

# Appendix A

## Visualizations and Alternative Concepts

- **Concept A** Improved street lighting, façade improvements and waste management, with existing sidewalks
- **Concept B** Improved street lighting, façade improvements and waste management, with brick/brick edged sidewalks
- **Concept C** Improved street lighting, façade improvements and waste management, with wide sidewalks on east side and additional east side street trees

**Shipley Street Corridor**

Jun-04

Wilmington, Delaware

**Preliminary Cost Estimate-  
Concept Plan A**

**Proposed Improvements**

<u>Quantity</u>		<u>Item</u>	<u>Cost</u>	<u>Total</u>
40	EA	Street Lights	\$3,400.00	\$136,000.00
93	EA	Double-headed Parking Meter	\$600.00	\$55,800.00
9	EA	Brick Piers	\$3,500.00	\$31,500.00
20	EA	Street Trees	\$750.00	\$15,000.00
125	EA	Shrubs	\$70.00	\$8,750.00
110	LF	Ornamental Fencing	\$100.00	\$11,000.00
10,550	SF	Painted Crosswalk	\$3.00	\$31,650.00
0	SF	Brick Accent Band	\$18.00	\$0.00
0	SF	Brick Paving	\$18.00	\$0.00
368	SF	Sidewalk Detectable Warning System	\$30.00	\$11,040.00
41,365	SF	Concrete Sidewalk	\$4.35	\$179,937.75
5,135	LF	Poured in place Concrete Curbing	\$20.00	\$102,700.00
1	Lump Sum	Replacement/rehab of Vault doors	\$25,000.00	\$25,000.00
1	Lump Sum	Replacement of Railings	\$25,000.00	\$25,000.00
10,270	SF	Bit. Roadway Patching (Curb Installation)	\$5.75	\$59,052.50
5,135	LF	Sawcutting Hot Mix	\$2.00	\$10,270.00
50,000	SF	Variable Depth Milling and Overlay	\$1.25	\$62,500.00
<b>Estimated Cost of Proposed Elements</b>				<b>\$765,200.25</b>

**Required Demolition**

<u>Quantity</u>		<u>Item</u>	<u>Cost</u>	<u>Total</u>
385	SY	Removal of Existing Curbs	\$19.00	\$7,315.00
3,840	SY	Removal of Existing Sidewalk	\$19.00	\$72,960.00
25	EA	Removal of Cobra Heads from Ut. Poles	\$200.00	\$5,000.00
7	EA	Removal of Existing Lights	\$500.00	\$3,500.00
90	EA	Removal of Existing Parking Meters	\$50.00	\$4,500.00
1	Lump Sum	Utility Relocations	\$75,000.00	\$75,000.00
1	Lump Sum	Maintenance of Traffic	\$100,000.00	\$100,000.00
<b>Estimated Cost of Demolition</b>				<b>\$268,275.00</b>

<u>Quantity</u>		<u>Item</u>	<u>Cost</u>	<u>Total</u>
1	Lump Sum	Initial Expense (1.5%)	\$15,502.13	\$15,502.13
1	Lump Sum	Construction Engineering (2%)	\$20,669.51	\$20,669.51
Construction Cost of Improvements				<b>\$1,069,646.88</b>
Contingency 40%				<b>\$427,858.75</b>
<b>Estimated Construction Cost</b>				<b>\$1,497,505.64</b>

**Say: \$1,500,000.00**

**Notes:**

This estimate does not include any potential Right of Way cost.

**Shipley Street Corridor**

Jun-04

Wilmington, Delaware

**Preliminary Cost Estimate-  
Concept Plan B**
**Proposed Improvements**

<u>Quantity</u>		<u>Item</u>	<u>Cost</u>	<u>Total</u>
40	EA	Street Lights	\$3,400.00	\$136,000.00
93	EA	Double-headed Parking Meter	\$600.00	\$55,800.00
9	EA	Brick Piers	\$3,500.00	\$31,500.00
20	EA	Street Trees	\$750.00	\$15,000.00
125	EA	Shrubs	\$70.00	\$8,750.00
110	LF	Ornamental Fencing	\$100.00	\$11,000.00
10,550	SF	Painted Crosswalk	\$3.00	\$31,650.00
5,210	SF	Brick Accent Band	\$18.00	\$93,780.00
7,990	SF	Brick Paving	\$18.00	\$143,820.00
368	SF	Sidewalk Detectable Warning System	\$30.00	\$11,040.00
28,165	SF	Concrete Sidewalk	\$4.35	\$122,517.75
5,135	LF	Poured in place Concrete Curbing	\$20.00	\$102,700.00
1	Lump Sum	Replacement/rehab of Vault doors	\$25,000.00	\$25,000.00
1	Lump Sum	Replacement of Railings	\$25,000.00	\$25,000.00
10,270	SF	Bit. Roadway Patching (Curb Installation)	\$5.75	\$59,052.50
5,135	LF	Sawcutting Hot Mix	\$2.00	\$10,270.00
50,000	SF	Variable Depth Milling and Overlay	\$1.25	\$62,500.00
<b>Estimated Cost of Proposed Elements</b>				<b>\$945,380.25</b>

**Required Demolition**

<u>Quantity</u>		<u>Item</u>	<u>Cost</u>	<u>Total</u>
385	SY	Removal of Existing Curbs	\$19.00	\$7,315.00
3,840	SY	Removal of Existing Sidewalk	\$19.00	\$72,960.00
25	EA	Removal of Cobra Heads from Ut. Poles	\$200.00	\$5,000.00
7	EA	Removal of Existing Lights	\$500.00	\$3,500.00
90	EA	Removal of Existing Parking Meters	\$50.00	\$4,500.00
1	Lump Sum	Utility Relocations	\$75,000.00	\$75,000.00
1	Lump Sum	Maintenance of Traffic	\$100,000.00	\$100,000.00
<b>Estimated Cost of Demolition</b>				<b>\$268,275.00</b>

<u>Quantity</u>		<u>Item</u>	<u>Cost</u>	<u>Total</u>
1	Lump Sum	Initial Expense (1.5%)	\$18,204.83	\$18,204.83
1	Lump Sum	Construction Engineering (2%)	\$24,273.11	\$24,273.11

 Construction Cost of Improvements **\$1,256,133.18**

 Contingency 40% **\$502,453.27**
**Estimated Construction Cost \$1,758,586.46**
**Say: \$1,760,000.00**
**Notes:**

This estimate does not include any potential Right of Way cost.

**Shipley Street Corridor**

May-04

Wilmington, Delaware

**Preliminary Cost Estimate-  
Concept Plan C**
**Proposed Improvements**

<u>Quantity</u>		<u>Item</u>	<u>Cost</u>	<u>Total</u>
40	EA	Street Lights	\$3,400.00	\$136,000.00
0	EA	Double-headed Parking Meter	\$600.00	\$0.00
9	EA	Brick Piers	\$3,500.00	\$31,500.00
57	EA	Street Trees	\$750.00	\$42,750.00
475	EA	Shrubs	\$70.00	\$33,250.00
110	LF	Ornamental Fencing	\$100.00	\$11,000.00
9,000	SF	Painted Crosswalk	\$3.00	\$27,000.00
0	SF	Brick Accent Band	\$18.00	\$0.00
368	SF	Sidewalk Detectable Warning System	\$30.00	\$11,040.00
62,165	SF	Concrete Sidewalk	\$4.35	\$270,417.75
5,335	LF	Poured in place Concrete Curbing	\$20.00	\$106,700.00
1	Lump Sum	Replacement/rehab of Vault doors	\$25,000.00	\$25,000.00
1	Lump Sum	Replacement of Railings	\$25,000.00	\$25,000.00
10,670	SF	Bit. Roadway Patching (Curb Installation)	\$5.75	\$61,352.50
5,335	LF	Sawcutting Hot Mix	\$2.00	\$10,670.00
34,000	SF	Variable Depth Milling and Overlay	\$1.25	\$42,500.00
480	CY	Borrow Type F	\$15.00	\$7,200.00
<b>Estimated Cost of Proposed Elements</b>				<b>\$841,380.25</b>

**Required Demolition**

<u>Quantity</u>		<u>Item</u>	<u>Cost</u>	<u>Total</u>
385	SY	Removal of Existing Curbs	\$19.00	\$7,315.00
3,840	SY	Removal of Existing Sidewalk	\$19.00	\$72,960.00
25	EA	Removal of Cobra Heads from Ut. Poles	\$200.00	\$5,000.00
7	EA	Removal of Existing Lights	\$500.00	\$3,500.00
90	EA	Removal of Existing Parking Meters	\$50.00	\$4,500.00
1	Lump Sum	Utility Relocations	\$75,000.00	\$75,000.00
1	Lump Sum	Underground Overhead Utilities	\$8,000,000.00	\$8,000,000.00
1	Lump Sum	Maintenance of Traffic	\$100,000.00	\$100,000.00
<b>Estimated Cost of Demolition</b>				<b>\$8,268,275.00</b>

<u>Quantity</u>		<u>Item</u>	<u>Cost</u>	<u>Total</u>
1	Lump Sum	Initial Expense (1.5%)	\$136,644.83	\$136,644.83
1	Lump Sum	Construction Engineering (2%)	\$182,193.11	\$182,193.11

 Construction Cost of Improvements **\$9,428,493.18**

 Contingency 40% **\$3,771,397.27**
**Estimated Construction Cost \$13,199,890.46**
**Say: \$13,175,000.00**
**Notes:**

This estimate does not include any potential Right of Way cost.



