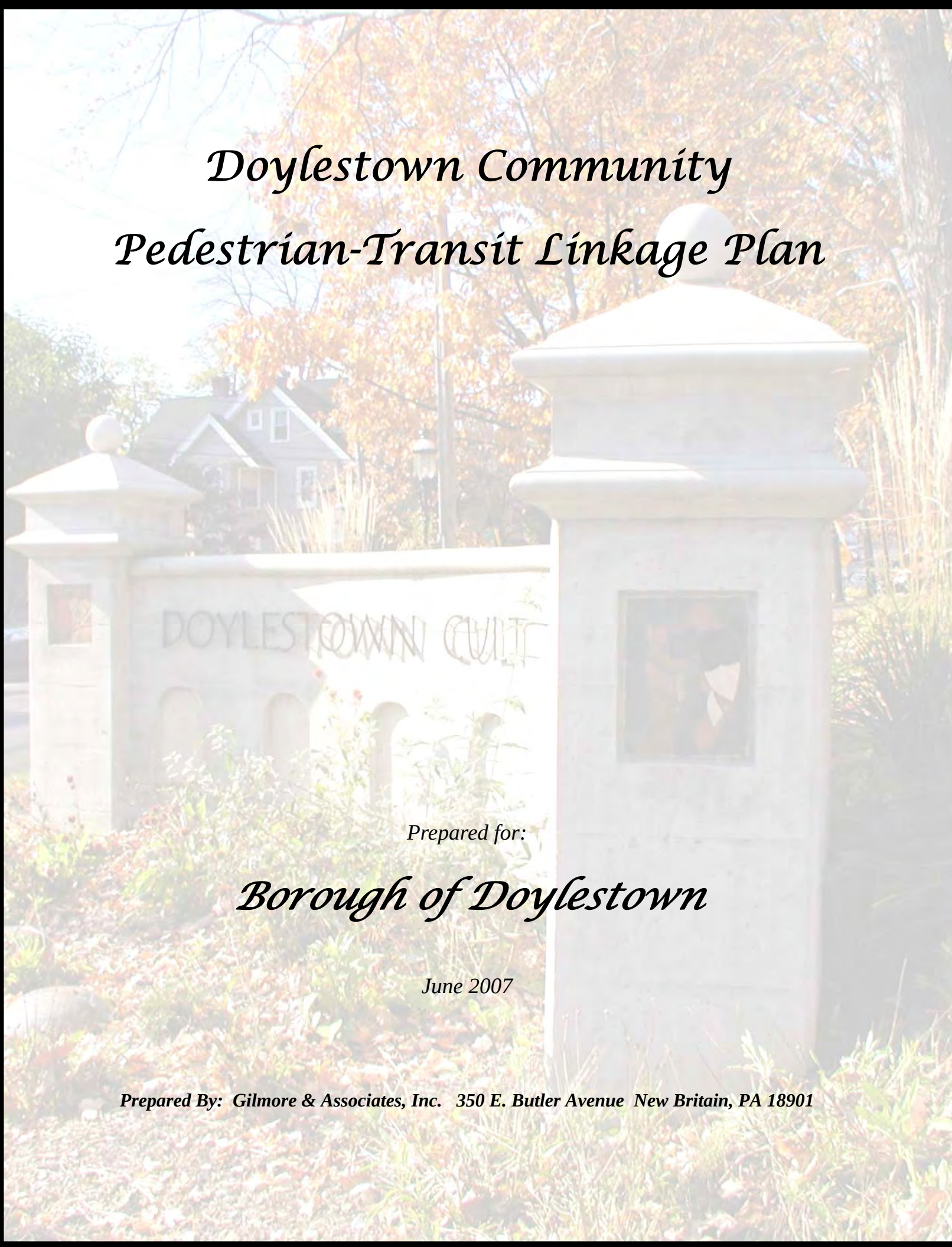


Doylestown Community Pedestrian-Transit Linkage Plan

Prepared for:

Borough of Doylestown

June 2007

Prepared By: Gilmore & Associates, Inc. 350 E. Butler Avenue New Britain, PA 18901

ACKNOWLEDGEMENTS

Doylestown Revitalization Board Design Committee

John Davis, Borough Manager
Bill Bolla
Rick Brown
Roman Fitzmartin
Andy Happ
Jim Litts
Dick Patterson
Mike Raphael
Karen J. Young

Doylestown Borough Council

John “Chip” Thome, President
Lou White, Vice President
Mark Douple
David Bull
Jennifer Corr
Det Ansinn
Lori Clipner
Melissa Bond
Darrin Hoffman
Libby White, Mayor

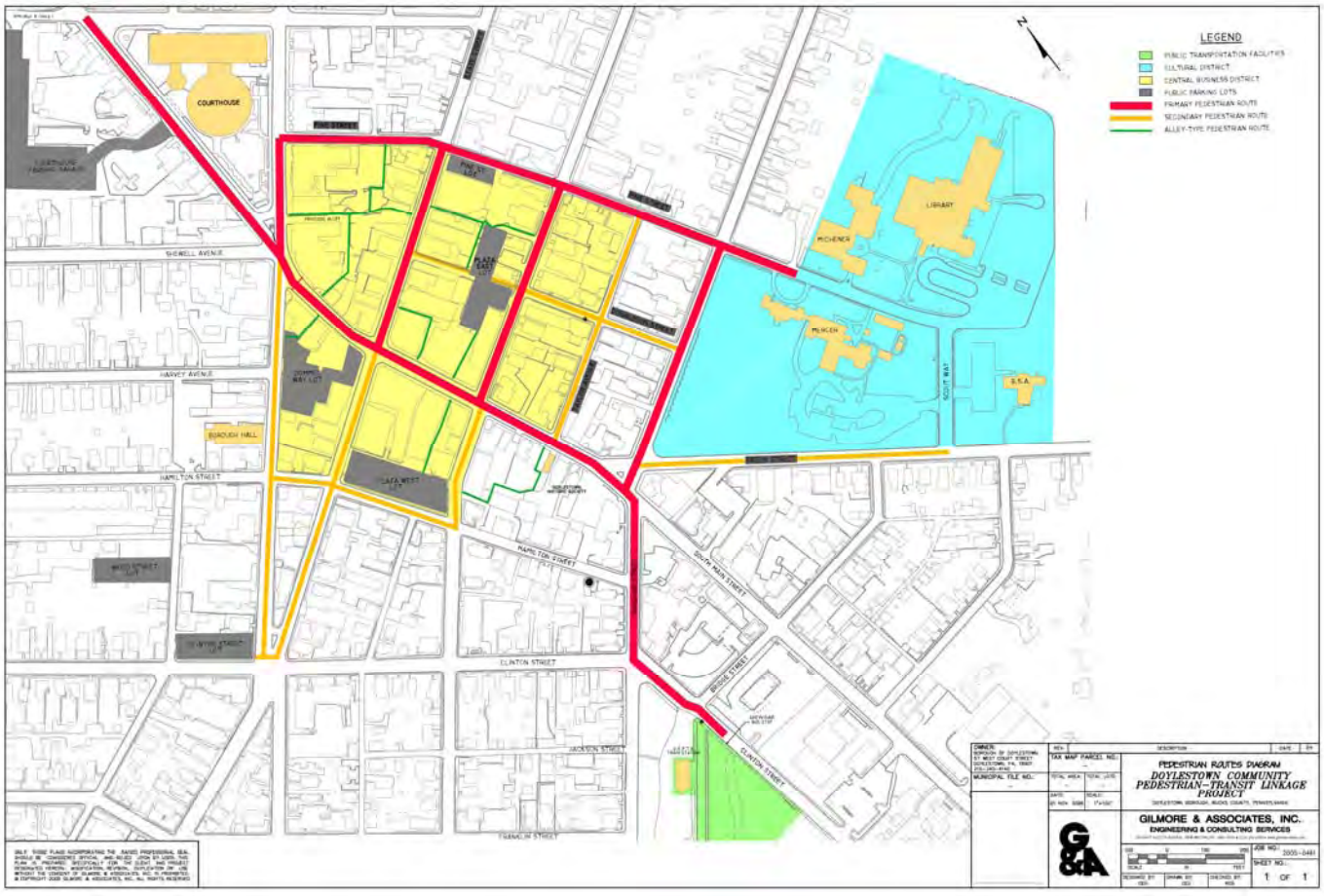
This plan was made possible through a TCDI (Transportation & Community Development Initiative) planning grant awarded by the Delaware Valley Regional Planning Commission (DVRPC)

TABLE OF CONTENTS

PURPOSE AND GOALS

The purpose of the Doylestown Community Pedestrian-Transit Linkage Project is to provide accessible pedestrian routes in conjunction with wayfinding signage to facilitate and enhance the pedestrian experience. Creative use of signage, directional markers, and lighting will be implemented to provide the link between the Borough's public transportation facilities, cultural district, business district and county courthouse complex.

