

ERIE EAST BAYFRONT GREENWAY TRAIL PLAN

Draft – September 9, 2023





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INTRODUCTION AND PROJECT OVERVIEW

The Redevelopment Authority of the City of Erie (RACE) received a grant from the Erie County Coastal Zone Management (CZM) Grant Program and an allocation from the City of Erie’s American Rescue Plan (ARPA) funding to undertake a feasibility study to consider converting up to 50 blighted properties within the city’s lower east side neighborhood into a greenway and trail system. A Greenway or linear park is usually a shared-use path along a strip of undeveloped land, in an urban area, set aside for recreational use or environmental protection. Greenways can provide benefits to humans providing recreation space and benefits to the ecosystem by providing suitable plans and animal habitats among other amenities. The project, referred to as the East Bayfront Trail Plan, was a priority recommendation with Erie Refocused, the City of Erie’s comprehensive plan adopted in 2016.

Background

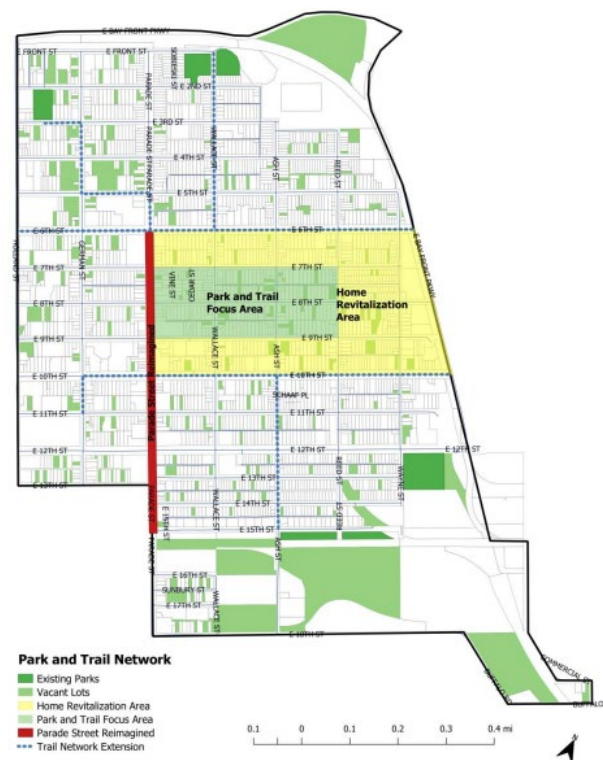
The Redevelopment Authority of the City of Erie requested assistance to develop a plan that would transform a challenged area of the city located within the East Bayfront neighborhood. The plan would include redevelopment of approximately 50 properties that were at a high level of disrepair and showed signs of abandonment by their owners and create an amenity in place of the blighted properties. RACE is the city’s primary agency designated to address blighted properties throughout the city, provide housing repair funding for low- and moderate-income families, and administer the lead abatement program. In addition, RACE has increased their support services for housing rehabilitation due in large part to a generous allocation of ARPA funding provided by the City of Erie to address the gaps in home repair funding throughout the city.

In 2016, the City of Erie adopted its first comprehensive plan, Erie Refocused. The plan calls for strategies and interventions that would help stabilize or strengthen the 17 neighborhood planning areas identified throughout the city. The plan also calls for the revitalization of the city’s downtown core and its two (2) flanking neighborhoods, West Bayfront and East Bayfront. The strategies outlined for the East Bayfront neighborhood includes the following:

- Establish a network of new parks via targeted demolition and land assemblage.
- Re-focus public and private investment around historic landmarks and newly created parks.
- Utilize demolition and vacant land management as job training and development opportunities.

Since the plan was adopted, there have been numerous initiatives supported by both the public and private sector to strengthen the core area of the community. The city’s downtown is seeing unparalleled levels of investment efforts supported by a number of new investors and existing property owners, much of which has been spurred by the development efforts of the newly created community development corporation, the Erie Downtown Development Corporation (EDDC). Gannon University spearheaded investment in the West Bayfront neighborhood through its support for the Our West Bayfront neighborhood group that has been working on numerous programs for housing rehab, homeownership, and parks and streetscape improvements. The Bayfront area continues to grow as

Figure 1. East Bayfront Neighborhood Plan showing the recommendations for a park and trail





development by the Erie Western Port Authority, Erie Events, and Scott Enterprise continues. However, little was being done to address the issues precluding the East Bayfront neighborhood from stabilizing and growing.

In response to this lack of investment within the East Bayfront, the city started working closely with the neighborhood group that was dedicated to revitalizing a portion of the East Bayfront area, Bayfront Eastside Taskforce (BEST), and a new neighborhood-oriented organization, managed by ServErie, that was working toward improving the area south of BEST's footprint. This partnership created the East Bayfront Neighborhood Plan adopted by Erie City Council in 2019. This plan took a closer look at the strategies outlined in Erie Refocused to determine their feasibility and how best to implement those strategies. The East Bayfront Neighborhood Plan identifies where concentrations of blighted properties exist through a robust property conditions survey tool and analyzed the neighborhood's access to parks and open space. Through this analysis, the plan focuses on a target area for the greenway/park system within the areas bounded by East 6th Street, East 12th Street, Parade Street and the East Bayfront Connector. Within this 28-block area, hundreds of poor and unsound houses had been abandoned and left in disrepair.

