





OVERMOUNTAIN VICTORY NATIONAL HISTORIC TRAIL MASTER PLAN

LENOIR » MORGANTON

SUMMER 2015

"THE LANDOWNER IS THE ONLY PERSON THAT CAN ACTUALLY GIVE THIS GIFT FOR THE REST OF ETERNITY."

– JUDY PERRY, CALDWELL COUNTY PATHWAYS

Overmountain Victory National Historic Trail Master Plan

LENOIR >> MORGANTON

PRODUCED FOR

US National Park Service

Caldwell County Pathways, Inc.
City of Lenoir
Caldwell County
Town of Gamewell
Burke County
City of Morganton

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ACKNOWLEDGMENTS

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Garrett Jackson, Overmountain Victory National Historic Trail

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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 OVER THE APPALACHIAN MOUNTAINS 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 CITY OF LENOIR TO THE CITY OF MORGANTON.

BACKGROUND

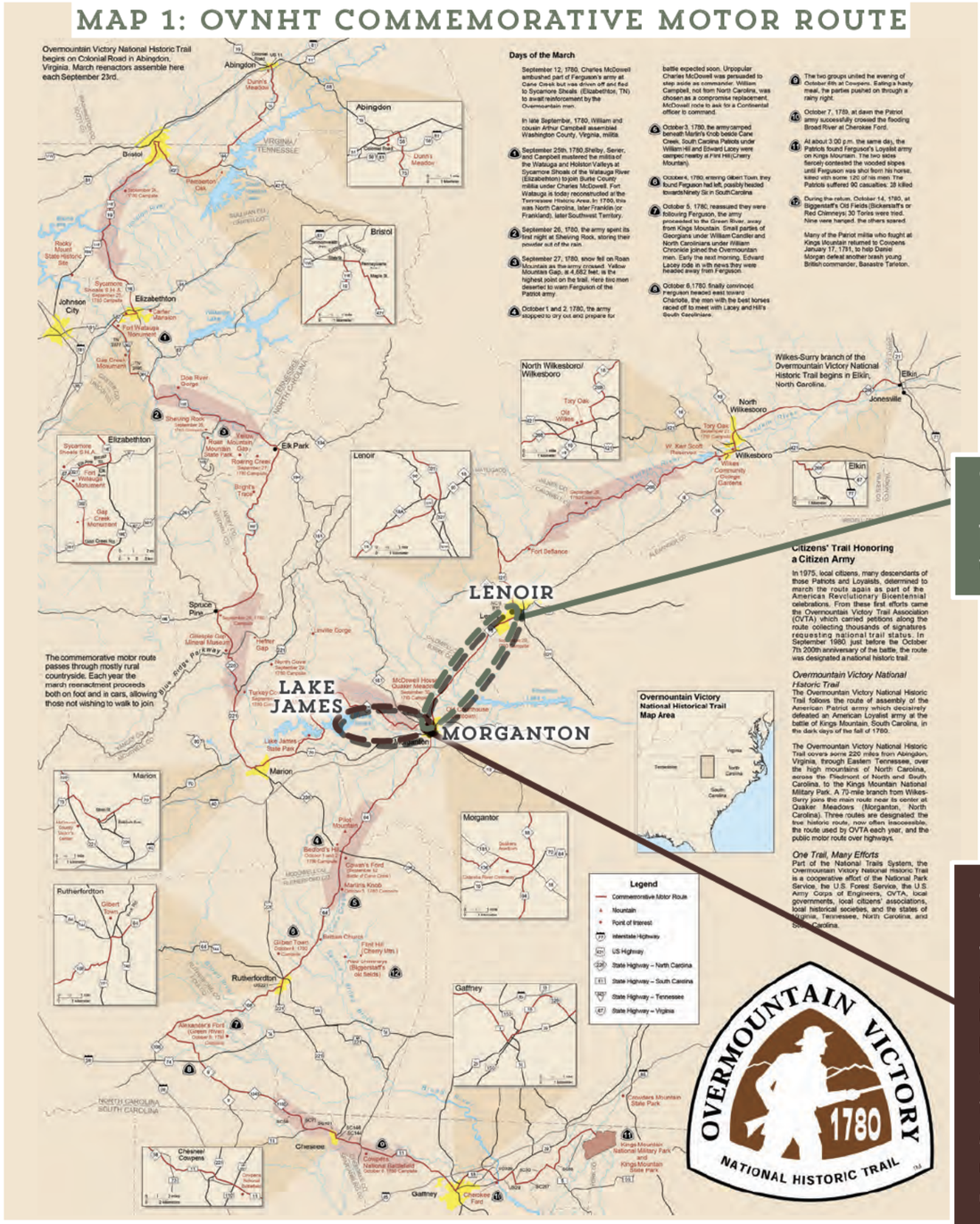
CALDWELL COUNTY PATHWAYS: ON A MISSION

The mission of Caldwell County Pathways, Inc. (CC Pathways) is "to develop, coordinate and promote non-motorized, multi-use pathways for the enhancement of the quality of life in Caldwell County." For more than a decade this nonprofit organization, in conjunction with the City of Lenoir, has successfully realized a more than five-mile greenway trail network throughout the City. In addition, CC Pathways has helped spearhead the development of other trails throughout the county such as the Johns River Greenway and the Happy Valley Greenway. It has been a longstanding vision of this organization to develop a trail along the Lower Creek corridor that would ultimately connect the City of Lenoir greenway, Town of Gamewell, and City of Morganton Greenway.

THE ULTIMATE PARTNERSHIP

In 2014, CC Pathways, in collaboration with the City of Lenoir, Town of Gamewell, and Caldwell County, successfully secured partnership funds from the National Park Service (NPS) to develop a comprehensive trail master plan for the Lower Creek corridor from Lenoir to Morganton. The NPS willingly provided funding for this trail initiative because it was along this corridor that the "Overmountain Men" marched from the mountains and foothills of Appalachia in 1780 on their way to the Battle of Kings Mountain where they defeated a British-led army to "turn the tide" of the Revolutionary War. It is expected that trail developed along this corridor with permanent protection measures in place (easements, fee simple, right of way, etc.) 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 Lenoir to Morganton.

THE SISTER PLAN

This trail plan was developed in conjunction with another Overmountain Victory National Historic Trail Master Plan that explores the Catawba River corridor from Lake James to Morganton. Although two separate plans were developed, the planning process was combined for both planning efforts.

PLAN GOALS



A CRITICAL COMPONENT OF THIS PLAN WAS LANDOWNER OUTREACH.

1. **SPECIFIC TRAIL ROUTES.** Identify a specific and feasible trail route within a 1/2 mile of the known historic Overmountain Victory National Historic Trail as determined by NPS;

2. **Landowner Outreach.** Make a direct appeal to landowners identified during the analysis 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.** Identify opportunities to leverage trail development to further support 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 2014

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

2. Research | October – January 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 | February – March 2015

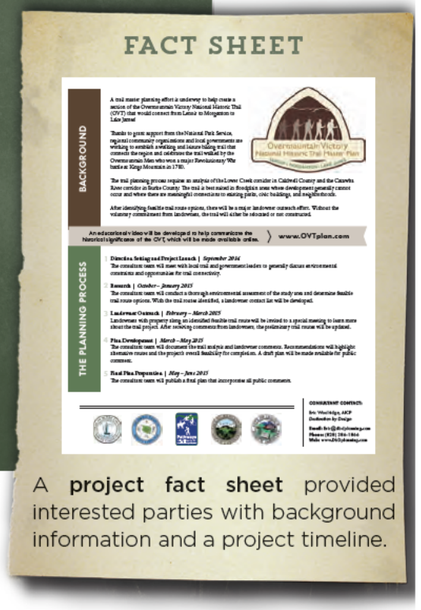
Landowners with property along an identified feasible trail route were invited to a special meeting to learn more about the trail project. After receiving comments from landowners, the preliminary trail routes were revised accordingly.

4. Plan Development | March – May 2015

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 | May – July 2015

Publish the Final Plan for review by the public and elected officials.



A **project fact sheet** provided interested parties with background information and a project timeline.

PROJECT TIMELINE

SEPT. '14

DIRECTION SETTING

- Kick Off
- Facilitating Planning Oversight Committee



OCT. '14 - JAN. '15

RESEARCH AND PRELIMINARY ANALYSIS

- Physical Inventory
- Physiographic Analysis
- Natural Inventory
- Points of Interest & Structures
- Environmental
- Infrastructure & Utilities
- Video Development



FEB. - March '15

PUBLIC ENGAGEMENT & LANDOWNER OUTREACH

- Public Meeting & Engagement
- Landowner Outreach Workshops



MARCH - MAY '15

DRAFT PLAN, DESIGN CONCEPTS, COSTS

- Design Alternatives
- Wayfinding & Structural Elements
- Branding
- Opinion of Probable Cost
- Route Feasibility
- Landowner Follow-up



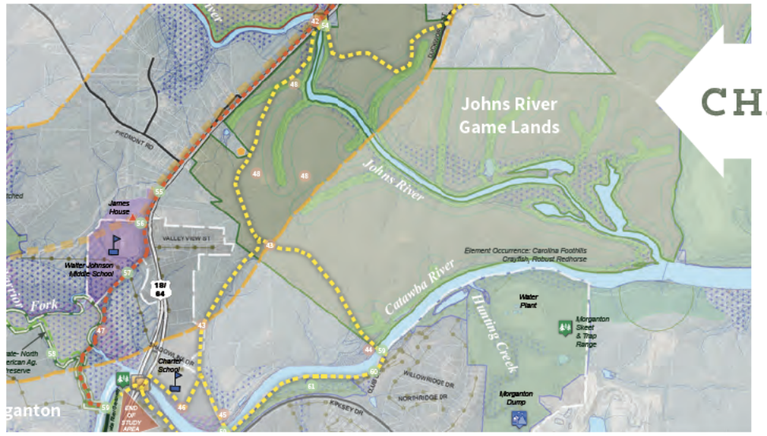
MAY-JULY '15

FINAL DRAFT DEVELOPMENT

- Funding
- Implementation



PLAN ORGANIZATION



CHAPTER I.

EXISTING CONDITIONS, ANALYSIS, AND PRELIMINARY ALIGNMENTS

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 implications for trail suitability, trail design features, permitting, costs, etc. This chapter concludes with a map and photographic series that highlights a host of preliminary trail route alternatives.



CHAPTER II.

LANDOWNER ENGAGEMENT

Significant efforts were made to reach out to landowners where the preliminary analysis indicates that the trail is most suitable. This chapter describes the landowner outreach process and provides highlights from the landowner workshop meetings.



CHAPTER III.

TRAIL CHARACTER AND DESIGN GUIDELINES

This chapter is dedicated to visually defining the various trail types to be used throughout the corridor. Also, design concepts are provided for trail user orientation signage, mile markers, historic markers, and other trail support facilities. Social Media is explored as a mechanism for trail promotion and marketing.



CHAPTER IV.

RECOMMENDATIONS

The final chapter is organized according to nine (9) planning sections. Each planning section description includes a map that identifies 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

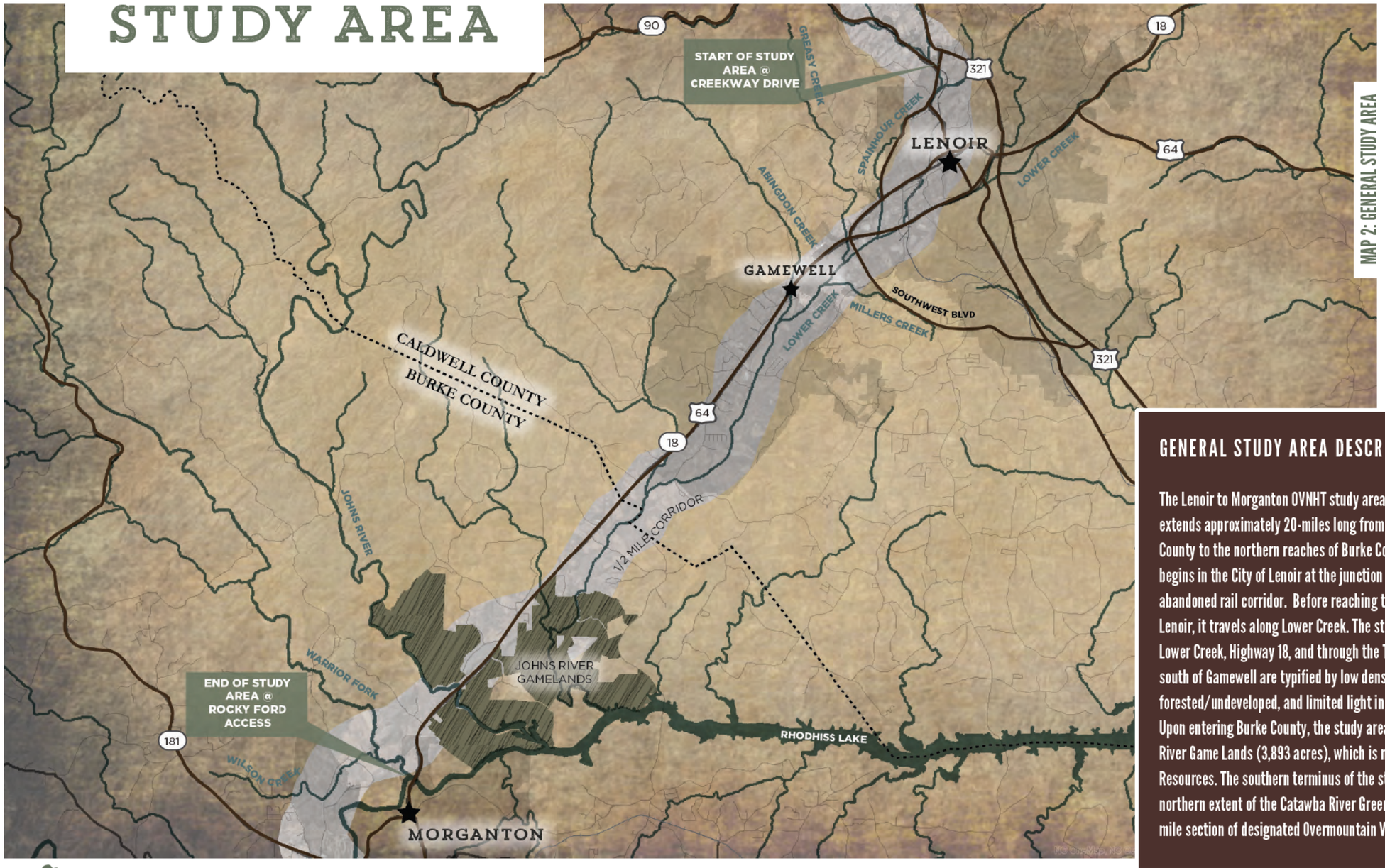
AN OVERVIEW AND ANALYSIS OF THE OPPORTUNITIES AND CONSTRAINTS FOUND IN THE STUDY AREA.

The analysis begins with a brief description of the study area followed by a comprehensive discussion of the natural and built environments and their implications for trail suitability, trail design features, permitting, costs, etc. 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



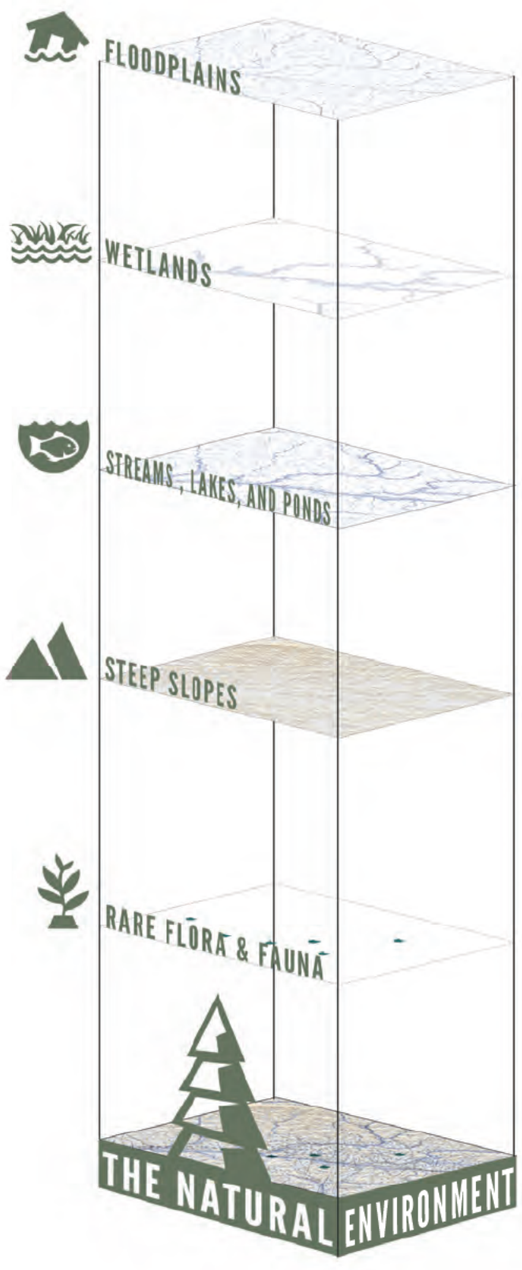
MAP 2: GENERAL STUDY AREA

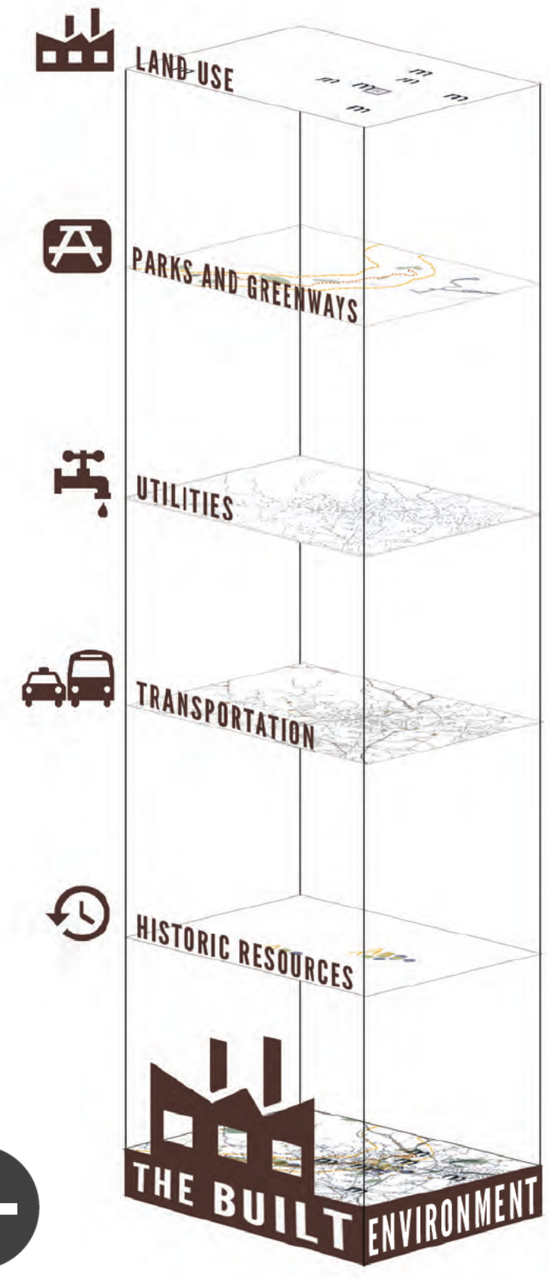
GENERAL STUDY AREA DESCRIPTION:

The Lenoir to Morganton OVNHT study area is one-mile wide and extends approximately 20-miles long from the heart of Caldwell County to the northern reaches of Burke County. The northern terminus begins in the City of Lenoir at the junction of Creekway Drive and the abandoned rail corridor. Before reaching the edge of historic downtown Lenoir, it travels along Lower Creek. The study area extends south along Lower Creek, Highway 18, and through the Town of Gamewell. Land uses south of Gamewell are typified by low density residential, agricultural, forested/undeveloped, and limited light industrial along Highway 18. Upon entering Burke County, the study area incorporates the Johns River Game Lands (3,893 acres), which is managed by NC Wildlife Resources. The southern terminus of the study area reaches the northern extent of the Catawba River Greenway, which includes a 3.8 mile section of designated Overmountain Victory National Historic Trail.

THE 20 MILE STUDY AREA BEGINS ON CREEKWAY DRIVE IN LENOIR AND ENDS AT THE ROCKY FORD ACCESS IN MORGANTON.

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 identifying suitable trail locations and feasibility, quality user experiences, and determining 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 Lenoir to Morganton and includes five (5) parts: 1) Floodplains; 2) Wetlands and Hydric Soils; 3) Streams, Lakes, and Ponds; 4) Steep Slopes; and 5) Rare Flora and Fauna.

along Antioch Road, Caldwell County



"MUCH OF THE FLOODPLAIN AREAS ALONG THE LOWER CREEK CORRIDOR ARE IDEAL FOR GREENWAY DEVELOPMENT."

FLOODPLAINS

Floodplain areas are often suitable for trail development. Since traditional development is often not conducive to floodplain areas, private landowners are often more willing to provide access for public trails within these corridors. Also, these scenic areas often attract wildlife, which creates an engaging trail experience. Within this study area, much of the floodplain areas along the Lower Creek corridor are ideal for greenway development.

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 area that are not indicated within their inventory which could impact final trail alignments. Wetland indicators include hydric soils in combination with wetland plant species and wetland hydrology that if impacted, could require costly permitting for these trail sections[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 waterbodies found throughout the study area[3]. Lower Creek, Johns River, the Catawba River, and their tributaries include some of 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 Catawba 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 are found within the Johns River Game Lands. The trail should be designed for grades under 5% slope if possible. Natural surface trails can vary up to 10% slope. Alignments proposed in this study should be designed with these guidelines and may require a larger corridor to incorporate a more gradual trail grade.

RARE FLORA AND FAUNA

The State Natural Heritage Program provides data identifying the state's most sensitive environmental areas to be avoided; 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 January 2015 include:

A. Sticky Bog Ashpodel (Lower Creek and tributaries)
B. Carolina Foothills Crayfish (Celia Creek, Lower Creek areas in Gamewell, and in the Catawba River)
C. Bog Turtle (Bristol Creek and Johns River Game Lands)
D. Notched Rainbow Seagreen Darter (Warrior Creek)


photo by others

Of special note is the Bristol Creek Wetlands Natural Heritage Area, which is located on both Johns River Game Lands and private land. This site is noted as having some of the most outstanding ecological resources in the state.

Coordination with the U.S. Fish and Wildlife (USFWS) is an important aspect of the design process. Involving USFWS early on in the process can help avoid obstacles related to federally protected species. Additionally, permits like Section 401 and 404 (see Wetlands and Hydric Soils section, page 5) 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.



Exhibit 1: Johns River Gamelands

JOHNS RIVER GAME LANDS

The Johns River Game Lands comprises 3,893 acres in northern Burke County and is managed by the North Carolina Wildlife Resources Commission. This public land, which includes the Bristol Creek Wetlands Natural Heritage Area, is renowned for having some of the most outstanding ecological resources in the state.

Within this planning process, the N.C. Wildlife Resources Commission expressed a willingness to consider the creation of a section of the Overmountain Victory National Historic Trail through the Johns River Game Lands provided some general guidelines are met:

1. Avoid areas that are actively managed like habitat improvement areas and open meadows (indicated on maps and notes).
2. Avoid the primary and buffered Natural Heritage Dedication zones. The buffered areas are slightly less critical for avoidance.
3. Paralleling roads like Highway 18/64 and Johns River Loop is recommended.
4. Avoid areas listed in the State Natural Heritage Area program.



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 Overmountain Victory National Historic Trail from Lenoir to Morganton, including: 1) Land Use; 2) Existing Trails and Parks; 3) Utilities; 4) Transportation; and 5) Historic Resources.

photo by others

LAND USE SNAPSHOT

"THE CITY OF LENOIR HAS MADE SIGNIFICANT STRIDES IN THE PAST 10 YEARS TO REVITALIZE ITS HISTORIC DOWNTOWN CORE AND WOULD BE WELL-SERVED BY AN ACCESSIBLE PUBLIC GREENWAY TRAIL."

The City of Lenoir



The study area begins in the City of Lenoir, a historic community located in the foothills of the Blue Ridge Mountains that serves as the county seat. The City has made significant strides in the past 10 years to revitalize its historic downtown core. The City's downtown is comprised of a mix of land uses, including commercial, civic, and residential, and would be well-served by an accessible public greenway trail.

