

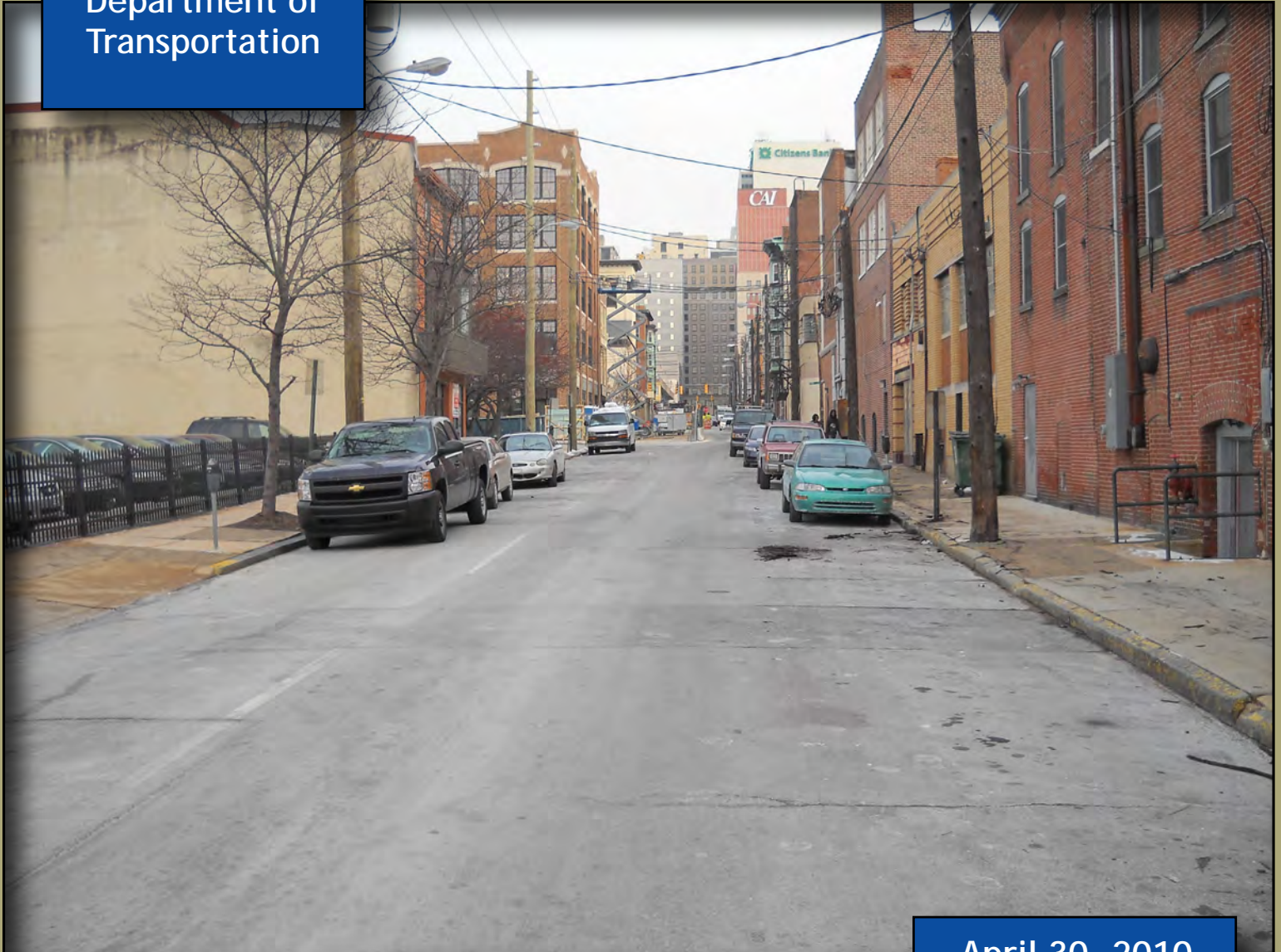


Shipley Street Improvements



For the DelDOT Transportation Enhancements (TE) Program
State Contract No. 30-200-03
F.A.P. No. ETEA-2010 (7)

Delaware
Department of
Transportation



April 30, 2010

1

Location Map

2

Concept Plans

3

Concept Report

4

Public Involvement

5

Photo Log

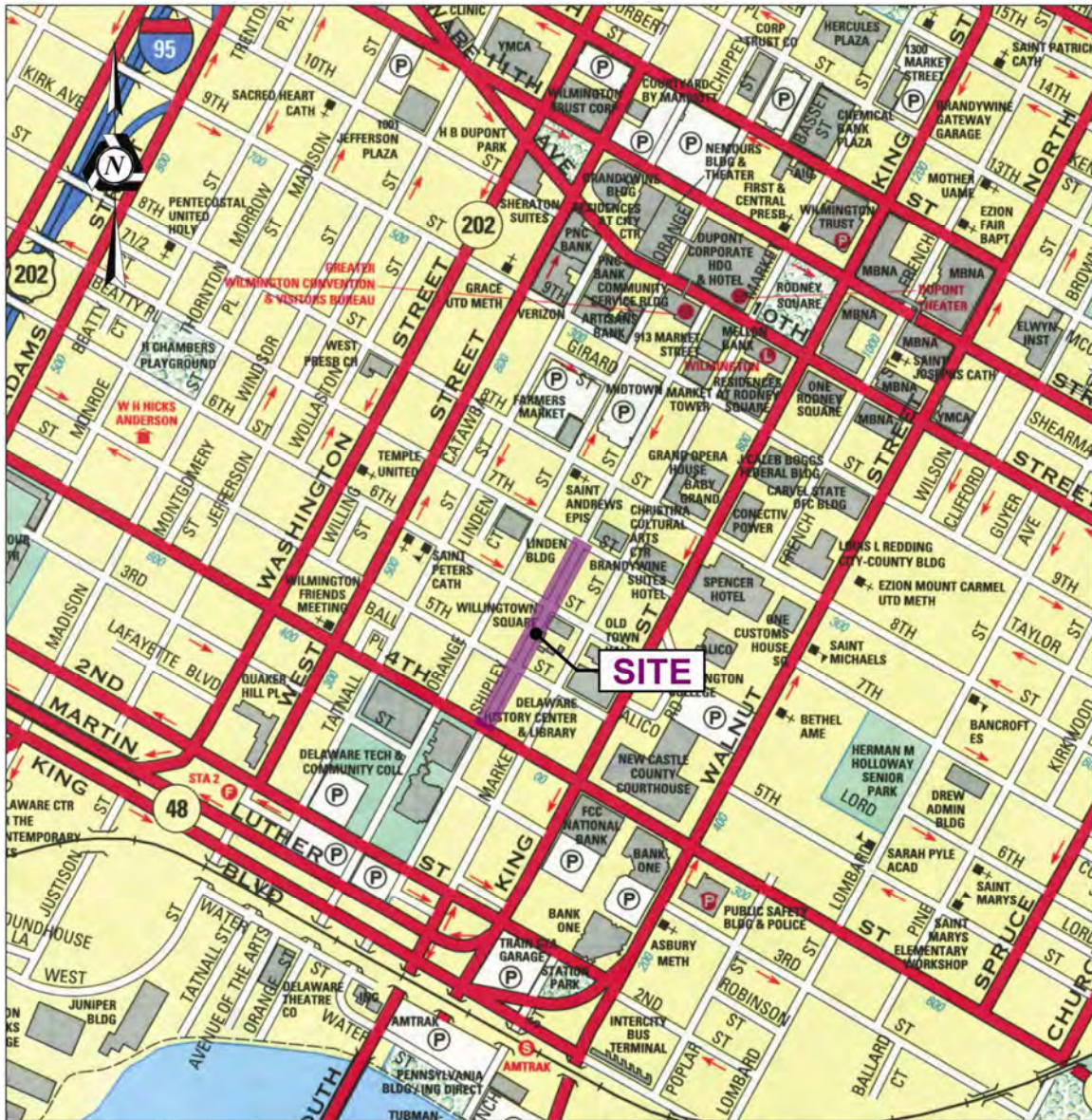
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CTP Estimate

