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Funded by: Community Development Block Grant Program

The Main Street Streetscape Plan



Prepared for:
Town of East Greenwich

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May 2002

Introduction to the Plan

The Main Street Streetscape Plan is an extension of the Town of East Greenwich's 1998 Downtown Revitalization Plan, and the 2001 Update of that Plan. This Downtown Revitalization Plan calls for streetscape improvements to Main Street to help restore the area to a vital, bustling center of business, commerce, government and residential life in East Greenwich. The creation of a "village aesthetic" for Main Street was a major objective of the 2001 Update to the East Greenwich Downtown Revitalization Plan, and this Plan addresses specific planning issues raised in the 2001 Update. Actions recommended in this Plan provide a framework for achieving this aesthetic.

Currently, Downtown East Greenwich, with Main Street as its major thoroughfare, is experiencing a revival of downtown life, and this Plan proposes specific urban planning strategies and actions to continue these improvements, with the goal of creating and maintaining an attractive, unified "Main Street aesthetic" for the area. Such improvements include enhancing pedestrian amenities, as well as creating a uniform urban fabric through patterns of streetlights and trees, and eliminating sign clutter. This Plan is based on New Urbanism, a planning theory that advocates a return to downtown "Main Streets" as the centers of city life. New Urbanism contends that the post-war automobile revolution of the 1940s and 1950s, which spurred the separation of business, commercial, and residential life, alienated people from cities and led to the decline of downtown Main Streets.

This Plan seeks to capitalize on the unique physical and social aspects of Main Street that make downtown East Greenwich a vital, attractive place where people go to interact and access a variety of services. The physical aspects that made Main Street a vibrant place in the early part of the 20th century are being revitalized by East Greenwich planners today in the hopes of drawing people and businesses back to the downtown area. These physical assets include:

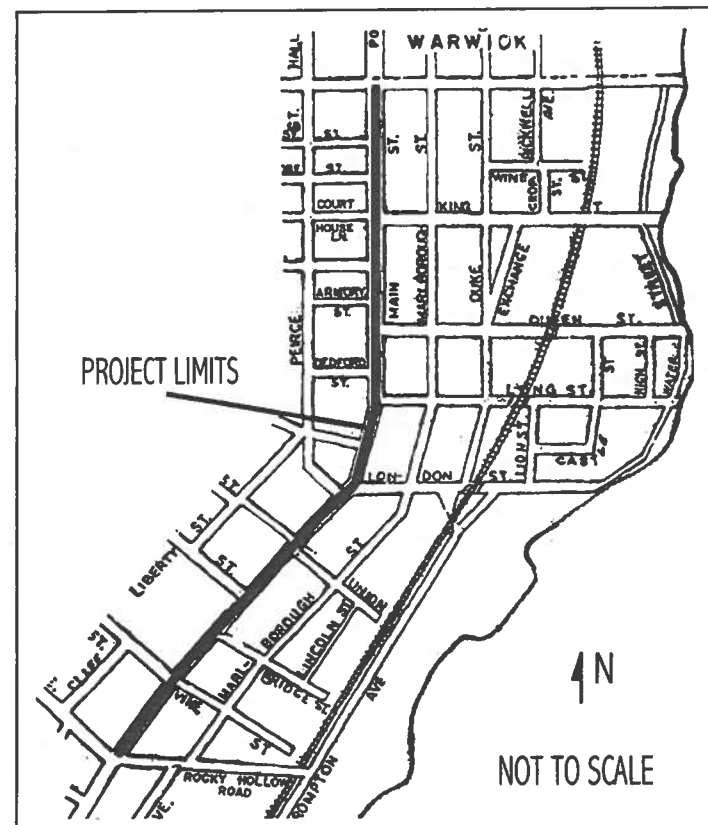
- *Pedestrian scale:* Compact, walkable urban fabric, with amenities that facilitate safe pedestrian travel, such as crosswalks and traffic calming measures.
- *Well-articulated street edge:* Street edges are defined by well-maintained buildings and fencing set close to the street.
- *Coherent streetscape:* Two- and three-story buildings are "human-scaled" with varied, but complementary architecture, and a pattern of street trees, lights, sidewalks, and benches that give Main Street a unified feeling.
- *Mixed use:* Commercial businesses, office space, government buildings, and residential units coexist along Main Street, encouraging people to invest time and resources in the area.
- *Defined Gateways:* Visitors are welcomed to Main Street by attractive signage at obvious downtown "Gateways."

Main Street in East Greenwich is fortunate to possess many of the physical attributes that are highly valued by New Urbanists. The street has a pleasant rhythm defined by human-scaled, mixed use buildings set close to the street, as well as streetlights and street trees at the street edge. However, Main Street would benefit from infrastructure improvements aimed at creating an attractive, unified “Main Street aesthetic.”