VISUALIZATION "A"



BEFORE



AFTER- Concept A



AFTER- Concept B



AFTER- Concept C

VISUALIZATION "B"



BEFORE



AFTER- Concept A



AFTER- Concept B



AFTER- Concept C

VISUALIZATION "C"



BEFORE



AFTER- Concept A



AFTER- Concept B



AFTER- Concept C

BEFORE



AFTER- Concept B

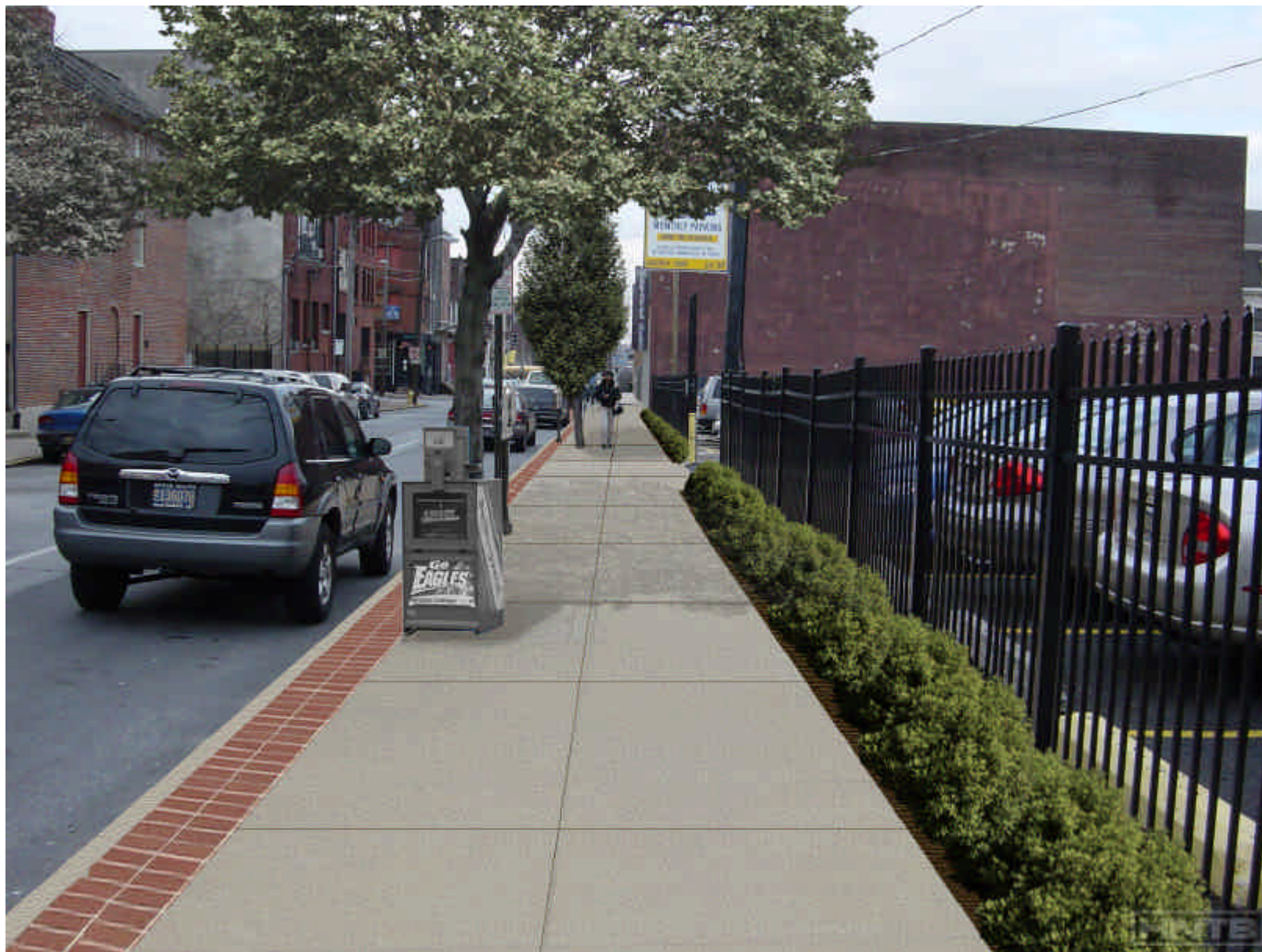


VISUALIZATION "D"

BEFORE

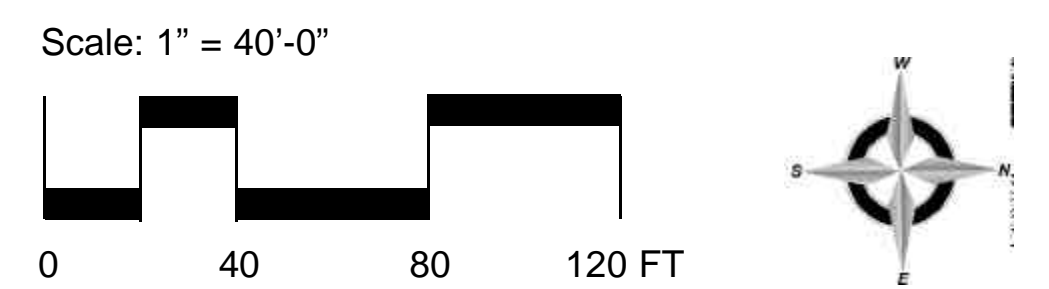
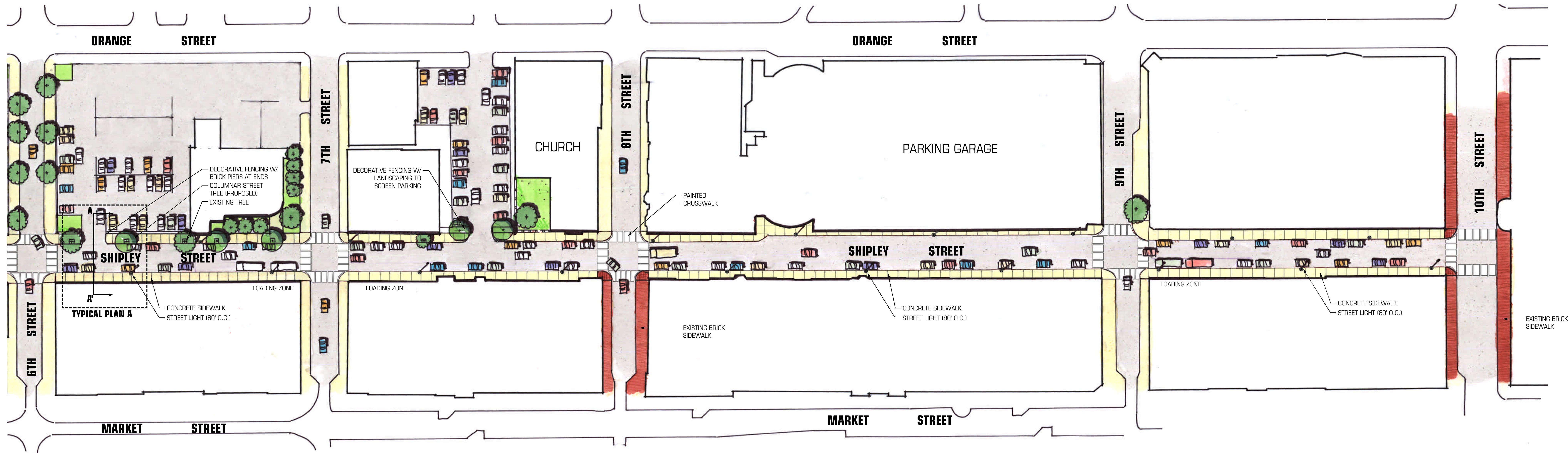


AFTER- Concept B



VISUALIZATION "E"

