



View looking west on Morgan Street

Streetscape and Landscape Analysis and Recommendations

Streetscape & Public Open Space Overview

In order to understand the opportunities available to provide quality open space and urban streetscape potential, one must study the existing conditions and identify the elements that are currently obstacles to creating these user friendly spaces.

Martinsville is fortunate to have the quintessential courthouse square with a consistent backdrop of late 19th and early 20th century commercial buildings defining the downtown area. It is quite easy to navigate the downtown area by car as is further discussed in the traffic circulation section of this report. The sidewalks on the other hand are quite narrow, which does not provide a lot of space for convenient group movement or on street conversation space.

Where there are gaps in the building edge, such as empty lots or parking lots, there is a general sense of confusion about where the pedestrian space stops and the auto space begins. The gaps do not reinforce the positive image of a small urban village, but this could be improved with low walls or planting that help define the pedestrian edge.

One of the most often mentioned shortcomings of downtown Martinsville is lack of color. Color and visual interest can be injected with colorful plants and flowers as well as a lively and tasteful color palette for building facades, awnings, signage and street furniture.

A lively and active city downtown provides multiple types of outdoor space for events, public gatherings, festivals and leisure and park space. Finding open space in a downtown area can be challenging. The courthouse lawn does provide greenspace, but with the courthouse located in the center of the block there is limited contiguous space for larger events. The courthouse lawn is also bisected by sidewalks and existing monuments. In addition, because it is adjacent to two highly traveled streets, there is a lot of noise that is distracting for outdoor concerts and other events.

It is fortunate that there is a quarter block open space located at the southeast corner of Pike and Jefferson Streets and a privately owned parking lot adjacent to the open space that

could both be used as a public/private project that would provide a multi-use outdoor space.

Successful Open Space and Outdoor Multi-Use Space Should Include:

Streetscape

- 1. Maximized pedestrian sidewalk space to create gathering areas and outdoor seating and table space.
- 2. Vibrant color with the addition of flowering trees, shrubs and flowers.
- 3. Buffering elements adjacent to open lots and parking lots to protect pedestrians, continue the urban building edge and shield unsightly views from pedestrians.
- 4. Improvements to the building facades and institution of a consistent and lively color palette for façade elements.
- 5. Addition of color through the use of awnings, banners and appropriately scaled signage.
- 6. Maintenance of sidewalks and planting areas with weed control, edging and replacement of damaged sidewalk, streetscape and landscape elements.
- 7. Inclusion of spaces for benches, planters, kiosks, bike racks and sculpture, all elements that make a downtown area stimulating and user friendly.
- 8. Identification of public parking lots that may be located off of the courthouse square area. Creation of safe and clean walkways to get from parking to commercial areas.

Public Open Space and Outdoor Event Space

- 1. Location in a highly visible and accessible area.
- 2. Use public exterior open spaces to physically extend interior building spaces by opening new doors from the building onto the open space or by visually connecting the interior space to outdoor open space with larger windows.
- 3. Development of programs that will utilize space on a regular basis to keep it energized.
- 4. Public toilets near outdoor open spaces.
- 5. Electrical outlets, sound system and lighting to extend event times into the evening hours.

- 6. Plants, trees, colorful shrubs and lawn incorporated into the space.
- 7. Multi-use hard surface space such as parking lots that can be transformed from parking to paved event space for special events but can also produce potential revenue from parking during the week.
- 8. Connection to the downtown commercial area that will maintain and reinforce the synergy between the commercial spaces and the outdoor event spaces. For example, consider alleys as pathways from parking and event areas to the downtown commercial core. Improve alleys by installing new pavement, cleaning and painting alley walls, opening older windows in alley walls to enliven space and adding pedestrian scale lighting that provides safe evening travel.

“Cleanliness, gardens, sitting and visiting areas, music festivals, fairs, special events...specialty dining and shopping.”

“...the downtown may never be a hub of activity again but upgrading the downtown to modern, attractive things such as convenient parking, green space, flowers, good sidewalks with easy access, appropriate lighting.....will go a long way in enticing more visitors to the downtown area.”

“Attractions, facelift and owner pride in property; a welcome and hometown feel; togetherness; city, county and others working as a whole.”

“Curb appeal, lights, flags, gardens and more business.”

“Focus on niche-market and specialty retail, service and food.”

“New banners, Street lights, flower baskets, benches, picnic tables, public restrooms.”

Selected comments from the online survey requesting suggestions on what would make downtown Martinsville more unique and what would bring people back downtown.

The following pages describe existing streetscape and landscape conditions and include recommendations for improving the outdoor spaces. Many of the recommendations are short term and fairly easy to achieve, while some of the street parking recommendations are a more long term solution and will require a significant financial commitment.



Transition from lawn panel to pavement from building edge to street is abrupt. Excess pavement does not seem to serve any functional purpose. Greenspace for street trees could be added to match the adjacent condition shown at the top of this photo.



Blank walls with out of date or missing advertising signage facing main entry to downtown gives impression of abandonment and decay. Billboards do not conform to Historic Downtown District zoning ordinance and are not consistent with the downtown core area. Signs should be removed and the building walls restored.



Open spaces and parking lots between buildings disrupt the urban edge. The open parking lot or open lot is not buffered from the adjacent sidewalks, creating a less than pleasant pedestrian experience. Landscape buffers or nicely designed fences would help continue the urban edge without adding additional buildings.

Aerial view looking northwest toward the historic downtown business district



Alleys are exposed to view along many of the surrounding streets and therefore factor into the streetscape and aesthetics of the city. Paving, lighting and wall renovation or window reconstruction add life to the spaces.



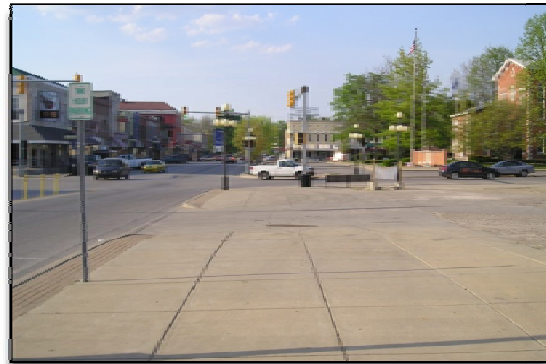
Blank wall faces of buildings do not create inviting gateways to downtown core area. Blank walls do provide an opportunity for murals and public art.



Existing parking lot edges are undefined and do not create a pleasing or safe environment for pedestrians on adjacent walks. Low walls or landscape buffers would help screen parking from pedestrians.



There is a general lack of color in the landscape beds around the courthouse. Benches are in the middle of pedestrian walkways, close to passing traffic, in full sun and are not inviting places to stop and sit. Add planting in traffic islands at corners.



Pavement to edge of walk is functionally unnecessary and creates excess storm water runoff and visual glare. Remove some of the pavement to add lawn and street trees.



Existing planter islands at entrance to County parking areas are either void of plants and color or have limited tree planting only. Remove gravel mulch and add planting for seasonal color.



Existing benches have damage to wood and are splintering from weather. Horizontal bench slats encourage skateboard damage. See bench recommendations on following pages.



Some existing trash receptors are in good condition and could be matched with newer compatible benches and planters. See trash receptor recommendations on following pages.



Existing wood planters are not consistent with other street furniture and do not necessarily convey the aesthetic character of the historic buildings. See planter recommendations on following pages.



Sidewalks are narrow and filled with signs, streetlamps and other obstructions. Narrow walks inhibit pedestrians and restrict opportunities to walk side-by-side, stop and visit or window shop. See following pages for sidewalk widening recommendations.



