The Cane Creek Greenway

Feasibility Study 2018

CONSERVING CAROLINA
MOUNTAINS • FOOTHILLS • RIVERS • FARMS

The Cane Creek Greenway Feasibility Study

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This project was completed by:

EQUINOX

balance through proper planning

Est. 1989

TRAFFIC PLANNING AND DESIGN, INC.

Executive Summary

The Vision

The Cane Creek Greenway, currently a 3.1-mile existing greenway in Fletcher, North Carolina, is envisioned to extend to the French Broad River and the proposed Oklawaha Greenway. This connection would get users to two county-owned parks and the Sierra Nevada Brewery. Both Henderson and Buncombe Counties have long-term plans to tie into this hub of greenway connections. This will put Fletcher residents at the heart of a greenway spine that would allow regional commuting via greenway, and connect Fletcher residents to a much greater area.

While the regional greenway connections will be a long-term effort, the Town of Fletcher is looking to immediately extend the greenway west to the town-owned land proposed as the 'Future Fletcher Park', just west of Hendersonville Road. The map seen on this page shows the study area for this plan. The new greenway extension to the west is proposed to be around 1.3 miles. The proposed greenway would connect to informal creek access and a loop trail within the proposed park property.

The Challenges

The proposed Cane Creek extension is constrained by with several conditions that will have a direct bearing on cost. These conditions include the crossing of Howard Gap Road, the crossing of Blue Ridge Southern Railroad and Hendersonville Road (US 25), and environmental conditions including Cane Creek's floodway, streams, and the crossing of Cane Creek. Several routes were determined, but the preferred alignment was selected\ based on safety, critical site constraints, and user experience. this preferred alignment was directed by feedback from both the North Carolina Department of Transportation and Blue Ridge Southern Railroad.

Retail shops, restaurants, accommodations, and other industries in local and regional economies can experience notable economic benefits when in proximity to shared use paths (greenways).

- Evaluating the Economic Impact of Shared Use Paths in NC, 2018

The Benefits

Greenways have proven to improve the health of communities, have incentivized economic development (like new commercial business, business relocations, business retention, etc.) and improved property value within a quarter-mile walking distance of a greenway. It has also been shown that the longer distance a greenway is, the more attractiveness it has for business recruitment, use by visitors who will spend local dollars, and use by residents. The proposed Cane Creek greenway will pass just south of downtown Fletcher, linking residential areas to future park amenities. This proximity to local amenities increases the likelihood of Fletcher's ability to reap these known greenway benefits.

Studies of the impacts of greenways have not only shown positive growth in economic expenditures, but have also identified reductions in travel costs, vehicular collision costs, and roadway maintenance costs. Beyond the economic benefits, there are also documented health and environmental impacts, such as reductions in emissions.

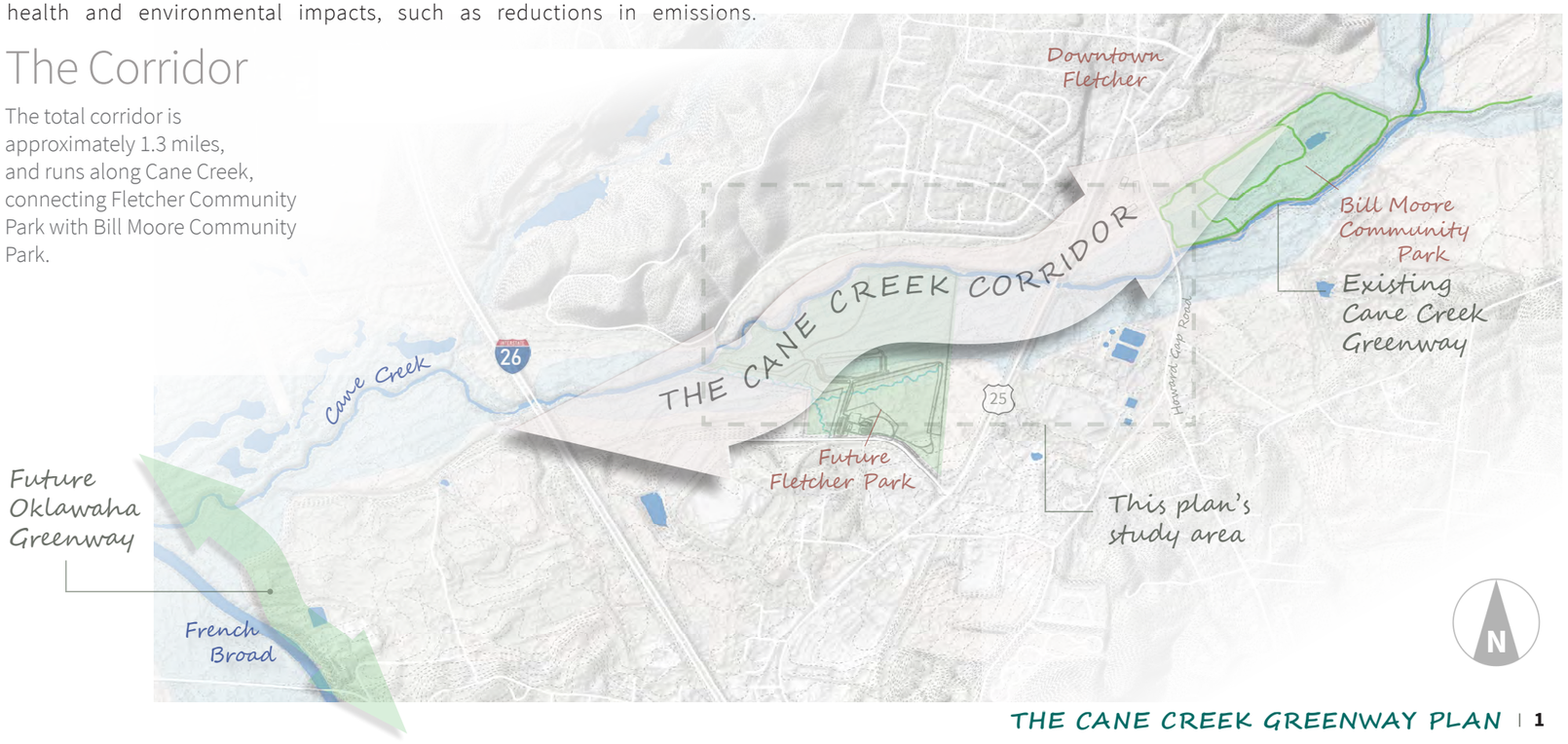
An Example of Local Economic Impact of Greenways

A recent study (*Evaluating the Economic Impact of Shared Use Paths in NC, 2018*) shows that Brevard's greenway has over **76,000 trips annually** made by bicyclists and pedestrians which were estimated to contribute to the following economic activity in North Carolina on an annual basis:

- **$1,566,000 generated in business output** (sales revenue)
- **21 jobs supported through trail user expenditures**
- **Direct earnings supported in labor income: $380,000**