Bryant Associates, Inc., along with Barbara Sokoloff Associates, Inc. (BSA), conducted surveys and met with Town Officials to determine the best ways to apply design improvements to create a unified “Main Street aesthetic” in East Greenwich. Bryant completed landscape architectural and engineering design work for this project, BSA prepared the Plan, and both firms prepared a preliminary estimate for the project. The Plan provides specific action steps for Main Street streetscape improvements, and a preliminary estimate of costs and implementation dates is included at the end of the Plan. It should be noted that this is a preliminary Plan, and all improvements described on the following pages may require local and state historic approval, and final design.

The Study Area

Downtown East Greenwich is defined by Main Street, the Town’s major thoroughfare, and the focus of the Main Street Streetscape Plan. Main Street’s northern terminus is at Division Street, and the southern terminus is at First Avenue. The Study Area is approximately ¾ mile long. Uses along Main Street are diverse, with a mix of residential, business, government, and commercial spaces; however, retail shops and restaurant occupy the majority of space along the street. A map of the study area, with Main Street in red, is depicted below.



Actions for Main Street Improvements

Lighting

Lighting is one of the physical elements that help define the image of downtown Main Streets. In East Greenwich, Main Street is a well-lit street, however, the assorted styles of lights detracts from the unified aesthetic that the Town is striving to achieve. Removing existing lights and installing new attractive, historic-style streetlights would ensure that the area continues to be well lit, and it would contribute to the downtown aesthetic.

- **Remove industrial-style cobra lights and overhead lights on utility poles**
- **Remove existing historic street lighting on Main Street and replace it with new, upgraded light standards:** Installing new, uniform streetlights will give the area a stately, cohesive look. Lights would be placed so as to give adequate illumination for pedestrian and vehicular traffic. These new lights will also provide weatherproof receptacles, banner arms, and hanging basket attachments.

Street Furniture

Pedestrian amenities, such as benches and trashcans, entice people to spend time in downtown areas. Such amenities complement the pedestrian scale of downtown Main Streets.

In East Greenwich, street furniture and trash receptacles exist, but should be improved.

- **Remove existing street benches from Division Street to London Street, and replace with new benches. Also provide benches along the southern portion of Main Street from London Street to First Avenue where none currently exist:** New street benches should fit with the historic feel of the Downtown area. They should be placed on both sides of Main Street, particularly in areas with heavier pedestrian traffic. Benches should be metal, and low-maintenance with a long-lasting powder-coated finish in black.
- **Remove and replace existing pole-mounted trashcans:** Currently, small trashcans are mounted on utility poles along Main Street. The Town will replace the existing trashcans with post-mounted metal trashcans. It is anticipated that the same number of trashcans will be installed. The locations shall be determined during final design.

Streetscape

A coherent, well-defined streetscape is an important aspect of an attractive, pedestrian-scaled downtown. Installing a uniform pattern of streetlights, street trees and other plantings will make Main Street a pleasant place for people living and working in the downtown area. Additionally, an attractive streetscape would lend the downtown a “cleaner,” less cluttered feeling, attracting more people to the downtown area.



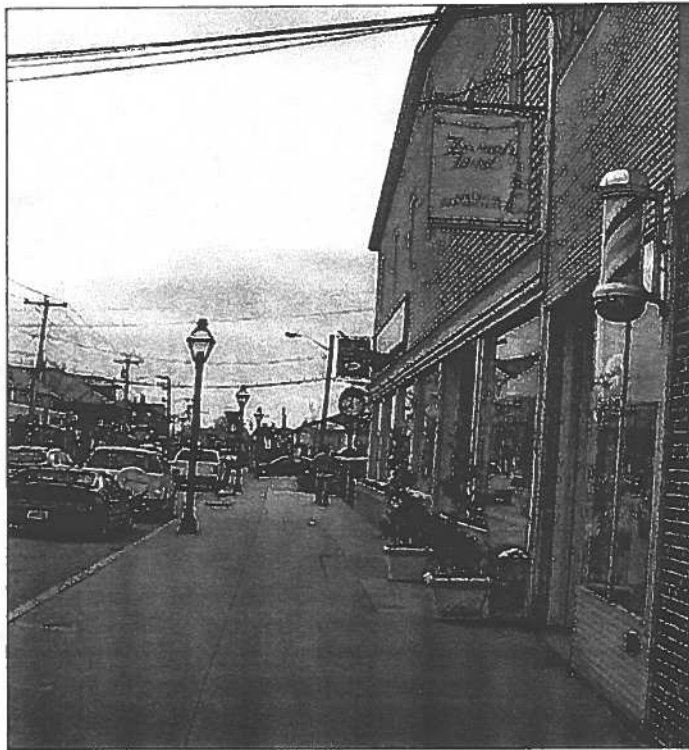
The historic Greenwich Hotel, pictured above, is currently under restoration, and upon completion, will be a major asset for Main Street. Streetscape improvements will enhance this asset.