7

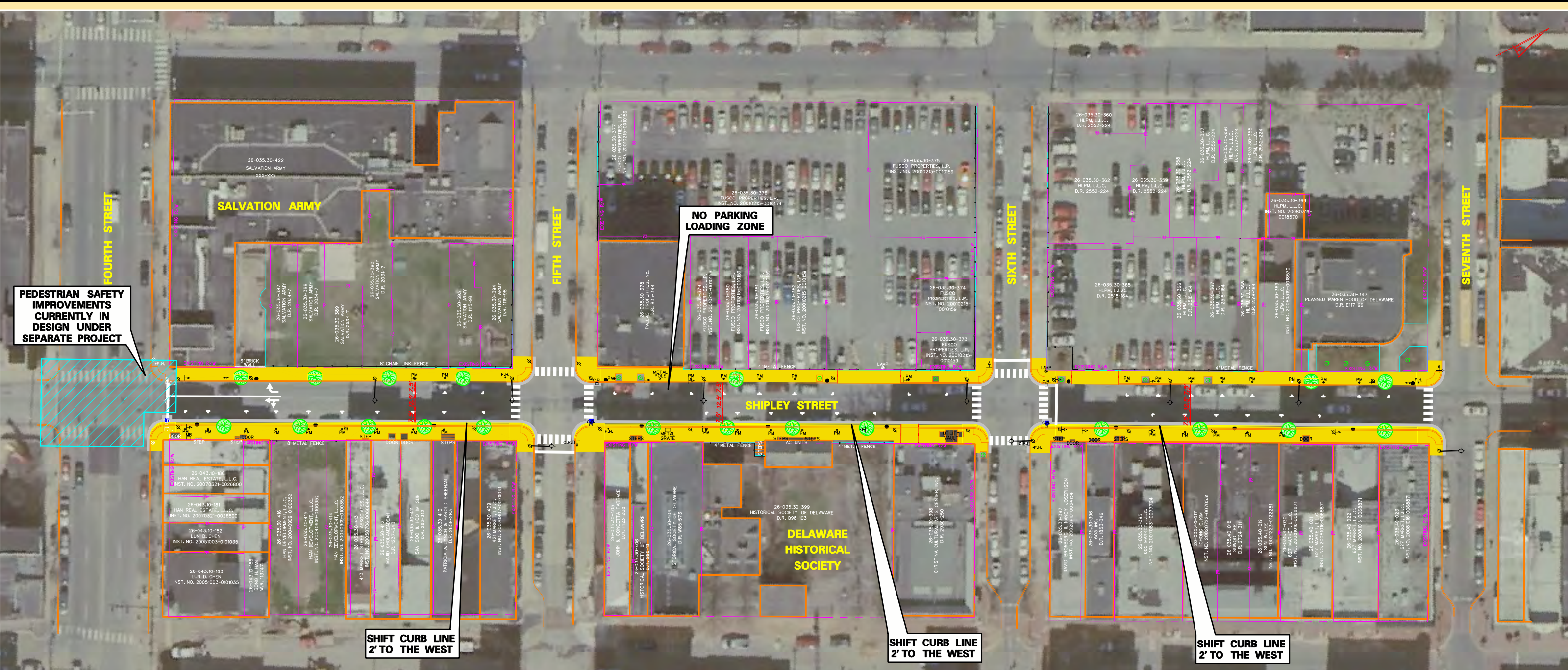
8

FIGURE 1: LOCATION MAP



Copyright ADC-The Map People
Permitted Use Number 20902115

Shipley Street Improvements
Contract No. 30-200-03
NOT TO SCALE



LEGEND

- | | | | | | |
|--|------------------------|--|------------------------------|--|-----------------------------|
| | EXISTING UTILITY POLE | | EXISTING TRAFFIC SIGNAL POLE | | PROPOSED CONCRETE CURB |
| | EXISTING CATCH BASIN | | EXISTING MAILBOX | | PROPOSED TREE |
| | EXISTING FIRE HYDRANT | | EXISTING SIGN | | PROPOSED LIGHTING |
| | EXISTING TREE | | EXISTING CURB | | PROPOSED CROSSWALK STRIPING |
| | EXISTING LUMINAIRE | | PROPOSED ROADWAY | | PROPOSED CONCRETE SIDEWALK |
| | EXISTING PARKING METER | | | | |

Delaware Department of Transportation

**Shipley Street Improvements
Concept Plan**



SHIPLEY STREET IMPROVEMENTS

CONTRACT #30-200-03
F.A.P. No. ETEA-2010(7)



WHITMAN, REQUARDT AND ASSOCIATES, LLP

FOR THE
DELAWARE DEPARTMENT OF TRANSPORTATION

APRIL 30, 2010

Project Description and Purpose

This project involves the construction of curb and sidewalk along Shipley Street in Wilmington from Fourth Street to Seventh Street. In addition, decorative street lighting and new street trees will be installed along with curb ramp reconstruction to comply with current Americans with Disabilities Act (ADA) standards. This work is being undertaken to improve safety and mobility for pedestrians and to enhance downtown Wilmington.

Existing Conditions / Project Need

This project, initiated as part of the Transportation Enhancements program is sponsored by the City of Wilmington, The Wilmington Area Planning Council (WILMAPCO), and the Shipley Street Civic Association. Within the project limits, Shipley Street is a one-lane, one-way southbound street with a closed section and parking along both sides. The typical pavement width is 30 feet and there is sidewalk along both sides with a typical width of 9 feet. The existing sidewalk material is concrete in poor condition. There is existing lighting on some utility poles on the west side of the roadway and existing granite curb along a majority of the roadway. Development along Shipley Street is mostly commercial, with Shipley Street serving as the “back door” to businesses located on Market Street. For these businesses, Shipley Street functions as a service road or alley with trash collection and utilities along the roadway, as well as parking for customers and employees of the businesses. In 2004, WILMAPCO published the “Shipley Street Revitalization Plan,” which proposed three alternatives to improve the Shipley Street streetscape from Martin Luther King Boulevard to 10th Street. These alternatives were used as a model for the three alternatives presented as part of the concept design process for this project.

Proposed Improvements

The proposed improvements are summarized as follows:

Alternative A:

- The existing concrete sidewalk along both sides of Shipley Street from 4th Street to 7th Street will be removed and replaced with new concrete sidewalk. The proposed sidewalk width will match the existing sidewalk width of nine feet.
- Additional street trees with 4-foot by 10-foot tree pits will be installed on the west side of Shipley Street.
- Decorative street lighting will be provided on both sides of Shipley Street.
- The existing granite curb throughout the project limits will be reset or replaced as needed.
- All curb ramps within the project limits will be reconstructed to comply with current ADA standards and DelDOT construction details.
- Delmarva Power relocated their utility poles and lines from the east side of the street to the west side of the street in late 2009. Coordination with the utility companies will be necessary to relocate all utilities to the new pole line on the west side of Shipley Street. Once this is completed Delmarva Power will remove the utility poles from the east side of the street.

Alternative B:

- The existing concrete sidewalk along both sides of Shipley Street from 4th Street to 7th Street will be removed and replaced with new concrete sidewalk. The proposed sidewalk width will match the existing sidewalk width of nine feet and will include a 2-foot wide decorative band of brick placed adjacent to the granite curb.

- Additional street trees with 4-foot by 10-foot tree pits will be installed on the west side of Shipley Street.
- Decorative street lighting will be provided on both sides of Shipley Street.
- The existing granite curb throughout the project limits will be reset or replaced as needed.
- All curb ramps within the project limits will be reconstructed to comply with current ADA standards and DelDOT construction details. The curb ramps in Alternative B will be constructed out of brick.
- Delmarva Power relocated their utility poles and lines from the east side of the street to the west side of the street in late 2009. Coordination with the utility companies will be necessary to relocate all utilities to the new pole line on the west side of Shipley Street. Once this is completed Delmarva Power will remove the utility poles from the east side of the street.

Alternative C – Selected Alternative:

- The existing curb line on the east side of Shipley Street will be shifted approximately 2 feet to the west. This will provide extra sidewalk width on the west side to allow for easier passage of pedestrians, create additional space to plant street trees, and decrease the width of the travel lane on Shipley Street. The existing granite curb on the west side of Shipley Street will be reset or replaced in its existing location as needed.
- The proposed typical pavement width is 27.5 feet. This will include a 7.5-foot wide parking lane on each side of Shipley Street with a 12.5-foot wide travel lane. The typical sidewalk width on the east side of Shipley Street will be increased to 11 feet. The typical sidewalk width on the west side of Shipley Street will remain nine feet. All existing sidewalk will be removed and replaced with new concrete sidewalk.
- Additional street trees with 4-foot by 10-foot tree pits will be installed on both sides of Shipley Street.
- Decorative street lighting will be provided on both sides of Shipley Street.
- Existing catch basins on the east side of Shipley Street will be converted into junction boxes. New catch basins will be constructed along the proposed curb line and connected to the proposed junction boxes.
- Delmarva Power relocated their utility poles and lines from the east side of the street to the west side of the street in late 2009. Coordination with the utility companies will be necessary to relocate all utilities to the new pole line on the west side of Shipley Street. Once this is completed Delmarva Power will remove the utility poles from the east side of the street.

