MINUTES
City Council Parks, Trails & Recreation Committee

Wednesday, May 20, 2026, at 3:30 PM
City Hall Council Chambers

Members Present:	Aaron Baker, Chair, Council Member Lauren Wise, Vice Chair, Council Member Daniel Jessee, Citizen Member Reba Osborne, Citizen Member Howie Granat, Citizen Member
Members Absent:	Jackson Tate, Citizen Member JD Powers, Citizen Member Maureen Copelof, Mayor, Ex-Officio
Staff Present:	Wilson Hooper, City Manager David Todd, Assistant City Manager Wesley Shook, Public Works Director Paul Ray, Planning Director Aaron Bland, Assistant Planning Director Becky McCann, Communications Coordinator Shawnee Cummings, Assistant to the City Manager
Guests:	Alvin Fuller (Summit Engineering), Drake McNeary, Kevin Gallo
Media:	Jonathan Rich

A. Welcome and Call to Order

Committee Chair Aaron Baker welcomed everyone and called the meeting to order at 3:31 PM.

B. Certification of Quorum

Assistant to the City Manager Shawnee Cummings certified that a quorum was present.

C. Approval of Agenda

Mr. Wise motioned to approve the agenda. Mr. Jessee seconded, and the motion carried unanimously.

D. Approval of Minutes – April 15, 2026

H. Granat motioned to approve the minutes, seconded by D. Jessee. The motion carried unanimously.

E. Design Options for Main Street to MCJ + Rosman Highway to High School Segments

Mr. Hooper explained that this is a follow-up to a presentation that Alvin gave last year, which went over the initial trail alignment options. The Committee asked Mr. Fuller to come back with more information to help the Committee make a recommendation on which alignment to refer to the full Council. Mr. Hooper reminded everyone that the decision that Staff is asking the Committee to make today is a referral to full Council on which alignments the Committee would like Mr. Fuller to take to 100% design. The City was awarded a grant to pay for design, but Mr. Fuller needs direction on which options to proceed with. Mr. Hooper said the Committee's recommendation is just an expression of their preferred alignment, but not a pledge that the trail will be built. There will be several factors for the full Council to decide on, such as how to pay for it, how to get community buy-in, and what tools will be used to obtain rights-of-way.

Mr. Fuller, with Summit Engineering Group, stated that he was hired to look at two phases of the Estatoe Trail. He said he will go over the status of the entire Estatoe Trail, and then he will look to the Committee for guidance on options for Phases II and IV (Attachment A). The status of the Estatoe Trail is as follows:

- Phase I: Completed in 2019 and 2022 (Railroad Ave.). Ends at W. Main St. and includes sections by the Sports Complex, Lowe's, and Pisgah National Forest. Parts of Phase I are also incorporated into the Ecusta Trail.
- Phase II: Design Phase – Seeking Committee Guidance. Includes connection from W. Main St. to Mills Ave./Mary C. Jenkins Community Center (MCJCC).
- Phase IIIa: Design Complete. Includes Tannery North and the brownfield, and spans from Cashiers Valley Rd. to Silversteen Dr. NCDOT will construct and the let date (bid opening for NCDOT) will be June 23, 2026.
- Phase IIIb: Completed in 2023 and includes Tannery South, spanning from Silversteen Dr. to Rosman Hwy.
- Phase IIIc: Design Complete. Includes Rosman Hwy crossing and sidewalk extensions for connectivity. City Staff will construct the sidewalks and NCDOT is responsible for the signalized crossing.
- Phase IV: Design Phase – Seeking Committee Guidance. Includes connection from Rosman Hwy to Brevard High School.

Phase II

Mr. Fuller originally designed the trail based on existing features in the field, such as a wet weather ditch he was trying to avoid. After discussing with Staff, he changed the design to follow property lines to minimize impact on adjacent properties.

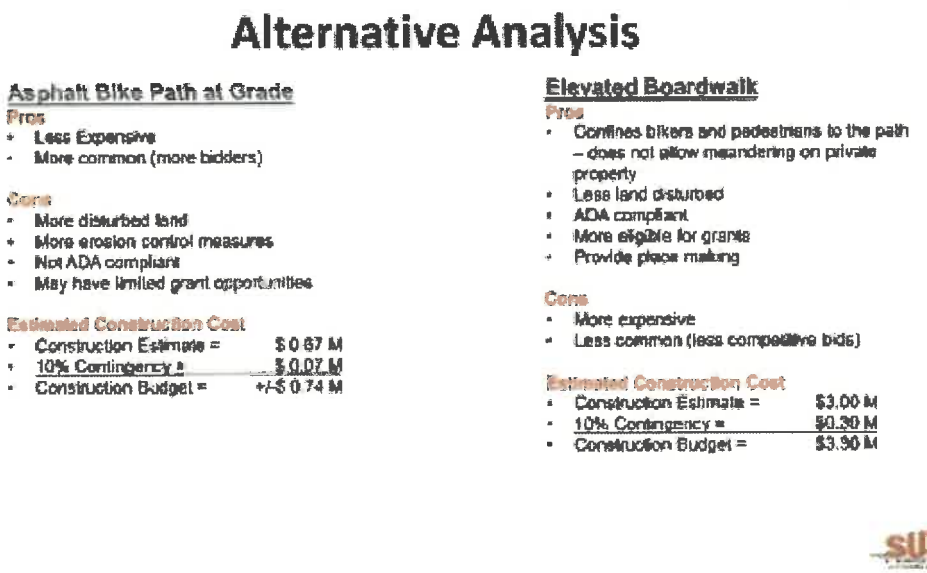
The area's topography exceeds ADA standards of a maximum of 5% longitudinal grade. The trail will contain 160 linear feet of concrete path that runs parallel to Main St. and 1,000 linear feet of either asphalt or elevated boardwalk to connect Main St. to MCJCC. The trail is cross-country, which may create accessibility challenges for contractors, and will require 9 easements. Mr. Baker asked if that is 9 additional easements, as he knows we already have some. Mr. Fuller said the easements we have are not wide enough, as they are 7.5 ft on each side of the property line, and we will likely need 10 ft on each

side of the property line for maintenance and installation. The options proposed for Phase II are either an asphalt path at grade or an elevated boardwalk.

The asphalt path would be a 10 ft crowned path that would super elevate to the surface water side for drainage. The area along W. Main St. would have a curb and gutter and would be a 10 ft sidewalk that super elevates toward the gutter.

The elevated boardwalk would be PermaTrak, a concrete boardwalk, and would have fencing. Mr. Fuller added that there was some concern with the cross-bracing on the fence, but if they beef up the columns and use the girder of the bike path for lateral support, they should only need cross-bracing in certain areas and it would allow the bottom of the boardwalk to be open so people could get under it.

The comparison between the two options is below:



The estimated costs in the comparison are strictly construction and do not include the cost of design, which is grant-funded, soil testing, construction engineering, permitting, or easements. Mr. Todd said total cost estimates will be 30-40% higher.

Mr. Wise asked what the grade is if an asphalt path is pursued, although he recognizes it would vary. Mr. Fuller said the worst part is about 9%, but they have tried to mitigate it.

Mr. Granat asked about ramps to reduce the grade. Mr. Fuller said he attempted to incorporate ramps but it was not going to work. Mr. Todd stated that the City-owned land in the Phase II area is very narrow, making it too small to pursue switchbacks that would reduce steepness. Mr. Fuller said even if the City obtained more land next to Main St., switchbacks would still not be feasible because of the steepness at the end of the trail near MCJCC, where there is also limited space. Mr. Ray added that if switchbacks were pursued, the drop off is quite steep and a lot of fill dirt would be needed.