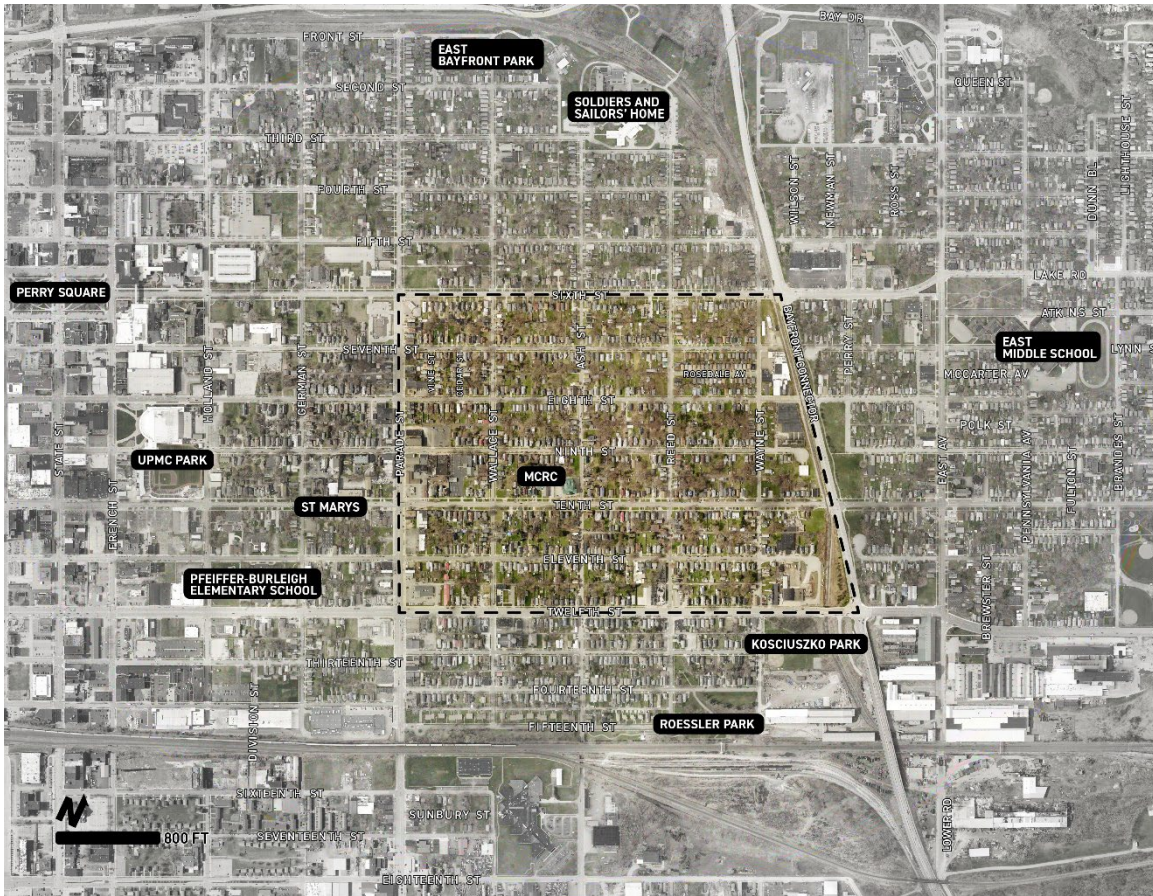
Purpose

The purpose of the Erie East Bayfront Greenway Trail Plan is to enable RACE to plan, design and build the greenway concept recommended in Erie Refocused and the East Bayfront Neighborhood Plan. The planning process involved key stakeholders and residents to identify the specific properties that will be acquired and demolished, design the on street facilities and safe pedestrian crossings, and estimate the cost of the project so that additional funding can be secured.

Study Area

The study area was identified in concert with RACE and the project steering committee and focuses within a smaller target area within the larger 28 block area noted above. See Figure 2.

Figure 2. East Bayfront Greenway Study Area



Process

The process used to develop plan recommendations included reliance on locally collected data, input and guidance from a steering committee of representatives from city departments, feedback from residents and neighborhood groups living and working in the focus area, and an assessment of conditions of housing, vacant land and the road network.

Data Collection

The following types of data collection and analysis were performed beginning in December 2022 to gain a better understanding of existing conditions of the study area including operations of the roadways and status of vacant properties.

- Field tours with code enforcement
- Photo and aerial imagery observations
- Property conditions housing surveys
- Key interviews with BEST Executive Director and the Executive Director of the Eastside Renaissance Corporation
- Key interviews with officers with the Erie Police Department



Steering Committee

Four Steering Committee meetings were held throughout the process of development of the study beginning in December 2022 and continuing through June 2023. The Steering Committee was composed of key staff throughout city departments and outside agencies involved in property maintenance, code issues, roads, parks, administration, funding, and policing efforts. The committee was composed of representatives from the following departments or organizations:

- Public Works
- Traffic Engineering
- City Engineering
- City of Erie Code Enforcement
- Erie Police Department
- Mayor's Office
- ARPA Coordinator
- RACE Board members and staff
- CZM Program Manager

Existing Conditions

Local Context

The East Bayfront neighborhood is located east of the city's downtown core and is generally bounded by French Street to the west, East Bayfront Connector to the east, the East Front Street to the north, and East 15th Street and the railroad tracks to the south. It contains five US Census Tracts (4, 7, 8, 13 and 14) and has population of just over 9,000 people and 3,300 households. According to Erie Refocused this neighborhood is classified for stabilization efforts due to its high levels of poverty, low homeownership rates, and depressed home prices.

Greenway Focus Area

The focus area for this study is defined due to the high concentrations of blighted properties and the number of now vacant lots owned by RACE. The blighted properties were identified using the city's own Property Conditions Survey tool to assist them in long-term planning efforts for their neighborhoods. The survey tool is based on the ICC Property Maintenance Code that the city has adopted and enforces through its Bureau of Code Enforcement housed in the Department of Planning and Neighborhood Resources. All of the properties that were classified as poor or unsound during the initial study that were within the focus area, were reinspected by Code Enforcement Officers to ensure that data was current and that all vacant houses were accurately identified.

