

Oakboro Top 5 Bicycle and Pedestrian Priority Projects

Project ID	Project Name	Score	Draft Estimated Cost
BikePed-01	Main Street Bicycle and Pedestrian Improvements	65	\$1,971,552
Int-05	Five Point intersection at Main St and Aquadale and East 1 st Street	50	\$1,448,631
SUP-03	Shared Use Path to District Park along NC 742	55	\$869,000
SUP-04	Shared Use Path along W 2nd St (NC 205) with Railroad Crossing Improvement, Intersection Crossing Improvement at 2nd Street and Pine Street	40	\$650,118
Ped-20	Sidewalks along Claymon Road and Hamilton Road; Railroad Crossing improvement at Claymon Road	35	\$529,987

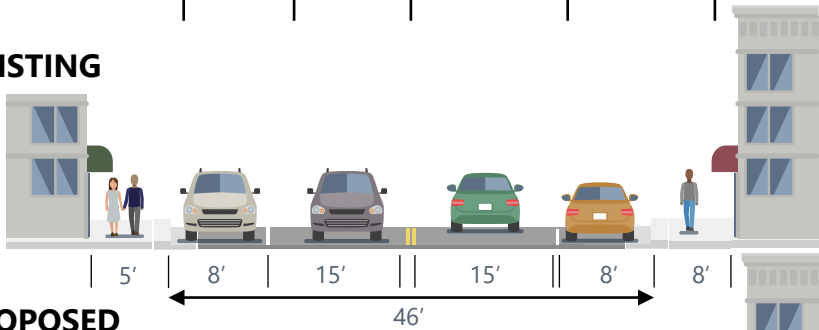
Project
BikePed
-01

Main Street Bicycle and Pedestrian Improvements

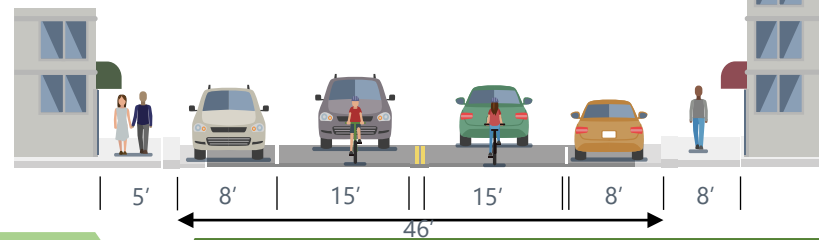
EXISTING CONDITIONS

Route	(Average Annual Daily Traffic)		Roadway Width (ft)	(Right of Way)	System
	AA DT (2020)	Speed Limit		ROW (ft)	
Main St	7,800	20 mph	25-48'	60'	NCDOT

EXISTING



PROPOSED



Main Street and 3rd Street Intersection

Person-level view of existing roadway.



CONSIDERATIONS

- Coordination with projects Int-14, Int-15, BP-55, Ped-66
- Low speed limit through town, consider lowering throughout corridor

CONSTRAINTS

- Limited roadway width - Utilities may need to be relocated
- Existing on-street parking

COST

Total Planning Level Cost: \$1,971,552

Design: \$279,208
 ROW: \$54,132
 Utilities: \$68,378
 Construction: \$1,569,834

Costs developed with NCDOT's Bicycle and Pedestrian Cost Estimation Tool and adjusted to 2023 USD (\$)

RECOMMENDATIONS

Add pedestrian and bicycle improvements along Main Street through downtown Oakboro between Osborne Drive and Five Point Intersection. Bicycle lanes from Osborne Drive to 5th Street and bicycle sharrows along Main Street from Fifth Street to Five Point Intersection with the addition of "Bicycle May Use Full Lane" signage. Add pedestrian crossing improvements including bulb-outs, high visibility crossing markings, improved pedestrian lighting. Evaluate for PHB/RRFB at unsignalized crossing locations.

Shared Lane Markings (SLMs), or "sharrows," are road markings used to indicate a shared lane for bicycles and automobiles. Although not considered as a substitute for bike lanes they help to establish the legitimacy of Bicycle traffic on the street where other facility types otherwise warranted space that is unfeasible.