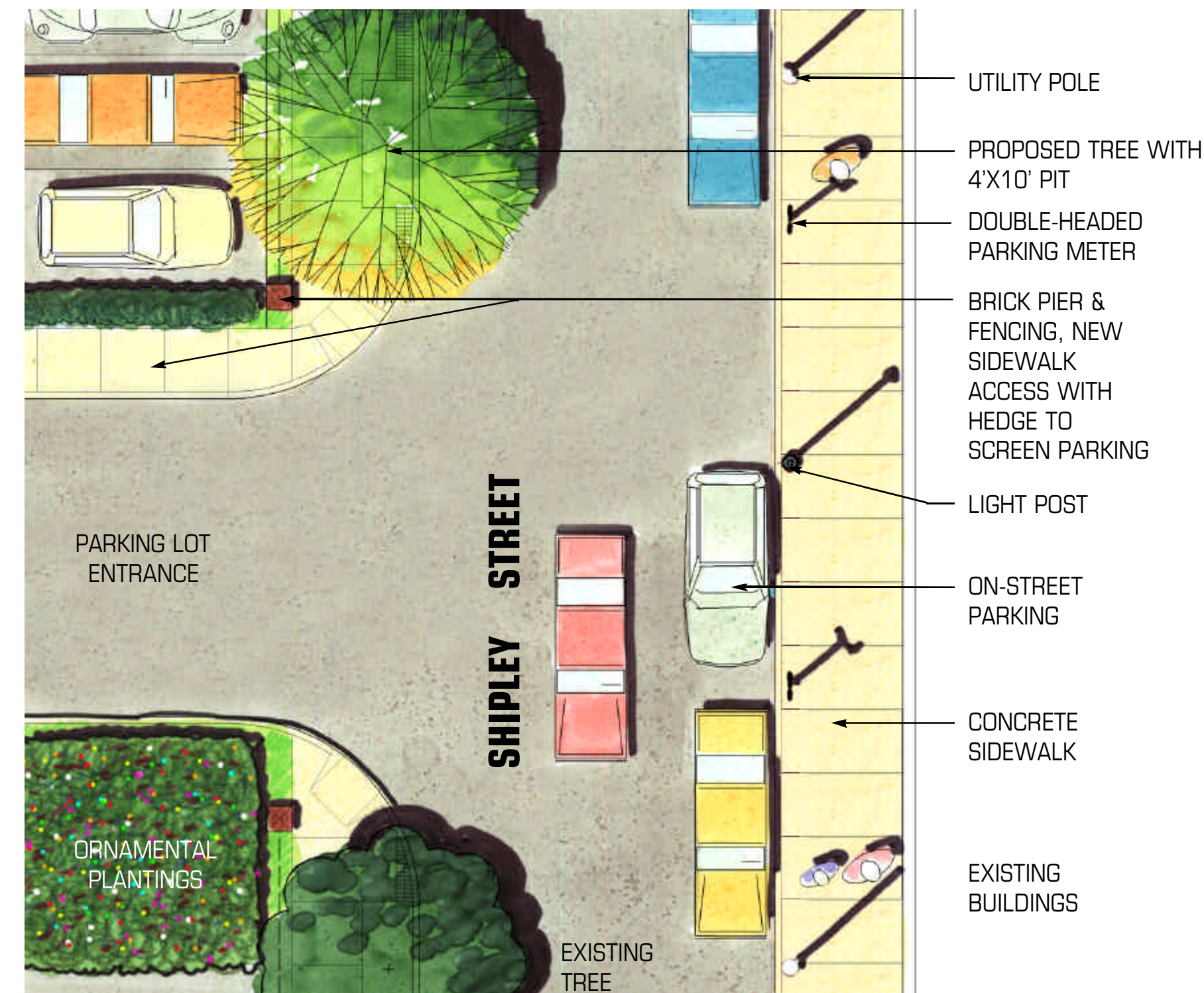




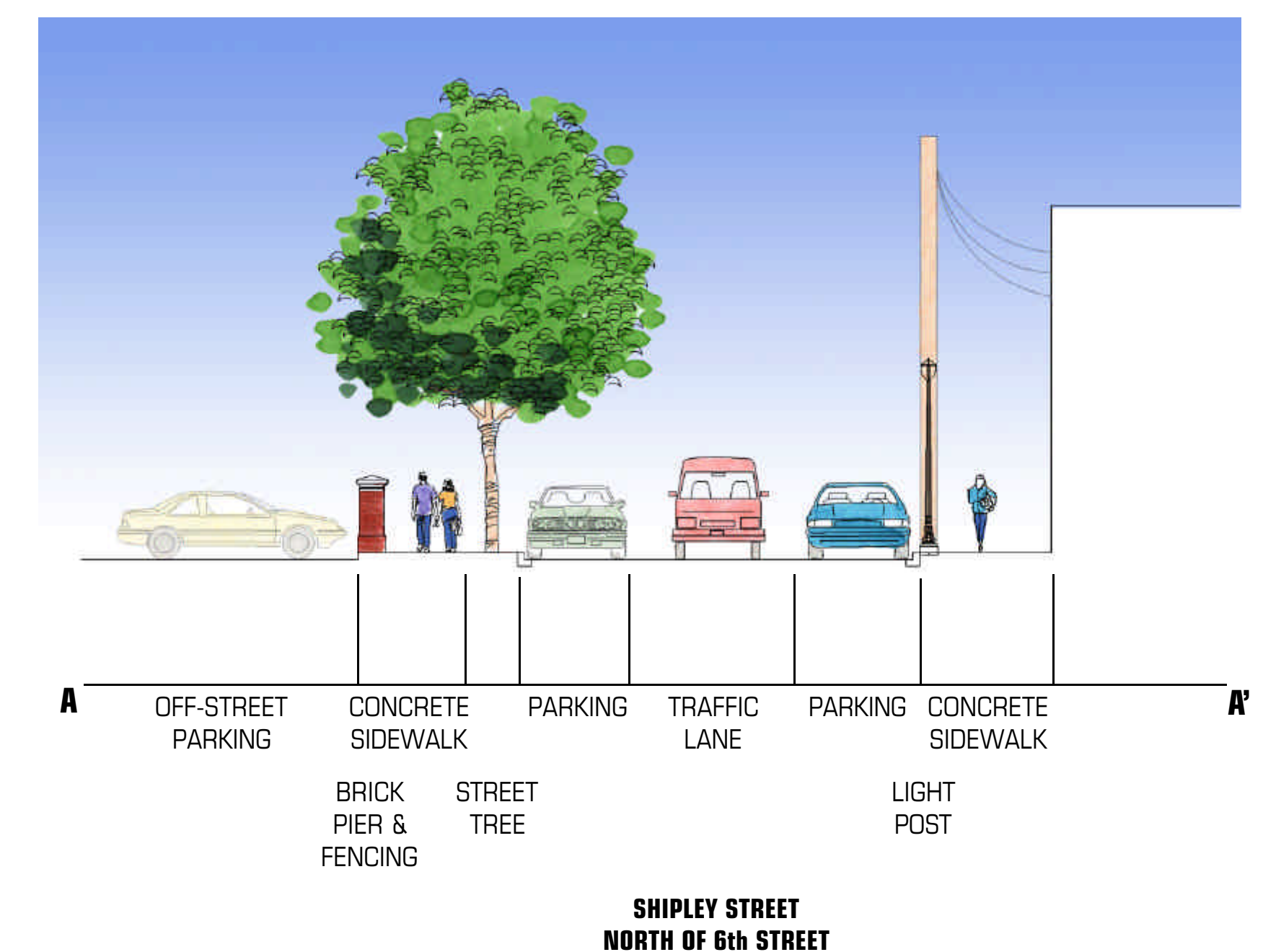
**Desirable Condition**  
With an abundance of off-street parking in the Shipley Street corridor, it is very important to visually screen cars, as has been done in several cases within the corridor.



**Undesirable Condition**  
Having surface parking adjacent to the pedestrian sidewalk with no defined edge is not only aesthetically unpleasing, but dangerous as well in instances where vehicles must cross the sidewalk.