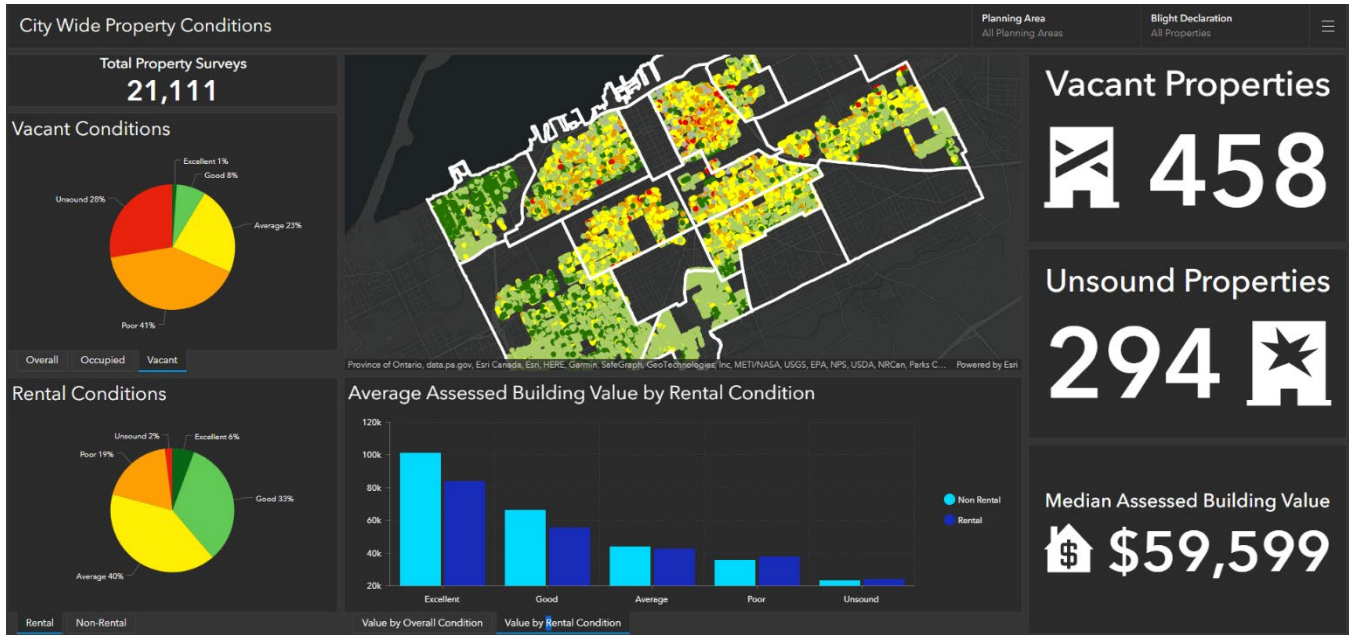
Property Conditions

The original property conditions survey completed by the City Planning Department in 2018 within the East Bayfront neighborhood identified that there were over 450 vacant properties and 294 were classified as unsound. Unsound properties are those that due to their conditions, need critical repairs to health, safety, and structural elements of the home. Repairs of this nature are typically too costly to repair to a safe state of habitation. The study area for this plan is a sub-area portion of this neighborhood and was found to contain the highest concentrations of vacant and unsound properties within the East Bayfront neighborhood. The survey identified that there were 28 poor/unsound vacant properties and an additional 34 properties has already gone through the blighted property process and were either under the ownership of RACE or the City of Erie's Land Bank. 21 properties were in the Erie County Repository of tax delinquent properties, and another 119 were classified as poor or unsound but are currently occupied and registered as rental properties. It was unclear at the time of this



report if the properties classified as rentals were active rentals or were simply still listed in the registration database. Until the rental and occupancy status of the units could be verified, these properties were not in consideration to become part of the greenway trail system.

Figure 3. Dashboard showing property conditions.



During the planning process, Code Enforcement Officers assigned to this neighborhood along with the City's Demolition Coordinator, reassessed each property within the plan's focus area. From that updated information, the project team selected a path that would meet the objectives of the study, meet the needs of RACE and meet the manageable size requirements to effectively execute and implement the plan within a reasonable cost threshold.

ENGAGING THE PUBLIC

Understanding the needs and concerns for the residents that would utilize the new greenspace was one of the most important design criteria of the trail network. The project team worked with residents to determine the priority property and streetscape design that would provide the most benefit to the community. In order to get necessary feedback and input, three (3) resident led visioning workshops were held adjacent to the focus area. In addition, key stakeholder interviews were conducted with organizations working on community development initiatives in and around the focus area.

Field Tour and Key Stakeholder Meetings

Field Tour: The Michael Baker team along with representatives from RACE, the City of Erie Planning and Code Enforcement performed field visits to the focus area to gauge the condition of some of the priority properties, assess road conditions and identify opportunities to make vital connections that would ultimately form the greenway network. This also helped the team prepare for the Visioning Workshops that would be held with residents.

BEST: The Michael Baker team met with Jeremy Bloeser, Executive Director of the Bayfront Eastside Taskforce (BEST). Although the BEST neighborhood footprint is outside of the boundaries of the study area, the areas border each other, and it was necessary to understand where potential connections existed and where there was alignment of the vision for the neighborhoods. Mr. Bloeser noted the importance of ensuring safe connections to Parade Street as it is an employment and retail hub for the neighborhood, the idea of connecting the greenway to potential future projects focused on recreating historic forts located within the BEST neighborhood, and that residents' connection with the bluff and eventually access to the bayfront were a all priority.

East Side Renaissance ESR: Tim Shannon, Executive Director for ESR met the Michael Baker team during the second round of visioning workshops. He provided valuable insight into the development that his group is undertaking along key properties on Parade Street and wanted to ensure that accessibility and connectivity were made with their efforts. Mr. Shannon shared the boundaries of their focus area and that they look to go as far north as East 6th Street with their redevelopment efforts which showed great alignment with the early concepts of the greenway plan.



Picture 1. Michael Baker International team, Redevelopment Authority of the City of Erie, and City of Erie Code Enforcement tour of the focus area.

Visioning Charrette

The Design Hub, a Michael Baker niche urban design team, worked side by side with residents to develop the concept plan for the East Bayfront Greenway and Trail. The team uses sketching techniques to discuss ideas and illustrate issues that are raised during the planning process so that people can react to them in real-time. This technique was also used during the project Steering Committee meetings that were held throughout the project.

