



Hillsborough MPO
Metropolitan Planning
for Transportation

Innovation Gateway

Concept Plan Phase II Report

Fowler Ave at I-275 and
Busch Boulevard at I-275
Hillsborough County





Hillsborough MPO
**Metropolitan Planning
for Transportation**

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**Innovation District Gateway
Concept Plan Phase II Report
June 2017**

Fowler Ave at I-275 and
Busch Boulevard at I-275
Hillsborough County

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In partnership with:



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Introduction

Hillsborough MPO initially collaborated with both the Innovation Place and the City of Tampa to explore the feasibility of a gateway at the interchanges of I-275 at Busch Blvd and I-275 at Fowler Avenue. These interchanges serve as entry points into the Innovation Place district, which includes the anchors members University of South Florida, Moffitt Cancer Center, Busch Gardens, RD Management, Florida Hospital. Within the district are several medical institutions, the Museum of Science and Industry (MOSI), and the University Mall among others.

The purpose of this second phase of the project is to develop refined design concepts for themed gateway statements at the two interchanges and pursue a Community Aesthetic Features (CAF) Permit to create in the gateways. This permit application is anticipated to be submitted to FDOT District 7 in the summer of 2017.

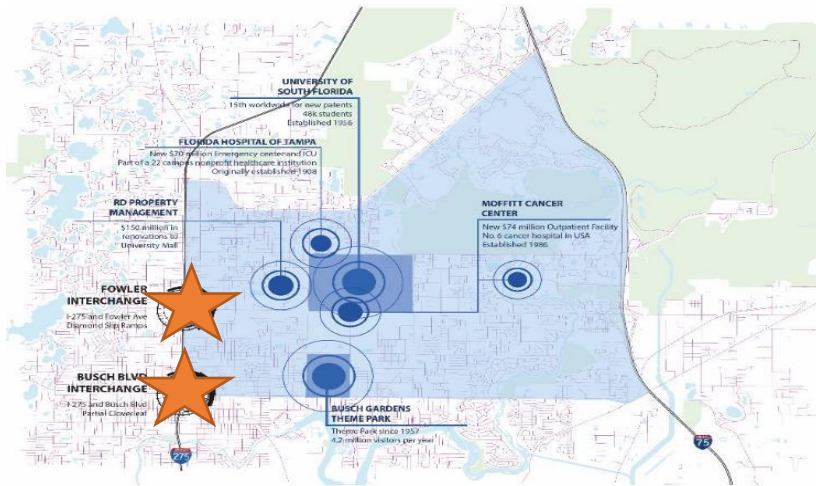


Figure 1. Busch and Fowler interchanges with I-275 are at the SW corner of the Innovation Place District.

Innovation Place District

The geographical boundaries of the Innovation Place district are Busch Boulevard to the south, Bearss Avenue to the north, and interstates 75 and 275 to the east and west, including parts of the City of Tampa, Temple Terrace and unincorporated Hillsborough County.

The Innovation Place underwent a rebranding partway through this phase of the project. The old “Tampa Innovation Alliance” logo was discontinued as of April 2017, and the new “Innovation Place” logo was officially launched at a rebranding event on May 25, 2017.

TBX and TB-Next

Initially, concerns had been raised by FDOT District Seven staff related to the compatibility between the designs and the rapidly evolving plans for Tampa Bay Express (TBX) capacity improvements. However, the Tampa Bay Express (TBX) project also went through a reset process in April 2017, in which TBX was relaunched as Tampa Bay Next (TB-Next). Final capacity improvements have yet to be decided for TB-Next; however in anticipation, refined gateway designs for both interchanges allow for the possibility of an additional 15 feet on either side of I-275 to be easily converted to capacity improvements when the design is finalized at an undetermined point in the future.

Refinement of Initial Concepts

The design concepts explored during the initial (Phase 1) feasibility study at each interchange were refined during this study and were also divided into three construction (tiers) phases to accommodate an anticipated funding schedule. As outlined in the study scope, the refined concepts should include landscape and hardscape features as well as underbridge lighting. Design concepts should still be visible from both I-275 and the roadways passing underneath the interstate.

During the Phase 1 Feasibility Study, feedback on the initial concepts was received during four steering committee meetings from November 2015 to May 2016. This feedback was analyzed resulting in scaling back the design to meet maintenance needs and the desired construction budget. The updated designs were presented to public numerous times during early 2017. The first public workshops was on April 12, 2017. The public meeting was held at the same time and location as the Fowler Avenue Streetscape meeting held by Innovation Place and Sam Schwartz Engineering. The second public workshop was held in conjunction with the Kick-Off of the partner project, the Community Safety Action Plan on June 7, 2017 at University Mall. Comments received at the meetings further directed the refined designs, which were also presented for feedback to the various MPO Committees and the Innovation Place Advisory Committee in May 2017. The designs were then presented to the Innovation Place Executive Board meeting on June 2, 2017.