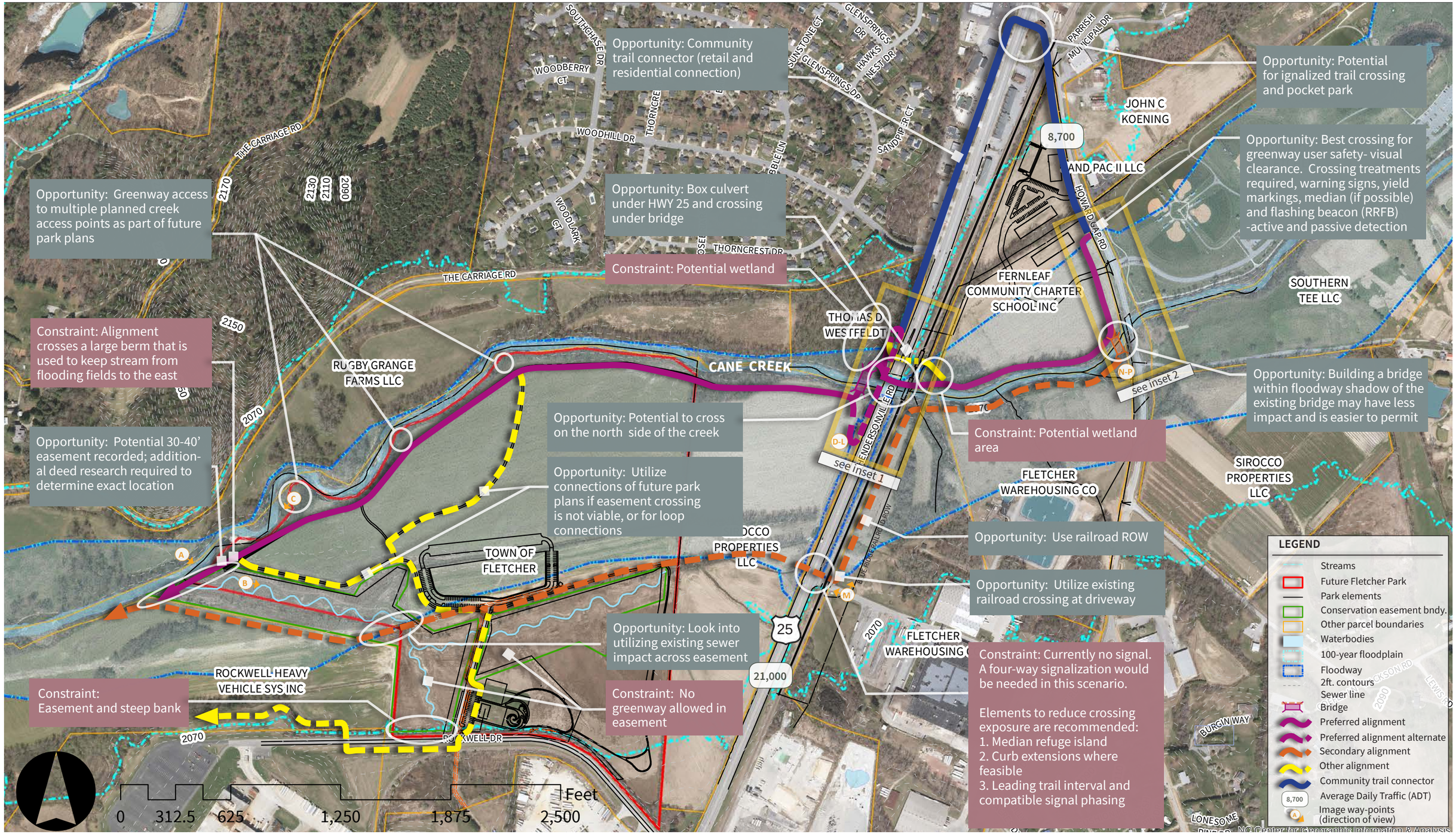
The Corridor

The total corridor is approximately 1.3 miles, and runs along Cane Creek, connecting Fletcher Community Park with Bill Moore Community Park.