Ms. Osborne asked if the City has been successful in obtaining ADA-related grants in the past. Mr. Fuller said grants are not provided for ADA compliance, but if the trail is not ADA-compliant, you will be precluded from certain grants. Mr. Hooper said there are grants that fund ADA updates to recreational facilities, but they require matching, are very competitive, and it is unknown if the grants will be funded in the next grant cycle.

Mr. Granat asked about the section leading up to Probart St., as the grade is greater than 5%. Mr. Fuller said it is about 9% but he explained that when a trail is alongside a road, it is understood that you have to match the road grade and there is nothing that can be done about it. When a trail goes cross country, it is expected to be ADA compliant.

Ms. Osborne asked if there are other parts of the trail that are not ADA compliant. Mr. Todd said there are portions of the trail that are above 5% grade, but those sections are adjacent to the road, so technically the whole trail is ADA compliant. Mr. Baker said he thinks the question is not asking about meeting the standard, but is about the user experience, which would be that the trail is not under 5% grade in all sections.

Mr. Fuller highlighted next steps, which include selecting an alternative for Phase II, performing soil borings and environmental work, finalizing design plans, obtaining easements, and submitting funding applications. The only permits required will be a Grading/Land Disturbance Permit and an NCDOT Encroachment Permit.

Mr. Hooper added that while the City does not own the lawn area adjacent to Main St., the City has the Right of First Refusal to buy the property when it goes on the market. He does not know when that would be, and the property is valued at over $1,000,000.

Ms. Osborne asked if we know how much easements will cost. Mr. Fuller said we do not, as there is not a set price per square foot and cost depends on the impact to the property.

Mr. Granat suggested converting Mills Ave. to a one-way street, creating a bike lane, and having the trail follow the road. Mr. Ray said that is not an option being offered. Mr. Granat said he needs to bring it up because it is low cost and will get around the easements. Mr. Ray added that City Council has already rejected the idea of using Mills Ave., so he thinks we are wasting our time since the design cost is fully covered and the only options being considered have been presented. Mr. Fuller said if the path were to follow the road, he is concerned about the slope, number of driveways, and potential for accidents. Mr. Jessee added that the Mills Ave. option, or the sidewalks along Oaklawn St. and Carver St., can be revisited as last resorts if the City is unable to obtain the easements. Mr. Baker said he rode his bike up Mills Ave. today so that option would maintain the status quo. Mr. Granat said he is trying to account for the additional context that comes with running the trail through that section, including the opposition of some of the residents. He understands the choice between the options from an engineering perspective, but he is looking at the aspects that are not as straightforward.

Mr. Baker said we are being asked to select an alignment out of the options presented and there will be opportunities for discussion down the road as it concerns easements.

Mr. Todd suggested moving forward with design and construction on the pieces of land that are not grade-dependent and the City owns. Once a decision is made on design, it will be for a shorter section. Mr. Fuller said if proceeding that way, it would make sense to construct only the W. Main St. portion, as the other portions are design dependent. Mr. Baker said we already have the funds to design the whole thing, so he is not sure why we would not design the whole thing. He added that if we have the end pieces and no connection in between, people will ride their bikes through people's backyards.

Mr. Baker said he understands from an aesthetic perspective, the boardwalk would not be great for the neighborhood, but even in terms of cost, he does not know how we could pick the boardwalk over the asphalt option. The asphalt option would preclude the City from federal grants, but he cannot see paying that much for the boardwalk.

Phase IV

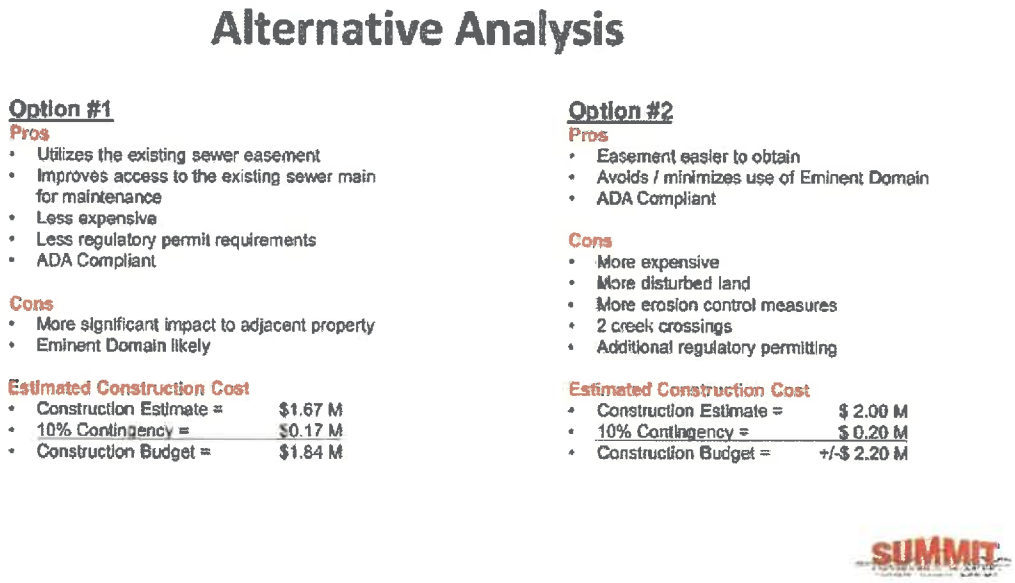
Phase IV will get trail users from Rosman Hwy to Brevard High School. Originally, everyone was in favor of the first option, consisting of 150 linear feet of elevated boardwalk, 175 linear feet of concrete bike path near the high school parking lot, and 3,650 linear feet of asphalt path. Some of the challenges include cross country construction, easements, construction in the flood plain and flood way, pedestrian safety through the high school parking lot, the trout moratorium, and stream buffer. Mr. Fuller said we have the School Board easement, and 4 easements are still needed.

Both options traverse the HP Crossroads LLC property, as well as the Downing Park Homeowners' Association. Option 1 would use the existing sewer easement to cross the Hollingsworth and CJD Work, LLC properties until reaching the School Board easement, but there has been substantial pushback from both property owners. The trail would affect a third of the Hollingsworth property, making the easement very expensive.

In looking at other options, Mr. Fuller explained that the Planning Department has been working with Three Lees, LLC on a development and they are willing to donate an easement as a fee in lieu of. Mr. Fuller said this option would require 2 creek crossings. Option 2 includes 150 linear feet of elevated boardwalk, 175 linear feet of concrete path, 2 pedestrian bridges, and 3,700 linear feet of asphalt path. Option 2 has the same challenges as option 1, plus the 2 creek crossings, but avoids major issues by only cutting through a corner of the Hollingsworth property and avoiding the CJD Work, LLC property. Three Lees, LLC has agreed to the path alignment in principle. Mr. Ray said he expects the Downing Park Homeowners' Association and the McNeely's property owners to be on board if the City provides a solid privacy fence.

The Phase IV options include a 10 ft wide crowned asphalt path and are superelevated towards surface water for drainage. Mr. Fuller recommended a curb and gutter along the high school parking lot to act as some semblance of a barrier for pedestrian safety.

The comparison between the two options is below:



Both options are ADA compliant and eligible for grant funding. Option 1 is slightly less expensive, but only for construction, as it does not include the cost of easements. Option 2 is more expensive because of the pedestrian bridges needed for the creek crossings.

Next steps involve selecting an alternative, performing soil borings and environmental work, finalizing design plans, obtaining easements, and submitting funding applications. There will be a Grading/Land Disturbance Permit, NCDOT Encroachment Permit, Stream Buffer Waiver, "No Rise" Certification, 404 USACE Permit, and a 401 NCDEQ Permit. All permits, aside from the "No Rise" Certification, expire within 2 years and require renewal if not used. The "No Rise" Certification will account for the work performed on Hillview Culvert, which will be completed before the trail.

