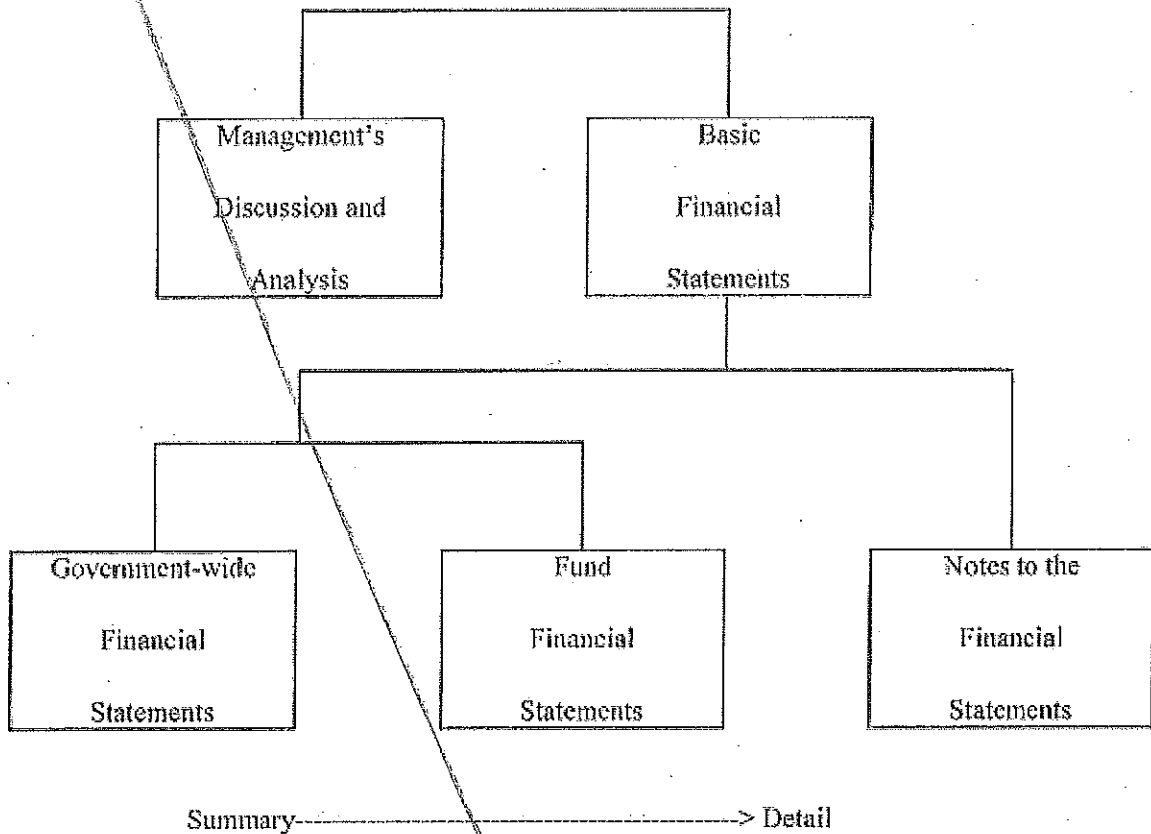


**Goal: Ensure that the city provides an interconnected network that supports all users of our transportation system, and move thought to the point that people will see walking, biking (and using transit) as normal modes of travel for all, not "alternative modes" for the few.**

Project	Status	Anticipated Completion
<b>Grants</b>		
✓ CDBG-R, N. Louisiana Ave sidewalk (Rush to cemetery)	Working w/PW to extend to next section north. Butch to work on easements when Emma segment is contracted.	2/28/12
✓ CDBG, N. Louisiana Ave sidewalk (cemetery to top of hill)	Designed, scheduled for easement acquisition after Emma section. 1/4: Greg says Butch will start on these next. If can use money above, can ask permission to move to unfunded middle section or to supplement Dan's Emma section. '1'	7/1/12
✓ STP-DA, Hendersonville Rd	Not begun, funding for FY 2014+. (1/4/11) Do have Greg considering readying it for municipal agreement.	10/31/16
✓ STP-DA, New Leicester Hwy	Not begun, funding for FY 2014+. (1/4/11) Do have Greg considering readying it for municipal agreement.	10/31/16
✓ JARC, Ped crossings	NCDOT designing Clingman/Hilliard signal, scope for engineering services for remaining three will be on Jeff's plate when he arrives. Greg will take at point of construction bids.	This construction season
✓ New grants	Continue to search, evaluate, apply. Looked at CDC transformation grant, Bikes Belong grant. Neither fits.	Ongoing
✓ SRTS, Emma sidewalk (This is Dan's project – this is just somewhere to store the information.)	Interlocal agreement pending Commission approval 6/21/11. Met on site 1/30 with NCDOT re: crossings.	10/31/11
✓ CDBG, Emma sidewalk (Dan's)	Same as above	10/31/11
✓ JARC, Emma sidewalk (Dan's)	Same as above	10/31/11
<b>Pedestrian/Bicycle Projects</b>		
call PW Riverside Drive RR x-ing	Waiting and watching. Ken turned over to Engr Svcs to coordinate with NCDOT Rail Div. Project plans included jughandles.	?

call PW  
what what

**Required Components of Annual Financial Report**  
**Figure 1**



### **Basic Financial Statements**

The first two statements (Page 11 - 12) in the basic financial statements are the Government-wide Financial Statements. They provide both short and long-term information about the Town's financial status.

The next statements (Page 13 - 23) are Fund Financial Statements. These statements focus on the activities of the individual parts of the Town's government. These statements provide more detail than the government-wide statements. There are three parts to the Fund Financial Statements: 1) the governmental funds statements; 2) the budgetary comparison statements; and 3) the proprietary fund statements.

The next section of the basic financial statements is the notes. The notes to the financial statements explain in detail some of the data contained in those statements. After the notes, supplemental information is provided to show details about the Town's individual funds. Budgetary information required by the General Statutes also can be found in this part of the statements.

