



**STREETSCAPE IMPROVEMENTS**  
for  
**TOWN OF FOREST CITY, NORTH CAROLINA**

JUNE 30, 2014



## INTRODUCTION TO THE DOWNTOWN STREETScape PLAN

“Forest City is recognized nationally for its livability image of a small town with a great climate and quality of life amenities that gives it a competitive edge for economic growth. The vibrant downtown reflects a memorable city-image of a town that promotes, protects, and celebrates its unique and distinctive character. Forest City is highly regarded throughout the region and North Carolina as a progressive and dynamic small town where people want to live, work, shop, play, and visit.”- From Forest City Downtown Plan 2010-2027

The best known image of Forest City for both residents and visitors alike is the downtown. The wide Main Street with the landscaped median is unusual for a small town in Western North Carolina. The Town of Forest City prides itself on the downtown landscaping with its canopy of live oaks and colorful flowers twelve months a year. The Town shines best during the December holiday season when the live oaks and median boasts one million lights. The lights and the December activities such as carriage and hay rides, ice skating, and a Santa House, draws visitors from a three state area.

Forest City’s commitment in the beautification of the downtown Main Street area is a continuation of a legacy established by the Forest City Betterment Club which was formed in 1914. One of the first projects of the Betterment Club in 1917 was to plan, develop, and finance the beautification of the Town Square and create three landscaped medians. Today, this area is still intact. The oldest section of the medians is in the center on Main Street, known as “the Square” and is comprised of a central fountain and sidewalks which radiate out from the fountain. Granite curbing line the median on all sides. The large fir tree which still stands in the main median is part of the original plantings. All the current shrubbery lining the sidewalks are replacement plants, but are in the same locations as they were originally. A second historic section of the medians were added in the late 1920s and a third section was added in the late 1930s.

In 1927, the Town of Forest City was selected by the U.S. Department of Agriculture as one of the ten best planned small towns in America as part of the nationwide City Beautiful movement. This designation was due in large part to work of the Betterment Club and their beautification efforts.

Over the past 97 years since 1917, the Town of Forest City has expanded the downtown landscaping and the historic medians in the center of town. The medians now extend the entire four block length of the historic commercial district.



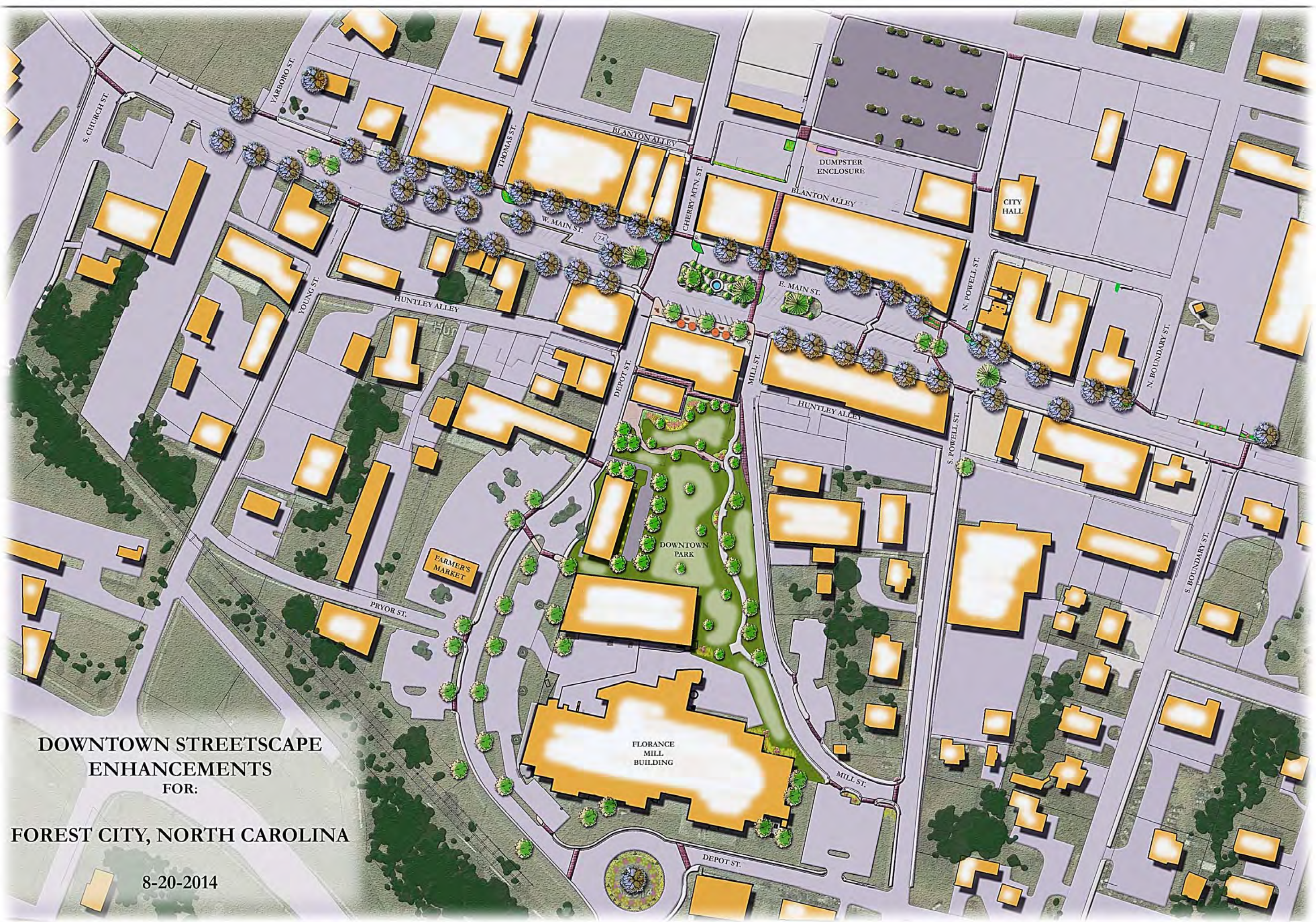
# STREETSCAPE IMPROVEMENTS

for

## TOWN OF FOREST CITY, NORTH CAROLINA

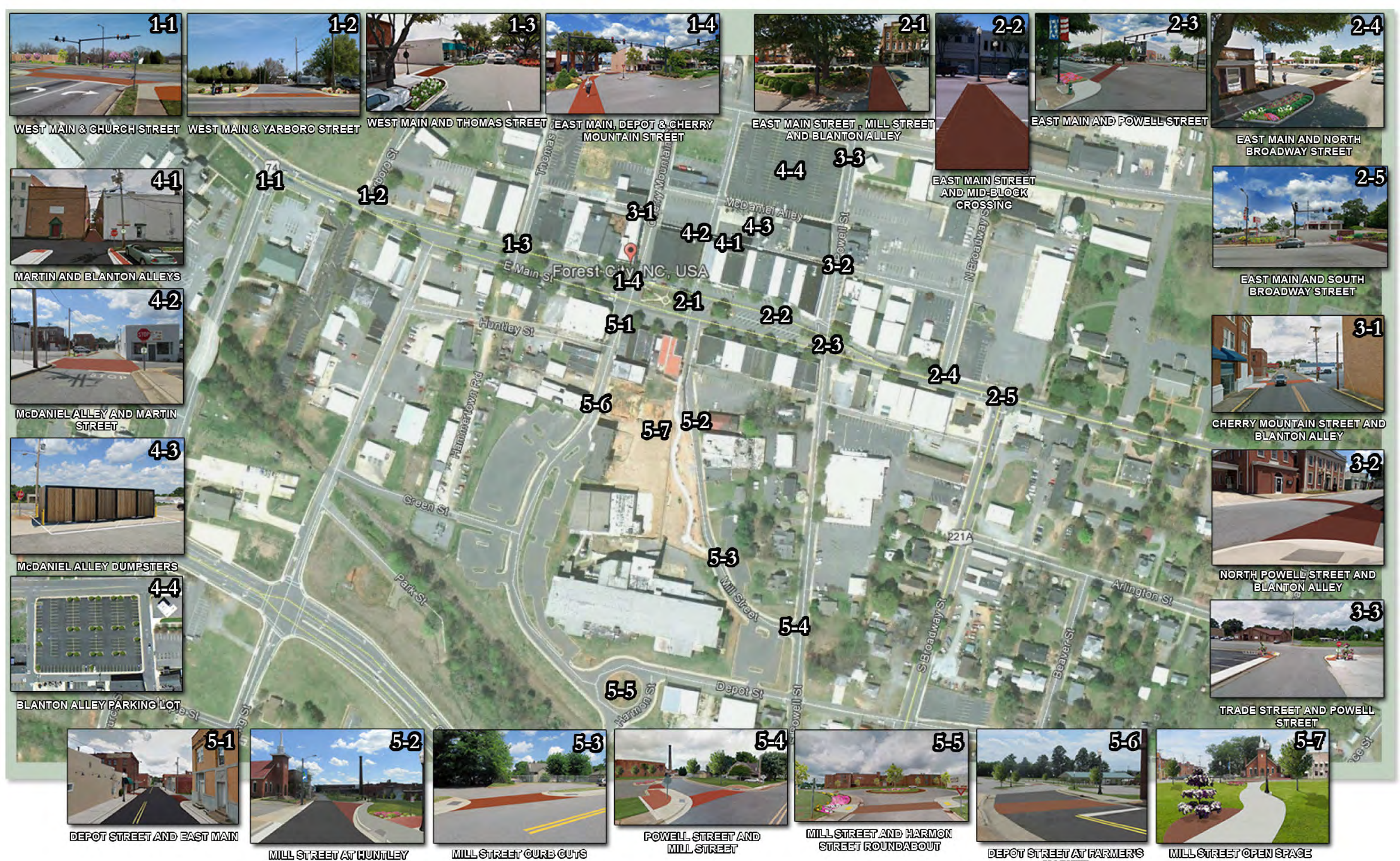
JUNE 30, 2014





**DOWNTOWN STREETSCAPE  
ENHANCEMENTS  
FOR:  
FOREST CITY, NORTH CAROLINA**

8-20-2014



WEST MAIN & CHURCH STREET



WEST MAIN & YARBORO STREET



WEST MAIN AND THOMAS STREET



EAST MAIN, DEPOT & CHERRY MOUNTAIN STREET



EAST MAIN STREET, MILL STREET AND BLANTON ALLEY



EAST MAIN STREET AND MID-BLOCK CROSSING



EAST MAIN AND POWELL STREET



EAST MAIN AND NORTH BROADWAY STREET



MARTIN AND BLANTON ALLEYS



McDANIEL ALLEY AND MARTIN STREET



McDANIEL ALLEY DUMPSTERS



BLANTON ALLEY PARKING LOT



EAST MAIN AND SOUTH BROADWAY STREET



CHERRY MOUNTAIN STREET AND BLANTON ALLEY



NORTH POWELL STREET AND BLANTON ALLEY



TRADE STREET AND POWELL STREET



DEPOT STREET AND EAST MAIN



MILL STREET AT HUNTLEY STREET



MILL STREET CURB CUTS



POWELL STREET AND MILL STREET



MILL STREET AND HARMON STREET ROUNDABOUT



DEPOT STREET AT FARMER'S MARKET



MILL STREET OPEN SPACE

# STREETSCAPE IMPROVEMENTS - OVERALL MAP

## 2014 STREETSCAPE PLAN - SECTIONS

### 2014 STREETSCAPE PLAN

There are five sections to the 2014 Streetscape Plan. The 26 separate photo-edit renderings are numbered and can be found on the overall map sheet.

