

McCLELLAND STREET DEVELOPMENT
2100 SOUTH TO SUGARMONT AVENUE

INTRODUCTION

The McClelland Trail is an active transportation facility that connects the neighborhoods east of the 9th & 9th area to the heart of Sugar House. The Sugar House Circulation & Streetscape Amenities Plan (2013) states “McClelland Street will become a gateway between the Business District, Sugar House Streetcar (S-Line), and Parley’s Trail. The proposed [McClelland] Trail uses McClelland Street as a link between the section of the trail north of 2100 South and the section south of Sugarmont.”

Beginning in 2016, Salt Lake City’s Transportation Division, adjacent property owners, and the broader community have explored the design and function of McClelland Street and Trail.

They identified goals for the project:

- + Economic success
- + Vulnerable user safety and comfort
- + Placemaking
- + Parking
- + Circulation

In July 2018 a working group of adjacent property owners, community representatives, and City staff worked together to generate a list of possible short and long-term improvements to achieve the identified goals. The group identified a shared street concept as a way to achieve the goals within the existing Right-of-Way by creating balance between user groups. This plan for a shared street represents four years of coordination and consensus building.

A shared street transforms traditional roadways into public spaces that support daily transportation demand. Shared streets balance functionality, safety, and aesthetics by reducing vehicle speeds, increasing exposure to businesses, and creating a calm living and shopping environment for all users. McClelland Street from 2100 South (Monument Plaza) to Sugarmont Avenue (Fairmont Park) is an ideal setting for a shared street design.

The shared street concept for McClelland Street from Monument Plaza to Sugarmont Avenue is Phase 2 of the project. Phase 1 of the project was completion of the trail north of 2100 South. There is a Phase 3 planned to extend the trail from Fairmont Park to Brickyard Plaza. The City Council allocated the \$500,000 in funding for this conceptual design and design and construction of the recommended short-term improvements, designated Phases 2a/b in response to a funding request from the community. Additional funding for the long-term improvements designated 2c will be needed in the future.

Short term improvements, designated Phases 2a/b, include:

- + Parklets to provide seasonal outdoor dining and delineate parking spaces
- + Directional, identity, and business signage focused on businesses, parking, etc.
- + Designs for lower speeds (10-15 mph) with narrower lanes, streetscape elements
- + Inventory of off-street parking and any simple parking management strategies
- + Comfortable bikeway, either shared at low speed or separated from traffic
- + Paint parking spaces or otherwise separate them (curb extensions, parklets)
- + Paint the Pavement, either at Elm Ave intersection or linearly along entire street

Long term improvements, designated Phase 2c, include:

- + Streetscape improvements (bulbouts, dining, trees, benches, bike parking)
- + Manage parking to ensure enough supply while encouraging non-driving modes
- + Improve the aesthetic appeal of the street
- + Distinctive lighting while reducing light pollution
- + Establish a brand & identity through streetscape, signage, and other strategies
- + Unified pavement strategy (pavers, stamped concrete) that enhances character
- + Entry markers at either end of McClelland Street
- + Plan for snow removal This plan focuses on 2a/b improvements.

The differentiation between Phases 2a and 2b is based on availability of funding. The short-term improvements were designed within the context of the ultimate goals for the long-term project or Phase 2c to create a multi-use street with a sense of place to enhance economic opportunity and the comfort and safety of people walking and bicycling.

In addition to being an important link between prior and future phases of the McClelland Trail, McClelland Street between Monument Plaza and Sugarmont Avenue is an important connection from the heart of the Sugar House business district at 1100 East and 2100 South, the S-Line stop at Sugarmont and McClelland, and Fairmont Park. McClelland Street itself is

undergoing a transformation to an amenity rich residential environment. New multi-family residential developments have been built, are under construction and are planned for and near the street. Implementing planned improvements now will enhance the overall livability of the street for current and future residents as well as create a more conducive environment for restaurants and shops in the area. Through the improvements identified by the community and outlined in this plan, McClelland Street will become a more active place for most of the day.

CURRENT CONDITIONS

McClelland Street is currently a vehicle dominated area lacking most of the necessary amenities identified by the working group. The street's current configuration does not adequately support the transformation of the neighborhood to a transit supportive, mixed-use environment or create the amenity rich environment needed by current and future residents.

The key objectives of the project were to address the pedestrian environment, bicycle and trail connectivity, attract customers for local businesses, and to connect McClelland Street to nearby activity nodes and the rest of Sugar House. The current street is not pedestrian friendly with a wide vehicle-focused traffic lane, narrow sidewalks and limited pedestrian amenities does not achieve the key objectives.

ELEMENT	CURRENT
ROW width (total feet)	65
Sidewalk width - East side (feet)	5.5
Sidewalk width - West side (feet)	5.5
Curb & gutter width (total feet)	5
Vehicle travel lane width (total feet)	30
Shared-use land width (total feet)	0
Parking/park strip width (total feet)	19
On-street parking stalls (number)	50
Green space (sf)	2,700
Outdoor dining areas (sf)	0
Bike/sooter parking (Y/N)	N
Ride share pick up/drop off zone (Y/N)	N
Street furniture (Y/N)	N
Street art (Y/N)	N
Marked mid-block crosswalks (Y/N)	N
Unique streetlighting (Y/N)	N
Signage & wayfinding (Y/N)	N

EXISTING SITE PLAN

McClelland Street (2100 South-Sugarmont Avenue)



PROPOSED DESIGN OVERVIEW

Slowing vehicular traffic on the street to allow for an enhanced experience for people walking and biking and to improve the business environment is a critical element of achieving project goals. Traffic calming strategies in the design include:

- + Narrow the lane of travel
- + Realign the lane of travel to include a shift
- + Bicycles, vehicles & scooters share the lane of travel
- + Increase pedestrian area* Increase pedestrian amenities

These same strategies help create a sense of place when combined with upgraded landscaping and street furniture.