Project	Status	Anticipated Completion
✓ Haywood Road Safety Audit w/Task Force	Completed, coordinated with Anna Henderson and Ken to wait for new city traffic engineer & then have BPTF present. Task force on board w/schedule	Aug/Sept 11
Sidewalk prioritization	Tier I and II projects listed. Working to get list of needed traffic counts updated, working toward small project identification method that works	summer
Ped GIS	Take out for community review over the next year with Marsha Stickford and others at existing meetings; discussing other ground truth efforts with BPTF	2012
Bike GIS	Update done, but I haven't had a chance to review. Next project is to take parking maps to Google for access and community updating.	part 2 not sure of timeline yet
Sharrow Projects: Woodfin, Chestnut, Montford, Haywood Rd	Courtney working on design. Bobby agreed to use sign shop labor as match. Will be using as a summer intern project	9/30/11
Ped crossing signals on arterials	Gnawing at it.	Ongoing
Sidewalk construction	Working w/Ken and PW on selections, projects, funding. Push to spend gen fund & fee in lieu at this point	Ongoing
Transit sidewalk requests	Working to incorporate into sidewalk projects and larger prioritization.	Ongoing
Bike facility maintenance policies	Have stormwater services piloting new 2X schedule.	Ongoing
✓ HILLIARD AVE MARKINGS	Working with Ken to get repainted, probably with S. Lexington resurfacing & climbing lane. PW accepted responsibility, said they'd pay	too soon to tell
<b>Education, Information, Encouragement, Etc.</b>		
Update website	Expand resources and links, including roundabouts and sharrow information, links to classes, group rides, ped safety, white cane video, bike layer for MapAsheville, etc.	Intern
Ped Safety	Made contact with APD traffic safety officer; looking for a ped safety educator certification class – awaiting response from Risk Mgt on whether they know of any.	Ongoing?
✓ Bike rack distribution	Still have about 3 dozen racks, working w/TF, AOB, downtown folks to get distributed	Ongoing

## **Government-Wide Financial Statements**

The government-wide financial statements are designed to provide the reader with a broad overview of the Town's finances, similar in format to a financial statement of a private-sector business. The government-wide statements provide short and long-term information about the Town's financial status as a whole.

The two government-wide statements report the Town's net assets and how they have changed. Net assets are the difference between the Town's total assets and total liabilities. Measuring net assets is one way to gauge the Town's financial condition.

The government-wide statements are divided into three categories: 1) governmental activities; 2) business-type activities; and 3) component units. The governmental activities include most of the Town's basic services such as public safety, parks and recreation, and general administration. Property taxes and state and federal grant funds finance most of these activities. The business-type activities are those that the Town charges customers to provide. These include the water services and the golf course operations offered by the Town of Black Mountain. The final category is the component unit. Although legally separate from the Town, the ABC Board is important to the Town because the Town exercises control over the Board by appointing its members and because the Board is required to distribute its profits to the Town.

The government-wide financial statements are on pages 11 and 12 of this report.

## **Fund Financial Statements**

The fund financial statements (see Figure 1) provide a more detailed look at the Town's most significant activities. A fund is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. The Town of Black Mountain, like all other governmental entities in North Carolina, uses fund accounting to ensure and reflect compliance (or non-compliance) with finance-related legal requirements, such as the General Statutes or the Town's budget ordinance. All of the funds of Town of Black Mountain can be divided into two categories: governmental funds and proprietary funds.

**Governmental Funds** - Governmental funds are used to account for those functions reported as governmental activities in the government-wide financial statements. Most of the Town's basic services are accounted for in governmental funds. These funds focus on how assets can readily be converted into cash flow in and out, and what monies are left at year-end that will be available for spending in the next year. Governmental funds are reported using an accounting method called modified accrual accounting which provides a short-term spending focus. As a result, the governmental fund financial statements give the reader a detailed short-term view that helps him or her determine if there are more or less financial resources available to finance the Town's programs. The relationship between government activities (reported in the Statement of Net Assets and the Statement of Activities) and governmental funds is described in a reconciliation that is a part of the fund financial statements.

The Town of Black Mountain adopts an annual budget for its General Fund, as required by the General Statutes. The budget is a legally adopted document that incorporates input from the citizens of the Town, the management of the Town, and the decisions of the Board about which services to provide and how to pay for them. It also authorizes the Town to obtain funds from identified sources to finance these current period activities. The budgetary statement provided for the General Fund demonstrates how well the Town complied with the budget ordinance and whether or not the Town succeeded in providing the services as planned when the budget was adopted. The budgetary comparison statement uses the budgetary basis of accounting and is presented using the same format, language, and classifications as the legal budget document. The statement shows four columns: 1) the original budget as adopted by the board; 2) the final budget as amended by the board; 3) the actual resources, charges to appropriations, and ending balances in the General Fund; and 4) the difference or variance between the final budget and the actual resources and charges.

Project	Status	Anticipated Completion
<b>In the Community</b>		
Support Task Force	Work to make most effective, larger ped presence, attain their goals; manage mailing list. Leadership is in transition – Kristopher Hinz will be facilitating.	Ongoing
Pioneering Healthier Communities	Chair Community Team, represent on Leadership Team	Ongoing
Aging Consortium Planning Committee	Member, but reverted to “consultant status” – they will call if issue, but I will not normally attend for some time.	Ongoing
Fit Community	Support biennial recertification, seek synergies, partnerships	Ongoing
<b>Longer Term</b>		
* Complete Streets	Council Goal. Beginning coordination w/Shannon Tuch to see how we work together on this.	
* Bicycle Friendly Community	Council goal. Putting together plan, identifying issues that need to be solved prior, e.g., no parking in bike lane ordinance.	Nov 11 applicaiton
Update ped plan	On MPO list of possible study grants	2011-12
Anti-dooring ordinance	Move forward with any bicycle-related ordinance.	?
Build design library	Bicycle: Woodfin, Chestnut, Montford, Haywood Rd, Haywood St, Southside, S. Charlotte, Broadway	Ongoing – limited by capacity

Bike Friendly

no differences in policy  
integration – w/in various  
depts;

– late to process  
not always invited

– enforcement – no understanding

– crash attitude

green boxes

wrong way one way

Cap Proj List?

~~A lot~~

~~Charlotte trip~~

~~Damaged leaf~~

~~CS DOT~~

**Proprietary Funds** - The Town of Black Mountain has only one of the two different kinds of proprietary funds. Enterprise Funds are used to report the same functions presented as business-type activities in the government-wide financial statements. The Town of Black Mountain uses enterprise funds to account for its water activity and for its golf course operations. These funds are the same as those functions shown in the business-type activities in the Statement of Net Assets and the Statement of Activities.

**Notes to the Financial Statements** - The notes provide additional information that is essential to a full understanding of the data provided in the government-wide and fund financial statements. The notes to the financial statements begin on page 24 of this report.

**Other Information** - In addition to the basic financial statements and accompanying notes, this report includes certain required supplementary information concerning the Town of Black Mountain's progress in funding its obligation to provide pension benefits to its employees. Required supplementary information can be found beginning on page 45 of this report.

