



## **Appendix A**

# **Model Bicycle and Pedestrian Design Guidelines**

Diagram illustrating a four-lane road with a center turn lane. The diagram shows lane widths, offset dimensions, and various traffic signs.

**Lane Widths:**

- Travel Lanes: 6' each
- Center Turn Lane: 8'

**Offset Dimensions:**

- From Centerline to Edge of Travel Lane: 11'

**Signs and Markings:**

- (A) No Left Turn
- (B) No Right Turn
- (C) No U-Turn
- (D) No Through Truck
- (E) No Through Heavy Vehicle
- (F) No Through Motor Vehicle
- (G) No Through Vehicle
- (H) No Through Vehicle
- (I) No Through Vehicle

(A) CENTERLINE**	(D) BICYCLE LANE - 6' MAX/5' MIN***	(G) DISTANCE FROM GUTTER PAN TO EDGE STRIPE - 4' MAX/3' MIN
(B) CURB & GUTTER OR HEADER CURB	(E) TRAVEL LANE - 12' MAX/10' MIN	(H) 6"-TO-8" WHITE STRIPE
(C) BICYCLE SYMBOL AND ARROW MARKING (SEE MUTCD FIGURE 9C-3)	(F) PARKING LANE - 8' MAX/7' MIN	

The diagram illustrates a proposed two-way bicycle lane with the following dimensions and features:

- Dimensions:**
  - 5' (Bike Lane Width)
  - 3' (Buffer Zone)
  - 11' (Travel Lane)
  - 11' (Travel Lane)
  - 2' (Buffer Zone)
  - 5' (Bike Lane Width)
  - 1' (Buffer Zone)
  - 8' (Travel Lane)
- Callouts:**
  - (A) Points to the left side of the bike lane.
  - (B) Points to the left side of the bike lane.
  - (C) Points to the left side of the bike lane.
  - (D) Points to the left side of the bike lane.
  - (E) Points to the left side of the bike lane.
  - (F) Points to the left side of the bike lane.
  - (G) Points to the left side of the bike lane.
  - (H) Points to the left side of the bike lane.
  - (I) Points to the left side of the bike lane.
  - (J) Points to the left side of the bike lane.
  - (K) Points to the left side of the bike lane.
- Other Features:**
  - A large black arrow pointing up, indicating the direction of travel.
  - A bicycle icon, indicating the lane is for bicycles.
  - A small black arrow pointing down, indicating the direction of travel.

(A) CENTERLINE**	(D) BICYCLE LANE - 7' MAX/5' MIN	(G) 6"-TO-8" WHITE STRIPE	(J) PARKING LANE - 8' MAX/7' MIN
(B) CURB & GUTTER OR HEADER CURB	(E) BUFFER ZONE - 3' MAX/1.5' MIN*	(H) BUFFER ZONE - 2' MAX/0' MIN	(K) DISTANCE FROM GUTTER PAN TO EDGE STRIPE - 4' MAX/3' MIN
(C) BICYCLE SYMBOL AND ARROW MARKING (SEE MUTCD FIGURE 9C-3)	(F) TRAVEL LANE - 12' MAX/10' MIN	(I) 4" WHITE STRIPE	

[illegible]

(A) CENTERLINE**	(E) BUFFER ZONE WITH FLEXIBLE BOLLARDS*	(I) DISTANCE FROM GUTTER PAN TO EDGE STRIPE - 4' MAX/3' MIN
(B) CURB & GUTTER OR HEADER CURB	(F) TRAVEL LANE - 12' MAX/10' MIN	(J) 6"-TO-8" WHITE STRIPE
(C) BICYCLE SYMBOL AND ARROW MARKING (SEE MUTCD FIGURE 9C-3)	(G) PARKING LANE - 8' MAX/7' MIN	(K) 4" WHITE STRIPE
(D) BICYCLE LANE - 7' MAX/5' MIN	(H) BUFFER ZONE - 3' MIN*	

(A) CURB & GUTTER OR HEADER CURB	(D) BICYCLE LANES - 12' MAX/8' MIN	(G) BUFFER ZONE WITH DIAGONAL CROSS HATCHING - 3' MIN
(B) BICYCLE SYMBOL AND ARROW MARKING (SEE MUTCD FIGURE 9C-3)	(E) TRAVEL LANE - 12' MAX/10' MIN	(H) 6"-TO-8" WHITE STRIPE
(C) BUFFER ZONE WITH FLEXIBLE BOLLARDS*	(F) PARKING LANE - 8' MAX/7' MIN	(I) 4" WHITE STRIPE

The diagram illustrates a cross-section of a building with various structural components labeled A through H. The horizontal dimensions are indicated at the bottom: 6' between points E and F, 11' between F and G, and 5' between G and the right edge. Vertical dimensions are shown on the right side: I' for the height from the floor to the top of the wall, and H' for the height from the floor to the top of the window opening. The labels include:

- A**: Points to the roofline.
- B**: Points to the exterior wall surface.
- C**: Points to the interior wall surface.
- D**: Points to the floor slab.
- E**: Point on the left vertical axis.
- F**: Point on the vertical axis corresponding to the 11' dimension.
- G**: Point on the vertical axis corresponding to the 11' + 5' dimension.
- H**: Points to the top of the window opening.
- I**: Points to the top of the wall above the window opening.

Additional features include a large downward arrow indicating load or direction, and a small upward arrow near the top right corner.

(A) CENTERLINE**	(D) BICYCLE SYMBOL AND ARROW MARKING (SEE MUTCD FIGURE 9C-3)	(G) PAVED SHOULDER - 8' MAX/5' MIN
(B) ADVISORY SHOULDER LINE	(E) BICYCLE LANE - 6' PREFERRED/ 5' MIN	(H) RUMBLE STRIPS (OPTIONAL)***
(C) 6"-TO-8" WHITE STRIPE	(F) TRAVEL LANE - 12' MAX/10' MIN	(I) RIDEABLE SPACE - 4' MIN

		<p>FLEXIBLE BOLLARD/ BOLLARD:</p> <ul style="list-style-type: none"> <li>* 10'-40' TYPICAL SPACING</li> <li>* 3' MAX/2' MIN</li> </ul>
		<p>RAISED MEDIAN:</p> <ul style="list-style-type: none"> <li>* OPTIONAL PLANTING STRIPS</li> <li>* 3' TYPICAL/1.5' MIN</li> </ul>
		<p>CONCRETE BARRIER:</p> <ul style="list-style-type: none"> <li>* CONTINUOUS PLACEMENT</li> <li>* 3' TYPICAL</li> </ul>
		<p>PLANTER BOX:</p> <ul style="list-style-type: none"> <li>* 2'X3' TYPICAL (FOR LOWER SPEED STREETS ONLY)</li> </ul>

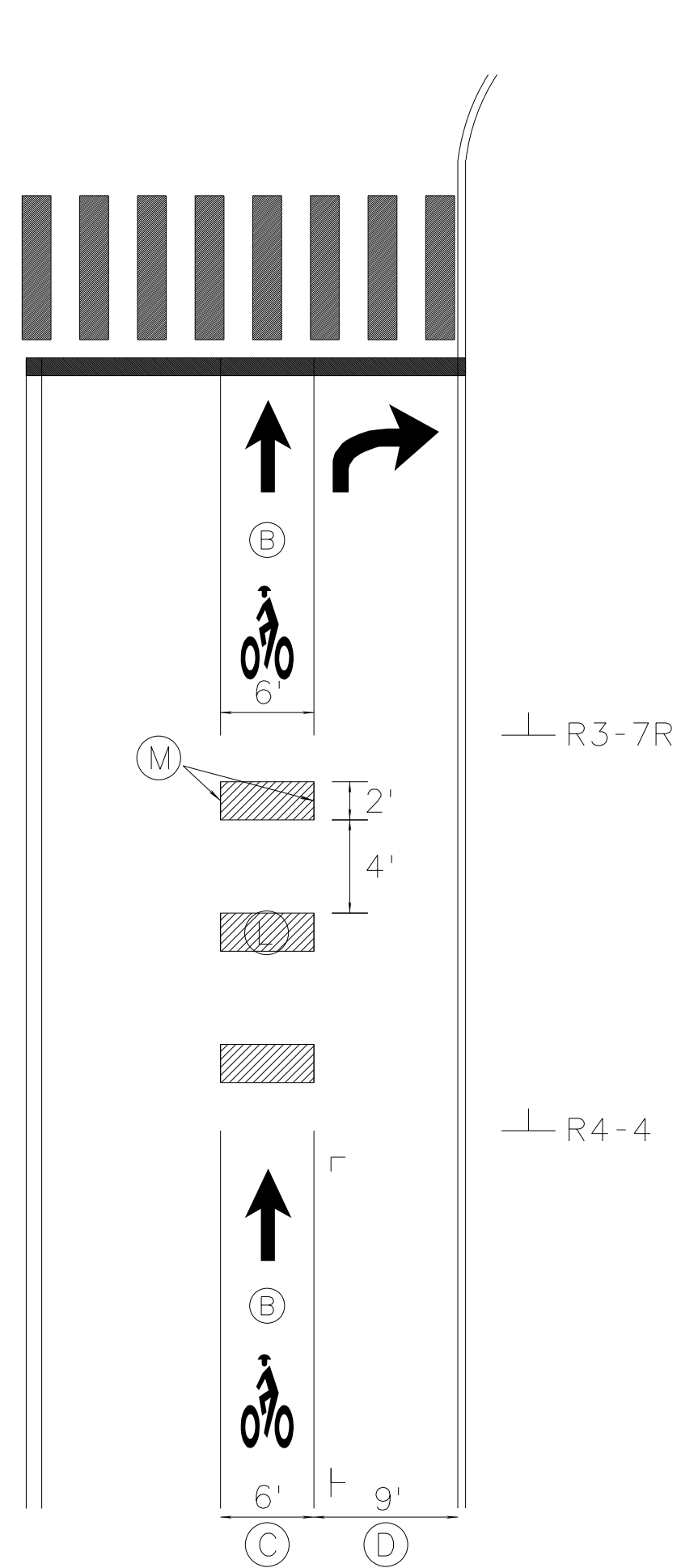
[illegible]

(A) CURB & GUTTER OR HEADER CURB	(D) 6"-TO-8" WHITE STRIPE
(B) ADVISORY BIKE LANE - 6' PREFERRED/ 4' MIN	(E) DISTANCE FROM GUTTER PAN TO STRIPE - 4'
(C) BICYCLE SYMBOL AND ARROW MARKING (SEE MUTCD FIGURE 9C-3)	(F) CENTER TWO-WAY TRAVEL LANE - 18' MAX/ 10' MIN