The proposed lane of travel is 26 feet wide to comply with the requirements of Appendix D of the Uniform Fire Code. The required width is determined by the height and occupancy of the buildings located along the street. Although the actual lane of travel is 26 feet the design uses paint and paving techniques to make it appear approximately 20 feet wide to slow traffic and improve the environment for people walking and biking. The table compares current, Phase 2a/b and Phase 2c key elements of the design.

ELEMENT	CURRENT	PHASE 2A/B	PHASE 2C
ROW width (total feet)	65	65	65
Sidewalk width - East side (feet)	5.5	up to 10	10
Sidewalk width - West side (feet)	5.5	up to 8	10
Curb & gutter width (total feet)	5	5	0
Vehicle travel lane width (total feet)	30	0	0
Shared-use land width (total feet)	0	20/26*	20/26*
Parking/park strip width (total feet)	19	16-23	19
On-street parking stalls (number)	50	24	24
Green space (sf)	2,700	4,684	7,426
Outdoor dining areas (sf)	0	720	1,000
Bike/scooter parking (Y/N)	N	Y	Y
Ride share pick up/drop off zone (Y/N)	N	Y	Y
Street furniture (Y/N)	N	Y	Y
Street art (Y/N)	N	Y	Y
Marked mid-block crosswalks (Y/N)	N	Y	Y
Unique streetlighting (Y/N)	N	N	Y
Signage & wayfinding (Y/N)	N	N	Y

* Visual width/Actual width

PHASE 2A/B

Phase 2a/b achieves the goals of the overall project using installation techniques such as artistic striping and paint, street furniture, bollards to revise the lane of travel, placement of dining areas over existing asphalt and construction of new green areas. The table compares Phase 2a/b to McClelland Street's current configuration:

ELEMENT	CURRENT	PHASE 2A/B	% DIFFERENCE TO CURRENT
ROW width (total feet)	65	65	0%
Sidewalk width - East side (feet)	5.5	up to 10	up to 82%
Sidewalk width - West side (feet)	5.5	up to 8	up to 45%
Curb & gutter width (total feet)	5	5	0%
Vehicle travel lane width (total feet)	30	0	-
Shared-use land width (total feet)	0	20/26*	-
Parking/park strip width (total feet)	19	16-23	up to 21%
On-street parking stalls (number)	50	24	-52%
Green space (sf)	2,700	4,684	73%
Outdoor dining areas (sf)	0	720	-
Bike/sooter parking (Y/N)	N	Y	-
Ride share pick up/drop off zone (Y/N)	N	Y	-
Street furniture (Y/N)	N	Y	-
Street art (Y/N)	N	Y	-
Marked mid-block crosswalks (Y/N)	N	Y	-
Unique streetlighting (Y/N)	N	N	-
Signage & wayfinding (Y/N)	N	N	-

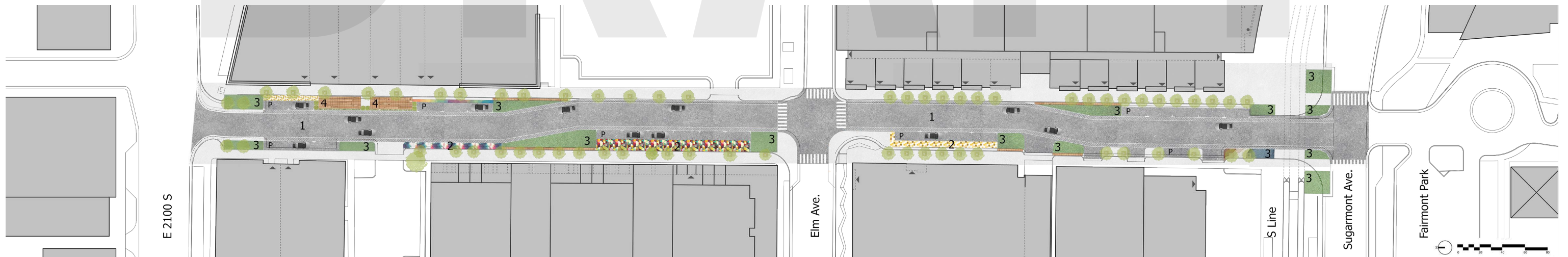
* Visual width/Actual width

LEGEND

- 1 26' Two-way Shared Lane
- 2 Artistic Painting
- 3 Green Space
- 4 Dining Area
- P On-street Parking

PHASE 2A/B

McClelland Street (2100 South-Sugarmont Avenue)



PHASE 2C

The final design concept, Phase 2c, makes permanent many of the improvements and changes included in Phase 2a/b. In the final design, curb and gutter is removed and storm drainage is accommodated using drains that are flush with the road. This creates a seamless pedestrian-friendly environment. The redesigned McClelland Street is a pedestrian-focused area where cars are invited guests.

In addition to making the amenities of Phase 2a/b, such as the dining areas, green spaces and street furniture, permanent, Phase 2c includes upgraded pedestrian-focused street lighting, signage and wayfinding that identifies McClelland Street as unique and connected to the rest of Sugar House.

The table compares the final design implemented through Phase 2c improvements to McClelland Street's current configuration and Phase 2a/b improvements.

