

## Section 5. Project Priorities

This section organizes projects based on short-term, mid-term, and long-term projects to help the Town implement the Plan in an orderly manner.

### 5.1. Introduction

This section provides basic cost estimates for the projects recommended in Section 4 and a general prioritization scheme for each type of project. Prioritization is based on factors that include safety, access, connectivity, proximity to schools and other major destinations, as well as public, staff, and stakeholder input. Using the basic cost estimates and other factors, projects are identified as short-term, mid-term, and long-term projects to help the Town determine which to address first as they begin to implement the Plan.

### 5.2. Basic Project Cost Estimates

The following paragraphs develop basic project cost estimates for each of the proposed projects in Section 4. Please note that all cost estimates may increase or decrease depending on the cost of raw materials, labor, and inflation. Cost estimates do not take into account purchase of right-of-way or structure construction (i.e. bridges or tunnels).

Itemized cost assumptions are shown as follows:

***Bicycle Lanes*** (on existing road) are assumed to include the following items:

- ◆ Existing Striping removal and re-application:  
\$3 per linear foot
- ◆ Signage, which is placed every mile and at the start end of a route:  
\$250 per sign
- ◆ On-pavement symbols, placed every 1300 feet:  
\$250 per symbol

***New Greenway/Multi-Use Trail Construction:*** \$700,000 per mile

Individual pricing estimates for bicycle lane projects were based on general estimates from Wake Forest engineering staff. Bicycle lane projects do not include the cost of additional right-of-way purchase, additional lane width, resurfacing, or curb and gutter installation. New greenway/multi-use trail construction estimates assume a 10-foot-wide, multi-purpose trail with minor earthwork and minimal structures to cross drainage features, and do not include costs associated with the purchase of right-of-way.

### 5.3. Project Priorities

All greenway recommendations were considered top priority.

For on-road projects, project priorities are based upon a series of factors, including safety, access, connectivity, proximity to schools and other major destinations, as well as public, staff, and stakeholder input. The following tables divide projects into short-

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term, mid-term, and long-term projects. Short-term represents a project which should be addressed within the next five years from the Plan's completion. Mid-term projects should be addressed within six to ten years, and long-term projects are those that are most likely to happen beyond ten years of the Plan's completion.

Items that had the greatest priority were those that meet an existing demand for facilities, or complete a necessary route to a destination. As a result, short-term projects are those that are along major, well-used thoroughfares in the center of Town. Long-term projects are those that are on less traveled roads or would connect fewer people. Table 5-1, Table 5-2, Table 5-3 and Figure 5-1 present short-term, mid-term, and long-term project priorities.

#### Short-Term Projects (1 – 5 years)

The Town and Stakeholder Committee input indicated that while cost and constructability should be a consideration, need and demand for a facility should have greater priority. Thus, many of the projects in this table will require substantive study, design, and possibly right-of-way acquisition which may prolong their implementation; however, they are the first projects that should be addressed due to need and demand.

#### Mid-Term Projects (6 – 10 years)

Like the short-term projects, these projects may also require additional right-of-way acquisition and substantive design; however, they received a mid-term priority because they are located on less central roads and serve fewer people as major access points into town. It is important to note that although these projects are labeled "mid-term," many of them are located on roads which will most likely undergo improvements in the future by developers, NCDOT, or through Town-planned projects. The Town should require and coordinate future private and public improvements to ensure that these bicycle facility projects are constructed in conjunction with any improvements.

#### Long-Term Projects (11 or more years)

Although these projects are labeled "long-term", like the "mid-term" projects many of them are located on roads which will probably undergo improvements in the future by private developers, NCDOT, or through Town-planned projects. The Town should require and coordinate future private and public improvements to ensure that these bicycle facility projects are constructed in conjunction with any improvements.

It is important to note that Appendix 3 also includes proposed projects that are not prioritized below for implementation in the near future. It is recommended that the Town's Planning Department periodically monitor such non-prioritized projects in Appendix 3 to ensure that implementation occurs as unforeseen opportunities arise, and also to consider these projects for re-evaluation as the built environment changes. All project recommendations for "sharrows" are subject to NCDOT approval of pilot treatment or incorporation into MUTCD Design Standards.