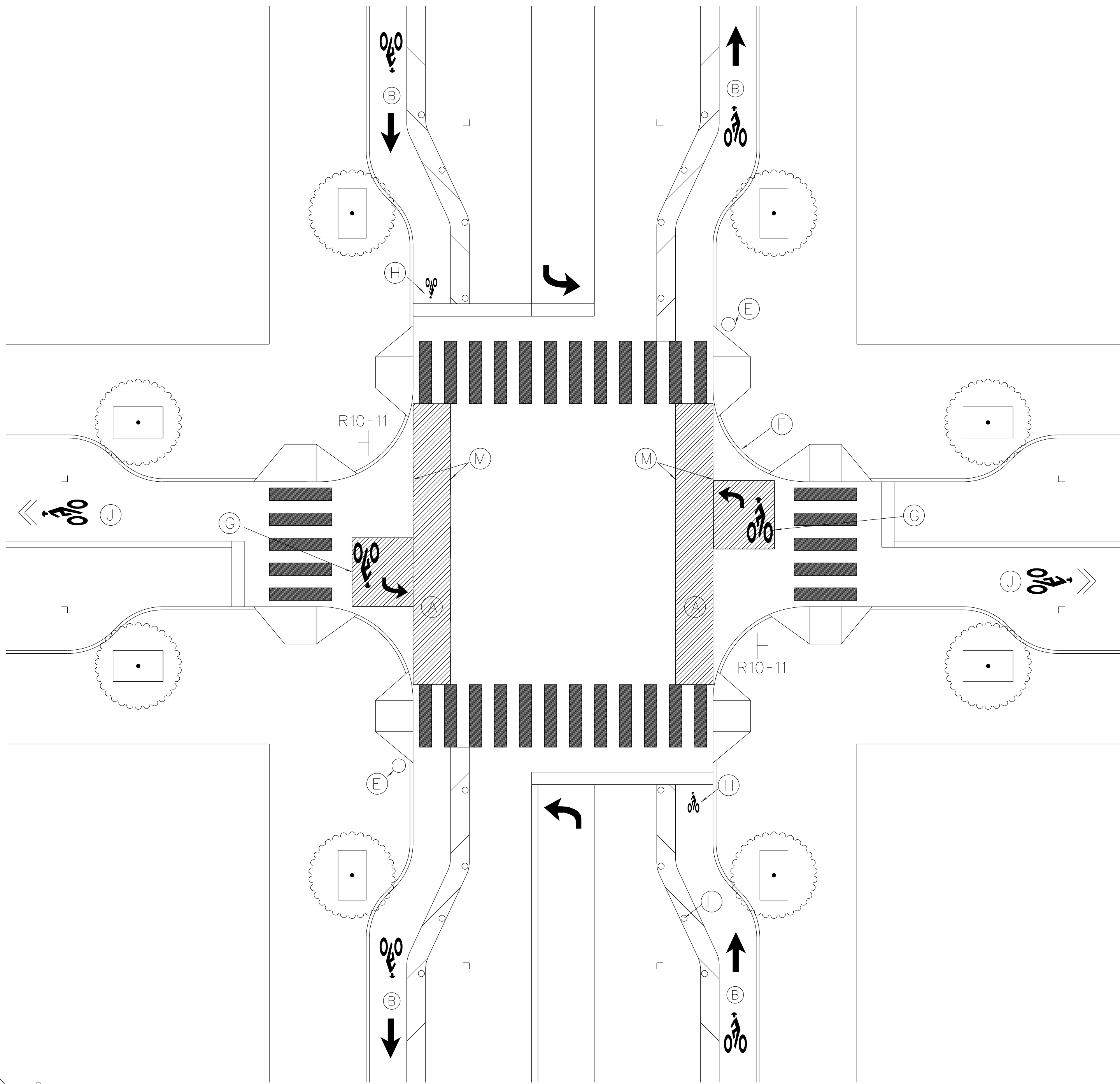
x DIAGONAL HATCHING REQUIRED IF BUFFER > 3',  
 xx ANGLE 30° TO 45°, SPACING 10' TO 40'  
 xxx NOT REQUIRED IF ADT<3,000  
 xxx EVERY 50' PROVIDE 12' GAP  
 xxxx ADJACENT TO NARROW PARKING LANES (7'), A WIDER BICYCLE LANE (6'-7')  
 PROVIDES MORE OPERATING SPACE TO AVOID OPENING VEHICLE DOORS

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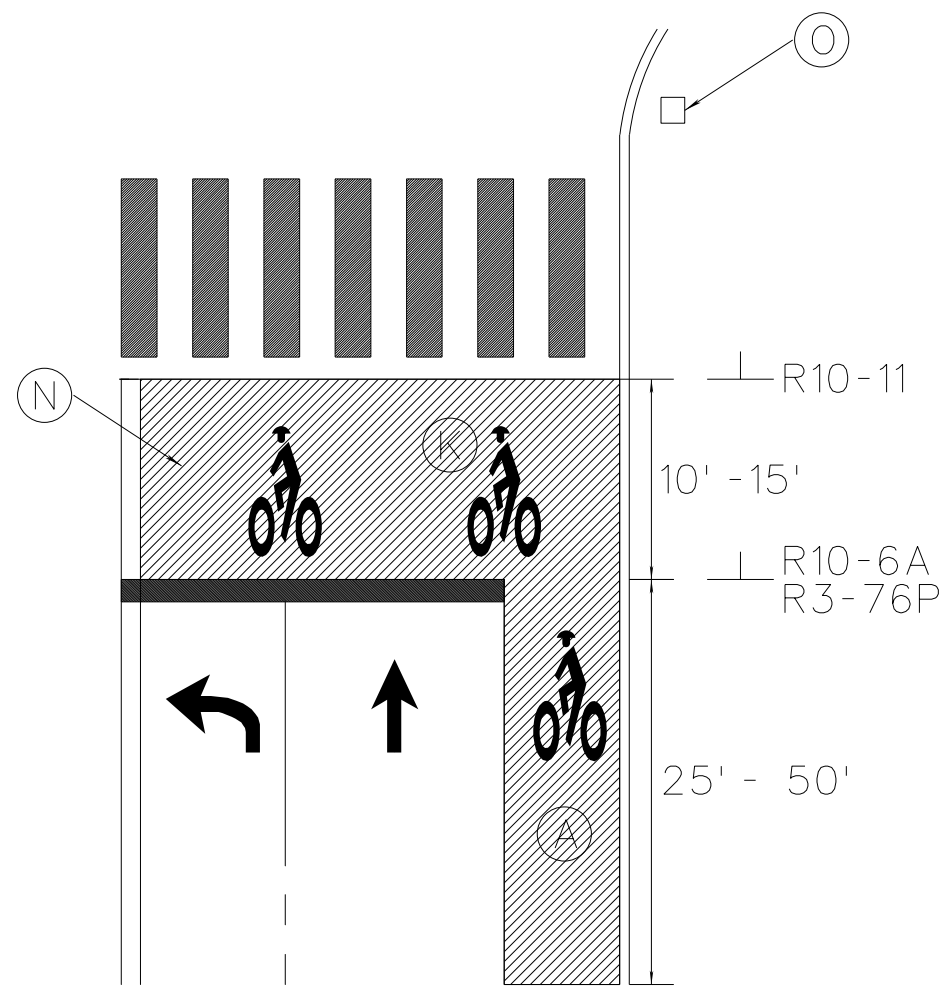
THROUGH LANE DETAIL