LEGEND

- | | | | |
|---|---------------------------|---|-------------------|
| 1 | 26' Two-way Shared Street | B | Bike Rack |
| 2 | Artistic Street Painting | S | Scooter Parking |
| 3 | Green Space | P | On-street Parking |
| 4 | Outdoor Dining Area | | |

ELEMENT	CURRENT	PHASE 2A/B	PHASE 2C	% DIFFERENCE TO CURRENT	% DIFFERENCE TO 2A/B
ROW width (total feet)	65	65	65	0%	0%
Sidewalk width - East side (feet)	5.5	up to 10	10	up to 82%	0%
Sidewalk width - West side (feet)	5.5	up to 8	10	up to 82%	0%
Curb & gutter width (total feet)	5	5	0	-100%	-100%
Vehicle travel lane width (total feet)	30	0	0	-	-
Shared-use land width (total feet)	0	20/26*	20/26*	-	-
Parking/park strip width (total feet)	19	16-23	19	0%	up to 19%
On-street parking stalls (number)	50	24	24	-52%	0%
Green space (sf)	2,700	4,684	7,426	175%	59%
Outdoor dining areas (sf)	0	720	1,000	-	39%
Bike/scooter parking (Y/N)	N	Y	Y	-	-
Ride share pick up/drop off zone (Y/N)	N	Y	Y	-	-
Street furniture (Y/N)	N	Y	Y	-	-
Street art (Y/N)	N	Y	Y	-	-
Marked mid-block crosswalks (Y/N)	N	Y	Y	-	-
Unique streetlighting (Y/N)	N	N	Y	-	-
Signage & wayfinding (Y/N)	N	N	Y	-	-

* Visual width/Actual width

PHASE 2C | FINAL DESIGN

McClelland Street (2100 South-Sugarmont Avenue)



NEXT STEPS

2020/2021

1) SELECT A DESIGN TEAM

Select a design team to create final design and construction documents, and oversee construction, of Phase 2a/b within the approved budget. The selected team is expected to address civil and electrical engineering requirements as well as oversee bidding and permitting. The selected design team should implement elements of the 2a/b plan within the available \$480,000 budget, \$425,000 for construction and \$55,000 for design. Elements include:

- + Outdoor dining areas
- + Landscaped areas
- + Street furniture
- + Street painting and striping

2) IMPLEMENT ART SELECTION AND PROCUREMENT PROCESS

The inclusion of public art on McClelland Street will help to achieve effective placemaking. Art enhances the unique identity of the area, provides visual interest, improves the living environment for area residents, and attracts new visitors to the street. Many of the elements included in Phase 2a/b will benefit from coordination with Meggie Troili, Sugar House Arts & Culture Committee Chair. This includes specific art selected through the City's procurement process. The Project Management Team should participate in consideration of options for location and incorporation of art into the design.

3) CREATE MAINTENANCE AND OPERATIONS PLAN

Phase 2a/b and 2c improvements include several shared use elements including al fresco dining elements and parklets. Operations and maintenance strategies of the shared elements, as well as maintenance of public infrastructure such as the drains included in Phase 2c improvements, should be jointly coordinated by Salt Lake City departments and adjacent property owners. In addition, the July 2018 Working Group identified a shared parking strategy as an element of future success. A shared parking strategy is broader than the public parking stalls included on McClelland Street itself; however, McClelland Street and adjacent private parking facilities are a key component of what should be a business district-wide strategy.

POST-2021

4) SEEK FUNDING FOR AND IMPLEMENT 2C PLAN

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APPENDICES

Appendix A | Meeting Notes

Appendix B | Cost Estimate

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DESIGN PROCESS

The Phase 2a/b and 2c designs were developed through an iterative process guided by a Project Management Team and reviewed and verified by the participants of the July 2018 working group meeting. The Project Management Team included representatives of Salt Lake City Transportation Division and Sugar House Community Council. The Project Management Team met to develop the draft concepts presented to the working group during an online meeting on April 24, 2020. Participants in the online meeting included adjacent property owners, Project Management Team members, Salt Lake City Planning, Engineering, and City Council staff. As a follow up to the online meeting the concepts were reviewed in more detail with owners of properties currently under construction. The concepts were also presented to the Sugar House Community Council for their review. In the summer of 2020, this concept plan was proposed to the public for their comments.

PROJECT MANAGEMENT TEAM MEETING 1 | MARCH 10, 2020

The first Project Management team meeting focused on review of three preliminary design concepts proposed by GSBS. Each concept achieves project goals and implements design ideas from the July 2018 community meeting. Each option:

- + Connects Monument Plaza to Fairmont Park using a shared use street
- + Increases and improves the pedestrian realm
- + Identifies activity nodes along the street
- + Slows and calms traffic

The three options differ in the configuration of the lane of travel or in the location of activity nodes. The Project Management Team identified Option 2 as the preferred option.