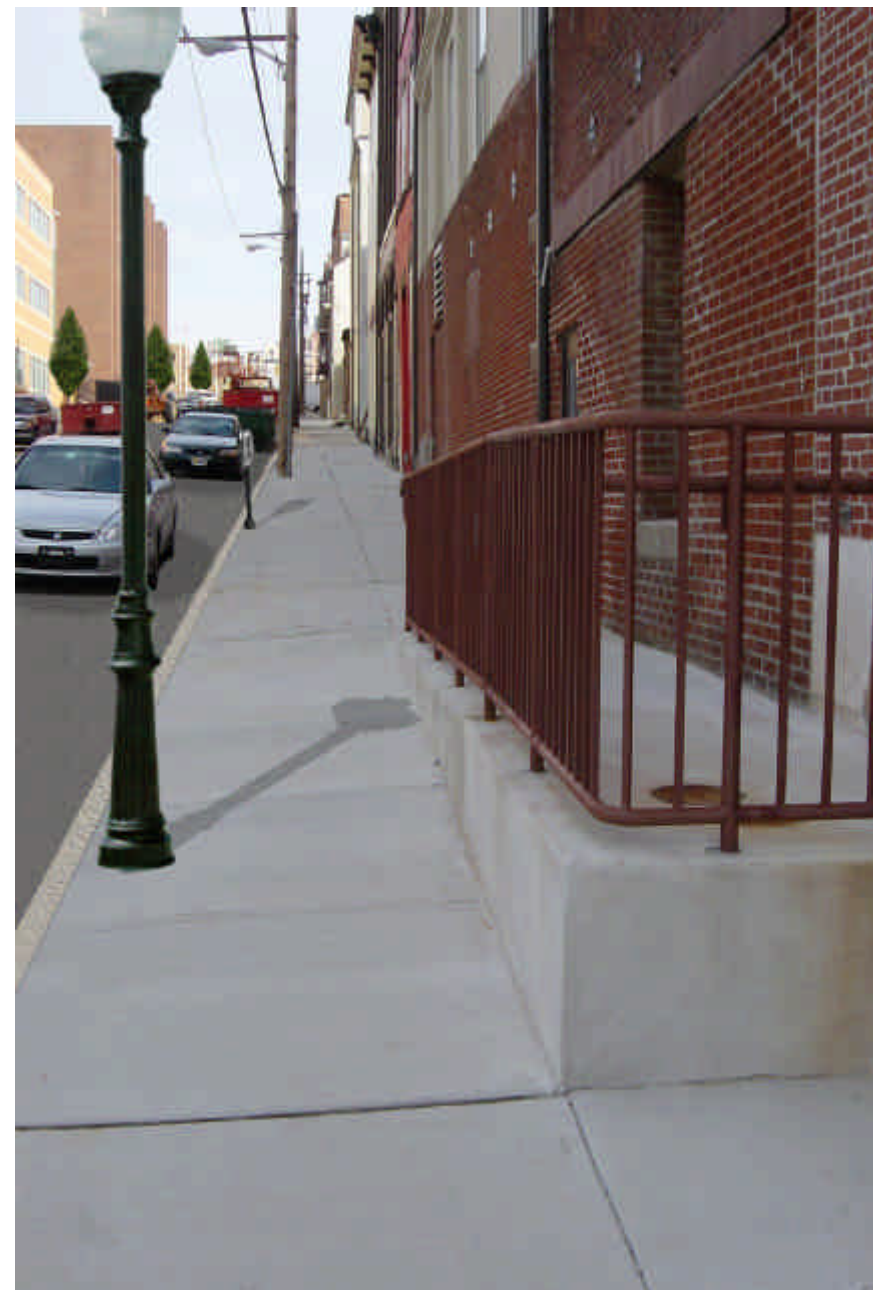


**TYPICAL PLAN A**  
STREETScape TREATMENT 2nd TO 10th STREET



**TYPICAL SECTION A-A'**  
STREETScape TREATMENT 2nd TO 10th STREET

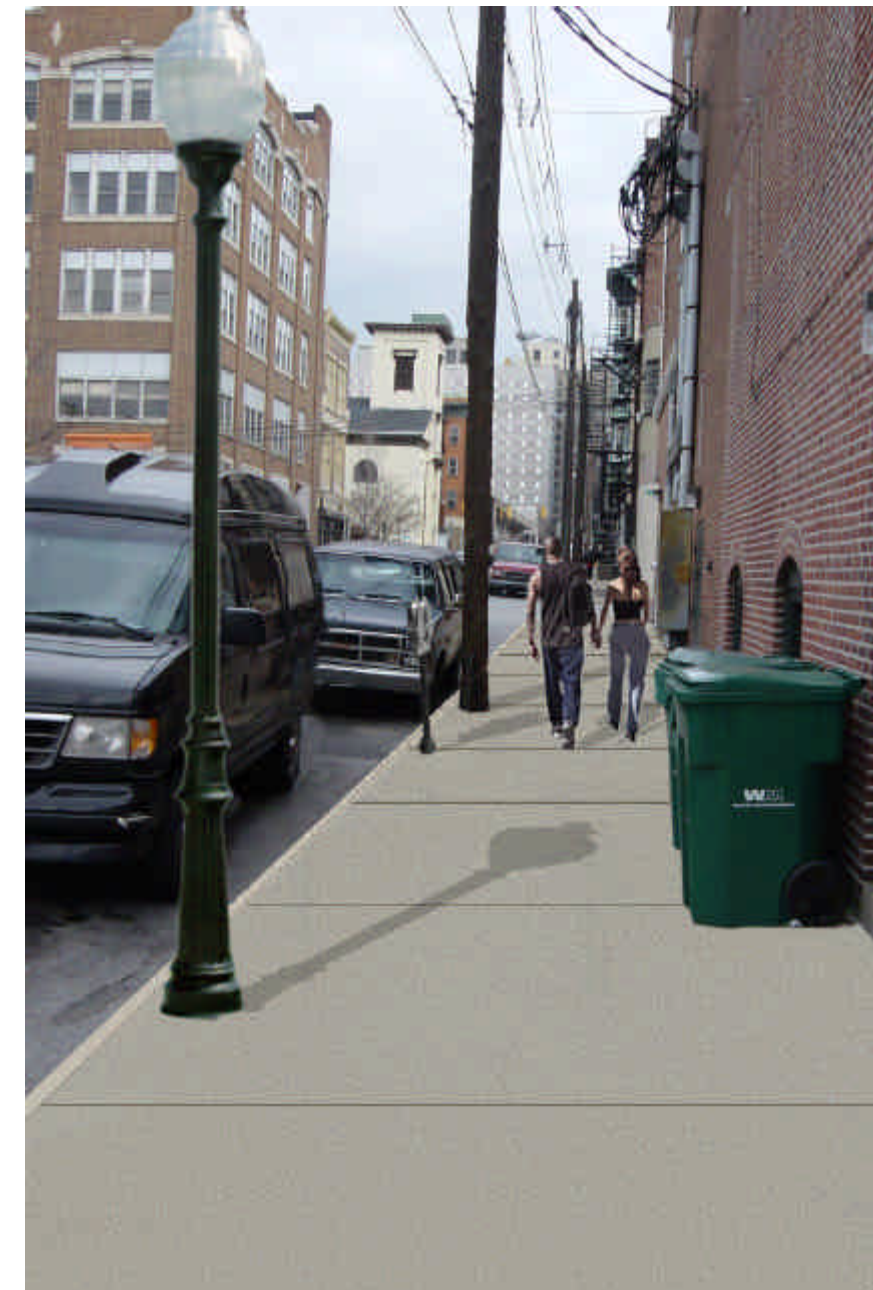




**Desirable Condition (proposed)**  
The existing ornamental railings behind Ships Tavern are aesthetically pleasing and reflect the building's architecture.



**Undesirable Condition (existing)**  
Pipe railings and plywood edges add to the visual clutter along the sidewalk between 7th and 8th Streets.



**Desirable Condition (proposed)**  
Garbage should be contained in a consistent manner throughout the Shipley Street corridor. These existing containers are acceptable.



**Undesirable Condition (existing)**  
Piling garbage in the sidewalk should be avoided at all times. Forcing pedestrians to walk around and through piles of garbage is unacceptable.



**Desirable Condition (proposed)**  
Replacing existing sidewalks and curbs in poor condition will help to clean up the aesthetic look of the corridor. Replacing vault doors and dressing up building access points is also recommended.



**Undesirable Condition (existing)**  
Uneven and peacemeal sidewalks throughout the corridor are unattractive. Underground vaults and their access doors will likely need to be replaced or painted to provide a consistent treatment.

## RAILINGS

Existing pipe railings and plywood edging should be removed and replaced with a consistent decorative railing style. All railings should reflect the architecture of the building and should be black (exceptions shall be allowed when appropriate). Improving the rear entrances along the street will enhance the streetscape, while reducing the visual clutter that currently exists.

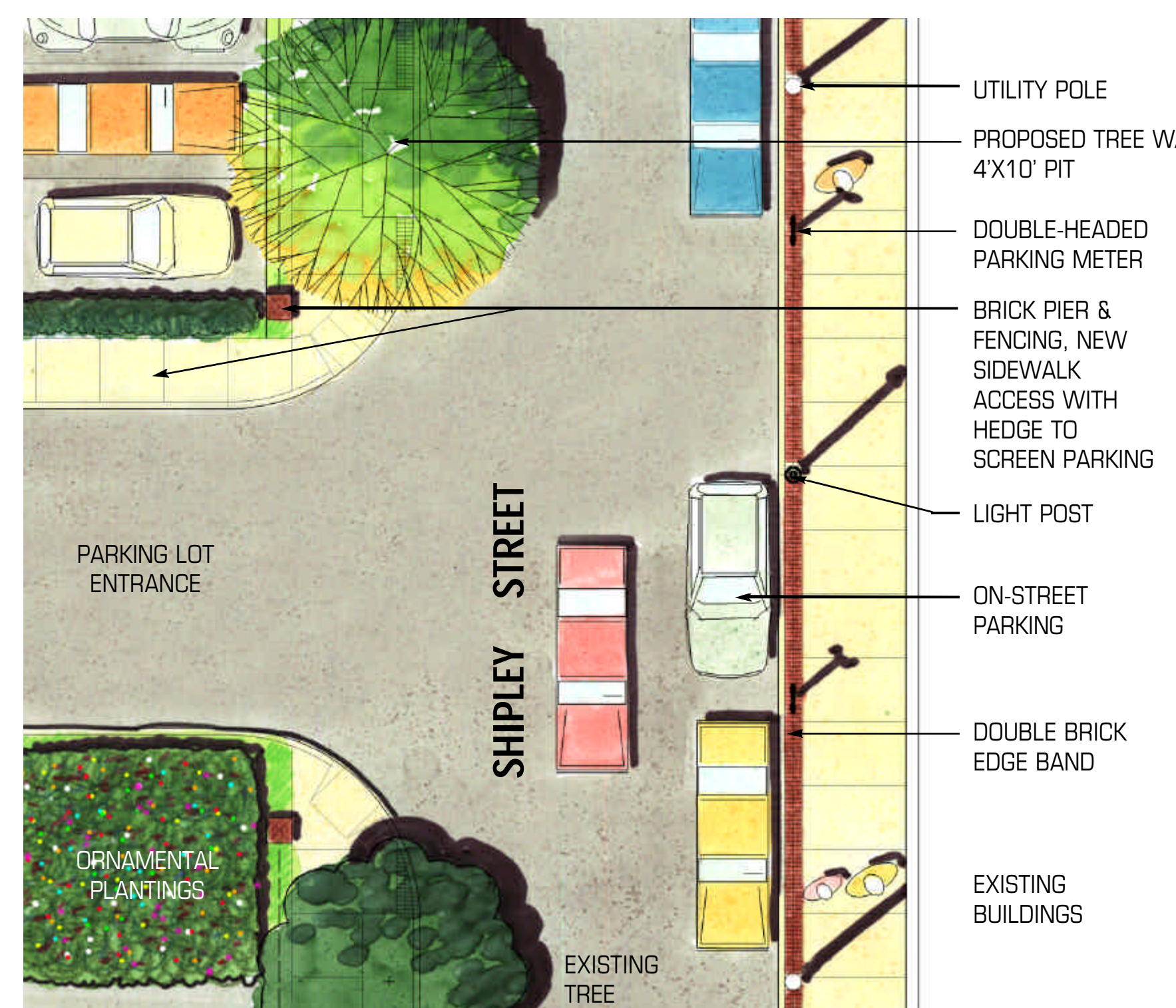
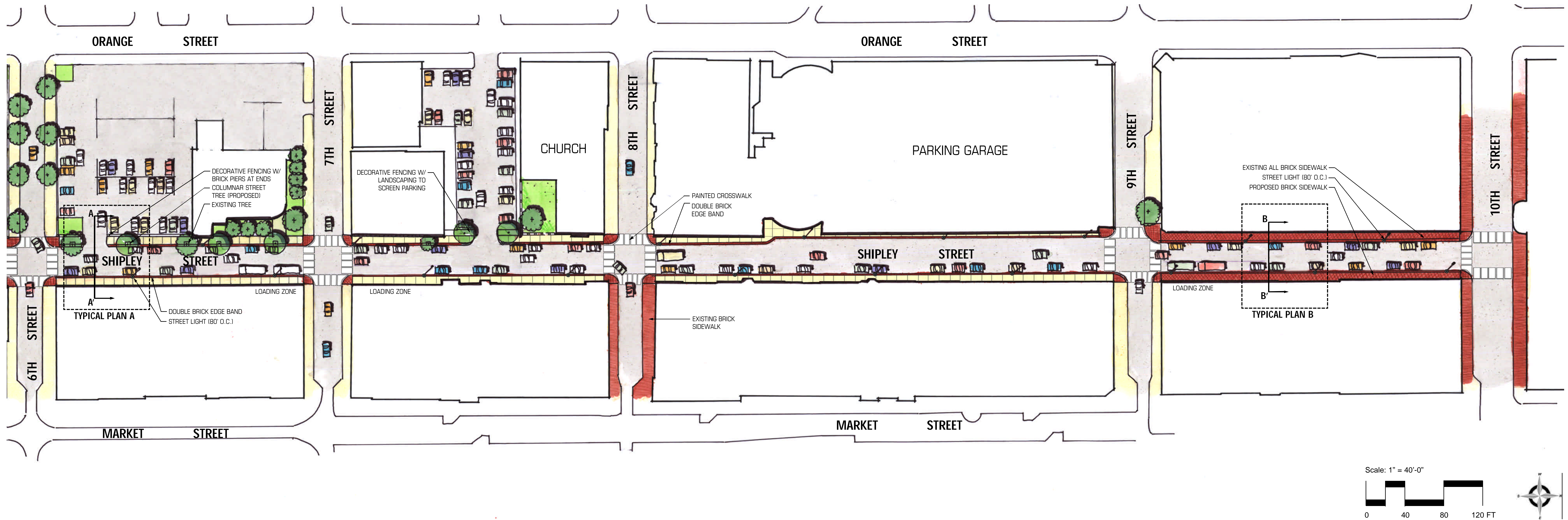
## TRASH MANAGEMENT

Waste management is a major problem for the Shipley Street corridor. A program for managing and enforcing the removal of garbage from the street should be implemented. A standard trash container should be adopted and used by all properties along Shipley Street. Also, trash should be removed at least twice a week to minimize the opportunity for garbage to pile up. Those guilty of piling up garbage that does not fit into their containers prior to pick up day shall be fined appropriately.

