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# Executive Summary

## Connecting People, Places, and Nature

Extending Loves Creek Greenway will make Siler City a more connected, active, and vibrant community. Following Loves Creek through neighborhoods, parks, and the downtown area, the greenway will provide safe walking and biking routes, new recreational opportunities, and a scenic natural corridor for everyone to enjoy. It will link residents to schools, shops, and community destinations, while connecting Siler City to regional trail initiatives.

## Our Vision

Loves Creek Greenway will be a place where residents and visitors of all ages can walk, bike, run, and relax in a safe, accessible, and beautiful setting. It will strengthen connections between neighborhoods and downtown, promote active living, improve quality of life, and serve as a source of community pride for decades to come. This study is guided by the following principles:

- Create a safe, connected, and accessible route for walking and biking.
- Link neighborhoods to schools, parks, downtown, and regional trail systems.
- Support local businesses and strengthen the downtown economy.
- Enhance community health through active recreation.
- Protect and highlight the natural beauty of Loves Creek.
- Foster community identity and civic pride.



Image 1. Existing Loves Creek Greenway. Source: McAdams

## Community Input

This plan reflects the voices of residents, stakeholders, and partner agencies. Through public workshops, surveys, and Steering Committee meetings, participants expressed strong support for safe, connected walking and biking options, green space enhancements, and a phased approach that delivers benefits early while building toward the long-term vision.

## Implementation at a Glance

### Phased Approach

The Loves Creek Greenway extensions will be built in phases to match funding availability and community priorities:

- Near-Term – Build initial segments connecting key destinations.
- Mid-Term – Extend the trail to additional neighborhoods and parks.
- Long-Term – Complete connections to regional trail networks.

### Key Partners

Town of Siler City, NCDOT Division 8, Central Pines RPO, Triangle Trails Initiative, Chatham County, Jordan-Matthews High School, and others will work together to design, fund, and maintain the greenway.

### Funding Opportunities

Construction and long-term upkeep will require a mix of local investment, state and federal grants, and private contributions. Potential sources include NCDOT programs, USDOT active transportation grants, regional trail funding, and sponsorships from local organizations.



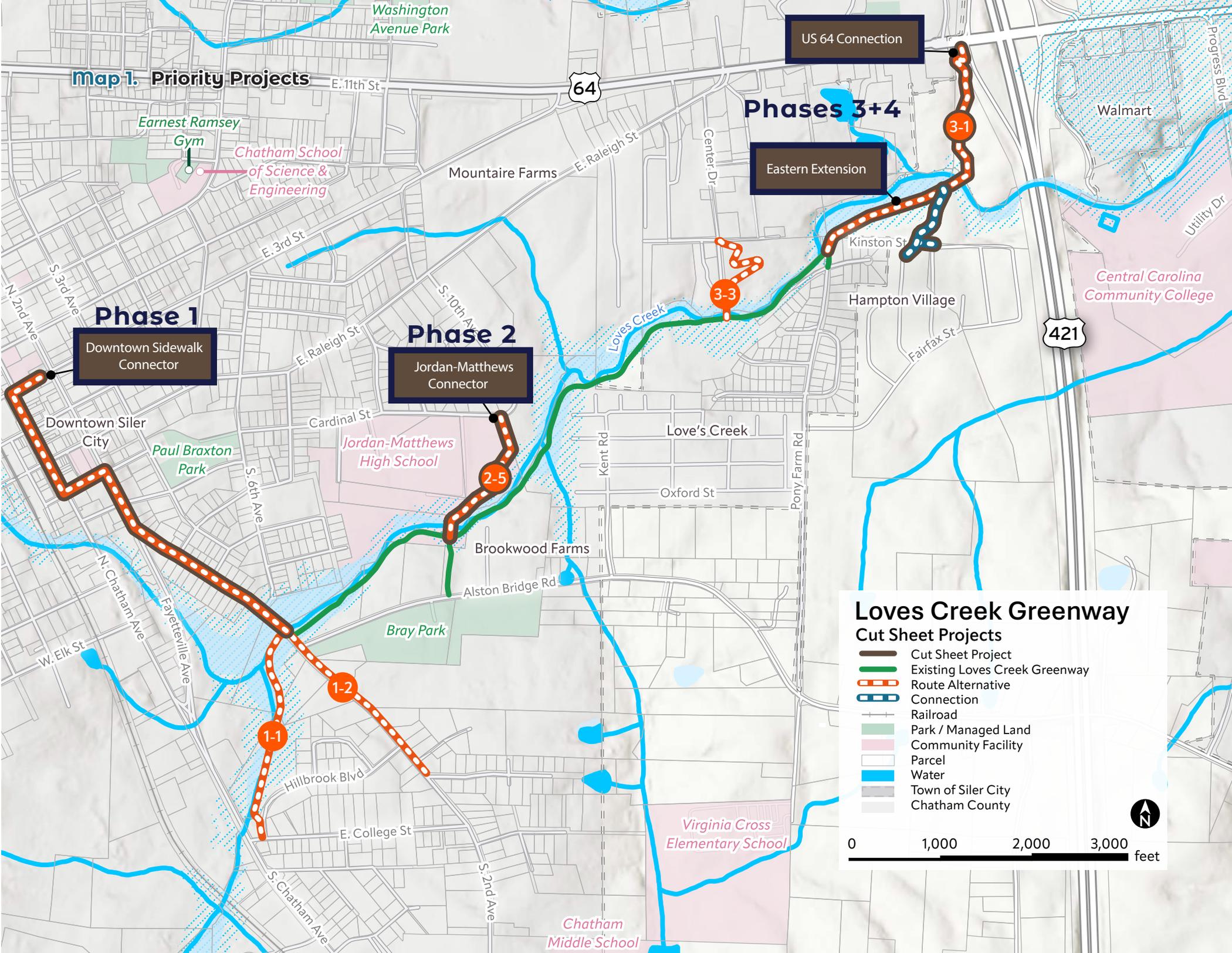
**Image 2.** Example of a greenway trailhead, Carl Dean Greenway in Holly Springs, NC. *Source: Town of Holly Springs*

### Next Steps

- Finalize greenway alignment and engineering designs for initial phases.
- Secure funding for design, construction, and amenities.
- Continue community engagement to refine features and promote the project.
- Begin construction of the first phase.

Loves Creek Greenway will be more than a trail—it will be a community gathering place, a transportation option, and a symbol of Siler City’s commitment to health, sustainability, and quality of life. Working together, we can bring this vision to life for current and future generations.

# Map 1. Priority Projects



## Phase 1

Downtown Sidewalk Connector

## Phase 2

Jordan-Matthews Connector

## Phases 3+4

Eastern Extension

### Loves Creek Greenway

#### Cut Sheet Projects

- Cut Sheet Project
- Existing Loves Creek Greenway
- Route Alternative
- Connection
- Railroad
- Park / Managed Land
- Community Facility
- Parcel
- Water
- Town of Siler City
- Chatham County

0 1,000 2,000 3,000 feet



## Priority Projects

### Phase One - Downtown Sidewalk Connector

Improves the walking link between downtown Siler City and the existing 2nd Avenue entrance to Loves Creek Greenway. Upgrades include pedestrian signal heads at five intersections, a signed and branded route, and a small downtown trailhead. This early phase provides a highly visible connection with fewer permitting hurdles, making it an ideal first step.

### Phase Two - Jordan-Matthews Connector

Creates a safe, formal path between Jordan-Matthews High School and nearby neighborhoods by adding a 105-foot bridge across Loves Creek, 225 feet of boardwalk, and reconstructed trail segments. Located entirely on public property, this connection could be ready for construction by 2028 and will serve both daily users and the school community.

## Building Momentum

The first two phases are more than standalone projects—they are catalysts. By linking downtown and the high school, they establish visible, high-impact connections that encourage everyday use, build public trust, and foster enthusiasm for future phases. With these early wins, the community positions itself for long-term success in expanding the Loves Creek Greenway.



**Image 3.** Example of a greenway trailhead, Middle Fork Greenway, Boone, NC. *Source: Blue Ridge Conservancy*



**Image 4.** Example of a greenway trailhead, Island Greenway, Carolina Beach, NC. *Source: Town of Carolina Beach*



# **7** Introduction

# Chapter One Introduction

## Overview & Study Goals

Loves Creek Greenway is a 1.5 mile greenway trail in Siler City, North Carolina. The existing Loves Creek greenway is a 10-foot wide paved trail paralleling Loves Creek within a sewer easement. It opened to the public in 2015 and was funded through North Carolina Department of Transportation's (NCDOT) State Transportation Improvement Program (STIP) with an approximate construction cost of \$750,000.

The Town of Siler City, in partnership with the Central Pines Regional Council, is leading an effort to expand Loves Creek Greenway. This process was guided by a local steering committee, stakeholder coordination, and public input to identify opportunities for future greenway projects along Loves Creek. The project's steering committee identified the following goals for this study:

### Study Goals



#### Connectivity

Identify connections to desirable walking and biking destinations such as schools, parks, employment centers, and activity centers. Leverage greenway expansion along existing and funded sidewalks for connectivity.



#### Access

Improve access to neighborhoods that are located in proximity to the existing greenway, but lack the ability to walk or bike to the trail due to the absence of any bridge crossing Loves Creek and missing sidewalk connections.



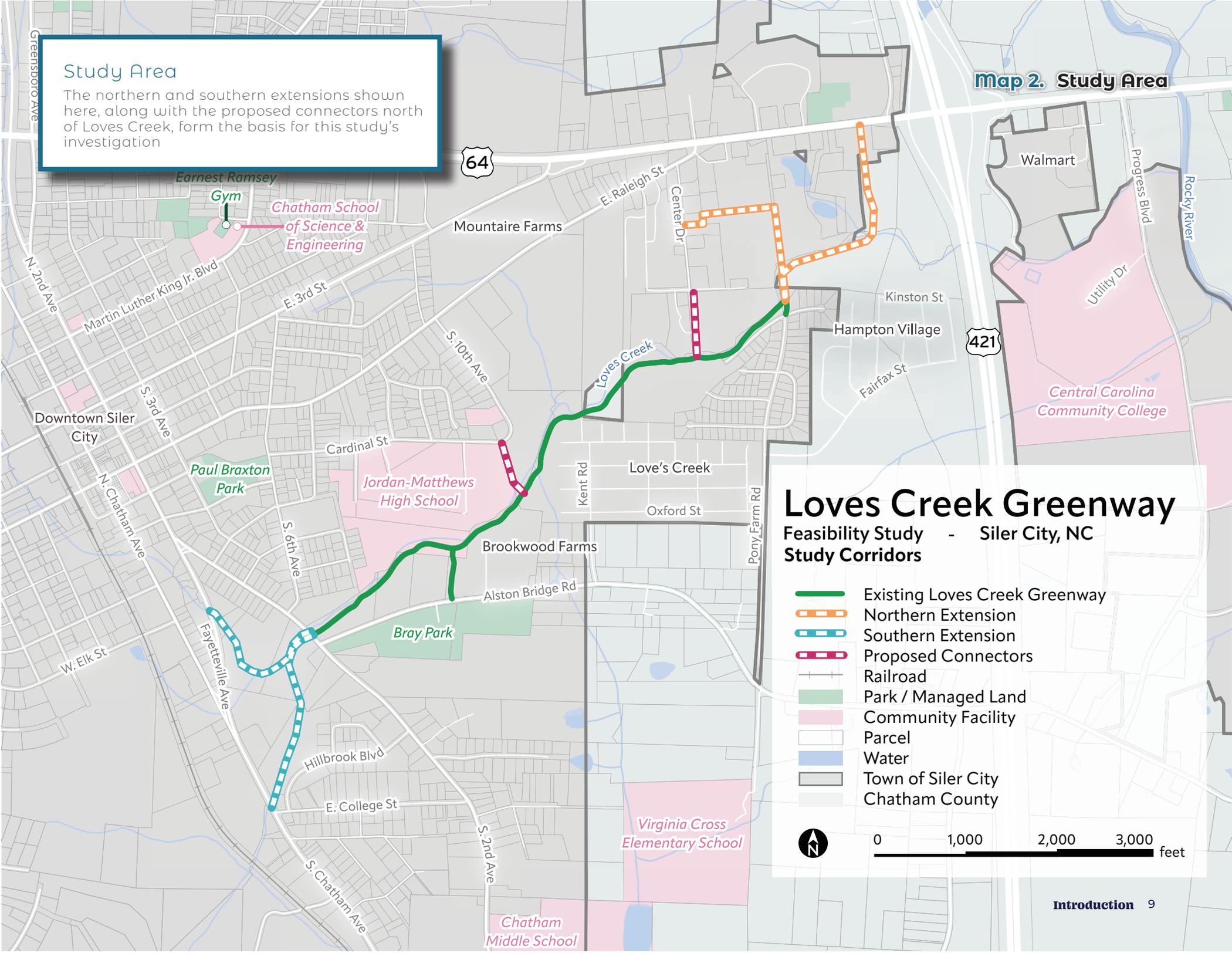
#### Project Development

Develop projects that have stakeholders support as the town pursues implementation. Develop cost estimates that are accurate and account for the study area's challenges.

## Study Area

The northern and southern extensions shown here, along with the proposed connectors north of Loves Creek, form the basis for this study's investigation

Map 2. Study Area



# Loves Creek Greenway

Feasibility Study - Siler City, NC  
Study Corridors

- Existing Loves Creek Greenway
- Northern Extension
- Southern Extension
- Proposed Connectors
- Railroad
- Park / Managed Land
- Community Facility
- Parcel
- Water
- Town of Siler City
- Chatham County



0 1,000 2,000 3,000 feet

# Process & Schedule

Feasibility studies bridge the gap between conceptual planning, prioritization, and project programming. They build upon planning efforts and comprehensively assess possible alignment alternatives. These studies evaluate technical feasibility from design, permitting, and constructability perspectives. Input solicited from the local community and stakeholders guides the recommended alignments. The study provides preliminary cost estimates based on quantities to inform decision making, identifies funding needs, and determines the next steps for project implementation. It is important to note that a feasibility study does not present a final design for construction. The final alignment of a project will depend on willing property owners and available funding.

Figure 1. Planning Process



# Previous Plan + Policy Review

Siler City’s adopted long range planning documents and land development policies shape the future of the community’s built environment. The recommendations from the 2013 Siler City Pedestrian Plan were the starting point for this feasibility study’s investigations. More recently completed plans such as the Parks and Recreation Comprehensive Plan (2024) provided insight into the community’s positive sentiment toward greenway expansion. This section summarizes key elements of 17 plans and policies from the municipal, county, and state level as they relate to the Loves Creek corridor and townwide greenway expansion.

Table 1. Plan + Policy Review Summary

Previous Plan	Key Recommendations
<p><b>Chatham County Bicycle Plan (2011)</b></p>	<p>This plan identifies facility, program, and policy recommendations for improving bicycling in Chatham County in order to provide a system that encourages an alternative to driving, improves the environment and reduces congestion, ensuring all riders have safe and accessible options. The plan recommends shared and signed roads, paved shoulders, on-street bike lanes, and shared use paths, along with key intersection improvements and trailhead car parking. The Bicycle Plan identified the Loves Creek Greenway as a “Short-Term Projects,” for two miles from S. Chatham Avenue to US-US-421 Bypass along an existing easement. At the time of plan adoption, the estimated cost of construction was \$750,000. This section from the plan was completed as Phase I of the Loves Creek Greenway. In addition to identifying Loves Creek Greenway specifically as a short-term priority, the plan supported regional cooperation for linking existing and planned infrastructure, enhancing connections to Loves Creek through an 0.7 mile extension of the greenway west to Progress Boulevard (Phase 2). This plan emphasizes the importance of linking neighborhoods to schools, parks, and commercial centers to encourage multimodal transportation as viable for residents.</p>
<p><b>Town of Siler City Downtown Master Plan Report (2013)</b></p>	<p>The Downtown Master Plan emphasizes the importance of creating a pedestrian-friendly environment in downtown Siler City, with a strong focus on enhancing infrastructure for bicycles, pedestrians, and greenways. The plan outlines key recommendations aimed at improving accessibility and connectivity, specifically focusing on the integration of sidewalks, bike lanes, and shared-use paths, intersection improvements, and streetscape improvements to enhance the overall aesthetic and functionality of the downtown area while promoting comfortable, safe active transportation options. Public forums and surveys were conducted to gather input on community preferences, with results showing a strong desire for improved pedestrian infrastructure. This engagement not only informed the planning process but also fostered a sense of ownership among residents regarding the future of their downtown area. The Downtown Master Plan aims to create connections between the downtown area and existing greenway segments, which is relevant for Loves Creek Greenway. By prioritizing projects that link downtown to Loves Creek, the plan seeks to enhance recreational opportunities and promote a healthier lifestyle for residents while emphasizing the importance of zoning and code revisions to facilitate the implementation of these recommendations, such as requiring developers to incorporate bike lanes and sidewalks into their projects to improve access and connectivity.</p>

Table 1. Plan + Policy Review Summary (Cont'd)

Previous Plan	Key Recommendations
<p><b>Siler City Pedestrian Master Plan (2013)</b></p>	<p>The plan proposes recommendations for improvements to pedestrian infrastructure, such as expanding the sidewalk system and focusing on pedestrian safety, emphasizing the importance of greenway and trail expansion to improve access and connectivity. The plan recommends sidewalk widths of 5-6 feet on local streets and 6-12 feet in commercial areas, recommends prohibiting bicycling on sidewalks, adding curb extensions, and forming a Bicycle and Pedestrian Advisory Committee to support the implementation of multimodal projects.</p> <p>Specific recommendations include developing paved greenways from Alston Bridge to Progress Boulevard, Progress Boulevard to US Highway 64, and East Raleigh St to East Eleventh St. Community members expressed a desire for more trails and greenways, with specific mentions of the need for bike lanes and improved pedestrian infrastructure.</p>
<p><b>Siler City Land Development Plan (2017)</b></p>	<p>This plan lays out a long-term vision for growth, emphasizing pedestrian and bicycle infrastructure, greenway expansion, and sustainability. The plan recommends prioritizing sidewalks, shared-use paths, and road improvements to enhance walkability and connectivity. Additionally, zoning regulations require developers to incorporate sidewalks in new developments, ensuring integration with existing infrastructure. A Chatham Avenue streetscape project is encouraged, which aims at revitalizing downtown and making it more accessible to pedestrians and cyclists.</p> <p>Loves Creek Greenway is highlighted as a significant recreational and environmental asset, with recommendations to expand and protect its corridor. The plan identifies the Loves Creek floodplain as a priority for stream restoration and greenway expansion, ensuring flood mitigation while providing new walking and biking opportunities. Additionally, transportation projects such as road diets and multi-use paths near key corridors are proposed to improve pedestrian safety and bike accessibility, further integrating Loves Creek Greenway with Siler City's border mobility network.</p>
<p><b>Siler City North Chatham Avenue Sidewalk Feasibility Study (2019)</b></p>	<p>This study aims to enhance pedestrian safety and connectivity along North Chatham Avenue, addressing the critical need for improved infrastructure for walkers and cyclists by outlining key recommendations, including the construction of sidewalks on both sides of the road, the installation of bike lanes, and the development of shared-use paths. Additionally, the plan emphasizes that "sidewalks would also connect to the existing pedestrian network south of the Charles St and North Chatham Avenue intersection," facilitating access to essential destinations and promoting active transportation.</p> <p>By emphasizing the importance of integrating greenway segments and shared-use paths into the border transportation network, this plan carries direct implications and importance to the Loves Creek Greenway Study. The study encourages sidewalks to connect the pedestrian network south of Charles St and North Chatham Avenue intersection and sidewalks on North Chatham Avenue to improve access/connectivity to key destinations.</p>

Table 1. Plan + Policy Review Summary (Cont'd)

Previous Plan	Key Recommendations
<p><b>Chatham County Parks and Recreation Comprehensive Master Plan (2019)</b></p>	<p>This plan outlines key recommendations for expanding sidewalks, bike lanes, and shared-use paths throughout the county, emphasizing the importance of developing a robust network of pedestrian and bicycle infrastructure to enhance community connectivity and promote active lifestyles. The plan highlights the need for increased investment in greenways and trails, which are vital for linking neighborhoods and providing safe routes for walkers and cyclists.</p> <p>This plan recommends the construction of new trails that link to Loves Creek, which would provide residents with safe and accessible routes for walking, biking, and enjoying nature. Additionally, the plan emphasizes the importance of integrating pedestrian infrastructure into new developments, which is crucial for creating a comprehensive network that supports active transportation and enhances access to recreational opportunities, ultimately benefiting the entire community and promoting a healthier lifestyle.</p>
<p><b>Chatham County Community Connectivity Plan (2019)</b></p>	<p>This plan identified strategies to provide quality service to core customers and Chatham County transit users while assessing opportunities for coordination with Lee, Moore and Randolph (RCATS) counties. The plan recommended establishing a Siler City circulator to meet residents' transportation needs, enhancing the connectivity between Siler City and Pittsboro through increased frequency or a new service between the two municipalities, and initiating coordination between neighboring counties. Transit service proposed for the Siler City Circulator could enhance connectivity to Loves Creek as the circulator route follows US-64. The plan specifically encourages future transit service to coordinate with Chatham County Parks to align development with growth of recreational facilities. As an identified key area for future greenway expansion that will link neighborhoods and recreational spaces, Loves Creek stands out as an opportunity for coordination between recreation and transit connectivity as encouraged in this plan.</p>
<p><b>Bray Park Master Plan (2020)</b></p>	<p>This plan identified a vision for the park and future connections to the surrounding area, aligning with the border initiatives for expanding sidewalks and greenways in the Siler City Pedestrian Master Plan. The park features a crosswalk to Loves Creek Greenway that enhances pedestrian and cyclist access. The plan proposes the expansion of the sidewalk from its current terminus at Field #1 to Kent Road, which will facilitate easier access and encourage more pedestrian traffic. Additionally, the development includes the addition of a greenway along the Loves Creek tributary east of the park and another along Second Avenue heading south. Sidewalk improvements on Second Avenue toward Downtown, along with the enhancement of the intersection of Second Avenue and Alston Bridge Road, are also part of the strategy to create a more connected and pedestrian-friendly environment. Key community preferences included increasing soccer fields, incorporating a skate park, enhancing accessibility, and adding multipurpose trails and fitness areas. The overall vision includes developing a multiuse trail, constructing sidewalks, and installing wayfinding to help users navigate the enhanced park area.</p>

Table 1. Plan + Policy Review Summary (Cont'd)

Previous Plan	Key Recommendations
<p><b>Town of Siler City Economic Development Strategic Five-Year Plan 2021-2026 (2021)</b></p>	<p>The Economic Development Strategic Five-Year Plan reviews current financial information for the Town, chronicling the steering committee's engagement as they reviewed issues facing the Town as well as identifying its assets, economic drivers, Strengths, challenges, opportunities, and threats. As a result, the Town of Siler City created an Economic Positioning/Vision Statement along with a 5-Year Implementation Plan. This plan garnered the support of residents, business owners and Stakeholders through community engagement, resulting the identification of four strategic goals: (1) Lively, Multi-Cultural Downtown, (2) Safe, Connected Neighborhoods, (3) Creative Business &amp; Innovative Industry, and (4) Inclusive Healthy Community.</p> <p>Certain parks and recreational facilities chosen by the community were called out in the plan as assets. In the Natural/Recreational category: Loves Creek Greenway, Bray Park Sports Complex, Recreation system, Rocky River, and more were all noted. The Parks and Recreation Department was listed as an asset in the Government category. The community was also asked to list its main Economic Drivers – the Bray Park Sports Complex was listed as part of this. The community of Siler City values the park system and the potential revenue it can provide the Town.</p>
<p><b>Downtown Siler City Economic Assessment (2021)</b></p>	<p>The Downtown Siler City Economic Assessment plan was created to provide a sense of the town's current downtown standing, demonstrate how the downtown area benefits the rest of the community, and provide information on how to revitalize the downtown area.</p> <p>Within the assessment, is a boundary section showing the contiguous geographic area around downtown that generates most of the customers for businesses. Inside this geographic area, are multiple parks and recreational facilities. A major focus is on greenway expansion, particularly along Loves Creek, which has been identified as a potential multi-use trail corridor connecting neighborhoods, parks, and downtown. The town envisions a continuous trail system that enhances recreational opportunities while also serving as an alternative transportation route for non-motorized users. Efforts to secure grants and partnerships are underway to fund these expansions and integrate them into the town's overall development strategy.</p> <p>This leads to the conclusion that the allure of parks and recreational facilities near the downtown boundary will help to promote more revenue and generate more trips to downtown. It is beneficial to visitors and residents alike that these opportunities grow and thrive near the downtown environment.</p>

Table 1. Plan + Policy Review Summary (Cont'd)

Previous Plan	Key Recommendations
<p data-bbox="220 435 457 527"><b>NCDOT Great Trails State Plan (2022)</b></p>	<p data-bbox="552 310 1965 651">The North Carolina Department of Transportation's (NCDOT) Great Trails State Plan, completed in 2022, helped to identify priorities of existing trail users. Among the top destinations for current users were local and regional parks (#1), small towns and rural communities (#3), and river, lake, and beach access points (#4). While Loves Creek Greenway is not explicitly mentioned and the Great Trails State network does not pass through Siler City, the Great Trails State Plan supports policies and infrastructure that would benefit its development. Recommendations include prioritizing greenway construction alongside roadway projects through Complete Streets policies, which require the integration of bike lanes, sidewalks, and multi-use paths into new developments. The plan also promotes regional trail connectivity, which could facilitate links between Loves Creek and other greenways or State trails. Developers may also be required to incorporate sidewalks and pedestrian-friendly infrastructure as part of zoning and transportation planning regulations, ensuring that new projects align with the state's border trail network. The plan also emphasizes key design features including the need for wayfinding and branding, roadway crossings with traffic calming features or median refuges, and the need to coordinate with developers.</p>



Image 5. Art along Loves Creek Greenway near Bray Park. Source: McAdams

Table 1. Plan + Policy Review Summary (Cont'd)

Previous Plan	Key Recommendations
<p><b>Siler City Parks and Recreation Comprehensive Plan (2024)</b></p>	<p>This plan incorporates extensive community engagement, reviews facilities and programs, and outlines recommendations for parkland expansion, facility improvements, and program enhancements. The key recommendations include an expansion of parkland by activating unused sites, including 45 Town-owned acres adjoining Bray Park, and strategic expansion of town trail and greenway system. Loves Creek Greenway is specifically recommended for expansion as its location allows for easy connection to larger regional plans along US-64 and Rocky River. The plan also encourages the town to use the development ordinances to require future development accommodate or build greenway infrastructure as the Town expands. Further greenway recommendations in this plan include:</p> <ul style="list-style-type: none"> <li>• Develop a paved greenway from Alston Bridge to Progress Boulevard</li> <li>• Develop a paved greenway from Progress Boulevard to US-64</li> <li>• Develop a paved greenway from East Raleigh St to East Eleventh Street</li> <li>• Adhere to the 2020 Bray Park Master Plan with noted modifications</li> </ul>
<p><b>Siler City Comprehensive Land Use Plan (2024)</b></p>	<p>This plan outlines the town's vision for its future with policies and recommendations needed to achieve that vision. The highlights from this plan that carry implications for Loves Creek Greenway include:</p> <ul style="list-style-type: none"> <li>• 8.3.a: Extend and connect to the existing Loves Creek Greenway south to Chatham Avenue, then to Downtown and Boiling Lane Park</li> <li>• 8.3.e: Plan for future greenway and trail connections along major tributaries and the Rocky River</li> <li>• 8.3.f: Coordinate with Chatham County to facilitate a future greenway link between Siler City and Pittsboro along US-64</li> <li>• 4.6.a: Require new developments to include new sidewalks along major roadways and connections to schools, parks, existing sidewalks, and existing and planned greenway networks</li> <li>• 4.6.b: Consider requiring sidewalks on both sides of the road in certain zoning districts or on certain Streets</li> <li>• 4.6.c: Require bicycle lanes or multi-use paths on new collector streets</li> <li>• 4.6.d: Encourage or require the reservation of greenway easements or the construction of greenway segments in new development in areas identified on the most recent greenway or pedestrian plan.</li> <li>• 4.6.e: Pursue a NCDOT Bicycle and Pedestrian Planning grant to update pedestrian/bicycle master plan</li> <li>• 9.8.e: Consider implementing green infrastructure and other creative projects to retrofit problematic drainage areas (i.e. Loves Creek)</li> </ul> <p>Key themes that emerged from engagement efforts included the need for infrastructure improvements, stronger community connections, a revitalized and pedestrian-friendly downtown, greater youth investment, and a focus on equity in housing and services. This comprehensive outreach ensured the plan was rooted in board public input, aligning its recommendations with the aspirations of Siler City's residents.</p>

Table 1. Plan + Policy Review Summary (Cont'd)

Previous Plan	Key Recommendations
<p style="text-align: center;"><b>Siler City Municipal Code</b></p>	<p>The Siler City Municipal Code outlines key relevant components of greenway and active transportation in Siler City, including:</p> <ul style="list-style-type: none"> <li>• Restrictions regarding which types of wheeled apparatuses can be used on greenways, excluding bicycles (Section 15-9)</li> <li>• Vehicles can't block crosswalks (Section 15-97)</li> <li>• New streets have a minimum right-of-way width of fifty (50) feet, and the board may require additional right-of-way if a new street is to be used as a major thoroughfare or where greater widths are required by a Street plan or sidewalks (Section 25-53)</li> <li>• The planning board, per municipal code, must coordinate development through the Comprehensive Plan to ensure that land use, roads, utilities, economic development, recreation, and facilities align (Section 2-125)</li> </ul>
<p style="text-align: center;"><b>Siler City UDO (2021)</b></p>	<p>The Siler City UDO includes specific requirements for greenway development and bicycle/pedestrian infrastructure, including:</p> <ul style="list-style-type: none"> <li>• Owners of tracts identified as part of a proposed park, greenway, bikeway, must dedicate to the town that portion of tract (§175)</li> <li>• Fees may be collected in lieu in areas near existing community parks, such as Loves Creek Greenway, and the Town may add additional monies to funds for purchasing, developing, and rehabilitating public recreational land (§180, §182)</li> <li>• No new development is allowed in buffer areas for water dependent structures and public projects such as road crossings and greenways where no practical alternative exists (§H-3.2.d)</li> <li>• Traffic Impact Analyses must assess pedestrian and bicycle safety and connectivity fully, assessing level of service (LOS) at intersections based on road design and signals. Furthermore collector streets require bicycle lanes on one side while arterials must have them on both sides (§L-8)</li> <li>• Sidewalks are required in new developments if they extend existing sidewalk or are in an existing plan. Sidewalks must be at least 5-foot wide and follow both Town and NCDOT standards. Furthermore, developments with 13+ units or 130+ daily trips must include sidewalks with maintenance being the owners' responsibility unless the sidewalk is dedicated to the Town (§199)</li> </ul>

Table 1. Plan + Policy Review Summary (Cont'd)

Previous Plan	Key Recommendations
<p><b>Chatham County Trails Update (2024)</b></p>	<p>The Chatham County Trails Update outlines ongoing efforts to expand and enhance greenways, bike paths, and shared-use trails throughout the county. The plan emphasizes expanding trail networks in parks. Volunteer participation has been encouraged through trail workdays, with Parks and Recreation Staff training volunteers in maintenance techniques. The county has initiated a GIS Hub site to track outreach and volunteer contributions. Partnerships with organizations such as the U.S. Army Corps of Engineers, the Wildlife Resources Commission, and local advisory committees ensure that community interests are incorporated into feasibility studies and trail planning efforts.</p> <p>The county participates in development review meetings and promotes greenways and side paths outlined in the 2019 Master Plan. Feasibility studies are planned for sections of the Lower and Upper Jordan Greenway corridors, which could impact connectivity to Loves Creek. Additionally, policies regarding trail standards and potential developer requirements for sidewalks and greenway access are being explored as part of the county's long-term open space planning.</p>
<p><b>NCDOT Complete Streets Policy and Guidance (2019)</b></p>	<p>The NC Board of Transportation adopted the NCDOT Complete Streets Policy Update in August 2019. This policy requires NCDOT to consider and incorporate multimodal facilities in the design and improvement of all transportation projects in North Carolina. The adopted Comprehensive Transportation Plan (CTP) is considered the controlling plan for the identification of nonmotorized facilities to be evaluated as part of a roadway project. The CTP may include and/or reference locally adopted plans for public transportation, bicycle and pedestrian facilities, and greenways. Bicycle, pedestrian, and public transportation facilities that appear in the CTP directly or by reference will be included as part of the proposed roadway project, and NCDOT is responsible for the full cost of the project. Bicycle, pedestrian, and transit facilities incidental to a roadway project where a need has been identified through the project scoping process but not identified in an adopted plan may be included in the project. Inclusion of these incidental facilities requires the local jurisdiction to share the incremental cost of constructing the improvements based on population thresholds. The policy also establishes maintenance responsibility for active transportation facilities. Bicycle, pedestrian, and transit improvements inside a municipal boundary are subject to local maintenance. Projects that have not completed environmental review prior to August 2019 are subject to the Complete Streets Policy.</p>







# **2** **Considerations & Alternatives Development**

# Chapter Two Considerations & Alternatives Development

## Overview

A thorough analysis of Siler City's existing conditions related to the natural environment, human environment, and planning level characteristics informed alternatives development for expanding the Loves Creek Greenway. The McAdams team supplemented desktop analysis with extensive field observations to further understand the nuances of this study area.

## Planning Level Considerations

The planning-level considerations for Siler City focus on key demographic and economic trends. Demographic data was sourced from the 2020 American Community Survey (ACS) 5-year estimates (2016-2020), obtained through the United States Census Bureau.

This section includes analysis of the following:

- Age Distribution
- Racial and Ethnic Diversity
- Lingual Diversity
- Prevalence of Poverty
- Educational Attainment
- Median Household Income
- Average Commute Duration
- Vehicle Availability

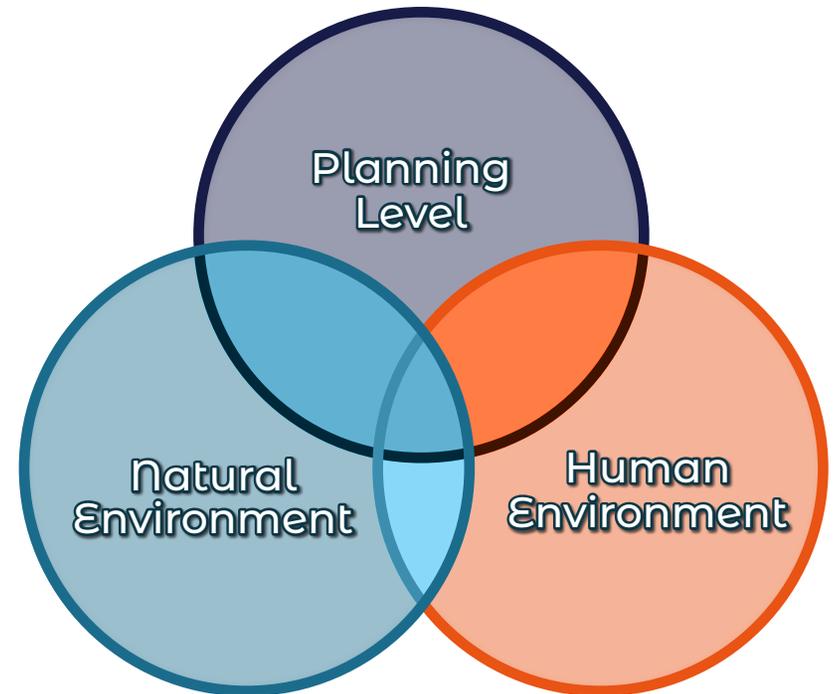
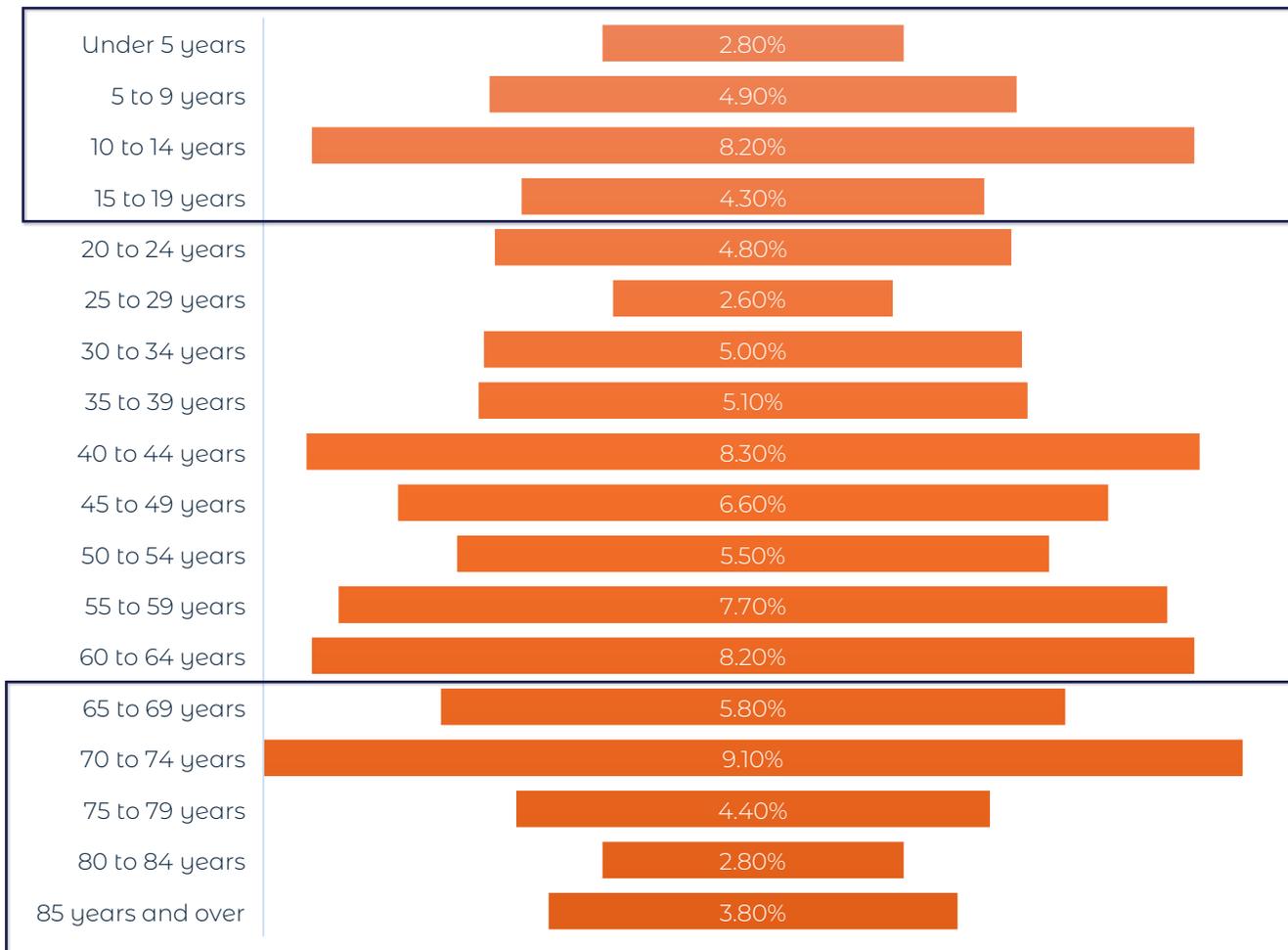


Figure 2. Planning Considerations



**20.2%  
under 20  
years old**

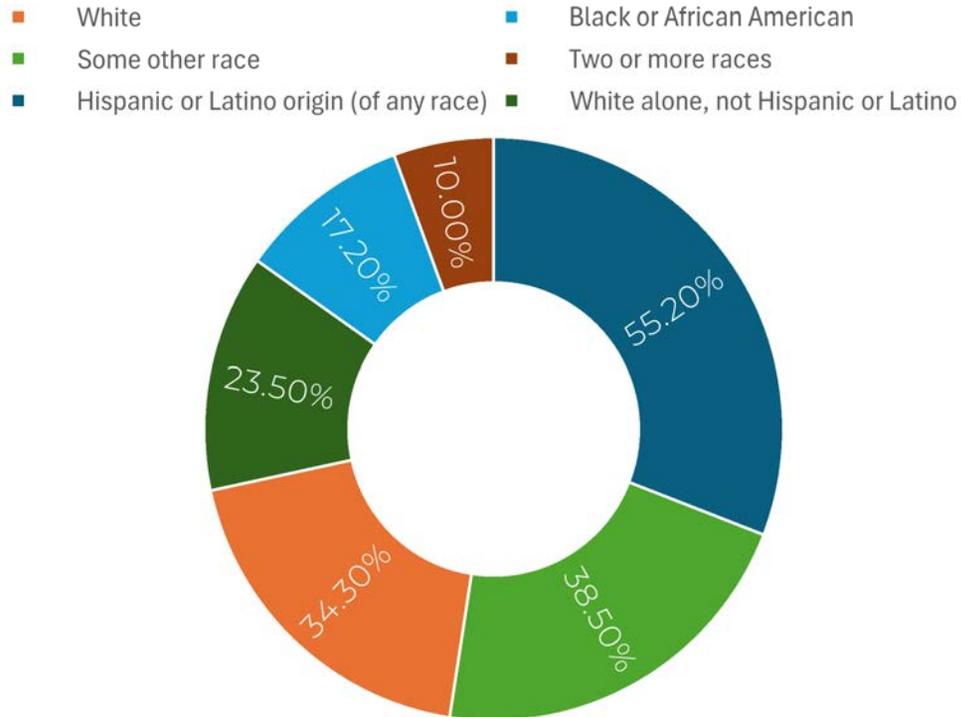
**25.9% 65  
years or  
older**

Figure 3. Age Distribution

## Age Distribution

Siler City’s demographics differ significantly from the North Carolina state averages, particularly in age and race. The town has a higher percentage of children (5-14 years old) and older individuals (70-74 years old) than the state, while young adults (20-34 years old) are underrepresented.

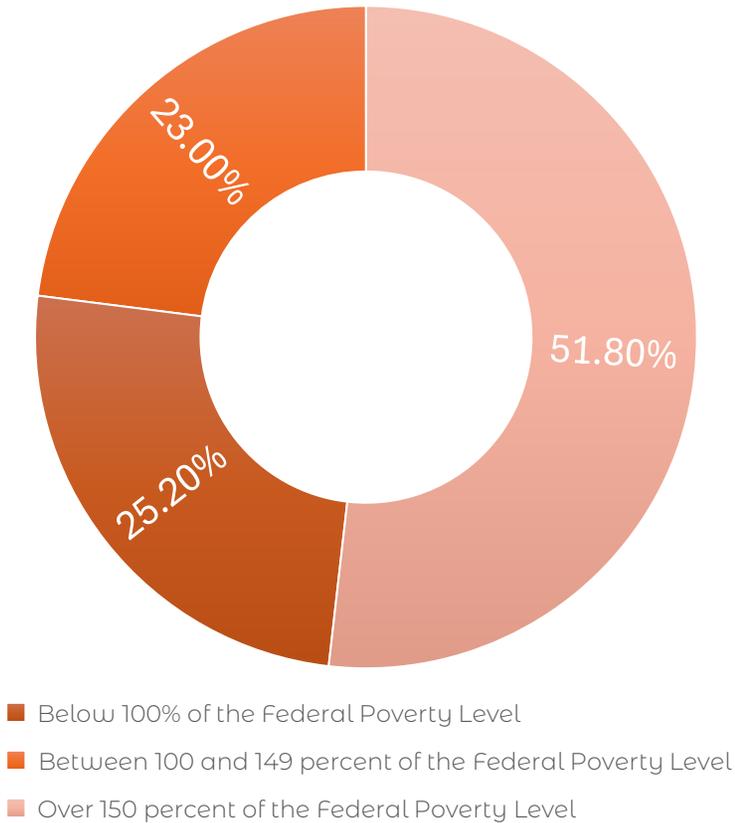
Figure 4. Racial & Ethnic Diversity



## Racial & Ethnic Diversity

Racially, Siler City has a much lower White population (34.3%) compared to the state average (61.4%), while its Hispanic or Latino population (55.2%) is significantly higher than North Carolina’s average (11.4%). Additionally, a large proportion of Siler City’s population identifies as “Some other race” (38.5%), far exceeding the state average (5.7%).

