





Main Street View West at Clubbs Street Intersection



View West along Main Street from Clubbs Street



Main Street View West at Sam's Restaurant



Main Street Intersection with A Street without Pedestrian Crossing



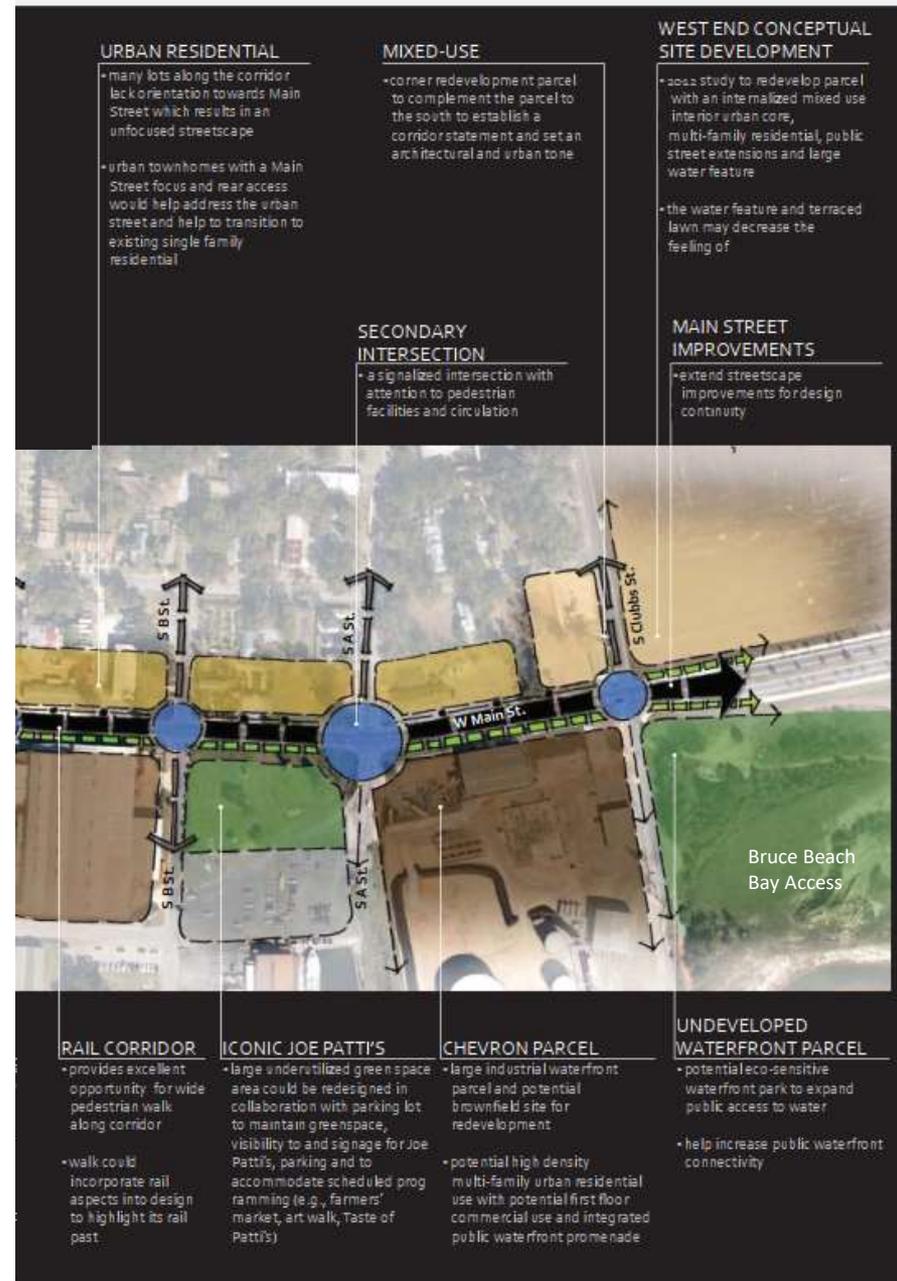
Main Street View West Joe Patti's



Main Street View West Approaching B Street

Consistency with Previous Plans and Details

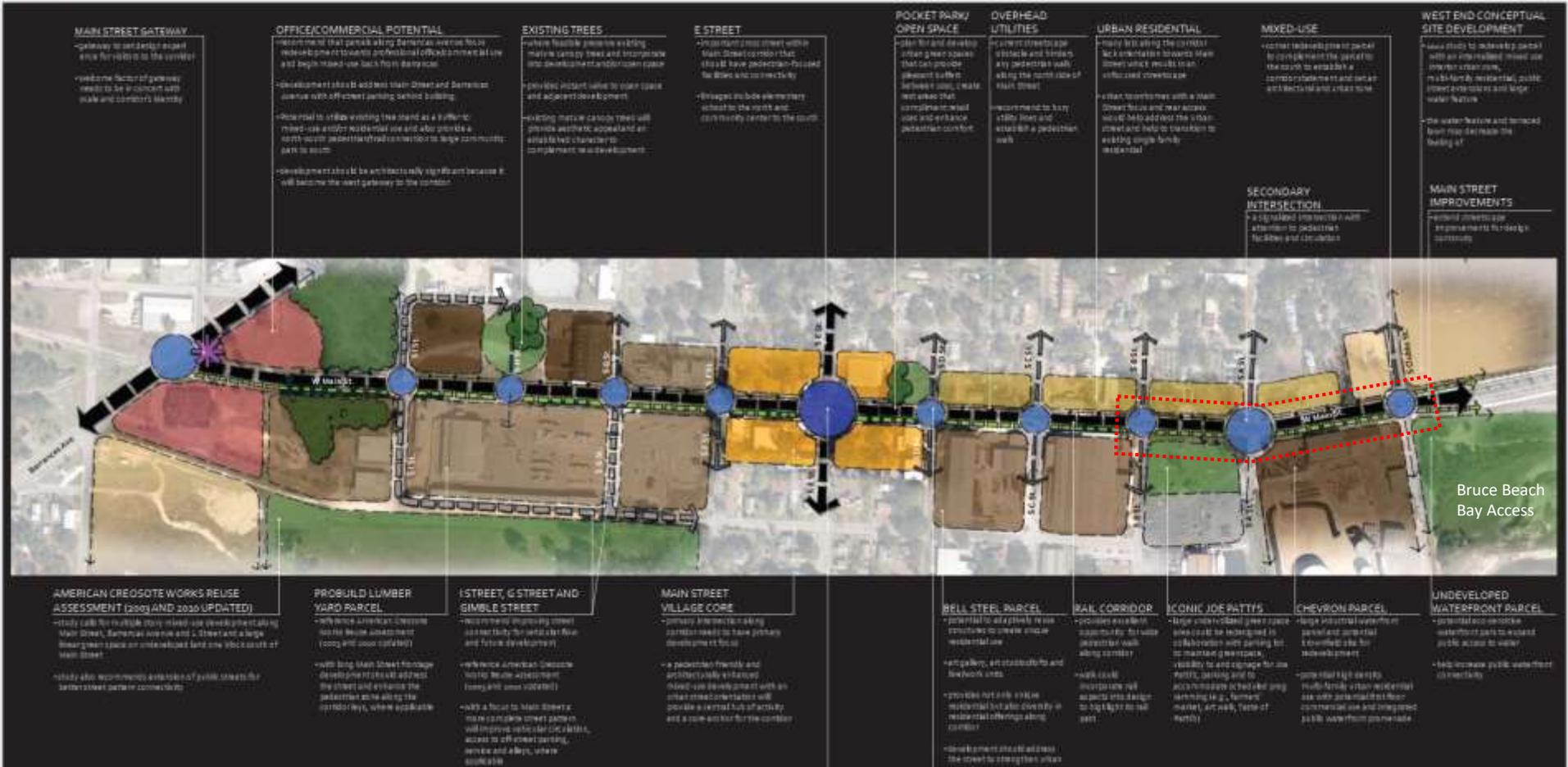
- The West Main Street concepts and design criteria included in this TAP application are consistent with previous concepts for the corridor included in the West Main Street Corridor Management Plan, adopted in 2014. The recommended concept in the plan was to convert the existing abandoned railroad right-of-way to a multimodal greenway corridor similar to and extending the existing green landscape strip and wide pedestrian sidewalks along the “road diet” segment of Main Street east of the project.
- The Pensacola CRA is currently planning for construction of new sidewalk replacement along both sides of A Street from Cervantes Street to Main Street to revitalize the neighborhoods north of Main Street. This TAP project will provide the needed safe signalized pedestrian crosswalk at the A Street intersection and connection along the multimodal Main Street “road diet” to Bruce Beach Bay access park, the city CBD, and Community Maritime Park.
- Because Joe Patti’s Seafood is an iconic and often-visited destination in the Pensacola region, providing safe pedestrian access to it and along West Main Street will provide visitors in the city center and at the Community Maritime Park opportunities to walk or cycle to this destination.
- The street trees along the roadside green landscape buffer will provide a shaded walk as well as a sense of safety and security for pedestrians.
- Although the types of trees and landscape chosen will determine applicability, the green landscape strip can also be landscaped as a rain garden providing stormwater management. The rain garden concept may exclude the necessity of irrigation.
- Street lighting matching the lights at Community Maritime Park will allow the proposed project to be an extension of the West Main Street “road diet” without reconstruction of the driving surface.