The City is heavily influenced by a tradition of furniture manufacturing. The land uses immediately adjacent to downtown includes both antiquated and more modern warehouse facilities, many which connect to an abandoned rail line that is ideal for trail development. The rail line was abandoned in 2008 when Google constructed a data center located on Highway 18 and adjacent to the study area. Some of the more historic warehouses along the abandoned rail line are vacant and a public greenway could further assist with revitalization efforts.

Downtown Lenoir includes a variety of dense and historic neighborhoods, some which serve low income populations and would be particularly well-served by a greenway system connecting to other neighborhoods and commercial areas.

The Town of Gamewell



Gamewell is a rural community with an unconsolidated commercial corridor along Highway 18/64. There are multiple large tracks of land occupied by tree farms and wholesale nurseries along Lower Creek. Gamewell's Town Hall and its new park are ideal for trail connectivity.

Lower Creek



The southern portion of the study corridor from Gamewell to Morganton is the most rural and includes large tracts of private forested land, wetlands, and the Johns River Game Lands. Low-density rural development exists mostly along major roads, while extensive farming activities take place along Lower Creek.

EXISTING PARKS AND GREENWAYS

"CALDWELL COUNTY, LENOIR, GAMEWELL, AND MORGANTON HAVE A COLLECTION OF PARKS AND GREENWAYS THAT ARE IDEAL FOR TRAIL CONNECTIONS. "

Town of Gamewell Park



The Town of Gamewell has created a major park facility near their town hall along Highway 18. In addition to traditional recreation amenities, such a playground and basketball court, this park also includes a paved walking path along its perimeter. The Gamewell walking path is a natural connectivity point for the planned OVNHT.

Lenoir Greenway



The Lenoir Greenway extends more than a total of five miles. According to existing Lenoir greenway plans, the OVNHT trail will intersect with the Lenoir Greenway near the Google Data Center.

Caldwell County Government Center



Caldwell County constructed a workplace wellness walking loop at the government center along Highway 18. This walking loop is within the OVNHT study area and serves as a natural trail connectivity point.

Catawba River Greenway and Rocky Ford Access



The northern terminus of the Catawba River Greenway, which is certified as part of the OVNHT, is located at Rocky Ford Access. This pocket park serves as the southern terminus of the Lenoir to Morganton study area.

UTILITIES


Sewer Lines Along Lower Creek

The study area has a complex matrix of utilities that include transmission lines, utility towers, water lines, and sewer infrastructure. Both sewer and water lines are indicated on the subsequent map series.

Locations where the potential trail alignment intersect with sewer or water lines have been indicated on the map and notes. Sewer lines are often compatible with trails since existing easements preclude development. However, these easements often need to be modified to allow for a public trail.

Lenoir has an extensive network of sewer and water lines extending into Gamewell. Sewer lines travel parallel with Lower Creek and could be an optimal trail location. Sewer lines terminate on the north side of Rocky Road.

TRANSPORTATION


Highway 18/64 ROW

The study area analysis included an extensive review of the existing transportation network including 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 for its ability to accommodate a separate side path or a widened shoulder. These opportunities are shown on the Site Analysis Maps with corresponding opportunities and constraints notes.


Abandoned Rail in Lenoir

A 2.7 mile section of abandoned rail through the heart of Lenoir provides a significant opportunity for trail implementation. The City of Lenoir and Caldwell County Pathways are pursuing an official declaration of rail abandonment that will authorize the City to utilize this ROW for trail development. Additional segments of abandoned spur tracks, which once connected to active industrial operations, present unique opportunities for trail connectivity and are shown on the subsequent map series and associated notes.

HISTORIC RESOURCES

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



Fort Crider Historic Marker, City of Lenoir

The Overmountain Victory National Historic Trail Route

The original Overmountain Victory National Historic Trail (OVNHT) route was identified by a National Parks Service research team. The team relied on the 1881 reenactment 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 utilizing data from the NC State Historic Preservation Office (SHPO). The majority of these areas occur along the waterways of Lower Creek, Johns River, and Warrior Fork. These areas should be avoided to the extent possible to ensure the preservation of historic resources.

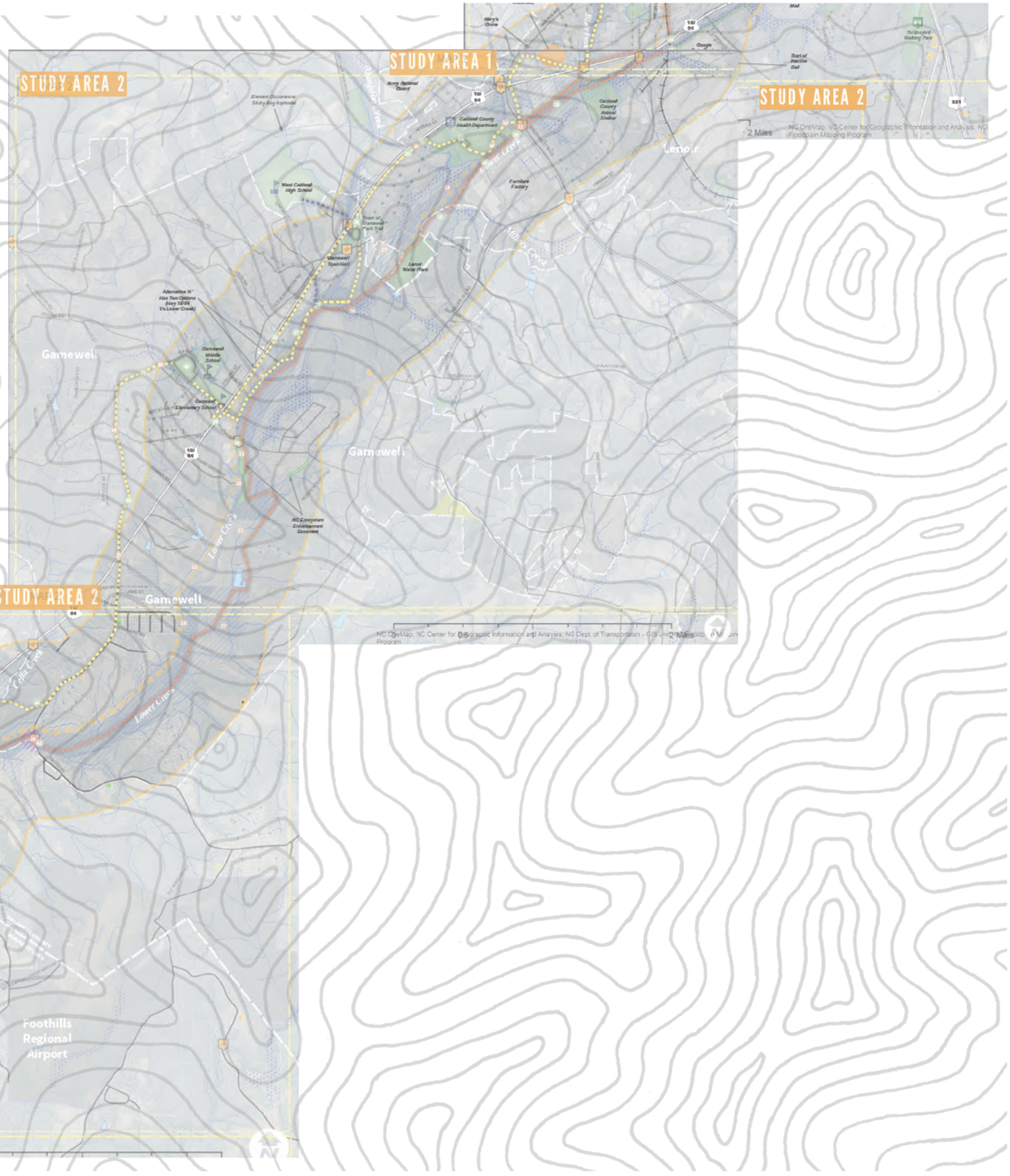
Historic Sites and Landscape

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 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 . The National Park Service has emphasized that to the extent possible, this plan should link, preserve, and interpret national and cultural resources.



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

LEGEND

- Alignment 'A'
- Alignment 'B'
- Connectors
- 50 Opportunities
- 38 Constraints

- 20-Foot Contours
- County Boundary
- Municipal Boundaries
- Property Lines
- Duke & Crescent Properties

Civic Landmarks
- Hospitals
- Public Health Departments
- Public Libraries
- Colleges and Universities
- Schools

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- NR and Local Landmark
- National Register Historic District (NRHD)
- NRHD Boundary
- Local District Center Point
- Study List (SL)
- SL and Landmark
- SL and Determined Eligible (DOE)
- SL, DOE, and Landmark
- DOE NRHD
- Surveyed
- Surveyed in NRHD
- Site Gone
- Sensitive Cultural Resources

Transportation
- Bike Route
- NCDOT Bridge Locations
- Rail Roads

Roads/Interstates
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- State Roads
- Local Roads
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- OVNHT 1/2-Mile Buffer
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- Proposed Trails
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- Parks
- Golf Courses

Managed Lands
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- Private
- Municipal/County Owned Properties

Hazardous Sites
- Brownfields
- Inactive Hazardous Sites
- Active & Inactive Landfills

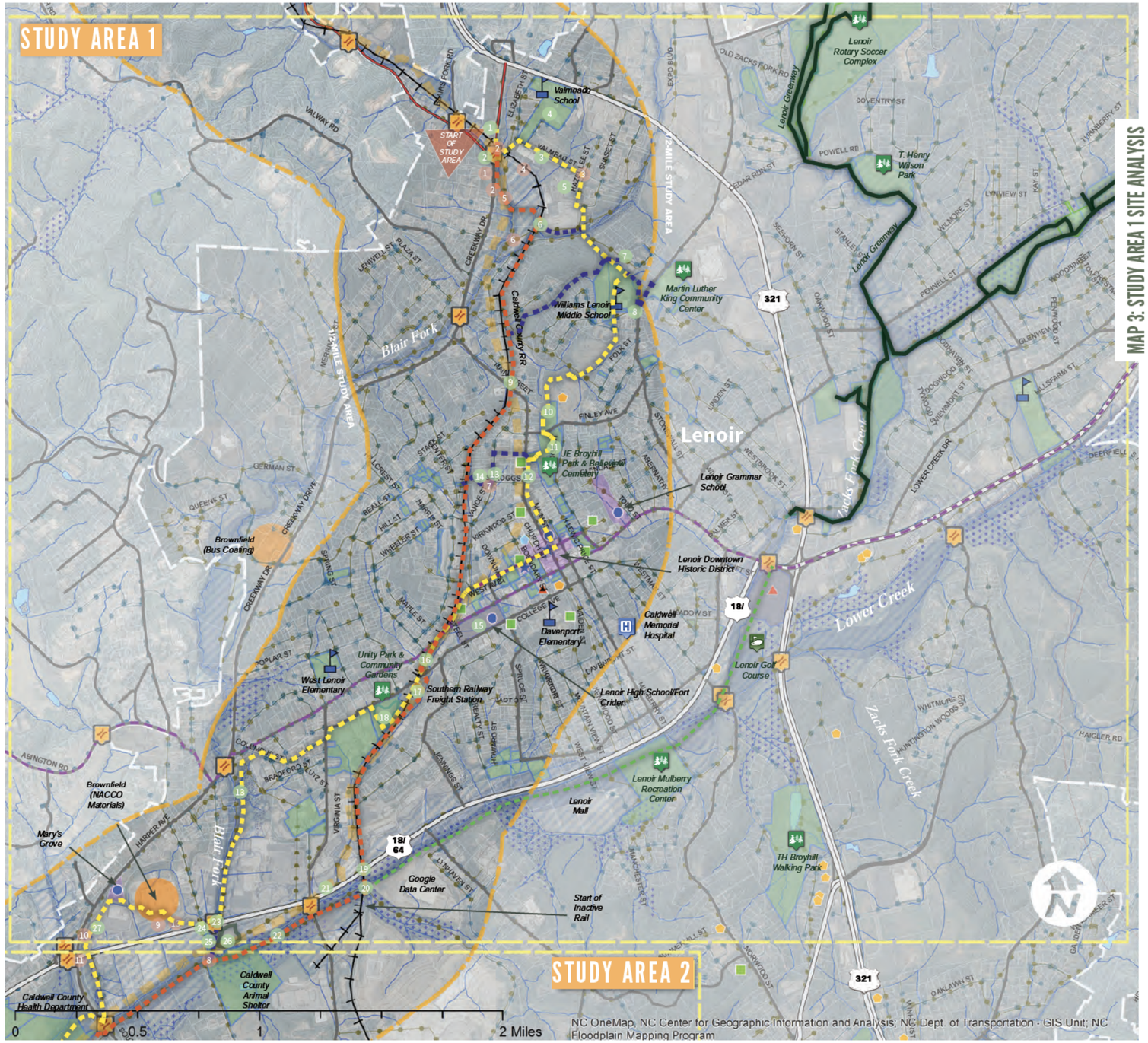
State Natural Heritage Data Element Occurances
- Plant
- Animal Assemblage
- Animal
- Natural Community

Natural Heritage Areas
- Exceptional
- Very High
- High
- Moderate
- General
- Unranked

Natural Heritage Dedication Zones (Johns River Game Lands)
- Primary Zone
- Buffered Zone

Hydrology
- Wetlands (NWI)
- Hydric Soils
- Waterbodies
- Streams

Flood Zones
- Floodway
- 100-Year Floodplain
- 500-Year Floodplain



MAP 3: STUDY AREA 1 SITE ANALYSIS

STUDY AREA 1 OPPORTUNITIES & CONSTRAINTS

OPPORTUNITIES

1. Start of study area and potential trailhead
2. Main street crossing—high public visibility
3. Potential to extend road pavement and accommodate greenway on Valmead Street
4. Connect to Valmead School—which may eventually be converted to apartments
5. Factory may be amenable to using back side of lot
6. Utilize abandoned rail line starting near Advent Circle
7. Apartment complex connection
8. Connect into sidewalk
9. Potential trailhead—at crossroads (Vance and Willow Streets)
10. Utilize undeveloped drainages in cemetery
11. Utilize JE Broyhill Park pathways
12. Utilize existing sidewalk on Main Street for several blocks to connect JE Broyhill Park
13. Utilize existing sidewalk for connector
14. Connect to Housing Authority Apartments (Vance Street Apartments)
15. Connect to Fort Crider (OVT historic site), the OVT memorial plaque, and Old Lenoir High School/current day apartments
16. Conversion of use of vacant warehouse buildings surrounding greenway has great economic development potential
17. Southern Railway Freight Station—potential to convert to a farmers market
18. Connect to existing loop path at Unity Park and Community Gardens
19. Discussions have occurred with NCDOT about placing a pedestrian refuge island at this intersection
20. Abandoned railroad bridge
21. Utilize abandoned rail spur
22. Utilize potential power line easement
23. Bridge may have adequate shoulder to accommodate a greenway
24. Four-way traffic signal in place but no crosswalks
25. Abandoned rail line which Lenoir hopes to rehabilitate
26. Connection to walking loop at Bernhardt Industries
27. Opportunity to build trail into future development

CONSTRAINTS

1. Steep cross slope
2. Main street crossing
3. Hazel Lee Street appears to have little right-of-way, making sidewalk or a trail more difficult
4. Rail in this section can't be used
5. Bridge crossing necessary—unstable creek
6. Dump site/car cemetery
7. No sidewalk for short section of connector
8. Bridge has limited shoulder
9. Brownfield may cause some issues if ground disturbance occurs
10. Ponded/wetland area
11. Major road crossing of Hwy 18/64 and Southwest Boulevard is currently very unsuitable for pedestrian crossing



1 View of vacant lot—potential trailhead



3 View of potential right-of-way use on Valmead Street



9 View of potential for trailhead—looking south at crossroads of Vance and Willow Streets



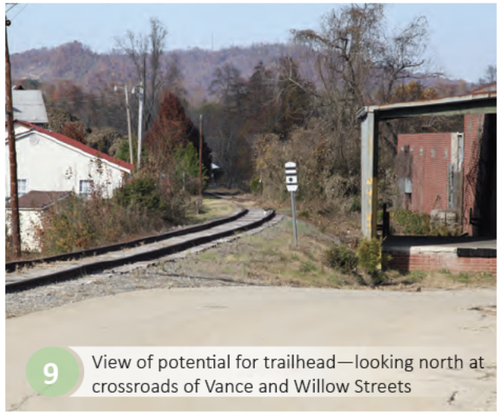
10 View of Belleview Cemetery where low points could be utilized for the greenway



15 View of Lenoir High School Apartments and the historic site of Fort Crider



4 Rail in this section can not be used as factory is currently operational



9 View of potential for trailhead—looking north at crossroads of Vance and Willow Streets



17 Southern Railway Freight Station—a proposed location for a farmers market

STUDY AREA 2 SITE ANALYSIS

LEGEND

- Alignment 'A'
- Alignment 'B'
- Connectors
- 50 Opportunities
- 38 Constraints

- 20-Foot Contours
- County Boundary
- Municipal Boundaries
- Property Lines
- Duke & Crescent Properties

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Hazardous Sites
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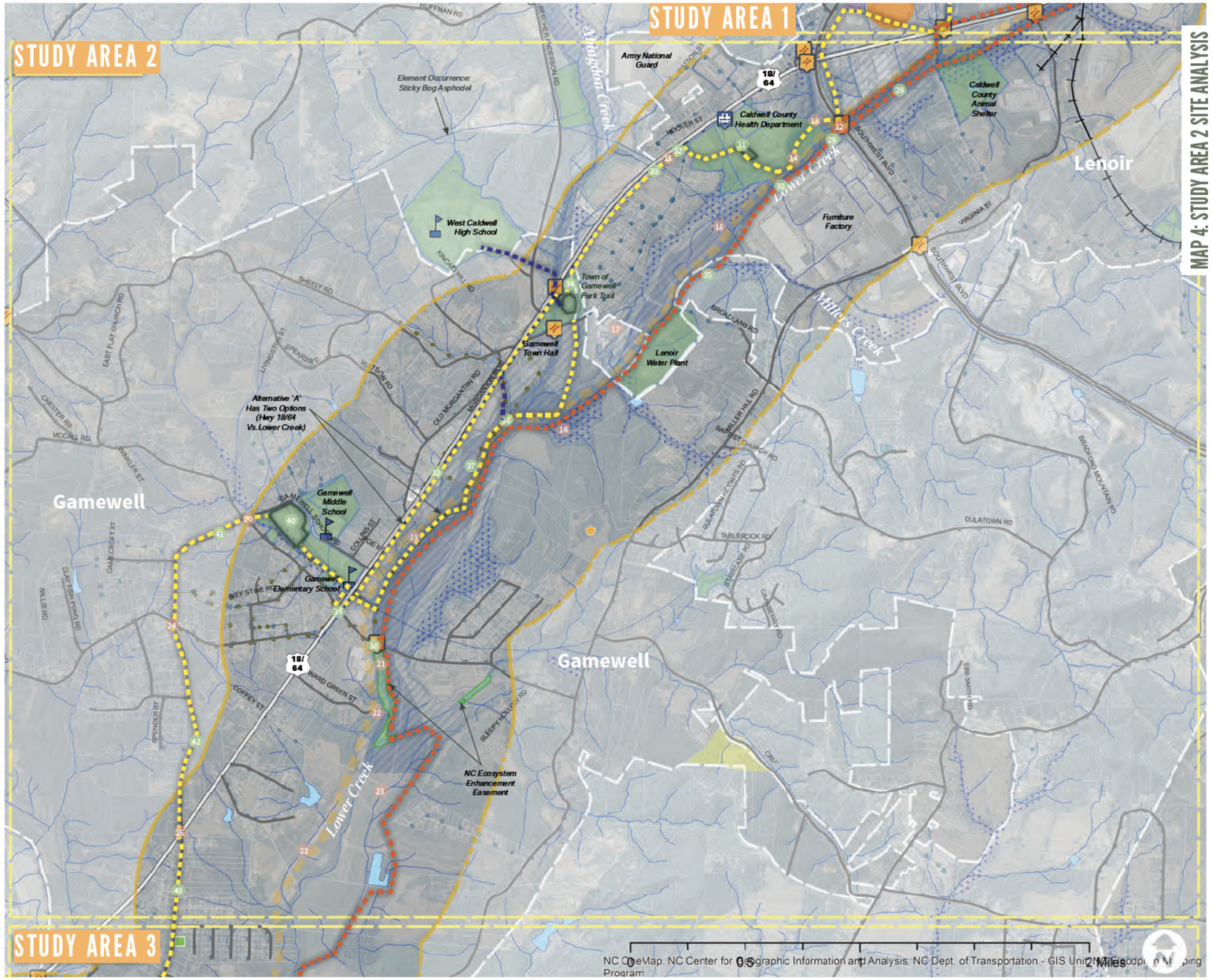
State Natural Heritage Data
Element Occurances
- Plant
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- Animal
- Natural Community

Natural Heritage Areas
- Exceptional
- Moderate
- Very High
- General
- High
- Unranked

Natural Heritage Dedication Zones (Johns River Game Lands)
- Primary Zone
- Buffered Zone

Hydrology
- Wetlands (NWI)
- Hydric Soils
- Waterbodies
- Streams

Flood Zones
- Floodway
- 100-Year Floodplain
- 500-Year Floodplain



MAP 4: STUDY AREA 2 SITE ANALYSIS

STUDY AREA 2 OPPORTUNITIES & CONSTRAINTS

OPPORTUNITIES

28 Utilize existing path and power-lines
29 Potential use of abandoned rail bridge
30 Abandoned rail spur
31 Connect to exist loop trail on Caldwell County property
32 Hwy 18/64 has significant right-of-way—approximately 150-feet total with a 42-foot wide shoulder
33 Potential amenable landowner
34 Connect to existing loop trail around Gamewell Park
35 Graded dirt path exists in this area
36 Begin of overlapping alignment with sewer line/easement
37 Driving range—potential partner
38 End of sewer line/easement
39 Signalized stop light with no crosswalks
40 Connect to existing loop trail and schools
41 Calico Road has a significant 80-foot right-of-way with water and sewer easements
42 Calico Road has wooded, undeveloped corridor in this area with a 75-foot right-of-way
43 Calico Road averages a 65-foot right-of-way and would serve many surrounding houses which lack pedestrian and bicycle infrastructure

CONSTRAINTS

12 Destabilized reach of stream
13 Tributary crossing is likely required
14 Significant creek crossing
15 Right-of-way has steep conditions in some areas
16 Tree farm
17 Quarry—conflicting land use
18 Segment unlikely due to uninterested landowner
19 Wetland/low lying area
20 Alignment would leave OVT one-mile buffer here
21 NC Ecosystem Enhancement Program Easement prohibits use of the easement (shown in green) bordering Lower Creek—verification needed to establish if easement has been finalized
22 Home very close to creek—prohibiting greenway access on north side of creek
23 Tree farm on both sides of Lower Creek
24 Potentially dangerous intersection unless redesigned
25 Intersection is non-signalized and would not be an appropriate crossing unless intersection is redesigned and signalized


29 View of potential use of abandoned rail bridge with Lower Creek in the Background



34 View of Gamewell Park


38 View from Rocky Road of ending of sewer line/easement


31 View of existing loop trail on Caldwell County property


37 View from Hwy 18/64 of driving range


24 View from Hwy 18/64 and Calico Road intersection


32 View of Hwy 18/64 looking north


42 View of wooded area on Calico Road


43 View of wooded area on Calico Road traveling south of Hwy 18/64

STUDY AREA 3 SITE ANALYSIS

LEGEND

- Alignment 'A'
- Alignment 'B'
- Connectors
- 50 Opportunities
- 38 Constraints

- 20-Foot Contours
- County Boundary
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Managed Lands
- Federal & State Ownership
- Private
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Hazardous Sites
- Brownfields
- Inactive Hazardous Sites
- Active & Inactive Landfills