Visioning Charrette 1.0: The first round of visioning workshops was held in December 2022 and were scheduled at different times of the day to provide opportunities for people who work or work differing shifts the ability to attend. Flyers were handed out by the City of Erie Love Your Block volunteers to residents living in the neighborhood and RACE and the city posted the meeting invitation on their websites. Over the 2 sessions, more than 40 people attended and provided valuable feedback and advice to the Michael Baker team. The issues and ideas that were raised included the following:

- Need to plan for where residents in the neighborhood want to go, where they would naturally walk. Parade Street, East 6th Street, Pfiefer Burleigh School, access to the trail on East Bayfront Connector.
- Access to bus stops.
- Closing Ash may cut off the north street but not for bike/pedestrians.
- One-way streets will make redirecting at intersections problematic.
- Residents supported mid-block crossings to connect to parks and green space.
- Review Bayview Park as a model.
- Motorized scooters and bikes are a concern.
- Lighting that dim but brighten with motion sensors may work. Need lighting for security and more eyes on the park.
- Native plantings are important.
- Casual seating for conversations.
- Connect to existing bike lanes on the Parkway. Safer crossing at East 6th Street.
- Need to consider creating public space that is now used by homeless people. How do we address this? No tent city.
- ADA, Accessibility is a concern particularly with all of the crossings.
- Make sure there is clear distinction between the greenway and people's back yards by way of fencing and landscaping.
- Ensure that the park does not cut off the neighborhood, like the Bayfront.
- Connections with adjacent initiatives such as ESR, Byrn Grant, BEST.
- Designs need to look at how to encourage people to interact with each other.
- Bump outs need to accommodate bikes.
- Look at properties along Ash between 12th and 10th. There are other properties that are in poor shape.



Figure 4. Visioning Charrette invitation in spanish

- Look at making this publicly available.

The Michael Baker team used this feedback to reimagine the greenway and address areas of concern particularly with existing roadways. They heard how important the connecting streets were to the residents and how to incorporate these into the overall design.

Visioning Charrette 2.0: After additional input was gathered from the Steering Committee and RACE regarding priority properties, road safety, and public safety access, the design team met with residents at a follow up workshop held in February 2023. This meeting was held specifically with residents who lived in the focus area to hear their concerns about the direct impact the greenway may have on their homes. Approximately 10 local residents attended this meeting and provided valuable feedback to the conceptual design that the team and the Steering Committee reviewed. Concerns over separation of the public versus people’s private yards were raised again, as was how the greenway area would be policed and monitored. Most participants did not favor closing streets but did want better pedestrian and bicycle facilities throughout the area. They supported the idea that the greenway connects Parade Street, the elementary school, and East 6th Street and the East Bayfront Connector.

Picture 2. First Visioning Charrette meeting with stakeholders



Picture 3. Second Visioning Charrette meeting with residents





CONCEPTUAL DESIGN AND PROPERTY ANALYSIS

Development of the final concept plan took many iterations, which were guided by the vision to create a meaningful amenity for residents living in the focus area while serving to eliminate blighted properties and connect people to where they live, work, and play. The need for additional greenspace was a vital component of the plan as was the safe connections and crossings of existing roadways. The following depicts the development of the concept plan as the team worked with the Steering Committee, stakeholders, and residents.