#### SECTION ONE: WEST MAIN STREET

This section begins at the intersection of Church Street and W. Main Street which marks the west entranceway into the Main Street Historic District. Currently the intersection is anchored by two buildings. First, the First Baptist Church which is individually listed on the National Register of Historic Places and Family Video which is an attractive brick building. The large greenspace opposite Church Street is actively being marketed. The future development and build-out of this space will impact heavily on the first impressions of visitors and residents entering town. There are currently ordinances in place that will assist in developing the space and the Town of Forest City should work closely with any future developer on the appropriate use of building materials and landscaping.

There are crosswalks at both Yarbrough Street and Young Street which are both small connector streets that dead-end into West Main Street.

The intersection of West Main and Thomas Street will be marked with bulb-outs on both sides of the Thomas Street entrance off West Main Street. In addition, attractive signage will be placed on the east bulb-out to indicate the location of the half-dozen shops located down Thomas Street.

The primary intersection in the heart of downtown is where Main Street intersects with Depot Street to the South and Cherry Mountain Street to the North. Historically, this area has been called 'The Square' and it is the site of the original landscaping and fountain completed by the Forest City Betterment Club in 1917. The original configuration of The Square does not lend itself to pedestrian safety, however to modify it would destroy the historic character of the area which is prominently featured in the Main Street nomination to the National Register of Historic Places. One solution is to guide pedestrians safely across Main Street only on the west side of the intersection by constructing the crosswalk within the vehicular travel lane.

#### SECTION TWO: EAST MAIN STREET

Part of the original 'Square' design (1917) was the construction of the entrance off Main Street into the Florence Mill area. Mill Street is a narrow street originally meant to serve mill traffic. Today, there is still limited traffic on this street and no shops are located on the street. The west side of Mill Street is now a linear urban park where downtown events take place. It is important to mark the intersection of Main and Mill streets as a main entry point for events in the park. In addition, crosswalks will be constructed at each of the entryways into the small parking lots that are located on the street. The crosswalk at Mill and South Powell also delineates the entrance into the downtown area. An attractive information kiosk in the style of the historic bank clock is proposed for the area of East Main and Depot Street.

The Mill Street intersection is directly across Main Street from a small alley that leads to over 200 parking spaces. Currently, the alley is unmarked and unattractive. A attractive crosswalk would lead across East Main Street to the east of the historic median/fountain area. In addition, the parking lot entrance of the alley would have an wrought-iron arch feature that would indicate the passageway to Main Street from the parking lots.



## STREETSCAPE IMPROVEMENTS for TOWN OF FOREST CITY, NORTH CAROLINA

JUNE 30, 2014



## 2014 STREETScape PLAN - SECTIONS

### SECTION TWO: EAST MAIN STREET - continued

The East Main Street block between the Main Street and Cherry Mountain/Depot Street intersection and Powell Street to the east is an unusually long block. It is recommended that a mid-block crossing be constructed that also has curb extensions on the north and south sides. These paved extensions would be able to serve as pedestrian seating areas for the nearby restaurants; which will provide much needed outdoor seating areas. A few parking spaces would need to be relocated and pedestrian crossing signage should be installed.

Currently, the crossing area at the intersection of East Main Street and Powell Street directs pedestrians into the traffic area. As a result, many pedestrians often cross Main Street through the landscaped area east of the intersection.

North and South Broadway Streets do not align. This area is a gateway to downtown and offers the opportunity for aesthetic and pedestrian crossing improvements that would help to form a positive impression to residents and visitors alike. The North Broadway and East Main Street intersection would have a landscaped bulb-out and crosswalk across North Broadway. The South Broadway and East Main Street intersection, like the Church St and West Main Street is a major entryway into the downtown Historic District. The solution is to request a landscape easement from the owners of the parcel directly across from North Broadway, The proposed landscape area is the entrance into the Kimbrell's Furniture Store. An existing four foot retaining wall lends itself to nice cascading plant materials which would not only beautify this primary entrance into downtown, but it would also highlight the store entrance. The corner to the south of the intersection currently consists of mainly concrete; void of a delineated sidewalk or other safe pedestrian facilities. This corner would not be landscaped but would be enhanced to improve pedestrian safety.

### SIDE STREETS

The side streets which are well traveled by pedestrians lead into Main Street to the north connect with Trade Street which parallels Main Street. It is proposed that where these side streets intersect with Trade Street, accessible crosswalks should be installed. An example is image 3-3 (North Powell Street and Trade Street). This image represents improvements including a crosswalk and cascading flower basket. Similar treatments are proposed for all the Trade Street crossing locations including the installation of attractive stop signs. In addition, attractive pedestrian crossings would be installed on North Powell and Cherry Mountain Streets.

Much of the available downtown public parking (1000 spaces) is accessible via side streets. Directional signage should be installed to aid visitors looking for where to park when they arrive.

Curb in random locations around downtown is painted. The paint in many of these locations has weathered down to bare concrete while others spots have thick, peeling paint. It is recommended that these painted curbs be cleaned via sandblasting or other appropriate method and the practice of painting future curbs be limited to fire lanes only.



# STREETScape IMPROVEMENTS

for

## TOWN OF FOREST CITY, NORTH CAROLINA

JUNE 30, 2014

## 2014 STREETScape PLAN - SECTIONS

### ALLEYS AND PARKING LOTS

Downtown Forest City has an abundance of parking. In the core shopping area which closely follows the Historic District there are more than 1000 parking spaces. There are approximately 200 additional spaces surrounding the Florence Mill area on the south side of Main Street.

The parking near Blanton Alley, while abundant, is a sea of unlandscaped, impervious surfaces that would not meet the current Forest City parking lot ordinance. The majority of these spaces are owned by the Town of Forest City. In addition the alleyways on the north side are well used but unappealing. The solution is to create landscaped islands within the large parking areas and narrow landscaped buffer strips along the alley driving area.

### FLORENCE MILL AREA

The Town has landscaped the parking lots on the south side of Main Street adjacent to the Florence Mill. In recent years, the Town has planted live oaks and crape myrtles along Mill Street and have created islands within the parking lots on the west side of the mill planted with red maples.

The Town of Forest City purchased the mill in 2004. In subsequent years, the Town has worked with the NC Department of Environmental and Natural Resources (DENR), to secure a Brownfields Agreement and has worked to remove any environmental contamination that prevents redevelopment of the area. In addition, the Town received a \$1 million CDBG Small Cities Revitalization grant to realign the street infrastructure and rebuild the parking lots. A \$150,000 NC Department of Transportation Enhancement Grant constructed the linear events park along Mill Street. The site is now ready for redevelopment and the Town is actively seeking developers to rehabilitate the three former mill structures on the property in a public/private partnership. In 2014, the Rutherford County Farmers Market moved to the parking lot to the west of the mill structures.

This potential multi-million dollar redevelopment area, when completed will be unmatched in a western North Carolina small town of under 10,000 residents. Downtown is unique and provides an attractive environment for future residents of the mill property. If the address of the Florence Mill is entered into the survey database of the website [www.walkability.com](http://www.walkability.com), the Forest City downtown area reaches the highest category on the website – labeled a “Walkers Paradise”.

The 2014 Streetscape Plan shows the potential for exemplary landscaping that will enhance the experience of residents, shoppers, walkers and runners alike. It can become a destination allocation for both Rutherford County residents as well as the 1.6 million people who live one hour’s driving distance from Forest City. The Plan shows enhancements from the north entranceway at the Harmon Street/Oak Street roundabout, down Mill and Depot Streets that delineate the Florence Mill property, and the entranceways into the mill property from Main Street. While the detailed landscaping of the site has not been determined. Photo edit rendering #5-7 shows a connecting path from Mill and Depots Streets across the northern area of the future park area.

This and the other proposed improvements illustrated in this document aim to enhance the liveability of Forest City for years to come.



# STREETSCAPE IMPROVEMENTS

for

## TOWN OF FOREST CITY, NORTH CAROLINA

JUNE 30, 2014



The background of the slide features a large, faded seal of the Town of Forest City, North Carolina. The seal is circular with a rope-like border. Inside the border, the text "TOWN OF FOREST CITY, N.C." is written along the top arc, and "NORTH CAROLINA" is written along the bottom arc. Two small crosses are positioned on the left and right sides of the seal. The central part of the seal depicts a landscape with mountains and a river.

# GROUP 1



# STREETSCAPE IMPROVEMENTS - PHOTO EDIT GROUPS

## GROUP 1

- 1-1 WEST MAIN & CHURCH STREET
- 1-2 WEST MAIN & YARBORO STREET
- 1-3 WEST MAIN AND THOMAS STREET
- 1-4 EAST MAIN, DEPOT & CHERRY  
MOUNTAIN STREET (VIEW 1 & 2)
- 1-5 EAST MAIN AND DEPOT STREET  
(PROPOSED PLAZA AREA)  
OPTION #1 (PARKING PROVIDED)  
OPTION #2 (EXTENDED PLAZA)