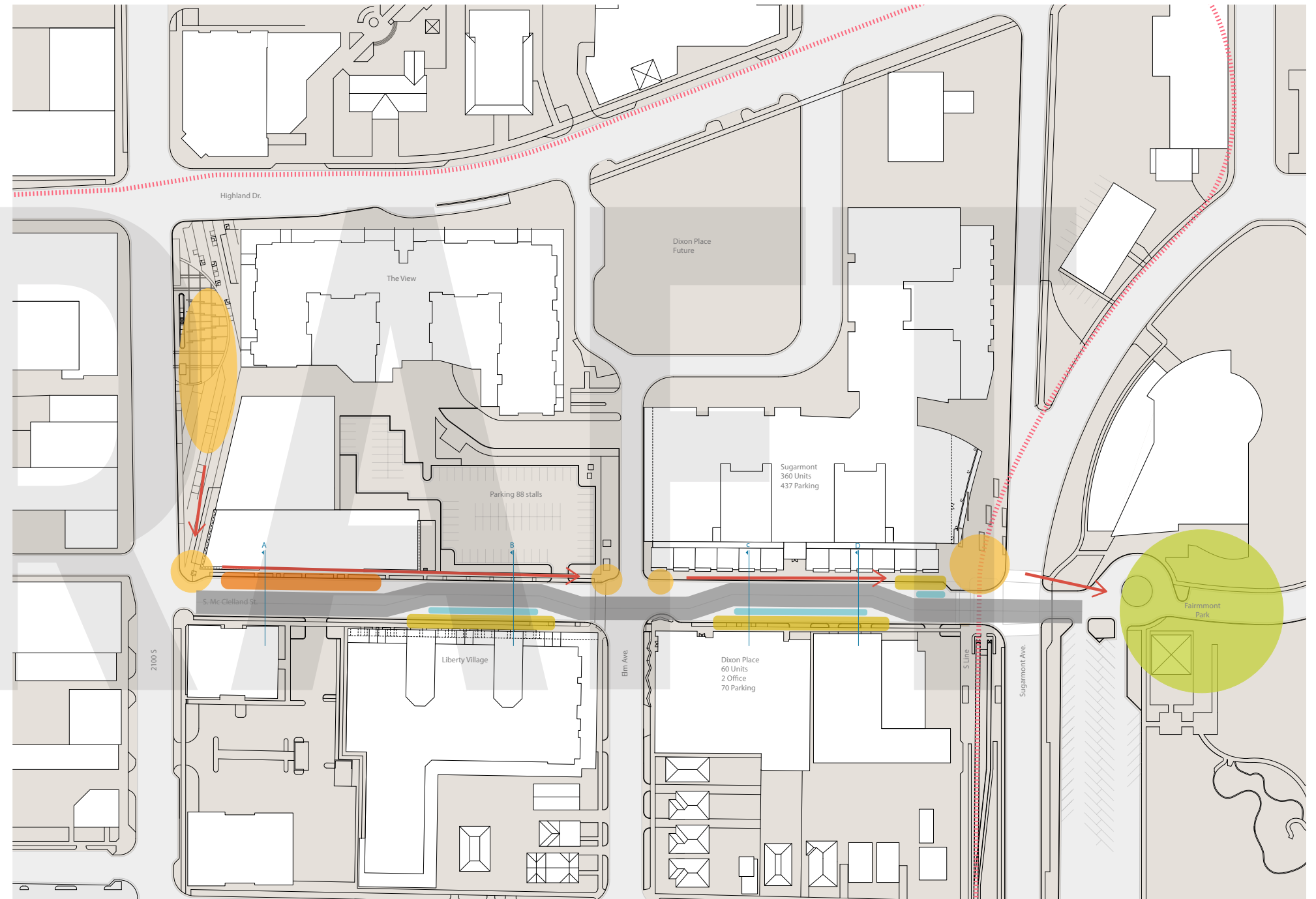
PROJECT MANAGEMENT TEAM

MEETING 1 | MARCH 10, 2020

OPTION 1

McClelland will improve connectivity and accessibility between existing nodes, Monument Plaza, and Fairmont Park. This design creates four shifts for traffic west and east which results in slower traffic, safer streets, and more walkable. This option provides two new nodes North (intersection with 2100 South) and South (intersection with Sugarmont Ave.) and two additional nodes on both north and south sides of the Elm Avenue intersection. All of these new nodes are located on East side of McClelland St. A new dining area (orange color) will be provided in front of existing restaurants on north east and new wide sitting mixed with new landscape (green) will be located in front of Liberty Village and Dixon Place. Light-blue lines depict on-street parking.

OPTION 1



- Activity Nodes/
Visual Clue/ Focal points
- Outdoor Dining
- Wide Sidewalk/
Seating & gathering place
- On-street Parking
- Major activity node
Fairmont Park
- Future S-Line

