

*Appendix Outline:*

- A.0 Overview
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## APPENDIX A: PRIORITIZATION AND COST ESTIMATES

### A.0 Overview

The prioritization process began by making a list of all the roadways in the study area for which bicycle recommendations were made. The roadways were then broken down into segments at logical points, such as major intersections. Most segments are under a mile long.

The total list of segments consists of 44 recommended improvements for bicycle facilities. Long term solutions and interim treatments for the top 10 priority bicycle corridors are detailed in Chapter 3: Bicycle Network Plan. The criteria used to rank each segment is custom designed for Carrboro, based on public input, Steering Committee input, and data collected pertaining to Carrboro's existing conditions. Furthermore, the criteria were weighted according to standards used throughout North Carolina, and modified to reflect input from Carrboro's online public survey results.

### A.1 Prioritization Tables

The following chart contains the prioritization table for bicycle segments. While these rankings represent where there is need, bicycle facilities should be built when opportunity arises, regardless of their ranking here.



# PRIORITIZATION TABLE

	<i>Corridor</i>	From	To
1	<b>Smith Level</b>	NC 54	Rock Haven
2	<b>Estes</b>	Greensboro	Town Limits
3	<b>Homestead</b>	High School	Lake Hogan Farm
4	<b>S. Greensboro</b>	Weaver	NC 54
5	<b>Old Fayetteville</b>	Hillsborough	NC 54
6	<b>Smith Level</b>	Rock Haven	Damascus Church
7	<b>Old 86</b>	Homestead	Hillsborough
8	<b>Shelton</b>	N. Greensboro	Hillsborough
9	<b>N. Greensboro</b>	Estes	Shelton
10	<b>N. Greensboro</b>	Shelton	Weaver
11	<b>Main St</b>	Rosemary	Greensboro
12	<b>Poplar</b>	N. Greensboro	Main
13	<b>N. Greensboro</b>	Hillsborough	Estes
14	<b>Main St</b>	Greensboro	Jones Ferry
15	<b>Weaver</b>	E. Main	W. Main
16	<b>Jones Ferry</b>	Main	Davie
17	<b>Main St</b>	Jones Ferry	Hillsborough
18	<b>Jones Ferry</b>	NC 54	Old Fayetteville
19	<b>Old Fayetteville</b>	NC 54	Jones Ferry
20	<b>NC 54</b>	Jones Ferry	Old Fayetteville
21	<b>NC 54</b>	Smith Level	Jones Ferry
22	<b>Old 86</b>	Eubanks	Homestead
23	<b>Elm</b>	Weaver	Shelton
24	<b>Jones Ferry</b>	Davie	NC 54
25	<b>Stratford</b>	Homestead	Hillsborough
26	<b>Main St</b>	Hillsborough	NC 54
27	<b>Hillsborough</b>	Old Fayetteville	N. Greensboro
28	<b>James</b>	Hillsborough	Main
29	<b>Jones Ferry</b>	Old Fayetteville	Old Greensboro
30	<b>Hillsborough</b>	N. Greensboro	Main
31	<b>Quail Roost</b>	Hillsborough	Lisa
32	<b>Davie</b>	Main	Jones Ferry
33	<b>Homestead</b>	Rogers	High School
34	<b>Seawell School</b>	Homestead	Estes
35	<b>Rogers</b>	Eubanks	Homestead
36	<b>NC 54</b>	Old Fayetteville	Town Limits
37	<b>Main St</b>	Merritt Mill	Rosemary
38	<b>Homestead</b>	Lake Hogan Farm	Old 86
39	<b>Lake Hogan Farm</b>	Homestead	Hogan Hills
40	<b>Pine</b>	Greensboro	Hillsborough
41	<b>Hogan Hills</b>	Old 86	Lake Hogan Farm
42	<b>Smith Level</b>	Damascus Church	15-501
43	<b>Eubanks</b>	Town Limits	Old 86
44	<b>Old 86</b>	Town Limits	Eubanks

Table A-1. This list represents the majority of the recommended network of bicycle facilities in Carrboro. Shorter, residential segments are left out of this list.