Ms. Osborne asked if the eminent domain in Option 1 could cause the cost to exceed the cost of Option 2. Mr. Fuller said yes and Mr. Hooper said the appraised value of the Hollingsworth land was $149,000. That does not include litigation costs and is not a final negotiated price. Ms. Osborne asked if there is any difference between the options in terms of applying for grants. Mr. Hooper said grant applications that do not require taking land are usually viewed more favorably.

Ms. Osborne motioned to refer Phase II, Option 1: Asphalt Bike Path at Grade and Phase IV, Option 2: Asphalt Path with Creek Crossings to the full Council. Mr. Jessee seconded and the motion carried unanimously.

F. Update on Tannery North Estatoe Trail Construction

Mr. Fuller received comments back from NCDOT for the third time and the documents are on his desk for final review before sending them back. NCDOT will review the documents one final time to ensure their comments were addressed. NCDOT moved the let date from June 9th to June 23rd and will begin advertising in the next few weeks.

Mr. Baker asked if the comments fell into a certain category or if they were related. Mr. Fuller stated that NCDOT reviewed the bid documents previously and wanted the documents in NCDOT format. The City was initially going to bid the project so it was not set to NCDOT standards. After receiving the formatting comments, Mr. Fuller made the changes and sent the documents back. After another review, NCDOT sent the documents back to Mr. Fuller with additional comments. Mr. Todd and Mr. Ray set up a page turning with NCDOT in March to go through the comments one-by-one to ensure all comments were addressed. During the page turning, NCDOT asked for a few more spec sections and for some sections to be rewritten. Mr. Fuller made those changes and resent the documents. NCDOT sent the documents back with more comments about 2 weeks ago, and said Mr. Fuller needed to address the comments in 4-5 days. Mr. Fuller told NCDOT that was ridiculous given his other projects, so NCDOT moved the let date out to give additional time. Mr. Fuller said he will sign, seal, and send the bid documents back tomorrow. Mr. Ray said Summit Engineering really stepped up to make it happen.

Mr. Baker asked if we feel relatively confident in NCDOT's June 23rd date. Mr. Fuller said while he is not confident, NCDOT is firm in their dates and will advertise 2 weeks prior.

Mr. Baker said the project has lingered for a while and he knows NCDOT was not initially involved. After their involvement, costs increased dramatically. Mr. Fuller said he thinks NCDOT's involvement is a good thing considering the brownfield and contaminated soils. He said NCDOT has more resources and people with sufficient training to ensure everything is done properly. He just thinks if they have preferences for bid documents, they need to let people know and give adequate time for a response.

Mr. Todd added that NCDOT has 2 let dates a month, so if any unforeseen circumstances arise, there will be 2 let dates in July. Mr. Wise asked about the timeline and Mr. Todd said he would expect a contractor to be on site about 60 days after bids are opened on June 23. Mr. Hooper said the smokestack removal will be a complicating factor. Initial cleanup and trail construction will be expected to last 6 to 9 months.

Mr. Wise asked for an update on the smokestack. Mr. Hooper said he plans to speak with the insurance representative tomorrow. Mr. Todd explained that Staff started preparing the EMP, as the bids were close and recommended the same demolition method.

G. Follow-Up Discussion on E-Bikes in Bracken Preserve

Mr. Baker said this is a follow-up from the last 2 Committee discussions. He realized Public Comment came at the end of last meeting and many people came to speak. If the Committee was going to take action, he felt the Committee needed to hear from the public first.

Mr. Baker said he believes the Committee discussed tabling the item until a later date and added that the Committee may choose to bring the item up again in the future. After discussion of whether the tabling of the issue should be tied to a specific date, a change in the rules for Pisgah National Forest, or another marker, the Committee agreed to table the issue with no caveat.

Mr. Bland confirmed after reaching out to NCLWF that the decision of whether to allow e-bikes is completely up to the City, as the land manager of Bracken Preserve.

Ms. Osborne motioned to adhere to the current rules in place regarding the prohibition of e-bikes in Bracken Preserve and that the Committee table the discussion indefinitely. Mr. Wise seconded, and the motion carried unanimously.

Committee Comments

Mr. Jessee asked if there is anything happening with crossing lights or any other improvements to the Davidson River Connector. Mr. Hooper said he believes NCDOT has something planned related to that, but that he would check and follow up.

Mr. Hooper stated that the planned roundabout at the entrance to the forest has been extended to the Ecusta Rd. and Hwy 280 intersection in front of Lowe's. The plan will include a bicycle/pedestrian refuge with a high-intensity activated crosswalk (HAWK) signal, which is a full-stop red light signal activated when people are crossing. Mr. Hooper said it is a couple years out but it will make that crossing much safer.

H. Public Comment

No members of the public spoke during public comment.

I. Set Date for Next Meeting – Wednesday, June 17, 2026, at 3:30 PM

Committee members set the date for the next meeting on June 17, 2026, at 3:30 PM.

J. Adjourn

There being no further business, L. Wise motioned to adjourn, R. Osborne seconded, the motion passed unanimously, and the meeting was adjourned at 4:57 PM.

Approved: June 17, 2026

Aaron Baker, Chair, Council Member, or
Lauren Wise, Vice Chair, Council Member

Shawnee Cummings
Assistant to the City Manager

Estatoe Trail Phases II & IV

Presented By:
Alvin Fuller Jr, PE – Sr. Vice President

SUMMIT

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Presentation Topics

- Topic 01 – Project Overview (all phases)
- Topic 02 – Phase II
- Topic 03 – Phase IV

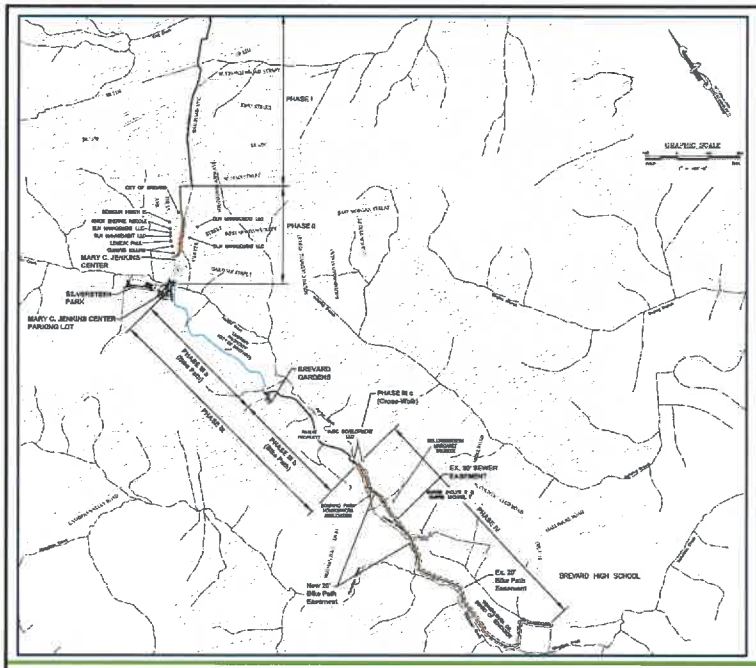
SUMMIT

2

Topic 01

Project Overview

3



STATUS

Phase 1 – Completed in 2019

Phase 2 – Currently in Design Phase

Phase 3a – (Tannery North) Design Complete NCDOT to Construct (Let Date June 23, 2026)