## CONCRETE PAVING

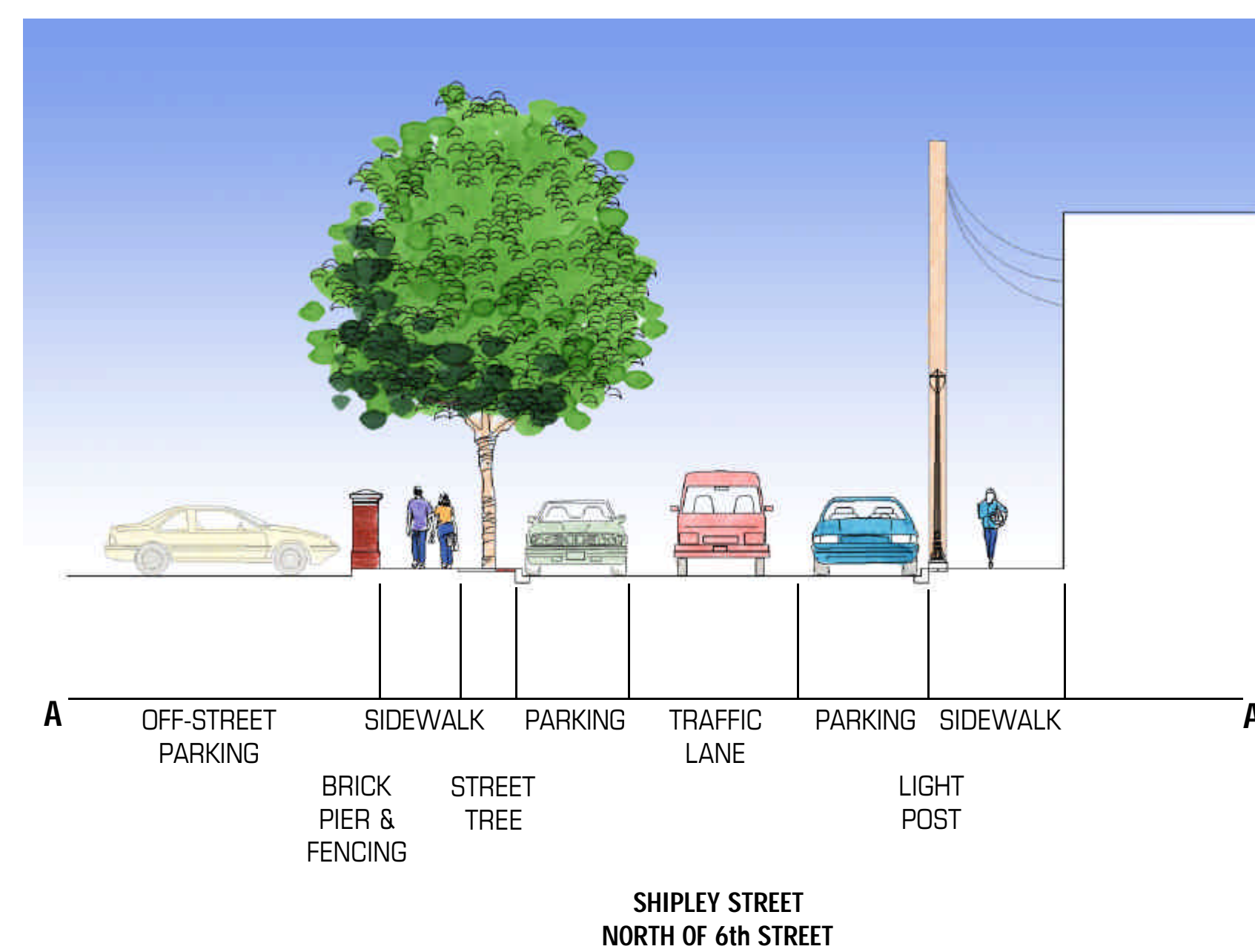
Replacing the existing concrete sidewalks and curbs will help in creating a uniform pedestrian zone throughout the Shipley Street Corridor. This uniform ground plane will help to visually tie together various elements, i.e. building facades, lights, parking meters, etc. The existing sidewalk is cluttered and interrupted with years of repairs and patches, all of which add to the already cluttered nature of the corridor. Replacing vault doors and dressing up building access points will help to further unify the corridor visually, while enhancing the pedestrian environment.