- **Plant additional street trees and install some smaller plantings along Main Street:** Main Street is a generally well-treed street, and planting some additional street trees, and installing some other small plantings in decorative permanent planters will help to create a regular tree pattern along the street. Trees will be placed in a uniform pattern with new historic-style streetlights to create a pleasant urban fabric at the street edge.



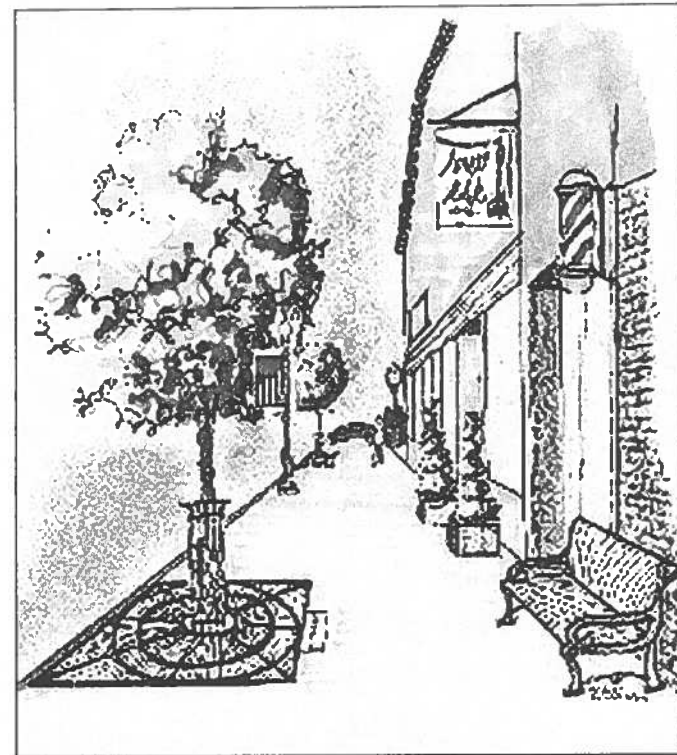
This rendering of the Greenwich Hotel depicts how regularly spaced street trees and new sidewalks would contribute to the Main Street “village aesthetic.”

- **Install tree grates and tree guards around street trees:** Ornamental tree grates at the base of street trees on Main Street would fit well with the historic aesthetic of the Downtown area. Tree grates minimize weed growth and the accumulation of litter around the base of the trees, thereby reducing maintenance. The grates would be in compliance with the Americans with Disabilities Act. Tree guards around tree trunks would protect street trees from urban “wear and tear.”



Sections of the Main Street commercial district have an aesthetic that is lacking in streetscaping, and cluttered by overhead utility lines.

- **Remove and replace existing sidewalks:** Existing concrete sidewalks along Main Street will be removed and replaced with new concrete sidewalks due to the installation of new street trees and lighting, and the possible relocation of underground utilities. A new sidewalk would help to give Main Street a “clean” street edge.



Streetscape enhancement, such as tree grates and tree guards, street furniture, and underground utilities would give Main Street a cleaner, more cohesive look and feel.

- **Continue to explore cleanup of utilities along Main Street:** A preliminary review of the possibility of relocating the overhead utilities underground along Main Street was conducted. Rough costs were received by the Electric, Telephone and Cable companies that showed a linear foot price of up to \$1,500, excluding the individual building connections. With the length of Main Street of approximately 3,700 l.f, the cost for relocating the overhead utilities underground would be \$5.5 million. Aerial cleanup of the area was also investigated. Rough estimates received as part of the King Street Enhancement project were used and a linear foot price of \$140 would equate to approximately \$518,000 to do aerial cleanup on Main Street. This action step requires further analysis and design.
- **Brick sidewalk and concrete curbing at the Varnum House Museum:** Existing brick sidewalk and curbing will be removed and replaced, and extended at the Varnum House Museum on Peirce Street. The new sidewalk and curbing will run down Church Street from the Verizon building, along Peirce Street, and up Revolution Street to the existing sidewalk limits.
- **Continue to develop the municipal parking lot:** Implement Town design plans developed for the existing municipal parking lot. These improvements may include landscaping, sidewalks, pavement, a mural, and fencing.
- **Main Street overlay:** Main Street would be overlaid as part of streetscape improvements.

