



LILLINGTON TO CAMPBELL UNIVERSITY

Existing Facilities and Potential Alternatives

- Shared Use Path Alternative
- Shared Roadway Alternative
- Existing Shared Use Path
- Existing Sidewalk

Easements

- Conservation Easements
- Drainage
- Electric
- Gas
- Greenway
- Greenway Bike
- Ingress_Egress
- Utility
- WasteWater
- Water

Other Features

- Municipal Boundaries
- Parcels
- Parks
- Libraries
- Schools
- Contours - 5ft
- Streams
- Floodway
- 100 year floodplain
- Wetlands
- Bike Crash
- Pedestrian Crash
- Colleges_and_Universities

Railroad under-crossing: Space exists underneath the Raleigh and Fayetteville RR bridge to extend the existing Cape Fear Shiner Park trail to the east - options include connecting under the railroad bridge at the river edge or just to the north underneath spacing in the railroad trestle support. This would require a protective canopy underneath the railroad bridge or trestle to protect trail users from possible debris.

Cape Fear Shiner Park to Main St bridge: Routing from here to the Main St bridge will depend on wetland delineation/boardwalk needed - could follow river edge here or possibly the existing cleared utility easement to the north (or some variation of these options).

Main St bridge/greenway connection: If the greenway is constructed underneath the Main St bridge along the Cape Fear River front, a switch back connection should also be constructed to the Main St bridge sidewalk to enhance cross-river connectivity.

Main St bridge - Lillington spur: The Lillington Bicycle and Pedestrian Plan (pg 66) recommends creating an interim option that shifts some of the existing shoulder space to the sidewalk edge, allowing space for a vertical barrier such as a concrete jersey barrier to provide additional protected space for bicyclists and pedestrians - the Town of Lillington should continue to explore this option with NCDOT Div 6 to better link greenways and destinations on both sides of the Cape Fear River.

Main St bridge under-crossing: Space exists between the bridge support and the Cape Fear River for the proposed greenway. This is within NCDOT right of way and would require an encroachment agreement. Maintenance during and after construction would be the responsibility of the encroaching party. The trail would be subject to temporary closure should bridge maintenance or replacement be required. The typical project management and development would be required (environmental documentation, erosion permits, etc.).

A full traffic signal with a variety of bicycle and pedestrian safety treatments would be needed at the McKinney Pkwy Main St intersection to create a safe sidewalk crossing here.

Proposed McKinney Pkwy sidewalk: Longer term, a road is proposed to continue McKinney Pkwy to the Capeton development. This road should include a sidewalk with a landscaped buffer, linking to Capeton's internal greenway/walking/biking system and Main St - this could also serve as an alternative if the greenway cannot be constructed along the Cape Fear River.

The Dry Creek corridor through the Capeton development could serve as an internal greenway connection from the river front greenway to the US 421 sidewalk, forming a loop greenway around the Capeton development when combined with the other segments and Campbell University's potential segment.

An agreement is needed with one private landowner to make the connection from the Main St bridge to the Capeton development along the Cape Fear River. Some boardwalk may be needed along this section.

Proposed Parker Ln sidewalk: Longer term, Parker Ln is proposed to connect to US 421 - a sidewalk with a landscaped buffer to Capeton's walking/biking/greenway system should be considered.

US 421 sidewalk: A sidewalk along the south side of US 421 is required to be constructed as part of the Capeton development, and could be the northern part of a greenway loop around Capeton.

For this section of the greenway, routing along the north side of the Campbell University property may need to utilize some NCDOT right of way and would require an encroachment agreement. Maintenance during and after construction would be the responsibility of the encroaching party. The typical project management and development would be required, such as environmental documentation, erosion permits, etc.

Trail routing could fit in between US 421 and the Campbell University hole #5 green some cut, fill, and a low retaining wall may be needed here due to berm separating the green and US 421.

The large, flat open space in front of the Health Science campus would be an ideal route for the greenway. The path could be pulled close to the buildings and include pathway spurs to each building entrance, allowing for plenty of buffer space with US 421 traffic and convenient access to Health Science Campus buildings.

The existing sidewalk along US 421, while better than nothing, is too narrow for a standard greenway and has a very small buffer with the roadway, leaving pedestrians limited space with US 421 motorist traffic. Expansion of this sidewalk or buffer creation with the roadway would require significant expense in grading (steep drop-off on south side of sidewalk), bridging over Bules Creek, and the possible need to purchase additional rights-of-way from up to eight landowners.

Potential connection point: the terminus of Perry Q Langston Ln

Plenty of space for proposed greenway connection along the south side of Wade Stewart Cir, but would need some amount of parking in grass field to be reconfigured.

Connect to existing bike/ped under-crossing of US 421

Potential alternatives to create a greenway connection between the Health Science Campus and the southern part of Main Campus. This would require a greenway bridge over Bules Creek. Greenway easement agreements would be needed with one private landowner as well as Campbell University.

Potential connection point routing near the terminus of Wade Stewart Circle; this southernmost option provides greater separation from nearby student housing, while still serving nearby housing.

Work with Campbell University to find the ideal greenway route from the Capeton development - Cape Fear River to the Health Science Campus - ideal route is likely along the west side of the River Park site to the northern end of the property US 421.

A greenway bridge will need to be constructed to cross W Bules Creek - some amount of boardwalk will be needed depending on exact extent of wetland on either side of W Bules Creek floodway.

The trail would need to cross under the Duke energy power lines - coordination with Duke Energy needed for implementation.

Work with Campbell University and the Capeton development to create a greenway connection between the two properties in this vicinity; bridge likely needed here due to topography

Plans for the Capeton development include the reservation or construction of a greenway along the Cape Fear River along the south side of the development with several connection points into the development (this section could also serve as the southern segment of a greenway loop around Capeton).





CAMPBELL UNIVERSITY TO COATS

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COATS TO DUNN-ERWIN RAIL TRAIL

Existing Facilities and Potential Alternatives

- Shared Use Path Alternative
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