### Government-Wide Financial Analysis

Town of Black Mountain's Net Assets						
Figure 2						
	Governmental Activities		Business-type Activities		Total	
	2010	2009	2010	2009	2010	2009
Current and other assets	\$ 4,087,438	\$4,356,490	\$1,847,083	\$1,773,635	\$ 5,934,521	\$ 6,130,125
Capital assets	<u>7,290,489</u>	<u>5,387,017</u>	<u>5,268,907</u>	<u>5,362,025</u>	<u>12,559,396</u>	<u>10,749,042</u>
Total assets	<u>\$11,377,927</u>	<u>\$9,743,507</u>	<u>\$7,115,990</u>	<u>\$7,135,660</u>	<u>\$18,493,917</u>	<u>\$16,879,167</u>
Long term liabilities outstanding	\$ 3,653,540	\$1,436,627	\$1,260,474	\$1,276,024	\$ 4,914,014	\$ 2,712,651
Other liabilities	<u>809,793</u>	<u>1,093,426</u>	<u>402,602</u>	<u>407,558</u>	<u>1,212,395</u>	<u>1,500,984</u>
Total liabilities	<u>\$ 4,463,333</u>	<u>\$2,530,053</u>	<u>\$1,663,076</u>	<u>\$1,683,582</u>	<u>\$ 6,126,409</u>	<u>\$ 4,213,635</u>
Net assets:						
Invested in capital assets, net of related debt	\$ 4,093,611	\$4,213,285	\$4,087,875	\$4,153,447	\$ 8,181,486	\$ 8,366,732
Restricted	<u>183,074</u>	<u>186,051</u>	<u>-</u>	<u>-</u>	<u>183,074</u>	<u>186,051</u>
Unrestricted	<u>2,637,909</u>	<u>2,814,118</u>	<u>1,365,039</u>	<u>1,298,631</u>	<u>4,002,948</u>	<u>4,112,749</u>
Total net assets	<u>\$ 6,914,594</u>	<u>\$7,213,454</u>	<u>\$5,452,914</u>	<u>\$5,452,078</u>	<u>\$12,367,508</u>	<u>\$12,665,532</u>

As noted earlier, net assets may serve over time as one useful indicator of a government's financial condition. The assets of the Town of Black Mountain exceeded liabilities by \$12,367,508 as of June 30, 2010. The Town's net assets decreased by \$298,024 for the fiscal year ended June 30, 2010. However, the largest portion (66.15%) reflects the Town's investment in capital assets (e.g. land, buildings, machinery, and equipment), less any related debt still outstanding that was issued to acquire those items. The Town of Black Mountain uses these capital assets to provide services to citizens; consequently, these assets are not available for future spending. Although the Town of Black Mountain's investment in its capital assets is reported net of the outstanding related debt, the resources needed to repay that debt must be provided by other sources, since the capital assets cannot be used to liquidate these liabilities. An additional portion of the Town of Black Mountain's net assets \$183,074 (1.48%) represents resources that are subject to external restrictions on how they may be used. The remaining balance of \$4,002,948 is unrestricted.

## Oliver Gajda

**From:** Cathy Ball  
**Sent:** Monday, January 08, 2001 09:57  
**To:** Brenda DeBruhl; Christine Stepp; Edward Hutchinson; James Phillips; John Echeverri; Marvin Mercer; Michael Moule; Natalie Berry; Oliver Gajda; Ron Fuller  
**Subject:** CIP Budget

I have listed the projects we have developed for the next five years CIP. Please complete your form and get them to me by January 22 at 12:00 PM. Please notice the CIP Form 02 consist of several parts.

FY 2001-02

	<u>Description</u>	<u>Approximate Costs</u>	<u>Staff</u>	<u>CIP Form</u>
1.	GPS Base Unit	\$100,000	Hutchinson	02
2.	Robotic Survey Unit	\$30,000	Mercer	02
3.	Replacement Vehicle - TS	\$25,000	Hutchinson	01
4.	Traffic Signal Implementation	\$500,000	Moule	02
5.	Topo Maps for City/ETJ	\$500,000	Echeverri	02
TOTAL		\$1,155,000		

FY 2002-03

	<u>Description</u>	<u>Approximate Costs</u>	<u>Staff</u>	<u>CIP Form</u>
1.	College Street Redesign	\$300,000	Moule	02
2.	Charlotte Street Redesign	\$300,000	Hutchinson	02
3.	Riverside Drive Railroad Crossing	\$100,000	Gajda	02
4.	Replacement Vehicle - 1287	\$25,000	Echeverri	01
TOTAL		\$725,000		

FY 2003-04

	<u>Description</u>	<u>Approximate Costs</u>	<u>Staff</u>	<u>CIP Form</u>
1.	Oakley Intersection Improvements	\$580,000	Ball	02
2.	Vehicle Replacement - 1254	\$25,000	Berry	01
3.	Broadway/I-240/Merrimon Intersection	\$200,000	Fuller	02
4.	Haywood Road Reconstruction	\$150,000	Moule	02
TOTAL		\$955,000		

FY 2004-05

	<u>Description</u>	<u>Approximate Costs</u>	<u>Staff</u>	<u>CIP Form</u>
1.	Middlebrook/Old Haw Creek Intersection	\$350,000	Ball	02
2.	River Parkway	\$1,300,000	Gajda	02
3.	Replacement Vehicle - Ron Mobile	\$25,000	Fuller	01
TOTAL		\$1,675,000		

FY 2005-06

	<u>Description</u>	<u>Approximate Costs</u>	<u>Staff</u>	<u>CIP Form</u>
1.	Biltmore Avenue Parking Garage	\$8.5 M	Ball	02
2.	Biltmore Village Parking Garage	\$8.5 M	Ball	02





