

Corridor Design Guidelines

Mount Prospect, Illinois

Wolff Clements and Associates, Ltd.
Graf/X Communication Group, Inc.



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Introduction

Mount Prospect is a community well-known in the Chicago region as having safe neighborhoods, a variety of shopping alternatives, good schools, and a historic town center. Its proximity to Chicago, by both highway and commuter rail, makes it popular with people from many economic and age groups. The Village has a long standing commitment to planning for and improving its commercial corridors. This includes the need to build upon the strengths and address the weaknesses of the corridors, to improve their aesthetic and graphic identity and solidify the reputation of Mount Prospect among the surrounding communities.

Several issues for this effort were identified during the planning process. These were as follows:

- *One-sided corridors:* several corridors or portions of corridors are under the jurisdiction of Mount Prospect on one side and a neighboring municipality on the other. An example is Route 83 south of Golf Road where Des Plaines controls the east side of the road.
- *Visual clutter:* too many overhead utility wires and poles, advertising billboards, and non-conforming signs create a chaotic, frenzied look for many corridors. Route 83 at Golf Road and Rand Road are two places that suffer from this.

- *Automobile orientation:* by scaling rights-of-way to move large numbers of cars and trucks in an efficient manner, the sense of proportion for the pedestrian is lost. Reclaiming at least part of the right-of-way for the pedestrian will do a lot toward making the corridors more pleasing for all.
- *Development time-span:* the corridors were developed over a forty-year time span. This has left a pleasing diversity but also challenges regarding styles, materials, deferred maintenance, changing priorities, etc.

Once the above observations were made, several objectives for corridor improvements were identified as follows:

- *Improve image:* improve the image of Mount Prospect for residents and visitors alike.
- *Improve aesthetics:* address the chaotic and inconsistent nature of the corridors
- *Increase community pride:* promote an awareness of community events and interest in the appearance of the corridors
- *Clarify boundaries:* motorists and pedestrians should both be aware of when they are entering and leaving the Village limits

This corridor design guideline manual seeks to address these issues. Various street and highway corridors that go through the Village were studied to determine the relative visual strength and condition of each. This was done so that an overall program of corridor design could be applied to existing and future conditions along the streets. Of major importance was the desire by the Village and the design team to locate key sites along corridors throughout the community that would provide opportunities to identify the Village and form some acknowledgment of entry or exit for residents and visitors, alike.

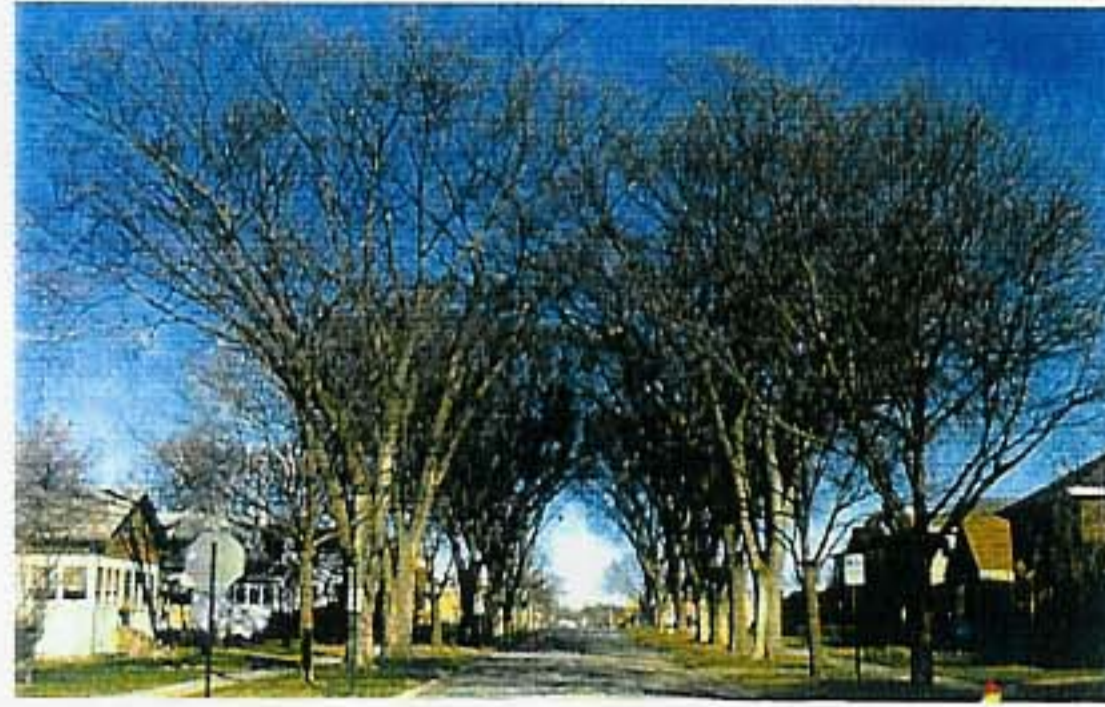
Finally, an opinion of costs was made to make sure that the project could be done within established budgets. This information is provided in an appendix at the end of the guidelines

Analysis

At the beginning of the study, the consultant team and members of the Plan Commission and Village planning staff took a driving tour of several major corridors. These were Route 83, Golf Road, Central Avenue, Northwest Highway, Rand Road, and Camp McDonald Road. The following map shows the route taken and the broad scope of the tour. The two hour trip focused on the variety of conditions, problems, and opportunities that existed along each street. Special attention was given to land under Village control that was well-situated for identification of Mount Prospect.

After the driving tour and additional investigation by the consultant team, a framework plan was developed that outlined the major characteristics of the corridors and possible locations for identification signs. The framework plan formed the foundation for subsequent designs and alternatives. The major components were as follows:

- *Identification area:* areas that form, or have the potential to form, major identifying features for the Village
- *Opportunity area:* specific locations for gateways and points of entry into corridors and the Village
- *Corridor enhancement zone:* stretches of corridors that would benefit from the consistent application of corridor guidelines and landscape ordinance



A residential street showing a mature elm tree canopy



Heading west on the Northwest Highway through a completed phase of the Village streetscape program

Pictures from the driving tour show that there are some favorable streetscapes already in the Village.

After these areas were identified, design alternatives were designed for each site. A palette of materials was then applied to each site in specific ways. This allowed the unique location, size, and shape of each site to be considered and to make sure that the palette would work when applied. Concurrent with this effort, an identifier was designed to capture the spirit of Mount Prospect in a memorable and timeless way.



The driving tour focused on several key vehicular corridors.



Route 83 at Dempster Street, west side (part of Des Plaines but is surrounded by Mount Prospect)



Route 83 at Dempster Street, east side (part of Des Plaines)

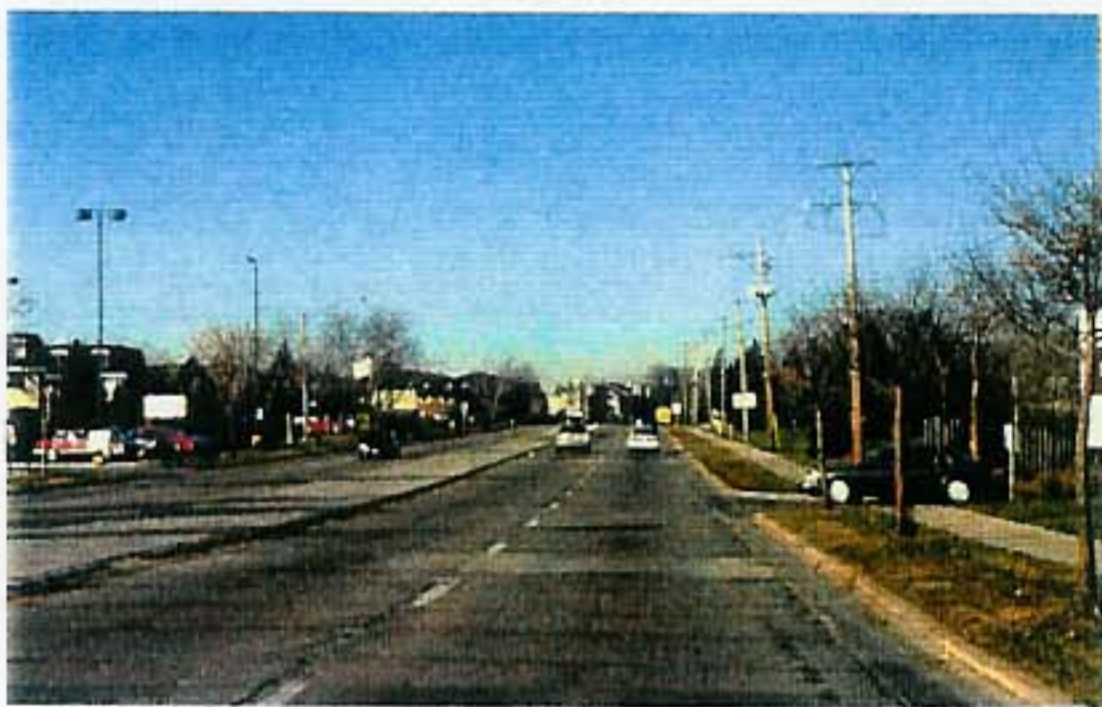
Pictures from the driving tour show the lack of a highly consistent visual quality and clearly point out the need for the guidelines. Corridors tend to be characterized by visual chaos and a scale of building meant for automobile users and visitors rather than pedestrians and residents.



Heading east on the Northwest Highway



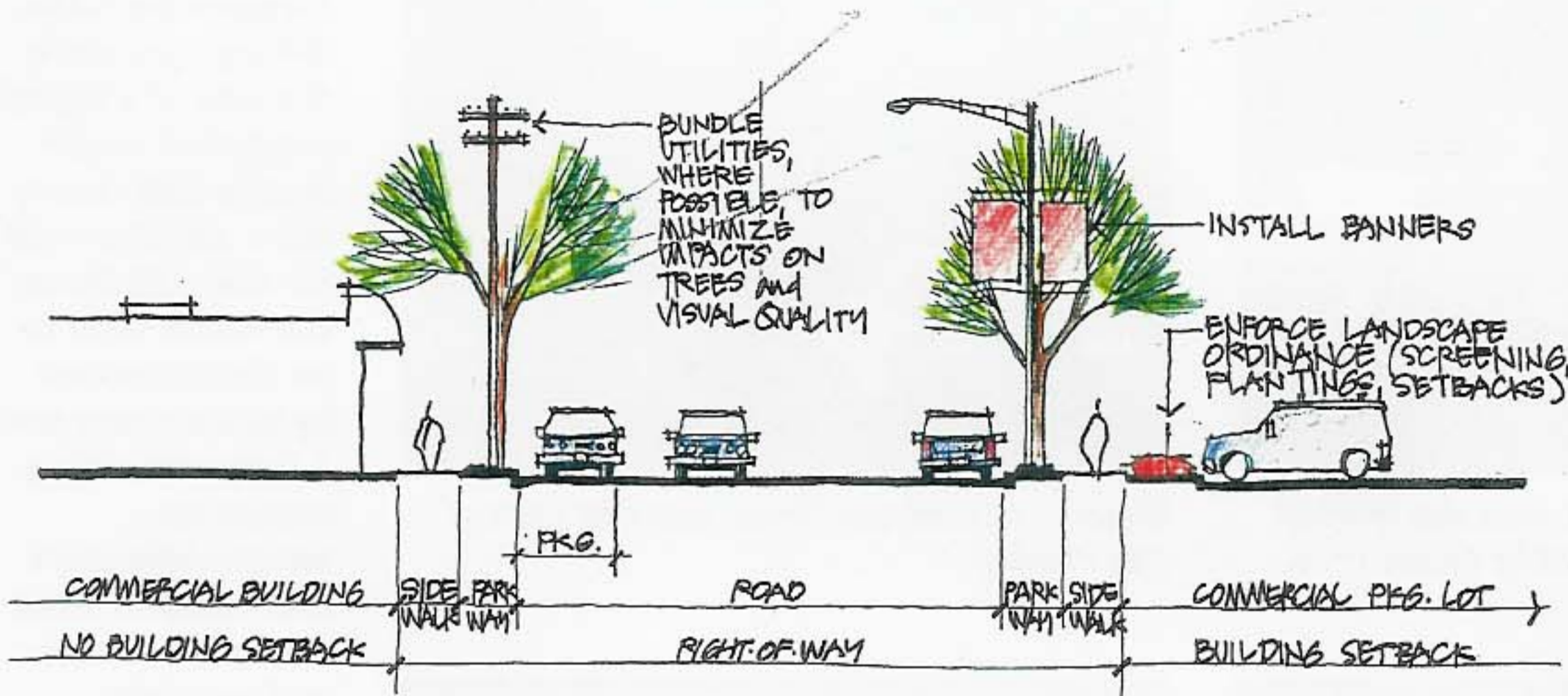
Heading west on the Northwest Highway



Heading west on Golf Road



Heading north at the intersection of Route 83, Rand Road, and Kensington Road

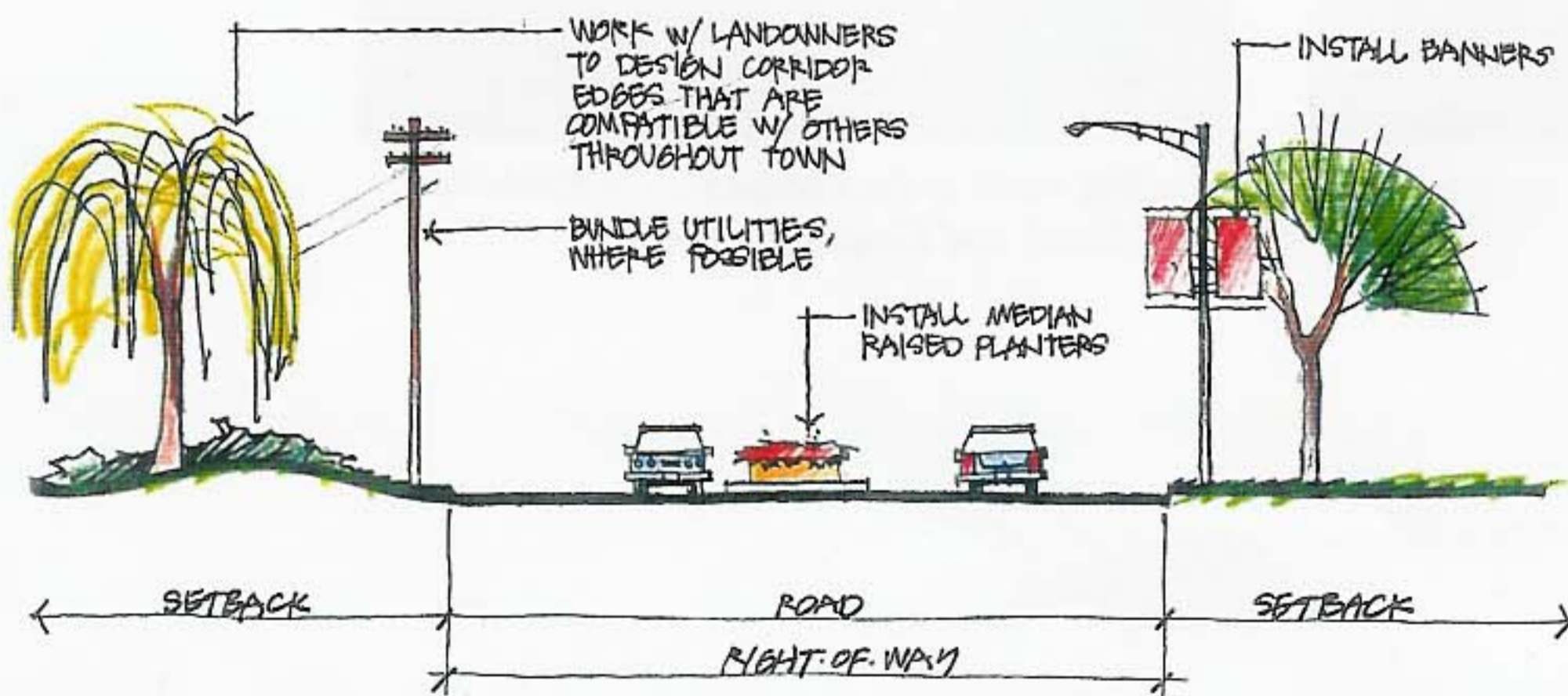


These are some of the characteristics associated with the following types of corridors and ideas for improvements:

Commercial section
(i.e. Northwest Highway, Rand Road)