The goal of this Doylestown Community Pedestrian-Transit Linkage Project is to invite and direct pedestrians to the available resources, while maintaining and enhancing the aesthetic qualities and historic character of the Borough.



BOROUGH RESOURCES

TRANSPORATION OPPORTUNITIES

The Borough of Doylestown is easily accessible by train, bus, automobile and foot. Rail access is provided by SEPTA's northern end of the R-5 line. The R-5 line extends from Doylestown to Philadelphia and Thorndale with approximately 30 stops in between. A Greyhound bus stop is located in close proximity to the train station. Vehicular access to Doylestown Borough is available through multiple major thoroughfares. PennDOT state Routes 202, 611 and 313 are major vehicular arteries that provide access to and from the Borough. The PA Turnpike is nearby as well. Doylestown Borough's mix of residential and commercial land uses in a limited amount of space also creates a "walkable" component of transportation resources for the residents of the Borough. An extensive network of sidewalks exists as a framework for pedestrian circulation.

SEPTA R-5 Rail Line

Greyhound Bus Stop located on Clinton Street near Doylestown Train Station

Vehicular access to Doylestown is accessible via major thoroughfares and state highways

Doylestown possesses a unique mix of residential and commercial uses, creating a walkable community

BOROUGH RESOURCES

CULTURAL DESTINATIONS

Doylestown Borough possesses a rich mix of cultural resources. Its cultural district is composed of the Bucks County Free Library, James A. Michener Art Museum, Mercer Museum, and the Bucks County Boy Scout Council Service Center. These resources provide a variety of services and experiences for both residents and tourists.

Existing cultural district gateway at Pine and Ashland Streets

COMMERCIAL DESTINATIONS

Serving as the county seat for Bucks County, Doylestown Borough has become a desirable location for businesses, including offices, restaurants and shops. The variety of available experiences and character of the Borough are inviting and memorable to those who visit.

Doylestown possesses unique secondary and alleyway pedestrian routes.

JUSTICE CENTER

Since 1813, Doylestown Borough has served as the county seat of Bucks County. The current facility, located at Court and Main Streets, is home to the County Courthouse and administrative offices. A public parking garage is also a major component of the existing complex. Plans for a new facility are currently underway to meet the growing needs of the county. Doylestown's professional offices and retail establishments thrive in the presence of this important resource.

WAYFINDING CONCEPTS

WAYFINDING PILLARS / DIRECTIONAL MARKERS

In an effort to present directional information in an aesthetic way, wayfinding pillars were designed as part of the Doylestown Community Pedestrian-Transit Linkage Project. Historic concrete gateway pillars located at Fonthill provided inspiration for the pillar design. The same historic structures also served as a model for the gateway walls installed in the cultural district. The re-occurring theme of the Mercer-style concrete forms will create visual connections and reminders throughout the community. Simple icons representing the shopping district, cultural district, train station and justice center are incorporated into the pillars with directional arrows. The use of this non-traditional signage is to reduce the amount of "sign pollution" that is becoming evident. Traditional signs and sign posts inhibit the views and historic character of the Borough.

Existing historic pillars provided inspiration for the cultural district gateway and wayfinding pillars.

Newly installed gateway at cultural district

Scale model of proposed pillar at Train Station on Clinton Street

Scale model of proposed pillar on Green Street at Mercer Museum

WAYFINDING CONCEPTS

OVERHEAD SIGNAGE

Overhead signage also was developed to supplement and compliment the wayfinding pillars. With the overabundance of existing signage, a non-traditional means was explored. The result is a custom bracket that will attach to the existing historic lamp posts. This bracket will allow signage to be incorporated without installing additional sign posts. The bracket will be designed to replace the existing ladder rack, which is a separate piece of the lamp post. The bracket will have the same character as the ladder rack, providing an aesthetic solution. The brackets will accept standard metal signs. They will provide parking information on the street-side and directional information on the sidewalk-side of the lamp post. Directional signage utilizes the same icons developed for the wayfinding pillars, as well as text and directional arrows to provide clear information to users.

Existing parking signage to be replaced with simple, directional parking signage, installed on existing lamp posts, where possible.

Proposed custom bracket to accept parking signage and directional signage.

WAYFINDING CONCEPTS

OTHER IMPROVEMENTS

In addition to historic street lighting and signage, there are several other improvements that will create a strong link throughout the Borough. Decorative crosswalks are proposed to enhance the visual connection, as well as increase pedestrian safety. Several curb ramps and sidewalk improvements were identified. These improvements are necessary to meet the Americans with Disabilities Act (ADA) requirements for accessibility. Information kiosks containing maps, community information and trash receptacles are proposed in three highly visible locations. A pocket park location has also been identified near the train station on the overall plan.

Sidewalk needed to complete connection in Taylor Avenue

ADA curb ramps shall be installed to allow unimpeded access to existing sidewalks

Existing kiosk structure to be replicated at train station pocket park.

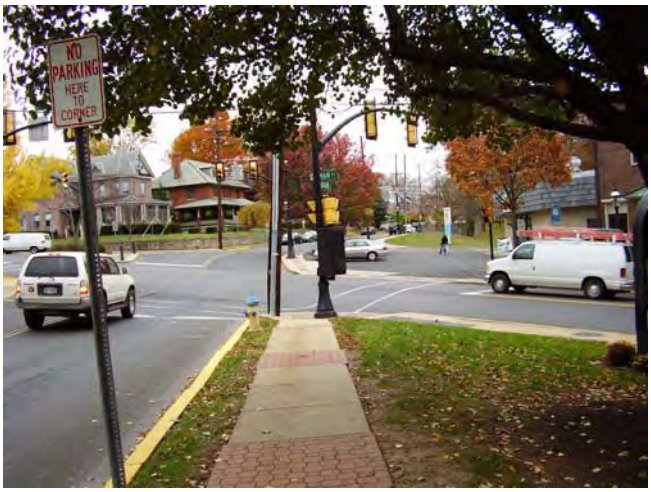
SPECIAL STUDY AREAS

VEHICULAR CIRCULATION AND PEDESTRIAN SAFETY

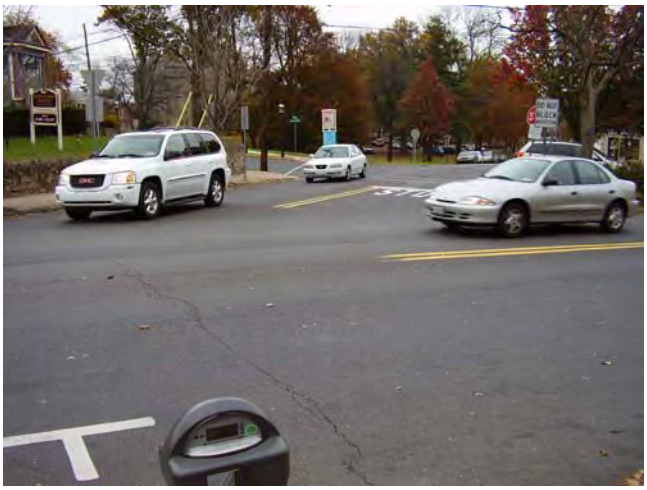
The intersection of Main Street (S.R. 1001), Ashland Street and Green Street (S.R. 2113) experiences problems including vehicular backups and pedestrian safety. A preliminary study of this intersection was conducted to identify possible solutions to create a safer, more efficient flow for both vehicles and pedestrians.