**Table 5-1. Short-term on-road priority projects in Wake Forest.**

Map ID Num.	Segment	Bicycle Plan Recommendation	Cost Estimate
1	N White Street – County line to Juniper Ave (1.35 Miles)	35 mph; 50' back-to-back, two-lane street with center turn lane and Wide Striped Shoulder to accommodate Fast Commuter Cyclists. 	Cost (including signage) incidental to roadway widening as recommended in Transportation Plan.
2	N White Street – Juniper Ave. to Spring St. (0.27 Miles)	Bike Lanes to accommodate Leisure Cyclists. 	Cost (including signage) incidental to roadway widening as recommended in Transportation Plan.
3	N White Street – Spring St. to Roosevelt Ave (0.15 Miles)	Wide striped shoulders; sharrow markings adjacent to on-street parking. White Street Streetscape Plan to accommodate Utility Cyclists. 	No additional cost. Shared lane part of Streetscape Plan.
4	S White Street – Roosevelt Ave to Elm Ave (0.28 Miles)	Sharrow markings. White Street Streetscape Plan to accommodate Utility Cyclists. 	No additional cost. Shared lane part of Streetscape Plan.
5	S. Main Street – South Ave to Holding Ave (0.47 Miles)	Shared lanes with sharrow markings adjacent to on-street parking. 	Portion of cost (including signage) will be incidental to the Transportation Plan project to reconfigure striping without parking. Estimated cost of 20 additional sharrow pavement markings: \$5,000 (\$250 each, placed every 250 feet and at intersections.)
6	S. Main Street – Holding Ave to 98 Bypass (0.46 Miles)	Reconfigure center turn lane to provide more consistent Wide Striped Shoulder to accommodate Utility Cyclists. 	Cost (including signage) incidental to roadway restriping as recommended in Transportation Plan.
7	S. Main Street – 98 Bypass to Rogers Rd (1.07 Miles)	Construction Plans are being prepared for a three-lane configuration to provide a 48' back-to-back section with 11' center turn lane and Wide Striped Shoulders to accommodate Utility Cyclists. 	Cost (including signage) incidental to roadway widening as recommended in Transportation Plan.
8	S Main Street – Rogers Rd to Capital Blvd (0.89 Miles)	Bike Lanes with transition at Rogers Road intersection to dual adjacent multi-purpose trails to accommodate Leisure Cyclists and pedestrians. Driveway treatments including colored aprons and signage as well. 	Construction (material and labor) cost of two, 0.89 mile long, multi-purpose paths: \$623,000. Additional ROW purchase may also be necessary.
11	Ligon Mill Road – S Main St to Burlington Mills Rd (2.3 Miles)	Reconfigure lanes to provide bike lanes in 46-52' back-to-back cross section to accommodate Utility / Leisure Cyclists. 	Cost (including signage) incidental to roadway widening as recommended in Transportation Plan.
23	Stadium Drive – Capital Blvd to Rock Springs Rd (1.00 Miles)	Provide a 46' - 52' cross-section to accommodate Wide Striped Shoulders for Utility Cyclists. Provide 10' multi-purpose path on south side for Leisure Cyclists. 	Portion of cost (including signage) will be incidental to the Transportation Plan widening project. Estimated cost of one additional, 1 mile long multi-purpose path: \$700,000.
24	Stadium Drive – Rock Springs Rd to Wingate St (0.12 Miles)	Sharrow markings to accommodate Leisure Cyclists; reduce speed to 25 mph, 3 lanes at 11' wide, with angle parking on one side or on street parking on both sides. 	Differs from Transportation Plan. Portion of cost of sharrows will be incidental to restriping & widening. Estimated cost of 6 additional sharrow markings: \$1,500 (\$250 each, placed every 250 feet and at intersections).
35	Rogers Road – Main Street to Heritage Lake Road (3500' east of Forestville Road) (1.39 Miles)	Amend to provide 73' back-to-back cross section with Wide Striped Shoulders to accommodate Utility and Fast Commuter Cyclists. Provide 10' multi-use path to accommodate Child / Leisure Cyclists. 	Construction (material and labor) cost of one, 1.39 mile long, multi-purpose path: \$973,000. Additional ROW purchase may also be necessary.