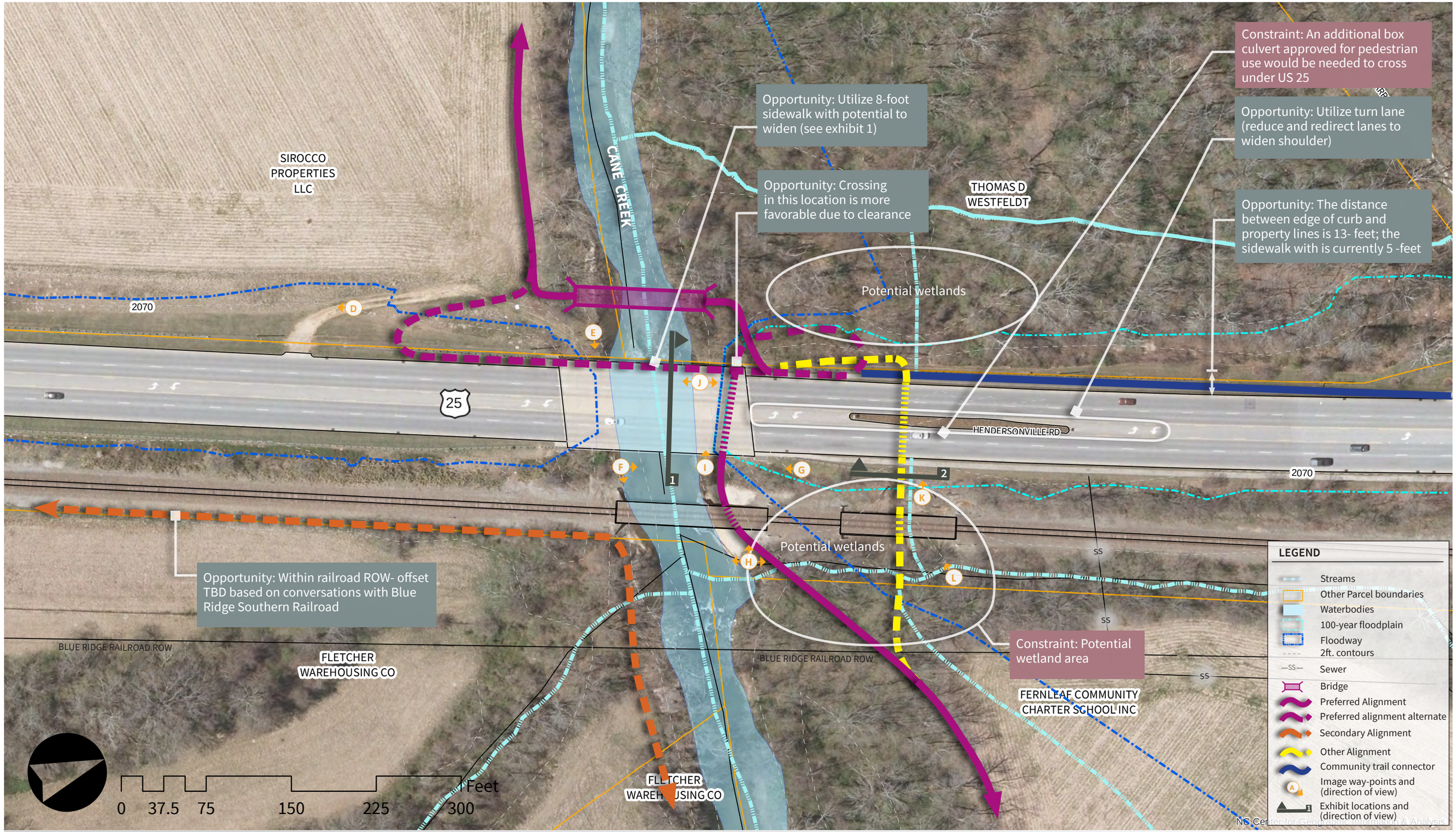




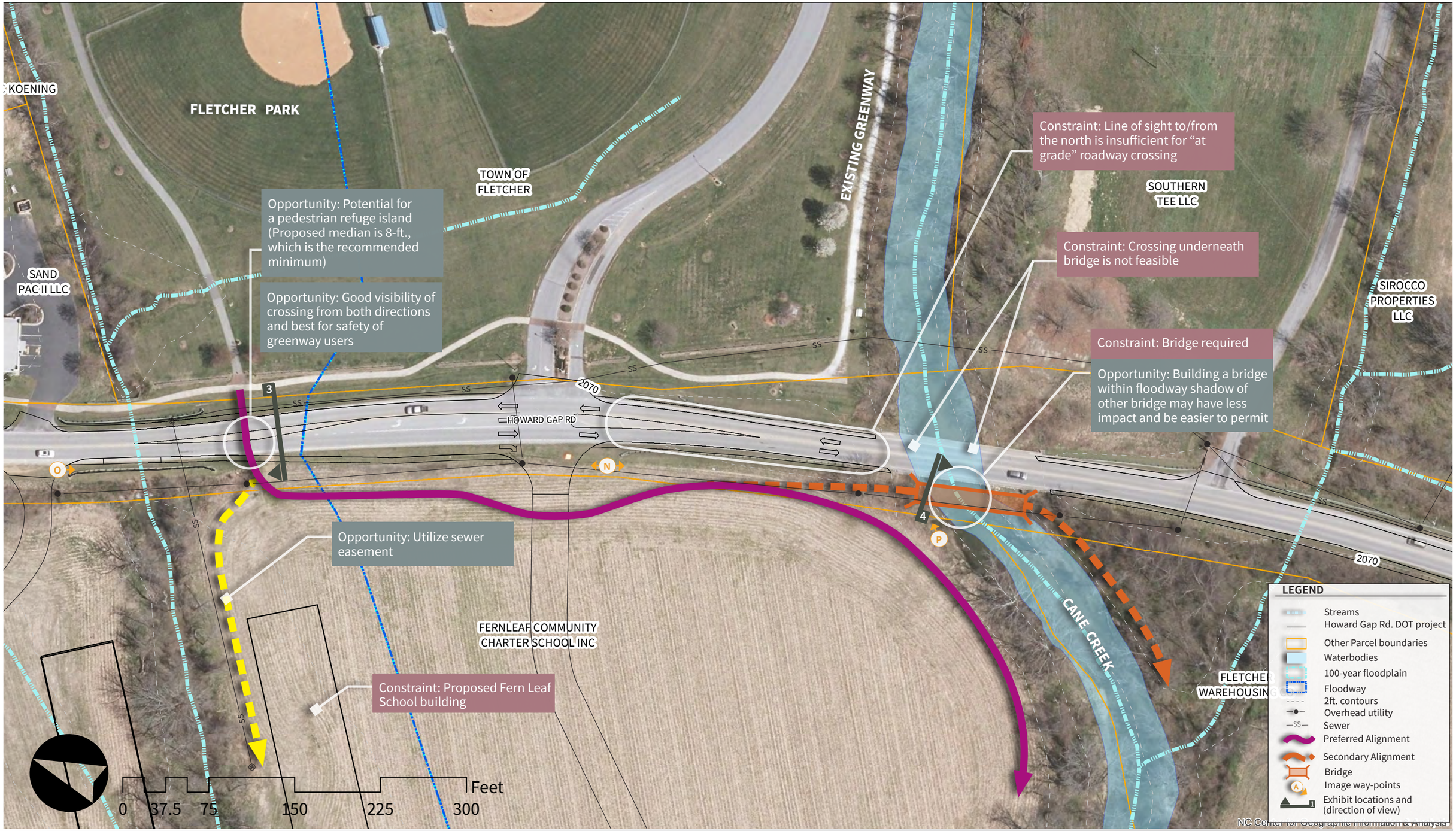
Site Conditions and Alignment Options



Opportunities /Constraints and Alignment Options [Overview]

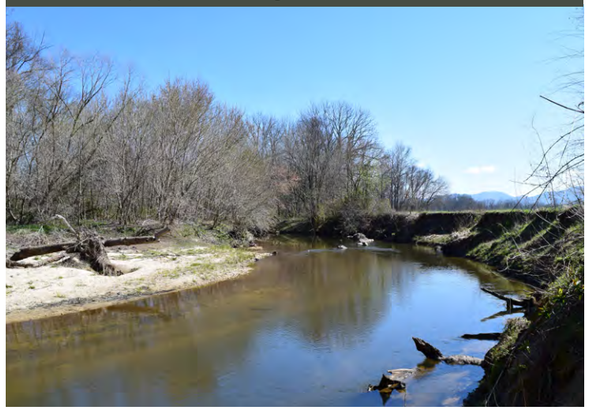


Opportunities /Constraints and Alignment Options [Inset 1]

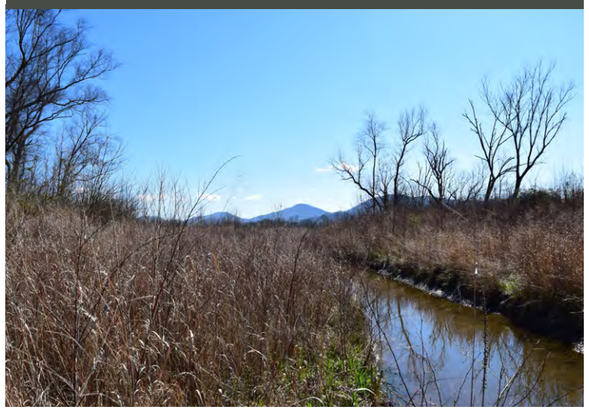


Opportunities /Constraints and Alignment Options [Inset 2]

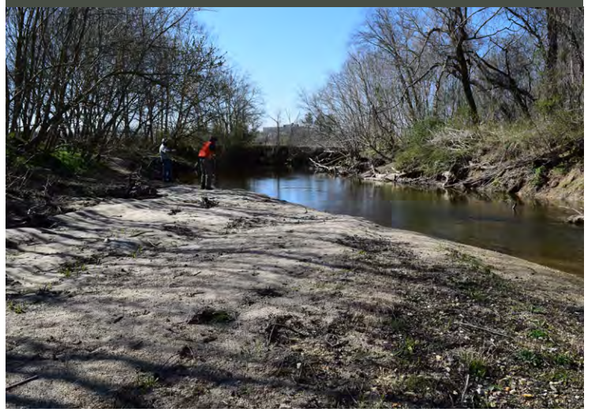
A Cane Creek in Future Fletcher Park
(near proposed crossing area)