Phase 3b – (Tannery South) Completed - Constructed by Brevard City Staff in 2023

Phase 3c – (US 64) Design Complete to be Constructed by Brevard Staff & NCDOT

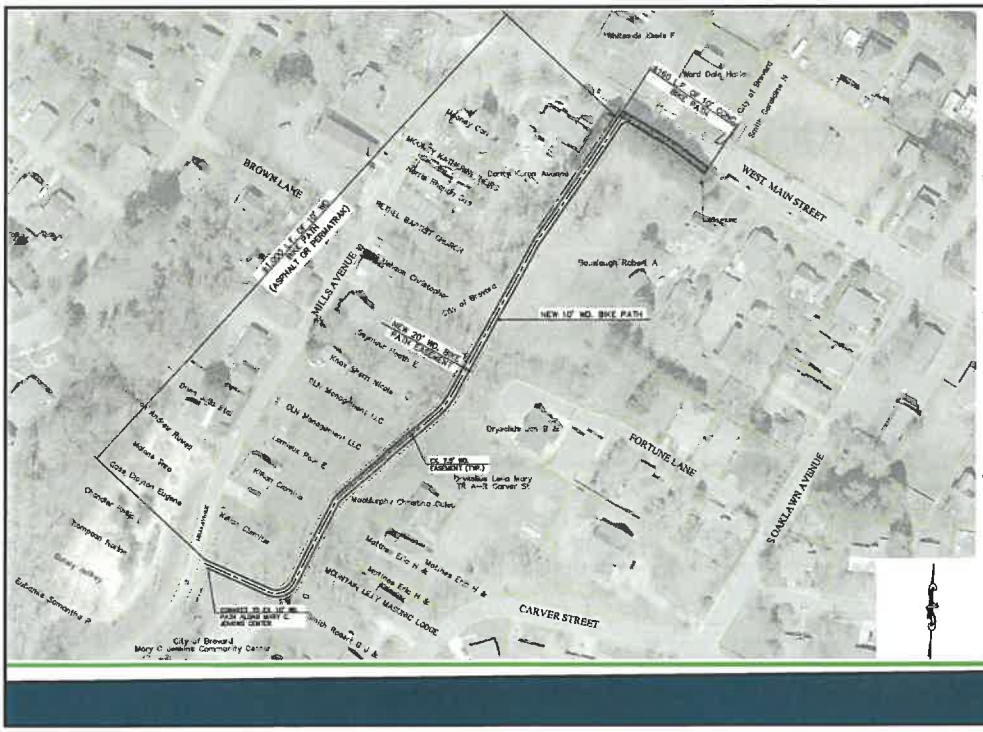
Phase 4 – (High School) Currently in Design Phase