WEST MAIN STREET AND CHURCH STREET INTERSECTION  
BEFORE



WEST MAIN STREET AND CHURCH STREET INTERSECTION  
AFTER

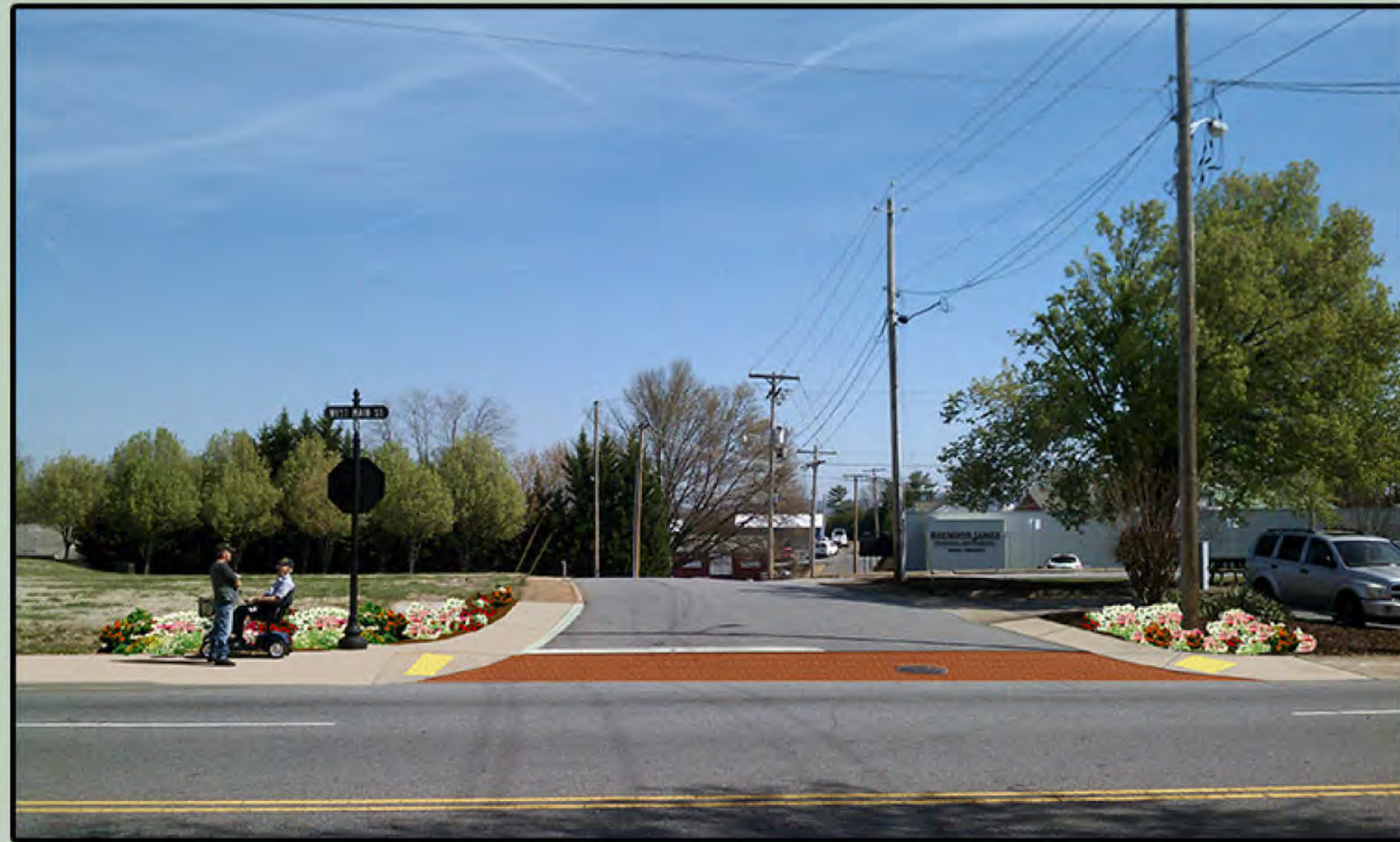
**ESTIMATED COSTS ASSOCIATED WITH PROPOSED IMPROVEMENTS**

Proposed Intersection Improvements:	Estimated Cost	
8' Wide Stamped Asphalt Crosswalk (1,024 SF)	\$ 9,000	<p>The Department of Transportation vehicle count at this intersection is an average of 12,000 cars daily. 10,000 of those cars turn right and continue into the Main Street Historic District. A prominent building at the intersection is the First Baptist Church which is listed on the National Register of Historic Places. A large vacant lot is located at the intersection and it will be important for the Town to work with future developers of this property on the design of buildings and landscaping. Prior to any future development, a temporary landscaping easement could be granted to create a narrow planting strip along the current low retaining wall on the property. A modest investment would make an attractive visual impact on this important intersection as well as establish the importance of landscaping in the future development of the property.</p>
Removal of Asphalt Paving (114 SY)	\$ 1,200	
Importing of Topsoil (5 CY)	\$ 100	
Relocated Intersection Striping (LS)	\$ 1,000	
Repair Concrete Sidewalk (500 SF)	\$ 5,000	
Landscape Plant Materials/Installation (LS)	\$ 4,000	
Other Landscape Features (Hanging Basket Tree)	\$ 1,500	
Brick Paving (300 SF)	\$ 4,500	
Clean Existing Concrete Wall	\$ 1,200	
<b>TOTAL:</b>	<b>\$27,500</b>	





WEST MAIN STREET AND YARBORO STREET  
BEFORE



WEST MAIN STREET AND YARBORO STREET  
AFTER

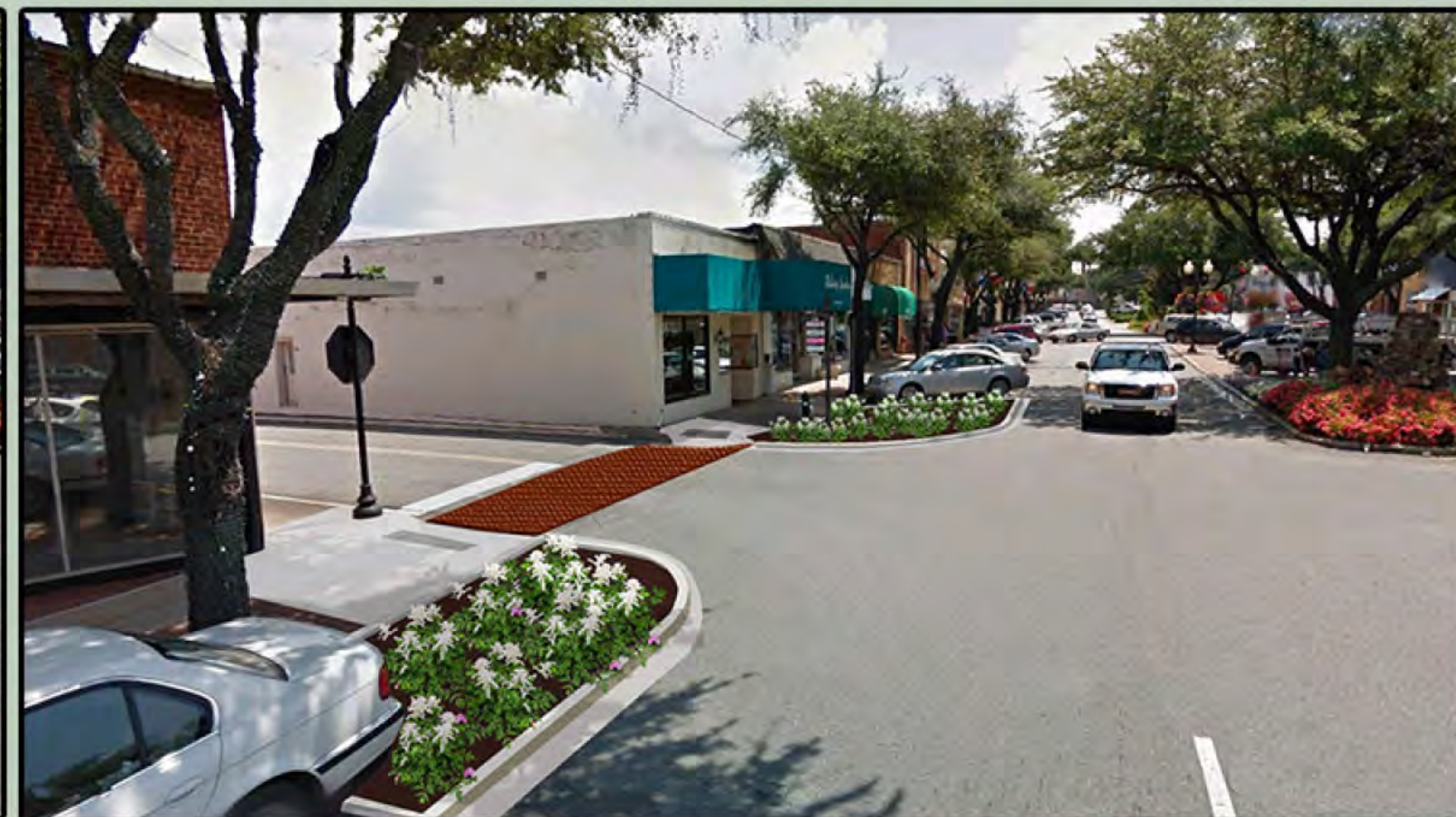
**ESTIMATED COSTS ASSOCIATED WITH PROPOSED IMPROVEMENTS**

Proposed Intersection Improvements:	Estimated Cost	Yarboro Street dead ends at W. Main Street and the intersection marks the end of the historic Downtown Main Street District. It is important to visually enhance this intersection as pedestrians and vehicles enter the core downtown commercial district.
8' Wide Stamped Asphalt Crosswalk (320 SF)	\$ 2,300	
Removal of Asphalt Paving (30 SY)	\$ 400	
Importing of Topsoil (10CY)	\$ 200	
Repair Concrete Sidewalk (750 SF)	\$ 7,000	
Landscape Plant Materials/Installation (LS)	\$ 3,500	
New A.D.A. Curb Ramps	\$ 2,000	
<b>TOTAL:</b>	<b>\$15,400</b>	





WEST MAIN STREET AND THOMAS STREET  
BEFORE



WEST MAIN STREET AND THOMAS STREET  
AFTER

**ESTIMATED COSTS ASSOCIATED WITH PROPOSED IMPROVEMENTS**

Proposed Intersection Improvements:	Estimated Cost
8' Wide Stamped Asphalt Crosswalk (260 SF)	\$ 2,300
Removal of Asphalt Paving (30 SY)	\$ 310
Importing of Topsoil (10CY)	\$ 200
Pavement Restriping (LS)	\$ 1,000
Repair Concrete Sidewalk (56 SY)	\$ 5,000
Landscape Plant Materials/Installation (LS)	\$ 4,000
Wayfinding Signage	\$ 2,500
Concrete bulbouts with (2) curb ramps	\$6,500
<b>TOTAL:</b>	<b>\$21,810</b>

Thomas Street has half- dozen shops on this side street, however, visually the entrance to the street is easily missed by drivers. The landscaped bumpouts and crosswalk will create a visually attractive entrance. In addition, new attractive signage will indicate the names of the shops that are located on the street.





EAST MAIN STREET AND DEPOT STREET/CHERRY MOUNTAIN  
BEFORE



EAST MAIN STREET AND DEPOT STREET/CHERRY MOUNTAIN  
AFTER

**ESTIMATED COSTS ASSOCIATED WITH PROPOSED IMPROVEMENTS**

<b>Proposed Intersection Improvements:</b>	
8' Wide Stamped Asphalt Crosswalk (1,250 SF)	
Removal of Asphalt Paving (175 SY)	
Importing of Topsoil (10 CY)	
Relocated Intersection Striping (LS)	
Landscape Plant Materials/Installation (LS)	
Concrete Curb (160 LF)	
Concrete Bulbouts w/ (6) A.D.A. Curb Ramps	
Storm Drainage (LS)	
<b>TOTAL:</b>	

<b>Estimated Cost</b>
\$ 10,500
\$ 1,800
\$ 200
\$ 1,000
\$ 4,000
\$ 6,400
\$ 13,000
\$ 5,000
<b>\$41,900</b>

Three streets intersect at this location – Main Street, Cherry Mountain Street and Depot Street. Currently, the intersection is difficult for pedestrians to cross since the configuration of the historic median forces pedestrians to walk out into the intersection and in the path of cars. The original layout of the fountain area has four sidewalks radiating out from the fountain yet do not lead to a safe pedestrian crossing. The solution is to guide pedestrians to one major crosswalk area on the west side of the intersection. The existing landscaping will remain in place. Additional landscaping will be added in the proposed bulb-outs.