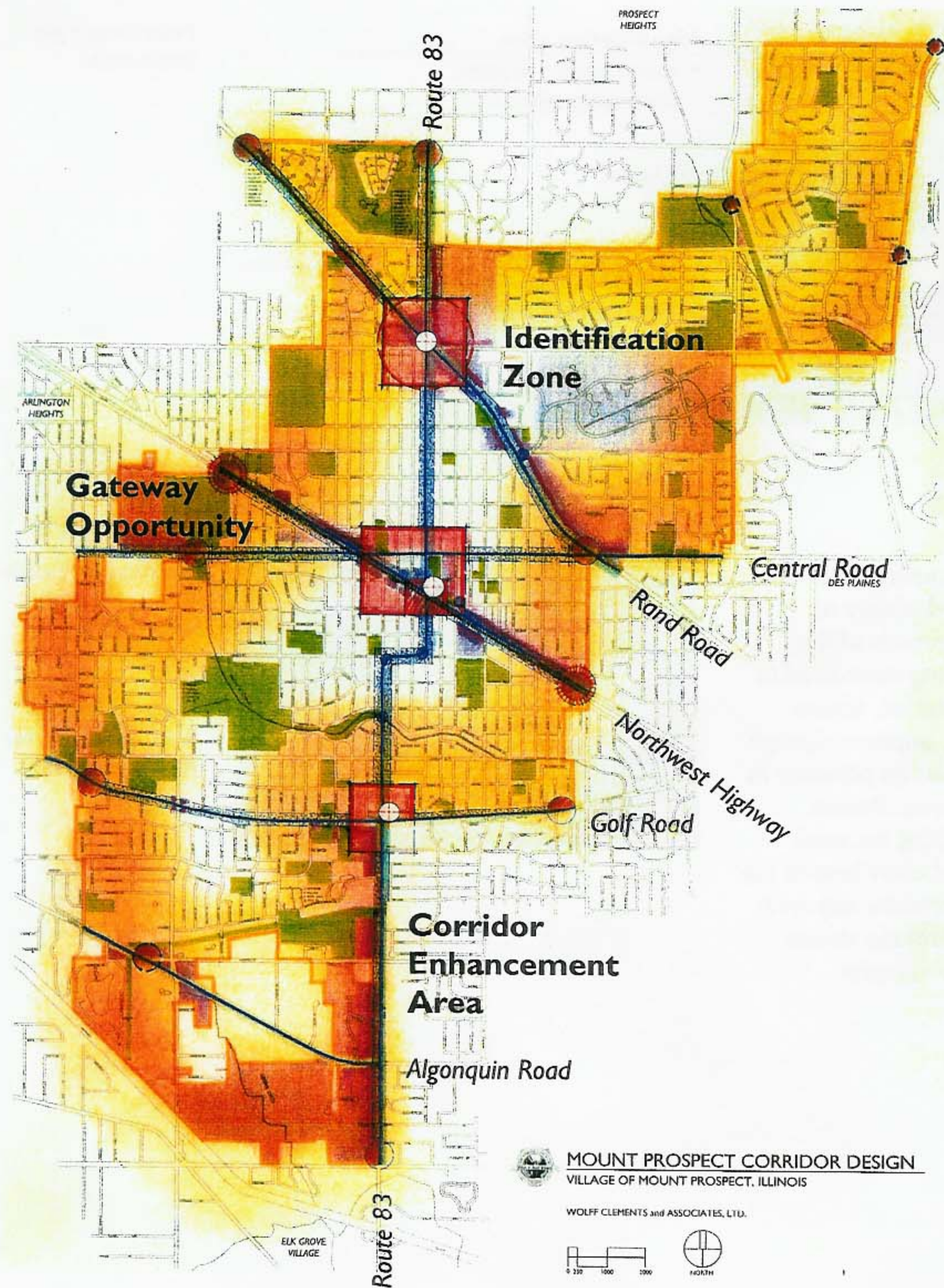


Residential section
(i.e. central section of Route 83)



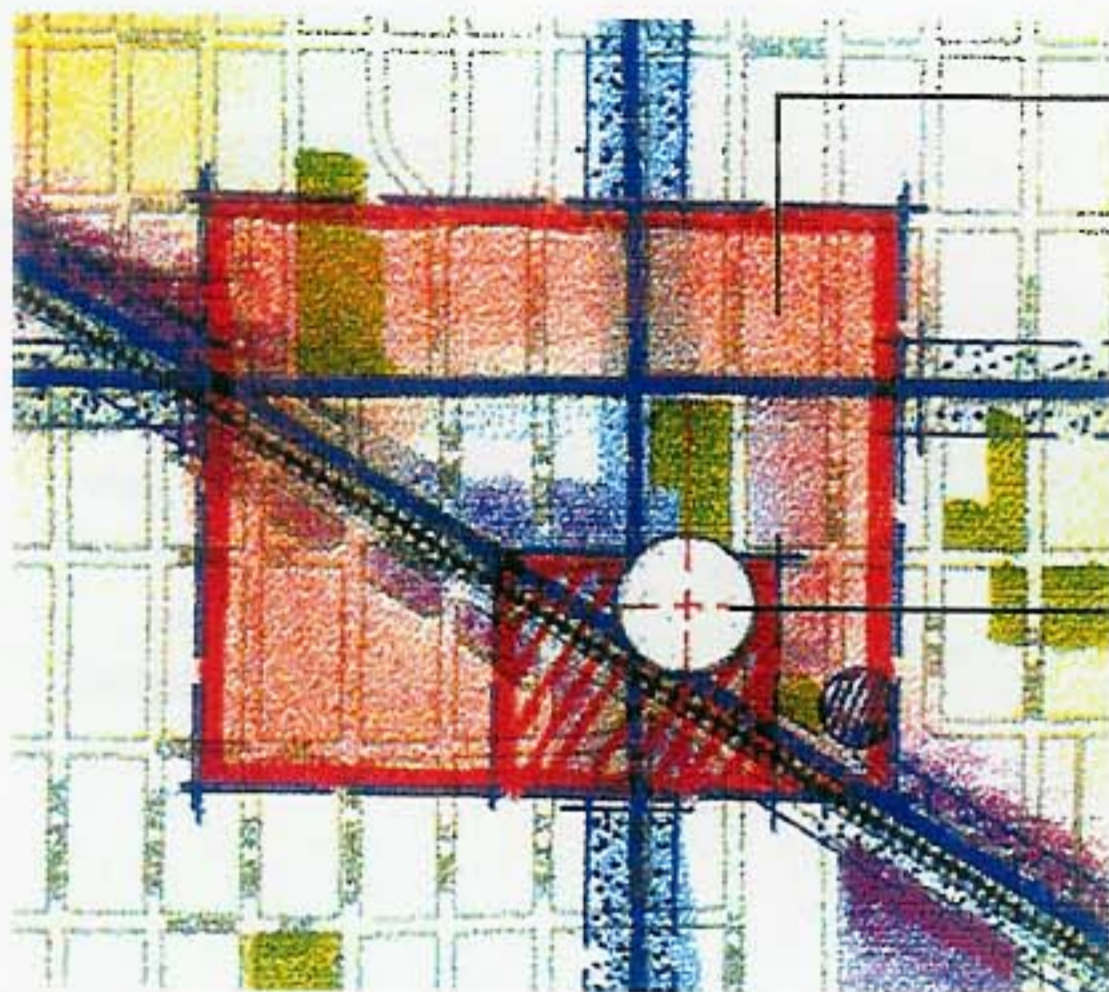
Industrial section
(i.e. Golf Road, Central Road, north and south section of Route 83)

Framework plan and design alternatives



The framework plan identified several types of corridors and opportunity sites. The design alternatives based on this plan are shown in greater detail on the following pages.

Site one - Train Station



Route 83

Central Avenue

Northwest Highway

Identification zone

- special signage, banners, landscaping, lights, etc.

Framework plan focus area

Train station area

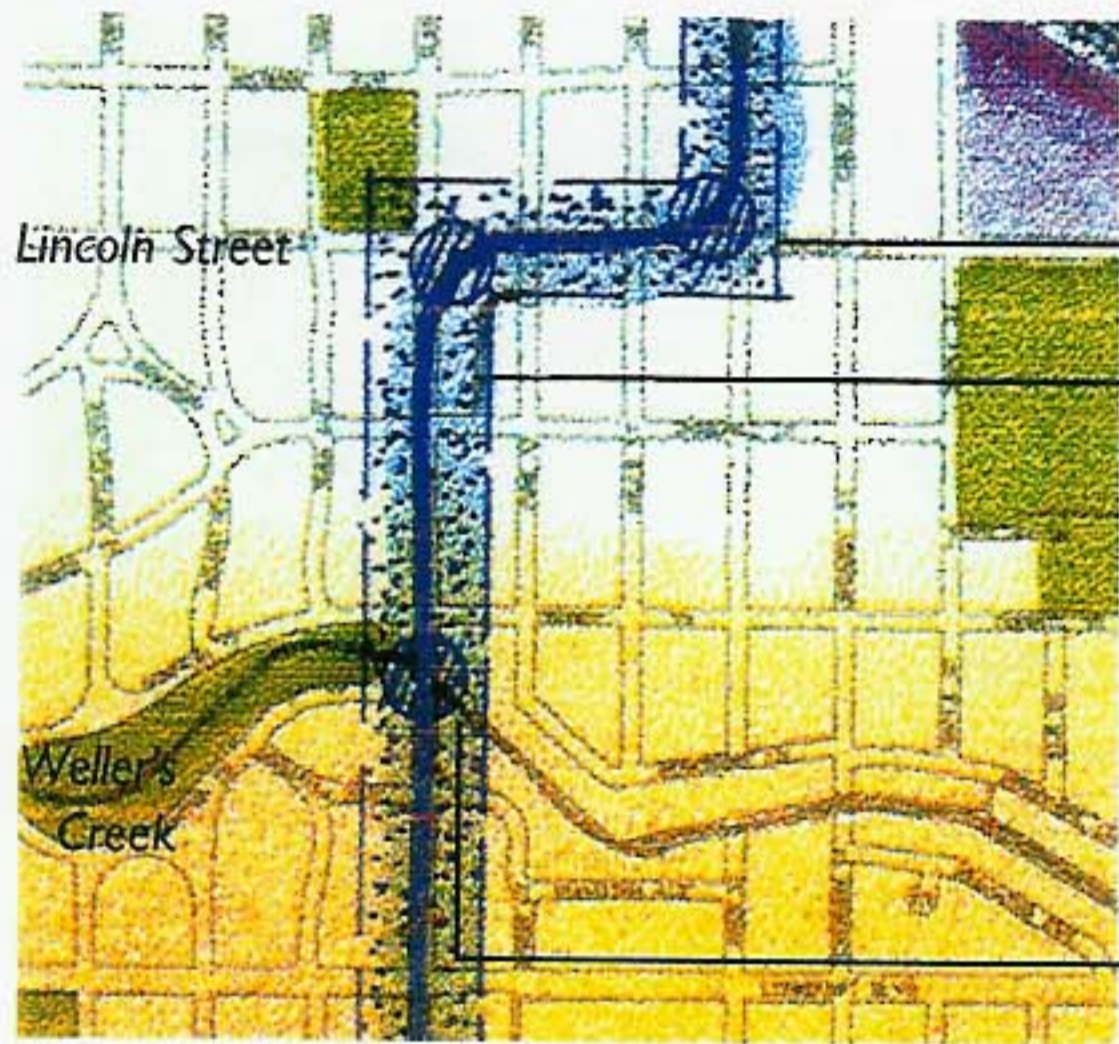
- gateway sign, banners, etc. specifically related to train station

The train station is an important institution for the image and visibility of Mount Prospect. The grounds of the station are currently being remodeled to improve access to the station, screen commuter parking lots, improve signage and lighting, and increase its presence in the surrounding downtown. Banner poles and banners recalling the same themes and images used elsewhere in the Village as part of this corridor improvement plan will further knit the station into the fabric of the community.



Looking east at the intersection of Northwest Highway and Route 83. The train station is a prime location for identity signage.

Site two - Route 83 S' Curve (east)



Framework plan
focus area

triangle park

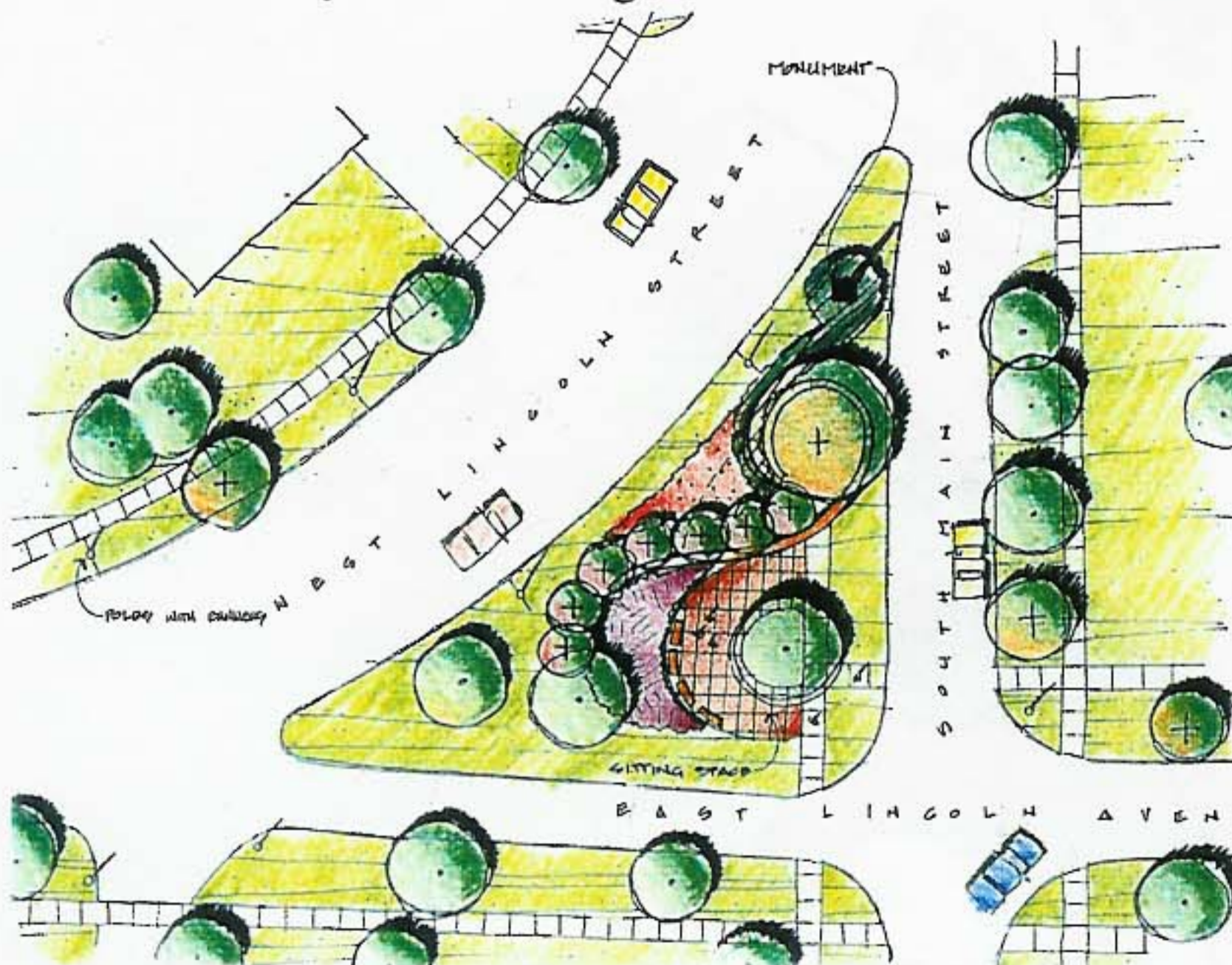
Corridor enhancement area

- strengthen edges with walls, fences, trees, lights, signs, buildings
- continue urban forestry efforts
- enforce regulatory controls (screening, setbacks, etc.)

bridge

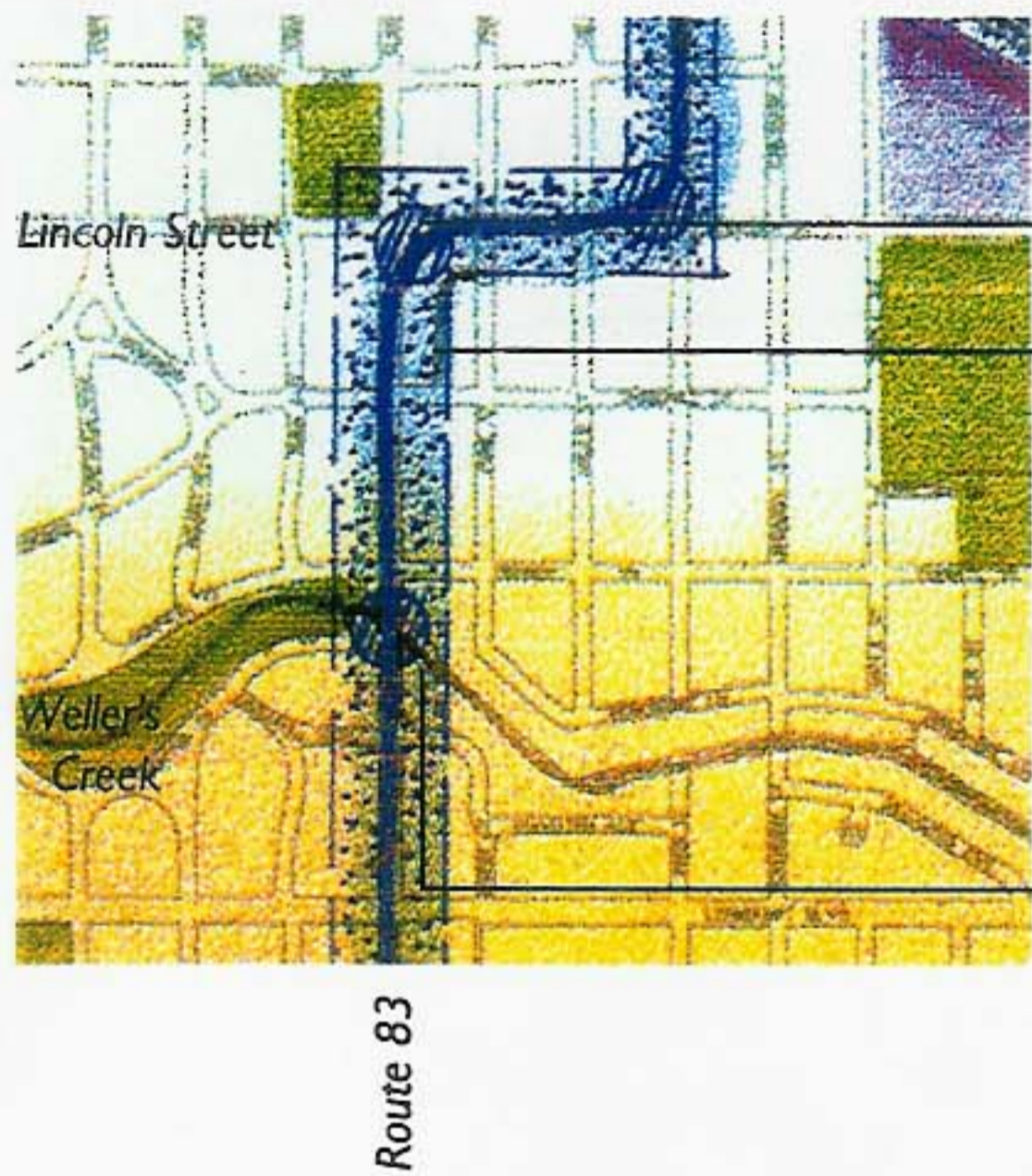
Route 83

This site is a triangular-shaped island in Route 83. Its proximity on the route to the central business district makes it a prime location for an entry sign and a neighborhood pocket park. The site is currently landscaped with shrubs and perennials. These can be transplanted around the proposed sign. The sign should be of a serpentine shape to be viewed from any of several angles.