4

Topic 02

Phase II

5



Phase II

Convey pedestrians from W. Main St. to the Mary C. Jenkins Community Center

Description

- 160 L.F. of Conc. Path
- 1,000 L.F. of Asphalt Path or Boardwalk

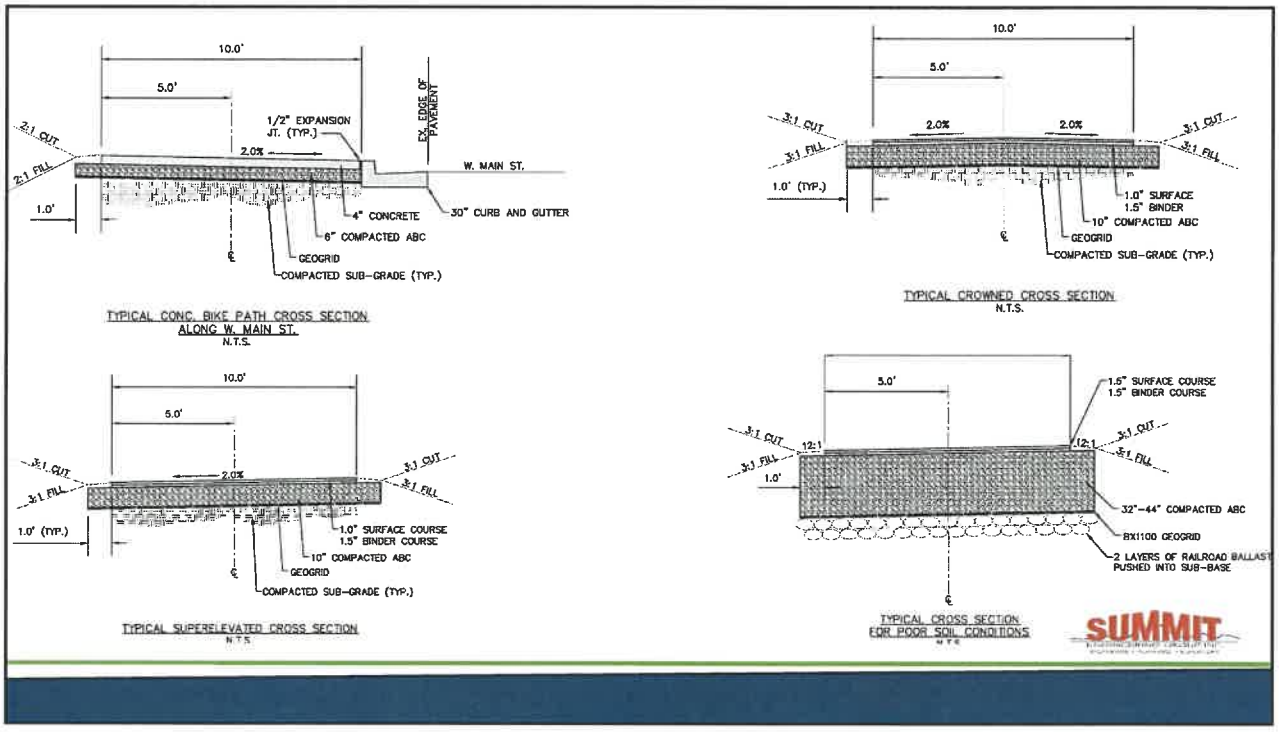
Challenges

- Cross Country
- Natural Grade Exceeds ADA Standards
- 9 Easements

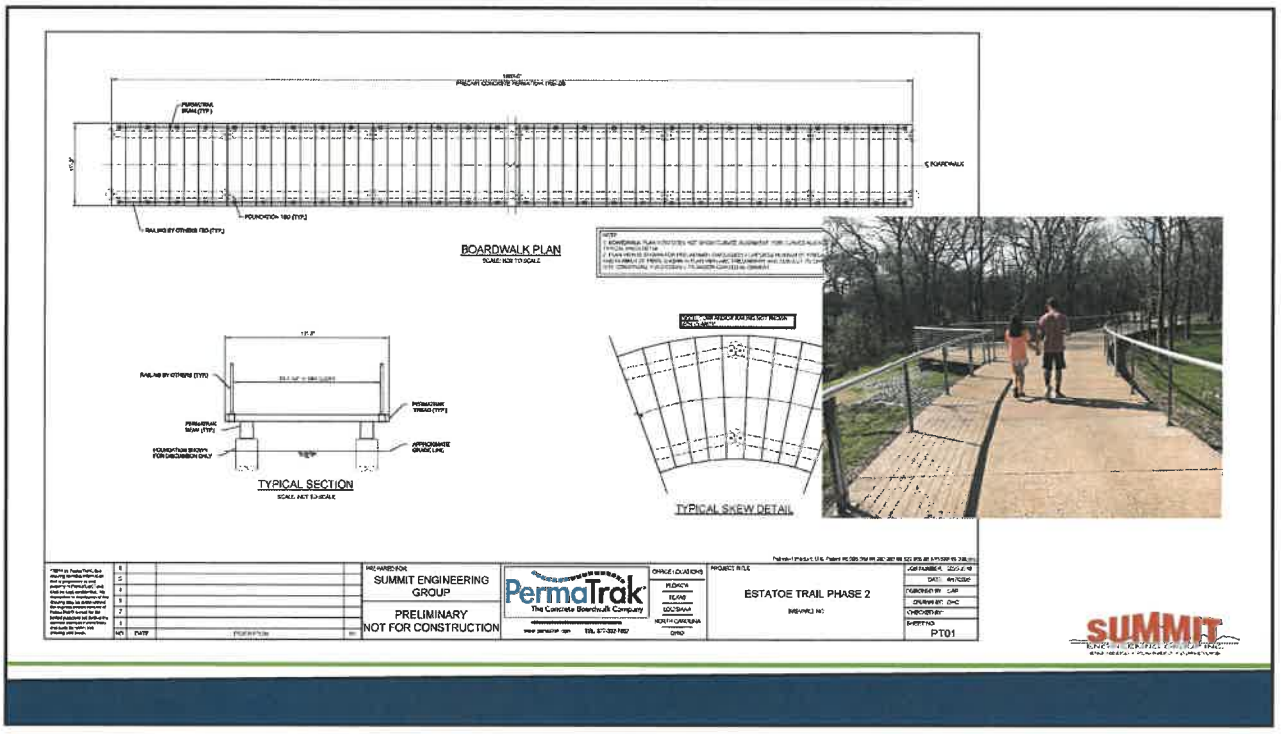
Options

- Standard asphalt bike path installed at grade
- Elevated boardwalk

6


10.0'
5.0'
2:1 CUT
2:1 FILL
1/2" EXPANSION JT. (TYP.)
EX. EDGE OF PAVEMENT
2.0%
W. MAIN ST.
1.0'
4" CONCRETE
30" CURB AND GUTTER
6" COMPACTED ABC
GEOGRID
COMPACTED SUB-GRADE (TYP.)
TYPICAL CONC. BIKE PATH CROSS SECTION ALONG W. MAIN ST.
N.T.S.
10.0'
5.0'
3:1 CUT
3:1 FILL
2.0%
2.0%
1.0' (TYP.)
1.0" SURFACE
1.5" BINDER
10" COMPACTED ABC
GEOGRID
COMPACTED SUB-GRADE (TYP.)
TYPICAL CROWNED CROSS SECTION
N.T.S.
10.0'
5.0'
3:1 CUT
3:1 FILL
2.0%
1.0' (TYP.)
1.0" SURFACE COURSE
1.5" BINDER COURSE
10" COMPACTED ABC
GEOGRID
COMPACTED SUB-GRADE (TYP.)
TYPICAL SUPERELEVATED CROSS SECTION
N.T.S.
5.0'
1.5" SURFACE COURSE
1.5" BINDER COURSE
3:1 CUT
3:1 FILL
12:1
1.0'
32"-44" COMPACTED ABC
BX1100 GEOGRID
2 LAYERS OF RAILROAD BALLAST PUSHED INTO SUB-BASE
TYPICAL CROSS SECTION FOR POOR SOIL CONDITIONS
N.T.S.
SUMMIT

7


BOARDWALK PLAN
TYPICAL SECTION
TYPICAL SKEW DETAIL
PREPARED FOR
SUMMIT ENGINEERING GROUP
PRELIMINARY
NOT FOR CONSTRUCTION
PermaTrak
The Concrete Boardwalk Company
ESTATOE TRAIL PHASE 2
PT01
SUMMIT

8



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Alternative Analysis

Asphalt Bike Path at Grade

Pros

- Less Expensive
- More common (more bidders)

Cons

- More disturbed land
- More erosion control measures
- Not ADA compliant
- May have limited grant opportunities

Estimated Construction Cost

Construction Estimate =	$ 0.67 M
10% Contingency =	$ 0.07 M
Construction Budget =	+/-$ 0.74 M

Elevated Boardwalk

Pros

- Confines bikers and pedestrians to the path – does not allow meandering on private property
- Less land disturbed
- ADA compliant
- More eligible for grants
- Provide place making

Cons

- More expensive
- Less common (less competitive bids)

Estimated Construction Cost

Construction Estimate =	$3.00 M
10% Contingency =	$0.30 M
Construction Budget =	$3.30 M

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Next Steps

- Select Alternative
- Perform required soil borings
- Perform environmental
- Begin final design plans
- Easement Acquisitions
- Funding Applications

Required Regulatory Permits

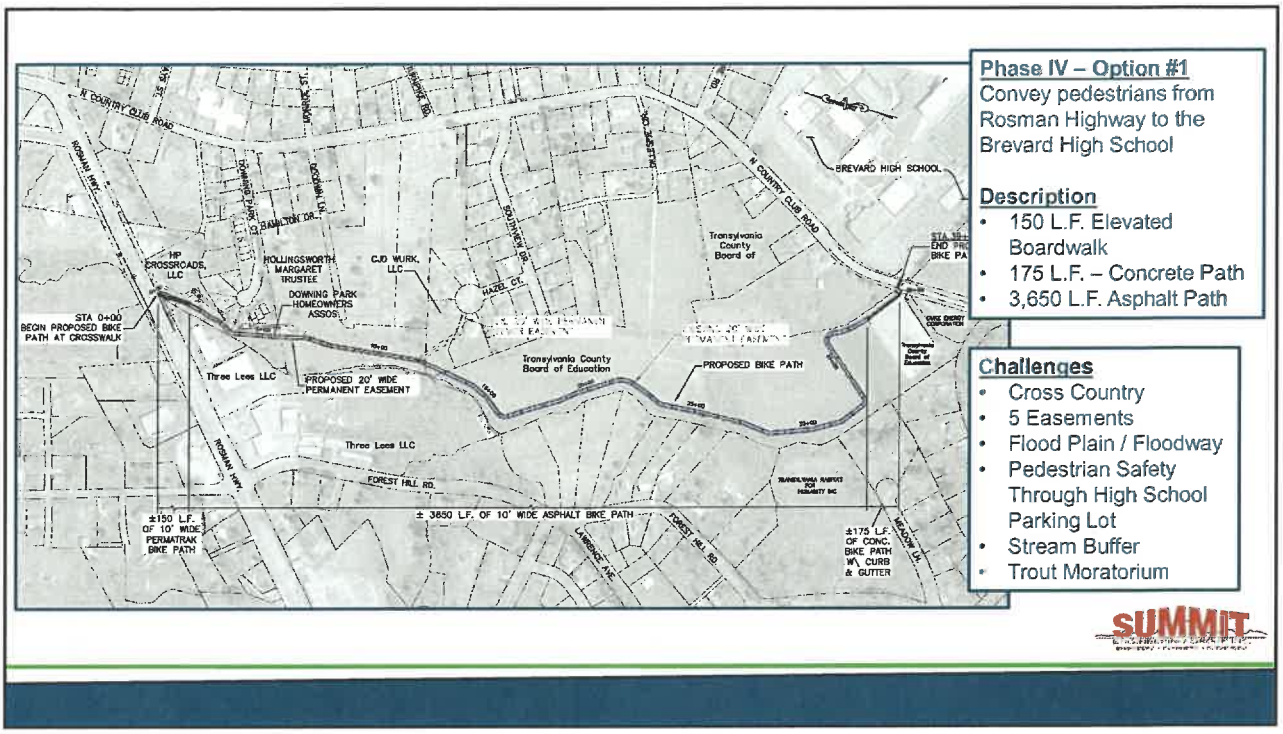
- Grading / Land Disturbance Permit
- NCDOT Encroachment Permit