Cultural Resources

A preliminary field view was held on March 15, 2010 with representatives from DelDOT Environmental Studies and the City of Wilmington preservation planner to discuss potential impacts from this project. To maintain historical integrity, this project will utilize materials that are consistent with existing conditions. No cultural resource impacts are anticipated for this project.

Miscellaneous Impacts

As a result of the project implementation, some impacts to the natural and built environment are anticipated. However, due to the nature of the improvements, the impacts are not expected to be significant. The need for permits is not anticipated based on potential impacts to natural resources in the project limits.

Conclusion

It appears that no significant impacts to social, economic, and environmental resources will occur as a result of this project. Proposed improvements along Shipley Street have been a priority for the City of Wilmington since the 2004 study was completed. The project is supported by the community and will significantly improve the aesthetics of the street and safety and mobility for pedestrians.

PUBLIC INVOLVEMENT HISTORY AND KEY COMMITMENTS

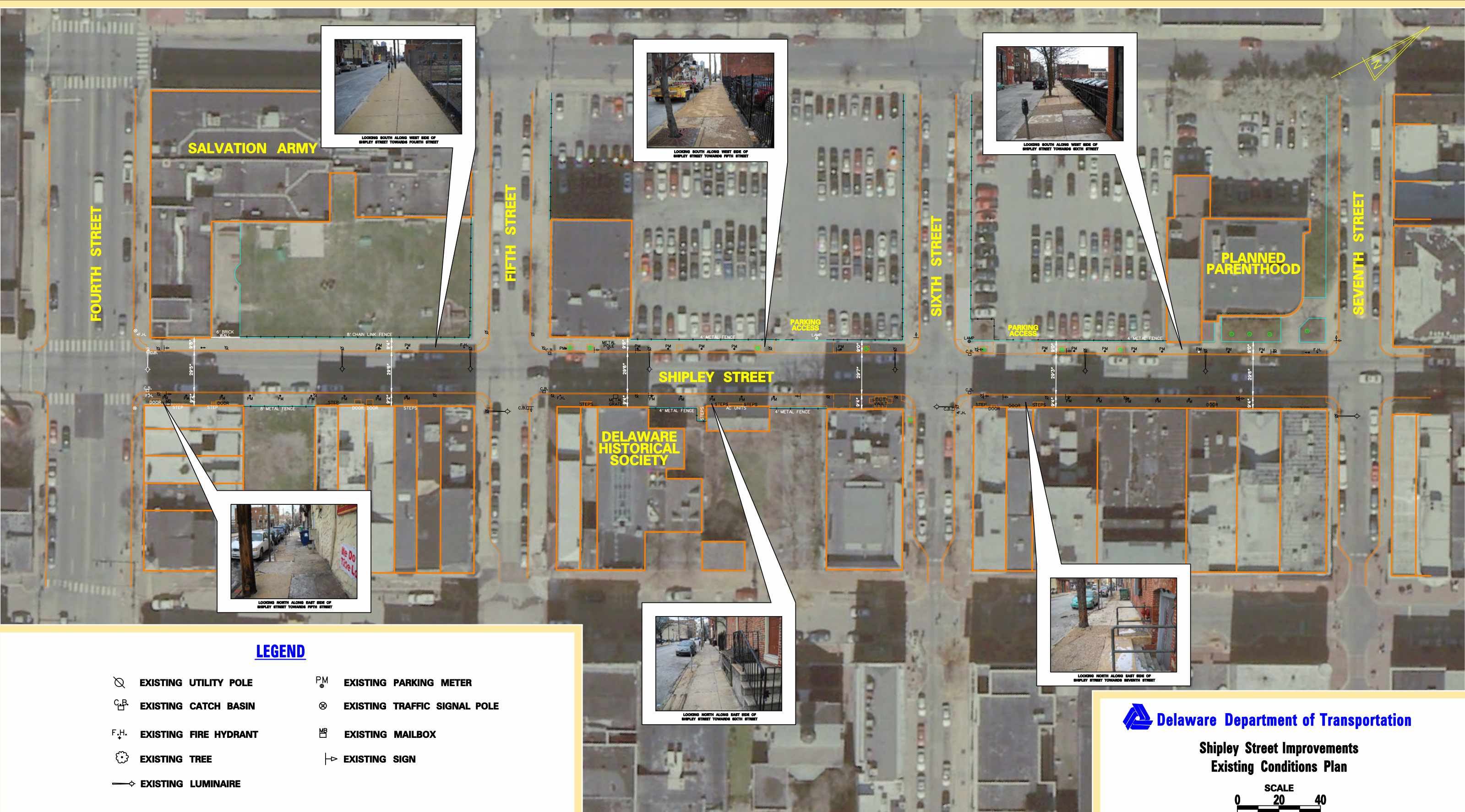
Shipley Street Improvements Contract No. 30-200-03

This project was initiated at the request of the City of Wilmington. This project was initially requested to incorporate relocation of Delmarva Power utility poles and lines in conjunction with the Transportation Enhancements project. That relocation occurred in late 2009, prior to the initiation of the Transportation Enhancements project.










A project kick-off meeting with the City of Wilmington and WILMAPCO was held February 24, 2010 to discuss the proposed improvements. During the kick-off meeting, a WILMAPCO report from 2004, the Shipley Street Revitalization Plan, was discussed. The report presented three alternatives to improve the Shipley Street streetscape.

A public workshop was held on April 14, 2010 at the Chase Center on the Riverfront in conjunction with the Wilmington Downtown Circulation Study workshop and other Transportation Enhancements projects. Attendees were provided handouts giving a brief description of the project and display boards were presented for attendees to review the three proposed concepts. There were 27 attendees at the workshop and one completed survey form has been received. In general, verbal comments indicated that the majority of attendees supported the project. Copies of materials presented at the workshop and the completed survey form are attached.

On April 27, 2010, a progress meeting was held with representatives from the City of Wilmington and WILMAPCO to discuss the three alternatives and cost estimates for the alternatives. Based on this meeting, it was decided that the sponsors of the project preferred Alternative C.



LEGEND

- | | |
|---|--|
|  EXISTING UTILITY POLE |  EXISTING PARKING METER |
|  EXISTING CATCH BASIN |  EXISTING TRAFFIC SIGNAL POLE |
|  EXISTING FIRE HYDRANT |  EXISTING MAILBOX |
|  EXISTING TREE |  EXISTING SIGN |
|  EXISTING LUMINAIRE | |