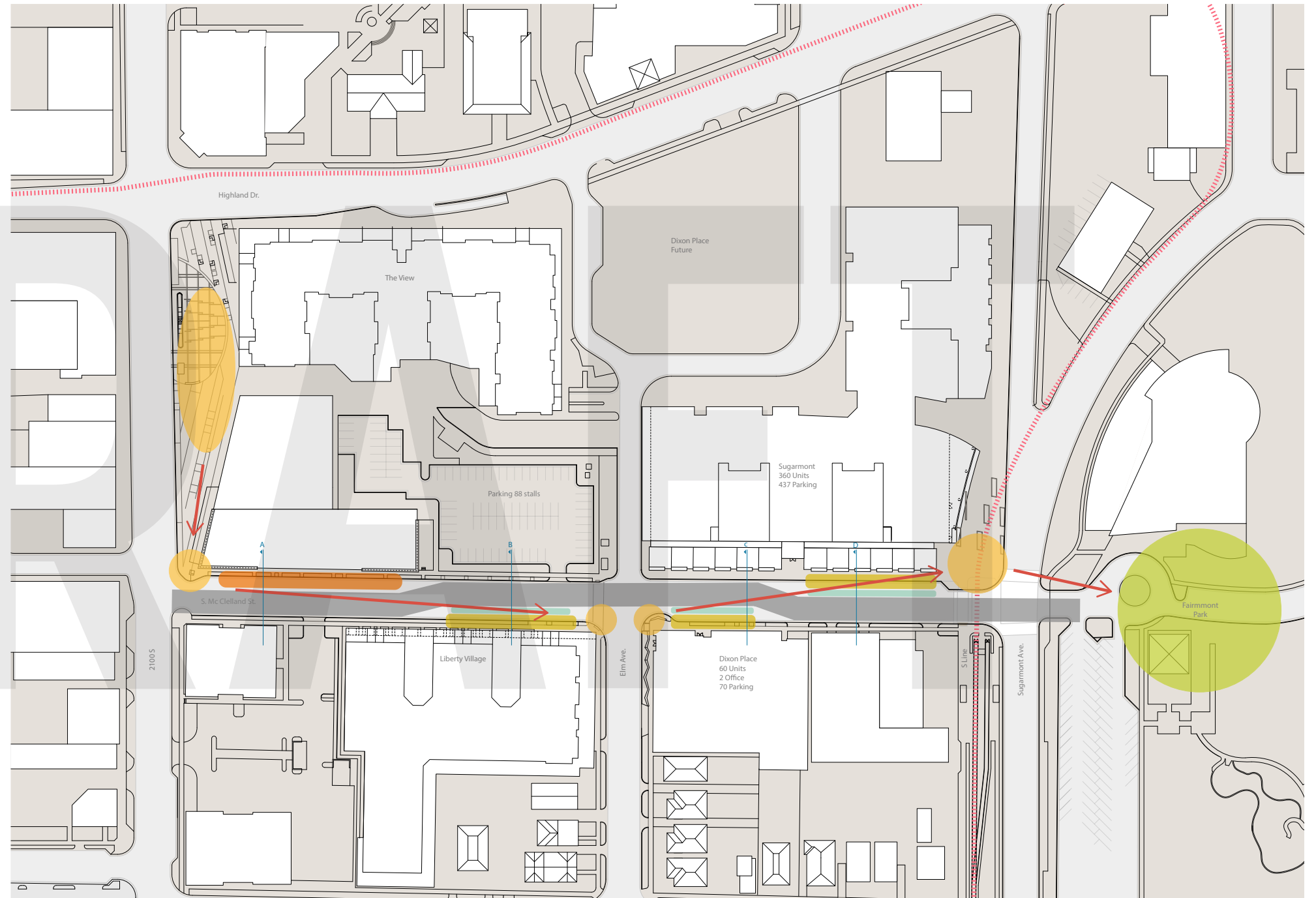
PROJECT MANAGEMENT TEAM

MEETING 1 | MARCH 10, 2020

OPTION 2

In this option, two traffic lanes shift from west to east. This option will provide two new nodes on North (intersection with 2100 South) and South (intersection with Sugarmont Ave.) and two additional nodes on both sides of Elm Ave. Unlike option one, in this option two nodes are located on both north and south sides of the Elm Avenue intersection. A new dining area (orange color) will be provided in front of existing restaurants on north-east and new wide sitting mixed with new landscape (green) adjacent to on-street parking (blue lines) will be located in front of Liberty Village and Dixon Place.

OPTION 2



- Activity Nodes/
Visual Clue/ Focal points
- Outdoor Dining
- Wide Sidewalk/
Seating & gathering place
- On-street Parking
- Major activity node
Fairmont Park
- Future S-Line

PROJECT MANAGEMENT TEAM

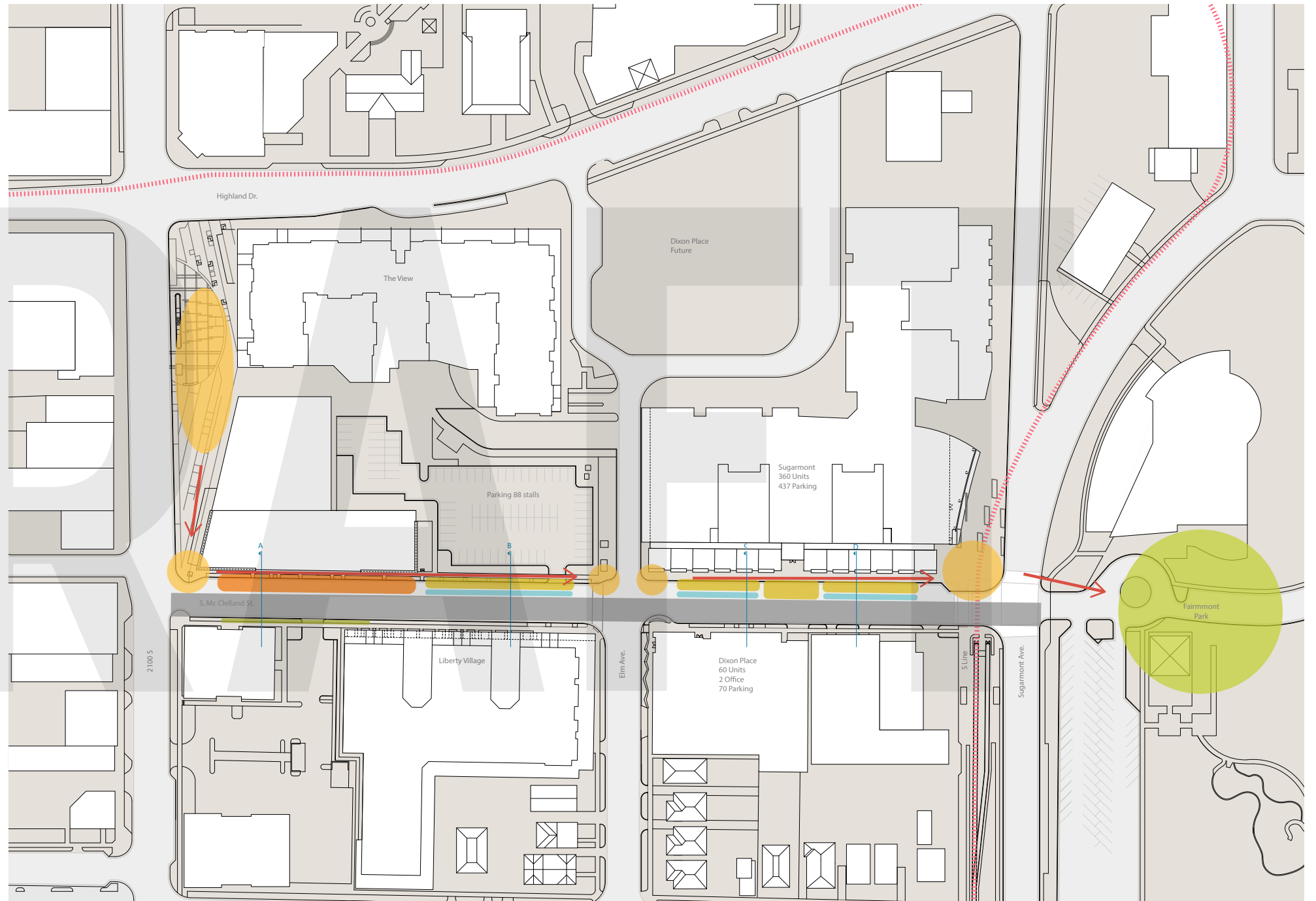
MEETING 1 | MARCH 10, 2020

OPTION 3

Option 3 has no shifts in traffic. It shows what the road would look as a straight traffic lane. This option depicts new nodes (yellow), a new dining area (orange), wide sitting areas (green), and on-street parking (blue) all of which are found on the east side.