State Natural Heritage Data

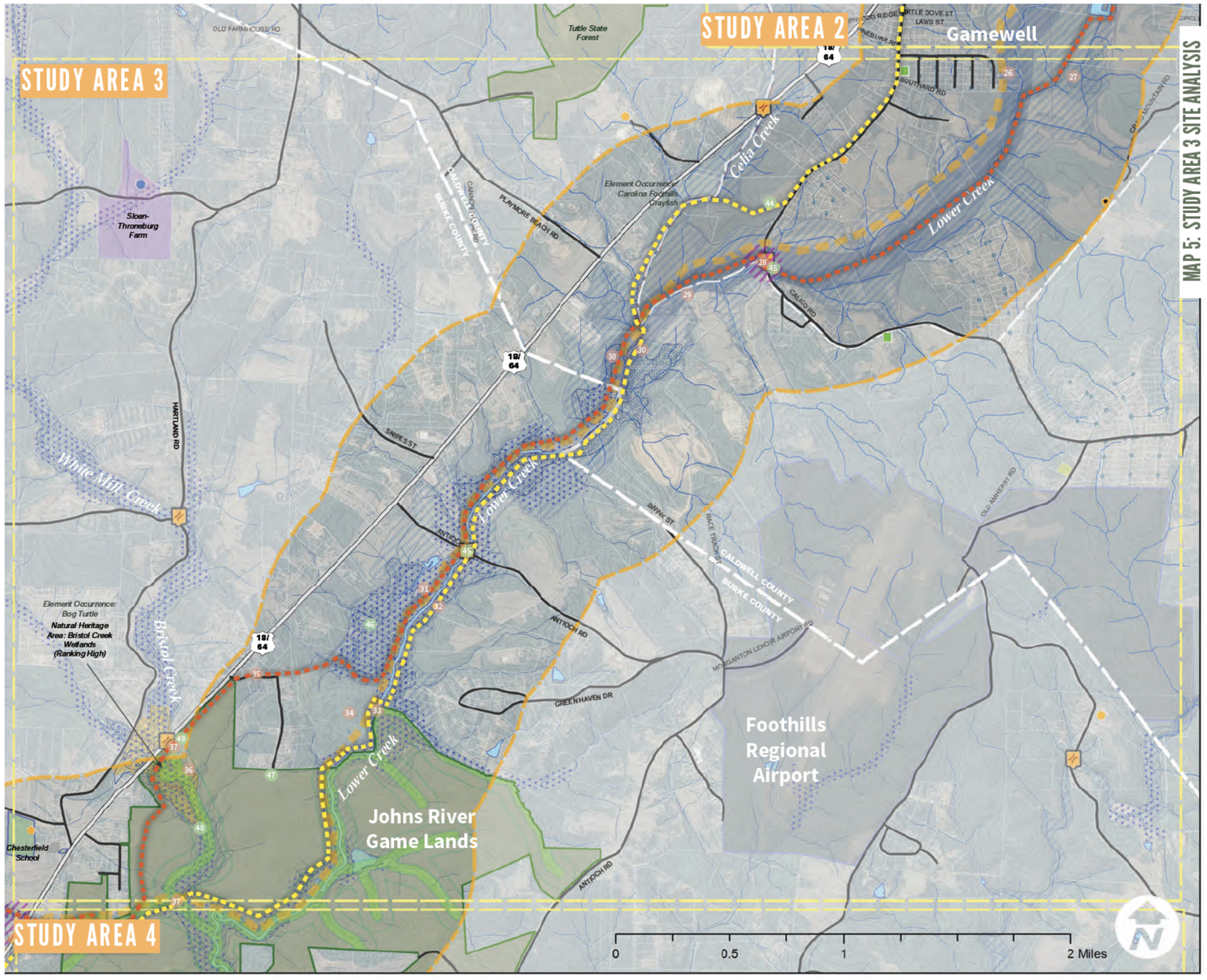
Element Occurances
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- Animal
- Natural Community

Natural Heritage Areas
- Exceptional
- Very High
- High
- Moderate
- General
- Unranked

Natural Heritage Dedication Zones (Johns River Game Lands)
- Primary Zone
- Buffered Zone

Hydrology
- Wetlands (NWI)
- Hydric Soils
- Waterbodies
- Streams

Flood Zones
- Floodway
- 100-Year Floodplain
- 500-Year Floodplain



MAP 5: STUDY AREA 3 SITE ANALYSIS

STUDY AREA 3 OPPORTUNITIES & CONSTRAINTS

OPPORTUNITIES

44 Potential amenable landowner—Duke Energy property
45 Significant bridge span on Calico Road over Lower Creek may allow for a greenway underpass
45 Significant bridge span on Antioch Road over Lower Creek may allow for a greenway underpass
46 Excellent opportunities for habitat conservation if some portions of private lands were acquired fee simple—portions of these lands are likely undevelopable because of wetlands
47 Official access and parking for Game Lands located at end of Putnam Street
48 Alignment navigates drainages with less impact to sensitive natural resources
49 Official access and parking for Game Lands on a turnout off of Hwy 18/64

CONSTRAINTS

26 Greenway unlikely in this area due to very narrow private parcels and home sites close to the creek
27 Wetlands
28 Sensitive cultural resource area
29 Structures are located close to Lower Creek, making a southern alignment less viable
30 Beginning of significant wetland areas on both sides of Lower Creek that continues through to Johns River
31 Area of northwest side of Lower Creek is low lying and has standing water as identified in the field and via aerial analysis
32 Area appears to be significantly disturbed based on aerial analysis
33 Bridge crossing (~80-foot span) would be required and possibly an associated boardwalk system—the NC Wildlife Resource Commission has asked that the trail avoid their property in this area due to sensitive habitat and popularity with hunters
34 There is significant site disturbance on this property based on aerial analysis
35 This alignment would require a 1,600-foot section of on-road use along Lower Creek Avenue and Putnam Street—both low-traffic neighborhood streets
36 Alignment travels through a Significant Natural Heritage, Bog Turtle habitat, and wetlands to avoid using the interior of Johns River Game Lands
37 Bridge or boardwalk likely required (Hwy 18/64 bridge crossing for Bristol Creek could only be used to cross if a bridge attachment was used)


44 View of potential pedestrian underpass crossing at Calico Road

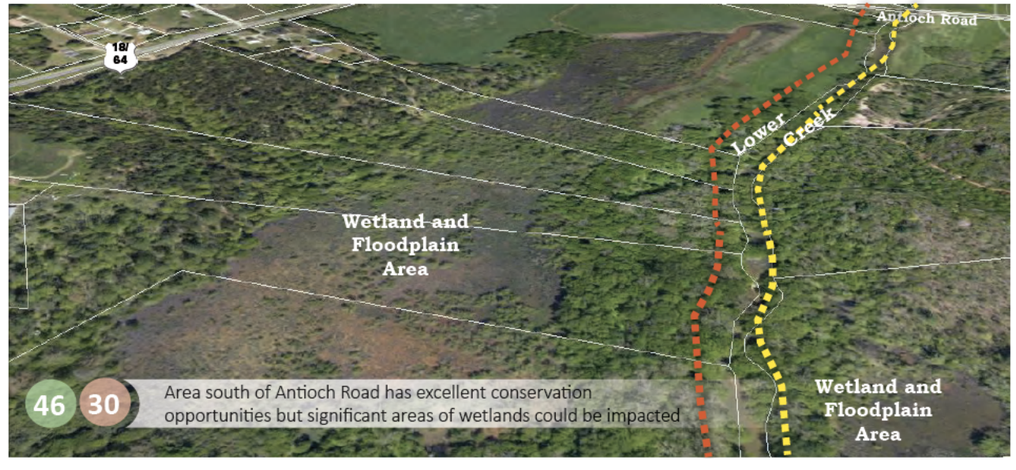

35 View of Putnam Road


37 View of bridge over Bristol Creek on Hwy 18/64


44 View of potential pedestrian underpass crossing at Antioch Road (looking east)


47 View of terminus of Putnam Street at official parking/access area for Johns River Game Lands


37 View of Bristol Creek Wetland Natural Heritage Area—looking from the bridge



46 30 Area south of Antioch Road has excellent conservation opportunities but significant areas of wetlands could be impacted


49 Official access and parking for Game Lands on a turnout off of Hwy 18/64

STUDY AREA 4 SITE ANALYSIS

LEGEND

- Alignment 'A'
- Alignment 'B'
- Connectors
- 50 Opportunities
- 38 Constraints

- 20-Foot Contours
- County Boundary
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State Natural Heritage Data

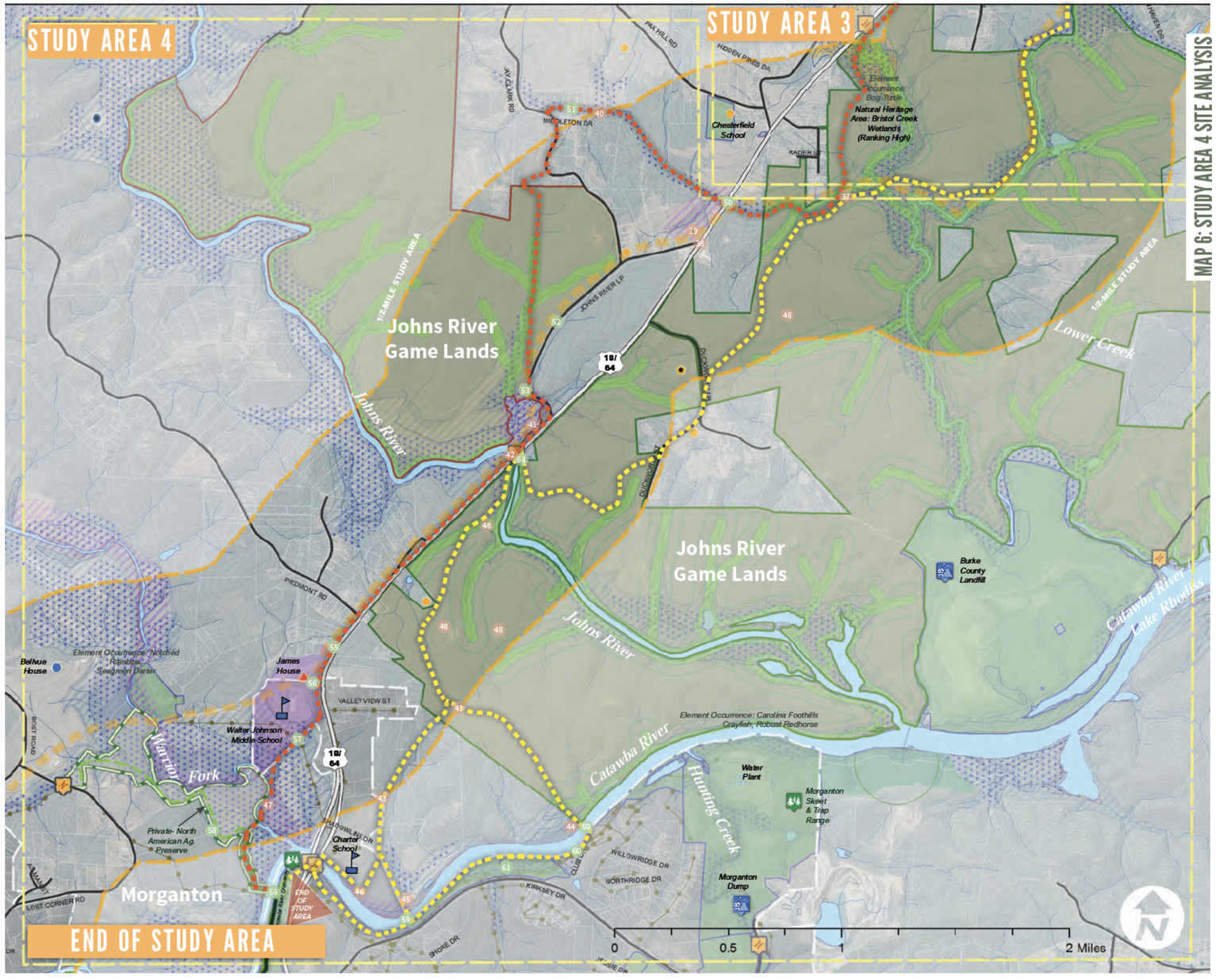
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Natural Heritage Areas
- Exceptional
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Natural Heritage Dedication Zones (Johns River Game Lands)
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- Wetlands (NWI)
- Hydric Soils
- Waterbodies
- Streams

Flood Zones
- Floodway
- 100-Year Floodplain
- 500-Year Floodplain



MAP 6: STUDY AREA 4 SITE ANALYSIS

STUDY AREA 4 OPPORTUNITIES & CONSTRAINTS

OPPORTUNITIES

50 Crossing of Highway 18/64 could utilize box culverts (boxes approximately 15x9-foot) as a greenway highway underpass
51 Alignment travels through Middleton Place neighborhood and an undeveloped drainage
52 Opportunity to parallel Johns River Loop Road—a lightly-traveled road
53 Current Johns River Game Land trailhead/parking area could potentially be utilized as a greenway trailhead
54 Pedestrian bridge could be attached in the hydraulic shadow (downstream side) of current bridge to potentially lessen flood-study requirements
54 Ample bridge clearance for greenway underpass (see related constraint #42)
55 TDOT has proposed widening and improvements to Highway 18/64 which could incorporate in a greenway—total right-of-way is around 105-feet and northern shoulder is around 42-feet
56 Great views of historic James House and farm
57 Utilize edge of property on Walter Johnson Middle School—may require fencing on school property
58 Greenway easement already recorded where proposed (green) trail is shown
59 Potential narrow crossing
60 Use of sewer easement that parallels the Catawba River to Highway 18/64 (starting at Riverview Apartments)
61 City of Morganton owned property with sewer line

CONSTRAINTS

38 This alignment only has an on-grade road crossing option for Highway 18/64 and is not desirable
39 Sensitive cultural resource area
40 Alignment leaves OVT buffer temporarily
41 Large wetland and sensitive cultural resource area—one of the most scenic views in the study area
42 Logs jammed high up in the bridge abutments indicate recent high-water flood events indicating that a bridge pedestrian underpass could be under several feet of water
43 Alternatives leave OVT buffer
44 Large floodplain and wetlands may require a large bridge span
45 Quarry adjacent to proposed alignment
46 Sensitive cultural resource area
47 Sensitive cultural resource area as well as significant floodplain area

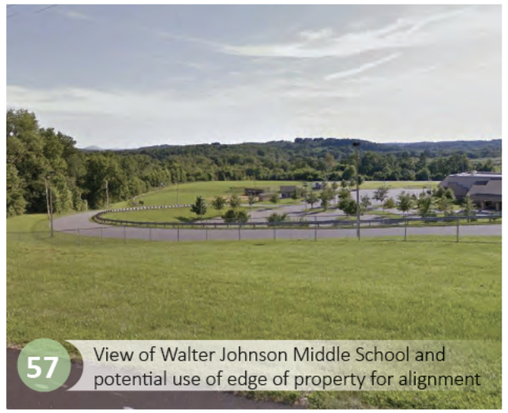

50 View of potential pedestrian underpass crossing under Highway 18/64


52 View of Johns River Loop Road—with potential for parallel greenway alignment


54 View of Johns River Game Lands boat launch and bridge


51 View of undeveloped drainage in Middleton Place neighborhood


41 Large wetland adjacent to Johns River—very scenic but has sensitive resources


57 View of Walter Johnson Middle School and potential use of edge of property for alignment


38 View of Highway 18/64 (looking north)—where an on-grade crossing could occur


42 View of Johns River bridge over Hwy 18/64—images show past flooding and bridge shoulders


60 View of Riverview Apartments in Morganton (sewer easement shown at the right)



CHAPTER 2

LANDOWNER ENGAGEMENT

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

The environmental analysis (Chapter 1) was critical to determine physically feasible locations 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

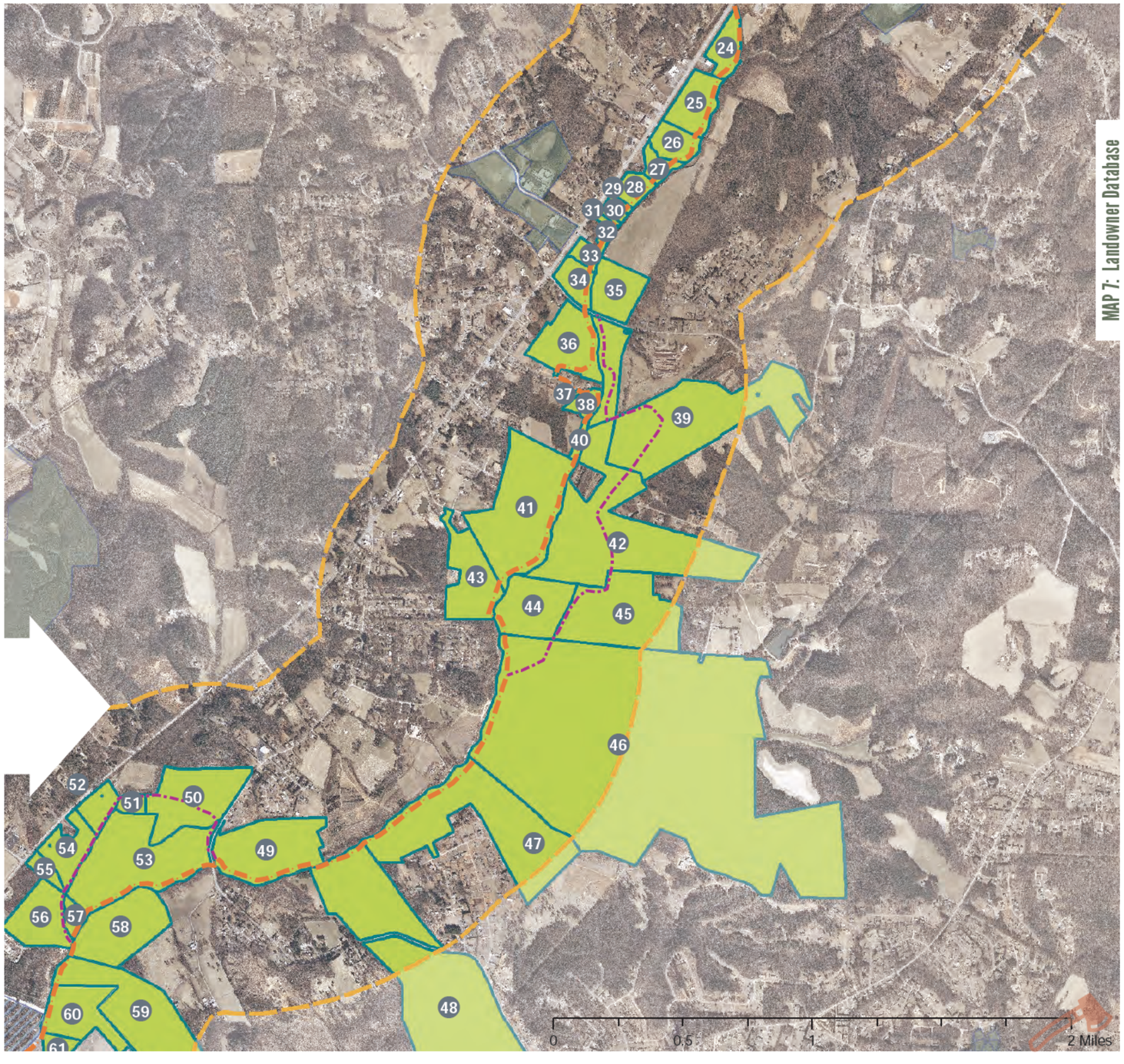
Trail alternatives were developed based upon an environmental feasibility analysis (see Chapter 1).

Landowner Database

A mailing database was created that included all property owners impacted by the preliminary trail alignment(s).

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

STEP 2: START A CONVERSATION WITH LANDOWNERS.



MAP 7: Landowner Database

VIDEO PRODUCTION



LANDOWNER INVITATION



Re: Trail Planning Meeting for Landowners

Dear _____

Thanks to grant support from the National Park Service, regional community organizations and local government leaders, a plan is being developed for establishing a walking and leisure biking trail to connect from Lenoir to Morganton to Lake James.

This trail celebrates the walk made by the Overmountain Men who won a major Revolutionary War battle at Kings Mountain in 1780.

Since November 2014, the planning team has been working to identify a feasible route to construct the trail. As part of this analysis, your property has been identified as a potential location for a trail section. Without a **voluntary commitment** from landowners, this important trail will either be relocated or not constructed.

We would like to invite you and other landowners to discuss this project during a special meeting that will take place at _____

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.

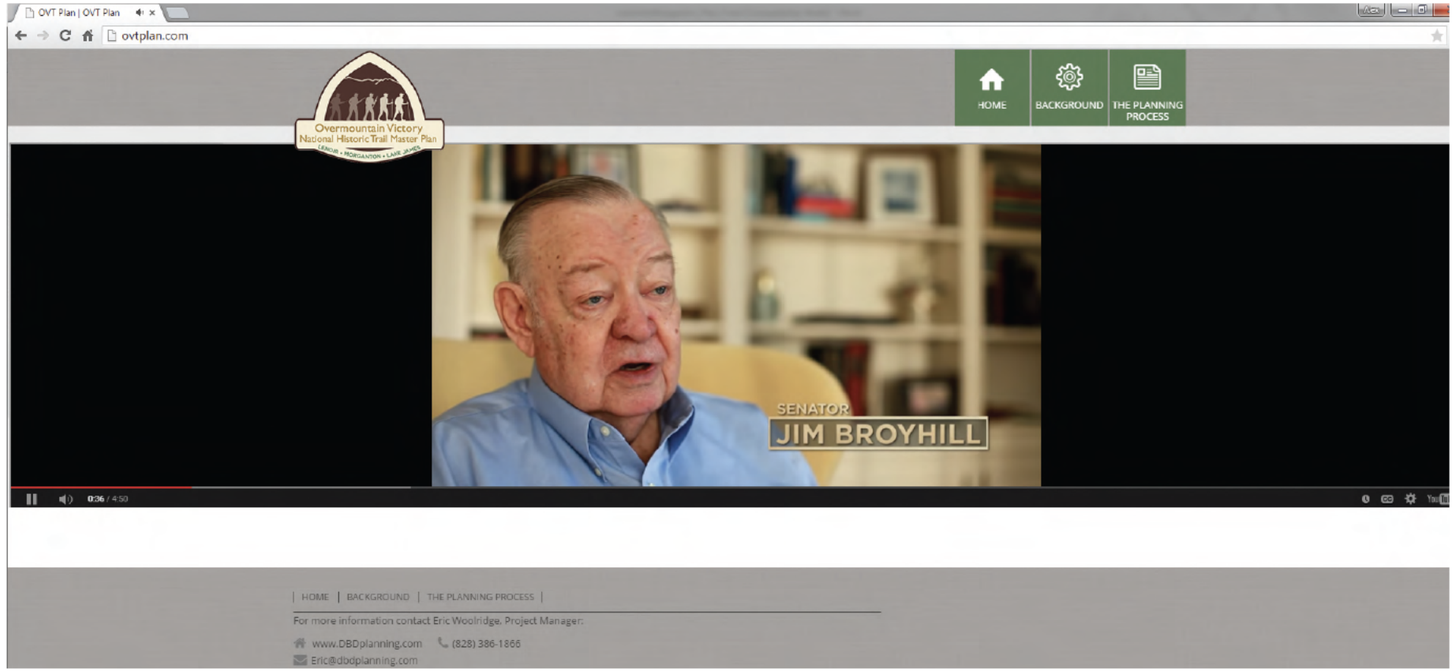
Please RSVP if you plan to attend the meeting by sending an email or calling using the contact information below. Thank you.

Sincerely,

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

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

WEB PORTAL



LANDOWNER COMMUNICATIONS

Video Production

A custom video, specifically produced for landowners, highlighted the story of the Overmountain Victory National Historic Trail and included a request for landowner participation.

Web Portal

The project website, OVNHTplan.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

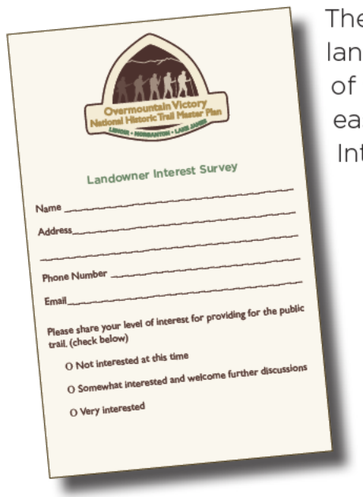
Video Showing

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

Focus Group

Focus groups were organized according to various geographic areas throughout the study area. Landowners were able to ask questions about their specific property and the associated trail alignment.

Sentiment Card


Overmountain Victory National Historic Trail Master Plan

Landowner Interest Survey

Name _____

Address _____

_____

Phone Number _____

Email _____

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

O Not interested at this time

O Somewhat interested and welcome further discussions

O Very interested

The meeting concluded with landowners noting their level of willingness to provide a trail easement via the Landowner Interest Survey.









ON MARCH 10, 2015, 23 LANDOWNERS ATTENDED THE LANDOWNER WORKSHOP AT THE CALDWELL COUNTY GOVERNMENT CENTER.