Proposed site plan
of triangular island
showing serpentine
wall and new
landscaping.

Site three - Route 83 S' Curve (west)



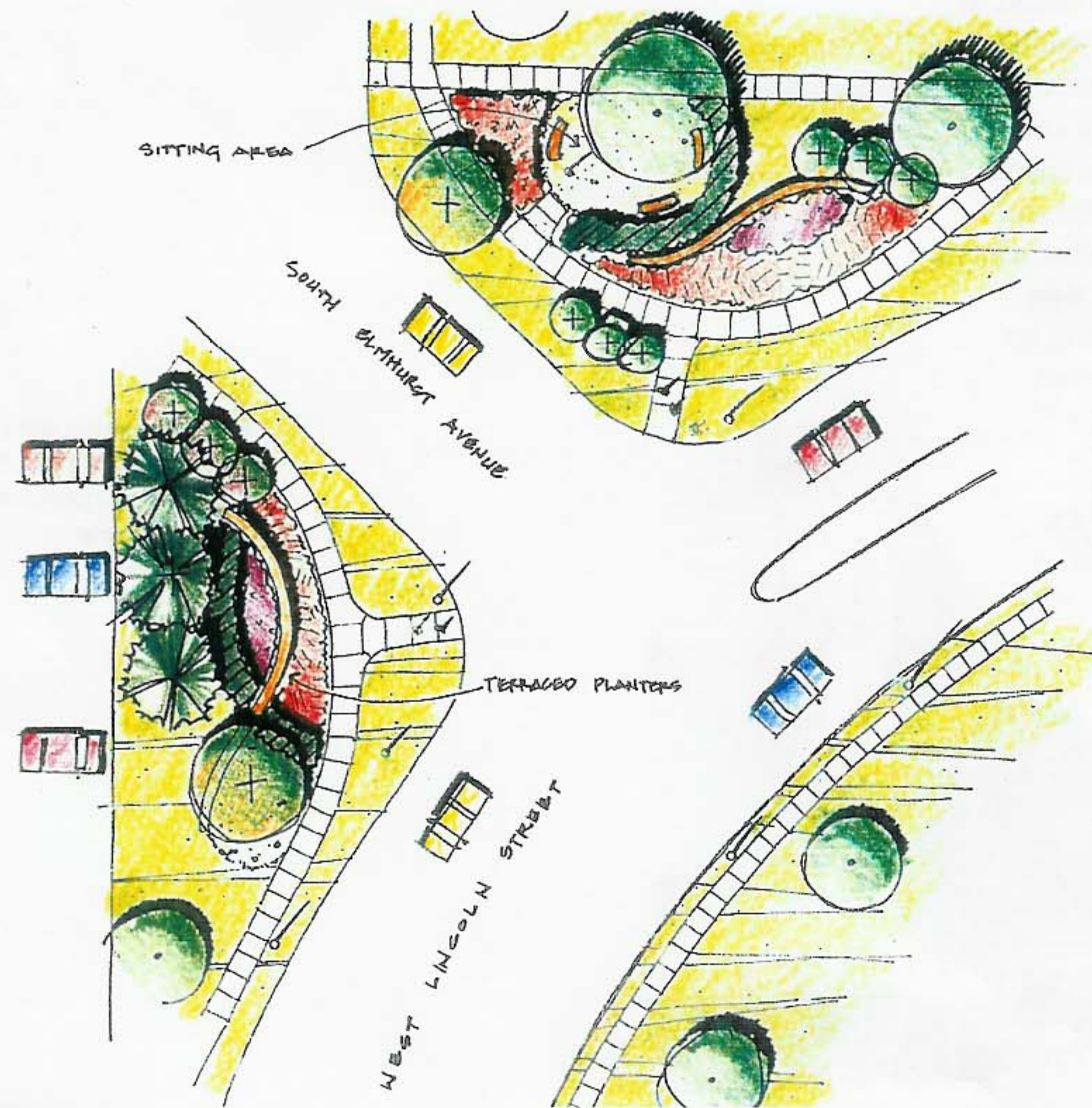
Framework plan focus area

triangle park

Corridor enhancement area

- strengthen edges with walls, fences, trees, lights, signs, buildings
- continue urban forestry efforts
- enforce regulatory controls (screening, setbacks, etc.)

bridge



Proposed site plan of triangular islands showing how a serpentine wall and new landscaping can be effective on adjoining parcels.

This site is another triangular-shaped island in Route 83. Its proximity to the central business district and Site Two makes it another fine location for an identifier. An existing utility vault will need to be considered during the design of the wall. The site also can be improved by working with the adjacent private school to cooperatively enhance the area and, perhaps, make a small park that also screens the parking lot to the west.

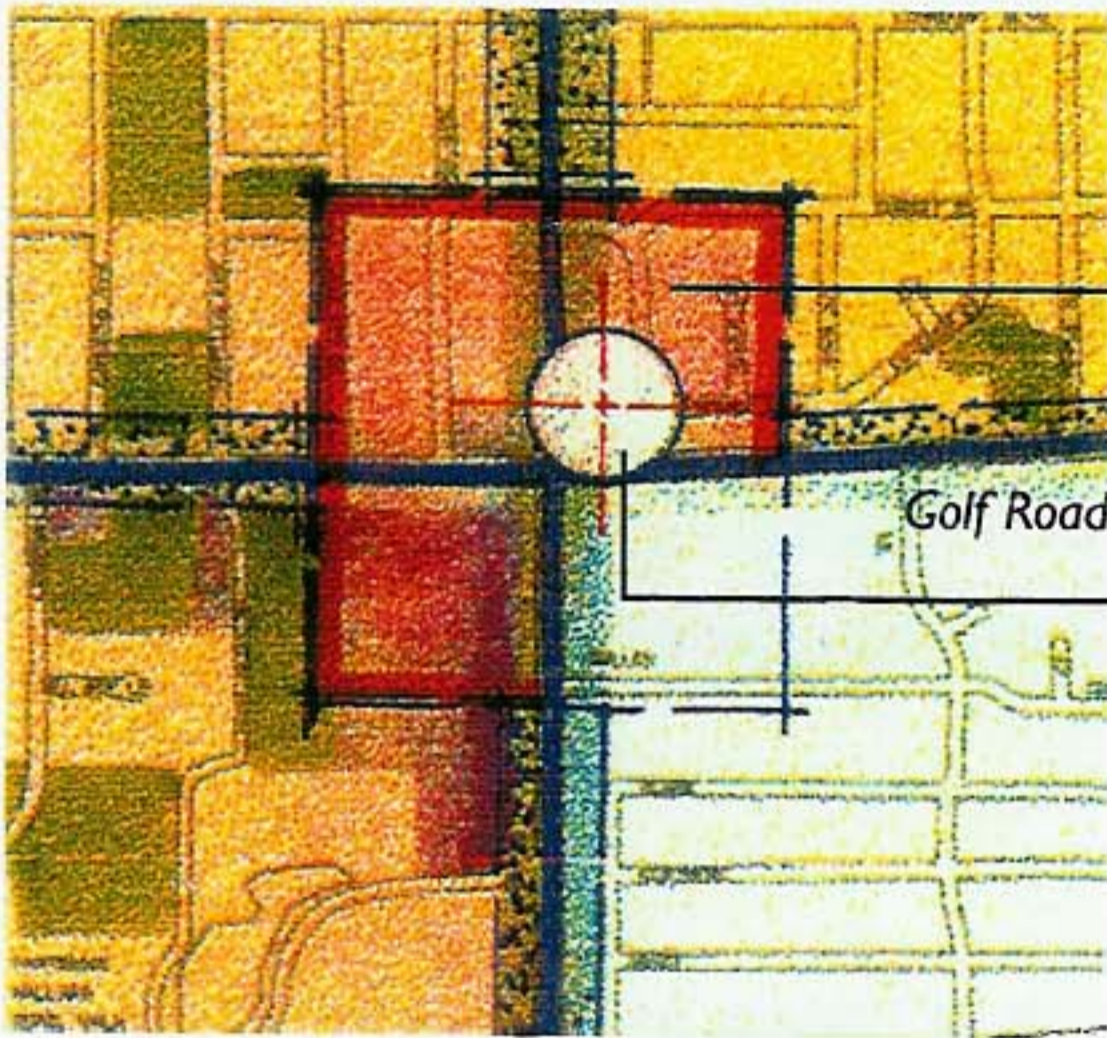


Looking west toward site three (existing)



Looking west toward site three (proposed)

Site four - Golf Road and Route 83



Framework plan focus area

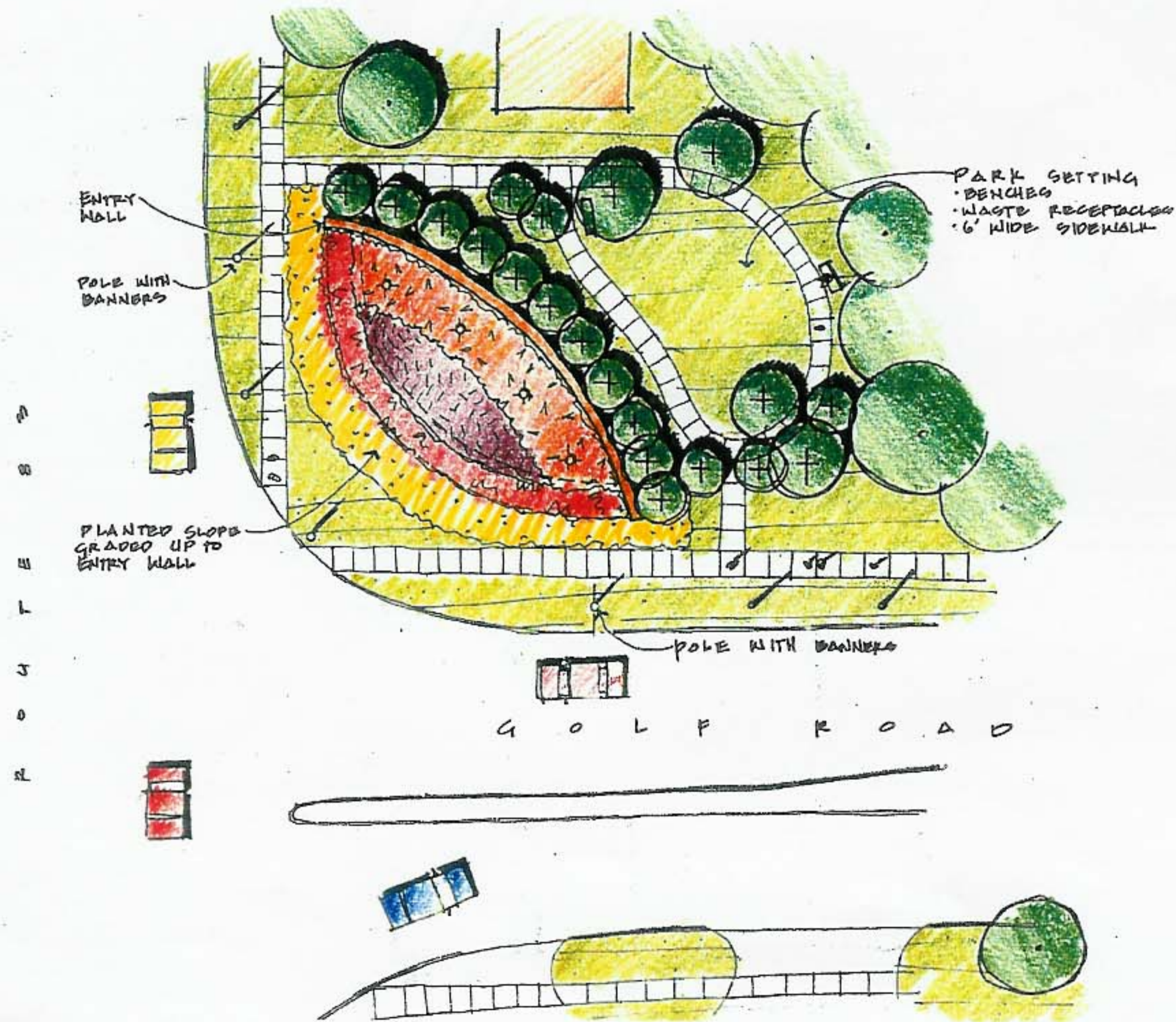
Identification zone

- special signage, banners, landscaping, lights, etc.
- gateway sign at corner.

Route 83

Golf Road

Proposed site plan



Site four presents what is perhaps the strongest opportunity to develop an entry sign, landscaping, and park all on the same site. The size of the parcel at the northeast corner of Golf Road and Route 83 is large enough for a long wall to be constructed. This wall should have plants extensively located in front of it with flowering ornamental trees and evergreen trees behind it. A small park can also be constructed on the parcel. Banner poles should be placed for several hundred feet in each direction leading to the site on land controlled by the Village. These poles should be placed 50 to 100 feet apart and display banners that are changed to announce seasonal events.

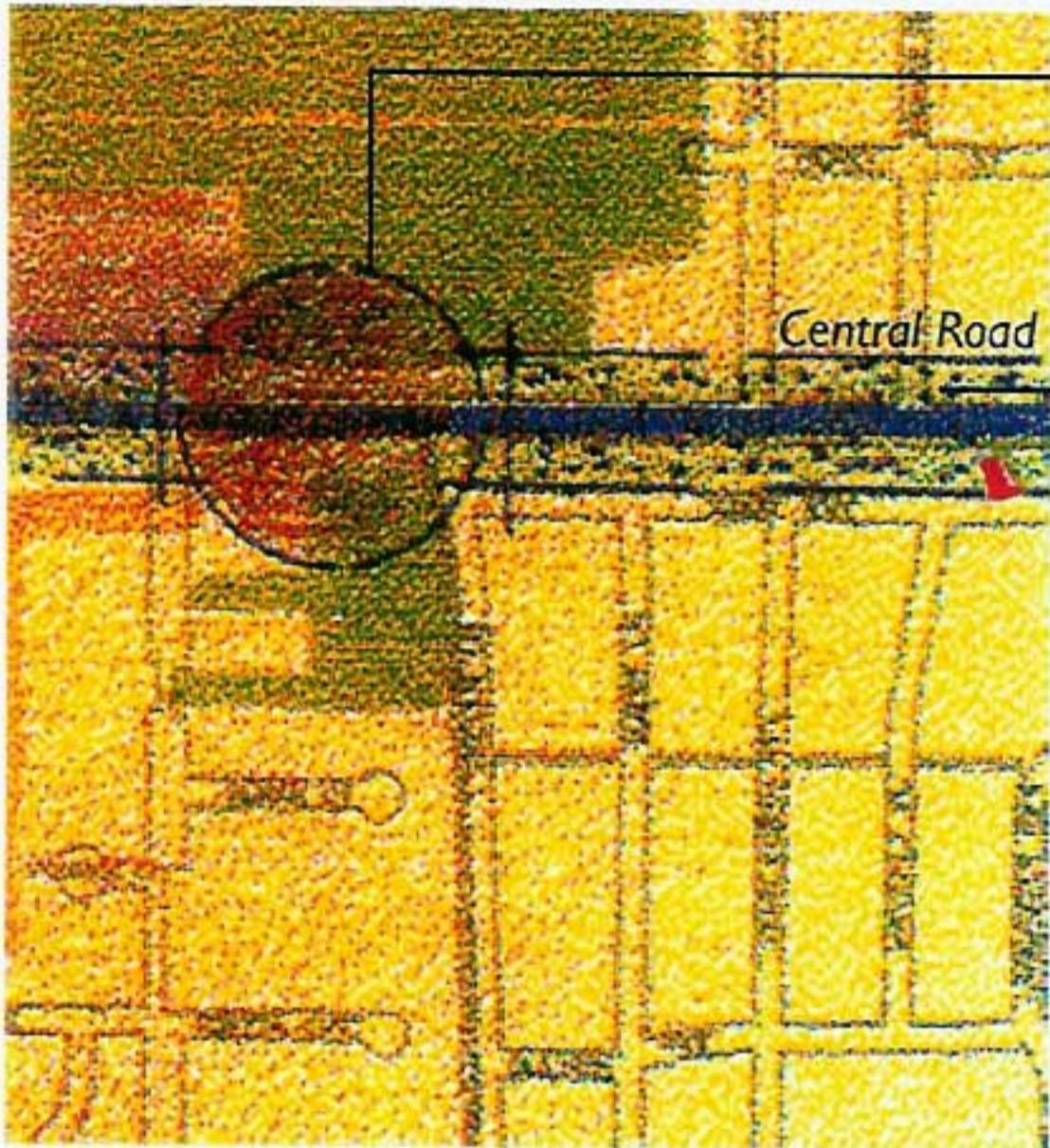


Looking north toward site four (existing)