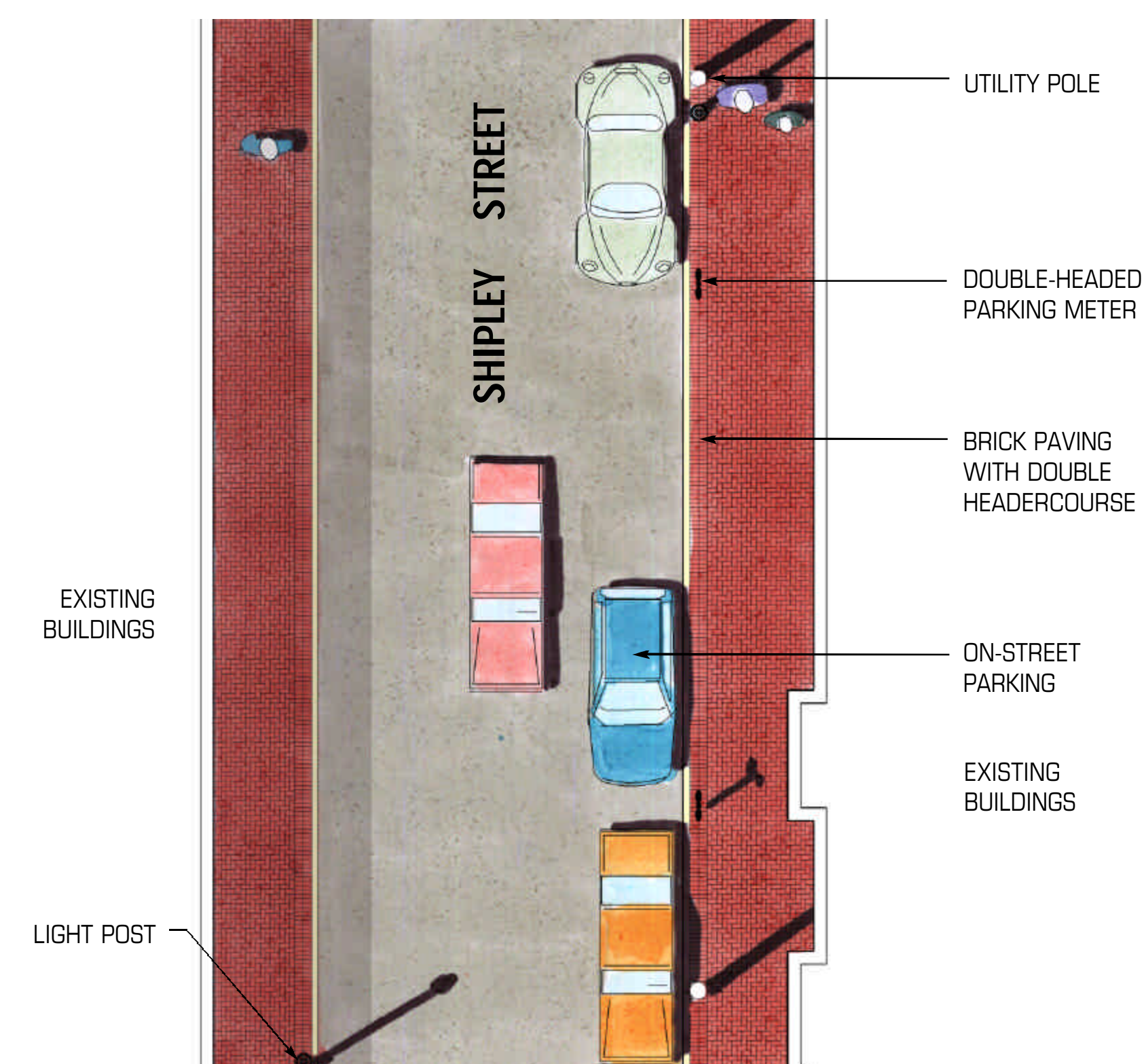
### TYPICAL PLAN B

STREETSCAPE TREATMENT 2nd TO 9th STREET



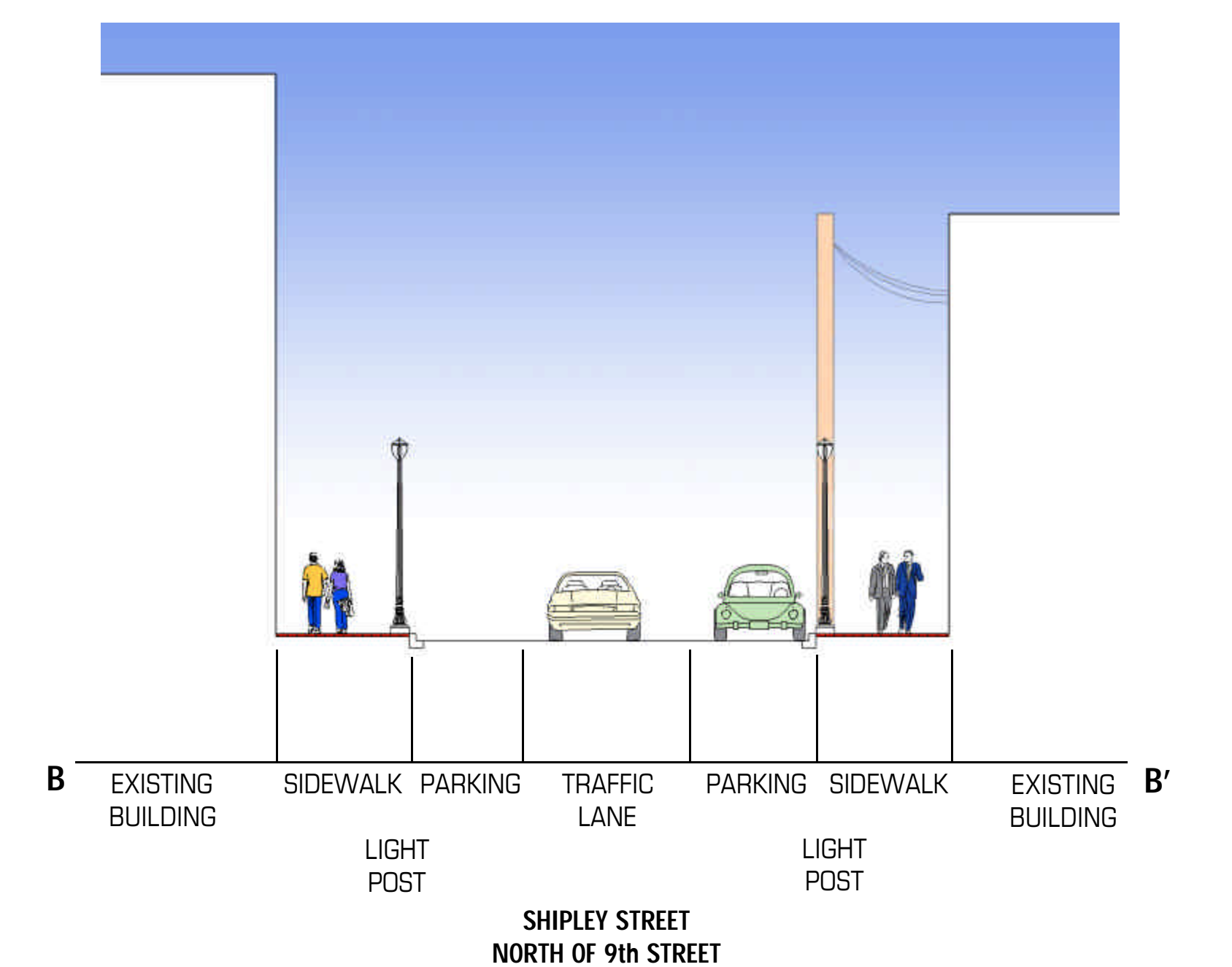
### TYPICAL SECTION B-A'

STREETSCAPE TREATMENT 2nd TO 9th STREET



### TYPICAL PLAN B

STREETSCAPE TREATMENT 9th TO 10th STREET



### TYPICAL SECTION B-B'

STREETSCAPE TREATMENT 9th TO 10th STREET





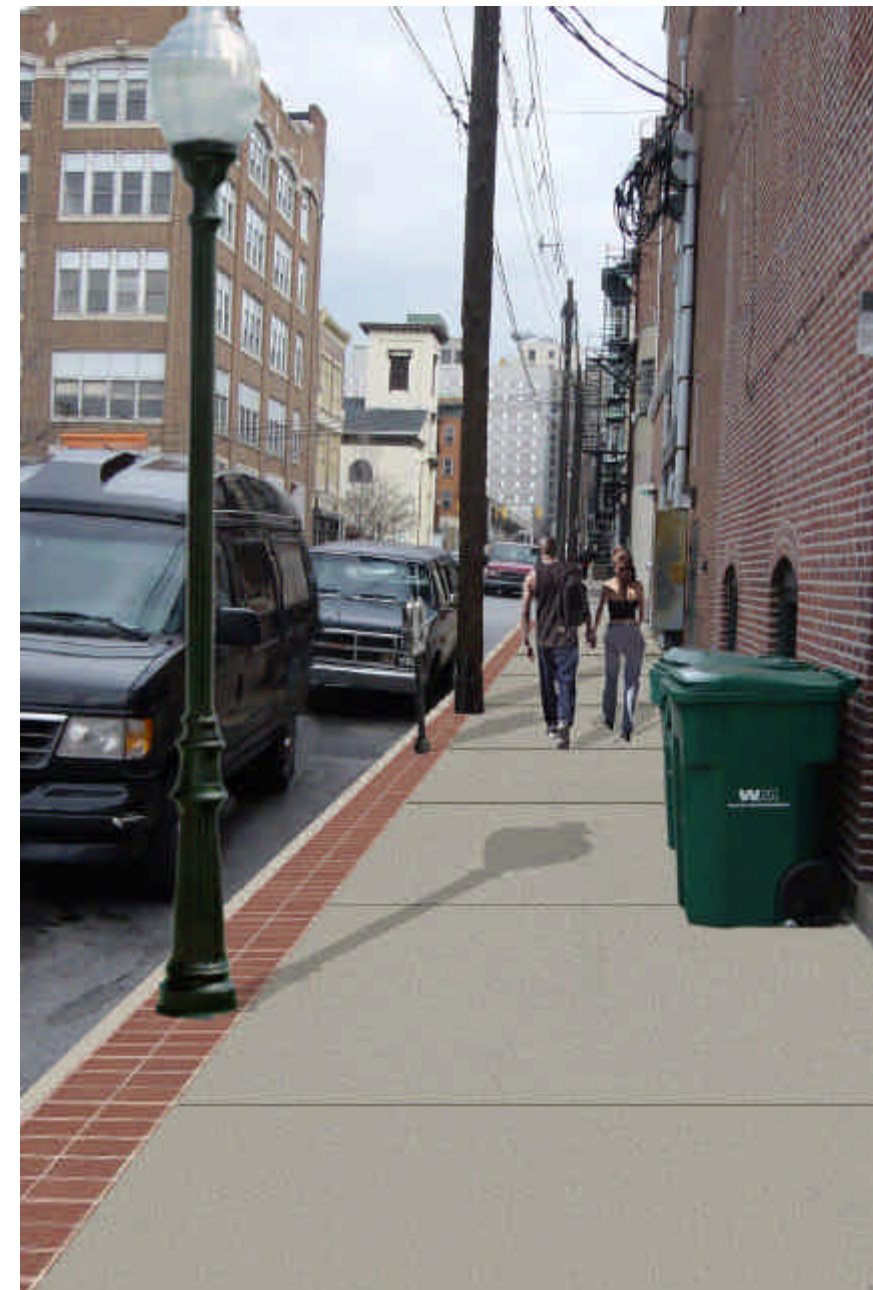
#### Desirable Condition (proposed)

The existing ornamental railings behind Ships Tavern are aesthetically pleasing and reflect the building's architecture.



#### Undesirable Condition (existing)

Pipe railings and plywood edges add to the visual clutter along the sidewalk between 7th and 8th Streets.



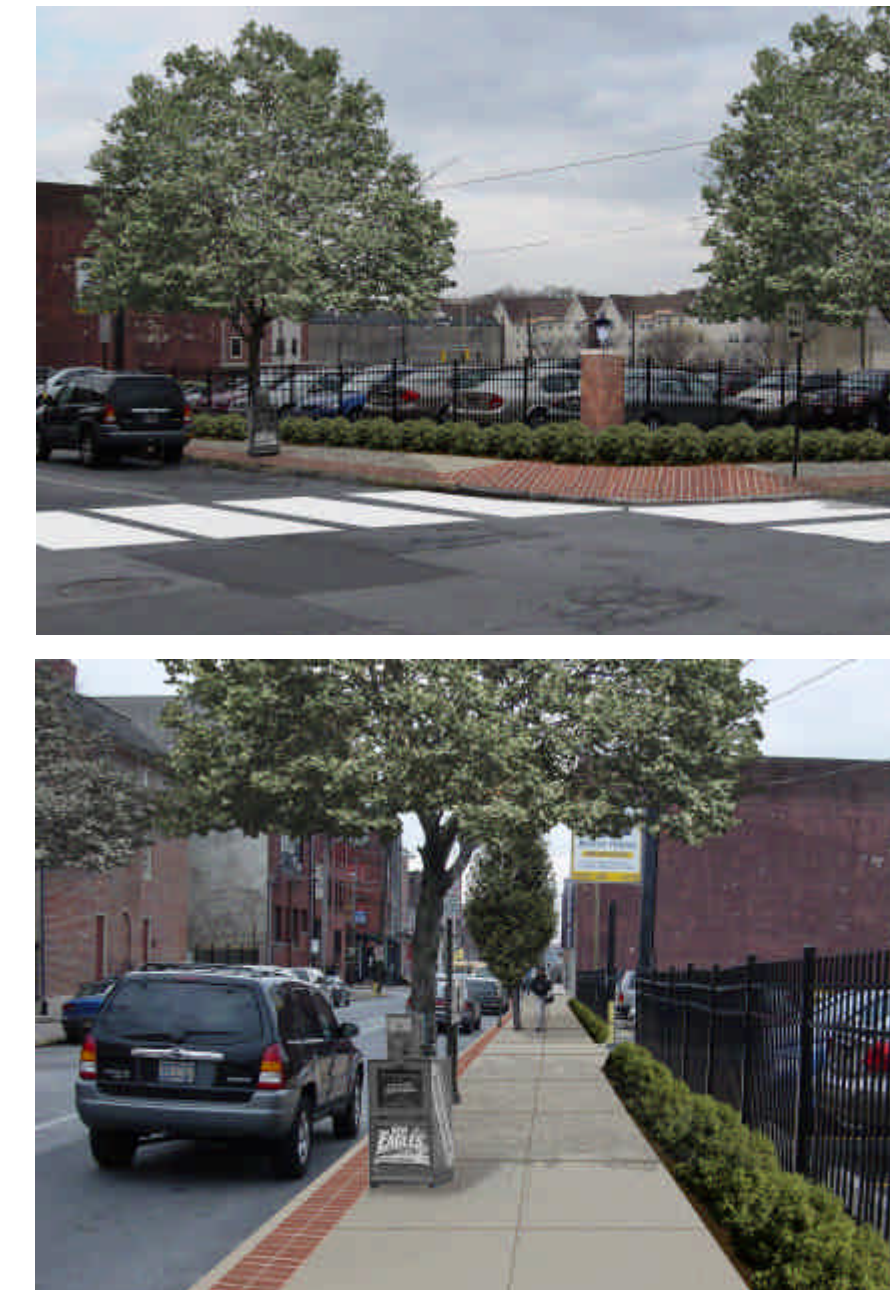
#### Desirable Condition (proposed)

Garbage should be contained in a consistent manner throughout the Shipley Street corridor. These existing containers are acceptable.