EAST MAIN STREET AT DEPOT STREET AND  
CHERRY MOUNTAIN STREET VIEW 2  
BEFORE



EAST MAIN STREET AT DEPOT STREET AND  
CHERRY MOUNTAIN STREET VIEW 2  
AFTER



VIEW 2 OF 1-4

**STREETSCAPE IMPROVEMENTS**  
for  
**TOWN OF FOREST CITY, NORTH CAROLINA**

JUNE 30, 2014





EAST MAIN STREET AND DEPOT STREET PLAZA AREA  
BEFORE



EAST MAIN STREET AND DEPOT STREET PLAZA AREA  
AFTER (OPTION #1)

**ESTIMATED COSTS ASSOCIATED WITH PROPOSED IMPROVEMENTS**

**Proposed Intersection Improvements:**

	<b>Estimated Cost</b>
Removal of Asphalt Paving (350 SY)	\$ 4,500
Removal of Concrete (260SY)	\$ 9,500
Importing of Topsoil (23 CY)	\$ 800
Parking Striping (LS)	\$ 1,000
Landscape Plant Materials/Installation (LS)	\$ 15,000
New Concrete Curb (200 LF)	\$ 8,000
New Concrete Paving (311 SY)	\$ 17,900
Decorative Paving (207 SY)	\$ 21,000
Asphalt Mill and Fill for Parking Area (235 SY)	\$ 5,000
(2) Concrete Bulbouts w/ A.D.A. Curb Ramps	\$ 10,000
Storm Drainage (LS)	\$ 35,000
Concrete Formwork and construction of seatwalls (LS)	\$ 25,000
Lighting & Signage	\$ 15,000
<b>TOTAL:</b>	<b>\$ 167,700</b>

The existing angled parking on Main Street adjacent from the Old Mill Tavern currently has an access lane separated from the flow of traffic. This feature is unique in Downtown and does not provide for the most efficient use of the space provided. Option #1 shown above, relocates the angled parking closer to the edge of Main Street while extending the existing sidewalk to form an inviting area for pedestrians. This proposed design would provide additional trees, landscape areas, public seating and space for movable furniture (tables and chairs) that could be used by nearby dining establishments. The new plaza area increases walkability within the fabric of the Main Street corridor as well as additional space for civic functions (festivals, public gatherings, etc.) along Main Street.



**1-5 Option #1**

**STREETSCAPE IMPROVEMENTS**

for

**TOWN OF FOREST CITY, NORTH CAROLINA**

APRIL 21, 2015





EAST MAIN STREET AND DEPOT STREET PLAZA AREA  
BEFORE



EAST MAIN STREET AND DEPOT STREET PLAZA AREA  
AFTER (OPTION #2)

**ESTIMATED COSTS ASSOCIATED WITH PROPOSED IMPROVEMENTS**

Proposed Intersection Improvements:	Estimated Cost
Removal of Asphalt Paving (350 SY)	\$ 4,500
Removal of Concrete (260 SY)	\$ 9,500
Importing of Topsoil (23 CY)	\$ 800
Parking Striping (LS)	\$ 1,000
Landscape Plant Materials/Installation (LS)	\$ 15,000
New Concrete Curb (200 LF)	\$ 8,000
New Concrete Paving (417 SY)	\$25,000
Decorative Paving (207 SY)	\$21,000
(2) Concrete Bulbouts w/ A.D.A. Curb Ramps	\$ 10,000
Storm Drainage (LS)	\$ 35,000
Concrete Formwork and construction of seatwalls (LS)	\$ 25,000
Lighting & Signage	\$ 15,000
<b>TOTAL:</b>	<b>\$ 169,800</b>

The existing angled parking on Main Street adjacent from the Old Mill Tavern currently has an access lane separated from the flow of traffic. This feature is unique in Downtown and does not provide for the most efficient use of the space provided. The Town desires to redesign this space to increase opportunities for public gathering and provide additional pedestrian amenities within Downtown. The proposed design would provide additional trees, landscape areas, public seating and space for movable furniture (tables and chairs) that could be used by nearby dining establishments. Existing parking is removed to provide a plaza area. The plaza would be accessible via a mountable curb allowing horse and buggy drop-off and pick-up. This design increases walkability within the fabric of the Main Street corridor as well as additional space for civic functions (festivals, public gatherings, etc.) along Main Street.

**STREETSCAPE IMPROVEMENTS**

for  
TOWN OF FOREST CITY, NORTH CAROLINA



1-5 Option #2

APRIL 21, 2015





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# GROUP 2

# STREETSCAPE IMPROVEMENTS - PHOTO EDIT GROUPS

## GROUP 2

- 2-1** EAST MAIN STREET, MILL STREET  
AND BLANTON ALLEY
- 2-2** EAST MAIN STREET AND  
MID-BLOCK CROSSING
- 2-3** EAST MAIN AND PROWELL STREET  
(VIEW 1&2)
- 2-4** EAST MAIN AND NORTH BROADWAY  
STREET
- 2-5** EAST MAIN AND SOUTH BROADWAY  
STREET (VIEW 1&2)



EAST MAIN STREET/MILL STREET & BLANTON ALLEY  
BEFORE

EAST MAIN STREET/MILL STREET & BLANTON ALLEY  
AFTER

**ESTIMATED COSTS ASSOCIATED WITH PROPOSED IMPROVEMENTS**

Proposed Improvements:	Estimated Cost	
Removal of Concrete Paving (137 SY)	\$ 5,000	Blanton Alley links Main Street with 200 parking spaces in the parking lots directly behind the row of north side Main street buildings. The alley is located between 121 E. Main (Puzzle Creek Outdoor Store) and 115 E Main (Dovetails and Rusty Nails Antique Store). Currently there is a white striped pedestrian crosswalk that takes the pedestrian unto the parking area of the median and does not line up with the alley or corresponding sidewalk on the north side of Main Street. The proposed crosswalk will align the alley with the sidewalk on the opposite side of Main Street and it will create a small landscaped buffer between the existing parking spaces in the median area. In addition, a bump-out will be created on the north side of Main Street at the alley entrance. Facing into the parking lots will be a wrought-iron arch indicating that the alley leads to Main Street shops and the alley will be lit with appropriate lighting.
Stamped Asphalt Crosswalk (2,220 SF)	\$ 18,500	
Importing of Topsoil (12 CY)	\$ 210	
Landscape Materials/Installation (LS)	\$ 2,500	
Concrete Sidewalk (13 SY)	\$ 650	
Concrete Curb (140 LF)	\$ 5,600	
(2) A.D.A. Curb Ramps	\$ 2,000	
Storm Drainage (LS)	\$ 3,500	
Removal & Restripe Parking Lines (LS)	\$1,000	
Wrought Iron Alley Archway	\$ 4,000	
<b>TOTAL:</b>	<b>\$42,960</b>	



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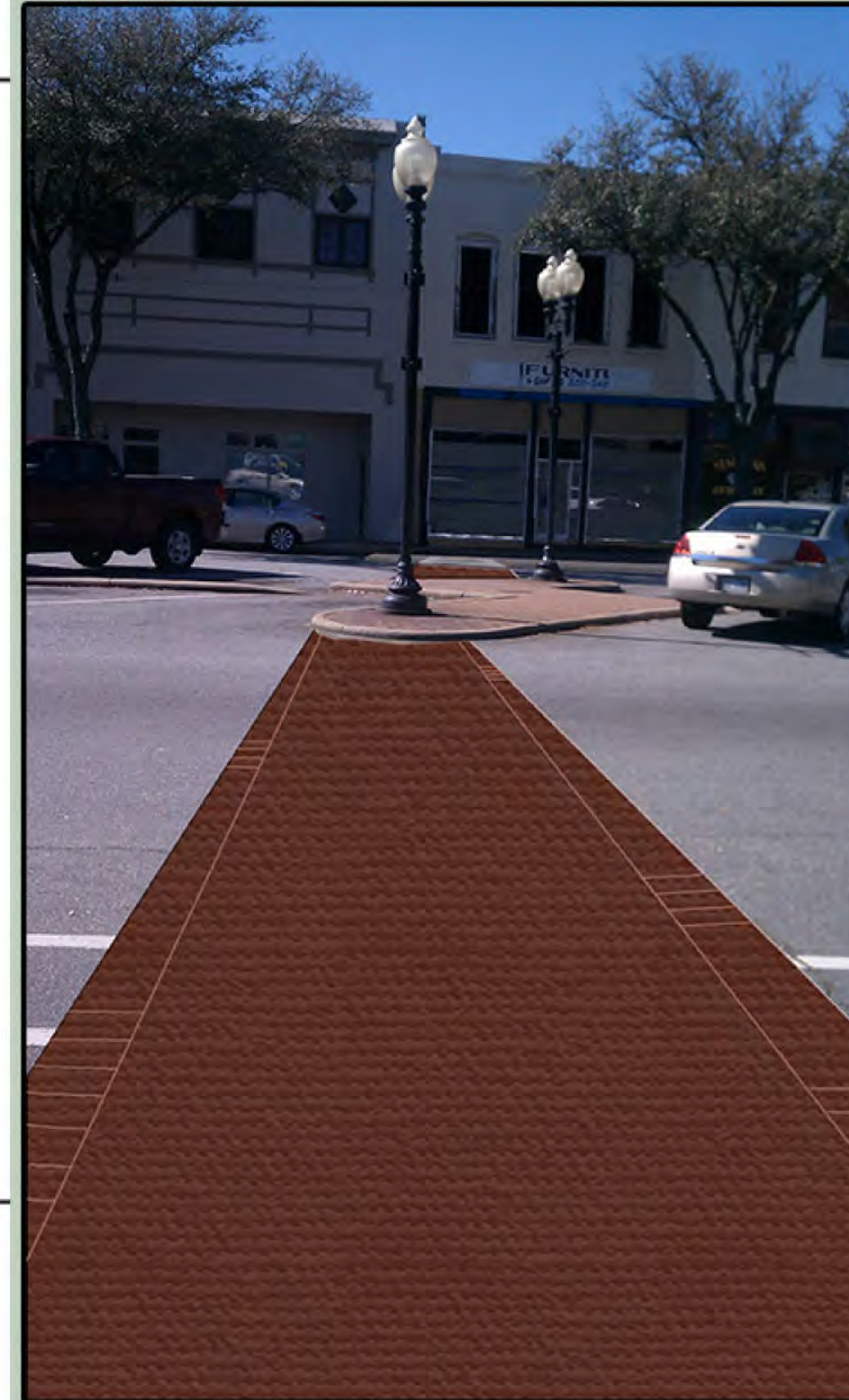
**ESTIMATED COSTS ASSOCIATED WITH  
PROPOSED IMPROVEMENTS**

<b>Proposed Improvements:</b>	<b>Estimated Cost</b>
8' Wide Stamped Asphalt Crosswalk (872 SF)	\$ 9,300
Curb Extensions w/ (2) A.D.A. Curb Ramps	\$ 5,500
Pedestrian Crossing Signage (LS)	\$ 2,500
Paint Removal/Restriping (LS)	\$ 1,000
<b>TOTAL:</b>	<b>\$18,300</b>

The block on East Main Street between Powell and Cherry Mountain Streets is an unusually long block with only one marked crosswalk at Mill Street. Pedestrians rarely walk up to the designated crosswalks at Mill, Cherry Mountain or Powell Streets and instead, jaywalk at any point on the block. The mid-block crossing will give pedestrian a visual indication of a safe crosswalk and an existing island pedestrian refuge in the center. In addition the mid-block crossing could have curb extensions that can be used for pedestrian seating or the restaurant seating with small bistro-style tables.