Looking north toward site four (proposed)

Site five - Central Road (west)



Gateway opportunity

- special signage, landscaping

Framework plan focus area

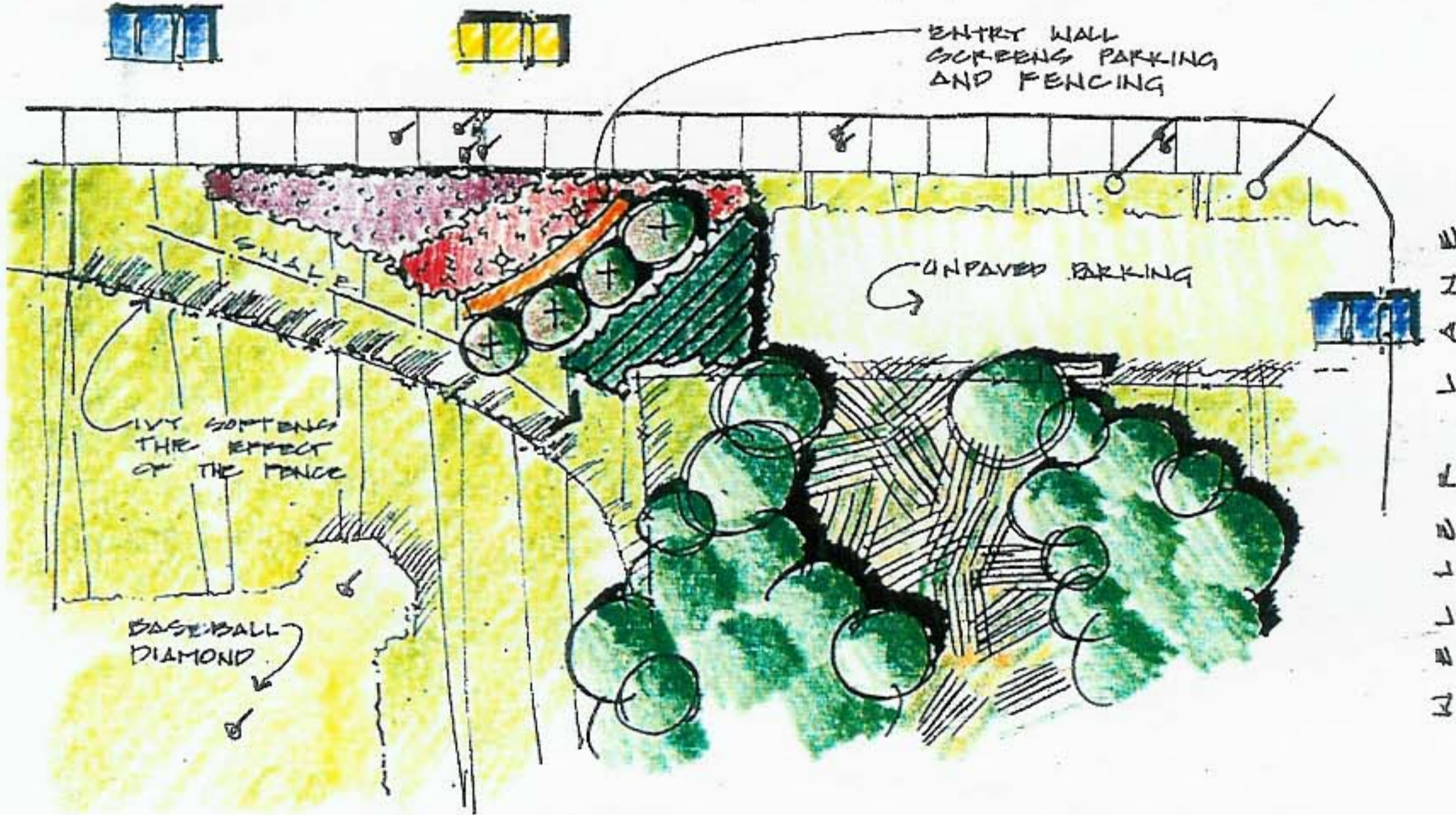
Corridor enhancement area

- strengthen edges with walls, fences, trees, lights, signs, buildings
- continue urban forestry efforts
- enforce regulatory controls (screening, setbacks, etc.)

Busse Road

Weller's Creek

CENTRAL ROAD

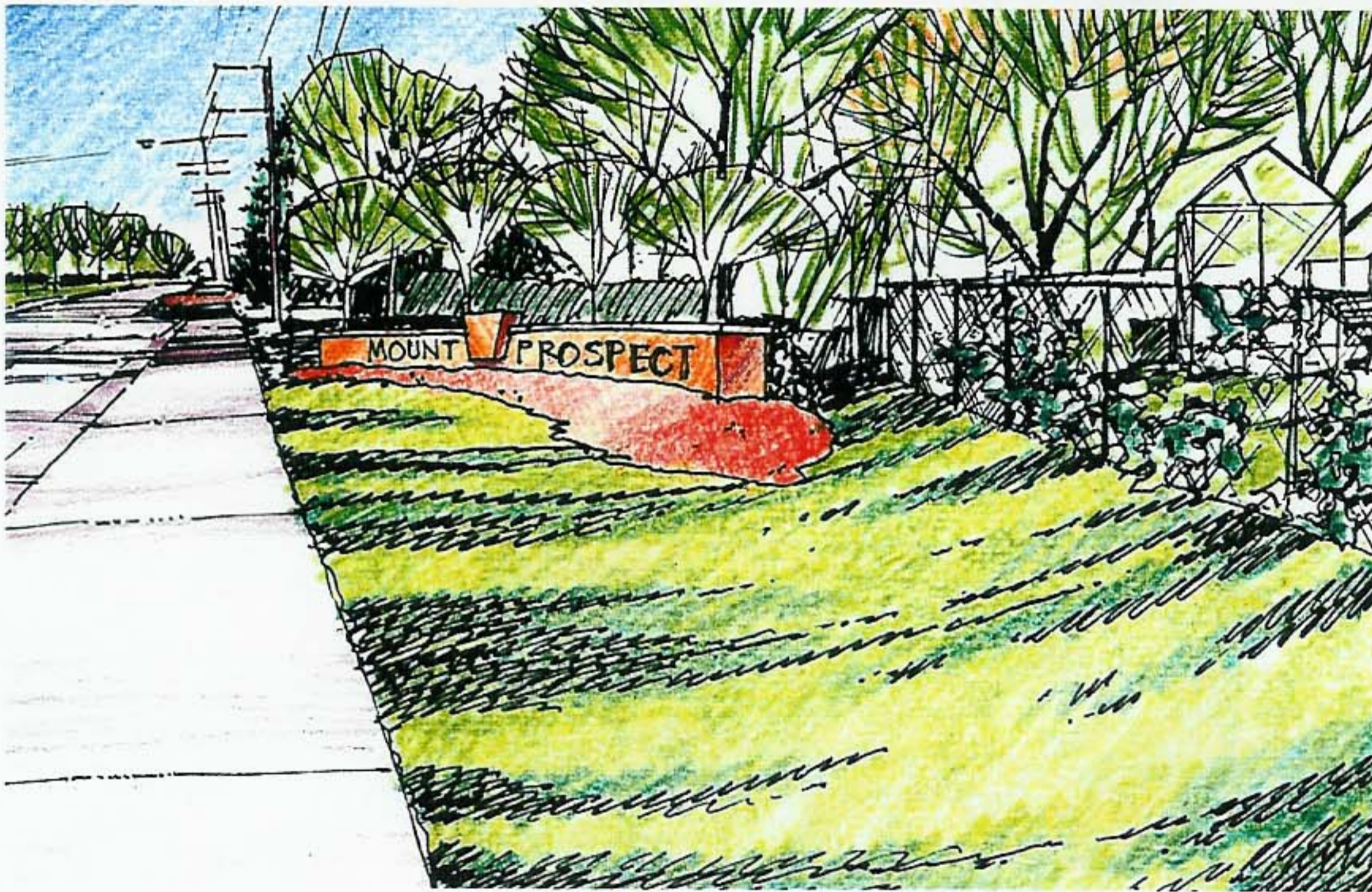


Proposed site plan

The west end of Central Road has several large institutional land uses, including a school, water treatment facility and park. This is also an appropriate location for an entry sign. It can be located on the south side of the street just to the west of the control station at Weller's Creek. Here it will screen views of the station while providing a beautiful gateway to the west side of the Village.

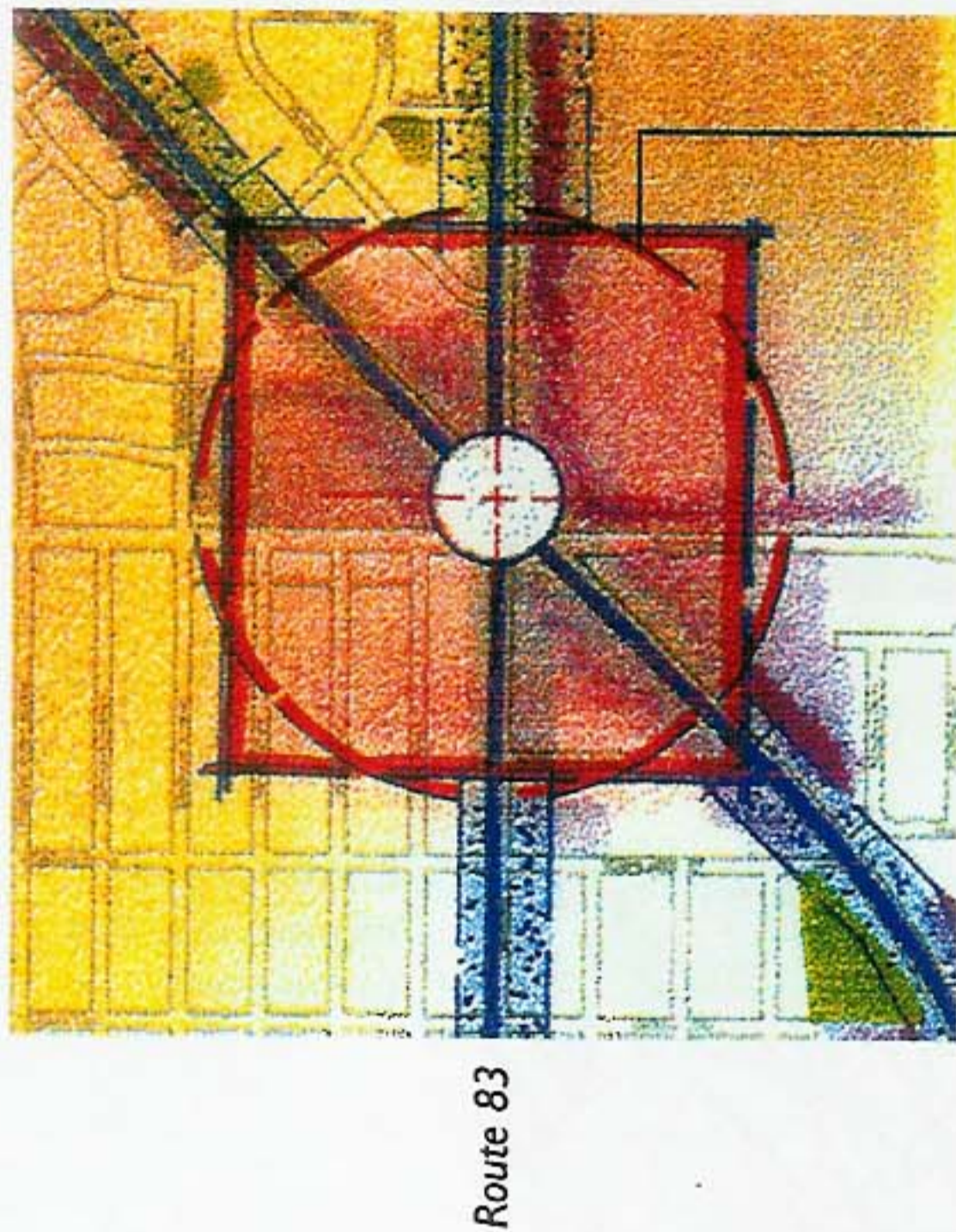


Looking east toward site five (existing)



Looking east toward site five (proposed)

Site six - Rand Road and Route 83



Identification zone

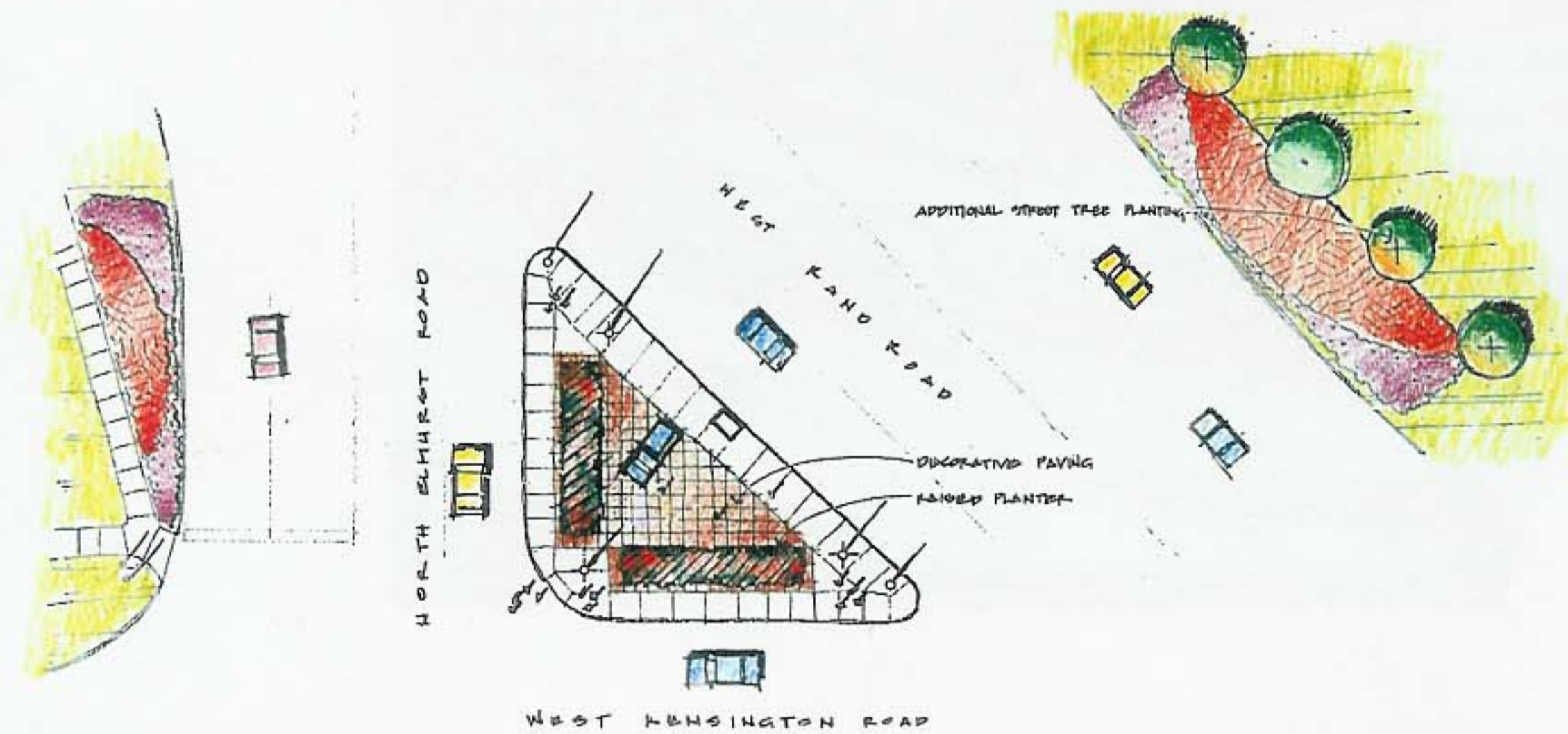
- gateway sign, banners, landscaping, lights, etc.
- utility and median improvements