Bus Shelters

The RIPTA bus line runs through East Greenwich along Main Street. Currently, passengers waiting for busses wait at unprotected, sidewalk locations. Providing bus shelters with benches will add to the ambience of Main Street by providing public amenities and making transportation more pleasant. First Avenue is the southern terminus of the route; therefore, bus shelters should be placed on the eastern (northbound) side of the street. Exact locations will be determined in the final design. Some potential locations are listed below.

- **Install bus shelters in keeping with the East Greenwich “Main Street aesthetic”:** Bus shelters will be Town owned and maintained, and will allow no advertising. They will be ADA accessible, and strategically placed at several locations along the eastern side of Main Street. The shelters will add to the comfort and convenience of traveling to and from the Town. Wooden or metal bus shelters with a black, powder-coated finish would complement the historic character of Downtown East Greenwich. These shelters would include benches. The following locations along Main Street are potential locations for bus shelters.
 - ✓ London Street and Main Street at the Cumberland Farms Plaza
 - ✓ Division Street and Main Street
 - ✓ On Main Street, across from East Greenwich Commons

Signs & Signals

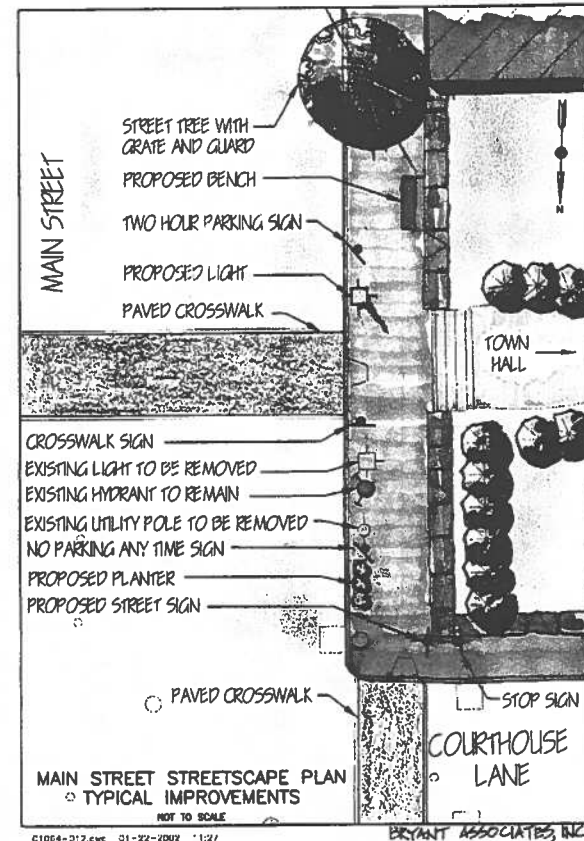
A downtown Main Street should be well marked, and easy to navigate. Sign clutter should be kept to a minimum, and signposts should be uniform and attractive, but durable. Sign and signal enhancements along Main Street will give the area a more coherent style, and enhance the “Main Street aesthetic” for the area in keeping the Plan’s goal.

- Existing traffic signal systems should be removed and replaced with ornamental-type signal system components at the Main Street intersections with Division Street and First Avenue: Division Street and First



The intersection of Main Street and Courthouse Lane at Town Hall

Avenue are the Gateways to the East Greenwich Downtown area. New decorative signal systems at these two points would enhance Gateway signage already in place, and would be in keeping with the Plan’s goal of enhancing the area’s aesthetic, and creating a cohesive Main Street ambience. The signal systems would have black, powder-coated finish poles and/or mast arms, signal heads, and controllers.



Plan view of the area showing proposed typical streetscape improvements.

- **Consolidate directional and guide signage along Main Street:** Sign clutter along Main Street detracts from the aesthetic that the Town is working to develop in downtown East Greenwich. Consolidating directional and guide signage onto decorative 4x4 black sign posts using the Town logo would reduce this clutter. Design of this sign, including exact size, will take place during the project's final design phase.
- **Consolidate regulatory and warning signs along Main Street:** This consolidation would be in conformance with the Manual of Uniform Traffic Control Devices (MUTCD) and State and Town ordinances. The signs should be located on black standard sign posts. These signs include, but are not limited to crosswalk signs and parking restriction signs.
- **Street name signs should be re-located to decorative, 4x4 sign posts similar to those recommended for directional and guide signs**
- **Re- stripe crosswalks and stop bars**

Additional Improvements

- **Move forward with enhancements to the municipal parking lot:** The Town has designed enhancements to the municipal parking lot, and should proceed with the implementation of these enhancements. In keeping with the "Main Street aesthetic," easy access to Downtown—spaces where people can park their cars, and then walk through the Downtown—is essential.
- **Provide funding for Public Art projects along Main Street:** Public Art projects, such as murals and sculptures, enhance the Downtown aesthetic in urban areas. Money for public art projects should be included in all East Greenwich Downtown Revitalization projects.