3 Framework Analysis

Main Street Corridor Management Plan

Figure 3-1



Project Limits





Street Light Locations



Major Street Trees

10 Foot Concrete Sidewalk



Studer Parcel (former ECUA Sewage Treatment Plant)

W. Main Street Multimodal "Road Diet" Corridor

Bruce Beach Bay Access



Street Light Locations



Major Street Trees



Typical Section Design Details

- 56'6" right-of-way width (varies; verify by survey)
- Two 11-foot travel lanes
- 4-foot bike lane striping
- 10-foot concrete multiuse side-path on south side
- Curb and gutter on the south side of the existing roadway may not be constructed
- Approximate 8-foot landscape zone south of existing edge of pavement
- Street trees placed at regular spacing
- Street lights placed between tree locations to match Community Maritime Park and section of W. Main Street east of the project limits
- Benches, bike racks, and trash receptacles where space allows
- The existing typical section and proposed typical section dimensions are identical. The only additions are sidewalk, street trees, and lighting. No change is proposed for the right-of way or travel lane widths.

Construction Details

- Existing curb on the north side to remain
- No sidewalk on the north side due to difficult construction grades and existing business driveways
- West of Clubbs Street, pedestrians will be directed to the multiuse side-path on the south side
- New mast arm traffic signals with pedestrian phase will be installed at the A Street intersection at a future date
- An option for a pedestrian phase only added to the existing signal is provided in this application
- A crosswalk will be installed on the west side of the A Street/Main Street intersection
- The existing bike lane striping on the north and south side of Main Street will be refreshed
- High-use pedestrian warning signage will be installed at each end of the project limits



Estimate of Probable Construction Cost
Multiuse Path, Landscape, and Lighting
West Main Street
Pensacola, Florida

Revised 07/29/2019

Pay Item	Description	Unit	Quantity	Price per Unit	Price
0110-1-1	Clearing and grubbing	LS			\$5,000.00
0110-86	Remove and salvage rails	LS			\$2,500.00
0120-1	Regular excavation	CY	405	\$4.59	\$1,858.95
0120 6	Embankment	CY	405	\$8.04	\$3,256.20
285701	Optional base Group 1	SY	1083	\$11.22	\$12,151.26
0522 1	Concrete sidewalk, 4"	SY	917	\$37.20	\$34,112.40
0522 2	Concrete sidewalk and driveways, 6"	SY	167	\$68.00	\$11,356.00
0710 11101	Painted pvt mark, std.white, solid, 6" (bike lane)	LF	875	\$2.00	\$1,750.00
0711 11102	Thermoplastic, std. white, solid, 12" (crosswalk)	LF	80	\$4.50	\$360.00
	Signalization Components				
603-2-11	Conduit, F&I, Open Trench	LF	60	\$6.82	\$409.20
630-2-12	Conduit, F&I, Directional Bore	LF	240	\$18.01	\$4,322.40
632-7-1	Signal Cable- New or Reco, Fur & Install	PI	1	\$3,114.18	\$3,114.18
635-2-11	Pull & Splice Box, F&I, 13" x 24"	EA	8	\$603.22	\$4,825.76
639-1-111	Electrical Power SRV, F&I, OH, M, Furnished	AS	1	\$1,314.59	\$1,314.59
646-1-11	Aluminum Signals Pole, Pedestal	EA	8	\$1,701.93	\$13,615.44
653-1-11	Pedestrian Signal, F&I LED Count, 1 way	AS	8	\$687.64	\$5,501.12
665-1-11	Pedestrian Detector, F&I, Standard	EA	8	\$235.97	\$1,887.76
670-5-111	Traf Cntrl Assem, F&I, NEMA, 1 Preempt	AS	1	\$24,729.04	\$24,729.04
	Street trees	EA	15	\$600.00	\$9,000.00
	Landscape shrubs, various	EA	1000	\$7.00	\$7,000.00
	Sod, 24" strip	SY	389	\$2.80	\$1,089.20
	Streetlights	EA	18	\$7,000.00	\$126,000.00
				Subtotal	\$275,154
999-25	Construction contingency-10%	LS		10%	\$27,515
101-1	Mobilization-5%	LS		5%	\$13,758
0102-1	Maintenance of traffic and detour signage-10%	LS		10%	\$27,515
	Engineering and final plans preparation work-15%			15%	\$41,273
	Construction engineering and inspection activities=15%			15%	\$41,273
				Project Total	\$426,488