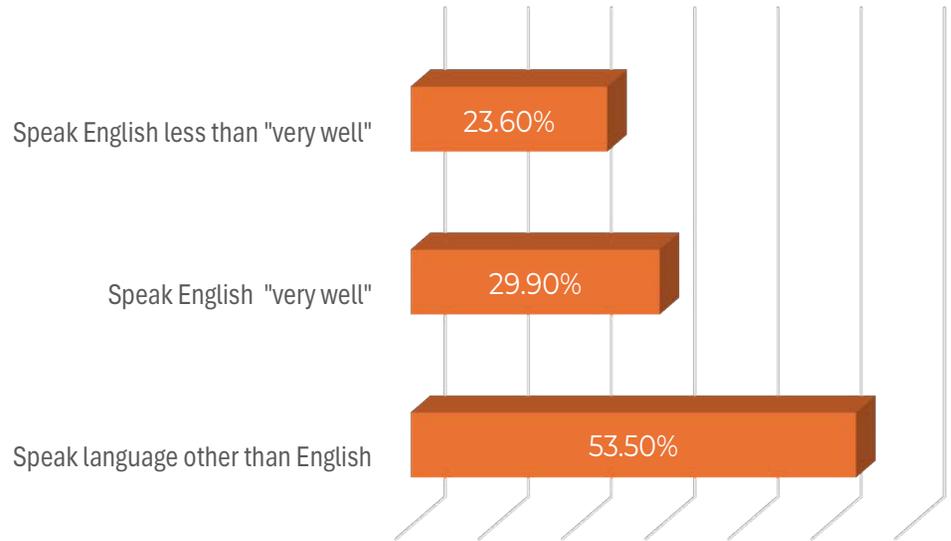
Figure 5. Prevalence of Poverty



## Prevalence of Poverty

Siler City faces significant economic challenges, with poverty rates nearly double those of North Carolina. While 12.8% of North Carolina residents live below the poverty line, this figure rises to 25.2% in Siler City. Additionally, only 51.8% of the town’s population lives at or above 150% of the poverty level, compared to 79.2% statewide. These figures indicate a community with limited financial security, where many residents may struggle to afford necessities. Higher poverty levels could also contribute to disparities in healthcare access, housing stability, and overall quality of life.

Figure 6. Language Diversity



## Language Diversity

More than half (53.5%) of Siler City’s population speaks a language other than English at home, compared to just 13.8% statewide. Additionally, 23.6% of residents report speaking English less than “very well,” nearly five times higher than the state average of 5.3%. This language barrier can impact employment opportunities, access to services, and overall community integration. Given the large Hispanic population, Spanish is the predominant non-English language spoken.

Figure 7. Educational Attainment

- Less than high school graduate
  - Some college or associate's degree
  - Graduate or professional degree
- High school graduate (includes equivalency)
  - Bachelor's degree

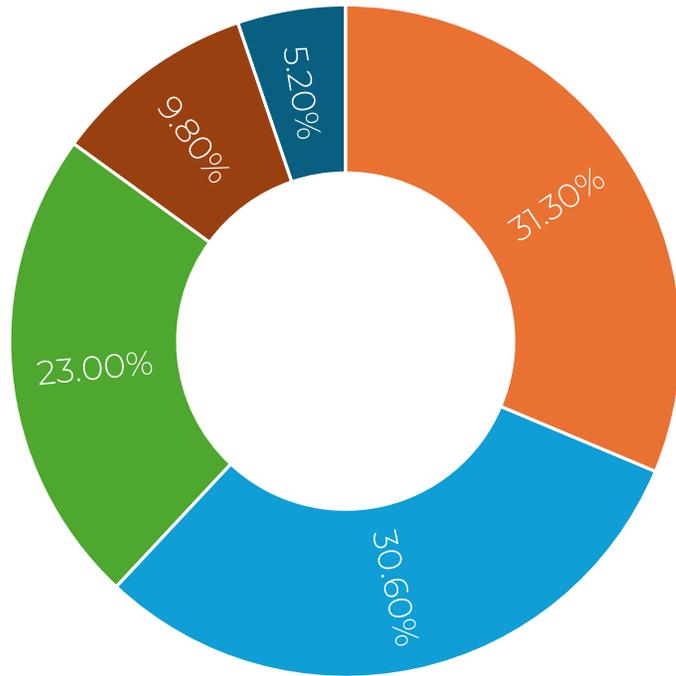
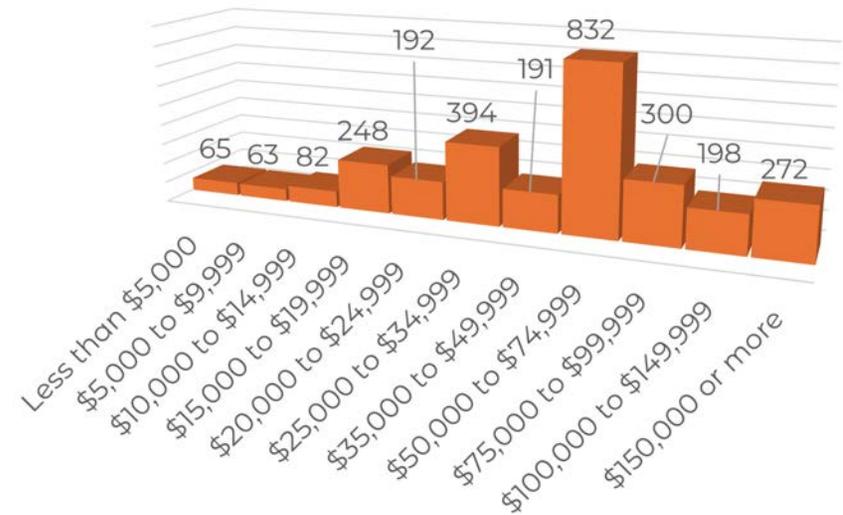


Figure 8. Median Household Income



## Educational Attainment

Nearly a third of adults (31.3%) in Siler City lack a high school diploma, compared to just 9.4% in North Carolina. Fewer residents hold bachelor’s degrees (9.8%) or graduate degrees (5.2%), compared to 23.0% and 13.8%, respectively, in North Carolina. While a similar percentage of residents have completed high school or attended some college, the lower rates of higher education may contribute to lower wages and fewer career advancement opportunities. This education gap suggests a need for workforce training programs and access to higher education resources.

## Median Household Income

Economically, Siler City faces greater financial hardships than the rest of North Carolina. The town’s median household income is significantly lower (\$51,751) compared to the state average of \$70,804, and a larger proportion of households earn under \$35,000. Additionally, the percentage of residents living below the poverty line (25.2%) is nearly double the state average of 12.8%.

Figure 9. Average Commute Duration

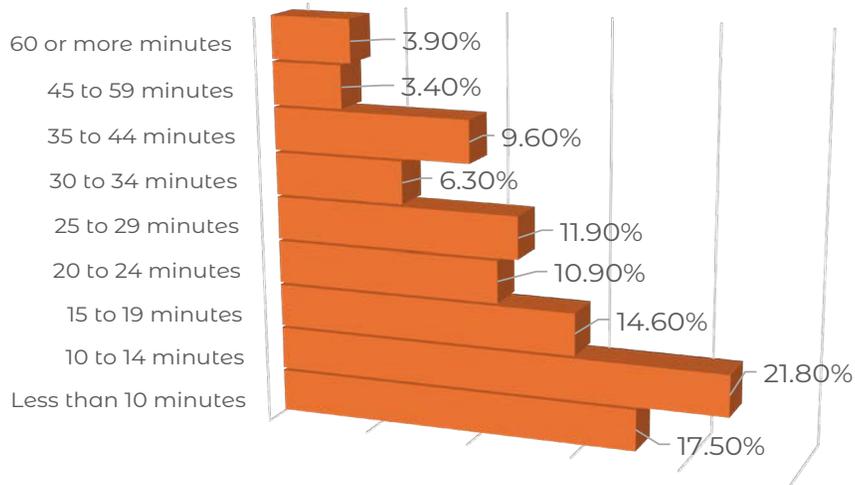
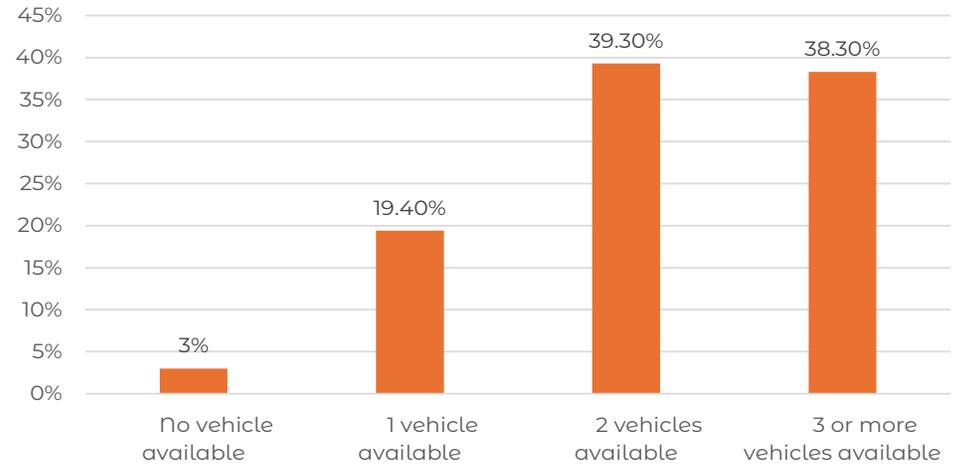


Figure 10. Access to Vehicles



## Average Commute Duration

Commute times in Siler City are generally shorter than the North Carolina average, suggesting that many residents work relatively close to home. The mean travel time to work in Siler City is 20.1 minutes, compared to the statewide average of 25.3 minutes. A significant portion of residents (17.5%) have commutes of less than 10 minutes, and 21.8% travel between 10 and 14 minutes, indicating that a large share of the population works within the immediate area. In contrast, fewer residents in Siler City face long commutes, with only 3.4% traveling 45 to 59 minutes and 3.9% commuting for over an hour.

## Access to Vehicles

About 3.0% of Siler City households have no access to a vehicle, compared to 2.5% across North Carolina. However, a greater proportion of households (38.3%) have three or more vehicles compared to the state average of 36.4%. This suggests that while some residents face transportation challenges, many rely on multiple vehicles, possibly due to the lack of public transit options. The town's shorter average commute time of 20.1 minutes, compared to North Carolina's 25.3 minutes, may also indicate that residents have relatively easy access to jobs within or near the town.

# Natural Environment Considerations

## Flooding and Wetlands

Waterways, floodplains, and topography dictate how humans connect with and shape the environment. Proposed Phase 2, Phase 3, and connector corridors all interact with or cross the 100 year floodplain, and constructing a paved trail in the creek's floodplain comes with risk to infrastructure. Building in the 100 year floodplain (1% annual chance of flooding) requires State and FEMA permitting. Communities may need to conduct flood modeling to ensure that the proposed greenway (and associated earth moving) will not cause a rise in the base flood elevation (BFE), defined as the elevation at which floodwater is anticipated to rise during the base, or 1% annual chance flood event. Furthermore, any trail in the floodplain must be constructed with materials that can withstand flooding. Further discussion of materials can be found in Chapter 4.

## Topography

Topography plays a major role in the feasibility of greenway trail alignments. Greenway trails must maintain gentle slopes to ensure compliance with the Americans with Disabilities Act (ADA) regulations. On the eastern end of the study area the terrain rises approximately 50 feet from Loves Creek to US-64 near the US-US-421 interchange which will require careful consideration for alignment development.



Image 7. Loves Creek behind Jordan-Matthews High School. Source: McAdams

## Flooding & Wetlands

The proposed greenway corridor crosses the 100 year floodplain for most of its length.

Map 3. Flooding & Wetlands



## Loves Creek Greenway

Feasibility Study - Siler City, NC  
Flooding + Wetlands

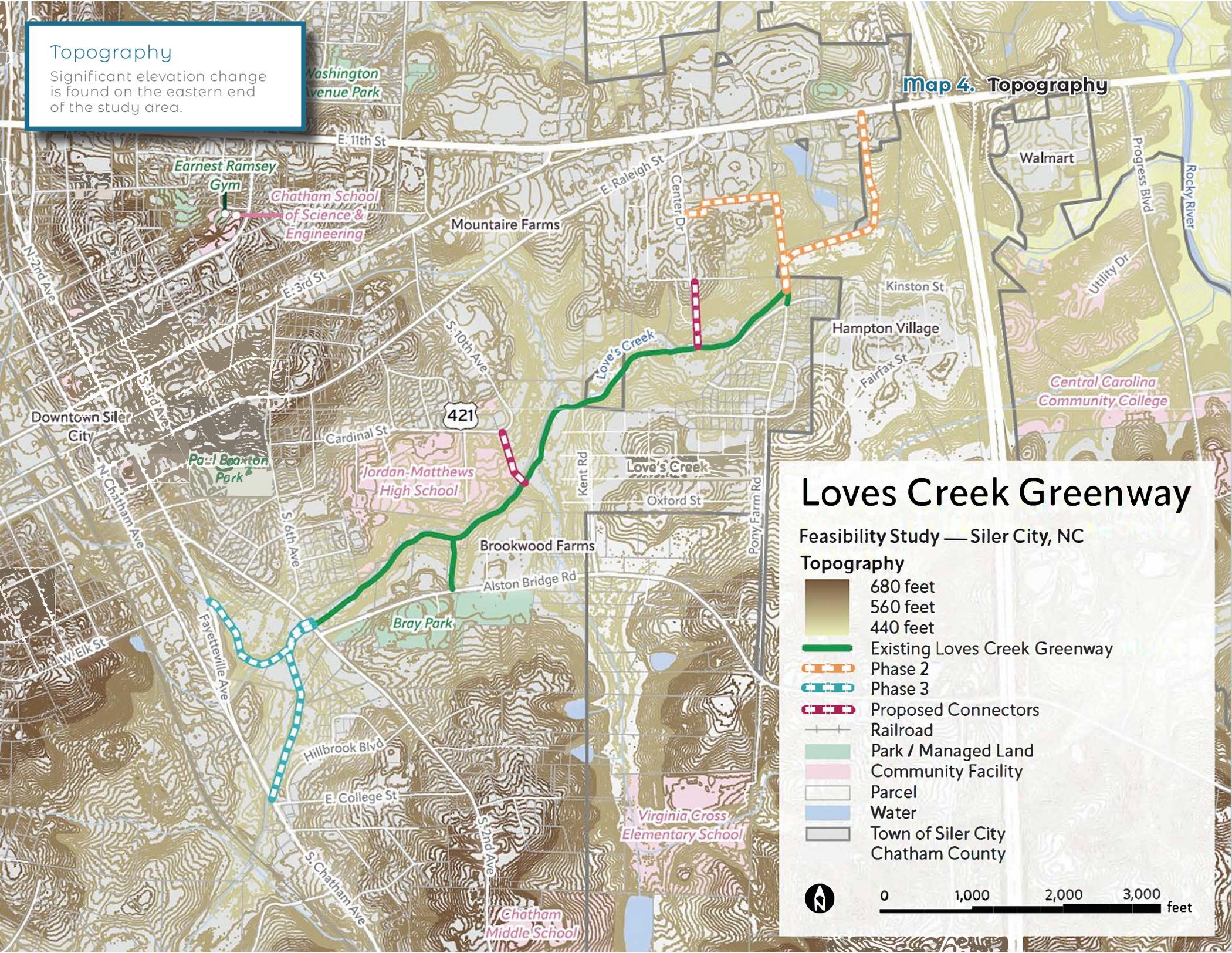
- 1% Special Flood Hazard Zone
- Wetland
- Existing Loves Creek Greenway
- Railroad
- Park / Managed Land
- Community Facility
- Parcel
- Water
- Town of Siler City
- Chatham County



## Topography

Significant elevation change is found on the eastern end of the study area.

Map 4. Topography



# Loves Creek Greenway

Feasibility Study — Siler City, NC

## Topography

- 680 feet
- 560 feet
- 440 feet
- Existing Loves Creek Greenway
- Phase 2
- Phase 3
- Proposed Connectors
- Railroad
- Park / Managed Land
- Community Facility
- Parcel
- Water
- Town of Siler City
- Chatham County



0 1,000 2,000 3,000 feet

# Human Environment Considerations

The Human Environment refers to the context in which we engage with, modify, and manage our surroundings.

## Infrastructure and Mobility

Existing greenway and sidewalks in Siler City, along with planned sidewalks as a part of NCDOT programs, set the stage for the alignment and impact of future greenway projects. Crash data show deficiencies in safety within a transportation network, and the Transportation Disadvantage Index highlights areas where people walk, bike and use transit as opposed to automobiles for daily mobility.

## Public and Cultural Resources

Publicly owned properties for parks, schools and administration are an invaluable resource for developing greenway projects. The location of cultural resources such as registered historic sites is considered when choosing a greenway alignment to provide access to these sites while avoiding impacts.

## Future Land Use

Future land use planning plays a key role in understanding how new greenway trails may be used to connect new residential, employment, and commercial areas within a growing community.

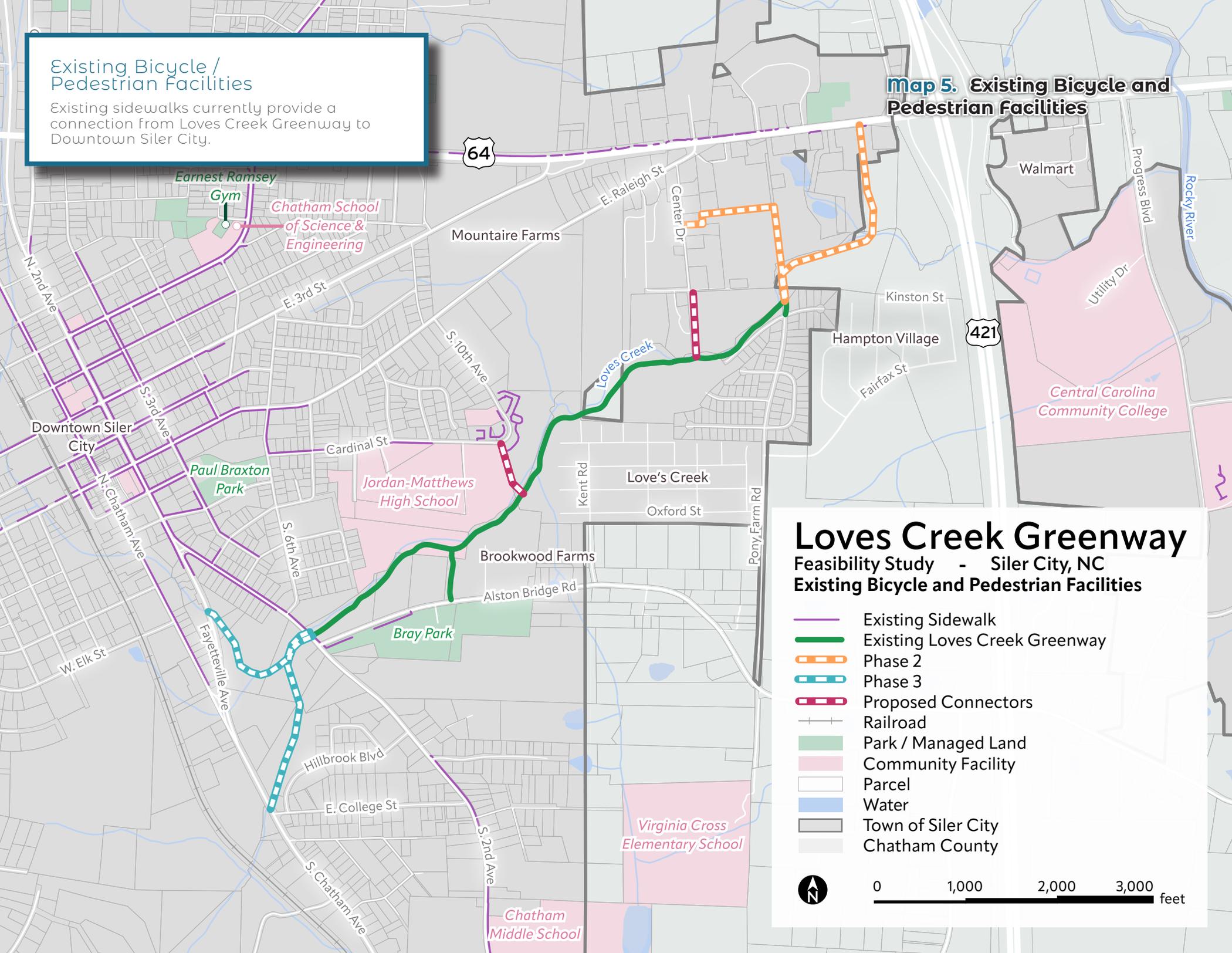


Image 8. Loves Creek Greenway Connector to Bray Park. Source: McAdams

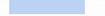
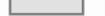
## Existing Bicycle / Pedestrian Facilities

Existing sidewalks currently provide a connection from Loves Creek Greenway to Downtown Siler City.

**Map 5. Existing Bicycle and Pedestrian Facilities**



## Loves Creek Greenway Feasibility Study - Siler City, NC Existing Bicycle and Pedestrian Facilities

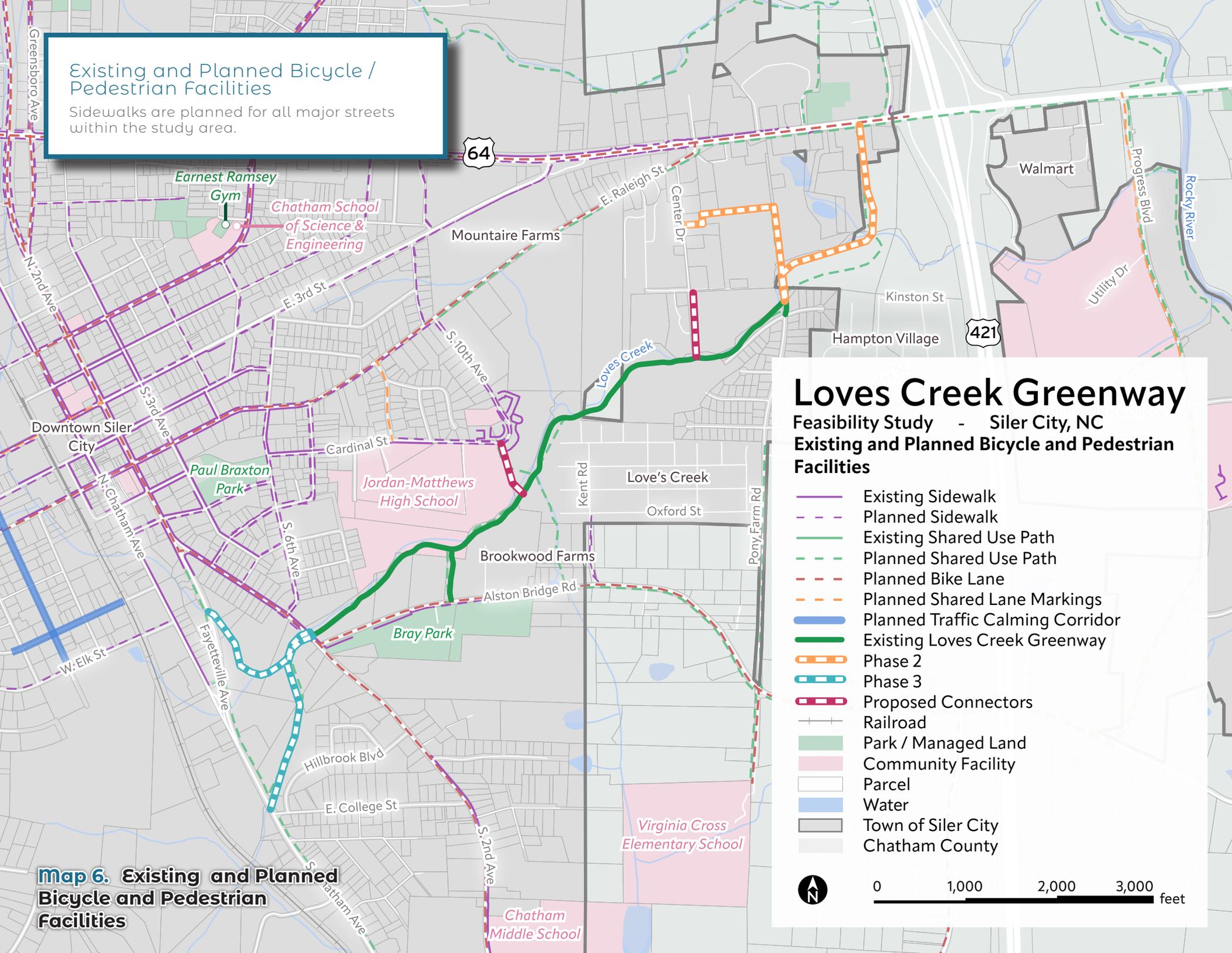
-  Existing Sidewalk
-  Existing Loves Creek Greenway
-  Phase 2
-  Phase 3
-  Proposed Connectors
-  Railroad
-  Park / Managed Land
-  Community Facility
-  Parcel
-  Water
-  Town of Siler City
-  Chatham County



0 1,000 2,000 3,000 feet

## Existing and Planned Bicycle / Pedestrian Facilities

Sidewalks are planned for all major streets within the study area.



## Loves Creek Greenway

Feasibility Study - Siler City, NC  
Existing and Planned Bicycle and Pedestrian Facilities

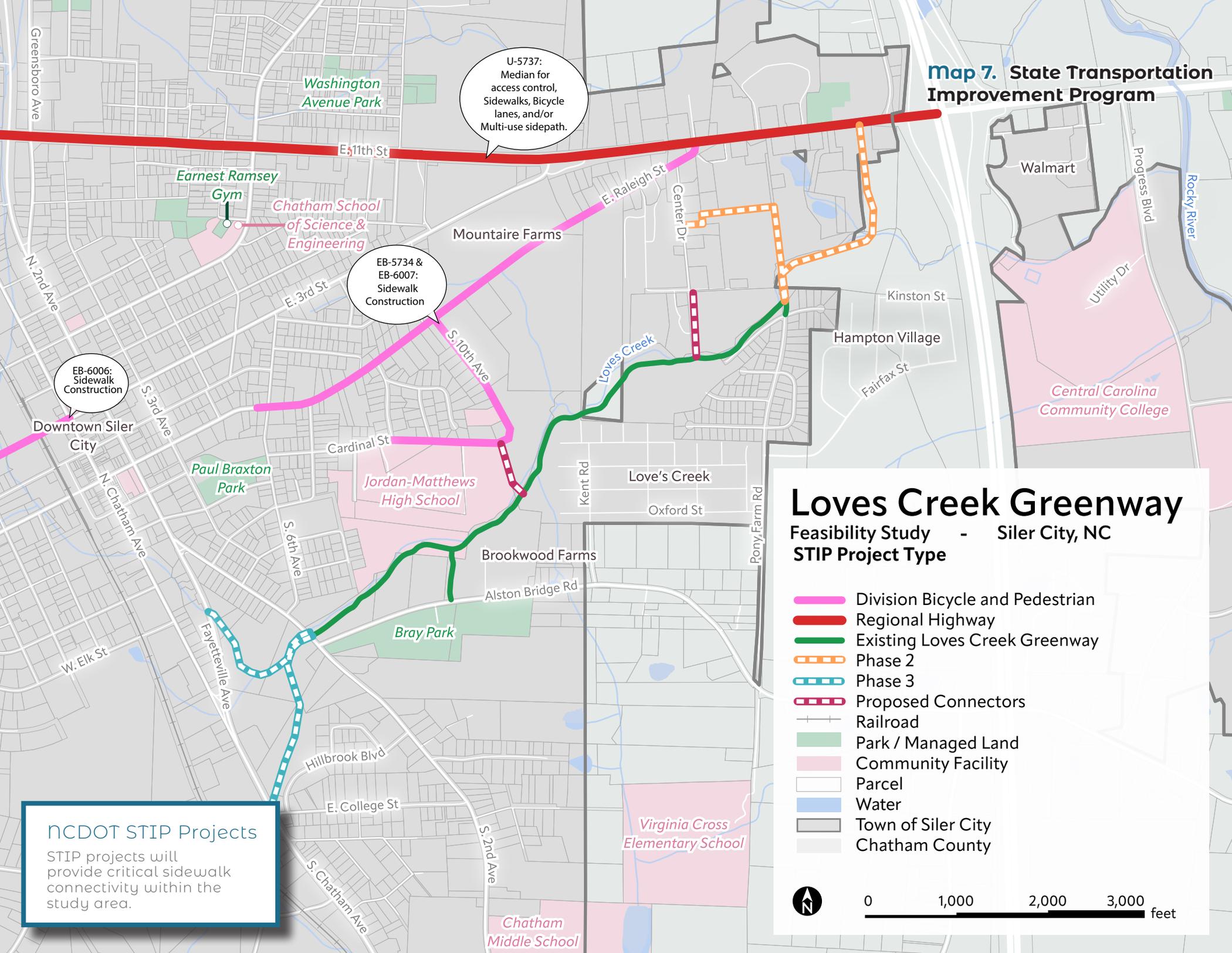
- Existing Sidewalk
- Planned Sidewalk
- Existing Shared Use Path
- Planned Shared Use Path
- Planned Bike Lane
- Planned Shared Lane Markings
- Planned Traffic Calming Corridor
- Existing Loves Creek Greenway
- Phase 2
- Phase 3
- Proposed Connectors
- Railroad
- Park / Managed Land
- Community Facility
- Parcel
- Water
- Town of Siler City
- Chatham County



0 1,000 2,000 3,000 feet

**Map 6. Existing and Planned Bicycle and Pedestrian Facilities**

**Map 7. State Transportation Improvement Program**



**NCDOT STIP Projects**

STIP projects will provide critical sidewalk connectivity within the study area.

**Loves Creek Greenway**

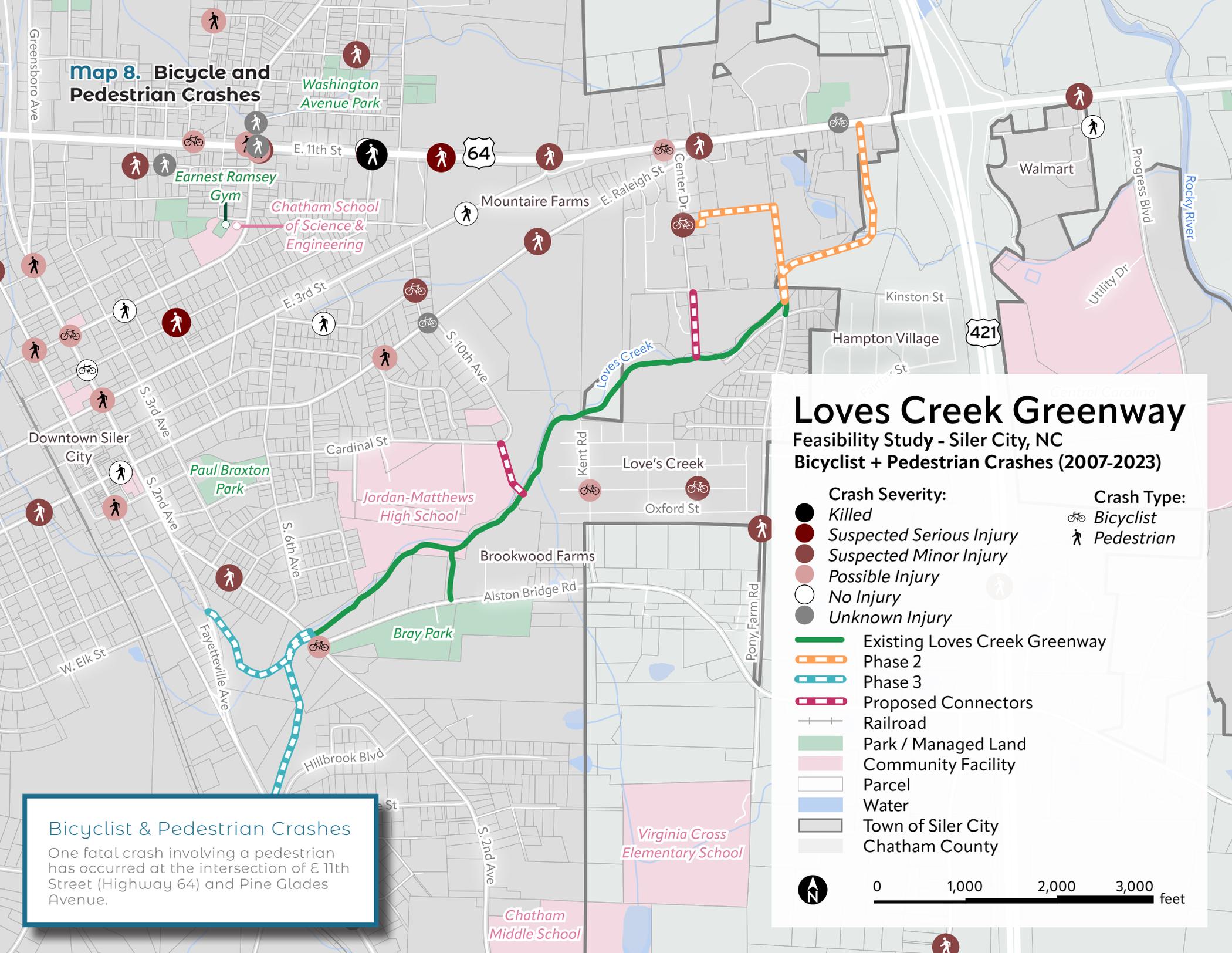
Feasibility Study - Siler City, NC  
STIP Project Type

-  Division Bicycle and Pedestrian
-  Regional Highway
-  Existing Loves Creek Greenway
-  Phase 2
-  Phase 3
-  Proposed Connectors
-  Railroad
-  Park / Managed Land
-  Community Facility
-  Parcel
-  Water
-  Town of Siler City
-  Chatham County



0 1,000 2,000 3,000 feet

## Map 8. Bicycle and Pedestrian Crashes



# Loves Creek Greenway

Feasibility Study - Siler City, NC

Bicyclist + Pedestrian Crashes (2007-2023)

- Crash Severity:**
- Killed
  - Suspected Serious Injury
  - Suspected Minor Injury
  - Possible Injury
  - No Injury
  - Unknown Injury
- Crash Type:**
- 🚲 Bicyclist
  - 🚶 Pedestrian

- Existing Loves Creek Greenway
- Phase 2
- Phase 3
- Proposed Connectors
- Railroad
- Park / Managed Land
- Community Facility
- Parcel
- Water
- Town of Siler City
- Chatham County



0 1,000 2,000 3,000 feet

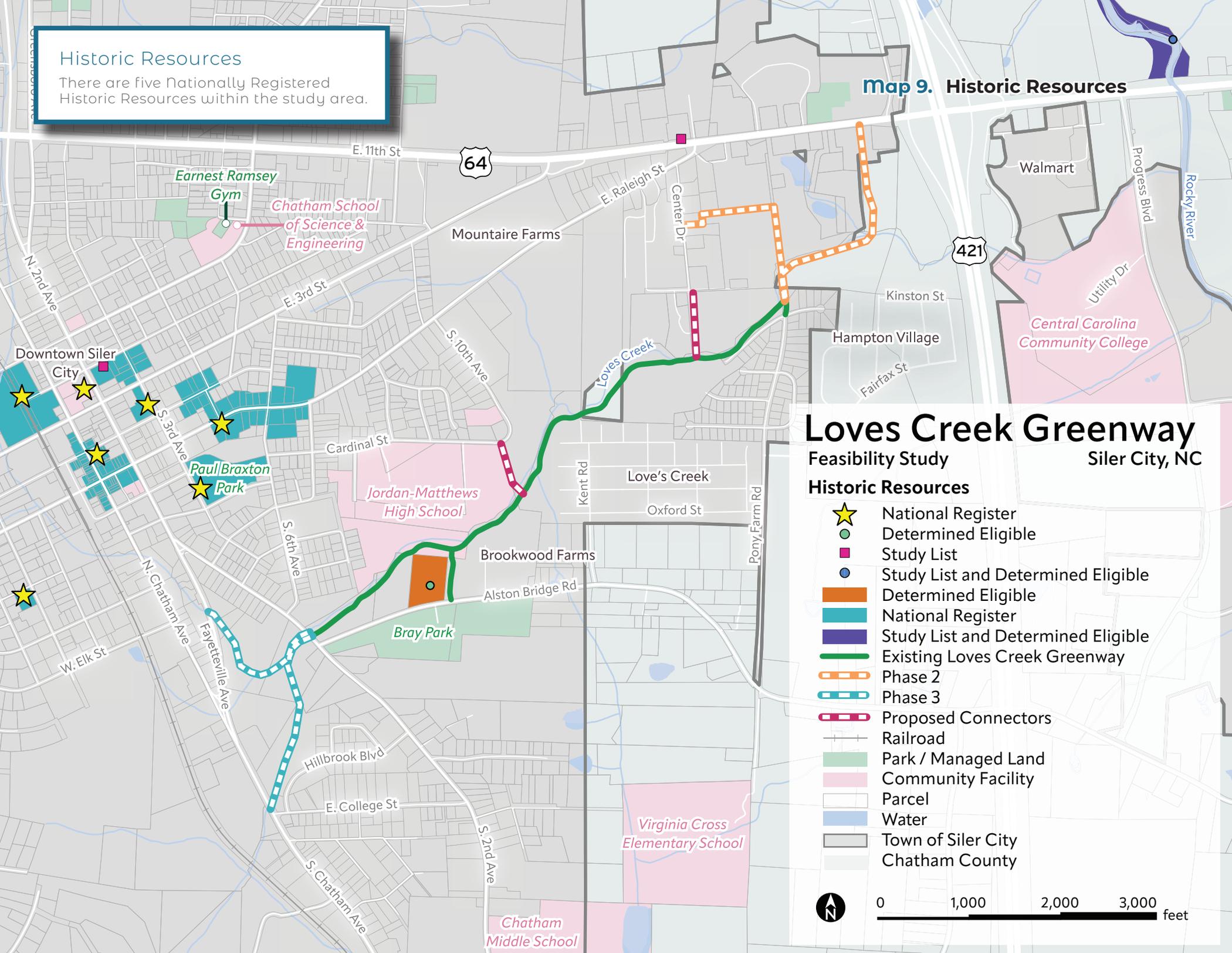
### Bicyclist & Pedestrian Crashes

One fatal crash involving a pedestrian has occurred at the intersection of E 11th Street (Highway 64) and Pine Glades Avenue.

## Historic Resources

There are five Nationally Registered Historic Resources within the study area.

Map 9. Historic Resources



# Loves Creek Greenway

Feasibility Study  
Siler City, NC

### Historic Resources

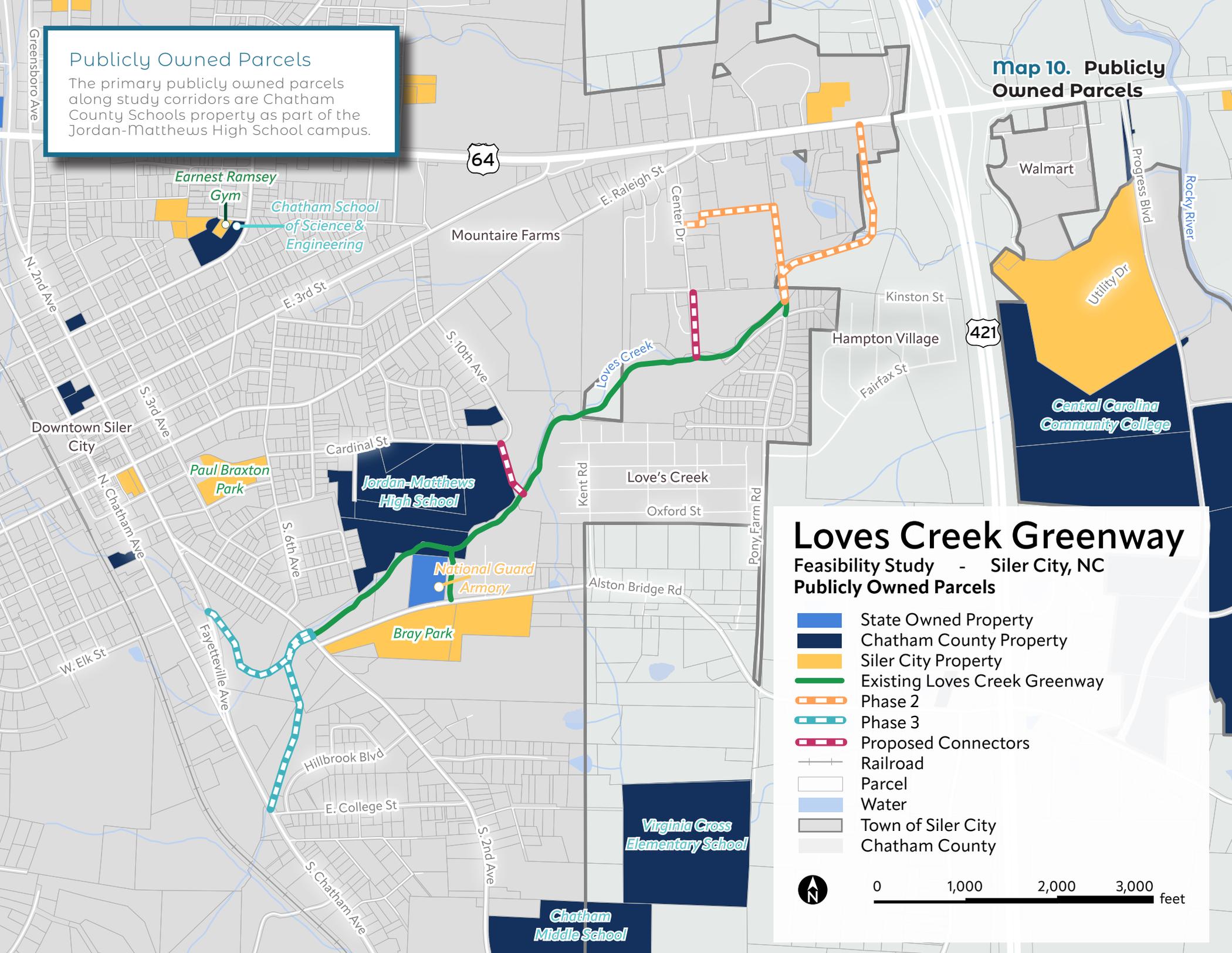
- National Register
- Determined Eligible
- Study List
- Study List and Determined Eligible
- Determined Eligible
- National Register
- Study List and Determined Eligible
- Existing Loves Creek Greenway
- Phase 2
- Phase 3
- Proposed Connectors
- Railroad
- Park / Managed Land
- Community Facility
- Parcel
- Water
- Town of Siler City
- Chatham County



## Publicly Owned Parcels

The primary publicly owned parcels along study corridors are Chatham County Schools property as part of the Jordan-Matthews High School campus.

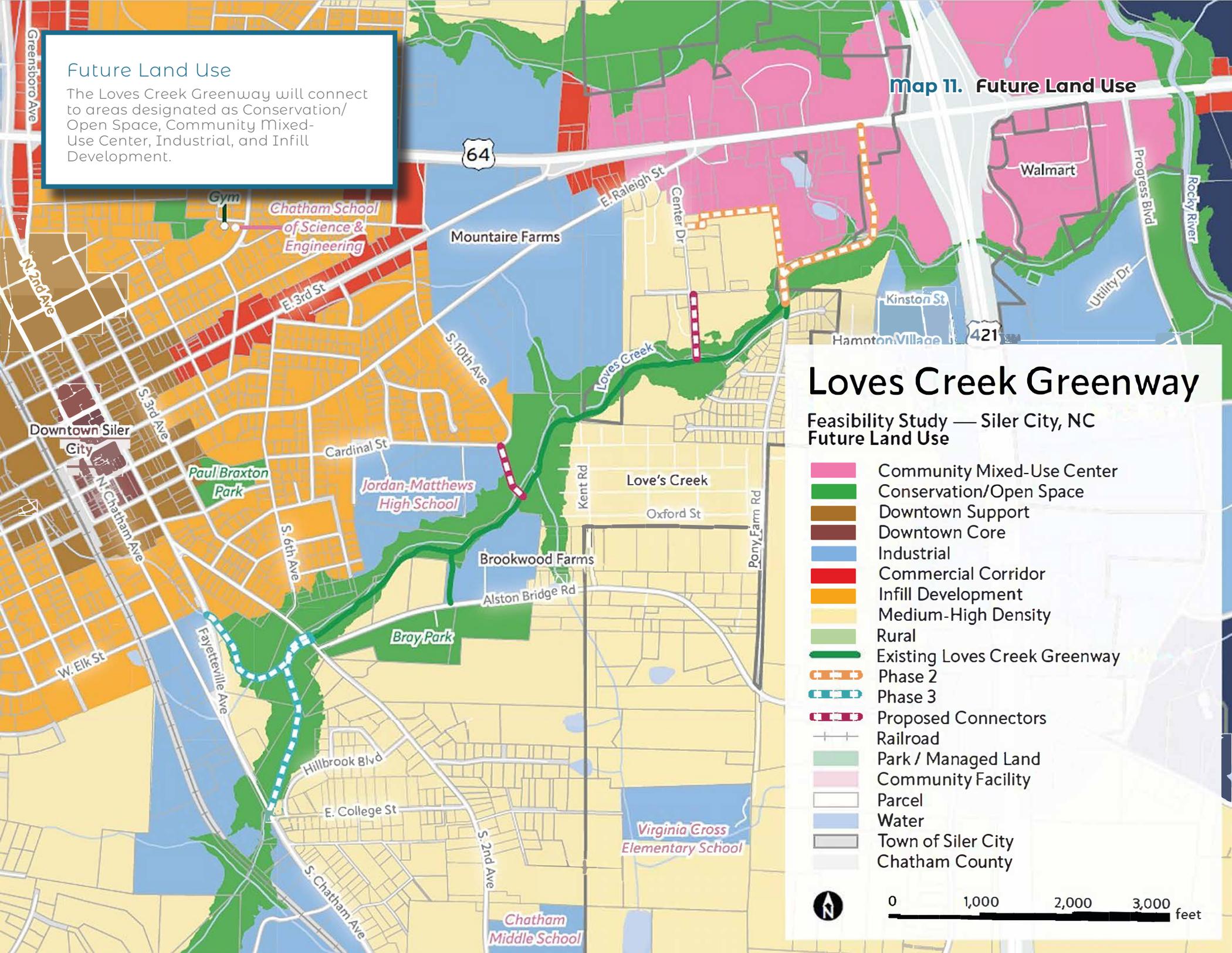
Map 10. Publicly Owned Parcels



## Future Land Use

The Loves Creek Greenway will connect to areas designated as Conservation/Open Space, Community Mixed-Use Center, Industrial, and Infill Development.