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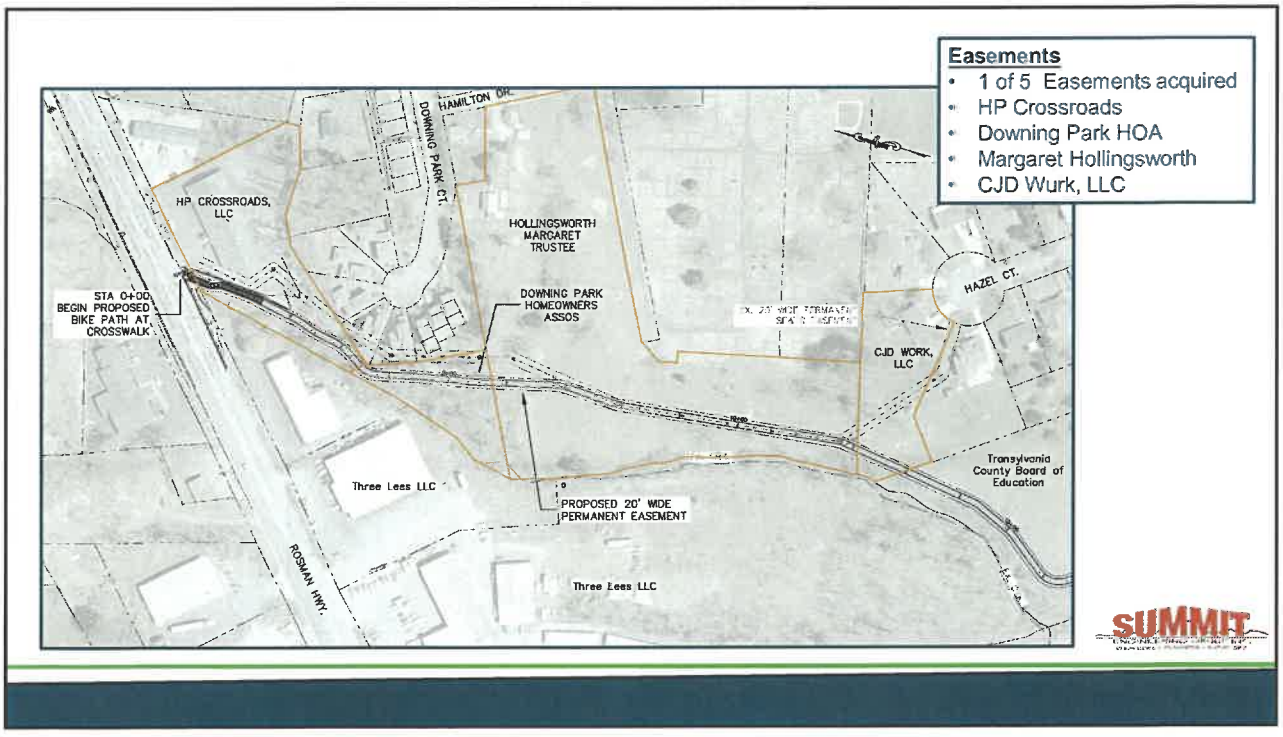
Topic 03

Phase IV

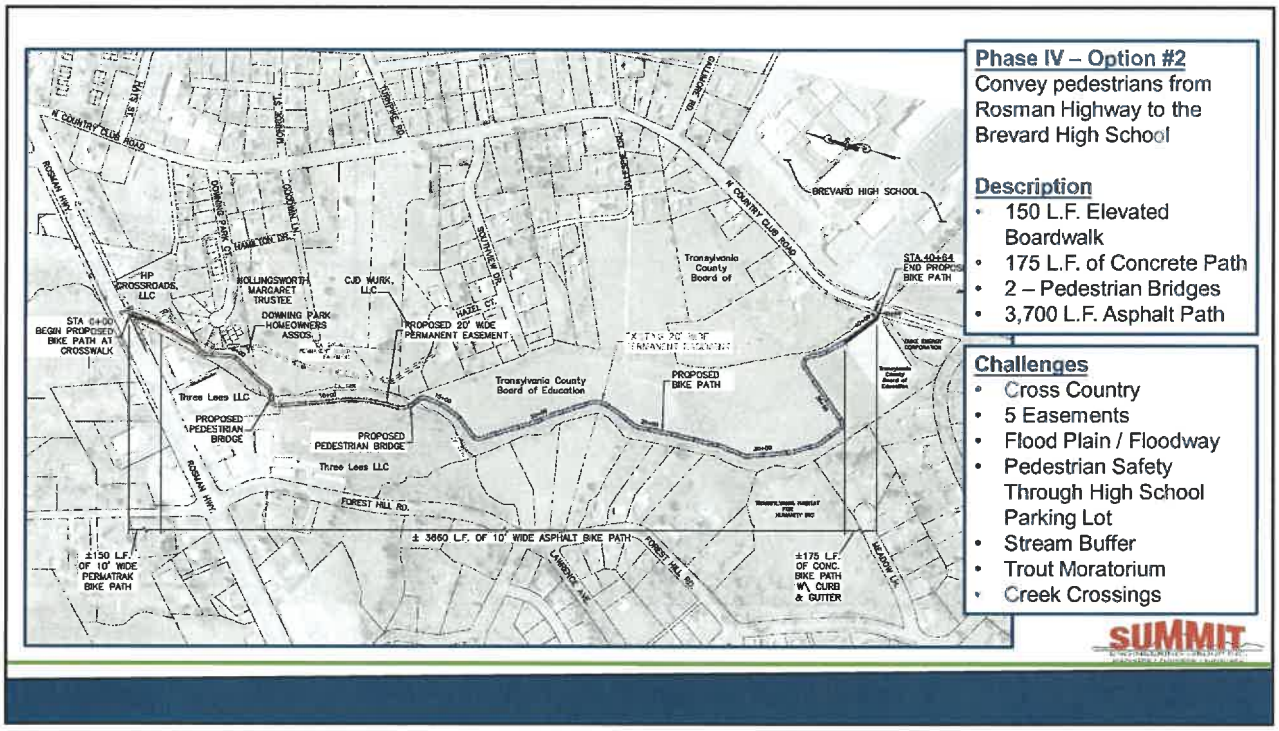
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Phase IV – Option #1
Convey pedestrians from Rosman Highway to the Brevard High School
Description
• 150 L.F. Elevated Boardwalk
• 175 L.F. – Concrete Path
• 3,650 L.F. Asphalt Path
Challenges
• Cross Country
• 5 Easements
• Flood Plain / Floodway
• Pedestrian Safety Through High School Parking Lot
• Stream Buffer
• Trout Moratorium
N COUNTRY CLUB ROAD
ROSMAN HWY
HAMILTON DR
DOWNING PARK CT
DOCKSIDE LN
SOUTHVIEW DR
HAZEL CT
BREVARD HIGH SCHOOL
HP CROSSROADS, LLC
HOLLINGSWORTH MARGARET TRUSTEE
CJD WURK, LLC
DOWNING PARK HOMEOWNERS ASSOS
Transylvania County Board of
STA 0+00 BEGIN PROPOSED BIKE PATH AT CROSSWALK
Three Lees LLC
PROPOSED 20' WIDE PERMANENT EASEMENT
Transylvania County Board of Education
PROPOSED BIKE PATH
FOREST HILL RD
± 3650 L.F. OF 10' WIDE ASPHALT BIKE PATH
±150 L.F. OF 10' WIDE PERMATRAK BIKE PATH
±175 L.F. OF CONC. BIKE PATH W\ CURB & GUTTER
MEADOW LN
LAWRENCE AVE
SUMMIT

