

2017 DEEP RIVER TRAIL CONCEPTUAL PLAN



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PROJECT PURPOSE AND GOALS

The Deep River became a State Trail in 2007 through special legislation in the *General Assembly*. The authorization did not provide funding to implement the trail, but did give priority for communities along the river who may want to access recreation trail grants to construct and maintain trail in the corridor. Soon after, the City of Randleman and the Town of Franklinville opened sections of trail along the Deep River. The Town of Ramseur also secured a Clean Water Management Trust Fund grant to complete a detailed alignment of the trail in the Town of Ramseur.

In 2015 a Deep River Trail Task Force was formed by the *Randolph County Tourism Development Authority* with local, regional, and state government representatives as well as recreation and trail advocates to continue coordinating efforts for planning, design, construction and management of the Deep River Trail in Randolph County. A task force report was completed in 2016 inventorying the status of trail development along the Deep River, while also providing recommendations on key plans, designs and other actions to move trail development forward. The completion of this *Deep River Trail Conceptual Plan*, provides alignment alternatives and recommendations for the proposed Deep River trail from Randleman to Ramseur. The recommendations are divided up into the following **six** sections, which also correspond to the map.

STUDY AREA SECTIONS AND DISTANCE

- 1. Randleman to Worthville 3 Miles**
- 2. Worthville to Central Falls 3 Miles**
- 3. Central Falls to Cedar Falls 3 miles**
- 4. Cedar Falls to Franklinville 2.75 miles**
- 5. Franklinville to Ramseur 2 miles**
- 6. Ramseur 1.25 miles**

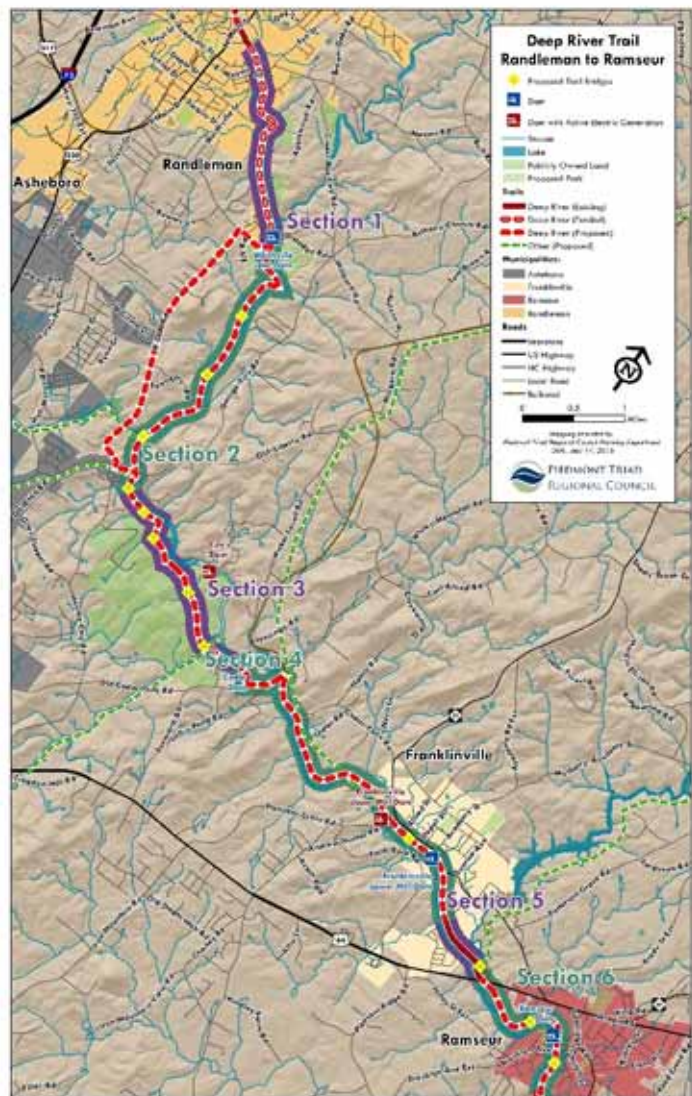


Figure 1 - Deep River Trail Sections (2016 Task Force Report)

GOALS & IMPLEMENTATION STRATEGY

The Deep River Trail Task Force developed broad goals, barriers and opportunities for trail development in the spring of 2017.

Why is the Deep River Trail important for your community, the County and the region? It will...

- Improve quality of life,
- Expand recreation and economic opportunities,
- Increase health and fitness,
- Protect the environment,
- Promote tourism, recreation and wellness,
- Connect and preserve the identity of communities along the river,
- Connect to nature and education,
- Provide a “no cost” activity for young families,
- Amenity to attract new citizens,
- Preserve natural areas along the river from development, and
- Teach citizens and visitors about the history of the river.

Deep River Trail Vision

The Deep River Trail will connect communities all along the Deep River. The trail will be an anchor for recreation and tourism in Randolph County, connecting people with nature and the river. The trail will be easily accessible for the community at large and will connect to other local, regional & State trail networks. The Deep River Trail will be used as an alternate form of transportation and provide a place for visitors and citizens to exercise, recreate, and experience the outdoors on the Deep River.

How can the barriers to and opportunities from trail development be addressed?

Barriers: Landowner opposition, funding, few existing trails, major creek crossings

Opportunities: Blueway trails and dam portages, economic benefits, tourism, health, fitness and recreation



Photo 1: Task Force Members Discuss the Trail with a Landowner

Barriers & Opportunities with Example Strategies

- 1. Explain the vision of the Deep River Trail to as many audiences as possible**
 - Gather community partners and deliver presentations.
 - Work with landowners individually and discuss the vision of the trail.
- 2. Implement a County property tax benefit and explain State and federal tax incentives for trail easement dedication**
 - Dedicate funding for legal costs of easement acquisition.
- 3. Incorporate trail easement dedication through the subdivision process for adopted trails for Randolph County, Randleman, Asheboro, Franklinville and Ramseur**
- 4. Develop public and private funding sources for trail and bridge design and construction**
 - Leverage grant opportunities from State (e.g. tourism or NCDOT) and private foundations.
- 5. Develop river access and trail in the middle section of the Deep River (e.g. Central Falls and the landfill property)**
 - Acquire easements now where trail alignment is known (e.g. along rail bed),
 - Build trails on County landfill property, and
 - Get further sections of trail completed to gain momentum and educate citizens on trail potential.
- 6. Creek crossings**
 - Complete engineering studies to know the length and design constraints of bridges
 - See how the Sandy Creek bridge crossing design study can be a model for other large crossings (e.g. Harlan’s Creek, Bush Creek, Gabriel’s Creek)
 - Select crossing locations with least impact to floodplain and sensitive areas
- 7. Focus on river blueway and portage trails around dams**
 - Construct a boat launch in the Old Liberty Road Area and
 - Connect the river to RCC, local campgrounds and churches.
- 8. Promote economic development and benefits (e.g. Virginia Creeper Trail)**
 - Low cost infrastructure,
 - Take an economic “snapshot” prior to construction and monitor economic benefits (e.g. sales tax, room tax and trips) after the trail is complete, and
 - Highlight studies of economic benefit related to trails development.
- 9. Advertise nature tourism**
 - Continue to market the trail to hikers, walkers and families and
 - Promote through outfitter and restaurant partnerships and signage
- 10. Market health, exercise and passive recreation benefits of trail implementation**
- 11. Expand the work of the Deep River Trail Task Force**
 - Conduct stewardship programs on the Deep River including stream and river clean-ups,
 - Conduct private fundraising campaign providing matching funds for private, local, state and federal grants, and
 - Work with willing landowners to acquire trail easements.
- 12. Seek adoption of the Deep River Trail Conceptual plan by Randolph County, Randleman, Asheboro, Franklinville and Ramseur**



Photo 2: Task Force Member Paddling Above Cox's Dam

BACKGROUND AND HISTORY

The Deep River Trail is envisioned to be a multi-use trail and blueway alongside the Deep River and through communities once supported by the rail line, textile manufacturing, and the river. Though the steel rails, wooden cross-ties and river barges were removed decades ago, it is easy to see where industry and commerce once thrived along the river.

The trail will connect small towns and communities in new ways, allowing participants to reconnect to the remnants of history and culture along the abandoned rail line and mill villages that relied on the river for power. The trail will offer citizens a chance to get out of their cars and experience the outdoor luxuries of trees, shade, birdsongs, and views of the scenic Deep River. It will be a haven for walkers, cyclists, runners, paddlers and families away from the noise of vehicular traffic. The trail provides an important link in a developing multi-county trail system.

In 2007, legislation was passed authorizing the establishment of “*The Deep River State Trail*” as part of the state park system. The State Trail would encompass a network of conservation lands and recreation features including trails, water access, parks and other amenities stretching along the Deep River corridor from its headwaters in Guilford County through Randolph, Chatham, and Moore Counties down to the confluence with the Cape Fear River.