Map 11. Future Land Use



# Loves Creek Greenway

Feasibility Study — Siler City, NC  
Future Land Use

- Community Mixed-Use Center
- Conservation/Open Space
- Downtown Support
- Downtown Core
- Industrial
- Commercial Corridor
- Infill Development
- Medium-High Density
- Rural
- Existing Loves Creek Greenway
- Phase 2
- Phase 3
- Proposed Connectors
- Railroad
- Park / Managed Land
- Community Facility
- Parcel
- Water
- Town of Siler City
- Chatham County

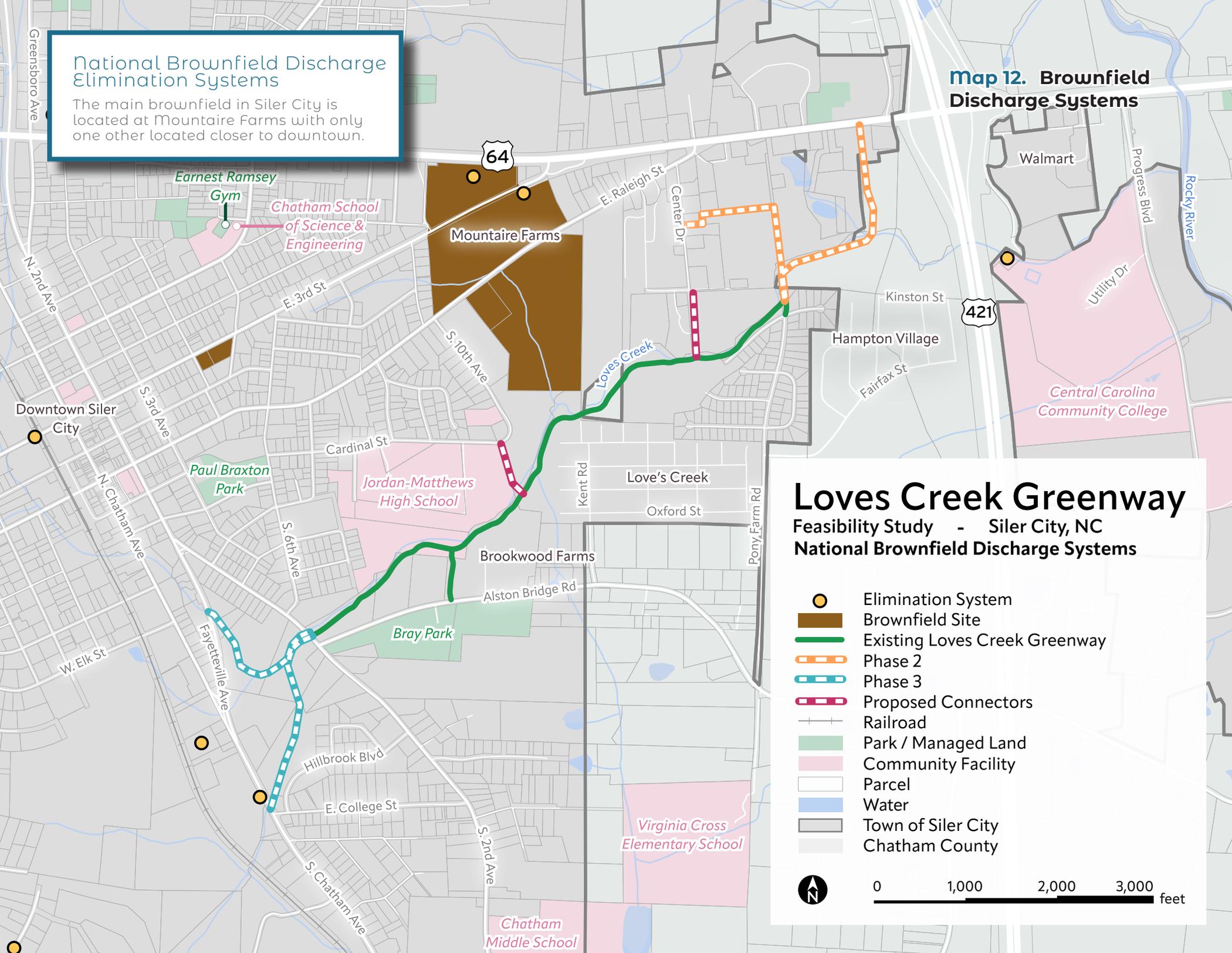


0 1,000 2,000 3,000 feet

## National Brownfield Discharge Elimination Systems

The main brownfield in Siler City is located at Mountaire Farms with only one other located closer to downtown.

## Map 12. Brownfield Discharge Systems



# Loves Creek Greenway

Feasibility Study - Siler City, NC  
National Brownfield Discharge Systems

-  Elimination System
-  Brownfield Site
-  Existing Loves Creek Greenway
-  Phase 2
-  Phase 3
-  Proposed Connectors
-  Railroad
-  Park / Managed Land
-  Community Facility
-  Parcel
-  Water
-  Town of Siler City
-  Chatham County

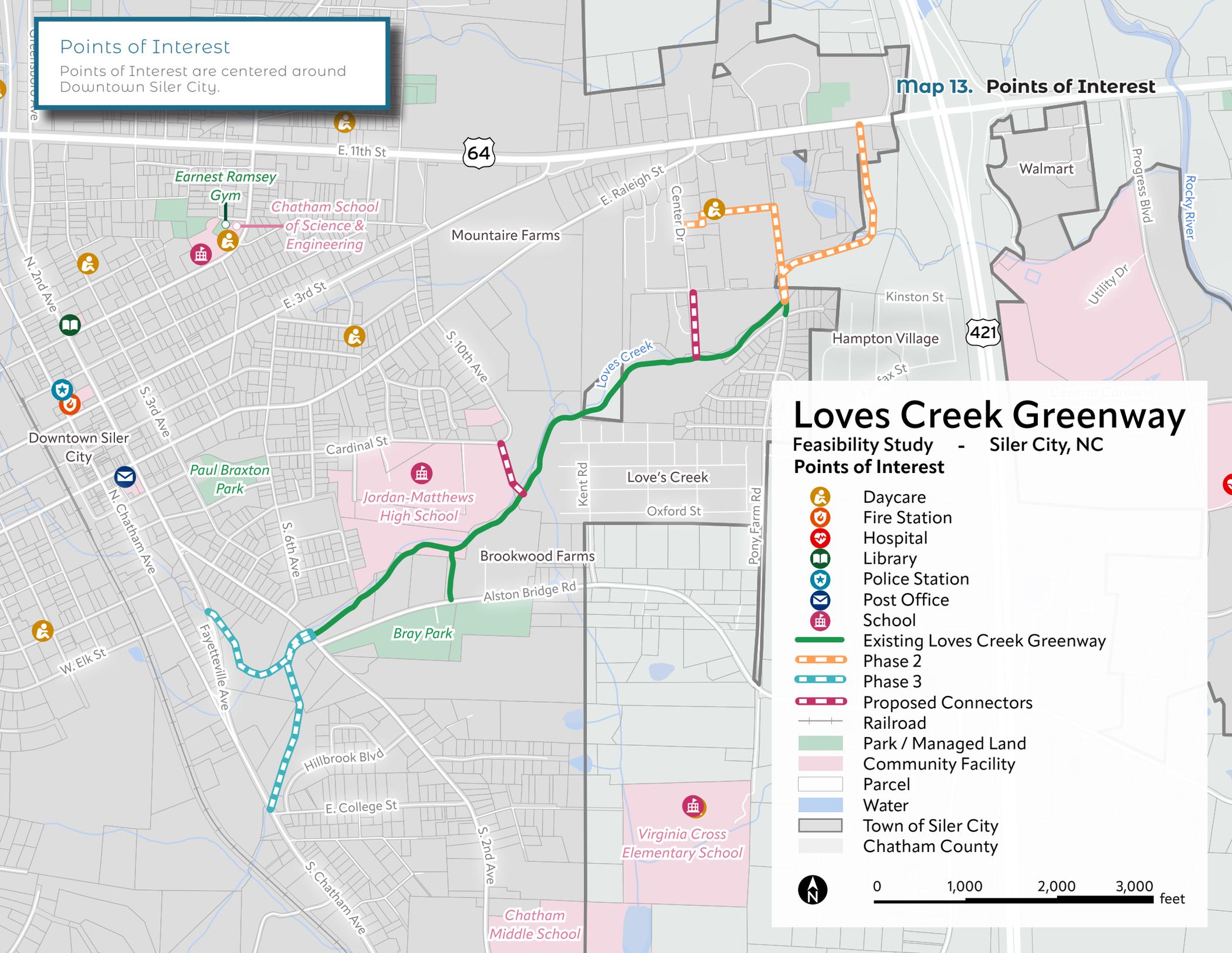


0 1,000 2,000 3,000 feet

## Points of Interest

Points of Interest are centered around Downtown Siler City.

Map 13. Points of Interest



## Transportation Disadvantage Index

The Transportation Disadvantage Index (TDI), created by NCDOT, is a tool used to evaluate and illustrate transportation equity issues. It identifies communities that encounter challenges in accessing transportation, especially those more heavily impacted by these obstacles. The TDI takes into account a range of factors—such as race, income, access to a vehicle, mobility limitations, age, and English language proficiency—to measure levels of transportation disadvantage. Areas of highest disadvantage are located within the majority of the study area.



## Loves Creek Greenway

Feasibility Study - Siler City, NC

Transportation Disadvantage Index

TDI Index Scores range from 0 (least disadvantaged) to 21 (most disadvantaged).

- 6 - 9.25
- 9.26 - 12.5
- 12.6 - 15.75
- 15.76 - 19
- Existing Loves Creek Greenway
- Phase 2
- Phase 3
- Proposed Connectors
- Railroad
- Parcel
- Water
- Town of Siler City
- Chatham County



0 1,000 2,000 3,000 feet

Map 14. Transportation Disadvantage Index

## Field Observations

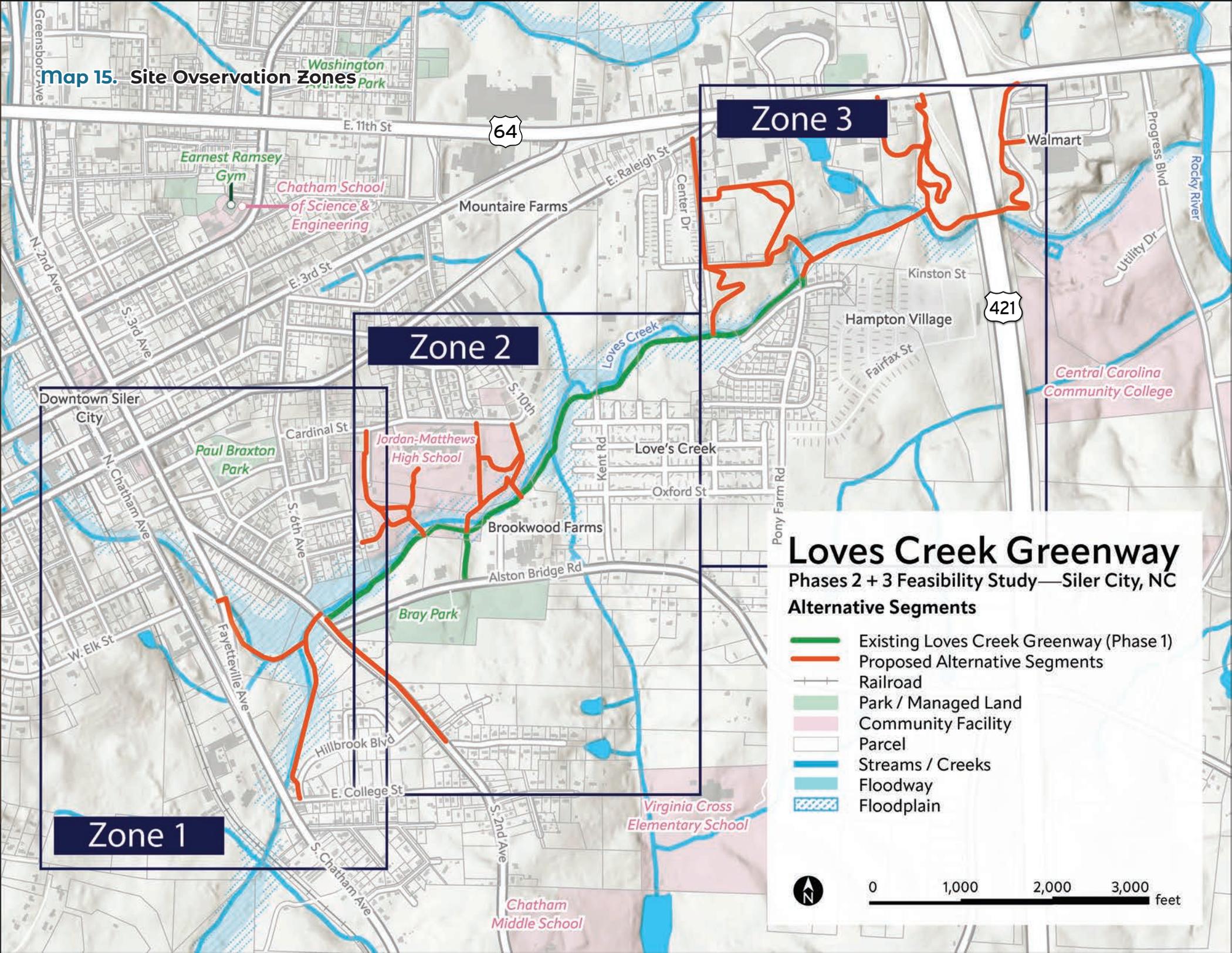
Fieldwork is an important part of the planning process that helps the project team understand the local culture and existing conditions associated with a study area. It also helps the project team develop design solutions that respond to the specific needs and characteristics of a given a study area.

The project team conducted a site visit on March 26, 2025. The team divided the study area into three zones to catalog conditions along and around the preliminary study corridors, as identified in the adopted Siler City Pedestrian Master Plan. Zone 1 in the southwest encompasses all the potential Phase 3 corridors. Zone 2 is centered on connections to Jordan-Matthews High School and Cardinal Street and Zone 3 is the northeast study area encompasses the Phase 2 corridors.



**Image 9.** Loves Creek Greenway Curent Crossing Infrastructure to Jordan-Matthews High School. *Source: McAdams*

**Map 15. Site Observation Zones**



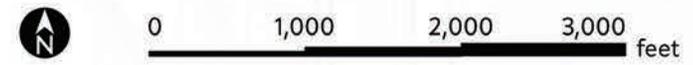
**Zone 3**

**Zone 2**

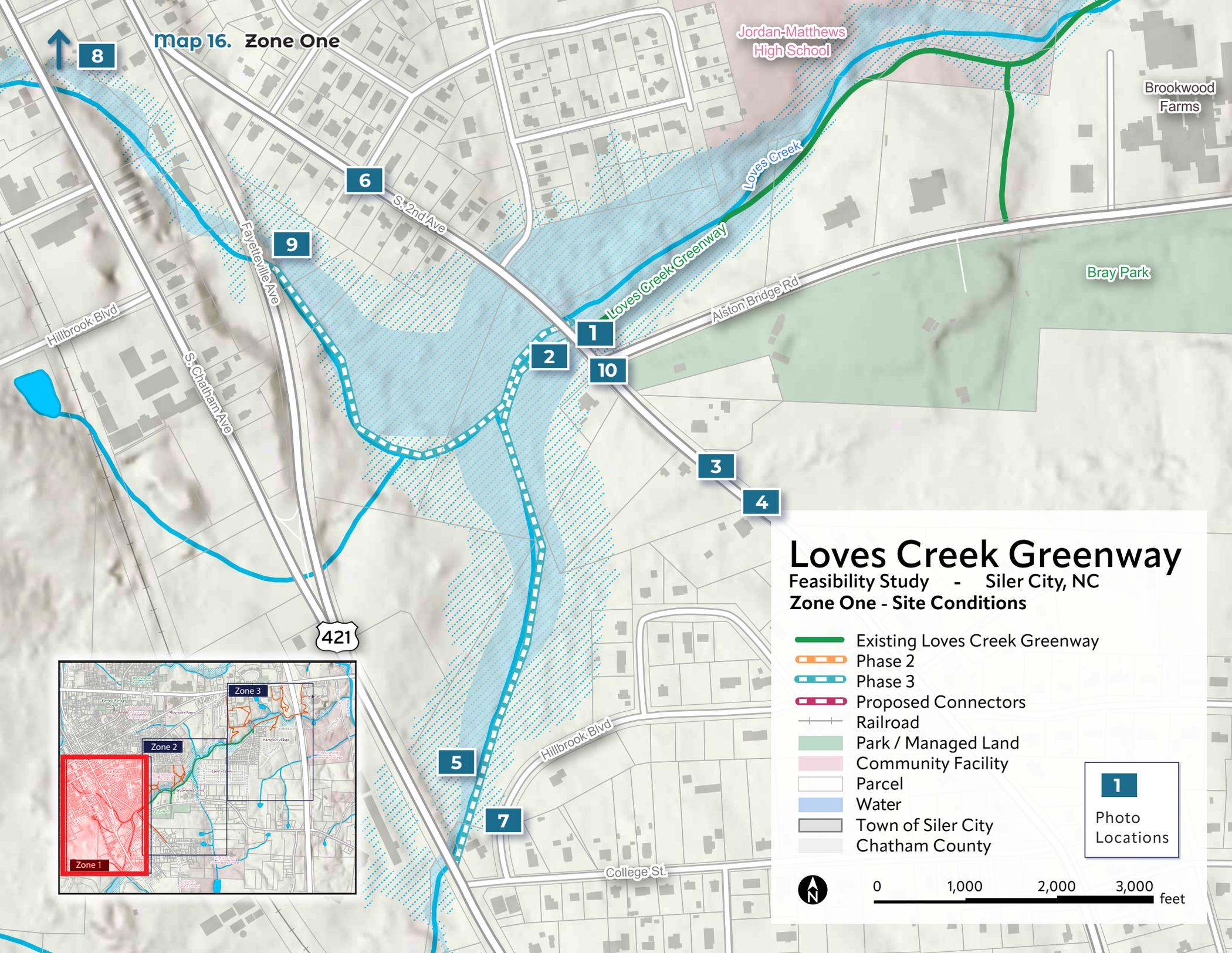
**Zone 1**

**Loves Creek Greenway**  
 Phases 2 + 3 Feasibility Study—Siler City, NC  
**Alternative Segments**

- Existing Loves Creek Greenway (Phase 1)
- Proposed Alternative Segments
- Railroad
- Park / Managed Land
- Community Facility
- Parcel
- Streams / Creeks
- Floodway
- Floodplain



# Map 16. Zone One

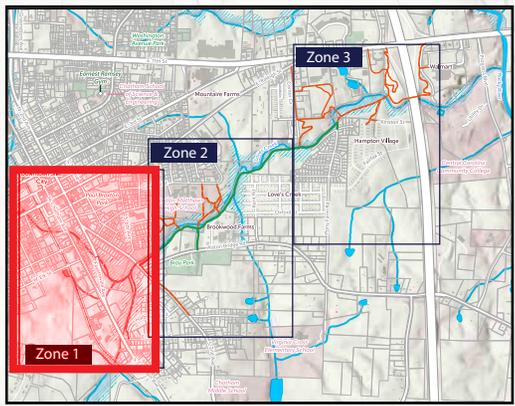


## Loves Creek Greenway

Feasibility Study - Siler City, NC  
Zone One - Site Conditions

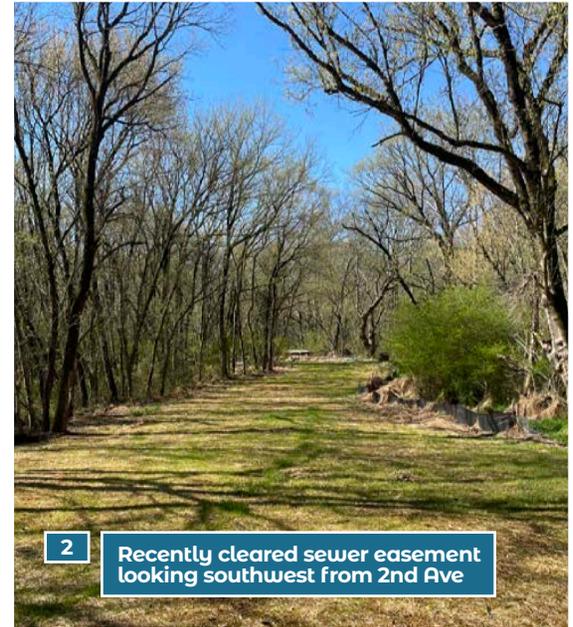
- Existing Loves Creek Greenway
- Phase 2
- Phase 3
- Proposed Connectors
- Railroad
- Park / Managed Land
- Community Facility
- Parcel
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- Chatham County

**1**  
Photo Locations

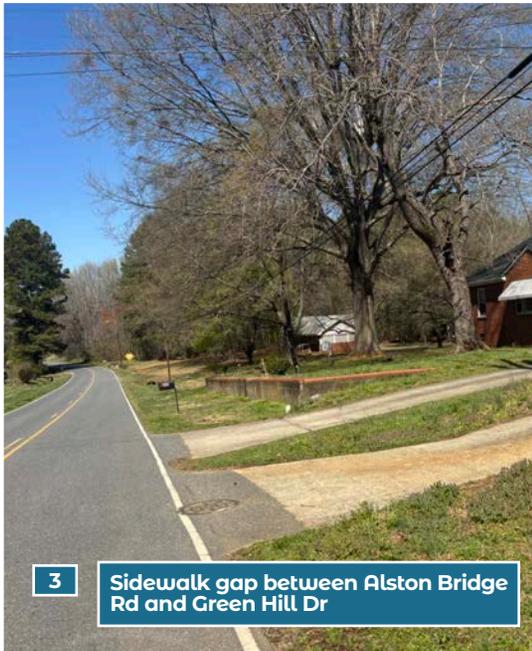




1 Current southern terminus of Loves Creek Greenway at 2nd Ave



2 Recently cleared sewer easement looking southwest from 2nd Ave



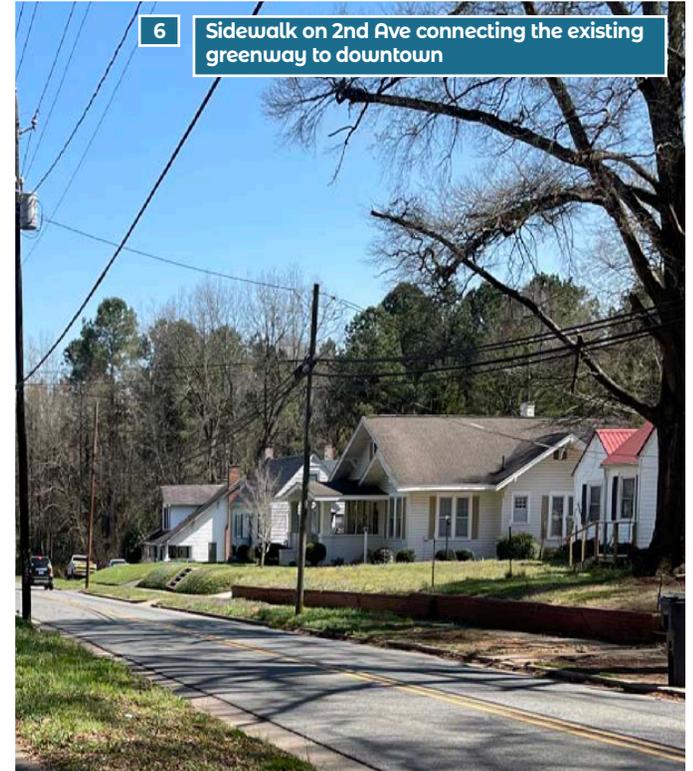
3 Sidewalk gap between Alston Bridge Rd and Green Hill Dr



4 Existing sidewalk near Green Hill Dr which connects south to Chatham Middle School



5 Looking north along the sewer line from S Chatham Ave back to 2nd Ave and the existing greenway terminus



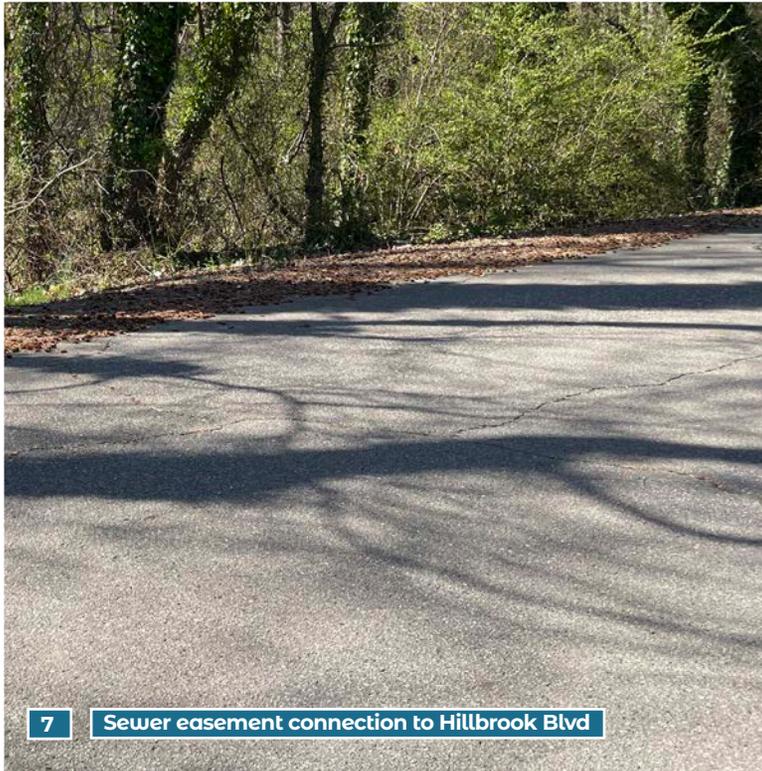
6 Sidewalk on 2nd Ave connecting the existing greenway to downtown



8 Downtown Siler City is connected to the Loves Creek greenway via existing sidewalks



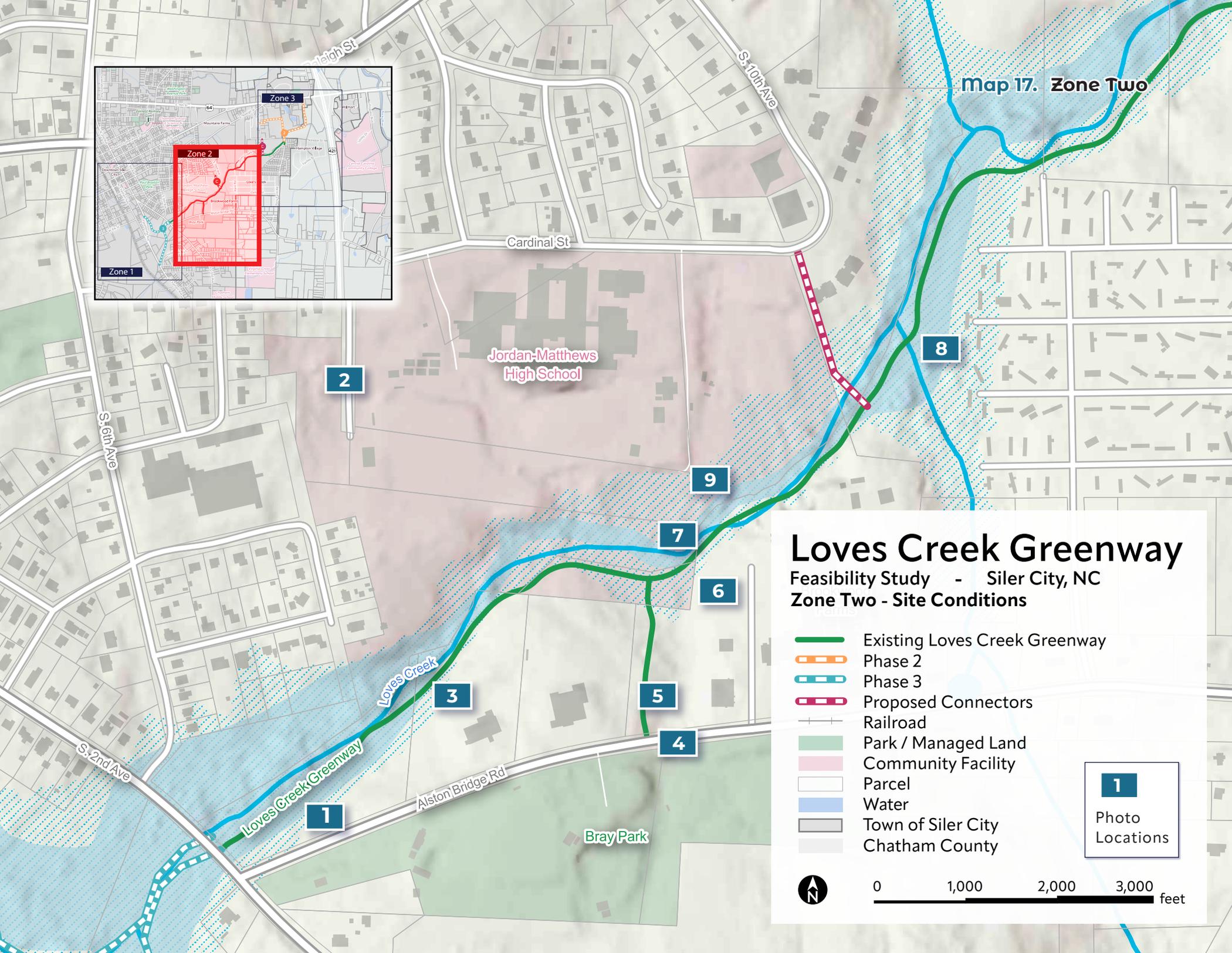
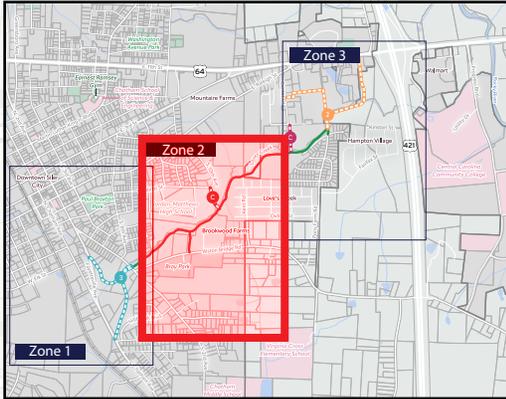
9 No sidewalks and high speed four lane traffic on Fayetteville Ave



7 Sewer easement connection to Hillbrook Blvd



10 2nd Ave bridge



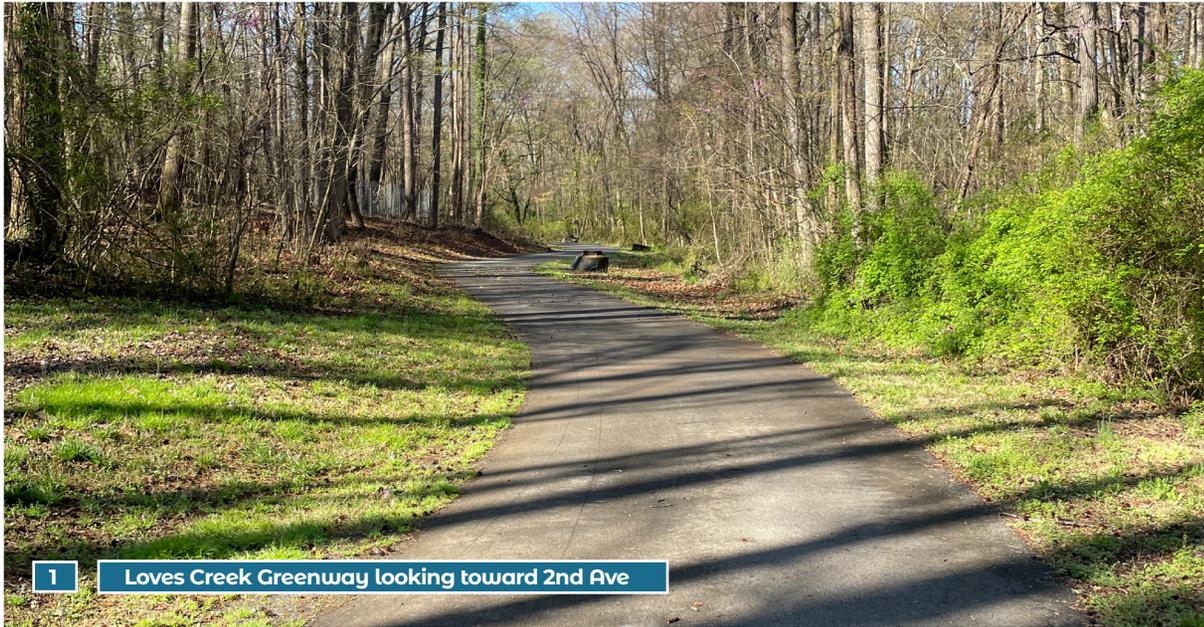
# Loves Creek Greenway

Feasibility Study - Siler City, NC  
Zone Two - Site Conditions

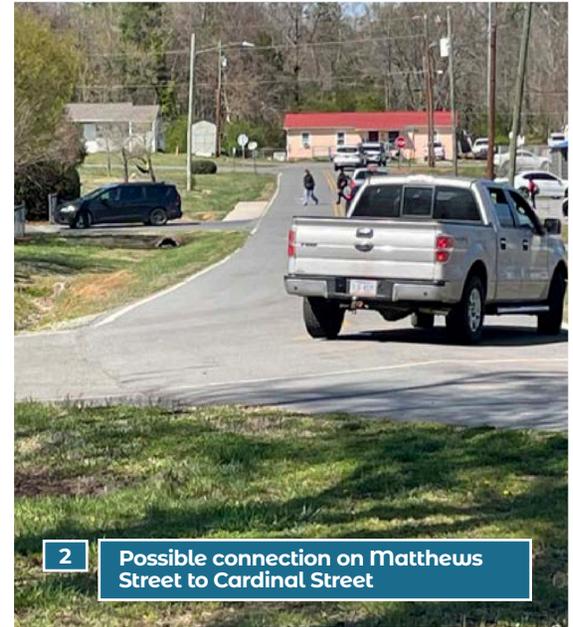
- Existing Loves Creek Greenway
- Phase 2
- Phase 3
- Proposed Connectors
- Railroad
- Park / Managed Land
- Community Facility
- Parcel
- Water
- Town of Siler City
- Chatham County

1  
Photo  
Locations

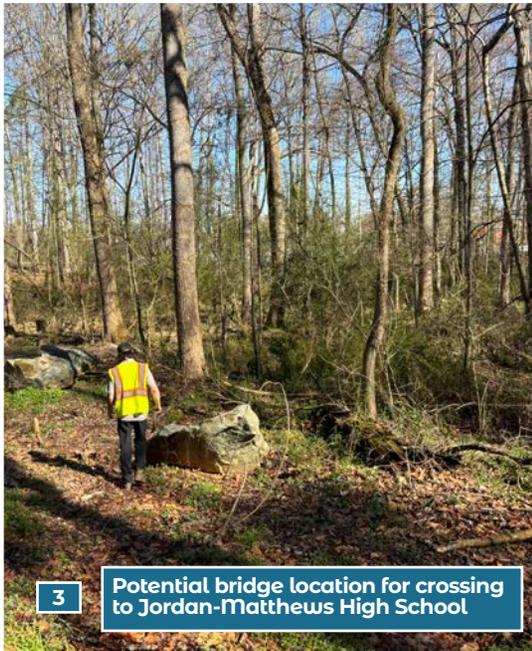




1 Loves Creek Greenway looking toward 2nd Ave



2 Possible connection on Matthews Street to Cardinal Street



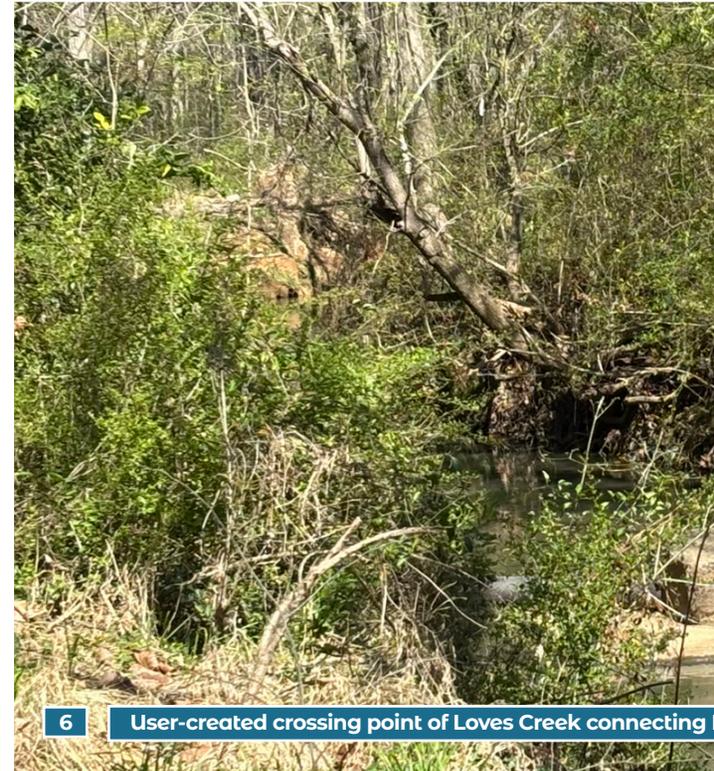
3 Potential bridge location for crossing to Jordan-Matthews High School



4 Crosswalk from Bray Park across Alston Bridge Rd



5 Placemaking activities painted on the greenway at Bray Park Connector



6 User-created crossing point of Loves Creek connecting



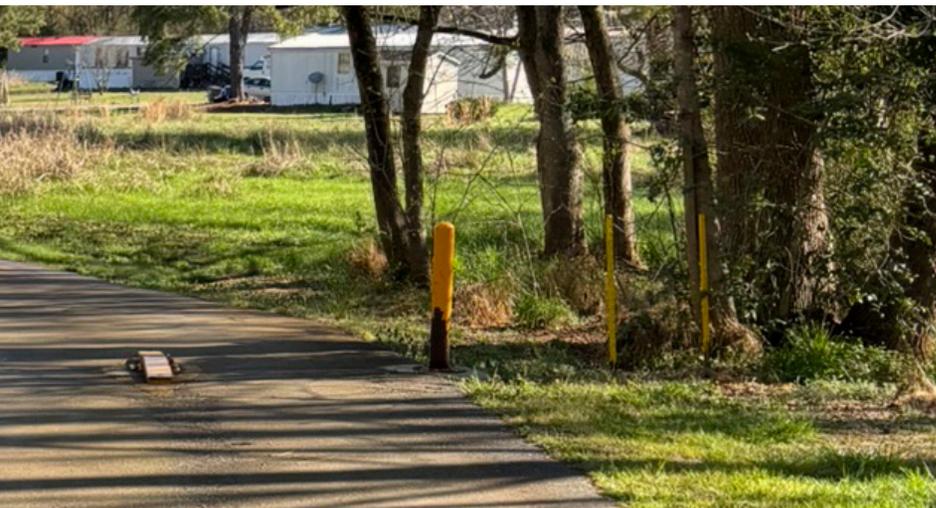
7 Bridge over a small ditch near the user created crossing of Loves Creek



8 Loves Creek Greenway looking northeast



Bray Park to Jordan-Matthews High School



9 Students walking toward the user created creek crossing after school from the softball field area of Jordan-Matthews High School

# Loves Creek Greenway

Feasibility Study - Siler City, NC

## Zone Three - Site Conditions

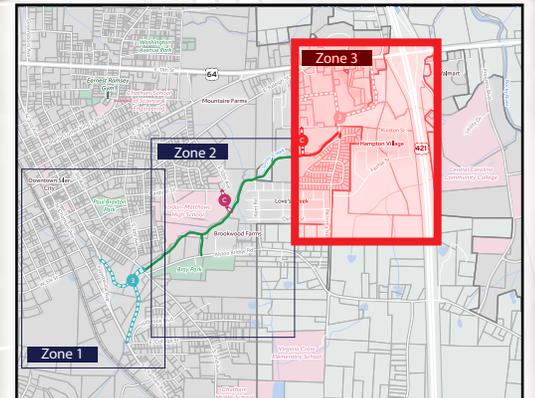
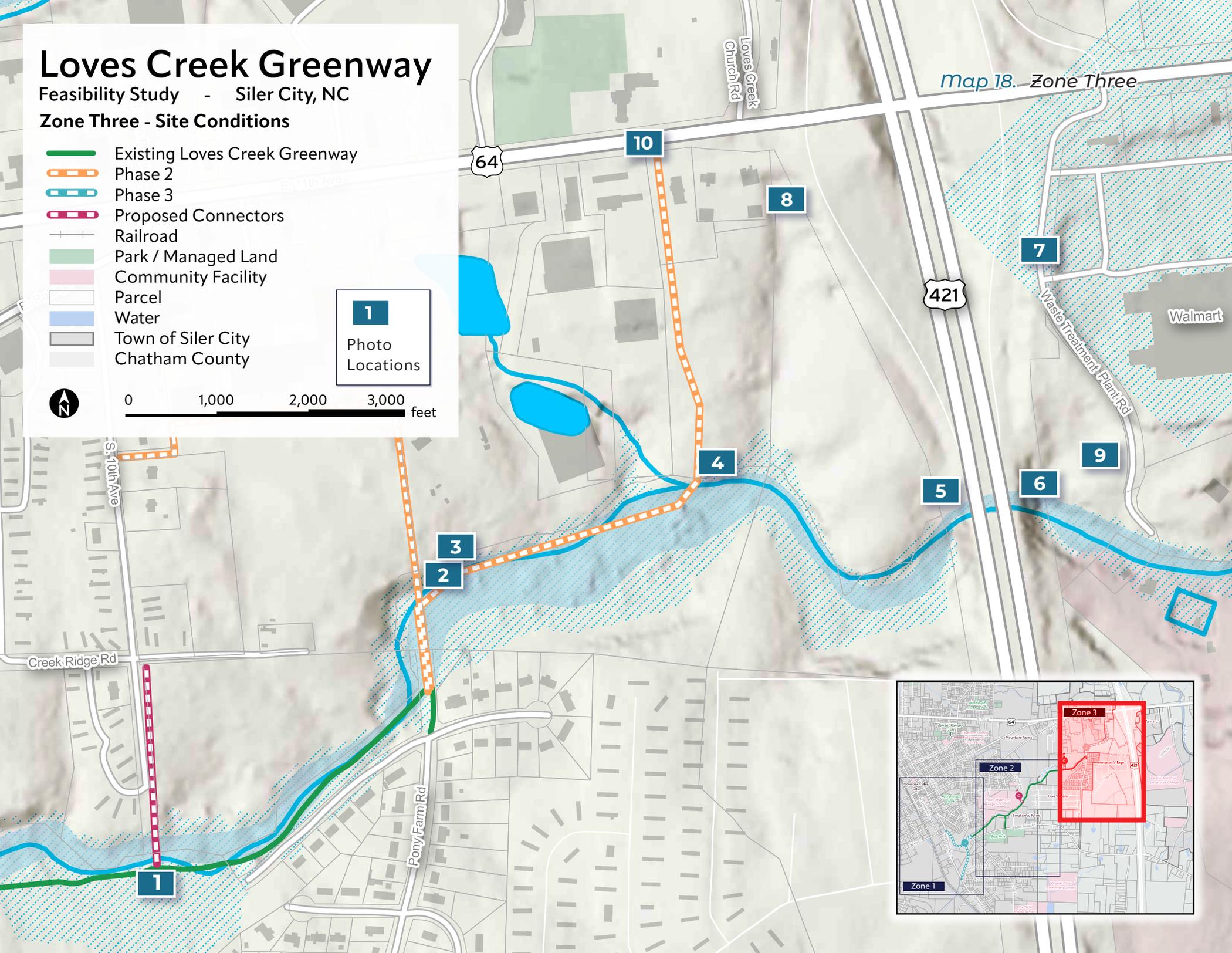
- Existing Loves Creek Greenway
- Phase 2
- Phase 3
- Proposed Connectors
- Railroad
- Park / Managed Land
- Community Facility
- Parcel
- Water
- Town of Siler City
- Chatham County