Funding

The Town of East Greenwich will have primary responsibility for the implementation of recommended Main Street enhancements. Funding for these streetscape improvements should come from Small Cities Community Development Block Grant (CDBG) Funds, RIDOT Enhancement Funds under the Transportation Equity Act for the 21st Century (TEA-21) Program, and the RIDOT 1R Safety Improvements Program. A preliminary estimate for the Main Street Streetscape Plan follows.

Main Street Estimate of Alternates					
Item Description	Quantity		Unit Price		Cost
<u>Lighting</u>					
R&D Overhead / Cobra Lights	36	each	\$ 300.00	/ ea	\$10,800.00
R&D Ornamental Light-Complete removal	82	each	\$ 350.00	/ ea	\$28,700.00
F&I Ornamental Light-Complete in place	80	each	\$ 5,000.00	/ ea	\$400,000.00
	Subtotal				\$439,500.00
<u>Street Furniture</u>					
F&I Bus Shelter	3	each	\$ 12,000.00	/ ea	\$36,000.00
R&D Pole Mounted Trash Cans	30	each	\$ 50.00	/ ea	\$1,500.00
F&I Trash Containers	30	each	\$ 125.00	/ ea	\$3,750.00
R&D Existing Benches	7	each	\$ 50.00	/ ea	\$350.00
F&I New Benches	16	each	\$ 1,250.00	/ ea	\$20,000.00
	Subtotal				\$61,600.00
<u>Signage, Striping, Signals</u>					
R&D Utility Pole mounted signs	26	each	\$ 50.00	/ ea	\$1,300.00
Remove & Relocate Logo Street signs from Util. Poles/posts to decorative 4X4 sign posts, furnished & installed	22	each	\$ 2,300.00	/ ea	\$50,600.00
R&D sign(s) & post	49	each	\$ 26.00	/ ea	\$1,274.00
R&D Existing Traffic signal System	1	each	\$ 10,000.00	/ ea	\$10,000.00
F&I New Traffic Signal System with ornamental fixtures	1	each	\$ 75,000.00	/ ea	\$75,000.00
Town Logo Guide-type Signs located on decorative 4x4 posts	9	each	\$ 2,500.00	/ ea	\$22,500.00
Parking Restriction Signs located on black channel standard sign posts	117	sf	\$ 30.00	/ sf	\$3,510.00
Other Regulatory Signs located on black sign posts	113.75	sf	\$ 30.00	/ sf	\$4,012.50
12" White Striping for Crosswalks (18.75 ft / 3 lf for x-hatched, x-walk) & Stop Bars	3375.25	lf	\$ 1.20	/ lf	\$4,050.30
	Subtotal				\$172,246.80

Main Street Estimate of Alternates

Item Description	Quantity		Unit Price		Cost
Brick Sidewalks at Varnum House					
Remove existing brick sidewalks and concrete curbing and replace with new brick sidewalks and concrete curbing along Peirce Street and Revolution Street	156	lf	\$ 155.00	/ lf	\$24,180.00
F&I new brick sidewalks and concrete curbing along Peirce Street and Church Street	431	lf	\$ 155.00	/ lf	\$66,805.00
Subtotal					\$90,985.00
SUBTOTAL					\$2,220,006.80
Contingencies (25%)					\$555,001.70
Engineering (15%)					\$416,251.28
GRAND TOTAL					\$3,191,259.78

Main Street Estimate of Alternates

Items	R&D Overhead / Cobra Lights	R&D Ornamental Light-Complete removal	F&I Ornamental Light-Complete in place	R&D Pole Mounted Trash Cans	F&I Trash Containers	R&D Utility Pole mounted signs
Locations	ea	ea	ea	ea	ea	ea
Division & Main Intersection						
Division to Melrose	2	3	3	0	1	2
Melrose to Montrose	1	2	2	2	2	
Montrose to Courthouse	1	2	2	1	1	
Courthouse to Church	1	4	3	0	1	2
Church to Armory	1	2	2	0	1	2
Armory to Dedford	2	5	4	2	2	4
Dedford to Spring	1	3	3	0	1	1
Spring to Peirce	1	2	3	0	1	1
Peirce to Union	2	3	4	0	1	1
Union to Greene	2	5	3	2	2	1
Greene to Friendship	1	5	6	1	1	
Friendship to First	1	4	5	1	1	