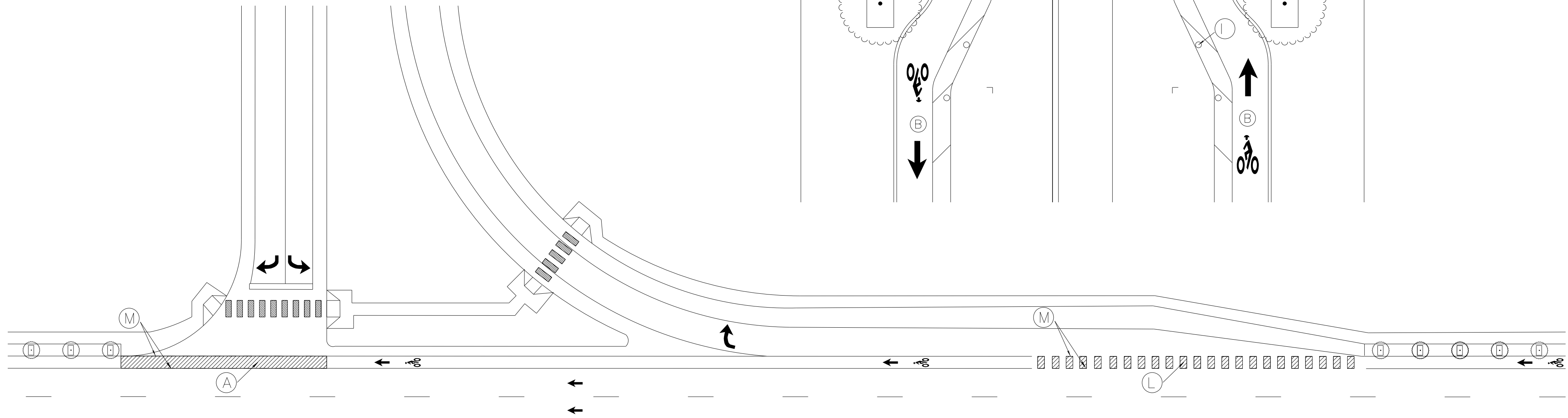
SIGNALIZED INTERSECTION DETAIL



BIKE BOX DETAIL  
AT SIGNALIZED INTERSECTION



INTERCHANGE RAMP

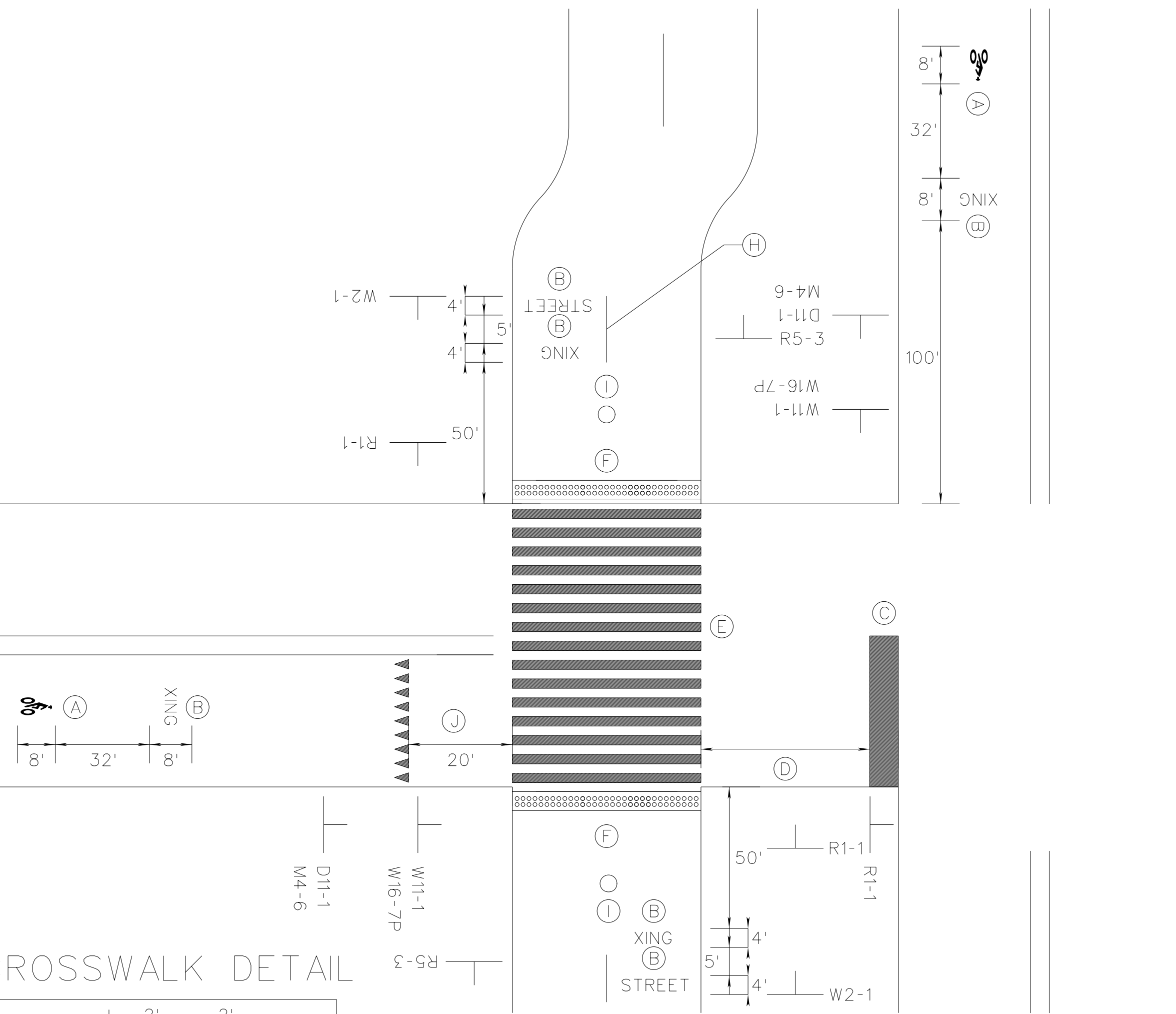
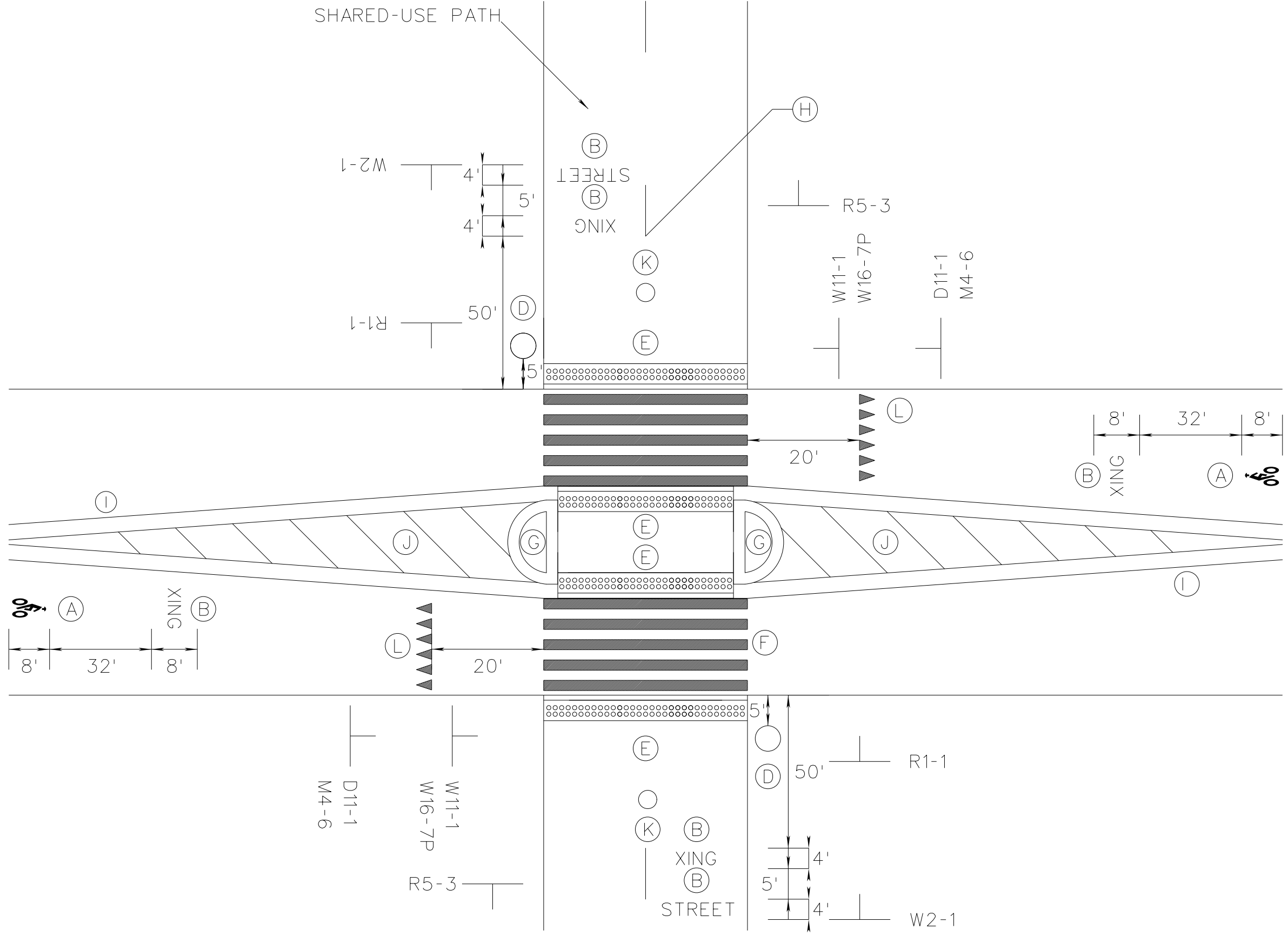


LEGEND			
(A) SOLID GREEN PAVEMENT MARKING (OPTIONAL)	(H) BICYCLE DETECTION AND PAVEMENT MARKING (SEE MUTCD FIGURE 9C-7)	(I) FLEXIBLE BOLLARD	
(B) BICYCLE SYMBOL AND ARROW MARKING (SEE MUTCD FIGURE 9C-3)	(J) SHARED LANE MARKING (SEE MUTCD FIGURE 9C-5)	(K) BICYCLE SYMBOL (SEE MUTCD FIGURE 9C-3)	
(C) BICYCLE LANE - 6' MAX/5' MIN	(L) DASHED GREEN PAVEMENT MARKING	(M) DASHED 6" OR 8" WHITE STRIPING	
(D) PARKING LANE/TURNING LANE - 9' MIN	(N) BICYCLE BOX (REFER TO MUTCD 1A-18)	(O) PEDESTRIAN COUNTDOWN TIMER - TO BE LOCATED AT EACH CORNER OF THE INTERSECTION	
(E) BICYCLE SIGNAL HEAD			
(F) 15' RADIUS TYP.			
(G) 2 STAGE TURN BOX WITH SOLID GREEN PAVEMENT MARKING (REFER TO MUTCD 1A-20)			

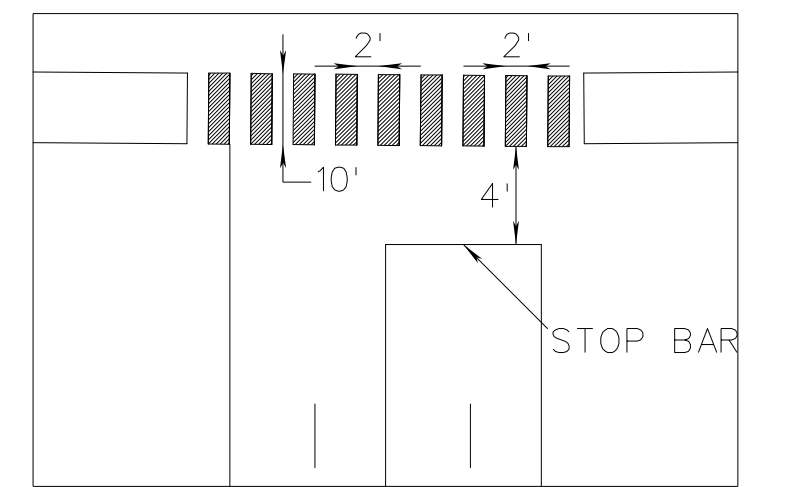
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SHARED-USE PATHWAY  
MID-BLOCK CROSSING