Initial Iterations

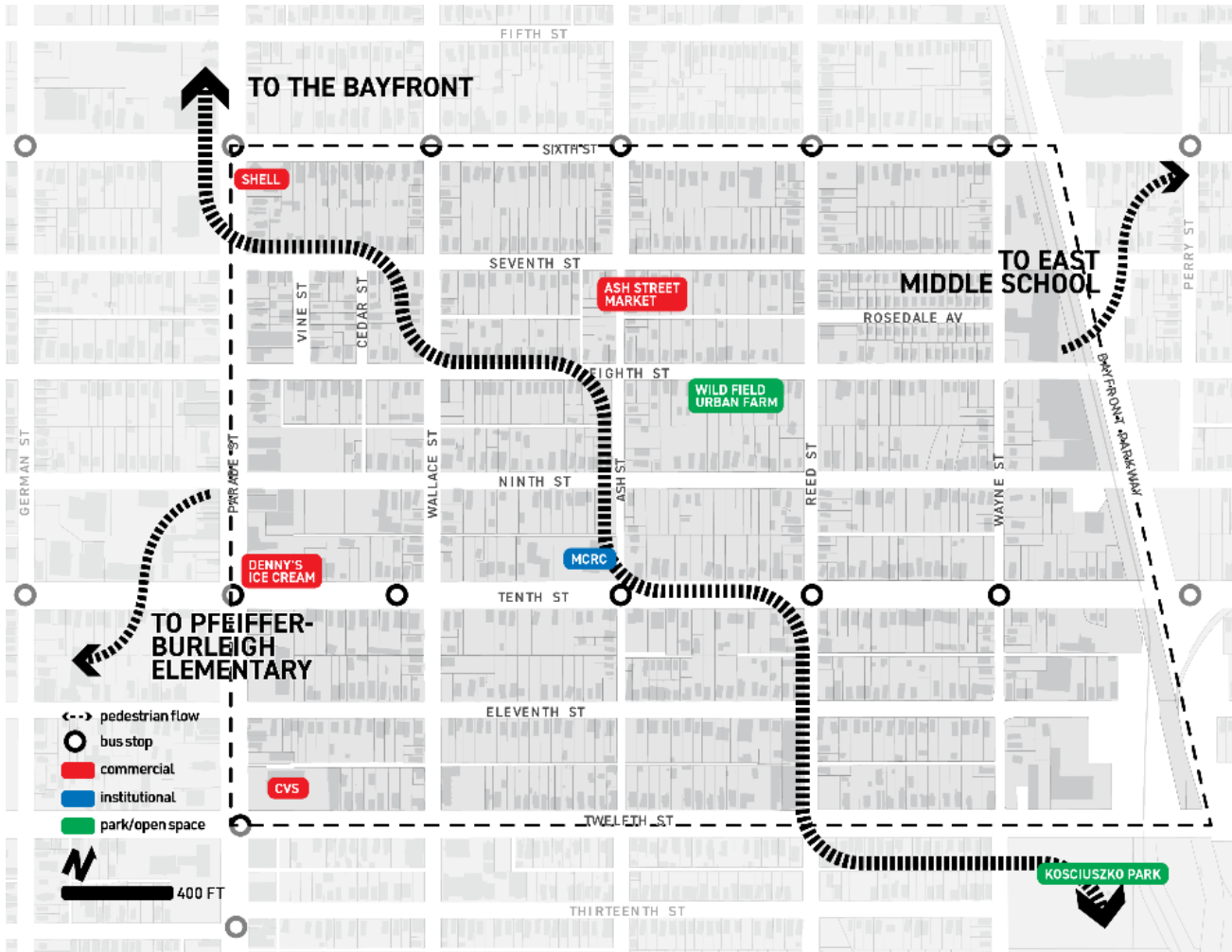


Figure 5. Process Illustration

Figure 5 depicts the process by which key features and destinations were incorporated into the alignment plans for the greenway. Visioning Workshop feedback and stakeholder interviews identified the key areas that needed to be connected including nearby schools, Parade Street, and access to the bayfront. These destinations provided a conceptual path while the desire to address the concentrations of blighted and unsound properties further defined where the ultimate greenway path would lead.

Figure 5 shows the points of interest, bus stops and community assets in the East Bayfront Neighborhood. Juxtaposed on top of that is the general flow of pedestrian movement through the area. Because of the abundance



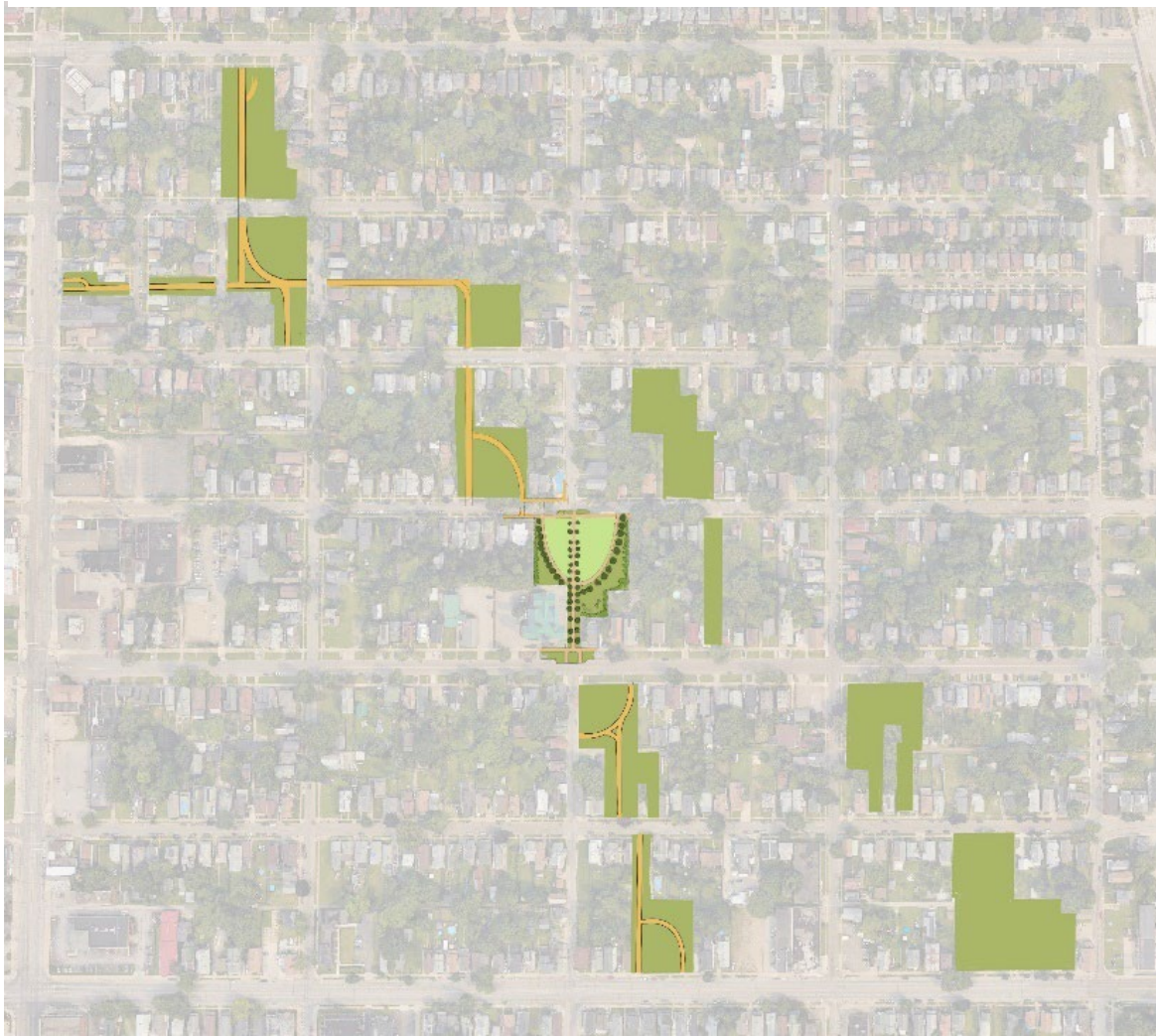
of vacancies in the study area, the selection of parcels for the greenway attempts to correlate with general pedestrian flow to make pedestrian travel safer and more enjoyable. With the Multi-cultural Resource Center (MCRC) being the main institutional hub and center of the neighborhood, it made sense to have the “legs” the greenway cross at this connection point.

Issues raised during previous discussions with residents and the Steering Committee that helped guide the design included:

- Roads, alleyways, and crossings need to be well designed with a focus on pedestrians.
- Safe ways and crossing for kids and people with disabilities is important.
- Crime reduction techniques need to be incorporated.
- Property acquisition and timing will need to be well managed
- Provide access to bus stops.
- Protect adjacent properties from public/spillover use.
- Don't want this to draw illicit activity.
- Native plantings, good lighting, and security cameras.
- Create spaces that encourage community and conversations.