Upon completion of the preliminary study and concept preparation, it was determined that further detailed study would be necessary to develop a final recommendation. The vehicular traffic patterns may change due to the implementation of the Main Street closed-loop traffic signal project, currently under way. The most current traffic information should be used in conjunction with other factors such as budget to determine the most effective solution to the issues at this location.

Looking East across Main Street, down Ashland Street



Looking East on Ashland Street, across Main Street



Looking East across Main Street, down Green Street

SPECIAL STUDY AREAS

Concept A (see Exhibit section for diagram)

The first concept for the intersection was designed with the primary goal to increase pedestrian safety at the intersection, without considering the problem of vehicular congestion and delays. Crosswalks were designed to be perpendicular to the travel lanes, with additional markings to ensure higher visibility for the drivers. This concept would be relatively low cost, but would require modifications to the traffic signal, without including Green Street as part of the signalized intersection. Green Street would continue to operate as a two-way stop controlled intersection with Ashland Street. This concept depicts two additional crosswalks at the intersections.

Positive aspects of this concept include:

- Increased pedestrian safety due to reduced distance and higher visibility
- Low cost to implement

Negative aspects of this concept include:

- Does not address traffic congestion, delays and confusing traffic patterns

Concept B (see Exhibit section for diagram)

The second concept for the intersection was to completely re-align the intersection to include Green Street as a fifth leg of the signalized intersection. Relief of vehicular congestion is the primary goal of this concept. Key points of this concept include: addition of left-turn lanes both north and south bound on Main Street and removal of the stop-controlled intersection at Green and Ashland Streets.

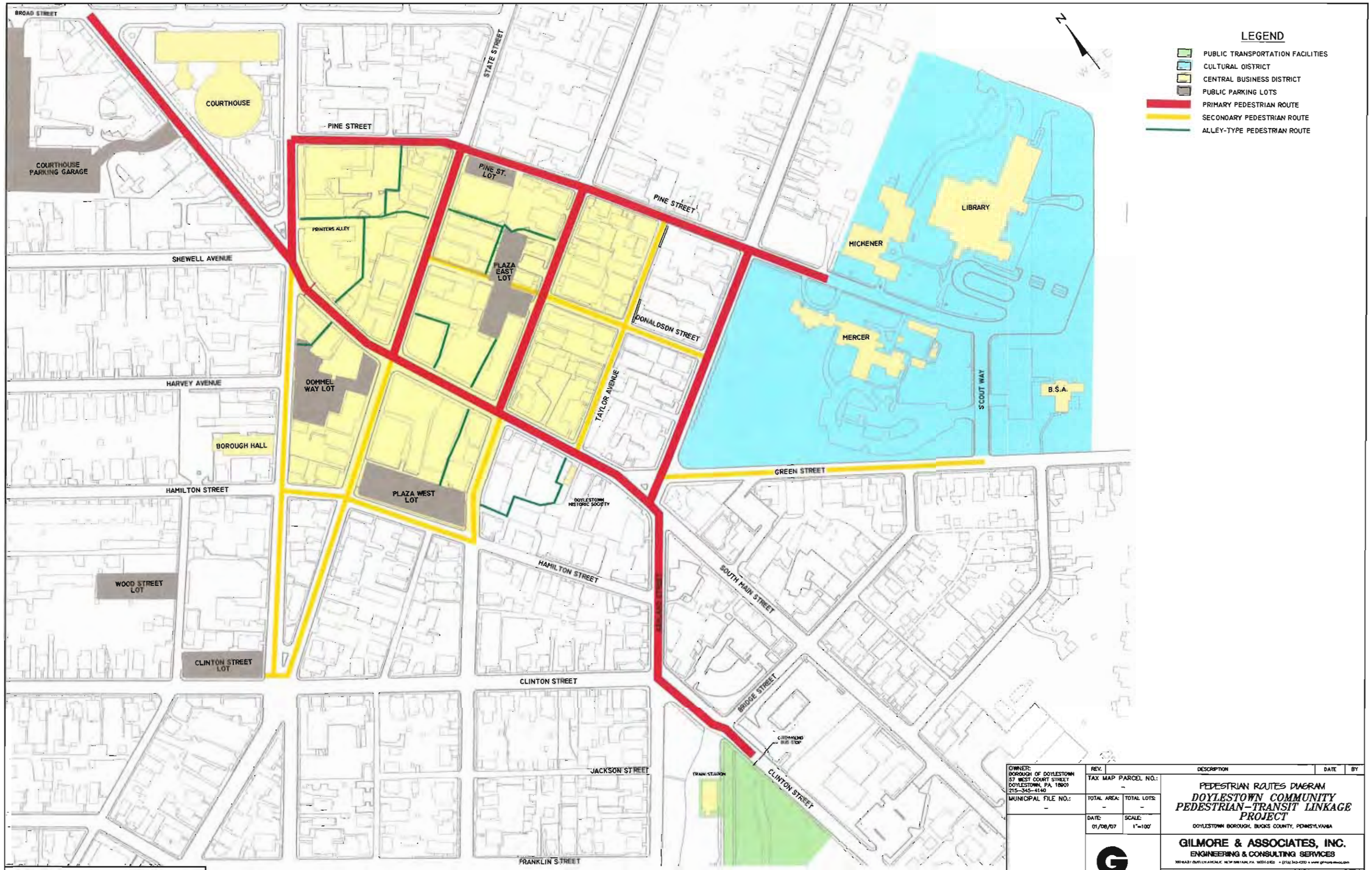
Positive aspects of this concept include:

- Increased pedestrian safety due to reduced number of crossings
- Greatly reduced vehicular delays

Negative aspects of this concept include:

- Required right-of-way and property acquisition on the southeast corner of the intersection, resulting in the removal of almost all parking from this business.
- Removal of approximately 36 total on-street parking spots along Main Street and Ashland Street.
- Costly to implement

EXHIBITS



OWNER:
BOROUGH OF DOYLESTOWN
57 WEST COURT STREET
DOYLESTOWN, PA. 18901
215-345-4140

MUNICIPAL FILE NO.:
-

REV.	DESCRIPTION	DATE	BY

TAX MAP PARCEL NO.: -

TOTAL AREA: -

TOTAL LOTS: -

DATE: 01/08/07

SCALE: 1"=100'

PEDESTRIAN ROUTES DIAGRAM
DOYLESTOWN COMMUNITY PEDESTRIAN-TRANSIT LINKAGE PROJECT
DOYLESTOWN BOROUGH, BUCKS COUNTY, PENNSYLVANIA