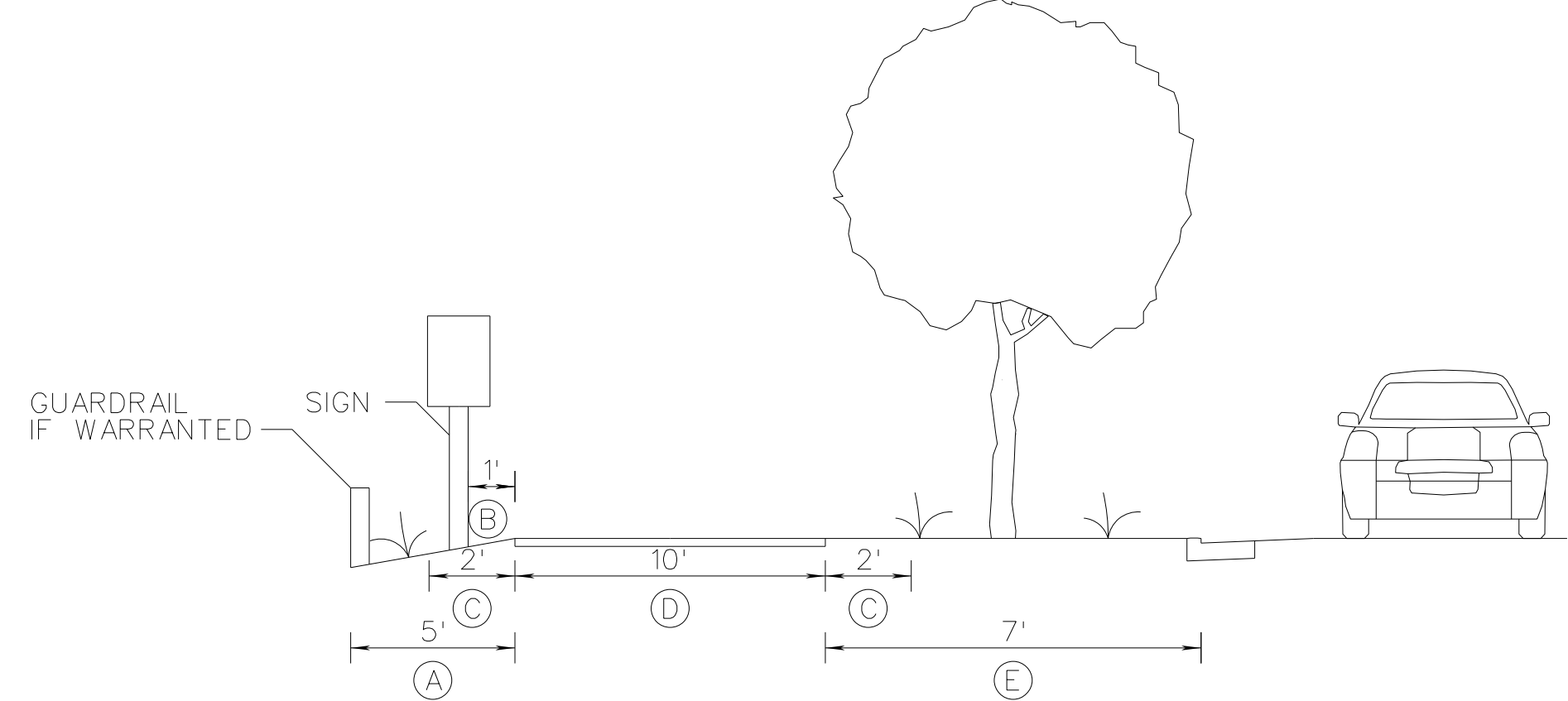
SIDEPATH CROSSING AT INTERSECTION



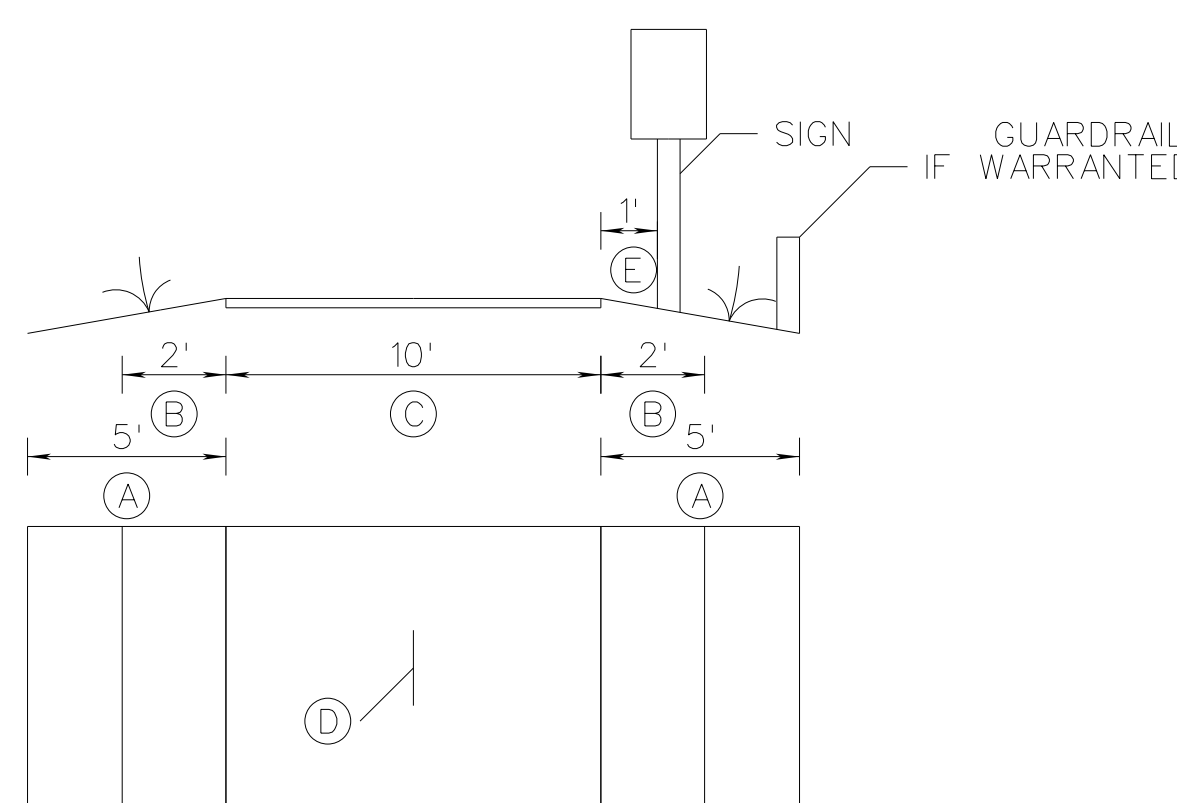
CROSSWALK DETAIL



SIDEPATH



SHARED-USE PATHWAY



- LEGEND
- (A) BICYCLE SYMBOL (SEE MUTCD - FIG. 9C-3)
  - (B) WORD LEGENDS (SEE MUTCD - FIG. 9C-3)
  - (C) STOP BAR - 24" LEGEND WHITE
  - (D) CROSSING TO STREET 8' MIN PREFERRED
  - (E) CROSSWALK - 24" LEGEND WHITE (SEE DETAIL)
  - (F) TACTILE WARNING SURFACE
  - (H) 4" SKIP YELLOW
  - (I) REMOVABLE BOLLARDS
  - (J) YIELD BAR - 20' FROM CROSSWALK

- LEGEND
- (A) RECOVERY AREA - 5' TYP/3' MIN
  - (B) LATERAL CLEARANCE - 1' MIN
  - (C) UNPAVED SHOULDER - 2', MAX SLOPE 4%
  - (D) PATH WIDTH - 14' MAX/8' MIN
  - (E) SEPARATION FROM TRAVEL LANE - SEE SD-1 FOR VERGE WIDTH
  - (F) 6" SKIP YELLOW STRIPE

- LEGEND
- (A) RECOVERY AREA - 5' TYP/3' MIN
  - (B) UNPAVED SHOULDER - 2', MAX SLOPE 4%
  - (C) PATH WIDTH - 14' MAX/10' MIN
  - (D) 4" SKIP YELLOW STRIPE
  - (E) LATERAL CLEARANCE - 1' MIN

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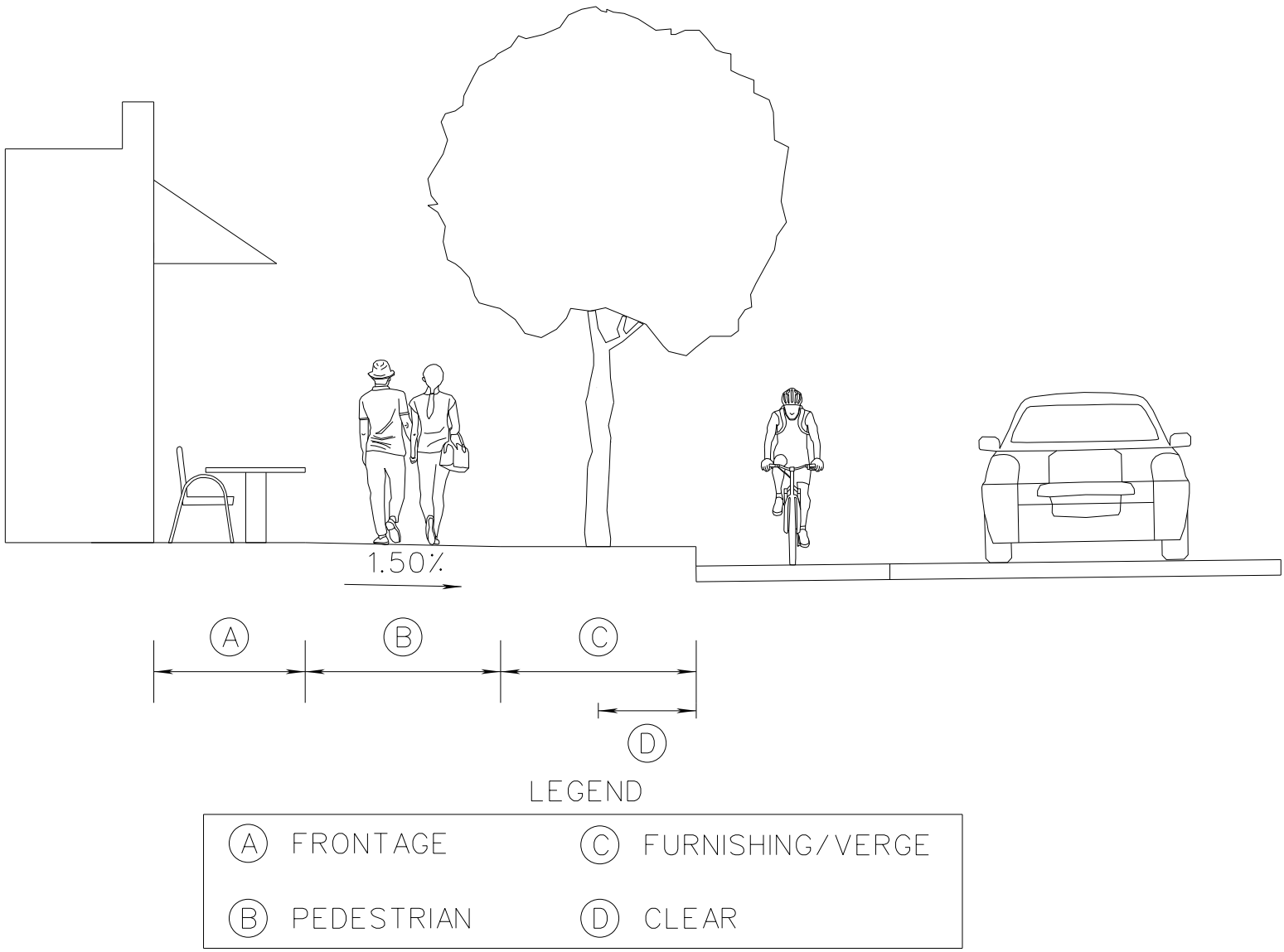