B stream in easement in Future Fletcher Park



C Cane Creek in Future Fletcher Park



D just west of HWY 25 looking south



E looking east



F looking east



F looking north



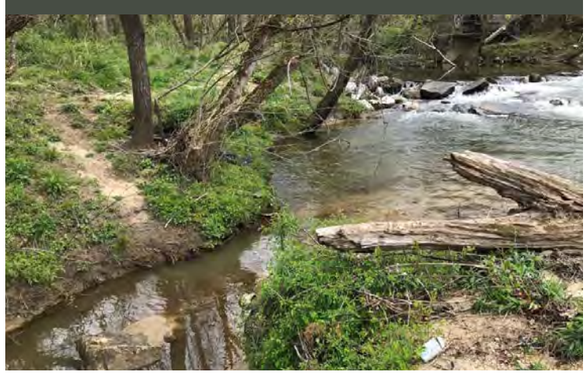
G looking south



H looking north



H looking east



H looking west



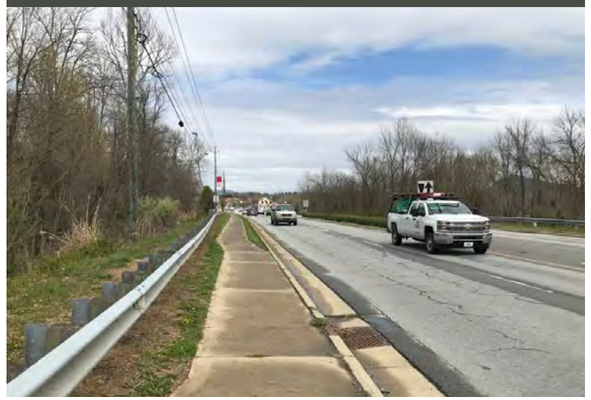
I looking west along north side of Cane Creek



Opportunities /Constraints and Alignment Options [Photos]

SEE IMAGE WAYPOINTS ON PREVIOUS MAPS

J looking north



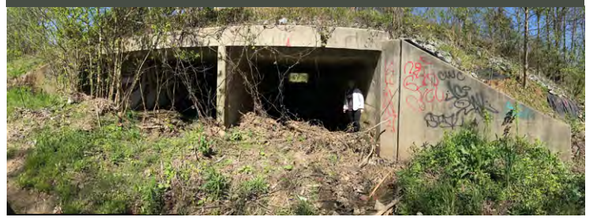
J looking south



K looking northeast



K looking west



K looking west zoomed



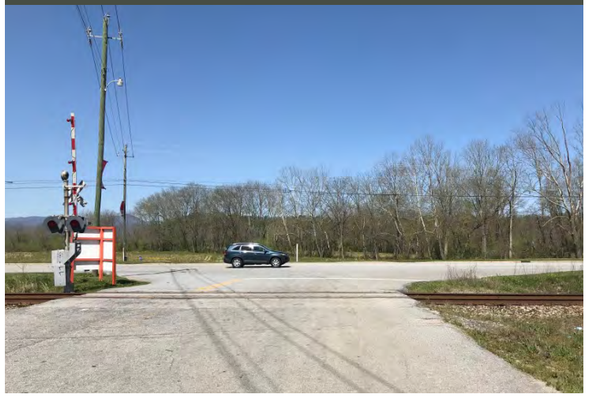
L looking southwest



M looking north
(Blue Ridge Southern Railroad ROW)



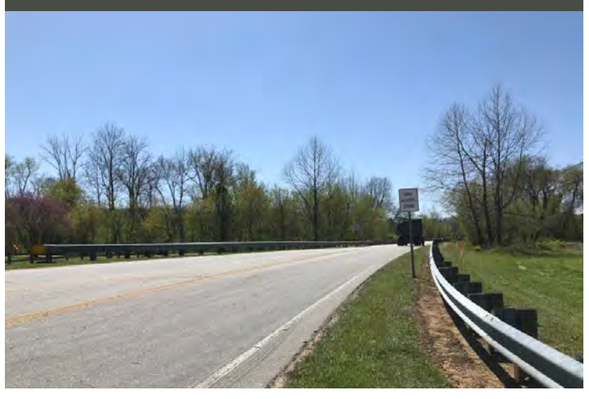
M looking west



N looking north



N looking south



O looking south

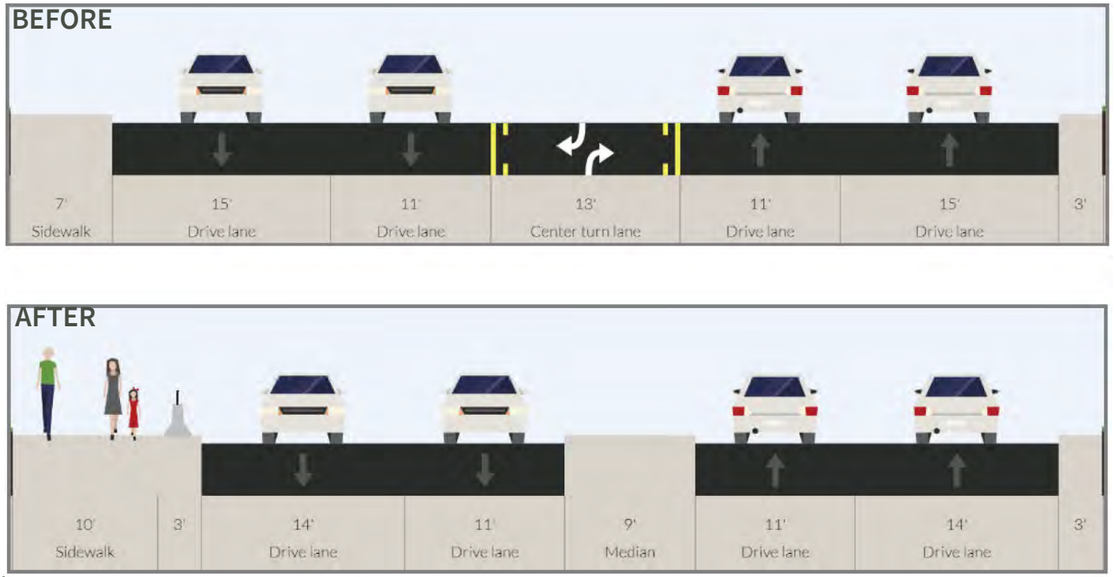


P under Howard Gap Road bridge



Opportunities /Constraints and Alignment Options [Photos]

SEE IMAGE WAYPOINTS ON PREVIOUS MAPS



1 **US 25/Hendersonville Road -**Potential Profile to Accommodate a Greenway Crossing Over Cane Creek





2 **US 25/Hendersonville Road -**Box Culvert Underpass Crossing

1. **South Creek Greenway National Recreation Trail**- Courtesy, Springfield, Missouri, National Recreation Trails, May 31, 2018
2. Bicycle Facilities Guide: Types of Bicycle Accommodations, North Carolina Department of Transportation, 2003





3 **Howard Gap Road -**Pedestrian Refuge Island Example

Approximate distance of proposed median is 8 -feet, which is the desired minimum of a pedestrian refuge island. Courtesy: Burden, Dan, Pedbikeimages, May 30, 2018

Two-Stage Crossing

Available median space may accommodate a two-stage crossing. Courtesy: Cycle Sheffield, Grey to Green-wash, January 18, 2017. Sourced from http://www.cyclesheffield.org on July 17, 2018



4 **Cane Creek -**Bridge Crossing Example

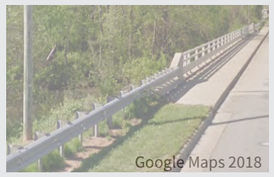
Tuckaseegee Bridge -Jackson County Planning Department, Greenway Bridge and Trail (spanning 191 feet and costing 1.3 million, in comparison, Cane Creek span may be 145 to 165 -feet), May 30, 2018.