EAST MAIN STREET MID-BLOCK CROSSING  
BEFORE



EAST MAIN STREET MID-BLOCK CROSSING  
AFTER

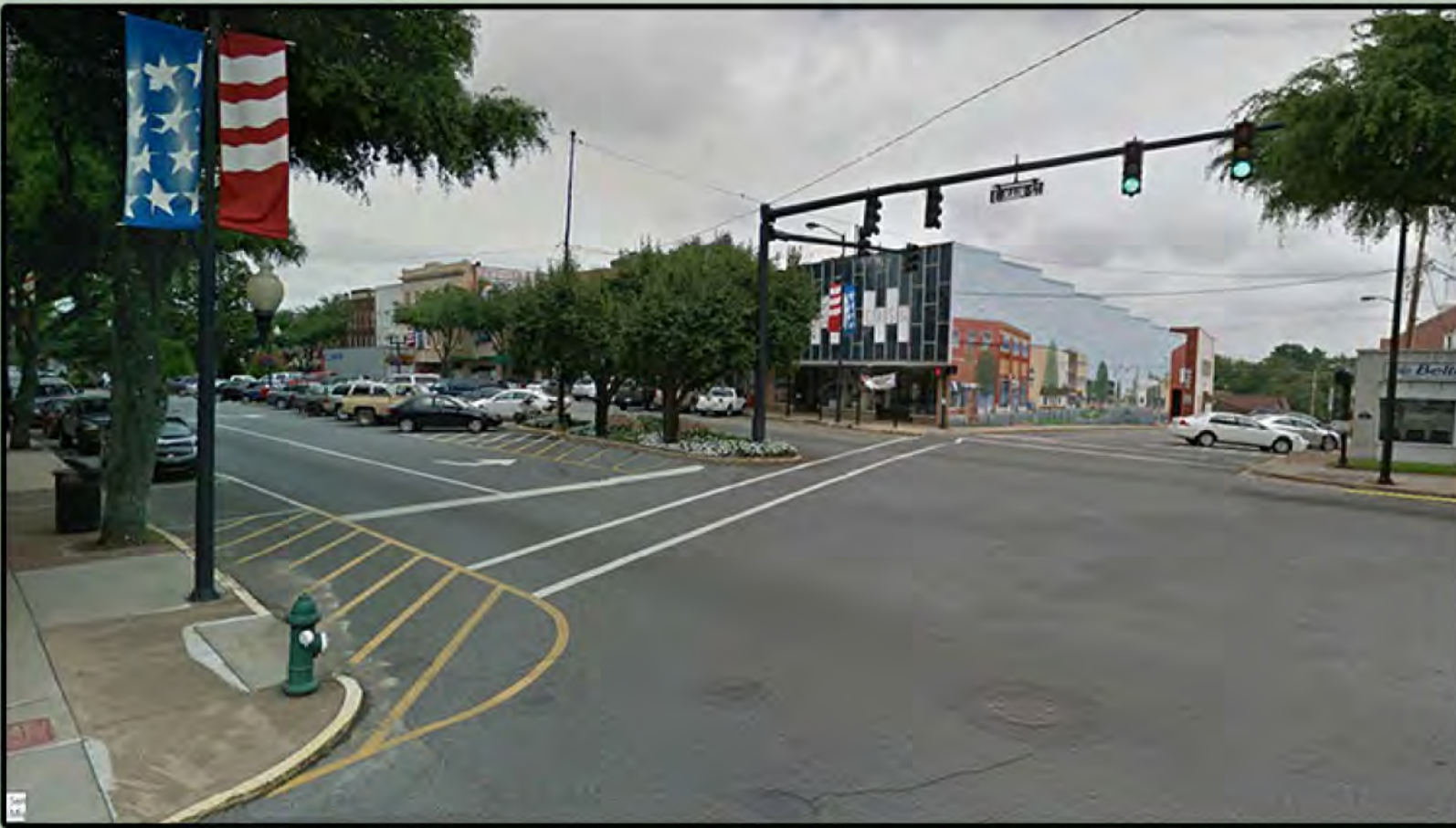
**STREETSCAPE IMPROVEMENTS**

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TOWN OF FOREST CITY, NORTH CAROLINA

JUNE 30, 2014





EAST MAIN STREET AND POWELL STREET  
BEFORE



EAST MAIN STREET AND POWELL STREET  
AFTER

**ESTIMATED COSTS ASSOCIATED WITH PROPOSED IMPROVEMENTS**

Proposed Intersection Improvements:	Estimated Cost	
8' Wide Stamped Asphalt Crosswalk (1,100 SF)	\$ 9,200	Currently to cross Main Street at this intersection, the painted white pedestrian crosswalk actually takes pedestrians out into the traffic lanes. A pedestrian crosswalk will be constructed that cuts to the left of the stoplight arm and a pedestrian refuge in the center will be constructed. The intersection also features bump-outs on the south and north side of Main Streets. The bump-outs have three purposes: 1) area for beautification, 2) protection of parked vehicles, and 3) pedestrian safety. The bump-out narrows the street by extending the curb line and increasing the sidewalk area. This reduces the amount of time pedestrians are exposed to traffic. The visibility of both drivers and pedestrians are improved at intersections with bump-outs.
Removal of Asphalt Paving (156 SY)	\$ 1,600	
Importing of Topsoil (10 CY)	\$ 200	
Relocated Intersection Striping (LS)	\$ 1,000	
Landscape Plant Materials/Installation (LS)	\$ 3,500	
Concrete Curb (165 LF)	\$ 6,600	
Concrete Bulbouts w/ (6) A.D.A. Curb Ramps	\$ 13,000	
Storm Drainage (LS)	\$ 5,000	
<b>TOTAL:</b>	<b>\$40,100</b>	



**STREETSCAPE IMPROVEMENTS**  
for  
**TOWN OF FOREST CITY, NORTH CAROLINA**





EAST MAIN STREET & POWELL STREET VIEW 2  
BEFORE



EAST MAIN STREET & POWELL STREET VIEW 2  
AFTER



**STREETSCAPE IMPROVEMENTS**  
for  
**TOWN OF FOREST CITY, NORTH CAROLINA**





EAST MAIN STREET AND NORTH BROADWAY  
BEFORE



EAST MAIN STREET AND NORTH BROADWAY STREET  
AFTER

**ESTIMATED COSTS ASSOCIATED WITH PROPOSED IMPROVEMENTS**

**Proposed Intersection Improvements:**

- 8' Wide Stamped Asphalt Crosswalk (290 SF)
- Removal of Asphalt Paving (45 SY)
- Removal of Concrete Paving (12 SY)
- Importing of Topsoil (10 CY)
- Landscape Plant Materials/Installation (LS)
- 6' Wide Concrete Sidewalk
- Concrete Curb (35 LF)
- (2) A.D.A. Curb Ramps
- Storm Drainage (LS)

**Estimated Cost**

- \$ 2,500
- \$ 450
- \$ 420
- \$ 200
- \$ 1,000
- \$ 600
- \$ 1,400
- \$ 2,000
- \$ 3,500
- \$12,070**

This intersection marks the beginning of the Main Street Historic District. A stamped asphalt cross-walk will lead pedestrians across Broadway. The north side of Main Street features a landscaped curb extension or "bump-out". The bump-out provides a beautification landscaping area that will continue the core downtown planting design. The purpose of a bump-out is also to provide an additional element in protecting the vehicles parked on the street. Currently the street markings indicate that it is a no parking zone. There is not a crosswalk across Main Street at this intersection. It was determined that crosswalks should not be placed in areas that are dangerous crossings for pedestrians and that pedestrians should be guided visually to safer crossings in the next intersection.



**STREETSCAPE IMPROVEMENTS**  
for  
**TOWN OF FOREST CITY, NORTH CAROLINA**





SOUTH BROADWAY AND EAST MAIN STREET  
BEFORE



SOUTH BROADWAY AND EAST MAIN STREET  
AFTER

**ESTIMATED COSTS ASSOCIATED WITH PROPOSED IMPROVEMENTS**

Proposed Intersection Improvements:	Estimated Cost
Construction of Brick Welcome Sign	\$8,000
8' Wide Stamped Asphalt Crosswalk (1000 SF)	\$8,100
Removal of Asphalt Paving From Parking Lot (140 SY)	\$1,400
Move Utilities Underground (Allowance)	\$150,000
Importing of Topsoil (50 CY)	\$700
Planter Drainage (Fabric/Gravel/Wall Weep-Holes)	\$1,000
Landscape Plant Materials/Installation	\$3,000
Sidewalk Brick Pavers (Replaces Grass Strip - 80 SF)	\$1,000
<b>TOTAL:</b>	<b>\$173,200</b>

This intersection is one of the major entranceways into downtown Forest City and gives drivers the first image of downtown. Currently the intersection does not reflect the quality of landscaping that exemplifies the downtown area. It is important to continue the landscaping patterns that are established for the downtown core area to intersect with the entranceways. It is recommended that the town of Forest City request a four foot landscaping easement from the owner of the Kimbrell's building property (Grover Bradley) as well as work with Kimbrell's Furniture to coordinate enhancing the main entranceway into their parking lot. The landscaping in the four foot easement would mimic the downtown plantings and added additional cascading flowers over the rock wall. Brick signage would feature the Town Seal and words "Welcome to the Town of Forest City". A crosswalk would be added across West Main Street from north to south and a crosswalk across S. Broadway from east to west. The estimated budget and photograph shows underground utilities. This is the most expensive portion of the estimated budget and could be phased in at a later date.