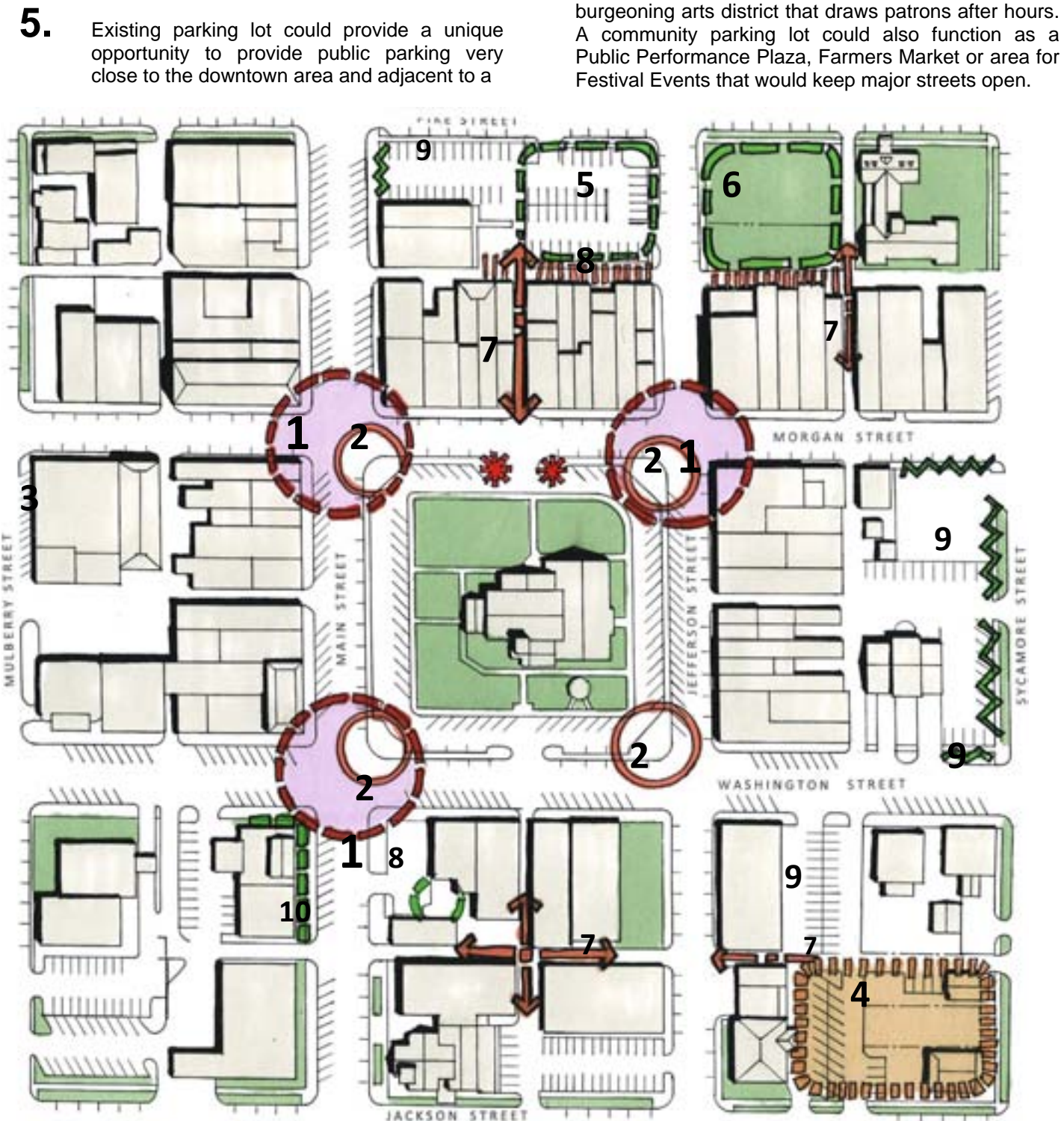
Alleys are dark, have uneven pavement, are littered and have weeds, and many windows have been closed off, which further contributes to the perception of dark and threatening spaces. See alley improvement recommendations on following pages.



Trees on the courthouse lawn need safety pruning and horticultural care. Shrubs and plant beds are in need of updating and redesign to fit character of historic courthouse building. Remove diseased and damaged trees and plant shade trees in strategic areas to help perpetuate the shady courthouse lawn for the next generation.

1. **Downtown Entry Portals**
 - First impression of Downtown Area.
 - Opportunity to guide visitors to key areas and to parking lots.
 - Signage, landscaped traffic islands and crosswalk design are key elements.
2. **Courthouse Corners**
 - Largest area in the Downtown Core to add landscape or feature signage and sculpture.
 - Opportunity to enlarge corner islands by incorporating traffic calming curbed corner islands.
 - Plantings in traffic islands will help reduce the overall expanse of asphalt without necessarily reducing parking.
3. **Mid Block Entry Points**
 - Traffic islands provide opportunities to add additional planting and signage that would help direct visitors to parking, especially if parking lots are off of the city square.
 - Islands provide another opportunity for site sculpture or water feature.
4. **City Owned Property**

Encourage future City Hall expansion or private development on this property that will keep people downtown or draw people downtown for business or pleasure. Large quarter block area owned by one entity is unique to most downtown areas. Keeping municipal functions downtown is vital to the economic growth and stability of the area.



6. Open lot near Arts District would provide outdoor entertainment space near parking and near the Downtown Core Area.
7. Alleys are good mid-block access points from the Square to either remote parking lots or potential event areas that are not on the square. Improved pavement, drainage, lighting and renovated alley walls would improve the pedestrian experience and make the walkways safe.
8. Existing alley facades are unique to the Downtown Area since they are visible from public streets. There may be opportunities to improve access from the buildings to a potential public gathering space or at least buffer the alley edges with low hedges or ornamental trees.
9. Existing parking lots could be buffered with planting or low walls that reflect the character of the historic local materials.
10. Existing plantings are either overgrown or are not adapting well to current growing conditions. Plant design does not complement the architecture of the existing buildings and site location. Where pedestrians are creating wear patterns across lawns on corners, add ornamental fence or hedge type shrubs to discourage cut-through paths.