01/05/00

Get \$30,000 into operating Budget for incidental  
#1) Bicycle projects

Riverside Drive just set cost CIP  
#2) RR Crossing ~ \$100,000

Riverside Drive on CIP Get figures

River Parkway study CIP  
\$1,300,000 ↑

② CIP Form



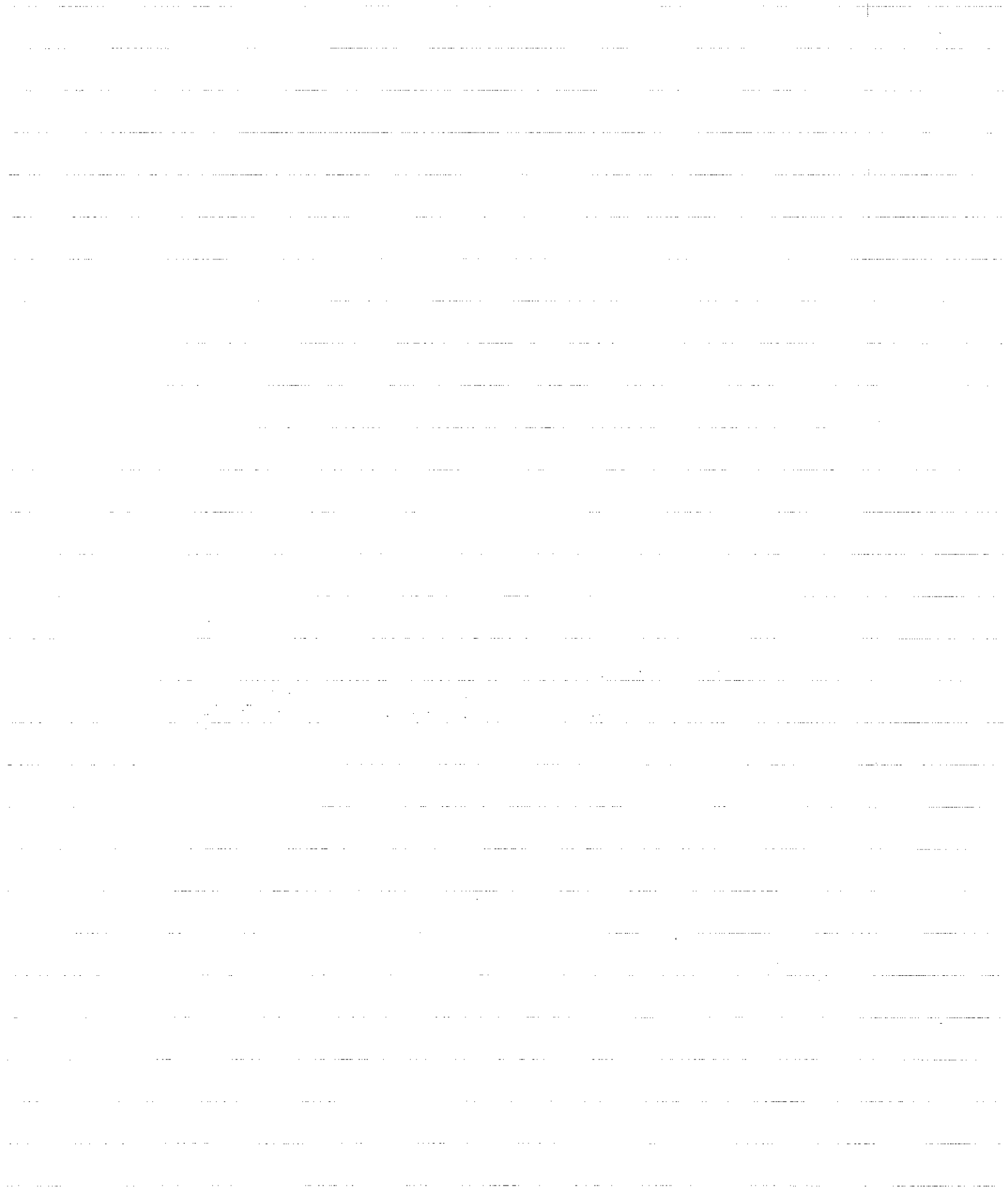
8/30/01

Riverside RR tracks

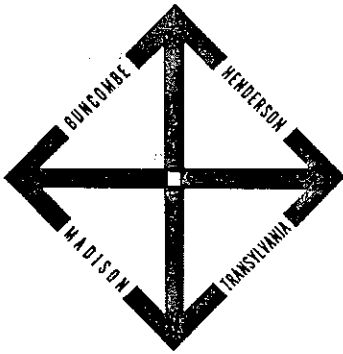
Adam Knapp had an accident going over  
the tracks recently. Rainy day.  
Wheels got caught in tracks. (That's all I know)

Linda Giltz

Dedicated Ped Phase  
Meridian / W. Wence Improvement



MARK Slaughter



## LAND-OF-SKY REGIONAL COUNCIL

25 HERITAGE DRIVE • ASHEVILLE, NORTH CAROLINA 28806

TELEPHONE (704) 254-8131

JAN 04 90

### MEMORANDUM

TO: Bikeways Task Force

FROM: Mary Helen Duke, Transportation Planner *M. H. Duke*  
Cynthia Milner, Regional Planner *CM*

DATE: January 2, 1990

RE: Meeting Announcement  
Wednesday, January 10, 1990, 5:00 p.m.

The Bikeways Task Force will resume meeting on Wednesday, January 10, 1990 at 5:00 p.m., Large Conference Room, Land-of-Sky Regional Council. Please plan to attend.

Thanks to the hard work of our TIP group and others an initial list of Transportation Improvement Program bicycle improvement projects was prioritized at our last meeting. A draft copy of the Bicycle Improvement Priority Needs List is attached for your review and comment. Please be prepared to make final recommendations at the January 10 meeting. The Bikeways Task Force recommendations will be reviewed by the Technical Coordinating Committee and Transportation Advisory Committee in early February.

The Bikeways Task Force is off to a great start in developing a bikeways plan! However, a lot more work needs to be done! Your input is crucial in the planning process. See you on January 10th!

1000

D R A F T    I

FY 1991

TRANSPORTATION IMPROVEMENT PROGRAM  
BICYCLE IMPROVEMENT PRIORITY NEEDS LIST

for

BUNCOMBE COUNTY

Submitted by the Bikeways Task Force  
to the  
Asheville Urban Area  
Transportation Advisory Committee

January 10, 1990

## BIKEWAYS TASK FORCE

Wayne S. Stutzman, Regional Trails Specialist  
Jim Coman, Planner, Buncombe County Planning Department  
William Neville, Asheville Tree and Greenways Commission  
Karen Cragolin, Asheville Tree and Greenways Commission/French Broad River  
Planning Committee  
Susan Roderick, Asheville Tree and Greenways Commission  
Don Sherrill, Planner, City of Asheville Planning Department  
Mike Davis, Probikes  
Paulette Davis, Pro-Bikes  
Claudia Nix, Blue Ridge Bicycle Club/Liberty Bicycles  
Rob Dame, Citizen  
Chris Johansen, Downtown Development Commission  
George Clark, Teacher, Valley Springs Middle School  
Brett Reid, Citizen  
Tom Redinger, Technical Coordinating Committee/Blue Ridge Bicycle Club  
Vicki-Rowe-Currence, Citizen  
Ann Lutz, Citizen  
Patrick Clark, Citizen  
Rocky Beach, J.M. Herne Company  
Tom Elmore, Planning Director, Land-of-Sky Regional Council  
Mike Colvin, Police Officer, Town of Woodfin  
Mark Slaughter, Public Works Department, City of Asheville  
Steve Owen, Pro-Bikes  
Susan Klemm, Statewide Planning Group, North Carolina Department of  
Transportation  
Bryan Dillingham, Student, Valley Springs Middle School  
John David Brookshire, III, Student, Valley Springs Middle School  
Krista Harmon, Valley Springs Middle School

### Staff

Mary Helen Duke, Transportation Planner, Land-of-Sky Regional Council  
Cinthia Milner, Regional Planner, Land-of-Sky Regional Council



In the Fall of 1989, the Asheville Urban Area Transportation Advisory Committee (TAC) recognized the need to develop a comprehensive bikeways plan for the urban area. This need arose out of the committee's difficulty in prioritizing bicycle improvement projects in the local Transportation Improvement Program priority needs list. A comprehensive and coordinated plan which includes priority projects from all the local governments in the urban area is needed to assist our elected officials in requesting the limited funding available through the North Carolina Department of Transportation Bicycle Program.