 Delaware Department of Transportation

**Shipley Street Improvements
Existing Conditions Plan**





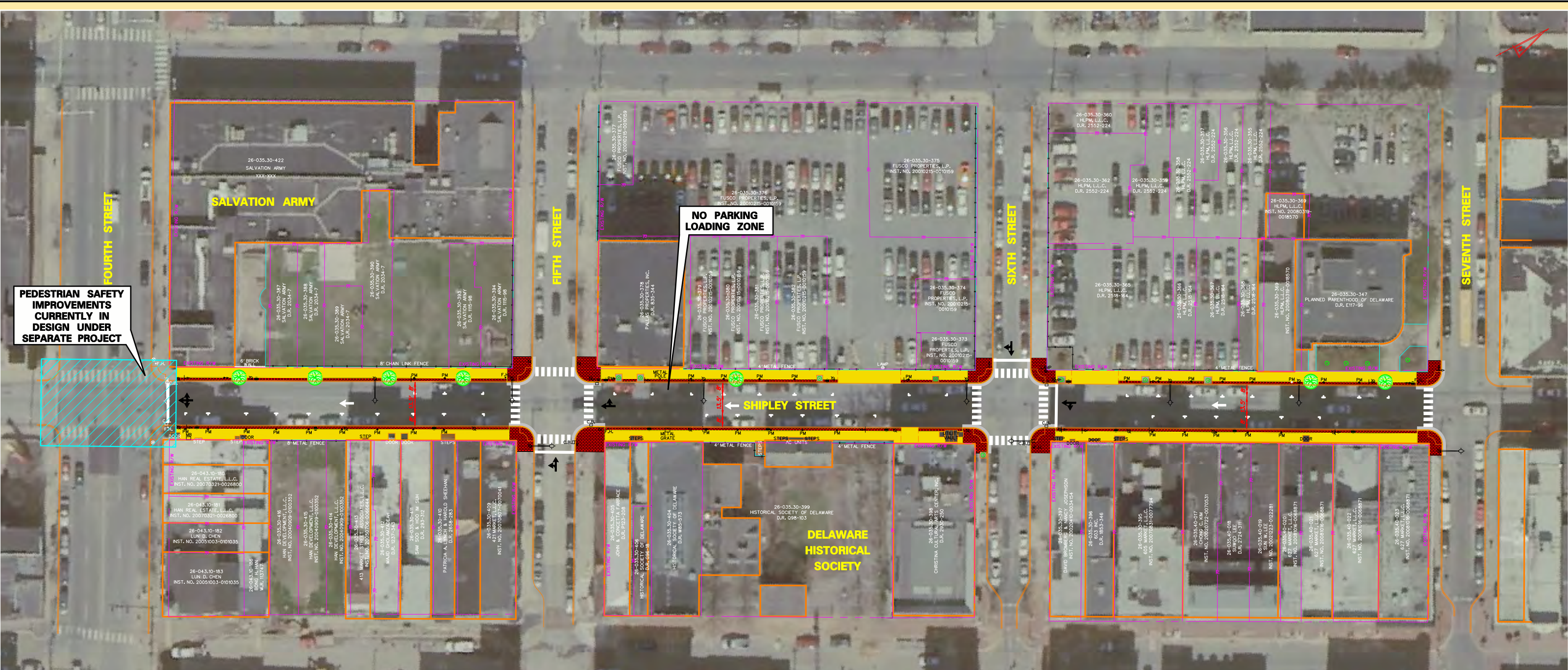
LEGEND

	EXISTING UTILITY POLE		EXISTING TRAFFIC SIGNAL POLE		PROPOSED CONCRETE CURB
	EXISTING CATCH BASIN		EXISTING MAILBOX		PROPOSED TREE
	EXISTING FIRE HYDRANT		EXISTING SIGN		PROPOSED TREE PIT
	EXISTING TREE		EXISTING CURB		PROPOSED LIGHTING
	EXISTING LUMINAIRE		PROPOSED ROADWAY		PROPOSED CROSSWALK STRIPING
	EXISTING PARKING METER		PROPOSED CONCRETE SIDEWALK		

Delaware Department of Transportation

**Shipley Street Improvements
Concept Plan Alternative A**

SCALE
0 20 40



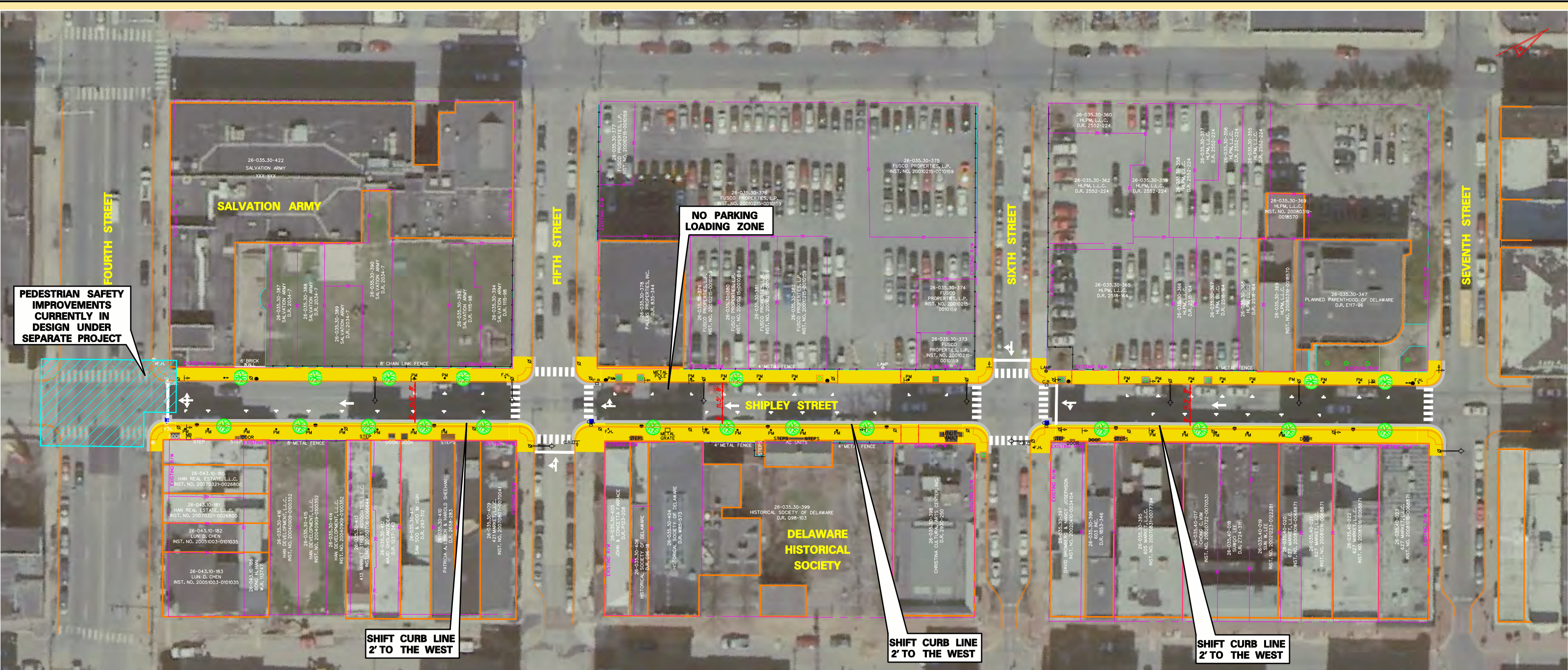
LEGEND

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| | EXISTING UTILITY POLE | | EXISTING TRAFFIC SIGNAL POLE | | PROPOSED CONCRETE CURB |
| | EXISTING CATCH BASIN | | EXISTING MAILBOX | | PROPOSED TREE |
| | EXISTING FIRE HYDRANT | | EXISTING SIGN | | PROPOSED TREE PIT |
| | EXISTING TREE | | EXISTING CURB | | PROPOSED LIGHTING |
| | EXISTING LUMINAIRE | | PROPOSED ROADWAY | | PROPOSED CROSSWALK STRIPING |
| | EXISTING PARKING METER | | PROPOSED CONCRETE SIDEWALK | | PROPOSED BRICK SIDEWALK |