Traffic and Pedestrian Circulation Existing Conditions

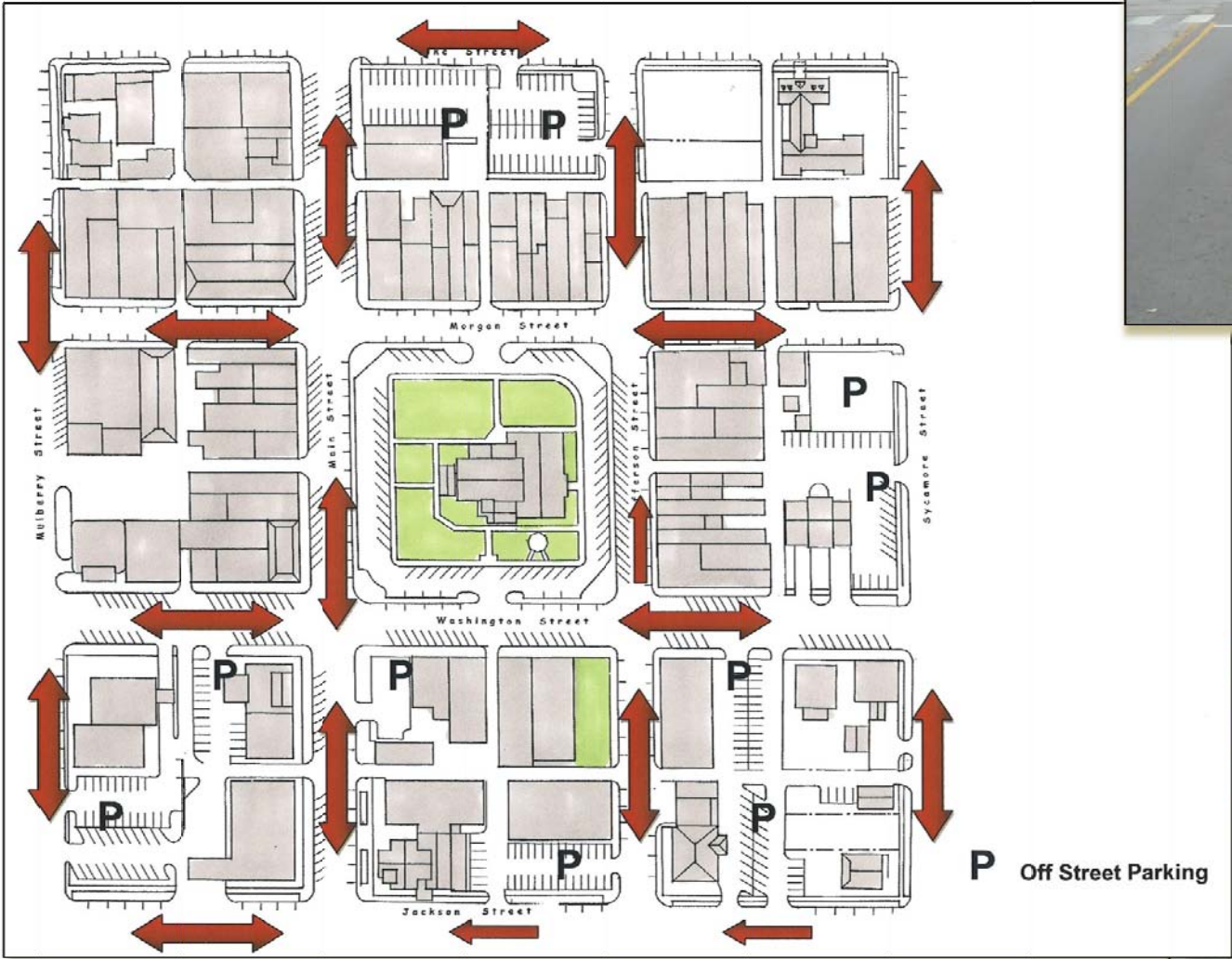
The Martinsville downtown area is laid out on a standard square grid with the courthouse located in the center of the downtown core. Traffic circulation is two way with curb parking, both parallel and angled, along the sidewalks fronting the commercial buildings. The one exception to two way traffic is Jefferson Street between Morgan Street and Washington Street, which is one way north. Pedestrian walks around the square are generally very narrow for two people walking side-by-side. Signs and light poles further reduce the amount of space between storefront and curb. Parking, or lack of parking, was listed as a problem by several persons who gave input during the planning process. On further questioning, it became more a matter of proximity of parking to the intended use rather than number of total parking space in the downtown area. There was also agreement from the public input meetings that some on street parking could be reduced if it would gain more sidewalk space and planting area for the downtown area.

Traffic and Pedestrian Circulation Recommendations

After reviewing the traffic and parking conditions and hearing from the public about what they would like incorporated into the urban fabric of the downtown commercial core, the following improvements are recommended:

- 1. Change some angled parking to parallel parking to gain space for landscape improvements and additional sidewalk space. See illustrative plans and sections on the following pages.
- 2. Incorporate street trees into new landscape areas along sidewalks to add color and shade.
- 3. Incorporate tables and chairs for outdoor dining in new sidewalk space. This will add vitality and life to the outdoor spaces.
- 4. Remove yellow plastic delineation posts on Main Street in front of the post office. The posts make the driving lanes appear narrow and are not aesthetically consistent with a higher quality downtown commercial space. Changing the angled parking in front of the post office to parallel parking would eliminate the crossing traffic issue that prompted the installation of the plastic posts.

- 5. Install traffic calming islands at the corners of street intersections to reduce the amount of street that pedestrians must cross while reducing the amount of car/pedestrian conflict zone and to add additional sidewalk and greenspace at these corners. See illustrative site and streetscape plans and sections on the following pages.
- 6. Improve traffic and street signage so that first time visitors can find street names, parking lots, key buildings and landmarks in the downtown core area.

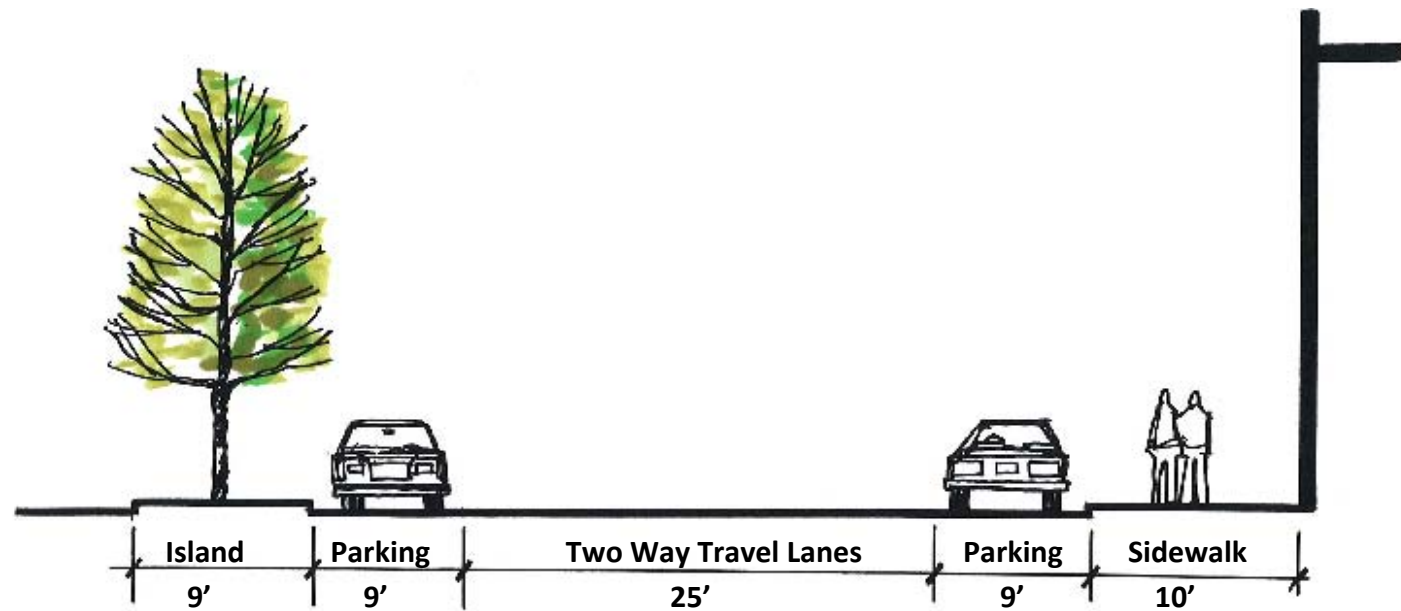


Existing traffic circulation patterns and parking lots in the nine block study area