**STREETSCAPE IMPROVEMENTS**  
for  
**TOWN OF FOREST CITY, NORTH CAROLINA**







EAST MAIN STREET & SOUTH BROADWAY VIEW 2  
BEFORE



EAST MAIN STREET & SOUTH BROADWAY VIEW 2  
AFTER



The background features a large, faded seal of the Town of Forest City, North Carolina. The seal is circular with a rope-like border. Inside the border, the text "TOWN OF FOREST CITY, N.C." is written along the top arc, and "NORTH CAROLINA" is written along the bottom arc. Two small crosses are positioned on the left and right sides of the inner circle. The center of the seal depicts a landscape with a mountain range and a river.

# GROUP 3

# STREETSCAPE IMPROVEMENTS - PHOTO EDIT GROUPS

## GROUP 3

**3-1**

CHERRY MOUNTAIN STREET AND  
BLANTON ALLEY

**3-2**

NORTH POWELL STREET AND  
BLANTON ALLEY

**3-3**

TRADE STREET AND POWELL  
STREET



CHERRY MOUNTAIN STREET AND BLANTON ALLEY  
BEFORE

CHERRY MOUNTAIN STREET AND BLANTON ALLEY  
AFTER

**ESTIMATED COSTS ASSOCIATED WITH PROPOSED IMPROVEMENTS**

Proposed Intersection Improvements:	Estimated Cost	
8' Wide Stamped Asphalt Crosswalk (424 SF)	\$ 3,600	Cherry Mountain Street is a major entranceway into downtown Forest City from the northeastern Rutherford County communities of Bostic, Golden Valley, and Duncan's Creek/Hollis . The crosswalk at Cherry Mountain Street and Blanton area will serve as a visual indication that the driver is entering the downtown area. It will also assist in traffic calming. The same type of crosswalk can also be implemented at the corner of Cherry Mountain and Trade Street.
Removal of Asphalt Paving (47 SY)	\$ 500	
Repair Concrete Sidewalk (325 SF)	\$ 2,100	
Concrete Curb & Gutter (55 LF)	\$ 2,200	
New A.D.A. Curb Ramps (3)	\$ 3,000	
Brick Pavers/Sidewalk Bands (50 SF)	\$ 800	
<b>TOTAL:</b>	<b>\$12,200</b>	





NORTH POWELL & BLANTON ALLEY  
BEFORE



NORTH POWELL & BLANTON ALLEY  
AFTER

**ESTIMATED COSTS ASSOCIATED WITH PROPOSED IMPROVEMENTS**

**Proposed Intersection Improvements:**

Removal of Asphalt Paving (67 SY)	\$ 700
Stamped Asphalt Crosswalk (600SF)	\$ 5,100
Pavement Striping (LS)	\$ 1,000
Wayfinding Signage	\$ 1,500
Concrete Curb & Gutter (70 LF)	\$ 2,800
New A.D.A. Curb Ramps (3)	\$ 3,000

The location of the Town Hall and large parking lots on N. Powell Street makes this narrow street very busy for both vehicles and pedestrians. Crosswalks on N. Powell Street will indicate safe crossing areas for pedestrians as well as act as a traffic calming feature.

**TOTAL:** **\$14,100**





TRADE STREET AND POWELL STREET  
BEFORE



TRADE STREET AND POWELL STREET  
AFTER

**ESTIMATED COSTS ASSOCIATED WITH PROPOSED IMPROVEMENTS**

**Proposed Intersection Improvements:**

Removal of Asphalt Paving	\$ 300
Restriping of Asphalt Paving	\$ 1,000
Repair Concrete Sidewalk (300 SF)	\$ 2,800
Stamped Asphalt Crosswalk	\$ 2,200
New A.D.A. Curb Ramps (2)	\$ 2,000
Brick Pavers (240 SF)	\$ 3,600
Other Landscape Features (2 Hanging Basket Trees)	\$ 5,000
Parking Signage	\$ 750
<b>TOTAL:</b>	<b>\$17,650</b>

Cherry Mountain Street is a major entranceway into downtown Forest City from the northeastern Rutherford County communities of Bostic, Golden Valley, and Duncan's Creek/Hollis . The crosswalk at Cherry Mountain Street and Blanton area will serve as a visual indication that the driver is entering the downtown area. It will also assist in traffic calming. The same type of crosswalk can also be implemented at the corner of Cherry Mountain and Trade Street.



**STREETSCAPE IMPROVEMENTS**  
for  
**TOWN OF FOREST CITY, NORTH CAROLINA**



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# GROUP 4

# STREETSCAPE IMPROVEMENTS - PHOTO EDIT GROUPS

## **GROUP 4**

- 4-1** MARTIN AND BLANTON ALLEYS  
(VIEW 1&2)
- 4-2** McDANIEL ALLEY AND MARTIN  
STREET
- 4-3** McDANIEL ALLEY DUMPSTERS
- 4-4** BLANTON ALLEY PARKING LOT





MARTIN AND BLANTON ALLEYS  
BEFORE



MARTIN AND BLANTON ALLEYS  
AFTER

**ESTIMATED COSTS ASSOCIATED WITH PROPOSED IMPROVEMENTS**

**Proposed Intersection Improvements:**

	<b>Estimated Cost</b>
8' Wide Stamped Asphalt Pavement (1,200 SF)	\$ 10,200
Removal of Asphalt Paving (130 SY)	\$ 1,400
2" Asphalt Mill	\$ 35,400
2" Asphalt Overlay	\$39,000
Importing of Topsoil (10 CY)	\$ 200
Pavement Striping (LS)	\$ 1,000
Landscape Plant Materials/Installation (LS)	\$ 2,000
Concrete Curb (200 LF)	\$ 8,000
A.D.A. Curb Ramps (1)	\$ 1,000
Brick Paving (200 SF)	\$ 3,000
Iron Archways	\$ 8,000
<b>TOTAL:</b>	<b>\$ 109,200</b>

The alley links almost 300 public parking spaces to the shops and businesses on Main Street. These parking spaces give the Town of Forest City an unparalleled number of downtown parking opportunities for a small town. The paving in this area is worn and in need of repair. Currently the alley is unmarked and unattractive. The appealing entrance from both Main Street and Blanton Alley will direct residents and visitors alike to the abundance of parking in downtown Forest City.





MARTIN AND BLANTON ALLEY VIEW 2  
BEFORE



MARTIN AND BLANTON ALLEY VIEW 2  
AFTER





McDANIEL ALLEY & MARTIN STREET  
BEFORE



McDANIEL ALLEY & MARTIN STREET  
AFTER

**ESTIMATED COSTS ASSOCIATED WITH PROPOSED IMPROVEMENTS**

**Proposed Intersection Improvements:**

Removal of Asphalt Paving (67 SY)	\$ 700
Stamped Asphalt (600 SF)	\$ 5,100
Pavement Striping (LS)	\$ 1,000
Wayfinding Signage	\$ 1,500
Concrete Curb & Gutter (70 LF)	\$ 2,800
Concrete Paving (28 SY)	\$ 1,400

The small streets or alleys that intersect the large parking lots to the south of Trade Street are used as cross streets as well as access to the parking. Currently, the entire area is unattractive and comprised of almost 100% imperious surfaces of either concrete or asphalt. Small improvements such as stamped intersections and narrow planting beds will make a major enhancement to this area.

**TOTAL: \$12,500**





McDANIEL ALLEY DUMPSTERS  
BEFORE

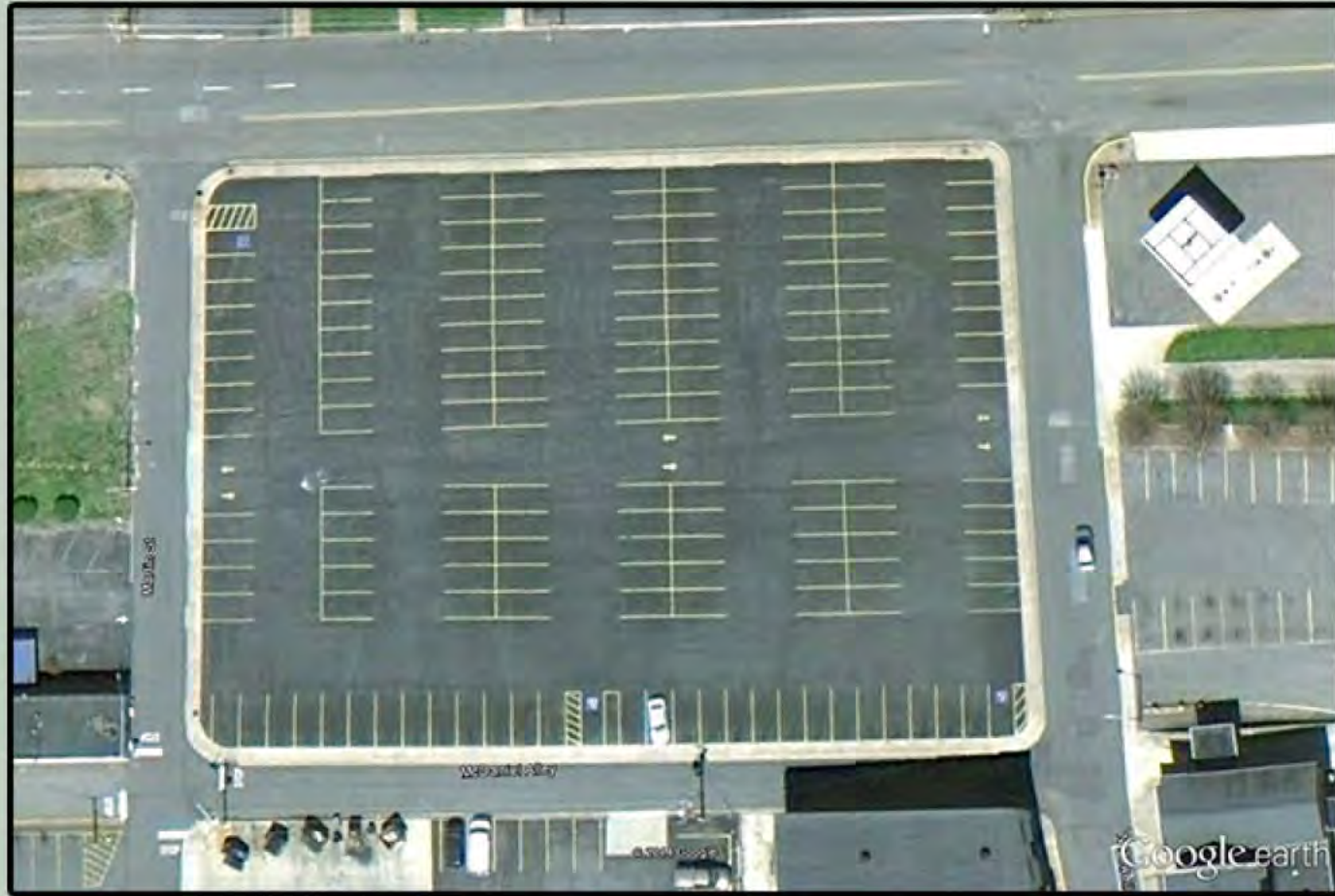


McDANIEL ALLEY DUMPSTERS  
AFTER

**ESTIMATED COSTS ASSOCIATED WITH PROPOSED IMPROVEMENTS**

<b>Proposed Improvements:</b>	<b>Estimated Cost</b>	
Restriping of Paving	\$ 1,000	Currently, the dumpsters, restaurant grease repositories, and rollout recycle bins that the Main Street businesses use are all exposed and contribute to an unsightly parking area. In the future, all the containers would be screened.
Installation of Bollards	\$ 3,000	
Steel Framed with Wood Siding Dumpster Enclosure	\$18,000	
<b>TOTAL:</b>	<b>\$22,000</b>	