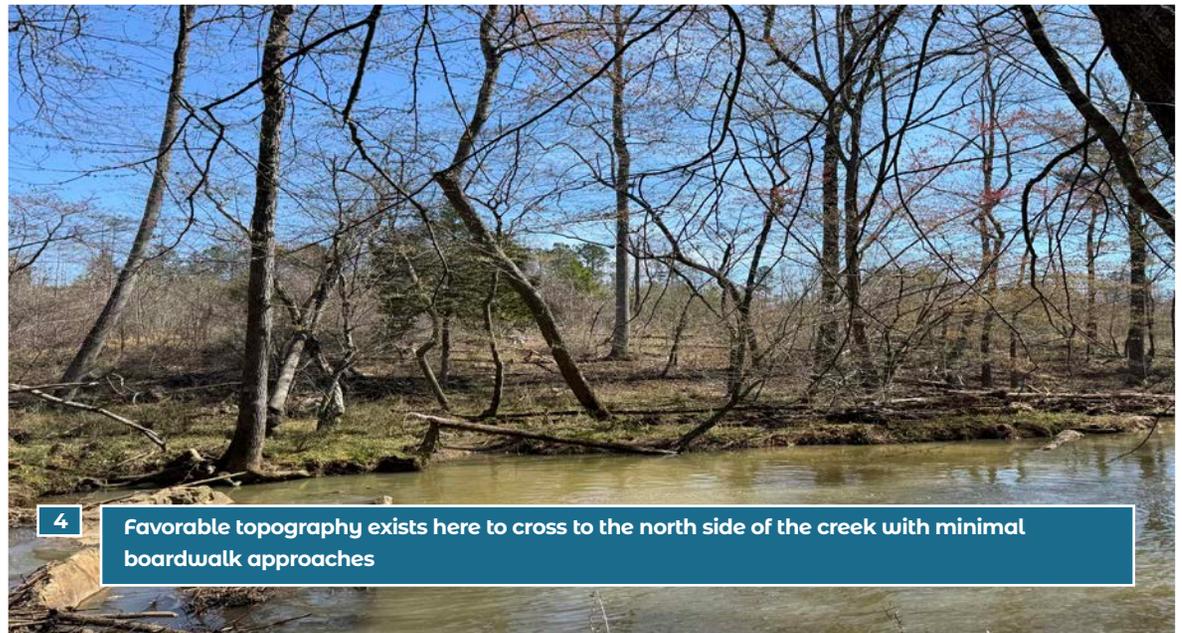
1  
Photo  
Locations



0 1,000 2,000 3,000 feet

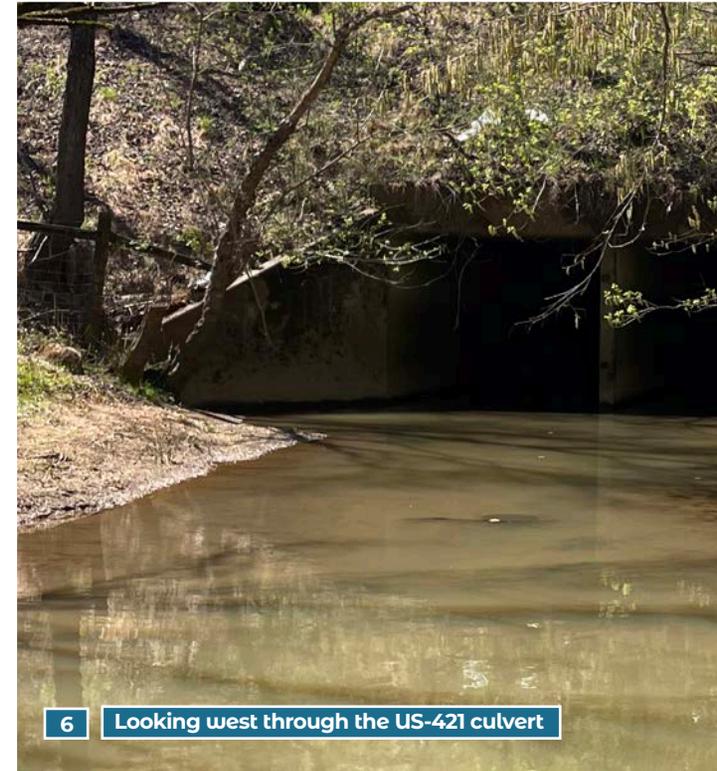
Map 18. Zone Three







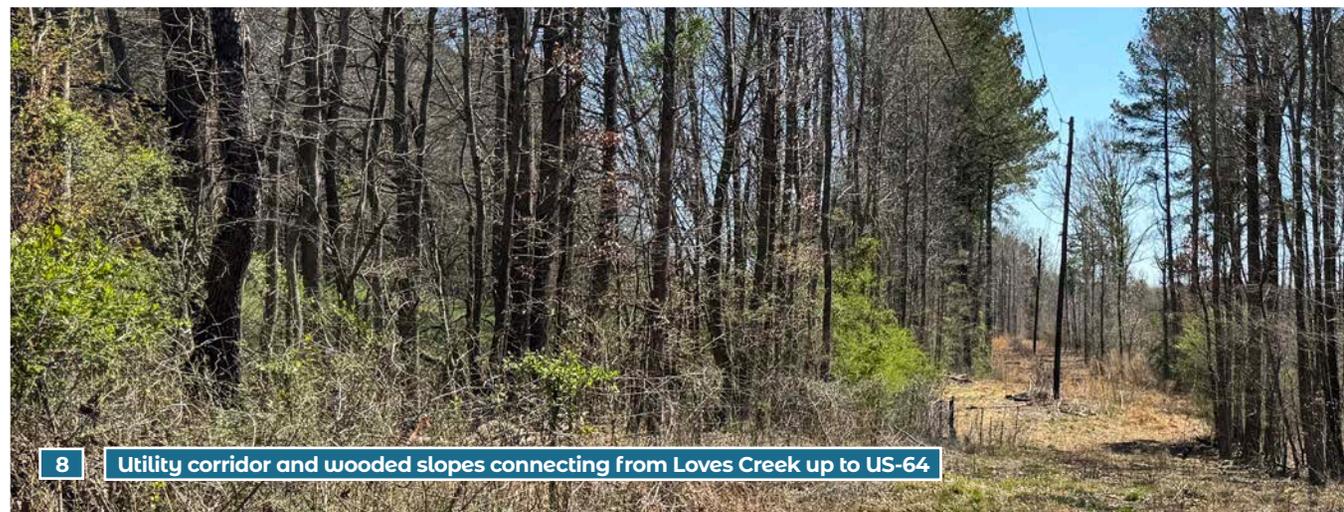
5 Triple box culvert carrying Loves Creek under US-421



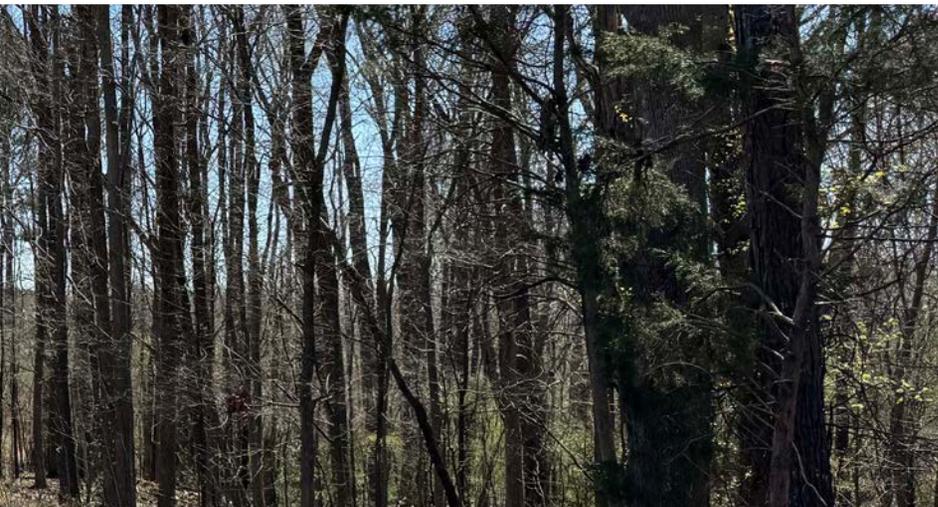
6 Looking west through the US-421 culvert



7 Favorable conditions exist to connect to Walmart



8 Utility corridor and wooded slopes connecting from Loves Creek up to US-64



9 Gentle wooded slopes between Loves Creek and Walmart





Image 10. Teacher Crossing Loves Creek by Old Pipe Infrastructure. *Source: McAdams*

# Segment Alternatives

Using the existing conditions mapping, input from the steering committee, and observations made during fieldwork, the project team developed a comprehensive set of segment alternatives for consideration. The project team created 41 unique segments to provide the desired connectivity within each of the three study area zones.

The opportunities and constraints associated with each segment are captured in the tables that follow. Based on the opportunities and constraints, each segment was classified in one of four categories:

- **Under Consideration** – Segments in this category will move to the next level of route alternatives development.
- **Under Consideration - Concerns** – Segments in this category exhibit certain characteristics that cause concerns with either the construction or maintenance of a paved greenway trail. These segments will move forward to the next level of alternative development with the specific concerns being captured in the segment tables within this section.
- **Connection** – Segments in this category primarily serve as connections from neighborhoods or other elements of the existing bicycle and pedestrian network and generally do not contribute toward the mainline greenway routing. These segments will move forward to the next level of route alternatives' development.
- **Removed From Consideration** – Segments in this category have been evaluated and do not exhibit substantial opportunity to contribute to a route alternative, or the constraints associated with the segment deem them ineffective in achieving the study's goals.



Image 11. Existing sewer easement opportunity. Source: McAdams

Map 19. Alternative Segments

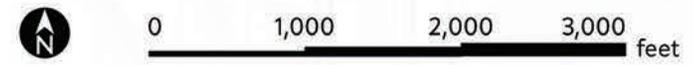


## Loves Creek Greenway

Phases 2 + 3 Feasibility Study—Siler City, NC

### Alternative Segments

- Existing Loves Creek Greenway (Phase 1)
- Proposed Alternative Segments
- Railroad
- Park / Managed Land
- Community Facility
- Parcel
- Streams / Creeks
- Floodway
- Floodplain



**Map 20. Zone One Segments For Consideration**

# Loves Creek Greenway

Feasibility Study - Siler City, NC  
**Zone One Segments For Consideration**

- 1** Segment ID
- Existing Loves Creek Greenway
- Under Consideration
- Connection
- Removed From Consideration
- Railroad
- Park / Managed Land
- Community Facility
- Parcel
- Water
- Town of Siler City
- Chatham County



0 1,000 2,000 3,000 feet

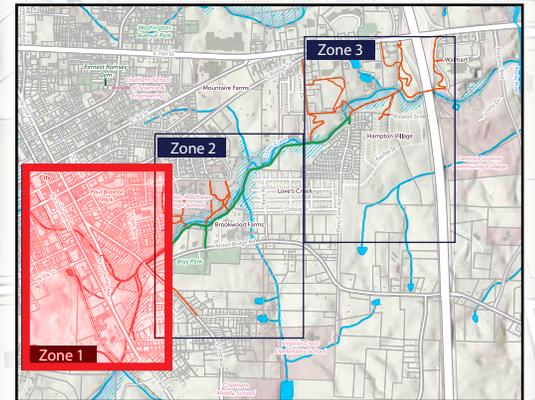
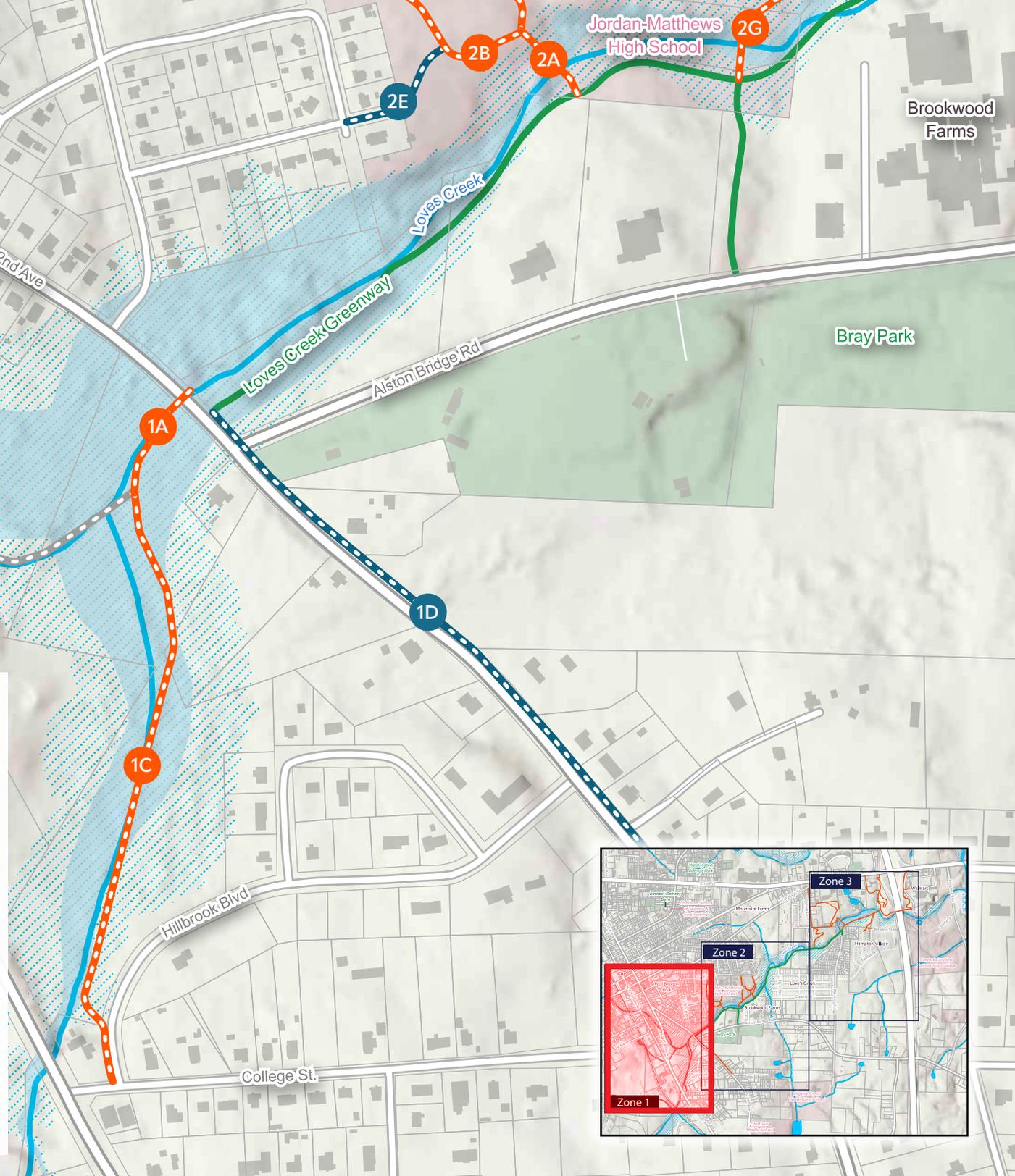
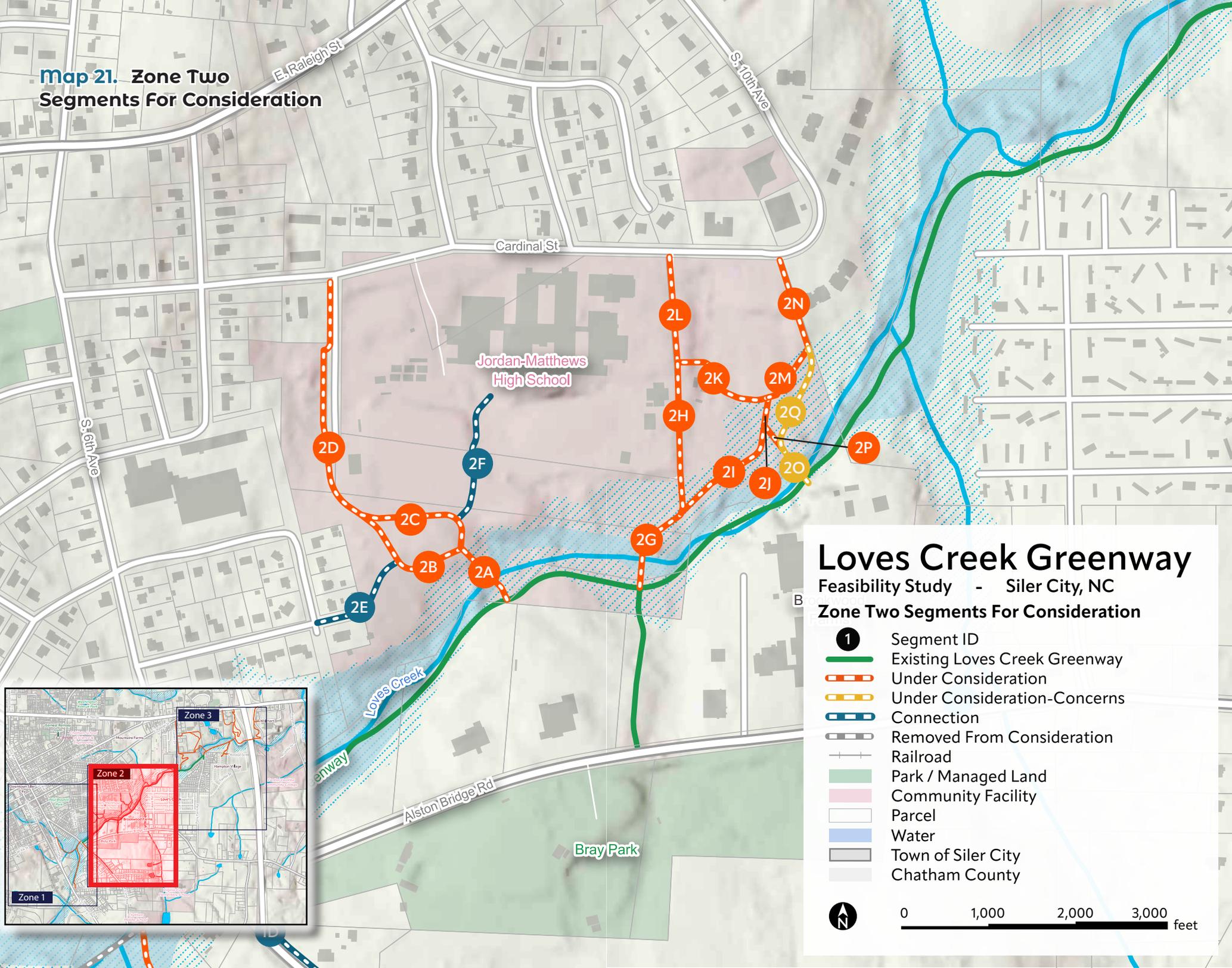


Table 2. **Zone One** Segments for Consideration

Segment	Description	Opportunities	Constraints	Parcels Impacted	Status	Removal Rationale	Stakeholders
1A	<i>Paved greenway trail with an at-grade crossing of South 2nd Ave, near the existing greenway following a sanitary sewer easement to Hillbrook Blvd</i>	<i>Utilizes sanitary sewer easement, creates a connection to a neighborhood, extension of the existing greenway, safe at-grade crossing</i>	<i>Some sight distance concerns with the placement of the at-grade crossing of 2nd Ave</i>	<i>1 parcel (1 owner)</i>	<i>Under Consideration</i>		<i>NCDOT</i>
1B	<i>Paved greenway trail crosses creek and heading towards downtown</i>	<i>Extends the greenway closer to downtown</i>	<i>Floodplain impacts, need structure to cross the creek, maintenance concerns</i>	<i>2 parcels (2 owners)</i>	<i>Removed From Consideration</i>	<i>Existing sidewalk network provides the connection from existing greenway to downtown</i>	<i>NCDOT</i>
1C	<i>Paved greenway trail follows the sanitary sewer easement to Hillbrook Blvd</i>	<i>Connects to neighborhood, future connection to Chatham Middle School, future connection to existing sidewalk system, utilizes sanitary sewer easement</i>	<i>Floodplain impacts</i>	<i>1 parcel (1 owner)</i>	<i>Under Consideration</i>		<i>NCDOT</i>
1D	<i>Sidepath connecting the existing greenway to the existing sidewalk on 2nd Ave that leads to Chatham Middle School</i>	<i>Connects to neighborhood and Chatham Middle School, creates safe way for neighborhood to access greenway</i>	<i>Drainage concerns as sidewalk would be on top of ditch, utility pole relocations, retaining walls needed, traffic impacts during construction</i>	<i>within ROW</i>	<i>Connection</i>		<i>NCDOT</i>

**Map 21. Zone Two Segments For Consideration**



# Loves Creek Greenway

Feasibility Study - Siler City, NC

## Zone Two Segments For Consideration

- 1** Segment ID
- Existing Loves Creek Greenway
- Under Consideration
- Under Consideration-Concerns
- Connection
- Removed From Consideration
- Railroad
- Park / Managed Land
- Community Facility
- Parcel
- Water
- Town of Siler City
- Chatham County

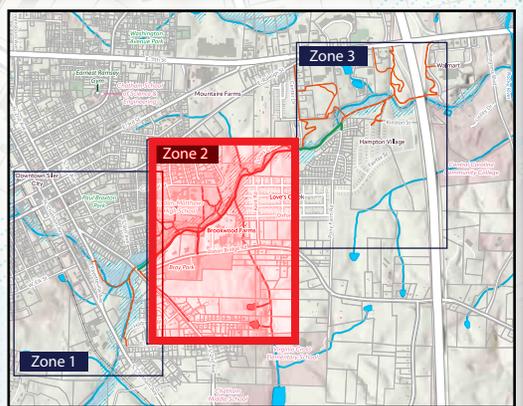


Table 3. Zone **Two** Segments for Consideration

Segment	Description	Opportunities	Constraints	Parcels Impacted	Status	Removal Rationale	Stakeholders
2A	Paved greenway trail connecting to Jordan-Matthews High School from the existing greenway providing a pedestrian bridge for trail users to cross Loves Creek	On school property, provides a high and dry crossing of the creek	Requires structure to climb up to cross the creek, floodplain impacts	1 public parcel	Under Consideration		Chatham County Schools
2B	Paved greenway trail directing users around the baseball field towards Matthews Street	Maintains security by not directing trail users towards the back of the school. Directs trail users to the Student pick-up & drop off zone	Clearing required	1 public parcel	Under Consideration		Chatham County Schools
2C	Paved greenway trail directing users to the baseball field and around towards Matthews Street	More direct route, no floodplain impacts, directs Paved Greenway Trail users to the student pick-up and drop off zone	Brings trail users near baseball field, security concerns for providing opportunity for users to go to the back of the school	1 parcel (1 owner)	Under Consideration		Chatham County Schools
2D	Paved greenway trail going around baseball field, follows Matthews Street to East Cardinal Street that will be improved per NCDOT STIP EB-6007	Directs trail users to the side of the school, more eyes on the trail	Rework existing ditch & rework existing fence along parking lot	2 public parcels	Under Consideration		Chatham County Schools, NCDOT
2E	Paved greenway trail connecting to neighborhood within the ROW on East Finch Street	Connects the neighborhood to the greenway, minimal grading	Clearing required	1 public parcel	Connection		Chatham County Schools
2F	Paved greenway trail connecting from the greenway to the back of Jordan-Matthews High School between the track field and baseball field	Formalize a path that students currently use	Security concerns from unmonitored access to the rear of school campus	1 public parcel	Connection		Chatham County Schools

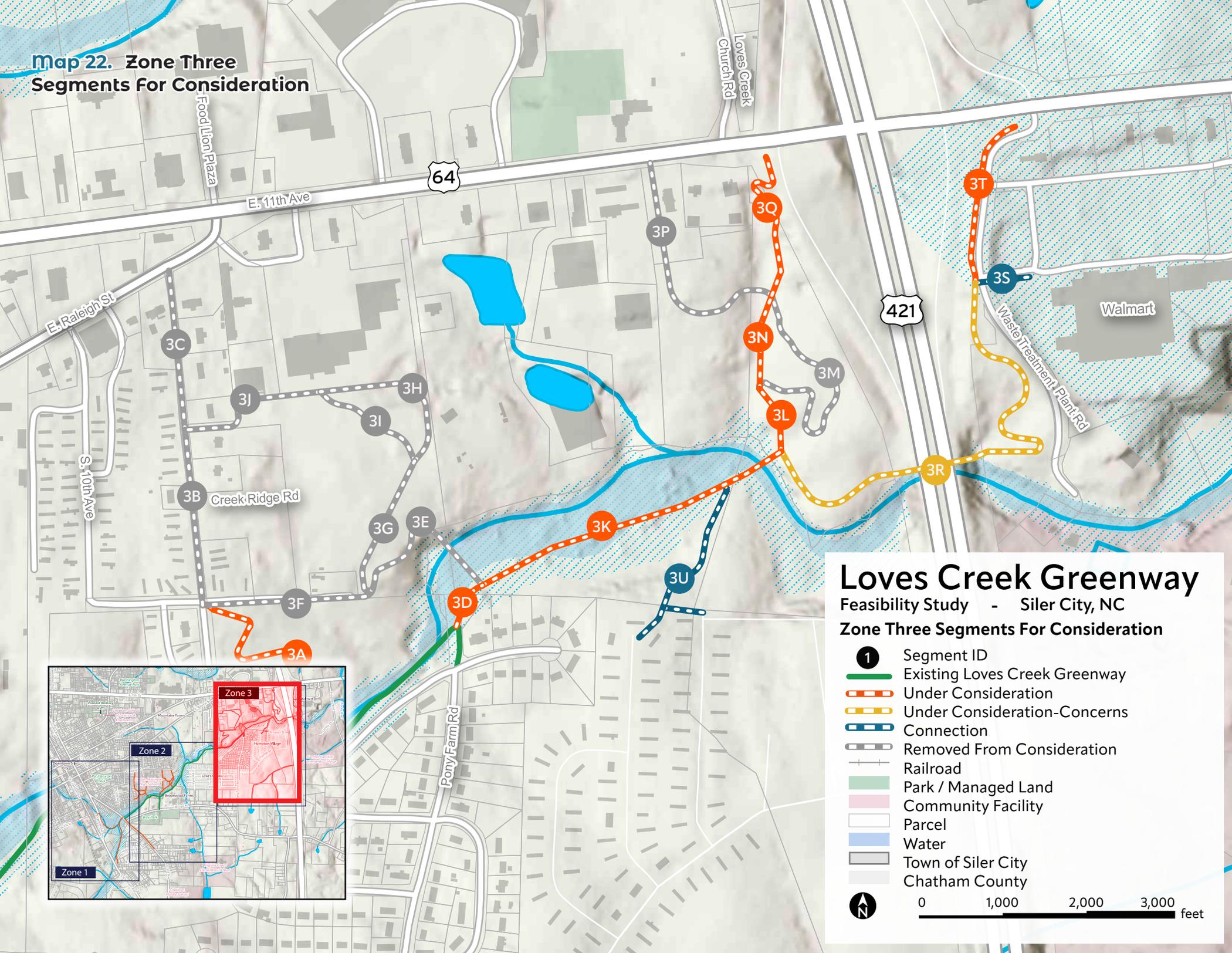
Table 3. Zone **Two** Segments for Consideration Continued...

Segment	Description	Opportunities	Constraints	Parcels Impacted	Status	Removal Rationale	Stakeholders
2G	Paved greenway trail connecting to Jordan-Matthews High School from the end of the existing connection going to Bray Park providing a new pedestrian bridge for trail users to cross Loves Creek	Provides a high and dry crossing of the creek, more formalized trail, maintains security by not directing trail users towards the back of the school, connects to maintenance rd & softball field, direct connection to Bray Park	Need of a lot of structure, anticipated wetland impacts, floodplain impacts, utility relocation, adjustments to existing trail to get the bridge above the floodplain	1 public parcel	Under Consideration		Chatham County Schools
2H	Paved greenway trail that utilizes the existing maintenance road along Jordan-Matthews High School bus parking lot and softball field	No rework of road required, formalizes a trail that Students currently use, direct route to East Cardinal Street	Brings users to the back of school, impacts to school maintenance road	1 public parcel	Under Consideration		Chatham County Schools
2I	Paved greenway trail that directs trail users around the softball field and to the practice field	Directs trail users away from the school, avoids impact with existing softball field amenities	Wetland impacts, floodplain impacts, maintenance concerns	1 public parcel	Under Consideration		Chatham County Schools
2J	Paved greenway trail that crosses an existing ditch connecting to the training field	Directs trail users away from the school, avoids impacts with softball field amenities	Floodplain impacts	1 public parcel	Under Consideration		Chatham County Schools
2K	Paved greenway trail that brings trail users along the south side of the training field to the maintenance rd along Jordan-Matthews High School	Directs trail users to the side of the school, connects to maintenance road	Impacts to training field	1 public parcel	Under Consideration		Chatham County Schools
2L	Paved greenway trail that utilizes the existing maintenance rd to connect to East Cardinal Street that will be improved per NCDOT STIP EB-6007	Brings trail users along the side of the school, connects to connects to funded NCDOT sidewalk project, utilizes existing paved road	Impacts to school maintenance road	1 public parcel	Under Consideration		Chatham County Schools, NCDOT

Table 3. Zone **2wo** Segments for Consideration Continued...

Segment	Description	Opportunities	Constraints	Parcels Impacted	Status	Removal Rationale	Stakeholders
2M	Paved greenway trail that goes east & north around the training field and away from Jordan-Matthews High School	Directs trail users away from school, minimal grading impacts to the practice field	Practice field drainage impacts	1 public parcel	Under Consideration		Chatham County Schools
2N	Paved greenway trail that goes north around the training field connecting to East Cardinal Street that will be improved per NCDOT STIP EB-6007	Keeps trail users distant from school, connects to STIP EB-6007, minimal grading impacts to training field	Clearing required	1 public parcel	Under Consideration		Chatham County Schools, NCDOT
2O	Paved greenway trail that connects to Jordan-Matthews High School from the existing greenway providing a pedestrian bridge for trail users to cross Loves Creek	Provides a high and dry crossing of the creek	Requires adjustments to existing greenway to elevate the bridge over the floodplain, putting structure over sanitary sewer easement, rework existing easement for the trail, permitability	1 private parcel (1 owner), 1 public parcel	Under Consideration - Concerns		Chatham County Schools
2P	Paved greenway trail that extends from the creek crossing towards the softball field to get out of the wetlands sooner	Provides a short & dry crossing of wetlands	Anticipated wetland impacts, floodplain impacts	1 public parcel	Under Consideration		Chatham County Schools
2Q	Paved greenway trail directing trail users to the east side of the training field and away from Jordan-Matthews High School	Keeps trail users distant from school	Anticipated wetland impacts, floodplain impacts, additional Structure required, permitability	1 public parcel	Under Consideration - Concerns		Chatham County Schools

**Map 22. Zone Three Segments for Consideration**



# Loves Creek Greenway

Feasibility Study - Siler City, NC

## Zone Three Segments For Consideration

- 1** Segment ID
- Existing Loves Creek Greenway
- Under Consideration
- Under Consideration-Concerns
- Connection
- Removed From Consideration
- Railroad
- Park / Managed Land
- Community Facility
- Parcel
- Water
- Town of Siler City
- Chatham County



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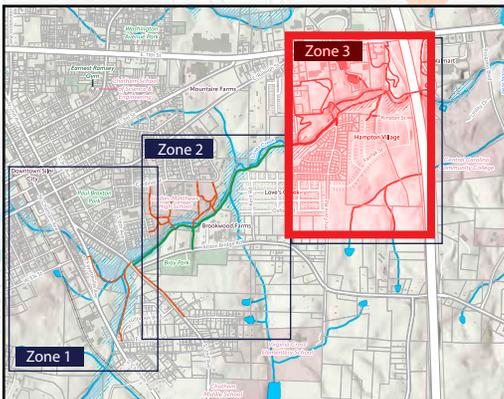


Table 4. **Zone Three** Segments for Consideration

Segment	Description	Opportunities	Constraints	Parcels Impacted	Status	Removal Rationale	Stakeholders
3A	Paved greenway trail crossing the creek from the existing greenway connecting trail to Center Drive	Provides a high and dry crossing of the creek, provides crossing for residents along Center Drive	Requires a full parcel buyout, not a lot of room to provide bridge crossing of creek, permitability	2 private parcels (2 owners)	Under Consideration - Concerns		
3B	Paved greenway trail that utilizes Center Drive to connect to East Raleigh Rd that will be improved per NCDOT STIP EB-5734	Utilizes existing facility, connects to NCDOT STIP EB-5734	Narrow right-of way, many driveways and parking areas along Center Drive	within ROW	Removed from Consideration	Not desirable user experience, many parking spots along Center Drive that can be a safety concern, tight ROW	
3C	Paved greenway trail that utilizes Center Drive to connect to East Raleigh Road that will be improved per NCDOT STIP EB-5734	Utilizes existing facility, connects to NCDOT STIP EB-5734	Narrow right-of way, many driveways and parking areas along Center Drive	within ROW	Removed from Consideration	Not desirable user experience, many parking spots along Center Drive that can be a safety concern, tight ROW	NCDOT
3D	Paved greenway trail that utilizes sanitary sewer easement to extend the existing greenway east towards US-421	Utilizes the existing sanitary sewer easement, minimal clearing, extends the existing greenway	Behind a single family house	2 private parcels (2 owners)	Under Consideration		
3E	Paved greenway trail coming off of the sanitary sewer easement providing a pedestrian bridge to cross the creek bringing trail users towards Center Drive	Provides a high and dry crossing of the creek	Floodplain impacts, grading challenge, major structure requirements, impedes on home owner privacy, permitability	3 private parcels (2 owners)	Removed From Consideration	Requires a lot of retaining walls to limit impact on the floodplain, major impacts to private property, steep topography requires significant grading	

Table 4. **Zone Three** Segments for Consideration Continued...

Segment	Description	Opportunities	Constraints	Parcels Impacted	Status	Removal Rationale	Stakeholders
3F	Paved greenway trail that runs along a private driveway to connect to Center Drive	Minimal grading	Impedes on home owner privacy, driveway impacts, tight ROW	1 private parcel (1 owner)	Removed From Consideration	Impacts to private property, impedes on home owner privacy bringing the trail along the side of the home, tight ROW	
3G	Paved greenway trail that directs trail users towards a shopping area	Minimal grading, opportunity to transform this parcel	Impedes on home owner privacy, not direct routing	1 private parcel (1 owner)	Removed From Consideration	Impacts to private property, not direct routing, grading concerns	
3H	Paved greenway trail that runs along private parcel towards a shopping area utilizing and existing clear zone	Minimal grading, opportunity to transform this parcel, connects to businesses	Impedes on home owner privacy, not direct routing	1 private parcel (1 owner)	Removed From Consideration	Concerns with private property impacts, not direct routing, impedes on home owner privacy bringing the trail near the back and along the side of the home	
3I	Paved greenway trail that runs through parcel providing a more direct route to the shopping area	Minimal grading, opportunity to transform this parcel, keeps distant from home owners, direct routing, connects to businesses	Requires full parcel buyout	1 private parcel (1 owner)	Removed From Consideration	Impacts to private property, circuitous routing	
3J	Paved greenway trail that runs along the exterior of the parcel and connecting to Center Drive	Connects to businesses, opportunity to transform this parcel	Requires full parcel buyout	1 private parcel (1 owner)	Removed From Consideration	Impacts to private property, circuitous	

Table 4. **Zone Three** Segments for Consideration Continued...

Segment	Description	Opportunities	Constraints	Parcels Impacted	Status	Removal Rationale	Stakeholders
3K	Paved greenway trail that extends the existing greenway along a sanitary sewer easement east towards US-421 providing a pedestrian bridge that crosses the creek	Minimal clearing, extends existing greenway, minimal floodplain impacts, high and dry crossing of the creek	Permitability, maintenance concerns for structure	3 private parcels (3 owners)	Under Consideration		
3L	Paved greenway trail that runs north towards US-64	More direct route to US-64. US-64 will have sidewalks installed with NCDOT STIP project U-5737	Consistent climb up towards US-64	1 private parcel (1 owner)	Under Consideration		
3M	Switchback paved greenway trail that leads to a flat zone that provides Paved Greenway Trail users a break on the climb up to US-64 that will be improved per NCDOT STIP U-5737	Provides a more gradual ascent to US-64	Full parcel buyout, less direct to US-64	1 private parcel (1 owner)	Removed From Consideration	Less direct routing to connect US-64 to Loves Creek, Major property impacts	
3N	Paved greenway trail that runs north towards US-64	More direct route to US-64. US-64 will have sidewalks installed with NCDOT STIP project U-5737	Consistent climb, full parcel buyout	1 private parcel (1 owner)	Under Consideration		
3P	Paved greenway trail that connects to US-64 through the Bojangles parking lot	Connects to US-64, connects to businesses	Brings trail users to a busy parking lot and gas station, safety concerns	2 private parcels (1 owner)	Removed From Consideration	Concerns with bringing trail users into a busy parking lot creating safety concerns	NCDOT

Table 4. **Zone Three** Segments for Consideration Continued...

Segment	Description	Opportunities	Constraints	Parcels Impacted	Status	Removal Rationale	Stakeholders
3Q	Paved greenway trail that runs north towards US-64	More direct route to US-64. US-64 will have sidewalks installed with NCDOT STIP project U-5737	Permitting / coordinating with NCDOT for trail along the on-ramp for US-421	1 private parcel (1 owner)	Under Consideration		NCDOT
3R	Paved greenway trail that follows the creek through an existing culvert under US-461 and connecting to the Walmart off of US-64	Keeps trail users along the creek, connects to Walmart, utilizes an existing culvert to cross under US-421	Floodplain impacts, permitting / coordination for trail under US-421, culvert size	1 private parcel (1 owner), 1 public parcel	Under Consideration		NCDOT
3S	Paved greenway trail that connects trail users to Walmart	Connects to Walmart, minimal traffic impacts, safe at-grade crossing	Utility impacts	1 private parcel (1 owner)	Connection		NCDOT
3T	Paved greenway trail that connects to US-64 within NCDOT ROW	More direct to US-64	No future improvements to US-64 on the east side of US-421, brings trail users away from businesses and towards high volume road	within ROW	Under Consideration		NCDOT
3U	Paved greenway trail that connects trail users to the neighborhoods on Southport Street and Waterford Street	Connects to Southport Street and Waterford Street neighborhoods, direct connection	Full parcel buyout	3 private parcels (2 owners)	Under Consideration		



Image 12. Another View of Second Ave Greenway Entrance *Source: McAdams*



The background is a vibrant yellow. On the left side, there are four overlapping teal triangles pointing downwards. Each triangle has a white outline and a subtle wavy pattern. The triangles are arranged in a descending staircase pattern from top-left to bottom-right. In the upper right quadrant, the number '3' is displayed in a large, white, stylized font with a blue drop shadow. To its right, the words 'Community' and 'Engagement' are stacked vertically in a white, bold, sans-serif font, also featuring a blue drop shadow.

# 3 Community Engagement

# Chapter Three

## Community Engagement

### Community Engagement Plan Overview

Engaging community voices was a core component of this planning effort, using a multi-tiered approach to ensure a broad range of input from stakeholders and the public. This included convening a dedicated Steering Committee of local leaders and subject-matter experts, conducting targeted stakeholder meetings, and launching a public survey to gather community-wide feedback. These efforts helped shape the plan's priorities and reflect the values and needs of residents. A community-wide survey, open from March 24 to May 16, 2025, asked participants to weigh in on key topics and priorities through 13 core questions plus demographic responses. In total, 36 community members participated. Summary results of the survey are highlighted on the following pages.

#### Steering Committee

**Chris Blice** - Jordan-Matthews High School

**Dr. April Burko** - Jordan-Matthews High School

**Treiston Burnette** - Parks + Recreation Director, Town of Siler City

**Bryan Kluchar** - Division Planning Engineer, NCDOT Division 8

**Morgan DeWit** - Division Project Engineer, NCDOT Division 8

**Karyl Fuller** - RPO Director, Central Pines RPO

**Rashawn King** - Program Manager, Triangle Trails Initiative

**Timothy Mack** - Director of Planning + Community Development, Town of Siler City

**Jack Meadows** - Town Manager, Town of Siler City

**Jeron Monroe** - NCDOT Division 8

**Ben Rippe** - Trails + Open Space Planner, Chatham County

**Donna Smith** - Community Member, Parks + Recreation Committee

**Tylr Stinson** - Recreation Coordinator, Town of Siler City



## STEERING COMMITTEE MEETING #1

The first Steering Committee meeting introduced the project team, study area, and goals for Phase 2 and 3 of the Loves Creek Greenway. Committee members discussed existing conditions, critical issues, and potential opportunities for future greenway alignment.

- Challenging terrain, creek crossings, limited route options, and gaps in pedestrian infrastructure—especially near US-421, Walmart, and JM High School—pose design and safety challenges. Environmental impacts, permitting, and limited parking (Bray Park as main trailhead) were also noted.
- The vision for success is a well-connected, safe greenway that enhances quality of life, reflects strong community input, and aligns with funding and schedule goals.
- Additional considerations include evaluating connections to Chatham Middle, Virginia Cross Elementary, and Central Carolina Community College (CCCC). Review under/overpass options for US-421 and consider expanding access within a 5–10 mile radius.



## STEERING COMMITTEE MEETING #2

The second committee meeting reviewed project progress, shared public feedback, and refined proposed greenway alternatives across three study zones. The team also outlined next steps leading to final plan development and community outreach.

- Stakeholder discussions focused on routing near Jordan-Matthews High School and confirmed that the US-421 culvert is not viable for greenway use.
- Public engagement highlighted strong support for greenway expansion, especially for recreation and Student access.
- Final alternatives advanced include connections to College Street, Jordan-Matthews High School, Center Avenue, and the US-64/Walmart area.



## STEERING COMMITTEE MEETING #3

In the final Steering Committee meeting, the draft feasibility study was reviewed with the steering committee with a specific focus on partner roles and next steps for implementation.

# Public Meeting

## Spring Chicken Festival

As part of the community engagement effort, the project team hosted a booth at the Spring Chicken Festival, Siler City's annual downtown street fair celebrating local culture, food, and live entertainment. The event provided a lively and informal setting to connect with residents of all ages.

Festival-goers were invited to learn about the Loves Creek Greenway Feasibility Study, explore draft maps, and share their ideas on the online survey. Many participants expressed strong support for extending the greenway, highlighting its value for recreation, school access, and community connection. People shared a desire for the greenway to connect key community destinations. The most frequently mentioned places included:

- Downtown Siler City – for walkability, access to shops, and events
- Jordan-Matthews High School – supporting safe routes for Students
- Walmart/US-64 area – for everyday errands and expanded access
- Parks and natural areas – like Bray Park and the Rocky River
- Schools and neighborhoods – to create safe, connected routes for families

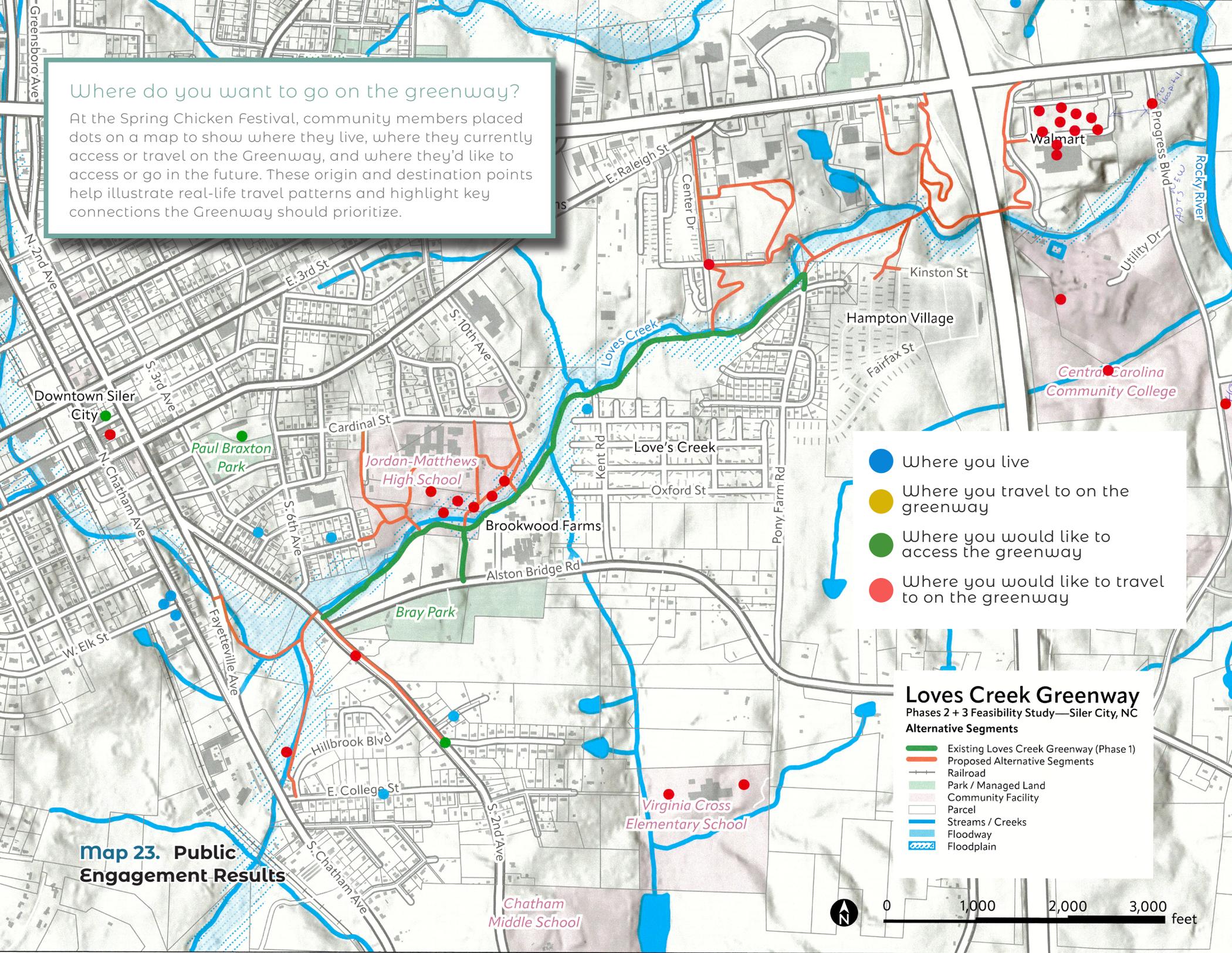
Responses reflected an interest in using the greenway not only for recreation but also for daily travel, errands, and school access, reinforcing the importance of connectivity across all zones. The festival booth offered a valuable opportunity to hear directly from residents and build local excitement around the project.