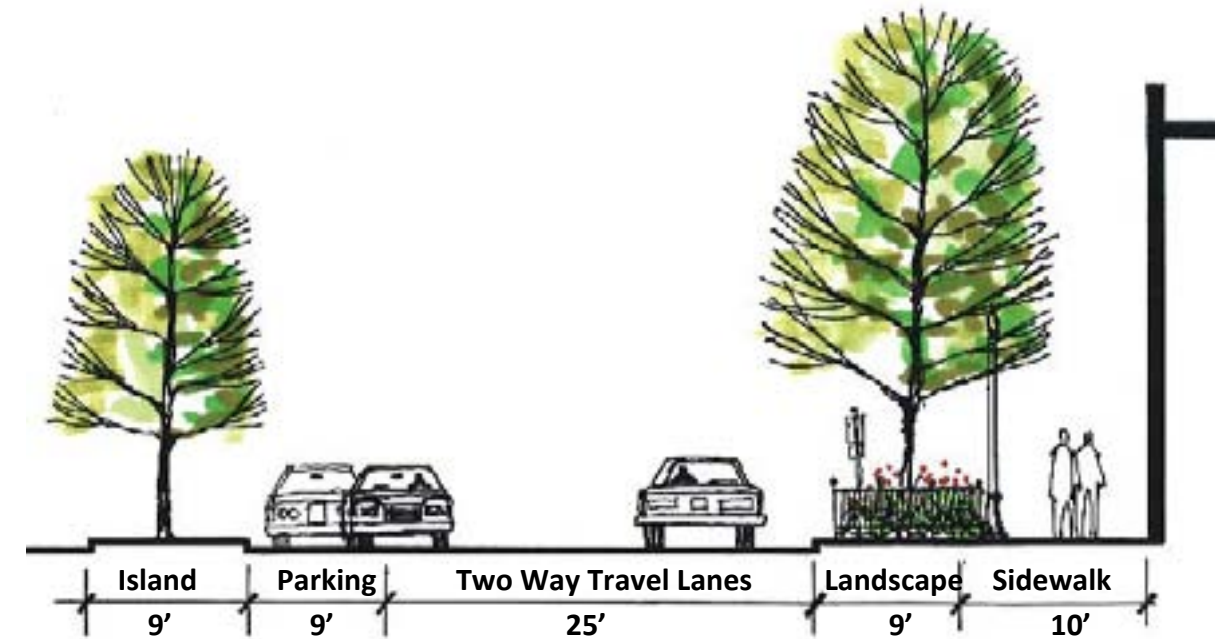


Above and below are examples of traffic calming islands at street corners. The islands pictured are a part of the Indianapolis Cultural Trail which uses the islands not only for pedestrian and bicycle safety but also for storm water quality. Each island contains native perennials that help clean storm water that drains into the sunken rain gardens from adjacent streets.