Opportunities /Constraints and Alignment Options [Exhibit]

SEE EXHIBIT LOCATIONS ON PREVIOUS MAPS

PEDESTRIAN BRIDGE CROSSING (Phase 2) VS. PEDESTRIAN BRIDGE CROSSING (Phase 1)





Constructibility

- Flood analysis necessary
- Greater land impacts
- Necessary to have an elevated portion all the way to the road
- Minimal impacts on existing condition (reuse/ redesign of existing bridge)

Pedestran/Bike Safety

- Increase perceived user safety and experience
- Greater barrier from the road
- Jersey barriers or similar ideally needed to provide physical buffer between greenway users and vehicular traffic. Option is less safe for children learning to use bikes.

User Experience

- Greater visual interest
- Can be a landmark in the community
- Loud traffic noise and a lesser feeling of safety

Cost

- Estimated at $1.3 million
- Related costs to constructing a bridge in addition to the crossing itself, include Earth-work, abutments, and no-rise studies
- Cost inflation to consider
- Estimated to be $60,000(for sidewalk expansion, and associated costs)

Comparison of Route Options

ALIGNMENT	Constructability	Connects Ped/Bike Gaps & Improves Safety	USER EXPERIENCE: Provides opportunity for visual interest	USER EXPERIENCE: Opportunity for Recreation & Social Interaction	Landowner/ Neighborhood Support	Cost to Construct
	(Including easements, ROW, Utilities, topography, and environmental features)	*(Improves safety for bicyclists and pedestrians from roadways, congested areas, crossings, parking)*	(Including Asthetic enhancements and natural features)	*Provides opportunity for social interaction, neighborhood building, and recreational opportunity*	*Landowner has indicated they may be amendable, ROW exists, etc.*	*Cost to construct (compared to average cost for facility type and compared to other routes in the corridor)*
PREFERED					TBD	ALONG US 25 / BRIDGE
SECONDARY					TBD	
OTHER					TBD	

SEE MORE DETAIL TO THE LEFT

Highly Favorable
Somewhat Favorable
Highly Unfavorable

VS.



CANE CREEK/US 25 BRIDGE REDESIGN (Chosen to not be the preferred option)

The redesign of the Cane Creek Bridge on Hendersonville Road/ US 25 is shown in detail on exhibit 1. The estimated cost would be from $250,000-$350,000* .

*planning level estimate, prior to funding allocation. More detailed cost estimates should be done.



Preferred Alignment and Corridor Design





To Fletcher Town Hall

Hendersonville Road

FERN LEAF SCHOOL

BILL MOORE COMMUNITY PARK

TWO-STAGE CROSSING

EXISTING CANE CREEK GREENWAY

CANE CREEK

5

FLOODWAY

100-year floodplain

The Carriage Road

PHASE 2 BRIDGE CROSSING

PHASE 1 SIDEWALK EXTENSION

3

INSET 2

ALIGNMENT PASSES BY PLANNED CREEK ACCESS POINTS

UTILIZES EASEMENT ROW

FUTURE CANE CREEK GREENWAY

FUTURE FLETCHER COMMUNITY PARK

4

PASS THROUGH BLUE RIDGE SOUTHER RAILROAD ROW, TO INCLUDE DEBRIS GUARD AND FENCING

INSET 1

Howard Gap Road

FLOODWAY

2

OPTIONAL LOOP TRAIL (CRUSHED STONE)

1

25

INSET 3

RESTRICTED EASEMENT

To The French Broad River

FLOODWAY

Rockwell Drive

0 312.5 625 1,250 1,875 2,500 Feet

The proposed Cane Creek Greenway extension (in pink) connects the existing Bill Moore Community Park to the Future Fletcher Park, allowing safe and pleasant passage across Howard Gap Road and under Hendersonville Road (US 25). It passes by planned creek access points and has a proposed loop through the Future Fletcher Park to extend use of the greenway.







Preferred Alignment [Overview]

PHASING

PHASE 1) In the short term, a solution to cross Cane Creek is to use the sidewalk along Highway 25 and extend it to meet an n existing drive that would tie back into the greenway. This drive allows access or maintenance to the greenway.

PHASE 2) In a future phase, a pedestrian/bicycle only bridge may be built as a preferred way to cross Cane Creek over utilizing Hwy 25.

CANE CREEK

PAVED APRON DUE TO GRADE

GATE

MAINTENANCE ACCESS

PHASE 2 BRIDGE CROSSING

ELEVATED RAMP TO BRIDGE

TERMINUS OF CONCRETE PAVING

TRANSITION FROM SIDEWALK TO UNDER BRIDGE (5% SLOPE)

WAY-FINDING SIGN FOR GREENWAY

EXISTING SIDEWALK

PHASE 1 SIDEWALK EXTENSION

SAFETY RAILING

DEBRIS GUARD OVERHEAD STRUCTURE, EXTENDS 20'-30' BEYOND RAILROAD TRESTLE

FENCING ALONG GREENWAY IN RAILROAD ROW

TERMINUS OF CONCRETE PAVING

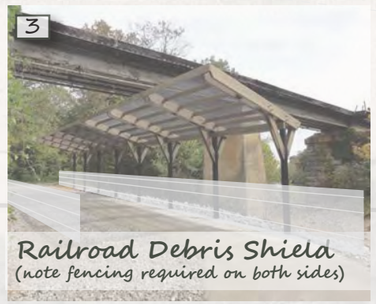
GREENWAY UNDERPASS SIGNAGE

NOTE: DEBRIS SHIELD/ FENCE DESIGN TO BE DETERMINED IN A FUTURE PHASE. FLOODWAY RESTRICTIONS TO CONSIDER. REFERENCE CORRESPONDENCE

Blue Ridge Railroad ROW

LEGEND

- EOP of Proposed Greenway
- Bridge Option (Phase Two)
- Proposed Sidewalk and Ramp (Phase One)
- Fencing
- Concrete Path
- Streams
- Floodway
- 100-year Floodplain
- Parcels



Railroad Debris Shield
(note fencing required on both sides)



Cane Creek Bridge Crossing

Courtesy: Jackson County Planning Dept.



Crossing along US 25 (existing)

Courtesy: Dan Burden

0 37.5 75 150 225 300 Feet

Preferred Alignment [Inset 1]

LEGEND

- EOP of Proposed Greenway
- Existing Cane Creek Greenway
- Streams
- Floodway
- 100-year Floodplain
- Parcels
- Overhead Utilities
- Sewer

Signalized Pedestrian Crossing Note:

Rectangular Rapid Flash Beacons (RRFB) activates stutter flash pattern when trail or sidewalk user moves to cross the roadway - passive detection

RRFB increase vehicular yielding dramatically over no beacons.