In November, a broad range of individuals were brought together to help develop the plan. Professional planners, bike entrepreneurs, bicycle enthusiasts, students, and anyone with an expressed interest in improving bicycle access in the Asheville area were encouraged to participate in the development of the plan. This group, known as the Bikeways Task Force, consists of approximately twenty-five dedicated individuals.

At the organizational meeting held on November 8, 1989, the Bikeways Task Force drafted a mission statement which has been refined to read as follows:

To develop a coordinated, comprehensive bikeways plan for Buncombe County which links neighborhoods, schools, parks and recreation facilities, community centers, libraries, historic and cultural sites, and commercial areas with the purpose of increasing bicycle access and encouraging county residents of all ages and capabilities to use bicycles as a non-polluting, clean, energy-efficient, economical and ecologically responsible alternative transportation mode.

The Bikeways Task Force established Buncombe County as the study area for the bikeways plan, since roadways and bicycle routes rarely recognize the urban area boundary.

The Bikeways Task Force identified four areas to concentrate efforts to fulfill the goal of the mission statement:

1. TIP Projects Identify and prioritize bicycle improvements for projects already listed in the FY 1990-1996 Transportation Improvement Program (TIP). Submit interim bicycle improvement priority needs list to TCC and TAC for consideration in the FY 1991-1997 TIP.
2. Greenways Identify and map public and quasi-public lands potentially available thru easements, donation or purchase for off-road bicycle facilities such as greenways, linear parks or bike/pedestrian trails. Identify and prioritize highly desirable corridors and recommended improvement. Identify and ultimately pursue all available funding sources and mechanisms.
3. Maintenance Measures Identify high priority maintenance measures such as drainage grate turns, sign placement, roadway debris removal, etc., on heavily travelled bicycle routes and all routes identified as priorities on the bicycle route suitability map.

Recommend minimum standards for bicycle lanes, bike paths, and bicycle routes.

4. Linkages Identify heavily travelled bicycle routes and linkage routes needed to connect major destinations, such as schools, with neighborhoods, etc. Develop a bicycling suitability route map. Compare the TIP bicycle improvement priority list, greenways recommendations, and maintenance related capital improvements requests with the suitability route map and develop a new bicycle improvement priority needs list.

#### FY 1991-1997 TIP Bicycle Improvement Requests

Street, highway, bicycle and transit planning programs are carried out cooperatively between federal, state and local government agencies. The TIP recommendations for the Asheville Urban Area recognize and address priority needs. Projects are scheduled over a seven year period in the TIP to provide a reliable work schedule. Since all projects in the TIP undergo extensive planning, environmental impact and design analysis, the descriptions of most projects are preliminary and subject to modification by the Transportation Advisory Committee, the State Board of Transportation and the State Bicycle Committee.

The North Carolina Department of Transportation has requested that the Transportation Advisory Committee develop a Needs Priority List of transportation improvement projects for the Asheville Urban Area to be included in the FY 1991-1997 TIP. The Transportation Advisory Committee requested that the Bikeways Task Force develop a Needs Priority List of bicycle improvement projects as part of a comprehensive Bikeways Plan.

On December 13, the Bikeways Task Force drafted a Bicycle Improvement Priority Needs List which outlines recommended independent bicycle improvements and incidental bicycle improvements. Independent bicycle projects are separate from any other scheduled TIP roadway improvement project. Incidental bicycle projects are features of highway improvements projects already scheduled for roadway improvements in the TIP.

Based on the FY 1990 TIP, recent accomplishments and newly identified bicycle needs within the urban area, the following list of projects are recommended for inclusion by the Bikeways Task Force in the FY 1991-1997 TIP. The Bikeways Task Force continues to support all projects listed in the FY 1990-1996 TIP.

Projects are organized by the following categories: interstate projects; urban projects; rural projects; bridge projects; and railroad crossing projects.

The Technical Coordinating Committee (TCC) and the Transportation Advisory Committee (TAC) will review all project requests in February. Final priorities will be set at the March 14 TCC meeting and the March 15 TAC meeting. The TAC will formally adopt the Asheville Urban Area FY 1990 TIP for submission to the State Board of Transportation and State Bicycle Committee.

BIKEWAYS TASK FORCE  
BICYCLE IMPROVEMENT PRIORITY NEEDS LIST  
RECOMMENDED FOR INCLUSION IN THE FY 1991-1997 TRANSPORTATION IMPROVEMENT PROGRAM

Bikeway Projects

Interstate

Independent

1. A-10 I-26 Corridor. Construct a parallel bike path -- off-road which links Asheville to the Appalachian Trail at Sams Gap. Bike path should also be linked with the proposed Welcome Center.

Independent

2. I-2101 Asheville Connector. Construct a parallel bike path - off road which will serve as a north-west link between West Asheville and Weaverville. Also, provide access across connector for other bike routes or paths proposed by the Bikeways Task Force in the draft Bikeways Plan.

Urban

Incidental

- 1.\* U-90 US 25 between the Blue Ridge Parkway and I-40, Widen outside lanes at least 4 feet on each side. Install Share-the-Road signs. Install bicycle safe drainage grates. Install flangeway fillers at all railroad crossings.

Independent

- 1.\* U-1001 Broadway Avenue between Catawba Street and I-240, Construct with widened outside lanes of 14 feet minimum on both sides of roadway. Provide sidewalk on at least one side of Broadway Avenue. Provide greenway with pedestrian trail on west side of Broadway Avenue alongside Reed Creek.

Incidental

2. U-2000 Leicester Highway (NC 63) between Patton Avenue and Newfound Road (SR 1004). Widen outside lanes a minimum of four feet on each side. Install Share-the Road signs and bicycle safe drainage grates.

Incidental

3. U-2402 Airport Road (SR 3526) between I-26 and US 25, Widen outside lanes a minimum of four feet on each side. Install bicycle safe drainage grates.

Incidental

4. U-401 Elk Mountain Road between NC 251 and Cottage Street, Widen outside lanes a minimum of four feet on each side. Install bicycle safe drainage grates.

Incidental

5. U-619 Louisiana Avenue between US 19-23 (Patton Avenue) and SR 1349, Widen outside lanes a minimum of four feet on each side. Install bicycle safe drainage grates.

Rural

Incidental

1. R-401 NC 280 at Mills River to I-26 and SR 3526 (Airport Road), Restripe to provide an outside lane of a minimum of four feet on each side of roadway. Install bicycle safe drainage grates. Install Share-the-Road signs.

Incidental

2. R-2306 US 74 between I-40 and SR 3136 (Cane Creek Road), Construct outside lanes a minimum of 14 feet wide on each side of roadway. Install Share the Road signs and bicycle safe drainage grates.

Incidental

3. R-2213 US 25 between the Henderson County line and US 25A (Sweeten Creek Road) intersection. Construct outside lanes a minimum of 14 feet wide on each side of roadway. Install Share-the-Road signs and bicycle safe drainage grates.