FDOT Community Aesthetic Features

The Florida Department of Transportation (FDOT) includes requirements for Landscape and Community Aesthetic Features (CAF) in their Plans Preparation Manual. These features are to be designed, maintained, and entirely paid for by the local government entity.

CAFs are placed into two categories by the FDOT: public art and local ID markers. Public art may be standalone or affixed to a structure. An art installation is defined as having no display of text, words, or alpha numeric characters. Local ID markers may also be standalone or affixed to a structure. Text such as municipality name or community name is allowed on local ID markers. The refined concept designs are a combination of standalone and affixed Local ID markers.



Figure 2. Combined tally of public votes captured on April 12, 2017

Public Meeting April 12, 2017

The first major public engagement event held during this phase of the project was in conjunction with an event held by Sam Schwartz for the Fowler Avenue Streetscape project. Three large boards were prepared for this meeting presenting existing conditions, potential enhancements, and preliminary concepts. On the potential enhancements board, participants were asked to place a sticker by their preferred four enhancements of the 11 choices presented. These choices included: underbridge lighting, public art, hardscape, softscape, structural gateway elements, pedestrian street lighting, decorative traffic signals, temporary fencing, permanent fencing, street furniture and enhanced crosswalks.

The top three results of the 194 total votes were underbridge lighting (33 votes), pedestrian lighting (31 votes), structural gateway

elements (26 votes), and enhanced crosswalks (22 votes). As a result of the meeting, pedestrian lighting and enhanced crosswalks were moved into Phase 1 of the phasing program.

Committee Meetings

Voting on the 11 elements also took place at the Bicycle Pedestrian Advisory Committee (BPAC), the Citizens Advisory Committee (CAC), the Technical Advisory Committee (TAC), and the Livable Roadways Committee (LRC) meetings. The results of the voting are shown in the table below. Following these meetings, a presentation was also made to the MPO Policy Committee on May 23rd, 2017.

Table 1. Survey Results from MPO Committee Meetings

Feature	BPAC 5.10.17	CAC 5.10.17	TAC 5.15.17	LRC 5.17.17	Total
Underbridge Lighting	22	11.5	14	10	57.5
Pedestrian Street Lighting	18	11	7	12	48
Enhanced Crosswalks	15	10.5	8	10	43.5
Softscape	13	11	3	9	36
Public Art	8	11	3	8	30
Hardscape	10	5	6	6	27
Structural Gateway El.	7	5	8	4	24
Street Furniture	4	6.5	5	6	21.5
Perm. Fencing	1	0.5	2	3	6.5
Decorative Traffic Signals	3	0	2	0	5
Temp. Fencing	1	2	0	1	4

Additional Meetings

The refined designs were then presented to the Innovation Place Advisory Board on May 24, 2017. Wiatt Bowers with Atkins made a presentation, providing members a status update on the study. Members were asked to provide their feedback on top elements needed at the gateway interchanges by placing dots on the Visual Preference Survey sheet. Approximately 15 people participated in the exercise. The Innovation Place Executive board meeting was held on June 2, 2017. The design direction was presented along with voting results of the April and May meetings. The Executive Board approved the overall design direction and authorized continuing with the CAF submittals to FDOT.



Figure 3. May 24 Innovation Place Advisory board votes

During the second workshop, the refined designs were presented to the members of the University Area Community Development Corporation (CDC) during the Community Safety Action Plan Kick-Off at University Mall on June 7, 2017, 11AM-3PM. The dot-voting exercise was repeated and ranking sheets were filled out by 12 of the 30 participants. The ranking results produced an average score of 4.41 for Fowler Ave. and 4.16 for Bush Boulevard out of 5 total score.

Many comments in the ranking sheets praised the inclusion of the under-bridge lighting and the enhanced crosswalks. Many people also included the comment that bike lanes are needed under the interchange of I-275 and Fowler Avenue and that art should be highlighted and colorful. One person included there could be additional seating at existing bus stops.