Delaware Department of Transportation

Shipley Street Improvements Concept Plan Alternative B





EXISTING UTILITY POLE

EXISTING CATCH BASIN

EXISTING FIRE HYDRANT

EXISTING TREE

EXISTING LUMINAIRE

EXISTING PARKING METER

EXISTING TRAFFIC SIGNAL POLE

EXISTING MAILBOX

EXISTING SIGN

EXISTING CURB

PROPOSED ROADWAY

PROPOSED CONCRETE SIDEWALK

PROPOSED CONCRETE CURB

PROPOSED TREE

PROPOSED TREE PIT

PROPOSED LIGHTING

PROPOSED CROSSWALK STRIPING

PROPOSED BRICK SIDEWALK

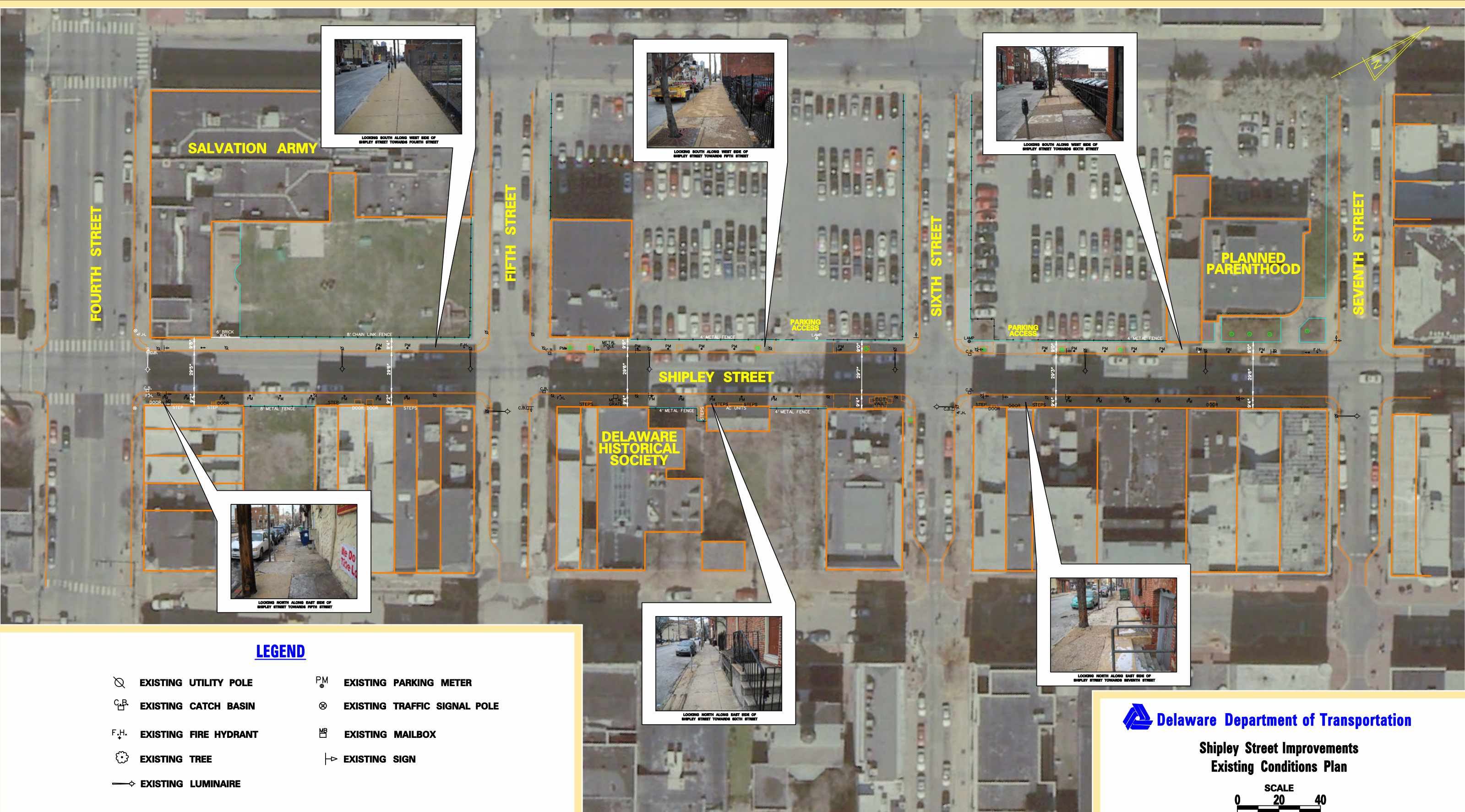
Delaware Department of Transportation

Shipley Street Improvements










Concept Plan Alternative C

SCALE

0 20 40



LEGEND

- | | |
|---|--|
|  EXISTING UTILITY POLE |  EXISTING PARKING METER |
|  EXISTING CATCH BASIN |  EXISTING TRAFFIC SIGNAL POLE |
|  EXISTING FIRE HYDRANT |  EXISTING MAILBOX |
|  EXISTING TREE |  EXISTING SIGN |
|  EXISTING LUMINAIRE | |