Figure 6 on the next page is an early conceptual drawing of the greenway that shows a defined center at Ash Street and East 10th Street. From this central focal point, the team then found ways to utilize property acquisition to make connections to Parade Street to the west, the Bayfront Connector to the east, and East 10th street where neighborhood assets existing including the Multi-cultural Resource Center, Pfeiffer Burleigh Elementary Schools, and a bus stop.

Figure 6. Early Greenway Concept linking over 30 parcels together to create a greenway.





Property Conditions and Ownership Considerations

Challenges of developing a plan in an urban environment were numerous. The greenway was intended to be designed to replace blighted and abandoned properties that were not currently under the control of one entity. In order to realize the vision for the greenway, a full property assessment and survey of the surrounding properties, conditions and ownership status was critical. RACE and the City of Erie wanted to ensure that the greenway improved the condition of the area without displacement of people. The following reflect the types of survey work that was performed with the assistance of the city and RACE staff.

Figure 7. Property analysis within the focus area





Although rental properties were not considered as part of the greenway system, these were included in the analysis. Future research should be performed on the city's rental registration program to ensure that rental units are regularly inspected and those that are not occupied but in poor condition, should be required to renew their Rental Registration and the units be brought up to habitable standards.



Figure 8. Poor and Unsound properties

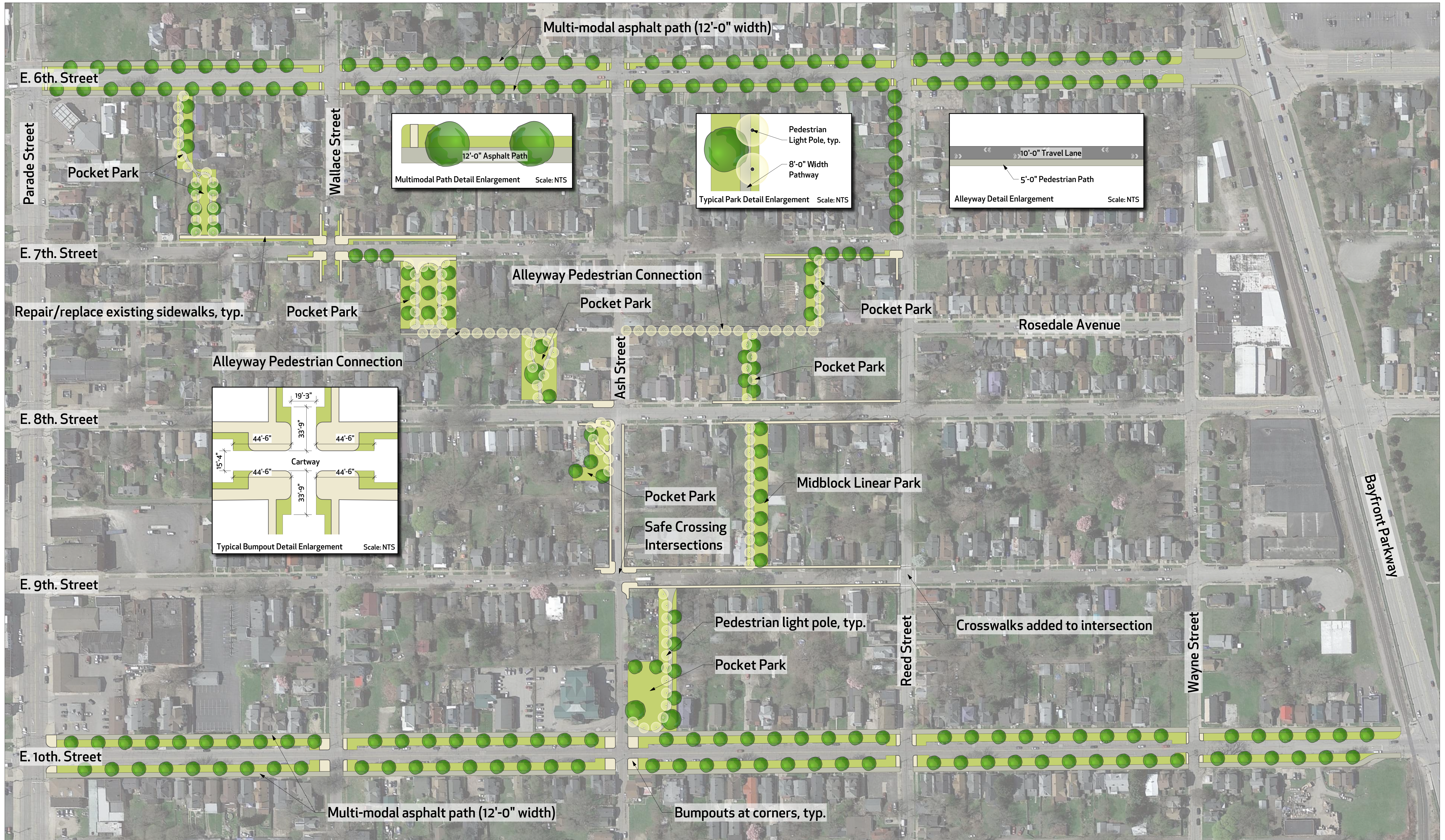


Phasing Plan and Streetscape

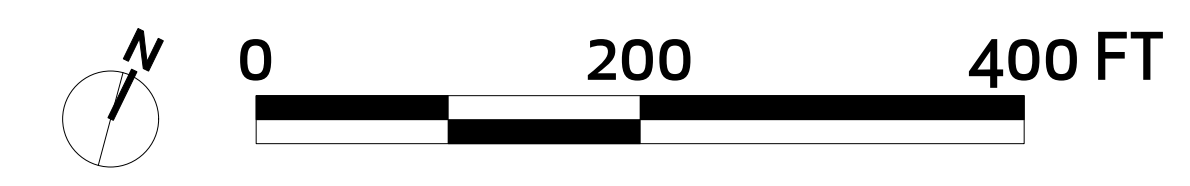
The Preliminary Plan for the East Bayfront Greenway was finalized through discussions with the City of Erie, the Steering Committee and RACE. Considerations were given to safe, pedestrian crossing and sidewalks along all major corridors where the greenway would traverse as well as the priority properties either owned by RACE or the City's Land Bank, or in latter stages of the blight process. Emphasis on providing enhanced pedestrian and bike access along E. 6th Street and E. 10th Street was made to provide connections to the larger network of bike facilities planned for in the city's recently adopted Active Transportation Plan. Pedestrian enhancement will also impact the safety and walkability to the East Middle School located northeast of the focus area. E. 10th Street was carefully planned to provide safe connections with the Pfeiffer Burleigh Elementary School located just southwest of the focus area.