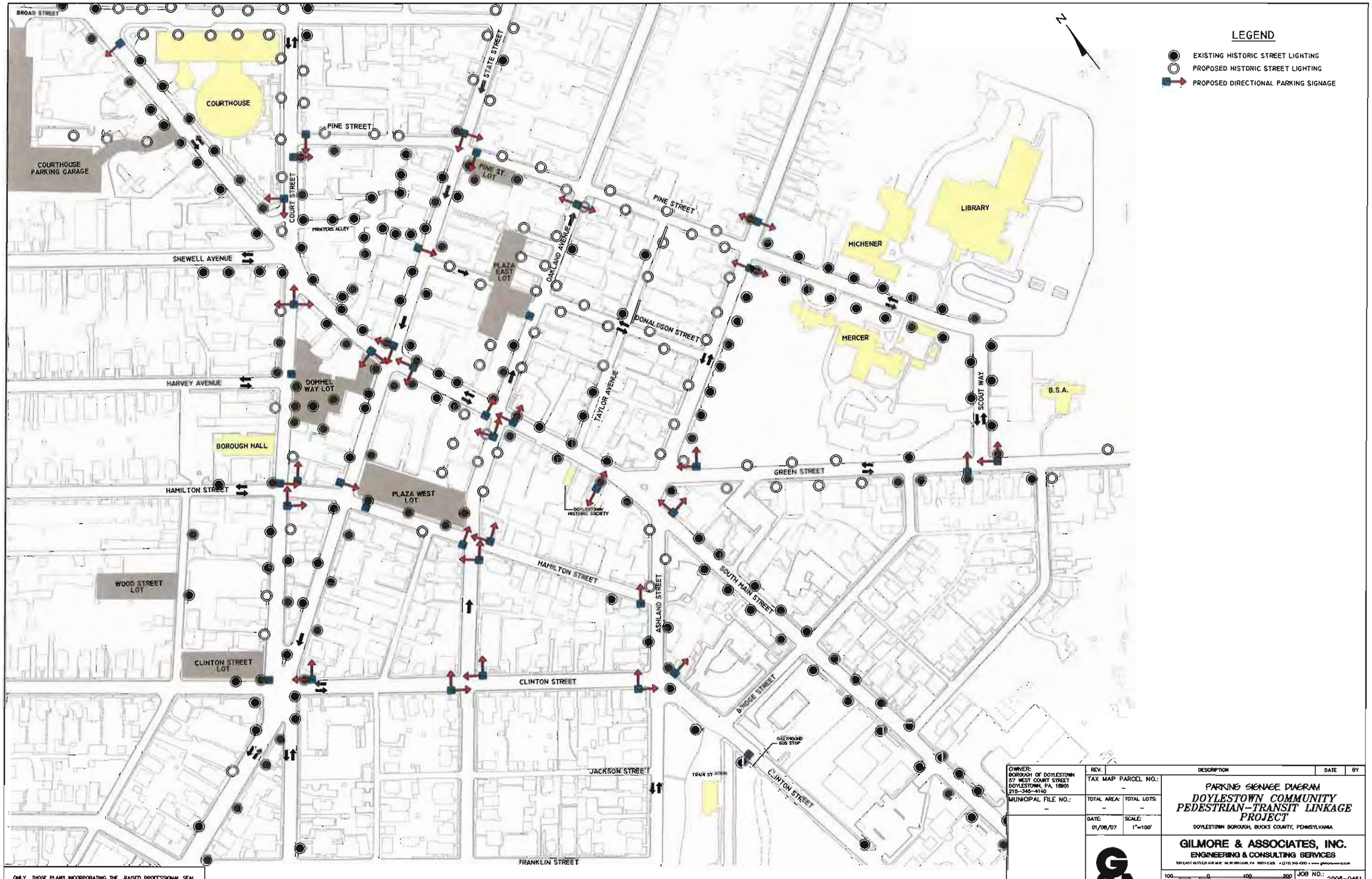
GILMORE & ASSOCIATES, INC.
ENGINEERING & CONSULTING SERVICES

SCALE: 100 0 100 200 FEET

JOB NO.: 2005-0461

SHEET NO.: 1 OF 1

DESIGNED BY: CEG | DRAWN BY: CEG | CHECKED BY: RGS



OWNER:
BOROUGH OF DOYLESTOWN
57 WEST COURT STREET
DOYLESTOWN, PA. 18901
215-345-4140

MUNICIPAL FILE NO.: –

REV.	DESCRIPTION	DATE	BY

TAX MAP PARCEL NO.: –

TOTAL AREA: – TOTAL LOTS: –

DATE: 01/08/07 SCALE: 1"=100'

PARKING SIGNAGE DIAGRAM

DOYLESTOWN COMMUNITY PEDESTRIAN–TRANSIT LINKAGE PROJECT

DOYLESTOWN BOROUGH, BUCKS COUNTY, PENNSYLVANIA

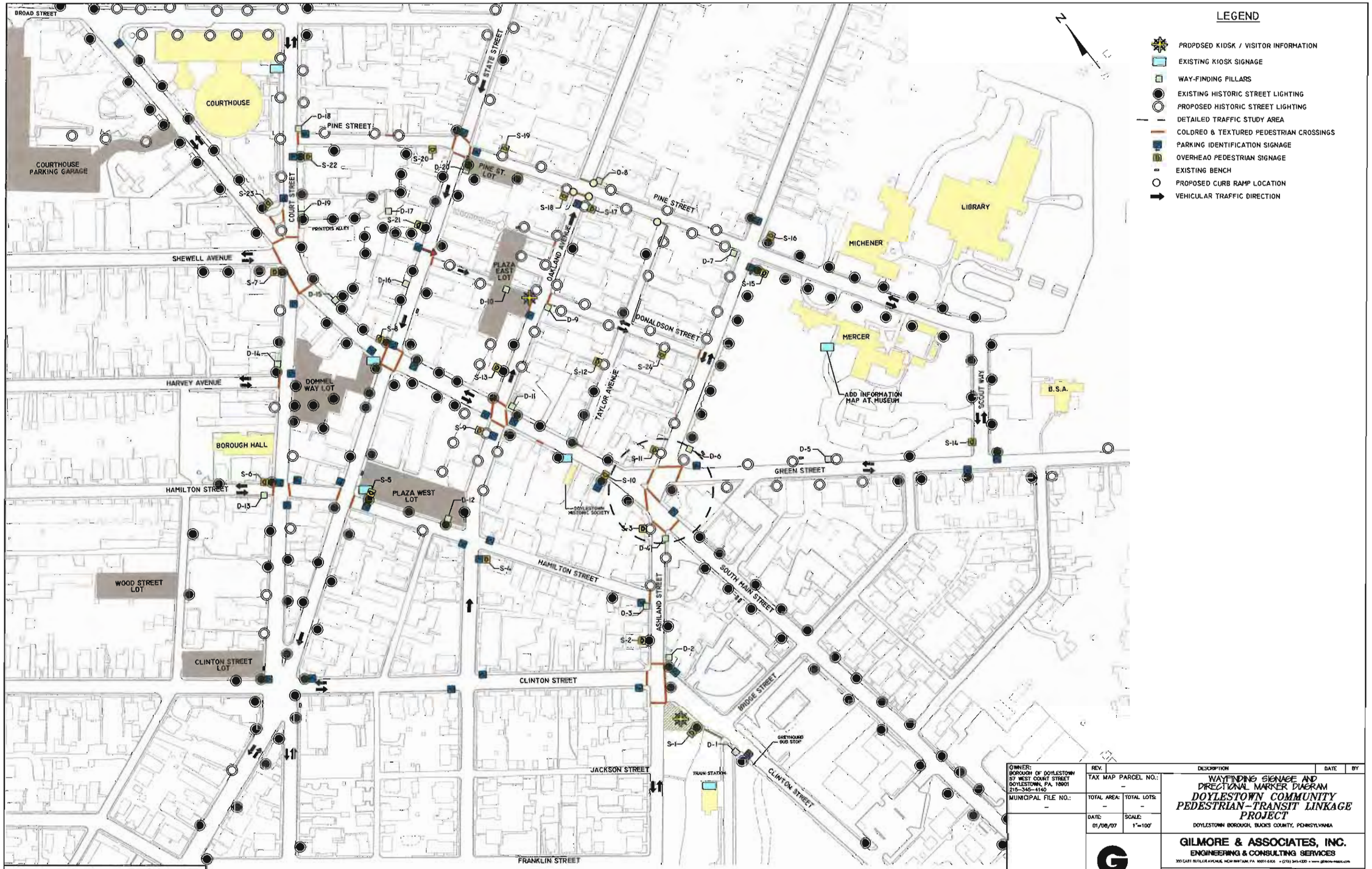
GILMORE & ASSOCIATES, INC.
ENGINEERING & CONSULTING SERVICES
100 EAST BUTLER AVENUE, NEW BRITAIN, PA 18901-5105 • (215) 345-4330 • www.gilmore-assoc.com

SCALE: 100 0 100 200 IN FEET

JOB NO.: 2005-0461

SHEET NO.: 1 OF 1

DESIGNED BY: CEG DRAWN BY: CEG CHECKED BY: RGS



ONLY THOSE PLANS INCORPORATING THE RAISED PROFESSIONAL SEAL SHOULD BE CONSIDERED OFFICIAL AND RELIED UPON BY USER. THIS PLAN IS PREPARED SPECIFICALLY FOR THE CLIENT AND PROJECT DESIGNATED HEREON. MODIFICATION, REVISION, DUPLICATION OR USE WITHOUT THE CONSENT OF GILMORE & ASSOCIATES, INC. IS PROHIBITED.