 Delaware Department of Transportation

**Shipley Street Improvements
Existing Conditions Plan**





EXISTING UTILITY POLE

EXISTING CATCH BASIN

EXISTING FIRE HYDRANT

EXISTING TREE

EXISTING LUMINAIRE

EXISTING PARKING METER

EXISTING TRAFFIC SIGNAL POLE

EXISTING MAILBOX

EXISTING SIGN

EXISTING CURB

PROPOSED ROADWAY

PROPOSED CONCRETE SIDEWALK

PROPOSED CONCRETE CURB

PROPOSED TREE

PROPOSED TREE PIT

PROPOSED LIGHTING

PROPOSED CROSSWALK STRIPING

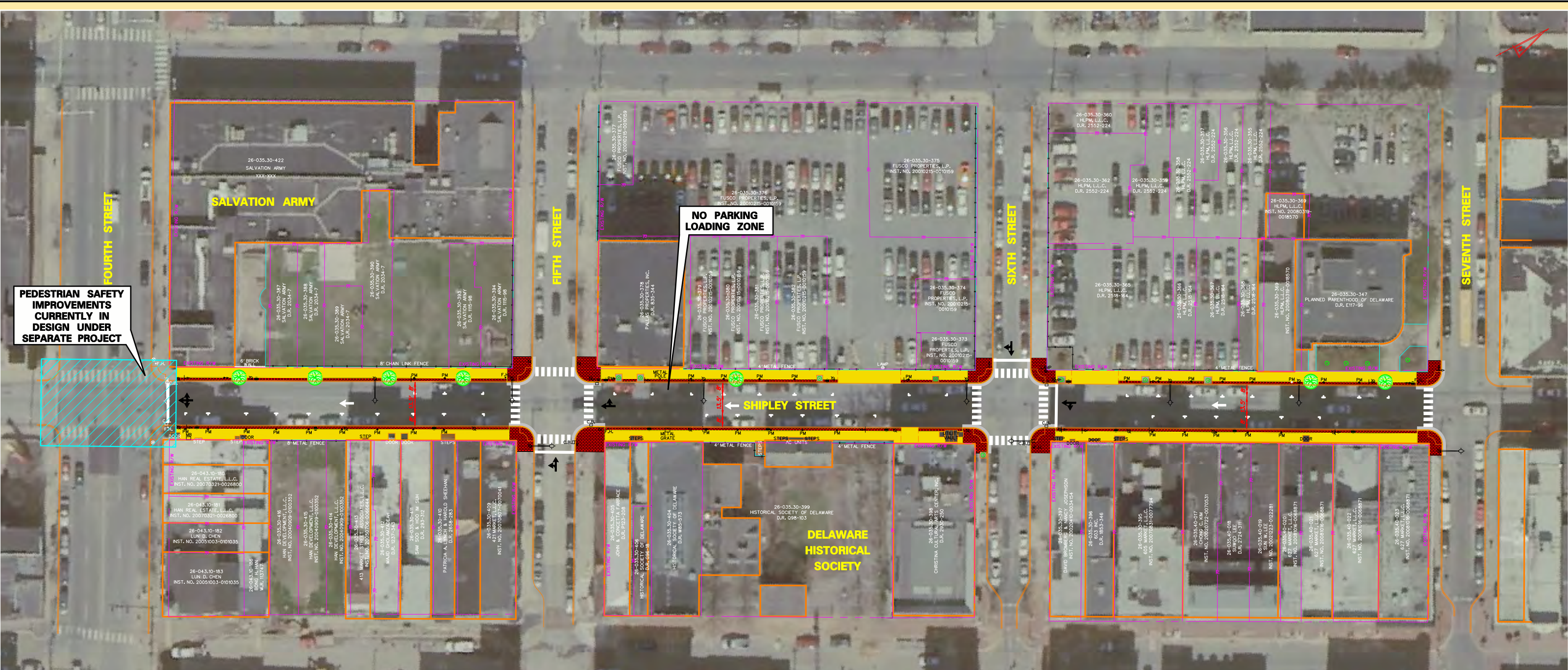
Delaware Department of Transportation

Shipley Street Improvements

Concept Plan Alternative A

SCALE

0 20 40

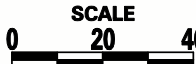


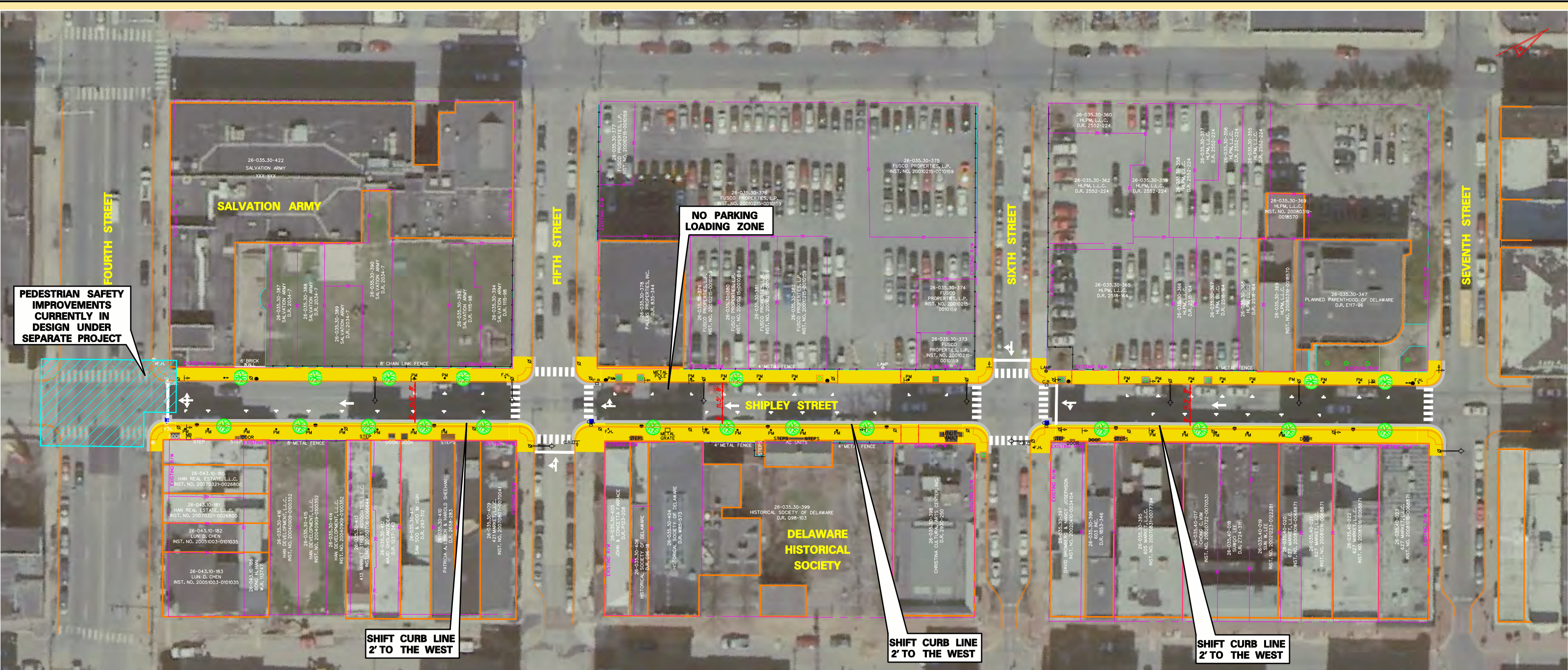
LEGEND

- | | | | | | |
|--|------------------------|--|------------------------------|--|-----------------------------|
| | EXISTING UTILITY POLE | | EXISTING TRAFFIC SIGNAL POLE | | PROPOSED CONCRETE CURB |
| | EXISTING CATCH BASIN | | EXISTING MAILBOX | | PROPOSED TREE |
| | EXISTING FIRE HYDRANT | | EXISTING SIGN | | PROPOSED TREE PIT |
| | EXISTING TREE | | EXISTING CURB | | PROPOSED LIGHTING |
| | EXISTING LUMINAIRE | | PROPOSED ROADWAY | | PROPOSED CROSSWALK STRIPING |
| | EXISTING PARKING METER | | PROPOSED CONCRETE SIDEWALK | | PROPOSED BRICK SIDEWALK |

Delaware Department of Transportation

Shipley Street Improvements
Concept Plan Alternative B





EXISTING UTILITY POLE

EXISTING CATCH BASIN

EXISTING FIRE HYDRANT

EXISTING TREE

EXISTING LUMINAIRE

EXISTING PARKING METER

EXISTING TRAFFIC SIGNAL POLE

EXISTING MAILBOX

EXISTING SIGN

EXISTING CURB

PROPOSED ROADWAY

PROPOSED CONCRETE SIDEWALK

PROPOSED CONCRETE CURB

PROPOSED TREE PIT

PROPOSED LIGHTING

PROPOSED CROSSWALK STRIPING

PROPOSED BRICK SIDEWALK

PROPOSED TREE

Delaware Department of Transportation

Shipley Street Improvements

Concept Plan Alternative C

SCALE

0 20 40



SHIPLEY STREET IMPROVEMENTS

Chase Center on the Riverfront

April 14, 2010



Public Workshop Survey

Our goal at DelDOT is to keep the public informed of transportation projects and programs. One of the ways we do this is through public workshops like the one you are attending this evening. By filling out this survey and dropping it in the COMMENTS box, or mailing it to DelDOT at the address listed on the reverse side of this survey, you will greatly assist us in evaluating our community outreach efforts. Thank you.

Please print your responses to the following questions. If you would prefer not to answer a question, simply leave the question blank. We appreciate any comments you may have.

Other than those noted during tonight's workshop, are there additional concerns you have regarding pedestrian access and safety along Shipley Street?

As part of the Transportation Enhancement Program, the purpose of the Shipley Street Improvements is to improve safety and mobility for pedestrians and provide streetscape enhancements. Please choose from the concept alternatives listed below and provide additional comments as necessary:

- ☐ **Alt. A: Proposed concrete sidewalk with additional street trees along the west side and improved street lighting**
- ☐ **Alt.B: Proposed concrete sidewalk with decorative brick, with additional street trees along the west side and improved street lighting**
- ☐ **Alt. C: Proposed concrete sidewalk with shifted curb line on east side and additional street trees on both sides and improved street lighting**

Why?

Are there any additional features or changes that you would like to see as part of the concept design?

GENERAL INFORMATION

1) How would you describe yourself and/or your affiliation? (check as many as apply)

<input type="checkbox"/> Resident	<input type="checkbox"/> Adjacent property owner
<input type="checkbox"/> Community/civic organization	<input type="checkbox"/> Institution (church, school, other)
<input type="checkbox"/> Media	<input type="checkbox"/> Business owner
<input type="checkbox"/> Other (please explain) _____	

2) How did you hear about this workshop?

<input type="checkbox"/> Neighborhood/friend	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio
<input type="checkbox"/> Postcard notice	<input type="checkbox"/> Blue road sign	

3) How helpful and informative were the DelDOT facilitators?

<input type="checkbox"/> Very helpful	<input type="checkbox"/> Moderately helpful
<input type="checkbox"/> Not at all helpful	<input type="checkbox"/> No opinion

4) How effective were the display materials at explaining the project?

<input type="checkbox"/> Very effective	<input type="checkbox"/> Moderately effective
<input type="checkbox"/> Not at all effective	<input type="checkbox"/> No opinion

5) If you have any additional comments relating to tonight's workshop please include them here:

If you would like to stay informed on project status and upcoming workshops, please provide the following:

Name: _____

Address: _____

City/state/zip: _____

Phone (optional): _____ E-mail (optional): _____

Your comments and opinions are very important. All information you provide on this form will be carefully reviewed by the Delaware Department of Transportation. Under state law, this survey form is public domain, and if requested, a copy of it must be provided to the public or media. Thank you for your participation and contributions to this important transportation project.

Please return this survey to the COMMENTS box, or mail to:
Delaware Department of Transportation, Public Relations
Post Office Box 778
Dover, Delaware 19903
(800) 652-5600 or (302) 760-2080



SHIPLEY STREET IMPROVEMENTS

Chase Center on the Riverfront

April 14, 2010



Public Workshop Survey

Our goal at DelDOT is to keep the public informed of transportation projects and programs. One of the ways we do this is through public workshops like the one you are attending this evening. By filling out this survey and dropping it in the COMMENTS box, or mailing it to DelDOT at the address listed on the reverse side of this survey, you will greatly assist us in evaluating our community outreach efforts. Thank you.

Please print your responses to the following questions. If you would prefer not to answer a question, simply leave the question blank. We appreciate any comments you may have.

Other than those noted during tonight's workshop, are there additional concerns you have regarding pedestrian access and safety along Shipley Street?

NO

As part of the Transportation Enhancement Program, the purpose of the Shipley Street Improvements is to improve safety and mobility for pedestrians and provide streetscape enhancements. Please choose from the concept alternatives listed below and provide additional comments as necessary:

- ☐ Alt. A: Proposed concrete sidewalk with additional street trees along the west side and improved street lighting
- ☐ Alt.B: Proposed concrete sidewalk with decorative brick, with additional street trees along the west side and improved street lighting
- ☒ Alt. C: Proposed concrete sidewalk with shifted curb line on east side and additional street trees on both sides and improved street lighting

Why?