Image 13. Project Booth at the Spring Chicken Festival. Source: McAdams

## Where do you want to go on the greenway?

At the Spring Chicken Festival, community members placed dots on a map to show where they live, where they currently access or travel on the Greenway, and where they'd like to access or go in the future. These origin and destination points help illustrate real-life travel patterns and highlight key connections the Greenway should prioritize.

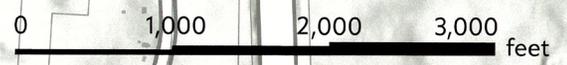


- Where you live
- Where you travel to on the greenway
- Where you would like to access the greenway
- Where you would like to travel to on the greenway

### Loves Creek Greenway Phases 2 + 3 Feasibility Study—Siler City, NC Alternative Segments

- Existing Loves Creek Greenway (Phase 1)
- Proposed Alternative Segments
- Railroad
- Park / Managed Land
- Community Facility
- Parcel
- Streams / Creeks
- Floodway
- Floodplain

**Map 23. Public Engagement Results**



# Public Survey

A community-wide survey was open for responses from March 24 to May 16, 2025, to gather public input on priorities, needs, and opportunities related to the future of the Loves Creek Greenway. The survey featured 13 core questions along with optional demographic responses and was designed to capture a broad range of perspectives from Siler City residents, workers, and visitors. A total of 36 community members participated in the survey.

Of those who responded, a majority—approximately 58%—reported living in Siler City, underscoring strong local engagement. About 19% said they regularly visit or spend time in town, while 15% own property within the town limits. A smaller number of participants reported working in Siler City (4%) or selected “Other” (4%), reflecting a diverse set of connections to the community.

Summary results from the survey are highlighted on the following pages and helped guide recommendations for future greenway development.



**Survey open:**  
*March 24 -  
May 16, 2025*



**36**  
*participants*



**13**  
*questions  
(+ demographic  
questions)*

## Who took the survey?

Survey respondents reflected a diverse mix of backgrounds.

About 50% identified as Hispanic, and 22% were under 18, with a broad range of other age groups represented.

33% reported having a disability, underscoring the importance of accessibility.

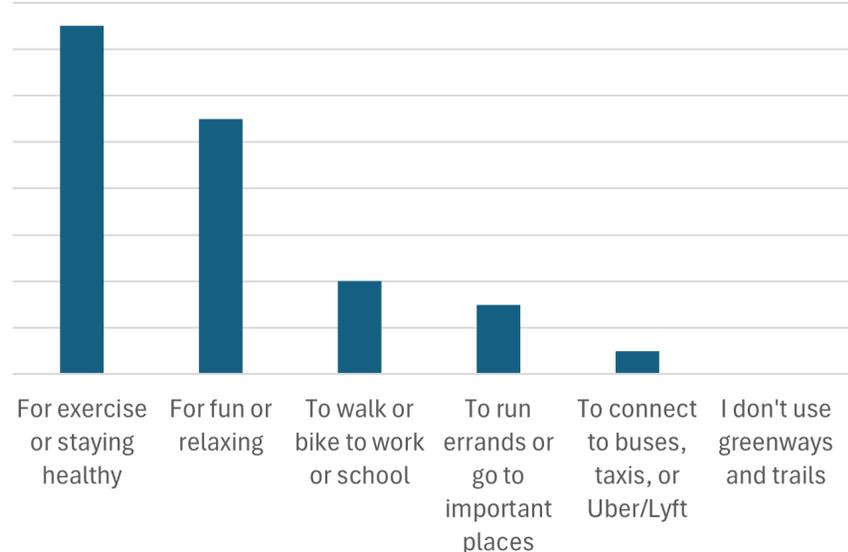
Gender identities included 44% men, 39% women, and 6% nonbinary participants.



# Public Survey Results

## How do you use Loves Creek Greenway?

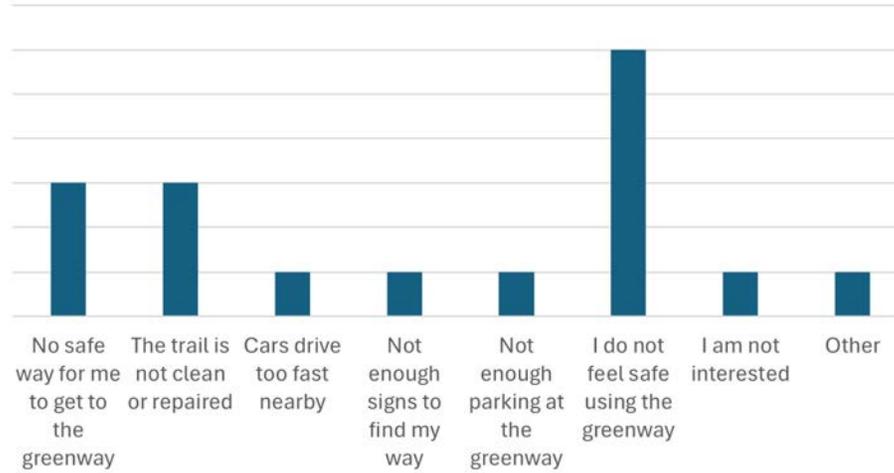
Figure 11. Public Survey Results (Current Greenway Use)



Most participants said they use the greenway for exercise or staying healthy (58%) and for fun or relaxation (42%). Smaller portions use it to commute to school or work (15%), run errands (12%), or connect to transit services (4%). A few noted they don't currently use the greenway, either because they just moved to town or weren't aware of it, highlighting potential to engage new users.

## What stops you from using the Loves Creek Greenway?

Figure 12. Public Survey Results (Barriers to Greenway Use)

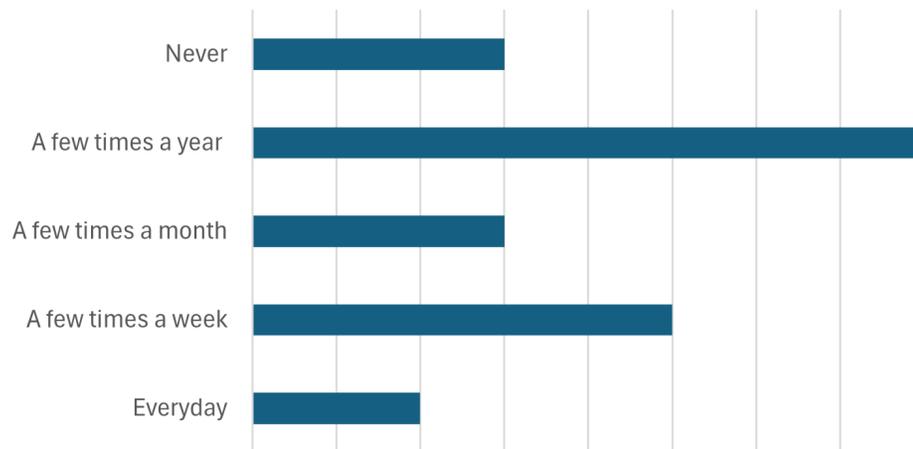


The most common barrier was safety concerns, with about 29% of respondents saying they do not feel safe using the greenway. An additional 24% said they can't access it safely or that the trail isn't well maintained. Other responses included concerns about parking, signage, or nearby traffic (each around 5%). Just one person (5%) said they weren't interested. Several "Other" responses—about 29%—pointed to issues like flooding, not knowing about the greenway, or simply being new to the area, showing that increased outreach and improvements could encourage greater use.

## Public Survey Results, Cont'd

### How frequently do you use the Loves Creek Greenway?

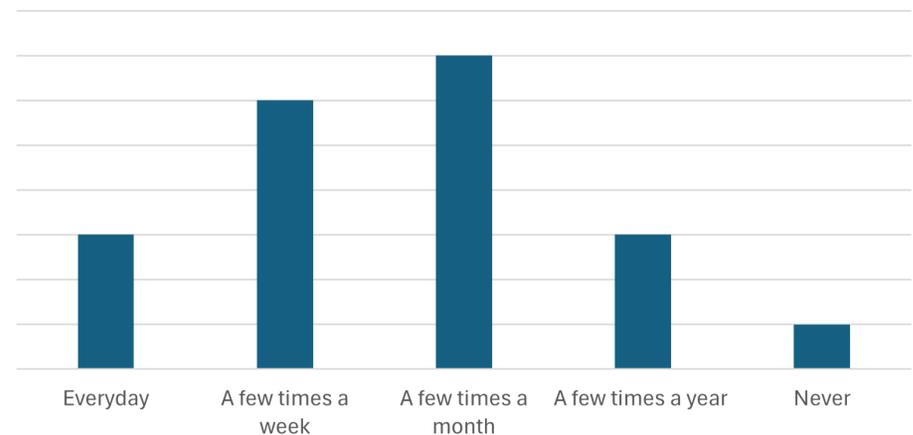
Figure 13. Public Survey Results (Greenway Use Frequency)



About 10% of respondents said they use the greenway daily, and 24% use it a few times a week. 14% reported visiting a few times a month, while the largest group—38%—use it just a few times a year. Another 14% said they never use the greenway, indicating opportunities to boost regular engagement.

### After the Loves Creek Greenway is extended, how often do you expect to use the greenway?

Figure 14. Public Survey Results (Anticipated Greenway Use Frequency)

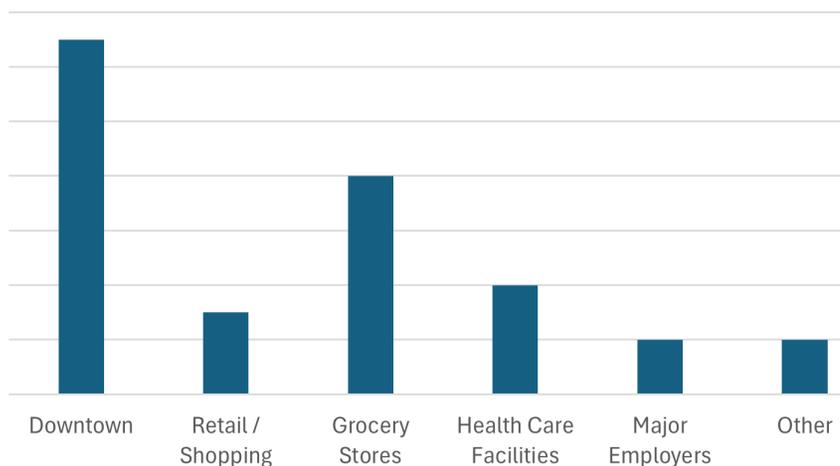


Interest in the extended greenway is strong: about 14% of respondents said they would use it daily, and 29% said a few times a week. The largest group—around 33%—expected to use it a few times a month, while 14% predicted a few times a year. Only 5% said they would never use it, highlighting clear potential for increased and more frequent use with future improvements.

## Public Survey Results, Cont'd

### Where should the Loves Creek Greenway connect to?

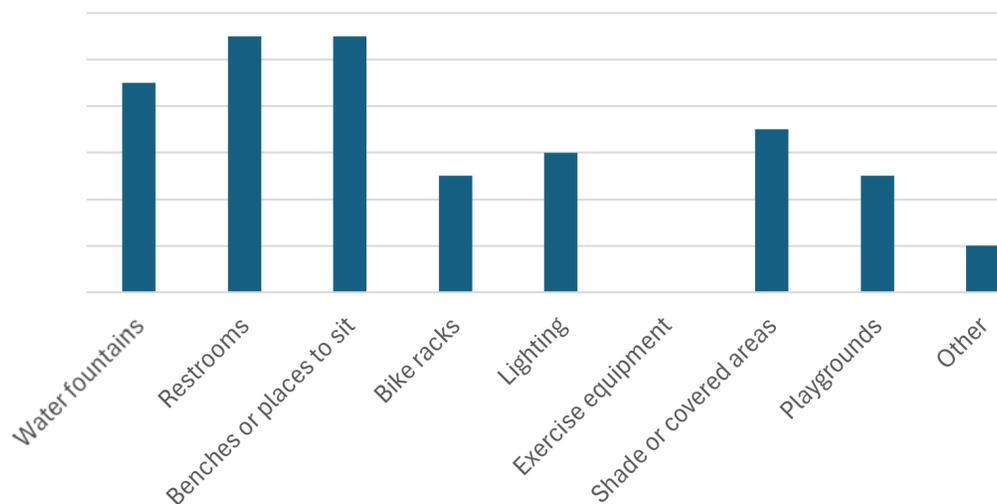
Figure 15. Public Survey Results (Future Connections)



The top priority for greenway connection was downtown, selected by about 48% of respondents. Grocery stores (30%) and health care facilities (15%) followed, with some also interested in access to retail areas (11%) and major employers (7%). “Other” suggestions included connecting to the south side of Bray Park’s wooded areas and extending toward the Ramseur Trail, highlighting interest in both practical and nature-oriented destinations.

### What would make you use the greenway more often?

Figure 16. Public Survey Results (Desired Greenway Amenities)



Respondents most often requested restrooms and benches or seating areas, each selected by about 41% of participants. Other popular improvements included water fountains (33%), shade or covered areas (26%), and lighting (22%). Additional ideas like bike racks and playgrounds (both 19%) also received interest. In the “Other” category, people suggested adding a dog park and clearer information on trailheads and safe parking, pointing to both facility and communication needs.

# Stakeholder Meetings

## Jordan-Matthews High School

On May 8, 2025, project team members met with staff from Jordan-Matthews High School to review and discuss the Loves Creek greenway feasibility study.

The meeting began with introductions and a brief overview of the project schedule and engagement efforts to date. Staff shared insights from a recent field visit to the school grounds, focusing on student movement patterns, campus boundaries, and potential bridge locations near the athletic fields. The team then presented preliminary greenway route alternatives, inviting feedback on alignment options, safety concerns, and access points. School staff emphasized the importance of preserving campus security while supporting student access to the greenway. The meeting concluded with a discussion of next steps, including continued coordination with school leadership as the project moves into final recommendations.



Image 14. Student Drop-Off and Pick-Up Activity on the West Side of Campus *Source: McAdams*

## Stakeholder Meetings, Cont'd

### NCDOT Division 8 Staff

On May 29, 2025, the Loves Creek Greenway project team met virtually with NCDOT Division 8 Staff and regional partners to review greenway alignment options, project coordination, and funding strategies.

NCDOT representatives shared updates on nearby projects, including the East Raleigh Street sidewalk (set to begin in early 2026) and the US-64 widening and Diverging Diamond Interchange (planned for 2029).

The team discussed feasibility findings for each zone.

- In Zone 1, a sewer easement alignment showed strong potential as a low-cost, fundable Locally Administered Projects.
- In Zone 2, school officials supported Alternative 2-5—a short connector to Jordan-Matthews High School.
- In Zone 3, culvert reuse under US-421 was deemed infeasible. A minimum of 12' of vertical clearance is generally needed for a culvert box to accommodate a greenway trail.

Next steps include refining cost estimates, documenting culvert limitations, coordinating with NCDOT's US-64 project team, and rescheduling the next Steering Committee meeting.

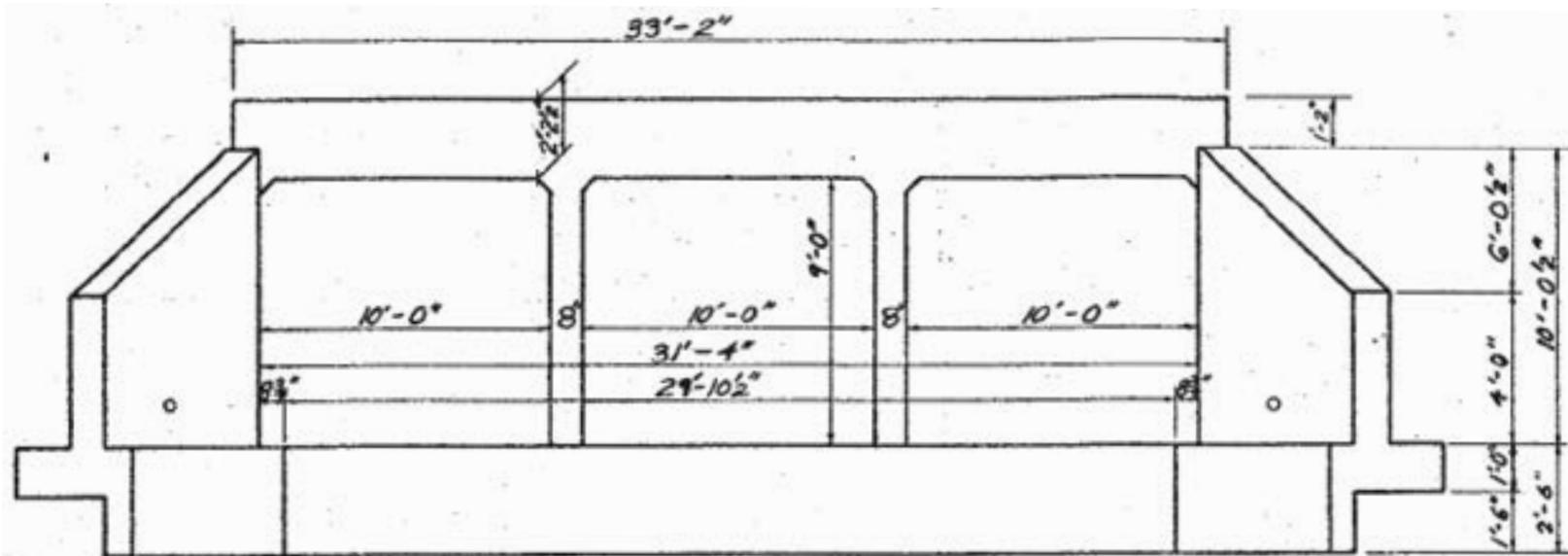


Figure 17. As-Built Drawing of the US-421 Loves Creek Culvert Showing Inadequate Vertical Clearance for a Greenway Trail *Source: NCDOT*



The background features a light blue gradient with several large, overlapping, semi-transparent orange shapes. These shapes are primarily triangles and trapezoids, some pointing upwards and some downwards, creating a dynamic, abstract pattern. The orange shapes have a subtle gradient and are outlined with a thin white border.

# **4** Evaluation & Recommendations

# Chapter Four Evaluation & Recommendations

## Overview

Building on existing plans, field investigations, and robust community engagement, this chapter outlines a path forward for extending the Loves Creek Greenway. The goal is to create a well-connected, accessible, and user-friendly greenway that reflects local priorities while positioning the Town of Siler City for future funding and implementation. This evaluation and recommendations chapter summarizes the process used to identify, assess, and refine potential routes across three distinct geographic zones. Each zone presents unique opportunities and constraints: from school access and neighborhood connections to major roadway crossings. This chapter also includes conceptual cost estimates, typical section illustrations, and design guidance to inform next steps. Recommendations are grounded in feasibility and reflect both near-term implementation opportunities and longer-term infrastructure visioning.

## Route Alternatives Development

Route alternatives were developed through a collaborative, iterative process involving technical analysis, site visits, and input from community members and stakeholders. Segments were identified within each zone based on connectivity goals, ease of construction, environmental considerations, and alignment with existing or planned infrastructure. The team refined initial concepts through stakeholder meetings—including school staff and NCDOT Division 8 representatives—and evaluated for feasibility, safety, and cost. Each recommended alternative consists of a set of connected segments that collectively form a continuous route. These routes are shown in the following pages, accompanied by summary descriptions, construction cost estimates (2025 baseline), and recommended next steps for implementation. Where possible, alternatives build on existing sewer easements, planned roadway projects, or town-owned land to maximize constructability and funding potential.

## Recommended Alternatives

The following alternatives represent the most feasible, community-supported routes for extending the Loves Creek Greenway. Each recommended route balances connectivity, constructability, cost, and user experience. Combined, the five route alternatives span 2.05 miles, connecting neighborhoods, schools, downtown, and future greenway corridors. These alternatives were shaped by stakeholder input, site visits, and technical analysis, and position Siler City to pursue funding through NCDOT and other sources.

### Zone 1 Southwest Corridor

This zone focuses on extending the greenway southwest toward residential neighborhoods and potential future greenway connections. The recommended alternatives in Zone 1 follow an existing sewer easement, which reduces construction challenges and avoids major environmental impacts. Segments 1A, 1C, and 1D remain under consideration; Segment 1B was removed due to its location in the floodplain and limited utility. This alignment has strong potential as a Locally Administered Project (LAP) due to its simplicity, connectivity, and minimal property impacts.

### Zone 2

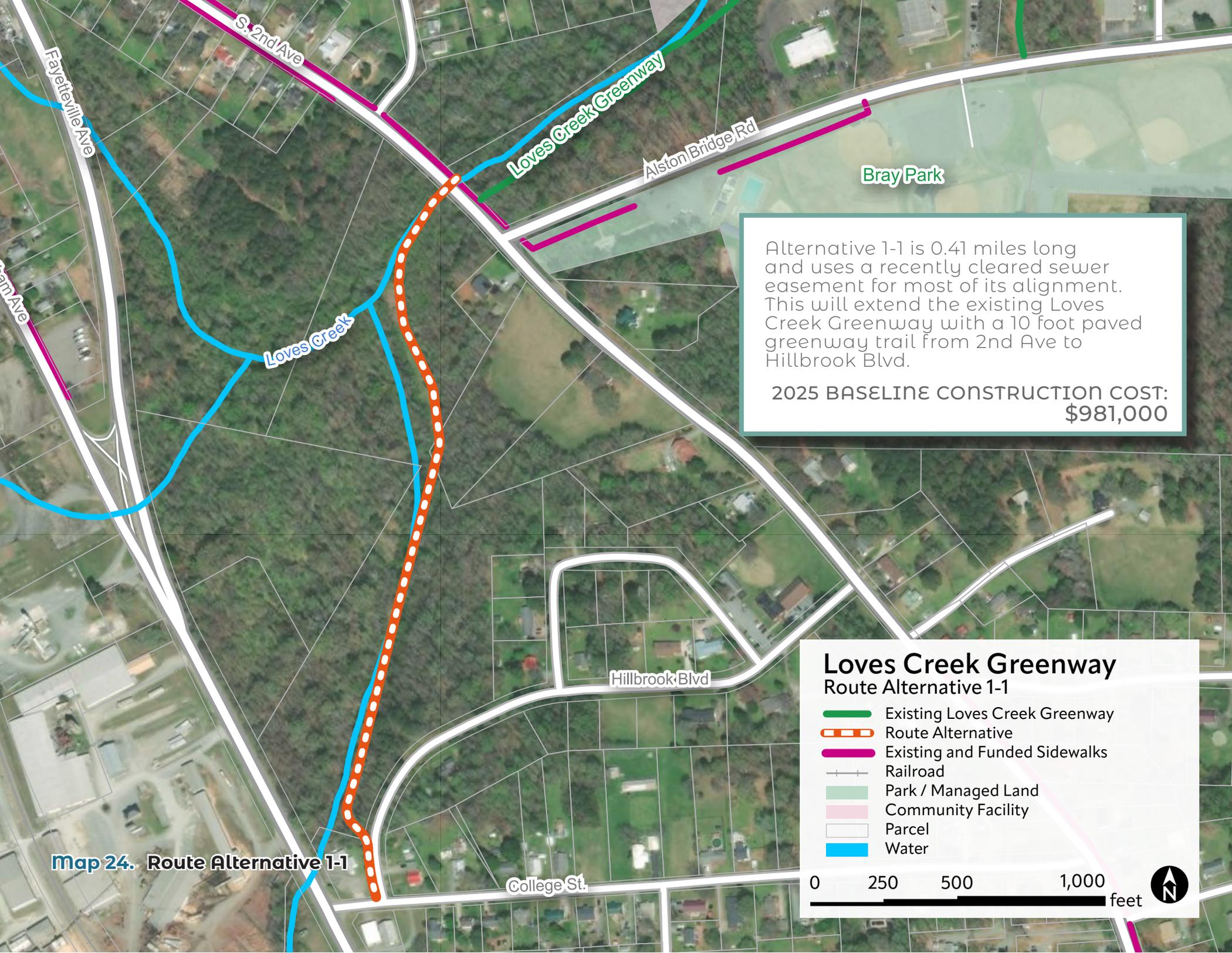
#### Jordan-Matthews Connector

Zone 2 emphasizes safe, direct access to Jordan-Matthews High School and nearby neighborhoods. After reviewing multiple alignment options with school staff, alternative 2-5 emerged as the preferred route. This approximately 0.5-mile connection links East Raleigh Street and Cardinal Street via a new boardwalk and trail section. Its compact scale, high impact, and community benefit make it a strong candidate for Transportation Alternatives Program or State Transportation Improvement Program funding. The alignment also supports safer routes to school and integrates with existing sidewalks.

### Zone 3

#### US-64/US-421 Interchange Area

Zone 3 explores opportunities for the greenway to cross the major highway interchange. An initial concept using culverts under US-421 was determined infeasible due to insufficient clearance and flood risk. Instead, the study evaluated multiple surface-level connections informed by the Siler City Pedestrian Master Plan documents that show the condition and specifications of a completed project. Key segments (3D, 3K, 3L, 3N, and 3Q) provide potential alignments, although coordination with NCDOT will be critical due to access restrictions to US-64 right-of-way and proximity to planned roadway projects. Long-term solutions here may involve bridge design or future infrastructure integration.



Alternative 1-1 is 0.41 miles long and uses a recently cleared sewer easement for most of its alignment. This will extend the existing Loves Creek Greenway with a 10 foot paved greenway trail from 2nd Ave to Hillbrook Blvd.

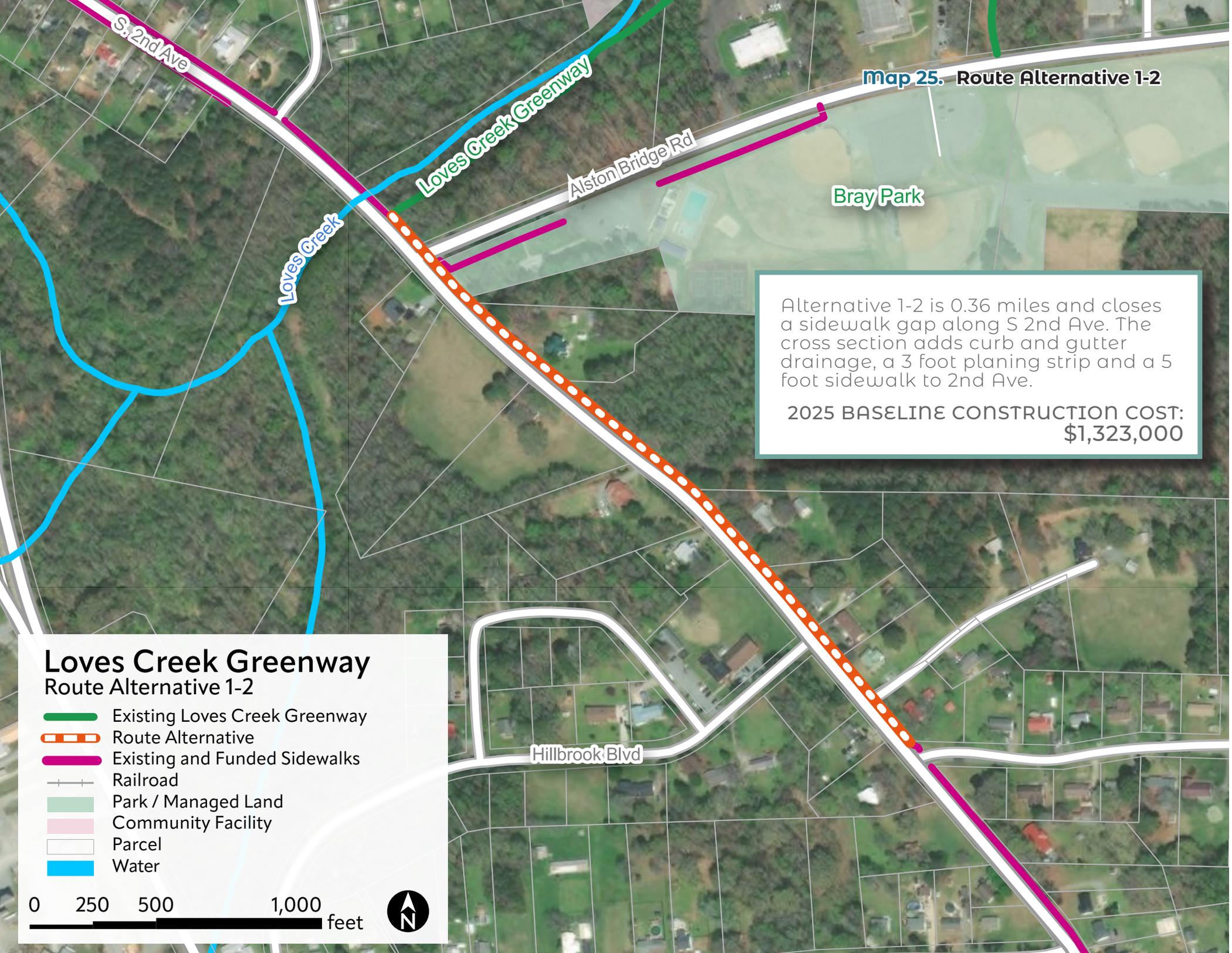
**2025 BASELINE CONSTRUCTION COST:**  
**\$981,000**

### Loves Creek Greenway Route Alternative 1-1

- Existing Loves Creek Greenway
- Route Alternative
- Existing and Funded Sidewalks
- Railroad
- Park / Managed Land
- Community Facility
- Parcel
- Water

0 250 500 1,000 feet

**Map 24. Route Alternative 1-1**

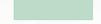
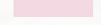


Map 25. Route Alternative 1-2

Bray Park

Alternative 1-2 is 0.36 miles and closes a sidewalk gap along S 2nd Ave. The cross section adds curb and gutter drainage, a 3 foot planing strip and a 5 foot sidewalk to 2nd Ave.  
**2025 BASELINE CONSTRUCTION COST:**  
**\$1,323,000**

### Loves Creek Greenway Route Alternative 1-2

-  Existing Loves Creek Greenway
-  Route Alternative
-  Existing and Funded Sidewalks
-  Railroad
-  Park / Managed Land
-  Community Facility
-  Parcel
-  Water

0 250 500 1,000 feet



Map 26. Route Alternative 2-5

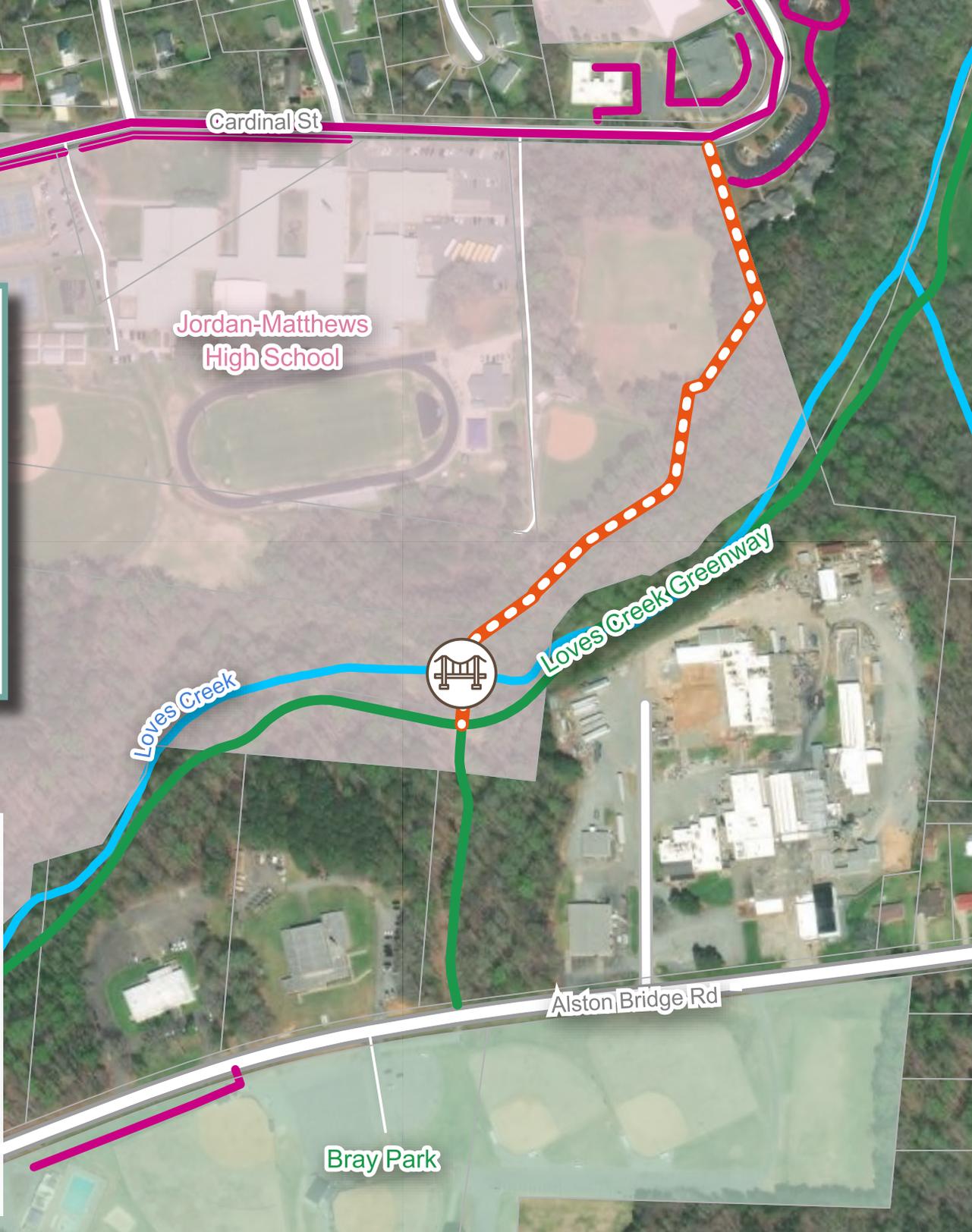
Route 2-5 is 0.3 miles and is the preferred alternative in Zone 2. It provides connectivity from the existing greenway to Cardinal Street and Jordan-Matthews High School. The new bridge spanning Loves Creek would directly align with the connector from Bray Park. This alignment takes greenway users along the edge of the school campus, reducing concerns for unwanted access to campus, and minimizing conflict with parking areas and drop off areas.

2025 BASELINE CONSTRUCTION COST:  
\$1,949,000

### Loves Creek Greenway Route Alternative 2-5

- Existing Loves Creek Greenway
- Route Alternative
- Bridge Location
- Existing and Funded Sidewalks
- Railroad
- Park / Managed Land
- Community Facility
- Parcel
- Water

0 250 500 1,000 feet



Route 3-1 is 0.6 miles and is the most feasible alternative for connecting the eastern end of Loves Creek Greenway to the Hampton Village neighborhood and US-64. A 10-foot wide greenway trail is specified for this corridor with one new bridge over Loves Creek. A greenway connection to US-64 leverages future sidewalk improvements coming to US-64 and the interchange with US-421. This STIP project (U-5737) is currently scheduled to begin construction in 2029.

**2025 BASELINE CONSTRUCTION COST:  
\$2,608,000**



### Loves Creek Greenway Route Alternative 3-1

- Existing Loves Creek Greenway
- Route Alternative
- Connection
- Bridge Location
- Existing and Funded Sidewalks
- Railroad
- Park / Managed Land
- Community Facility
- Parcel
- Water



**Map 28. Route Alternative 3-3**

Route 3-3 is 0.3 miles and connects the Center Drive neighborhoods with the existing Loves Creek Greenway. These neighborhoods are currently without greenway access despite being just north of the Loves Creek Greenway of the creek from Loves Creek Greenway. This short connector includes a new bridge over Loves Creek.

**2025 BASELINE CONSTRUCTION COST:  
\$1,882,000**

## Loves Creek Greenway

### Route Alternative 3-3

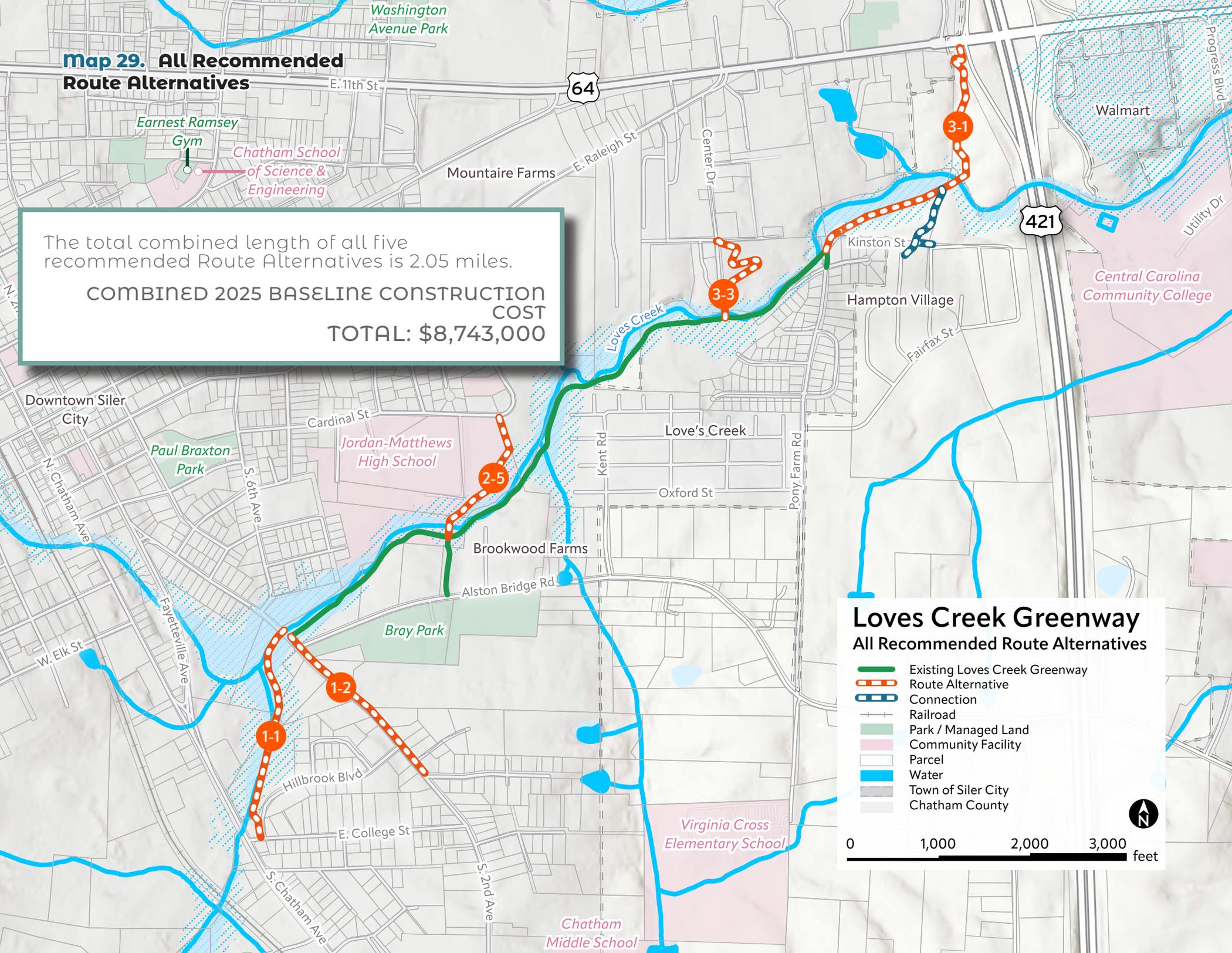
-  Existing Loves Creek Greenway
-  Route Alternative
-  Bridge Location
-  Existing and Funded Sidewalks
-  Railroad
-  Park / Managed Land
-  Community Facility
-  Parcel
-  Water



**Map 29. All Recommended Route Alternatives**

The total combined length of all five recommended Route Alternatives is 2.05 miles.

**COMBINED 2025 BASELINE CONSTRUCTION COST**  
**TOTAL: \$8,743,000**



### Loves Creek Greenway All Recommended Route Alternatives

- Existing Loves Creek Greenway
- Route Alternative
- Connection
- Railroad
- Park / Managed Land
- Community Facility
- Parcel
- Water
- Town of Siler City
- Chatham County

0 1,000 2,000 3,000 feet

## Design Guidance

Thoughtful design enhances the greenway user experience while ensuring safety, accessibility, and a strong sense of place. This section outlines key design elements—such as amenities, placemaking strategies, and visual identity—that will support the greenway’s long-term success. As Siler City continues to grow, incorporating context-sensitive features will help the greenway system reflect the community’s character and connect residents to their surroundings.

### Amenities + Placemaking

Amenities such as benches, trash receptacles, lighting, and wayfinding signage improve comfort and usability for all trail users. Strategic placemaking—like murals, interpretive signage, or locally inspired design elements—can help foster civic pride and attract repeat users. As the Loves Creek Greenway expands, amenities should be distributed at key nodes such as trailheads, intersections, and natural features. Using native landscaping, materials with local character, and creative branding will help the trail feel distinctly “Siler City.”

Design examples from successful trail systems across North Carolina, such as the Fonta Flora State Trail, show how integrating amenities with thoughtful placemaking can transform a trail from a basic transportation corridor into a beloved public space.



**Image 15.** Placemaking along the Fonta Flora State Trail includes custom signage, seen here in Marion, NC. *Source: McAdams*

## Wayfinding + Branding

A clear and cohesive wayfinding system makes the greenway easier and more enjoyable to navigate, especially for new users, visitors, and families. Effective signage supports accessibility, improves safety at crossings and intersections, and reinforces the identity of the trail.

For the Loves Creek Greenway, a unified branding and signage system should be implemented along the full corridor and integrated with the town's broader trail and transportation network. This includes directional signs, distance markers, educational kiosks, and gateway signs at trailheads. Design elements—such as color palettes, logos, and materials—should reflect Siler City's character, natural environment, and community values.

Strong branding not only improves navigation but also helps build local identity and recognition. By developing a distinct visual language for the greenway, the project can create a consistent, memorable experience that fosters community ownership and pride.



**Image 16.** Example of wayfinding and branding, Huntersville, NC. *Source: McAdams*



**Image 17.** Monumentation as a form of wayfinding and placemaking, Carolina Thread Trail NC / SC Stateline. *Source: McAdams*

## Trailheads

Trailheads serve as essential gateways to the Loves Creek Greenway. These access points provide critical infrastructure for users and shape first impressions of the trail. Well-designed trailheads offer parking, signage, seating, lighting, and other amenities that support comfort, safety, and accessibility.

Each trailhead should be tailored to its context—urban, school-adjacent, or natural—while maintaining consistent design elements that reinforce the greenway’s overall identity. In more active areas, enhanced features like restrooms, water fountains, bike racks, or art installations can help create a welcoming community space. In quieter or more natural areas, trailheads might focus on minimal, low-impact amenities and ecological sensitivity.



Image 18. Plum Creek Greenway Trailhead, Cornelius, NC *Source: McAdams*



Image 19. Joseph McDowell Memorial Greenway Trailhead, Marion, NC *Source: McAdams*

## Typical Sections

Designing safe, comfortable, and durable greenway infrastructure requires careful attention to typical section layouts. The Loves Creek Greenway will include a mix of facility types, each tailored to site conditions and intended use. These Standard cross sections reflect industry best practices and align with NCDOT and AASHTO design guidance.

### Multi-use Greenway Segment

The typical greenway section provides a 10-foot-wide asphalt path, with 2-foot shoulders on either side. This configuration supports two-way pedestrian and bicycle traffic while allowing for accessibility and maintenance needs.

### Pedestrian Bridge

Where the greenway crosses water or roads, prefabricated steel bridges are recommended. These bridges include a 10-foot clear width and side railings to meet safety standards and ADA requirements. Approaches must be gently graded to ensure universal access.