A similar landowner meeting was held for the Lake James to Morganton sister OVNHT plan in Burke County on March 5, 2015. The photos seen here are from both events.





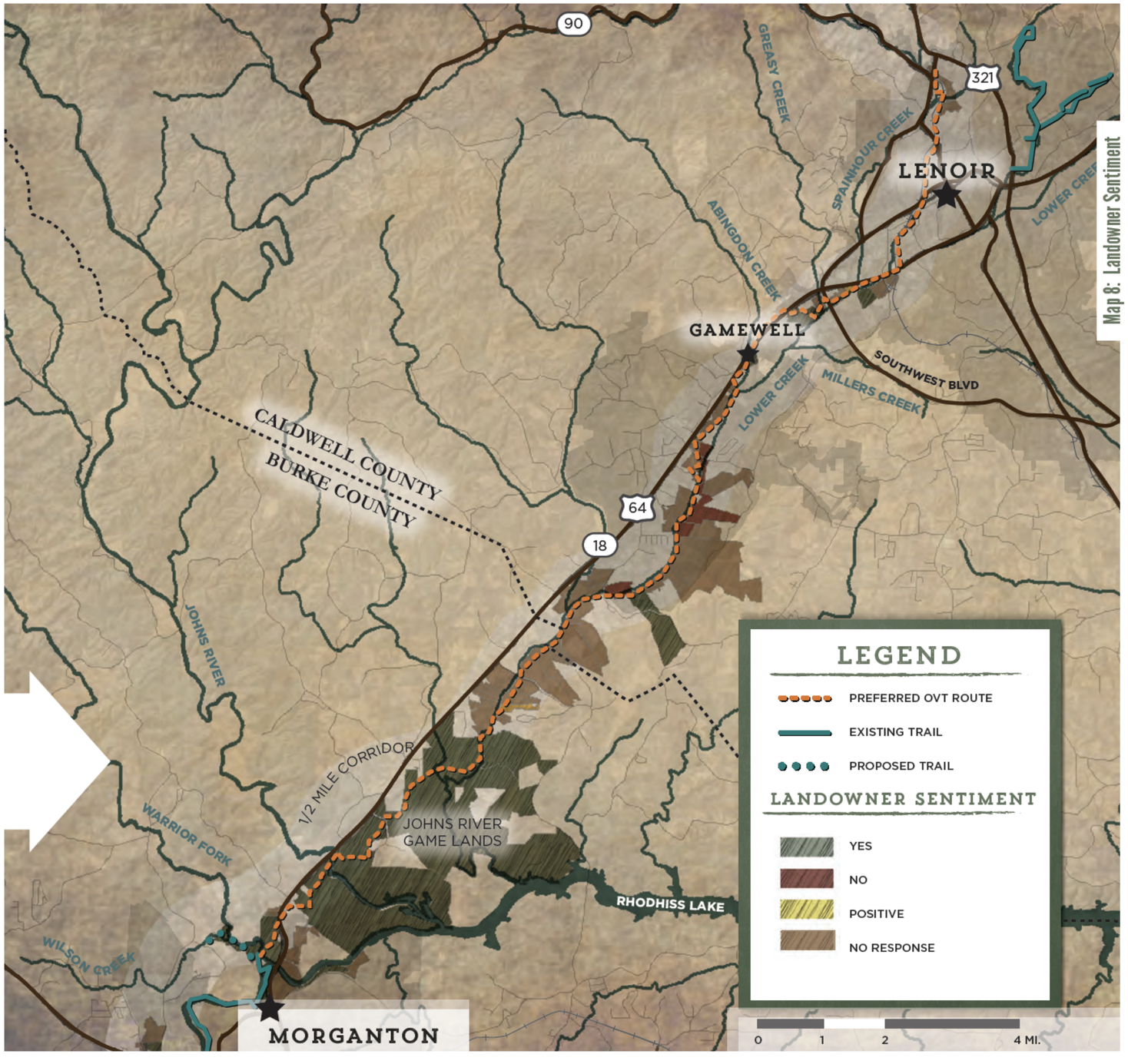


TRAIL ROUTE RE-EVALUATION

Revise Trail Alignments

"Landowner Sentiment" was helpful for determining the preferred alignment and was included as a component of the final map series (Chapter 4).

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



Map 8: Landowner Sentiment

CHAPTER 3

TRAIL CHARACTER & DESIGN GUIDELINES

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

Between Lenoir and Morganton exists 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 six trail types and illustrates their transitions along the preferred trail alignment as fully described in the subsequent chapter.

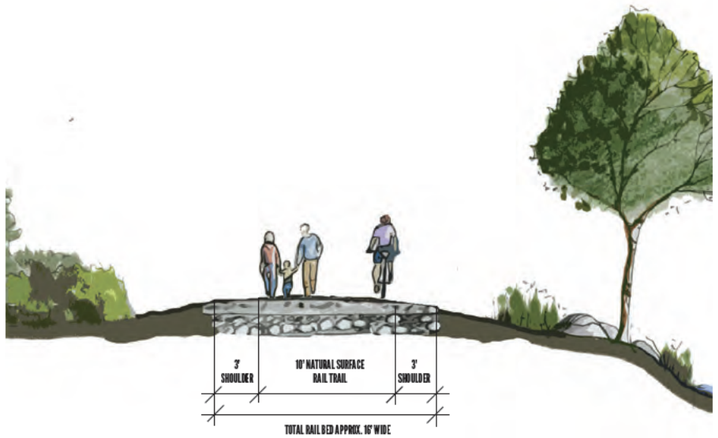
A specific theme is presented for signage, wayfinding, and trail support facilities. This chapter concludes with recommendations for using social media to market the trail and its history.

IN THIS CHAPTER

A. Trail Types
B. Trail Profile
C. Signage and Wayfinding
D. Social Media Marketing

TRAIL TYPES

Six trail types are proposed along the preferred alignment. A specific trail type is proposed according to its surrounding environment, whether it's located within a rural or urban area, and the opportunity to create a meaningful user experience.



RAIL TRAIL

10′ NATURAL SURFACE

User Group: Multi-use

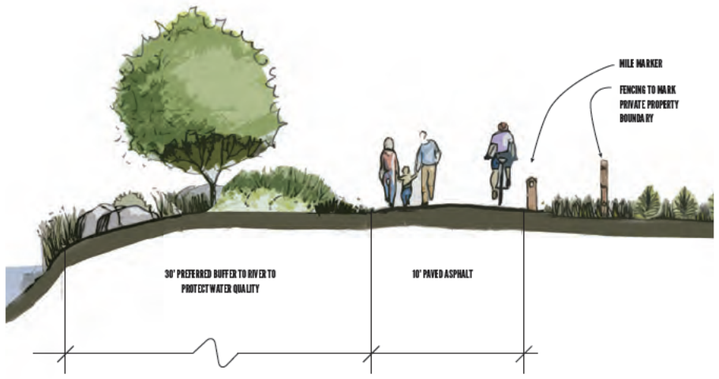
Material: Natural surface of crushed gravel fines

Preferred Width: 10′

Average Construction Cost: $40/ln. ft.

Preferred Easement Width: Former Rail ROW

Minimum Easement Width: Former Rail ROW



TYPICAL GREENWAY

10′ PAVED ASPHALT

User Group: Multi-use

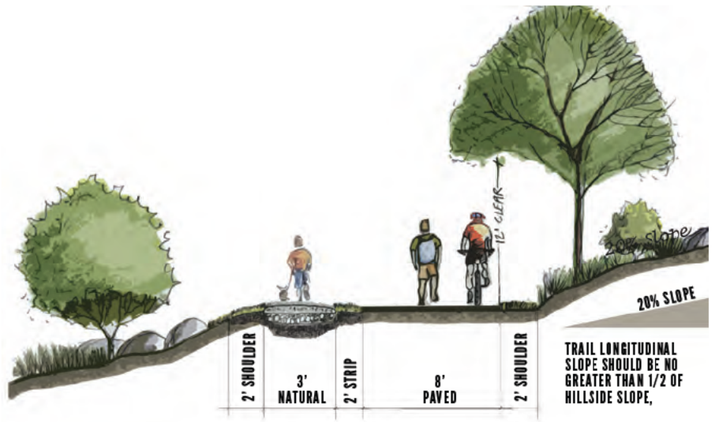
Material: Paved Asphalt

Preferred Width: 10′

Average Construction Cost: $90/ln. ft.

Preferred Easement Width: 50′

Minimum Easement Width: 20′



DUAL TREAD

8′ PAVED ASPHALT & 3′ NATURAL SURFACE

User Group: Multi-use

Material: Paved asphalt & natural surface of crushed gravel fines

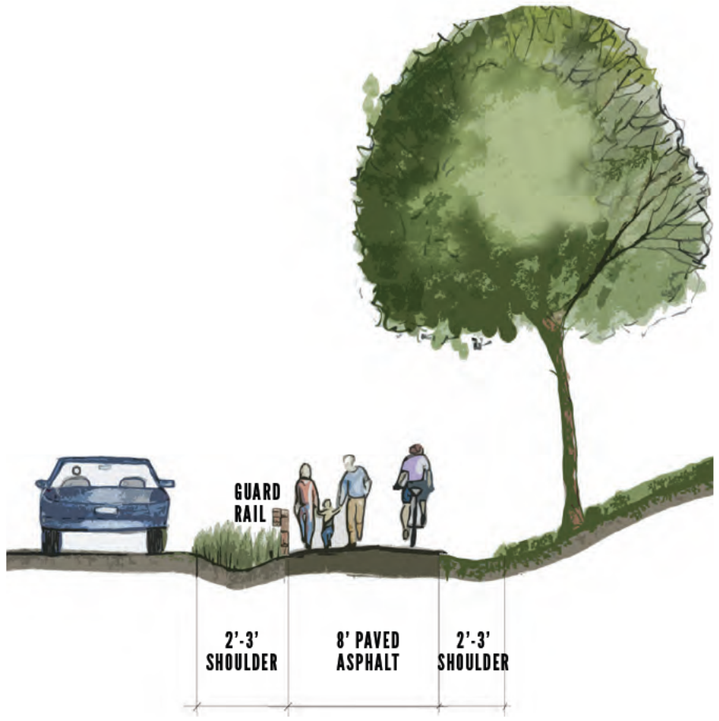
Preferred Width: 8′ paved & 3′ natural surface

Average Construction Cost: $80/ln. ft.

Preferred Easement Width: 50′

Minimum Easement Width: 25′

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



NCDOT SIDE PATH

8' PAVED ASPHALT

User Group: Multi-use

Material: Paved asphalt

Preferred Width: 8'

Average Construction Cost: $120/ln. ft.

Preferred Easement Width: 25'

Minimum Easement Width: 25'

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



DUAL-USE PATH

8' NATURAL SURFACE

User Group: Hikers and Bikers

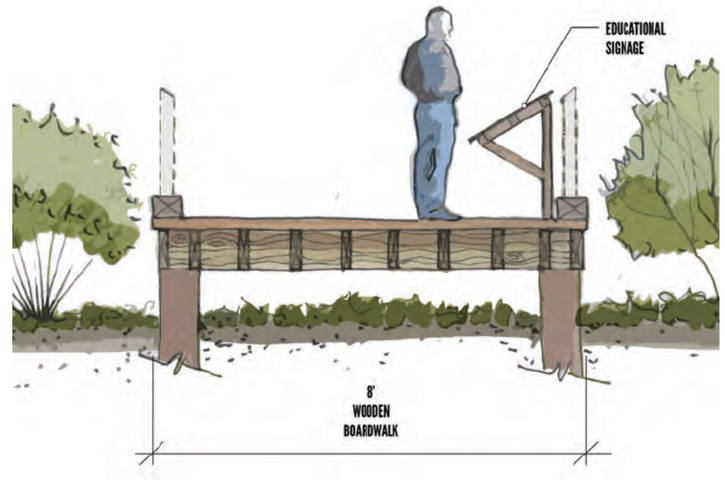
Material: Crushed gravel fines

Preferred Width: 5'

Average Construction Cost: $60/ln. ft.

Preferred Easement Width: 50'

Minimum Easement Width: 10'



WETLAND TRAIL

BOARDWALK OR GEOSYNTHETIC

User Group: Hikers

Material: Wooden boardwalk or geosynthetic (crushed gravel fines placed in honeycomb structure)

Preferred Width: 8'

Average Construction Cost: $140/ln. ft.

Preferred Easement Width: 50'

Minimum Easement Width: 25'

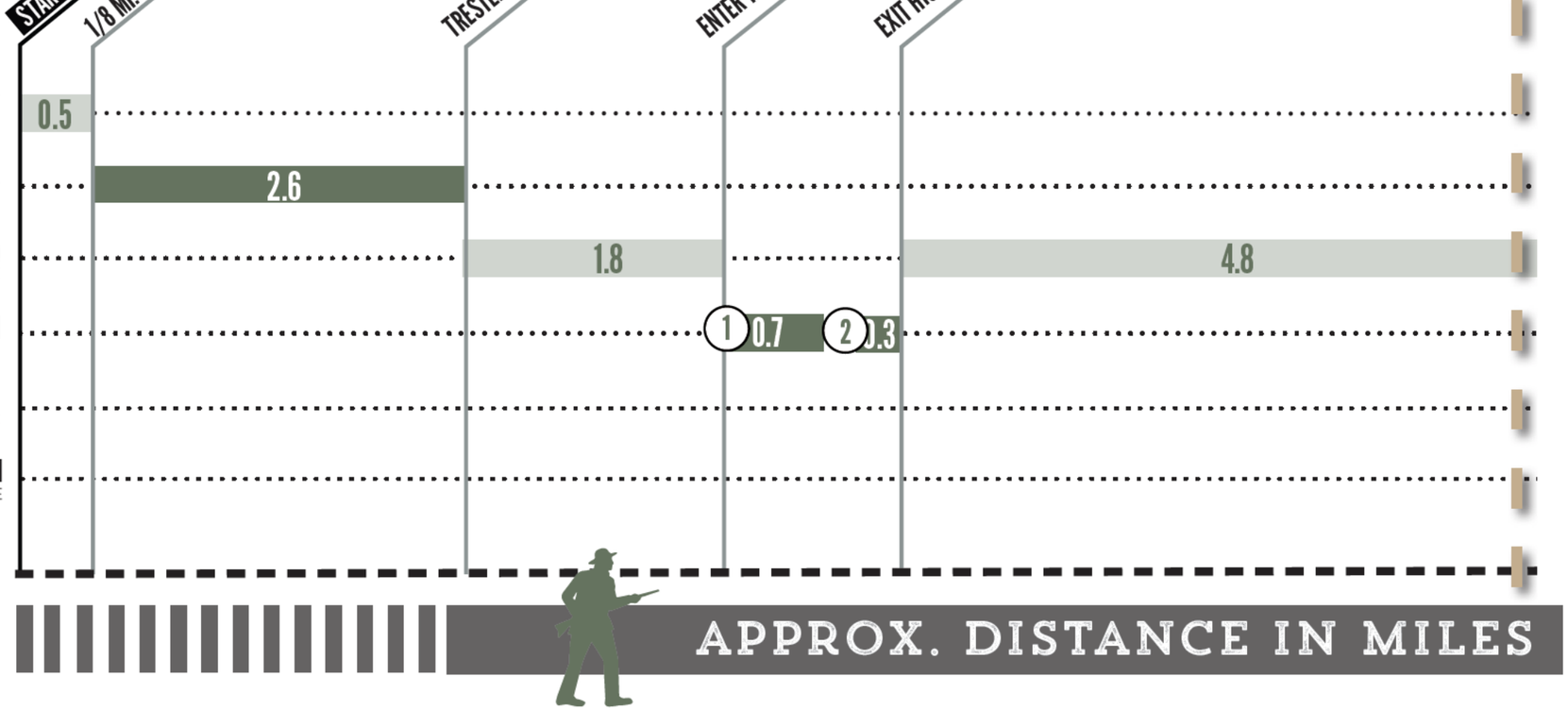
TRAIL TYPE PROFILE

There are nine (9) trail type transitions proposed along the preferred trail route, which extends approximately 20 miles. The Trail Type Profile identifies the transition location, along with associated length, for each trail type.









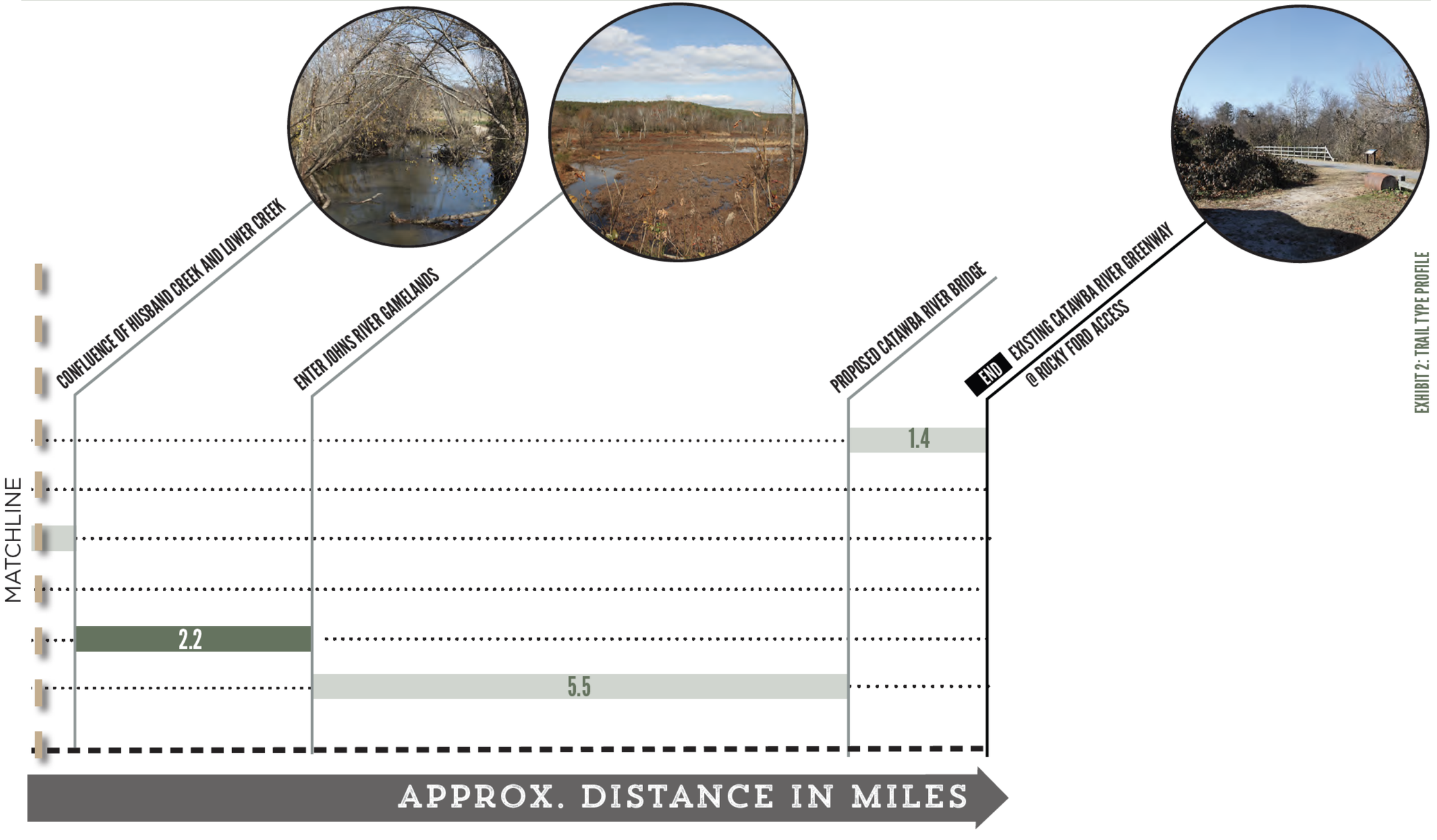
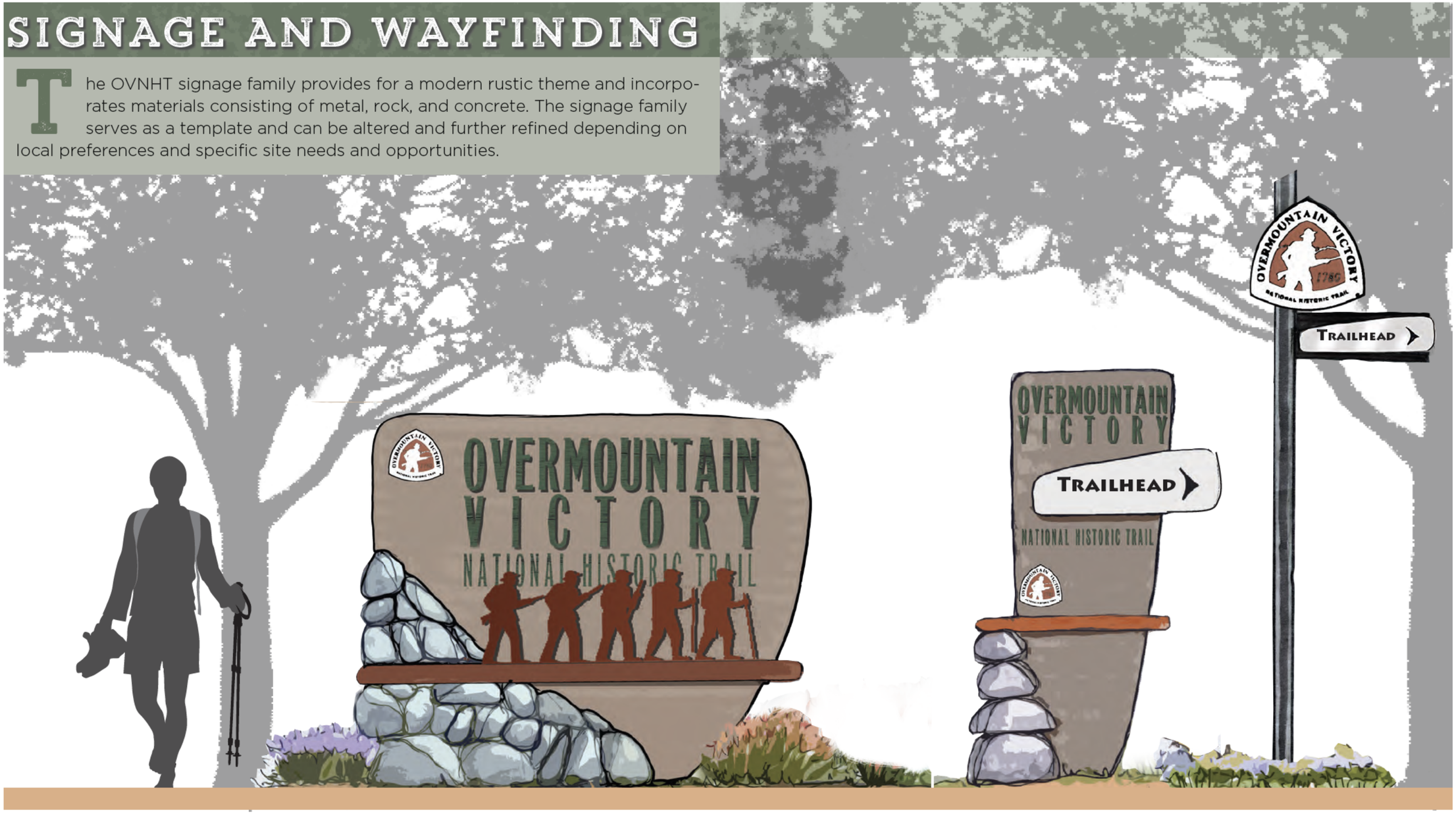


EXHIBIT 2: TRAIL TYPE PROFILE

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 WORD OF MOUTH

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 group as the walk or ride bikes along the trail. In addition, special props and features should be developed during the final design phase. After all, who can market this destination-quality trail better than the trail users themselves? Let's 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 "Trail-2Victory." The use of this hashtag will allow local tourism leaders to curate local photos 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.