#### Undesirable Condition (existing)

Piling garbage in the sidewalk should be avoided at all times. Forcing pedestrians to walk around and through piles of garbage is unacceptable.



#### Desirable Condition

With an abundance of off-street parking in the Shipley Street corridor, it is very important to visually screen cars, as has been done in several cases within the corridor.



#### Undesirable Condition

Having surface parking adjacent to the pedestrian sidewalk with no defined edge is not only aesthetically unpleasing, but dangerous as well in instances where vehicles must cross the sidewalk.



#### Desirable Condition (proposed)

Replacing existing sidewalks in poor condition and adding a brick accent band along the curb will help to unify elements throughout the corridor. Replacing vault doors and dressing up building access points is also recommended.



#### Undesirable Condition (existing)

Uneven and peacemeal sidewalks throughout the corridor are unattractive. Underground vaults and their access doors will likely need to be replaced or painted to provide a consistent treatment.

## RAILINGS

Existing pipe railings and plywood edging should be removed and replaced with a consistent decorative railing style. All railings should reflect the architecture of the building and should be black (exceptions shall be allowed when appropriate). Improving the rear entrances along the street will enhance the streetscape environment, while reducing the visual clutter that currently exists.

## TRASH MANAGEMENT

Waste management is a major problem for the Shipley Street corridor. A program for managing and enforcing the removal of garbage from the street should be implemented. A standard trash container should be adopted and used by all properties along Shipley Street. Also, trash should be removed at least twice a week to minimize the opportunity for garbage to pile up. Those guilty of piling up garbage that does not fit into their containers prior to pick up day shall be fined appropriately.

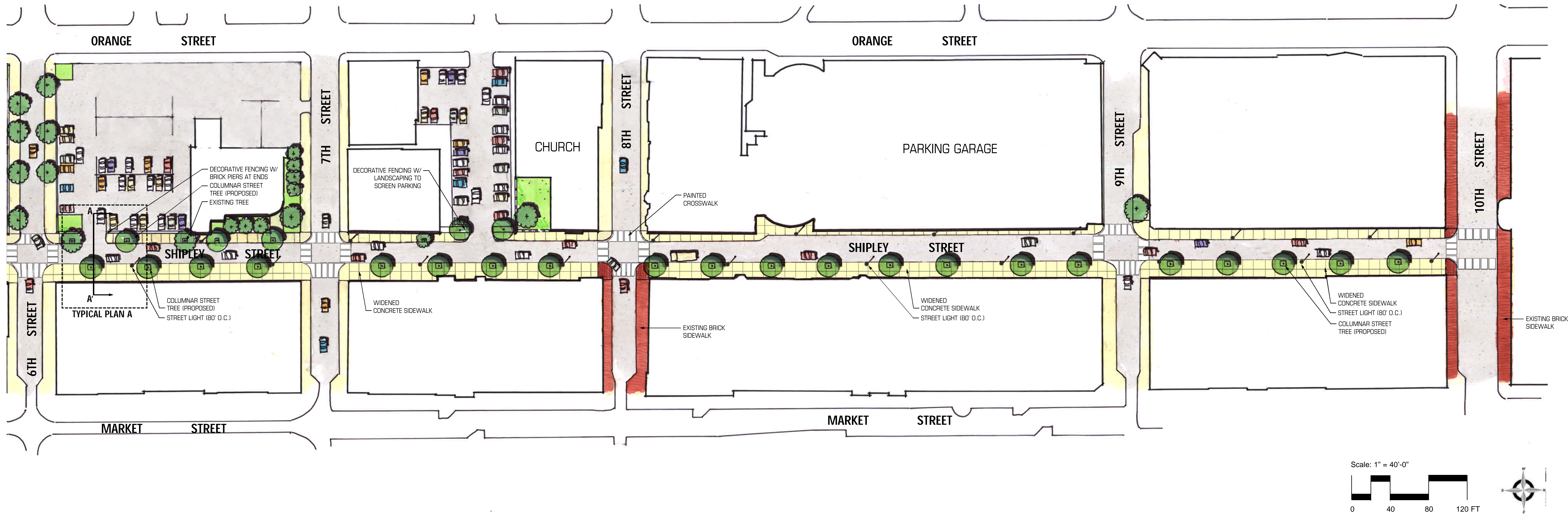
## SURFACE PARKING EDGES

Surface parking along the Shipley Street corridor presents a variety of challenges. First, the parking breaks up the defined edge created by existing buildings. For this reason, an edge treatment, similar to the metal fencing and edge plantings that exist in some locations, should be implemented (see above). Brick piers can be located at key points as accents, while the new fencing helps to redefine the edge of the corridor in places where surface parking exists. This fencing will then help to visually screen the parking from the pedestrian environment, as well as to minimize pedestrian/vehicular conflicts caused by vehicles crossing the pedestrian way.

## BRICK PAVING & ACCENTS

Building upon the existing brick paving at both ends of the corridor is ideal. To do this cost effectively, the introduction of a brick headercourse on the back edge of the curb is proposed. This band will unify the corridor through the use of a constant accent material, while also providing a "zone" for the placement of light posts, parking meters, signs, and utility poles. Having these elements located in a similar treatment will help to minimize the visual clutter that they create throughout the corridor. Relaying the concrete sidewalks will also create a uniform groundplane, which will further advance efforts to unify the corridor visually.





#### Desirable Condition

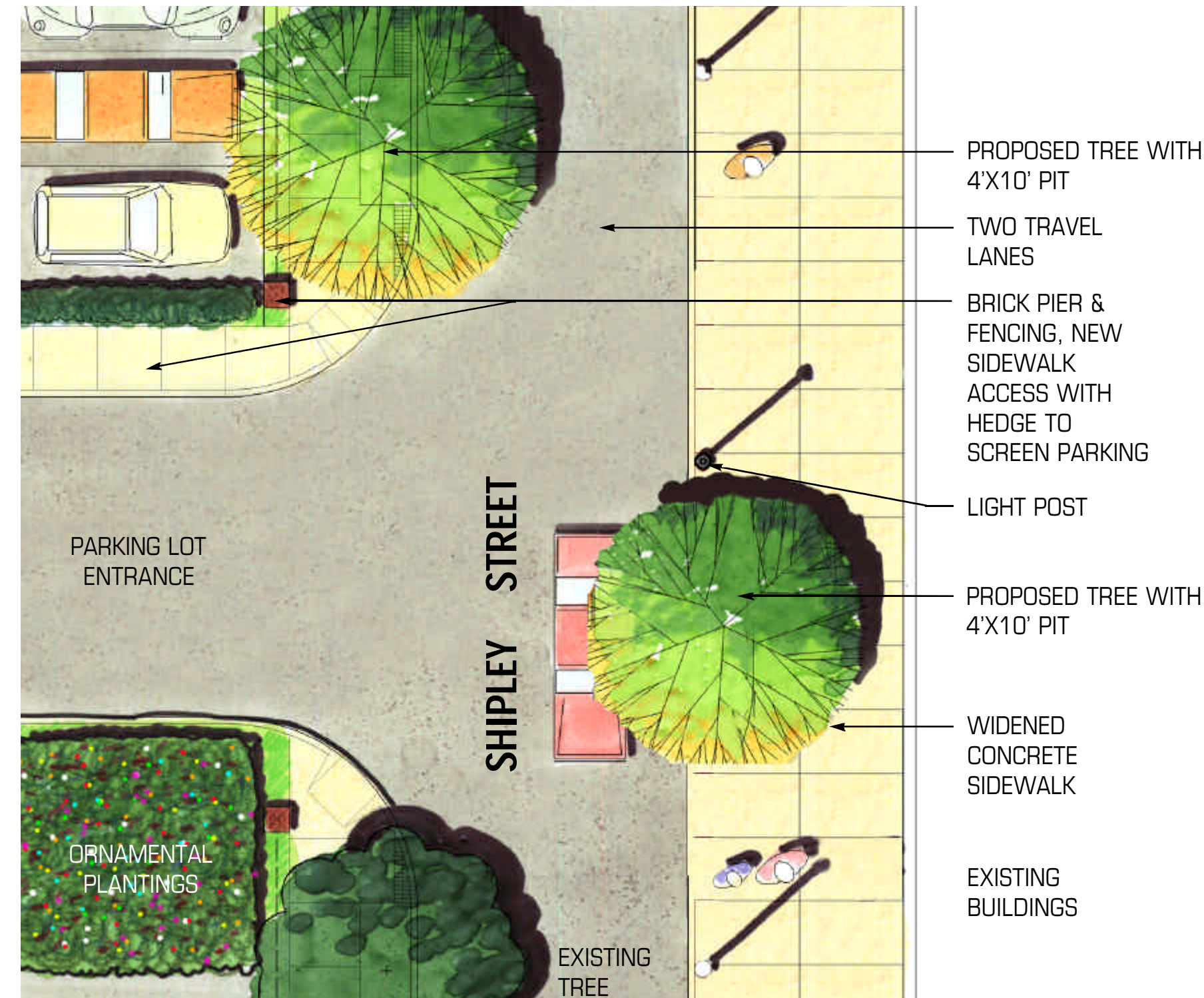
With an abundance of off-street parking in the Shipley Street corridor, it is very important to visually screen cars, as has been done in several cases within the corridor.

#### Undesirable Condition

Having surface parking adjacent to the pedestrian sidewalk with no defined edge is not only aesthetically unpleasing, but dangerous as well in instances where vehicles must cross the sidewalk.