Incidental

4. R-2116 NC 151 between South Hominy to south of SR 1129, Construct outside lanes a minimum of 14 feet wide on each side of roadway. Install Share-the-Road signs and bicycle safe drainage grates.

Bridge

Incidental

1. B-1068 Bridge No. 672 over Southern Railway on ST 3556 (Meadows Road). Design new bridge to accommodate a minimum four foot bikelane on each side of bridge.

Incidental

2. B-1070 Bridge No. 76 over Southern Railway and the Swannanoa River on US 25 (McDowell Street Viaduct). Design new bridge to accommodate a minimum four foot bikelane on each side of bridge.

Incidental

3.\* B-1061 Bridge No. 170 over Reems Creek on NC 251 (Riverside Drive). Design new bridge to accommodate a minimum four foot bikelane on each side of bridge.

Incidental

3.\* B-1067 Bridge No. 48 over Beaverdam Creek on NC 251 (Riverside Drive). Design new bridge to accommodate a minimum four foot bikelane on each side of bridge.

Incidental

4. B-2516 Bridge No. 133 over Haw Creek on NC 81. Design new bridge to accommodate a minimum four foot bikelane on each side of bridge.

Incidental

5. B-1064 Bridge No.. 176 over the Broad River on NC 9. Design new bridge to accommodate a minimum four foot bikelane on each side of bridge.

Incidental

6. B-2005 Bridge No. 57 over Bill Moore Creek on SR 3437. Design new bridge to accommodate a minimum four foot bikelane on each side of bridge.

Incidental

7. B-2515 Bridge No. 39 over the Swannanoa River on NC 81 (Biltmore Avenue). Design new bridge to accommodate a minimum four foot bikelane on each side of bridge.

Railroad Crossings

Install flangeway fillers at the following railroad crossings (independent):

- Biltmore Avenue
- Riverside Drive at Elk Mountain Road
- Hendersonville Road near Sweeten Creek
- Glen Bridge Road
- Hill Street
- Meadows Road
- Mills Gap Road
- Fairview Road near Sweeten Creek and London Road
- Hendersonville Road (US 25) in Arden by Brown's Pottery
- Blue Ridge Road in Black Mountain
- NC 9 in Black Mountain near BiLo

\*Denotes equal priority

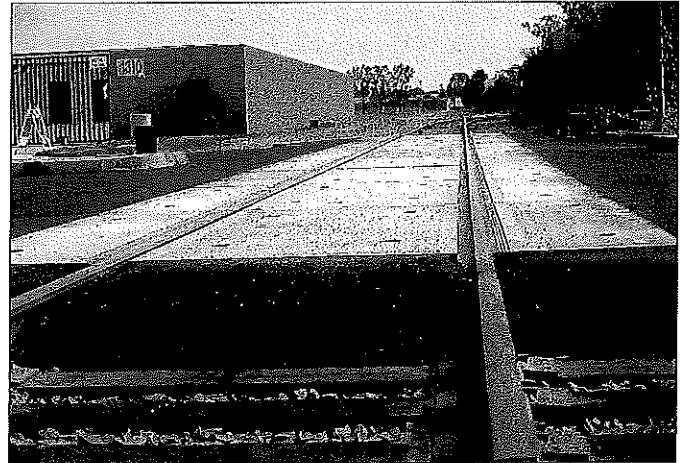


## OMNI Embedded Concrete-Rubber (ECR)

OMNI's Embedded Concrete-Rubber (ECR) grade crossing system is the latest generation of OMNI's patented single-component, concrete-rubber design. ECR is designed with the rubber flange seal molded into the face of the concrete panels.

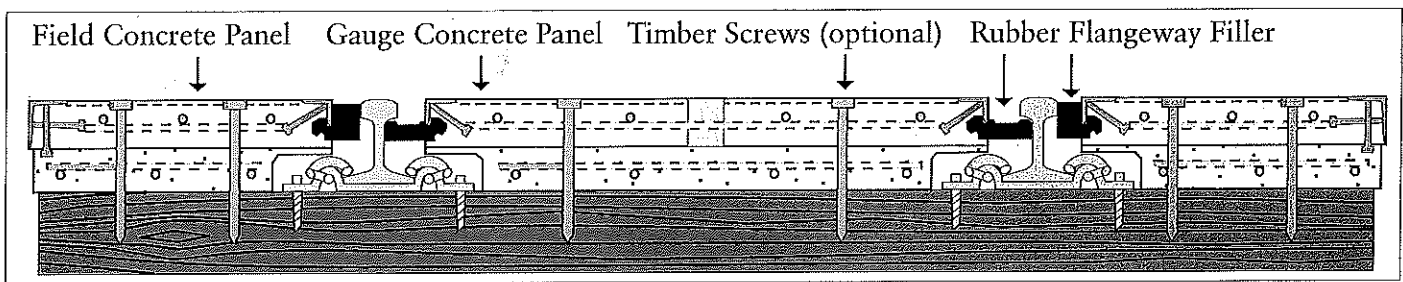
ECR is the fastest and easiest concrete crossing system to install because of its unique integrated concrete-rubber design.

As with all concrete systems, a well constructed foundation and track structure will ensure optimum life and performance. ECR is suitable for most traffic conditions.



*OMNI Embedded Concrete-Rubber*

### Embedded Concrete-Rubber (ECR) Cross-Section Illustration



### Embedded Concrete-Rubber (ECR) Specifications

**Panel Lengths:** 8 feet to 12 feet

**Panel Heights:**

Ranges from 7" to 8 1/4" in 1/4" increments

**Gauge Panel Width:** 51 inches

**Field Panel Widths:** 27 inches (10-foot tie)  
21 inches (9-foot tie)

**Concrete:**

Compressive Strength: 6000 p.s.i. Min.  
Percentage of Entrained Air: 6.0 percent  $\pm$  1%  
Max. Water/Cement Ratio: 0.44 % (by weight)

**Rebar:**

ASTM A615 or A706 Gr.60 (Tied)  
ASTM A706 Gr.60 (Welded)

**Rubber:**

Type: Virgin SBR  
Tensile: 2,000 p.s.i.  
Hardness: 65  $\pm$  5 Durometer Shore A

# Embedded Concrete-Rubber Installation Instructions

## Track Preparation

- A. The track structure should be constructed per the surface data sheet.
- B. For best results, use new ballast, ties, and rail.
- C. Ties should be of good quality and in the same plane. Ties that are twisted or not set flat must be adzed or replaced.
- D. Ties must be placed center-to-center (c-c) as follows:

Panel Length	Timber Tie	Concrete Tie
8-foot	19 3/16" c-c	24" c-c
9-foot	18" c-c	18" c-c
9-foot 9-inch	19 1/2" c-c	19 1/2" c-c
10-foot	20" c-c	24" c-c
12-foot	18" c-c	24" c-c
- E. Rails should be welded. Grind welds smooth to avoid interfering with panels.
- F. Make certain that track gauge is 56 1/2".
- G. Sweep the ties and rail to remove ballast and debris which may interfere with seating of the panels.