Framework plan focus area

Kensington Road

Rand Road

Route 83



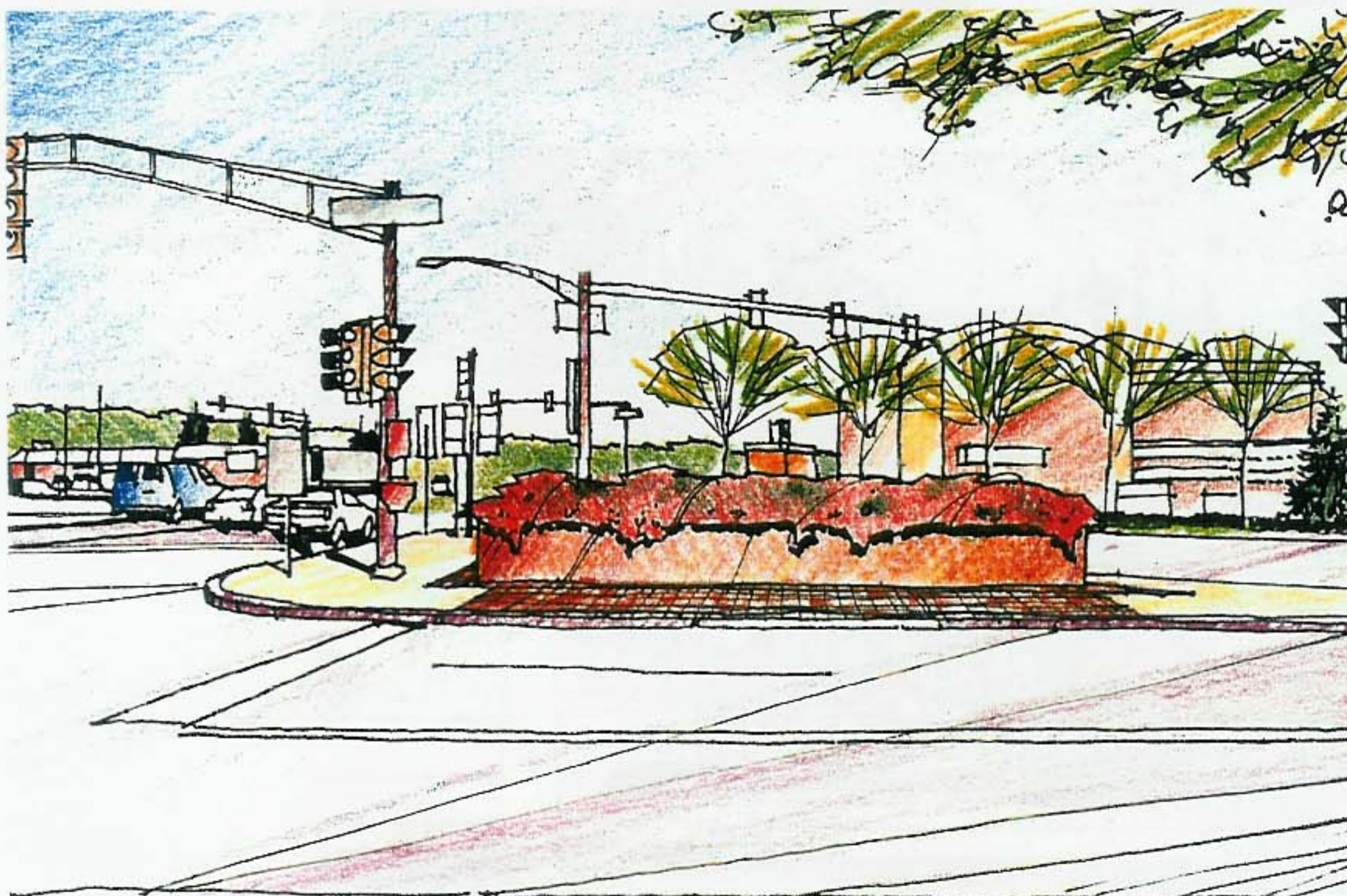
Proposed site plan

The intersection of Route 83, Rand Road, and Kensington Road is one of the most heavily traveled intersections in the region. With the Randhurst Shopping Center and several other businesses located nearby, this site is of prime importance in identifying it as a part of Mount Prospect. Unfortunately, the site is small. And, due to the many utilities in the area, this traffic island cannot support the type of sign and landscaping proposed at other sites. Therefore, the "sign" type here should be raised planters arranged to allow service vehicles to still park on the island as needed. Unit paving can also be added to improve the aesthetic character of the island. Landscaping and banner poles should be added to the adjacent rights-of-way to effectively increase the size and impact of the median improvements. These poles should extend for several hundred



Looking north toward site six (existing).

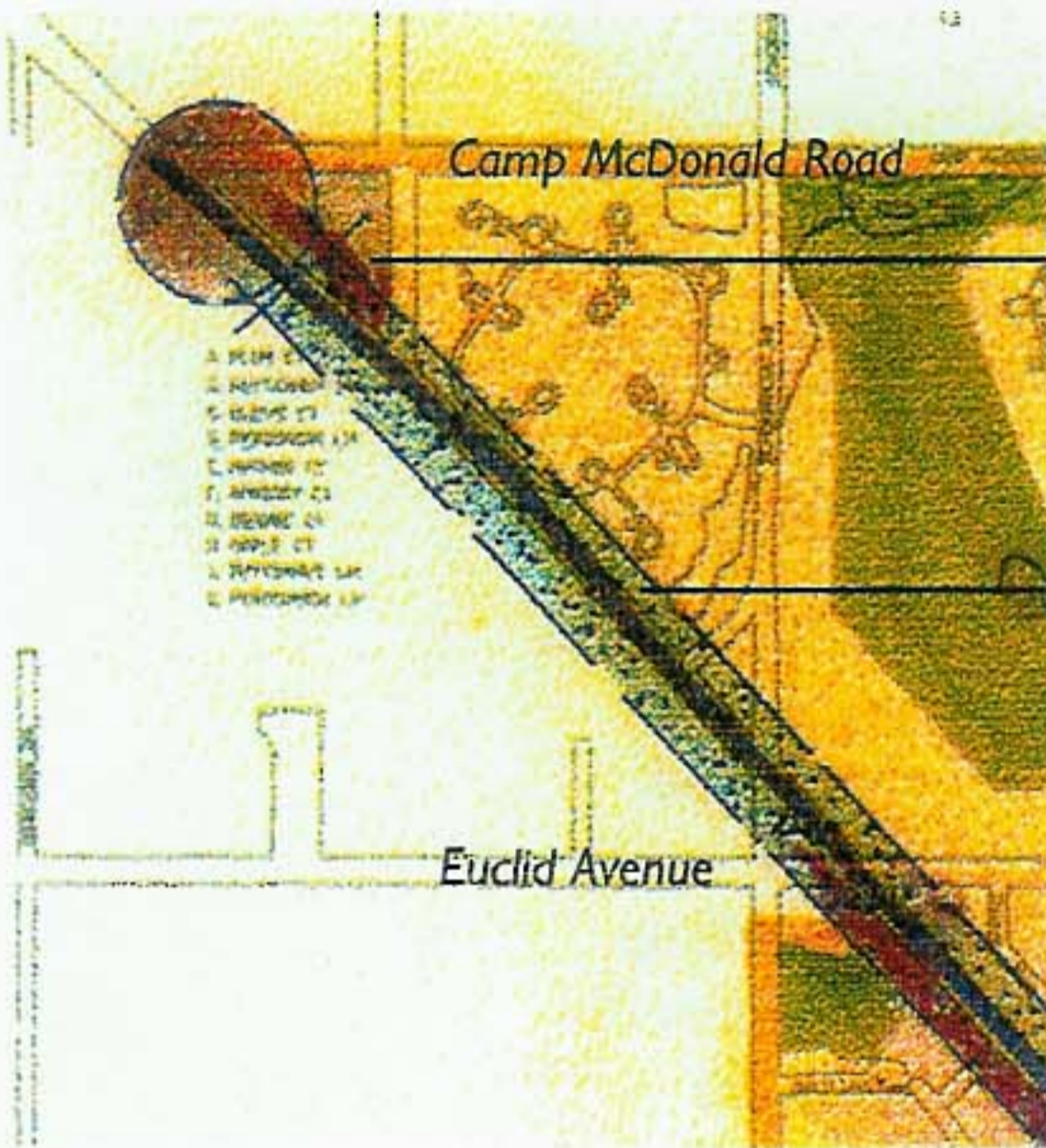
feet at fifty foot intervals along Rand Road, Route 83, and Kensington Road. Other improvements include bundling overhead utility wires, combining traffic and directional signs onto common poles, removing advertising or temporary signage clutter, and painting signal poles and other utility structures a standard dark color. Surrounding property owners should be encouraged to include landscaping along public rights-of-way.



Looking north toward site six (proposed).

Site seven - Rand Road

Framework plan focus area



Gateway opportunity

- special signage, gateway

Corridor enhancement area

- strengthen edges with walls, fences, trees, lights, signs, buildings
- continue urban forestry efforts
- enforce regulatory controls (screening, setbacks, etc.)

Rand Road

The northern end of Rand Road would benefit from general corridor improvements, in addition to site specific signs or banners. By restoring parkway plantings, pruning existing trees, or mowing grasses and emergent plants, the corridor will have a cleaner, more maintained appearance.

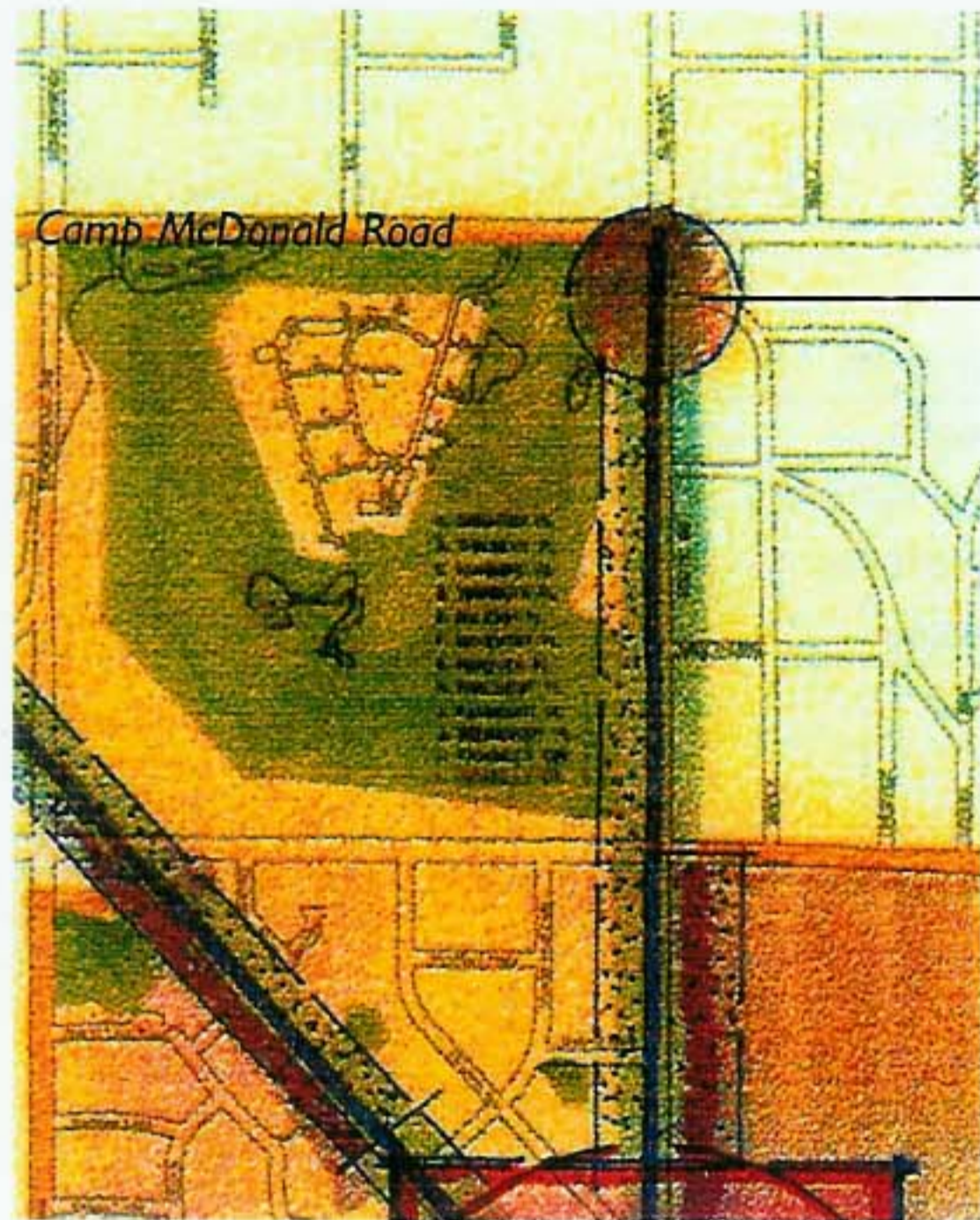


Looking north toward site seven (existing)



Looking north toward site seven (proposed)

Site eight - Route 83



Framework plan focus area

Gateway opportunity

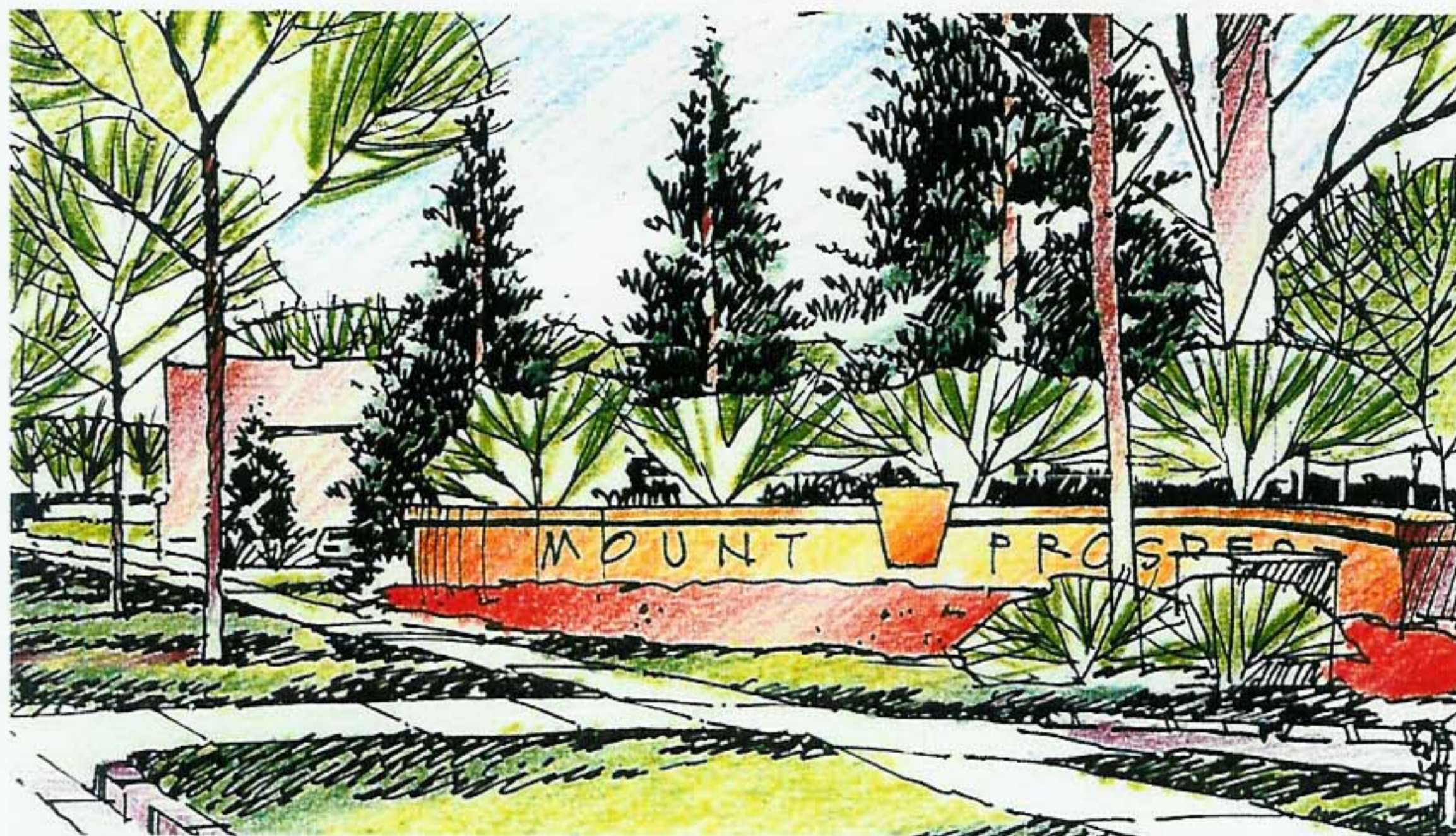
- replace existing entry sign and lighting
- screen existing utilities
- add low plantings

There is currently a village entry sign at the northern end of Route 83 at Camp McDonald Road. This site is large enough for a new sign and landscaping that will reflect the overall design theme. The sign wall may be curved or serpentine due to the larger amount of space. The sign should be lighted.