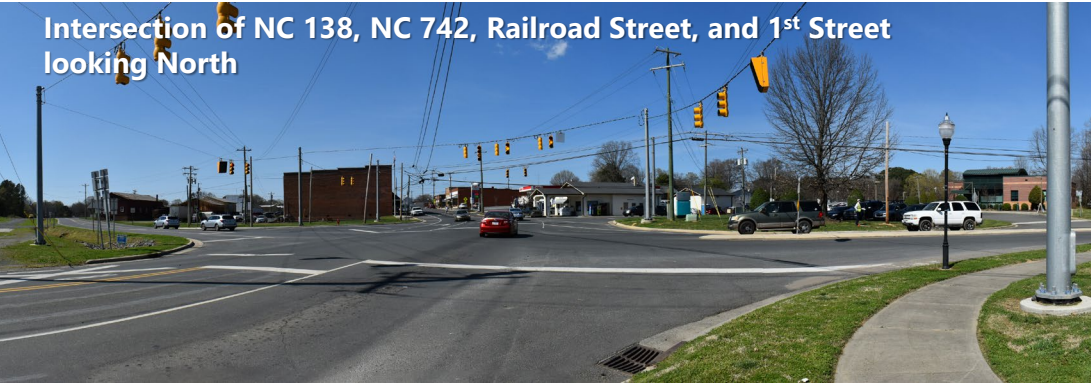
Aerial conceptual rendering of Project BikePed-01, showing the proposed sharrows and pedestrian crossings with bulb-outs along Main Street.

Conceptual rendering of Project BikePed-01 from person-level perspective showing the proposed sharrows and pedestrian crossings with bulb-outs along West Main Street and East Main Street.

*Project
Int-05*

Improvements to South Main Street Five Point Intersection for Pedestrian Crossing and Safety

Route	AADT (2020)	Speed Limit	Length	Roadway Width (ft)	ROW (ft)	System
NC 138 / Railroad St/ Aquadale Rd	4,600	35-45 mph	N/A	40'	80'	NCDOT
NC-742 South Main St	4,300	35-45 mph	N/A	22'	30'	NCDOT
East 1 st Street	2,200	35-35 mph	N/A'	22'	30'	NCDOT



Aerial image of the existing signalized intersection of NC 138 Railroad Street/Aquadale Road, NC 742 South Main Street and East 1st Street



CONSIDERATIONS

- Coordinate with NCDOT for roadway improvements and ROW
- Coordinate with SUP-12, Bike-01 sidewalks and bicycle facilities
- Coordinate with Norfolk Southern Railroad

CONSTRAINTS

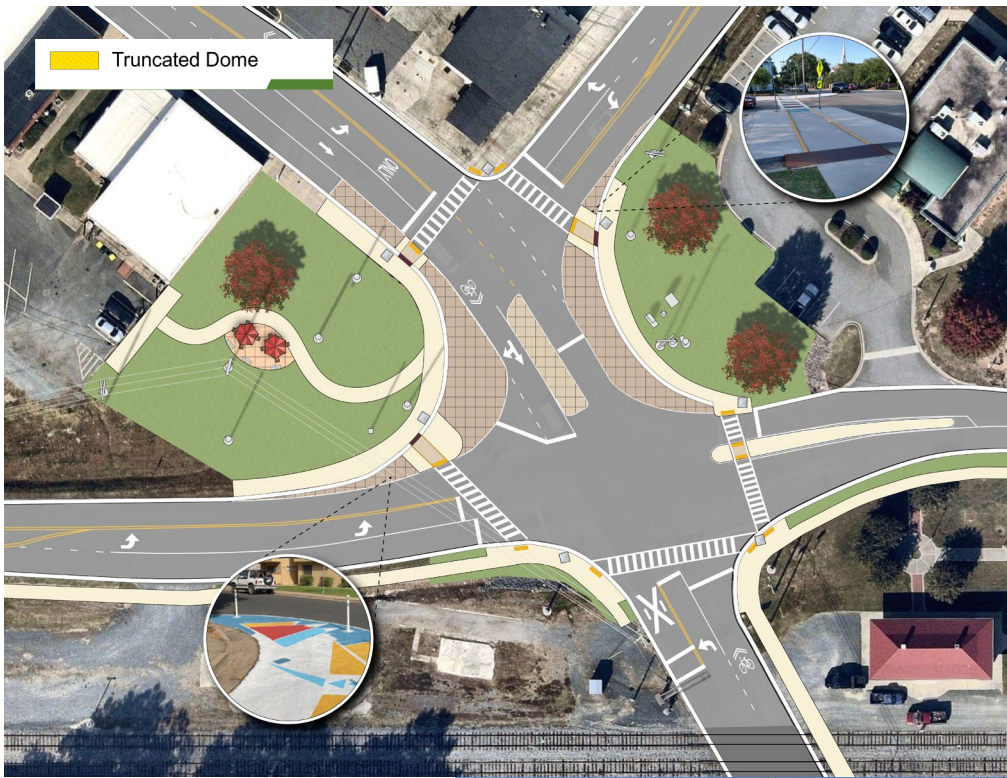
- High traffic intersection and turning movements
- Heavy freight volumes
- Railroad crossing
- Lack of sidewalks on all approaches
- Lack of pedestrian scale lighting