BLANTON ALLEY PARKING LOT  
BEFORE



BLANTON ALLEY PARKING LOT  
AFTER

**ESTIMATED COSTS ASSOCIATED WITH PROPOSED IMPROVEMENTS**

Proposed Improvements:	Estimated Cost	
Removal of Asphalt Paving (491 SY)	\$ 5,000	The alleys that run parallel to Main Street are not only used by service delivery trucks but also by the public. In particular Blanton Alley is well travelled by vehicles using the Smith's Drug Store Drive thru. Smith's Drugs serves many customers in a day at the Drive-Thru window. The landscaped area will also be seen by drivers traveling on Cherry Mountain Street. The Town owns the parking lot at the corner of Cherry Mountain Street and Blanton Alley and a landscape easement will not be necessary to implement this feature.
Importing of Topsoil (164 CY)	\$ 3,300	
Pavement Striping (LS)	\$ 4,000	
Landscape Plant Materials/Installation (LS)	\$ 10,000	
Concrete Curb & Gutter (1,144 LF)	\$ 46,000	
Asphalt Sealant (LS)	\$ 9,000	
<b>TOTAL:</b>	<b>\$77,300</b>	



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# GROUP 5

# STREETSCAPE IMPROVEMENTS - PHOTO EDIT GROUPS

## GROUP 5

- 5-1 DEPOT STREET AND EAST MAIN
- 5-2 MILL STREET AT HUNTLEY STREET
- 5-3 MILL STREET CURB CUTS
- 5-4 POWELL STREET AND MILL STREET
- 5-5 MILL STREET AND HARMON  
STREET ROUNDABOUT
- 5-6 DEPOT STREET AT FARMER'S  
MARKET
- 5-7 MILL STRET OPEN SPACE



DEPOT STREET & EAST MAIN STREET  
BEFORE



DEPOT STREET & EAST MAIN STREET  
AFTER

**ESTIMATED COSTS ASSOCIATED WITH PROPOSED IMPROVEMENTS**

<b>Proposed Improvements:</b>	<b>Estimated Cost</b>	
Removal of Asphalt Paving For Crosswalks (85 SY)	\$ 900	The route along Depot Street from West Main Street, leads to the Rutherford County Farmers Market, and the Florence Mill structures. Aesthetic enhancements for this prominent corridor would include: crosswalks, street lights, and additional streetscape elements to tie into the overall Florence Mill improvements.
Asphalt Roadway Milling 2" (1,051 SY)	\$ 4,200	
New Asphalt Overlay (1,051 SY)	\$ 12,000	
Removal of Concrete Paving (45 SY)	\$ 1,600	
Concrete Paving (35 SY)	\$ 1,800	
Concrete Curb & Gutter (87 LF)	\$ 3,500	
Stamped Asphalt Crosswalk (738 SF)	\$ 6,300	
Pavement Striping (LS)	\$ 1,000	
Decorative Light Poles (5)	\$ 12,500	
Wayfinding Signage	\$ 2,500	
<b>TOTAL:</b>	<b>\$ 46,300</b>	







MILL STREET AT HUNTLEY STREET  
BEFORE



MILL STREET AT HUNTLEY STREET  
AFTER

**ESTIMATED COSTS ASSOCIATED WITH PROPOSED IMPROVEMENTS**

**Proposed Improvements:**

**Estimated Cost**

Removal of Asphalt Paving for Drop Off Area (112 SY)	\$ 1,200
Asphalt Roadway Milling 2" (611 SY)	\$ 2,500
New Asphalt Overlay (611 SY)	\$ 6,800
Stamped Asphalt Dropoff area (1,000 SF)	\$ 8,500
Removal Concrete Paving (111 SY)	\$ 4,000
Concrete Curb and Gutter (200 LF)	\$ 8,000
A.D.A. Curb Ramps (2)	\$ 2,000
Landscape Plant Materials/Installation (LS)	\$ 3,000
Brick Pavers (250 SF)	\$ 3,000
Decorative Light Poles (3)	\$ 7,500
Wayfinding Signage	\$ 2,500
<b>TOTAL:</b>	<b>\$49,000</b>

This location is an important entryway route to the redeveloped Florence Mill facility. A stamped asphalt drop off area, and new sidewalk, borders the redeveloped park space between Main Street and the Florence Mill Depot. This area includes attractive landscaping, lighting, wayfinding signage, etc.

**STREETSCAPE IMPROVEMENTS**

for

**TOWN OF FOREST CITY, NORTH CAROLINA**

JUNE 30, 2014





MILL STREET CURB CUTS  
BEFORE



MILL STREET CURB CUTS  
AFTER

**ESTIMATED COSTS ASSOCIATED WITH PROPOSED IMPROVEMENTS**

<b>Proposed Improvements:</b>	<b>Estimated Cost</b>	Small parking lots that are owned by the Town of Forest City line Mill Street. Crosswalks in this area would tie the Mill Street parking, linear park, and the mill buildings to the Main Street shopping area.
Removal of Asphalt Paving (22 SY)	\$ 230	
Stamped Asphalt Crosswalk (200 SF)	\$ 1,700	
Pavement Striping (LS)	\$ 1,000	
<b>TOTAL:</b>	<b>\$2,930</b>	





POWELL STREET & MILL STREET  
BEFORE



POWELL STREET & MILL STREET  
AFTER

**ESTIMATED COSTS ASSOCIATED WITH PROPOSED IMPROVEMENTS**

**Proposed Intersection Improvements:**

Removal of Asphalt Paving (100 SY)	\$ 1,100
Stamped Asphalt Crosswalk (900 SF)	\$ 8,000
Pavement Striping (LS)	\$ 1,000
New Concrete Paving (50 SF)	\$ 500
New A.D.A. Curb Ramps (6)	\$ 6,000
Landscape Plant Materials/Installation (LS)	\$ 2,500
Brick Pavers (200 SF)	\$ 3,000

This intersection marks an entranceway into the Florence Mill property and the downtown area. As the main mill building is developed, the parking lot to the east of the main mill and, this entranceway will see increased use. New, crosswalks and paved pedestrian refuge areas will provide safe and attractive places for visitors and residents alike.

**TOTAL:** **\$22,100**





MILL STREET & HARMON STREET ROUNDABOUT  
BEFORE



MILL STREET & HARMON STREET ROUNDABOUT  
AFTER

**ESTIMATED COSTS ASSOCIATED WITH PROPOSED IMPROVEMENTS**

**Proposed Improvements:**

Removal of Asphalt Paving (80 SY)	\$ 850
Removal of Concrete Paving (67 SY)	\$ 2,400
Stamped Asphalt Crosswalk (720 SF)	\$ 6,200
Brick Pavers (2,650 SF)	\$ 40,000
A.D.A. Curb Ramps (6 EA)	\$ 6,000
Pavement Striping (LS)	\$ 1,000
Landscape Materials & Installation (LS)	\$ 6,500

The roundabout and road infrastructure was built in 2006 and landscaping has not been developed for this area. The roundabout provides access to the Florence Mill and to Main Street from the multi-lane Oak Street connector. With the relocation of the Farmers Market to the west side of the mill property, the roundabout will see more use. Exceptional landscaping in this area will be critical as the Florence Mill buildings develop.

**TOTAL: \$62,950**





DEPOT STREET AT FARMER'S MARKET  
BEFORE



DEPOT STREET AT FARMER'S MARKET  
AFTER

**ESTIMATED COSTS ASSOCIATED WITH PROPOSED IMPROVEMENTS**

**Proposed Improvements:**

Removal of Asphalt Paving (50 SY)	\$ 600
Stamped Asphalt Crosswalk (420 SF)	\$ 3,600
Landscape Plant Materials/Installation (LS)	\$ 4,000
Pavement Striping (LS)	\$1,000
Decorative Light Poles (7)	\$ 17,500
Wayfinding Signage	\$ 2,500
<b>TOTAL:</b>	<b>\$29,200</b>

As pedestrians and vehicles turn onto Depot Street from West Main Street, within a short block the viewshed opens to reveal the outdoor structure of the Rutherford county Farmers Market, the Florence Mill structures, and landscaped parking areas. Crosswalks, street lights, and additional landscaping in this area will tie the activities that happen in the open spaces to the Main Street shopping area.





MILL STREET OPEN SPACE  
BEFORE



MILL STREET OPEN SPACE  
AFTER

**ESTIMATED COSTS ASSOCIATED WITH PROPOSED IMPROVEMENTS**

<b>Proposed Improvements:</b>	<b>Estimated Cost</b>	
Concrete Paving (289 SY)	\$ 14,500	The open space between Depot Street and Mill Street has had hazardous materials removed from the soil. This area has been filled in with fill dirt. The proposed concept for this area will enhance the Mill area via providing for a park like atmosphere. Park elements would provide winding sidewalks, brick paver pedestrian nodes with benches and decorative lighting. This design should tie in with the recent work at the farmer's market. Exceptional landscaping in this area will be critical as the Florence Mill buildings develop.
Brick Pavers (2,000 SF)	\$ 30,000	
A.D.A. Curb Ramps (2 EA)	\$ 2,000	
Decorative Light Poles (10)	\$ 25,000	
Park benches, drinking fountain, etc (LS)	\$ 10,000	
Landscape Materials & Installation (LS)	\$ 10,000	
<b>TOTAL:</b>	<b>\$91,500</b>	



**STREETSCAPE IMPROVEMENTS**  
for  
**TOWN OF FOREST CITY, NORTH CAROLINA**



**PROBABLE ESTIMATED COSTS ASSOCIATED WITH PROPOSED IMPROVEMENTS**

**Typical Costs include:**

Removal of Asphalt Paving	\$ 10.25/SY
Removal of Concrete Paving	\$ 35/SY
Installation Concrete Curb & Gutter (30")	\$ 40/LF
2" Deep Asphalt Mill	\$ 10/SY
2" Asphalt Overlay	\$ 11/SY
New Concrete Paving	\$ 50/SY
Brick Paving	\$ 15/SF
Stamped/Colored Asphalt Pavement	\$ 8.50/SF
A.D.A. Curb Ramps	\$ 1,000/EA
Decorative Street Lamps	\$ 2,500/EA
Importing of Topsoil	\$ 14/CY
Importing of Fill Dirt	\$ 10/CY

The costs associated with the conceptual streetscape improvements are based on typical 2015 costs for the type of work shown in the after images provided. The provided costs may have been adjusted slightly for some Before/After image pairs to account for exceptional site conditions. It should be noted that these are not construction ready estimates and each separate project should have a formal design and plans created from which a more accurate cost estimate can be derived. Estimates of probable design costs for projects along Main Street and those near Florance Mill can be seen below. For projects where formal construction drawings and permits are to be produced (such as those along Main Street and near Florance Mill) professional services costs will apply and may range from 10%-15% of the project cost.