Route 83

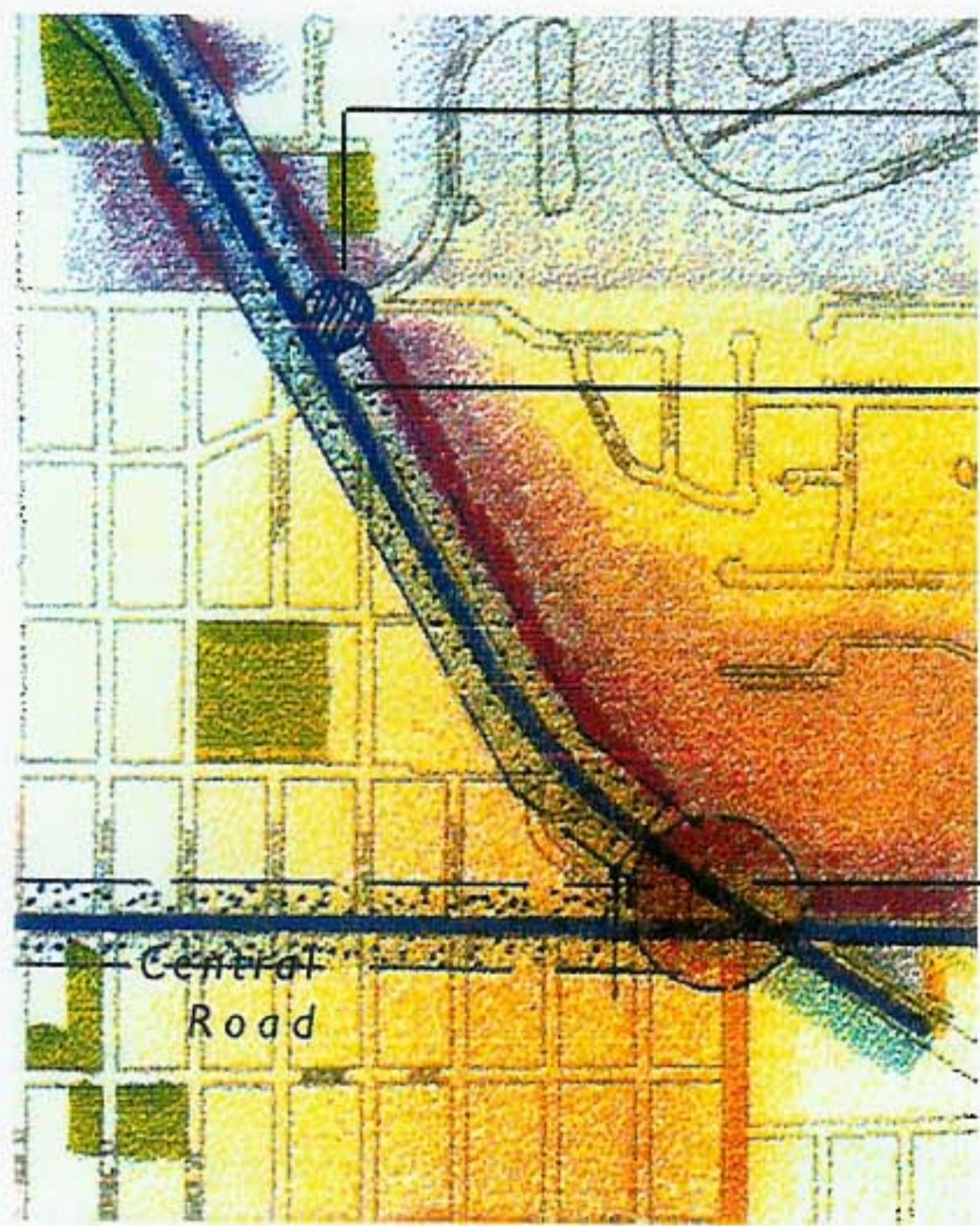


Looking south toward site eight (existing)



Looking south toward site eight (proposed)

Site nine - Rand Road and Central Road



business park entry enhancement

Framework plan focus area

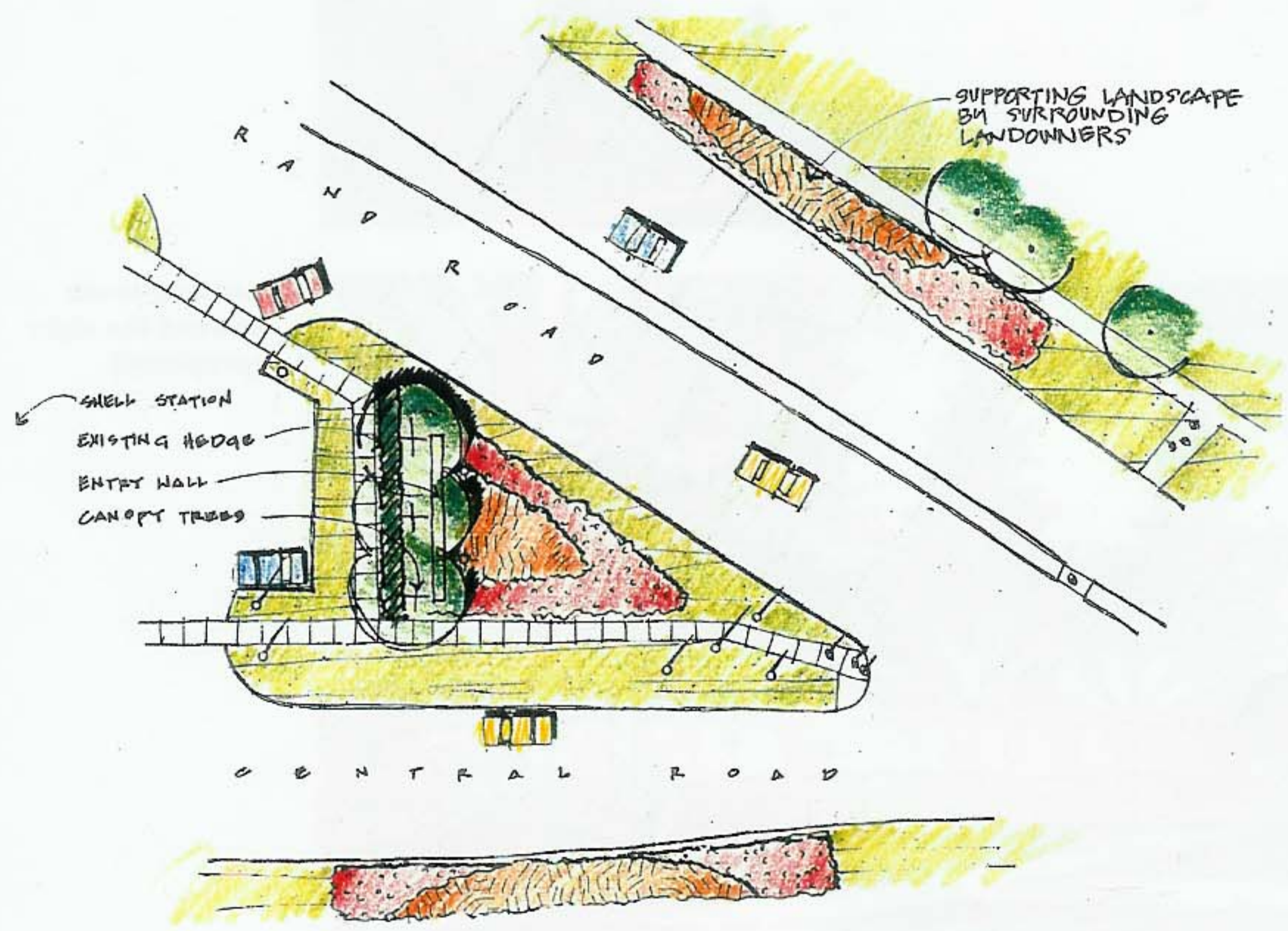
Corridor enhancement area

- strengthen edges with walls, fences, trees, lights, signs, buildings
- continue urban forestry efforts
- enforce regulatory controls (screening, setbacks, etc.)

Gateway opportunity

- special signage, gateway

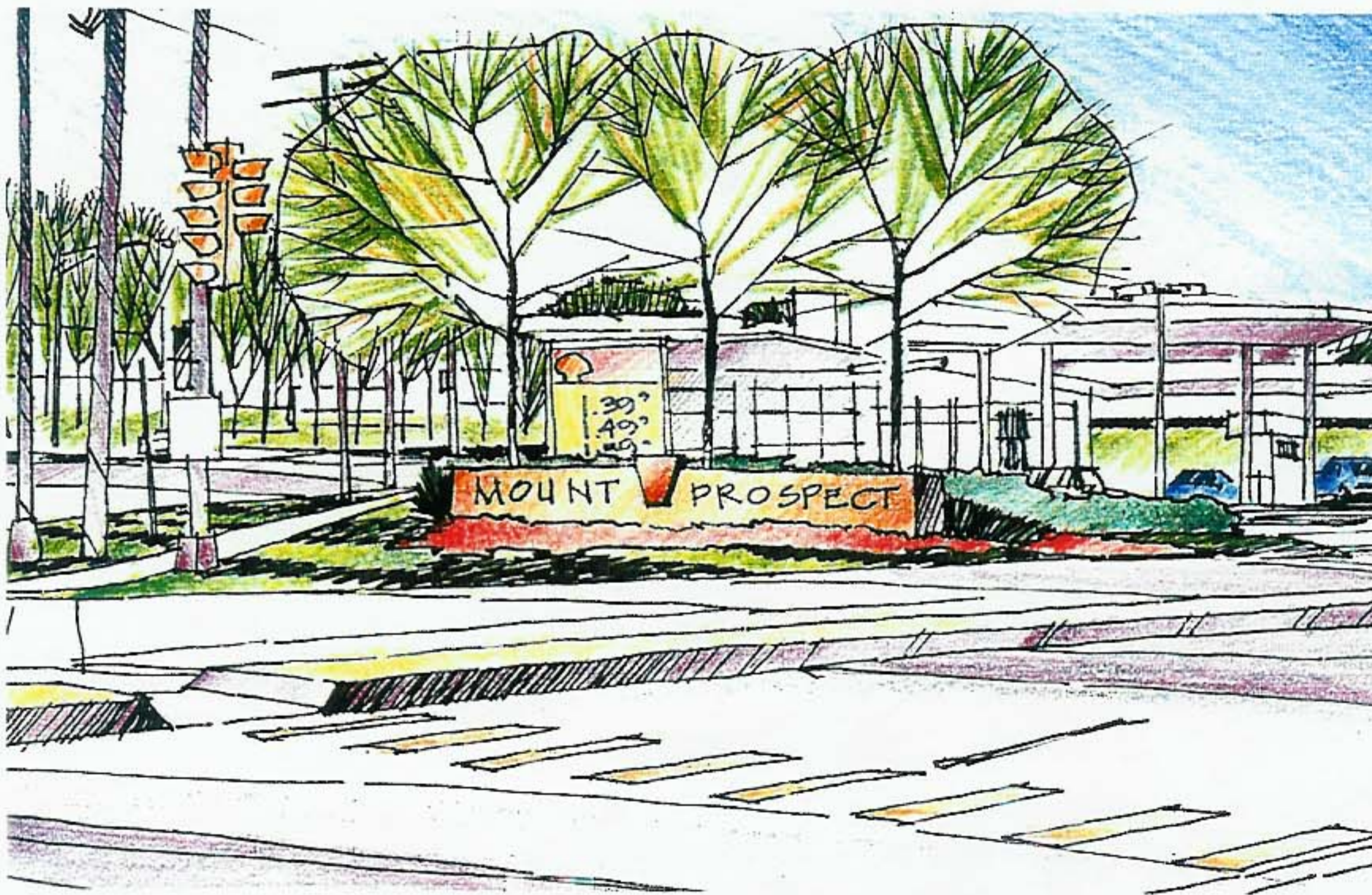
Proposed site plan



The triangular-shaped median formed by Central Road and Rand Road is an excellent location for an entry wall and associated landscaping. Landscaping and banner poles should be added to the adjacent rights-of-way to effectively increase the size and impact of the median improvements. Existing wires, poles, and signs should be combined onto common poles to reduce the visual clutter of this site.

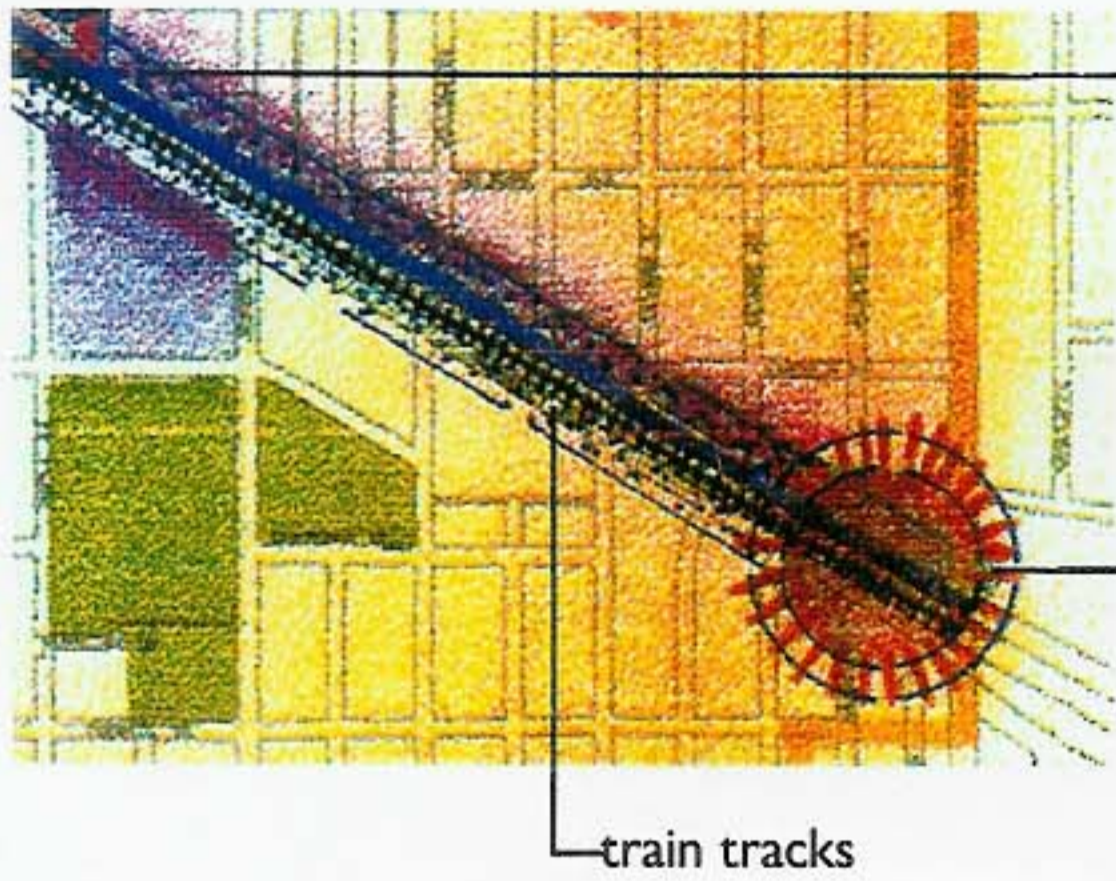


Looking west toward site nine (existing)



Looking west toward site nine (proposed)

Site ten - Northwest Highway (east)



Corridor enhancement area

- strengthen edges with walls, fences, trees, lights, signs, buildings
- continue urban forestry efforts
- enforce regulatory controls (screening, setbacks, etc.)

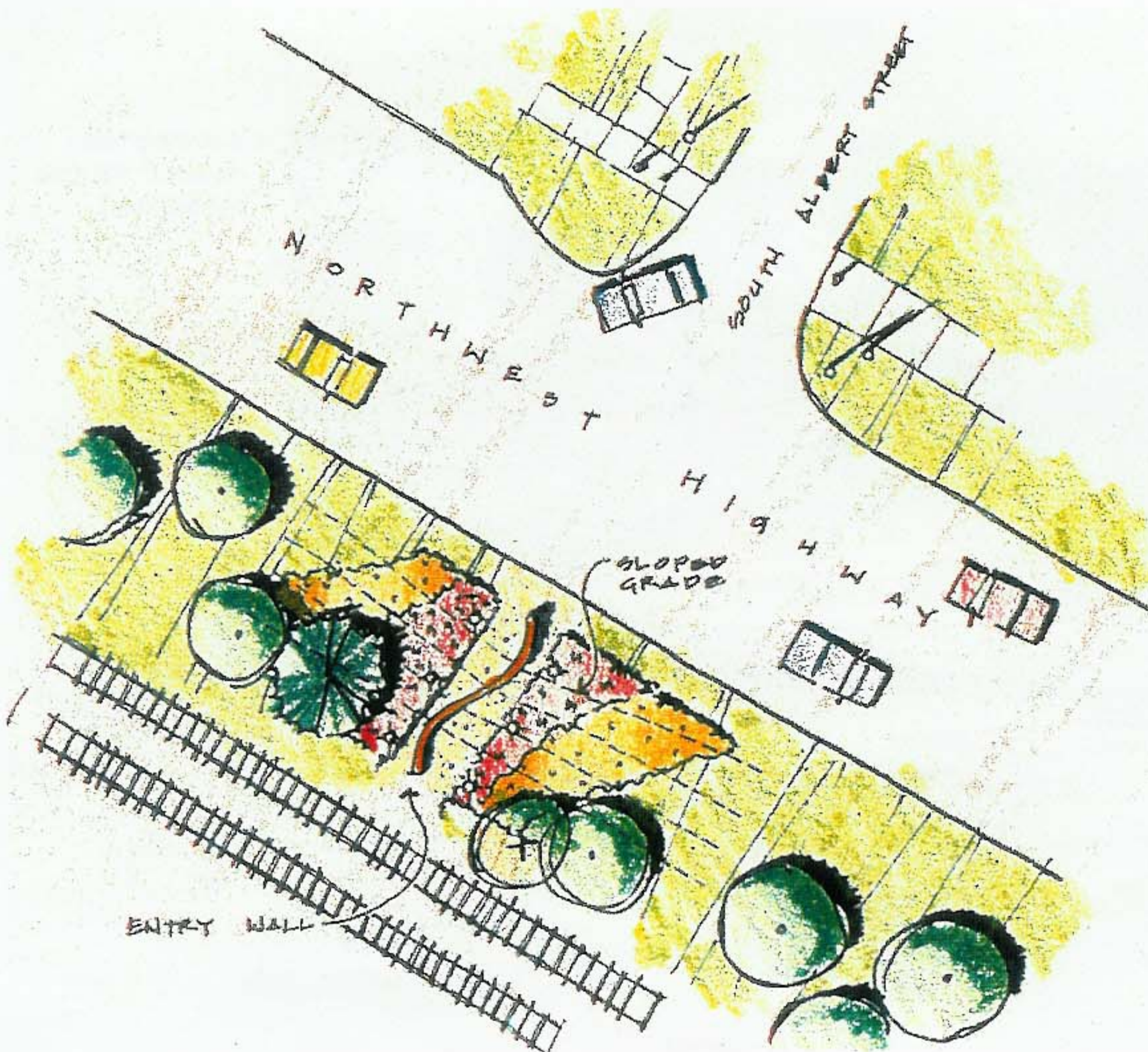
Gateway opportunity

- special signage, lights, landscaping

Framework plan focus area

train tracks

Northwest Highway



Proposed site plan

The Northwest Highway parallels the rail lines that bisect Mount Prospect. Views of Mount Prospect are very prominent from both the highway and the rail lines. For these reasons, it is appropriate for the gateway to be on the south side of the road at this location. It is important that the whole corridor be treated in a unified manner with banners at street intersections and right-of-way landscaping kept in a maintained appearance. The east end of the highway should have an entry wall and landscaping constructed. The exact location for the wall must respect rail setbacks and sight lines.