Figure 2 - Deep River State Park Trail

LIVABILITY AND ECONOMIC BENEFITS

A safe place for outdoor physical activity: Few rural communities have access to safe places to walk or bicycle. Rail-trails provide opportunities to be active without interacting with motorized traffic. Because rail lines were once major transportation corridors, they connect communities to town and community centers.

A place to enjoy nature: Trails and greenways often provide wildlife habitat. The location of the rail trail along the Deep River will preserve its riparian buffer. The mature vegetation and wooded forests that make up the riparian corridor provides critical habitat for terrestrial and aquatic species, providing a unique wildlife viewing experience.

A place for recreation: The trail connection from Ramseur to Franklinville will offer varied walking, running and bicycling distance options for residents from each town. Twenty minutes of elevated heart rate per day can provide a tremendous benefit to human health and fitness. In addition to walking and bicycling, the trail will also access locations for picnicking, fishing, and will provide canoe/kayak sites designated as part of the State Park Deep River Trail.

More transportation options, lower transportation costs, and cleaner environment: The trail will develop safe, reliable, and affordable transportation choices that reduce energy consumption, and improve air quality. The trail when fully implemented will connect communities to their schools giving children a safer route to walk or bicycle to and from school.

Valuable asset for communities and neighborhoods: The trail will be a unique asset to the communities and neighborhoods adjacent to the trail. There are several studies that indicate property values increase when adjacent to trails.

Economically viable/sustainable community development: Trails are an excellent way to increase community revitalization. Companies increasingly seek communities that provide amenities that enhance employees' quality of life. Trails and greenways are one of the most sought after amenities. Longer trails offer a regional draw for tourism as well. And this trail will link up with a network of other trails and greenways and act as a cornerstone for regional economic competitiveness.

HISTORY

The Deep River is rich in historical importance for both the development of Randolph County and the North Carolina Piedmont region.

The earliest known humans to settle in the area were visited in 1701 by the English explorer John Lawson, who recorded his encounter in a book titled "A New Voyage to Carolina" published in 1709. As Lawson traveled through the Carolina backcountry for the colonial authorities, his small expedition came across a Native American tribe called the Keyauwee or Caraway.

In part due to the interest generated by Lawson and other explorers, the Province of North Carolina saw an increasing number of English, Scotch-Irish, and German pioneers who began settling and establishing farms and mills in the area. This domestic peace was later shattered by the outbreak of war between the Colonies and Great Britain, with Randolph County and the Deep River providing a backdrop to several skirmishes between Patriots and Loyalists.

After the war, the strong flow of the Deep River provided resourceful citizens with the necessary energy to begin powering mills. These developments not only improved the lives of those who built and ran the factories, but it also helped bring Randolph County into the Industrial Revolution. Starting in 1836, factories began to appear in Cedar Falls, Randleman, Franklinville, and Ramseur making Randolph County one of three of the largest centers of manufacturing in the state by the outbreak of the Civil War. By the 1880's, more factories sprung up in communities such as Worthville and Central Falls. In the early 20th century, the factories in these communities were served by a gasoline powered barge with the main purpose of shuttling raw cotton down river to be dyed.



Photo 3: Worthville Covered Bridge looking south toward factory.
Photo courtesy of Mac Whatley.

(Source: <https://randolphhistory.wordpress.com/?s=Deep+River>)

PROJECT APPROACH

FIELD WORK

Field work was conducted by boat and by foot between January and April 2017. Cameras equipped with GPS systems were used to gather natural and cultural features along the study corridor. Areas along the river were investigated for trail constructability. Factors affecting constructability include wetlands, existing structures (homes, utilities, dams and businesses), stream outlets to the Deep River, roads, topography and landfill operations. Each part of the corridor has unique opportunities and challenges for design, construction, management and maintenance based upon the varying conditions of the corridor.

PLANNING CONTEXT

In addition to the efforts to construct trail in Randleman, Franklinville and Ramseur, other plans were reviewed to inform this Conceptual Plan. The following plans reference the Deep River Trail:

Deep River Trail Task Force Report (2016)

- Trail inventory and action plan for the Deep River Trail Task force and partners, foundational document for this Conceptual Plan

Randolph County Strategic Plan (2016)

- Example strategy for Well-Being and Quality of Life: Coordinate with partners to market and brand the developing Deep River Trail

Piedmont Triad Trails Inventory (2011)

- Identifies the Deep River State Trail and other proposed trails in Randolph County as part of a larger regional & State trail network.

Deep River Rail Trail Master Plan (2011)

- Detailed alignment, cost estimates, surveys and other information on Section 6 (Town of Ramseur and Clean Water Management Trust Fund) of this Conceptual Plan.

Randolph County Growth Management Plan (2009)

- Policy recommendations include supporting tourism and land development that preserves and protects water quality.

Other municipal planning and committee efforts have also helped to inform and educate citizens and government staff on the history, culture and ecological uniqueness of the Deep River corridor. Each grant application, committee meeting, public event has moved the trail development forward. This Conceptual Plan will build from the progress already made over the last decade to plan, design and implement trail sections.

OPPORTUNITIES AND CONSTRAINTS

OPPORTUNITIES

River Access

A number of potential outdoor recreational opportunities including fishing, canoeing/kayaking, and swimming could grow. There is limited advanced or technical water to attract expert paddlers, but the Deep River provides ample opportunities for beginner paddlers and groups. New swimming areas like the one planned at the old Worthville mill and dam will provide new public recreation opportunities on the Deep River.

Existing Trail

The natural surface multi-use trail constructed by the City of Randleman and the Town of Franklinville offer trail experiences on either end of the conceptual plan study area. Franklinville's section is on a former rail bed providing a very accessible pathway. The City of Randleman offers a mix of a wide and flat trail to more technical hiking trails sections. The City of Randleman and Town of Franklinville have both utilized Clean Water Management Trust Fund, Recreation Trails Program and additional funding sources to build trail sections.



Photo 4: Randleman Deep River Trail Boy Scout Bridge
Credit: City of Randleman

North Carolina Zoo

The North Carolina Zoo is not in the immediate vicinity of the study area, however the Zoo has been and continues to be a tourism draw for Randolph County. Partnerships in recreation marketing, branding and programming will be an ongoing opportunity for increasing recreation users on the Deep River Trail as it is implemented.

Publicly Owned Property

The County and Randolph Community College own a large part of the land in Section 3 of the study area from Central Falls to Cedar Falls. This middle section has no trail or publicly accessible points on the river, making it a prime opportunity to demonstrate the benefits of public recreational access on the Deep River. Other sections, including many in Franklinville and Ramseur have acquired trail easements or purchased property for trail development.

CONSTRAINTS

Hydro-electric dams

There are six dams in the study area, two of which are actively generating electric power. The other four dams have either been breached slightly or the hydro-electric equipment has not been maintained. More detail is provided below for each section in *Feasibility Analysis & Preferred Trail Alignment*.

Wetlands

There are parts of Section 2 and 3 that have significant wetland challenges close to the Deep River. Either re-routing or low impact boardwalk construction will be necessary to complete trail in these areas.

Large Creeks

There are several large creek tributaries of the Deep River that will provide challenges to trail implementation. Some of the largest creek crossings include Haskett's, Gabriel, Sandy and Harlan's Creek crossings require a 50 ft or

longer bridge to cross. Alternative trail alignment options for crossing at these locations are suggested to either minimize environmental impact or construction costs.



Photo 5: Sandy Creek Crossing with US 64 Bridge Above Credit: Town of Franklinville

Land Use

There are several mills and villages in study area. Three active mills; Prestige Fabricators (Central Falls) and Sapona Mill (just downstream of Cedar Falls) and Deep River Fabricators (Franklinville) continue to operate, but many others have been shuttered in the last few decades. The section between Cedar Falls and Ramseur used to have an active rail line that supported the mills and additional industrial development along the corridor. It has been over 30 years since that rail line was removed, tracks and bridges included. In some streams the piers for the bridges remain, which following inspection may be used to support a pedestrian bridge.

Additionally, residential development, boat and truck repair businesses, civic organizations, active and inactive landfills, an RV Park and some additional small scale commercial development are located in the study area.



Photo 6: View of Cedar Falls Closed Mill from Bridge over Deep River

NATURAL AND ENVIRONMENTAL FINDINGS

The Deep River is located in the Cape Fear River Basin, the largest river basin in North Carolina. Major drainages in the basin include the Haw River, Deep River, Northeast Cape Fear River and Black River.

NORTH CAROLINA WILDLIFE ACTION PLAN

The *NC Wildlife Resources Commission Wildlife Action Plan* addresses local, regional, and state-wide concerns across key terrestrial and aquatic habitats and identified critical knowledge gaps and future data needs.

The Upper Cape Fear River Basin is included in this plan and documents aquatic resource conditions, aquatic species, threats to aquatic species, and basin specific recommendations. There are 35 species of greatest conservation need (SGCN) in the basin: two aquatic snails, two crayfish, 18 freshwater or anadromous fishes, and 13 mussels.

