIGHTS FOR INCORPORATING SOCIAL MEDIA.

Between Elkin and the W. Kerr Scott Reservoir exist a diverse natural and built environment. Specific trail types must be applied throughout the corridor to ensure minimal maintenance and the best user experience.

This Chapter defines four trail types and illustrates their transitions along the preferred trail alignment as fully described in the subsequent chapter.

A specific theme is presented for signage, wayfinding, and trail support facilities. Previously completed OVNHT Master Plans recommend the same trail branding to provide uniformity and recognition by users.

IN THIS CHAPTER

A. Trail Types

B. Trail Profile

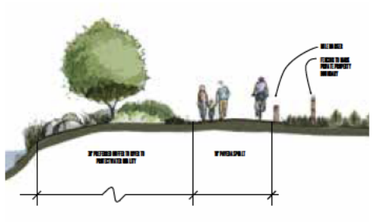
C. Signage and Wayfinding

D. Social Media Marketing

TRAIL TYPES

Four trail types are proposed along the preferred alignment. A specific trail type is proposed according to its surrounding environment, location in a rural or urban area, and the opportunity to create a meaningful user experience.





TYPICAL GREENWAY

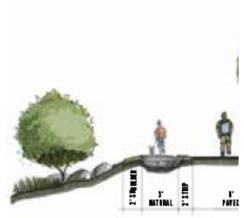
10' PAVED ASPHALT

User Group: Multi-use

Material: Paved Asphalt

Preferred Width: 10'

Average Construction Cost: $90/ln. ft.



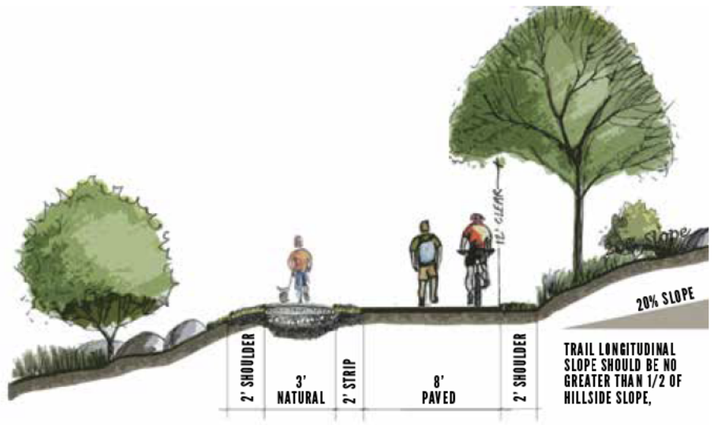
DUAL TREAD

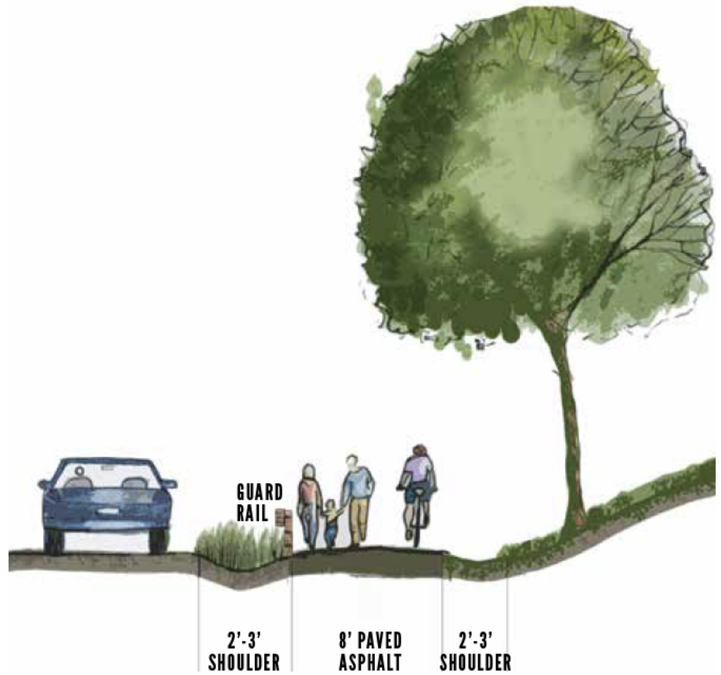
8' PAVED ASPHALT & 3' NATU

User Group: Multi-use

Material: Paved asphalt & natural sur gravel fines

Preferred Width: 8' paved & 3' natu





NATURAL SURFACE

8' TO 10' WIDE EXISTING CRUSHED STONE TRAIL IN ELKIN

User Group: Multi-use

Material: Natural surface of crushed gravel fines

Preferred Width: 10'

Preferred Easement Width: Former Rail ROW

Minimum Easement Width: Former Rail ROW

DUAL TREAD

8' PAVED ASPHALT & 3' NATURAL SURFACE

User Group: Multi-use

Material: Paved asphalt & natural surface of crushed gravel fines

Preferred Width: 8' paved & 3' natural surface

Preferred Easement Width: 50'

Minimum Easement Width: 25'

*Note: The 3' natural surface could deviate from the paved trail, requiring a separate trail easement.

IN-TOWN SIDEPATH

8' PAVED ASPHALT

User Group: Multi-use

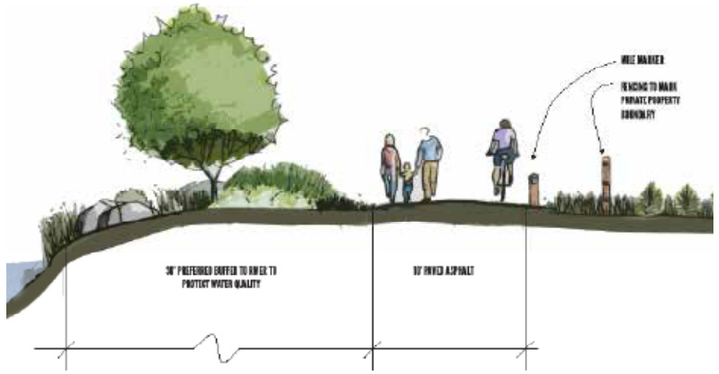
Material: Paved asphalt

Preferred Width: 8'

Preferred Easement Width: 25'

Minimum Easement Width: 25'

Note: Trail to be approved in accordance with municipal encroachment agreement.



TYPICAL GREENWAY

10′ PAVED ASPHALT

User Group: Multi-use

Material: Paved Asphalt

Preferred Width: 10′

Preferred Easement Width: 50′

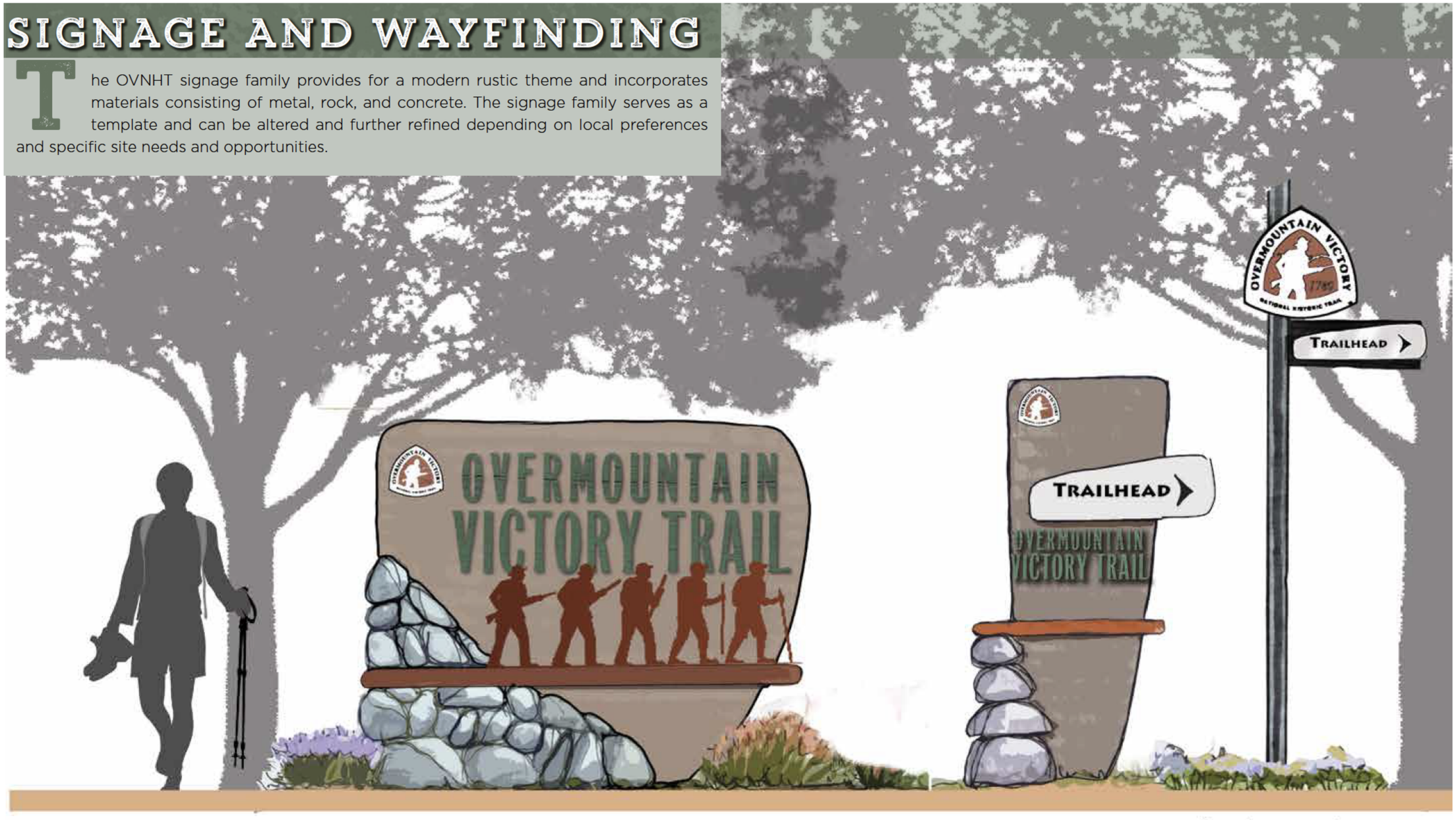
Minimum Easement Width: 20′

"THE YADKIN RIVER GREENWAY INCORPORATES APPROXIMATELY 3.5 MILES OF CERTIFIED OVERMOUNTAIN VICTORY NATIONAL HISTORIC TRAIL."



SIGNAGE AND WAYFINDING

The OVNHT signage family provides for a modern rustic theme and incorporates materials consisting of metal, rock, and concrete. The signage family serves as a template and can be altered and further refined depending on local preferences and specific site needs and opportunities.



Monument Sign

Trailhead ID

Break-away sign for use along NCDOT Roads



Map Kiosk

Spur Trail
ID to Historical Site

Confidence
Marker

SOCIAL MEDIA: THE NEW

Trail users should be encouraged to utilize social media to share their experiences with their friends and "followers". Special signage along the trail will signal users to consider posting pictures of themselves or their friend groups as they walk or ride bikes along the trail. In addition, special photo opportunities and features should be developed during the final design phase. After all, who better to market this destination-quality trail than the users themselves? Take advantage of social media – the new word of mouth.



"FIND YOUR PARK" IS THE OFFICIAL CENTENNIAL CAMPAIGN OF THE NATIONAL PARK SERVICE (NPS). THE NPS IS ENCOURAGING NATIONAL PARK ENTHUSIASTS TO USE THE HASHTAG #FINDYOURPARK WHEN POSTING TO SOCIAL MEDIA.

#TRAIL2VICTORY

The proposed official hashtag for the OVNHT is #trail2victory. The use of this hashtag will allow local tourism leaders to curate local photography and content that can be shared on websites and re-posted through other social media platforms.

#FINDYOURPARK

"Find your park" is the official centennial campaign of the national park service (NPS). The NPS is encouraging national park enthusiasts to use the hashtag #findyourpark when posting to social media. The OVNHT can help continue this campaign for years to come by encouraging the use of this hashtag at unique locations along the trail.

TRAIL USERS SHOULD BE ENCOURAGED TO UTILIZE SOCIAL MEDIA TO SHARE THEIR EXPERIENCES WITH THEIR FRIENDS AND "FOLLOWERS".



EXHIBIT 2: SOCIAL MEDIA

CHAPTER 4

RECOMMENDATIONS

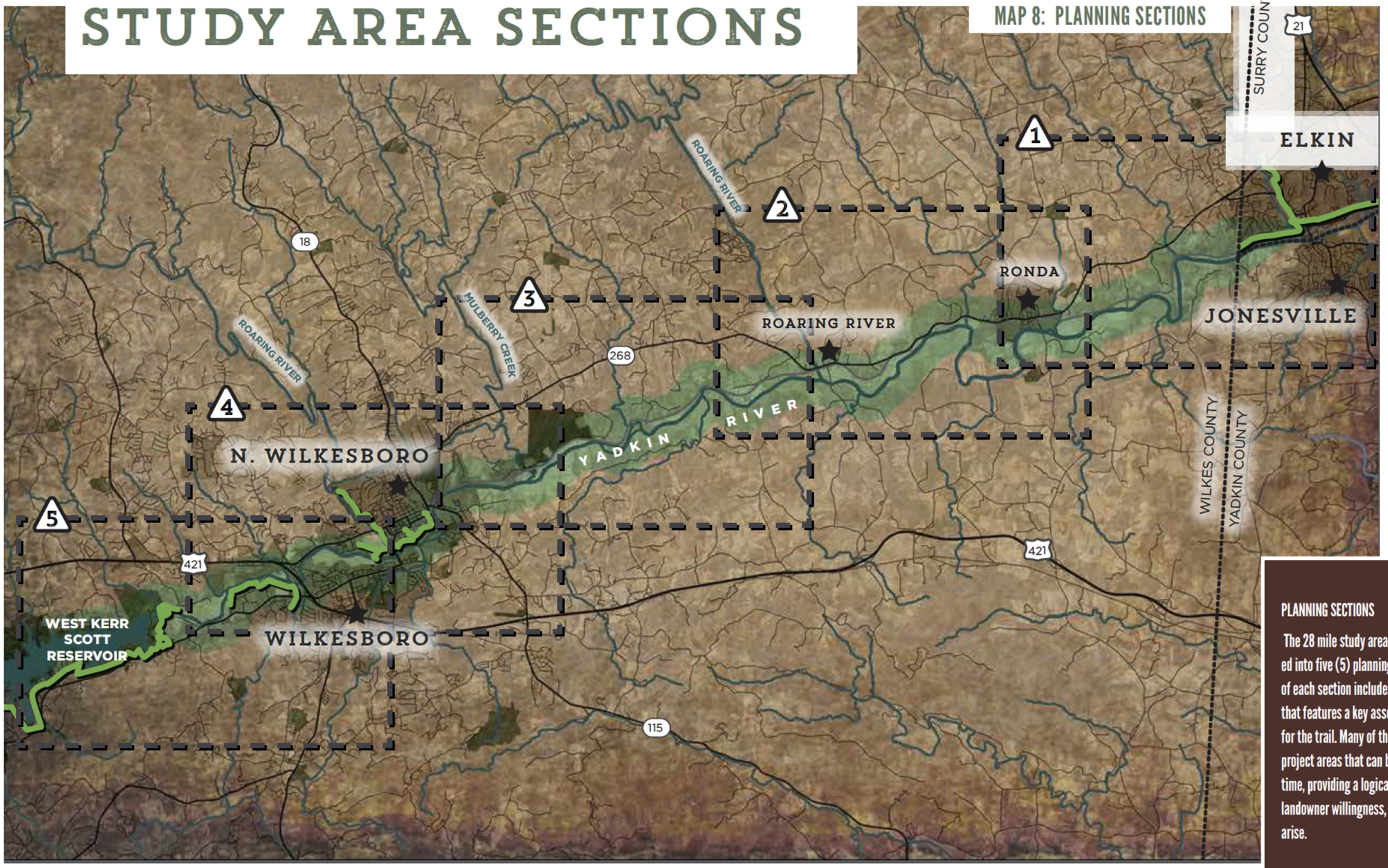
THIS CHAPTER SERVES AS THE HEART OF THE ELKIN TO W. KERR SCOTT RESERVOIR OVNHT MASTER PLAN.

