

Main Street Improvements

Tabor's downtown business district stretches several blocks along Main Street, or Highway 275. There are three prominent intersections along Main Street in this core area; Elm Street to the north, New Street at the center - heading east, and Orange Street to the south. The speed limit through this area is 25 miles per hour and currently hosts 45 degree angled parking along Main Street from New Street to Orange Street.

During the inventory and analysis phase, the Tabor Visioning Steering Committee made it evident that the intersection of Orange and Main Streets is problematic and of high priority. Main concerns for this intersection include: a lengthy pedestrian crossing distance on Main Street, lack of visual depth to the north when stopped at Orange Street, and poor sidewalk infrastructure. Tabor Visioning Steering Committee members mentioned curb ramps, signage, vegetated bump-outs, and more crosswalks to alleviate the concerns.

After further review, a resolution was proposed. To improve the Orange and Main Streets intersection, the angled parking along Main Street can be set at 30 degrees. By angling the parking to fit closer to the sidewalks, cars will not stick out into the street as far, allowing the motorist on Orange Street a greater line of sight distance down Main Street. Additional solutions would be to install curbed and vegetated bump-outs to decrease pedestrian crossing distance, decrease posted traffic speeds on Main Street, improve streetscape conditions, as well as expand the motorists cone of vision. The diagrams on board 12 illustrate how these improvements work.

Design Expertise Recommended

Projects may require help beyond the capability of the Tabor Visioning Steering Committee or available city staff. For this improvement project, the committee should expect to engage the services of a Landscape Architect and a traffic engineer.



Project Scope and Cost Opinion

The following cost opinion is based on contracted material and installation of improvements. These costs may be reduced with materials donated or provided at reduced cost and volunteer labor for appropriate projects. Area takeoffs, square footages, and linear footages used to calculate and quantify amounts are approximate. A site survey should be provided prior to the design and construction of the following projects to validate and verify the quantities shown in these cost opinions.

Abbreviations used in the following opinion of probable cost include:

ac = acre cf = cubic foot cy = cubic yard ea = each
 lf = linear foot ls = lump sum sf = square foot sy = square yard

Main Street Improvements					10/3/2012
Description	Quantity	Unit	Unit Cost	Line Total	Totals
Site Demolition					\$28,259.00
Concrete Curb Removal (from Orange to New Street)	600	lf	\$6.00	\$3,600.00	
Storefront Sidewalk Removal	777	sy	\$17.00	\$13,209.00	
Pavement Removal (for Bump Outs in Street)	380	sy	\$17.00	\$6,460.00	
Pavement Removal (for Brick Crosswalks)	230	sy	\$17.00	\$3,910.00	
Remove Excess Soil For Tree Pits (10 @ 7.2 cy Each)	72	cy	\$15.00	\$1,080.00	
Site Sedimentation and Erosion Control					\$1,000.00
Inlet Protection	1	ls	\$1,000.00	\$1,000.00	
Site Utilities					\$12,500.00
Storm Drainage Systems - Pipe and Connections	1	ls	\$10,000.00	\$10,000.00	
Storm System Structures	1	ls	\$2,500.00	\$2,500.00	
Site Plant Material					\$9,720.00
Street Trees	18	ea	\$300.00	\$5,400.00	
Designed Soil for Street Tree Pits (640 sf 36" Depth)	72	cy	\$60.00	\$4,320.00	
Site Hardscape					\$93,497.56
Concrete Curb and Gutter	1,486	lf	\$17.00	\$25,262.00	
Curb Ramps	16	ea	\$800.00	\$12,800.00	
Brick Paved Crosswalks (8 Crosswalks @ 260 sf Each)	231	sy	\$50.00	\$11,555.56	
Concrete Pedestrian Walkway (Storefront)	14,360	sf	\$2.50	\$35,900.00	
Aggregate Base Course (14,360 sf @ 6" Depth)	266	cy	\$30.00	\$7,980.00	
Site Amenities					\$133,300.00
Vehicular/ Pedestrian Overhead Lighting (4 Per Block)	12	ea	\$10,000.00	\$120,000.00	
Tree Grates	10	ea	\$150.00	\$1,500.00	
Window Box Planters	10	ea	\$120.00	\$1,200.00	
Hanging Planters	12	ea	\$50.00	\$600.00	
Bike Racks	4	ea	\$300.00	\$1,200.00	
Banners	12	ea	\$350.00	\$4,200.00	
Trash Receptacles	4	ea	\$750.00	\$3,000.00	
Pedestrian Wayfinding Signage	2	ea	\$800.00	\$1,600.00	
Painted Handicap Stalls	5	ea	\$150.00	\$750.00	
Painted 30 Degree Parking Lines	30	ea	\$20.00	\$600.00	
Sub-Total					\$278,276.56
Contingency (15%) & Design Fees (6%)					\$58,438.08
Total					\$336,714.63





Plan rendering of Main Street improvements from Orange to New Street

Main Street Improvements
 Tabor's downtown business district stretches several blocks along Main Street, or Highway 275. There are three prominent intersections along Main Street in this core area: Elm Street to the north, New Street at the center - heading east, and Orange Street to the south. The speed limit through this area is 25 miles per hour and currently hosts 45 degree angled parking along Main Street from New Street to Orange Street.

During the inventory and analysis phase, the Tabor Steering Committee made it evident that the intersection of Orange and Main Streets is problematic and of high priority. Main concerns for this intersection include: a lengthy pedestrian crossing distance on Main Street, lack of visual depth to the north when stopped at Orange Street, and poor sidewalk infrastructure. Tabor Steering Committee members mentioned curb ramps, signage, vegetated bump-outs, and more crosswalks to alleviate the concerns.

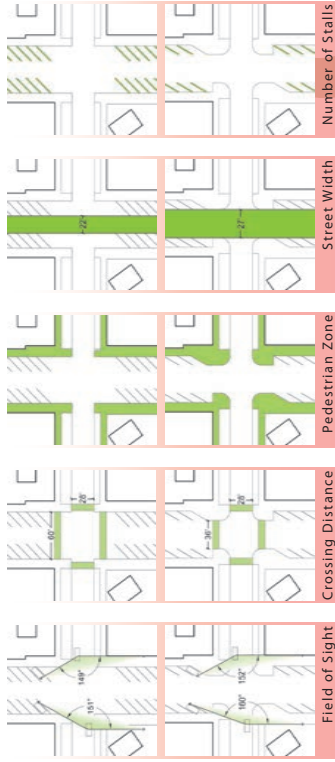
After further review, a resolution was proposed. To improve the Orange and Main Streets intersection, the angled parking along Main Street can be set at 30 degrees. By angling the parking to fit closer to the sidewalks, cars will not stick out into the street as far, allowing the motorist on Orange Street a greater line of sight distance down Main Street. Additional solutions would be to install curbed and vegetated bump-outs to decrease pedestrian crossing distance, decrease posted traffic speeds on Main Street, improve streetscape conditions, as well as expand the motorists cone of vision. The diagrams (to the right) illustrate how these improvements work.



Bird's eye perspective (looking north) on Main Street showing transportation enhancements

Existing Main Street Conditions
 45° angle parking

Proposed Main Street Conditions
 30° angle parking



Tabor Main Street Improvements

Landscape Architect: David Stokes, ASLA, Eric Becker, PLA, Jeffrey L Bruce and Company LLC
 LA Intern: Eric Doll, Jeffrey L Bruce and Company LLC
 Iowa Department of Transportation Trees Forever ISU Landscape Architecture Extension ISU Extension Community and Economic Development Summer 2012