Main Street Estimate of Alternates

Items	R&D Overhead / Cobra Lights	R&D Ornamental Light-Complete removal	F&I Ornamental Light-Complete in place	R&D Pole Mounted Trash Cans	F&I Trash Containers	R&D Utility Pole mounted signs
Main & First Intersection						
Division to King	4	7	8	1	1	1
King to Queen	3	7	6	3	2	4
Queen to Long	2	4	4	3	2	
Long to London	1	6	4	2	2	2
London to Union	2	5	4	3	2	2
Union to Bridge	2	7	6	5	2	1
Bridge to Vine	2	3	3	2	2	
Vine to Rocky Hollow	4	3	5	2	2	2
Miscellaneous Locations						
Total Quantity	36	82	80	30	30	26
Unit cost	\$ 300.00	\$ 350.00	\$ 5,000.00	\$ 50.00	\$ 125.00	\$ 50.00
Total Cost	\$ 10,800.00	\$ 28,700.00	\$ 400,000.00	\$ 1,500.00	\$ 3,750.00	\$ 1,300.00
Sources for units or prices	similar to Orn. Lgts removal	Marieville Bases only also inc. even though no light	Marieville/County Rd. 60 feet apart	similar to signs	catalog + 25% BAI	Garfield/Bike

Main Street Estimate of Alternates

Items	Remove & Relocate Logo Street signs from Util. Poles/posts to decorative 4X4 sign posts, furnished & installed	R&D Existing Benches	F&I New Benches	R&D sign(s) & post	R&D Existing Traffic signal System	F&I New Traffic Signal System with ornamental fixtures
Locations	ea	ea	ea	ea	LS	LS
Division & Main Intersection					1	1
Division to Melrose		1	1	3		
Melrose to Montrose	2	1	1	2		
Montrose to Courthouse				2		
Courthouse to Church	1	1	1	3		
Church to Armory	2		1	1		
Armory to Dedford	1		1	2		
Dedford to Spring				2		
Spring to Peirce	1	1	1	3		
Peirce to Union				2		
Union to Greene	1		1	2		
Greene to Friendship			1	2		
Friendship to First	2		1	5		

Main Street Estimate of Alternates

Items	Remove & Relocate Logo Street signs from Util. Poles/posts to decorative 4X4 sign posts, furnished & installed	R&D Existing Benches	F&I New Benches	R&D sign(s) & post	R&D Existing Traffic signal System	F&I New Traffic Signal System with ornamental fixtures
Main & First Intersection					1	1
Division to King	2	2	2	3		
King to Queen	1	1	1	3		
Queen to Long	3		1	3		
Long to London			1	2		
London to Union	1			2		
Union to Bridge	1		1	2		
Bridge to Vine	2			2		
Vine to Rocky Hollow	2		1	3		
Miscellaneous Locations						
Total Quantity	22	7	16	49	1	1
Unit cost	\$ 2,300.00	\$ 50.00	\$ 1,250.00	\$ 26.00	\$ 10,000.00	\$ 75,000.00
Total Cost	\$ 50,600.00	\$ 350.00	\$ 20,000.00	\$ 1,274.00	\$ 10,000.00	\$ 75,000.00
Sources for units or prices	\$2250 for post from City of Prov. \$50 to R&R John Osbeck, City	County Road BAI	Marieville replace 7 out none from London to First	Garfield - \$60 BAI Plexus - \$26	RIDOT Traffic Tom Bushell	RIDOT Traffic Tom Bushell

Main Street Estimate of Alternates

Items	Town Logo Guide-type Signs (assumed size of 6 sf per sign) located on decorative 4x4 post		Parking Restriction Signs 12" x 18" size, 1.5 sf per sign located on black channel standard sign posts	
	EA	Legend	SF	Legend
Locations				
Division & Main Intersection	1	East Greenwich Historic District		
Division to Melrose			6	2-No Parking Here to Corner (NPHTC) and 2-2 Hour Parking (2HP)
Melrose to Montrose	1	Parking w/ Left Arrow	9	2-NPHTC, 2-2HP, 2 Handicapped pkg space
Montrose to Courthouse	1	Waterfront Access w/ Left Arrow	6	2-NPHTC, 2-2HP
Courthouse to Church	1	Library w/ Right Arrow	6	2-NPHTC, 2-2HP
Church to Armory			6	2-NPHTC, 2-2HP
Armory to Dedford	1	Police & Parking w/ Right Arrow	6	2-NPHTC, 2-2HP
Dedford to Spring			6	2-NPHTC, 2-2HP
Spring to Peirce			6	2-NPHTC, 2-2HP
Peirce to Union			6	2-NPHTC, 2-2HP
Union to Greene			6	2-NPHTC, 2-2HP
Greene to Friendship			6	2-NPHTC, 2-2HP
Friendship to First			4.5	1-NPHTC, 2-No Parking Any Time (NPAT)