Access to the Deep River and historic spawning habitats in the upper Cape Fear River basin is currently blocked by Lockville Dam near the mouth of the Deep River. Fish passage around these obstructions is needed for migratory fish to reach historic spawning sites in the Deep River. Restoring migratory fish access to historic spawning and nursery habitats will help rebuild currently depressed populations to support healthy ecosystems and sustainable recreational and commercial fisheries

The Wildlife Action Plan recommends long-term monitoring to assess species and ecosystem health over time. These efforts will inform species and habitat management decisions. The state plan supports well planned stream restoration, dam removal, and identifying conservation areas critical to aquatic ecosystem health.

IDENTIFIED RARE SPECIES

A query of the North Carolina Natural Heritage Program (NCNHP) database indicates records for rare species within the proposed project boundary. The rare species listed in Table 1 have been documented within a one-mile radius of the Deep River between Randleman and Ramseur. The proximity of these records suggest these NHP elements may potentially be present in the project area if a suitable habitat exists.



Figure 3: Schweinitz’s sunflower is a fall blooming plant native to the Piedmont region of NC and SC. It is found in only 12 counties in NC and 2 counties in SC.

Table 1: NCNHP Elements Documented in Project Area

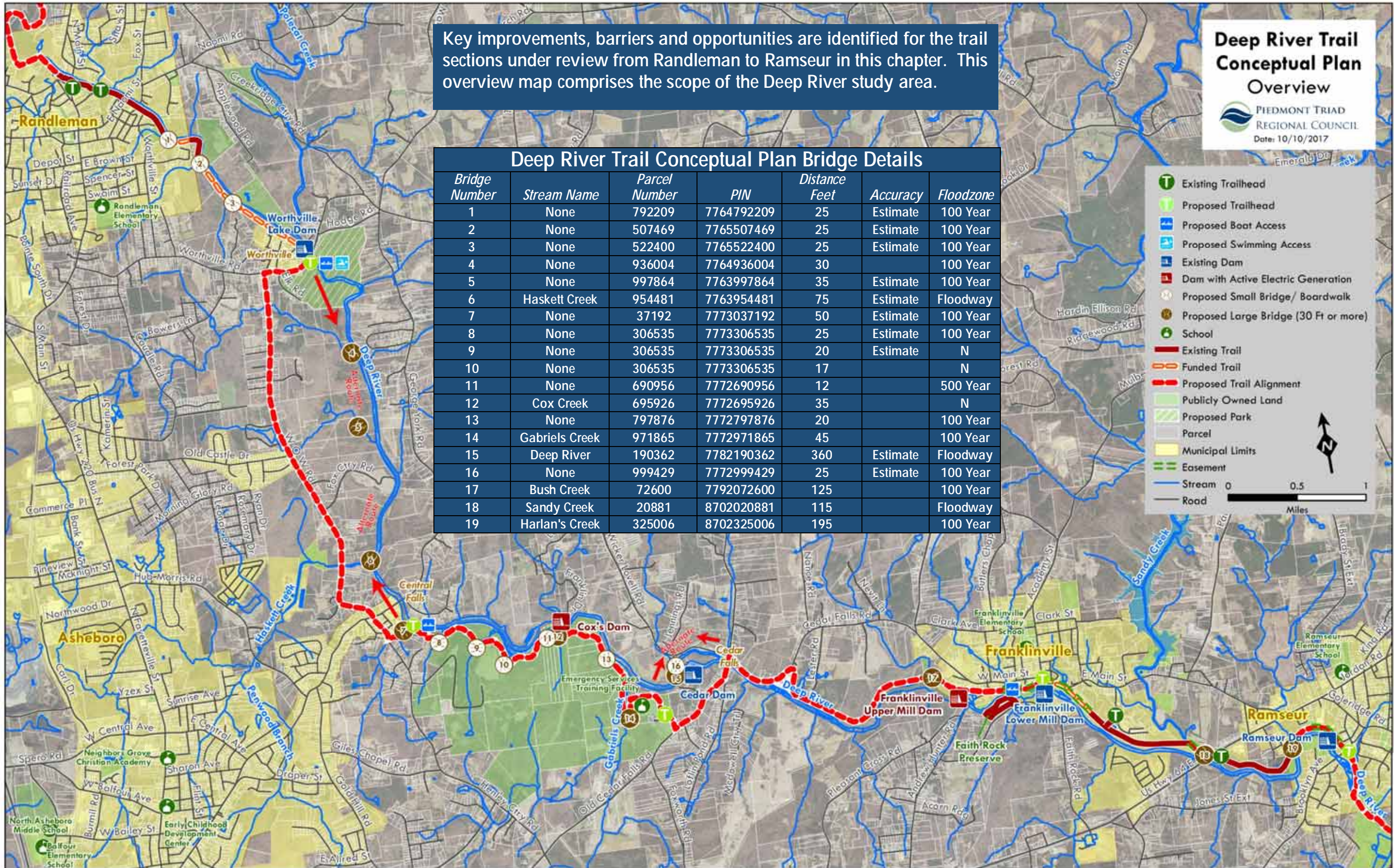
Taxonomic Group	Scientific Name	Common Name	Federal Status	State Status
Natural Community	Dry-Mesic Oak	--	--	--
Natural Community	Dry Oak	--	--	--
Natural Community	Piedmont Monadnock	--	--	--
Natural Community	Piedmont Cliff	--	--	--
Vascular Plant	<i>Helianthus schweinitzii</i>	Schweinitz’s Sunflower	Endangered	Endangered
Vascular Plant	<i>Trifolium reflexum</i>	Buffalo Clover	--	Threatened
Dragonfly/ Damselfly	<i>Gomphus abbreviates</i>	Spine-crowned Clubtail	--	Significantly Rare

FEASIBILITY ANALYSIS AND PREFERRED TRAIL ALIGNMENT

Key improvements, barriers and opportunities are identified for the trail sections under review from Randleman to Ramseur in this chapter. This overview map comprises the scope of the Deep River study area.

Deep River Trail Conceptual Plan Overview
 PIEDMONT TRIAD REGIONAL COUNCIL
 Date: 10/10/2017

Bridge Number	Stream Name	Parcel Number	PIN	Distance Feet	Accuracy	Floodzone
1	None	792209	7764792209	25	Estimate	100 Year
2	None	507469	7765507469	25	Estimate	100 Year
3	None	522400	7765522400	25	Estimate	100 Year
4	None	936004	7764936004	30	Estimate	100 Year
5	None	997864	7763997864	35	Estimate	100 Year
6	Haskett Creek	954481	7763954481	75	Estimate	Floodway
7	None	37192	7773037192	50	Estimate	100 Year
8	None	306535	7773306535	25	Estimate	100 Year
9	None	306535	7773306535	20	Estimate	N
10	None	306535	7773306535	17	Estimate	N
11	None	690956	7772690956	12	Estimate	500 Year
12	Cox Creek	695926	7772695926	35	Estimate	N
13	None	797876	7772797876	20	Estimate	100 Year
14	Gabriels Creek	971865	7772971865	45	Estimate	100 Year
15	Deep River	190362	7782190362	360	Estimate	Floodway
16	None	999429	7772999429	25	Estimate	100 Year
17	Bush Creek	72600	7792072600	125	Estimate	100 Year
18	Sandy Creek	20881	8702020881	115	Estimate	Floodway
19	Harlan's Creek	325006	8702325006	195	Estimate	100 Year



SECTION 1. RANDLEMAN TO WORTHVILLE

Section Distance: 3 Miles; Completed Trail: 1.5 miles; Funded Trail: 1.5 miles

Preferred Alignment: Southwest side or river right

Stream Crossings: 3 (Map ID 1 -25ft, 2-25ft, 3-25ft, estimated distance)

Summary: This section starts in the City of Randleman where 1.5 miles of existing trail begins at N. Main Street and the Deep River. The trail is on the southwest side of the Deep River. Funding has been secured for implementing 1.5 miles of trail to get to the closed Worthville Mill. As shown in the pictures below, there are topographic challenges to constructing the trail along this corridor, including rock outcroppings and streams. The trail will meander and narrow in some of these locations, but will eventually tie into the Worthville Mill and village area. The historic Worthville mill village will be connected via trail to the City of Randleman. Grants and land acquisition around the old Worthville mill and dam, will create a destination for trail users.



Photo 7: Randleman Deep River Trail

Key Improvements:

- Continue to utilize Recreation Trails Program and Duke Energy foundation funding to acquire easements and implement trail development towards Worthville;
- Seek grant funding to develop recreation improvements (e.g. swimming, boat access and picnicking) adjacent to the trail near Worthville dam; and
- Continue to market the existing sections of trail and plan for pedestrian improvements along roadways that connect downtown Randleman to the Deep River.