The additional space for pedestrians on the east side of Shipley would be beneficial to accommodate the (hopefully) increased population due to new residences and new business activity. A best of both worlds option would be to include the decorative brick feature on Alt. B. as a add-on for Alt. C to create the visual unity with Market Street and the other downtown areas already featuring this element.

Are there any additional features or changes that you would like to see as part of the concept design?

Bike racks!!! Shipley doesn't have the congestion on Market Street, so a few bike racks wouldn't have such

an impact on pedestrians.

GENERAL INFORMATION

1) How would you describe yourself and/or your affiliation? (check as many as apply)

<input type="checkbox"/> Resident	<input type="checkbox"/> Adjacent property owner
<input type="checkbox"/> Community/civic organization	<input type="checkbox"/> Institution (church, school, other)
<input type="checkbox"/> Media	<input type="checkbox"/> Business owner
<input type="checkbox"/> Other (please explain) _____	

2) How did you hear about this workshop?

<input type="checkbox"/> Neighborhood/friend	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio
<input checked="" type="checkbox"/> Postcard notice	<input type="checkbox"/> Blue road sign	

3) How helpful and informative were the DelDOT facilitators?

<input checked="" type="checkbox"/> Very helpful	<input type="checkbox"/> Moderately helpful
<input type="checkbox"/> Not at all helpful	<input type="checkbox"/> No opinion

4) How effective were the display materials at explaining the project?

<input checked="" type="checkbox"/> Very effective	<input type="checkbox"/> Moderately effective
<input type="checkbox"/> Not at all effective	<input type="checkbox"/> No opinion

5) If you have any additional comments relating to tonight's workshop please include them here:

The location of the workshop was not very conducive to pedestrian participants that work downtown. Additionally, holding the workshop in the same neighborhood that the proposed improvements would be made seems, on its face, a better effort toward engaging its residents and stakeholders.

If you would like to stay informed on project status and upcoming workshops, please provide the following:

Name: Alfred Lance _____

Address: Office of Economic Development, Louis L. Redding City/County Building, 3rd Flr 800 French St.
City/state/zip: Wilmington, DE 19801 _____

Phone (optional): _____ E-mail (optional): alance@WilmingtonDE.gov _____

Your comments and opinions are very important. All information you provide on this form will be carefully reviewed by the Delaware Department of Transportation. Under state law, this survey form is public domain, and if requested, a copy of it must be provided to the public or media. Thank you for your participation and contributions to this important transportation project.

Please return this survey to the COMMENTS box, or mail to:



SHIPLEY STREET IMPROVEMENTS

Chase Center on the Riverfront

April 14, 2010



Delaware Department of Transportation, Public Relations

Post Office Box 778

Dover, Delaware 19903

(800) 652-5600 or (302) 760-2080



Photo 1: Looking north along the east side of Shipley Street from Fourth Street.



Photo 2: Looking north along the east side of Shipley Street, between Fourth and Fifth Street.



Photo 3: Looking north along the east side of Shipley Street from Fifth Street.



Photo 4: Looking north along the east side of Shipley Street, between Fifth and Sixth Street.



Photo 5: Looking north along the east side of Shipley Street from Sixth Street.



Photo 6: Looking north along the east side of Shipley Street between Sixth and Seventh Street.



Photo 7: Looking south along the west side of Shipley Street from Seventh Street.



Photo 8: Looking south along the west side of Shipley Street between Seventh and Sixth Street.



Photo 9: Looking south along the west side of Shipley Street from Sixth Street.

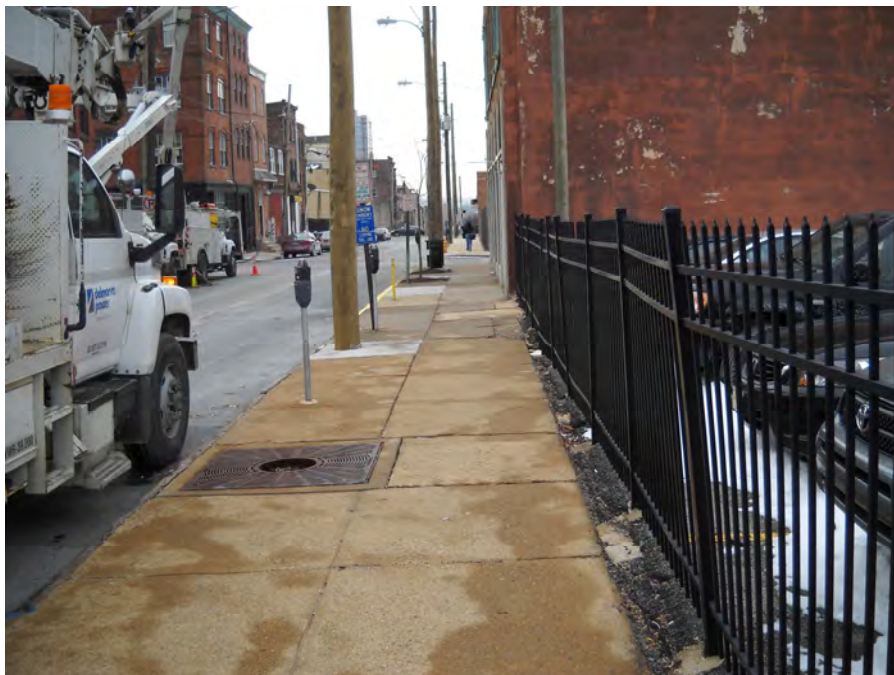


Photo 10: Looking south along the west side of Shipley Street between Sixth and Fifth Street.



Photo 11: Looking south along the west side of Shipley Street from Fifth Street.



Photo 12: Looking south along the west side of Shipley Street between Fifth and Fourth Street.

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

1. NAME OF PROJECT	<u>Shipley Street Improvements</u>	<u>New Castle</u>
	Subdivision or Road Name	County

2. LIMITS

Street Name or Road Number	From	To	Length
Shipley Street	Fourth Street	Seventh Street	870 feet

3. ESTIMATE REQUESTED BY:	<u>Jeff Niezgoda</u>	for (check one) <input type="checkbox"/>	Project initiation	<u>Planning</u>
	Name	<input checked="" type="checkbox"/>	Estimate only	Section or Legis. Dist.

4. DESCRIPTION OF IMPROVEMENT:

This project was initiated as part of the Transportation Enhancements Program. This project will consist of new PCC sidewalks along both sides of Shipley Street, with street trees and street lighting added. Throughout the project limits, the granite curb will be reset or replaced. To comply with current ADA standards, the proposed improvements will include curb ramp reconstruction.

4. PROJECT IN C.I.P. Yes ☐ No ☒ If "Yes", indicate year F.Y. _____

5. TYPICAL SECTION

The existing roadway within the project limits is closed-section with sidewalk along both sides of the roadway. Shipley Street is a one-lane, one-way southbound street with a typical roadway width of 30 feet and parking along both sides of the street. The proposed improvements include sidewalk and curb reconstruction with new trees along the both sides of the street. New street lighting will be installed and curb ramps upgraded to meet ADA standards.

6. STATE MAINTAINED ☐ CITY MAINTAINED ☒ PRIVATE ☐ OTHER ☐ (specify)

7. COST ESTIMATE:	from C.I.P. estimate form	Estimate prepared by:	Date:
-------------------	------------------------------	--------------------------	-------

a. Location and Environmental Studies	\$0	Part I	N/A	
(Part I to be included only for class "I" and "III" projects)				

b. Preliminary Engineering	\$176,000	Part II	WRA	04/30/10
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c. Real Estate	\$0	Part III	N/A
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d. Construction *	\$823,390	Part IV	WRA	04/30/10
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e. TOTAL ESTIMATED PROJECT COST	\$999,390
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* Includes Utilities, Traffic, and C.E.