## Greenway



Figure 18. Typical Section (Greenway)

## Pedestrian Bridge

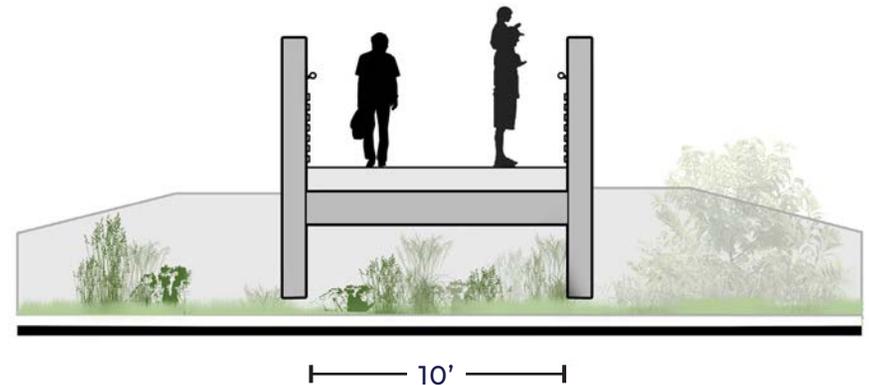


Figure 19. Typical Section (Pedestrian Bridge)

## Boardwalk

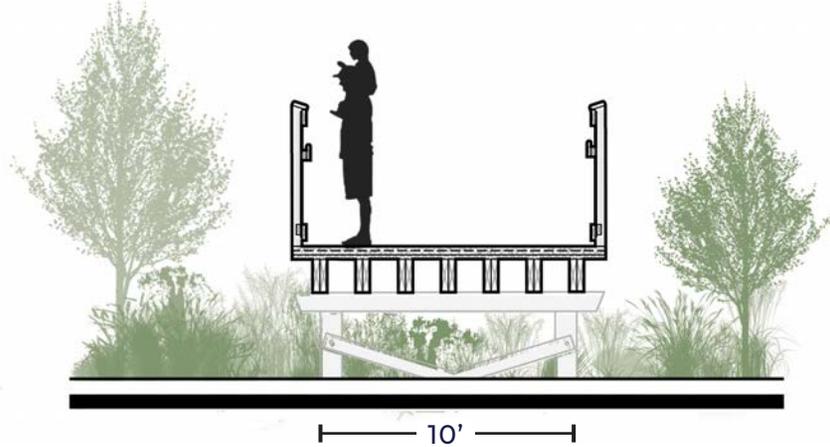


Figure 20. Typical Section (Boardwalk)

### Boardwalk Section

In areas with sensitive wetlands or elevation challenges, boardwalks offer a low-impact solution. Constructed of composite or weather-resistant materials, these structures typically maintain a 10-foot clear width and include railings for safety.

## Buffered Sidewalk

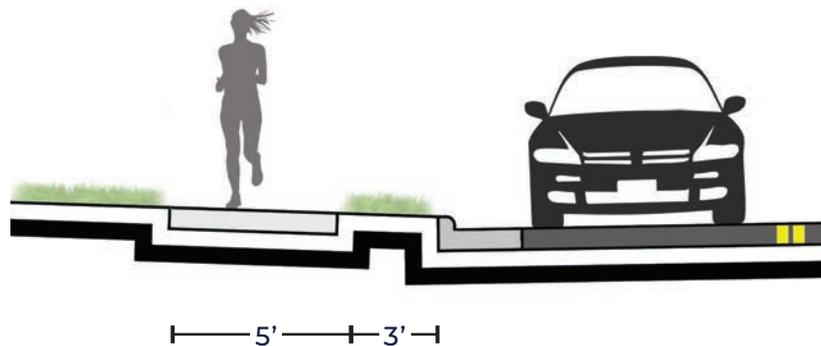


Figure 21. Typical Section (Buffered Sidewalk)

### Buffered Sidewalk

On roadways where a pedestrian accommodation is needed, buffered sidewalks provide essential connections. The cross-section shown to the left is based on the dimensions found on the existing Second Avenue sidewalk. Buffer space greater than three feet is desired between motor vehicle travel lanes and the sidewalk where conditions allow.



Image 20. Examples of Boardwalk to Bridge Transitions from the Torrence Creek Greenway, Huntersville NC.  
Source: McAdams

## Recommended Trailhead & Wayfinding Signage

This study recommends two locations for wayfinding and three locations for the implementation of trailhead signage improvements. The following table lists the signage identification number, location, proposed amenities, and approximate construction costs.

Table 5. Trailhead & Wayfinding Recommendations

Signage I.D.	Location	Proposed Amenities	Approximate Construction Cost <sup>+</sup>
1	2nd Avenue	<i>Small Hardscaped Plaza (15'x15')</i> <i>Large Corridor Map, Branded*</i> <i>Trees, Shrubs, and Groundcovers</i> <i>Bench Seating</i> <i>Waste Receptacles</i>	\$60,000 - \$90,000
2	Bray Park / Alston Bridge Rd	<i>New Entrance Sign at Parking Lot (Corridor Map and Branding)*</i> <i>Small Sign at Alston Bridge Rd Entrance*</i>	\$90,000 - \$130,000
3	Pony Farm Rd	<i>Small Hardscaped Plaza (10'x10')</i> <i>Shrubs and Groundcovers</i> <i>Large Corridor Map, Branded*</i> <i>Bench Seating</i> <i>Waste Receptacles</i>	\$50,000 - \$75,000

+ Detailed opinion of probable cost information for each of these areas may be found within the appendix.

\*Branded sign costs are provided as assumptions based on precedent images, actual cost will vary significantly based on architectural composition.

**Map 30. Trailhead & Wayfinding Locations**



**Loves Creek Greenway**  
 Phases 2 + 3 Feasibility Study—Siler City, NC  
 Recommended Trailhead & Wayfinding

-  Existing Loves Creek Greenway (Phase 1)
-  Proposed Trailhead Signage Location
-  Proposed Wayfinding Signage Location
-  Railroad
-  Park / Managed Land
-  Community Facility
-  Parcel
-  Water
-  Town of Siler City
-  Chatham County







Image 21. Examples of Gateway and Wayfinding Signs. Source: Various



The background features a teal gradient with several overlapping, stylized geometric shapes in shades of orange and yellow. These shapes are outlined in white and have a slight drop shadow. A large, bold, white number '5' with an orange outline is positioned in the upper right quadrant, followed by the word 'Implementation' in a bold, orange, sans-serif font.

# 5 Implementation

# Chapter Five

## Implementation

### *Phasing & Prioritization*

Chapter 4 presented five recommended alternatives that extend Loves Creek Greenway to the west (Alternatives 1-1 and 1-2), connect neighborhoods and destinations along the existing greenway (Alternatives 2-5 and 3-3), and extend east to US 64 (Alternative 3-1). To effectively utilize staff and capital resources from the Town of Siler City and partner organizations, this study advances two of the five recommended alternatives as priority projects for implementation, Alternative 2-5 and 3-1. Alternative 3-1 is presented in this chapter as two separate project phases for implementation. Based on public input, a connection to downtown is recommended as an early implementation project by improving existing sidewalk connections.

#### Alternative 2-5: Jordan-Matthews Connector

- Providing a new bridge and greenway connection to Jordan-Matthews High School was a top priority from public engagement at the Spring Chicken Festival.
- Chatham County Schools and Jordan-Matthews High School administration support this connection and all property needed to construct the new bridge and connection to East Cardinal Street is owned by the Chatham County Board of Education.

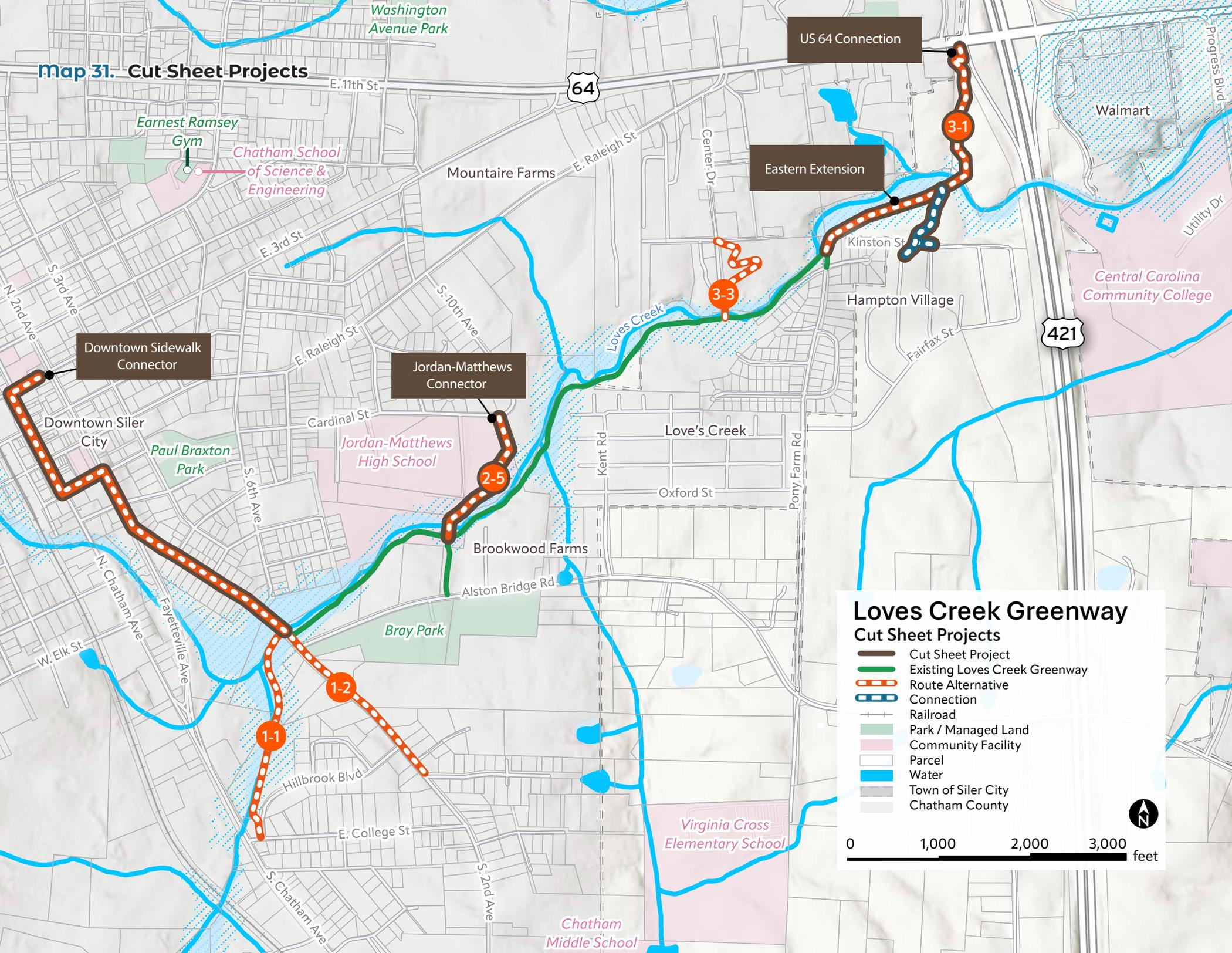
#### Downtown Sidewalk Connector

- While not part of the original project study area, public engagement revealed strong interest in a connection between Loves Creek Greenway and downtown Siler City.
- The Downtown Sidewalk Connector would use existing sidewalks between downtown and the greenway entrance at 2nd Avenue, with proposed trailheads in downtown and new wayfinding signage.

#### Alternative 3-1: Eastern Extension and US 64 Connection

- Extending Loves Creek Greenway east to ultimately connect with US 64 near the US-421 interchange was another top public priority.
- NCDOT's U-5737 project will construct a sidewalk during interchange upgrades to facilitate pedestrian access to the Walmart Shopping Center on the east side of US-421.
- Due to the estimated construction cost of the full Alternative 3-1 alignment, this study recommends breaking it into two projects for implementation: the Eastern Extension and the US 64 Connection.

**Map 31. Cut Sheet Projects**



### Loves Creek Greenway Cut Sheet Projects

- Cut Sheet Project
- Existing Loves Creek Greenway
- Route Alternative
- Connection
- Railroad
- Park / Managed Land
- Community Facility
- Parcel
- Water
- Town of Siler City
- Chatham County

0 1,000 2,000 3,000 feet





Image 22. Existing Loves Creek Greenway. *Source: Jack M. Brewer, Jr.*

# Cost Estimate Breakdown

Each cut sheet project includes a table of estimated costs similar to the table below. These cost estimation tables include all standard feasibility study elements along with an escalated construction cost to account for anticipated inflation associated with a future construction year. It should be noted that cost estimates are not based on actual survey and design. As such, these planning level costs should be revisited as the project details and preliminary design investigations are completed.

## Escalated Construction Costs

To account for inflation, the baseline 2025 construction costs were projected into the future to a fiscal year of probable construction, in this example table to the right, 2028.

## Construction Engineering & Inspection Services (CEI)

A requirement for many state and federal funding sources, CEI services typically range from 9% to 12% of the estimated construction cost.

## Survey / Design Services

Costs were estimated for survey and design services based on project size, design elements, anticipated permitting required, and other activities related to funding source requirements.

## Project Contingency

An overall project contingency of 5% of the estimated construction cost is added to help account for unknowns that may require additional funding to address.

## Total Recommended Budget

The total recommended project budget is the sum of the cost components listed above. All calculated values were rounded up to the nearest \$1,000 order of magnitude for clarity.

Table 6. Cost Estimate Breakdown

Example Cost Estimate Table	
Cost Category	Estimated Cost
Escalated Construction Cost (Build Year 2028)	\$620,000
Design Services Cost Estimate	\$76,000
Construction Engineering & Inspection Services	\$76,000
Additional Project Contingency (5%)	\$36,000
<b>Total Recommended Budget</b>	<b>\$808,000</b>

# Project Cut Sheets

## Phase One - Downtown Sidewalk Connector

The 2nd Avenue entrance to Loves Creek Greenway is only a ¾-mile walk from downtown Siler City but there is currently no wayfinding to guide the 15-minute walk in either direction. The Downtown Sidewalk Connector was developed to be an early implementation enhancement to Loves Creek Greenway and would improve the sidewalk connection, establish a trailhead in downtown, and add wayfinding signage to encourage walking trips between downtown and the greenway. Although the sidewalk route via 2nd Avenue, East Beaver Street, North Chatham Avenue, and West 3rd Street exists today, its five signalized intersections lack pedestrian signal heads. The cost estimate includes design and installation of pedestrian signal heads at all five signalized intersections along the route. Two potential trailhead sites were identified downtown - one on North Chatham Avenue at the NC Arts Incubator and one at Collins Park. Both would be small in scale, featuring wayfinding signage and greenway branding to highlight the Downtown Connector route. With fewer permitting and design hurdles compared to other recommended segments, the Downtown Sidewalk Connector is recommended as the first phase of implementation in this feasibility study.

Table 7. Phase 1 Project Snapshot

Phase One - Project Snapshot	
Length	0.75 miles
Facility Type(s)	Sidewalk (existing)
Potential Trailheads	2nd Avenue, NC Arts Incubator, Collins Park
Structures	Not Applicable
Destinations Served	Bray Park (via existing greenway) Paul Braxton Park (via existing sidewalk) Downtown Siler City Collins Park Town of Siler City Town Hall
Permitting Needs	NC DOT Encroachment Agreement
Potential Real Estate Acquisition Needs	Entirely within Public ROW

Table 8. Phase 1 Cost Estimate

Phase One - Cost Estimate	
Cost Category	Estimated Cost
Escalated Construction Cost (Build Year 2028)	\$310,000
Design Services Cost Estimate	\$95,000
Construction Engineering & Inspection Services	\$38,000
Additional Project Contingency (5%)	\$16,000
<b>Total Recommended Budget</b>	<b>\$459,000</b>

**Map 32. Downtown Sidewalk Connector**

Downtown Siler City

Collins Park Trailhead

Pedestrian crossing signal head additions

NC Arts Incubator Trailhead

Paul Braxton Park

Jordan-Matthews High School

**Loves Creek Greenway Downtown Sidewalk Connector**

-  Downtown Sidewalk Connector Route
-  Potential Trailhead
-  Wayfinding Signs
-  Existing Loves Creek Greenway
-  Park / Managed Land
-  Community Facility
-  Parcel
-  Water



## Phase Two - Jordan-Matthews Connector

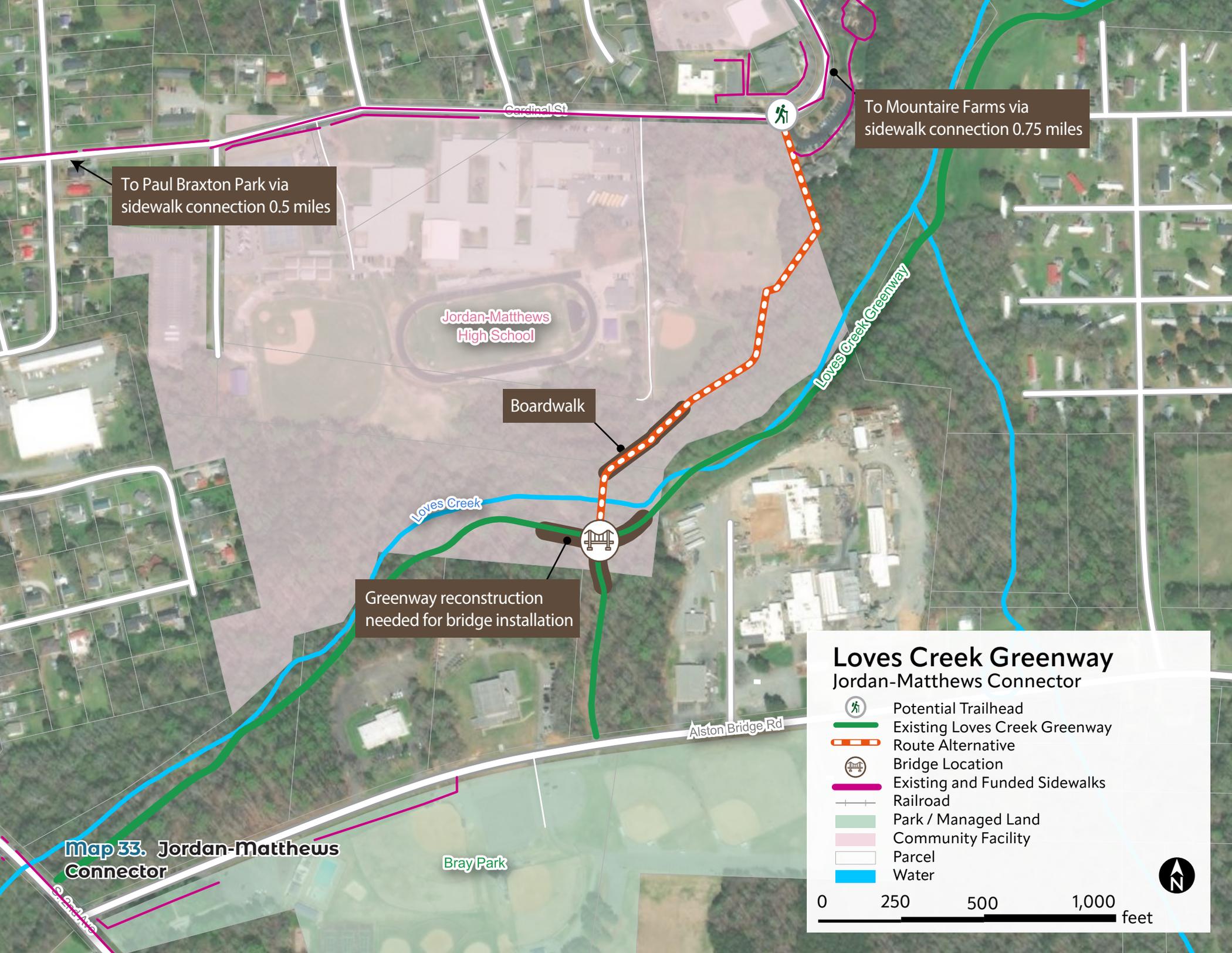
There is a long-standing history of students and faculty crossing Loves Creek on foot between Jordan-Matthews High School and nearby neighborhoods. This project would create a formal, accessible path by adding a bridge across Loves Creek and a greenway trail to East Cardinal Street. In addition to the new bridge (approximately 105 feet in length), this connection will require approximately 225 feet of boardwalk to cross wetland areas. To set the bridge at the correct elevation relative to the floodway, portions of the existing greenway and Bray Park connector will need to be demolished and reconstructed. This new connection is entirely on publicly owned property, eliminating the need for land acquisition. For this reason, this study recommends a target construction build year of 2028 instead of the typical five-year horizon of 2030.

Table 9. Phase 2 Project Snapshot

Phase Two - Project Snapshot	
Length	0.28 miles
Facility Type(s)	Greenway Trail, Boardwalk, Pedestrian Bridge
Trail Segments	2G, 2I, 2J, 2M, 2N
Potential Trailheads	East Cardinal Street at Jordan-Matthews High School Existing Loves Creek Greenway at Bray Park Bray Park
Structures	Pedestrian Bridge (+/- 105 linear feet) Boardwalk (+/-225 linear feet)
Destinations Served	Jordan-Matthews High School Bray Park (via existing greenway) Mountaire Farms (via via sidewalk connections)
Permitting Needs	401/404, Erosion Control, Floodplain Development
Potential Real Estate Acquisition Needs	3 parcels (owned by Chatham County Schools)

Table 10. Phase 2 Cost Estimate

Phase Two - Cost Estimate	
Cost Category	Estimated Cost
Escalated Construction Cost (Build Year 2028)	\$2,260,000
Design Services Cost Estimate	\$265,000
Construction Engineering & Inspection Services	\$272,000
Additional Project Contingency (5%)	\$113,000
<b>Total Recommended Budget</b>	<b>\$2,910,000</b>



To Paul Braxton Park via sidewalk connection 0.5 miles

To Mountaire Farms via sidewalk connection 0.75 miles

Jordan-Matthews High School

Boardwalk

Loves Creek

Loves Creek Greenway

Greenway reconstruction needed for bridge installation

Alston Bridge Rd

Bray Park

Map 33. Jordan-Matthews Connector

### Loves Creek Greenway Jordan-Matthews Connector

-  Potential Trailhead
-  Existing Loves Creek Greenway
-  Route Alternative
-  Bridge Location
-  Existing and Funded Sidewalks
-  Railroad
-  Park / Managed Land
-  Community Facility
-  Parcel
-  Water

0 250 500 1,000 feet



## Phase Three - Eastern Extension

The Eastern Extension is the first half of the alignment connecting the current Loves Creek Greenway terminus at Pony Farm Rd to US 64. The corridor is shared with a recently upgraded sewer line, significantly reducing the clearing and grubbing needed and creating greater access for construction equipment. Easements or property acquisition would be required from four (4) parcels. This phase also includes a spur to the Hampton Village neighborhood, serving more than 100 existing homes with likely future residential development. This phase stops short of constructing a new bridge over Loves Creek (heading north to US 64) to keep construction costs manageable and compatible with various local, state, and federal funding sources. If a major funding opportunity arises, the Eastern Extension can be combined with the US 64 Connection as a single project.

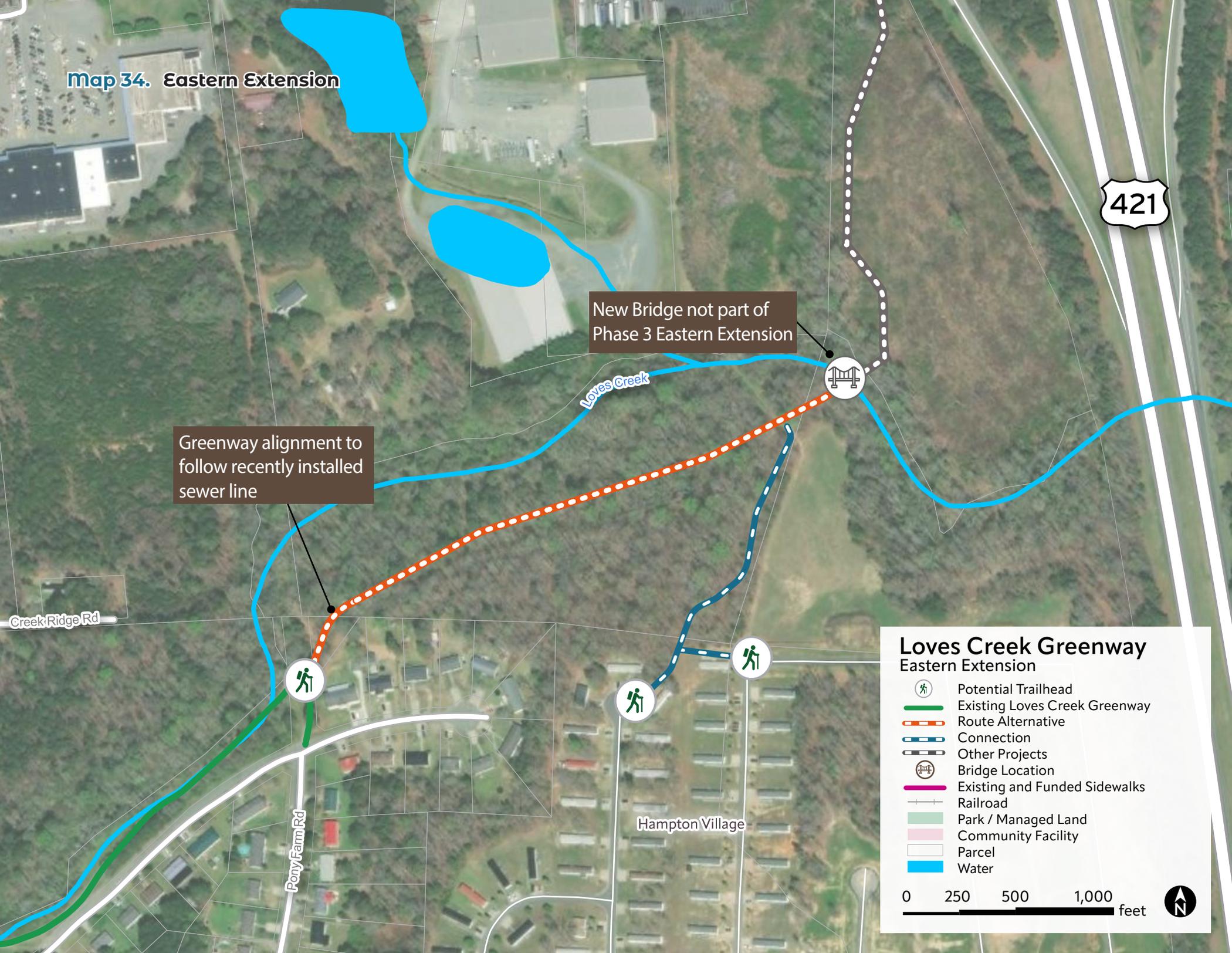
Table 11. Phase 3 Project Snapshot

Phase Three - Project Snapshot	
Length	0.45 miles
Facility Type(s)	Greenway Trail
Trail Segments	3D, 3K—without bridge; 3U (connection)
Potential Trailheads	Pony Farm Road Southport Street Waterford Street
Structures	n/a
Destinations Served	Hampton Village Neighborhood Pony Farm Road (via existing greenway) Bray Park (via existing greenway)
Permitting Needs	401/404, Erosion Control, Floodplain Development
Potential Real Estate Acquisition Needs	4 parcels (different owners)

Table 12. Phase 3 Cost Estimate

Phase Three - Cost Estimate	
Cost Category	Estimated Cost
Escalated Construction Cost (Build Year 2030)	\$1,040,000
Design Services Cost Estimate	\$165,000
Construction Engineering & Inspection Services	\$125,000
Additional Project Contingency (5%)	\$52,000
<b>Total Recommended Budget</b>	<b>\$1,382,000</b>

Map 34. Eastern Extension



New Bridge not part of Phase 3 Eastern Extension

Greenway alignment to follow recently installed sewer line

### Loves Creek Greenway Eastern Extension

- Potential Trailhead
- Existing Loves Creek Greenway
- Route Alternative
- Connection
- Other Projects
- Bridge Location
- Existing and Funded Sidewalks
- Railroad
- Park / Managed Land
- Community Facility
- Parcel
- Water

0 250 500 1,000 feet

# Phase Four - US 64 Connection

The final phase for implementation from this feasibility study is the US 64 Connection, which includes a new 165-foot bridge over Loves Creek to reach US 64 on the west side of the US 421 interchange. NCDOT’s U-5737 project includes the installation of a new sidewalk along US 64 that crosses the US 421 interchange, providing pedestrian access to the Walmart shopping center. The U-5737 project is programmed for construction in 2030 through NCDOT’s State Transportation Improvement Program. The major land acquisition required to construct this greenway passes through a parcel with future development potential. Because of the timing and coordination required, the US 64 Connection is proposed as the fourth and final implementation phase in this study.

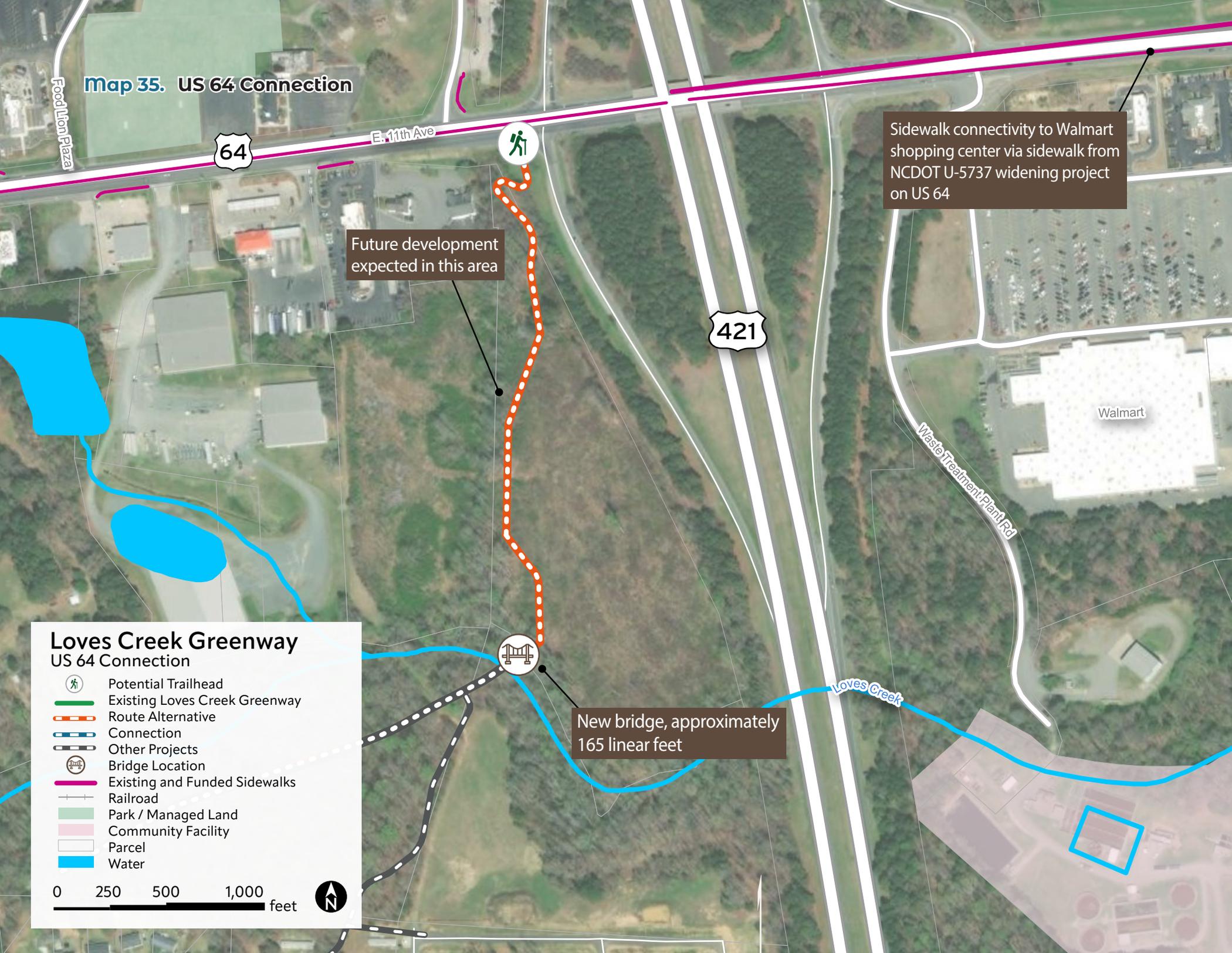
Table 13. Phase 4 Project Snapshot

Phase Four - Project Snapshot	
Length	0.30 miles
Facility Type(s)	Greenway Trail, Pedestrian Bridge
Trail Segments	3K-bridge only, 3L, 3N, 3Q
Potential Trailheads	US 64
Structures	Pedestrian Bridge (+/-165 linear feet)
Destinations Served	US 64 Commercial Areas Walmart Shopping Center
Permitting Needs	401/404, Erosion Control, Floodplain Development, NCDOT Encroachment Agreement, Utility Encroachment / Relocation Agreements
Potential Real Estate Acquisition Needs	2 parcels (different owners)

Table 14. Phase 4 Cost Estimate

Phase Four - Cost Estimate	
Cost Category	Estimated Cost
Escalated Construction Cost (Build Year 2030)	\$2,300,000
Design Services Cost Estimate	\$250,000
Construction Engineering & Inspection Services	\$276,000
Additional Project Contingency (5%)	\$115,000
<b>Total Recommended Budget</b>	<b>\$2,941,000</b>

# Map 35. US 64 Connection



Future development expected in this area

Sidewalk connectivity to Walmart shopping center via sidewalk from NCDOT U-5737 widening project on US 64

New bridge, approximately 165 linear feet

### Loves Creek Greenway US 64 Connection

- Potential Trailhead
- Existing Loves Creek Greenway
- Route Alternative
- Connection
- Other Projects
- Bridge Location
- Existing and Funded Sidewalks
- Railroad
- Park / Managed Land
- Community Facility
- Parcel
- Water

0 250 500 1,000 feet

## Implementation Partners

The Loves Creek Greenway extensions will only succeed through the coordinated efforts of many partners who bring their own expertise, resources, and community insight. Members of the project's Steering Committee represent organizations that will play key roles in planning, funding, and promoting the greenway in the years ahead.



### Town of Siler City

As the lead local sponsor of Loves Creek Greenway, the Town of Siler City provides overall leadership to guide the

project from vision to reality. The Town coordinates across departments, works closely with regional and state partners, and engages the community to ensure that the greenway reflects local needs and priorities. Its ongoing commitment to funding, operations, and public outreach will be essential to the long-term success of the greenway system.

**Parks & Recreation** - As the greenway's primary owner and operator, Parks & Recreation leads trail maintenance, manages programming, and coordinates volunteer efforts. The department also plays a central role in securing grants.

**Planning & Community Development** - This department integrates the greenway into land use plans, zoning, and development review processes, ensuring that future growth strengthens the greenway network and supports safe connections.

**Town Manager's Office** - Provides leadership, interdepartmental coordination, and budget oversight to advance greenway projects from planning through construction.



### NCDOT Division 8

Division 8 engineers and planners coordinate greenway connections with roadway and bridge projects, ensure compliance with design and safety standards, and help secure state funding where appropriate.



### Central Pines Regional Council

Works to position greenway projects within regional transportation priorities, assists with grant applications, and advocates for multimodal funding through NCDOT processes.



### Triangle Trails Initiative

Provides technical assistance, regional marketing, and coalition-building to promote the greenway as part of a larger connected trail system across the Triangle region and beyond.



### Chatham County

Coordinates countywide trail planning, supports land acquisition and easement negotiations, and assists with programming to connect Loves Creek Greenway to other county greenway and park facilities.



## Jordan-Matthews High School

Students, faculty, and administrators are important advocates and future daily users of the Jordan-Matthews Connector. Their input ensures the greenway supports safe student travel, educational programming, and after-school activities.



## Community Representatives

Members of the Parks & Recreation Advisory Committee and other engaged residents provide on-the-ground insight, help build public support, and assist with volunteer events and fundraising.

Bringing the Loves Creek Greenway extensions from concept to construction will require the dedication, expertise, and collaboration of all partners. Each organization—whether contributing technical design support, securing funding, coordinating with property owners, or engaging the community—plays a critical role in advancing each phase. Continued communication, shared problem-solving, and coordinated action will ensure the greenway is implemented efficiently and in a way that delivers the greatest benefit to Siler City and the surrounding region. By working in tandem, these partners can transform a shared vision into a connected, accessible, and lasting community asset.



**Image 23.** Chatham Chamber of Commerce Honors Graduates of the Leadership Academy. *Source: Chatham News + Record*



**Image 24.** Mayor of Siler City Donald Matthews talks with Mayor of Pittsboro Kyle Shipp. *Source: Chatham Magazine*

## Action Plan

The following table provides a summary of action that can be taken to implement the recommendations from this study. A lead agency and partner agencies are identified to advance each action.

Action steps are grouped into three categories:

- **Policy and Planning** - Ensuring applicable policies and plans reflect the study's recommendations
- **Project Development and Funding** - Stepping stones to advance projects through design and construction
- **Community Engagement and Maintenance** - Continuing to build public support and community pride for Loves Creek Greenway

## Timeframe

A timeframe is identified for each action to allow the town and its partners to be strategic and flexible as opportunities arise.

**Short-Term:** Action should be completed in 0-3 years

**Medium-Term:** Action should be completed in 4-6 years

**Long-Term:** Action should be completed in 7-10 years

**Ongoing-Perpetual:** Action may be recurring or does not have an end date

Table 15. Action Plan

Task	Category	Action	Lead	Partners	Timeframe
1	Policy and Planning	Ensure Town of Siler City plans and policies are updated (as applicable) to reference the new alignments in this study.	Town of Siler City		Short-Term
2	Policy and Planning	Coordinate with Central Pines RPO to update (as needed) the Bicycle and Pedestrian CTP maps to reflect new alignments recommended in this study.	Town of Siler City, Central Pines RPO	NC DOT Division 8	Short-Term
2	Project Development and Funding	Design and implement branding, wayfinding signage, and trailhead improvements along Loves Creek Greenway between 2nd Avenue and Pony Farm Rd.	Town of Siler City	Triangle Trails Initiative	Short-Term
4	Project Development and Funding	Budget for the design and construction of the Downtown Sidewalk Connector in the town's FY 27 Capital Improvements Program.	Town of Siler City	NC DOT Division 8	Short-Term

Table 15. Action Plan (Cont'd)

Task	Category	Action	Lead	Partners	Timeframe
5	Project Development and Funding	Coordinate between partner agencies to determine the best funding source for design and construction of the Jordan-Matthews Connector.	Town of Siler City	Chatham County Schools, Central Pines RPO, NCDOT Division 8, Triangle Trails Initiative	Short-Term
6	Project Development and Funding	Design and construct the Jordan-Matthews Connector.	Town of Siler City	Chatham County Schools, Central Pines RPO	Medium-Term
7	Project Development and Funding	Submit the Eastern Extension project for Prioritization in the Statewide Transportation Improvements Program (STIP) in Prioritization 9.0.	Central Pines RPO	Town of Siler City, NCDOT Division 8	Medium-Term
8	Project Development and Funding	Coordinate with land development projects to reserve right-of-way and/or construct sections of the US 64 Connection as needed.	Town of Siler City		Ongoing-Perpetual
9	Community Engagement and Maintenance	Promote Loves Creek Greenway through Parks and Recreation Communication and Programming to elevate awareness of the town's existing greenway assets.	Town of Siler City	Triangle Trails Initiative	Ongoing-Perpetual
10	Community Engagement and Maintenance	Assess current maintenance tasks and schedules with best practices provided in this report to ensure Loves Creek Greenway is well maintained.	Town of Siler City		Ongoing-Perpetual

## Funding Resources

There are several federal, state, and private funding programs that have been instrumental in the successful development of bicycle and pedestrian networks in North Carolina communities. These programs can be leveraged to provide the necessary funding to design and construct the recommended greenway alignments from this study. The following section summarizes available funding sources, considering recent changes and uncertainty in federal infrastructure funding.

While the Bipartisan Infrastructure Law (BIL) and Inflation Reduction Act (IRA) together authorized trillions of dollars in infrastructure spending, both programs are set to expire by September 2026. Federal agencies are currently reviewing funding programs for alignment with the current presidential administration's goals and priorities. Therefore, the programs and funding amounts available to implement the next phases of the Loves Creek Greenway are subject to change.

This scan includes information on funding programs known at the time of publication; funding amounts, cycles, and eligibility criteria may change over time. BIL and IRA programs that have been cancelled have been excluded from this analysis, while others currently under review but without appropriated funding have been included for reference. All discretionary grant programs are reimbursement-based unless otherwise stated.

This section assists with matching and aligning implementation of the next phases of the Loves Creek Greenway with federal, state, and local initiatives. The appendix contains a detailed list of identified funding programs.

## Federal Funding Opportunities

The federal government provides significant funding for active transportation projects, distributed through State agencies such as Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs), as well as through discretionary grant programs. Other Federal funding flows through agencies such as State Departments of Cultural and Natural Resources (DCNRs).

The BIL authorized transportation funding for highway, transit, rail, bicycle and pedestrian, and safety programs and infrastructure through federal fiscal year (FY) 2026. USDOT administers BIL funding for surface transportation projects and distributes funding to NCDOT and MPOs, in addition to administering competitive grant programs. Available funding sources for bicycle and pedestrian facilities in Chatham County include:

- Transportation Alternatives (TA) - if submitted through NCDOT's Prioritization process
- Congestion Mitigation Air Quality (CMAQ)
- Carbon Reduction Program (CRP)

These funding sources flow through the Central Pines RPO, of which Siler City is a member and thus an eligible applicant.

The BIL also authorizes additional federal funding opportunities that the project sponsor can pursue for design and construction of future phases of the Loves Creek Greenway such as the Recreational Trails Program (RTP) and Land and Water Conservation Fund. The project sponsor should work with Central Pines RPO to submit Loves Creek through NCDOT's prioritization process for potential allocation of federal formula funds.

The project sponsor may also consider applying for federal discretionary grant programs including:

- Better Utilizing Investments to Leverage Development (BUILD)
- Recreational Trails Program (RTP)
- Five Star and Urban Waters Restoration
- Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT)
- Active Transportation Infrastructure Investments Program (ATIIP)

## State Funding Opportunities

There are several state programs to support the development and construction of park facilities and greenways. NCDOT and the North Carolina Department of Natural and Cultural Resources (NCDNCR) are the primary state agencies that fund planning, infrastructure, and programming for parks and greenways. Additional agencies, including the North Carolina Department of Health and Human Services (DHHS), North Carolina Department of Environmental Quality (NCDEQ), North Carolina Department of Commerce (NCDOC), and North Carolina Department of Agriculture, administer discretionary grant programs that focus on public health and community development, when funding is available.

State funding opportunities that Chatham County, the Town of Siler City, and Central Pines RPO can pursue to implement recommendations in this study include:

- Great Trails State Program
- Parks and Recreation Trust Fund (PARTF)
- Accessible Parks Grant
- North Carolina Land and Water Trust Fund

- NCDOT's Statewide Transportation Investment (STI) prioritization process
- Direct appropriations from the General Assembly

## Local Funding Opportunities

While federal and state funding can fund parks and trails planning and construction, local funding is often ideal for delivering specific project components or as a required match for other funding sources. Municipalities often plan for bicycle and pedestrian improvements through their annual budget process. Local funding is often necessary to supplement federal and state funding. There are a few local funding opportunities that the project sponsor can pursue, including:

- Nonprofit Recreation Grants through Chatham County Parks, Recreation, and Cultural Resources
- Levies and taxes
- Developer-constructed improvements and developer agreements
- Impact fees
- Capital improvement plan (CIP) allocations
- Bonds

## Private Funding Opportunities

Nonprofit and private organizations sponsor grant programs that can supplement federal, state, and local funding sources. While private grant awards are generally smaller, they are often well-suited for specific portions of greenway development, programming, amenity improvements, or maintenance activities.

Key funding opportunities for the Loves Creek Greenway

include the Golden LEAF Foundation’s Open Grants Program and Community-Based Grants Initiative (CBGI). Other potential funding sources include public-private partnerships, corporate sponsorships, and private grants such as:

- AARP’s Community Challenge
- PeopleforBikes Community Grant
- National Association of Realtors Placemaking Grant
- Two for the Trails Grant

## *Power of Partnerships*

One critical Step in obtaining funding for the implementation of Loves Creek Greenway is building consensus and developing partnerships. This project already benefits from strong community support. Partnerships strengthen grant applications and are often invaluable to project implementation by providing data and information to support proposals, sources of matching funds, demonstrations of broad-based community backing, and technical assistance during project development.

Potential partners and supporters for the implementation of the plan may include, but are not limited to:

- North Carolina Department of Transportation (NCDOT) Statewide Programs
- NCDOT Division 8 (Regional Office serving Chatham County)
- NC Department of Natural and Cultural Resources (NCDNCR)
- NC Department of Commerce
- NC Department of Environmental Quality (NCDEQ)

- Central Pines Regional Council (CPRC)
- Pittsboro-Siler City Convention & Visitors Bureau
- Siler City Development Organization
- Triangle Trails Initiative
- Chatham Conservation Partnership
- Triangle Land Conservancy
- Chatham County Parks and Recreation
- Chatham County Schools
- Chatham Health Alliance
- BikeWalk NC

In addition to cultivating partnerships, the project team recommends intentional coordination with elected officials to lobby for direct appropriations from the State and US legislatures.