	Top 1-5 Public Requested	Top 6-10 Public Requested	Direct Access to/from a School	Direct Access to/from an Existing Greenway	Connections to Downtown or Central Business Zoning	Direct Access to/from an existing (or funded) bicycle facility	Direct Access to/from higher density residential areas	Top 11-20 Public Requested	Elementary & Middle School Proximity	High School Proximity	Parks/Rec/Playground Proximity	Regional connection and/or highway crossing	Integrates with bus route network	Direct access to/from future development	Direct Access to/from a proposed greenway	Direct Access to commercially zoned areas	Route with a Reported Accident	Totals
5	4	4	4	4	4	4	4	3	3	3	3	3	3	3	3	2	1	59
5	0	4	0	0	4	4	0	3	0	3	3	3	0	3	3	0	1	36
5	0	0	4	0	4	4	0	3	0	3	0	3	0	3	0	0	1	30
0	4	4	4	0	4	0	0	3	0	3	0	3	0	3	0	2	0	30
5	0	0	0	4	0	4	0	3	0	3	3	3	0	0	3	0	1	29
0	0	4	4	0	4	0	3	0	0	3	3	3	0	0	3	0	1	28
0	0	4	0	0	4	0	3	0	3	3	0	3	0	3	3	0	1	27
5	0	0	0	0	4	0	0	3	0	3	0	3	3	3	3	0	0	27
0	0	4	4	4	4	4	0	0	0	3	0	3	0	0	0	0	1	27
0	0	0	4	4	4	4	0	3	0	3	0	3	0	0	0	0	1	26
0	4	0	0	4	4	4	0	3	0	3	0	3	0	0	0	0	1	26
5	0	0	0	4	4	0	0	0	0	3	0	3	3	0	3	0	1	26
0	0	0	0	4	4	4	0	4	0	3	0	3	0	0	3	0	1	26
0	0	0	4	0	4	4	0	3	0	3	0	3	3	0	0	0	1	25
0	0	0	4	4	4	0	3	0	0	3	0	3	0	0	3	0	1	25
0	4	0	0	4	4	0	0	3	0	3	0	3	0	0	3	0	1	25
0	0	0	4	0	4	4	3	0	0	3	0	3	0	0	3	0	1	25
0	0	0	4	4	0	4	0	3	3	0	3	0	0	3	0	0	1	24
0	0	0	0	0	4	4	0	0	0	3	3	3	0	3	3	0	1	24
0	0	0	0	0	4	4	0	0	0	3	3	3	0	3	3	0	1	24
0	0	0	0	0	4	4	0	0	0	3	3	3	0	3	3	0	1	24
0	0	0	0	0	4	0	3	3	0	3	0	0	3	3	3	0	0	22
0	0	4	4	0	4	0	0	0	0	3	0	3	0	0	3	0	1	22
0	0	0	0	0	4	4	3	0	0	0	3	3	0	0	3	0	1	21
0	0	0	4	0	4	4	0	3	0	3	0	3	0	0	0	0	0	21
0	0	0	0	0	4	0	0	3	0	3	3	3	0	0	3	0	1	20
0	0	0	0	0	4	0	0	3	0	3	3	3	0	0	3	0	1	20
0	0	0	0	0	4	4	0	0	0	3	0	3	0	3	0	0	1	18
0	0	4	0	0	4	0	0	0	0	3	0	3	0	0	3	0	1	18
0	0	4	4	0	4	0	0	0	0	3	0	3	0	0	0	0	0	18
0	0	0	0	0	4	4	0	0	0	3	0	3	0	0	3	0	1	18
0	0	4	0	0	4	0	3	0	0	3	0	3	0	0	0	0	0	17
0	0	4	0	0	4	0	0	0	0	3	0	3	0	3	0	0	0	17
0	0	0	0	0	4	0	0	0	3	3	0	3	0	0	3	0	0	16
0	0	0	0	0	0	0	0	0	0	3	3	3	0	3	3	0	0	15
0	0	0	0	4	0	0	0	3	0	0	0	3	0	0	3	0	1	14
0	4	0	0	0	4	0	0	0	0	3	0	0	0	3	0	0	0	14
0	0	0	4	0	4	0	0	0	0	3	0	0	0	3	0	0	0	14
0	0	0	0	0	4	0	0	3	0	3	0	3	0	0	0	0	0	13
0	0	0	0	0	4	0	0	0	0	3	0	0	0	3	0	0	0	10
0	0	0	0	0	0	0	3	0	0	0	3	0	0	3	0	0	0	9
0	0	4	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	7
0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3