OPTION 3



- Activity Nodes/
Visual Clue/ Focal points
- Outdoor Dining
- Wide Sidewalk/
Seating & gathering place
- On-street Parking
- Major activity node
Fairmont Park
- Future S-Line

PROJECT MANAGEMENT TEAM

MEETING 2 | MARCH 25, 2020

MEETING 3 | APRIL 7, 2020

MEETING 4 | APRIL 17, 2020

Project Management Team meetings two and three focused on revisions to the selected option 2, including draft cost estimates for each of the identified Phases 2a/b and 2c. The Project Management Team also reviewed the focus and configuration of each of the proposed nodes as well as the type and location of parking, streetscape elements, and pedestrian focused amenities.

During Project Management Team meeting three, the group reviewed precedents for the type of improvements contemplated on McClelland Street. Team input on the precedents guided the design process.

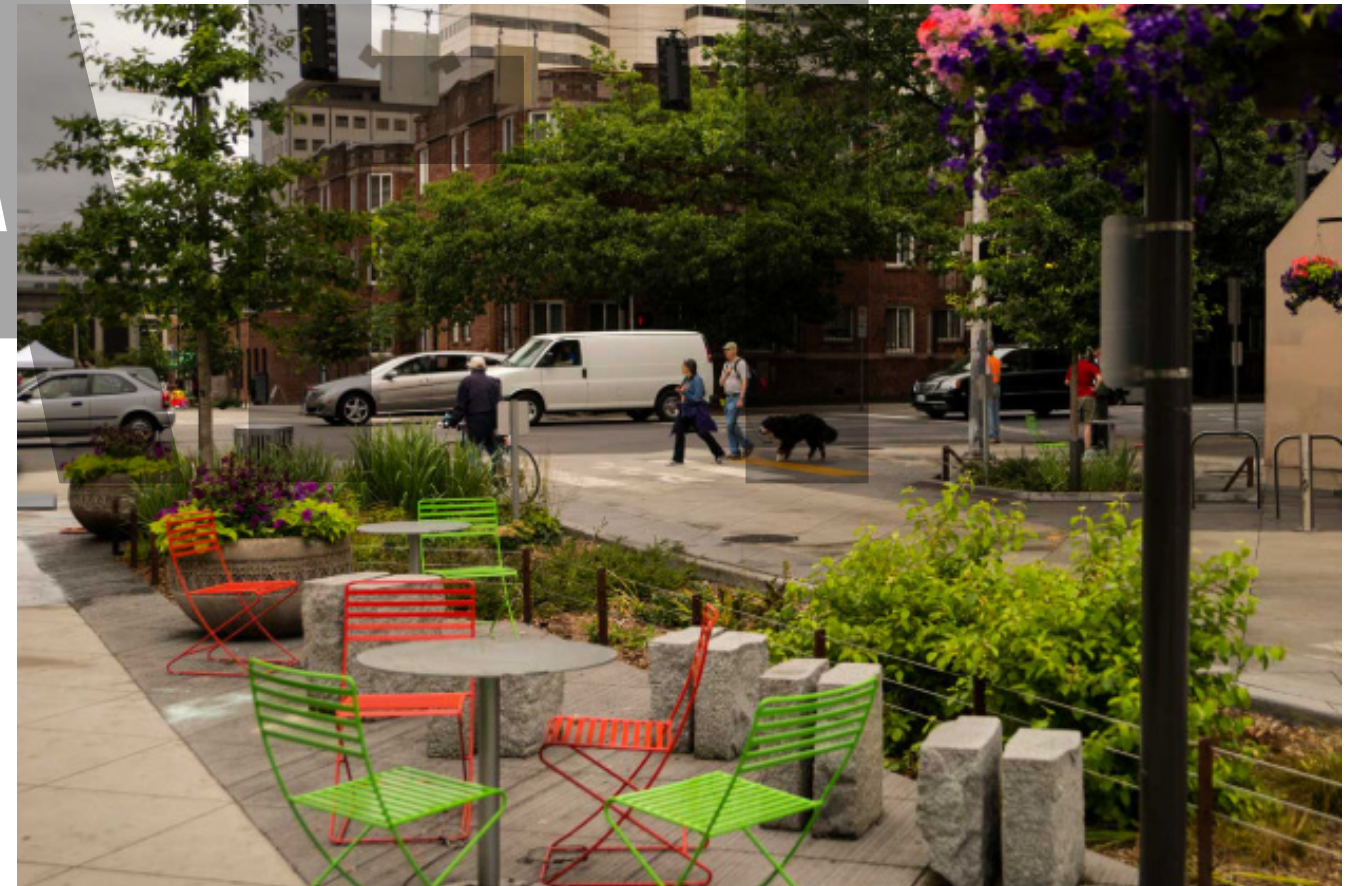
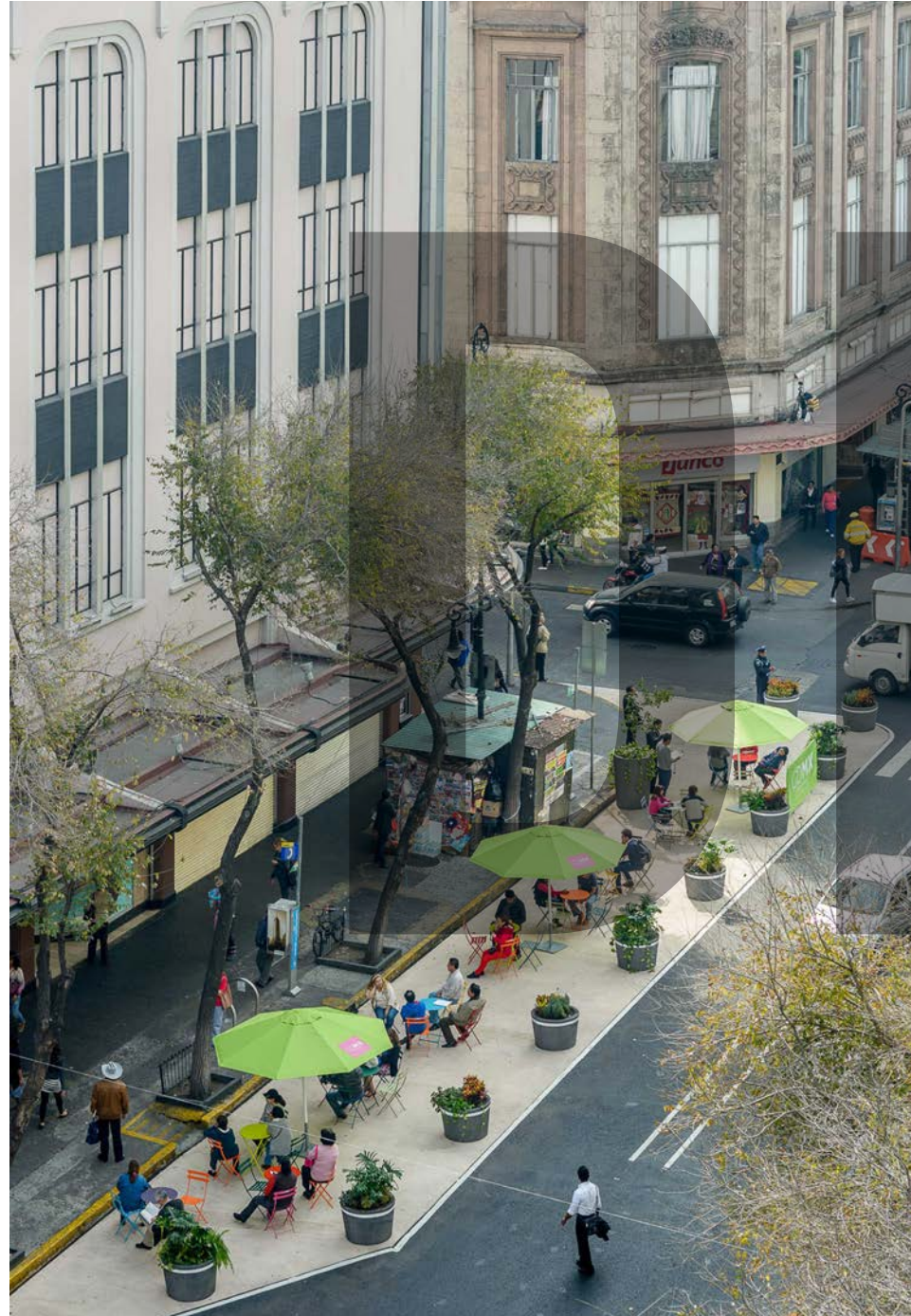
Project Management Team Meeting Four focused on preparation for the Working Group meeting that reconvened many of the participants in the July 2018 Stakeholders meeting, as well as other, that set the goals and direction for the design.