**Table 5-2. Mid-term on-road project priorities in Wake Forest.**

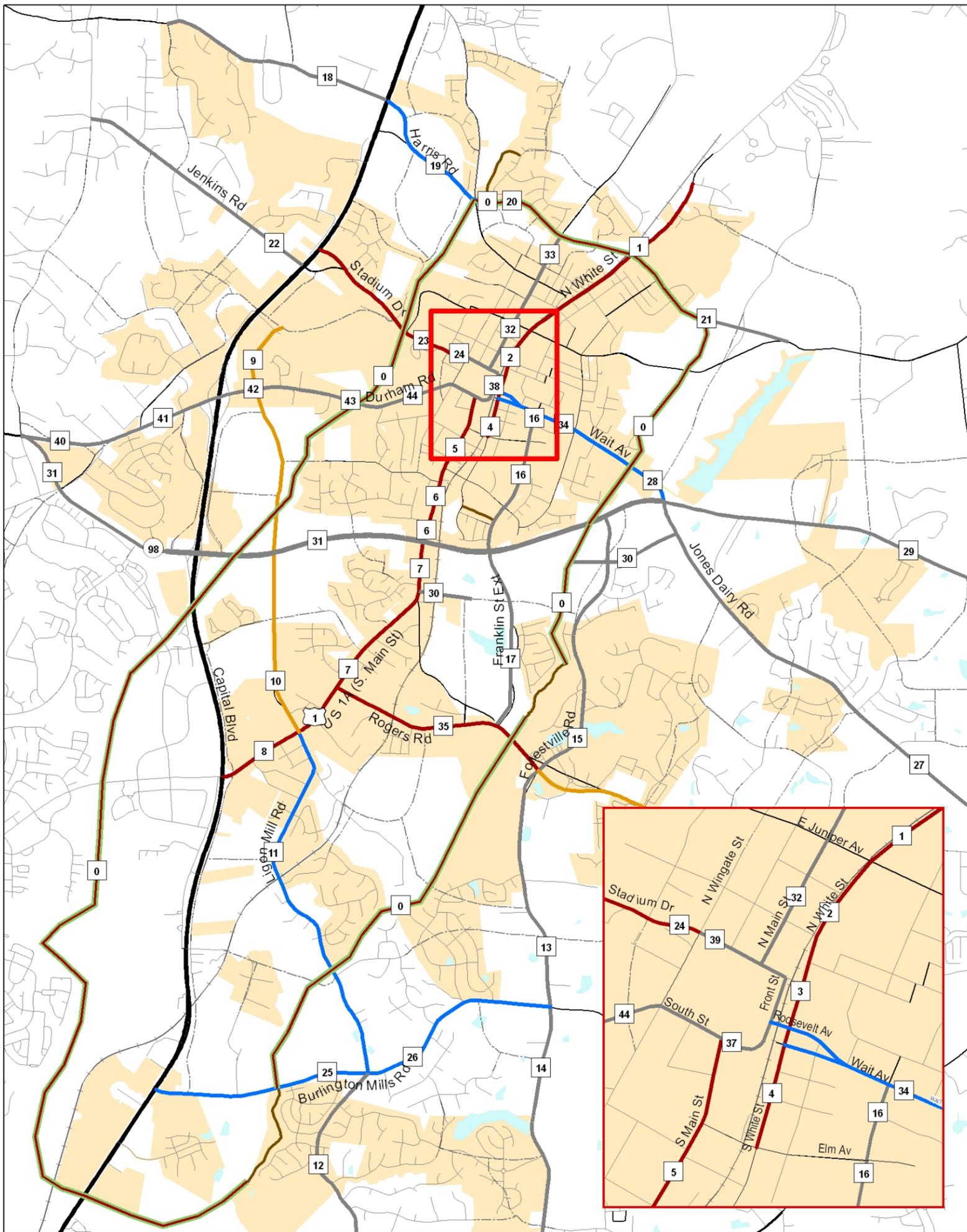
Map ID Num.	Segment	Ultimate Recommendations	Cost Estimate
9	Ligon Mill Road – Agora Dr to Durham Rd (0.45 Miles)	Reconfigure lanes to provide bike lanes in 46-48' back-to-back cross-section for Utility Cyclists. 	Cost (including signage) incidental to roadway construction as recommended in Transportation Plan. Additional 2 bike lane symbols: \$500 (\$250 per symbol, placed every 250 feet and at all intersections)
10	Ligon Mill Road – Durham Rd to S Main St (2.15 Miles)	Reconfigure lanes & median to provide bike lanes for Utility Cyclists. 	Cost (including signage) incidental to roadway construction as recommended in Transportation Plan. Additional 18 bike lane pavement markings: \$4,500 (\$250 per symbol, placed every 1300 feet and at all intersections)
36	Rogers Road – Heritage Lake Road to Town Limits (1.43 Miles)	Provide 73' back-to-back cross-section with Wide Striped Shoulders to accommodate Utility and Fast Commuter Cyclists. Provide 10' multi-use path to accommodate Child / Leisure Cyclists. 	No increase in Transportation Plan project cost.