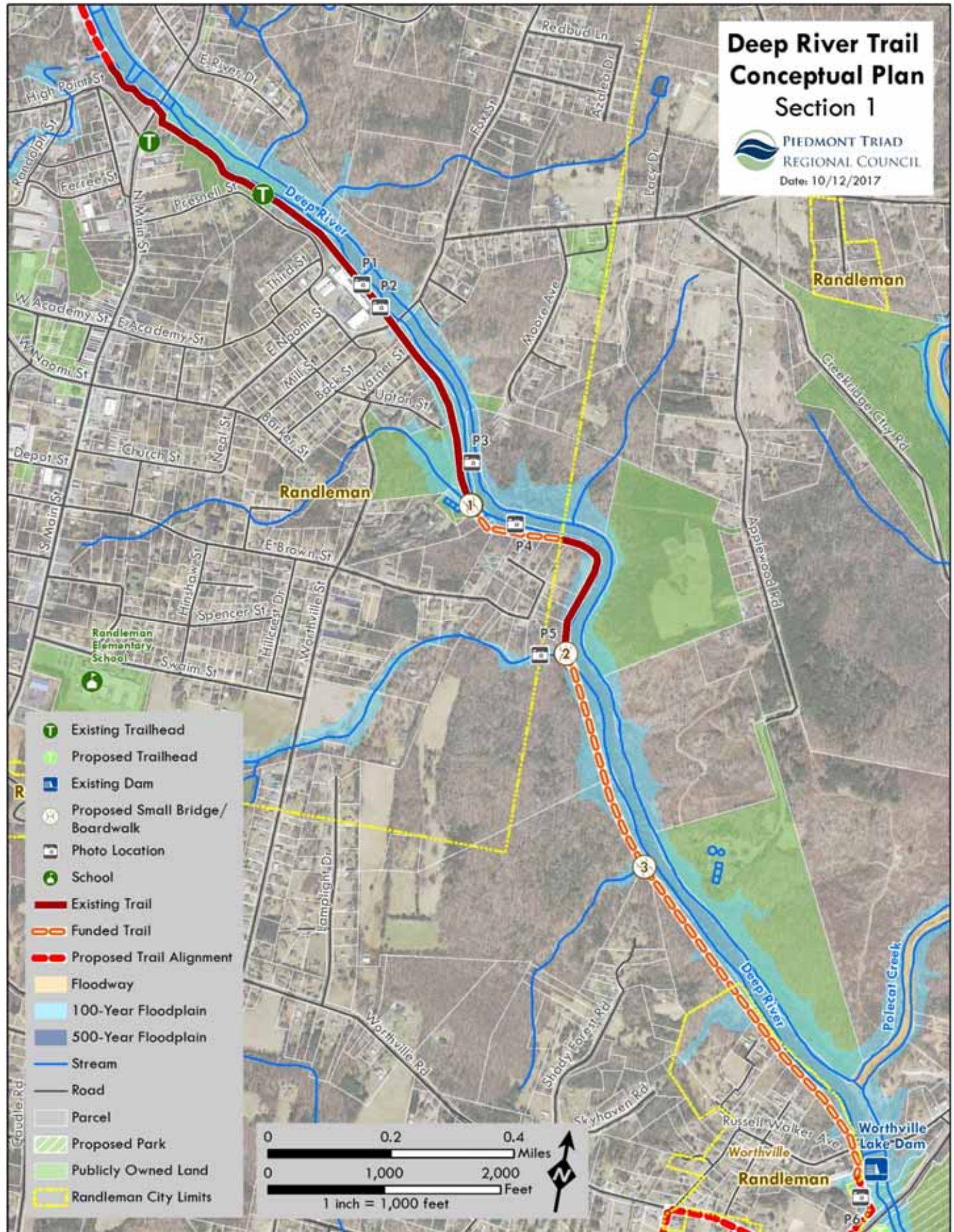


Table 2 - Section 1 Photos: Randleman to Worthville



P1 – New trail surface behind industrial building



P2 – Grading new trail surface in Randleman



P3 – Views of the Deep River downstream from Randleman



P4 – City Manager Nick Holcumb on rock outcropping



P5 – Stream outlet into the Deep River



P6 – Worthville Dam and swimming beach area

Photo Credit: Greg Patton

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SECTION 2. WORTHVILLE TO CENTRAL FALLS

Section Distance: 3 Miles; No Completed Trail

Preferred Alignment: Southwest side or river right

Stream Crossings: 3 (Map ID 4-30ft, 5-35ft, 6-75ft, estimated distance)

Summary: This section begins below the Worthville Mill and Dam. The City of Randleman has acquired approximately 157 acres immediately downstream from the old mill, with opportunities for recreation including swimming access and trail development. Going downstream, privately held land exists on both sides of the river to Central Falls. Land trail feasibility was primarily investigated




Photo 8: Worthville Beach Area Looking Downstream Just Below the Mill

on the southwest side of the river where Worthville and Central Falls villages are located. The middle of this section on river right includes a large wetland area, providing challenges to implementation. More groundwork following discussions with willing landowners will inform the trail routing through the wetlands area. The route for the trail is located along WOW Road, which should be improved to create a paved shoulder on both sides of the road for automobile, pedestrian and bicycle safety.

Key Steps:

- Work with NCDOT, the Piedmont Triad RPO and Randolph County to prioritize paved shoulder improvements on WOW Road between Worthville and Central Falls in the State Transportation Improvement Program (TIP) or other transportation funding programs;
- Work with willing landowners to acquire trail easements adjacent to the Deep River; and
- Develop a public swimming beach and boat access below the Worthville Dam on publicly owned land.

Deep River Trail Conceptual Plan Section 2


**PIEDMONT TRIAD
REGIONAL COUNCIL**
 Date: 10/13/2017

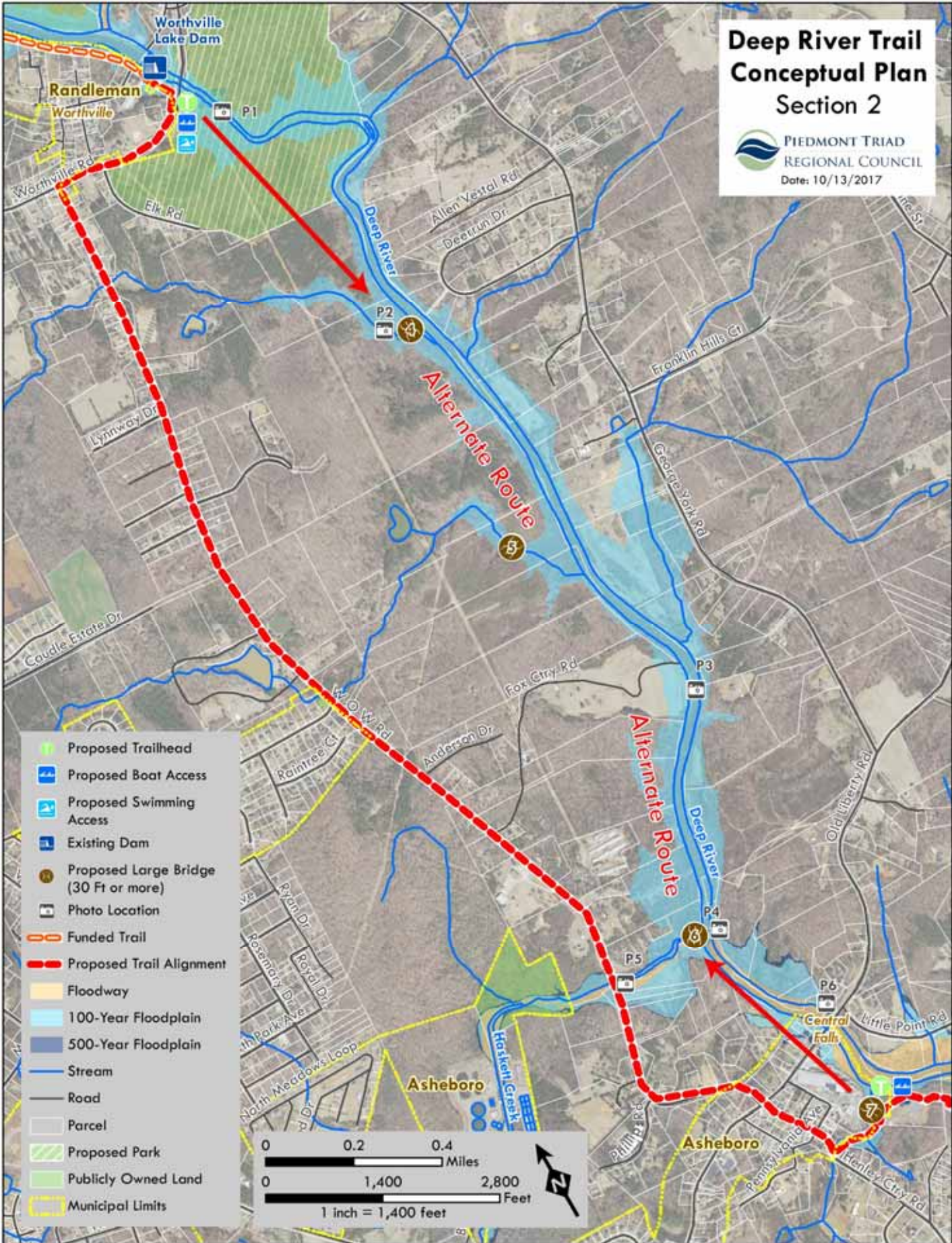


Table 3 - Section 2 Photos: Worthville to Central Falls



P1 – Worthville Beach area looking downstream



P2 – First major stream outlet downstream from Worthville Dam



P3 – View of private boat access



P4 – Hasketts Creek outlet to the Deep River



P5 – Hasketts Creek with WOW Rd. bridge in the background



P6 – Old Liberty Road bridge over Deep River

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SECTION 3. CENTRAL FALLS TO CEDAR FALLS

Section Distance: 3 Miles; No Completed Trail

Preferred Alignment: Southwest side or river right; Alternate Alignment: Portions on the northeast side or river left.