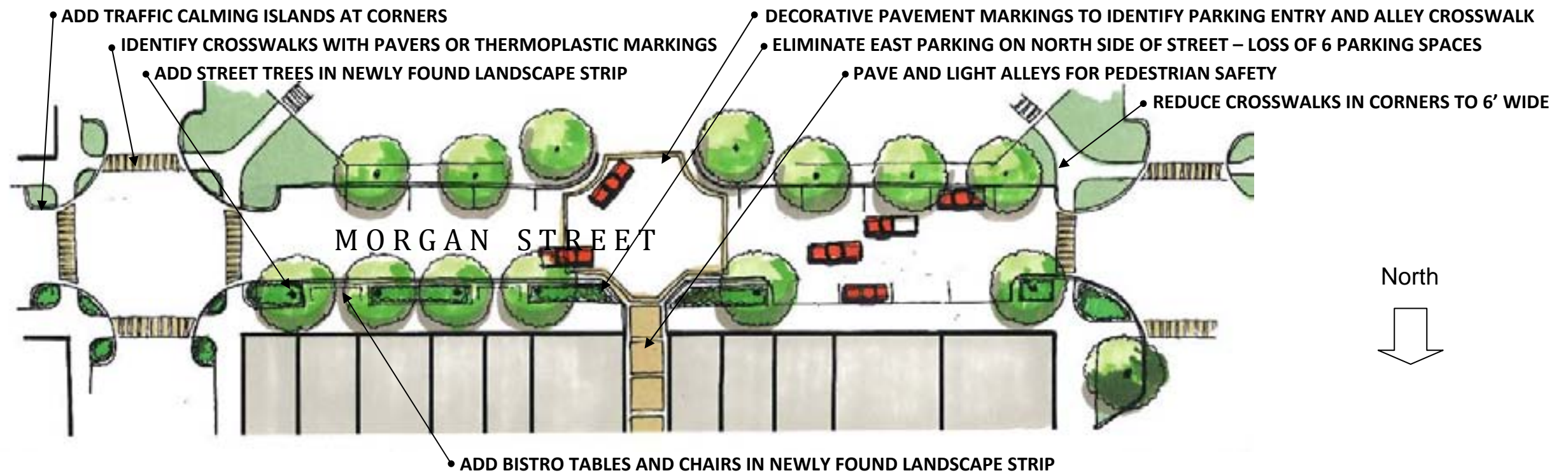


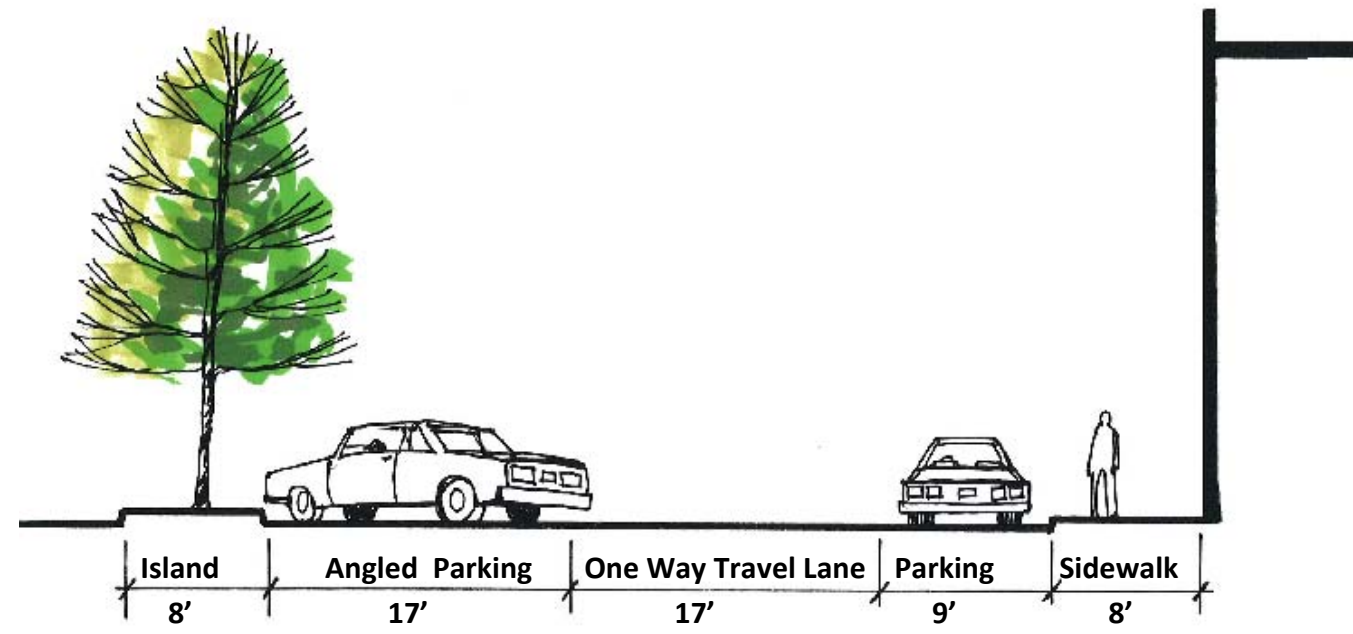


Morgan Street Existing Section

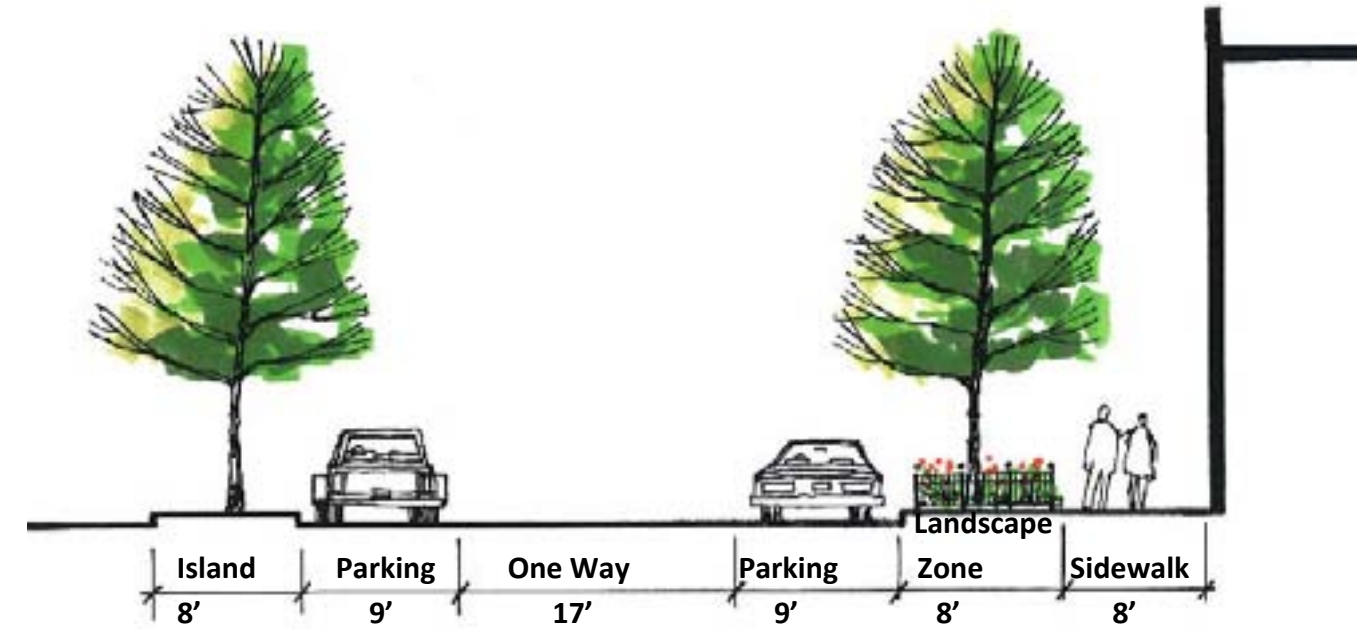


Morgan Street Proposed Section

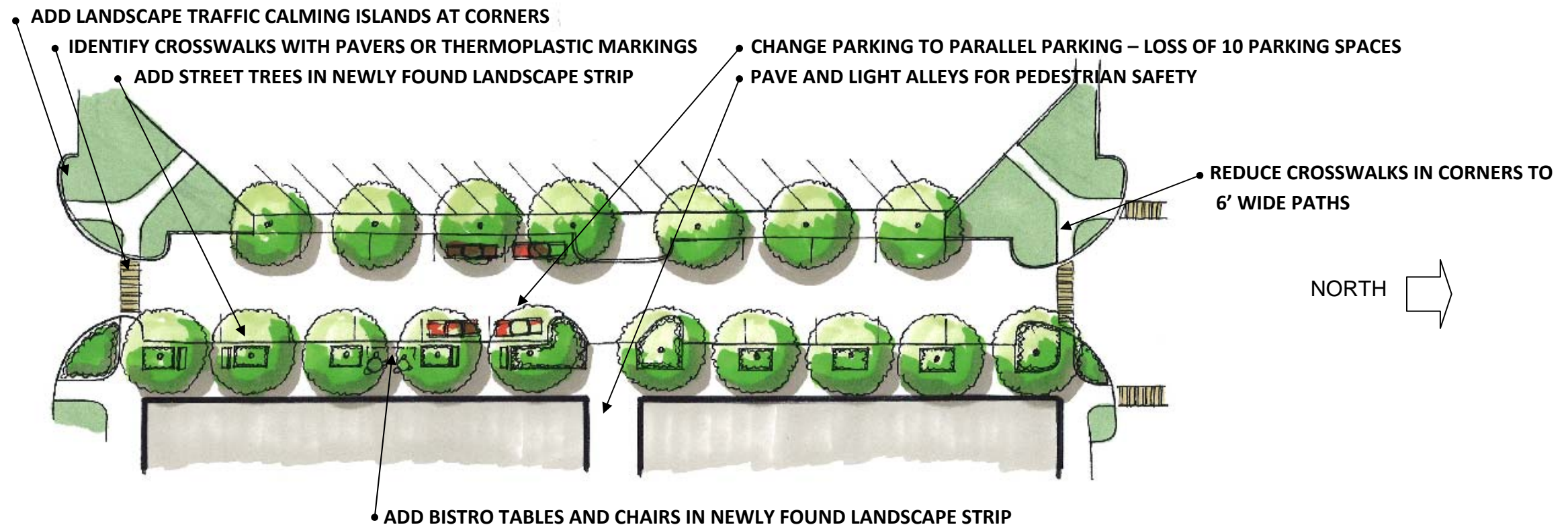


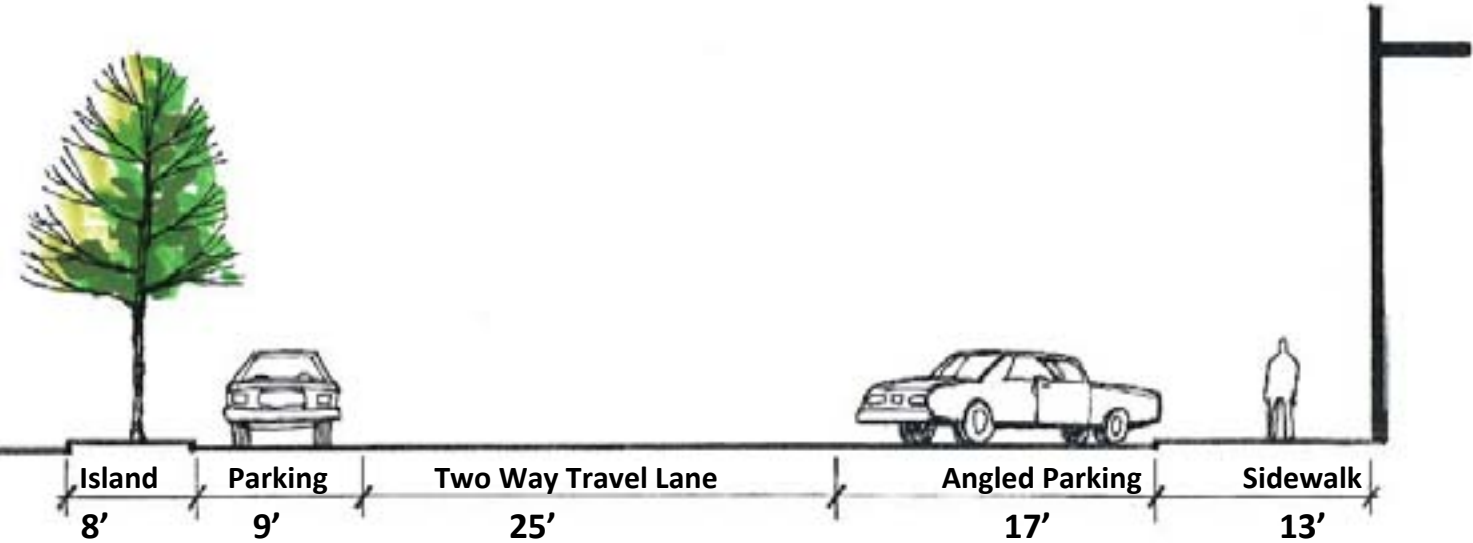


Jefferson Street Existing Section

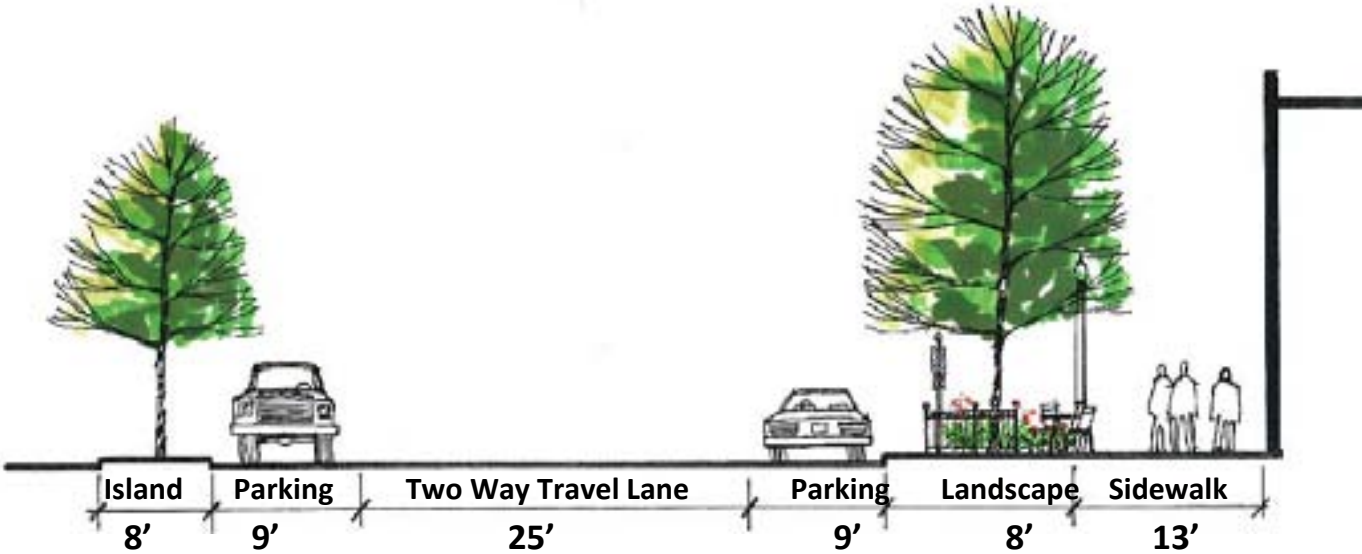


Jefferson Street Proposed Section

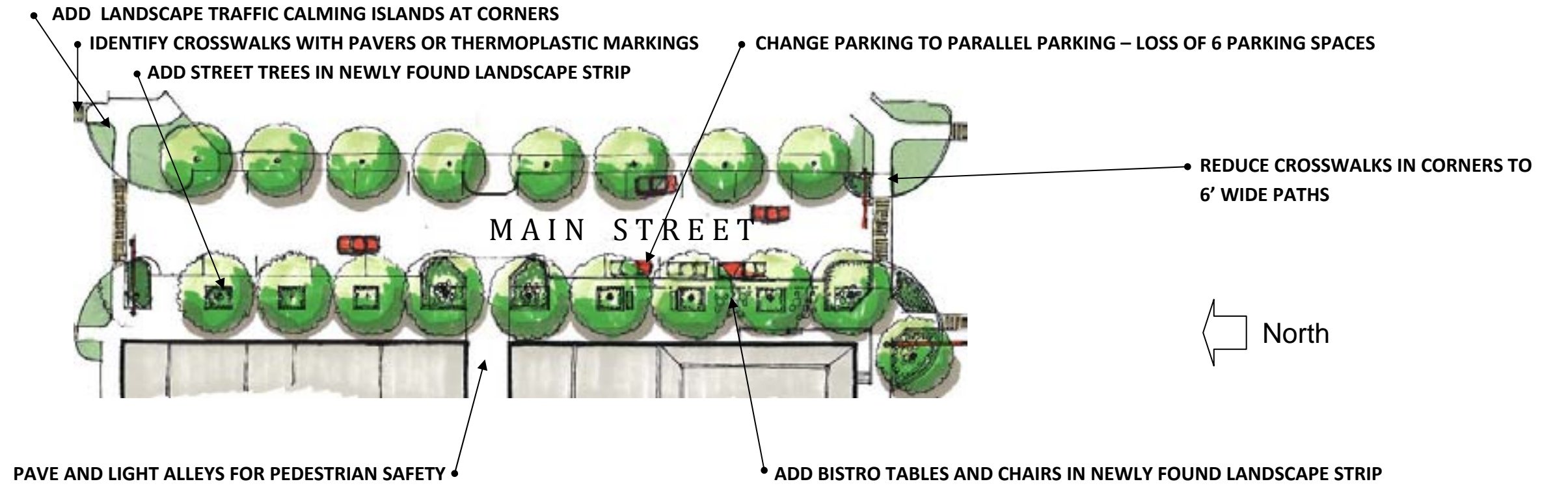




Main Street – Washington Street Existing Section



Main Street – Washington Street Proposed Section



***Main Street and Washington Street have similar pavement and sidewalk widths and similar right-of-way widths, so similar streetscape layouts are appropriate for both streets.**

Plan Key

1. Open Lawn
2. Paved Plaza and Bandstand
3. Ornamental Trees and Shrubs
4. Planting Buffer
5. Entrance Court and Kiosk
6. Landscape Buffer for Alley Services
7. Alley Improvements for Pedestrian Corridor
8. Farmers Market Shelter and Restrooms
9. Parking Lot and Hard Surface Event Space



Arts Terrace/Amphitheater

Open lawn area that could be sunken to create a sloping lawn amphitheater performance space. A paved plaza and bandstand type structure would provide a focal point for the amphitheater space while protecting performers from the sun. Trees behind the performance area would help buffer the power lines that run throughout the east/west alley. Sound from the performance area would be directed west, away from nearby residences. Ornamental trees and shrubs along the edges would help buffer the surrounding neighborhood from activities on the terrace while providing seasonal and year round color to the area. Trees along the alley would help buffer the backs of adjacent buildings from the performance space. A kiosk at the west entrance to the space could be used to advertise upcoming events and provide a control booth for event lighting.



Landscape Buffer at Alley

Low shrubs and ornamental trees that will not grow into the overhead utility lines can be installed to separate and buffer the parking lot/market event space from the service side of the adjacent buildings. This buffer will also aesthetically help views of the alley from Pike Street.