IN THIS CHAPTER

A. Overview of Planning Section Maps

B. Planning Section Descriptions

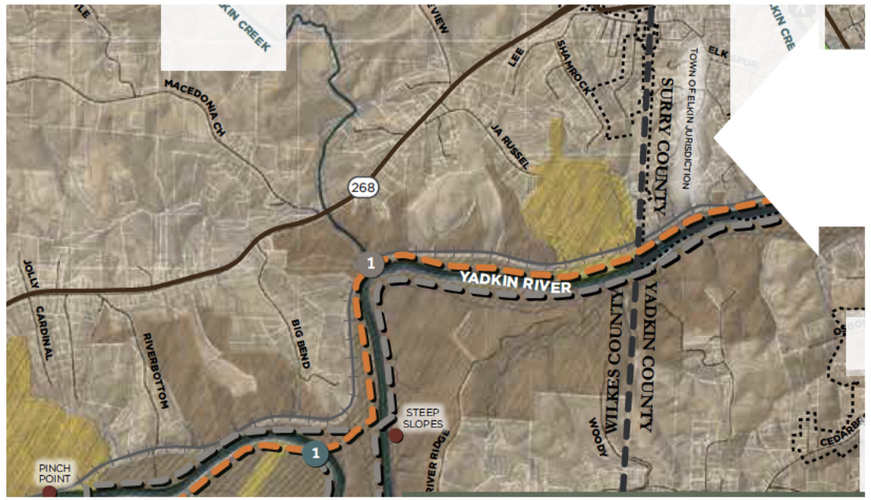
STUDY AREA SECTIONS



PLANNING SECTIONS

The 28 mile study area from Lenoir to Morganton is divided into five (5) planning sections. The geographic extent of each section includes a beginning and ending terminus that features a key asset or significant connectivity point for the trail. Many of the planning sections represent project areas that can be developed independently over time, providing a logical method for implementation as landowner willingness, funding, and other opportunities arise.

THE 28 MILE STUDY AREA FROM ELKIN TO THE W. KERR SCOTT RESERVOIR IS DIVIDED INTO FIVE (5) PLANNING SECTIONS; THIS CHAPTER IS ORGANIZED ACCORDINGLY.



EACH PLANNING SECTION IS ANCHORED BY A MAP THAT HIGHLIGHTS PROPOSED TRAIL ROUTES, TRAIL FEATURES, AND LANDOWNER SENTIMENT.

ABOUT THE PLANNING SECTION MAPS

Each planning section is anchored by a map that highlights proposed trail routes, trail features, and landowner sentiment. The proposed routes are identified as either preferred, alternate, or spur. These trail alignments are the result of extensive analysis, including environmental feasibility, landowner willingness, and insights provided by local government and local trail development leaders.

Noted trail features include the physical infrastructure and facilities that support the proposed trail. These features are highlighted along the preferred route and provide critical information for developing an estimate of probable cost for each section. These features include trailheads and crossings associated with either a road or water feature. Trailheads will provide for parking and trail user orientation. Road crossings indicate the need to provide for traffic calming measures and appropriate signage for both trail users and motorists. Major bridges indicate a significant stream or river crossing that requires a bridge greater than 20 feet in length. A minor bridge/culvert demonstrates the need to cross a relatively small stream; at this broad level of planning, it remains uncertain whether a small bridge or culvert is necessary.

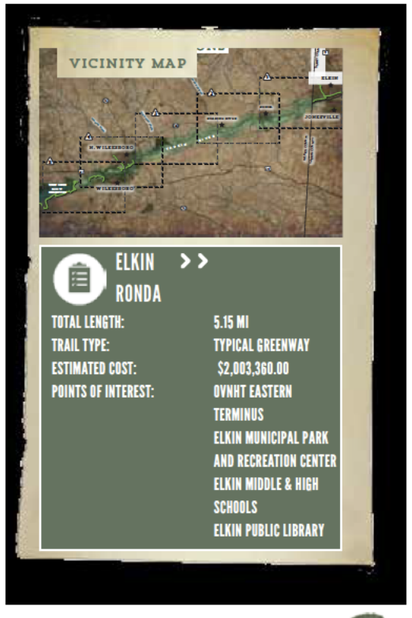
BY THE NUMBERS

ELKIN >> W. KERR SCOTT

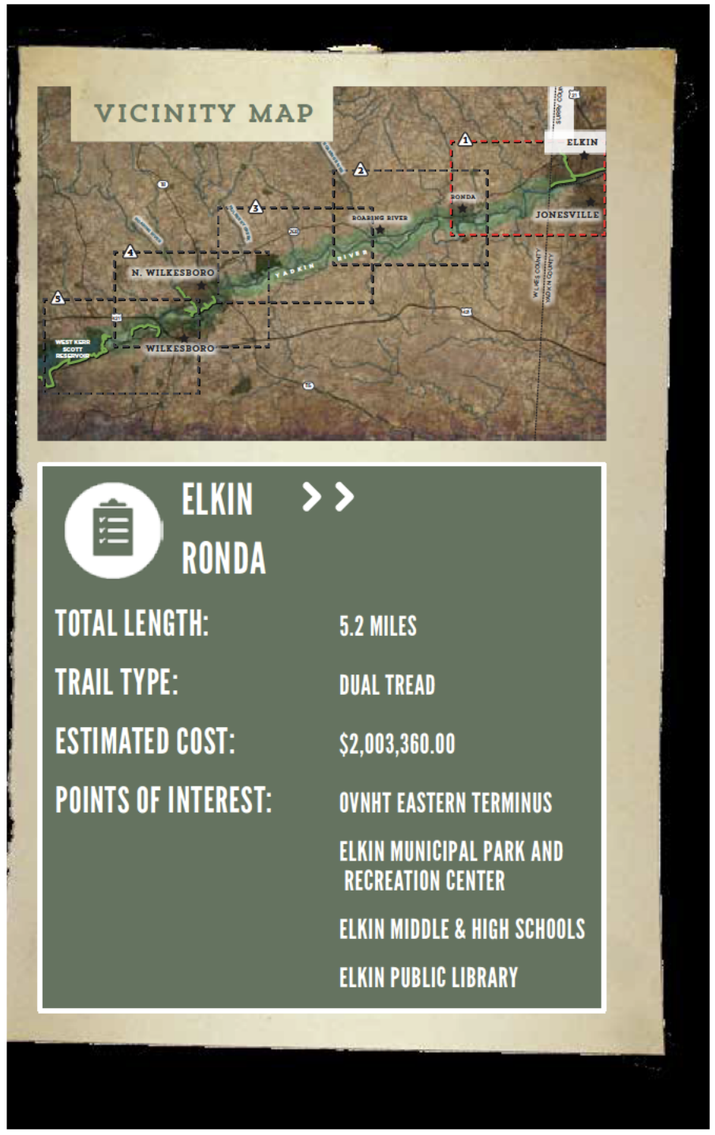
28	>>	TRAIL MILES
18	>>	TRAILHEADS
08	>>	ROAD CROSSINGS
09	>>	MAJOR BRIDGES
05	>>	MINOR BRIDGES/CULVERTS
$12,754,320	>>	APPROXIMATE COST

QUICK FACTS

Each planning section begins with a "quick facts" exhibit. This information includes the trail distance, trail type (see Chapter 4: Design Guidelines), and key features and assets associated with each section. Also, an Estimate of Probable Cost is noted; see the appendix for further details.



SECTION 1



PROPOSED TRAILS

From the east, the preferred trail route, which extends approximately 5.2 miles, begins at the existing Eastern Terminus of the OVNHT at Elkin Municipal Park and ends at Clingman Road before reaching the Town of Ronda. The first 1.3 miles of OVNHT, which is also designated as the Mountains-to-Sea Trail (MST), is complete and extends south to the Yadkin River. From the Yadkin River, the complete OVNHT section extends west for approximately half of a mile before terminating at private property. Note, upon reaching the Yadkin River, the MST route turns east toward Pilot Mountain.

The proposed OVNHT trail route continues west on the north side of the Yadkin and south of the existing railroad. Due to steep slopes and a railroad "pinch point," the preferred route requires a bridge crossing to the south side of the Yadkin River. The route then crosses back to the north side to connect to the Town of Ronda and its Memorial Park.

An alternate OVNHT route utilizes the proposed MST route, which crosses the Highway 21 bridge that connects to the Town of Jonesville. The route continues west on the south side of the Yadkin River, but requires crossing to the north side to avoid steep embankments along the Yadkin River.



01

TRAIL FEATURES

This planning section includes two (2) trailheads, two (2) major bridges, and two (2) road crossings.

TRAILHEADS

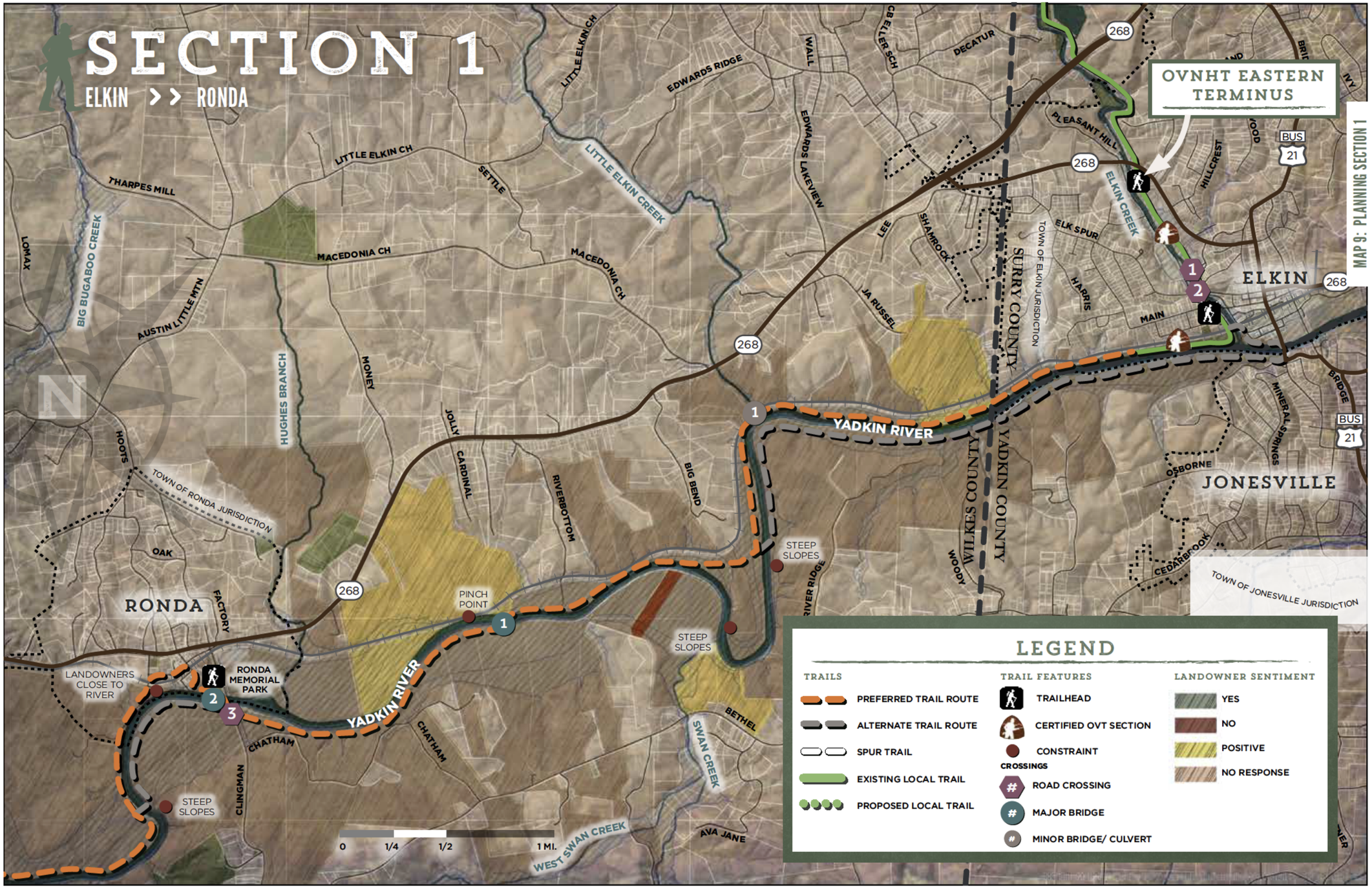
The OVNHT eastern terminus at Elkin Municipal Park currently provides for educational signage that highlights this historic muster grounds for the Surry Militia. This location does not currently provide for designated parking or access to the trail. Elkin should explore a redesign of this area along with its future plans to expand parking and further develop recreation facilities associated with Elkin Municipal Park.