SHARED-USE  
PATHWAY  
DETAILS

TOWN OF DALLAS  
FILE: STANDARD.dgn  
DATE: 10/05/2020

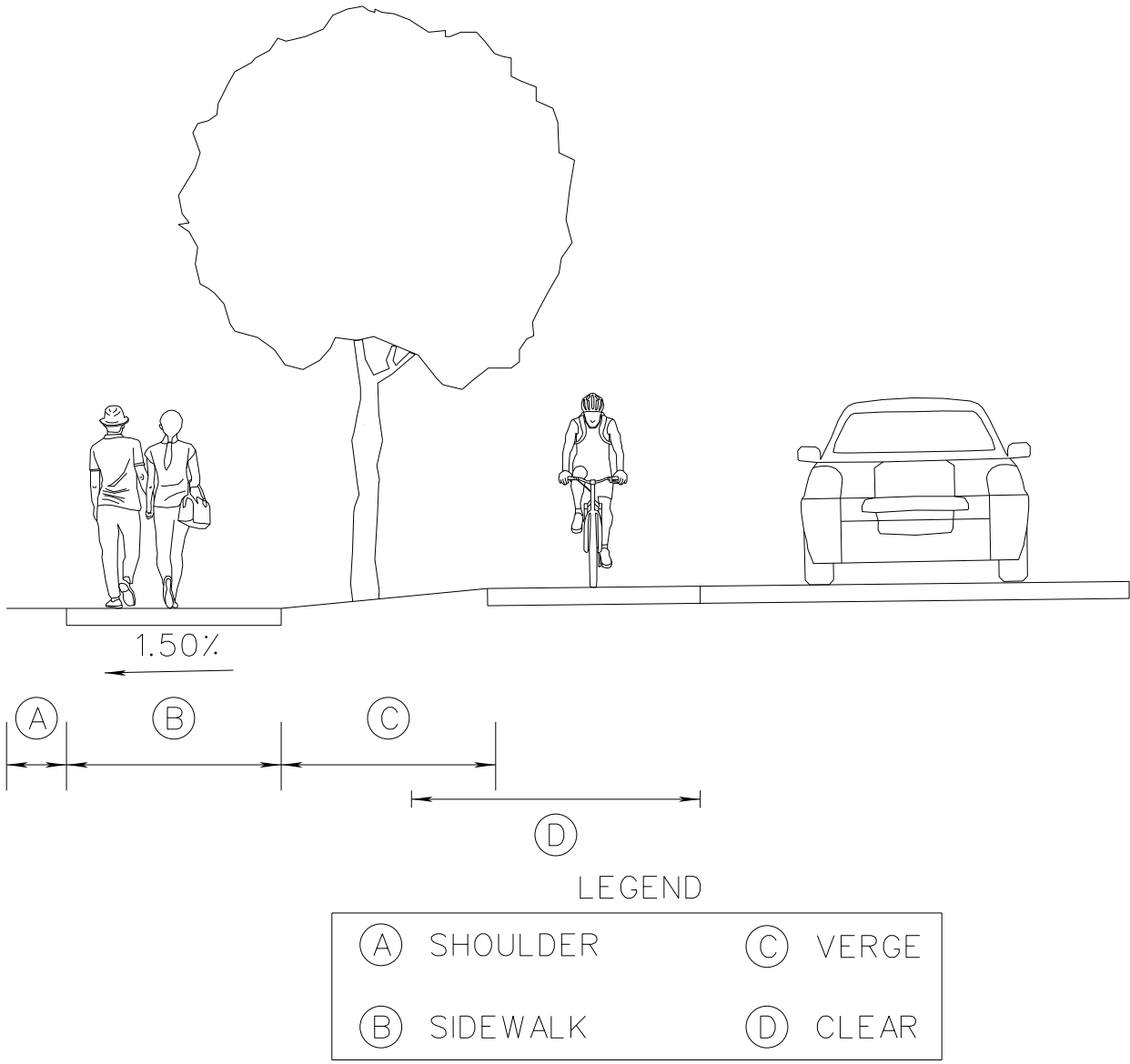
SU-1  
SHEET NUMBER  
3

SIDEWALK ZONES - CURBED



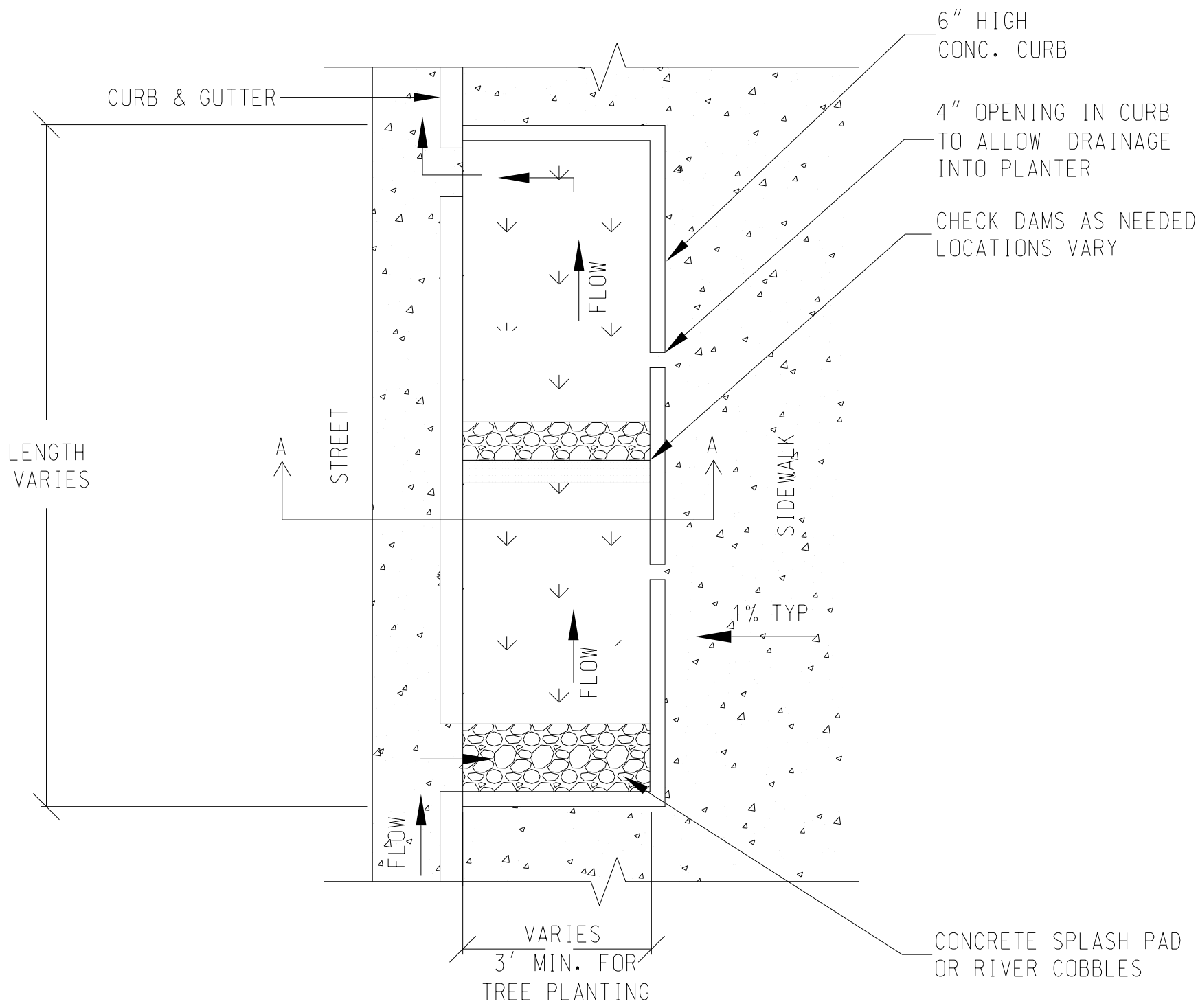
SIDEWALK ZONE CURBED			RURAL		SUBURBAN		URBAN	
			MIN.	TYP.	MIN.	TYP.	MIN.	TYP.
ARTERIAL	A	FRONTAGE	1	1	1	1	1	4
	B	PEDESTRIAN	5	8	5	7	6	10
	C	FURNISHING	5	8	4	6	4	6
	D	CLEAR	5	8	1	2	1	2
COLLECTOR	A	FRONTAGE	1	1	1	1	1	4
	B	PEDESTRIAN	5	6	5	6	6	8
	C	FURNISHING	3	5	3	5	4	5
	D	CLEAR	2	4	1	2	1	2
LOCAL	A	FRONTAGE	0	1	0	1	0	3
	B	PEDESTRIAN	5	6	5	6	6	8
	C	FURNISHING	3	4	3	5	4	5
	D	CLEAR	1	3	1	1	1	2

SIDEWALK ZONES - NON-CURBED

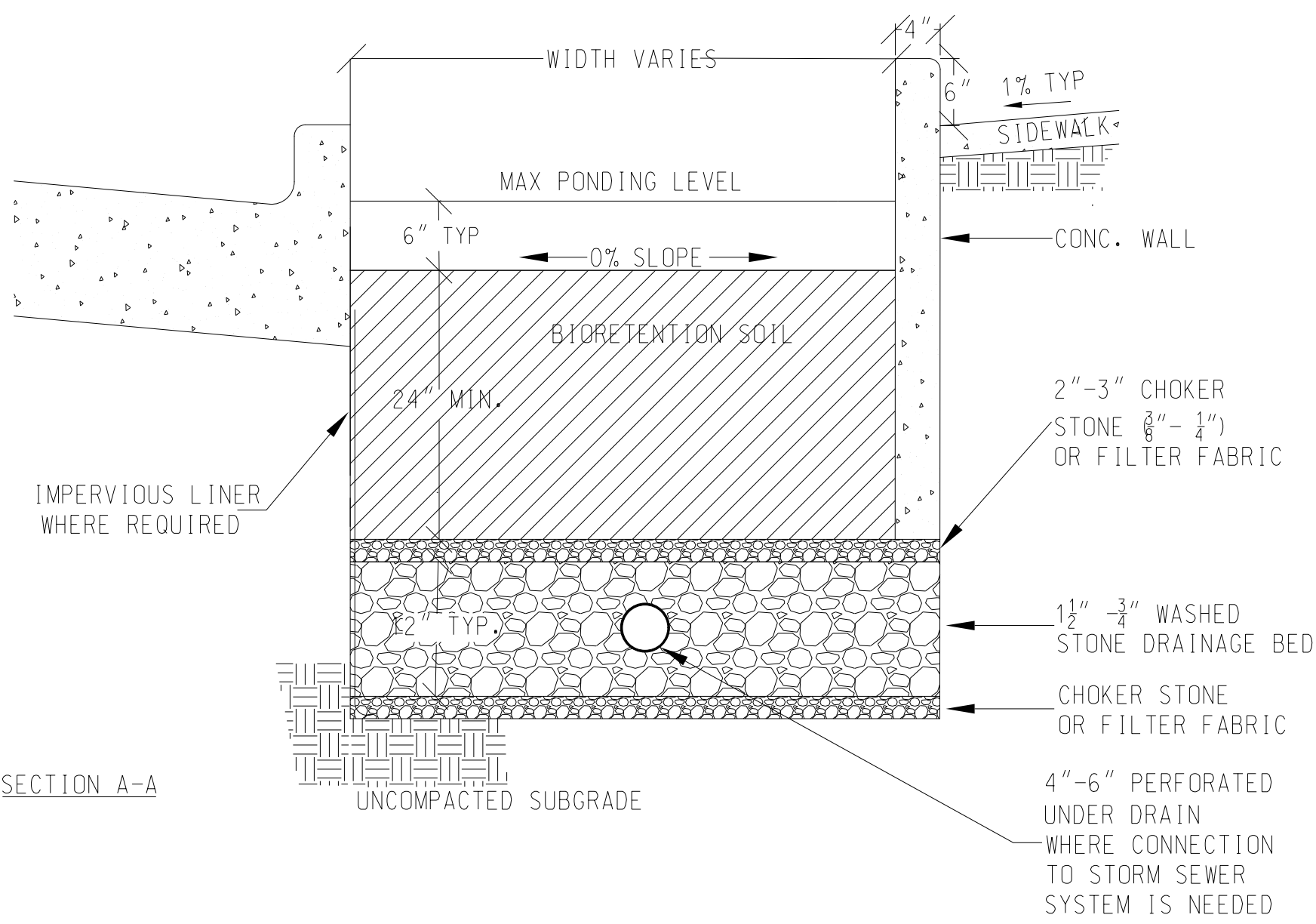


SIDEWALK ZONE UNCURBED			RURAL		SUBURBAN	
			MIN.	TYP.	MIN.	TYP.
ARTERIAL	A	SHOULDER	1	2	1	2
	B	SIDEWALK	5	8	5	8
	C	VERGE	6	10	5	8
	D	CLEAR	7	10	5	8
COLLECTOR	A	SHOULDER	1	2	1	2
	B	SIDEWALK	5	7	5	7
	C	VERGE	5	8	4	6
	D	CLEAR	4	7	4	6
LOCAL	A	SHOULDER	0	1	0	1
	B	SIDEWALK	5	6	5	6
	C	VERGE	3	5	3	5
	D	CLEAR	2	4	2	4