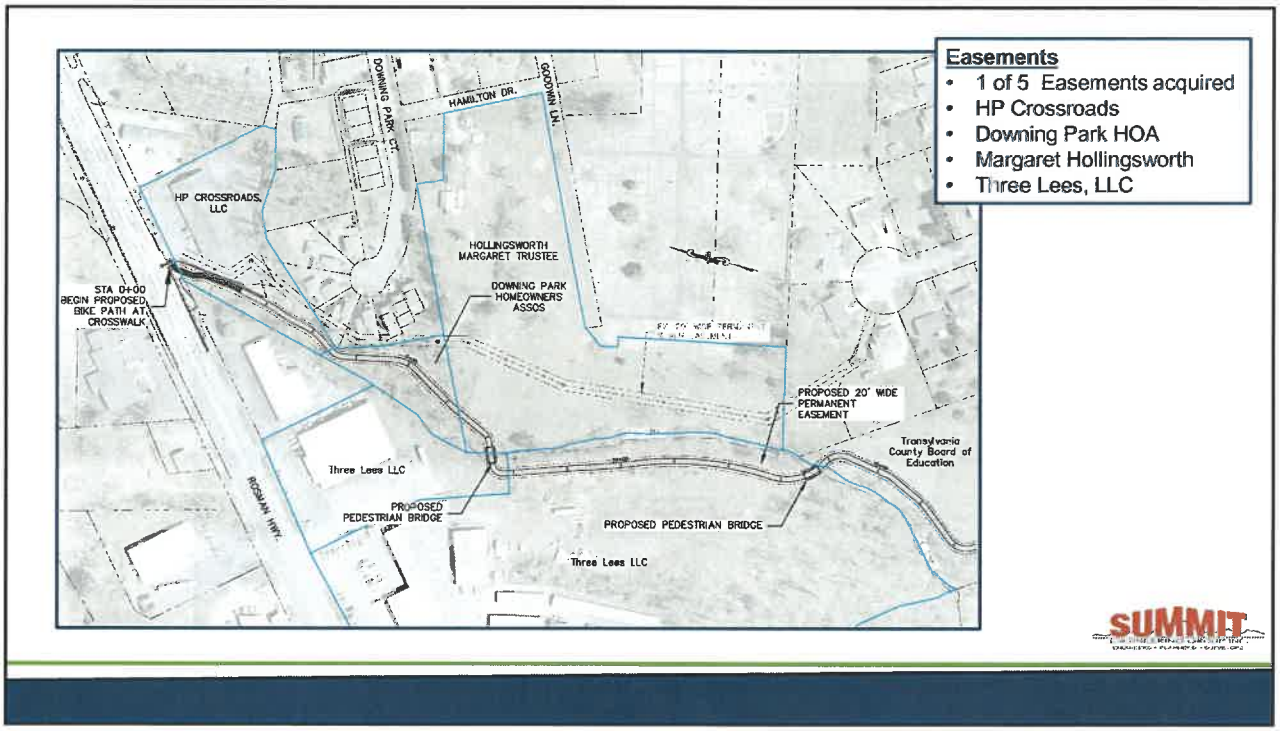
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Easements
• 1 of 5 Easements acquired
• HP Crossroads
• Downing Park HOA
• Margaret Hollingsworth
• CJD Wurk, LLC
HAMILTON DR
DOWNING PARK CT
HP CROSSROADS, LLC
HOLLINGSWORTH MARGARET TRUSTEE
DOWNING PARK HOMEOWNERS ASSOS
HAZEL CT
CJD WORK, LLC
STA 0+00 BEGIN PROPOSED BIKE PATH AT CROSSWALK
Three Lees LLC
PROPOSED 20' WIDE PERMANENT EASEMENT
Transylvania County Board of Education
ROSMAN HWY
Three Lees LLC
SUMMIT

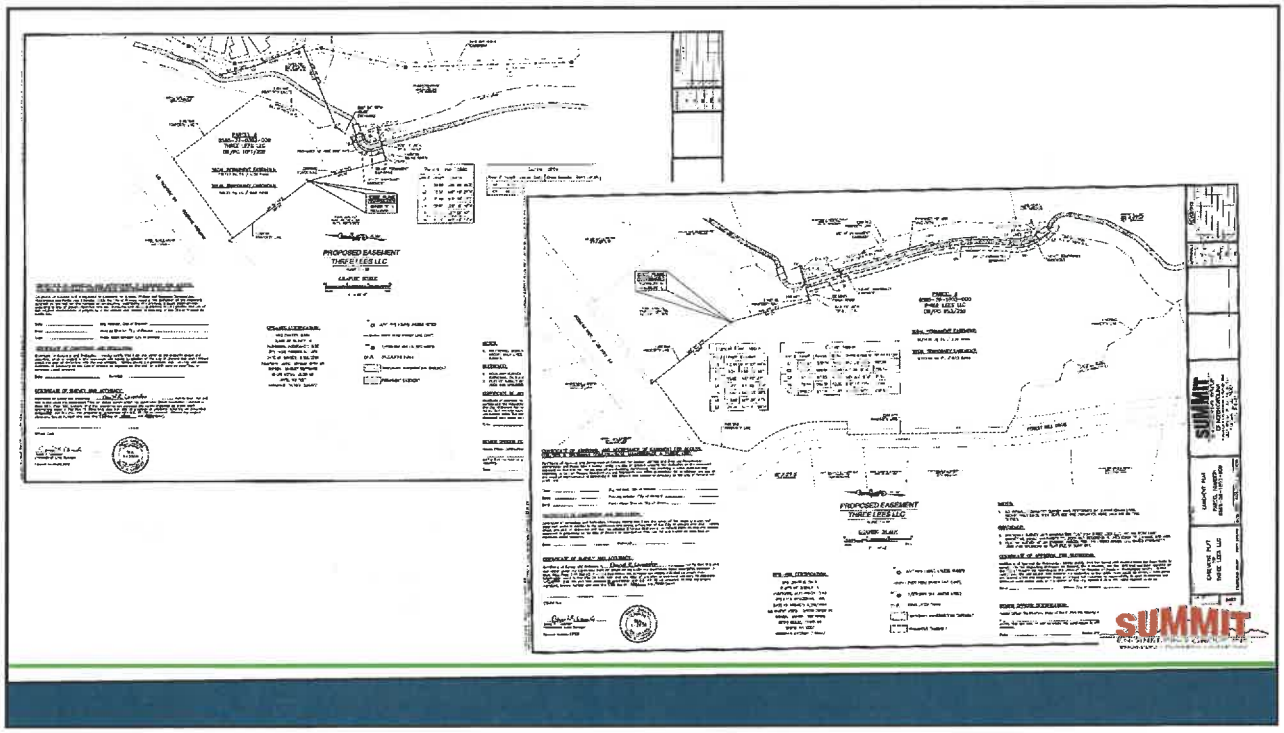
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Phase IV – Option #2
Convey pedestrians from Rosman Highway to the Brevard High School
Description
150 L.F. Elevated Boardwalk
175 L.F. of Concrete Path
2 – Pedestrian Bridges
3,700 L.F. Asphalt Path
Challenges
Cross Country
5 Easements
Flood Plain / Floodway
Pedestrian Safety Through High School Parking Lot
Stream Buffer
Trout Moratorium
Creek Crossings
BREVARD HIGH SCHOOL
HP CROSSROADS, LLC
HOLLINGSWORTH MARGARET TRUSTEE
CJD MURK, LLC
DOWNING PARK HOMEOWNERS ASSOC.
PROPOSED 20' WIDE PERMANENT EASEMENT
Transylvania County Board of Education
PROPOSED BIKE PATH
Three Lees LLC
PROPOSED PEDESTRIAN BRIDGE
PROPOSED PEDESTRIAN BRIDGE
Three Lees LLC
FOREST HILL RD.
± 3650 L.F. OF 10' WIDE ASPHALT BIKE PATH
±150 L.F. OF 10' WIDE PERMATRAK BIKE PATH
±175 L.F. OF CONC. BIKE PATH W/ CURB & GUTTER
STA 0+00 BEGIN PROPOSED BIKE PATH AT CROSSWALK
STA 40+64 END PROPOSED BIKE PATH
N COUNTRY CLUB ROAD
ROSMAN HWY.
HAMILTON DR.
GOODWIN LN.
DOWNING PARK CT.
HAZEL DR.
SOUTHVIEW DR.
LAWRENCE AVE.
MEADOW LN.
SUMMIT