COST

Total Planning Level Cost: \$1,448,631

Design: \$205,153
 ROW: \$39,775
 Utilities: \$50,242
 Construction: \$1,153,562

Costs developed with NCDOT's Bicycle and Pedestrian Cost Estimation Tool and adjusted to 2023 USD (\$)



Aerial conceptual rendering of Project Int-05, showing the proposed improved crossing at the existing signalized intersection with curb bulb-outs and high visibility marked crosswalks at all approaches.



Truncated Domes are the textured ground surface strips commonly found on curb ramps, at transit stations and other high trafficked crossing locations. Truncated Domes are a form of detectable warning that communicate to people with vision impairments that they are approaching a hazard in their path.

RECOMMENDATIONS

Pedestrian crossing improvements at South Main Street Five Point Intersection (South Main Street/Railroad Street/E 1st Street) with high visibility markings at crosswalks, curb bulb-outs with mountable curb to accommodate freight vehicles turning radius, ADA curb ramps upgrade, pedestrian-scale lighting and signal heads at all approaches. Additional medians for improved traffic flow recommended for consideration as part of redesign. Optional green space next to the Town Hall recommended.

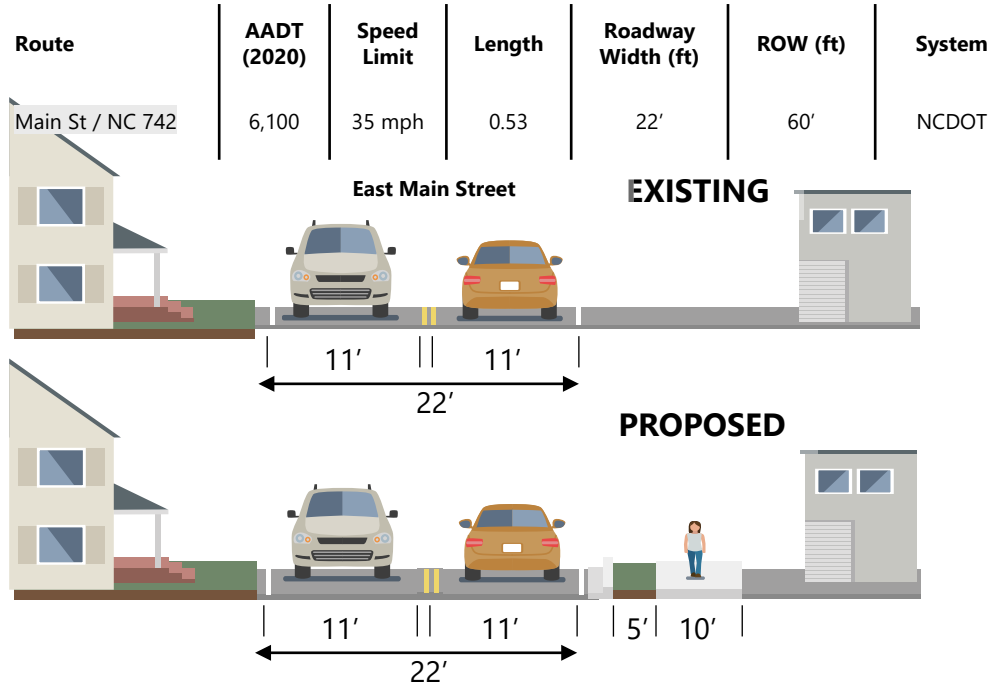


Project Int-05 conceptual rendering from person-level perspective showing the improved intersection lighting, curb bulb-outs and high visibility marked crosswalks.

Shared Use Path From South of Railroad Tracks to District Park

Project
SUP-03

EXISTING CONDITIONS



Person-level view of existing NC 742 (S. Main Street) looking North.



CONSIDERATIONS

- Coordinate with projects BP-19, BP-55, Ped-26, Ped-34
- Connections with various retail businesses
- Desired pedestrian connection from citizens
- Coordination with Norfolk Southern Railroad

CONSTRAINTS

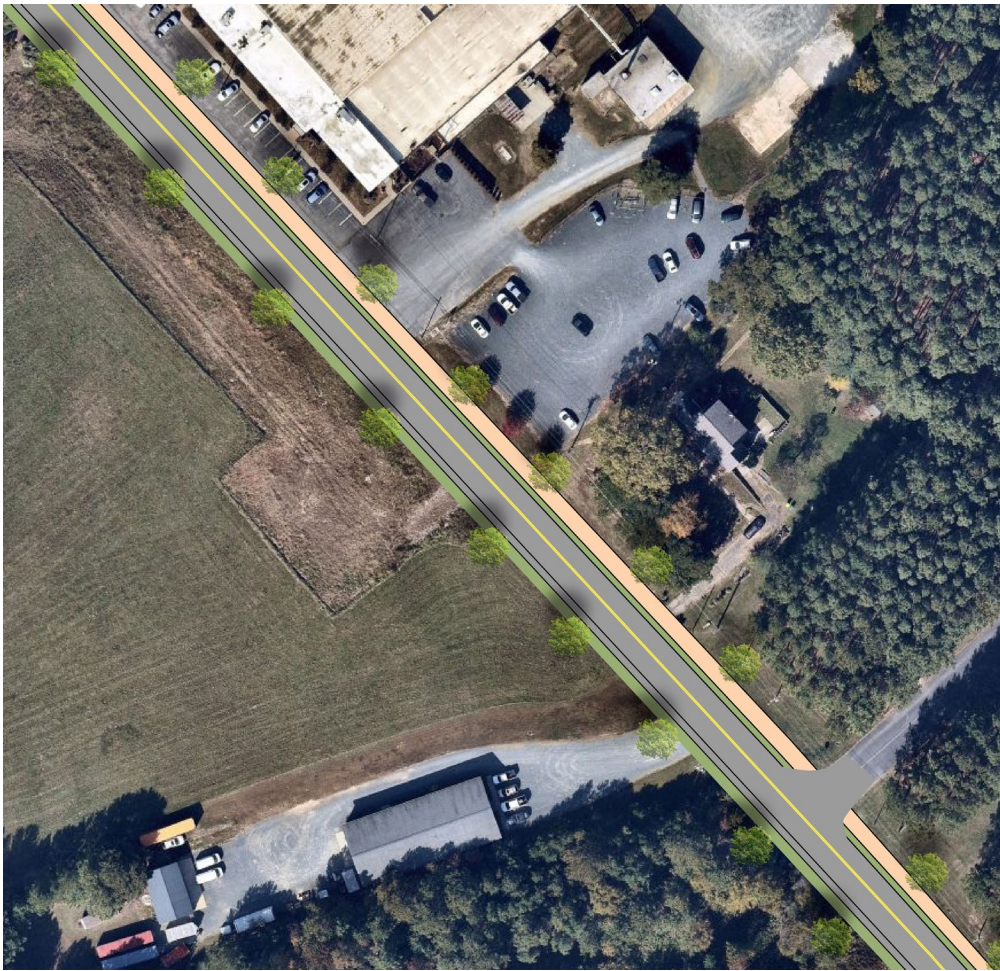
- Limited ROW and utility poles
- Partially within 100-year flood plain and challenging topography
- Lack of curb and gutter