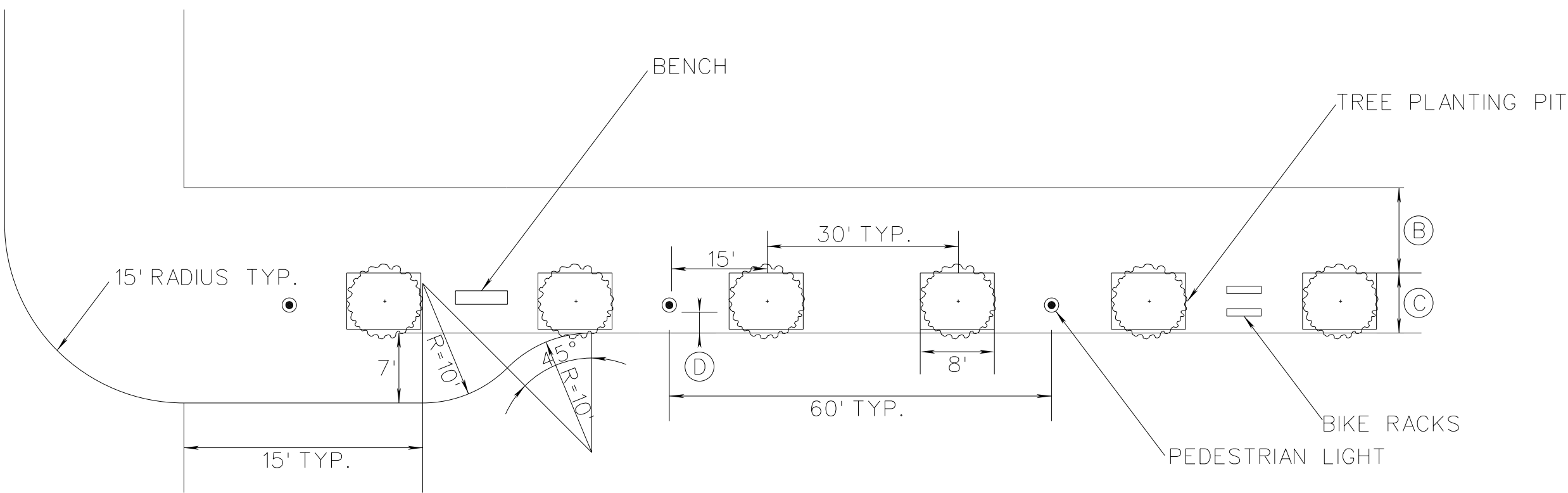
INFILTRATION BASIN - PLAN



INFILTRATION BASIN - SECTION



SIDEWALK PLAN



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## **Appendix B**

### **Model Complete Streets Ordinance**

**ORDINANCE NUMBER \_\_\_\_\_**  
**AN ORDINANCE TO ADOPT A “COMPLETE STREETS”**  
**POLICY IN [CITY NAME]**

WHEREAS, [City Name] policy as stated in the [City Bicycle and Pedestrian Master Plan] is to make city streets safe, comfortable and convenient for travel via walking, bicycling, motor vehicle and transit by adopting a Complete Streets policy; and

WHEREAS, increasing walking and bicycling offers the potential for greater accessibility and mobility, improved health, a more livable community, and a more efficient use of road space and resources; and

WHEREAS, the Complete Streets guiding principle is to design, operate and maintain streets to promote safe and convenient access and travel for all users, including residents who do not or cannot drive, such access to include sidewalks, bicycle lanes, shared-use paths and vehicle lanes; and

WHEREAS, other jurisdictions and agencies nationwide have adopted Complete Streets legislation including the U.S. Department of Transportation and communities in Louisiana; and

WHEREAS, [City Name] will implement a Complete Streets policy by designing, operating and maintaining the transportation network to improve travel conditions for people walking, bicycling, using transit, and driving in a manner consistent with, and supportive of, the surrounding community; and

WHEREAS, [City Name] recognizes the number of cost-effective improvements to existing roads that can increase access and safety, including crosswalks, bicycle lanes, signage, bulb-outs, on-street parking, street trees and changing the signalization of traffic lights; and

WHEREAS, [City Name] will implement policies and procedures with the construction or reconstruction of transportation facilities to support the creation of Complete Streets including capital improvements and re-channelization projects, recognizing that all streets are different and in each case user needs must be balanced;

**BE IT ORDAINED BY THE MAYOR AND THE CITY COUNCIL OF [CITY], [STATE], AS FOLLOWS:**

Section 1. [City Name] will plan for, design and construct all new transportation improvement projects to provide appropriate accommodation for people of all abilities who walk, bicycle, [use transit] and/or drive, while promoting safe operation for all users, as provided for below.

**Section 2. Definitions**

The following words and phrases, whenever used in this ordinance, shall have the meanings defined in this section unless the context clearly requires otherwise:

- 1) “Bicycle Way or Bikeway” means any course or way intended specifically for the preferential use of bicyclists. Examples include bicycle lanes and shared-use paths.
- 2) “Complete Streets Infrastructure” means design features that contribute to a safe, convenient, or comfortable travel experience for users, including but not limited to features such as: sidewalks; shared-use paths; bicycle lanes; automobile lanes; paved shoulders; accessible curb ramps; bulb-outs; crosswalks; refuge islands; pedestrian and traffic signals; and public transportation stops and facilities.

3) “Pedestrian Way or Walkway” means any course or way intended specifically for the preferential use of pedestrians. Examples include sidewalks and shared-use paths.

4) “Shared-Use Path” means a multi-use pathway for all non-motorized users including pedestrians and bicyclists.

5) “Street” means any right of way, public or private, including arterials, collectors, local roads, and roadways by any other designation, as well as bridges, tunnels and any other portions of the transportation network.

6) “Transportation Improvement Project” means the construction, reconstruction, retrofit, or alteration of any street, and includes the planning, design, approval, and implementation processes, except that “Transportation Improvement Project” does not include routine maintenance such as cleaning, sweeping, mowing, spot repair or pavement resurfacing.

7) “Users” mean individuals that use streets, including people walking, bicycling, using transit, and/or driving, and people of all ages and abilities, including children, teenagers, families, older adults and individuals with disabilities.

### Section 3. Requirements

The [City Name] will implement the Complete Streets principles as follows:

1) Every transportation improvement project shall incorporate Complete Streets infrastructure including both bicycle and pedestrian ways sufficient to enable reasonably safe travel along and across the right-of-way for each category of users; unless one or more of these conditions exists and is documented:

a) People walking or bicycling are prohibited by law from using the roadway. In this instance, a greater effort may be necessary to accommodate people walking or bicycling elsewhere within the right-of-way or within the same transportation corridor.

b) The cost of establishing bikeways or walkways would be excessively disproportionate to the total cost of the transportation project. “Excessively disproportionate” is defined as exceeding twenty percent of the total cost.

c) Severe existing topographic, natural resource or right-of-way constraints exist that preclude construction of bicycle or pedestrian ways without incurring excessive costs.

d) Bicycle ways will not be required on local streets where the speed limit is 25 mph or less.

f) Pedestrian ways will not be required along local streets with fewer than three (3) dwelling units per acre or along rural roadways outside of urbanized areas, unless the respective roadway has been identified for pedestrian ways in the [City Bicycle and Pedestrian Master Plan] or another adopted plan.

g) The City Council issues a documented exception concluding that application of Complete Streets principles to a location is inappropriate because it would be contrary to public benefit and safety.

2) Pedestrian improvements and bikeways that have been identified as priorities in the [City Bicycle and Pedestrian Master Plan] and any previous and subsequent planning documents shall be given particular consideration for implementation.

3) Bicycle ways shall be designed and constructed according to accepted design guidance, such as that included in the National Association of City Transportation Officials’ *Urban Bikeway Design Guide*, the Federal Highway Administration’s *Small Town and Rural Multimodal Networks* guide, the American



Association of State Highway and Transportation Officials' *Guide for the Development of Bicycle Facilities*, and the design guidelines included in the adopted [City Bicycle and Pedestrian Master Plan].

2) Sidewalks, shared-use paths, street crossings (including over and under passes), pedestrian signals, signs, street furniture, transit stops and other facilities, shall be designed, constructed, operated and maintained so that all pedestrians, including people with disabilities, can travel safely and independently.

3) As feasible, the City shall incorporate Complete Streets infrastructure into existing streets to improve the safety and convenience of users, and construct and enhance the transportation network for each category of users.

4) If the safety and convenience of users can be improved within the scope of pavement resurfacing, restriping or signalization operations on streets, such projects shall implement Complete Streets infrastructure where feasible.

5) The appropriate City departments shall review and develop proposed revisions to all appropriate zoning and subdivision codes, procedures, regulations, guidelines and design standards to integrate, accommodate and balance the needs of all users in all transportation improvement projects.

#### Section 4. Statutory Construction and Severability

1) This Ordinance shall be construed so as not to conflict with applicable federal or state laws, rules or regulations. Nothing in this Ordinance authorizes any City agency to impose any duties or obligations in conflict with limitations on municipal authority established by federal or state law at the time such agency action is taken.

2) In the event that a court or agency of competent jurisdiction holds that a federal or state law, rule, or regulation invalidates any clause, sentence, paragraph, or section of this Ordinance or the application thereof to any person or circumstances, it is the intent of the Ordinance that the court or agency sever such clause, sentence, paragraph, or section so that the remainder of this Ordinance remains in effect.

3) In undertaking the enforcement of this Ordinance, the [City Name] is assuming only an undertaking to promote the general welfare. It is not assuming, nor is it imposing on its officers and employees, an obligation through which it might incur liability in monetary damages to any person who claims that a breach proximately caused injury.

Section 5. That this Ordinance take effect and be in force thirty (30) days from and after passage as provided by law.

The foregoing Ordinance having been reduced to writing, the same was introduced by Council person \_\_\_\_\_, seconded by Council person \_\_\_\_\_, and was adopted by the following vote to-wit:

YEAS:

NAYS:

The President thereby declared the motion carried and the foregoing Ordinance adopted and approved, this the XX<sup>th</sup> day of MONTH, A.D., 20XX.

ATTEST:

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CLERK OF COUNCIL

ADOPTED:

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PRESIDENT

The above foregoing Ordinance having been submitted to and approved by the Mayor, this the XX<sup>th</sup> day of MONTH, A.D., 20XX.

ATTEST:

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CITY CLERK

APPROVED:

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[BOARD PRESIDENT/MAYOR]



## **Appendix C**

### **Project Prioritization Matrix**

Safety	<b>AADT</b> - Is the project adjacent to a high traffic volume roadway?	ADT is less than 1,000 vehicles or is unable to be determined.	0
		ADT is between 1,000 and 5,000 vehicles.	1
		ADT is between 5,000 and 10,000 vehicles.	2
		ADT is greater than 10,000 vehicles.	3
	<b>Crash</b> - How many bicycle and pedestrian crashes have occurred (2015 - 2017) within the project alignment?	No crashes have occurred within the project alignment.	0
		1-2 crashes have occurred within the project alignment.	1
		3-4 crashes have occurred within the project alignment.	2
		Greater than 4 crashes have occurred within the project alignment.	3
	<b>Gap</b> - Does the project fill an existing gap in the network or otherwise connect to an existing facility?	The project does not fill a network gap or connect to an existing facility.	0
		The project does fills a network gap or connects to an existing facility.	2
Demand	<b>Schools</b> - Does the project provide access to a school, college or other, educational facility?	Project is not located near an educational facility.	0
		Project is located within 1/2 mile to 1 mile of an educational facility.	1
		Project is located within 1/4 mile to 1/2 mile of an educational facility.	2
		Project is located less than 1/4 mile to an educational facility.	3
	<b>Parks</b> - Does the project improve accessibility to parks or public beaches?	Project is not located near a park or public beach.	0
		Project is located within 1/4 mile to 1/2 mile of a park or public beach.	1
		Project is located within 1/10 mile to 1/4 mile of a park or public beach.	2
		Project is located less than 1/10 mile to a park or public beach.	3
	<b>Population Density</b> - Is the project located in a Traffic Analysis Zone (TAZ) with a high population density?	Population density is less than 0.75 persons/acre.	0
		Population density is between 0.75 and 1.25 persons/acre.	1
		Population density is between 1.25 and 2 persons/acre.	2
		Population density is greater than 2 persons/acre.	3
	<b>Commercial/Retail</b> - Does the project provide access to land zoned for or determined to consist of a	Project does not provide direct access to commercial land.	0
		Project provides direct access to commercial land.	2
Equity	<b>Low-Income</b> - Is the project located in a Census Block Group with a high percentage of low-income residents?	Percentage of low-income residents is less than 5 percent.	0
		Percentage of low-income residents is between 5 and 15 percent.	1
		Percentage of low-income residents is between 15 and 25 percent.	2
		Percentage of low-income residents is greater than 25 percent.	3