OWNER:
BOROUGH OF DOYLESTOWN
57 WEST COURT STREET
DOYLESTOWN, PA. 18901
215-345-4140

MUNICIPAL FILE NO.:
–

REV.	DESCRIPTION	DATE	BY

TAX MAP PARCEL NO.: –

TOTAL AREA: –

TOTAL LOTS: –

DATE: 01/08/07

SCALE: 1"=100'

WAYFINDING SIGNAGE AND DIRECTIONAL MARKER DIAGRAM
DOYLESTOWN COMMUNITY PEDESTRIAN–TRANSIT LINKAGE PROJECT
DOYLESTOWN BOROUGH, BUCKS COUNTY, PENNSYLVANIA

GILMORE & ASSOCIATES, INC.
ENGINEERING & CONSULTING SERVICES
200 EAST BUTLER AVENUE, NEW BRITAIN, PA 18901-5105 • (215) 345-4330 • www.gilmore-assoc.com

SCALE: 100 0 100 200 IN FEET

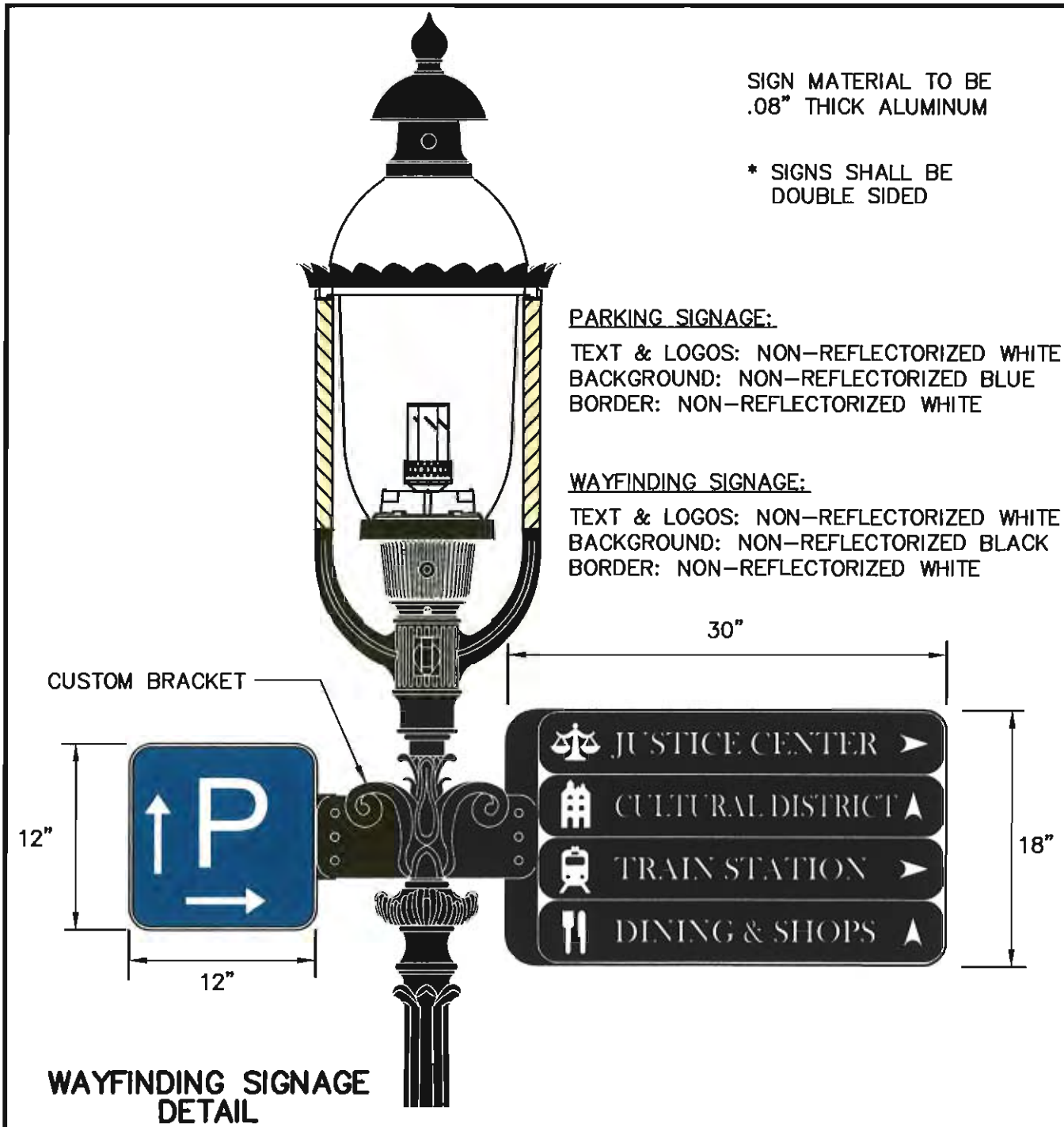
JOB NO.: 2005-0461

SHEET NO.: 1 OF 1

DESIGNED BY: CEG | DRAWN BY: CEG | CHECKED BY: RGS

SIGN MATERIAL TO BE
.08" THICK ALUMINUM

* SIGNS SHALL BE
DOUBLE SIDED



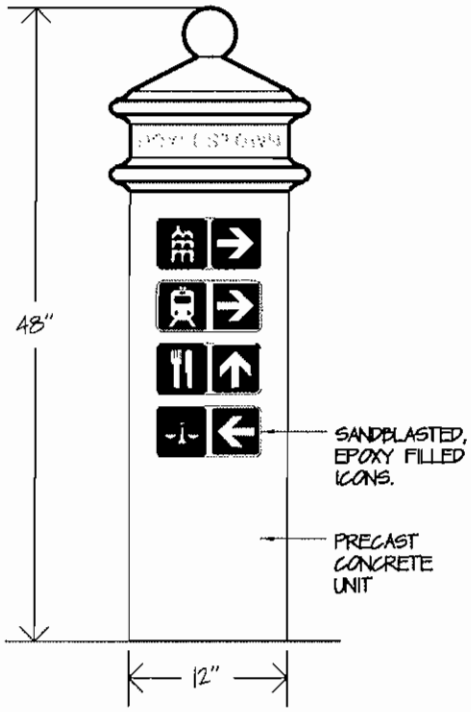
WAYFINDING SIGNAGE DETAIL

DOYLESTOWN COMMUNITY PEDESTRIAN – TRANSIT LINKAGE PROJECT

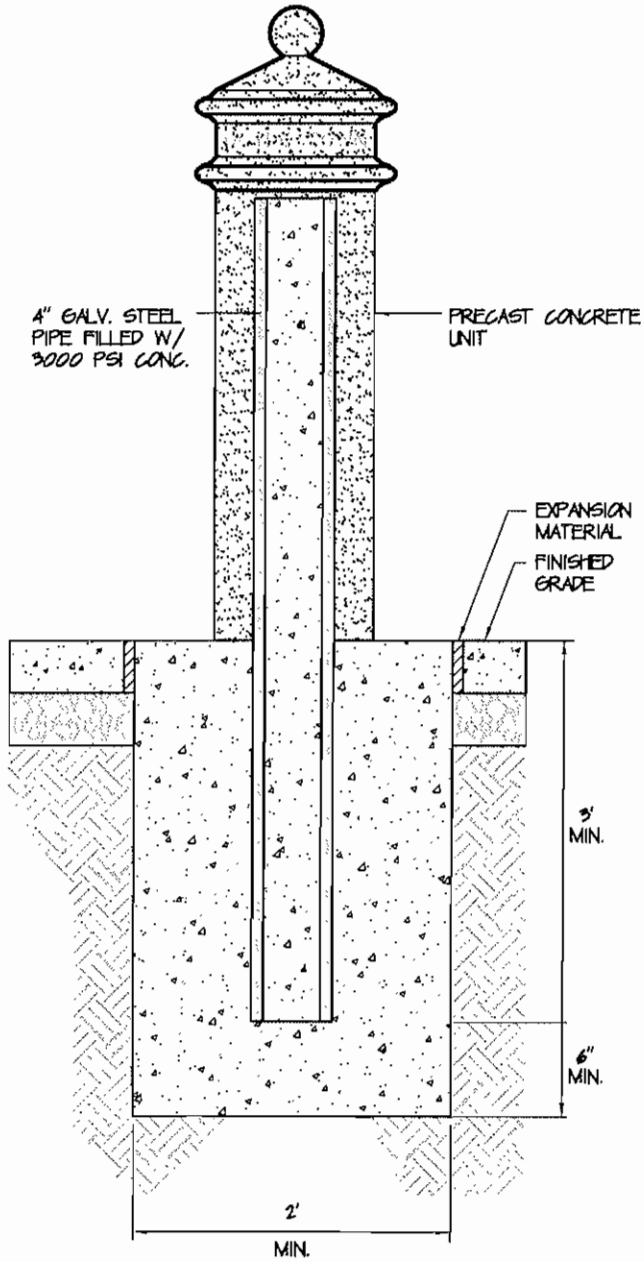
DOYLESTOWN BOROUGH, BUCKS COUNTY, PENNSYLVANIA