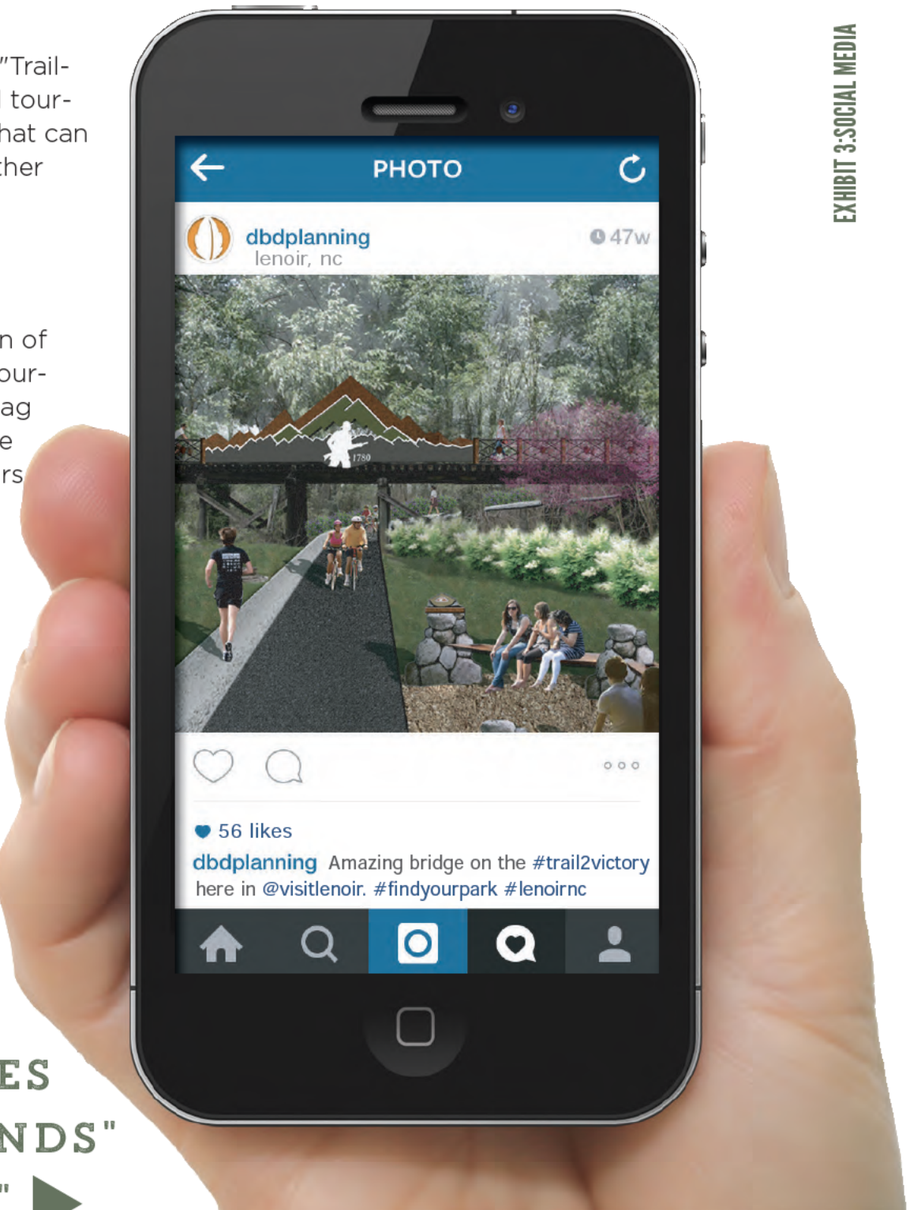


EXHIBIT 3:SOCIAL MEDIA

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

CHAPTER 4

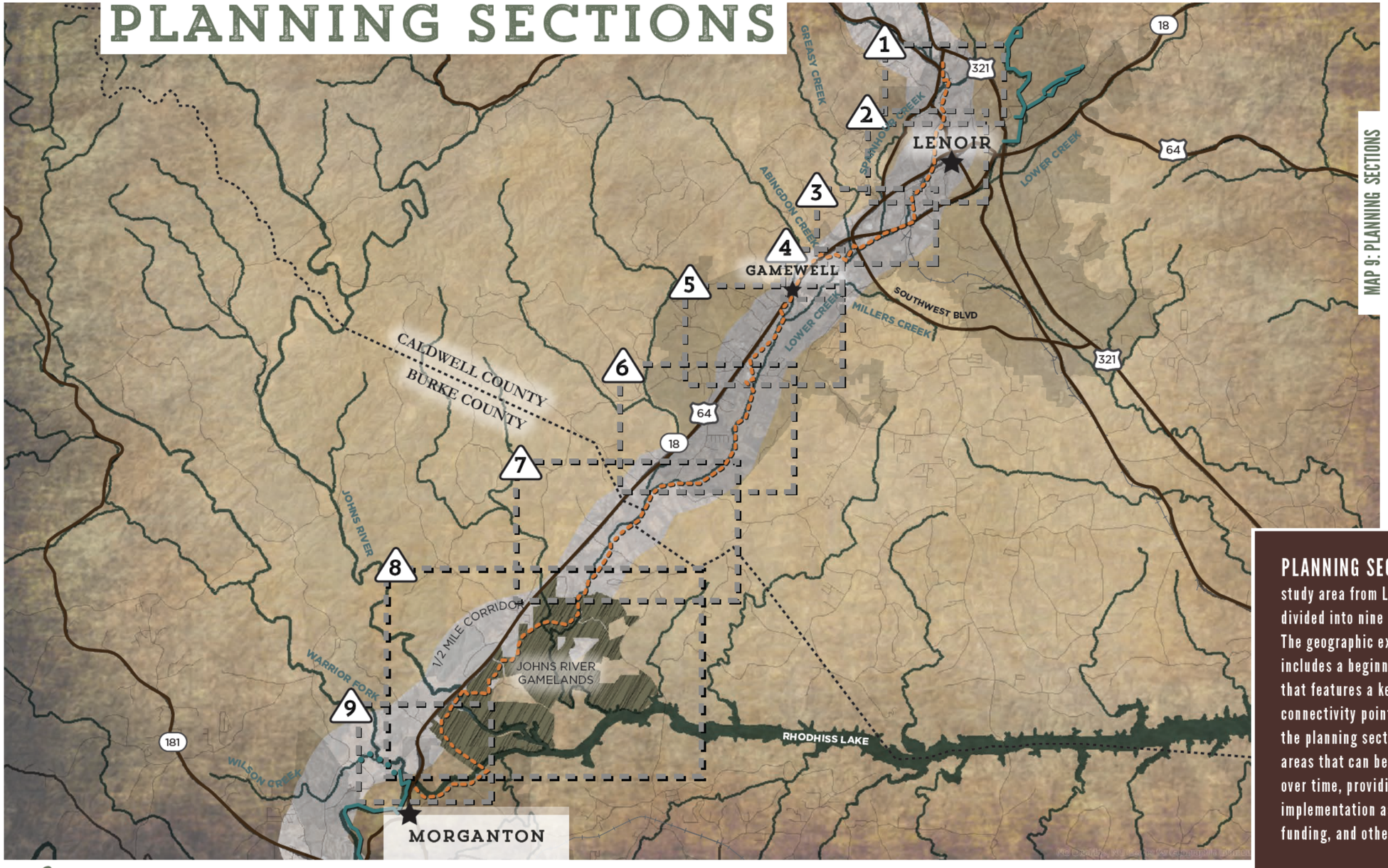
RECOMMENDATIONS

THIS CHAPTER SERVES AS THE HEART OF THE LENOIR TO MORGANTON OVNHT MASTER PLAN.

IN THIS CHAPTER

A. About the Planning Section Maps
B. Planning Section Descriptions

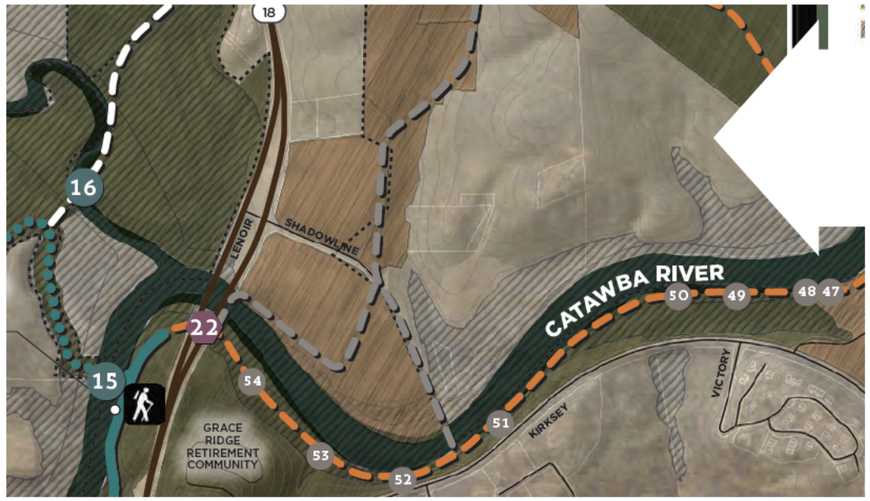
PLANNING SECTIONS



MAP 9: PLANNING SECTIONS

PLANNING SECTIONS: The 20 mile study area from Lenoir to Morganton is divided into nine (9) 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 20 MILE STUDY AREA FROM LENOIR TO MORGANTON IS DIVIDED INTO NINE (9) 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 hcross a relatively small stream; at this broad level of planning, it remains uncertain whether a small bridge or culvert is necessary.

LENOIR >> MORGANTON: BY THE NUMBERS

20	>>	TRAIL MILES
11	>>	TRAILHEADS
23	>>	ROAD CROSSINGS
15	>>	MAJOR BRIDGES
54	>>	MINOR BRIDGES/ CULVERTS
$16.8M	>>	APPROX. 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 provided, for which further details are provided in the appendix.



SECTION 1



BLAIR FORK TRAILHEAD >>
MAIN STREET TRAILHEAD

TOTAL LENGTH:	1.0 miles
TRAIL TYPE(S):	Typical Greenway
	Rail Trail
ESTIMATED COST:	$873,820
POINTS OF INTEREST:	Blair Fork Trailhead
	Creekway Drive Crossing
	Valmead Basic School
	Advent Trailhead
	Main Street Trailhead

PROPOSED TRAILS

From the north, the preferred trail route, which extends approximately 1.0 mile, begins at the proposed Blair Fork Trailhead, which takes advantage of property expected to be deeded to Caldwell County Pathways, Inc. The route then continues south along Creekway Drive before extending to the east and reaching the abandoned railway and the proposed Advent Trailhead. The trail remains on the abandoned railway until reaching the proposed Main Street Trailhead and southern terminus of the planning section.

An alternate route is proposed to extend to the north and then east of the Thomasville Furniture Plant before reaching the abandoned railway. The abandoned railway through this facility would be ideal for trail development, but has been deemed unfeasible as long as the plant operates in its current manner. It will be difficult to meet ADA requirements along the Elizabeth Street section of this route. Also proposed is a spur trail to link the Blair Fork Trailhead to Valmead School.


01

TRAIL FEATURES

This planning section includes three (3) trailheads, two (2) major bridges, and five (5) road crossings.

TRAILHEADS

The proposed Blair Fork and Main Street Trailheads serve as the northern and southern terminus of the planning section, respectively. Each of these trailheads will provide for parking and signage to inform and organize trail users. While the Blair Fork property is expected to be deeded to Caldwell County Pathways, Inc., the Main Street Trailhead is noted more generally. Because of the abandoned railway's intersection with Main Street, this location will naturally attract trail users.


02

The Advent Trailhead serves a unique purpose: to provide a terminus should the trail north of this proposed trailhead not be developed at the time of opening the abandoned railway to trail users. The most challenging area of this planning section includes the area from Blair Fork Trailhead to Advent Trailhead; this trail section does not utilize the abandoned railway. For this reason, various trail easements and two bridges must be developed. This portion of trail could take significant time and expense to implement, thus creating the need for another trailhead along Advent Road should this entire planning section not be developed within a single project.


03

PHOTOS: (1) The preferred route will not be able to utilize the portion of abandoned rail that runs directly through Thomasville Furniture. (2) This vacant property could be used as the future location of Blair Fork Trailhead. (3) The Advent Trailhead is proposed south of Thomasville Furniture.

SECTION 1

BLAIR FORK TRAILHEAD >>MAIN STREET TRAILHEAD

MAP 10: PLANNING SECTION 1

BLAIR FORK TRAILHEAD
VALMEAD BASIC SCHOOL
THOMASVILLE FURNITURE
TRAIL TRANSITIONS FROM 10' PAVED ASPHALT TO 10' NATURAL SURFACE RAIL TRAIL
ADVENT TRAILHEAD
MAIN STREET TRAILHEAD
CITY OF LENOIR JURISDICTION
BLAIR FORK
SPAINHOUR CREEK
LONG BRANCH
BLOWING ROCK
MAIN ST NW
CREEKWAY DRIVE
321
WAYSIDE
JASPER
CLARK
CAROLINA
GREENVALLEY
COOPERATIVE
NUWAY
EBEL
WEXFORD VILLAGE
CAMELOT
POWELL
ELIZABETH
PORTWOOD
CALVARY
HAZEL LEE
SUNSET
VALMEAD
CHROSARO
CLINE
VALWAY
LAURA
BOXWOOD
OLD NORTH
HEDDEN
LAUREL
MERRIMAN
LENWELL
PLAZA
CALDWELL
PIEDMONT
REGAL
WAKEFIELD
MEADOWLANE
PERKINS
PEAK
MONTCLAIR
PROSPECT
GRAY
PEACEHAVEN
PINETREE
WILD CHERRY
WARREN
ADVENT
HOLLOWAY
PENLEY
GREENHAVEN
EASTVIEW
ARLINGTON
HARRINGTON
FOLK
RANKIN
FINLEY
STONEWALL
0 1/16 1/8 1/4 MI.

LEGEND

TRAILS
- PREFERRED TRAIL ROUTE
- ALTERNATE TRAIL ROUTE
- SPUR TRAIL
- EXISTING LOCAL TRAIL
- PROPOSED LOCAL TRAIL

TRAIL FEATURES
- TRAILHEAD

CROSSINGS
- ROAD
- MAJOR BRIDGE
- MINOR BRIDGE/ CULVERT

LANDOWNER SENTIMENT
- YES
- NO
- POSITIVE
- NO RESPONSE

MAKE A STATEMENT @



Exhibit 4: Creekway Drive Crossing

CREEKWAY DRIVE GATEWAY

EXISTING



Explore opportunities to repurpose the existing railroad signaling infrastructure to notify motorists of the trail crossing while creating a bold gateway entrance. The crossing will be enhanced by providing a pedestrian activated rapid flash beacon and refuge island.

CROSSINGS

This planning section notes two (2) major bridge crossings. Bridge #1 crosses Blair Fork and Bridge #2 crosses Long Branch. Both of these bridges are north of the proposed Advent Trailhead and could ultimately be avoided provided access is ever achieved through Thomasville Furniture.



04

There are six (6) road crossings. The Creekway Drive crossing (#1) is the most significant and crosses five traffic lanes (See Exhibit 1: Creekway Drive Gateway). Crossings #2-#5 are all minor roads that access Lenoir neighborhoods. Crossing #6 at Main Street will be highly visible and can function as gateway to downtown (See Exhibit 2: Main Street Crossing).



05

PHOTOS: (4) Several minor road crossings will be required through Lenoir neighborhoods. (5) Significant erosion was observed along Long Branch where a major bridge will be required.



Exhibit 5: Main Street Crossing and Trailhead

EXISTING



The Main Street crossing serves as an opportunity to improve the aesthetic image of the surrounding neighborhood, a goal identified within the North Main Street Small Area Plan developed by the Lenoir Planning and Community Development Department.

SECTION 2



PROPOSED TRAILS

From the north, the preferred trail route, which extends approximately 1.5 miles, begins at the Main Street Trailhead, skirts the edge of downtown Lenoir, and ends at Unity Park. The trail utilizes the abandoned railway throughout the entire length of the planning section. A spur trail – which primarily utilizes the city's existing sidewalk network – is proposed through the heart of Downtown Lenoir and to connect the historic Fort Crider marker .


06

TRAIL FEATURES

TRAILHEADS

This planning section begins at the proposed Main Street Trailhead discussed in the previous section. The other trailhead identified within this section, Unity Park, currently provides for parking and serves as a community garden and public open space area.



07

CROSSINGS

There are six (6) road crossings identified within this section. Crossing #6 at Main Street is highlighted in the previous section (See Exhibit 2: Main Street Crossing, page 49). Crossings #7-#11 highlight trail intersections with primarily local roads. College Avenue (Crossing #11) does serve a relatively high volume of traffic and will require significant design attention to ensure trail user and motorist safety. This intersection is also adjacent to the old train depot, which is a central component of the proposed "arts district."


08


09

PHOTOS: (6) Fort Crider, located at the former Lenoir High School, served as a campground for militiamen on September 29, 1780. (7) Unity Park currently provides for parking, community garden space, and is an important asset worthy of connection. (8 & 9) Several crossings (#9-11) are located close to the proposed Arts District.

SECTION 2

MAIN STREET TRAILHEAD >> UNITY PARK

MAP 11: PLANNING SECTION 2

MAIN STREET TRAILHEAD

UNITY PARK TRAILHEAD

PROPOSED ARTS DISTRICT

PROGRAMMED TRAIL WILL CONNECT TO EXISTING GREENWAY @ LENOIR MULBERRY REC. CENTER

LENOIR

FORT CRIDER

HOODS CREEK · HARPERTOWN · PERKINS · WAKEFIELD · PEAK · OLD NORTH · BROWNLEN · PINETREE · PEACEHAVEN · MONTCLAIR · CORPENING · CRESTLINE · VALENCIA · WOODLAND · WOODSWAY · LINDEN · FOLK · RANKIN · CONLEY · MAIN · FINLEY · PATTERSON · HORTON · FOSTER · HEALAN · HARTLEY · TAUBROOK · SHARON · WESTBROOK · STONEWALL · RESACA · ABERNATHY · GLENDALE · TODD · HOSPITAL · NEWLAND · WILSON · PENNTON · PALMER · HARPER · RIDGE · FOREST · SCROGGS · VANCE · STAGE · LINK · HILLCREST · CENTER · ROBBINS · PROSPECT · SIMS · CHARLES · HILL · ERWIN · HARRIS · WILLOW · KIRKWOOD · ASHE · DOWNUM · WEST · CHURCH · BOUNDARY · H LEWIS PRICE · DEPOT · MULBERRY · RECTORY HILL · NORWOOD · VAIDEN · WRIGHT · GROVE · OLIVE · DAVENPORT · MAIN · PARK · KENTWOOD · MOUNTAINVIEW · WESTVIEW · EDGEWOOD · CHAPEL · HOWARD · EAST · SPRUCE · LENOIR · REFORM · STEEL · SPAINHOUR · HARPER · LIGHT · BEALL · MAPLE · COLLEGE · POPLAR · HAYES · BEACH · MIMOSA · LINWOOD · HOLLY · SHERWOOD · MAPLE · BEALL · FULTON · POPE · TORRENCE · KNOLL · BROOKDALE · ABINGTON · STONE · SMALL · POWELL BRICKYARD · BRICKYARD · FRONTIER · NORTH FAIRVIEW · FAIRVIEW · GARLAND RAY · GABRIEL · FIESTA · MARTIN · MELODY · NORTHWOOD · QUEENS · BROADWAY · GERMAN · CITY OF LENOIR JURISDICTION · SPAINHOUR CREEK · CREEKWAY · MULL · SPRING · HIGH · PROSPECT · WHEELER · DEPOT · UNDERDOWN · JENNINGS · REALTY · VIRGINIA · LUTZ · BRADFORD · EDGEBROOK · HICKORY · COLUMBUS · COLLEGE · MORGANTON · LOWER CREEK

6 · 7 · 8 · 9 · 10 · 11

0 · 1/8 · 1/4 · 1/2 MI.

LEGEND

TRAILS
- PREFERRED TRAIL ROUTE
- ALTERNATE TRAIL ROUTE
- SPUR TRAIL
- EXISTING LOCAL TRAIL
- PROPOSED LOCAL TRAIL

TRAIL FEATURES
- TRAILHEAD

CROSSINGS
- ROAD
- MAJOR BRIDGE
- MINOR BRIDGE/ CULVERT

LANDOWNER SENTIMENT
- YES
- NO
- POSITIVE
- NO RESPONSE



Exhibit 6: Get Down @ the Depot

GET DOWN @ THE DEPOT

EXISTING

The old rail depot could serve as a public market space and catalyst for revitalizing this former industrial area of Lenoir.



Exhibit 7: Brewing Up Investment

BREWING UP INVESTMENT

EXISTING

North Carolina's new public-private partnership (P-3) laws could be employed to attract specific investments that align with City of Lenoir revitalization goals (see Appendix A6: Public-Private Partnership).

SECTION 3



UNITY PARK >>
CALDWELL COUNTY GOV. CENTER

TOTAL LENGTH:	2.4 Miles
TRAIL TYPE:	Rail Trail
	Dual Tred
ESTIMATED COST:	$1,215,3000
POINTS OF INTEREST:	Unity Park & Community Gardens
	Highway 18 Crossing & Signage
	#Trail2Victory Bridge
	Southwest Blvd. Underpass
	Lower Creek Revitalization and Observation Deck
	Caldwell County Government Center

PROPOSED TRAILS

From the north, the preferred trail route, which extends approximately 2.4 total miles, begins at Unity Park and continues along the abandoned railway before crossing Highway 18. From here, the trail will utilize the former railroad trestle bridge before reaching the Lenoir sewer easements that extend to Fairview Drive along the south side of Lower Creek. The trail type for this section will include a multi-use paved trail with a natural surface side path.


10

From Fairview Drive to the Southwest Boulevard underpass at Complex Street, the trail will take advantage of another abandoned section of railway. Immediately after crossing Complex Street, the trail route continues slightly north after passing a dramatically unstable section of Lower Creek that is in need of stream restoration (See Exhibit 11: Restore the Stream, Realize the Dream, page 59). This planning section concludes at the Caldwell County Government Center workplace walking loop.

TRAIL FEATURES

TRAILHEADS

Trailheads are proposed at Unity Park and the Caldwell County Government Center, both areas which currently provide significant public parking.


11

CROSSINGS

Proposed within this section are four (4) road crossings, three (3) major bridges, and five (5) minor bridges/culverts.

The Highway 18 crossing is significant not only in regards to vehicular traffic, but also for trail visibility and branding (see Exhibit 8: Highway 18 Crossing, page 56). Virginia Street and Fairview Drive serve as collector roads and as such will require appropriate pedestrian detectors for motorists. The Complex Street crossing must appropriately manage large truck traffic accessing the Broyhill Furniture Plant.

From the north, the first bridge located in the planning section (#3) is the abandoned railroad trestle bridge to be repurposed for the trail. The trestle bridge also provides a location for connecting Lenoir's programmed Lower Creek trail that extends from the north via the Google Data Center. A new pedestrian bridge is proposed on the west side of the existing vehicular bridge at the Fairview Road Crossing. The last major bridge (#5) in this section, which crosses Greasy Creek, is located on property owned by Caldwell County.

PHOTOS: (10) The preferred trail route will utilize Lenoir sewer easements along the southern side of Lower Creek. (11) The Caldwell County Government center has an existing walking loop and will provide for significant trailhead parking.