Another trailhead exists at the intersection of Memorial Drive and West Market Street. Future improvements to this trailhead should include the development of signage and a kiosk in alignment with the OVNHT facility design package (Chapter 3).



02

PHOTOS: (1) The first section of trail utilizes the existing certified OVNHT in Elkin Park. (2) Existing Eastern Terminus markers.


SECTION 1
ELKIN >> RONDA
OVNHT EASTERN TERMINUS
MAP 9: PLANNING SECTION 1
LITTLE ELKIN CH
EDWARDS RIDGE
WALL
CHELLER SCH
DECATUR
268
PLEASANT HILL
BUS 21
HILLCREST
THARPES MILL
LITTLE ELKIN CREEK
SETTLE
EDWARDS LAKEVIEW
LEE
SHAMROCK
ELK SPUR
ELKIN CREEK
ELKIN
HARRIS
MAIN
LOMAX
BIG BUGABOO CREEK
AUSTIN LITTLE MTN
MACEDONIA CH
JA RUSSEL
SURRY COUNTY
TOWN OF ELKIN JURISDICTION
HUGHES BRANCH
MONEY
JOLLY
CARDINAL
RIVERBOTTOM
BIG BEND
YADKIN RIVER
WILKES COUNTY
YADKIN COUNTY
BRIDGE
MINERAL SPRINGS
OSBORNE
JONESVILLE
CEDARBROOK
WOODY
RIVER RIDGE
STEEP SLOPES
TOWN OF JONESVILLE JURISDICTION
HOOTS
TOWN OF RONDA JURISDICTION
OAK
FACTORY
RONDA
PINCH POINT
LANDOWNERS CLOSE TO RIVER
RONDA MEMORIAL PARK
CHATHAM
CLINGMAN
BETHEL
SWAN CREEK
AVA JANE
WEST SWAN CREEK
0 1/4 1/2 1 MI.
LEGEND
TRAILS
PREFERRED TRAIL ROUTE
ALTERNATE TRAIL ROUTE
SPUR TRAIL
EXISTING LOCAL TRAIL
PROPOSED LOCAL TRAIL
TRAIL FEATURES
TRAILHEAD
CERTIFIED OVT SECTION
CONSTRAINT
CROSSINGS
ROAD CROSSING
MAJOR BRIDGE
MINOR BRIDGE/ CULVERT
LANDOWNER SENTIMENT
YES
NO
POSITIVE
NO RESPONSE

CROSSINGS

This planning section notes one (1) minor creek crossing and one (1) major bridge crossing. The first minor crossing spans Little Elkin Creek near its confluence with the Yadkin River. Major Bridge #1 is located just before a large bend in the Yadkin River where the trail route is constrained by steep topography.

There is only one road crossing in this planning section, which is located at West Main Street. This crossing currently provides for OVNHT pavement markings to identify the trail route. The crossing can be further improved with additional and official OVNHT signage to not only highlight the trail, but also to alert motorists of possible trail users.



03

PHOTOS: (3) The trail crosses W. Main Street and continues south toward the Yadkin.



EXHIBIT 3: YADKIN VALLEY HERITAGE & TRAIL CENTER

RENDERING BY OTHERS

YADKIN VALLEY HERITAGE & TRAIL CENTER

The Yadkin Valley Heritage and Trail Center will be located in downtown Elkin. This facility will serve as a trail junction for the Overmountain Victory National Historic Trail, Mountains-to-Sea State Trail, Yadkin River Heritage Corridor, E&A Rail Trail, Yadkin River Paddle Trail, and Elkin History Walk.

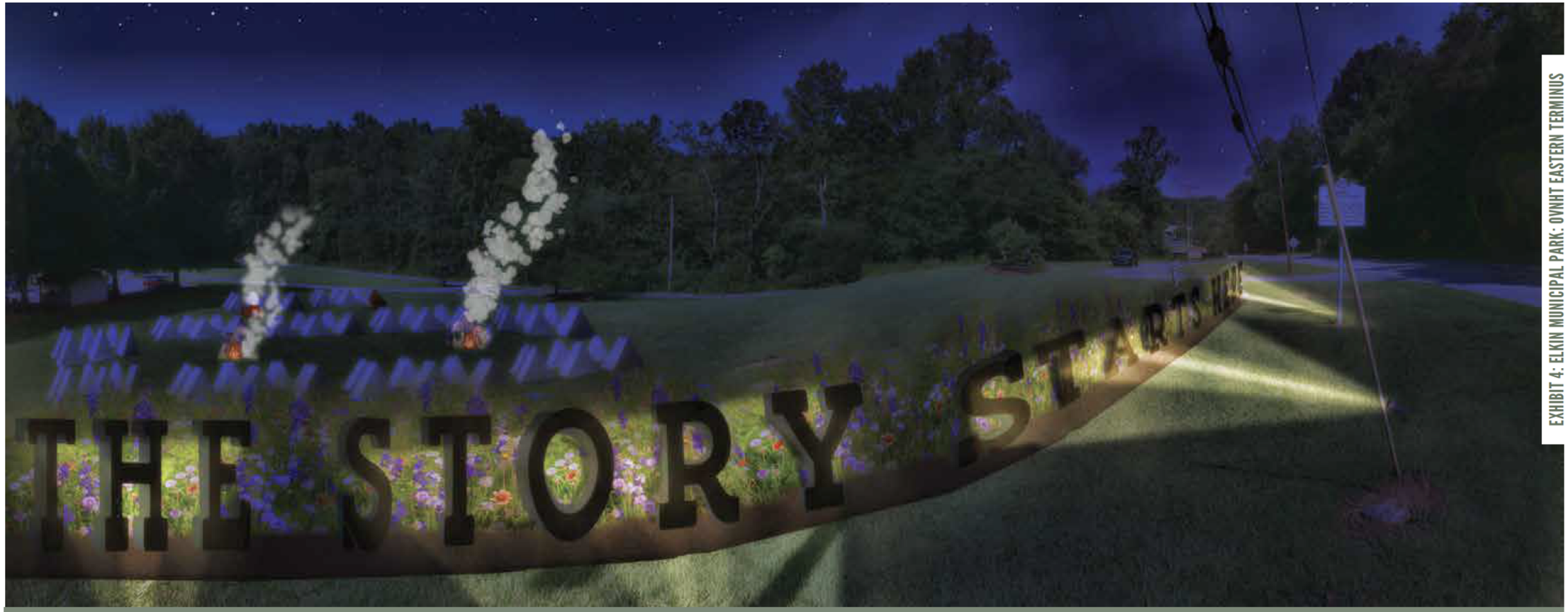


EXHIBIT 4: ELKIN MUNICIPAL PARK: OVNHT EASTERN TERMINUS

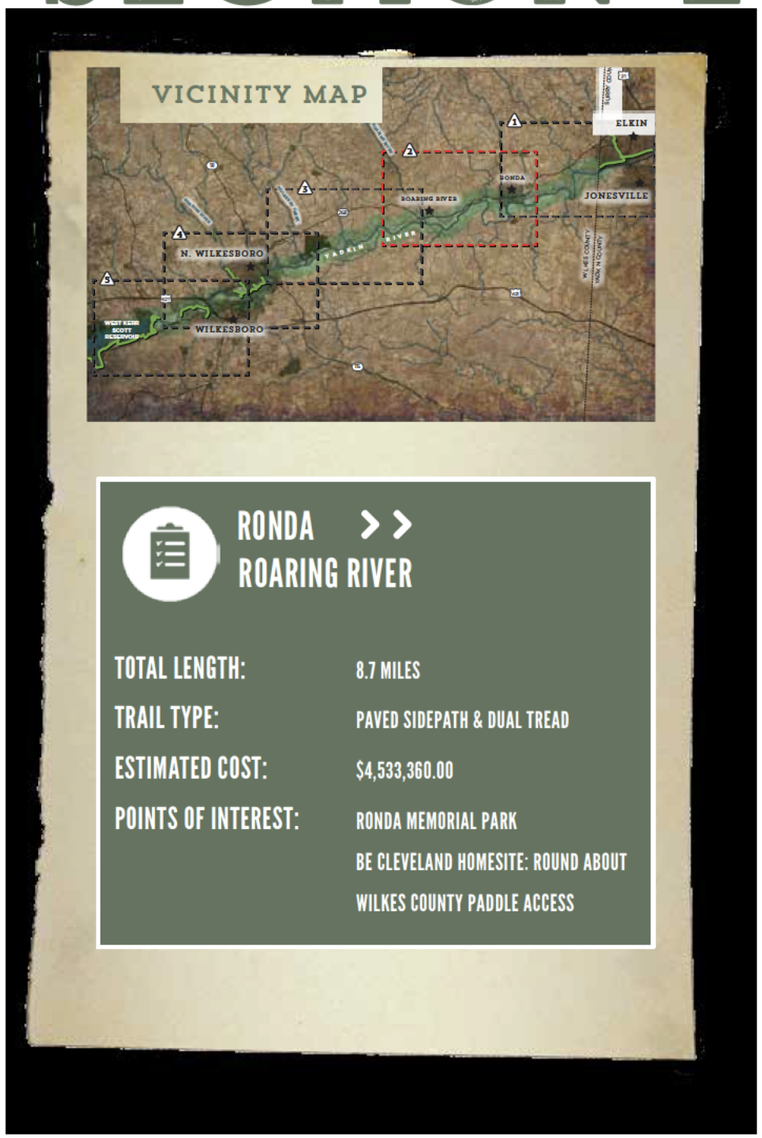
ELKIN MUNICIPAL PARK:OVNHT EASTERN TERMINUS

EXISTING



The Eastern Terminus of the Overmountain Victory National Historic Trail and historic Surry muster site are located adjacent to Elkin Municipal Park. This venue provides an opportunity to highlight the role of the Surry militia in the victory at Kings Mountain by hosting events during the annual re-enactment of the march. This area should be studied further to identify ways to incorporate the OVNHT into the overall site design.

SECTION 2



PROPOSED TRAILS

For Planning Section #2, the preferred trail route is approximately 8.7 miles in length and extends from the proposed bridge near Clingman Road, through the Town of Ronda, and approximately 1.5 miles beyond Roaring River Road in the community of Roaring River.


04

The preferred route will require a major bridge over the Yadkin River near Clingman Road, extend under the highway, and connect to Ronda Memorial Park (see subsequent exhibits). The OVNHT route then continues north over the railroad, through the heart of downtown Ronda, and extends south back over the railroad before once again paralleling the Yadkin River.


05

The route continues on the north side of the Yadkin River and traverses the "Round About" historic site (see subsequent exhibit) before reaching a steep river bank. The trail will need to bridge the Yadkin River, and from here, will remain most feasible on its south side before reaching North Wilkesboro.

An alternate route is explored along the north side of the Yadkin River that would connect to the Wilkes County River Access and more directly to the community of Roaring River. A spur trail into the heart of Roaring River is recommended from either the preferred or alternate route.

TRAIL FEATURES

This planning section includes two (2) trailheads, two (2) major bridges, and two (2) major road crossings.

TRAILHEADS


06

Ronda Memorial Park serves as a natural trailhead for the OVNHT. Accessed from Clingman Road, this neighborhood park has a small walking loop, shelter, parking, and river access that is designated as part of the Yadkin River Blueway. The OVNHT will connect to the park from the east via the proposed trail underpass of Clingman Road and will continue west into the heart of downtown Ronda.

Another trailhead is proposed in the community of Roaring River. However, a specific location was not identified within the planning process. An extensive OVNHT outreach effort is required in Roaring River to encourage participation in trail development efforts. A trailhead would provide a much needed parking area within this otherwise rural trail section.

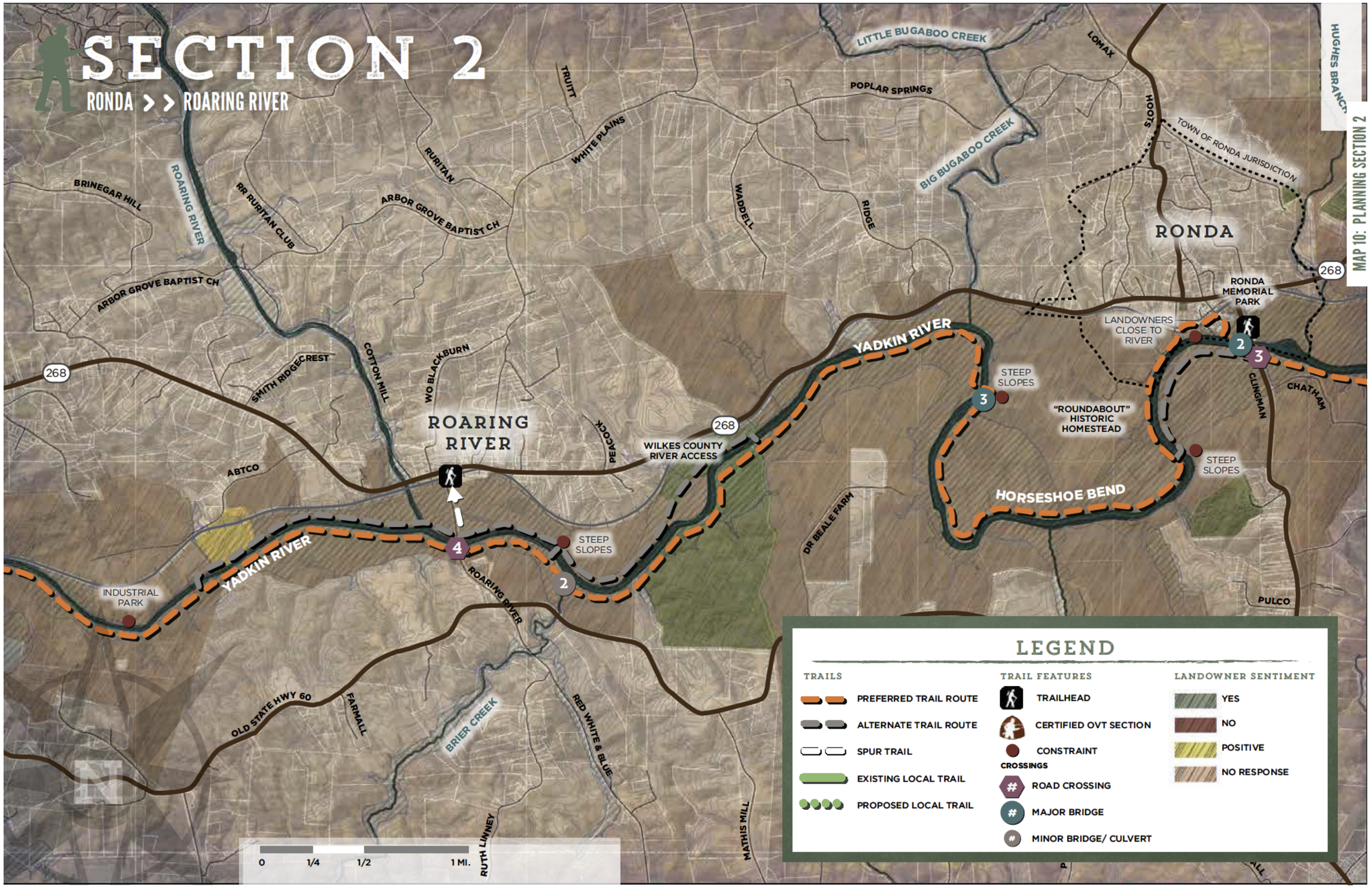
CROSSINGS

Major Bridge #2 crosses the Yadkin River near Clingman Road. This major bridge will provide for an OVNHT connection to the Ronda Memorial Park and Town of Ronda downtown.