Road	From	To	ADT	Crash	Gap	Schools	Parks	Pop Density	Comm / Retail	Low-Income	ADT	Crash	Gap	Schools	Parks	Pop Density	Comm / Retail	Low-Income	Score
			ADT Weight	Crash Weight	Gap Weight	Schools Weight	Parks Weight	Pop Density Weight	Comm / Retail Weight	Low-Income Weight	ADT Norm.	Crash Norm.	Gap Norm.	Schools Norm.	Parks Norm.	Pop Density Norm.	Comm / Retail Norm.	Low-Income Norm.	
			1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	Weighted Criterion	Weighted Criterion	Weighted Criterion	Weighted Criterion	Weighted Criterion	Weighted	Weighted	Weighted	
E. Main Street/Old Spencer Mountain Road	S. Davis Street	Westbury Court	3	2	2	3	1	3	2	3	1.0000	1.0000	2.0000	1.0000	0.3333	1.0000	1.0000	1.0000	8.33
N. Summey Street	E. Trade Street	E. Main Street	3	0	2	1	1	3	2	3	1.0000	0.0000	2.0000	0.3333	0.3333	1.0000	1.0000	1.0000	6.67
S. Oakland Street	600 feet North of W. Robinson Street	W. Robinson Street	0	1	2	3	3	3	0	3	0.0000	0.5000	2.0000	1.0000	1.0000	1.0000	0.0000	1.0000	6.50
Robinson Clemmer Road	Briarwood Drive	Lower Dallas Highway	1	1	2	1	2	3	2	2	0.3333	0.5000	2.0000	0.3333	0.6667	1.0000	1.0000	0.6667	6.50
Dallas High Shoals Highway	Park Road	W. Trade Street	3	0	2	3	1	2	2	1	1.0000	0.0000	2.0000	1.0000	0.3333	0.6667	1.0000	0.3333	6.33
S. Maple Street	183 feet North of Lee Street	W. Robinson Street	0	0	2	3	3	3	0	3	0.0000	0.0000	2.0000	1.0000	1.0000	1.0000	0.0000	1.0000	6.00
W. Caroline Street	S. Maple Street	S. Gaston Street	2	0	2	2	1	3	0	3	0.6667	0.0000	2.0000	0.6667	0.3333	1.0000	0.0000	1.0000	5.67
E. Jenkins Street	S. Gaston Street	S. College Street	2	0	2	1	1	3	0	3	0.6667	0.0000	2.0000	0.3333	0.3333	1.0000	0.0000	1.0000	5.33
Wooddale Drive/Cloverdale Lane	Wooddale Court	Robinson Clemmer Road	1	0	2	1	2	3	0	2	0.3333	0.0000	2.0000	0.3333	0.6667	1.0000	0.0000	0.6667	5.00
E. Church Street	S. Willow Street	S. Spargo Street	0	0	2	1	1	3	0	3	0.0000	0.0000	2.0000	0.3333	0.3333	1.0000	0.0000	1.0000	4.67
C. Grier Beam Boulevard/Friday Park Road	Gastonia Technology Parkway	Old Dallas Highway	1	0	0	2	1	0	0	0	0.3333	0.0000	0.0000	0.6667	0.3333	0.0000	0.0000	0.0000	1.33

\* SW = Sidewalk

Road	From	To	ADT	Crash	Gap	Schools	Parks	Pop Density	Comm / Retail	Low-Income	ADT	Crash	Gap	Schools	Parks	Pop Density	Comm / Retail	Low-Income	Score
			ADT Weight	Crash Weight	Gap Weight	Schools Weight	Parks Weight	Pop Density Weight	Comm / Retail Weight	Low-Income Weight	ADT Norm.	Crash Norm.	Gap Norm.	Schools Norm.	Parks Norm.	Pop Density Norm.	Comm / Retail Norm.	Low-Income Norm.	
			1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	Weighted Criterion	Weighted Criterion	Weighted Criterion	Weighted Criterion	Weighted Criterion	Weighted	Weighted	Weighted	
SR-275	College Road	N. Walnut Street	3	2	2	3	2	3	2	3	1.0000	1.0000	2.0000	1.0000	0.6667	1.0000	1.0000	1.0000	8.6667
SR-279	SR-275	Robinson Clemmer Road	3	2	1	1	2	2	2	2	1.0000	1.0000	1.0000	0.3333	0.6667	0.6667	1.0000	0.6667	6.3333
Main Street	SR-275	N. Maple Street	1	1	0	2	2	3	2	3	0.3333	0.5000	0.0000	0.6667	0.6667	1.0000	1.0000	1.0000	5.1667
S. Spargo Street	949 feet South of Webb Street	Wooddale Court	0	0	2	1	3	3	0	3	0.0000	0.0000	2.0000	0.3333	1.0000	1.0000	0.0000	1.0000	5.3333
E. Main Street	N. Gaston Street	N. College Street	1	1	0	2	2	3	2	3	0.3333	0.5000	0.0000	0.6667	0.6667	1.0000	1.0000	1.0000	5.1667
E. Main Street	N. College Street	E. Main Street	1	1	0	2	2	3	2	3	0.3333	0.5000	0.0000	0.6667	0.6667	1.0000	1.0000	1.0000	5.1667
Main Street	N. Maple Street	N. Oakland Street	1	1	0	2	2	3	2	3	0.3333	0.5000	0.0000	0.6667	0.6667	1.0000	1.0000	1.0000	5.1667
Dallas Stanley Highway / North Davis Street	Kiser Dairy Road	E. Main Street	3	1	0	1	1	3	2	3	1.0000	0.5000	0.0000	0.3333	0.3333	1.0000	1.0000	1.0000	5.1667
Dallas Cherryville Hwy / Leisure Ln / Sportsman Dr.	Gaston College Access Road	653 ft North of the South end of Sportsman Dr.	3	0	0	3	3	1	2	1	1.0000	0.0000	0.0000	1.0000	1.0000	0.3333	1.0000	0.3333	4.6667
Dallas Cherryville Hwy	Leisure Lane	Camp Sertoma Road	3	0	0	2	3	1	2	1	1.0000	0.0000	0.0000	0.6667	1.0000	0.3333	1.0000	0.3333	4.3333
Park Road	North Street	Willis Road	1	0	0	2	0	2	0	2	0.3333	0.0000	0.0000	0.6667	0.0000	0.6667	0.0000	0.6667	2.3333
North Street / McSwain Road / N. Walnut Road	Park Road	SR-275	1	0	0	2	0	2	0	2	0.3333	0.0000	0.0000	0.6667	0.0000	0.6667	0.0000	0.6667	2.3333
Little Long Creek	Willis Road	NC-275	1	0	0	2	0	2	0	2	0.3333	0.0000	0.0000	0.6667	0.0000	0.6667	0.0000	0.6667	2.3333
Little Long Creek	NC-275	Tower Road	1	0	0	1	0	2	0	2	0.3333	0.0000	0.0000	0.3333	0.0000	0.6667	0.0000	0.6667	2.0000
Little Long Creek	Tower Road	Long Creek	1	0	0	0	0	2	0	2	0.3333	0.0000	0.0000	0.0000	0.0000	0.6667	0.0000	0.6667	1.6667