Stream Crossings: 10 (Map ID 7-50ft, 8-25ft, 9-20ft, 10-17ft, 11-12ft, 12-35ft, 13-20ft, 14-45ft, 15-360ft, 16-30ft)

Summary: This section of trail has one active dam, Cox's dam. Just downstream of Central Falls towards Cedar Falls is publicly owned land owned by Randolph County or Randolph Community College. All of the publicly owned parcels are located on the southwest portion of the river. The majority of the land use on the publicly owned land is the former landfill, which serves as a transfer station. Another large part of the publicly owned land has been leased to Waste Management for an active landfill, but provides for a 300 foot buffer along the Deep River. As the corridor gets closer to Cedar Falls, topography and geology gets hillier, where bluffs along the river make it difficult to access the river from the land adjacent on the southwest side of the river. The northeast side of the river may provide better construction options, however there is active farming and all privately held land south of Cox's dam on the northeast side or river left. An alternate route has been suggested on the northeast side of the river (river left).




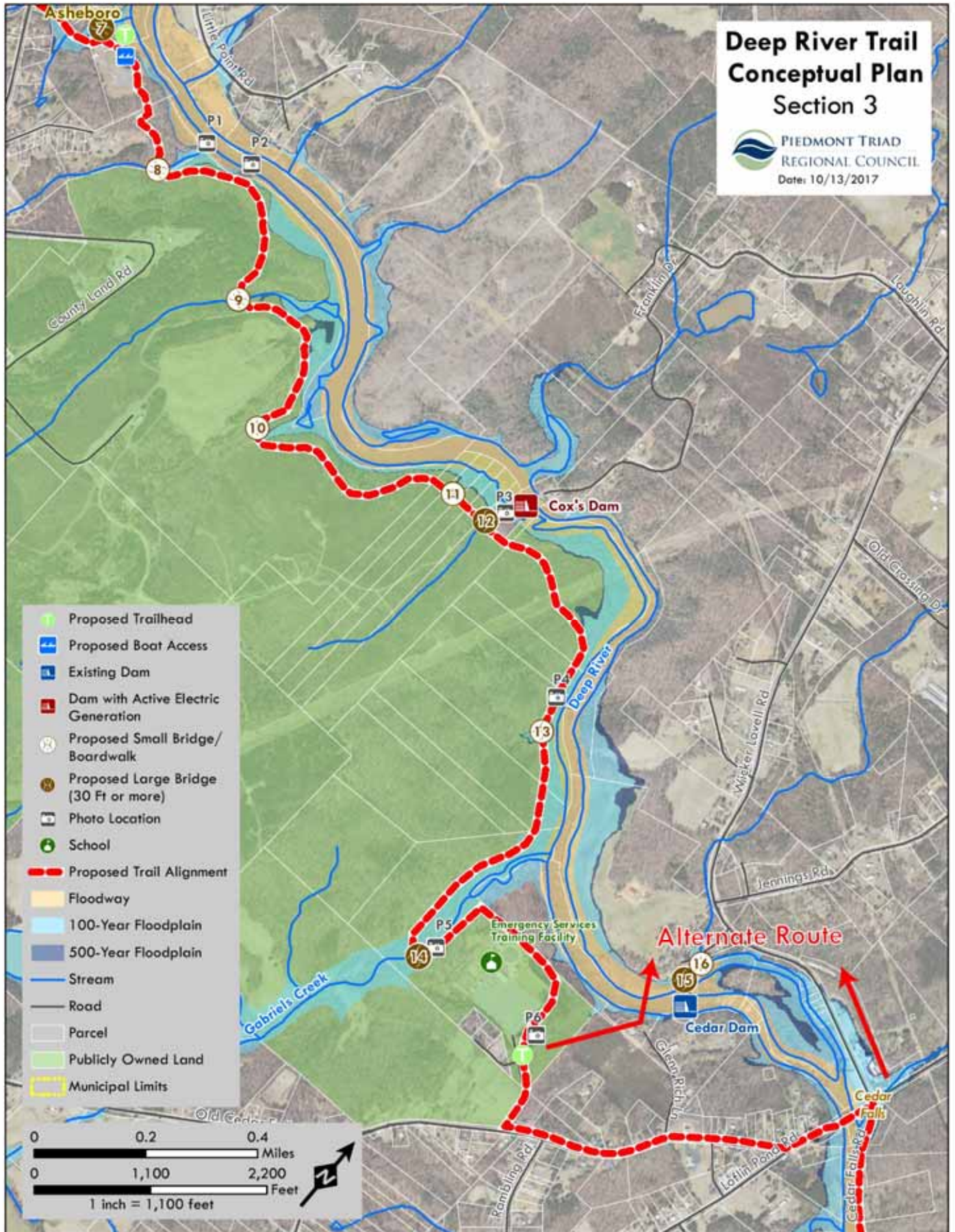
Photo 9: Deep River Near Cox's Dam

Key Improvements:

- Develop a public boat access and trailhead downstream from Old Liberty Road on land owned by the City of Asheboro near the Shriner's Club;
- Design and build trail on the old and new landfill property, connecting with the RCC campus, where a trailhead is proposed;
- Explore purchase of Cedar Dam and island for park and water access;
- Work with willing landowners to acquire trail easements; and
- Investigate and determine feasibility of alternative trail routes to connect with Cedar Falls.

Deep River Trail Conceptual Plan Section 3


**PIEDMONT TRIAD
REGIONAL COUNCIL**
 Date: 10/13/2017



-  Proposed Trailhead
-  Proposed Boat Access
-  Existing Dam
-  Dam with Active Electric Generation
-  Proposed Small Bridge/Boardwalk
-  Proposed Large Bridge (30 Ft or more)
-  Photo Location
-  School
-  Proposed Trail Alignment
-  Floodway
-  100-Year Floodplain
-  500-Year Floodplain
-  Stream
-  Road
-  Parcel
-  Publicly Owned Land
-  Municipal Limits

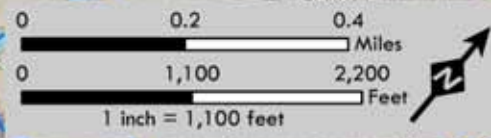


Table 4 - Section 3 Photos: Central Falls to Cedar Falls



P1 – Small wetlands area downstream from Central Falls



P2 – Rock outcropping downstream from Central Falls



P3 – Cox's Dam



P4 – Rock outcropping adjacent to Deep River and new landfill property



P5 – Field Work at Gabriel's Creek



P6 – Proposed trailhead adjacent to RCC training facility

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SECTION 4. CEDAR FALLS TO FRANKLINVILLE

Section Distance: 2.75 Miles; No Completed Trail

Preferred Alignment: Northeast side or river left

Stream Crossings: 1 (Map ID 17-125ft)

Summary: This section of the Deep River has an abandoned rail line on the northeast side of the river. The rail line was abandoned and tracks removed over 30 years ago. The rail bed property has reverted back to private ownership in this section. The Cedar Falls village is where the rail line turned north and away from the Deep River. Sapona Mill is an active manufacturing facility just downstream from Cedar Falls on the northeast side of the river. Bush Creek is a major stream crossing likely requiring a detailed design and floodplain impact study, however this crossing is not currently publicly



Photo 10: Cedar Falls Road Near Sapona Mill

owned. The Franklinville Upper Mill Dam is still actively generating power. Not much of the Franklinville Lower Mill Dam remains as it is completely breached, with much of the infrastructure removed. Just downstream of where Andrew Hunter Road crosses the Deep River in Franklinville there is a pedestrian bridge that takes hikers across the Deep River to Faith Rock. A natural surface hiking trail approximately 3/4 mile long takes hikers to and along Faith Rock, a significant natural and cultural feature of the Deep River. A parking area for the Faith Rock trail is available adjacent to Andrew Hunter Road in the Town of Franklinville and another access is off of Faith Rock Road on the southwest side of the river.

Key Improvements:

- Work with NCDOT, the Piedmont Triad RPO and Randolph County to prioritize paved shoulder improvements on Cedar Falls Road from Loflin Pond Road to Mill House Lane, utilize Mill House Lane to connect with the abandoned rail line south and east of the active Sapona Manufacturing facility and
- Work with willing landowners to acquire trail easements along the abandoned rail bed.