Major Bridge #3 is located on the west side of Horseshoe Bend and the Roundabout Homestead where the trail is constrained by steep slopes. There are two minor road crossings in the Town of Ronda at Second Street and Chatham Street, which both serve a low volume of residential traffic.

There are (2) road crossings identified within this section, both have sufficient clearance to go under the bridge crossings. Crossing #2 at Clingman Road is a proposed underpass that connects to Ronda Memorial Park (See Exhibit 6: Ronda Memorial Park). Crossing #3 is an underpass of Roaring River Road on the south side of the Yadkin (Exhibit 8: Roaring River Road Bridge).

PHOTOS: (4) The trail will work its way into the heart of Ronda. (5) Ronda Memorial Park will serve as a trailhead for the Yadkin Blueway and OVNHT. (6) The park offers a pavilion, walking loop, & playground.


SECTION 2
RONDA >> ROARING RIVER
MAP 10: PLANNING SECTION 2
LITTLE BUGABOO CREEK
LOMAX
HUGHES BRANCH
POPLAR SPRINGS
HOOTS
TOWN OF RONDA JURISDICTION
TRUITT
WHITE PLAINS
RURITAN
BIG BUGABOO CREEK
BRINEGAR HILL
ROARING RIVER
RR RURITAN CLUB
ARBOR GROVE BAPTIST CH
WADDELL
RIDGE
RONDA
268
RONDA MEMORIAL PARK
LANDOWNERS CLOSE TO RIVER
YADKIN RIVER
STEEP SLOPES
"ROUNDABOUT" HISTORIC HOMESTEAD
CLINGMAN
CHATHAM
SMITH RIDGECREST
COTTON MILL
WO BLACKBURN
ROARING RIVER
PEACOCK
WILKES COUNTY RIVER ACCESS
ABTCO
HORSESHOE BEND
DR BEALE FARM
INDUSTRIAL PARK
PULCO
OLD STATE HWY 60
FARMALL
BRIER CREEK
RED WHITE & BLUE
RUTH LINNEY
MATHIS MILL
0 1/4 1/2 1 MI.
LEGEND
TRAILS
PREFERRED TRAIL ROUTE
ALTERNATE TRAIL ROUTE
SPUR TRAIL
EXISTING LOCAL TRAIL
PROPOSED LOCAL TRAIL
TRAIL FEATURES
TRAILHEAD
CERTIFIED OVT SECTION
CONSTRAINT
CROSSINGS
ROAD CROSSING
MAJOR BRIDGE
MINOR BRIDGE/ CULVERT
LANDOWNER SENTIMENT
YES
NO
POSITIVE
NO RESPONSE

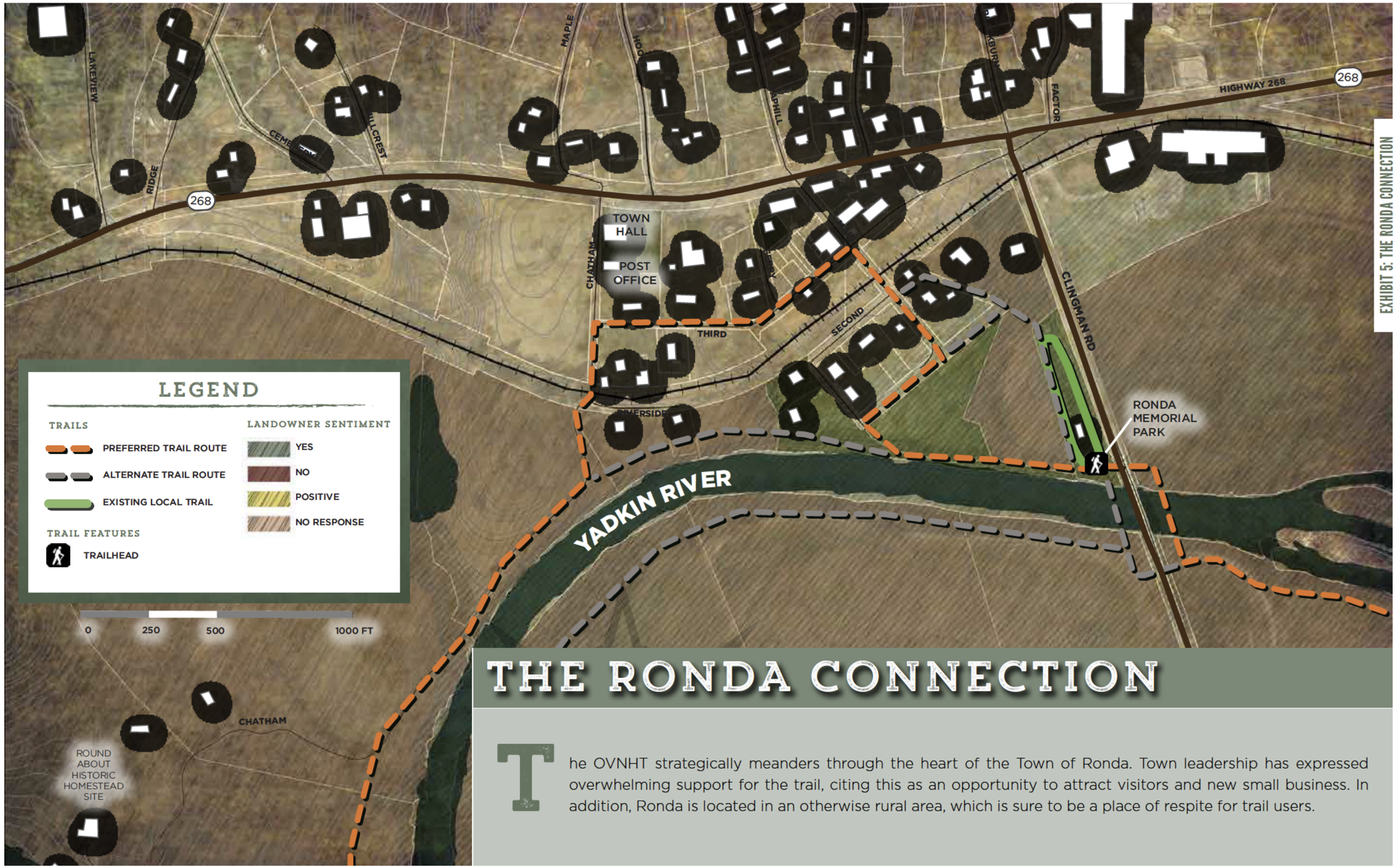


EXHIBIT 5: THE RONDA CONNECTION

THE RONDA CONNECTION

The OVNHT strategically meanders through the heart of the Town of Ronda. Town leadership has expressed overwhelming support for the trail, citing this as an opportunity to attract visitors and new small business. In addition, Ronda is located in an otherwise rural area, which is sure to be a place of respite for trail users.



EXHIBIT 6: RONDA MEMORIAL PARK

EXISTING



RONDA MEMORIAL PARK

Ronda Memorial Park provides a unique and fun opportunity to incorporate OVNHT branding and signage into the physical environment. Such design considerations will ensure that the OVNHT becomes a destination-quality trail.



EXHIBIT 7: ROUNDABOUT PLANTATION AT HORSHESHOE BEND

ROUNDABOUT PLANTATION AT HORSESHOE BEND

EXISTING





Roundabout is the historic plantation home of Colonel Benjamin Cleveland; it's located approximately one mile east of Ronda in a fertile plain along the Yadkin River known as "Horseshoe Bend." Colonel Benjamin Cleveland, along with his brother Captain Robert Cleveland, were instrumental leaders of the Surry militia. A dedicated patriot with harsh opinions of loyalists, Colonel Cleveland frequently hanged loyalist enemies from a large oak located on the plantation.

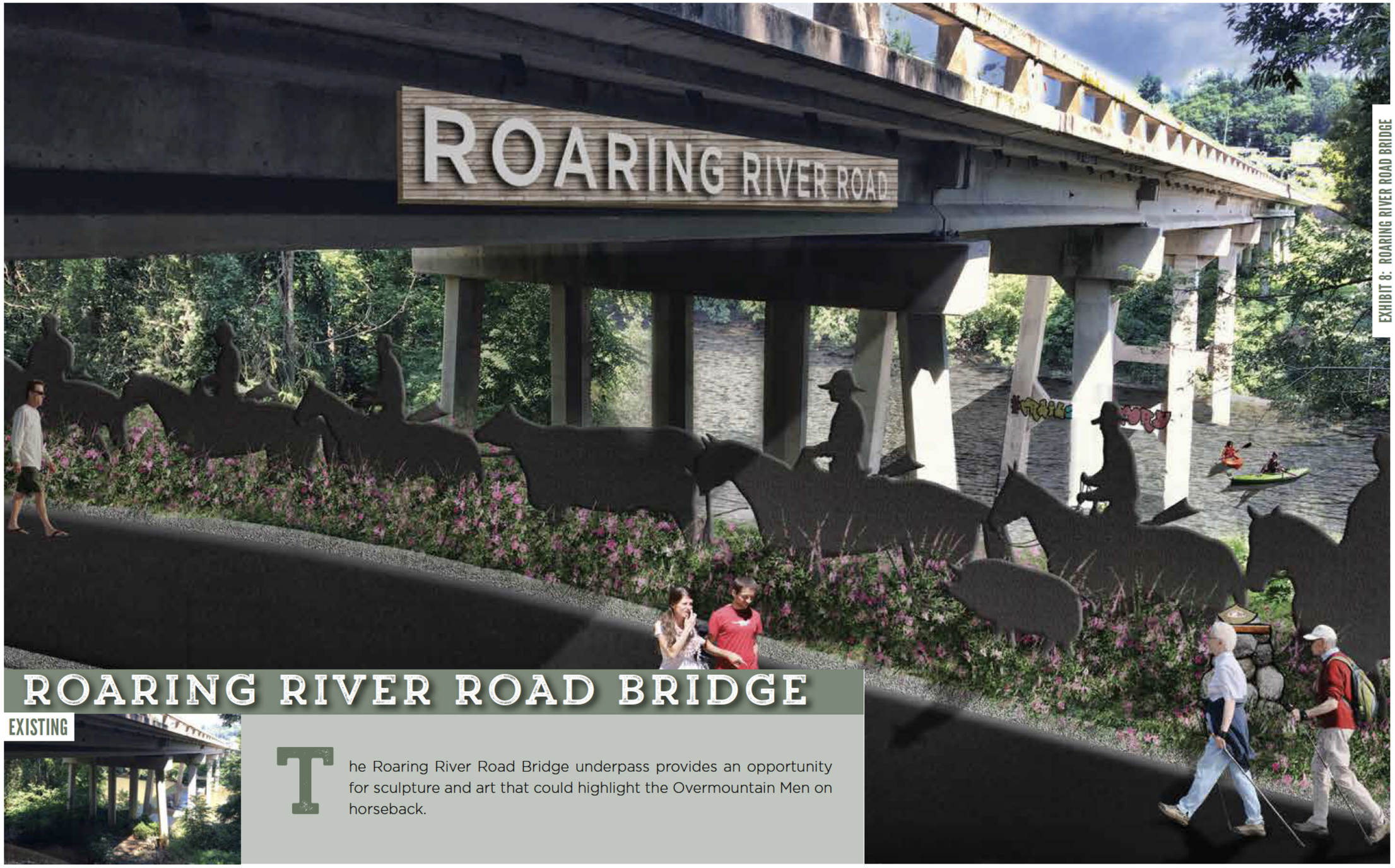


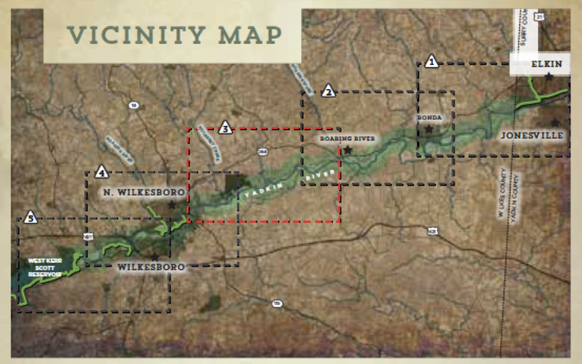
EXHIBIT 8: ROARING RIVER ROAD BRIDGE

ROARING RIVER ROAD BRIDGE

EXISTING

The Roaring River Road Bridge underpass provides an opportunity for sculpture and art that could highlight the Overmountain Men on horseback.

SECTION 3



ROARING RIVER >>
NORTH WILKESBORO

TOTAL LENGTH:	6 MILES
TRAIL TYPE:	DUAL TREAD
ESTIMATED COST:	$2,574,400.00
POINTS OF INTEREST:	VFW PARK AND CAMPGROUND

PROPOSED TRAILS


07

The preferred trail route in Section 3 continues west on the south side of the Yadkin for approximately four miles from the Roaring River area before reaching steep terrain. Without receiving permission from private landowners to conduct a field assessment, it's uncertain whether a five percent grade trail can be maintained through this area. However, the preferred route remains on the south side of the river. The planning section concludes at the VFW campground and park.