COST

Total Planning Level Cost: \$869,000

Design: \$205,800
 ROW: \$11,400
 Utilities: \$63,000
 Construction: \$588,800

Costs developed with NCDOT's Bicycle and Pedestrian Cost Estimation Tool and adjusted to 2023 USD (\$)



Aerial conceptual rendering of Project SUP-03 showing the proposed addition of the shared use path.

RECOMMENDATIONS

Improve access for pedestrians to downtown Oakboro and District Park by adding a new shared use path link along the east side of South Main Street (NC 742) from south of the railroad tracks to District Park. Add pedestrian-scale lighting.



Project SUP-03 conceptual rendering from person-level perspective showing the addition of new shared use path along the east side of South Main Street (NC 742).

Bundle Project
SUP-04,
Int-06, Int-16

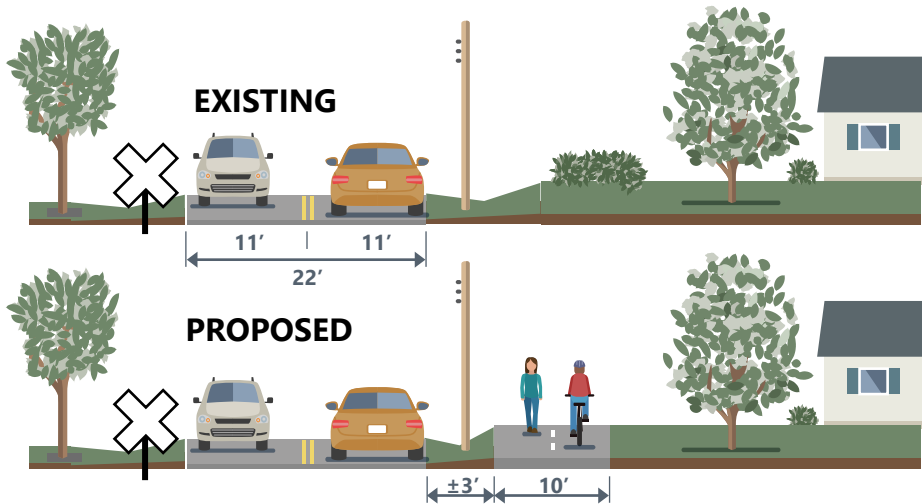
West 2nd Street Shared Use Path with Railroad Crossing Improvement

2nd Street and Pine Street looking Southwest



EXISTING CONDITIONS

Route	AADT (2020)	Speed Limit	Roadway Width (ft)	ROW (ft)	System
2nd Street	6,800 - 2,700	20 -35 mph	22-33'	45'	NCDOT



Person-level view of existing roadway. Credit: Town of Oakboro.



CONSIDERATIONS

- Coordination with projects SUP-12, Ped-16
- Rock Church and Hamilton communities to connect with the Town's center with Oakboro Road Shared Use Path, Gwy 02A
- Coordination with railroad required

CONSTRAINTS

- Railroad Crossing and limited ROW; goes over railroad tracks, Coordination required with ACWR (Aberdeen, Carolina & Western Railway Company)
- Lack of Curb and Gutter
- ROW needs and Utilities within the ROW