Main Street Estimate of Alternates

Items	Town Logo Guide-type Signs (assumed size of 6 sf per sign) located on decorative 4x4 post		Parking Restriction Signs 12" x 18" size, 1.5 sf per sign located on black channel standard sign posts	
Main & First Intersection	1	East Greenwich Historic District		
Division to King	1	Parking w/ Right Arrow	6	2-NPHTC, 2-2HP
King to Queen	2	Library w/ Left Arrow Waterfront Access w/ Right Arrow	6	2-NPHTC, 2-2HP
Queen to Long	1	Police & Parking w/ Left Arrow	6	2-NPHTC, 2-2HP
Long to London			6	2-NPHTC, 2-2HP
London to Union			6	2-NPHTC, 2-2HP
Union to Bridge			7.5	2-NPAT, 1-NPHTC, 2- 2HP
Bridge to Vine			3	2-NPAT
Vine to Rocky Hollow			3	2-NPAT
Miscellaneous Locations				
Total Quantity	9		117	
Unit cost	\$ 2,500.00		\$ 30.00	
Total Cost	\$ 22,500.00		\$ 3,510.00	
Sources for units or prices	size - MD, BAI \$2250 post per City of Prov \$25/sf from Prov \$50/sf per Bike per RIDOT If \$40/sf = \$2490 John Osbeck, City		Reg signs per Bike \$30/sf	

Main Street Estimate of Alternates

Items	Other Regulatory Signs located on black sign posts		F&I Tree Grates and Tree Guards on Existing Trees	F&I New Street Tree with tree grates and tree guards	R&D existing Conc Sidewalk, F&I new Conc Sidewalk with resetting appurtenances and curbing, and drive treatments	F&I Bus Shelter
	SF	Legend	ea	ea	lf	ea
Locations						
Division & Main Intersection						
Division to Melrose	11.25	25 MPH STOP	1	1	350	
Melrose to Montrose	6.25	Crosswalk	1		170	
Montrose to Courthouse	6.25	STOP	1		180	
Courthouse to Church	6.25	STOP	1		225	
Church to Armory	6.25	STOP	1	1	170	
Armory to Dedford	6.25	STOP	3		340	
Dedford to Spring	6.25	STOP	3		335	
Spring to Peirce	6.25	STOP	1	1	280	
Peirce to Union	6.25	STOP	2	1	310	
Union to Greene	6.25	STOP	1	2	340	
Greene to Friendship	6.25	STOP		1	475	
Friendship to First	5	JCT 401	2	1	525	

Main Street Estimate of Alternates

Items	Other Regulatory Signs located on black sign posts		F&I Tree Grates and Tree Guards on Existing Trees	F&I New Street Tree with tree grates and tree guards	R&D existing Conc Sidewalk, F&I new Conc Sidewalk with resetting appurtenances and curbing, and drive treatments	F&I Bus Shelter
Main & First Intersection						
Division to King	12.5	Crosswalk STOP	4	1	700	1
King to Queen	6.25	STOP	3	1	525	
Queen to Long	6.25	STOP	1		330	
Long to London	6.25	STOP	3	2	425	1
London to Union	6.25	STOP	3		410	
Union to Bridge	6.25	STOP	1	2	490	
Bridge to Vine	6.25	STOP		1	290	
Vine to Rocky Hollow	5	25 MPH	1	2	530	1
Miscellaneous Locations						
Total Quantity	133.75		33	17	7400	3
Unit cost	\$ 30.00		\$ 1,425.00	\$ 2,000.00	\$ 50.00	\$ 12,000.00
Total Cost	\$ 4,012.50		\$ 47,025.00	\$ 34,000.00	\$ 370,000.00	\$ 36,000.00
Sources for units or prices	Reg signs per Bike \$30/sf Xwalk signs only at midblock		BAI grate \$750 Guard \$675	say 15 total BAI Tree \$560	204+50 241+50 price - MD, BAI	RIPTA & Vendor Not wooden

Main Street Estimate of Alternates

Items	12" White Striping for Crosswalks (18.75 ft / 3 lf for x-hatched, x-walk) & Stop Bars	Aerial Cleanup of Overhead Utilities	Mobilization, Traffic Maintenance & Protection, Flagpersons, Traffic Persons	Public Art	Municipal Parking Lot, design provided by Town
Locations	lf	lf	LS	LS	LS
Division & Main Intersection	393				
Division to Melrose	121.5	350			
Melrose to Montrose	191.25	170			
Montrose to Courthouse	135	180			
Courthouse to Church	315	225			
Church to Armory	135	170			
Armory to Dedford	225	340			
Dedford to Spring	225	335			
Spring to Peirce	301.5	280			
Peirce to Union	114.75	310			
Union to Greene	165	340			
Greene to Friendship	87.5	475			
Friendship to First	90	525			