APPROVED

Valid thru			
Date	Assistant Director, M&O/Transportation Solutions/Planning	Date	

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

(Current Dollars)

Part I of V

Contract No. 30-200-30

Project Title: Shipley Street Improvements

PART I - LOCATION & ENVIRONMENTAL STUDIES (N/A)

(Part I to be included only for class "I" & "III" projects)

A. ENGINEERING

(Includes NEPA)

B. ARCHAEOLOGY

1. Phase I (study)

2. Phase 2 (study)

3. Phase 3 (mitigation)

C. WETLANDS

1. Delineation (study)

2. Permit preparation

3. Mitigation (design)

D. HAZARDOUS MATERIAL

1. Phase 1 (study)

2. Phase 2 (study)

3. Phase 3 (remediation)

E. HISTORIC

1. Phase 1 (study)

2. Phase 2 (study)

3. Mitigation (by loc./env.)

4. Mitigation (by design)

yes ☐ no ☐

F. NOISE

1. Studies

2. Mitigation (by design)

yes ☐ no ☐

G. OTHER

1. _____

2. _____

TOTAL COSTS FOR PART I (A thru G) ROUNDED

CONTINGENCY COSTS

(normally 5% for large projects and 10% for small projects - to be approved by section head)

(% used)

TOTAL LOCATION AND ENVIRONMENTAL STUDIES COSTS

(also total for Construction Project Estimate form line 7a)

Estimator: N/A

Date: _____

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

(Current Dollars)

Part II of V

Contract No. 30-200-30

Project Title: Shipley Street Improvements

PART II - PRELIMINARY ENGINEERING

A. SURVEYS

\$30,000

- 1. Inhouse
- 2. Consultant

\$30,000

B. DESIGN ENGINEERING

\$130,000

- 1. Design
 - a. Inhouse
 - b. Consultant

\$130,000

\$130,000

- 2. Traffic
 - a. Inhouse
 - b. Consultant

\$0

- 3. Real Estate Plan Preparation
 - a. Inhouse
 - b. Consultant

\$0

- 4. Utilities
 - a. Inhouse
 - b. Consultant
 - c. Test Holes
 - d. Utility Company

\$0

- 5. Materials & Research

- 6. Borings

- 7. Pile Load Tests

- 8. Subdivision

\$0

- a. Inhouse
- b. Consultant
- c. Railroad P.E.

- 9. Other (specify)

\$0

- a. _____
- b. _____

C. ENVIRON. ASSESSMENT

\$0

(use for class "II" projects only)

- 1. Wetlands
- 2. Hazardous Materials
- 3. Noise
- 4. Historic
- 5. Archaeology
- 6. Other

- a. _____
- b. _____

Loc/Environ

Estimator: _____ Date: _____

D. CONTRACT ADMINISTRATION

Cont/Admin

Estimator: _____ Date: _____

TOTAL COSTS FOR PART II (A thru D) ROUNDED

\$160,000

CONTINGENCY COSTS

(normally 5% for large projects and 10% for small projects - to be approved by section head)

10%

(% used)

\$16,000

TOTAL PRELIMINARY ENGINEERING

(also total for Construction Project Estimate form line 7b)

\$176,000

Estimator: WRA

Date: 04/30/10

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

(Current Dollars)

Part III of V

Contract No. 30-200-30

Project Title: Shipley Street Improvements

PART III - REAL ESTATE

A. REAL PROPERTY \$0

1. Total acquisitions

2. Partial acquisitions

3. Permanent easements

4. Temporary easements

5. Wetland mitigation

Other (specify)

6.

7.

B. RELOCATION \$0

1. Residential

2. Business

Other (specify)

3.

4.

C. ASBESTOS PROGRAM \$0

1. Testing

2. Abatement

D. DEMOLITION

E. APPRAISAL FEES

F. STAFF

G. SETTLEMENT

H. REAL ESTATE ENG. \$0

1. Consultant survey

2. As acquired plans

I. CONDEMNATION

J. OTHER (specify) \$0

1.

2.

TOTAL COSTS FOR PART III (A thru J) ROUNDED \$0

CONTINGENCY COSTS \$0

(normally 5% for large projects and 10% for small projects - to be approved by section head) (% used)

TOTAL REAL ESTATE COSTS \$0

(also total for Construction Project Estimate form line 7c)

Estimator: N/A

Date:

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

(Current Dollars)

Part IV-A of V

Contract No. 30-200-30

Project Title Shipley Street Improvements

PART IV -CONSTRUCTION

A. ROADWAY/APPROACH CONSTRUCTION

\$302,000

1. Grading
 - a. Excavation \$5,000
(includes SWM pond)
 - b. Borrow _____
 2. Drainage \$10,000
 3. Pavement
 - a. Surface \$5,000
 - b. Base \$14,000
 - c. Subbase \$18,000
 4. Erosion/Sed. Cont. \$5,000
 5. Miscellaneous
 - a. Curb/Gutter \$115,000
 - b. Sidewalk \$80,000
 - c. Guardrail _____
 - d. C.P.M. Schedule _____
 - e. Clear/Grubb _____
 - f. Field Office _____
- Other (specify)
- g. Vault Doors \$50,000
 - h. _____
 - i. _____
 - j. _____
 - k. _____
 - l. _____
 - m. _____

B. STRUCTURE CONSTRUCTION

\$0

1. New Bridge
 - a. Type _____
 - b. Size _____
 - c. \$/s.f. _____
2. Old Structure Rem.
 - a. Type _____
 - b. Size _____
 - c. \$/c.y. _____
3. Retaining Wall
 - a. Type _____
 - b. Size _____
 - c. \$/c.y. _____
4. Box Culvert
 - a. Type _____
 - b. Size _____
 - c. \$/s.f. _____

C. LANDSCAPING \$15,000

1. Beautification \$15,000
2. Noise Mitigation _____
3. Visual Mitigation _____
4. Tree Mitigation _____

D. MAINTENANCE OF TRAFFIC \$60,000

(refer to Capital Improvement Project form, Part IV - Continued)

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

(Current Dollars)

Part IV-B of V

Contract No. 30-200-30

Project Title Shipley Street Improvements

PART IV - CONSTRUCTION (CONTINUED)

E. PROJECT TRAFFIC ITEMS \$110,000

1. Signing Structures

a. Overhead Bridges

b. Cantilever Supports

2. Roadway Lighting \$100,000

3. Pavement Markings \$10,000

Other (specify)

4. _____

F. WETLAND MITIGATION _____

G. UTILITY RELOC. IN CONTRACT \$12,000

1. Water \$12,000

2. Sanitary Sewer

Other (specify)

3. _____

H. SUBTOTAL (A thru G) ROUNDED \$499,000

I. MISC. ITEMS \$99,800

(15% of H for large projects and 20% for small)

(At SF submission use 10% and 5%)

20%
(% used)

J. CONTRACTOR'S CONST. ENG. \$24,950

(normally 5% of H)

5%
(% used)

K. INITIAL EXPENSE \$24,950

(normally 5% of H)

5%
(% used)

L. CONSTRUCTION CONTINGENCY \$49,900

(normally 10% of H)

10%
(% used)

M. TOTAL CONSTRUCTION COSTS (H thru L)

(Enter on PNR funding line 5)

\$698,600

N. CONSTRUCTION ENGINEERING (normally 15% of construction costs)

(Enter on PNR funding line 4)

15%

(% used)

\$104,790

O. TOTAL CONSTRUCTION COSTS (Construction Costs + Construction Engineering)

(use this total + Q + P for Construction Project Estimate from line 7d)

\$803,390

Estimator: WRA

Date: 4/30/2010

P. REIMBURSABLE UTILITY RELOCATIONS BY OTHERS \$0

(Enter on PNR funding line 7)

1. Water

2. Sanitary Sewer

3. Electric

4. Telephone

5. Gas

6. CATV

Other (specify)

7. _____

8. _____

Utilities

Estimator:

Date:

Q. TRAFFIC SECTION ITEMS \$20,000

(Enter on PNR funding line 6)

1. Signing \$5,000

2. Signals

3. Detour Signing

4. DelTrac

Other (specify)

5. ITMS Conduit Run \$15,000

Traffic

Estimator:

Date:

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

(Current Dollars)

Part V of V

Contract No. 30-200-30

Project Title: Shipley Street Improvements

SUMMARY

PART I - LOCATION AND ENVIRONMENTAL STUDIES \$0

(Part I to be included only for class "I" and "III" projects)

PART II - PRELIMINARY ENGINEERING \$176,000

PART III - REAL ESTATE \$0

PART IV - CONSTRUCTION \$823,390

TOTAL ESTIMATED PROJECT COSTS \$999,390

(also total for Construction Project Estimate from line 7c)

Project Manager

Date: _____

REVIEWED & CONCURRED IN:

Section Head

Date: _____

NOTE: Concurring section heads are to forward the original estimate copy to the Director of Transportation Solutions with one estimate copy each to the Assistant Director of Project Development, Assistant Director of Design Support, and the Cost Estimate Engineer.



WHITMAN, REQUARDT AND ASSOCIATES, LLP
Three Mill Road, Suite 309, Wilmington Delaware 19806