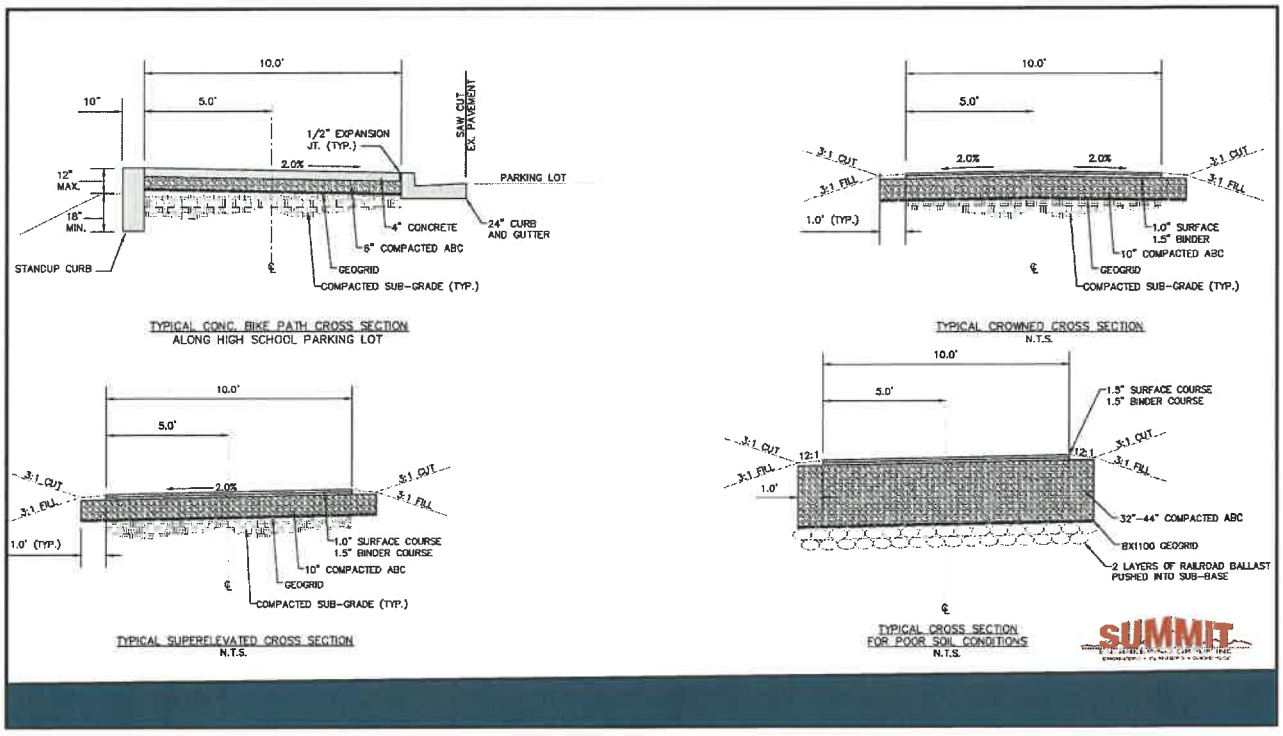
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Easements
1 of 5 Easements acquired
HP Crossroads
Downing Park HOA
Margaret Hollingsworth
Three Lees, LLC
HP CROSSROADS, LLC
HOLLINGSWORTH MARGARET TRUSTEE
DOWNING PARK HOMEOWNERS ASSOC
STA 0+00 BEGIN PROPOSED BIKE PATH AT CROSSWALK
PROPOSED 20' WIDE PERMANENT EASEMENT
Transylvania County Board of Education
Three Lees LLC
PROPOSED PEDESTRIAN BRIDGE
PROPOSED PEDESTRIAN BRIDGE
Three Lees LLC
ROSMAN HWY.
HAMILTON DR.
GOODWIN LN.
DOWNING PARK CT.
SUMMIT

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PROPOSED EASEMENT
THREE LEES LLC
SUMMIT

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10.0'
10"
5.0'
1/2" EXPANSION JT. (TYP.)
SAW CUT EX. PAVEMENT
2.0%
12" MAX.
18" MIN.
PARKING LOT
STANDUP CURB
4" CONCRETE
24" CURB AND GUTTER
6" COMPACTED ABC
GEOGRID
COMPACTED SUB-GRADE (TYP.)
TYPICAL CONC. BIKE PATH CROSS SECTION
ALONG HIGH SCHOOL PARKING LOT
10.0'
5.0'
3:1 CUT
3:1 FILL
2.0%
1.0' (TYP.)
1.0" SURFACE
1.5" BINDER
10" COMPACTED ABC
GEOGRID
COMPACTED SUB-GRADE (TYP.)
TYPICAL CROWNED CROSS SECTION
N.T.S.
10.0'
5.0'
3:1 CUT
3:1 FILL
2.0%
1.0' (TYP.)
1.0" SURFACE COURSE
1.5" BINDER COURSE
10" COMPACTED ABC
GEOGRID
COMPACTED SUB-GRADE (TYP.)
TYPICAL SUPERELEVATED CROSS SECTION
N.T.S.
10.0'
5.0'
1.5" SURFACE COURSE
1.5" BINDER COURSE
3:1 CUT
3:1 FILL
12:1
1.0'
32"-44" COMPACTED ABC
BX1100 GEOGRID
2 LAYERS OF RAILROAD BALLAST PUSHED INTO SUB-BASE
TYPICAL CROSS SECTION
FOR POOR SOIL CONDITIONS
N.T.S.
SUMMIT

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Alternative Analysis

Option #1

Pros

- Utilizes the existing sewer easement
- Improves access to the existing sewer main for maintenance
- Less expensive
- Less regulatory permit requirements
- ADA Compliant

Cons

- More significant impact to adjacent property
- Eminent Domain likely

Estimated Construction Cost

- Construction Estimate = $1.67 M
- 10% Contingency = $0.17 M
- Construction Budget = $1.84 M

Option #2

Pros

- Easement easier to obtain
- Avoids / minimizes use of Eminent Domain
- ADA Compliant

Cons

- More expensive
- More disturbed land
- More erosion control measures
- 2 creek crossings
- Additional regulatory permitting

Estimated Construction Cost

- Construction Estimate = $ 2.00 M
- 10% Contingency = $ 0.20 M
- Construction Budget = +/-$ 2.20 M

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Next Steps

- Select Alternative
- Perform required soil borings
- Perform environmental
- Begin final design plans
- Easement Acquisitions
- Funding Applications

Required Regulatory Permits

- 404 USACE Permit
- 401 NCDEQ Permit
- "No Rise" Certification
- Stream Buffer Waiver
- Grading / Land Disturbance Permit
- NCDOT Encroachment Permit

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Questions ???

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