## Installation Steps

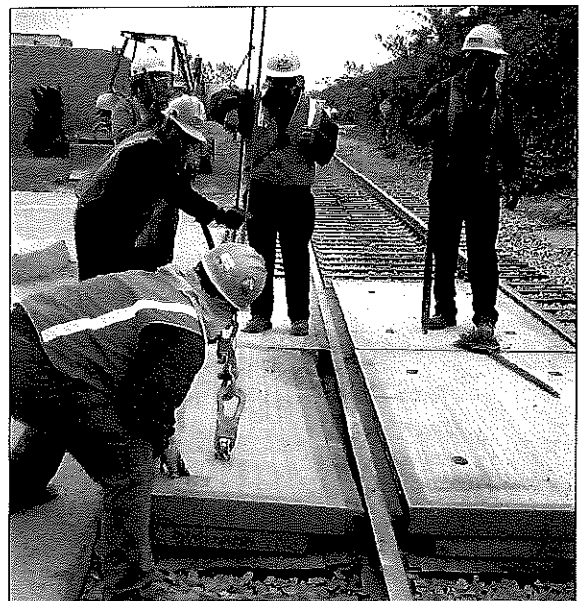
- 1. If ordered, gauge abrasion pads should be centered on the ties, field abrasion pads should be placed even with the outer edge of the ties. For timber ties, fasten the abrasion pads to the ties with the nails provided with the order. For concrete ties, abrasion pads must be glued in place.
- 2. Lubricate the underside of the rubber flangeway and the top of the adjoining rail with soapy water or pipe slick.
- 3. Install the first gauge panel, starting at the center of the crossing. Make sure the ends of the panels are centered on ties. Install the gauge panel by tipping the panel enough to place a flangeway beneath the rail head. Slowly lower panel until the opposing flangeway rests on the rail head.
- 4. Pull the panel towards the installed side. Then, force the opposing flangeway beneath the rail head with the use of a spike maul or lining bar. **Do not hit the concrete panel.**
- 5. Install the remaining gauge panels.
- 6. Begin installing field panels at the center of the crossing. Place the rubber nose of the panels against the rail. Make sure that the panel ends are centered on ties.
- 7. Install the remaining field panels.
- 8. For lagged installation, predrill the wood ties with a 1/2" drill bit and install 3/4" timber screws using a        bit and air impact wrench. Apply pressure to hold the field panels tight against the rail while drilling and fastening.
- 9. If ordered, install end-restraints. Do not span the gap of gauge panel frame.
- 10. For welded installation, tack weld the gauge panels with four 3-inch skip welds and the field panels with three 3-inch skip welds.



Step 3: Gauge panel installation.



Step 4: Force rubber flange under rail using lining bar.



Step 7: Place field panel tight against rail.

Aug. 31, '00

Dear Oliver,

To help prevent the injuries, that resulted from my bike accident on Riverside Dr.; happening to anyone else - please be advised:

That Sunday Aug 26<sup>th</sup> at 7:45 p.m. as I was crossing the Norfolk railway tracks over Riverside Drive, I was thrown from my bike.

The tracks are in bad need of repair (or the road surrounding the rails).

The businesswoman who found me lying in the road said this is happening almost weekly - many must not be reporting it. (she owns the business on the roadside)

I had 4 avulsions and was cared for by 2 paramedics.

3 yrs ago when we did the first triathlon in Asheville, our bike route went over these tracks. It was a problem then and still is now.

For the sake of the many bikers whom pedal with flesh & bones please help get these repaired. My thanks, Sue Krall →



Sue Krall  
98 Holly Hill Dr.  
Candler, N.C.

28715



# LIBERTY BICYCLES



Mike and Claudia Nix  
OWNERS



1987 Hendersonville Hwy., Asheville, North Carolina 28803  
828/684-1085 1-800-96BIKES FAX 828/684-9741

September 20, 2000

Oliver Gajda, Bike/ Ped. Coordinator  
City of Asheville  
PO Box 7148  
Asheville, NC 28802

Dear Oliver:

I was very pleased to see the improvements being made to the railroad tracks in Biltmore Village and would like to know who I should contact at the railroad to thank them for the improvements. It is very good to see improvements that increase the safety for cycling coming to the area.

I also want to bring to your attention two other tracks which are more dangerous to the cycling community that also need to be improved. The reason these two are dangerous is because they cross the roadway at an extreme angle and require the cyclist to move out into traffic to be able to cross them at a safe angle. The two tracks are; the one crossing Meadow Road and the one crossing Riverside Drive at Hill Street.

The following is a list of individuals that I know of who have fallen on the tracks on Riverside Drive. Dave Hensley and Ben Allen fell and received road rash and bruising. These people had major injuries causing them to loose time at work and medical expenses. John Rountree broke his collarbone. Van Duncan broke his scapula, Ellie MacCormac damaged her pelvis and spent from 3-5 weeks in bed and 3-4 weeks on a walker, Chris Johanson damaged his leg and had extensive surgery. During the Riverlink Triathlon we tried to cover the tracks with carpet to keep people from falling but this did not work and several individuals fell receiving road rash. We are lucky that no one has fallen into the path of an automobile, yet. I personally fell on the Meadow Road tracks receiving a large bruise on my hip and we were riding slowly across the tracks. All of these people are experienced cyclists not novices. I am sure there are many more that I am not aware of who have been injured on these tracks. I would suggest that efforts be made before someone is more severely injured or a law suit develops.

I appreciate the fact that we now have someone in your position. I have seen some significant improvements being made for cyclists. Keep up the good work.

Sincerely,

Claudia P. Nix



**CIP FORM 02**  
**MAJOR CAPITAL CONSTRUCTION & IMPROVEMENT PROJECTS**  
**PROJECT DESCRIPTION SECTION**

Department: Transportation & Engineering

Project Title: Riverside Dr RR X-ing  
Improvements

Project Cost: \$70,200

Fiscal Year: 2010 and 2011

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**A) Project Description:**

Create additional crossing pathway for bicycles to cross tracks at 45 degree angle. The current crossing is dangerous for cyclists..

Project Status: New

Schedule: Design and right-of-way acquisition in FY 2010, construction in FY 2011.

Cost estimates were developed using these assumptions:

- Design = 15% of construction costs
- Right-of-Way = 15% of construction costs
- Contingency = \$20% of project cost

Additional funding: Potentially some funds may be available through the MPO, NCDOT or other grant programs to assist with this project.

**B) Project Justification**

Short term recommendation of Comprehensive Bicycle Transportation Plan adopted in 2008.

**C) Operating Budget Impact:**

No effect on Transportation & Engineering operating budget, but will add to Public Works' continuing sidewalk maintenance responsibilities.