Two alternate routes are shown near the planning section midpoint. One alternative utilizes a 75-acre island, but will require an additional bridge. The second trail alternative does not make use of the island, but bridges the trail to the north side and requires traversing the Lowe's Distribution Center. The trail would require the use of the Lowe's shipping container storage area.



08

TRAIL FEATURES

This planning section includes one (1) trailhead. The alternative route would require major bridges, but otherwise only a stream crossing is necessary within this section.

TRAILHEADS

A specific trailhead location was not identified for this planning section, but is necessary near the section's mid-point. A location near the 75 acre island and the VFW Campground should both be further explored for trailhead and parking facilities.

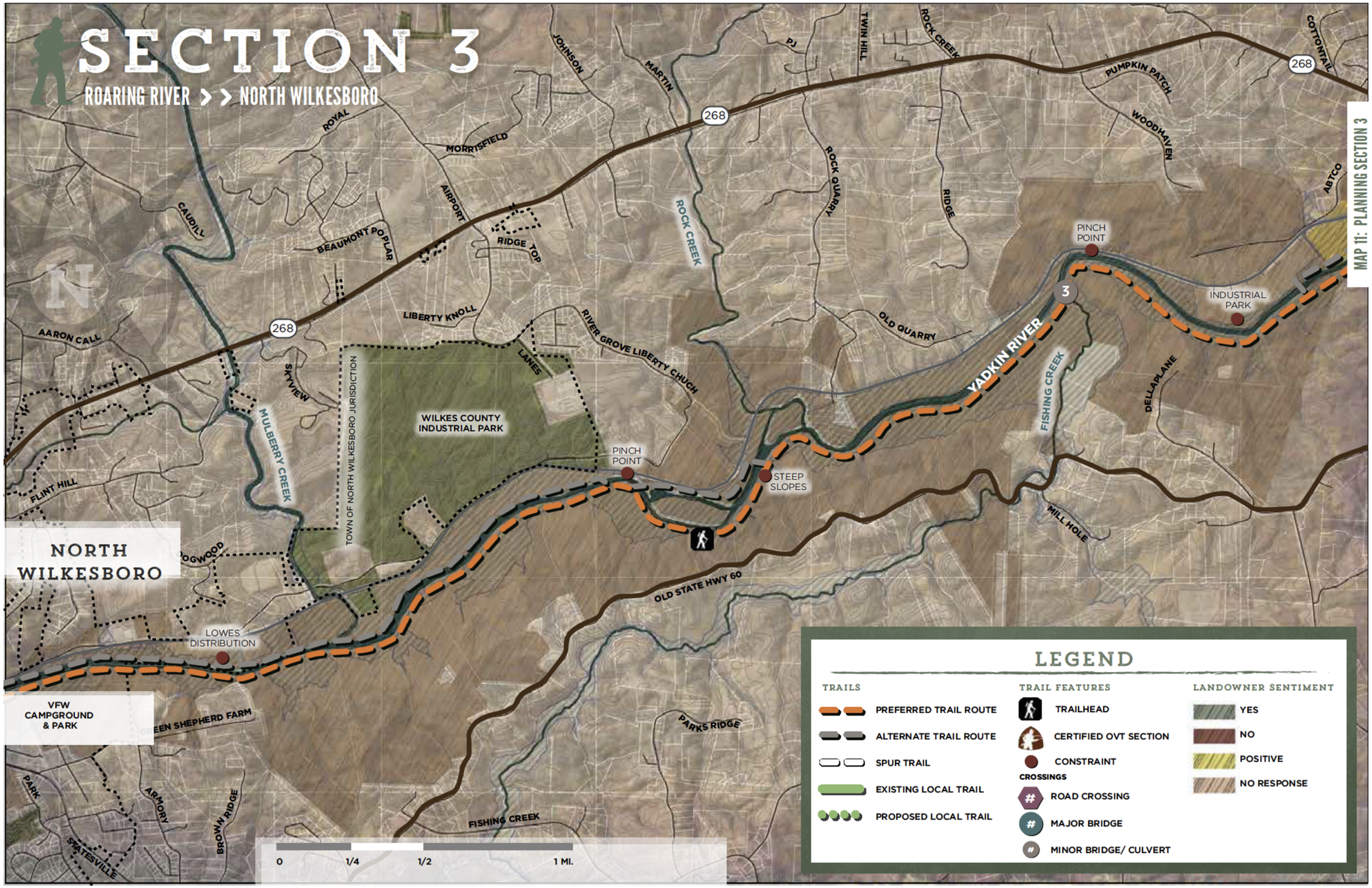
CROSSINGS

The preferred route will require one (1) minor bridge/culvert noted at Crossing #3 at Fishing Creek near the east area of the planning section. Major bridges would be required if the OVNHT were to make use of the 75-acre island or cross to the Yadkin River's north side.

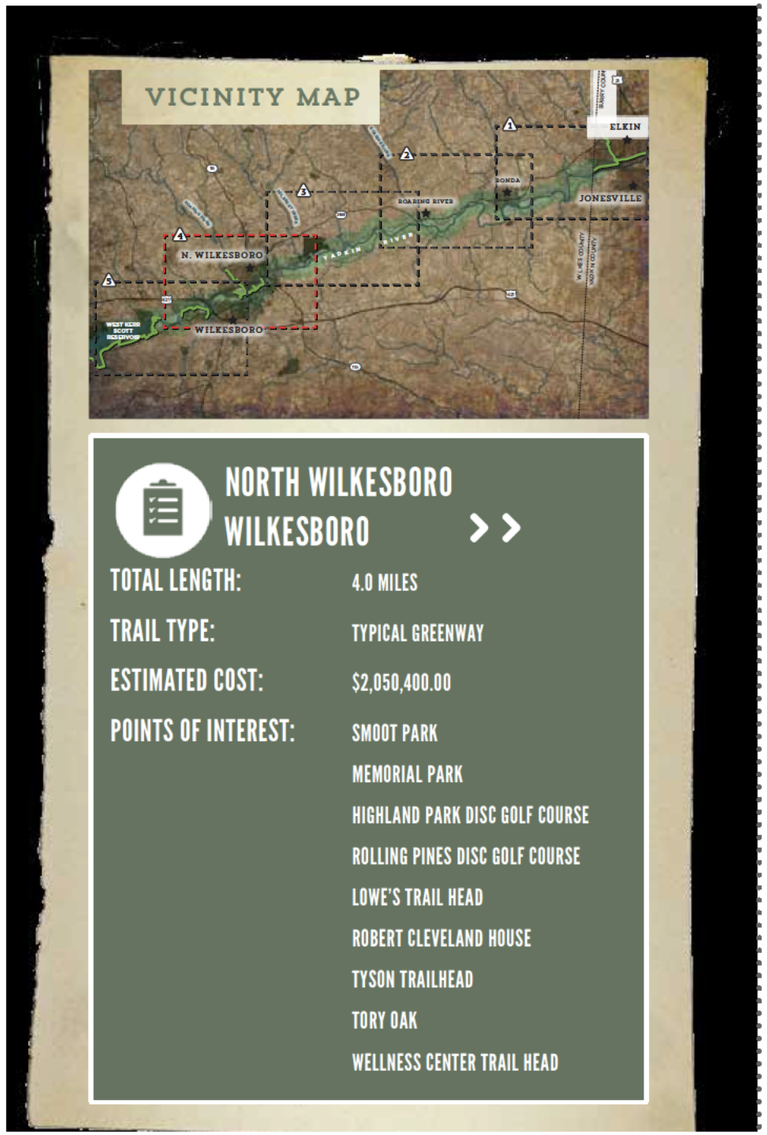


09

PHOTOS: (7) An active industrial campus and (8) the Lowe's Hardware Distribution Center are located on the north side of the river, leaving the south side as the preferred trail location. (9) The VFW campground is a significant connection point for the trail, providing opportunities for both the trail and the VFW to benefit from one another.


SECTION 3
ROARING RIVER >> NORTH WILKESBORO
MAP 11: PLANNING SECTION 3
268
ROYAL
MORRISFIELD
JOHNSON
MARTIN
PJ
TWIN HILL
ROCK CREEK
PUMPKIN PATCH
WOODHAVEN
COTTONTAIL
ABTCO
CAUDILL
BEAUMONT POPLAR
AIRPORT
RIDGE TOP
ROCK QUARRY
RIDGE
AARON CALL
LIBERTY KNOLL
RIVER GROVE LIBERTY CHUCH
LANES
OLD QUARRY
PINCH POINT
INDUSTRIAL PARK
3
YADKIN RIVER
FISHING CREEK
DELLAPLANE
SKYVIEW
MULBERRY CREEK
TOWN OF NORTH WILKESBORO JURISDICTION
WILKES COUNTY INDUSTRIAL PARK
PINCH POINT
STEEP SLOPES
FLINT HILL
NORTH WILKESBORO
DOGWOOD
MILL HOLE
OLD STATE HWY 60
LOWES DISTRIBUTION
VFW CAMPGROUND & PARK
EEN SHEPHERD FARM
PARKS RIDGE
PARK
ARMORY
STATESVILLE
BROWN RIDGE
FISHING CREEK
0
1/4
1/2
1 MI.
LEGEND
TRAILS
PREFERRED TRAIL ROUTE
ALTERNATE TRAIL ROUTE
SPUR TRAIL
EXISTING LOCAL TRAIL
PROPOSED LOCAL TRAIL
TRAIL FEATURES
TRAILHEAD
CERTIFIED OVT SECTION
CONSTRAINT
CROSSINGS
ROAD CROSSING
MAJOR BRIDGE
MINOR BRIDGE/ CULVERT
LANDOWNER SENTIMENT
YES
NO
POSITIVE
NO RESPONSE

SECTION 4



PROPOSED TRAILS


10

Upon entering North Wilkesboro town limits, the trail transitions from natural surface to a typical greenway, consistent with the Yadkin River Greenway's existing system. The preferred route in this section extends approximately 4 miles from the VFW campground and park to the intersection of the trail with US 421. Two of those miles take advantage of existing certified sections of the OVNHT constructed by the Yadkin River Greenway Council.

West of the VFW site, the preferred route remains parallel to the Yadkin River and traverses NC Department of Transportation property. NCDOT currently uses the property near the river for materials and equipment storage, however there is adequate space to accommodate a multi-use path if an agreement can be reached with NCDOT officials. The preferred route will then cross under Business 421/Statesville Road and continue less than half a mile before a bridge crossing is necessary to connect to Smoot Park and an existing section of the OVNHT.

In between Smoot Park and Memorial Park, a connection to a new Blair Island loop trail is proposed (See Exhibit 9: Blair Island, page 56). For more than a decade Blair Island has been an area of interest for local government and trail leaders; this unique feature presents an opportunity to create a recreation destination accessible only by greenway or the Yadkin River Blueway. Encircled by the loop trail, the ten acre island can provide a location for both family and primitive camp sites, fishing piers, water access for paddlers, an outdoor exhibit space for OVNHT educational interpretation, and more. A spur trail from NCDOT continues adjacent to the river on the south side and connects to Highland Park disc golf course before bridging north to Blair Island, completing a loop connection to the island that utilizes both the north and south banks of the river.

The existing path currently terminates at the WRMC Wellness Center. From there, the proposed route crosses the Yadkin to the south and continues for approximately 1.5 miles where this planning section terminates at the US 421 underpass and Moravian Creek crossing.

TRAIL FEATURES

This planning section includes six (6) trailheads, four (4) major bridges, and two (2) road crossings.

TRAILHEADS


11

The 6 trailheads identified in this section are pre-existing and are located within the mile wide study area. They include: Smoot Park, Memorial Park, Wilkesboro Boulevard, Lowe's, Tyson, and WRMC Wellness Center trailheads.

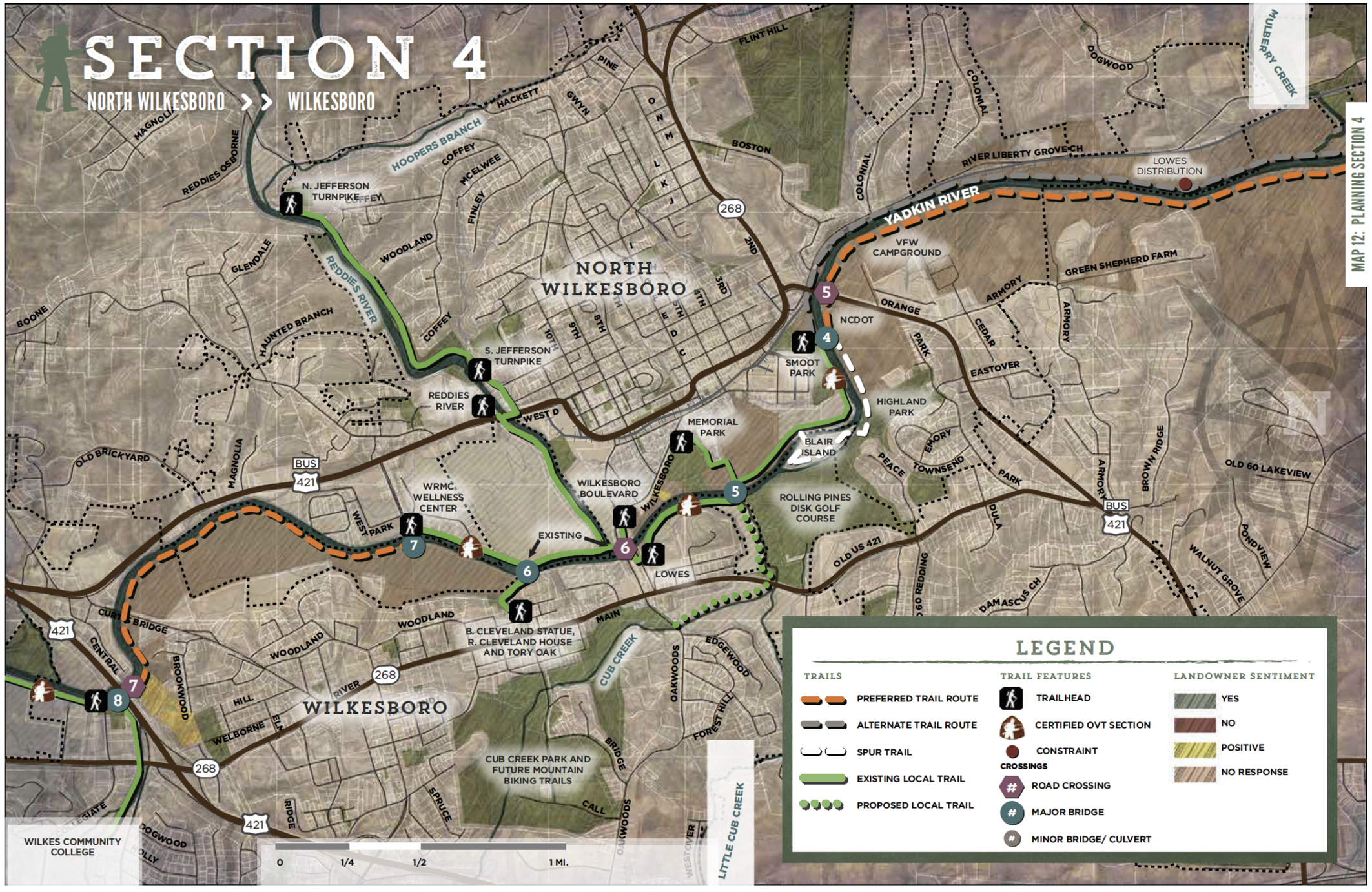
Smoot Park is a certified trailhead of the OVNHT. Exhibit 10: Gateway @ Smoot Park (pg. 57) demonstrates how this trailhead and others might be enhanced to promote both OVNHT and Yadkin River brand elements.,


12

The Town of Wilkesboro is currently working to expand the existing Tyson Trailhead and extend the Yadkin River Greenway to its Main Street (near existing Bridge #8). The Tyson trailhead is immediately adjacent to the historic home of Robert Cleveland, Captain in the Surry Militia and brother of Colonel Benjamin Cleveland whose statue is located outside the home. The trailhead is also in the vicinity of the legendary Tory Oak from which loyalists were hanged during the revolutionary war.