COST

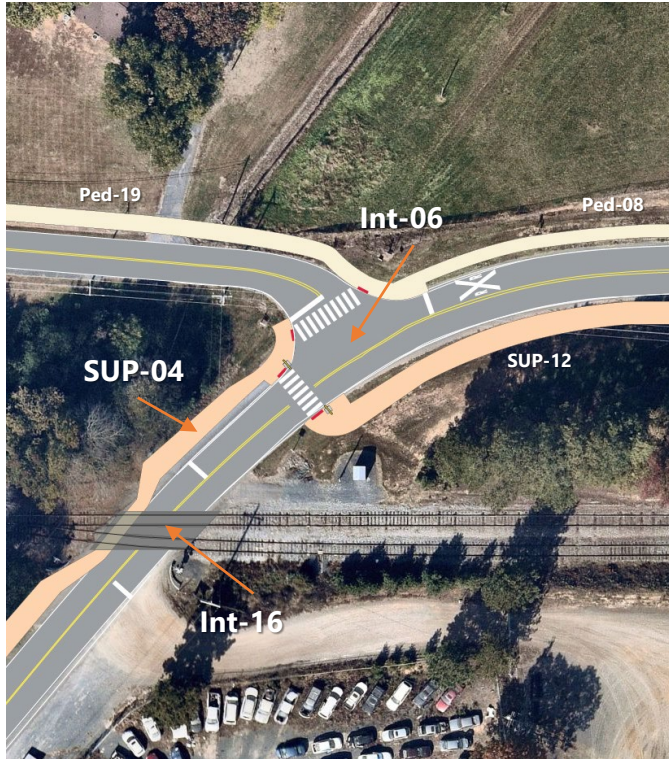
Total Planning Level Cost: \$650,118

Design: \$92,069
 ROW: \$22,547
 Utilities: \$22,547
 Construction: \$517,651

Costs developed with NCDOT's Bicycle and Pedestrian Cost Estimation Tool and adjusted to 2023 USD (\$)

RECOMMENDATIONS

Implement a shared use path along 2nd Street from Railroad Street to Hamilton Road. Implement crossing improvements at the intersection of Pine Street and 2nd Street; install two high visibility marked crossing and ADA curb ramps on Pine Street and W 2nd Street for greenway crossing. Include pedestrian-scale lighting and warning signage.



Aerial conceptual rendering of Project SUP-04, Int-16 and Int-06, showing the proposed shared use path alignment along West 2nd Street.



2nd Street Looking North



2nd Street and Pine Street Looking Southwest

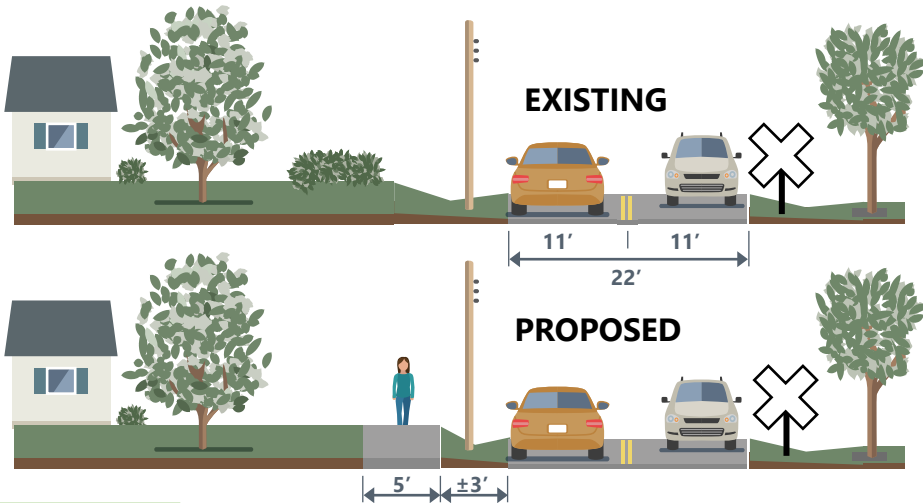
Conceptual rendering of Project SUP-04, Int-06, and Int-16 from person-level perspective showing the proposed shared use path along the west side of 2nd Street from intersection of Railroad Street to Hamilton Road.

Project
Ped-20,
Int-15,

Claymon Road and Hamilton Road Sidewalks and Railroad Crossing Improvements

EXISTING CONDITIONS

Route	AADT (2020)	Speed Limit	Roadway Width (ft)	ROW (ft)	System
Claymon Rd/Hamilton Rd	N/A	20 mph	22'	30'	NCDOT



Person-level view of existing roadway (Claymon Road/W. 5th Street). Credit: Town of Oakboro.