**U.S. DOT - CROSSING INVENTORY INFORMATION**  
**AS OF 8/11/2006**

Crossing No.: **720409S**      Update Reason: **Changed Crossing**      Effective Begin-Date of Record: **10/23/01**  
Railroad: **NS Norfolk Southern Corp. [NS ]**      **Current Record**  
Initiating Agency **State**      Type and Position: **Public At Grade**

**Part I Location and Classification of Crossing**

Division:	<b>CAROLINA</b>	State:	<b>NC</b>
Subdivision:	<b>ASHEVILLE</b>	County:	<b>BUNCOMBE</b>
Branch or Line Name:	<b>CRAGGY MTN</b>	City:	<b>In ASHEVILLE</b>
Railroad Milepost:	<b>S142.30</b>	Street or Road Name:	<b>RIVER RD</b>
RailRoad I.D. No.:		Highway Type & No.:	<b>NC 191</b>
Nearest RR Timetable Stn:	<b>ASHEVILLE</b>	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	
Crossing Owner:		Latitude:	<b>0. 0</b>
ENS Sign Installed:		Longitude:	<b>0. 0</b>
Passenger Service:	<b>None</b>	Lat/Long Source:	
Avg Passenger Train Count:	<b>0</b>	Quiet Zone:	<b>No</b>
Adjacent Crossing with Separate Number:			

**Private Crossing Information:**

Category:	Public Access:		
Specify Signs:	Specify Signals:		
ST/RR A	ST/RR B	ST/RR C	ST/RR D
Railroad Use:			
State Use:			
Narrative:			

Emergency Contact: **(800)946-4744**      Railroad Contact:      State Contact:

**Part II Railroad Information**

<b>Number of Daily Train Movements:</b>	Less Than One Movement Per Day:	<b>No</b>
Total Trains: <b>2</b> Total Switching: <b>2</b>	Day Thru:	<b>0</b>
Typical Speed Range Over Crossing: From <b>2</b> to <b>10</b> mph	Maximum Time Table Speed:	<b>10</b>
Type and Number of Tracks: Main: <b>0</b> Other: <b>1</b>	Specify:	<b>IND LEAD</b>
Does Another RR Operate a Separate Track at Crossing?		<b>No</b>
Does Another RR Operate Over Your Track at Crossing?		<b>No</b>



# U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing **720409S**

Continued

Effective Begin-Date of Record: **10/23/01**

Current Record

## Part III: Traffic Control Device Information

### Signs:

Crossbucks: **2**  
Advanced Warning: **Yes**  
Pavement Markings: **No Markings**

Highway Stop Signs: **0**  
Hump Crossing Sign: **No**  
Other Signs: **0** Specify:  
**0**

### Train Activated Devices:

Gates: **0**  
Mast Mounted FL: **0**  
Cantilevered FL (Over): **0**  
Other Flashing Lights: **0**  
Highway Traffic Signals: **0**  
Other Train Activated Warning Devices:  
Channelization: **None**  
Track Equipped with Train Signals? **No**

4 Quad or Full Barrier: **No**  
Total Number FL Pairs: **0**  
Cantilevered FL (Not over): **0**  
Specify Other Flashing Lights:  
Wigwags: **0** Bells: **0**  
Special Warning Devices Not Train Activated:  
Type of Train Detection: **None**  
Traffic Light Interconnection/Preemption: **Not Interconnected**

## Part IV: Physical Characteristics

Type of Development: **Industrial**  
Number of Traffic Lanes Crossing Railroad: **2**  
Is Highway Paved? **Yes**  
Crossing Surface: **Asphalt**  
Nearby Intersecting Highway? **201 to 500 feet**  
Does Track Run Down a Street? **No**  
Is Commercial Power Available? **Yes**

Smallest Crossing Angle: **0 to 29 Degrees**  
Are Truck Pullout Lanes Present? **No**  
If Other:  
Is it Signalized? **No**  
Is Crossing Illuminated? **No**

## Part V: Highway Information

Highway System: **Non-Federal-aid**  
Is Crossing on State Highway System: **No**  
Annual Average Daily Traffic (AADT): **006600**  
Estimated Percent Trucks: **05**  
Posted Highway Speed: **45**

Functional Classification of Road at Crossing: **Urban Minor Arterial**  
AADT Year: **2005**  
Avg. No of School Buses per Day: **0**





July 24, 2002

Mr. C.K. Rickman  
Superintendent  
Norfolk Southern Corp.  
1120 W. Washington St.  
Greenville, SC 29601

RE: Rail Crossing # 720462D

Dear Mr. Rickman:

It has come to our attention that a railroad crossing # 720462D located on Riverside Road in Asheville, NC is a bicycle hazard. The railroad track intersects the roadway at a skewed angle. Riverside Drive serves as major bicycle thoroughfare with striped bicycle lanes connecting North Asheville, West Asheville, and Downtown Asheville.

-Our request is for a concrete rubberized flangeway filler to be installed to prevent further accidents. The North Carolina Department of Transportation has committed to provide hazard mitigation monies to fund the project. In order to proceed with this project we will need written authorization from Norfolk Southern. We have discussed this matter with Gregory Beamer of the Piedmont Division and he needs written approval from you to install the flange.

Our goal is to provide a safe environment for those of our community that use a bike for transportation. Your participation in this process is greatly appreciated. If you have any further questions, please contact Jeffrey Burns or Teresa Bayne at (828) 259-5617.

Thank You,

Jeffrey Burns  
Transportation Planner



April 21, 2003

Mr Phil Decker  
Engineer of Public Improvements  
Norfolk Southern  
99 Spring St. SW  
Atlanta, GA 30303

RE: Grade Crossing DOT No. 720462D

Dear Mr Decker,

Please find enclosed a plan for the improvements of the above referenced crossing. North Carolina Department of Transportation (NCDOT) has reviewed and approved the plans. Additionally, NCDOT has agreed to fund the bicycle improvement. We are seeking your approval of the plans and participation in the project.

Thank you for your time and consideration. Please contact me with any questions at 828.259.5534.

Sincerely,

Jeffrey Burns  
Transportation Planner  
City of Asheville

Enclosure (1)

JJB



May 5, 2003

Mr. Tom Norman  
Bicycle and Pedestrian Division  
1552 Mail Service Center  
Raleigh, 27699-1552

RE: Riverside Dr. Railroad Crossing

Dear Mr. Norman,

Please find enclosed documents describing the Riverside Drive railroad-bicycle lane crossing. The cost figures are estimates, which will necessitate further refinement as the project moves forward.

The enclosed plan and cost estimates should be consistent with your suggestions. Please advise of method to keep this project moving. This project is an opportunity to address a safety concern and your assistance is greatly appreciated.

If you have any questions, please feel free to contact me at 828.259.5534. Thank you again for your efforts and support for these improvements.

Sincerely,

Jeffrey Burns  
Transportation Planner  
City of Asheville

JJB