\* "Points of Interest" include Shopping Centers, Employment Centers, Recreation Centers, Downtown, Base Entrances, etc.  
 \*\* "Higher-Demand" determined by overlay of Low Income Areas and Low Car Ownership Areas, according to the U.S. Census Bureau  
 \*\*\* "Bus route Network" includes corridors with main bus routes



## Bicycle Cost Estimating Template (For Planning Purposes Only)<sup>1,2,3</sup>

Item	Description	Unit	Unit Cost
<b>On-Road Bicycle Facilities</b>			
1.0	Install bicycle route signs	Per sign	\$250
1.01	Install bicycle lanes (on existing pavement or during repaving)	Linear foot per single line	Paint: \$0.20 Thermo: \$0.60
1.02	Restripe roadway for wide outside lanes	Linear foot per single line	Paint: \$0.20 Thermo: \$0.60
1.03	Remove existing 4" paint or road stripe marking	Linear foot per single line	
1.04	Install shared lane markings (on existing pavement or during repaving)	EA	Paint: \$40 Thermo: \$65
1.05	Construct wide outside lanes (additional lane pavement added during roadway construction)	Linear mile	\$300,000
1.06	Construct four-foot paved shoulder (additional lane pavement added during roadway construction)	Linear mile	\$600,000
1.07	Construct four-foot bicycle lanes (additional lane pavement added during roadway construction)	Linear mile	\$600,000
1.08	Bicycle Route Signage (Standard vs. High Visibility)	EA	Standard: \$150 High-Visibility: \$200
<b>Bicycle Parking and Bus Facilities</b>			
1.09	Bike Rack	One rack	\$150-\$300
1.10	Bus rack on bus (purchase and install)	One rack	\$570
<b>Shared-Use Pedestrian and Bicycle Facilities</b>			
1.11	Construct 10-foot shared-use path	Linear foot Linear mile	\$133 \$700,000
1.12	Construct 10-foot crushed stone walkway	Linear foot Linear mile	\$15-\$25 \$80,000-\$106,000
1.13	Construct 6- to 8-foot wooden or recycled synthetic material boardwalk	Linear foot Linear mile	\$200-\$250 \$1,000,000-\$1,300,000

1 All items listed include installation costs.

2 All items reflect 2008 pricing.

3 Cost for paths includes clearing, grubbing and grading. Geotextile cost or other major costs, including utility relocation, are not included in multi-use path or sidepath estimates. Multi-use paths and sidepaths are asphalt, with 2" asphalt and 6" aggregate base course.

**Bicycle Cost Estimating Template (For Planning Purposes Only)<sup>1,2,3</sup>**

Item	Description	Unit	Unit Cost
<b>Intersection Treatment Facilities</b>			
1.15	Crosswalk Striping (Standard and High Visibility)	Linear foot	Standard: Thermo =\$2.40 Paint = \$1.60  High Visibility: Thermo = \$4.80 Paint = \$1.60
1.16	Bicycle Loop Detector	EA	\$1,500
1.17	HAWK signal/bike signal	EA	\$40,000
1.18	Bicycle Box (colored pavement)	Square Foot	\$9

1 All items listed include installation costs.

2 All items reflect 2008 pricing.

3 Cost for paths includes clearing, grubbing and grading. Geotextile cost or other major costs, including utility relocation, are not included in multi-use path or sidepath estimates. Multi-use paths and sidepaths are asphalt, with 2” asphalt and 6” aggregate base course.

Sources:

*Guidelines for Analysis of Investments in Bicycle Facilities* By Kevin J. Krizek, United States Federal Highway Administration, National Research Council (U.S.). Transportation Research Board, National

*The Albemarle Pedestrian Plan*

*NCDOT Bicycle and Pedestrian Division*