As you can see from the plan on the next page, traffic calming measures such as corner bulb-outs are used to provide shorter crossing distances for pedestrian, 12-foot-wide, ADA-compliant, asphalt paths are proposed along E. 10th and E. 6th Street to allow for both bike and pedestrian usage separated from vehicular traffic. Additional amenities are noted below:

- Pocket parks are used to create meaningful spaces for play or passive greenspace. Although the plan shows conceptual layouts, these spaces will be designed through direct resident input, but the plan provides a "blank canvas" for those future developments to occur.
- Streets and alleyways are critical components to the greenway system as they are the only opportunities to connect the spaces and pocket parks created through targeted demolition of blighted properties.
- Pedestrian style lighting is used throughout the greenway to ensure that the public areas are well lit and provide a sense of safety. These should be considered with respect to adjacent neighbors and homes located close to the greenway. Full cut-off, LED lighting that is motion detected should be considered.
- Paved pathways should be planned throughout the greenspace to build a continuous path for non-motorized users to move throughout the neighborhood.
- Unlike concrete, the asphalt material flexes and contracts with the freeze-thaw cycle.
- Native, salt-resistant plantings can provide habitat, abate stormwater, and provide aesthetic benefits to the natural landscape in the neighborhood.
- Landscaping along the greenway would adhere to Crime Prevention Through Environmental Design principles and leave sight lines clear to discourage nefarious activities and allow for "eyes on the greenway."



- Legend**
- Tree
 - Pedestrian Light Pole
 - Asphalt Path
 - Concrete Sidewalk
 - Lawn Area
 - Bike Lane



ERIE EAST BAYFRONT GREENWAY



COST ESTIMATE AND IMPLEMENTATION

The following High Level Cost Estimate and implementation Strategy is based on the Phasing Plan and Streetscape amenities noted above. Costs will be dependent on the timing of the project and do not include cost of utility impact within the right-of-way, if any.

High Level Cost Estimate

Table 1 – Opinion of Probable Construction Cost (See additional cost detail provide in the Appendix)

DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST	OTHER COST*
UPDATED PEDESTRIAN CROSSING**	EA	\$25,000.00	2	\$50,000	\$15,000
CONCRETE PAVING (SIDEWALK)	SF	\$10.68	47859	\$511,100	\$178,885
CONCRETE CURB	LF	\$50.00	16054	\$802,700	\$280,945
SEEDING	LS	\$17,700.00	1	\$17,700	\$6,195
BENCHES	EA	\$1,400.00	28	\$39,200	\$13,720
TREES	EA	\$60.00	220	\$13,200	\$4,620
PEDSTRIAN LIGHTING	EA	\$3,500.00	114	\$399,000	\$139,650
ROAD STRIPING	SF	\$4.50	849	\$3,821	\$1,337
ASPHALT PAVING	SF	\$4.59	8499	\$39,000	\$13,650
**PROPERTY ACQUISITION AND CLEARANCE	LS	\$177,200.00	1	\$177,200	\$0
CONSTRUCTION TOTAL				\$2,052,921	
OTHER TOTAL				\$654,002	
GRAND TOTAL				\$2,706,923	

*Other costs include non-construction costs such as contracting, placement, overhead, mobilization, and inflation

* Other cost include ADA compliance design

** Property Acquisition and Clearance Costs are based on information provided by RACE

Implementation Strategy

The next steps for this project include the following:

1. RACE should continue to acquire all of the properties within the first phase of the project. Many of which are either owned by RACE or are under the authority of the City of Erie’s Land Bank.
2. RACE will need to coordinate with the City of Erie Public Works Department for improvements within the road right of ways and alleyways will need to be coordinated with the City of Erie.
3. Groundwork Erie is a new non-profit group dedicated to working on projects that improve the environment within the city. They have offered to support this project by direct outreach to residents as the greenway is being designed and built, assist with clearance of overgrown lots, support activation of key areas of the greenway.



4. Although a large portion of this project is already funded through the city's direct allocation of ARPA, additional funding will be needed to complete the project in its entirety and to prepare for future phases. A mix of grant funded programs and local foundational giving should be explored to diversity the streams by which to fully realize the project. The following are a few funding options that should be explored:

- PA DCED – Keystone Communities Program
- PA DCED – Neighborhood Assistance Program
- Erie County Land Bank
- City of Erie CDBG
- Erie County Greenway program
- PA DCED – Greenways, Trails, and Recreation Program
- DCNR – C2P2 program
- DCNR - Trail Grant program
- PennDOT – TASA, Multi-modal programs
- PA DCED – CFA Multi-modal Transportation Fund program



APPENDIX

ERIE EAST BAYFRONT GREENWAY OPINION OF PROBABLE CONSTRUCTION COST					
DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST	OTHER COST*
UPDATED PEDESTRIAN CROSSING**	EA	\$25,000.00	2	\$50,000	\$15,000
CONCRETE PAVING (SIDEWALK)	SF	\$10.68	47859	\$511,100	\$178,885
CONCRETE CURB	LF	\$50.00	16054	\$802,700	\$280,945
SEEDING	LS	\$17,700.00	1	\$17,700	\$6,195
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ROAD STRIPING	SF	\$4.50	849	\$3,821	\$1,337
ASPHALT PAVING	SF	\$4.59	8499	\$39,000	\$13,650
PROPERTY ACQUISITION	LS	\$177,200.00	1	\$177,200	\$0

*Other costs include non-construction costs such as contracting, placement, overhead, mobilization, and inflation.