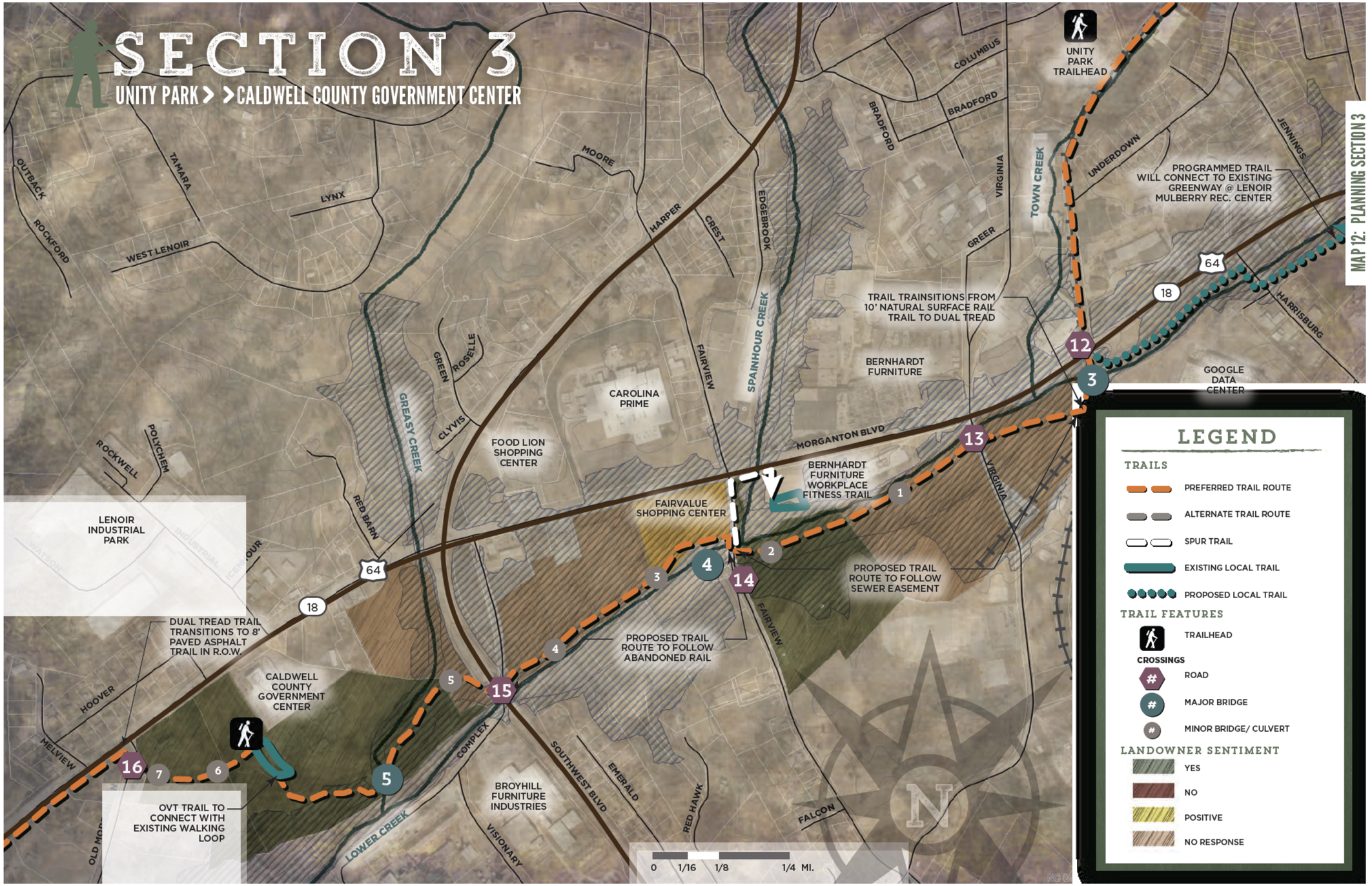

SECTION 3
UNITY PARK > >CALDWELL COUNTY GOVERNMENT CENTER
MAP 12: PLANNING SECTION 3
UNITY PARK TRAILHEAD
PROGRAMMED TRAIL WILL CONNECT TO EXISTING GREENWAY @ LENOIR MULBERRY REC. CENTER
TRAIL TRAINSITIONS FROM 10' NATURAL SURFACE RAIL TRAIL TO DUAL TREAD
PROPOSED TRAIL ROUTE TO FOLLOW SEWER EASEMENT
PROPOSED TRAIL ROUTE TO FOLLOW ABANDONED RAIL
DUAL TREAD TRAIL TRANSITIONS TO 8' PAVED ASPHALT TRAIL IN R.O.W.
OVT TRAIL TO CONNECT WITH EXISTING WALKING LOOP
BERNHARDT FURNITURE
BERNHARDT FURNITURE WORKPLACE FITNESS TRAIL
FAIRVALUE SHOPPING CENTER
CAROLINA PRIME
FOOD LION SHOPPING CENTER
GOOGLE DATA CENTER
CALDWELL COUNTY GOVERNMENT CENTER
LENOIR INDUSTRIAL PARK
BROYHILL FURNITURE INDUSTRIES
OUTBACK
ROCKFORD
TAMARA
LYNX
WEST LENOIR
MOORE
HARPER
CREST
EDGEBROOK
SPAINHOUR CREEK
GREASY CREEK
GREEN
ROSELLE
CLYVIS
FAIRVIEW
COLUMBUS
BRADFORD
VIRGINIA
GREER
TOWN CREEK
UNDERDOWN
JENNINGS
HARRISBURG
ROCKWELL
POLYCHEM
RED BARN
MORGANTON BLVD
HOOVER
MELVIEW
COMPLEX
SOUTHWEST BLVD
EMERALD
RED HAWK
FALCON
VISIONARY
LOWER CREEK
64
18
0 1/16 1/8 1/4 MI.
LEGEND
TRAILS
PREFERRED TRAIL ROUTE
ALTERNATE TRAIL ROUTE
SPUR TRAIL
EXISTING LOCAL TRAIL
PROPOSED LOCAL TRAIL
TRAIL FEATURES
TRAILHEAD
CROSSINGS
ROAD
MAJOR BRIDGE
MINOR BRIDGE/ CULVERT
LANDOWNER SENTIMENT
YES
NO
POSITIVE
NO RESPONSE



Exhibit 8: Highway 18 Crossing

HIGHWAY 18 CROSSING

EXISTING



The Highway 18 Crossing will be enhanced by providing a pedestrian activated rapid flash beacon and refuge island. This crossing provides a link to the historic trestle bridge (page right), which serves as the southern terminus of the rail trail.



Exhibit 9: #trailtovictory Bridge

#TRAIL2VICTORY BRIDGE

EXISTING

Notable features must be developed along the trail that are both functional and attractive. Trail users will be explicitly encouraged to use social media to share photos using #Trail2Victory.

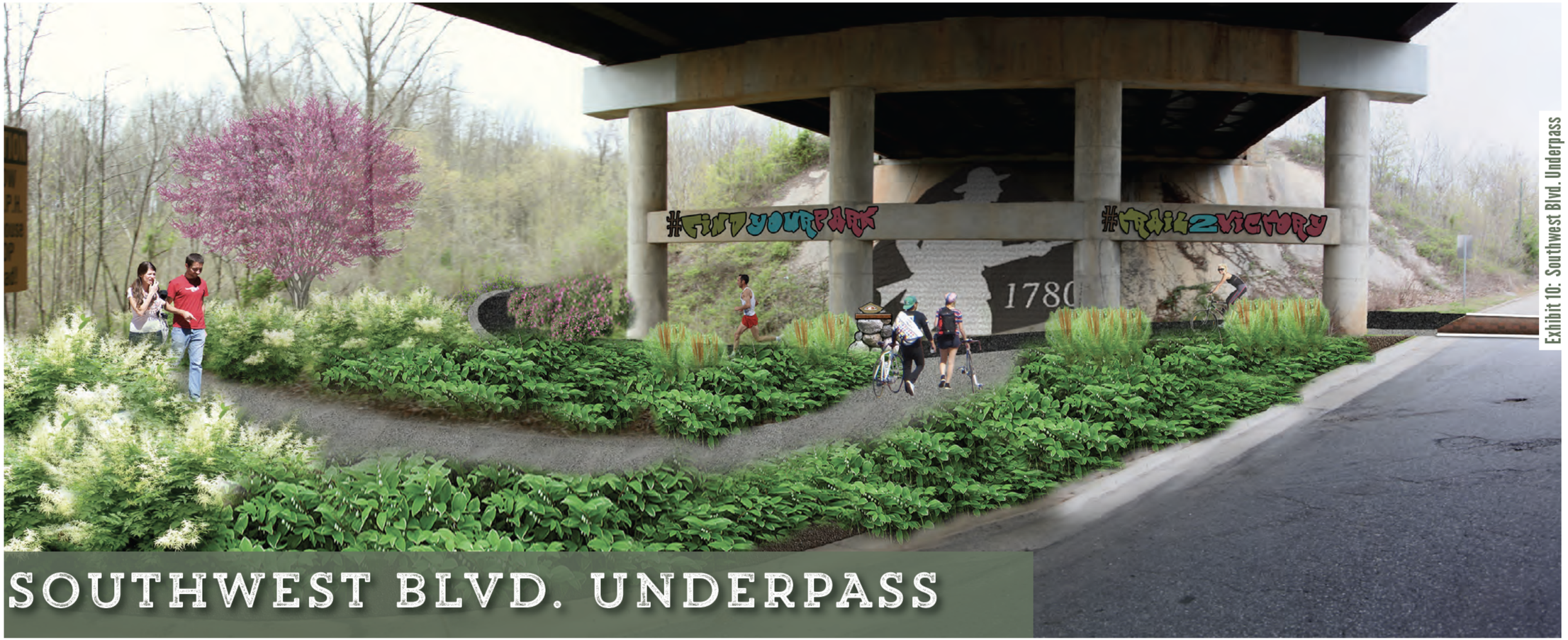


Exhibit 10: Southwest Blvd. Underpass

SOUTHWEST BLVD. UNDERPASS

EXISTING



The Complex St. crossing and Southwest Blvd. underpass provides for a unique environment that can help further define the trail's character. A spur trail from this location will provide users an opportunity to learn about the proposed Lower Creek stream restoration project (page right).



Exhibit 11: Restore the Stream, Realize the Dream

RESTORE THE STREAM, REALIZE THE DREAM

EXISTING



A section of Lower Creek, located southwest of Complex Street, is unstable, providing an opportunity for stream restoration and environmental education. Such enhancements provide an opportunity to leverage grant funds from a variety of sources. The result: a destination-quality experience.

SECTION 4



CALDWELL COUNTY GOV. CENTER >> GAMEWELL PARK

TOTAL LENGTH: 0.9 Miles

TRAIL TYPE: NCDOT Side Path
Existing Gamewell Park Asphalt Trail

ESTIMATED COST: $489,020

POINTS OF INTEREST: Caldwell County Government Center
Gamewell Park

PROPOSED TRAILS

The preferred trail route extends approximately 0.9 miles and connects the workplace walking loop at the Caldwell County Government Center to the Gamewell Park walking loop. Due to landowner issues and other environmental challenges, local trail and government leaders wanted to establish this trail section along Highway 18. Local officials will work with NCDOT to secure an appropriate encroachment agreement for the trail section.

TRAIL FEATURES

TRAILHEADS

Trailheads are proposed at the Caldwell County Government Center and Gamewell Park, both which currently provide sufficient public parking.

CROSSINGS

Proposed within this section is one (1) road crossing and five (5) minor bridges/culverts.

The only road crossing is located at Old Morganton Road, which provides vehicular access into a local neighborhood and the Caldwell County Government Center.



12



13

PHOTOS: (12 & 13) Proposed trailheads at Caldwell County Government Center and Gamewell Park have existing public parking lots.

SECTION 4

CALDWELL COUNTY GOV. CENTER >> GAMEWELL PARK

MAP 13: PLANNING SECTION 4

DUAL TREAD TRAIL TRANSITIONS TO 8' PAVED ASPHALT TRAIL IN R.O.W.

CALDWELL COUNTY GOVERNMENT CENTER

OVT TRAIL TO CONNECT WITH EXISTING WALKING LOOP

CONNECT TO EXISTING GAMEWELL PARK TRAIL LOOP

GAMEWELL PARK

HOOVER
MELVIEW
OLD MORGANTON
GREASY CREEK
BROYHILL
BRUSHY
LOWER CREEK
GRANDVIEW
MORGANTON
ABINGDON CREEK
BEECHER ANDERSON
WEST CALDWELL

16 7 6 5 64 18 9 10 64 18 17 6

0 1/16 1/8 1/4 MI.

N

LEGEND

TRAILS
- PREFERRED TRAIL ROUTE
- ALTERNATE TRAIL ROUTE
- SPUR TRAIL
- EXISTING LOCAL TRAIL
- PROPOSED LOCAL TRAIL

TRAIL FEATURES
- TRAILHEAD

CROSSINGS
- ROAD
- MAJOR BRIDGE
- MINOR BRIDGE/ CULVERT

LANDOWNER SENTIMENT
- YES
- NO
- POSITIVE
- NO RESPONSE



14



15



16



17

PHOTOS: (14) The trail will connect to Caldwell County's existing walking loop. (15) The proposed trail will leave the existing walking loop and parallel the Caldwell County Government Center's driveway. (16) A constructed wetland manages stormwater from the Caldwell County Government Center's parking lot. (17) After following Highway 18/64, the preferred trail route will connect into Gamewell Park via a sewer easement.

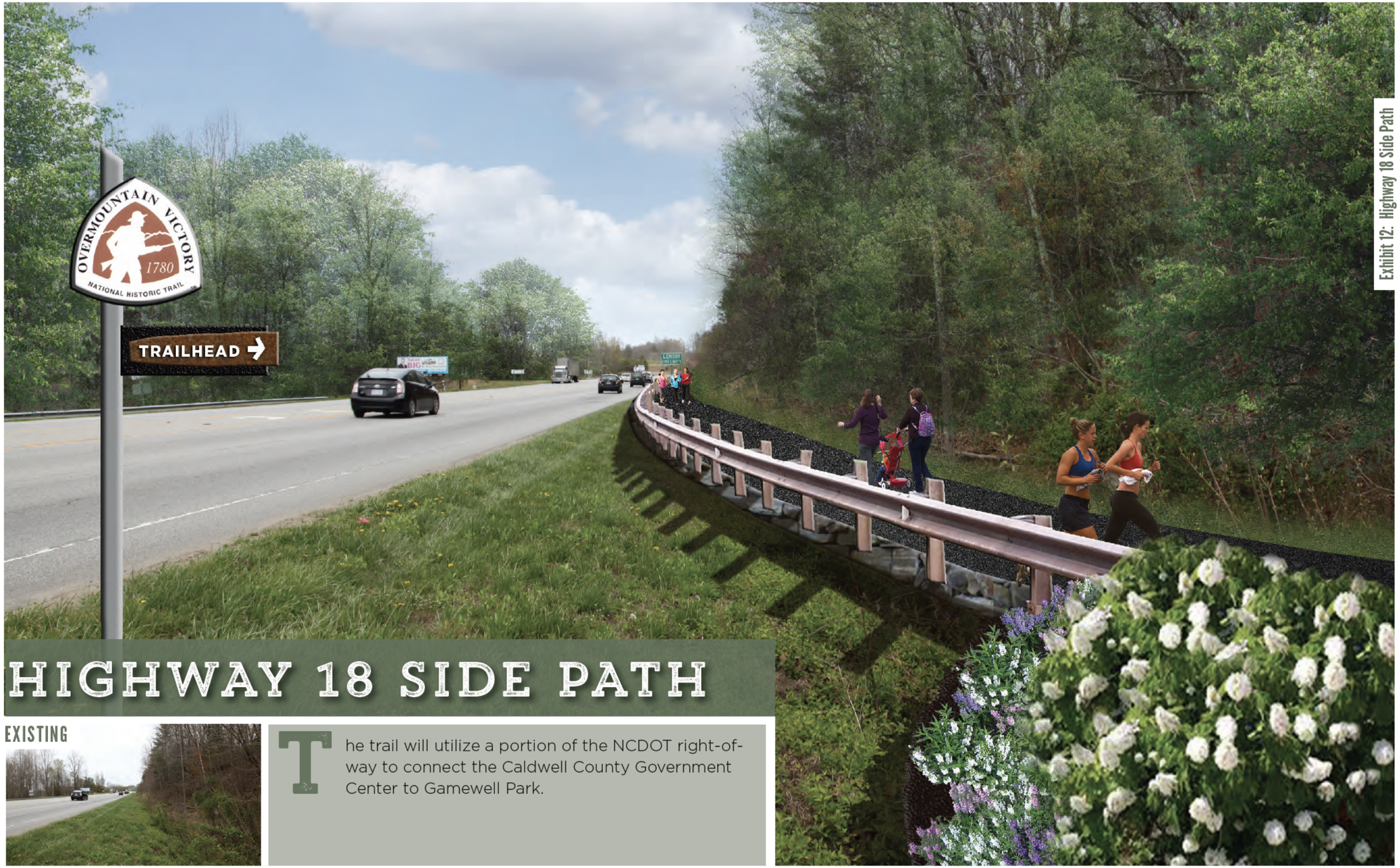


Exhibit 12: Highway 18 Side Path

HIGHWAY 18 SIDE PATH

EXISTING

The trail will utilize a portion of the NCDOT right-of-way to connect the Caldwell County Government Center to Gamewell Park.

SECTION 5



GAMEWELL PARK >> ROCKY ROAD INTERSECTION

TOTAL LENGTH: 1. 6 Miles

TRAIL TYPE: NCDOT Side Path
Dual Tread

ESTIMATED COST: $985,700

POINTS OF INTEREST: Gamewell Park
Proposed Workplace Wellness Campus
Gamewell Elementary School
Gamewell Middle School

PROPOSED TRAILS

The preferred trail route extends approximately 1.6 miles throughout this planning section and connects the Gamewell Park walking loop to Rocky Road. Due to landowner issues and other environmental challenges along Abingdon Creek, the trail will need to extend along Highway 18 south of Gamewell Park before turning back toward Lower Creek. The trail continues along the west side of Lower Creek before reaching Rocky Road and McCreary Modern Furniture Plant.

A spur trail is recommended to extend east from the preferred trail near Rocky Road to provide connectivity to Gamewell Middle School.

TRAIL FEATURES

TRAILHEADS

Gamewell Park serves as the only trailhead within this planning section. However, there are other opportunities for trailhead locations that should be explored with landowners within the vicinity of Rocky Road, including several churches and McCreary Modern.



18

CROSSINGS

Proposed within this section are two (2) road crossings, four (4) major bridges, and two (2) minor bridges/culverts.



19

The first road crossing is located at Old Morganton Road just south of Gamewell Park and Town Hall. The crossing will need to be appropriately sited to protect trail users from motorist turning off of Highway 18. The final road crossing is located at the southern end of the planning section at Rocky Road. This crossing will also link the two McCreary Modern furniture manufacturing plants and the proposed workplace wellness campus.

From the north, the first major bridge (#6) will be constructed over Abingdon Creek on the north side of the existing vehicular bridge located between Gamewell Park and Town Hall on Old Morganton Road. The three additional major bridges (#7, #8, #9) all cross tributaries to Lower Creek.

PHOTOS: (18) Several churches in the area could provide an opportunity to create trailheads. (19) The crossing at Old Morganton Road will need to be appropriately sited to protect trail users from motorists turning off of Highway 18.


SECTION 5
GAMEWELL PARK >> ROCKY RD. INTERSECTION
MAP 14: PLANNING SECTION 5
KINCAID HILL
HOLLAR
8' PAVED ASPHALT TRAIL TRANSITIONS TO DUAL TREAD
GAMEWELL PARK
OLD MORGANTON
BROADLAND
VIRGINIA
CITY OF LENOIR JURISDICTION
TOWN OF GAMEWELL JURISDICTION
ABINGDON CREEK
LOWER CREEK
KENT
MILLER HILL
WATSON
OLD MORGANTON
WARREN
MORNINGSIDE
CAROLINA HILLS
BIRCHDALE
WINKLER
ROCKY
GAMEWELL DRIVING RANGE
64
18
GAMEWELL MIDDLE
COLLINS
GAMEWELL SCHOOL
HIGHLANDS
ROCKY
IVEY STINE
GAMEWELL ELEMENTARY
MCCREARY MODERN
HARTLAND
CALICO
WARD GREEN
MCCREARY MODERN
HOLLINS
SWEETBRIAR
TUTHILL
ROCKY
TUTTLE
SLEEPY HOLLOW
17
6
7
8
11
12
9
18
13
N
0
1/8
1/4
1/2 MI.
LEGEND
TRAILS
PREFERRED TRAIL ROUTE
ALTERNATE TRAIL ROUTE
SPUR TRAIL
EXISTING LOCAL TRAIL
PROPOSED LOCAL TRAIL
TRAIL FEATURES
TRAILHEAD
CROSSINGS
ROAD
MAJOR BRIDGE
MINOR BRIDGE/ CULVERT
LANDOWNER SENTIMENT
YES
NO
POSITIVE
NO RESPONSE



20



21



22

PHOTOS: (20) Portions of Lower Creek are severely eroded and in need of restoration. (21) McCreary Modern has a substantial amount of open space surrounding their facilities that could be used to create a workplace wellness campus. (22) Portions of this proposed section of trail would follow a sewer easement.



Exhibit 13: Workplace Wellness Campus

WORKPLACE WELLNESS CAMPUS

A walking track at McCreary Modern would not only serve as a workplace wellness opportunity, but also provides a hub for targeting trail connectivity over time.

SECTION 6



ROCKY ROAD INTERSECTION >> CALICO ROAD

TOTAL LENGTH: 2.6 Miles
TRAIL TYPE: Dual Tread
ESTIMATED COST: $1,619,240
POINTS OF INTEREST: Lower Creek

PROPOSED TRAILS

The preferred trail route extends approximately 2.6 miles from Rocky Road to Calico Road. Landowners within this section were well represented at the public workshop; most of those in attendance expressed their disinterest in the trail except for a single landowner in the southern area of the planning section. The route remains on the west side of Lower Creek before reaching a proposed pedestrian bridge located approximately midway along the planning section. From here, the trail continues on the east side of Lower Creek and underneath Calico Road (see Exhibit 14: Calico Road Underpass, page 71).

TRAIL FEATURES

TRAILHEADS

A trailhead is proposed on property located on the southeast corner of Lower Creek and Calico Road. The trailhead will serve as an extension of the Calico Road underpass and create a hub for targeting trail connectivity over time.

CROSSINGS

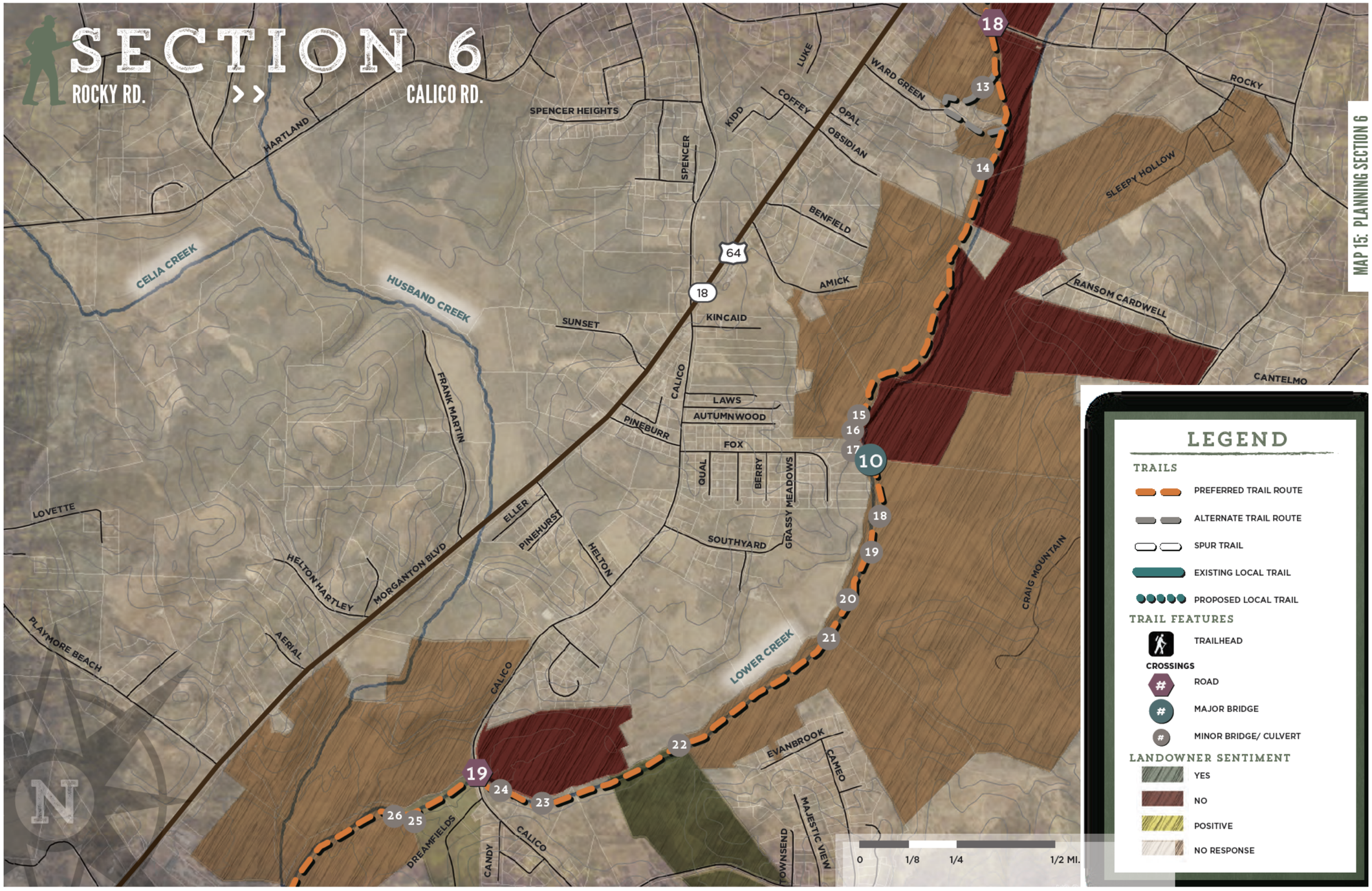
Proposed within this section are one (1) road crossing, one (1) major bridge, and twelve (12) minor bridges/culverts.