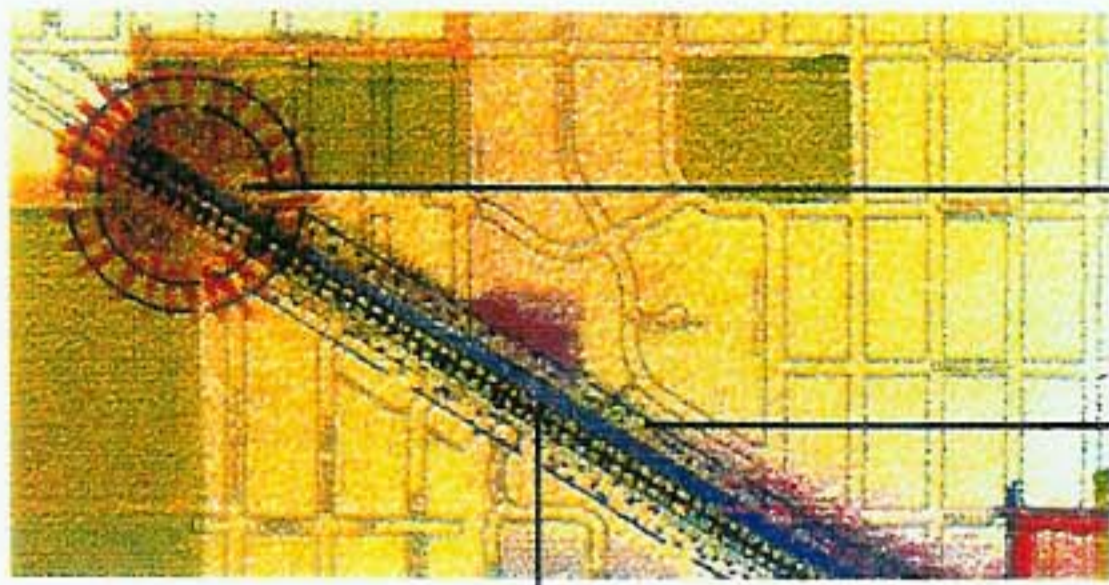


Looking west toward site ten (existing)



Looking west toward site ten (proposed)

Site eleven - Northwest Highway (west)



train tracks
Northwest Highway

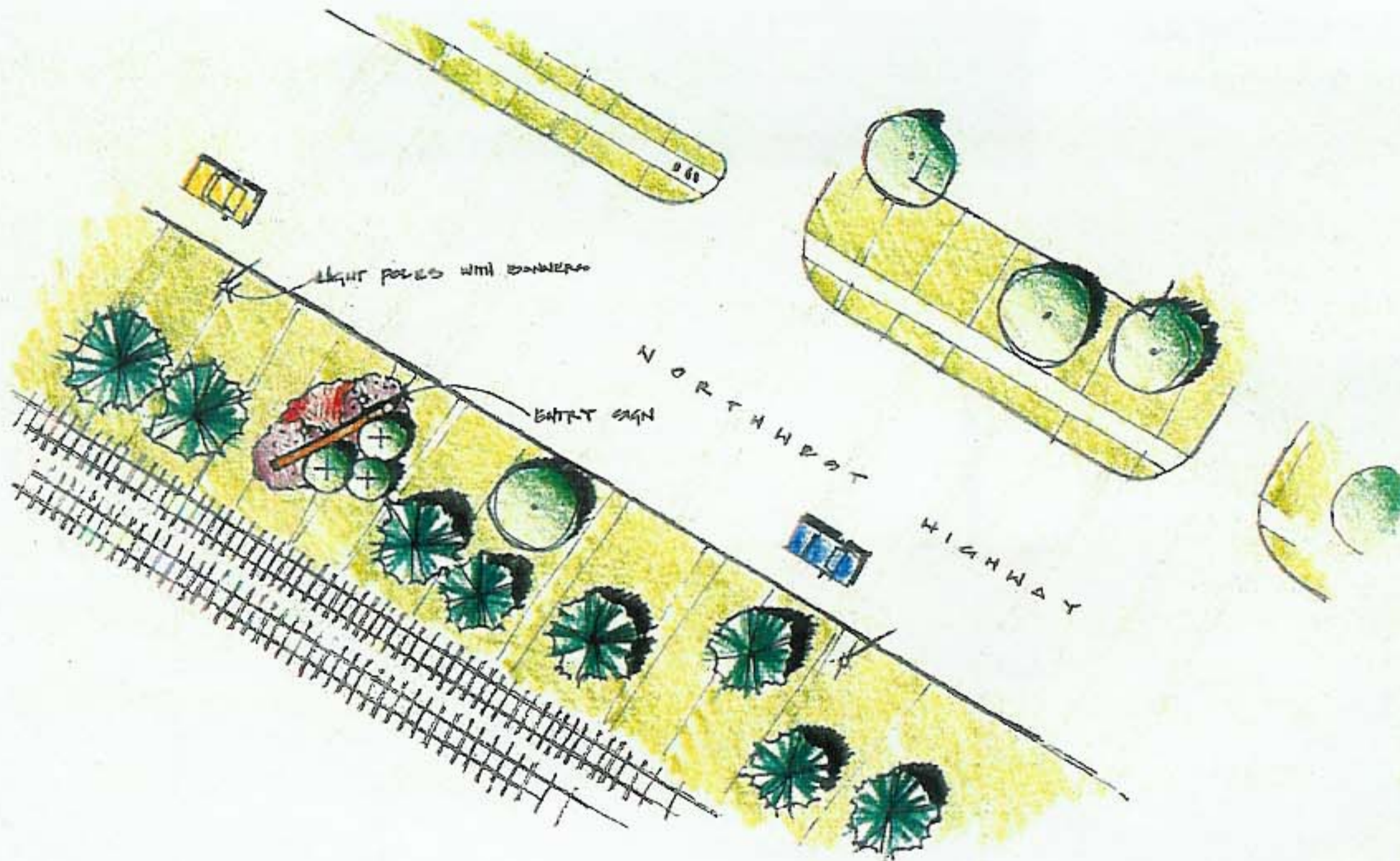
Gateway opportunity

- special signage, lights, landscaping

Corridor enhancement area

- strengthen edges with walls, fences, trees, lights, signs, buildings
- continue urban forestry efforts
- enforce regulatory controls (screening, setbacks, etc.)

Framework plan focus area



Proposed site plan

The west end of the Northwest Highway can be thought of as a bookend to the east end (Site Ten). The two sites should receive similar treatments. Entry walls should be constructed to appear as though they are growing out from the railroad embankment. Landscaping should use similar materials and color schemes for both sites. The exact location for the wall must respect rail setbacks and sight lines. It is important that the whole corridor be treated in a unified manner with banners at street intersections and right-of-way landscaping maintained.



Looking east toward site eleven (existing)



Looking east toward site eleven (proposed)

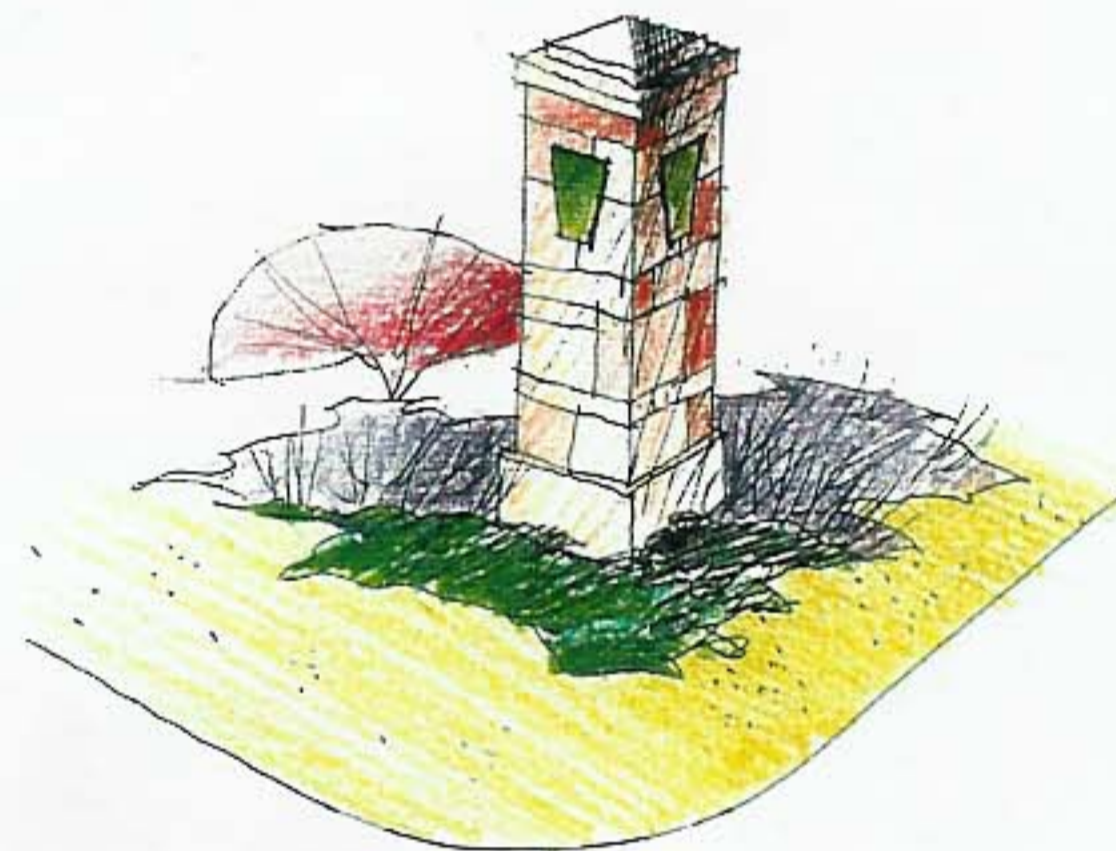
Site twelve - Small site examples



Framework plan
focus area

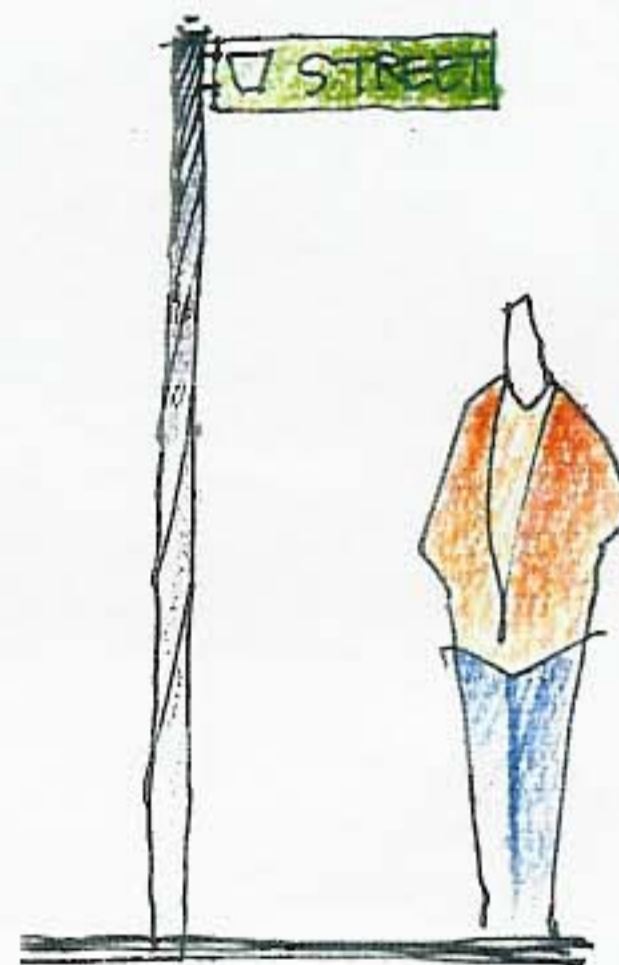
Gateway opportunity

- pole- or pier-mounted signage
- logo patch on street signs



Stone pier

Several areas of Mount Prospect are primarily comprised of residential neighborhoods. While the idea of entry gateways and identification markers in these areas is just as valid as in commercial districts, the scale and approach for the walls is different. Stone piers should be used rather than walls to identify the Village at several key intersections. A smaller amount of landscaping should accompany the piers to give them a setting. Individual street signs would have an identifier patch applied to them. This will give streets that abut the major corridor roads a consistent graphic identity that ties them into the overall signage hierarchy.



Street sign "blade"
with logo patch

Corridor standards and applications

The corridor design guidelines and site specific applications shown in this manual are intended to be added to the existing comprehensive plan for the Village of Mount Prospect. Specifically, the elements included are: stone walls, identifier signage, banner poles, banners, landscape lighting, and landscaping. As these are applied to the specific sites described earlier, the Village may wish to consider other corridor-wide improvements such as new street lighting and ornamental fencing to screen parking lots and lend a consistent aesthetic quality to the Village.

The Village will be most successful in implementing these improvements if it can secure cooperation from the private sector to pay for and maintain them. An example of this would be to apply requirements to conditional use permits that go above and beyond the requirements of the landscape ordinance. This could be achieved by adding additional trees and shrubs, ornamental metal fencing, night landscape lighting, or paying into a trust fund established by the Village to install and maintain landscape improvements in other, publicly-held, parts of the corridor. In this way, a new business would establish itself in a desirable commercial corridor while making a contribution to improving the overall aesthetic quality of that corridor.

Graphic identifier

At the beginning of the project, a questionnaire was given to members of the Plan Commission to determine attitudes toward various aspects of the community identity, history, icons, and liabilities. Graphic options were also discussed by the Village Board. Results of this survey were folded into the schematic design for a new Village identifier.

The intent of the Identifier is to establish a visual cue which, in conjunction with the landscaping, will signify one's entrance into the Village of Mount Prospect. The keystone shape represents the strength and support of the community. The font or letter style reinforces this idea of stability. "Est. 1917" recalls the origins of the community. Finally, the limestone material signifies the community's endurance and the permanence or "prospect" of its future. The identifier is not intended to replace the current official seal nor to be used on stationery or vehicles. Rather, its use will be confined to gateway walls and banners.

Where the gateway walls are proposed, it is important that they provide an enduring image to convey stability and permanence. The walls will be of stacked stones of various lengths and heights. The cap and keystone will be of limestone or cast stone. Walls will be of different shapes in plan view (i.e. concave, convex, serpentine, straight) to take advantage of unique site features.



The existing sign palette announces the Village in a multitude of conflicting styles.



This sign, on the Northwest Highway, was recently installed



This stone wall and sign is indicative of the color and texture envisioned for the new identity program

Identifier and signs

The identifier for the Village of Mount Prospect will be fabricated from a two inch thick slab of limestone. The slab will be sculpted to depict the smooth flat finish of letters “MP” growing out of the heavily chiseled background. The chiseled background will be stained in a color complimentary with the palette of the stone wall. This will provide the contrast necessary for the readability of the MP letters.

The chevron-shaped portion of the identifier, with the text “Est. 1917,” will be produced by sandblasting away the background, approximately one-quarter inch deep, and leaving the letters raised. The finish for both the background and letters will be smooth and crisp separated visually by their surface heights and color finish. Again, the background will be stained in a color complimentary with the stone wall.

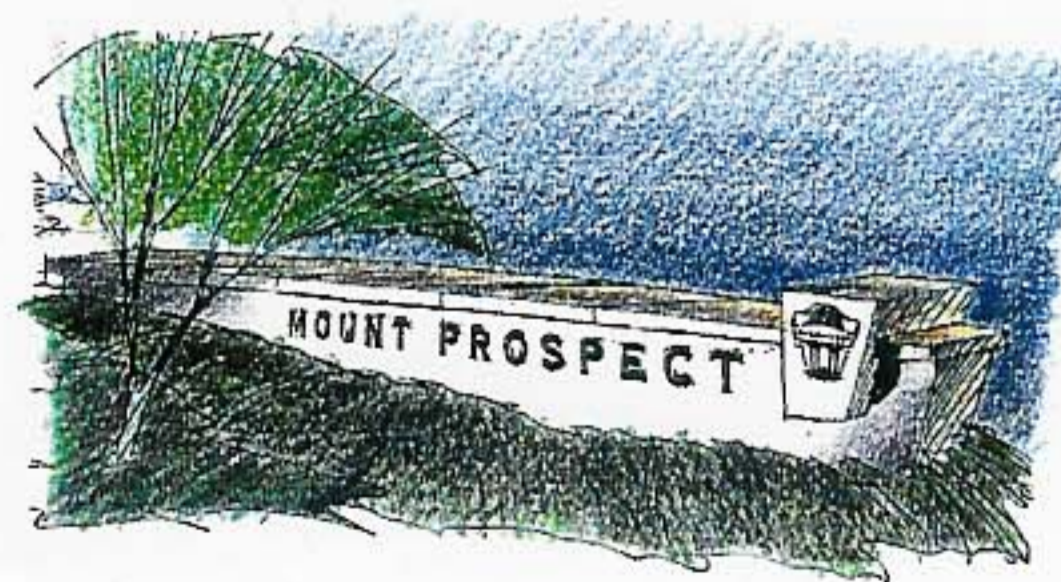
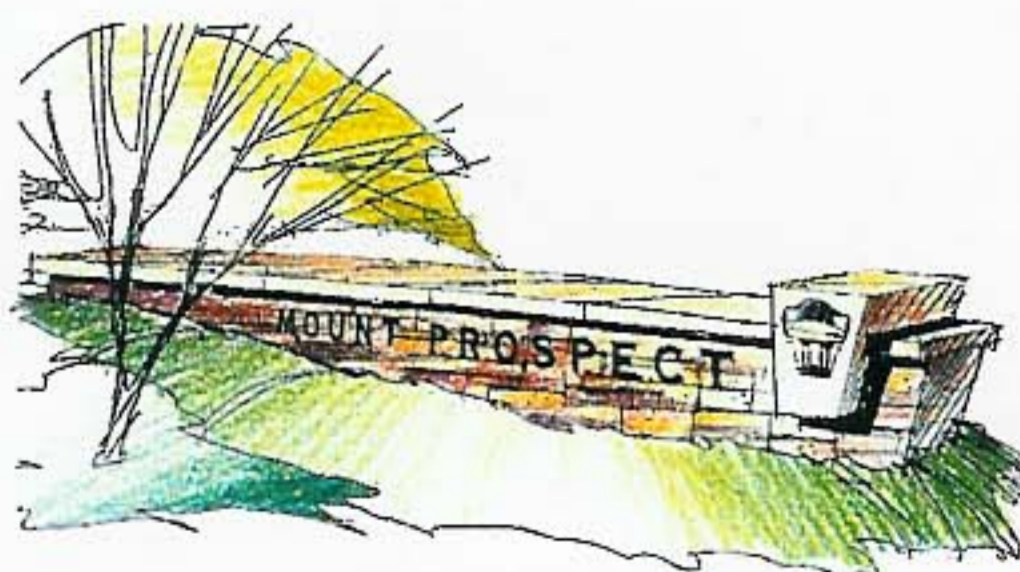
The copy and the logotype will appear in the natural limestone finish. Encompassing the entire image will be a one-quarter-inch-wide and deep sandblasted reveal with a natural finish. The entire limestone slab will be attached to the larger stone keystone by concealed stud anchors with the a grouted joint.