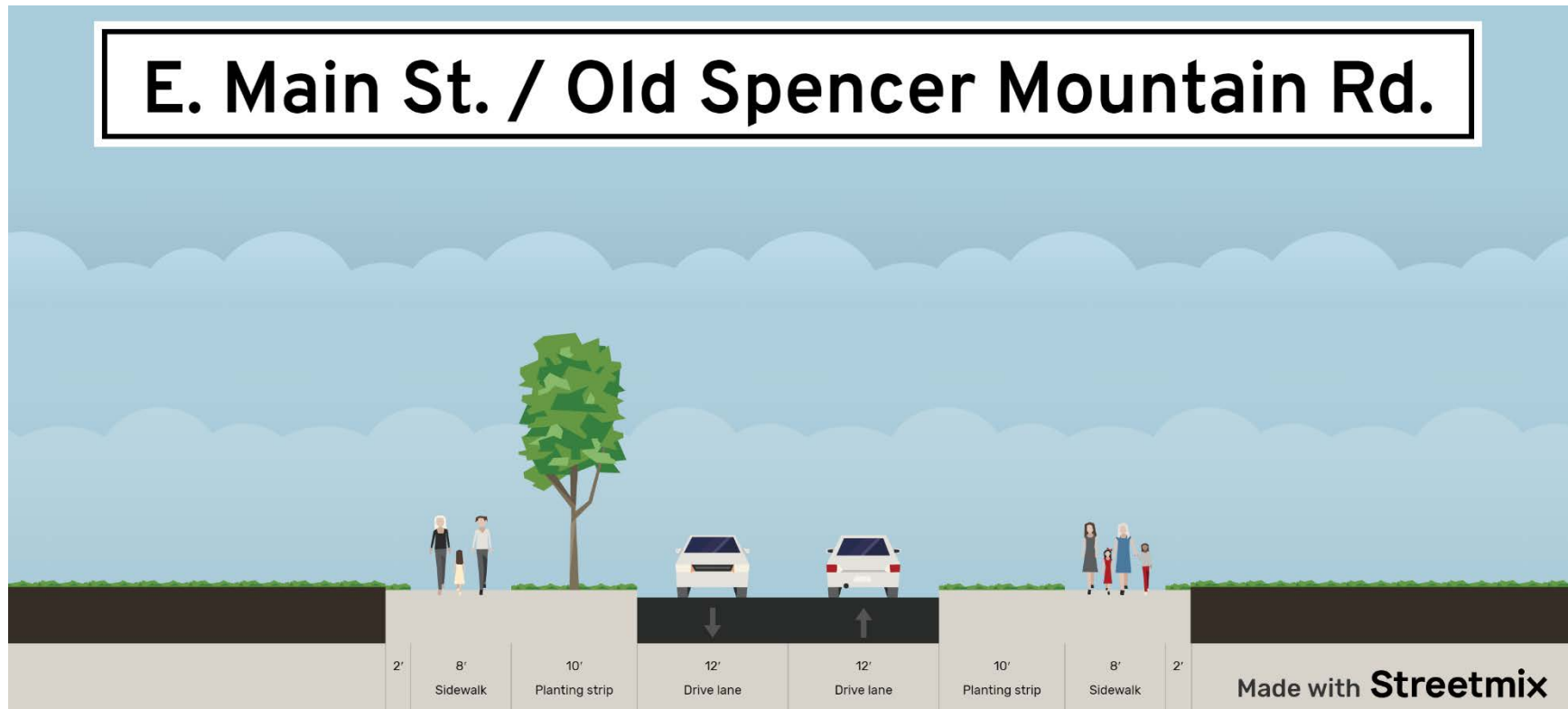


## **Appendix D**

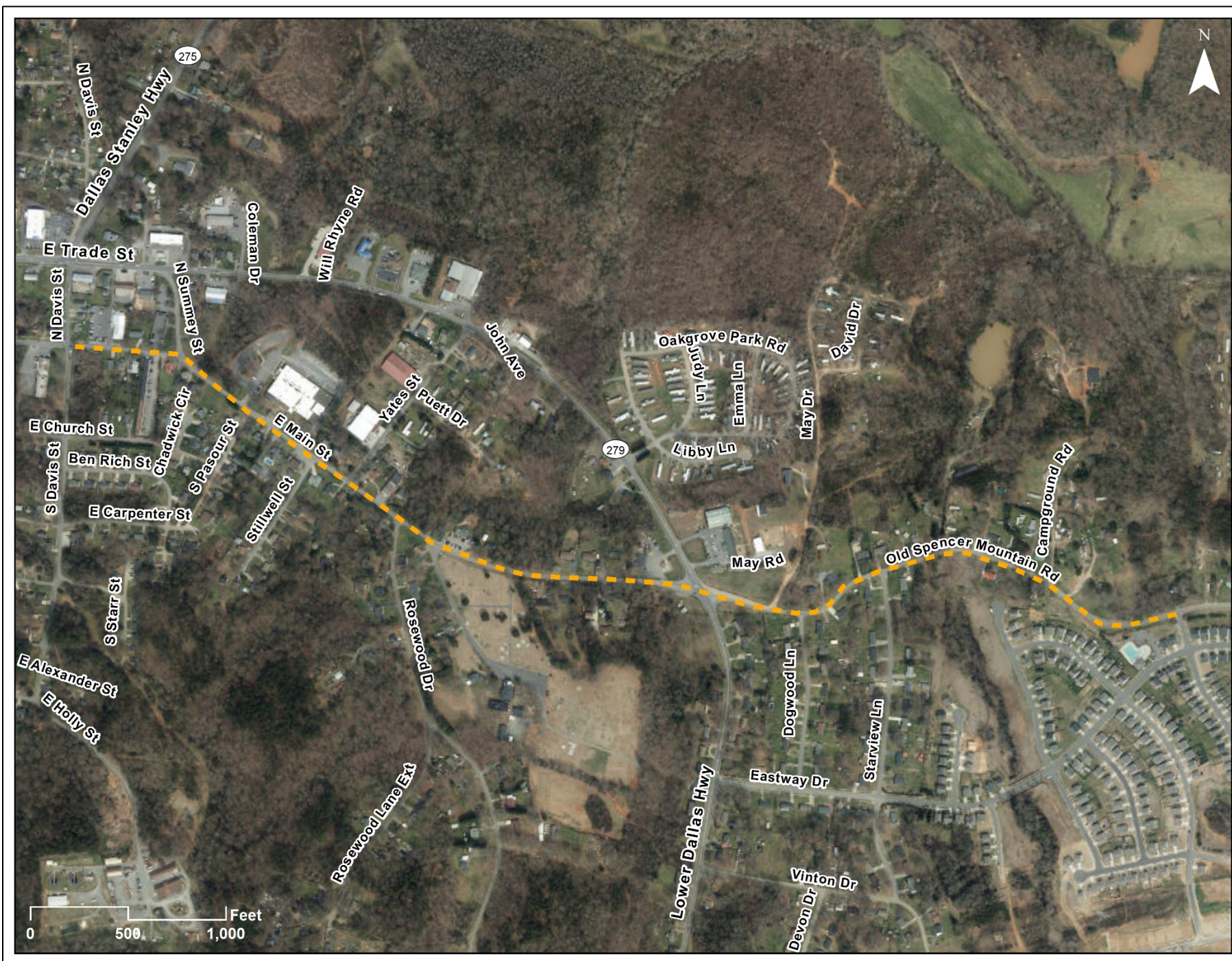
### **Project Cut Sheets**

E. Main St / Old Spencer Mountain Rd.  
From S. Davis St. to Westbury Ct.  
Project Length: 6,217 ft.  
Project Cost: \$3,340,000

## E. Main St. / Old Spencer Mountain Rd.





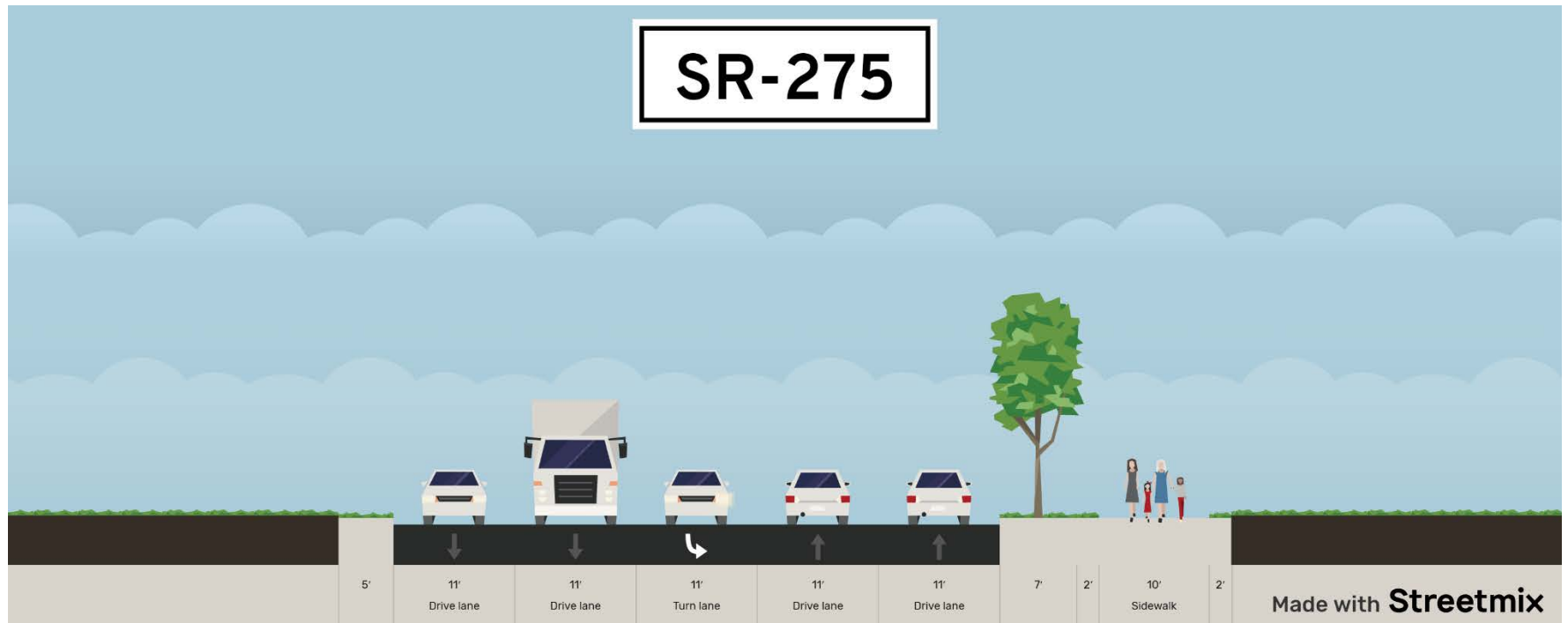


## SR-275

From College Rd. to N. Walnut St.

Project Length: 2,661 ft.

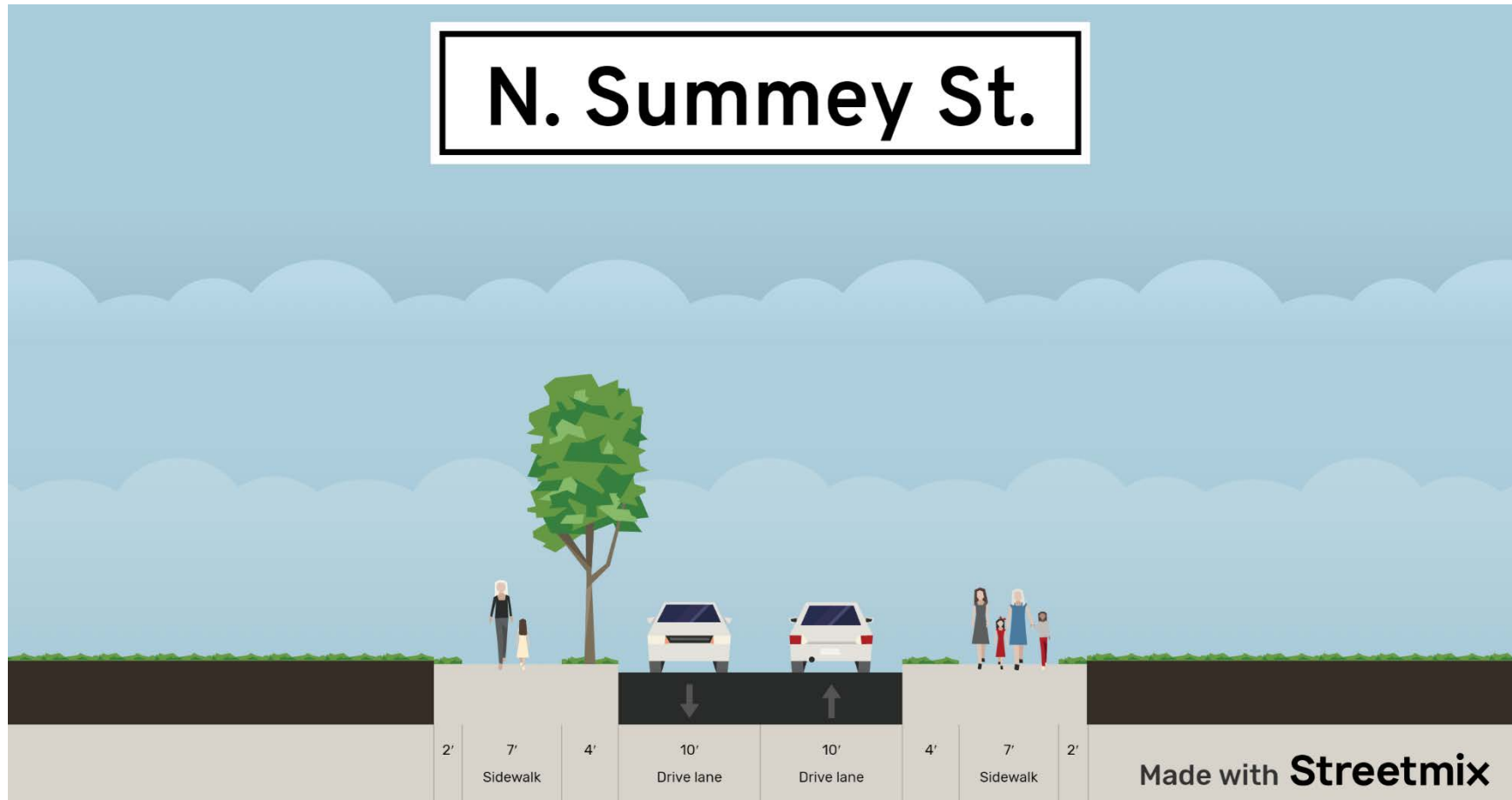
Project Cost: \$2,170,000







N. Summey St.  
From E. Trade Street to E. Main St.  
Project Length: 456 ft.  
Project Cost: \$310,000







S. Oakland St.

From 600 ft. north of W. Robinson St. to W. Robinson St.

Project Length: 597 ft.

Project Cost: \$190,000







## SR-279

From SR-275 to Robinson Clemmer Rd.

Project Length: 7,406 ft.

Project Cost: \$4,015,000

**NOTE:** Project is proposed with concurrent roadway improvement. Typical section below reflects, conceptually, the future roadway configuration.