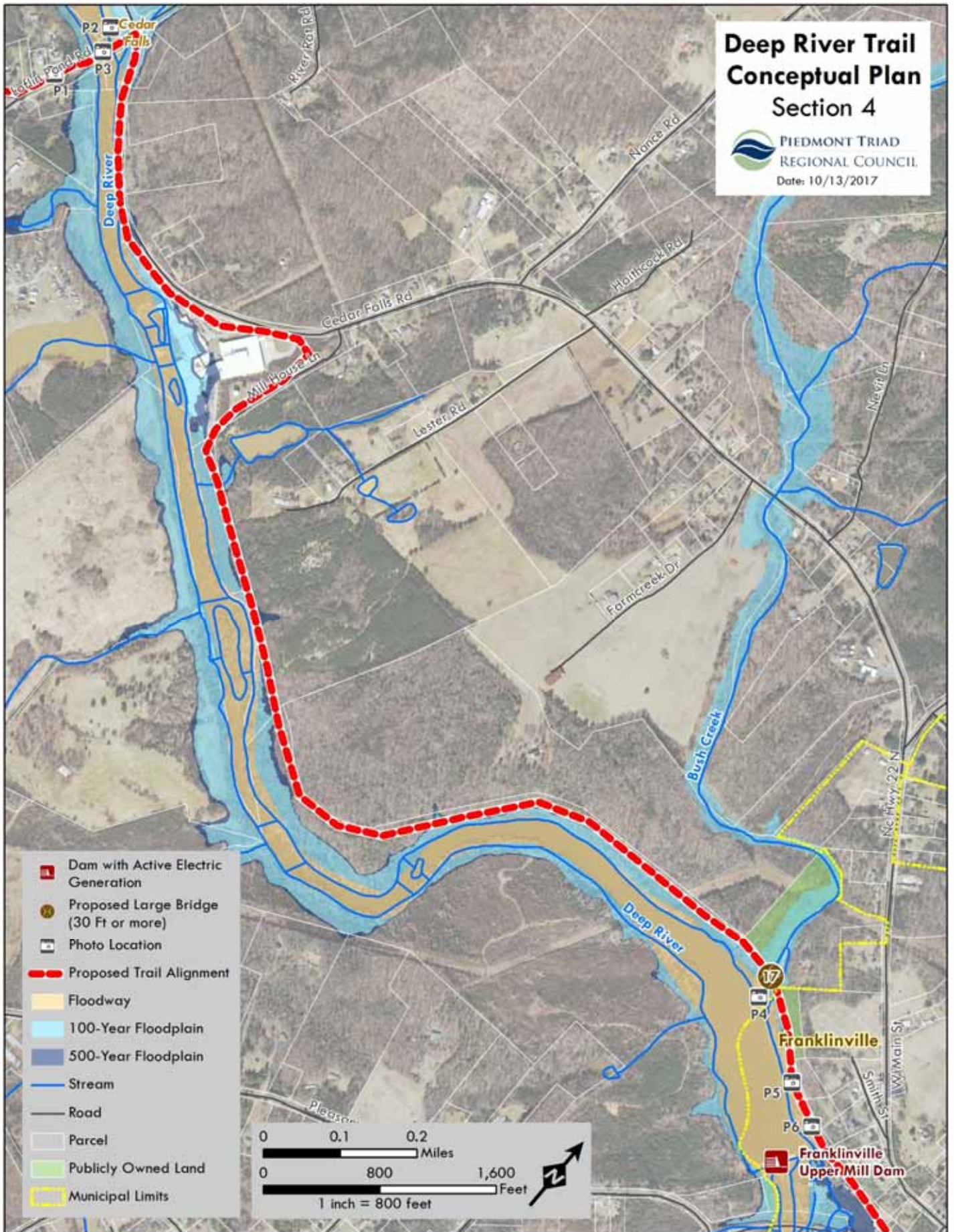
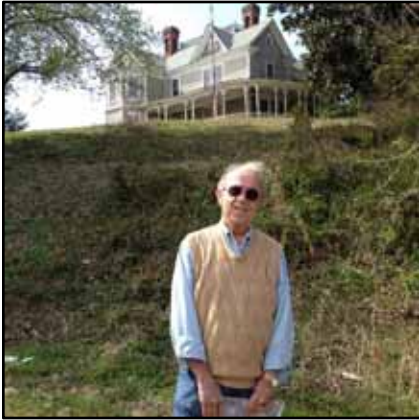


Table 5 - Section 4 Photos: Cedar Falls to Franklinville



P1 – Task force member Tom Jordan with childhood home in the background at Cedar Falls



P2 – Old bridge structure at Cedar Falls



P3 – View of Deep River at Cedar Falls



P4 – Bush creek outlet to the Deep River



P5 – Task force members talk with a landowner



P6 – View of active Franklinville Upper Dam

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SECTION 5. FRANKLINVILLE TO RAMSEUR

Section Distance: 2 Miles; Completed Trail: 1 Mile, Funding Pending for 1 mile of trail

Trail Alignment: Northeast side of river left

Stream Crossings: 1 (Map ID 18-115ft)

Summary: This section begins at Riverside Park in Franklinville. Just downstream, much of the Franklinville Lower Mill Dam is completely breached with some dam material removed. The Town of Franklinville constructed one mile of trail along the old rail bed. The Town of Franklinville has funding to complete the trail from Sandy Creek to Riverside Park. The crossing of Sandy Creek to Ramseur has been an ongoing challenge to physically connect. The old rail crossing is over 200 feet and alternate crossings are likely 85 feet or more.



Photo 11: Deep River Rail Trail Sign

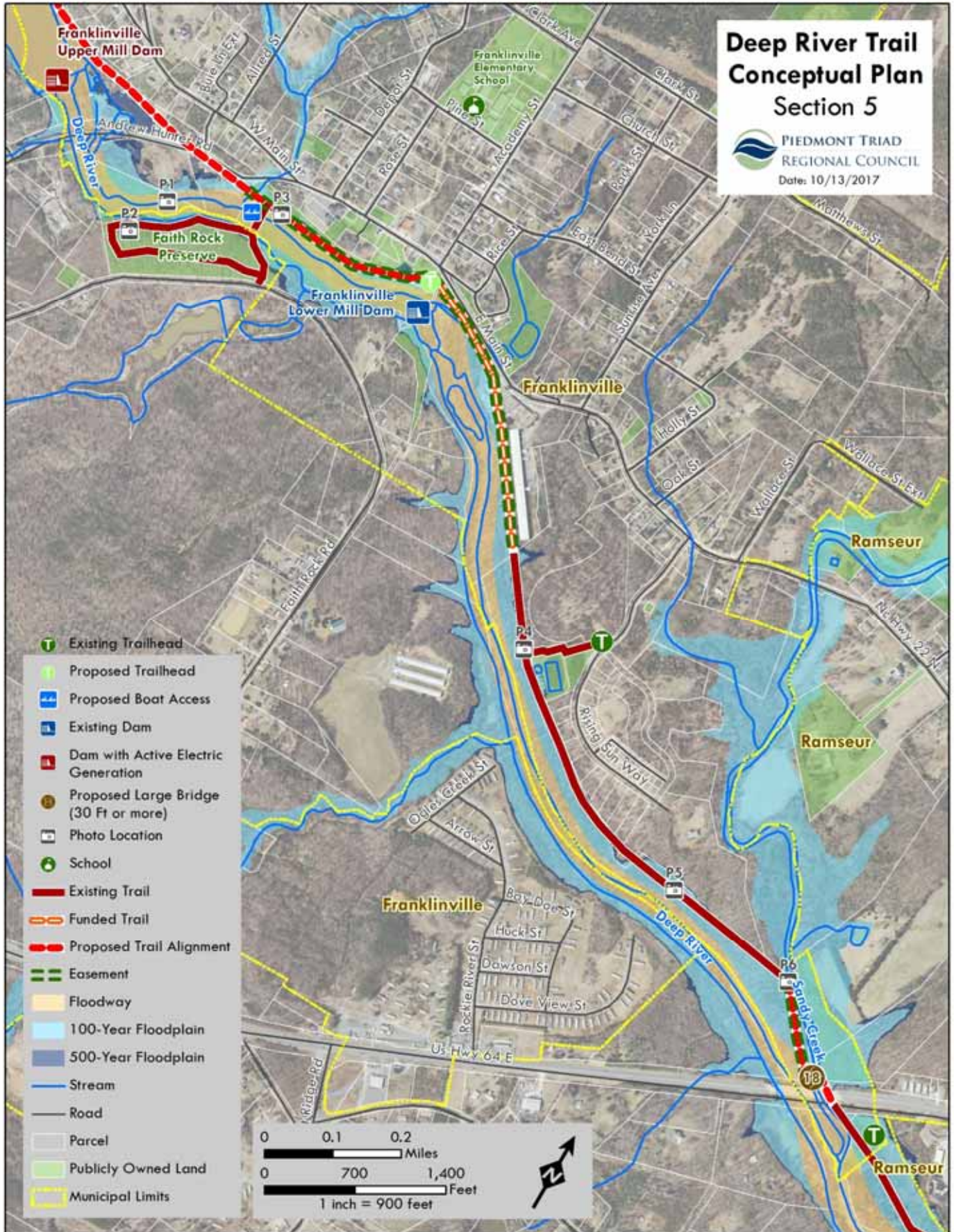
Key Improvements:

- Secure pending Recreational Trails Program grant to complete the Deep River Trail that will connect Sandy Creek to Riverside Park in Franklinville.
- Complete a proposed alignment, design and floodplain analysis of the Sandy Creek bridge in 2017 and 2018. Randolph County has provided funding for the design and additional funds to leverage grants for construction of the bridge.
- Continue to promote the existing trail and invite citizens and community leaders along the Deep River to walk the existing trail

Deep River Trail Conceptual Plan Section 5



PIEDMONT TRIAD
REGIONAL COUNCIL
Date: 10/13/2017



- Existing Trailhead
- Proposed Trailhead
- Proposed Boat Access
- Existing Dam
- Dam with Active Electric Generation
- Proposed Large Bridge (30 Ft or more)
- Photo Location
- School
- Existing Trail
- Funded Trail
- Proposed Trail Alignment
- Easement
- Floodway
- 100-Year Floodplain
- 500-Year Floodplain
- Stream
- Road
- Parcel
- Publicly Owned Land
- Municipal Limits

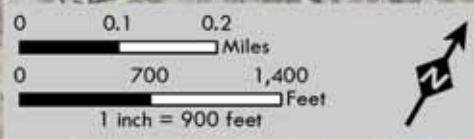


Table 6 - Section 5 Photos: Franklinville to Ramseur



P1 – View of pedestrian bridge from Franklinville to Faith Rock (Credit:Town of Franklinville)



P2 – Task force member and Franklinville Mayor Perry Conner on top of Faith Rock (Credit: Town of Franklinville)



P3 – View of the Deep River from Riverside Park in Franklinville (Credit: PTRC)



P4 – Deep River Trail at Rising Sun Way (Credit: PTRC)



P5 – Deep River Trail Users (Credit: Dilys Bowman)



P6 – Sandy Creek former railroad crossing (Credit: PTRC)

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SECTION 6. RAMSEUR

Section Distance: 1.25 Miles; Partially completed trail between Sandy Creek & Harlan's Creek

Trail Alignment: Northeast side of river left

Stream Crossings: 1 (Map ID 19 – 195ft)

Summary: This 1.25 mile section of proposed trail had a detailed trail study completed in 2011. The recommended surface from the plan is crushed granite millings at a width of 10 feet. Between the trailhead at the old boat landing and Harlan's Creek, easements for the trail have been acquired by the Town of Ramseur. Surfacing material has been placed between the old boat landing and Harlan's Creek to increase accessibility.

There is one major stream crossing with rail trestle piers still in place, over Harlan's Creek; the decking has been removed (see P3 photo). These piers appear to be in good enough condition to be reused, but will need to be analyzed by a structural engineer to determine if a pedestrian bridge could be constructed on them. The good condition of the rail bed should require less grading/grubbing and base material for trail construction than usual.



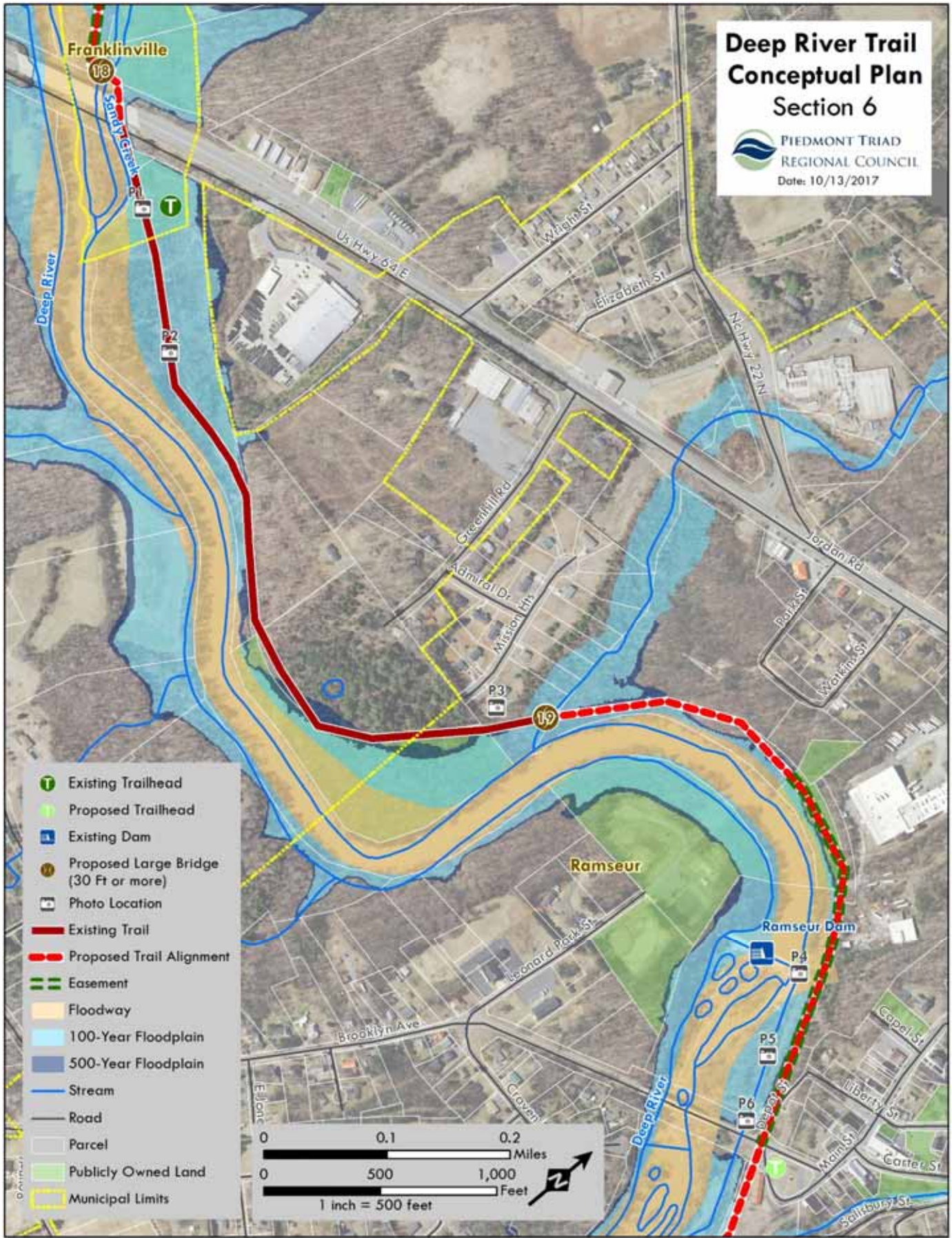
Photo 12: Old Rail Bed Near Harlan's Creek

Key Improvements:

- Acquire the final easement for trail development along the old rail bed just downstream from Harlan's Creek.
- Secure funding for construction of the Harlan's Creek bridge, a key connection for this section of trail
- Improve trailhead parking and signage off US 64 to create better access to the existing trail
- Re-establish a Town committee to keep the existing trail cleared and maintained.

Deep River Trail Conceptual Plan Section 6

PIEDMONT TRIAD
REGIONAL COUNCIL
Date: 10/13/2017



- Existing Trailhead
- Proposed Trailhead
- Existing Dam
- Proposed Large Bridge (30 Ft or more)
- Photo Location
- Existing Trail
- Proposed Trail Alignment
- Easement
- Floodway
- 100-Year Floodplain
- 500-Year Floodplain
- Stream
- Road
- Parcel
- Publicly Owned Land
- Municipal Limits