The new identifier



The new identifier as applied to the stone wall and the street sign blade.



The stone wall and identifier shown in day- and night-light conditions.

Banners

The imagery of the banners depicts the “quality of life” in Mount Prospect. The emphasis is on the background image with a minimal amount of text. The chevron shape at the lower portion of the banner is pulled from the Village Identifier and is used to unify the banners with the identifier. The two-sided banners are proposed to be used in conjunction with the identifiers at the Village entries. The banners may also be used throughout the Village to announce events and activities of general public interest. They are intended to be made from durable rip-stop vinyl with the graphics applied by either silkscreening or by electrostatic digital output.



The banners will reflect images from life in Mount Prospect. Some will also announce events and series of general public interest.



Appendix A: Opinion of costs

The following tables outline possible costs for each of the twelve projects described earlier in this manual. They are given to help understand the order of magnitude of each project. This information will be useful in prioritizing the projects and ranking them for implementation. As the designs are refined and schedules are determined, these costs can be updated to more accurately reflect the final cost of construction.

An estimated cost for maintenance is also given for each project. This is based on basic maintenance services as provided by independent, private contractors for projects of a similar size and scope. Obviously, these estimates will change if the design is significantly altered or if the maintenance work is done by Village staff rather than contract employees.

Site 1: Train Station

DESCRIPTION	QTY.	UNIT	UNIT COST	EXTENSION
Canopy tree	0	each	450.00	0.00
Evergreen shrub	0	each	35.00	0.00
Flowering trees	0	each	450.00	0.00
Groundcover/perennials/annuals	0	SF	5.00	0.00
Banner poles with banners	0	each	2,000.00	0.00
Monument	0	allowance	20,000.00	0.00
New sidewalk	0	SF	6.00	0.00
Retaining wall (limestone)	0	LF	225.00	0.00
Special paving	0	SF	10.00	0.00
Benches	0	each	2,000.00	0.00
Trash Receptacle	0	each	1,000.00	0.00
Bed Preparation	0	SF	1.50	0.00
Irrigation	0	SF	0.50	0.00
Miscellaneous grading and utility adjustment	0	CY	25.00	0.00

SUBTOTAL	\$0.00
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GENERAL CONDITIONS, CONTRACTOR OVERHEAD AND PROFIT (20%)	\$0.00
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PROFESSIONAL FEES, SURVEYS, ETC. (12%)	\$0.00
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TOTAL	\$0.00
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ESTIMATE ANNUAL MAINTENANCE PER YEAR PER FOCUS AREA	\$0.00
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Final design pending

Site 2: Route 83 'S' Curve (east)

DESCRIPTION	QTY.	UNIT	UNIT COST	EXTENSION
Canopy tree	3	each	450.00	1,350.00
Evergreen shrub	16	each	35.00	560.00
Flowering trees	7	each	450.00	3,150.00
Groundcover/perennials/annuals	1,000	SF	5.00	5,000.00
Banner poles with banners	4	each	2,000.00	8,000.00
Monument	1	allowance	20,000.00	20,000.00
New sidewalk	330	SF	6.00	1,980.00
Retaining wall (limestone)	120	LF	225.00	27,000.00
Special paving	850	SF	10.00	8,500.00
Benches	4	each	2,000.00	8,000.00
Trash Receptacle	1	each	1,000.00	1,000.00
Bed Preparation	950	SF	1.50	1,425.00
Irrigation	5,400	SF	0.50	2,700.00
Miscellaneous grading and utility adjustment	38	CY	25.00	950.00

SUBTOTAL	\$89,615.00
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GENERAL CONDITIONS, CONTRACTOR OVERHEAD AND PROFIT (20%)	\$17,923.00
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PROFESSIONAL FEES, SURVEYS, ETC. (12%)	\$10,753.80
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TOTAL	\$118,291.80
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ESTIMATE ANNUAL MAINTENANCE PER YEAR PER FOCUS AREA	5,500.00
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Site 3: Route 83 'S' Curve (west)
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DESCRIPTION	QTY.	UNIT	UNIT COST	EXTENSION
Canopy tree	5	each	450.00	2,250.00
Evergreen tree	1	each	550.00	550.00
Flowering tree	9	each	450.00	4,050.00
Groundcover/perennials/annuals	5,600	SF	5.00	28,000.00
New sidewalk	1,300	SF	6.00	7,800.00
Retaining wall (limestone)	185	LF	225.00	41,625.00
Paving demolition and base removal	3,500	SF	2.00	7,000.00
Bed Preparation	5,600	SF	1.50	8,400.00
Irrigation	5,800	SF	0.50	2,900.00
Miscellaneous grading and utility adjustment	100	CY	25.00	2,500.00

SUBTOTAL	\$105,075.00
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GENERAL CONDITIONS, CONTRACTOR OVERHEAD AND PROFIT (20%)	\$21,015.00
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PROFESSIONAL FEES, SURVEYS, ETC. (12%)	\$12,609.00
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TOTAL	\$138,699.00
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ESTIMATE ANNUAL MAINTENANCE PER YEAR PER FOCUS AREA	6,300.00
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Site 4: Golf Road and Route 83

DESCRIPTION	QTY.	UNIT	UNIT COST	EXTENSION
Canopy tree	4	each	450.00	1,800.00
Flowering tree	16	each	450.00	7,200.00
Groundcover/perennials/annuals	3,300	SF	5.00	16,500.00
Banner poles with banners	20	each	2,000.00	40,000.00
Lights for wall signage	10	each	1,000.00	10,000.00
New sidewalk	2,200	SF	6.00	13,200.00
Retaining wall with signage (limestone)	90	LF	250.00	22,500.00
Fill to create mounds	20	CY	80.00	1,600.00
Topsoil (6" cover)	8	CY	80.00	640.00
Trash Receptacle	1	each	1,000.00	1,000.00
Benches	2	each	2,000.00	4,000.00
Bed Preparation	3,200	SF	1.50	4,800.00
Irrigation	12,000	SF	0.50	6,000.00
Miscellaneous grading and utility adjustment	81	CY	25.00	2,025.00

SUBTOTAL	\$131,265.00
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GENERAL CONDITIONS, CONTRACTOR OVERHEAD AND PROFIT (20%)	\$26,253.00
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PROFESSIONAL FEES, SURVEYS, ETC. (12%)	\$15,751.80
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TOTAL	\$173,269.80
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ESTIMATE ANNUAL MAINTENANCE PER YEAR PER FOCUS AREA	\$8,000.00
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Site 5: Central Road (west)

DESCRIPTION	QTY.	UNIT	UNIT COST	EXTENSION
Flowering tree	4	each	300.00	1,200.00
Evergreen shrub	18	each	35.00	630.00
Lawn	1,400	SF	0.05	70.00
Groundcover/perennials/annuals	1400	SF	5.00	7,000.00
Ivy (on existing chain-link fencing)	90	SF	10.00	900.00
Lights for wall signage	5	each	1,000.00	5,000.00
Retaining wall with signage (limestone)	30	LF	250.00	7,500.00
Topsoil (6" cover)	19	CY	80.00	1,520.00
Bed Preparation	700	SF	1.50	1,050.00
Irrigation	3,300	SF	0.50	1,650.00
Miscellaneous grading and utility adjustment	48	CY	25.00	1,200.00

SUBTOTAL	\$27,720.00
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GENERAL CONDITIONS, CONTRACTOR OVERHEAD AND PROFIT (20%)	\$5,544.00
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PROFESSIONAL FEES, SURVEYS, ETC. (12%)	\$3,326.40
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TOTAL	\$36,590.40
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ESTIMATE ANNUAL MAINTENANCE PER YEAR PER FOCUS AREA	\$2,000.00
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Site 6: Rand Road and Route 83

DESCRIPTION	QTY.	UNIT	UNIT COST	EXTENSION
Canopy tree	3	each	450.00	1,350.00
Groundcover/perennials/annuals	500	SF	5.00	2,500.00
Shrubs	50	each	30.00	1,500.00
Raised planter (10'x45'x1.5')/topsoil and fill	2	each	15,000.00	30,000.00
Special paving	2,000	SF	10.00	20,000.00
Banner poles with banners	28	each	2,000.00	56,000.00
New sidewalk	3,000	SF	6.00	18,000.00
Paving demolition and base removal	6,000	SF	2.00	12,000.00
Miscellaneous grading and utility adjustment	1	allowance	10,000.00	10,000.00

SUBTOTAL	\$151,350.00
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GENERAL CONDITIONS, CONTRACTOR OVERHEAD AND PROFIT (20%)	\$30,270.00
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PROFESSIONAL FEES, SURVEYS, ETC. (12%)	\$18,162.00
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TOTAL	\$199,782.00
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ESTIMATE ANNUAL MAINTENANCE PER YEAR PER FOCUS AREA	\$9,000.00
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Site 7: Rand Road

DESCRIPTION	QTY.	UNIT	UNIT COST	EXTENSION
Canopy tree	24	each	450.00	10,800.00
Shrubs	120	each	30.00	3,600.00
Lawn	6,000	SF	0.05	300.00
Miscellaneous grading and utility adjustment	110	CY	25.00	2,750.00

SUBTOTAL	\$17,450.00
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GENERAL CONDITIONS, CONTRACTOR OVERHEAD AND PROFIT (20%)	\$3,490.00
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PROFESSIONAL FEES, SURVEYS, ETC. (12%)	\$2,094.00
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TOTAL	\$23,034.00
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ESTIMATE ANNUAL MAINTENANCE PER YEAR PER FOCUS AREA	\$2,000.00
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Site 8: Route 83

DESCRIPTION	QTY.	UNIT	UNIT COST	EXTENSION
Flowering trees	3	each	450.00	1,350.00
Shrubs	4	each	30.00	120.00
Groundcover/perennials/annuals	700	SF	5.00	3,500.00
Lights for wall signage	5	each	1,000.00	5,000.00
Banner poles with banners	8	each	2,000.00	16,000.00
Retaining wall with signage (limestone)	25	LF	250.00	6,250.00
Topsoil (6" cover)	10	CY	80.00	800.00
Bed preparation	700	SF	1.50	1,050.00
Irrigation	700	SF	1.50	1,050.00

SUBTOTAL	\$35,120.00
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GENERAL CONDITIONS, CONTRACTOR OVERHEAD AND PROFIT (20%)	\$7,024.00
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PROFESSIONAL FEES, SURVEYS, ETC. (12%)	\$4,214.40
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TOTAL	\$46,358.40
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ESTIMATE ANNUAL MAINTENANCE PER YEAR PER FOCUS AREA	\$2,250.00
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Site 9: Rand Road and Central Road

DESCRIPTION	QTY.	UNIT	UNIT COST	EXTENSION
Canopy tree	3	piece	450.00	1,350.00
Groundcover/perennials/annuals	4,400	SF	5.00	22,000.00
Lights for wall signage	5	each	1,000.00	5,000.00
Banner poles with banners	12	each	2,000.00	24,000.00
Retaining wall with signage (limestone)	35	LF	250.00	8,750.00
Topsoil (6" cover)	34	CY	80.00	2,720.00
Irrigation	4,500	SF	0.50	2,250.00
Bed preparation	4,300	SF	1.50	6,450.00

SUBTOTAL	\$72,520.00
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GENERAL CONDITIONS, CONTRACTOR OVERHEAD AND PROFIT (20%)	\$14,504.00
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PROFESSIONAL FEES, SURVEYS, ETC. (12%)	\$8,702.40
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TOTAL	\$95,726.40
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ESTIMATE ANNUAL MAINTENANCE PER YEAR PER FOCUS AREA	\$4,500.00
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Site 10: Northwest Highway (east)
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DESCRIPTION	QTY.	UNIT	UNIT COST	EXTENSION
Canopy tree	1	piece	450.00	450.00
Groundcover/perennials/annuals	1,300	SF	5.00	6,500.00
Lights for wall signage	16	each	1,000.00	16,000.00
Retaining wall with signage (limestone)	40	LF	275.00	11,000.00
Topsoil (6" cover)	40	CY	80.00	3,200.00
Bed preparation	1,289	SF	1.50	1,933.50
Irrigation	3,000	SF	0.50	1,500.00
Miscellaneous grading and utility adjustment	55	CY	25.00	1,375.00

SUBTOTAL	\$41,958.50
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GENERAL CONDITIONS, CONTRACTOR OVERHEAD AND PROFIT (20%)	\$8,391.70
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PROFESSIONAL FEES, SURVEYS, ETC. (12%)	\$5,035.02
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TOTAL	\$55,385.22
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ESTIMATE ANNUAL MAINTENANCE PER YEAR PER FOCUS AREA	\$2,500.00
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Site 11: Northwest Highway (west)
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DESCRIPTION	QTY.	UNIT	UNIT COST	EXTENSION
Flowering trees	3	each	450.00	1,350.00
Groundcover/perennials/annuals	700	SF	5.00	3,500.00
Lights for wall signage	5	each	1,000.00	5,000.00
Banner poles with banners	8	each	2,000.00	16,000.00
Retaining wall with signage (limestone)	25	LF	250.00	6,250.00
Topsoil (6" cover)	10	CY	80.00	800.00
Bed preparation	700	SF	1.50	1,050.00
Irrigation	700	SF	1.50	1,050.00

SUBTOTAL	\$35,000.00
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GENERAL CONDITIONS, CONTRACTOR OVERHEAD AND PROFIT (20%)	\$7,000.00
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PROFESSIONAL FEES, SURVEYS, ETC. (12%)	\$4,200.00
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TOTAL	\$46,200.00
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ESTIMATE ANNUAL MAINTENANCE PER YEAR PER FOCUS AREA	\$2,250.00
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Site 12: Small Site Examples

DESCRIPTION	QTY.	UNIT	UNIT COST	EXTENSION
Shrubs	8	each	30.00	240.00
Groundcover/perennials/annuals	200	SF	5.00	1,000.00
Lights for wall signage	3	each	1,000.00	3,000.00
Topsoil (6" cover)	5	CY	80.00	400.00
Bed preparation	200	SF	1.50	300.00
Stone pier with signage (limestone)	1	each	5,000.00	5,000.00

INDIVIDUAL SITE SUBTOTAL	\$9,940.00
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NUMBER OF SITES	3
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GROUP SITE SUBTOTAL	\$29,820.00
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GENERAL CONDITIONS, CONTRACTOR OVERHEAD AND PROFIT (20%)	\$5,964.00
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PROFESSIONAL FEES, SURVEYS, ETC. (12%)	\$3,578.40
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TOTAL	\$39,362.40
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ESTIMATE ANNUAL MAINTENANCE PER YEAR PER FOCUS AREA	\$2,000.00
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Focus area cost summary

FOCUS AREA	SUBTOTAL	GENERAL	PROFESSIONAL	TOTAL
1	-	-	-	-
2	89,615.00	17,923.00	10,753.80	118,291.80
3	105,075.00	21,015.00	12,609.00	138,699.00
4	131,265.00	26,253.00	15,751.80	173,269.80
5	27,720.00	5,544.00	3,326.40	36,590.40
6	151,350.00	30,270.00	18,162.00	199,782.00
7	17,450.00	3,490.00	2,094.00	23,034.00
8	35,120.00	7,024.00	4,214.40	46,358.40
9	72,520.00	14,504.00	8,702.40	95,726.40
10	41,958.50	8,391.70	5,035.02	55,385.22
11	35,000.00	7,000.00	4,200.00	46,200.00
12	29,820.00	5,964.00	3,578.40	39,362.40

Street sign blade*	22,500.00	4,500.00	2,700.00	29,700.00
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TOTAL**				\$1,002,399.42
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ESTIMATE ANNUAL MAINTENANCE PER YEAR FOR ALL AREAS				\$46,300.00
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*This is a total of 150 street sign blades placed throughout the city.

**including: general conditions, overhead, profit, and professional fees

Final design pending