The only road crossing is located at Calico Road where there is ample room to locate the trail under the existing bridge.

Only a single major bridge is proposed over Lower Creek and is located midway along this section. The bridge allows for the trail to avoid some environmental challenges, but primarily provides for an alignment that does not impact landowners that have expressed their unwillingness to provide a trail easement.


23

PHOTOS: (23) A bridge will be required over Lower Creek.


SECTION 6
ROCKY RD.
CALICO RD.
MAP 15: PLANNING SECTION 6
SPENCER HEIGHTS
HARTLAND
CELIA CREEK
HUSBAND CREEK
FRANK MARTIN
SPENCER
KIDD
COFFEY
OPAL
OBSIDIAN
LUKE
WARD GREEN
ROCKY
SLEEPY HOLLOW
BENFIELD
AMICK
RANSOM CARDWELL
CANTELMO
64
18
SUNSET
KINCAID
CALICO
LAWS
AUTUMNWOOD
PINEBURR
FOX
QUAL
BERRY
GRASSY MEADOWS
SOUTHYARD
HELTON
ELLER
PINEHURST
LOVETTE
HELTON HARTLEY
MORGANTON BLVD
PLAYMORE BEACH
AERIAL
CRAIG MOUNTAIN
LOWER CREEK
EVANBROOK
CAMEO
MAJESTIC VIEW
TOWNSEND
DREAMFIELDS
CANDY
10
13
14
15
16
17
18
19
20
21
22
23
24
25
26
N
0
1/8
1/4
1/2 MI.
LEGEND
TRAILS
PREFERRED TRAIL ROUTE
ALTERNATE TRAIL ROUTE
SPUR TRAIL
EXISTING LOCAL TRAIL
PROPOSED LOCAL TRAIL
TRAIL FEATURES
TRAILHEAD
CROSSINGS
ROAD
MAJOR BRIDGE
MINOR BRIDGE/ CULVERT
LANDOWNER SENTIMENT
YES
NO
POSITIVE
NO RESPONSE



24

25

PHOTOS: (24) Lower Creek maintains a healthy vegetative buffer near the Calico Road crossing. (25) A trailhead is proposed on property located on the southwest corner of the Lower Creek and Calico Road intersection.



Exhibit 14: Calico Road Underpass

CALICO ROAD UNDERPASS

EXISTING



Sufficient space exists under the existing bridge at Calico Road to provide for a multi-use trail underpass. This trail underpass will connect to a proposed trailhead located south of Calico Road.

SECTION 7



PROPOSED TRAILS

This planning section explores the Lower Creek corridor from Calico Road to the state-owned Johns River Game Lands located in Burke County; the preferred trail route extends approximately 3.1 miles. From the Calico Road trailhead, the trail remains on the east side and continues over Antioch Road before reaching a significant wetland. Just north of the wetland a major bridge is proposed, transitioning the trail to the west side of Lower Creek before reaching the Johns River Game Lands. A viewing platform is proposed along the trail with vistas of the wetland area.

TRAIL FEATURES

TRAILHEADS

A trailhead is proposed at the end of Putnam Road where a trail spur will connect users to the main trail.


26

CROSSINGS

Proposed within this section are one (1) road crossing, one (1) major bridge, and nine (9) minor bridges/culverts.

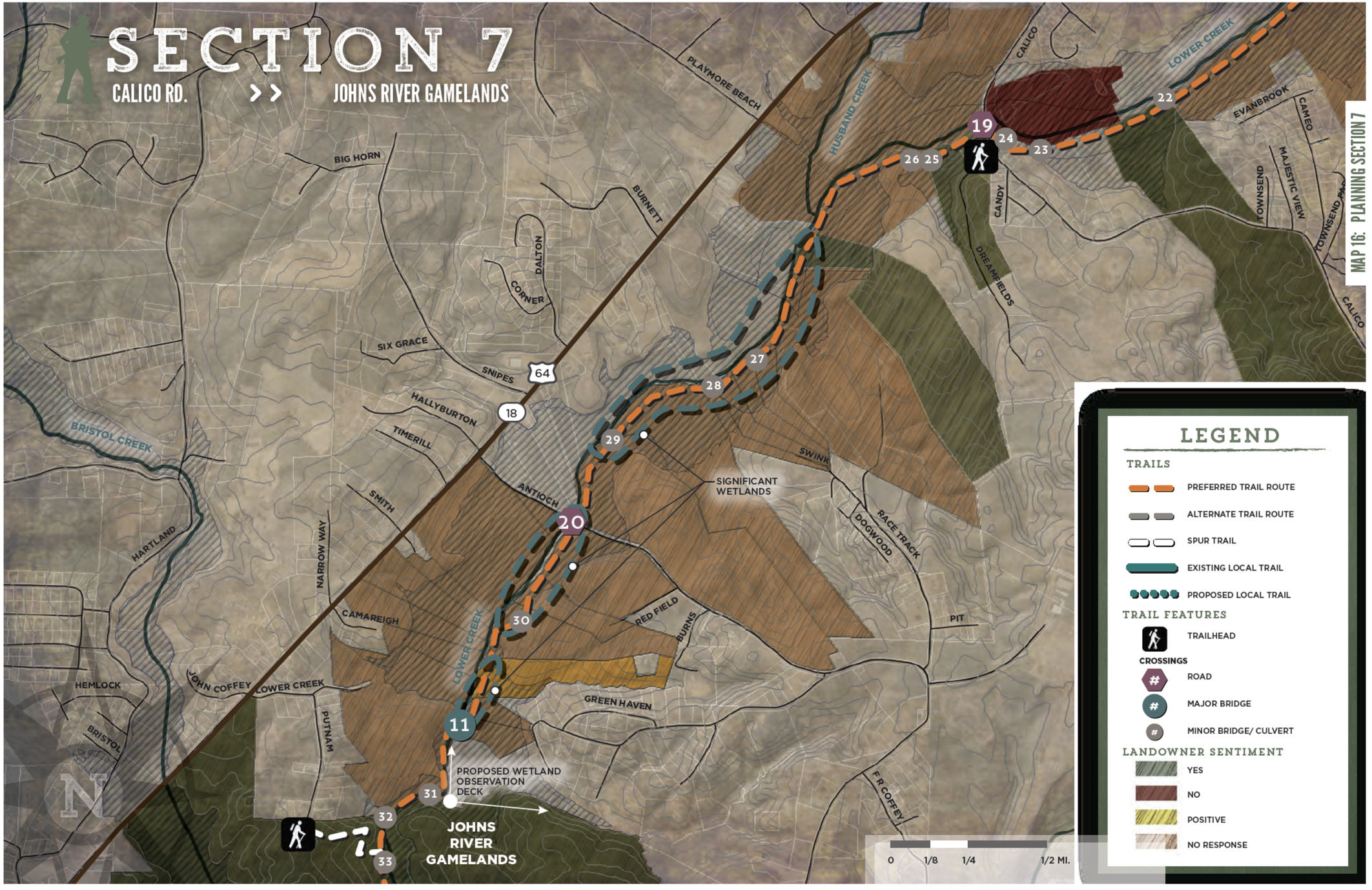
The trail will need to cross over Antioch Road. Unlike the bridge at Calico Road, there is not sufficient room under the bridge at Antioch Road to provide for the trail.

Only a single major bridge is proposed over Lower Creek and is located just north of the significant wetland area.


27


28

PHOTO: (26) The Johns River Game Lands access at Putnam Road is currently overgrown. (27) The preferred trail route would cross over Antioch Road near the Lower Creek Bridge. (28) A bridge is proposed on Lower Creek north of a significant wetland area.


SECTION 7
CALICO RD. >> JOHNS RIVER GAMELANDS
MAP 16: PLANNING SECTION 7
PLAYMORE BEACH
HUSBAND CREEK
CALICO
LOWER CREEK
EVANBROOK
CAMEO
MAJESTIC VIEW
TOWNSEND
CANDY
DREAMFIELDS
BIG HORN
BURNETT
DALTON
CORNER
SIX GRACE
SNIPES
64
HALLYBURTON
18
TIMERILL
BRISTOL CREEK
ANTIOCH
SMITH
NARROW WAY
HARTLAND
SIGNIFICANT WETLANDS
SWINK
DOGWOOD
RACE TRACK
PIT
CAMAREIGH
LOWER CREEK
RED FIELD
BURNS
GREEN HAVEN
HEMLOCK
JOHN COFFEY
LOWER CREEK
PUTNAM
BRISTOL
F R COFFEY
PROPOSED WETLAND OBSERVATION DECK
JOHNS RIVER GAMELANDS
19
20
11
22
23
24
25
26
27
28
29
30
31
32
33
LEGEND
TRAILS
PREFERRED TRAIL ROUTE
ALTERNATE TRAIL ROUTE
SPUR TRAIL
EXISTING LOCAL TRAIL
PROPOSED LOCAL TRAIL
TRAIL FEATURES
TRAILHEAD
CROSSINGS
ROAD
MAJOR BRIDGE
MINOR BRIDGE/ CULVERT
LANDOWNER SENTIMENT
YES
NO
POSITIVE
NO RESPONSE
0 1/8 1/4 1/2 MI.

SECTION 8



JOHNS RIVER GAME LANDS

TOTAL LENGTH: 5.5 Miles

TRAIL TYPE: Dual-Use Path
Wetland Trail Possible

ESTIMATED COST: $3,879,940

POINTS OF INTEREST: Johns River Game Lands
Proposed Observation Deck
Johns River Trailhead & River Access

PROPOSED TRAILS

Throughout the planning process, the consultant team worked directly with the North Carolina Wildlife Resource Commission, the agency responsible for managing the Johns River Game Lands, to determine a feasible trail route through this unique public land (for more information about the Johns River Game Land, see page 13).

The preferred route continues along the west side of Lower Creek before bridging Bristol Creek just north of its confluence with Lower Creek. After meandering through the Game Land and crossing Duckworth Road, the trail connects to the existing Johns River Canoe Access. From here, the trail will need to cross both the Johns River and ultimately the Catawba River.

TRAIL FEATURES

TRAILHEADS

A formal trailhead is proposed at the current Johns River Game Lands' access located on Highway 18/64. A spur trail will connect the trailhead to the main trail.



29

CROSSINGS

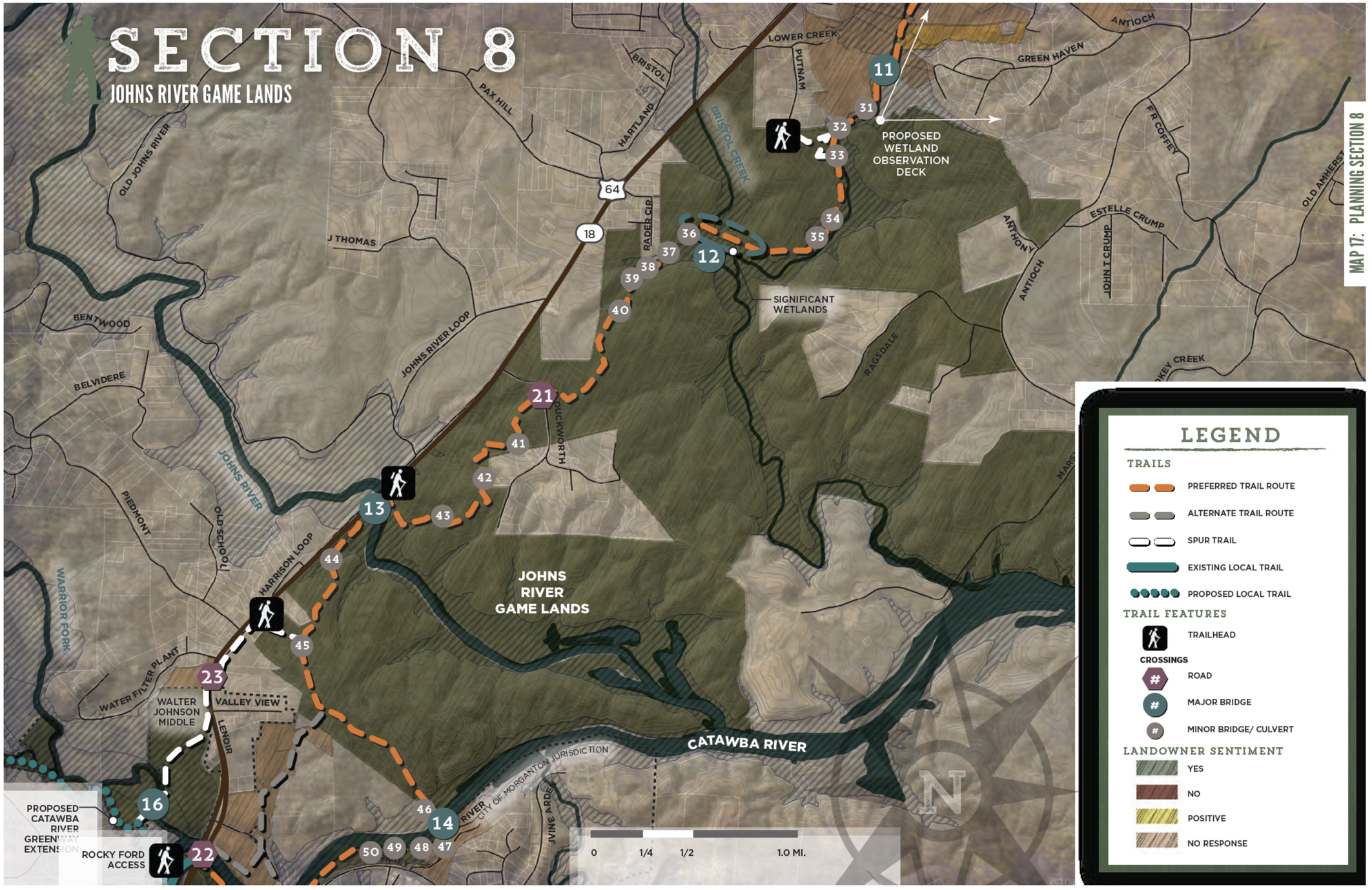
Proposed within this section are one (1) road crossing, three (3) major bridges, and twelve (12) minor bridges/culverts.

The only road crossing (#21) is located along Duckworth Road, which is a local road that provides access to an enclave of private property that is surrounded by public land.

Major bridge crossing #12 will span Bristol Creek just north of its confluence with Lower Creek. Crossing #13 and 14 will cross the Johns River and Catawba River, respectively.

30

PHOTO: (29) A formal trailhead is proposed at the current Johns River Game Lands' access point located on Highway 18/64. (30) The existing Johns River Game Lands River access can serve as major trailhead. However, a significant bridge will be required to cross the Johns River here.


SECTION 8
JOHNS RIVER GAME LANDS
MAP 17: PLANNING SECTION 8
PROPOSED WETLAND OBSERVATION DECK
SIGNIFICANT WETLANDS
JOHNS RIVER GAME LANDS
CATAWBA RIVER
CITY OF MORGANTON JURISDICTION
PROPOSED CATAWBA RIVER GREENWAY EXTENSION
ROCKY FORD ACCESS
WALTER JOHNSON MIDDLE
WATER FILTER PLANT
BENTWOOD
BELVIDERE
PIEDMONT
WARRIOR FORK
OLD JOHNS RIVER
J THOMAS
PAX HILL
BRISTOL
HARTLAND
LOWER CREEK
PUTNAM
BRISTOL CREEK
RADER CIR
JOHNS RIVER LOOP
JOHNS RIVER
OLD SCHOOL
HARRISON LOOP
LENOIR
VALLEY VIEW
DUCKWORTH
RAGSDALE
ANTHONY
ANTIOCH
GREEN HAVEN
ESTELLE CRUMP
JOHN T CRUMP
FR COFFEY
OLD AMHERST
64
18
11
12
13
14
16
21
22
23
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
0
1/4
1/2
1.0 MI.
LEGEND
TRAILS
PREFERRED TRAIL ROUTE
ALTERNATE TRAIL ROUTE
SPUR TRAIL
EXISTING LOCAL TRAIL
PROPOSED LOCAL TRAIL
TRAIL FEATURES
TRAILHEAD
CROSSINGS
ROAD
MAJOR BRIDGE
MINOR BRIDGE/ CULVERT
LANDOWNER SENTIMENT
YES
NO
POSITIVE
NO RESPONSE

SECTION 9



PROPOSED TRAILS

This planning section spans a relatively short distance, covering only 1.4 miles of trail from the proposed bridge over the Catawba River to the existing Rocky Ford Access, which serves as the northern terminus of Morganton's Catawba River Greenway. From the Johns River Game Lands and the proposed bridge over the Catawba River (#13), the preferred trail route connects to an apartment complex on the river's south side and continues west before reaching a proposed underpass at Highway 18/64 and the Catawba River Greenway, which is also certified as part of the Overmountain Victory National Historic Trail.

From the Rocky Ford Access, a spur trail takes advantage of trail easements existing on the west side of the Catawba River. However, this trail segment will require a major bridge crossing (#15) over the Catawba River. Another bridge crossing (#16) over Warrior Fork would provide access to Walter Johnson Middle School.

TRAIL FEATURES

TRAILHEADS

The Rocky Fork Access currently serves as a trailhead for the northern terminus of the Catawba River Greenway. Also, according to the National Park Service, this site is the preferred location for the headquarters of the Overmountain Victory Trail National Historic Trail.

CROSSINGS

Proposed within this section are one (1) road crossing, two (2) major bridges, and eight (8) minor bridges/culverts.

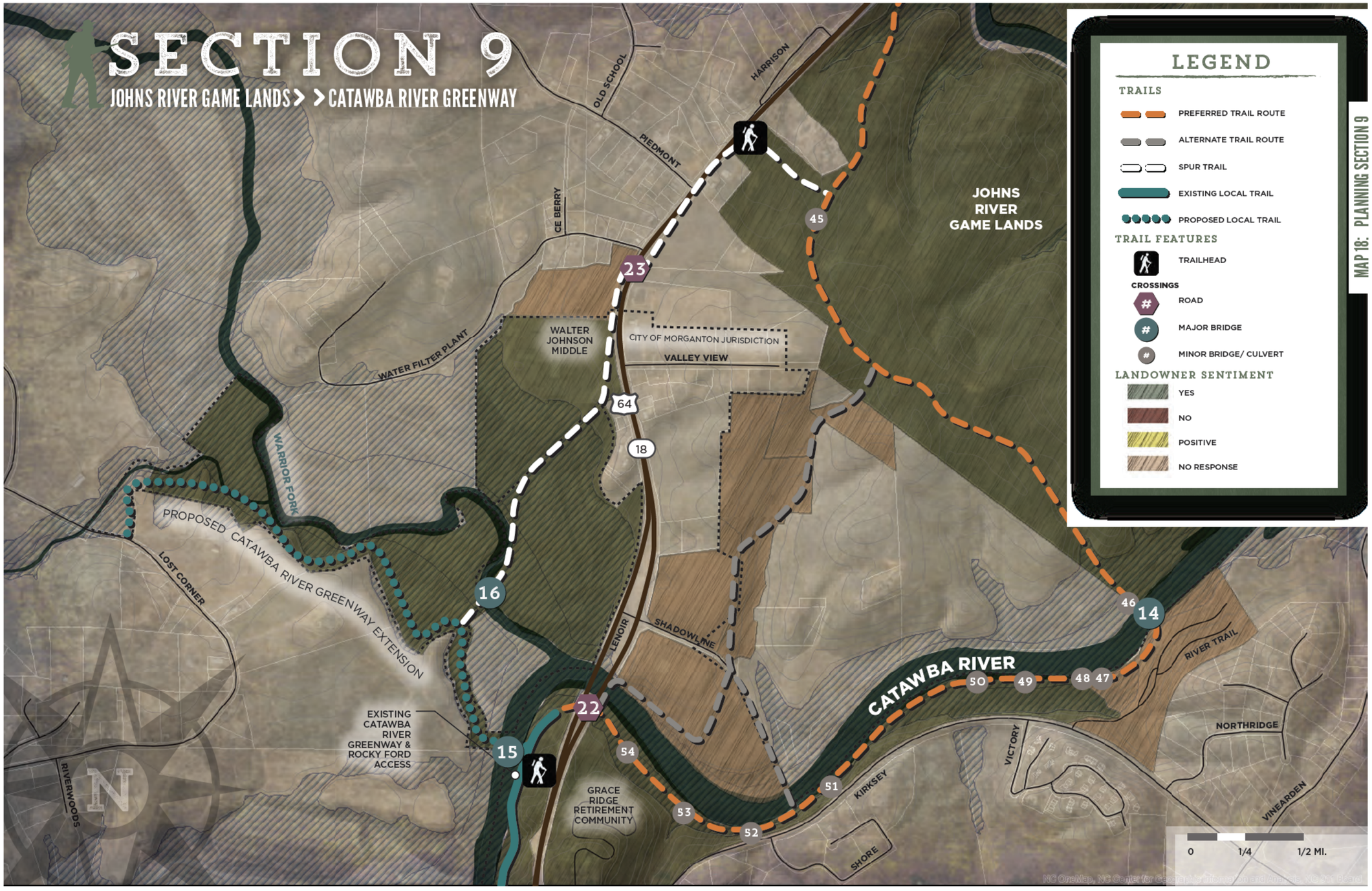
The only road crossing (#22) within this planning section is located at Highway 18/64 where there is sufficient clearance for a multi-use trail under the bridge. This underpass will connect directly to the Rocky Ford Access.


31

The two major bridge crossings, #15 and #16, cross the Catawba River and Warrior Fork, respectively. These crossings will provide meaningful connections (ie. Walter Johnson Middle School) and take advantage of existing trail easements, but are not mandatory for implementing the preferred route.


32

PHOTO: (31) A major bridge crossing (#14) will be required over the Catawba River. (32) The preferred trail route would follow a sewer easement on the southern side of the Catawba River.