BILL MOORE COMMUNITY PARK

FLOODWAY

Bill Moore Community Park Entrance

HOWARD GAP ROAD IMPROVEMENTS INCLUDE A BIKE LANE

Howard Gap Road

PROPOSED GREENWAY

Fern Leaf School Drive Aisle

FERN LEAF SCHOOL

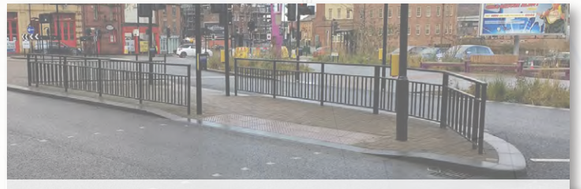
FLOODWAY

CANE CREEK

SS

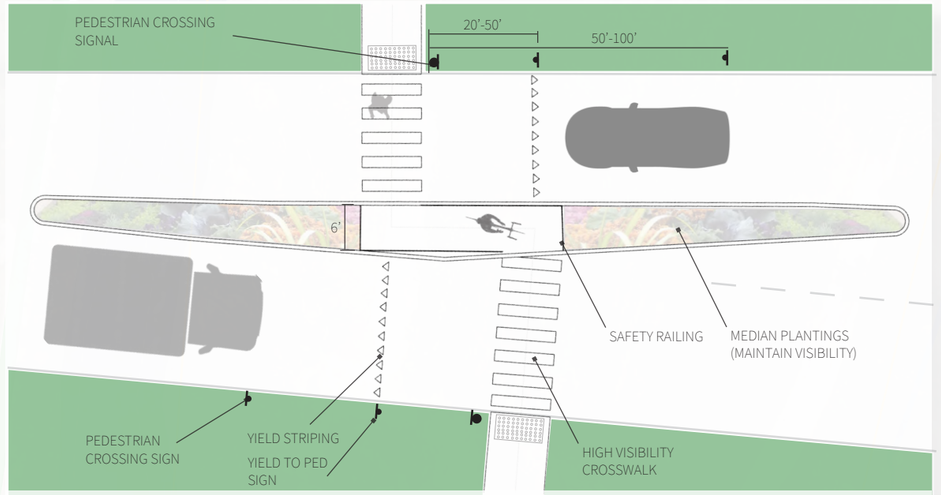
0 37.5 75 150 225 300 Feet



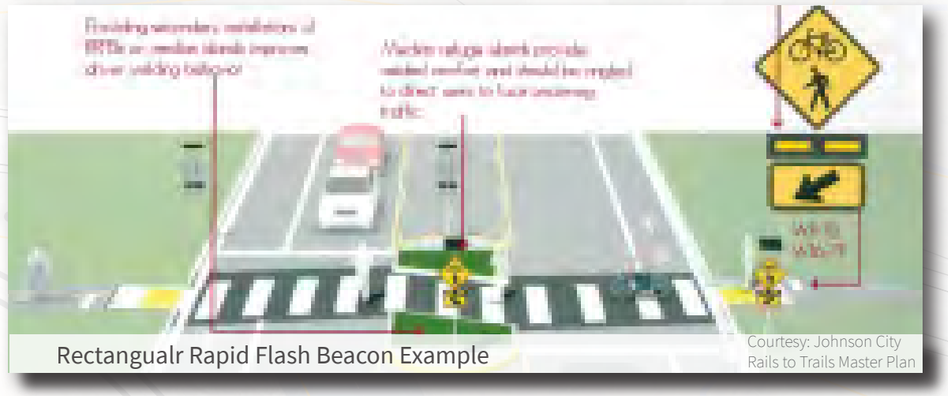


Two-Stage Crossing example

Courtesy: Cycle Sheffield



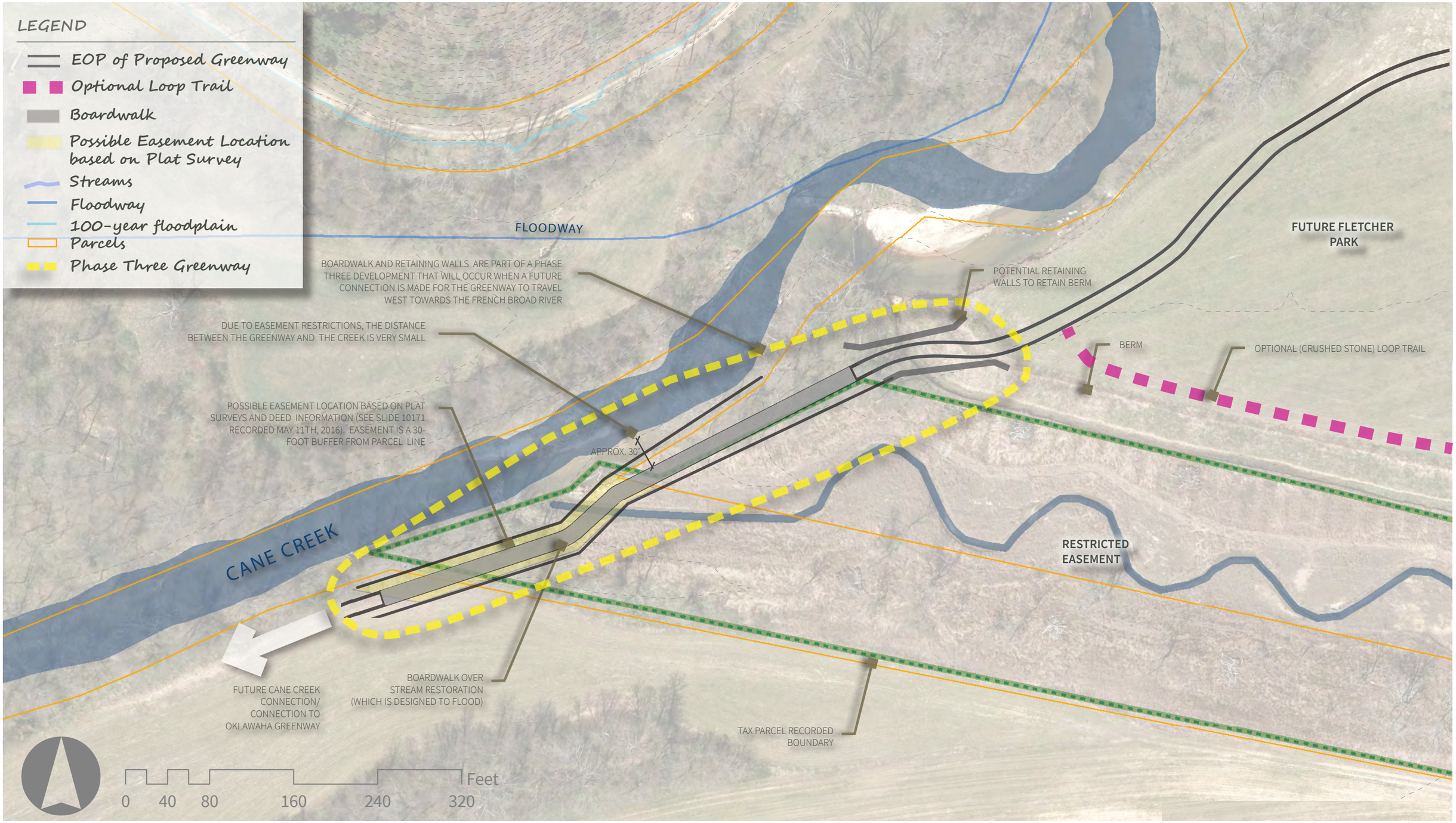
1 Signalized pedestrian and two-stage crossing (for Howard Gap Road)