GILMORE & ASSOCIATES, INC.
ENGINEERING & CONSULTING SERVICES
350 EAST BUTLER AVENUE NEW BRITAIN, PA 18901-5106 • (215) 345-4330 • www.gilmore-assoc.com

JOB NO.:	DATE:	SCALE:
2005-0461	NOVEMBER 2006	NOT TO SCALE



ELEVATION VIEW



DETAIL SECTION VIEW

WAYFINDING PILLAR DETAIL

DOYLESTOWN COMMUNITY PEDESTRIAN – TRANSIT LINKAGE PROJECT

DOYLESTOWN BOROUGH, BUCKS COUNTY, PENNSYLVANIA

GILMORE & ASSOCIATES, INC.
ENGINEERING & CONSULTING SERVICES
350 EAST BUTLER AVENUE NEW BRITAIN, PA 18901-5106 • (215) 345-4330 • www.gilmore-assoc.com

JOB NO.:	DATE:	SCALE:
2005–0461	NOVEMBER 2006	NOT TO SCALE

DOYLESTOWN BOROUGH CULTURAL LINK

SIGNAGE KEY

DESTINATION / ARROW DIRECTION

SIGN LOCATION

S-1				
LOOKING NORTH	→	↑	↓	↓
LOOKING SOUTH	↓	↓	↑	↓
S-2				
LOOKING NORTHEAST	↑	↑	↓	↑
LOOKING SOUTHWEST	↓	↓	←	↓
S-3				
LOOKING NORTHEAST	←	↑	↓	←
LOOKING SOUTHWEST	→	↓	↑	→
S-4				
LOOKING NORTHEAST	↑	→	→	↑
LOOKING SOUTHWEST	→	←	←	↓
S-5				
LOOKING NORTHEAST	↔	↓	↓	→
LOOKING SOUTHWEST	↔	↑	↑	←
S-6				
LOOKING NORTHEAST	↑	→	→	↑
LOOKING SOUTHWEST	↑	←	←	↓

DESTINATION / ARROW DIRECTION

SIGN LOCATION

S-7				
LOOKING NORTHEAST	→	→	→	↑
LOOKING SOUTHWEST	←	←	←	↓
S-8				
LOOKING EAST	↔	→	→	←
LOOKING WEST	↔	←	←	→
S-9				
LOOKING EAST	↔	→	→	←
LOOKING WEST	↔	←	←	→
S-10				
LOOKING SOUTH	↓	←	→	↓
LOOKING NORTH	→	↓	↓	→
S-11				
LOOKING EAST	←	↑	↓	←
LOOKING WEST	→	↓	↑	→
S-12				
LOOKING EAST	←	→	↓	←
LOOKING WEST	→	←	↑	→
S-13				
LOOKING EAST	←	→	↓	←
LOOKING WEST	→	←	←	→

DESTINATION / ARROW DIRECTION

SIGN LOCATION				
S-14				
LOOKING NORTHEAST	←	↑	←	←
LOOKING SOUTHWEST	→	↓	→	→
S-15				
LOOKING NORTHEAST	←	→	↓	←
LOOKING SOUTHWEST	→	←	↑	→
S-16				
LOOKING NORTHWEST	↑	↓	←	↑
LOOKING SOUTHEAST	↓	↑	→	↓
S-17				
LOOKING NORTHEAST	↓	→	↓	←
LOOKING SOUTHWEST	↑	←	↑	→
S-18				
LOOKING NORTHWEST	←	↓	←	↑
LOOKING SOUTHEAST	→	↑	→	↓
S-19				
LOOKING NORTHWEST	←	↓	↓	↑
LOOKING SOUTHEAST	→	↑	↑	↓
S-20				
LOOKING NORTH	←	↓	↓	↑
LOOKING SOUTH	→	↑	↑	↓

DESTINATION / ARROW DIRECTION

SIGN LOCATION

S-21				
LOOKING WEST	↑	←	←	→
LOOKING EAST	↔	→	→	←
S-22				
LOOKING NORTHEAST	↓	→	↓	←
LOOKING SOUTHWEST	↑	←	↑	→
S-23				
LOOKING NORTH	↓	↓	↓	↑
LOOKING SOUTH	↑	↑	↑	↓
S-24				
LOOKING NORTH	↑	↓	↓	↑
LOOKING SOUTH	↓	↑	→	↓

DESTINATION / ARROW DIRECTION

PILLAR LOCATION

D-1				
LOOKING NORTH	→	↑	←	↓
LOOKING SOUTH	↓	↓	→	↓
D-2				
LOOKING NORTHEAST	↑	↑	↓	↑
LOOKING SOUTHEAST	←	←	→	←
LOOKING SOUTHWEST	↓	↓	←	↓
D-3				
LOOKING NORTHEAST	↑	↑	↓	↑
LOOKING SOUTHEAST	←	←	→	←
LOOKING SOUTHWEST	↓	↓	←	↓
D-4				
LOOKING NORTHEAST	←	↑	↓	←
LOOKING SOUTHWEST	→	↓	↑	→
D-5				
LOOKING NORTHWEST	↑	↕	↑	↑
LOOKING SOUTHEAST	↓	↕	↓	↓
D-6				
LOOKING NORTHWEST	↑	→	←	↑
LOOKING NORTHEAST	←	↑	↓	←
LOOKING SOUTHWEST	→	↓	↑	→

DESTINATION / ARROW DIRECTION

PILLAR LOCATION

D-7				
LOOKING NORTH	↑	↓	←	↑
LOOKING SOUTH	↓	↑	→	↓
LOOKING EAST	←	→	↓	←
LOOKING WEST	→	←	↑	→
D-8				
LOOKING NORTH	↑	↓	←	↑
LOOKING SOUTH	→	↑	↑	↓
LOOKING EAST	←	→	→	←
LOOKING WEST	→	←	←	→
D-9				
LOOKING NORTH	↑	↓	←	↑
LOOKING SOUTH	↔	↑	→	↓
LOOKING EAST	←	→	→	←
LOOKING WEST	→	←	↑	→
D-10				
LOOKING NORTH	↑	↓	←	↑
LOOKING SOUTH	↔	↑	→	↓
LOOKING WEST	→	←	↑	→

DESTINATION / ARROW DIRECTION

PILLAR LOCATION				
D-11				
LOOKING NORTH	↕	↓	↓	↑
LOOKING SOUTH	↕	↑	↑	↓
LOOKING EAST	↔	→	→	←
LOOKING WEST	↔	←	←	→
D-12				
LOOKING NORTH	↑	↓	↓	↑
LOOKING SOUTH	←	←	↑	←
D-13				
LOOKING NORTHEAST	↕	→	→	↑
LOOKING SOUTHWEST	↕	↓	↓	↓
D-14				
LOOKING NORTHEAST	↕	↑	↓	↑
LOOKING SOUTHWEST	↕	↓	↑	↓
D-15				
LOOKING NORTH	↕	↑	↓	↑
LOOKING SOUTH	↕	↑	↑	↓
D-16				
LOOKING EAST	↕	→	↑	↑
LOOKING WEST	↕	←	↓	↑