Main Street Estimate of Alternates

Items	12" White Striping for Crosswalks (18.75 ft / 3 lf for x-hatched, x-walk) & Stop Bars	Aerial Cleanup of Overhead Utilities	Mobilization, Traffic Maintenance & Protection, Flagpersons, Traffic Persons	Public Art	Municipal Parking Lot, design provided by Town
Main & First Intersection	537.5				
Division to King					
King to Queen	80				
Queen to Long	62.5				
Long to London	57.5				
London to Union	236.25				
Union to Bridge	50				
Bridge to Vine	189				
Vine to Rocky Hollow	56				
Miscellaneous Locations			1	1	1
Total Quantity	3375.25	3700	1	1	1
Unit cost	\$ 1.20	\$ 140.00	\$ 150,000.00	\$ 15,000.00	\$ 173,000.00
Total Cost	\$ 4,050.30	\$ 518,000.00	\$ 150,000.00	\$ 15,000.00	\$ 173,000.00
Sources for units or prices	Bike / RIDOT	Based on King Street rough estimates 1&2/02 Electric \$80,825 Telephone \$42000 Cable \$23000 length of King St 1300 lf add 25% for future, commercial, construction	Other Projects	Town	BAI includes mural

Main Street Estimate of Alternates

Items	Remove, Stockpile and install existing granite memorial at existing trees in new concrete sidewalk	Furnish & Install new granite memorials at other tree locations in concrete sidewalk	Furnish & Install Planters	F&I new Brick Sidewalks and Concrete Curb on Revolution Street and Peirce Street at Varnum House
Locations	ea	ea	ea	lf
Division & Main Intersection				
Division to Melrose		2	1	
Melrose to Montrose		1		
Montrose to Courthouse		1		
Courthouse to Church	1		2	
Church to Armory	1	1		
Armory to Dedford	3			
Dedford to Spring	3			
Spring to Peirce		2		
Peirce to Union		3	1	
Union to Greene		3	1	
Greene to Friendship		1	2	
Friendship to First	1	2		

Main Street Estimate of Alternates

Items	Remove, Stockpile and install existing granite memorial at existing trees in new concrete sidewalk	Furnish & Install new granite memorials at other tree locations in concrete sidewalk	Furnish & Install Planters	F&I new Brick Sidewalks and Concrete Curb on Revolution Street and Peirce Street at Varnum House
Main & First Intersection				
Division to King	3	2	1	
King to Queen	1	3	1	
Queen to Long	1		1	
Long to London	2	3	1	
London to Union	3		1	
Union to Bridge	1	2		
Bridge to Vine		1	1	
Vine to Rocky Hollow	1	2	1	
Miscellaneous Locations				431
Total Quantity	21	29	14	431
Unit cost	\$ 100.00	\$ 200.00	\$ 1,200.00	\$ 155.00
Total Cost	\$ 2,100.00	\$ 5,800.00	\$ 16,800.00	\$ 66,805.00
Sources for units or prices	BAI R&S = 20 Install = 80	BAI 200 / ea	BAI	EG DPW New Brick SW and Conc. curb, avg width 9' length = 248+215+124

Main Street Estimate of Alternates

Items	R&D Existing Conc. Curb and Sidewalks, F&I new Brick Sidewalks and Concrete Curb on Revolution Street, Peirce Street and Church Street at Varnum House	Overlay Main Street Pavement	SUB TOTAL
Locations	lf	lf	
Division & Main Intersection			
Division to Melrose		350	
Melrose to Montrose		170	
Montrose to Courthouse		180	
Courthouse to Church		225	
Church to Armory		170	
Armory to Dedford		340	
Dedford to Spring		335	
Spring to Peirce		280	
Peirce to Union		310	
Union to Greene		340	
Greene to Friendship		475	
Friendship to First		525	

Main Street Estimate of Alternates

Items	R&D Existing Conc. Curb and Sidewalks, F&I new Brick Sidewalks and Concrete Curb on Revolution Street, Peirce Street and Church Street at Varnum House	Overlay Main Street Pavement	SUB TOTAL
Main & First Intersection			
Division to King			
King to Queen			
Queen to Long			
Long to London			
London to Union			
Union to Bridge			
Bridge to Vine			
Vine to Rocky Hollow			
Miscellaneous Locations	156		
Total Quantity	156	3700	
Unit cost	\$ 155.00	\$ 33.50	
Total Cost	\$ 24,180.00	\$ 123,950.00	\$ 2,220,006.80
Sources for units or prices	EG DPW R&D SW and Curb length =32 + 124 avg width 9'	EG DPW total 120574 for 3600 lf 33.49277778 say 33.50 per lf for 48'road length of project 3700	