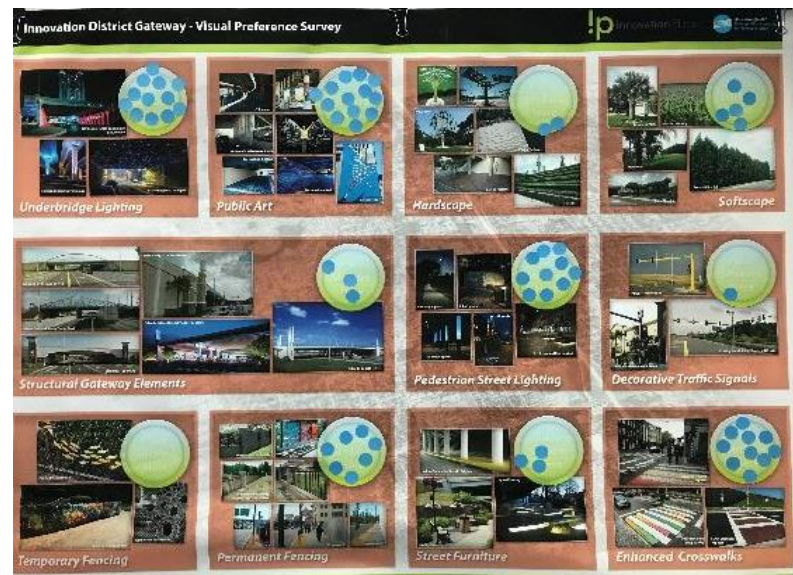


Figure 4. Votes from 30 participants attending the June 7 University Area Community Development Corporation meeting.

Survey of Innovation Gateway Draft Concepts

June 7, 2017

1. Please tell us what you think of the **Busch Blvd Draft Concept**. Check one box.

<input type="checkbox"/> 5 = Excellent	<input checked="" type="checkbox"/> 4 = Good	<input type="checkbox"/> 3 = Neutral	<input type="checkbox"/> 2 = Poor	<input type="checkbox"/> 1 = Unacceptable
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2. If you like or are neutral of the recommendation, what other suggestions do you have? Is anything missing? Should something be rethought, added or deleted?

3. If you dislike the recommendation, please tell us any changes to the **Busch Blvd Draft Concept** that would allow you to give it at least a "3". Is anything missing? Should something be rethought, added or deleted?

4. What other comments do you have about any aspect of the **Busch Blvd Draft Concept**?

1. Please tell us what you think of the **Fowler Ave Draft Concept**. Check one box.

<input type="checkbox"/> 5 = Excellent	<input checked="" type="checkbox"/> 4 = Good	<input type="checkbox"/> 3 = Neutral	<input type="checkbox"/> 2 = Poor	<input type="checkbox"/> 1 = Unacceptable
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2. If you like or are neutral of the recommendation, what other suggestions do you have? Is anything missing? Should something be rethought, added or deleted?

3. If you dislike the recommendation, please tell us any changes to the **Fowler Ave Draft Concept** that would allow you to give it at least a "3". Is anything missing? Should something be rethought, added or deleted?

4. What other comments do you have about any aspect of the **Fowler Ave Draft Concept**?

Thank you for your participation!
Please hand in before you leave. If you cannot, please return to Lisa K. Silva, AICP, PLA, Hillsborough Metropolitan Planning Organization, 18th Floor, P.O. Box 1110, Tampa, FL 33601-1110 Fax: 813 272-6258, silval@plancom.org. For more information go to our website www.planhillsborough.org/innovation-gateway.

Fowler Avenue Interchange with I-275

Fowler Avenue is the main entrance to the Innovation Place District. The concept for this interchange was designed to evoke a more urban feel with an emphasis on “techy” and “innovation”. The refined concepts at the bridge include a large gateway element, underbridge LED lighting, and terraced landscaping as main features. Additional improvements include pedestrian lighting, enhanced crosswalks, and art. Renditions of the proposed designs are found on the following pages, and images that were used as inspiration for the design elements can be found in Appendix 2.

Enhancements planned for the I-275 / Fowler Avenue interchange include:

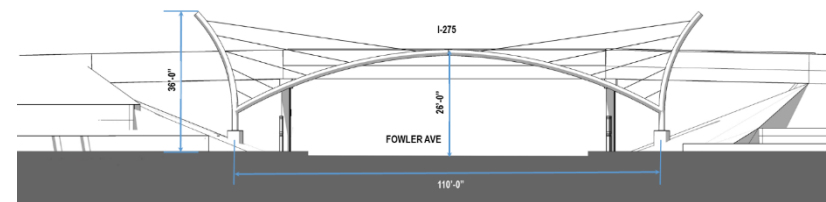
- Underbridge LED Lighting
- Pedestrian Lighting
- Enhanced Crosswalks
- Public art (16 Columns, Mosaic, underbridge pattern, Solar trees, mast arms)
- Structural Gateway element
- Retaining walls and associated landscaping

Colored LED Underbridge Lighting

The element that received the most positive feedback was LED underbridge lighting, which would be installed below the bridge deck. This improvement would involve power washing and/or painting the bridge elements to provide a clean canvas for lighting effects. Lights would be directed in a downward direction at the top of each of the 16 existing bridge columns. This element also applies a color wash on the columns, which could potentially cycle slowly through FDOT acceptable colors at one color per two hours.