Rectangualr Rapid Flash Beacon Example

Courtesy: Johnson City Rails to Trails Master Plan

Preferred Alignment [Inset 2]



Preferred Alignment [Inset 3]



Courtesy: Town of Fletcher

Cost Estimates

Cost and Phasing

The total project cost to extend the greenway to the Future Fletcher Park is estimated, as of 2018, to be around $3,580,347 for a fully paved greenway (see option B below). Construction costs have been appreciating greatly, and yearly appreciation for project cost have been rising at around 15-25% a year.

Option A-Crushed Stone Greenway and Use of Cane Creek/ US 25 Bridge: A first phase of implementation could come in at a lower cost, which would include using a crushed stone surface greenway and use of the existing sidewalk on the Cane Creek/ Hendersonville Road (US 25) Bridge, and extension of a new sidewalk to the south side of the creek which would then connect into the greenway again through the Future Fletcher Park.

The Town may choose to move forward with this option, but could eventually decide to phase in the pedestrian bridge and asphalt paving later as proposed in option B.

Option B-Paved Greenway With Pedestrian Bridge: The second phase proposes to implement a pedestrian/bike bridge crossing on Cane Creek to remove users from the safety hazards of Hendersonville Road. Additionally, the greenway would be paved which would allow for the greatest variety of users.

In lieu of a pedestrian bridge, the Town may considered shifting the lanes on the bridge, removing the center lane, to allow for a wider sidewalk, railing, and jersey barrier. This option is estimated to be $300,000

Phase Three/West Extension: This area was costed as part of a future phase, once the greenway is anticipated to connect west. This design and cost factors were included to convey the challenges encountered in this area.

Option A

Probable Cost Estimate from Master Plan 2018
Cost estimates are preliminary and subject to change
Total Greenway Length: 1.31 miles, not including loop trails or sidewalk
Construction Cost: $705,943

Total Length **1.31**

	Units	Quantity	Cost Per Unit	Costs
Mobilization				
Mobilization (includes mobilization for all work including grading, greenway, street crossings, drainage, et	LS		3% of Construction Cost	*$11,817*
			SUB-TOTAL	***$11,817***
Grading & Greenway Construction				
Clearing and grubbing	AC	1.6	$10,000.00	$16,000
Earthwork	CY	820	$15.00	$12,300
Fine grading	SY	15900	$2.00	$31,800
12' Crushed stone greenway, 9" total depth	CY	2177	$55.00	$119,735
6' sidewalk extension	CY	24	$220.00	$5,280
6' concrete pad for two-stage crossing	CY	81	$220.00	$17,820
10' concrete path (under railroad and US 25)	CY	69	$220.00	$15,180
Stormwater BMPs/storm drainage	MI	0.40	$60,000.00	*$24,000*
Erosion control	AC	1.9	$12,000.00	$22,800
Wheelchair /curb ramp	EA	4.0	$1,428.52	$5,714
			SUB-TOTAL	***$270,629***
Structures				
Safety railing	LF	100	$85.00	$8,500
Fencing (along railroad ROW)	LF	420	$21.15	$8,883
Fencing at gate off HWY 25	LF	8	$21.15	$169
Guardrail	LF	50	$85.00	$4,250
Underpass signage	EA	2	$308.00	$616
Overhead debris shield	LS	1	$20,000.00	$20,000
			SUB-TOTAL	***$42,418***
Traffic Control				
Flashing signal beacon / crossing at Howard Gap road	EA	2	$28,750.00	$57,500
High visibility crosswalk	EA	2	$5,175.00	$10,350
Greenway gate	EA	1	$500.00	$500
			SUB-TOTAL	***$68,350***
General Amenitites				
Trash & recycle receptacles	EA	3	$1,500.00	$4,500
Wayfinding signage	LS	1	$8,000.00	$8,000
			SUB-TOTAL	***$12,500***

Units:
EA= each
LS= lump sum
LF= linear foot
TN= ton
SY= square yard
MI= Mile

Sub-Total Cost	**$405,714**
45% Contigency	**$182,571**
20% Design/Engineering/Permitting/No-rise study	**$117,657**
Total Cost	**$705,943**

*Cost does not include ROW and Easement Acquisition costs as well as utility relocation if needed
*Bridge does not take into consideration steel tarrifs that may have significant impacts on the cost
*Cost does not include bonding the project

Cost Estimates [Cane Creek Greenway]

Option B

Probable Cost Estimate from Master Plan 2018

Cost estimates are preliminary and subject to change

Total Greenway Length: 1.31 miles, not including loop trails or sidewalk

Total Length **1.31**

Construction Cost: $3,454,201

	Units	Quantity	Cost Per Unit	Costs
Mobilization				
Mobilization (includes mobilization for all work including grading, greenway, street crossings, drainage, et	LS		3% of Construction Cost	*$55,508*
			SUB-TOTAL	***$55,508***
Grading & Greenway Construction				
Clearing and grubbing	AC	1.9	$10,000.00	$19,000
Earthwork	CY	1816	$15.00	$27,240
Fine grading	SY	15900	$2.00	$31,800
12' asphalt greenway	SY	8704	$34.00	$295,936
6' Concrete pad for two-stage crossing	CY	81	$220.00	$17,820
10' Concrete path (under railroad and US 25)	CY	69	$220.00	$15,180
Stormwater BMPs/storm drainage	MI	0.40	$60,000.00	*$24,000*
Erosion control	AC	1.9	$12,000.00	$22,800
Wheelchair /curb ramp	EA	4.0	$1,428.52	$5,714
			SUB-TOTAL	***$459,490***
Structures				
Safety railing	LF	100	$85.00	$8,500
Fencing (along railroad ROW)	LF	420	$21.15	$8,883
Fencing at gate off HWY 25	LF	8	$21.15	$169
Guardrail	LF	50	$85.00	$4,250
Underpass signage	EA	2	$308.00	$616
Overhead debris shield	LS	1	$20,000.00	$20,000
			SUB-TOTAL	***$42,418***
Traffic Control				
Flashing signal beacon / crossing at Howard Gap road	EA	2	$28,750.00	$57,500
High visibility crosswalk	EA	2	$5,175.00	$10,350
Greenway gate	EA	1	$500.00	$500
			SUB-TOTAL	***$68,350***
Bridge				
Bridge	LS	1	$1,267,500.00	$1,267,500
			SUB-TOTAL	***$1,267,500***
General Amenitites				
Trash & recycle receptacles	EA	3	$1,500.00	$4,500
Wayfinding signage	LS	1	$8,000.00	$8,000
			SUB-TOTAL	***$12,500***