DESTINATION / ARROW DIRECTION

PILLAR LOCATION

D-17				
LOOKING NORTH	⇕	⇓	⇓	⇑
LOOKING SOUTH	⇕	⇑	⇑	⇓
D-18				
LOOKING NORTHEAST	⇓	⇒	⇓	⇐
LOOKING NORTHWEST	⇐	⇓	⇐	⇑
LOOKING SOUTHWEST	⇑	⇐	⇑	⇒
LOOKING SOUTHEAST	⇒	⇑	⇒	⇓
D-19				
LOOKING NORTHEAST	⇓	⇒	⇓	⇐
LOOKING NORTHWEST	⇐	⇓	⇐	⇑
LOOKING SOUTHWEST	⇑	⇐	⇑	⇒
LOOKING SOUTHEAST	⇒	⇑	⇒	⇓
D-20				
LOOKING EAST	⇓	⇒	⇓	⇐
LOOKING WEST	⇑	⇐	⇑	⇒

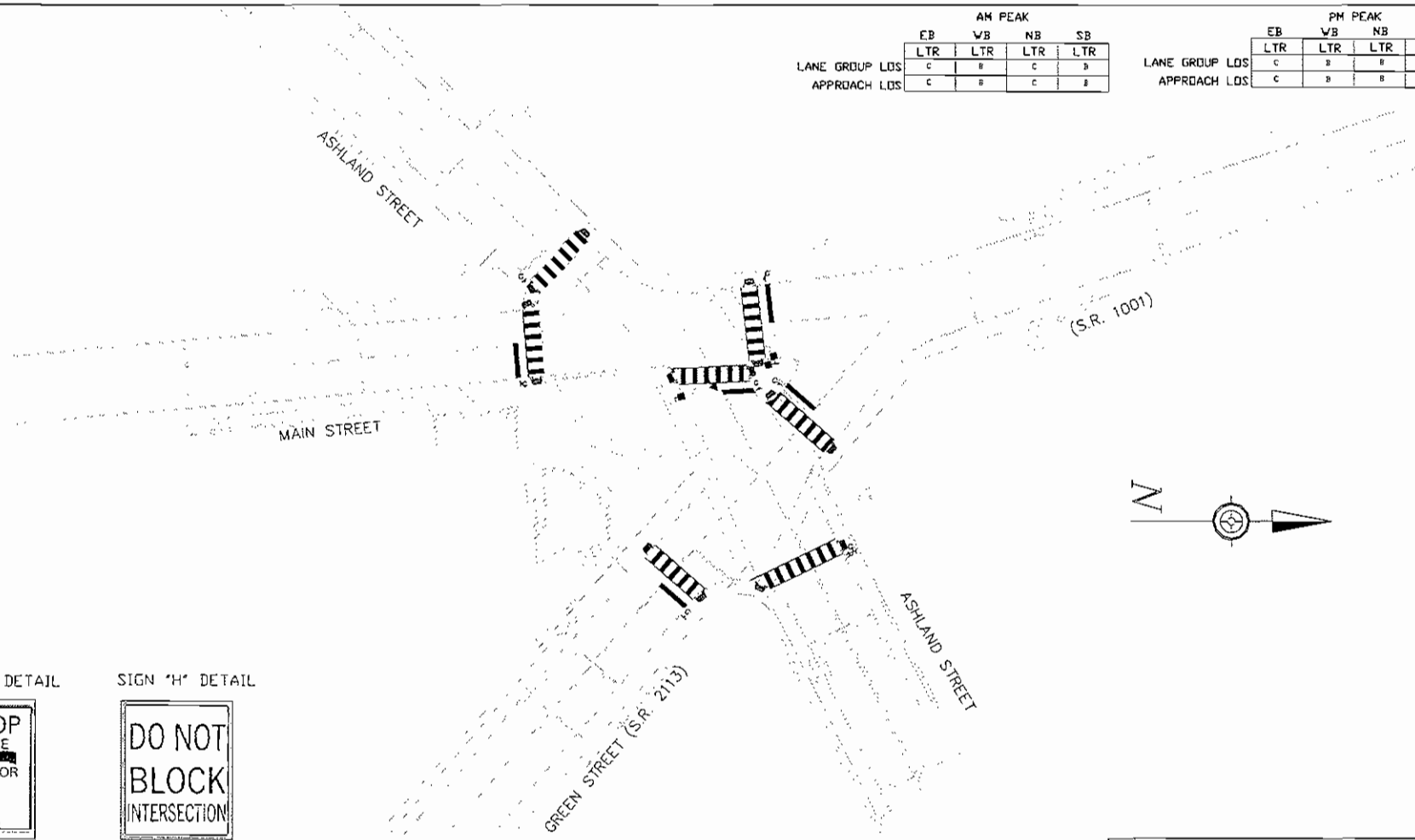
NOTE: EXACT FIELD LOCATIONS & DIRECTIONAL INFORMATION SHALL BE VERIFIED PRIOR TO CONSTRUCTION TO ENSURE PROPER PLACEMENT AND COORDINATION WITH CURRENT FIELD CONDITIONS AND ADEQUATE SIGHT DISTANCE.

AM PEAK

	EB	WB	NB	SB
	LTR	LTR	LTR	LTR
LANE GROUP LOS	C	B	C	B
APPROACH LOS	C	B	C	B

PM PEAK

	EB	WB	NB	SB
	LTR	LTR	LTR	LTR
LANE GROUP LOS	C	B	B	B
APPROACH LOS	C	B	B	B



SIGN 'G' DETAIL

SIGN 'H' DETAIL

REV.	DESCRIPTION	DATE	BY

INTERSECTION IMPROVEMENT
CONCEPT A
S. MAIN ST., ASHLAND ST. & GREEN ST.
DOYLESTOWN BOROUGH, BUCKS COUNTY, PENNSYLVANIA

GILMORE & ASSOCIATES, INC.
CONSULTING ENGINEERS & LAND SURVEYORS

SCALE IN FEET			JOB NO.: 05-0451
			DATE: 7/11/06
DESIGNED BY: TFB	DRAWN BY: TFB	CHECKED BY: GMK	SCALE: 1" = 25'