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PRECEDENTS

REVIEWED IN PROJECT MANAGEMENT TEAM MEETING 3 (APRIL 7, 2020)

PHASE 2 A/B



STAKEHOLDER'S WORKING SESSION

FRIDAY, APRIL 24, 2020 | 1-3 PM

Many of the participants from the July 2018 stakeholder meeting and additional representatives of McClelland Street property owners, community representatives, and City employees met to review and provide comments on the preferred design option identified by the Project Management Team. The meeting, held on Zoom, covered the following topics:

- + Comments and updates from stakeholders on the process to date following the July 2018 working group meeting
- + Design review and discussion
- + Wrap up and Next Steps

The following McClelland Street property owners, community representatives, City representatives and members of the design team were invited to and most attended the meeting:

- + Christine Richman - GSBS Architects
- + Jesse Allen - GSBS Architects
- + Tang Yang - GSBS Architects
- + Dan Lofgren - Cowboy Partners
- + Soren Simonsen - Architect
- + Jeff Vitek - Boulder Ventures
- + Alex Lowe - Low Property Group
- + Levi Thatcher - Pluralsight
- + Tom Millar - Project Manager, McClelland
- + Bryan Fullmer - SLC Council Office
- + Jon Larsen
- + Larry Migliaccio
- + Laura Bandara - Urban Designer, SLCCorp

In addition to those on the invitation list several other interested individuals participated in the meeting.

As a result of the Stakeholder meeting, several revisions to the design were identified. Follow up activities included meeting with several property owners to review areas of coordination and answer specific questions as well as a presentation of the preferred design (as revised in response to Stakeholder comments) to the Sugar House Community Council.

The summary on the following page identifies the changes and responses to comments received during the April 24, 2020 meeting.

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STAKEHOLDER'S WORKING SESSION

FRIDAY, APRIL 24, 2020 | 1-3 PM

COMMENT SUMMARY

CONNECTIVITY/SUGAR HOUSE CONTEXT

- + Connection to the Sugar Alley development and the retail shops could increase foot traffic on McClelland.
 - » Response: Identified for consideration in future projects.
- + S-line expansion requirements for track and power line clearances, etc. should be coordinated with UTA at the south end of McClelland Street.
 - » Response: To be considered in design development and construction document implementation steps

LANDSCAPED AREAS

- + Planted areas to be multi-function, with some opportunities for interaction
 - » Response: Included in design
- + Utilize bioswale/rain garden functions
 - » Response: To be considered in design development and construction document implementation steps
- + Add child amenities to green space and painted areas in front of Liberty Village
 - » Response: To be considered in design development and construction document implementation steps
- + Consider maintenance as part of design. Monument Plaza grass is not holding up very well to the level of use.
 - » Response: To be considered in design development and construction document implementation steps

- + Cluster trees in the green space rather than spacing them along the street
 - » Response: To be considered in design development and construction document implementation steps
- + Where sidewalk is narrow, using lighting with hanging planting baskets to add landscape elements without affecting free flow area of sidewalk.
 - » Response: To be considered in design development and construction document implementation steps
- + Ensure all elements, including tree grates comply with ADA requirements.
 - » Response: To be considered in design development and construction document implementation steps