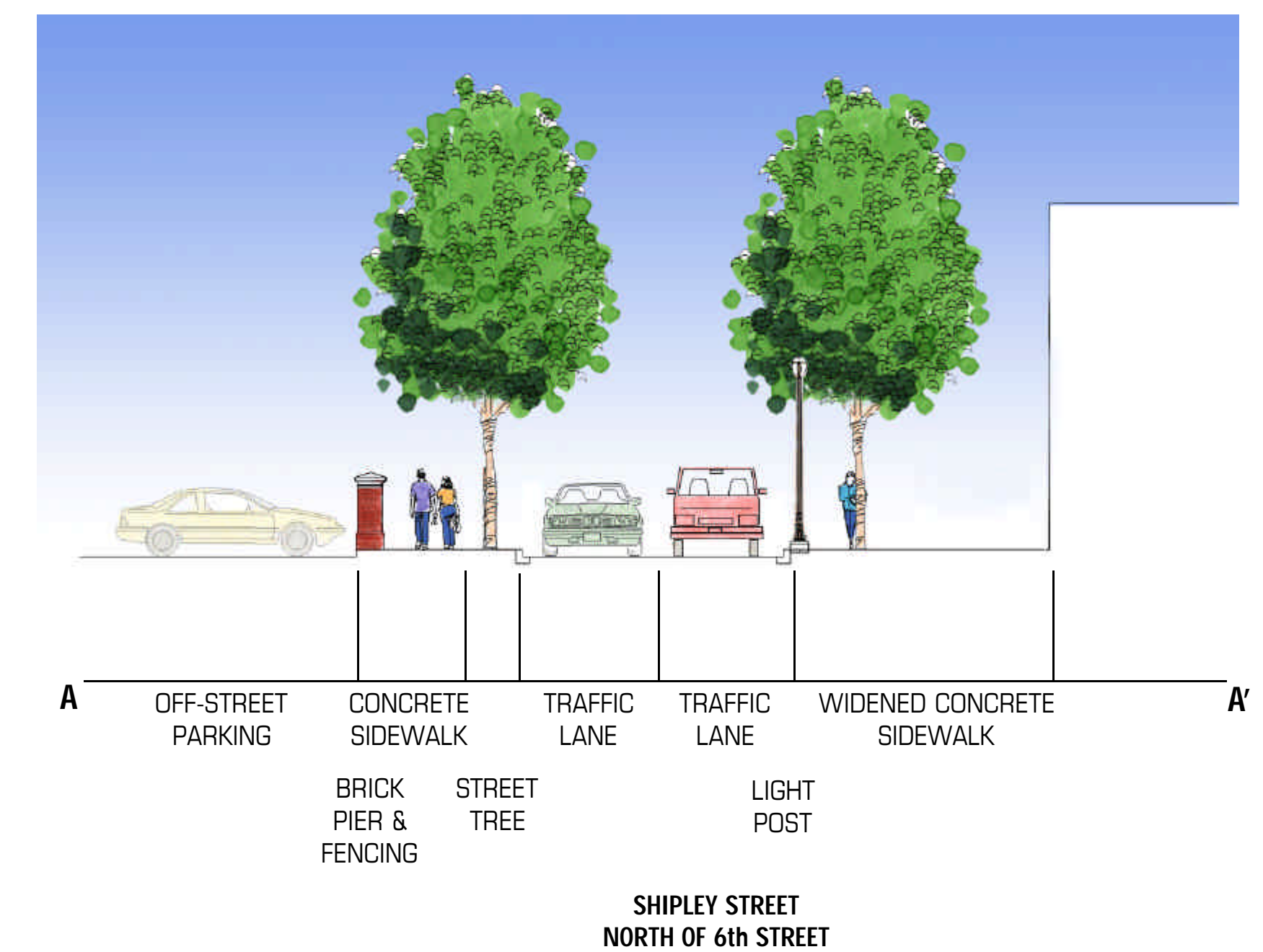
### SURFACE PARKING EDGES

Surface parking along the Shipley Street corridor presents a variety of challenges. First, the parking breaks up the defined edge created by existing buildings. For this reason, an edge treatment, similar to the metal fencing and edge plantings that exist in some locations, should be implemented (see above). Brick piers can be located at key points as accents, while the new fencing helps to redefine the edge of the corridor in places where surface parking exists. This fencing will then help to visually screen the parking from the pedestrian environment, as well as to minimize pedestrian/vehicular conflicts caused by vehicles crossing the pedestrian way.



### TYPICAL PLAN C

STREETSCAPE TREATMENT 2nd TO 10th STREET



### TYPICAL SECTION C-A'

STREETSCAPE TREATMENT 2nd TO 10th STREET





**Desirable Condition (proposed)**  
The existing ornamental railings behind Ships Tavern are aesthetically pleasing and reflect the building's architecture.



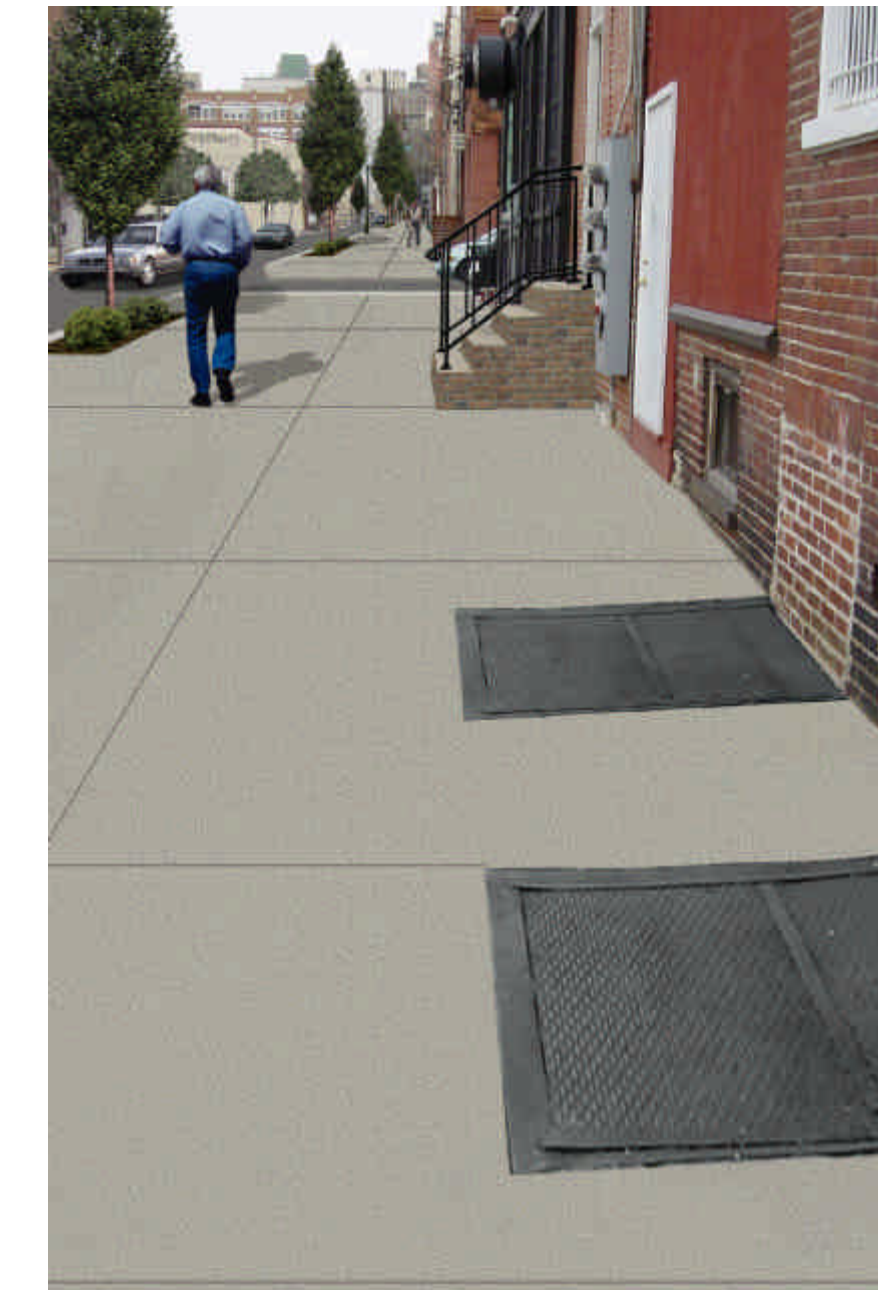
**Undesirable Condition (existing)**  
Pipe railings and plywood edges add to the visual clutter along the sidewalk between 7th and 8th Streets.



**Desirable Condition (proposed)**  
Garbage should be contained in a consistent manner throughout the Shipley Street corridor. These existing containers are acceptable.



**Undesirable Condition (existing)**  
Piling garbage in the sidewalk should be avoided at all times. Forcing pedestrians to walk around and through piles of garbage is unacceptable.



**Desirable Condition (proposed)**  
Burying overhead utilities and removing parking along the eastern side of Shipley Street creates a wide pedestrian way, which may include columnar street trees and other plantings.



**Undesirable Condition (existing)**  
Uneven and piecemeal sidewalks throughout the corridor are unattractive. Underground vaults and their access doors will likely need to be replaced or painted to provide a consistent treatment.

## RAILINGS

Existing pipe railings and plywood edging should be removed and replaced with a consistent decorative railing style. All railings should reflect the architecture of the building and should be black (exceptions shall be allowed when appropriate). Improving the rear entrances along the street will enhance the streetscape, while reducing the visual clutter that currently exists.

## TRASH MANAGEMENT

Waste management is a major problem for the Shipley Street corridor. A program for managing and enforcing the removal of garbage from the street should be implemented. A standard trash container should be adopted and used by all properties along Shipley Street. Also, trash should be removed at least twice a week to minimize the opportunity for garbage to pile up. Those guilty of piling up garbage that does not fit into their containers prior to pick up day shall be fined appropriately.

## CONCRETE PAVING

Replacing the existing concrete sidewalks and curbs will help in creating a uniform pedestrian zone throughout the Shipley Street Corridor. By burying the overhead utilities and removing parking along the eastern side of the street, a wider pedestrian zone can also be created. This wider pedestrian area can include columnar street trees and other plantings, which would further enhance the aesthetics of the corridor. This uniform ground plane will help to visually tie together various elements throughout the corridor, i.e. building facades, lights, parking meters, etc. The existing sidewalk is cluttered and interrupted with years of repairs and patches, all of which currently add to the already uncohesive look of the corridor. Replacing vault doors and dressing up building access points will help to further unify the corridor visually, while enhancing the pedestrian environment.