PARKING REMOVAL

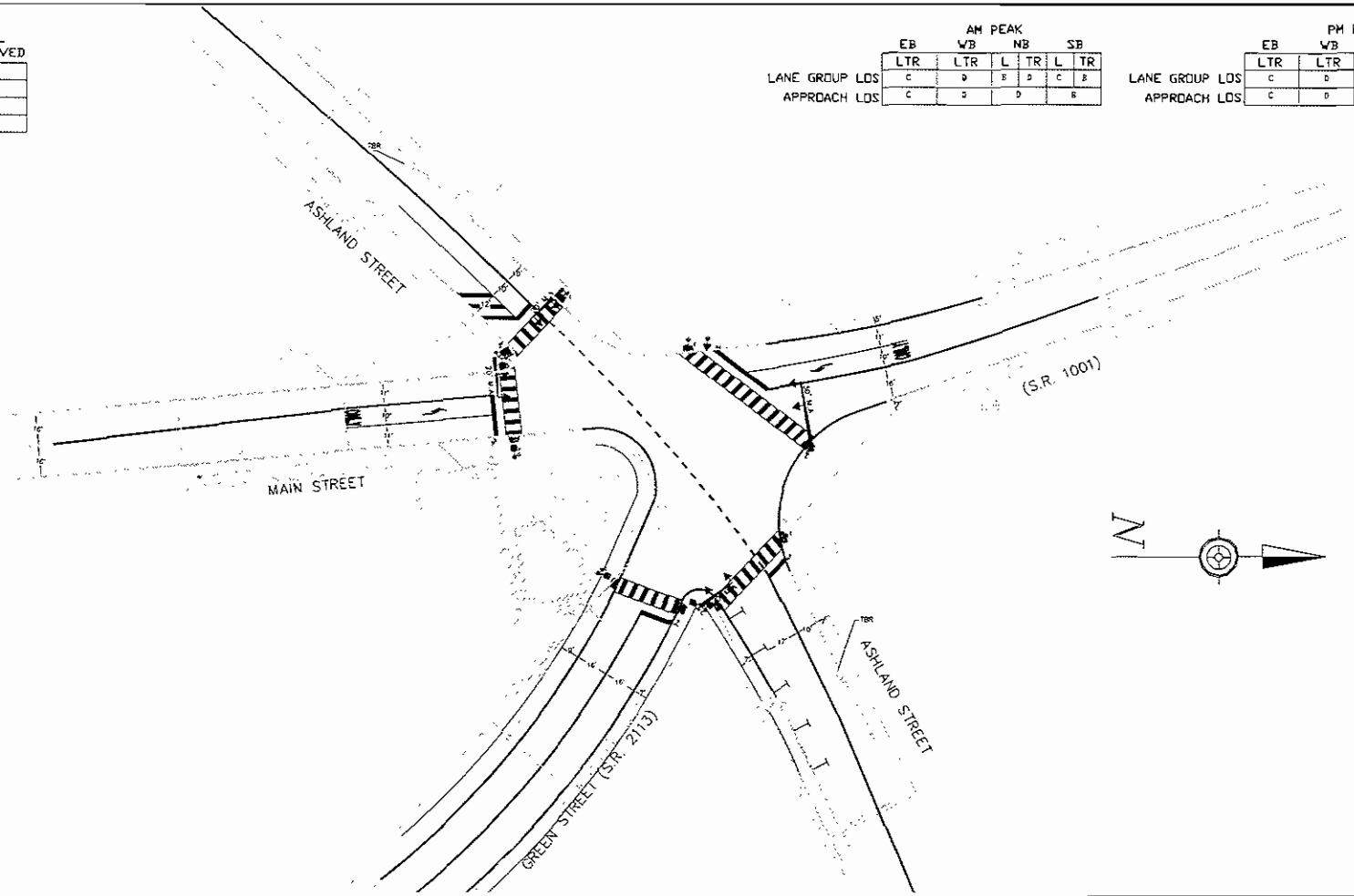
	SIDE	SPACES REMOVED
EB	LEFT	10
WB	RIGHT	11
NB	RIGHT	7
SB	RIGHT	8

AM PEAK

	EB	WB	NB		SB	
	LTR	LTR	L	TR	L	TR
LANE GROUP LOS	C	D	B	D	C	B
APPROACH LOS	C	D	D		B	

PM PEAK

	EB	WB	NB		SB	
	LTR	LTR	L	TR	L	TR
LANE GROUP LOS	C	D	C	D	C	D
APPROACH LOS	C	D	D		D	



SIGN "G" DETAIL

SIGN "E" DETAIL

REV.	DESCRIPTION	DATE	BY

INTERSECTION IMPROVEMENT
CONCEPT B
S. MAIN ST., ASHLAND ST. & GREEN ST.
DOYLESTOWN BOROUGH, BUCKS COUNTY, PENNSYLVANIA

GILMORE & ASSOCIATES, INC.
CONSULTING ENGINEERS & LAND SURVEYORS
300 BUTLER AVENUE, NEW BRITAIN, PA 18901

SCALE: 25' 0' 25' 50 FEET

JOB NO.: 05-0481
DATE: 7/11/06
SCALE: 1" = 25'
DESIGNED BY: TFB
DRAWN BY: TFB
CHECKED BY: DMK

G GILMORE & ASSOCIATES, INC.
&A OPINION OF PROBABLE COST

COST BREAKDOWN BY STREET

CLIENT:
Borough of Doylestown
PROJECT NAME:
CULTURAL LINK (Doylestown Community - Pedestrian - Transit Linkage Project)

	IMPROVEMENT	UNIT	TOTAL COST	INSTALLATION*	STREET											TOTAL QUANTITY	TOTAL COST (PUBLIC BID)
					ASHLAND ST.	CLINTON ST.	COURT ST.	DONALDSON ST.	GREEN ST.	HAMILTON ST.	MAIN ST.	OAKLAND AVE.	PINE ST.	STATE ST.	TAYLOR AVE.		
1	PARKING SIGNAGE	EA	$150.00	-$75.00	2	6	7	0	3	5	7	4	2	4	0	40	$6,000.00
2	PEDESTRIAN SIGNAGE (ON EXISTING LIGHT)	EA	$350.00	-$100.00	2	1	3	0	0	1	2	1	1	2	0	13	$4,550.00
3	SIGNAGE BRACKET (ON EXISTING LIGHT)	EA	$1,400.00	$200.00	2	1	3	0	0	1	2	1	1	2	0	13	$18,200.00
4	VICTORIAN BENCHES	EA	$1,500.00	-$500.00	1	1	1	0	1	1	0	0	0	0	0	5	$7,500.00
5	WAYFINDING PILLAR	EA	$1,500.00	-$650.00	4	1	4	1	1	1	1	2	2	3	0	20	$30,000.00
6	HISTORIC STREET LIGHTS	EA	$7,000.00	-$4,500.00	10	0	6	8	7	1	0	13	12	0	3	60	$420,000.00
7	KIOSK	EA	$5,000.00	N/A	0	1	0	0	0	0	0	1	0	0	0	2	$10,000.00
8	NEW SIDEWALK	SY	$105.00	N/A	0	0	0	0	0	0	0	0	0	0	470	470	$49,350.00
9	CURB RAMP	EA	$1,500.00	N/A	0	0	0	0	0	0	0	0	4	0	0	4	$6,000.00
10	PEDESTRIAN SIGNAGE (STAND ALONE)	EA	$350.00	-$100.00	0	0	0	0	1	0	0	1	1	0	0	3	$1,050.00
11	PEDESTRIAN SIGNAGE (ON NEW LIGHT)	EA	$350.00	-$100.00	2	0	0	1	0	0	0	2	2	0	1	8	$2,800.00
12	SIGNAGE BRACKET (ON NEW LIGHT)	EA	$1,400.00	$200.00	2	0	0	1	0	0	0	2	2	0	1	8	$11,200.00
13	DECORATIVE CROSSWALK	SF	$18.00	N/A	1850	400	1420	0	300	0	2090	725	750	1250	0	8785	$158,130.00
14	COURTYARD / PLAZA	LS	$20,000.00	N/A	0	1	0	0	0	0	0	0	0	0	0	1	$20,000.00
	TOTAL COST (PUBLIC BID)		$744,780.00		$118,100.00	$37,850.00	$81,360.00	$59,250.00	$58,200.00	$12,500.00	$43,670.00	$118,250.00	$112,400.00	$31,100.00	$72,100.00		
*	LABOR COST (SAVINGS)		(286,700.00)		(47,850.00)	(1,500.00)	(30,325.00)	(36,550.00)	(32,975.00)	(5,925.00)	(975.00)	(59,900.00)	(55,250.00)	(2,050.00)	(13,400.00)		
	TOTAL COST (INSTALLATION BY BOROUGH)		$458,080.00		$70,250.00	$36,350.00	$51,035.00	$22,700.00	$25,225.00	$6,575.00	$42,695.00	$58,350.00	$57,150.00	$29,050.00	$58,700.00		

NOTES:
1) SIGNAGE BRACKET COSTS INCLUDE A $12,000 TOOLING COST DIVIDED INTO THE TOTAL QUANTITY OF PROPOSED BRACKETS. THE TOOLING COST IS TO CREATE THE MOLD FOR THE CUSTOM BRACKET.
2) WAYFINDING PILLAR COSTS INCLUDE A $6,000 TOOLING COSTS DIVIDED INTO THE TOTAL QUANTITY OF PROPOSED PILLARS. THE TOOLING COST IS TO CREATE THE MOLD FOR THE CUSTOM PILLARS.
3) CROSS WALK QUANTITIES ASSUME A 5' WIDTH