PARKING

- + Angled Parking may allow more parking spaces and help alleviate some of the parking concerns
 - » Response: Angled parking requires addition Right of Way width or a reduction in pedestrian and other activity node areas. Parallel parking is included in the design to balance the needs of multiple users and priorities.
- + The loss of 26 of the existing 50 parking stalls to green space and outdoor dining is an adequate trade off to increase activity on the street
 - » Response: There are several parking lots and parking garages in the vicinity. In addition, the plan recommends the creation of a Sugar House Business District-wide parking strategy to address parking throughout the area

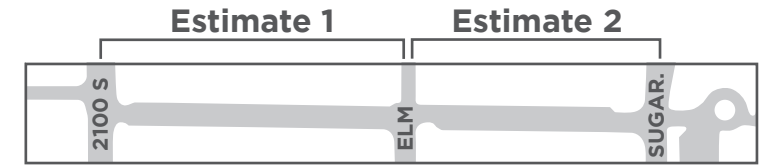
- + Recommend adjusting and enforcing stall occupancy to increase turnover
 - » Response: The plan recommends the creation of a Sugar House Business District-wide parking strategy to address parking throughout the area
- + Include bike corrals, rideshare pickup/drop-off, or two-wheel vehicle parking to increase the number of visitors accommodated on the street and to improve turnover.
 - » Response: To be considered in design development and construction document implementation steps

MAINTENANCE

- + Signage for dog poop
 - » Response: Signage needs to be considered in design development and construction document implementation steps
- + Maintenance of dining areas is important to coordinate with the individual businesses. Maybe the size of the dining areas could be flexible, and start smaller with two or three more parking spaces, and expand dining as needs grow
 - » Response: To be considered in design development and construction document implementation steps
 - » To be included in future operations and maintenance plan to be developed prior to design of Phase 2c.

APPENDIX B

Total estimated cost of Phase 2a of McClelland Street Improvement (2100 S to Sugarmont) is \$424,069.



ESTIMATE 1

PROJECT ESTIMATE		CONSTRUCTION CONTROL CORPORATION		
PROJECT NAME.....MCCLELLAND TRAIL STUDY				
LOCATION.....SALT LAKE CITY, UT		2100- Elm		
ARCHITECT.....GSBS	10141	SF		
STAGE OF DESIGN.....CONCEPTUAL				
DESCRIPTION	UNIT QTY		UNIT COST	TOTAL
Demolish Existing Asphalt	3960.76	SF	\$3.55	\$14,061
Demolish Existing Gravel	2690	SF	\$2.18	\$5,864
Demolish Curb & Gutter	160	LF	\$5.08	\$813
Excavate/Drill Bollard	15	EA	\$108.75	\$1,631
New Bollards	15	EA	\$942.50	\$14,138
Irrigation System to Trees, Planters, & Live Grass	10141	SF	\$1.45	\$14,704
Irrigation System Water Meter	1	Allow	\$4,500	\$4,500
Concrete Planter Box small	18	EA	\$750	\$13,500
Concrete Planter Box Large	6	EA	\$1,000	\$6,000
Grading	2,690	SF	\$3.00	\$8,070
Remove / Relocate Existing Tree	5	EA	\$750	\$3,750
New Trees	0	EA	\$500	\$0
Tree Grate	27	EA	\$1,247	\$33,669
Live Grass Area SF	3,961	SF	\$2.00	\$7,922
New Curb & Gutter	600	LF	\$31.44	\$18,864
Concrete sidewalk	2,690	SF	\$6.65	\$17,889
Roadway Repair	640	SF	\$6.00	\$3,840
4" Concrete Paver Base	305	SF	\$5.44	\$1,659
Pavers at Sidewalks	305	SF	\$75	\$22,875
Furniture (8 pieces x4)	8	EA	600	\$4,800
Striping_regular	1	ALLOW	15000	\$15,000
SUBTOTAL				\$213,548
GENERAL CONDITIONS	8.0%			\$17,084
OVERHEAD & PROFIT	4.00%			\$8,542
BONDS & INSURANCE	2.00%			\$4,271
DESIGN CONTINGENCY	15%			\$32,032
TOTAL PROJECT COST				\$275,477

ESTIMATE 2

PROJECT ESTIMATE		CONSTRUCTION CONTROL CORPORATION		
PROJECT NAME.....MCCLELLAND TRAIL STUDY				
LOCATION.....SALT LAKE CITY, UT		ELM - SUGARMONT		
ARCHITECT.....GSBS	7602	SF		
STAGE OF DESIGN.....CONCEPTUAL				
DESCRIPTION	UNIT QTY		UNIT COST	TOTAL
Demolish Existing Asphalt	2093	SF	\$3.55	\$7,430
Demolish Curb & Gutter	180	LF	\$5.08	\$914
Excavate/Drill Bollard	7	EA	\$108.75	\$761
New Bollards	7	EA	\$942.50	\$6,598
Irrigation System to Trees, Planters, & Live Grass	7602	SF	\$1.45	\$11,023
Irrigation System Water Meter	1	Allow	\$4,500.00	\$4,500
Grading	2093	SF	\$3.00	\$6,279
Remove / Relocate Existing Tree	7	EA	\$750.00	\$5,250
New Trees	1	EA	\$500.00	\$500
Tree Grate	4	EA	\$1,247.00	\$4,988
Live Grass Area SF	2,093	SF	\$2.00	\$4,186
New Curb & Gutter	428	LF	\$31.44	\$13,456
concrete paving	845	SF	\$13.05	\$11,027
Roadway Repair	720	SF	\$6.00	\$4,320
Traffic Control	1	Allow	\$14,500.00	\$14,500
Furniture (8 pieces x4)	8	EA	\$600	\$4,800
Striping_regular	1	ALLOW	\$15,000	\$15,000
SUBTOTAL				\$115,533
GENERAL CONDITIONS	8.0%			\$9,243
OVERHEAD & PROFIT	4.00%			\$4,621
BONDS & INSURANCE	2.00%			\$2,311
DESIGN CONTINGENCY	15%			\$17,330
TOTAL PROJECT COST				\$149,037