## *Member-Directed Spending and State Appropriations*

In 2021, the NC State House and Senate Appropriations Chairs reinstated a modified opportunity for congressionally directed spending for state and local projects, formerly known as “earmarks.” In FY24, the eligible project types included water infrastructure and watershed prevention, conservation, pre-disaster mitigation, economic development, and transportation priorities. In order to establish a Member-Directed spending program, a municipal government must understand their request and timeline, conduct outreach to local officials, organizations, and the media, set up an intake process to receive request demonstrating interest, coordinate

with elected officials (House members select a limited number of projects to request), gather evidence of support, and if selected, work with their representatives/senators on the submission process for the relevant committee, answering questions as needed.

Local governments can also work with their state representatives to secure funding through the state budget. The 2023 Appropriations Act (S.L. 2023-134) allocated \$2 billion for water and sewer infrastructure, including directed grants for 201 local governments. Eligible projects include stormwater quality improvements and construction cost.

If the next Appropriations Act includes similar allocations, this could be an excellent opportunity to secure funding. Ongoing coordination and communication with state legislators is essential.

## ***Federal Representation***

**Rep. Richard Hudson (R, District 9)**  
(202) 225-3715

**Senator Ted Budd (R)**  
(202) 224-3154

**Senator Thom Tillis (R)**  
(202) 224-6342

## ***State Representation***

**Rep. Robert T. Reives, II (D – District 54)**  
robert.reives@ncleg.gov  
(919) 733-0057

**Senator Natalie S. Murdock (D – District 20)**  
natalie.murdock@ncleg.gov  
(919) 733-4599

## Federal Funding Priorities

To compete for discretionary grant programs, it is important to align with the priorities and goals of the awarding agency. Federal policy priorities are evolving, which creates both uncertainty and opportunities. This environment underscores the importance of pursuing a diversified funding strategy, including private grants, corporate sponsorships, and state opportunities. Loves Creek Greenway aligns with past federal priorities that continue to remain relevant, outlined below.

### Safety

USDOT's FY 2022–2026 Strategic Plan emphasizes making the transportation system safer for all people, aiming for a future without transportation-related fatalities or serious injuries. The National Roadway Safety Strategy (NRSS) promotes a Safe System Approach, which includes safer roads, safer speeds, safer people, safer vehicles, and improved post-crash care.

### Economic Competitiveness and Opportunity

This priority promotes investment in a reliable, efficient transportation system that connects workers and businesses to resources, markets, and good-paying jobs. Many federal discretionary grant programs support public and private investment in land use and rural main street revitalization. The Loves Creek Greenway supports this goal by creating safe, multimodal connections to key destinations in Siler City.

Notably, Siler City's population has a poverty rate of 26.8% (per 2014–2018 ACS data), qualifying it as a priority area under the 2025 BUILD grant guidance.

## Innovation and Transformation

USDOT invests in research, technology, and innovative practices to address current challenges and modernize the transportation system so it serves all users—now and in the decades ahead. These efforts include piloting new materials and construction techniques, integrating climate-resilient design, expanding the use of real-time data for transportation management, and applying emerging technologies such as connected infrastructure and micromobility solutions. This includes programs such as SMART Grants, Every Day Counts, and Safe Streets and Roads for All, which promote climate-resilient design, connected infrastructure, and data-driven safety improvements.

The Loves Creek Greenway aligns with this priority by providing a forward-thinking, multimodal corridor that can integrate sustainable design features, smart wayfinding, and innovative stormwater management techniques. Incorporating best practices from successful greenway projects across the country can position Loves Creek as a model for how smaller communities can deliver cost-effective, resilient, and inclusive active transportation infrastructure.





Image 25. Loves Creek Greenway Under Construction in 2015. Source: McGill

# Maintenance

Long-term success of the Loves Creek Greenway will depend on consistent, well-planned maintenance. A clean, safe, and well-kept greenway not only improves the user experience and safety but also reduces long-term costs by preventing major repairs, extending the life of infrastructure, and building public trust. Maintenance practices also foster positive relationships with regular landowners and encourage a sense of stewardship within the community. To achieve these benefits, the Town of Siler City and its partners should develop a comprehensive maintenance plan prior to opening each new greenway phase. This plan should clearly define responsibilities, funding strategies, inspection schedules, and performance standards. It should be reviewed and updated annually to respond to lessons learned, evolving community expectations, and changes in operational policies or available resources.

## Key Considerations for a Trail Maintenance Plan

The Loves Creek Greenway maintenance plan should address the following:

- Anticipated Needs and Staff Capacity – Assess the resources, equipment, and staff time required to meet routine and seasonal maintenance needs.
- Facility Inventory – Maintain a detailed record of greenway amenities, bridges, culverts, pavement conditions, signage, and landscaping to guide maintenance priorities.
- Baseline Maintenance Costs – Estimate annual costs for tasks such as mowing, trash removal, debris clearing, lighting upkeep, drainage management, sealcoating, repaving, patching, and bridge repairs.
- In-House vs. Contracted Work – Determine which

maintenance activities can be handled by Town Staff and which should be contracted to specialized vendors.

- Technology and Data Collection – Use GPS mapping, inspection apps, or other digital tools to track conditions and schedule repairs.
- Prioritization Process – Develop a clear methodology for ranking maintenance needs based on safety, facility conditions, and available funding.
- Emergency Preparedness – Identify ingress/egress points for emergency responders, install mile-marker signage, and establish communication protocols for incidents.

## Roles and Funding

The Town of Siler City will serve as the primary maintenance lead for the Loves Creek Greenway, coordinating with Chatham County, NCDOT Division 8, and other partners as needed. Design decisions should aim to minimize life-cycle costs—such as using durable materials, native landscaping, and vandal-resistant fixtures—without compromising accessibility or aesthetics. Funding for ongoing maintenance may come from a combination of municipal budgets, grants, and partnerships. Regional and state agencies may also provide financial support, and public-private partnerships should be explored to supplement municipal resources.

## Community Involvement

Volunteer groups, schools, and civic organizations can play an important role in light maintenance and beautification, such as litter clean-ups, invasive plant removal, and planting days. While these groups can provide valuable capacity, larger repairs and safety-related tasks should remain the responsibility of trained staff or contractors.

## Budgeting for Routine Maintenance

When estimating future maintenance costs, managers should consider:

- Trail environment and exposure to weather events (especially flooding)
- Surface type and durability
- Volume of visitors
- Number and type of amenities (e.g., restrooms, benches, trash cans, landscaped areas)
- Extent of structures such as bridges and boardwalks
- Availability of volunteer or community group support

## Annual Per-Mile Cost of Trail Maintenance

Annual per-mile maintenance costs for greenways can vary widely, as indicated by this range from a 2022 Rails to Trails Conservancy Study.

**\$679** — — — — — — — — — — **\$7,819**

Suburban/rural area  
Basic paved trail  
No amenities  
Volunteer maintenance

High volume trail  
Restrooms/amenities  
Dedicated, paid  
maintenance staff

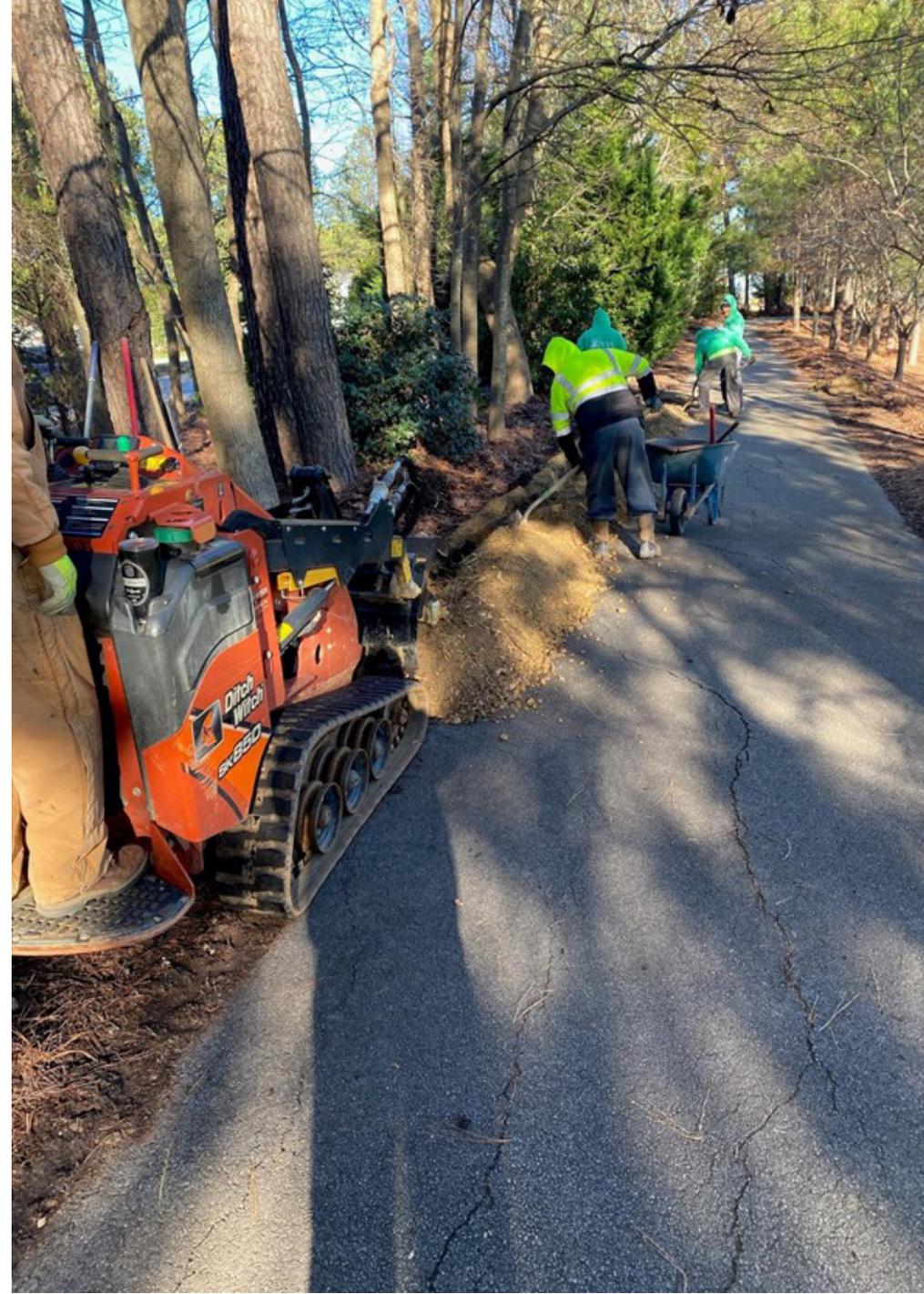


Image 26. Trail maintenance in Cary. Source: McAdams

Table 16. Greenway Maintenance Tasks

Sample Maintenance Task	Task Type	Recommended Frequency	Notes
Tree and brush trimming	<i>Routine</i>	<i>2-4 times per year</i>	<i>Town crews or contracted landscaping; more frequent in high-growth seasons</i>
Mowing	<i>Routine</i>	<i>1-2 times per month (growing season)</i>	<i>Town or contracted crews; maintain sight lines and clear shoulders</i>
Trail sweeping/debris clearing	<i>Routine</i>	<i>Monthly or after Storms</i>	<i>Includes leaves, branches, and sediment removal</i>
Signage and map updates/replacement	<i>Routine</i>	<i>Ongoing/annually</i>	<i>Includes safety signs, wayfinding, and interpretive panels</i>
Trash removal/litter clean-up	<i>Routine</i>	<i>Weekly or as needed</i>	<i>Town staff; can partner with volunteer groups</i>
Planting, pruning, and landscaping	<i>Routine</i>	<i>Seasonal</i>	<i>Use native species to reduce maintenance needs</i>
Flooding repairs and drainage clearing	<i>Routine</i>	<i>As needed</i>	<i>Inspect after major rain events</i>
Repainting/restriping	<i>Routine</i>	<i>Every 2-3 years</i>	<i>For pavement markings, crosswalks, and symbols</i>
Minor patching of pavement	<i>Minor Repairs</i>	<i>As needed</i>	<i>Address cracks and potholes promptly</i>
Minor bridge repairs	<i>Minor Repairs</i>	<i>As needed</i>	<i>Includes railing fixes, decking replacement, etc.</i>
Lighting replacement	<i>Minor Repairs</i>	<i>As needed/annually</i>	<i>Prioritize safety-critical lighting</i>
Shared use path sealcoating	<i>Minor Repairs</i>	<i>Every 5 years</i>	<i>Asphalt surfaces only</i>
Boardwalk cleaning and sealing	<i>Minor Repairs</i>	<i>Every 2-3 years</i>	<i>Helps prevent rot and extend life</i>
Shared use path resurfacing - asphalt	<i>Major Reconstruction</i>	<i>Every 10-15 years</i>	<i>Dependent on condition and use</i>

Table 16. Greenway Maintenance Tasks (Cont'd)

Sample Maintenance Task	Task Type	Recommended Frequency	Notes
Shared use path resurfacing - concrete	Major Reconstruction	Every 20 years	Dependent on condition and use
Boardwalk replacement	Major Reconstruction	Every 10 years	Dependent on wear and weather exposure
Complete trail replacement, regrading, and resurfacing	Major Reconstruction	Every 20 years	Includes drainage, upgrades, and structural repairs



Image 27. High School Students volunteer for trail maintenance (Baileys Trail System in Athens, Ohio). Source: Delia Palmisano



The background is a light blue gradient with a subtle pattern of small white dots. In the foreground, there are four overlapping yellow triangles with white outlines, arranged in a descending staircase pattern from left to right. The largest triangle is on the left, and the smallest is on the right. The text '6 Appendices' is positioned in the upper right area of the slide.

# 6 Appendices

# Chapter Six Appendices

## Funding Resources

The Bipartisan Infrastructure Law (BIL) authorized \$1.2 trillion for transportation and infrastructure spending, with \$550 billion of that figure going toward new investments and programs. Additionally, the Inflation Reduction Act (IRA) provides \$700 billion in incentives, grants, and loans to support new infrastructure investments in the areas of clean energy, transportation, and the environment. The following Federal, state, local and private funding programs have been instrumental in the successful development of bicycle and pedestrian networks in North Carolina communities. This section includes information on funding programs known at the time of publication; funding amounts, cycles, and programs may change over time. All discretionary grant programs are reimbursement-based unless otherwise stated.

### FEDERAL FUNDING OPPORTUNITIES

North Carolina communities have partnered with Federal agencies to obtain funding for the design and construction of multi-use paths, greenways, sidewalks, bike lanes, and improved crossings. The Federal government provides significant funding for active transportation which it distributes through state Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) as well as through discretionary grant programs. The Town of Siler City falls within the Central Pines Rural Planning Organization (RPO)

that coordinates transportation improvements with the North Carolina Department of Transportation (NCDOT).

The BIL authorizes transportation funding for highway, transit, rail, bicycle and pedestrian, and safety programs and infrastructure through fiscal year (FY) 2026. Federal Highway Administration (FHWA) administers BIL funding for surface transportation projects, which it distributes to NCDOT.

Communities wishing to access Federal funding must submit their candidate projects to their RPO, which then enter them into the NCDOT's Strategic Transportation Investment (STI) Mobility Formula. This formula ranks projects and identifies those for funding in the State Transportation Improvement Program (STIP). These funds require a 20% match from the Local Government Agency (LGA). Federal transportation funds for bicycle and pedestrian projects are primarily distributed through four programs: Transportation Alternatives (TA), Surface Transportation Block Grant (STBG) Direct Attributable (DA), Recreational Trails Program (RTP), and Highway Safety Improvement Program (HSIP).

Additional federal funding sources for bicycle and pedestrian projects are administered by the Department of Housing and Urban Development (HUD) with the Community Development Block Grant (CDBG) Program, and several discretionary grant programs administered by the US Department of Transportation (USDOT), National Park Service (NPS), and the National Endowment for the Arts (NEA).

## STATE + REGIONALLY ADMINISTERED FEDERAL FUNDING

Transportation funding, apportioned by Congress, using enabling legislation such as the former FAST Act and current BIL, goes from USDOT and its departments to State DOTs and both rural and metropolitan planning organizations. Federal funding often follows a formula, which provides USDOT with a blueprint for distribution of funding amongst the states. States and MPOs/RPOs must distribute allocated funds.

### Carbon Reduction Program - Direct Attributable (CRP)

The BIL establishes the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO<sub>2</sub>) emissions from on-road highway sources. Federal funds for the Carbon Reduction Program flow to NCDOT. A state may transfer up to 50% of CRP funds to any other apportionment of the state including National Highway Performance, Program, Surface Transportation Block Grant (STBG) Program, Highway Safety Improvement Program (HSIP), Congestion Mitigation and Air Quality Improvement (CMAQ) Program, National Highway Freight Program, and Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Formula Program. Title 23 of US code requires each state to apportion 65% of CRP funds based on population and can choose how to obligate the remaining 35%. It is important to note that CRP Statewide funding may be accessed under specific situations, including when a small amount above the Direct Attributable (DA) request is needed to complete a project or a project requires supplemental funding due to inflation or outdated cost estimates. Generally, however, Statewide CRP funding is set aside for larger/multiple county projects or for education and outreach.

- *Total Funding: \$794,000 (FY26)*
- *Project Awards: minimum \$100,000*
- *Match Requirements: 20%*
- *Eligible Applicants: Municipalities, county governments, and public transit agencies*
- *Eligible Projects: projects that reduce transportation emissions, including transportation alternatives such as the planning, design, and construction of on-road and off-road trail facilities.*

### Congestion Mitigation and Air Quality (CMAQ)

Established by the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1992, the CMAQ program aims to reduce emissions. In North Carolina, NCDOT serves as the administrator for this program. Population in non-attainment areas and maintenance areas of the state along with severity of air quality problems determine funding for this in North Carolina. Local Governments administer Subregional CMAQ funds, which are awarded at the MPO/RPO level to projects within eligible counties (Chatham County is a CMAQ-eligible county). The local project sponsor is responsible for providing the required match and meeting federal requirements.

- *Total Funding: \$2.28 million (FY26)*
- *Project Awards: minimum \$100,000*
- *Match Requirements: 20%*
- *Eligible Applicants: MPOs, RPOs, local governments, nonprofits, tribal governments, regional transportation authorities, transit agencies*
- *Eligible Projects: Greenways, roundabouts, transit improvements, transportation control measures, public education, sidewalks.*

## Recreational Trails Program (RTP)

The BIL reauthorized the RTP through FY22-26 as a set aside from the Transportation-Alternatives Set-Aside under the Surface Transportation Block Grant. The program provides \$1.49 million annually and funds state agencies to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. The allocation of the total RTP budget to each state is based on a formula, mandated by law, which apportions half of the total funds equally among all states with the other half distributed in proportion to the estimated amount of non-highway recreational fuel use in each state. In North Carolina, NCDENR's Division of Parks and Recreation and State Trails Program manages these funds with a goal of helping citizens, organizations, and agencies plan, develop, and manage all types of trails ranging from greenways and trails for hiking, biking, and horseback riding to river trails and off-highway vehicle trails.

- *Application Deadline/Cycle: Annual – February*
- *Project Awards: \$10,000-\$100,000*
- *Match Requirement: 25% match of RTP funds received*
- *Eligible Applicants: Local Governments, government agencies, nonprofit agencies*
- *Eligible Activities: New trail/greenway construction or renovation; trailhead or trail markers; purchase of tools to construct/renovate greenway; land acquisition for trails; planning, legal, environmental, and permitting costs (up to 10% of grant amount)*

## Federal Land and Water Conservation Fund

The Land and Water Conservation Fund (LWCF) was established by Congress in 1964 to fulfill a bipartisan commitment to safeguard our natural areas, water resources and cultural heritage, and to provide recreation opportunities to all Americans. Using zero taxpayer dollars, the LWCF invests earnings from offshore oil and gas leasing to help strengthen communities, preserve our history, and protect our national endowment of lands and waters. Local communities can access LWCF funds through its “State Side” program which provides grants to State and local governments. The Land and Water Conservation Fund was permanently reauthorized in the Dingell Act of March 2019 and in August 2020 the Great American Outdoors Act fully and permanently funded the program.

- *Application Deadline/Cycle: August - Annual*
- *Project Awards: up to \$500,000*
- *Match Requirements: 50% non-federal match*
- *Eligible Applicants: Local governments participate as subrecipients of the state.*
- *Eligible Projects: Acquisition of land or water for outdoor recreation; development of new park and recreation facilities; planning assistance; redevelopment of park infrastructure.*

## DISCRETIONARY GRANTS

The competitive, discretionary grant programs outlined in this section can provide millions of dollars toward the implementation of Loves Creek Greenway. These programs are competitive and occasionally require applicants to submit forms, project narratives, and benefit-cost analyses (BCAs) for construction projects; and encourage the submittal of supplemental materials and letters of support. The completion of a BCA involves the quantification and comparison of a project's expected costs and benefits according to USDOT-determined method. The result is a Benefit-Cost Ratio (BCR). A project is considered cost-effective when the BCR is 1.0 or greater. Transparency in the assumptions and data used to complete the analysis, and documentation of a data sources in the BCA is essential to receiving construction funding from discretionary programs. Federal discretionary grant applications should emphasize how the project aligns with a program's merit criteria as well as the following USDOT priorities and strategic goals.

- *Safety: One of USDOT's strategic goals for FY 22 to FY 26 is to make the transportation system safer for all people and advance a future without transportation-related serious injuries and fatalities. The National Roadway Safety Strategy (NRSS) outlines a comprehensive approach that communities can take to significantly reduce injuries and deaths on roadways, using a Safe System Approach that supports safer roads, safer speeds, safer people, safer vehicles, and post-crash care. The Loves Creek Greenway connects Jordan-Matthews High School, Bray Park, and nearby neighborhoods, highlighting the importance of safety along the corridor.*
- *Economic Strength and Global Competitiveness: This priority aims to encourage a profitable economy, investing in the transportation system necessary to provide American workers and businesses with reliable and efficient access to resources, markets, and good-paying jobs. Several Federal discretionary grant programs aim to promote greater public and private investments in land-use productivity, including rural main street revitalization. The implementation of the recommendations in the Loves Creek Greenway Feasibility*

*Study align with this priority by providing safe, multimodal connections to key destinations within the Town limits. Loves Creek Greenway in Siler City benefits a population that is at 26.8% below the Federal poverty line per the 2014-2018 ACS data, qualifying it as priority area under 2025 BUILD guidance.*

- *Innovation and Transformation: USDOT is investing in purpose-driven research and innovation to meet the challenges of the present and modernize a transportation system of the future that serves everyone today and in the decades to come.*
- *Rural Opportunities to Use Transportation for Economic Success (ROUTES): This initiative prioritizes the needs of rural America by advancing rural transportation policy and supporting rural and Tribal communities that face challenges relating to transportation safety, mobility, and economic development. The ROUTES Initiative addresses the transportation infrastructure needs of rural communities by developing user-friendly tools and information, aggregating DOT resources, and providing direct technical assistance to better connect rural communities with the funding, financing, and outreach resources available.*

### Better Utilizing Investments to Leverage Development (BUILD)

This program, formerly known as TIGER and RAISE, and now under the current administration as BUILD, awards funding to invest in road, rail, transit, and port projects that promise to achieve national objectives and have a significant local or regional impact. Since the eligibility requirements of BUILD allow project sponsors at the State and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional DOT programs. Historically, annual appropriations largely funded this program, however the BIL included \$7.5 billion in supplemental funding between FY 22 and 26. Since the program's inception, USDOT has awarded over \$14 billion to projects in all 50 states and several US territories. In FY25, \$150 million was made available through BUILD. It is important to note that this is a transportation grant that can fund stormwater elements of eligible projects.

- *Application Deadline: Annual – January/February*
- *Project Awards: \$1 million (Rural)*
- *Match Requirements: up to 100% federal funding (Rural)*
- *Eligible Applicants: States, units of local government, public agencies, special purpose districts with transportation function, Federally recognized tribes, transit agency, multi-state or multi-jurisdictional group of entities that are separately eligible.*
- *Eligible Projects: Highway or bridge projects, public transportation projects, passenger and freight rail transportation projects, intermodal projects, surface transportation facilities.*

### National Endowment for the Arts – Grants for Arts Projects (GAP) – Our Town

GAP is the National Endowment for the Arts’ broad program for various funding streams, including Our Town, which is a creative placemaking grants program. Through project-based funding, the NEA supports projects that integrate arts, culture, and design activities into efforts that strengthen communities by advancing local economic, physical, and/or social outcomes. These projects require a partnership between a local government entity and nonprofit organization, one of which must be a cultural organization; and should engage in partnership with other sectors (such as agriculture and food, economic development, education and youth, environment and energy, health, housing, public safety, transportation, and workforce development). Cost share/matching grants range from \$10,000 to \$150,000, with a minimum cost share/match equal to the grant amount. FY27 funding deadlines are anticipated around July 2026.

### Five Star and Urban Waters Restoration

The Five Star and Urban Waters Restoration Program seeks to develop nation-wide community stewardship of local natural resources to preserve these resources for future generations and enhance habitat for local wildlife. Grants seek to address water quality issues in priority watersheds, such as erosion due to unstable streambanks, pollution from stormwater runoff, and degraded shorelines caused by development. With approximately \$2.5 million of funding for FY25, the program requires establishment and/or enhancement of diverse partnerships and an education/outreach component that will help shape and sustain behavior to achieve conservation goals. It is important to note that a successful Five Star and Urban Waters Restoration Project must include elements from each of the five program priorities: (1) On-the-Ground Restoration, (2) Environmental Outreach, Education, & Training, (3) Community Partnerships, (4) Measurable Results, and (5) Sustainability.

- *Application Deadline/Cycle: January (annual)*
- *Project Awards: \$30,000 – \$60,000*
- *Match Requirements: A ratio of 1:0.75 is required for a project to be competitive. A match may include in-kind contributions of staff and volunteer time, work performed, materials and services donated, cash or other tangible contributions to the project objectives and outcomes.*
- *Eligible Applicants: State and local governments, nonprofit organizations, Tribal governments/organizations, and educational institutions*
- *Eligible Project: Wetland construction, bridge across Loves Creek, and educational signage.*

## Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT)

The BIL established the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Grant program to plan for and strengthen surface transportation to be more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters. USDOT funds projects through the discretionary program that are grounded in the best available scientific understanding of climate change risks, impacts, and vulnerabilities; support the continued operation or rapid recovery of crucial local, regional, or national surface transportation facilities; utilize innovative and collaborative approaches to risk reduction, including the use nature-based solutions such as conservation, restoration, or construction of riparian and streambed treatments, marshes, wetlands, native vegetation, stormwater bioswales, breakwaters, reefs, dunes, parks, urban forests, and shade trees. Elements of Loves Creek Greenway that can be demonstrated as resilience related may receive funding through this Program.

- *Total Funding: \$876 million (FY 2024-2026)*
- *Application Deadline/Cycle: February 2025 – Annual*
- *Project Awards (Capital Projects): Minimum \$500,000, no maximum*
- *Match Requirement: 20 percent, however per 23 U.S.C. § 176(d)(5)(E)(iii), an eligible entity may use Federal funds other than a grant under the PROTECT Discretionary Grant Program to meet the non-Federal cost share*
- *Eligible Applicants: State/local governments; Federally recognized tribes and affiliated groups; Planning and project organizations; US territories.*
- *Merit Criteria: Safety; Environmental Sustainability; Quality of Life; Mobility and Community Connectivity; Economic Competitiveness and Opportunity; State of Good Repair; Partnership and Collaboration; Innovation*

## Active Transportation Infrastructure Investment Program (ATIIP)

Among the new discretionary grants created through the BIL is the Active Transportation Infrastructure Investment Program (ATIIP), which was authorized for \$200 million annually. This program will award \$45 million, as allocated by the FY 2023 Omnibus Appropriations Act, to communities for projects that plan, design, or construct safe, affordable, and accessible active transportation networks (facilities that connect destinations within a community) and transportation spines (facilities that connect communities). ATIIP takes a holistic, network-level approach to walking, biking, and rolling by addressing gaps in active transportation routes that push people to other modes of travel.

- *Total Funding: \$45 million (FY 2023)*
- *Construction Grants: up to \$41,550,000 – of that, at least 30 percent (\$12,465,000) will be set aside for construction of active transportation networks and at least 30 percent (\$12,465,000) will be set aside for construction of active transportation spines*
- *Application Deadline/Cycle: June 2024 – Contingent on future year allocations*
- *Project Awards:*
  - *Construction Grants: Recommended minimum of \$7.5 million and recommended maximum of \$12 million (general applicants) and \$15 million (qualified disadvantaged communities)*
- *Match Requirements: 20 percent or more (qualified disadvantaged census tracts are those with 40 percent or higher of the population falling below poverty level and do not require any match)*
- *Eligible Applicants: Local/regional governments; MPOs and regional planning councils; Multicounty special districts; States; Tribes; Multistate group of governments*
- *Merit Criteria: Mobility and Community Connectivity; Community Support; Commitment to Increasing Walking and Biking; Financial Completeness; Equitable Development; Other DOT Goals and Priorities (safety, accessibility to jobs, economic competitiveness, environmental protection, quality of life)*

## STATE FUNDING OPPORTUNITIES

North Carolina communities have partnered with state agencies to build multi-use paths, greenways, sidewalks, bike lanes and improve crossings. NCDOT, North Carolina Department of Natural and Cultural Resources (NCDNCR), and North Carolina Department of Commerce (NCDOC) are the primary state agencies that fund bicycle and pedestrian planning, infrastructure, and programs. The North Carolina Department of Health and Human Services (DHHS), North Carolina Department of Environmental Quality (NCDEQ), and the North Carolina Department of Agriculture administer discretionary grant programs focusing on public health and community development, where funding is available. Discretionary state grants promote alignment with statewide goals and initiatives. While these are similar to Federal priorities and strategies, they are distinct to North Carolina.

- *North Carolina Executive Order 80: North Carolina's Commitment to Address Climate Change and Transition to a Clean Energy Economy:* <https://governor.nc.gov/documents/files/executive-order-no-80-north-carolinas-commitment-address-climate-change-and-transition-clean-energy/open>
- *North Carolina Executive Order 246: North Carolina's Transformation to a Clean, Equitable Economy:* <https://governor.nc.gov/executive-order-no-246/open>
- *NC Moves 2050 Plan:* <https://www.ncdot.gov/initiatives-policies/Transportation/nc-2050-plan/ncmoves2050/Pages/default.aspx>
- *Great Trails State Plan:* <https://www.ncdot.gov/divisions/integrated-mobility/multimodal-planning/great-trails-state/Pages/default.aspx>
- *Statewide Transportation Improvements Program (STIP):* <https://connect.ncdot.gov/projects/planning/pages/state-transportation-improvement-program.aspx>
- *Strategic Highway Safety Plan:* <https://www.nhtsa.gov/document/north-carolina-fy2024-2026-highway-safety-plan>
- *NC Clean Transportation Plan:* <https://www.ncdot.gov/initiatives-policies/environmental/climate-change/Pages/ncctp-executive-summary-final-report.aspx>

## Great Trails State Program Fund

The North Carolina General Assembly's 2023-2025 budget passed in October 2023 invests \$54.9 million to advance trail and greenway infrastructure in North Carolina. This funding investment comes during the 2023's North Carolina Year of the Trail celebration, the largest celebration of outdoor recreation in North Carolina history. The budget creates a new, non-recurring \$25 million trail and greenway funding program over two fiscal years called the Great Trails State Program. The program provides funding for the new trail development and extension of existing trails with the goal of accelerating the completion of significant trails statewide. This includes paved trails or greenways, natural surface trails, biking trails, equestrian trails, and any other type of trail recognized by the Department of Natural and Cultural Resources.

- *Total Funding:* \$25 million per year (FY23-25)
- *Application Deadline/Cycle:* Fall 2025 – Annual
- *Project Awards:* \$100,000 (minimum for planning/design/acquisition minimum), \$250,000 (minimum for maintenance of paved trails, and \$300,000 (minimum for construction) and up to \$500,000
- *Match Requirements:*
  - *Tier 1:* one non-State dollar (\$1.00) for every four dollars (\$4.00) of State funds
  - *Tier 2:* one non-State dollar (\$1.00) for every two dollars (\$2.00) of State funds
  - *Tier 3:* one non-State (\$1.00) for every one dollar (\$1.00) of State funds
- *Eligible Applicants:* Municipalities/counties, regional governments, public authorities, nonprofit organizations
- *Eligible Projects:* Planning; design; environmental assessment or permitting and review; land or easement acquisition; trail construction; trail structures (bridges); trail amenities like trailhead parking, and signage; maintenance; matching funds for other Federal or non-state grants

## Parks and Recreation Trust Fund (PARTF)

Since 1994, the North Carolina parks and Recreation Trust Fund (PARTF) awards matching grants to local governments for parks, public beach access, and improvements to state parks. The program helps local governments reach their park and public access goals and improve the quality of life in their communities. Funding for PARTF is allocated annually, and the Parks and Recreation Authority, a citizen board appointed by the Governor, President Pro Tempore of NC Senate, and Speaker of the NC House of Representatives select grant recipients and allocate the funding. The projects must be located on a single site, and the applicant must own or have at least a 25-year signed lease or easement for the property where the PARTF facility will be located.

- *Total Funding: \$30 million (FY26)*
- *Application Deadline: Annual – March*
- *Project Awards: up to \$500,000*
- *Match Requirements: 50%*
- *Eligible Applicants: North Carolina counties and incorporated municipalities. Public authorities, as defined by GS 159-7, are also eligible if they are authorized by N.C. general statutes to acquire land and develop recreation facilities for public use.*
- *Eligible Projects: Land acquisition; construction or renovation of facilities for a linear or non-linear public park; must be located on a single site and applicant must own or have at least a 25-year signed lease/easement for the property.*

The NC Division of Parks and Recreation provides technical assistance to local governments through a contract with Recreation Resources Services at NC State University, which may aid the process of PARTF application for the Town of Siler City.

## Accessible Parks Grant

The Accessible Parks Grant Program is administered through the Division of Parks and Recreation and the North Carolina PARTF. It provides \$12.5 million in matching grants for parks and recreation to benefit people living with disabilities in North Carolina. Grants can be used for the construction of special facilities, or adaptation of existing facilities that meet the unique needs of persons living with disabilities or enable them to participate in recreational and sporting activities, regardless of their abilities. Facilities built or renovated with an Accessible Parks grant must be available for public recreational use for at least 25 years.

- *Total Annual Funding: \$12.5 million (FY25)*
- *Application Deadline/Cycle: March 3, 2025*
- *Project Awards: up to \$500,000*
- *Match Requirements: 20% match (The value of in-kind services, such as volunteer work, cannot be used as part of the match.)*
- *Eligible Applicants: North Carolina counties and incorporated municipalities, including public authorities authorized to develop recreational facilities for the general public*
- *Eligible Projects: Construction of special facilities and adaptation of existing facilities. Applicants cannot request Accessible Parks Grant funding for and active PARTF site or land acquisition.*

## North Carolina Land & Water Fund (NCLWF)

Created by the General Assembly in 1996, the NCLWF, formerly known as Clean Water Management Trust Fund, aims to conserve North Carolina's streams, rivers, and open space. This funding, distributed through the North Carolina Department of Natural and Cultural Resources (NCDENR), improves water quality, sustains ecological diversity, and protects open space and cultural resources by funding projects to acquire lands, construct trails, preserve open space, restore the habitat for fish, wildlife, and other species, and enhance the filtering of stormwater runoff to reduce pollutants from entering water supplies. The NCLWF also funds mini grants of up to \$50,000 for transactions, property management, and stewardship costs associated with the donation of property or a permanent conservation agreement; applications for mini-grants are reviewed three times a year. All NCLWF funded projects must sign a permanent conservation agreement.

- *Application Deadline/Cycle: April, August, January - Annual*
- *Project Awards: up to \$500,000*
- *Match Requirements: Not required, but encouraged for scoring*
- *Eligible Applicants: North Carolina counties and incorporated municipalities*
- *Eligible Projects: restoration of degraded lands and waterbodies, land acquisition, innovative stormwater, and planning projects*

## Strategic Transportation Investments (STI)

The Strategic Transportation Investments law, passed in 2013, establishes the Strategic Mobility Formula, which allocates available funding based on data-driven scoring and local input. NCDOT, working collaboratively with MPOs and RPOs, uses the Strategic Mobility Formula to develop the State Transportation Improvement Program (STIP), which identifies projects that will receive funding during a 10-year period. The STIP is state and federally mandated and updated by NCDOT every two years. The Strategic Mobility Formula groups projects in three categories: Division Needs, Regional Impact, and Statewide Mobility.

NCDOT programs independent bicycle and pedestrian projects in the Division Needs category. Eligible bicycle and pedestrian projects submitted for prioritization must be included in a locally adopted plan and have a minimum project cost of \$100,000. Eligible activities include right-of-way acquisition, design, and construction. Additionally, the Statewide Transportation Investments (STI) law prohibits the use of state funding for bicycle and pedestrian projects, requiring municipalities to provide the 20% match for Federally-funded projects.

### **Bicycle and Pedestrian STI Prioritization: Qualitative Scoring**

Local input points represent 50% of the scoring for bicycle and pedestrian projects. MPOs and RPOs assign 25% of local input points, which are determined by municipal and county project priorities and public comment. NCDOT Division Engineers assign the remaining 50% of the local input points.

It is highly recommended that Chatham County or Siler City submit the preferred alternative for Loves Creek Greenway to NCDOT's prioritization 8.0 (P8.0) through the Central Pines RPO. Depending on project scoring, this will open up State funding. It is important to note that since the plan recommendations only falls outside the boundaries of the MPOs, funding through the STIP will be more competitive.

Table 17. NCDOT Funding Distribution Overview

Funding	Funding Distribution	Overview
<b>Division Needs</b>	30%	NCDOT’s 14 transportation divisions share funding in this category equally. Project scores are based 50% on data and 50% on rankings by MPOs and RPOs and the NCDOT Divisions.
<b>Regional Impact</b>	30%	Projects on this level compete within regions made up of two NCDOT Divisions with funding based on population. Project scores are based 70% on data and 30% on rankings by MPOs and RPOs and the NCDOT Divisions.
<b>Statewide Mobility</b>	40%	Projects in this category are of statewide significance and are based 100% on data.

Project sponsors can bundle multiple bicycle and pedestrian projects to better compete with other projects submitted in the Division Needs category. NCDOT allows bundled projects across various geographies and project types. Projects do not have to be contiguous or related, and projects can fall within a single municipality or across multiple jurisdictions. Bundled projects must have one project manager, a TA eligible entity. It will be important to consider projects to bundle together in a P8.0 submission.

## Statewide Projects Funds

**Small Construction Funds:** These funds were established in 1985 to fund small projects in and around cities and towns that could not be funded in the Statewide Transportation Improvement Program (STIP). Funds are allocated equally to each of 14 Transportation Divisions. Funds can be used on a variety of transportation projects for municipalities, counties, businesses, schools, and industries throughout the State. Funds projects up to \$250,000 per fiscal year, unless otherwise approved by the Secretary of Transportation. Right-of-way and utility relocations should be provided and accomplished at no cost to NCDOT. Funding requests should be submitted to the Division Engineer providing technical information such as location, improvements being requested, and project timeline.

## Direct Appropriations

In 2021, Congress reinstated a modified version of “earmarks,” now called Member-Directed Spending, for state and local projects. In FY24, eligible areas included water infrastructure, watershed protection, conservation, pre-disaster mitigation, economic development, and transportation priorities. To pursue funding, municipalities must clearly define their request and timeline, conduct outreach to local officials and organizations, set up an intake process, and coordinate with their House and Senate representatives—who select and submit a limited number of projects.

Local governments may also pursue funding through the state budget. The 2023 Appropriations Act (S.L. 2023-134) allocated \$2 billion for water and sewer infrastructure, including directed grants to 201 local governments. Eligible projects include stormwater quality improvements and construction costs. If future appropriations include similar allocations, municipalities should coordinate closely with state representatives and senators to secure support.

## LOCAL FUNDING OPPORTUNITIES

While federal programs can support high-cost projects, local funding is often best suited for delivering specific greenway components or serving as match for federal funds. Many municipalities plan for bicycle and pedestrian investments through their Capital Improvement Program (CIP). Local sources are frequently necessary to supplement state and federal funding and can take several forms.

### Nonprofit Recreation Grants – Chatham County Parks, Recreation & Cultural Resources

The Chatham County Parks, Recreation & Cultural Resources Department offers small grants to local nonprofits to support recreation opportunities. Funding priorities are recommended by the Recreation Advisory Committee and scored based on the County's Comprehensive Parks & Recreation Master Plan and departmental goals. While limited, these grants could support items such as signage or educational features along the Loves Creek Greenway. Applications are due each July. For example, Jordan-Matthews High School could apply to help fund improvements that connect the greenway directly to the school.

### Levies and Taxes

County governments in North Carolina may adopt Local Option Sales Taxes (LOSTs), subject to voter approval, in addition to the state sales tax. A portion of this revenue flows to county general funds and may be distributed to municipalities. Local governments can also propose increases in occupancy or sales taxes to generate additional revenue for infrastructure improvements.

### Developer Constructed/Developer Agreements

Development agreements are legislative land use tools that allows local governments to negotiate binding contractual

agreements with private property owners that vest developers' rights while allowing for a jurisdiction to obtain community benefits. Development agreements can secure enhanced public amenities in exchange for expanded land use entitlements beyond those that could otherwise be secured through conditional rezoning or regulatory tools like site plans and subdivision approvals. In 2005, the North Carolina General Assembly enacted Part 3D of North Carolina General Statute (NCGS) 160A, Article 9 that authorized municipalities and counties to enter into these agreements to facilitate larger scale development projects that include the implementation of public infrastructure projects. NCGS 16D Article 10, enacted in 2019, expanded options for development agreements to allow them to be used for smaller projects, and allowing provisions to be incorporated into zoning conditions.

### Impact Fees

Impact fees represent financial payments made to a local government by a developer to fund certain off-site capital improvements needed to accommodate future growth. In North Carolina, local governments can impose impact fees on developers to offset the budgetary impact that new development places on public roads, schools, parks, recreational facilities, and water and sewage. Many North Carolina communities impose impact fees for transportation, parks and recreation, and open space facilities. For example, the City of Durham imposes transportation impact fees to fund for a portion of the costs for new streets and sidewalks, paving, grading, resurfacing, and widening of existing streets, traffic control signals and markings, lighting, and crosswalks. Durham also uses development fees for open space and parks and recreation for the acquisition of park land and the provision of facilities, including athletic fields, parks, playgrounds, courts, recreation centers, shelters, stadiums, arenas, swimming pools, lighting, trail construction, and bike paths.

## Capital Improvement Plan

A Capital Improvement Program (CIP) is one element in a municipality's long-term planning process. It is a bridge between the municipality's Comprehensive Plan and short-term planning for infrastructure and operations. A Capital Improvement Program analyzes major facility and equipment needs, establishes priorities, estimates fiscal resources, and schedules the development of funded projects. For example, the City of Raleigh funds parks, greenways, and active transportation facilities through the city's Capital Improvement Program. The Parks, Recreation and Cultural Resources Department's CIP primary sources of funding come from Parks and Recreation Bonds, Facility Fees, General Fund (Tax Base), grants, and donations.

## Bonds

This is a long-term debt obligation that allows local governments to repay debt through property taxes over time and generally requires voter approval. For example, Wake County passed a \$275 million parks bond referendum in 2022 to fund projects focused on heightened community priorities that have emerged as a result of the County's focus on social equity and the impacts of the pandemic. Communities can use general obligations or revenue bonds to retrofit existing infrastructure (e.g., stormwater ponds, levees, culverts, etc.) and fund new projects (e.g., floodplain or wetland restoration, beach nourishment, dune building, etc.). More recently, specialized bonds, known as environmental impact bonds, tie investment to specific metrics or outcomes that demonstrate success (e.g., reduced nutrient loads in waterways) through performance payments. Bond campaigns should be well organized with a community's public affairs department and thoroughly coordinated across all internal departments. Public outreach during the campaign is essential to educate residents about the benefits of infrastructure investment and to understand which projects garner the highest community support.

## PRIVATE FUNDING OPPORTUNITIES

Private grant opportunities offer more limited information on the number of applications received per cycle, so determining the competitiveness of the funding sources listed in this section is nebulous. With few exceptions, private grant awards are often smaller.

### Golden LEAF Foundation

The Golden LEAF Foundation is a nonprofit organization established in 1999 to receive a portion of North Carolina's funding received from the 1998 Master Settlement Agreement with cigarette manufacturers. Golden LEAF works to increase economic opportunity in North Carolina's rural and tobacco-dependent communities through leadership in grantmaking, collaboration, innovation, and stewardship as an independent and perpetual foundation. Golden LEAF's grantmaking focuses on the following priorities: Job creation and economic investment; workforce preparedness; agriculture; and community competitiveness, capacity, and vitality. Golden LEAF considers applicants who make a strong case for economic distress. Rutherford County is a Tier 1 economically distressed county, among the 40 most distressed counties in the state of North Carolina per the 2025 county tier designations.