**Other cost includes ADA compliance design

CONSTRUCTION TOTAL =	\$2,052,921
OTHER TOTAL =	\$654,002
GRAND TOTAL =	\$2,706,923

S.O. No.

ERIE EAST BAYFRONT GREENWAY COST ESTIMATE

Q:\Projects\OTHER\City of Erie\2022 RACE East Bay Front Greenway Trail_PN 192873\200 Deliverables\Final Study\Erie East Bayfront Greenway Cost Estimate.xlsx\Benches

Drawing No.

Computed By: JLH

Date: 07/12/23

Item: Thermoplastic Benches \$1,280.00 /ea
Bag of Quikcrete \$6.00 /bag

			Concrete Base	Bags of Concrete	Cost of One Concrete Pad	Number of Benches	Concrete Cost	Bench Cost
			(cf)		(EA)	(EA)		
			12	20	\$120.00	28	\$3,360.00	\$35,840.00
TOTAL								\$39,200.00

Assume thermoplastic bench and concrete pad

Assume 1'x6'x2' concrete pad - One bag fills 0.6cf

<https://www.lowes.com/pd/QUIKRETE-80-lb-High-Strength-Concrete-Mix/3006075>

S.O. No.

ERIE EAST BAYFRONT GREENWAY COST ESTIMATE

Q:\Projects\OTHER\City of Erie\2022 RACE East Bay Front Greenway Trail_PN 192873\200 Deliverables\Final Study\Erie East Bayfront Greenway Cost Estimate.xlsx]Light Poles Drawing No.
Computed By: JLH Date: 07/12/23

- Item: <https://www.lightmart.com/light-poles/steel-light-poles/> \$600.00 /ea
- 0910-0154 Pole Foundation, Type FC** \$1,200.00 /ea
- 0910-5055 2" Direct Burial Conduit** \$10.00 /LF
- 0910-4110 AWG 1/0 Underground Cable, Copper** \$8.00 /LF
- 0910-2803 250-Watt High Pressure Sodium Lumin:** \$800.00 /EA

			Wiring Length (LF)	Wiring Cost (EA)	Pole Cost (EA)	Foundation Cost (EA)	Light Fixture Cost (EA)	Total Cost per Light Pole
			50	\$900.00	\$600.00	\$1,200.00	\$800.00	\$3,500.00

Assume 50' total wiring length to connect to existing electric

S.O. No.

ERIE EAST BAYFRONT GREENWAY COST ESTIMATE

Q:\Projects\OTHER\City of Erie\2022 RACE East Bay Front Greenway Trail_PN 192873\200 Deliverables\Final Study\Erie East Bayfront Greenway Cost Estimate.xlsx]Road Striping

Drawing No.

Computed By JLH

Date:

07/12/23

Item No. 0960-0001 4" White Hot Thermoplastic Pavement Marking

\$1.50 /LF

Handicap Symbol	Road Striping Area	Striping Length	New Line Cost
(EA)	(SF)	(LF)	
1	849	2547	\$3,820.50

\$4.50

S.O. No.

ERIE EAST BAYFRONT GREENWAY COST ESTIMATE

Q:\Projects\OTHER\City of Erie\2022 RACE East Bay Front Greenway Trail_PN 192873\200 Deliverables\Final Study\Erie East Bayfront Greenway Cost Estimate.xlsx\Asph Drawing No.

Computed By JLH

Date: 07/12/23

Item No. 0203-0004	Class 1B Excavation	\$40.00 /CY
0313-0020	SUPERPAVE ASPHALT MIXTURE DESIGN, BASE COURSE, PG 58S-28, < 0.3 MILLION ES/	\$15.00 /SY
0350-0106	SUBBASE 6" DEPTH (NO. 2A)	\$15.00 /SY
0460-0001	Bituminous Tack Coat	\$0.25 /SY

Excavation Depth (ft)	Area (SF)	Area (SY)	Volume (CY)	Binder Course Cost	Subbase Area	Tack Coat Area	Excavation
0.750	8499	944.33	236.083333	\$14,165.00	\$14,165.00	\$236.08	\$9,443.33

Total Cost: \$39,000.00 \$4.59

S.O. No.

ERIE EAST BAYFRONT GREENWAY COST ESTIMATE

Q:\Projects\OTHER\City of Erie\2022 RACE East Bay Front Greenway Trail_PN 192873\200 Deliverables\Final Study\Erie East Drawing No.

Computed By JLH

Date: 07/12/23

Item No. 0960-0001 **4" White Hot Thermoplastic Pavement Marki** \$2.00 /LF
Flashing Pedestrian Sign \$10,000.00 /EA
ADA Warning Surface \$500.00 /EA

	ADA Warning Surface	ADA Warning Surface Cost	Line Length	Line Cost	Flashing Signs	Sign Cost
	(EA)		(LF)		(EA)	
	8	\$4,000.00	250.00	\$500.00	2	\$20,000.00

Total Cost: \$25,000.00

Assume 250' of 1' wide white hot striping at \$2/LF and two flashing pedestrian signs at \$10,000 each

Rental	Notes	Phase	Cost of Acquisition	Cost of Demolition	Misc Fees (legal, filing)	
Y	commercial/2 unit rental; last inspection 10/15/2007 Corner lot across from MCRC on NE corner of Ash and 10th	1	\$10,000	\$6,500	\$3,000	
N	Owner Occupied	1	\$5,000	\$8,000	\$3,500	
Y		1				
Y	Being acquired by RACE	1	\$19,000	\$12,000	\$3,000	
N	Parklet	1				
N/A		1	\$4,000		\$3,000	
N/A		1	\$4,000		\$3,000	
N/A		1	\$200		\$3,000	
Y		1	\$57,000	\$7,000	\$3,000	
N/A	Parklet	1			\$3,000	
N/A	Now Vacant	1			\$3,000	
N	Parklet	1			\$3,000	
N/A	Now Vacant	1	\$4,000		\$3,000	
N/A		1	\$4,000		\$3,000	
	Total Phase 1		\$107,200	\$33,500	\$36,500	\$ 177,200