Public Parking and Event Space

Public acquisition of an existing parking lot near the downtown area and adjacent to a potential outdoor Arts Terrace could provide municipal/public parking for daily downtown use with easy access to the Courthouse Square through existing alleys with improved paving and lighting. The introduction of a public restroom building would satisfy a current need, while covered shelters would provide space for the Morgan County Farmers Market, craft fairs and shelter for use by participants from the adjacent market event space. The paved area would provide a hard surface for downtown events without closing main streets. Jefferson Street between Morgan and Pike Streets could be temporarily closed during large events to allow safe passage between the paved event space and the Arts Terrace.



Screen Walls at Parking Lots

Concept shows screening empty lot with low brick or stone wall and ornamental trees. Benches could be placed against wall for sheltered sitting areas.



Common alley condition with dumpsters and service entries



Screen planting along alley service areas.



Add low brick or stone walls to create an identifiable parking lot edge and provide secure separation between cars and pedestrians. Plantings in front of walls help soften the hard edges and discourages skateboarders from 'grinding' on top of walls.



Parking lot screen example, downtown Indianapolis



Benches- Steel benches with spaced pickets along the front edge inhibit skateboard use and pick up on the aesthetic of historic benches.



Tables and Chairs- Bistro furniture can be heavy duty steel to match benches or can be fold-up chairs and tables that can be taken inside in the evenings.



Street Clocks- Street clocks add another level of detail to a streetscape plan and would recreate an element that used to grace the east side of the square.

Street Furniture Overview

The current layout of sidewalks and parking around the courthouse square leaves little space between the buildings and curb line for street furniture. Changes to the parking proposed in this study would add additional sidewalk space and with it the opportunity to add site furniture including benches, tables and chairs, planters, bollards, clocks, kiosks and bike racks. Selection of site furniture should comply with the following recommendations:

Street Furniture Recommendations

- 1. Style of site furniture should be consistent with historic character of downtown buildings.
- 2. All site furniture should be a consistent style and a unified color.
- 3. Furniture should be durable, weather resistant, vandal resistant and skateboard unfriendly.
- 4. Minimize clutter of too much furniture that would block clear pedestrian passage on walks.
- 5. Arrange benches to face away from car traffic and toward pedestrian walks. Encourage interaction of people sitting on benches by facing benches toward each other or at 90 degrees to each other.



Ash and Trash Receptors- Ash and trash receptors match the style of the benches and chairs, are made of steel and are durable and pick up on the historic character of the downtown buildings.



Planters- Large clay pots can be somewhat brittle but are an authentic material albeit fragile. Cast concrete planters are durable but there are limited styles available. Hanging baskets provide color at a reasonable first cost and can be retrofitted to existing light poles; however, they do require daily watering and frequent fertilization. Window boxes come in many styles and materials and when installed in multiple upper storefront windows can add significant color to a downtown area. Plants will require frequent watering and fertilization. As with hanging baskets, a water and fertilization program is imperative to keep the plants looking good throughout the growing season.



Bike Racks- Simple individual loop racks are more flexible for areas with minimal sidewalk space. The simple design is compatible with the other street furniture and should be painted to match other furniture.



Existing light pole attempts to capture the historic quality of poles that were used in the early part of the 20th century. There have been problems in maintaining the 5 globes per pole and non-working globes give a general feeling of neglect even though lights are maintained on a regular basis.

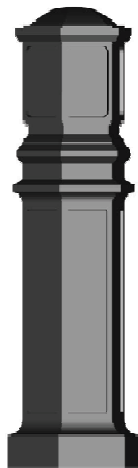
Site and Street Lighting Overview

The existing street lights were installed during a 1990s streetscape renovation. The light pole style that includes 5 globe fixtures on an ornamental cast aluminum base was selected to match photographs of early street lights. The luminaire on the pole is high pressure sodium, which emits a yellow light. The yellow light along with the yellowing of the white globes does not cast a light that is complementary to the historic buildings. It is a very subdued light that has been described as somewhat depressing in its hue.

Recommendations

Recommendations for street lighting that complements the downtown area include:

- 1. Use single head fixture consistent with the historic character of the downtown buildings.
- 2. Use white light luminaire that will render more true colors on adjacent buildings and landscape.
- 3. Use low intensity, high quality light with uniform visibility and limited light pollution.
- 4. Avoid spotlights on building, but encourage soffit lighting at recessed entrances and night illumination spilling from inside buildings.
- 5. Use light poles for banners and signs to consolidate pole use and minimize street clutter.



Cast iron bollards that match streetlamp bases should be used in areas where traffic needs to be controlled but walls and fences are not appropriate.

Recommended light pole is a simple design that maintains a historic flavor and is fitted with a single globe on top. Existing poles without arms and multiple globes may be retrofitted to accept single globe. Existing pole locations should remain the same to reduce cost of installation and keep repair of existing pavement to a minimum. If existing poles are reused they should be cleaned of all loose paint then be painted with a durable powder coat finish. Best finish results will result from a factory installed coating, meaning that the poles will need to be removed and finished in an indoor shop.

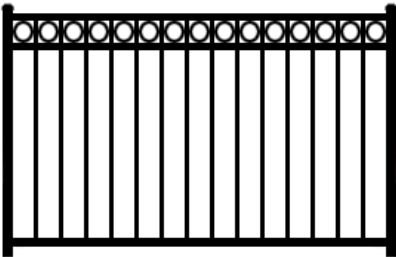




Alleys can be cleaned up, lighted and paved to provide a safe pedestrian connection to areas outside of the Square.



Landscape and seating areas can be created by reducing or reconfiguring on-street parking spaces.



Low ornamental aluminum or steel fencing can be used to protect outdoor diners from pedestrian and car traffic and to protect plants from foot traffic. Picket rail fence is already used at the Veterans Memorial Park.



Crosswalks and traffic calming devices at street corners can be as simple as thermoplastic markings that visually identify a pedestrian zone or as detailed as special brick or granite pavers.



Custom shapes can be manufactured for crosswalk designs. Goldfish, artesian wells and Old Hickory emblems have been mentioned in public meetings. Thermoplastic embedded and integrally colored heat applied finishes are available for long lasting color.



Brick pavers, a long tradition for Martinsville street surfaces, could be inlaid for crosswalks. However, repaving of the streets in the future is problematic with this type of installation.



Stone pavers provide tactile warning for cars entering pedestrian spaces but are difficult to walk on.



Water features have historically been high maintenance cost items, particularly in public spaces where water quality is paramount. Standing water in water features collects leaves and debris, which need to be removed to maintain good water quality. Smaller vessels and fountains with disappearing water sources can provide the sight and sound of water with fewer maintenance issues.



Landscape Planting Existing Conditions & Overview

The study area includes nine square blocks surrounding the historic Morgan County courthouse and courthouse lawn. The courthouse lawn is the primary greenspace within the downtown area and includes large mature hardwood shade trees as well as some ornamental shrubs and flowering trees. Many of the shade trees are reaching their mature size and life span, with several showing signs of dead top growth and weak wood. Some of the upper tree canopies are misshapen from past pest problems and storm damage. The ornamental shrubs around the courthouse are not arranged to necessarily complement the building, walks or gathering areas. Sidewalks extend from the building doors to the adjacent street walks.