**Open Grants Program:** The Open Grants Program process is open to all governmental entities and 501(c)(3) organizations that propose projects in Golden LEAF's priority areas. This program is for economic development projects aligned with the Golden LEAF priority areas. Most awards in the Open Grants Program will be for \$200,000 or less, but applicants can request up to \$500,000. There is \$8 million available in FY25-26 for the Open Grants Program.

This program requires two stages of applications—Stage 1 requires basic information to determine eligibility and Stage 2 is an invitation-only application based on the results of

Stage 1. For the current cycle, the upcoming deadlines for applications are: August 21, October 23, and December 25, 2025 and February 19, 2026.

**Community Based Grants:** The Community-Based Grants Initiative (CBGI) is eligible to specific Prosperity Zones in the state of North Carolina each year. Currently, the CBGI targets projects in the North Central Prosperity Zone, which includes projects in Chatham County. A total of \$11 million is available, with a limit of \$1.5 million in any county. To apply for funding, the Chatham County Manager will submit the Loves Creek Greenway project to Golden LEAF for feedback and later endorse up to four projects for consideration. The CBGI prioritizes economic investment. Competitive projects have community buy-in, leverage funding, demonstrate immediate need (such as the safety of students), and build on community planning processes (the feasibility study). Funding opens on November 20, 2025. Chatham County should prioritize this opportunity if feasible.

### Public/Private Partnerships

Public private partnerships (P3s) are long-term contractual agreements between a public agency and a private entity to design, build, finance, operate and/or maintain infrastructure projects. This allows for greater private participation in the delivery of projects and allows private partners to share in the risks for design, construction, finance, and long-term operation of facilities. P3s give public entities access to private capital, technology and expertise; and can accelerate project delivery, encourage innovation, and allow partners to manage projects more efficiently. However, they require substantial up-front administrative costs and procurement may involve complicated financial and legal issues. P3s and may not deliver the best value as compared to traditional or other alternative delivery methods.

Partnerships engender a spirit of cooperation, civic pride, and community participation. The key to the involvement

of private partners is to make a compelling argument for their participation. For example, specific segments of a greenway may make critical connections to employment centers or potential partners' place of business, which would incentivize private participation in its design and construction. Furthermore, signage at trail heads or interpretive signage along greenway systems can incentivize private participation through name recognition for corporate partners. The project sponsor could employ a P3 strategy to leverage private funds by working with foundations and private donors, thus furthering implementation of the recommendations in the Loves Creek Greenway Feasibility Study.

### Corporate Sponsorships

Corporate sponsorships create a pathway for corporations or nonprofits to develop long term partnerships fitting with their priorities. By offering opportunities for corporations to sponsor construction or signage, they can market their company while also contributing to the development of a trail. Furthermore, a trail or greenway can offer various levels of corporate sponsorship to accelerate the development of projects. For example, Buncombe County established a corporate sponsorship program for their Connect Buncombe effort.

### AARP Community Challenge

The AARP Community Challenge provides small grants to fund quick-action projects that can help communities become more livable for people of all ages. AARP accepts applications for projects that improve public spaces, housing, transportation, civic engagement, coronavirus recovery, diversity, and inclusion, and more. Project types include those that provide permanent physical improvements in the community, temporary demonstrations that lead to long-term change, and innovative programming or services. The program is open to 501(C)(3), 501(C)(4) and 501(c)(6) nonprofits and government entities. Grants can range from several hundred

dollars for smaller, short-term activities to several thousand or tens of thousands of dollars for larger projects.

- *Total Funding: \$3.8 million*
- *Grant Deadline/Cycle: March – Annual*
- *Project Awards: \$500 to \$50,000*
- *Match Requirements: N/A*
- *Eligible Applicants: Governments and nonprofit organizations*
- *Eligible Projects: Projects that improve public spaces, transportation, and inclusion that provide permanent physical improvements in the community and innovative programming or services.*

### People for Bikes Community Grant Program

The People For Bikes Community Grant Program supports bicycle infrastructure projects and targeted advocacy initiatives that make it easier and safer for people of all ages and abilities to ride. People For Bikes accepts grant applications from non-profit organizations with a focus on bicycling, active transportation, or community development; city or county agencies or departments, and state or Federal agencies working locally. People For Bikes focuses most grant funds on bicycle infrastructure projects, such as bike paths, lanes, trails and bridges, mountain bike facilities, bike parks and pump tracks, BMX facilities, and end-of-trip facilities such as bike racks, bike parking, bike repair stations and bike storage. Advocacy projects funded through the program include open street events and campaigns to increase investment in bicycle infrastructure. People For Bikes accepts requests for funding up to \$10,000. People For Bikes does not require a specific percentage match, but they will not consider requests in which the grant funding would amount to 50% or more of the project budget.

### National Association of Realtors Placemaking Grants

The National Association of Realtors (NAR) funds placemaking and smart growth grants to make communities better places to live by transforming unused or underutilized sites into welcoming destinations accessible to everyone in a community.

**Smart Growth Grants:** Smart Growth grants can fund visioning sessions, community workshops, and placemaking visioning for meaningful transportation projects and issues. These community planning activities would align with the intent of the greenway feasibility study and contribute to intentional and thoughtful collection of public input over the course of the development of the Washington-Greenville Greenway.

**Placemaking Grants:** Placemaking Grants fund the creation of new, outdoor public spaces and destinations in a community. This program funds amenities such as street furniture, paint, signage, materials, landscaping, murals, site preparation, and artist fees. a state or local REALTOR® association must submit applications can, and grants provide up to \$5,000 per award.

### Two for the Trails (Athletic Brewing Company)

Athletic Brewing Company provides funding to protect and restore trails, waterways, beaches, parks, and urban areas in need of maintenance.

- *Total Funding: \$2 million annually*
- *Grant Deadline/Cycle: Summer – Annual*
- *Project Awards: up to \$50,000*
- *Match Requirements: 20%*
- *Eligible Applicants: Any registered LLC with an environmental cleanup project.*
- *Eligible Projects: Projects that restore trails and outdoor recreation facilities.*

# Cost Estimates

This section includes the full cost estimates for each route and segment alternative studied in this document, except those segment alternatives which were deemed not feasible and removed from further evaluation.



Prepared By: RWT Date: 9/5/2025  
 Checked By: JAP Date: 9/5/2025  
 McAdams Project No: SPEC24399

## Love's Creek Greenway Ph. 2 & 3 Feasibility Study

Project Location: Siler City, NC  
 Project Description: 10' Paved Trail Mainline  
 Client: Central Pines Regional Council / Town of Siler City  
 Client Project No.

### ENGINEER'S OPINION OF PROBABLE COST OF CONSTRUCTION - Feasibility Study

#### ROUTE SUMMARY

##### ROUTE 1-1

Segment	Segment Length (mi.)	Cost
1A	0.07	\$240,000
1C	0.34	\$741,000
<b>Total</b>	<b>0.41</b>	<b>\$981,000</b>

##### ROUTE 1-2

Segment	Segment Length (mi.)	Cost
1D	0.36	\$1,323,000
<b>Total</b>	<b>0.36</b>	<b>\$1,323,000</b>

##### ROUTE 2-5

Segment	Segment Length (mi.)	Cost
2G	0.07	\$1,485,000
2I	0.09	\$154,000
2J	0.02	\$82,000
2M	0.04	\$96,000
2N	0.06	\$132,000
<b>Total</b>	<b>0.28</b>	<b>\$1,949,000</b>

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#### ROUTE 3-1A

Segment	Segment Length (mi.)	Cost
3D	0.04	\$130,000
3K-1	0.23	\$377,000
3U	0.18	\$303,000
<b>Total</b>	<b><u>0.45</u></b>	<b><u>\$810,000</u></b>

#### ROUTE 3-1B

Segment	Segment Length (mi.)	Cost
3K-2	0.03	\$1,220,000
3L	0.06	\$114,000
3N	0.08	\$144,000
3Q	0.14	\$320,000
<b>Total</b>	<b><u>0.30</u></b>	<b><u>\$1,798,000</u></b>

#### ROUTE 3-3

Segment	Segment Length (mi.)	Cost
3A	0.26	\$1,882,000
<b>Total</b>	<b><u>0.26</u></b>	<b><u>\$1,882,000</u></b>

#### DOWNTOWN SIDEWALK CONNECTOR

Segment	Segment Length (mi.)	Cost
4	0.75	\$274,000
<b>Total</b>	<b><u>0.75</u></b>	<b><u>\$274,000</u></b>

## Love's Creek Greenway Ph. 2 & 3 Feasibility Study

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### ENGINEER'S OPINION OF PROBABLE COST OF CONSTRUCTION - Feasibility Study

SEGMENT 1A						
Section	Item Code	Item Description	Quantity	Unit	Unit Price	Cost
800	0000100000-N	MOBILIZATION	1	LS	\$ 11,900.00	\$ 11,900.00
801	0000400000-N	CONSTRUCTION SURVEYING	1	LS	\$ 3,000.00	\$ 3,000.00
520	1121000000-E	AGGREGATE BASE COURSE	170	TON	\$ 55.00	\$ 9,350.00
848	2591000000-E	6" REINFORCED CONCRETE TRAIL	400	SY	\$ 100.00	\$ 40,000.00
SP	2474000000-N	DRAINAGE	1	LS	\$ 10,000.00	\$ 10,000.00
SP	6133000000-N	EROSION CONTROL	1	LS	\$ 20,000.00	\$ 20,000.00
SP	4457000000-N	TEMPORARY TRAFFIC CONTROL	1	LS	\$ 20,000.00	\$ 20,000.00
SP		MID-BLOCK CROSSING (RRFB)	1	EA	\$ 40,000.00	\$ 40,000.00
SP		COMPREHENSIVE GRADING, SEGMENT 1A	1	LS	\$ 30,000.00	\$ 30,000.00

**SUBTOTAL    \$184,250.00**

**CONTINGENCY @ 30%    \$55,275.00**

**CONSTRUCTION COST    SAY    \$240,000**

**Notes:**

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## Love's Creek Greenway Ph. 2 & 3 Feasibility Study

Project Location: Siler City, NC  
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 Client Project No.

### ENGINEER'S OPINION OF PROBABLE COST OF CONSTRUCTION - Feasibility Study

SEGMENT 1C						
Section	Item Code	Item Description	Quantity	Unit	Unit Price	Cost
800	0000100000-N	MOBILIZATION	1	LS	\$ 36,600.00	\$ 36,600.00
801	0000400000-N	CONSTRUCTION SURVEYING	1	LS	\$ 11,000.00	\$ 11,000.00
520	1121000000-E	AGGREGATE BASE COURSE	860	TON	\$ 55.00	\$ 47,300.00
848	2591000000-E	6" REINFORCED CONCRETE TRAIL	2000	SY	\$ 100.00	\$ 200,000.00
SP	2474000000-N	DRAINAGE	1	LS	\$ 40,000.00	\$ 40,000.00
SP	6133000000-N	EROSION CONTROL	1	LS	\$ 90,000.00	\$ 90,000.00
SP	4457000000-N	TEMPORARY TRAFFIC CONTROL	1	LS	\$ 5,000.00	\$ 5,000.00
SP		COMPREHENSIVE GRADING, SEGMENT 1C	1	LS	\$ 140,000.00	\$ 140,000.00

**SUBTOTAL    \$569,900.00**

**CONTINGENCY @ 30%    \$170,970.00**

**CONSTRUCTION COST    SAY    \$741,000**

Notes:

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## Love's Creek Greenway Ph. 2 & 3 Feasibility Study

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### ENGINEER'S OPINION OF PROBABLE COST OF CONSTRUCTION - Feasibility Study

SEGMENT 1D						
Section	Item Code	Item Description	Quantity	Unit	Unit Price	Cost
800	0000100000-N	MOBILIZATION	1	LS	\$ 65,800.00	\$ 65,800.00
801	0000400000-N	CONSTRUCTION SURVEYING	1	LS	\$ 12,000.00	\$ 12,000.00
520	1121000000-E	AGGREGATE BASE COURSE	590	TON	\$ 55.00	\$ 32,450.00
846	2549000000-E	2'-6" CONCRETE CURB & GUTTER	1760	LF	\$ 45.00	\$ 79,200.00
848	2591000000-E	6" REINFORCED CONCRETE TRAIL	1260	SY	\$ 100.00	\$ 126,000.00
848	2760000000-N	6" CONCRETE DRIVEWAY	6	EA	\$ 7,500.00	\$ 45,000.00
SP	2474000000-N	DRAINAGE	1	LS	\$ 40,000.00	\$ 40,000.00
SP	6133000000-N	EROSION CONTROL	1	LS	\$ 90,000.00	\$ 90,000.00
SP	4457000000-N	TEMPORARY TRAFFIC CONTROL	1	LS	\$ 100,000.00	\$ 100,000.00
SP	8847000000-E	RETAINING WALL	1980	SF	\$ 140.00	\$ 277,200.00
SP		COMPREHENSIVE GRADING, SEGMENT 1D	1	LS	\$ 150,000.00	\$ 150,000.00

**SUBTOTAL    \$1,017,650.00**

**CONTINGENCY @ 30%    \$305,295.00**

**CONSTRUCTION COST    SAY    \$1,323,000**

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## Love's Creek Greenway Ph. 2 & 3 Feasibility Study

Project Location: Siler City, NC  
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 Client Project No.

### ENGINEER'S OPINION OF PROBABLE COST OF CONSTRUCTION - Feasibility Study

SEGMENT 2G						
Section	Item Code	Item Description	Quantity	Unit	Unit Price	Cost
800	0000100000-N	MOBILIZATION	1	LS	\$ 74,600.00	\$ 74,600.00
801	0000400000-N	CONSTRUCTION SURVEYING	1	LS	\$ 3,000.00	\$ 3,000.00
SP	0241000000-E	GEOTEXTILE SEPARATOR FABRIC	50	SY	\$ 5.00	\$ 250.00
520	1121000000-E	AGGREGATE BASE COURSE	20	TON	\$ 55.00	\$ 1,100.00
610	1519000000-E	ASPHALT CONC SURFACE COURSE, TYPE S9.5B	10	TON	\$ 150.00	\$ 1,500.00
620	1575000000-E	ASPHALT BINDER FOR PLANT MIX	5	TON	\$ 800.00	\$ 4,000.00
SP	2474000000-N	DRAINAGE	1	LS	\$ 10,000.00	\$ 10,000.00
SP	6133000000-N	EROSION CONTROL	1	LS	\$ 10,000.00	\$ 10,000.00
SP		GREENWAY MODIFICATIONS/IMPROVEMENTS	1	LS	\$ 115,000.00	\$ 115,000.00
SP		PREFABRICATED PEDESTRIAN BRIDGE (12' WIDE)	105	LF	\$ 4,750.00	\$ 498,750.00
SP		BOARDWALK (10' WIDE, TIMBER PILES, CONCRETE DECKING)	225	LF	\$ 1,750.00	\$ 393,750.00
SP		COMPREHENSIVE GRADING, SEGMENT 2G	1	LS	\$ 30,000.00	\$ 30,000.00

**SUBTOTAL    \$1,141,950.00**

**CONTINGENCY @ 30%    \$342,585.00**

**CONSTRUCTION COST    SAY    \$1,485,000**

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## Love's Creek Greenway Ph. 2 & 3 Feasibility Study

Project Location: Siler City, NC  
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### ENGINEER'S OPINION OF PROBABLE COST OF CONSTRUCTION - Feasibility Study

SEGMENT 2I						
Section	Item Code	Item Description	Quantity	Unit	Unit Price	Cost
800	0000100000-N	MOBILIZATION	1	LS	\$ 7,600.00	\$ 7,600.00
801	0000400000-N	CONSTRUCTION SURVEYING	1	LS	\$ 3,000.00	\$ 3,000.00
SP	0241000000-E	GEOTEXTILE SEPARATOR FABRIC	550	SY	\$ 5.00	\$ 2,750.00
520	1121000000-E	AGGREGATE BASE COURSE	220	TON	\$ 55.00	\$ 12,100.00
610	1519000000-E	ASPHALT CONC SURFACE COURSE, TYPE S9.5B	60	TON	\$ 150.00	\$ 9,000.00
620	1575000000-E	ASPHALT BINDER FOR PLANT MIX	5	TON	\$ 800.00	\$ 4,000.00
SP	2474000000-N	DRAINAGE	1	LS	\$ 10,000.00	\$ 10,000.00
SP	6133000000-N	EROSION CONTROL	1	LS	\$ 30,000.00	\$ 30,000.00
SP		COMPREHENSIVE GRADING, SEGMENT 2I	1	LS	\$ 40,000.00	\$ 40,000.00

**SUBTOTAL    \$118,450.00**

**CONTINGENCY @ 30%    \$35,535.00**

**CONSTRUCTION COST    SAY    \$154,000**

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## Love's Creek Greenway Ph. 2 & 3 Feasibility Study

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SEGMENT 2J						
Section	Item Code	Item Description	Quantity	Unit	Unit Price	Cost
800	0000100000-N	MOBILIZATION	1	LS	\$ 4,100.00	\$ 4,100.00
801	0000400000-N	CONSTRUCTION SURVEYING	1	LS	\$ 1,000.00	\$ 1,000.00
SP	0241000000-E	GEOTEXTILE SEPARATOR FABRIC	550	SY	\$ 5.00	\$ 2,750.00
520	1121000000-E	AGGREGATE BASE COURSE	220	TON	\$ 55.00	\$ 12,100.00
610	1519000000-E	ASPHALT CONC SURFACE COURSE, TYPE S9.5B	60	TON	\$ 150.00	\$ 9,000.00
620	1575000000-E	ASPHALT BINDER FOR PLANT MIX	5	TON	\$ 800.00	\$ 4,000.00
SP	2474000000-N	DRAINAGE	1	LS	\$ 10,000.00	\$ 10,000.00
SP	6133000000-N	EROSION CONTROL	1	LS	\$ 10,000.00	\$ 10,000.00
SP		COMPREHENSIVE GRADING, SEGMENT 2J	1	LS	\$ 10,000.00	\$ 10,000.00

**SUBTOTAL    \$62,950.00**

**CONTINGENCY @ 30%    \$18,885.00**

**CONSTRUCTION COST    SAY    \$82,000**

Notes:

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## Love's Creek Greenway Ph. 2 & 3 Feasibility Study

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SEGMENT 2M						
Section	Item Code	Item Description	Quantity	Unit	Unit Price	Cost
800	0000100000-N	MOBILIZATION	1	LS	\$ 4,700.00	\$ 4,700.00
801	0000400000-N	CONSTRUCTION SURVEYING	1	LS	\$ 2,000.00	\$ 2,000.00
SP	0241000000-E	GEOTEXTILE SEPARATOR FABRIC	290	SY	\$ 5.00	\$ 1,450.00
520	1121000000-E	AGGREGATE BASE COURSE	120	TON	\$ 55.00	\$ 6,600.00
610	1519000000-E	ASPHALT CONC SURFACE COURSE, TYPE S9.5B	30	TON	\$ 150.00	\$ 4,500.00
620	1575000000-E	ASPHALT BINDER FOR PLANT MIX	5	TON	\$ 800.00	\$ 4,000.00
SP	2474000000-N	DRAINAGE	1	LS	\$ 10,000.00	\$ 10,000.00
SP	6133000000-N	EROSION CONTROL	1	LS	\$ 20,000.00	\$ 20,000.00
SP		COMPREHENSIVE GRADING, SEGMENT 2M	1	LS	\$ 20,000.00	\$ 20,000.00

**SUBTOTAL    \$73,250.00**

**CONTINGENCY @ 30%    \$21,975.00**

**CONSTRUCTION COST    SAY    \$96,000**

**Notes:**

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## Love's Creek Greenway Ph. 2 & 3 Feasibility Study

Project Location: Siler City, NC  
 Project Description: 10' Paved Trail Mainline  
 Client: Central Pines Regional Council / Town of Siler City  
 Client Project No.

### ENGINEER'S OPINION OF PROBABLE COST OF CONSTRUCTION - Feasibility Study

SEGMENT 2N						
Section	Item Code	Item Description	Quantity	Unit	Unit Price	Cost
800	0000100000-N	MOBILIZATION	1	LS	\$ 6,500.00	\$ 6,500.00
801	0000400000-N	CONSTRUCTION SURVEYING	1	LS	\$ 2,000.00	\$ 2,000.00
SP	0241000000-E	GEOTEXTILE SEPARATOR FABRIC	410	SY	\$ 5.00	\$ 2,050.00
520	1121000000-E	AGGREGATE BASE COURSE	160	TON	\$ 55.00	\$ 8,800.00
610	1519000000-E	ASPHALT CONC SURFACE COURSE, TYPE S9.5B	50	TON	\$ 150.00	\$ 7,500.00
620	1575000000-E	ASPHALT BINDER FOR PLANT MIX	5	TON	\$ 800.00	\$ 4,000.00
SP	2474000000-N	DRAINAGE	1	LS	\$ 10,000.00	\$ 10,000.00
SP	6133000000-N	EROSION CONTROL	1	LS	\$ 20,000.00	\$ 20,000.00
SP	4457000000-N	TEMPORARY TRAFFIC CONTROL	1	LS	\$ 10,000.00	\$ 10,000.00
SP		COMPREHENSIVE GRADING, SEGMENT 2N	1	LS	\$ 30,000.00	\$ 30,000.00

**SUBTOTAL    \$100,850.00**

**CONTINGENCY @ 30%    \$30,255.00**

**CONSTRUCTION COST    SAY    \$132,000**

Notes:

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## Love's Creek Greenway Ph. 2 & 3 Feasibility Study

Project Location: Siler City, NC  
 Project Description: 10' Paved Trail Mainline  
 Client: Central Pines Regional Council / Town of Siler City  
 Client Project No.

### ENGINEER'S OPINION OF PROBABLE COST OF CONSTRUCTION - Feasibility Study

SEGMENT 3A						
Section	Item Code	Item Description	Quantity	Unit	Unit Price	Cost
800	0000100000-N	MOBILIZATION	1	LS	\$ 94,100.00	\$ 94,100.00
801	0000400000-N	CONSTRUCTION SURVEYING	1	LS	\$ 9,000.00	\$ 9,000.00
SP	0241000000-E	GEOTEXTILE SEPARATOR FABRIC	1460	SY	\$ 5.00	\$ 7,300.00
520	1121000000-E	AGGREGATE BASE COURSE	570	TON	\$ 55.00	\$ 31,350.00
610	1519000000-E	ASPHALT CONC SURFACE COURSE, TYPE S9.5B	150	TON	\$ 150.00	\$ 22,500.00
620	1575000000-E	ASPHALT BINDER FOR PLANT MIX	10	TON	\$ 800.00	\$ 8,000.00
SP	2474000000-N	DRAINAGE	1	LS	\$ 30,000.00	\$ 30,000.00
SP	6133000000-N	EROSION CONTROL	1	LS	\$ 60,000.00	\$ 60,000.00
SP	4457000000-N	TEMPORARY TRAFFIC CONTROL	1	LS	\$ 5,000.00	\$ 5,000.00
SP		GREENWAY MODIFICATIONS/IMPROVEMENTS	1	LS	\$ 300,000.00	\$ 300,000.00
SP		PREFABRICATED PEDESTRIAN BRIDGE (12' WIDE)	160	LF	\$ 4,750.00	\$ 760,000.00
SP		COMPREHENSIVE GRADING, SEGMENT 3A	1	LS	\$ 120,000.00	\$ 120,000.00

**SUBTOTAL    \$1,447,250.00**

**CONTINGENCY @ 30%    \$434,175.00**

**CONSTRUCTION COST    SAY    \$1,882,000**

Notes:

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## Love's Creek Greenway Ph. 2 & 3 Feasibility Study

Project Location: Siler City, NC  
 Project Description: 10' Paved Trail Mainline  
 Client: Central Pines Regional Council / Town of Siler City  
 Client Project No.

### ENGINEER'S OPINION OF PROBABLE COST OF CONSTRUCTION - Feasibility Study

SEGMENT 3D						
Section	Item Code	Item Description	Quantity	Unit	Unit Price	Cost
800	0000100000-N	MOBILIZATION	1	LS	\$ 6,400.00	\$ 6,400.00
801	0000400000-N	CONSTRUCTION SURVEYING	1	LS	\$ 2,000.00	\$ 2,000.00
SP	0241000000-E	GEOTEXTILE SEPARATOR FABRIC	270	SY	\$ 5.00	\$ 1,350.00
520	1121000000-E	AGGREGATE BASE COURSE	110	TON	\$ 55.00	\$ 6,050.00
610	1519000000-E	ASPHALT CONC SURFACE COURSE, TYPE S9.5B	30	TON	\$ 150.00	\$ 4,500.00
620	1575000000-E	ASPHALT BINDER FOR PLANT MIX	5	TON	\$ 800.00	\$ 4,000.00
SP	2474000000-N	DRAINAGE	1	LS	\$ 10,000.00	\$ 10,000.00
SP	6133000000-N	EROSION CONTROL	1	LS	\$ 10,000.00	\$ 10,000.00
SP	4457000000-N	TEMPORARY TRAFFIC CONTROL	1	LS	\$ 5,000.00	\$ 5,000.00
SP		GREENWAY MODIFICATIONS/IMPROVEMENTS	1	LS	\$ 30,000.00	\$ 30,000.00
SP		COMPREHENSIVE GRADING, SEGMENT 3D	1	LS	\$ 20,000.00	\$ 20,000.00

**SUBTOTAL \$99,300.00**

**CONTINGENCY @ 30% \$29,790.00**

**CONSTRUCTION COST SAY \$130,000**

Notes:

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## Love's Creek Greenway Ph. 2 & 3 Feasibility Study

Project Location: Siler City, NC  
 Project Description: 10' Paved Trail Mainline  
 Client: Central Pines Regional Council / Town of Siler City  
 Client Project No.

### ENGINEER'S OPINION OF PROBABLE COST OF CONSTRUCTION - Feasibility Study

SEGMENT 3K						
Section	Item Code	Item Description	Quantity	Unit	Unit Price	Cost
800	0000100000-N	MOBILIZATION	1	LS	\$ 73,200.00	\$ 73,200.00
801	0000400000-N	CONSTRUCTION SURVEYING	1	LS	\$ 9,000.00	\$ 9,000.00
SP	0241000000-E	GEOTEXTILE SEPARATOR FABRIC	1500	SY	\$ 5.00	\$ 7,500.00
520	1121000000-E	AGGREGATE BASE COURSE	590	TON	\$ 55.00	\$ 32,450.00
610	1519000000-E	ASPHALT CONC SURFACE COURSE, TYPE S9.5B	160	TON	\$ 150.00	\$ 24,000.00
620	1575000000-E	ASPHALT BINDER FOR PLANT MIX	10	TON	\$ 800.00	\$ 8,000.00
SP	2474000000-N	DRAINAGE	1	LS	\$ 30,000.00	\$ 30,000.00
SP	6133000000-N	EROSION CONTROL	1	LS	\$ 60,000.00	\$ 60,000.00
SP		PREFABRICATED PEDESTRIAN BRIDGE (12' WIDE)	165	LF	\$ 4,750.00	\$ 783,750.00
SP		COMPREHENSIVE GRADING, SEGMENT 3K	1	LS	\$ 100,000.00	\$ 100,000.00

**SUBTOTAL    \$1,127,900.00**

**CONTINGENCY @ 30%    \$338,370.00**

**CONSTRUCTION COST    SAY    \$1,467,000**

Notes:

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## Love's Creek Greenway Ph. 2 & 3 Feasibility Study

Project Location: Siler City, NC  
 Project Description: 10' Paved Trail Mainline  
 Client: Central Pines Regional Council / Town of Siler City  
 Client Project No.

### ENGINEER'S OPINION OF PROBABLE COST OF CONSTRUCTION - Feasibility Study

SEGMENT 3K-1						
Section	Item Code	Item Description	Quantity	Unit	Unit Price	Cost
800	0000100000-N	MOBILIZATION	1	LS	\$ 18,400.00	\$ 18,400.00
801	0000400000-N	CONSTRUCTION SURVEYING	1	LS	\$ 9,000.00	\$ 9,000.00
SP	0241000000-E	GEOTEXTILE SEPARATOR FABRIC	1500	SY	\$ 5.00	\$ 7,500.00
520	1121000000-E	AGGREGATE BASE COURSE	590	TON	\$ 55.00	\$ 32,450.00
610	1519000000-E	ASPHALT CONC SURFACE COURSE, TYPE S9.5B	160	TON	\$ 150.00	\$ 24,000.00
620	1575000000-E	ASPHALT BINDER FOR PLANT MIX	10	TON	\$ 800.00	\$ 8,000.00
SP	2474000000-N	DRAINAGE	1	LS	\$ 30,000.00	\$ 30,000.00
SP	6133000000-N	EROSION CONTROL	1	LS	\$ 60,000.00	\$ 60,000.00
SP		COMPREHENSIVE GRADING, SEGMENT 3K	1	LS	\$ 100,000.00	\$ 100,000.00

**SUBTOTAL    \$289,350.00**

**CONTINGENCY @ 30%    \$86,805.00**

**CONSTRUCTION COST    SAY    \$377,000**

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## Love's Creek Greenway Ph. 2 & 3 Feasibility Study

**Project Location:** Siler City, NC  
**Project Description:** 10' Paved Trail Mainline  
**Client:** Central Pines Regional Council / Town of Siler City  
**Client Project No.**

### ENGINEER'S OPINION OF PROBABLE COST OF CONSTRUCTION - Feasibility Study

SEGMENT 3K-2						
Section	Item Code	Item Description	Quantity	Unit	Unit Price	Cost
800	0000100000-N	MOBILIZATION	1	LS	\$ 61,200.00	\$ 61,200.00
801	0000400000-N	CONSTRUCTION SURVEYING	1	LS	\$ 3,000.00	\$ 3,000.00
SP	2474000000-N	DRAINAGE	1	LS	\$ 10,000.00	\$ 10,000.00
SP	6133000000-N	EROSION CONTROL	1	LS	\$ 60,000.00	\$ 60,000.00
SP		PREFABRICATED PEDESTRIAN BRIDGE (12' WIDE)	165	LF	\$ 4,750.00	\$ 783,750.00
SP		COMPREHENSIVE GRADING, SEGMENT 3K	1	LS	\$ 20,000.00	\$ 20,000.00

**SUBTOTAL    \$937,950.00**

**CONTINGENCY @ 30%    \$281,385.00**

**CONSTRUCTION COST    SAY    \$1,220,000**

**Notes:**

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## Love's Creek Greenway Ph. 2 & 3 Feasibility Study

Project Location: Siler City, NC  
 Project Description: 10' Paved Trail Mainline  
 Client: Central Pines Regional Council / Town of Siler City  
 Client Project No.

### ENGINEER'S OPINION OF PROBABLE COST OF CONSTRUCTION - Feasibility Study

SEGMENT 3L						
Section	Item Code	Item Description	Quantity	Unit	Unit Price	Cost
800	0000100000-N	MOBILIZATION	1	LS	\$ 5,600.00	\$ 5,600.00
801	0000400000-N	CONSTRUCTION SURVEYING	1	LS	\$ 2,000.00	\$ 2,000.00
SP	0241000000-E	GEOTEXTILE SEPARATOR FABRIC	370	SY	\$ 5.00	\$ 1,850.00
520	1121000000-E	AGGREGATE BASE COURSE	140	TON	\$ 55.00	\$ 7,700.00
610	1519000000-E	ASPHALT CONC SURFACE COURSE, TYPE S9.5B	40	TON	\$ 150.00	\$ 6,000.00
620	1575000000-E	ASPHALT BINDER FOR PLANT MIX	5	TON	\$ 800.00	\$ 4,000.00
SP	2474000000-N	DRAINAGE	1	LS	\$ 10,000.00	\$ 10,000.00
SP	6133000000-N	EROSION CONTROL	1	LS	\$ 20,000.00	\$ 20,000.00
SP		COMPREHENSIVE GRADING, SEGMENT 3L	1	LS	\$ 30,000.00	\$ 30,000.00

**SUBTOTAL    \$87,150.00**

**CONTINGENCY @ 30%    \$26,145.00**

**CONSTRUCTION COST    SAY    \$114,000**

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## Love's Creek Greenway Ph. 2 & 3 Feasibility Study

Project Location: Siler City, NC  
 Project Description: 10' Paved Trail Mainline  
 Client: Central Pines Regional Council / Town of Siler City  
 Client Project No.

### ENGINEER'S OPINION OF PROBABLE COST OF CONSTRUCTION - Feasibility Study

SEGMENT 3N						
Section	Item Code	Item Description	Quantity	Unit	Unit Price	Cost
800	0000100000-N	MOBILIZATION	1	LS	\$ 7,100.00	\$ 7,100.00
801	0000400000-N	CONSTRUCTION SURVEYING	1	LS	\$ 3,000.00	\$ 3,000.00
SP	0241000000-E	GEOTEXTILE SEPARATOR FABRIC	590	SY	\$ 5.00	\$ 2,950.00
520	1121000000-E	AGGREGATE BASE COURSE	230	TON	\$ 55.00	\$ 12,650.00
610	1519000000-E	ASPHALT CONC SURFACE COURSE, TYPE S9.5B	70	TON	\$ 150.00	\$ 10,500.00
620	1575000000-E	ASPHALT BINDER FOR PLANT MIX	5	TON	\$ 800.00	\$ 4,000.00
SP	2474000000-N	DRAINAGE	1	LS	\$ 10,000.00	\$ 10,000.00
SP	6133000000-N	EROSION CONTROL	1	LS	\$ 20,000.00	\$ 20,000.00
SP		COMPREHENSIVE GRADING, SEGMENT 3N	1	LS	\$ 40,000.00	\$ 40,000.00

**SUBTOTAL    \$110,200.00**

**CONTINGENCY @ 30%    \$33,060.00**

**CONSTRUCTION COST    SAY    \$144,000**

Notes:

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Prepared By: RWT Date: 9/5/2025  
 Checked By: JAP Date: 9/5/2025  
 McAdams Project No: SPEC24399

## Love's Creek Greenway Ph. 2 & 3 Feasibility Study

Project Location: Siler City, NC  
 Project Description: 10' Paved Trail Mainline  
 Client: Central Pines Regional Council / Town of Siler City  
 Client Project No.

### ENGINEER'S OPINION OF PROBABLE COST OF CONSTRUCTION - Feasibility Study

SEGMENT 3Q						
Section	Item Code	Item Description	Quantity	Unit	Unit Price	Cost
800	0000100000-N	MOBILIZATION	1	LS	\$ 15,800.00	\$ 15,800.00
801	0000400000-N	CONSTRUCTION SURVEYING	1	LS	\$ 5,000.00	\$ 5,000.00
SP	0241000000-E	GEOTEXTILE SEPARATOR FABRIC	880	SY	\$ 5.00	\$ 4,400.00
520	1121000000-E	AGGREGATE BASE COURSE	350	TON	\$ 55.00	\$ 19,250.00
610	1519000000-E	ASPHALT CONC SURFACE COURSE, TYPE S9.5B	90	TON	\$ 150.00	\$ 13,500.00
620	1575000000-E	ASPHALT BINDER FOR PLANT MIX	10	TON	\$ 800.00	\$ 8,000.00
SP	2474000000-N	DRAINAGE	1	LS	\$ 20,000.00	\$ 20,000.00
SP	6133000000-N	EROSION CONTROL	1	LS	\$ 40,000.00	\$ 40,000.00
SP	4457000000-N	TEMPORARY TRAFFIC CONTROL	1	LS	\$ 30,000.00	\$ 30,000.00
SP		COMPREHENSIVE GRADING, SEGMENT 3Q	1	LS	\$ 90,000.00	\$ 90,000.00

**SUBTOTAL \$245,950.00**

**CONTINGENCY @ 30% \$73,785.00**

**CONSTRUCTION COST SAY \$320,000**

Notes:

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## Love's Creek Greenway Ph. 2 & 3 Feasibility Study

Project Location: Siler City, NC  
 Project Description: 10' Paved Trail Mainline  
 Client: Central Pines Regional Council / Town of Siler City  
 Client Project No.

### ENGINEER'S OPINION OF PROBABLE COST OF CONSTRUCTION - Feasibility Study

SEGMENT 3U						
Section	Item Code	Item Description	Quantity	Unit	Unit Price	Cost
800	0000100000-N	MOBILIZATION	1	LS	\$ 14,900.00	\$ 14,900.00
801	0000400000-N	CONSTRUCTION SURVEYING	1	LS	\$ 6,000.00	\$ 6,000.00
SP	0241000000-E	GEOTEXTILE SEPARATOR FABRIC	1170	SY	\$ 5.00	\$ 5,850.00
520	1121000000-E	AGGREGATE BASE COURSE	460	TON	\$ 55.00	\$ 25,300.00
610	1519000000-E	ASPHALT CONC SURFACE COURSE, TYPE S9.5B	120	TON	\$ 150.00	\$ 18,000.00
620	1575000000-E	ASPHALT BINDER FOR PLANT MIX	10	TON	\$ 800.00	\$ 8,000.00
SP	2474000000-N	DRAINAGE	1	LS	\$ 20,000.00	\$ 20,000.00
SP	6133000000-N	EROSION CONTROL	1	LS	\$ 50,000.00	\$ 50,000.00
SP	4457000000-N	TEMPORARY TRAFFIC CONTROL	1	LS	\$ 5,000.00	\$ 5,000.00
SP		COMPREHENSIVE GRADING, SEGMENT 3U	1	LS	\$ 80,000.00	\$ 80,000.00

**SUBTOTAL    \$233,050.00**

**CONTINGENCY @ 30%    \$69,915.00**

**CONSTRUCTION COST    SAY    \$303,000**

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Prepared By: RWT Date: 9/5/2025  
 Checked By: JAP Date: 9/5/2025  
 McAdams Project No: SPEC24399

## Love's Creek Greenway Ph. 2 & 3 Feasibility Study

Project Location: Siler City, NC  
 Project Description: 10' Paved Trail Mainline  
 Client: Central Pines Regional Council / Town of Siler City  
 Client Project No.

### ENGINEER'S OPINION OF PROBABLE COST OF CONSTRUCTION - Feasibility Study

SEGMENT 4						
Section	Item Code	Item Description	Quantity	Unit	Unit Price	Cost
800	0000100000-N	MOBILIZATION	1	LS	\$ 13,800.00	\$ 13,800.00
848	2760000000-N	6" CONCRETE DRIVEWAY	1	EA	\$ 7,500.00	\$ 7,500.00
SP		CROSSWALK MARKINGS	11	EA	\$ 1,000.00	\$ 11,000.00
SP		WAYFINDING SIGNAGE	4	EA	\$ 2,000.00	\$ 8,000.00
SP		INTERSECTION IMPROVEMENTS (SIGNALIZATION/PED HEADS)-BEAVER/2ND	1	LS	\$ 40,000.00	\$ 40,000.00
SP		INTERSECTION IMPROVEMENTS (SIGNALIZATION/PED HEADS)-BEAVER/CHATHAM	1	LS	\$ 30,000.00	\$ 30,000.00
SP		INTERSECTION IMPROVEMENTS (SIGNALIZATION/PED HEADS)-CHATHAM/RALEIGH	1	LS	\$ 30,000.00	\$ 30,000.00
SP		INTERSECTION IMPROVEMENTS (SIGNALIZATION/PED HEADS)-CHATHAM/2ND	1	LS	\$ 30,000.00	\$ 30,000.00
SP		INTERSECTION IMPROVEMENTS (SIGNALIZATION/PED HEADS)-CHATHAM/3RD	1	LS	\$ 40,000.00	\$ 40,000.00

**SUBTOTAL    \$210,300.00**

**CONTINGENCY @ 30%    \$63,090.00**

**CONSTRUCTION COST    SAY    \$274,000**

Notes:

1. Cost opinion does not include costs for easement or ROW acquisition.
2. Cost opinion does not include engineering, geotech, design survey, or construction administration.
3. Cost opinion does not include cost for private utility relocations.
4. Unit costs used in this cost opinion are representative of typical market costs as best known to the Consultant as of the date of this estimate, and do not account for inflationary cost escalation.
5. Quantities used in this cost opinion are approximations based on feasibility study alignments by McAdams dated June 2025 and are subject to revision prior to bid.
6. The Engineer has no control over the cost of labor, materials, or equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs, as provided here, are made on the basis of the Engineer's experience and qualifications and represent the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from opinions of probable cost prepared for the Owner.

**Project:** Loves Creek Trailheads  
**Location:** Siler City, NC  
**Date:** 7/1/2025  
**Prepared By:** McAdams  
**Prepared For:** Siler City, NC

**Trailhead One (Second Ave) - OPCC**

Item #	Description	QTY	Unit	Unit Price	Line Total
1	Hardscape Paving (15'x15')	225	SF	\$ 50.00	\$ 11,250.00
2	Large and Small Maturing Trees	3	EA	\$ 1,000.00	\$ 3,000.00
3	Shrubs, Grasses, and Groundcovers	50	SF	\$ 200.00	\$ 10,000.00
4	Seating (Benches)	2	EA	\$ 1,500.00	\$ 3,000.00
5	Waste Receptacles	2	EA	\$ 1,500.00	\$ 3,000.00
6	Branded Wayfinding Signage	1	EA	\$ 30,000.00	\$ 30,000.00
				<b>Subtotal =</b>	<b>\$ 60,250.00</b>

**35% Contingency =** \$ 22,000.00

**Total Costruction Estimate =** \$ 82,250.00

**Assumptions**

- 1 Cost opinion based on estimated unit costs as of July 2025.
- 2 Cost opinion does not include engineering, geotechnical, design survey, structural, or construction administration services.
- 3 Cost opinion doesn not include cost for private utility location.
- 4 Cost opinion is based on quantities approximated based on feasibility concept described in the report underneath the recommended trailhead and wayfinding / signage section.
- 5 The Engineer has no control over the cost of labor, materials, or equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs, as provided here, are made on the basis of the Engineer's experience and qualifications and represent the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from opinions of probable cost prepared for the Owner.

**Project:** Loves Creek Trailheads

**Location:** Siler City, NC

**Date:** 7/1/2025

**Prepared By:** McAdams

**Prepared For:** Siler City, NC

### Trailhead Two (Bray Park / Alston Bridge Rd) - OPCC

Item #	Description	QTY	Unit	Unit Price	Line Total
1	Large and Small Maturing Trees	4	EA	\$ 1,000.00	\$ 4,000.00
2	Shrubs, Grasses, and Groundcovers	50	SF	\$ 200.00	\$ 10,000.00
3	Small Sign at Roadway Entrance	1	EA	\$ 50,000.00	\$ 50,000.00
4	Branded Wayfinding Signage	1	EA	\$ 30,000.00	\$ 30,000.00
				<b>Subtotal =</b>	<b>\$ 94,000.00</b>

**35% Contingency =** \$ 33,000.00

**Total Construction Estimate =** \$ 127,000.00

#### Assumptions

- 1 Cost opinion based on estimated unit costs as of July 2025.
- 2 Cost opinion does not include engineering, geotechnical, design survey, structural, or construction administration services.
- 3 Cost opinion doesn not include cost for private utility location.
- 4 Cost opinion is based on quantities approximated based on feasibility concept described in the report underneath the recommended trailhead and wayfinding / signage section.
- 5 The Engineer has no control over the cost of labor, materials, or equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs, as provided here, are made on the basis of the Engineer's experience and qualifications and represent the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from opinions of probable cost prepared for the Owner.

**Project:** Loves Creek Trailheads  
**Location:** Siler City, NC  
**Date:** 7/1/2025  
**Prepared By:** McAdams  
**Prepared For:** Siler City, NC

**Trailhead Three (Pony Farm Road) - OPCC**

Item #	Description	QTY	Unit	Unit Price	Line Total
1	Hardscape Paving (10'x10')	100	SF	\$ 50.00	\$ 5,000.00
2	Large and Small Maturing Trees	3	EA	\$ 1,000.00	\$ 3,000.00
3	Shrubs, Grasses, and Groundcovers	50	SF	\$ 200.00	\$ 10,000.00
4	Seating (Benches)	2	EA	\$ 1,500.00	\$ 3,000.00
5	Waste Receptacles	2	EA	\$ 1,500.00	\$ 3,000.00
6	Branded Wayfinding Signage	1	EA	\$ 30,000.00	\$ 30,000.00
				<b>Subtotal =</b>	<b>\$ 54,000.00</b>

**35% Contingency =** \$ 19,000.00

**Total Costruction Estimate =** \$ 73,000.00

**Assumptions**

- 1 Cost opinion based on estimated unit costs as of July 2025.
- 2 Cost opinion does not include engineering, geotechnical, design survey, structural, or construction administration services.
- 3 Cost opinion doesn not include cost for private utility location.
- 4 Cost opinion is based on quantities approximated based on feasibility concept described in the report underneath the recommended trailhead and wayfinding / signage section.
- 5 The Engineer has no control over the cost of labor, materials, or equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs, as provided here, are made on the basis of the Engineer's experience and qualifications and represent the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from opinions of probable cost prepared for the Owner.