CROSSINGS

Within this section are two (2) road crossings, one of which is pre-existing, and four (4) major bridges; one of the bridges is already completed and in use.


SECTION 4
NORTH WILKESBORO >> WILKESBORO
MAP 12: PLANNING SECTION 4
MULBERRY CREEK
FLINT HILL
DOGWOOD
COLONIAL
BOSTON
RIVER LIBERTY GROVE CH
LOWES DISTRIBUTION
YADKIN RIVER
VFW CAMPGROUND
GREEN SHEPHERD FARM
ARMORY
ORANGE
NCDOT
CEDAR
PARK
EASTOVER
SMOOT PARK
HIGHLAND PARK
BLAIR ISLAND
PEACE
EMORY
TOWNSEND
ROLLING PINES DISK GOLF COURSE
OLD US 421
DULA
DAMASCUS CH
BROWN RIDGE
OLD 60 LAKEVIEW
PONDVIEW
WALNUT GROVE
N. JEFFERSON TURNPIKE
S. JEFFERSON TURNPIKE
REDDIES OSBORNE
MAGNOLIA
HOOPERS BRANCH
COFFEY
MCELWEE
FINLEY
HACKETT
GWYN
PINE
WOODLAND
GLENDALE
REDDIES RIVER
HAUNTED BRANCH
BOONE
NORTH WILKESBORO
268
2ND
3RD
4TH
5TH
8TH
9TH
10TH
WEST D
MEMORIAL PARK
WILKESBORO BOULEVARD
WILKESBORO
WRMC WELLNESS CENTER
WEST PARK
EXISTING
LOWES
BUS 421
OLD BRICKYARD
CURTIS BRIDGE
CENTRAL
BROOKWOOD
WELBORNE
HILL
RIVER
WILKESBORO
B. CLEVELAND STATUE, R. CLEVELAND HOUSE AND TORY OAK
MAIN
CUB CREEK
OAKWOODS
EDGEWOOD
FOREST HILL
BRIDGE
CALL
SPRUCE
RIDGE
CUB CREEK PARK AND FUTURE MOUNTAIN BIKING TRAILS
WILKES COMMUNITY COLLEGE
LITTLE CUB CREEK
0
1/4
1/2
1 MI.
LEGEND
TRAILS
PREFERRED TRAIL ROUTE
ALTERNATE TRAIL ROUTE
SPUR TRAIL
EXISTING LOCAL TRAIL
PROPOSED LOCAL TRAIL
TRAIL FEATURES
TRAILHEAD
CERTIFIED OVT SECTION
CONSTRAINT
CROSSINGS
ROAD CROSSING
MAJOR BRIDGE
MINOR BRIDGE/ CULVERT
LANDOWNER SENTIMENT
YES
NO
POSITIVE
NO RESPONSE

The first road crossing of this section (#4) is located at Business 421/Statesville Road. The first road crossing (#4) is a proposed underpass located on NCDOT property and takes advantage of the Business 421/ Statesville Road bridge that crosses the Yadkin River. The second road crossing (#5) is also an underpass, utilizing the existing trail's passageway beneath Highway 18/Wilkesboro Avenue.


13

Bridge #6 is the first bridge in this planning section and provides a river crossing from NCDOT property to Smoot Park. The second bridge (#7) would complete a connection among two existing sections of certified OVNHT. Bridge #8 is an existing bridge that connects the greenway on the north side of the river to the Tyson Trailhead and Downtown Wilkesboro. The fourth and final bridge in this section (#9) is proposed at the WRMC Wellness Center where the existing greenway trail ends. The preferred route bridges the Yadkin River to the south side where there are large tracts of agricultural land.

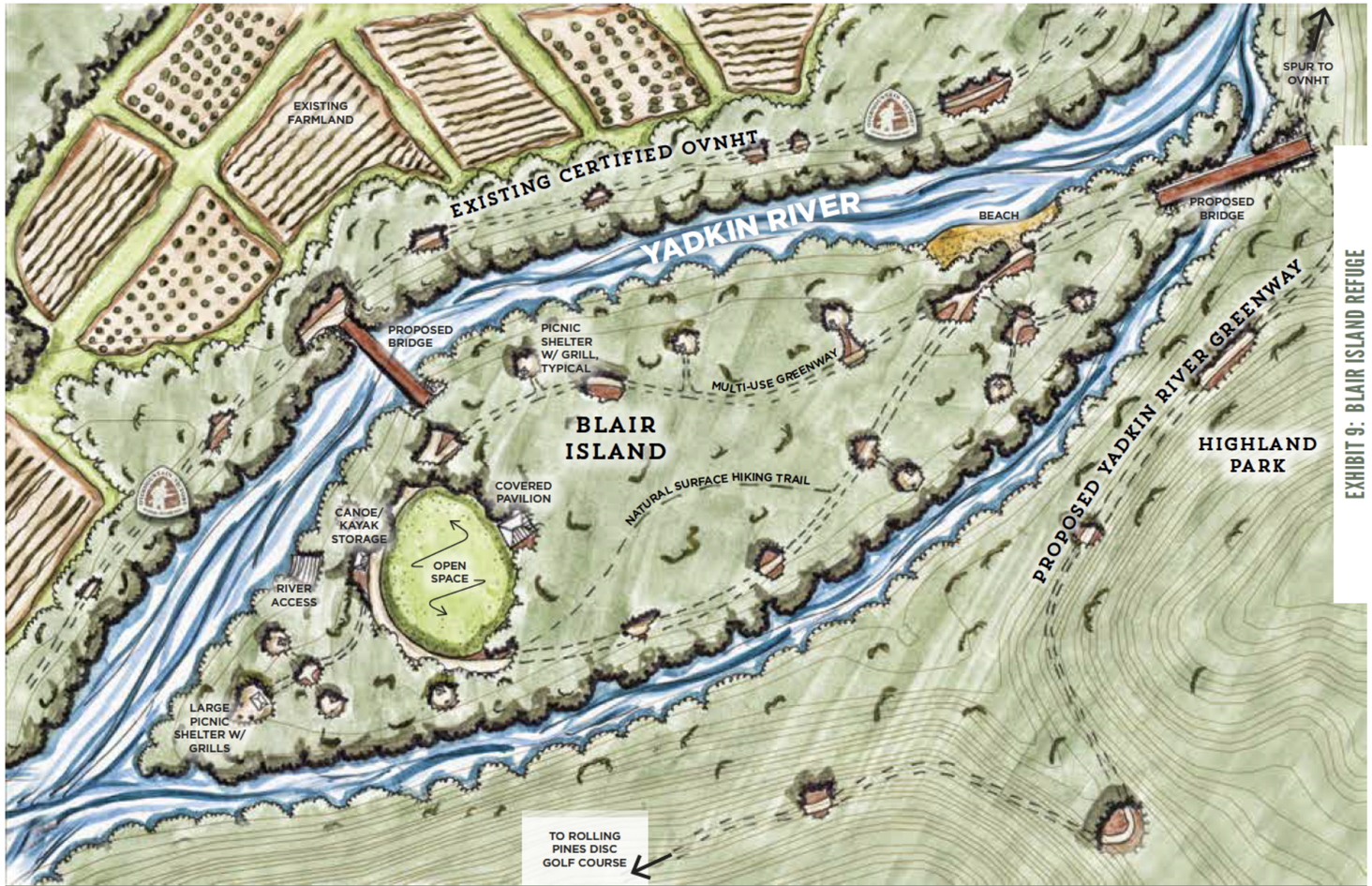


EXHIBIT 9: BLAIR ISLAND REFUGE

BLAIR ISLAND REFUGE

EXISTING



For more than a decade Blair Island has been an area of interest for local government and trail leaders; this unique feature presents an opportunity to create a recreation destination accessible only by greenway or the Yadkin River Blueway.

PHOTOS: : (10) An opportunity exists to construct a loop that connects Blair Island to disc golf courses at Highland Park and Rolling Pines. (11) The Robert Cleveland House and (12) Ben Cleveland Statue is located immediately adjacent to the Tyson Trailhead. (13) An existing gravel service road used by NCDOT to access their storage yards has more than sufficient space to allow the trail to pass beneath Statesville Road.



EXHIBIT 10: SMOOT PARK SIGNAGE

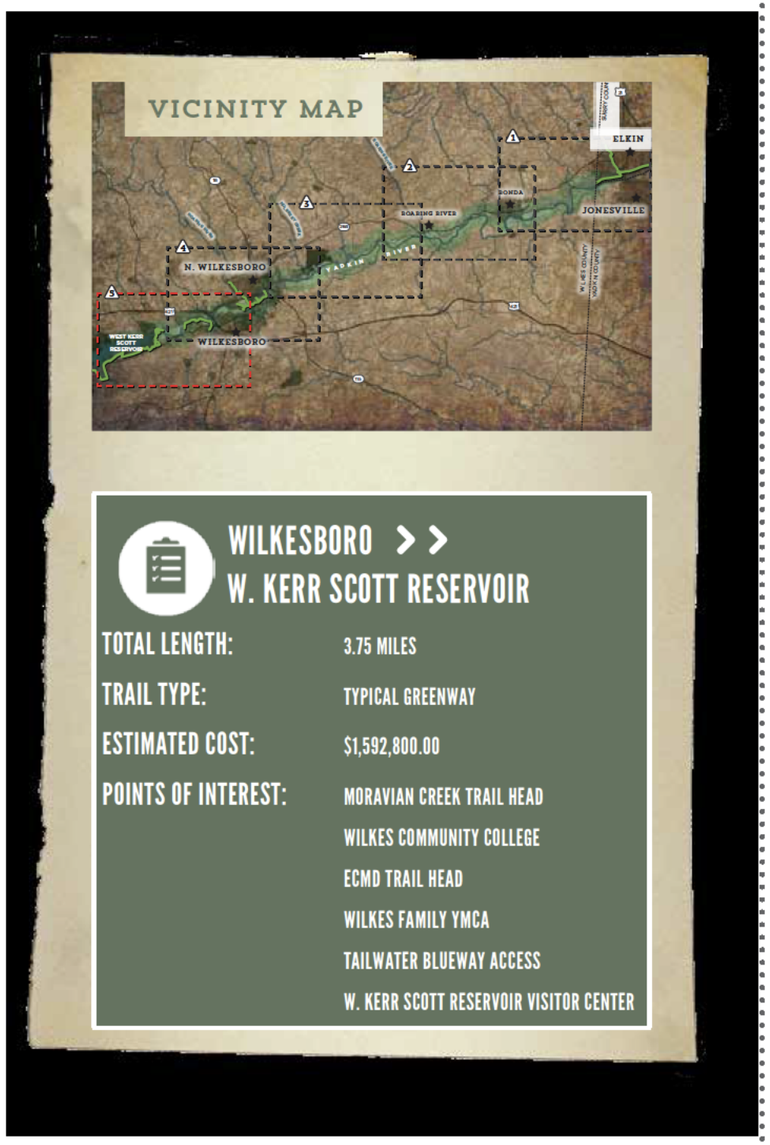
GATEWAY @ SMOOT PARK

EXISTING



Smoot Park is a certified trailhead of the OVNHT; this trailhead and others should be enhanced to display both OVNHT and Yadkin River brand elements.

SECTION 5



PROPOSED TRAILS


14

This planning section extends approximately 3.75 miles from US Highway 421 to W. Kerr Scott Reservoir property. Only 1.5 miles within this section require new construction. From Highway 421, the route utilizes existing greenway until it reaches a proposed bridge near the YMCA trailhead. On the north side, the proposed route follows the bends of the Yadkin River, crosses New Brown's Ford Road, and makes a final connection to existing certified OVNHT at the W. Kerr Scott Reservoir.

TRAIL FEATURES

This planning section includes six (6) trailheads, one (1) major bridge, and two (2) road crossings.

TRAILHEADS


15

As in the previous planning section, the trailheads identified in this section are existing and include: Rivers Street, Moravian Creek, ECMD, Wilkes Family YMCA, Tailwater, and the W. Kerr Scott Reservoir Visitors Center. Multiple access points provide trail users with several options in this section for parking and entering the trail. The Tailwater parking area is a trailhead for the Yadkin River Blueway. The Visitors Center trailhead currently provides mountain bikers, hikers, and runners with access to six (6) miles of Overmountain Victory Trail, in addition to numerous other recreational water activities at the Reservoir. All trailheads should be improved to incorporate the OVNHT branding and signage family.

CROSSINGS

Proposed within this section are two(2) major bridges, two (2) minor bridges/culverts, and two (2) road crossings.

The first road crossing (#6) and major bridge (#11) are located where the preferred route meets with US Highway 421, just north of the NC 268 overpass. This is also the location at which Moravian Creek converges with the Yadkin River. The proposed route will pass beneath 421 and immediately cross Moravian Creek to connect to the existing greenway (See Exhibit 11: Under, Over, and Onward, pg. 60).