**Table 5-3. Long-term on-road project priorities in Wake Forest.**

Map ID Num.	Segment	Ultimate Recommendations	Cost Estimate
19	Harris Road – Capital Blvd to Oak St (0.83 Miles)	10' multi-purpose path on north side to accommodate Leisure Cyclists. 	Construction (material and labor) cost of one, 0.83 mile long, multi-purpose path: \$581,000
25	Burlington Mills Road – Capital Blvd to Ligon Mill Rd (1.3 Miles)	Provide 73' - 77' back-to-back cross-section with Wide Striped Shoulders to accommodate Utility and Fast Commuter Cyclists. 10' multi-purpose path to accommodate Leisure Cyclists. 	Portion of cost will be incidental to the Transportation Plan widening project. Estimated cost of one additional, 1.3 miles long multi-purpose path: \$910,000.
26	Burlington Mills Road –Ligon Mill Rd to Forestville Rd (1.28 Miles)	Provide 73' - 77' back-to-back cross-section with Wide Striped Shoulders to accommodate Utility and Fast Commuter Cyclists. 10' multi-purpose path to accommodate Leisure Cyclists. 	Portion of cost will be incidental to the Transportation Plan widening project. Estimated cost of one additional, 1.28 miles long multi-purpose path: \$896,000.
28	East Wait Avenue (NC 98) – Allen Rd to Jones Dairy Rd (0.7 Miles)	Provide 46' – 49' back-to-back with Bike Lanes to accommodate Leisure Cyclists. 	Portion of cost (including signage) incidental to roadway widening as recommended in Transportation Plan. Additional 6 bike lane symbols: \$1,500 (\$250 per symbol, placed every 1 mile and at all intersections)
34	Roosevelt Avenue/Wait Avenue – Front Street to Allen Road (0.51 Miles)	Sharrows and STR signage from Front St to Franklin St; Bike lanes from Franklin St to Allen Rd to accommodate Utility Cyclists. 	Portion of cost (including signage) incidental to roadway restriping as recommended in Transportation Plan. Estimated cost of 12 additional sharrow markings: \$5,500 (\$250 each, placed every 250 feet and at intersections).

**Recommended Treatments Legend:**

-  Bike Lanes
-  10' Multi-Purpose Path
-  Sharrows (Shared lane markings)
-  Landscaping
-  Paved Shoulders
-  Wide Striped Shoulders
-  Share the Road Signage
-  Recommended Speed Limit



**Legend**

- |                                  |                                   |
|----------------------------------|-----------------------------------|
| <b>Proposed Project Priority</b> | — Existing Greenway               |
| — Short-Term (1-5 yrs)           | - - - Future Road on New Location |
| — Short-Term Greenway (1-5 yrs)  | ■ Town Limits                     |
| — Mid-Term (6-10 yrs)            |                                   |
| — Long-Term (11+ yrs)            |                                   |
| — Unassigned                     |                                   |

This map indicates the major project priorities that originated from the Wake Forest Bicycle Plan. The following are term descriptions suggested for these projects. Even for those projects labeled as "Unassigned," any roadway improvement should include the provisions recommended in the Bicycle Plan.

Short-Term: 0-5 Years  
 Mid-Term: 6-10 Years  
 Long-Term: Greater than 10 Years  
 Unassigned: No Priority Provided

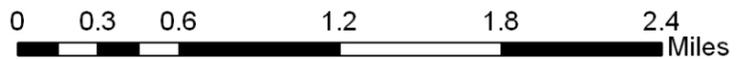


Figure 5-1. Project priorities for on-road bicycle facilities in Wake Forest.

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