Landscape Recommendations

There are few spaces in the nine block study area that provide enough space to install ornamental plants or planters without considering some rearrangement of paved areas. However, the following are recommended improvements to add color and texture to the downtown area:

- 1. Install low flowering shrubs and perennials in the outside corners of the interior ring of parking to provide significant seasonal color. Plants would need to be protected from pedestrian traffic during outdoor festival events.
- 2. Install street trees in existing empty tree grates along the east side of north Main Street. Use trees that are hardy and will not grow beyond the space limitations.
- 3. Install street trees where streetscape improvements provide additional landscape areas at street corners and along streets. See illustrative streetscape plans on following pages.
- 4. Install low flowering shrubs and perennials in the new landscape areas along street front and at street corners. Protect plants with low ornamental fences or barriers to add another detail to the streetscape palette and to keep pedestrian traffic out of plant beds.
- 5. Install planters in selected areas where there is adequate room for pedestrian traffic and access to water.

Recommended Short List of Street Trees and Plants for Urban Areas

The following recommended plant list includes plants that are hardy in the Martinsville growing zone, have a proven record of surviving in an urban area and will tolerate poor or dry soils. Proper planting techniques, good soil preparation and a regular maintenance schedule will greatly increase the chances of plant survival. Final plant selections and locations should be completed at the same time as hardscape improvement plans so that planting becomes an integral part of the overall streetscape plan.

Street Trees - Large Shade Trees

- | | |
|-----------------------------|--------------------------------------|
| ✓ Thornless Honey Locust | <i>Gleditsia triacanthos inermis</i> |
| ✓ River Birch, single trunk | <i>Betula niigra</i> |
| ✓ Bald Cypress | <i>Taxodium distichum</i> |
| ✓ Tulip Poplar | <i>Liriodendron tulipifera</i> |
| ✓ Linden | <i>Tilia cordata</i> |
| ✓ Homestead Elm | <i>Ulmus Americana</i> |
| ✓ Hackberry | <i>Celtis occidentalis</i> |

Street Trees – Small to Medium Flowering Trees

- | | |
|----------------------|-----------------------------|
| ✓ Rebud | <i>Cercis canadensis</i> |
| ✓ Thornless Hawthorn | <i>Crataegus c. inermis</i> |
| ✓ Amur Maple | <i>Acer ginnala</i> |
| ✓ Ornamental Pear | <i>Pyrus calleryana</i> |

Evergreen and Flowering Shrubs

- | | |
|------------------|----------------------------------|
| ✓ Korean Boxwood | <i>Buxus microphylla</i> |
| ✓ Barberry | <i>Berberis thunbergii</i> |
| ✓ Butterfly Bush | <i>Buddleia davidii</i> |
| ✓ Summersweet | <i>Clethra alnifolia - dwarf</i> |
| ✓ Rose of Sharon | <i>Hibiscus syriacus</i> |
| ✓ Hydrangea | <i>Hydrangea macrophylla</i> |
| ✓ Juniper | <i>Juniperus horizontalis</i> |

- | | |
|----------------|-------------------------|
| ✓ Shrub Rose | <i>Rosa rugosa</i> |
| ✓ Spirea | <i>Spirea species</i> |
| ✓ Japanese Yew | <i>Taxus media</i> |
| ✓ Viburnum | <i>Viburnum species</i> |

Perennials and Ornamental Grasses

- | | |
|----------------------|---------------------------------|
| ✓ Yarrow | <i>Achillea millefolium</i> |
| ✓ Coreopsis | <i>Coreopsis species</i> |
| ✓ Coneflower | <i>Echinacea</i> |
| ✓ Blanket Flower | <i>Gaillardia grandifolia</i> |
| ✓ Daylily | <i>Heemerocallis</i> |
| ✓ Iris | <i>Iris species</i> |
| ✓ Spike Gayflower | <i>Liatris</i> |
| ✓ Dwarf Russian Sage | <i>Perovskia atriplicifolia</i> |
| ✓ Black-eyed Susan | <i>Rudbeckia fulgida</i> |
| ✓ Meadow Sage | <i>Salvia nemerosa</i> |
| ✓ Stonecrop | <i>Sedum species</i> |
| ✓ Blue Fescue | <i>Festuca ovina glauca</i> |
| ✓ Maiden Grass | <i>Miscanthus sinensis</i> |
| ✓ Switch Grass | <i>Panicum virgatum</i> |
| ✓ Fountain Grass | <i>Pennisetum</i> |
| ✓ Feather Reed Grass | <i>Calamagrostis acutiflora</i> |

**Main Street Streetscape, Alley, and Courthouse Square Corner
Planting Area Estimate of Probable Cost**

DESCRIPTION	QUANTITY	UNIT COST	TOTAL COST
SITE DEMOLITON			
Sawcut asphalt	360 L.F.	\$2.50	\$900.00
Remove asphalt pavement and haul off site	678 S.Y.	\$20.00	\$13,560.00
Storm drainage modifications	Lump Sum		\$50,000.00
Subtotal			\$64,460.00
SITE IMPROVEMENTS			
6" X 24" concrete curb	615 L.F.	\$35.00	\$21,525.00
4" concrete pavement	2,310 S.F.	\$4.50	\$10,395.00
7" concrete pavement	630 S.F.	\$5.50	\$3,465.00
Handicap ramps	6	\$2,200.00	\$13,200.00
Asphalt pavement repair	Lump Sum		\$12,000.00
Thermoplastic crosswalk markings	600 L.F.	\$10.00	\$6,000.00
Replace steel railing at corner of Washington St. and Main Street with ornamental aluminum railing	100 L.F.	\$225.00	\$22,500.00
Bench	6	\$900.00	\$5,400.00
Trash receptor	4	\$500.00	\$2,000.00
Bistro table and 4 chairs	2 Sets	\$3,000.00	\$6,000.00
Subtotal			\$102,485.00
LANDSCAPE IMPROVEMENTS			
Excavate planting areas and fill with prepared topsoil mix.	320 C.Y.	\$70.00	\$22,400.00
Shade trees, 3" caliper	8	\$450.00	\$3,600.00
Shrubs, average 18" height	350	\$40.00	\$14,000.00
Perennials, average 1 gallon pot	533	\$15.00	\$7,995.00
Subtotal			\$47,995.00
COURTHOUSE SQUARE CORNER PLANTING AREA			
Excavate planting areas and fill with prepared topsoil mix.	150 C.Y.	\$70.00	\$15,000.00
Shrubs and perennials	Lump Sum		\$3,000.00
Ornamental protective fence	120 L.F.	\$40.00	\$4,800.00
Subtotal			\$22,800.00
ALLEY RENOVATION- (One half block)			
Remove asphalt pavement and haul off site	466 S.Y.	\$20.00	\$9,320.00
Install new asphalt paving	466 S.Y.	\$45.00	\$20,970.00
Lighting on walls of buildings in alley	Lump Sum		\$25,000.00
Subtotal			\$55,290.00

Cautionary Information on Preliminary Cost Estimates

- ❖ Cost Estimates are preliminary and are to be used only for short term planning and budgeting.
- ❖ Estimates are based on current (Summer 2010) cost estimating guides and knowledge of current bid prices.
- ❖ Estimates are taken from very conceptual drawings and will change as design development and construction documents are prepared for these projects at some time in the future.
- ❖ Construction costs are volatile and are totally dependent on the labor market and construction commodities market. Steep spikes in construction cost have been experienced in the recent past due to oil prices which impact asphalt materials, steel prices which impacts street furniture and other materials due to shortages based on current reduced production. Inflation contingencies should be added to any preliminary estimate at 6 month to 1 year increments.
- ❖ The estimate for Main Street site improvements will be similar for Washington, Jefferson and Morgan Streets and can be used to model a total probable construction cost estimate for the entire courthouse square streetscape plan.
- ❖ Alley renovation cost estimates are for one half block increments, so to renovate an entire alley from street to street, one would double the estimate shown.