The second bridge (#12) is the final bridge proposed within this plan. The bridge will connect the existing OVNHT greenway to the proposed route near the Wilkes Family YMCA. This final crossing will provide access to agricultural land on the north side of the Yadkin River and avoid road areas and a river pinch point on the south side.

The final road crossing (#7) is an at-grade crossing of New Brown's Ford Road (See Exhibit 12: New Brown's Ford Crossing, pg. 61v). A final design for this crossing must ensure adequate sight-distance for motorists and trail users as they approach the intersection.

The two minor bridges/culverts (#3, #4) in this planning section are existing pedestrian bridges on constructed trail segments.

PHOTOS: (14) The preferred route will cross the river north of the Wilkes Family YMCA, an important connection on the trail. (15) The W. Kerr Scott Reservoir is the western terminus of the study area.

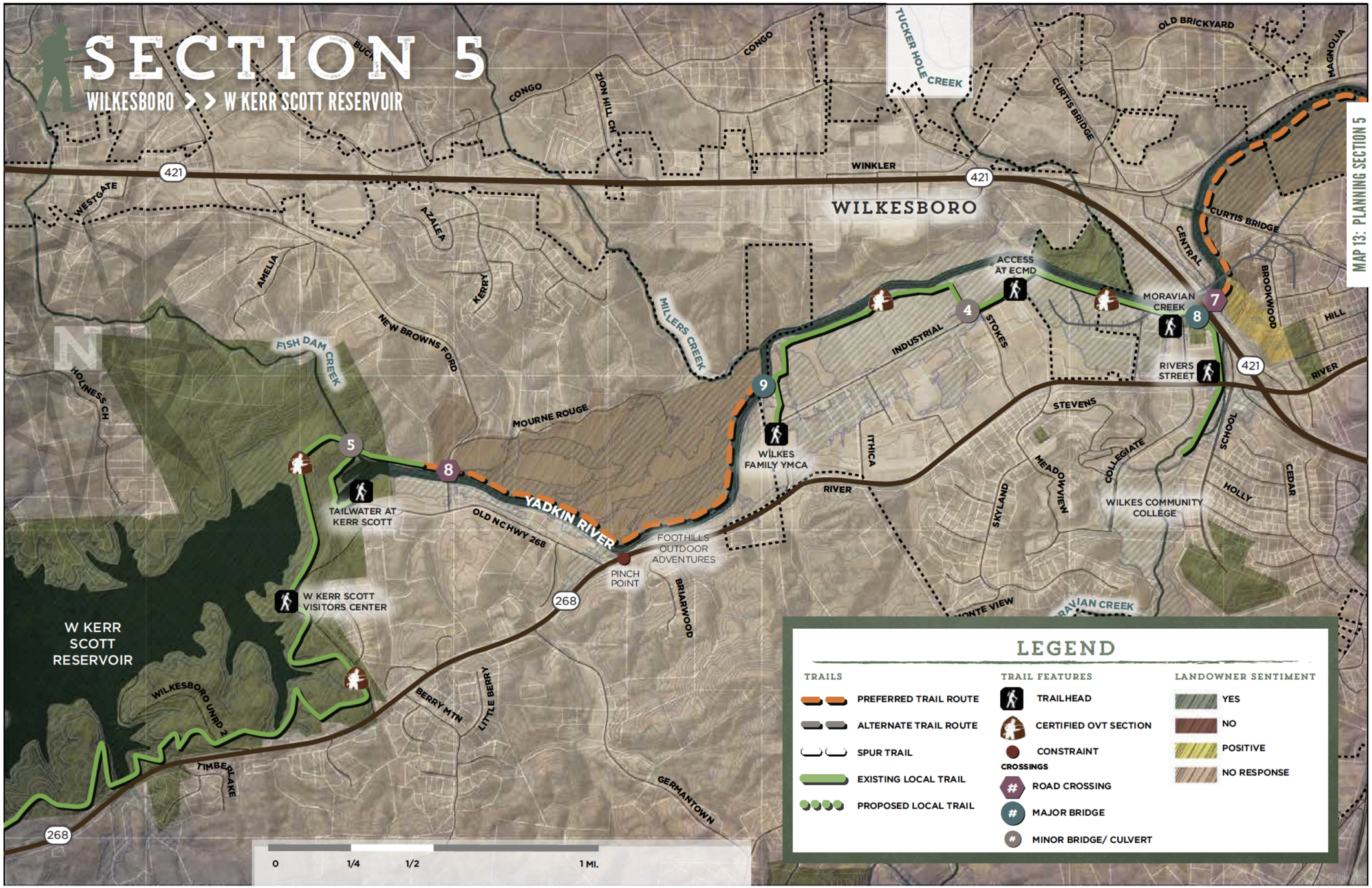
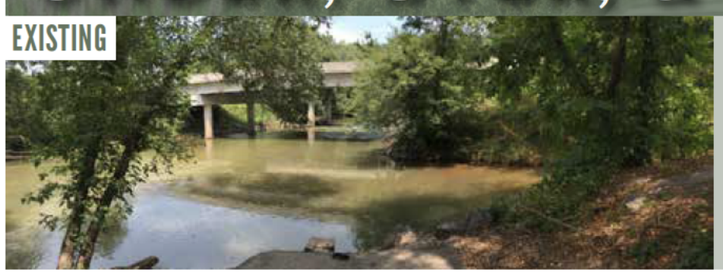

SECTION 5
WILKESBORO >> W KERR SCOTT RESERVOIR
MAP 13: PLANNING SECTION 5
WILKESBORO
W KERR SCOTT RESERVOIR
TUCKER HOLE CREEK
MILLERS CREEK
FISH DAM CREEK
YADKIN RIVER
MORAVIAN CREEK
WILKES COMMUNITY COLLEGE
WILKES FAMILY YMCA
TAILWATER AT KERR SCOTT
W KERR SCOTT VISITORS CENTER
FOOTHILLS OUTDOOR ADVENTURES
PINCH POINT
ACCESS AT ECMD
RIVERS STREET
421
268
5
8
9
4
7
0
1/4
1/2
1 MI.
LEGEND
TRAILS
PREFERRED TRAIL ROUTE
ALTERNATE TRAIL ROUTE
SPUR TRAIL
EXISTING LOCAL TRAIL
PROPOSED LOCAL TRAIL
TRAIL FEATURES
TRAILHEAD
CERTIFIED OVT SECTION
CONSTRAINT
CROSSINGS
ROAD CROSSING
MAJOR BRIDGE
MINOR BRIDGE/ CULVERT
LANDOWNER SENTIMENT
YES
NO
POSITIVE
NO RESPONSE



EXHIBIT 11: UNDER, OVER, AND ONWARD @ HWY 421

UNDER, OVER, & ONWARD @ HWY 421

EXISTING

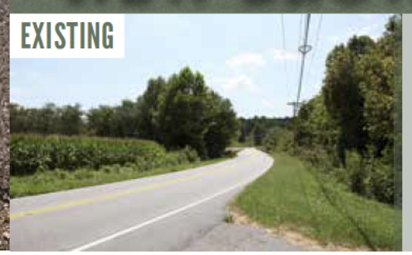


Trail users will pass under US Highway 421 and cross over Moravian Creek to reach an existing section of the OVNHT.

EXHIBIT 12: NEW BROWNS FORD ROAD CROSSING

NEW BROWNS FORD ROAD CROSSING

EXISTING



A final design for the New Browns Ford crossing must ensure adequate sight-distance for motorists and trail users as they approach the OVNHT and road intersection.



CHAPTER 5

IMPLEMENTATION

TO CONSTRUCT THE OVNHT FROM ELKIN TO THE W. KERR SCOTT RESERVOIR IN WILKES COUNTY WILL BE NO SMALL TASK, BUT WITH TIME, PERSEVERANCE, AND A LITTLE LUCK, THERE IS NO DOUBT THAT A DESTINATION-QUALITY TRAIL IS WITHIN GRASP.

This chapter aims to summarize details regarding each Planning Section and establish responsibilities and priorities for trail implementation.

IN THIS CHAPTER

A. Implementation by Section and Responsibilities

B. Priority Implementation Areas and Responsibilities

C. Trail Responsibility Nodes Map

D. Trail Support Spectrum

IMPLEMENTATION

IMPLEMENTATION PRIORITIES BY PLANNING SECTION

The table below provides key implementation information associated with each planning section. Key Challenges include a summary of the most difficult barriers for realizing each trail section. Many of these barriers include costly features or note the need to acquire trail easements from private landowners. Most importantly, this table assigns an Implementing Agency to each planning section.



EXHIBIT 13: PLANNING SECTION IMPLEMENTATION MATRIX

Section	Distance	Key Challenges	Estimated Budget	Priority Two
SECTION 1 Elkin to Ronda	3.9	Bridge #1; Bridge to Ronda Memorial Park (#2); Clingman Road Underpass; Securing Landowner Trail Easements	$2,003,360	Elkin Valley Trails Authority, Town of Elkin, Town of Ronda, Yadkin Valley Heritage Corridor, Wilkes County
SECTION 2 Ronda to Roaring River	8.7	Bridge #3 in HorseshoeBend; Roaring River Road Underpass; Securing Landowner Trail Easements;	$4,533,360	Town of Ronda, Yadkin Valley Heritage Corridor, Wilkes County
SECTION 3 Roaring River to North Wilkesboro	6.0	Bridges #4 and #5; Securing Landowner Trail Easements	$2,574,400	Yadkin Valley Heritage Corridor, Wilkes County
SECTION 4 North Wilkesboro to Wilkesboro	2.0	Statesville Road Underpass @ NCDOT; Bridge #7 to Smoot Park; Blair Island Bridges; Bridge #8; Bridge #10 from WRMC Wellness Center; Securing Landowner Trail Easements	$2,050,400	Yadkin River Greenway Council, Town of North Wilkesboro, Town of Wilkesboro
SECTION 5 Wilkesboro to W. Kerr Scott Reservoir	1.5	US 421 Underpass; Moravian Creek Bridge (#11); Bridge #12 near YMCA; New Browns Ford Road Crossing; Securing Landowner Trail Easements	$1,592,800	Yadkin River Greenway Council, Wilkes County
ALL SECTIONS TOTAL	22.1		$12,574,320	

• Estimated budget shown above pertains only to the completion of the preferred OVNHT route (does not include existing completed sections of greenway).

IMPLEMENTATION PRIORITIES BY AGENCY

Elkin Valley Trails Association, Yadkin Valley Heritage Corridor, the Yadkin River Greenway Council, and each local government entity must work in tandem to successfully realize the complete OVNHT. Trail implementation does not have to occur in a specific, linear order according to each planning section. In fact, the priority areas for implementation are merely suggestions and are in no way intended to hem creativity or necessary work in "lower" priority areas. Trail implementation is an art and requires the acumen to recognize and then seize opportunities, whether related to funding, landowner willingness, or politics.

The table below supports a trail development strategy that prioritizes areas located to the east (Elkin to Surry-Wilkes Line), central (Ronda), and west (North Wilkesboro to W. Kerr Scott Reservoir). The Implementation Concentration Areas map (next page) further illustrates the recommended trail-development focus areas. This strategy promotes working both inward, from the east (Elkin) and west (Wilkesboros), and out from the center (Ronda and Roaring River). Trail nodes currently exist in the Elkin and the Wilkesboros; to construct new OVNHT within the planning section's core (Ronda and Roaring River) would represent a major achievement and likely spawn greater community interest and propel forward the completion of the OVNHT from Elkin to the W. Kerr Scott Reservoir.



EXHIBIT 14: AGENCY IMPLEMENTATION MATRIX

Implementing Agency	Priority One	Priority Two
Elkin Valley Trails Association & Town of Elkin	Section 1: Improvements to Eastern Terminus	Section 1: Complete extension of existing trail to county line
Town of Ronda	Section 2: Ronda Connectivity Loop	Section 1: Bridge to Ronda Memorial Park & Clingman Road Underpass
Yadkin Valley Heritage Corridor	Section 2: Ronda Connectivity Loop	Section 1: Surry County Line to Ronda
Wilkes County	Section 5: YMCA to W. Kerr Scott Reservoir Trail	Section 3: Roaring River to North Wilkesboro
Yadkin River Greenway Council	Section 4: WRMC Wellness Center to US 421	Section 5: YMCA to W. Kerr Scott Reservoir Trail
Town of North Wilkesboro	Section 4: Bridge #7 across Yadkin	Section 4: WRMC Wellness Center to US 421
Town of Wilkesboro	Section 4: Bridge #7 across Yadkin	Section 4: US 421 underpass & Moravian Creek Bridge