SECTION 9
JOHNS RIVER GAME LANDS > > CATAWBA RIVER GREENWAY
OLD SCHOOL
HARRISON
PIEDMONT
CE BERRY
JOHNS RIVER GAME LANDS
45
23
WALTER JOHNSON MIDDLE
CITY OF MORGANTON JURISDICTION
VALLEY VIEW
WATER FILTER PLANT
64
18
WARRIOR FORK
PROPOSED CATAWBA RIVER GREENWAY EXTENSION
LOST CORNER
16
LENOIR
SHADOWLINE
46
14
RIVER TRAIL
CATAWBA RIVER
50
49
48
47
22
EXISTING CATAWBA RIVER GREENWAY & ROCKY FORD ACCESS
15
54
GRACE RIDGE RETIREMENT COMMUNITY
53
52
51
KIRKSEY
VICTORY
NORTHRIDGE
VINEARDEN
SHORE
RIVERWOODS
N
0
1/4
1/2 MI.
NC OneMap, NC Center for Geographic Information and Analysis, NC Dot, Esri
LEGEND
TRAILS
PREFERRED TRAIL ROUTE
ALTERNATE TRAIL ROUTE
SPUR TRAIL
EXISTING LOCAL TRAIL
PROPOSED LOCAL TRAIL
TRAIL FEATURES
TRAILHEAD
CROSSINGS
ROAD
MAJOR BRIDGE
MINOR BRIDGE/ CULVERT
LANDOWNER SENTIMENT
YES
NO
POSITIVE
NO RESPONSE
MAP 18: PLANNING SECTION 9

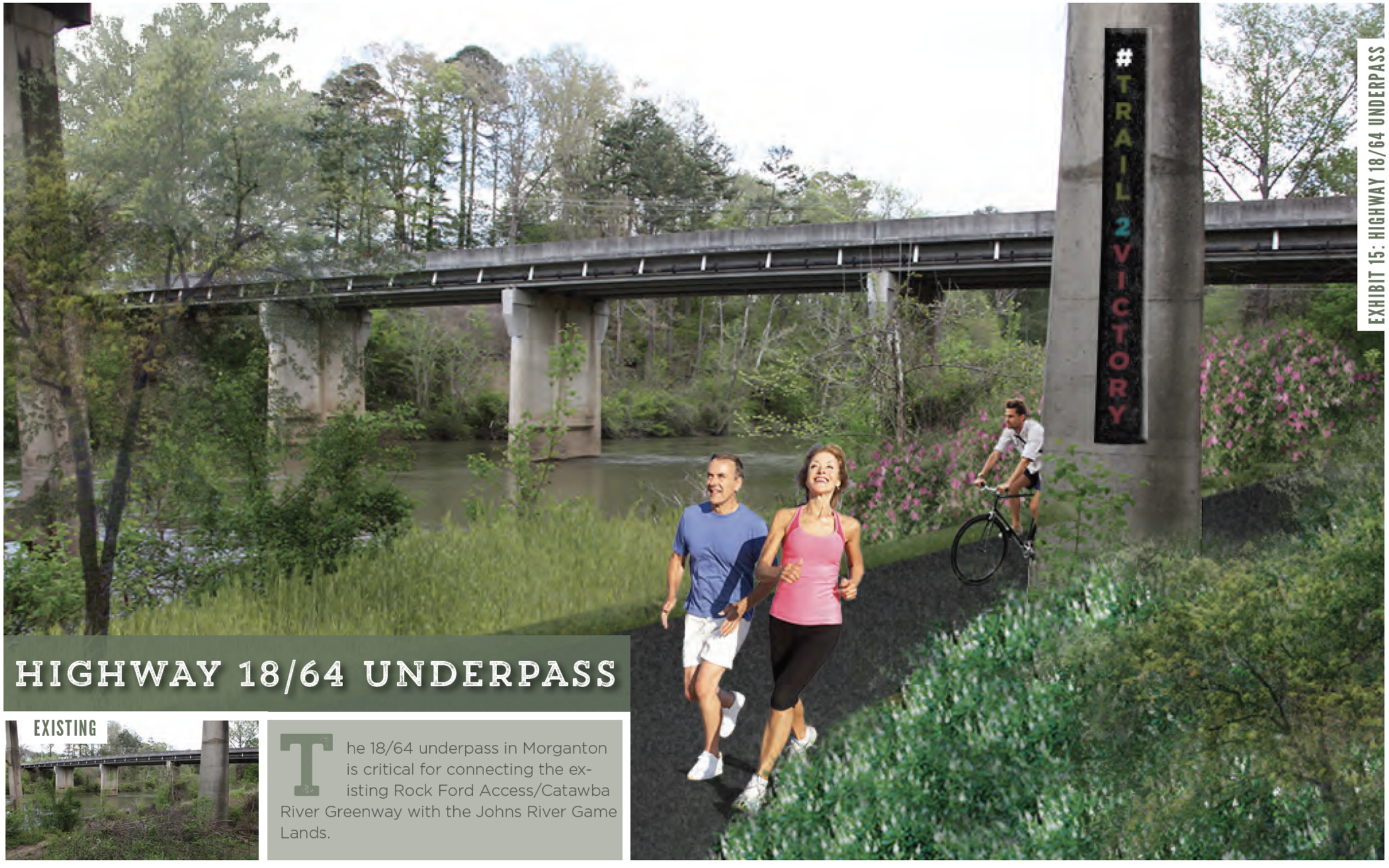


EXHIBIT 15: HIGHWAY 18/64 UNDERPASS

HIGHWAY 18/64 UNDERPASS

The 18/64 underpass in Morganton is critical for connecting the existing Rock Ford Access/Catawba River Greenway with the Johns River Game Lands.



EXHIBIT 16: GRACE RIDGE TRAILHEAD

GRACE RIDGE TRAILHEAD

A new OVNHT trailhead is proposed along Highway 18/64 adjacent to the Grace Ridge Retirement Community. A spur trail will connect the parking area to the proposed OVNHT along the Catawba River.



CHAPTER 5

IMPLEMENTATION

TO CONSTRUCT THE OVNHT FROM LENOIR TO MORGANTON 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. Furthermore, this chapter describes the "Trail Rubicon," or the focus areas that when developed, result in a perception that the complete trail is imminent and widespread support ensues.

IN THIS CHAPTER

A. Implementation by Section and Responsibilities
B. Priority Implementation Areas and Responsibilities
C. Trail Rubicon
D. Trail Support Spectrum

IMPLEMENTATION

IMPLEMENTATION BY SECTION AND RESPONSIBILITY

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.





IMPLEMENTATION DETAILS BY SECTION AND RESPONSIBILITY

SECTION	DISTANCE	KEY CHALLENGES	ESTIMATED BUDGET	IMPLEMENTING AGENCY
SECTION 1- Blair Fork Trailhead to Main Street Trailhead	1	Crossing Creekway Dr.; NCDOT Encroachment; Main St. Crossing; 2 Bridges; Securing Rail Trail Easement	$873,820.00	City of Lenoir; Caldwell County Pathways
SECTION 2- Main St. Trailhead to Unity Park	1.5	Securing Rail Trail Easement	$361,440.00	City of Lenoir; Caldwell County Pathways
SECTION 3- Unity Park to Caldwell County Government Center	2.4	Hwy 18/64 Crossing; Repurposing Trestle Bridge; Pedestrian Bridge @ Fairview Rd.; Landowner Trail Easements; SW BLVD Underpass; Greasy Creek Bridge	$1,215,300.00	City of Lenoir; Caldwell County Pathways; Caldwell County
SECTION 4- Caldwell Gov. Center to Gamewell Park	0.9	NCDOT Encroachment; 2 Road Crossings	$489,020.00	Caldwell County Pathways; Caldwell County; Town of Gamewell
SECTION 5- Gamewell Park to Rocky Rd. Intersection	1.6	Major Bridge; NCDOT Encroachment; Landowner Trail Easements	$985,700.00	Caldwell County Pathways; Caldwell County; Town of Gamewell
SECTION 6- Rocky Rd. Intersection to Calico Rd. Intersection	2.6	Calico Road Underpass; Landowner Trail Easements	$1,619,240.00	Caldwell County Pathways; Caldwell County; Town of Gamewell
SECTION 7-Calico Rd. Intersection to Johns River Game Lands	3.1	Landowner Trail Easements; Wetland Areas	$1,711,080.00	Caldwell County Pathways; Caldwell County
SECTION 8- Johns River Game Lands	5.5	NC Wildlife Approvals; 2 Major Bridges	$3,879,940.00	Burke County
SECTION 9- Johns River Game Lands to Catawba River Greenway	1.4	Major Bridge; NCDOT Underpass Encroachment at Hwy 18/64	$5,669,720.00	City of Morganton
ALL SECTIONS TOTAL	20		$16,805,260.00	

EXHIBIT 17: IMPLEMENTATION DETAILS BY SECTION AND RESPONSIBILITY

PRIORITY IMPLEMENTATION AREAS & RESPONSIBILITIES

Caldwell County Pathways and each local government entity must work in tandem to successfully realize the 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, politics, etc.

The table below supports a trail development strategy that prioritizes areas located to the north (rail trail), central (Caldwell County Government Center to Gamewell Park), and south (Johns River Gamelands and Catawba River Greenway Connector). If these three areas were to be fully developed, this would likely provide the formula for "Trail Rubicon," the point in which the public, elected officials, and grant making agencies recognize that connectivity and complete implementation is imminent. At this point significant momentum and synergy would likely propel forward the completion of the OVNHT from Lenoir to Morganton.

TRAIL RUBICON: FINDING THE POINT OF NO RETURN

Think snowball effect. Which sections of the trail need to be developed before there is widespread support and a collective energy, beyond that of the community's traditional trail support base, to ensure that the OVNHT is complete? These trail section or focus areas represent the Trail Rubicon. Between Lenoir and Morganton, there are three areas:

1. LENOIR RAIL TRAIL
+
2. CALDWELL COUNTY GOVERNMENT CENTER TO GAMEWELL TOWN HALL
+
3. JOHNS RIVER GAMELANDS & CATAWBA RIVER GREENWAY
=
TRAIL RUBICON

EXHIBIT 18: TRAIL RUBICON



PRIORITY IMPLEMENTATION AREAS AND RESPONSIBILITIES

IMPLEMENTING AGENCY	PRIORITY ONE	PRIORITY TWO
City of Lenoir	Rail Trail (Sections 1,2,3)	Section 3b: Trestle Bridge to Caldwell Government Center
Caldwell County Pathways	Section 4: Caldwell Government Center to Gamewell Park	Section 3b: Trestle Bridge to Caldwell Government Center
Town of Gamewell	Section 4: Caldwell Government Center to Gamewell Park	Sections 5, 6: Gamewell Park to Calico Road
Burke County	Section 8: Johns River Game Lands	Section 7: Calico Road to John River Gamelands
City of Morganton	Section 9: Catawba River Greenway Connector	N/A

EXHIBIT 19: PRIORITY IMPLEMENTATION AREAS

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 its other priorities. 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.

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



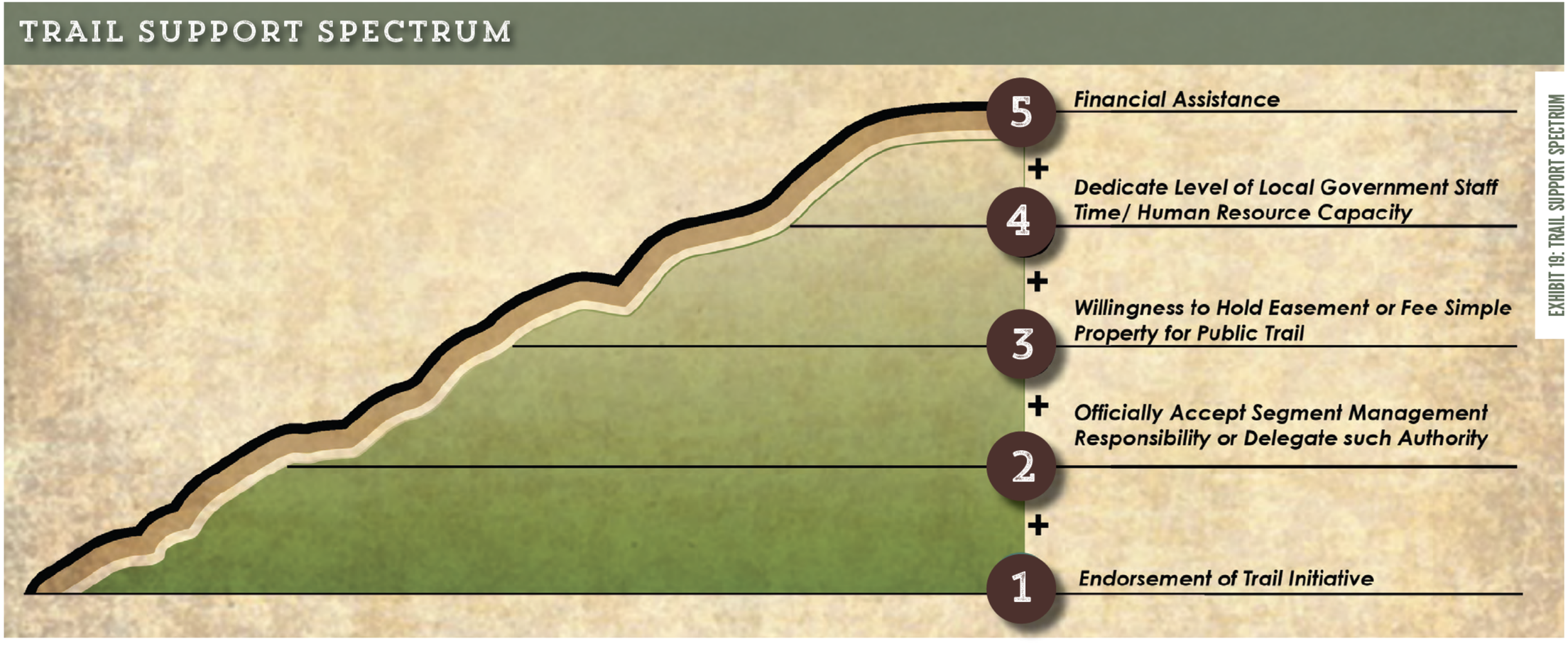


EXHIBIT 19: TRAIL SUPPORT SPECTRUM

APPENDIX

APPENDIX

(A1) BUDGET

SECTION 1- BLAIR FORK TRAILHEAD TO MAIN STREET TRAILHEAD	UNITS	UNIT COST	TOTAL COST
Blair Fork Trailhead	1	$132,000.00	$132,000.00
Advent Trailhead	1	$45,000.00	$45,000.00
Main Street Trailhead	1	$75,000.00	$75,000.00
Typical Greenway (10 ft. Paved Asphalt)	2640	$90.00	$237,600.00
Rail Trail (10 ft. Natural Surface)	3168	$40.00	$126,720.00
Creekway Drive Road Crossing	1	$80,000.00	$80,000.00
Other Road Crossings	5	$5,500.00	$27,500.00
Major Bridges	2	$75,000.00	$150,000.00
Minor Bridge/ Culvert	0	$0.00	$0.00
		Total Cost	**$873,820.00**

SECTION 2- N. MAIN TO UNITY PARK	UNITS	UNIT COST	TOTAL COST
Unity Park Trailhead	1	$75,000.00	$75,000.00
Rail Trail (10 ft. Natural Surface)	6336	$40.00	$253,440.00
Road Crossings	6	$5,500.00	$33,000.00
Major Bridges	0	$0.00	$0.00
Minor Bridge/ Culvert	0	$0.00	$0.00
		Total Cost	**$361,440.00**

SECTION 3- UNITY PARK TO CALDWELL COUNTY GOVERNMENT CENTER	UNITS	UNIT COST	TOTAL COST
Caldwell County Gov. Center Trailhead	1	$40,000.00	$40,000.00
Rail Trail (10 ft. Natural Surface)	3168	$40.00	$126,720.00
Dual Tread (8 ft. Asphalt, 3 ft. Natural Surface)	8976	$80.00	$718,080.00
Highway 18 Road Crossing	1	$65,000.00	$65,000.00
Other Road Crossings	3	$5,500.00	$16,500.00
Major Bridges	3	$75,000.00	$225,000.00
Minor Bridge/ Culvert	3	$8,000.00	$24,000.00
		Total Cost	**$1,215,300.00**

SECTION 4- CALDWELL GOV. CENTER TO GAMEWELL PARK	UNITS	UNIT COST	TOTAL COST
Gamewell Trailhead	1	$0.00	$0.00
NCDOT Side Path (8 ft. Paved Asphalt)	3696	$120.00	$443,520.00
Road Crossings	1	$5,500.00	$5,500.00
Major Bridges	0	$0.00	$0.00
Minor Bridge/ Culvert	5	$8,000.00	$40,000.00
		Total Cost	**$489,020.00**

SECTION 5- GAMEWELL PARK TO ROCKY RD. INTERSECTION	UNITS	UNIT COST	TOTAL COST
Trailhead	0	$0.00	$0.00
NCDOT Side Path (8 ft. Paved Asphalt)	1584	$120.00	$190,080.00
Dual Tread (8 ft. Asphalt, 3 ft. Natural Surface)	6864	$80.00	$549,120.00
Road Crossings	1	$5,500.00	$5,500.00
Major Bridge @ Old Morganton Road	1	$75,000.00	$75,000.00
Other Major Bridges	3	$50,000.00	$150,000.00
Minor Bridge/ Culvert	2	$8,000.00	$16,000.00
		Total Cost	**$985,700.00**

SECTION 6- ROCKY RD. INTERSECTION TO CALICO RD. INTERSECTION	UNITS	UNIT COST	TOTAL COST
Trailhead	0	$0.00	$0.00
Dual Tread (8 ft. Asphalt, 3 ft. Natural Surface)	13728	$80.00	$1,098,240.00
Calico Rd. Underpass (Road Crossing)	1	$350,000.00	$350,000.00
Major Bridge	1	$75,000.00	$75,000.00
Minor Bridge/ Culvert	12	$8,000.00	$96,000.00
		Total Cost	**$1,619,240.00**

SECTION 7-CALICO RD. INTERSECTION TO JOHNS RIVER GAMELANDS	UNITS	UNIT COST	TOTAL COST
Calico Trailhead	1	$95,000.00	$95,000.00
Dual Tread (8 ft. Asphalt, 3 ft. Natural Surface)	6864	$80.00	$549,120.00
Wetland Trail (Boardwalk or Geosynthetic)	6864	$140.00	$960,960.00
Antioch Road Crossing	1	$10,000.00	$10,000.00
Major Bridge	0	$0.00	$0.00
Minor Bridge/ Culvert	12	$8,000.00	$96,000.00
		Total Cost	**$1,711,080.00**

SECTION 8- JOHNS RIVER GAMELANDS	UNITS	UNIT COST	TOTAL COST
Putnam Trailhead	1	$40,000.00	$40,000.00
John River Access Trailhead (existing)	1	$7,500.00	$7,500.00
Dual-Use Path (8 ft. Natural Surface)	27456	$60.00*	$1,647,360.00
Johns River Bridge	1	$250,000.00	$250,000.00
Minor Bridge/ Culvert	16	$8,000.00	$128,000.00
		Total Cost	**$3,879,940.00**

SECTION 9- JOHNS RIVER GAMELANDS TO CATAWBA RIVER GREENWAY	UNITS	UNIT COST	TOTAL COST
Rocky Fork Trailhead	1	$125,000.00	$125,000.00
John River Access Trailhead (existing)	1	$7,500.00	$7,500.00
Typical Greenway (10 ft. Paved Asphalt)	7392	$90.00	$665,280.00
18/64 Underpass (Road Crossing)	1	$200,000.00	$200,000.00
Catawba River Bridge	1	$350,000.00	$350,000.00
Minor Bridge/ Culvert	8	$8,000.00	$64,000.00
		Total Cost	**$5,669,720.00**
		ALL SECTIONS TOTAL	**$16,805,260.00**

*This trail type typically cost approximately $20 per linear foot. However, this estimate accounts for adverse environmental conditions found throughout sections of the Johns River Gamelands.

(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 (OVT) that would connect from Lenoir to Morganton to Lake James!

Thanks to grant support from the National Park Service, regional community organizations and local governments are working to 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
LENOIR • MORGANTON • LAKE JAMES

The trail planning process requires an analysis of the Lower Creek corridor in Caldwell County and the Catawba River corridor in Burke County. 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 2014***
The consultant team will meet with local trail and government leaders to generally discuss environmental constraints and opportunities for trail connectivity.

2 **Research** | ***October – January 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** | ***February – March 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** | ***March – May 2015***
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** | ***May – June 2015***
The consultant team will publish a final plan that incorporates all public comments.

CONSULTANT CONTACT:

Eric Woolridge, AICP
Destination by Design

Email: Eric@dbdplanning.com
Phone: (828) 386-1866
Web: www.DbDplanning.com

(A3) LANDOWNER LETTER

Date: February 16, 2015

_____

Re: Trail Planning Meeting for Landowners

Dear _____

Thanks to grant support from the National Park Service, regional community organizations and local government leaders, a plan is being developed for establishing a walking and leisure biking trail to connect from Lenoir to Morganton to Lake James.

This trail celebrates the walk made by the Overmountain Men who won a major Revolutionary War battle at Kings Mountain in 1780.

Since November 2014, the planning team has been working to identify a feasible route to construct the trail. As part of this analysis, your property has been identified as a potential location for a trail section. Without a **voluntary commitment** from landowners, this important trail will either be relocated or not constructed.

We would like to invite you and other landowners to discuss this project during a special meeting that will take place at _____

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.

Please RSVP if you plan to attend the meeting by sending an email or calling using the contact information below. Thank you.

Sincerely,

Eric Woolridge

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

Destination by Design Planning
815 W. King Street, 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
LENOIR • MORGANTON • LAKE JAMES

Landowner Interest Survey

Name _____

Address_____

_____

Phone Number _____

Email_____

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

O Not interested at this time

O Somewhat interested and welcome further discussions

O Very interested

(A5) FUNDING SOURCES

GRANT AGENCY	ACTIVE LIVING/ BUILT-ENVIRONMENT IMPLICATIONS	MAXIMUM GRANT AMOUNT	MATCHING FUNDS REQUIRED	GRANT 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 and 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
Bikes Belong Foundation	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

(A6) PUBLIC-PRIVATE PARTNERSHIP MEMO

DESTINATION by DESIGN
planning + promoting quality of life

MEMO

To: DbD Clientele
From: Eric Woolridge, Principal
Date: February 1st, 2015
Re: Public-Private Partnership

Due to increasing interest among our clients for information regarding the new P3 legislation, we have compiled the following overview.

Introduction

Public-Private Partnerships, commonly referred to as P3s, are contractual agreements between public and private entities that provide for significant entities in the delivery and financing of public buildings and infrastructure projects. Under a P3 agreement, the private entity assumes the project's financing and is entitled to either the revenue generated from project activities or performance-based government payments.

Public-Private Partnerships enable public entities to undertake projects which they might otherwise postpone or ignore due to lack of funds. P3 projects also create a vast number of jobs, and dramatically accelerate project completion when compared to traditional Design-Bid-Build projects. There are several different types of P3 delivery options; however, the most common P3 system is a Design-Build-Finance-Operate-Maintain (DBFOM) transaction.

North Carolina Background on P3 Law and Process of Current Law

Historically in North Carolina, local municipalities and state agencies required approval from the State Building Commission to engage in any type of procurement for construction other than traditional procurement methods such as separate-prime bidding, single-prime bidding, dual bidding, and construction management at risk contracts. See G.S. § 143-128(a1) & § 143-128(9). On August 23, 2013, Governor Pat McCrory of North Carolina signed into law HB 857, which empowered these entities to engage in alternative delivery methods, such as design-builds and public-private partnerships.

As a result, North Carolina amended G.S. § 143-128, thus allowing local government and state agencies to use P3s and design-build contracts to construct a wide range of projects. Although unsolicited proposals are not contemplated under the statute, public entities may still pursue alternative procurement vehicles subject to the stringent criteria set forth in the new statutory framework. See, e.g.,

§ 143-128.1A. (establishing criteria regarding design-build contracts); § 143-128.1B (establishing criteria for design-build bridging); § 143-128.1C. (establishing criteria for P3s). This new framework creates a mechanism whereby the government entity must also submit a detailed report explaining why it chose the alternative delivery system over traditional procurement methods.

Despite the criteria and reporting requirements contained therein, this new law recognizes that that North Carolina is "not wholly satisfied by existing procurement methods" for the design, construction, improvement, renovation and expansion of public buildings. This new enabling legislation therefore provides opportunities for government entities to become more creative in their approach.

Overview of Key Points of New Legislation

- A "government entity" is defined as "[e]very officer, board, department, commission, or commissions charged with responsibility of preparation of specifications or awarding or entering into contracts for the erection, construction, alteration, or repair of any buildings for the State or for any county, municipality, or other public body." § 143-128.1B (a)(6). However, this new law is not meant to affect the existing statutes, regulations, or practices for projects administered by the North Carolina Department of Transportation, nor is it meant to apply to any contract between the University of North Carolina or one of its constituent institutions. It is also not meant to apply to a private, nonprofit corporation established under Part 2B of Article 1 of Chapter 116 of the General Statutes.
- A P3 project is defined as: "A capital improvement project undertaken for the benefit of a governmental entity and a private developer pursuant to a development contract that includes construction of a public facility or other improvements, including paving, grading, utilities, infrastructure, reconstruction, or repair, and may include both public and private facilities." § 143-128.1C(a)(8) (emphasis added).
- Government entities can now to engage in P3 work if it is determined that there is "a critical need for a capital improvement project," and in such a case, the entity "may acquire, construct, own, lease as lessor or lessee, and operate or participate in the acquisition, construction, ownership, leasing, and operation of a public private project, or of specific facilities within such a project, including the making of loans and grants from funds available to the governmental entity for these purposes." §143-128.1C(b).
- In order to engage in such P3 delivery systems, the government entity will determine the scope of what facilities should be built according to the P3 model, and the form in which developers can apply to win such work. The entity must advertise a notice of interested private developers to submit qualifications in a newspaper having circulation in the county where the entity is located. §143-128.1C(h).
- The private developer is chosen based upon qualifications such as evidence of financial stability (exclusive of "trade secrets"), experience with similar projects, explanation of the proposed project team, a statement of availability to undertake the project and a projected timeline for completion, and any other information required by the government entity. § 143-64.31(h) & (i).
- Small business entities and resident companies are favored and even given preference under this framework. See § 143-128.1C(e) & § 143-64.31(a1)

Source: UNC School of Government

815 W. King Street | Boone, NC | 28607 | 828.386.1866

keep the story alive