Units:
EA= each
LS= lump sum
LF= linear foot
TN= ton
SY= square yard
MI= Mile

Sub-Total Cost	**$1,905,766**
45% Contigency	**$857,595**
25% Design/Engineering/Permitting/No-rise study	**$690,840**
Total Cost	**$3,454,201**

*Cost does not include ROW and Easement Acquisition costs as well as utility relocation if needed
*Bridge does not take into consideration steel tariffs that may have significant impacts on the cost
*Cost does not include bonding the project

West Extension Phase Three

Probable Cost Estimate from Master Plan 2018

Cost estimates are preliminary and subject to change

Tota Length **455 LF**

Construction Cost: $254,851

	Units	Quantity	Cost Per Unit	Costs
Mobilization				
Mobilization (includes mobilization for all work including grading, greenway, street crossings, drainage, etc.)	LS		3% of Construction Cost	*$4,266*
			SUB-TOTAL	***$4,266***
Stream Restoration Crossing				
10'-12' Boardwalk or elevated	LF	455	$300.00	$136,500
Retaining Wall	LF	190	$30.00	$5,700
			SUB-TOTAL	***$142,200***

Sub-Total Cost	**$146,466**
45% Contigency	**$65,910**
20% Design/Engineering/Permitting/No-rise study	**$42,475**
Total Cost	**$254,851**

*Cost does not include ROW and Easement Acquisition costs as well as utility relocation if needed
*Cost does not include bonding the project



Appendix A NC Department Of Transportation

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Ted Adams
North Carolina Department of Transportation-Division 14
Subject: Cane Creek Greenway Study/ Meeting on July 12th, 2018

Ted,

Thank you again for meeting with Equinox, Traffic Planning & Design, Inc., (TPD) the Town of Fletcher, and Conserving Carolina. We greatly appreciate your perspective and willingness to help us study the potential for the Cane Creek Greenway.

Below is a summary of what was discussed in the meeting, but upfront is a list of some of the questions we had for you and the folks within your department that may help us determine final design of the greenway.

QUESTIONS:

- Are there any additional cost considerations we should be aware of related to working within DOT ROW?
- Would you be willing to supply us the cost for the bridge with greenway accommodation you were telling us about that is in Franklin, NC?
- Can we have a crosswalk and pedestrian refuge island accommodated in the Howard Gap Road project? At minimum a 4-foot pedestrian refuge island, but preferably a larger refuge island. TPD prefers a two-stage pedestrian crossing. Would you also be amendable to have a Passive or Active Flashing Warning Beacon?
- Are there any other DOT comments on the option of the US 25 redesign to accommodate a greenway (see page 6, exhibit 1)
- We heard there is potential for a Howard Gap Road/Cane Creek Greenway Bridge replacement. Will you confirm this is correct and when is the anticipated date for replacement?

SUMMARY OF CONVERSATION:

- **CROSSING HOWARD GAP ROAD:** Town of Fletcher thought they had previously discussed with the DOT about having a crosswalk for Howard Gap Road. Fern Leaf Charter School regularly walks students over to the park and now with a planned greenway, it seems greatly needed.
- **EXTENDING THE SIDEWALK ALONG US 25:** The Town of Fletcher would like to initially phase in the extension of the sidewalk along US 25/Cane Creek to go just a few hundred feet further

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to connect into the planned greenway. The consultant team is looking as an option, extending and redesigning the road profile to accommodate a 10-12 sidewalk/greenway. The Town would like to see a 2' grass buffer strip between the sidewalk and the road.

- **ADDING A SIGNALIZED INTERSECTON ON FLETCHER WAHREHOUSEING DRIVEWAY:** While adding a signal to this intersection could potentially work, DOT would much prefer the greenway not have an at-grade crossing and would prefer not to add another signal. The Town also would much prefer a below-grade crossing under the Cane Creek/US 25 Bridge.
- **STRUCTURAL ANALYSIS OF US 25 BRIDGE.** A structural analysis of this bridge is likely not needed.
- **CROSSING UNDER US 25.** There appears to be enough clearance under the US 25/Cane Creek Bridge to accommodate a greenway underpass on the northern side. DOT initially concurs with this. There was some discussion as to design and maintenance as a substantial amount of sediment has been loading over time.

Again, thanks for your time and input. We will send you the finalized Cane Creek Greenway Feasibility when it is completed. The study will call out a preferred alignment and proposed cost. The Town, with support from Conserving Carolina, will then determine how to move forward.

Sincerely,

Kim Williams

Recreation & Environmental Planner / Project Manager

Note: A response to this letter was not received within the study period, but would be forwarded to the town of Fletcher and Conserving Carolina if received.



Appendix B Blue Ridge Railroad Correspondence

Cane Creek Greenway Study
Meeting with Blue Ridge Southern Railroad
7/13/2018

Attendees: Erica Rufa and Greg Walker-Town of Fletcher; Rebekah Robinson-Conserving Carolina; Brigid Rich (Marketing Manager) and Cain Greene (General Manager)-Blue Ridge Southern Railroad (BRSR); and Kim Williams-Equinox

About Blue Ridge Southern Railroad (BRSR):
BRSR is a subsidiary of Watco, which is based out of Kansas. While many decisions are made locally, much of the final decisions related to ROW and real estate are made with the Watco team in Kansas. This company is in its 35th year, is family owned, and feels it is civically minded. The rail line in Henderson County is newer to BRSR as it was purchased in 2014 from Norfolk Southern. They have a contract Real Estate company they work with called Omega Real Estate who assesses their rail line yearly to prevent encroachments. They like to work with local communities. As such, Watco/BRSR does not have a book of policies on use or lease of ROW. That being said, during this meeting, a few key guidelines were suggested:

Guidelines:
- BRSR is supportive of greenways but would be concerned for safety. Anything that is designed should be designed for the utmost safety of the company and greenway users.
- They want a fence to prevent access to their ROW or their structures (i.e. the bridge that crosses over Cane Creek). This fence should be tall enough so that it is not scalable. A 9-foot tall fence is recommended. It would be good to also include an overhead structure to prevent materials from the rail falling onto greenway users. Consider break-away fencing since it is in the floodway.
- ROW can be leased. Once the area is discussed wit the General Manager, his Road Master would come out and determine what additional structures/features would be needed to ensure for safety and non-conflicting use. The Watco Headquarters ROW Team would then review any plans and coordinate with the Town of Fletcher. The RV Center in the Fletcher area just received a lease for use of the ROW and the Town could touch base with them on what kind of compensation they are paying for use. The General Manager was unsure of the lease arrangement.
- Using ROW for longer stretches or running parallel to the track within the ROW was a less certain issue on if it is allowable. BRSR communicated it is a case-by-case issue and that they would entertain it but would want it to be safe and not conflict with any of their customers or potential for future customers (i.e. conflict with access, safety of tractor trailers, etc).

Follow up questions to BRSR are:
- Are there any plans to replace the Cane Creek Bridge in the next 10 years?
- Are there any other restrictions recorded in the deed, or other considerations if there is a planned crossing under BRSR's bridge on Cane Creek?

Note: A response to this letter was not received within the study period, but would be forwarded to the Town of Fletcher and Conserving Carolina if received.

Blue Ridge Southern Railroad *[Correspondence]*