**Probable Design Costs**

Section: 1-3 -	\$5,000	Section: 2-3 -	\$10,000
Section: 1-4 -	\$7,000	Section: 2-4 -	\$5,500
Section: 1-5 Option #1 -	\$18,000	Section: 5-2 -	\$9,500
Section: 1-5 Option #2 -	\$18,000	Section: 5-7 -	\$10,000
Section: 2-1 -	\$5,000	<b>Total:</b>	<b>\$88,000</b>

**Total design cost for these sections as a single group: (\$45,000)**

**TOTAL COST ASSOCIATED WITH EACH SECTION (1 thru 5)**

**Section 1**

1-1 W. Main St./Church St.	\$27,500
1-2 W. Main St./Yarboro St.	\$15,400
1-3 W. Main St./Thomas St.	\$21,810
1-4 E. Main St./Depot St./Cherry Mtn.	\$41,900
1-5 Proposed Main St. Plaza Option #1	(\$167,700)
Option #2	(\$169,800)
<b>Total:</b>	<b>\$274,310 - \$276,410</b> (Ranges by 1-5 option choice)

**Section 3**

3-1 Cherry Mtn./Blanton Alley	\$12,200
3-2 North Powell St./Blanton Alley	\$14,100
3-3 Trade St./Powell St.	\$17,650
<b>Total:</b>	<b>\$43,950</b>

**Section 5**

5-1 Depot St./E. Main St.	\$46,300
5-2 Mill St./Huntley St.	\$49,000
5-3 Mill Street Curb Cuts	\$2,930
5-4 Powell St./Mill St.	\$22,100
5-5 Mill St./Harmon St.	\$62,950
5-6 Depot St. at Farmer's Mkt.	\$29,200
5-7 Mill St. Open Space	\$91,500
<b>Total:</b>	<b>\$303,980</b>

**Section 2**

2-1 E. Main St./Mill St/Blanton Alley	\$42,960
2-2 E. Main St./Mid Block Crossing	\$18,300
2-3 E. Main St./Powell St.	\$40,100
2-4 E. Main St./N. Broadway St.	\$12,070
2-5 E. Main St./South Broadway St.	\$173,200
<b>Total:</b>	<b>\$286,630</b>

**Section 4**

4-1 Martin St./Blanton Alley	\$109,200
4-2 McDaniel St. Martin St.	\$12,500
4-3 McDaniel St./Alley Dumpsters	\$22,000
4-4 Blanton Alley Parking Lot	\$77,300
<b>Total:</b>	<b>\$221,000</b>

**Other Possible Costs**  
Miscellaneous curb repair, striping, handi-capped ramp, etc. (\$50,000)

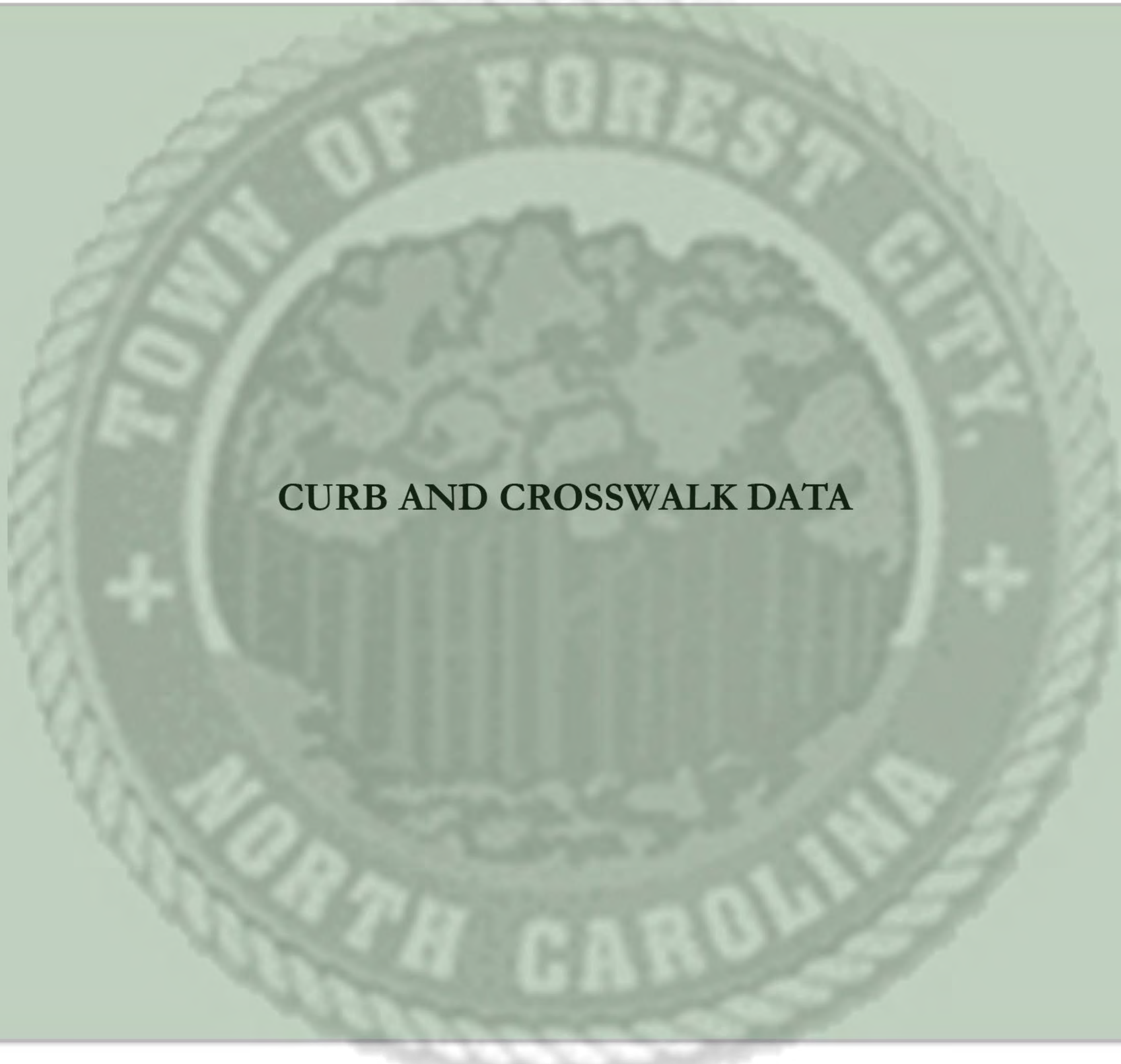
**Note: Individual project costs may vary based on the unique characteristics and challenges of each site.**



**STREETSCAPE IMPROVEMENTS**  
for  
**TOWN OF FOREST CITY, NORTH CAROLINA**

APRIL 21, 2015





**CURB AND CROSSWALK DATA**



# Town of Forest City

## Curbs/Crosswalks

Location Description	Curbing Length (ft.)	Crosswalk Length (ft.)
East Main/Broadway/Trade Area		
Broadway (East)	326	
Broadway/Trade (corner)	150	30
Broadway/Blanton Alley	90	
Broadway	16	
Broadway	61	
Broadway/Main		40
Main (in front of Dew Drop)		43
East Main (North)	50	
East Main/Powell	19	
Blanton/Powell (East)		23
Powell (at Town Hall)		32
Powell	52	
Powell/Trade	45	
Trade (South)	86	
Powell (West -at Town Hall)	66	
Powell (West -at Town Hall)		27
Powell/Blanton Alley (West)		21
Powell	116	
East Main (North)	42	
East Main (North)	47 *	
East Main /Alley/Blanton		25
Martin /McDaniel (South)	84	
McDaniel (South)	89	
McDaniel		25
McDaniel (North)	125	
McDaniel /Cherry Mountain (East)	74	
Cherry Mountain (East)	44	
McDaniel (South)	159	
Cherry Mountain (East)	31	
Cherry Mountain Street/Blanton		19
Cherry Mountain (East)	122	
Cherry Mountain (West)	96	
Cherry Mountain (West)	41	
Cherry Mountain/Blanton (West)		17
Cherry Mountain (West)	131	
West Main (North)	33	
West Main/Thomas (East)	11	
Thomas Street (East)	118	
Thomas/Blanton (North)	73	
Thomas/Blanton (North)	21	
Thomas (East)	245	
Thomas (West)	32	
Thomas (West)	131	
Thomas/W. Main	18	

West Main (South)	20	
West Main (South)	49	
Depot (West)	83	
Depot/Alley		35
Alley (South)	31	
Alley (South)	11	
Depot (West)	17	
Depot (West)	4	
Depot (East)	68	
Depot (East)	86	
Depot/E Main		37
E Main	20	
Mill (West)	100	
E Main/ W Main (at Mill St)		112
Mill (East)	96	
Mill (at E Main)		30
W Main/Alley	29	
W Main/Yarboro		33
W Main/ S Church (West)		43
W Main/ S Church (South)		60
W Main Median (Main Street Sign)	161	
W Main Median (Main Street Sign)	291	
W Main (South)	24	
W Main/ Young (South)		30
W Main (South)	29	
W Main (South)	26	
Depot (at Condos)		28
Depot (from Farmers Market to Condos)		32
Depot (West)		43
Depot (West)		32
Depot (near Roundabout)		31
E Main (at South/North Powell)		102
S Powell	106	30
S Powell (E Main (East))	48	
E Main	30	
E Main	47	
E Main/Broadway	19	43
S Powell (at Mill)		36
S Powell (West)	154	
S Powell/Florence		32
S Powell		33
S Powell (East)	176	
Florence (Mill Parking Lot)		32
Florence (Harmon)		30
Mill (parking near S. Powell)		29
Mill		32
Mill (East)		39
Mill (East)		29
Mill	287	
Mill (West)		34
Mill (East)	87	

Mill (East)	83	
Mill (East)	60	
Mill/Main		29
S Powell (West)	46	
S Powell (West)	194	
S Powell (West)	17	
S Powell (West)	68	
S Powell (West)	76	
S Powell (East)	175	
S Powell (East)	49	
S Powell (East)	16	
S Powell (East)	94	
S Powell (East)	214	
S Powell (East)	19	
S Powell/E Main		19
Totals	6054	1397