CONSIDERATIONS

- Coordination with projects Ped-19
- Coordination with Greenway project Gwy 15
- Connects Priority EJ community south of town to Downtown

CONSTRAINTS

- Railroad Crossing and limited ROW; goes over railroad tracks, Coordination required with ACWR (Aberdeen Carolina & Western Railway Company)
- Lack of Curb and Gutter
- ROW needs and Utilities within the ROW

COST

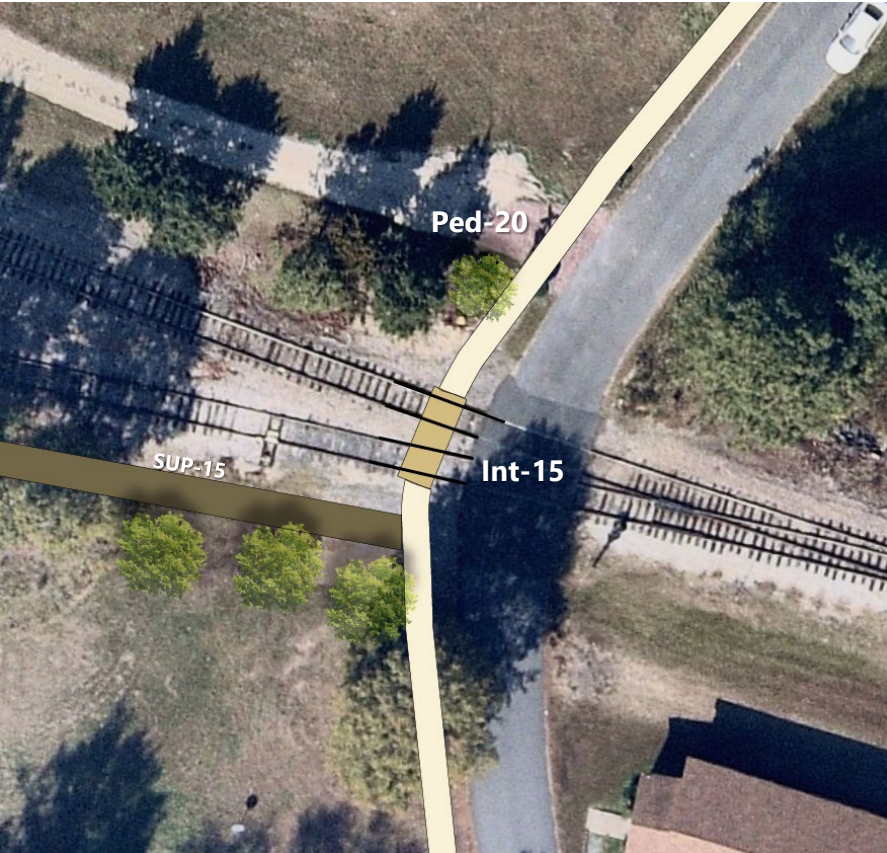
Total Planning Level Cost: \$529,987

Design: \$75,056
 ROW: \$14,552
 Utilities: \$18,381
 Construction: \$421,998

Costs developed with NCDOT's Bicycle and Pedestrian Cost Estimation Tool and adjusted to 2023 USD (\$)

RECOMMENDATIONS

Implement a sidewalk along Claymon Road (W. Fifth Street) from Pine Street to Hamilton Road, and along Hamilton Road from Claymon Road to NC 205 (W. 2nd Street). Implement a Rail Crossing improvement along Claymon Road to support an ADA accessible walkway. The project will help connect south Oakboro to Downtown.



Aerial conceptual rendering of Project Ped-20, showing the proposed sidewalk along Claymon Road (W. 5th Street).



Conceptual rendering of Project Ped-20 and Int-15 from person-level perspective showing the proposed sidewalk along the west side of Claymon Road from Pine Street to Hamilton road.