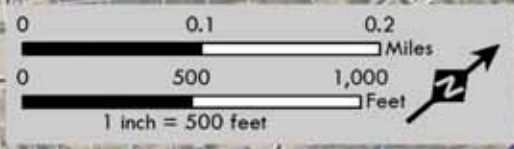


Table 7 - Section 6 Photos: Ramseur



P1 – Old Boat Land Open Space near Sandy Creek



P2 – Old rail bed in Ramseur



P3 – Harlan's Creek former rail crossing



P4 – Ramseur Dam

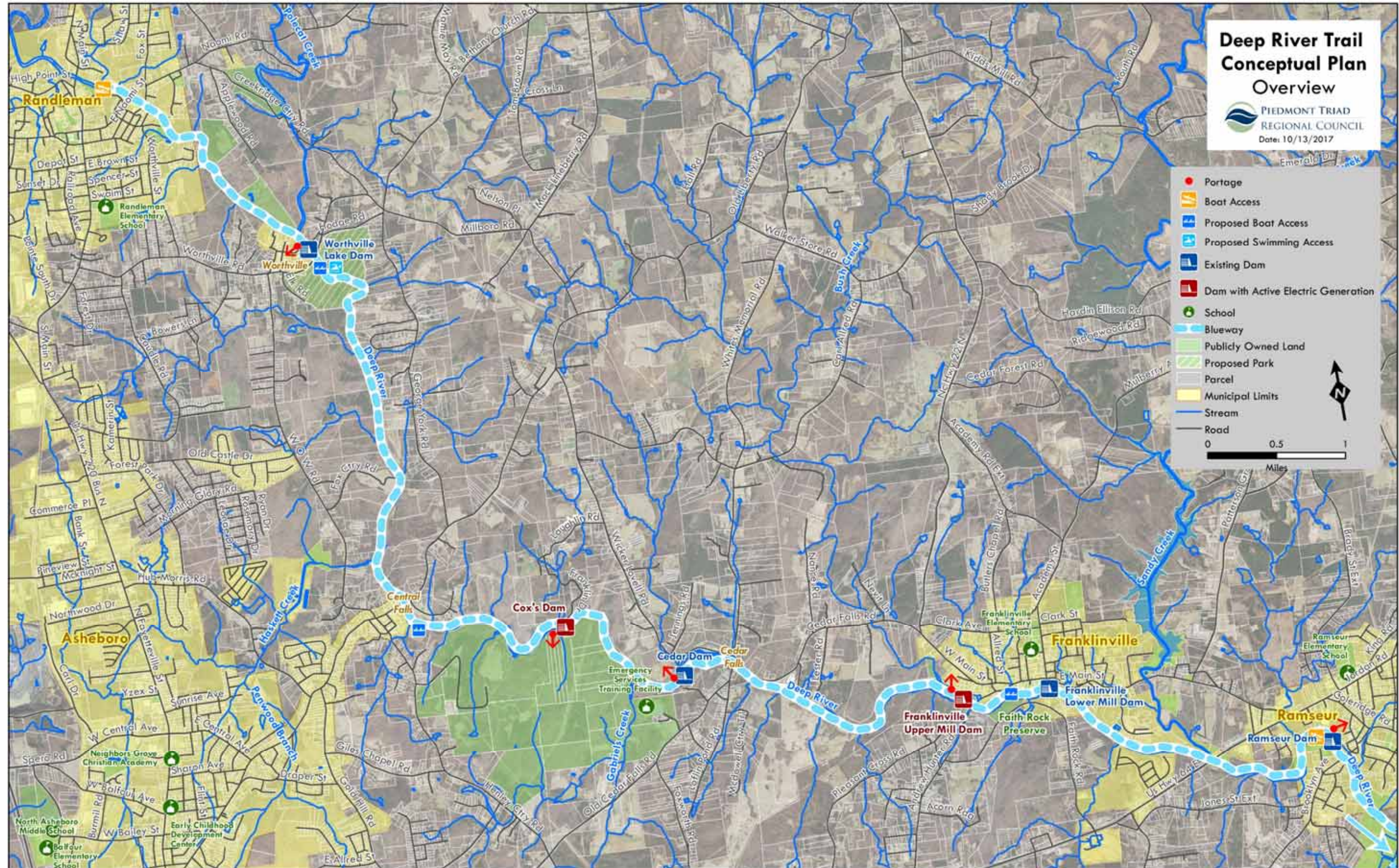


P5 – Old railbed and sewer maintenance road



P6 – View of potential trailhead at Brooklyn Avenue

DEEP RIVER BLUEWAY TRAIL



RIVER CONDITIONS AND PORTAGES

Randleman Park to Worthville Dam (2.4 miles)

Level of Difficulty: Class 1

Portage: Worthville Dam, river right/southwest side

Key Improvements: Signage, access ramps/steps and trail surfacing improvements.

Worthville Dam to Cox Dam (5.8 miles)

Level of Difficulty: Flat

Portage: Cox Dam, river right/southwest side

Key Improvements: Signage, access ramps/steps, a bridge over Cox Creek, trail surfacing improvements and trail easement from private landowner.

Cox Dam to Cedar Falls/Loflin Pond Road (0.5 miles)

Level of Difficulty: Class I, II, III

Portage: Cedar Falls Dam and falls, river left/northeast side*

Key Improvements: Signage, access ramps/steps, trail surfacing improvements and trail easement from private landowner.

*Experienced paddlers may choose to float Cedar Falls below the dam, however a portage to Loflin Pond Road may be necessary for less experienced paddlers or in low water conditions.

Cedar Falls/Loflin Pond Road to Andrew Hunter Road (2 miles)

Level of Difficulty: Class I, II

Portage: Franklinville Upper Mill Dam, river left/northeast side**

Key Improvements: Signage, access ramps/steps, trails surfacing improvements and trail easement from private landowner.

**Portage will require a ¼ mile carry to get across Andrew Hunter Road

Andrew Hunter Road to US 64/Sandy Creek (2.3 miles)

Level of Difficulty: Class II

Portage: Depending on the water level, the Franklinville Lower Mill Dam may require a portage river left/northeast side, however it can be floated in most conditions.

Key Improvements: Signage and boat access improvements at Franklinville Park pedestrian bridge needed. Trail access easements needed upstream from Andrew Hunter Road.

US 64/Sandy Creek to Brooklyn Bridge (1 mile)

Level of Difficulty: Flat or Class I

Portage: Ramseur Dam, river left/northeast side

Key Improvements: Signage, access ramps/steps, trails surfacing improvements. Alternate take out above Ramseur Dam on river right/southwest side at the Leonard Memorial Park.

The blueway trail will require physical improvements and access easements from willing landowners where noted. These descriptions are intended to advise blueway trail improvements, not to guide paddlers along the Deep River.

RECENT PROGRESS & ACTION STEPS

The following list shows recent strategic steps taken and actions steps for the next 12-18 months to assist in implementation of the Deep River Trail. The Deep River Trail Task force will be instrumental in assisting with implementing the action steps listed below.

1. LAND TRAIL

- Randleman – Construct Phase I Trail from Randleman Park to E. Naomi St. **In progress.**
- Randleman – Construct Phase II Trail from E. Naomi St. to Worthville Dam. **Funded.**
- Randleman – Acquire property down stream of Worthville Dam. **Complete.**
- Central Falls to Cedar Falls – Work with Randolph County Administration, Community College and Waste Management on trail along publicly owned property. **Funding needed. Detailed trail alignment to be completed with master trail builder.**
- Central Falls to Cedar Falls - Explore purchase of Cedar Dam and island for park and water access. **Present a proposal to the Piedmont Triad Water Authority for purchase.**
- Franklinville – Acquire Faith Rock property and new trail to add to Riverside Park. **Complete.**
- Franklinville – Construct segment connecting existing Deep River Rail Trail to Riverside Park. **Funding requested.**
- Franklinville – Design and construct bridge over Sandy Creek. **Construction project cost and ranking submitted to NCDOT by the Piedmont Triad RPO. Engineering study and environmental assessment and estimated 10% of bridge construction funding secured.**
- Ramseur – Construct Rail Trail from Boat Landing to Harlan’s Creek. **Complete.**
- Ramseur – In partnership with State Parks, acquire parcel just downstream from Harlan’s Creek to complete easement and acquisition for trail development. **In progress.**

2. BLUEWAY

- Improve small boat access at Worthville Dam and implement Central Falls small boat access. **Design boat landings and complete environmental analysis for floodplain impact.**
- Hold a historical barge and boat regatta between Worthville and Central Falls to highlight the former company ships that ran between mills. **Present idea to Randolph Historical Society for input and partnership.**
- Cedar Falls/Loflin Pond Rd to Andrew Hunter Rd. **Work on access location.**
- Andrew Hunter Rd to Franklinville Park. **Work on access.**
- River clean-ups on different sections of the river. **Conduct spring and fall clean up events.**
- Implement portage improvements around dams. **Seek grant funding for dam portage trail improvements and seek easements from willing landowners where required.**

3. ENVIRONMENTAL STEWARDSHIP

- Continue Stormwater education programs in schools through Stormwater SMART. **Partner with Stormwater SMART, a stormwater education program.**

- Continue river clean-ups for different sections of the Deep River. **Partner with Keep Randolph County Beautiful, Waste Management and other civic partners.**
- Explore the establishment of a Deep Riverkeeper program to organize river clean-ups, advocate for river health & rehabilitation. **Establish public/private partnership with existing organizations.**

4. MAINTENANCE

- Continue to share best practices for maintenance between each town and participate in trail conferences to develop new techniques and innovations. **Participate in Piedmont Legacy Trails annual conference and resolution of support.**
- Conduct and share trail counts and surveys to understand how people are using the developing Deep River trail. **Provide comment request forms at trailheads to allow feedback on trail improvements.**
- Provide information to trail users on how to report maintenance issues along trail sections. **Establish mile markers or other location information, share and coordinate with Randolph County EMS and local law enforcement.**