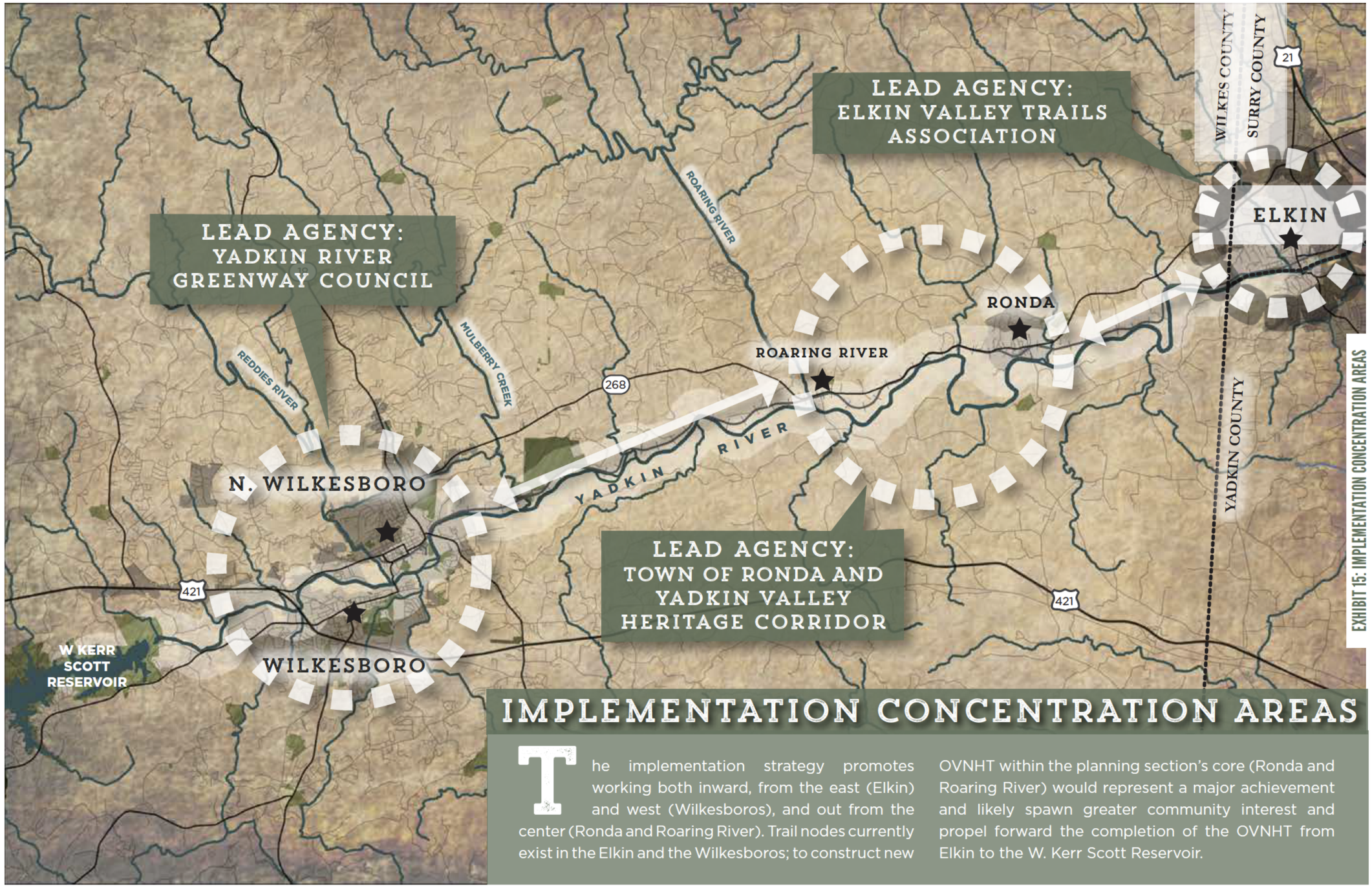


EXHIBIT 15: IMPLEMENTATION CONCENTRATION AREAS

IMPLEMENTATION CONCENTRATION AREAS

The implementation strategy promotes working both inward, from the east (Elkin) and west (Wilkesboros), and out from the center (Ronda and Roaring River). Trail nodes currently exist in the Elkin and the Wilkesboros; to construct new OVNHT within the planning section's core (Ronda and Roaring River) would represent a major achievement and likely spawn greater community interest and propel forward the completion of the OVNHT from Elkin to the W. Kerr Scott Reservoir.

TRAIL SUPPORT SPECTRUM

Creating a destination-quality trail system requires a significant commitment from local governments, including staff time, the holding of land and trail easements, and the dedication of local funding.

Each local government must evaluate the OVNHT in relationship to other commitments. However, a trail of this magnitude should be recognized as an economic development initiative that will provide a return on investment. Furthermore, each jurisdiction must not merely spend local funds, but instead must leverage their funds to obtain support from grant-making agencies sympathetic to the creation of trails and the OVNHT. This particular section of the OVNHT enjoys support from many partners. Working together, local trail organizations and governments can have a far greater influence in convincing funding agencies of the merits of the trail, than when acting alone.

The "Trail Support Spectrum" illustrates the steps local governments can take to support trail development in their jurisdictions.



TRAIL SUPPORT SPECTRUM

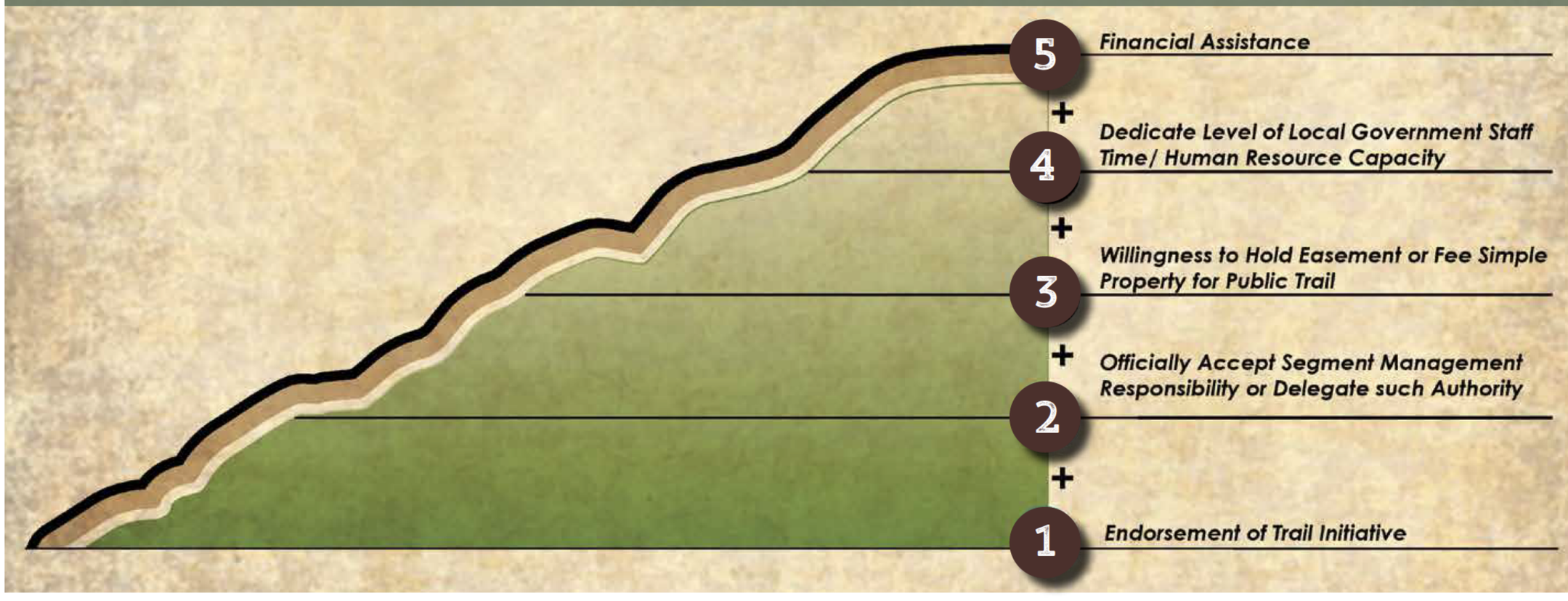


EXHIBIT 16: TRAIL SUPPORT SPECTRUM



APPENDIX

(A1) BUDGET

SECTION 1- Elkin to Ronda	Units (LF)	Unit Cost	Total Cost
Dual Tread	20592	$ 80.00	$ 1,647,360.00
Major Bridges (#1)	1	$ 275,000.00	$ 275,000.00
Minor Bridge/ Culvert (#1)	1	$ 45,000.00	$ 45,000.00
Road Crossing: Surface (#1, #2)	2	$ 18,000.00	$ 36,000.00
		Total Section Cost	**$2,003,360.00**
SECTION 2- Ronda to Roaring River	**Units**	**Unit Cost**	**Total Cost**
Dual Tread	44088	$ 80.00	$ 3,527,040.00
Town Street Sidepath	1848	$ 90.00	$ 166,320.00
Major Bridges (#2, #3)	2	$ 275,000.00	$ 550,000.00
Minor Bridge/ Culvert (#2)	1	$ 40,000.00	$ 40,000.00
Road Crossing: Underpass (#3, #4)	1	$ 250,000.00	$ 250,000.00
		Total Section Cost	**$4,533,360.00**
SECTION 3- Roaring River to North Wilkesboro	**Units**	**Unit Cost**	**Total Cost**
Dual Tread	31680	$ 80.00	$ 2,534,400.00
Minor Bridge/ Culvert (#3)	1	$ 40,000.00	$ 40,000.00
		Total Section Cost	**$2,574,400.00**
SECTION 4- North Wilkesboro to Wilkesboro	**Units**	**Unit Cost**	**Total Cost**
Typical Greenway (10 ft. Paved Asphalt)	10560	$90.00	$950400.00
Major Bridges (#4, #5, #7) Note: #6 is complete	3	$275000.00	$825000.00
Road Crossing: Underpass (#5) Note: #6 is complete	1	$275000.00	$275000.00
		Total Section Cost	**$2,050,400.00**
SECTION 5- Wilkesboro to W. Kerr Scott Reservoir	**Units**	**Unit Cost**	**Total Cost**
Typical Greenway (10 ft. Paved Asphalt)	7920	$90.00	$712800.00
Major Bridges (#8, #9)	2	$275000.00	$550000.00
Road Crossing: Underpass (#7)	1	$275000.00	$275000.00
Road Crossing: Surface (#8)	1	$55000.00	$55000.00
		Total Section Cost	**$1,592,800.00**
		Total	**$12,754,320.00**

- Does not include land acquisition
- Final trail type will depend on specific environmental conditions and whether trail is located within NCDOT ROW or within a private trail easement.
- Estimated budget shown above pertains only to the completion of the preferred OVNHT route and associated new bridges and road crossings.

(A2) FACT SHEET

FACT SHEET

BACKGROUND

A trail master planning effort is underway to help create a section of the Overmountain Victory National Historic Trail (OVNHT) to connect from Elkin to the W. Kerr Scott Reservoir!

Thanks to support from the National Park Service, regional community organizations, and local governments, this plan will help establish a walking and leisure biking trail that connects the region and celebrates the trail walked by the Overmountain Men who won a major Revolutionary War battle at Kings Mountain in 1780.

Overmountain Victory National Historic Trail Master Plan
ELKIN TO W. KERR SCOTT RESERVOIR

The trail planning process requires an analysis of the Yadkin River corridor between Elkin and W. Kerr Scott Reservoir. The trail is best suited in floodplain areas where development generally cannot occur and where there are meaningful connections to existing parks, civic buildings, and neighborhoods.

After identifying feasible trail route options, there will be a major landowner outreach effort. Without the voluntary commitment from landowners, the trail will either be relocated or not constructed.

An educational video will be developed to help communicate the historical significance of the OVT, which will be made available online. **www.OVTplan.com**

THE PLANNING PROCESS

1. **Direction Setting and Project Launch** | ***September 2015***
The consultant team will meet with local trail and government leaders to generally discuss environmental constraints and opportunities for trail connectivity.

2. **Research** | ***October – December 2015***
The consultant team will conduct a thorough environmental assessment of the study area and determine feasible trail route options. With the trail routes identified, a landowner contact list will be developed.

3. **Landowner Outreach** | ***December 2015***
Landowners with property along an identified feasible trail route will be invited to a special meeting to learn more about the trail project. After receiving comments from landowners, the preliminary trail routes will be updated.

4. **Plan Development** | ***January – March 2016***
The consultant team will document the trail analysis and landowner comments. Recommendations will highlight alternative routes and the project's overall feasibility for completion. A draft plan will be made available for public comment.

5. **Final Plan Preparation** | ***April 2016***
The consultant team will publish a final plan that incorporates all public comments.

CONSULTANT CONTACT

Eric Woolridge, AICP, *Destination by Design* | Eric@dbdplanning.com | 828.386.1866 | www.DbDplanning.com

(A3) LANDOWNER LETTER

[Date]

_____

Re: Special Trail Planning Meeting for Landowners

Dear _____

Thanks to grant support from the National Park Service, regional community organizations, and local governments, a public walking and leisure biking trail is being explored that could possibly extend 20 miles to connect the towns of Elkin, Ronda, North Wilkesboro, Wilkesboro, and the W. Kerr Scott Reservoir.

If completed, this trail would commemorate the walk made along the Yadkin River by the Overmountain Men who ultimately won a major Revolutionary War battle at Kings Mountain in 1780.

An informational video can be found on the web at: www.OVTplan.com. Also, enclosed is a project Fact Sheet that further describes the project.

Since August, the planning team has been working to identify a feasible route to construct the trail. As part of this analysis, we are exploring properties along the Yadkin River as a potential location for the trail. ***Without the voluntary willingness of landowners, the planned trail route will either be relocated or not constructed.***

We would like to invite you to discuss this project during one of two special landowner meetings:

December 8th at 6 pm
The Elkin Center
1461 North Bridge Street
Elkin, NC 28621

December 10th at 6 pm.
Wilkes Heritage Museum
100 East Main Street
Wilkesboro, NC 28697

If you plan to attend the meeting, please RSVP via email or phone using the contact information below.

Sincerely,

Eric Woolridge
Consultant Project Manager
Destination by Design Planning
Phone: 828.386.1866
RSVP Email: clientrelations@DbDplanning.com

Destination by Design Planning
815 W. King Street, Boone, NC 28607

(A4) LANDOWNER INTEREST SURVEY

Note: The completed Landowner Interest Surveys were provided to local government leaders.

Overmountain Victory
National Historic Trail Master Plan
ELKIN TO W. KERR SCOTT RESERVOIR

Landowner Interest Survey

Name _____

Address _____

_____

Phone Number _____

Email _____

Please share your level of interest for providing for the public trail. (Check below)

- ○ **Not interested at this time**
- ○ **Somewhat interested and welcome further discussions**
- ○ **Very interested**

(A5) FUNDING SOURCES

Partnership Funding Agency	Active Living/ Built-Environment Implications	Maximum Amount	Matching Funds Required	Deadlines
TIGER	Construction provided all easements are secure.	N/A (min. $1 million)	$0 (for rural counties)	May (typical)
Clean Water Management Trust Fund (www.cwmff.net)	Land Acquisition: Fee Simple or Easement. Must protect floodplain areas. Greenway trails and other park areas are allowed.	Based on 6/2015 discussion w/ staff, a $750K / multi-year application would be welcome.	Not specified, but 20% is competitive	February 1st
NC Water Resources (www.ncwater.org)	River access areas or greenways along rivers	N/A	50%	January 1st & June 1st
Recreation Trails Program (ncparks.gov/About/grants/main.php)	All types of trails and greenways	$100,000.00	25%	February 1st
Parks and Recreation Trust Fund (ncparks.gov/About/grants/main.php)	All types of parks, trails, and recreation facilities	$500,000.00	50%	February 1st
People for Bikes Community Grant	Trails and Greenways	$10,000.00	20%	May 24th
NCDOT Transportation Plan For Bike and Pedestrian Projects	Bike and Pedestrian Projects- both engineering and construction	N/A (for major projects)	20% generally	N/A



keep the story alive