Gateway Structure

The Gateway structural element planned for the Fowler Avenue Interchange is a simplified version of the archway designed in the initial 2016 concepts. Shown on each side of I-275, this 12-14 inch diameter tube is “Innovation Place (!P) green” in color. Each end of the structure is 35’ tall and the center arch is 25’ tall. Each structure will be placed no closer than 15’ away from I-275 to provide room for any eventual expansion from TB-Next.



ELEVATION OF I-275 AT FOWLER AVE.

Figure 5. Gateway structural element planned for Fowler Avenue.

Pedestrian Lighting

Pedestrian lighting consists of 9 feet tall, 9 inch square columns that form an exclamation point on the top half, subtly hinting at the Innovation place logo. They will be illuminated with “!P green” light and are similar in shape to the Rincon Pedestrian Lighting by Forms+Surfaces.

Enhanced Crosswalks

Enhanced crosswalks are comprised of 10 crosswalks for a total of 340 linear feet at Fowler Avenue. Enhanced crosswalks are ladder style, with white patterns in the ladder rungs and a !P green pattern within the spaces.

Terraced Landscaping

Terraced landscaping includes layered retaining wall terraces with landscaping integrated with the existing slope of the overpass. These enhancements would provide visual impact for those exiting the interstate from both directions, providing the first images of the area during daylight hours. Each terrace is 24" in height (sometimes doubled up to 48") and starts no closer than 15' away from I-275 to provide room for any potential expansion from TB-Next.

Smartflowers

Four Smartflowers are shown near the bridge in Phase II, and then moved into the terraces during Phase III. Smartflower PopPlus is a "plug and play" solar tree from Austria that will be available in the US in late 2017. It has solar panel "petals" that move with the sun, allowing for more power generation due to the constant direct sunlight captured. Panels/petals collapse on their own at night. The unit can be installed on a concrete slab or with deep earth hooks. Space and clearance required is a 16-foot cube. The version of Smartflower that includes batteries can store electricity to be used for landscape lighting at night.



Figure 6. Smartflower in the "open" position.

Art

Column art is programmed for Phase II, and pairs with the underbridge lighting. Art will consist of a black on white (or white on black) painted design that will allow the colored LED light to illuminate the art at night while changing with the color rotation.

Underbridge pattern art for the slopes underneath the bridges is to be a repetitive painted pattern, visible only by day, and should not compete with the column art. The art mosaic on the abutments of each interchange is inspired by the underbridge mosaics in Jacksonville. The art is planned to be hues of blue, green and yellow to complement the IP green used in the Gateway Structural element and pedestrian lighting. The mast arm on the East side of Fowler is planned to be painted blue to complement this color scheme, but not detract from the Gateway structural element.

Busch Boulevard Interchange with I-275

Busch Boulevard is the other major entrance to the Innovation Place District. The concept for this interchange was designed to reflect innovation and a lush landscape feel. The refined concepts at the bridge include a large gateway element, underbridge LED lighting, and expansive landscaping as the main features. Additional improvements with a focus on safety include pedestrian lighting and enhanced crosswalks. Renditions of the proposed designs are found on the following pages. Images that were used as inspiration for the design elements can be found in Appendix 2.

Enhancements planned for the I-275 / Busch Boulevard interchange include:

- Underbridge LED Lighting
- Pedestrian Lighting
- Enhanced Crosswalks
- Public Art (30 Columns, Mosaic, underbridge pattern)
- Structural Gateway element
- Relocated/replaced CSX fence and associated art panels
- Extensive Landscaping

Gateway Structure

The Gateway structural element planned for Busch Boulevard is essentially a stretched, pulled-apart version of the archway design for Fowler Avenue. The tall end of each of the four structures is 45' tall, and the shorter end is 30' tall. Each structure will be placed no closer than 15' away from I-275 to provide room for any potential expansion from TB-Next.

Colored LED Underbridge Lighting

Create an artistic statement by installing colored LED lights below the bridge. This improvement would involve power washing and/or painting the bridge elements to provide a clean canvas for lighting effects. Lights would be directed along the underside of the bridge and in a downward direction on the 30 existing bridge columns, and cycle slowly through FDOT acceptable colors at 1 color per 2 hours.



Figure 7. Example of underbridge lighting color wash on columns.

Pedestrian Lighting

Pedestrian lighting consists of 9 feet tall, 9 inch square columns that form an exclamation point on the top half, subtly hinting at the Innovation place logo. They will be illuminated with “!P green” light

and are similar in shape to the Rincon Pedestrian Lighting by Forms+Surfaces.

Enhanced Crosswalks

Enhanced crosswalks are comprised 6 crosswalks totaling 300 linear feet. Enhanced crosswalks are ladder style, with white patterns in the ladder rungs and a !P green pattern within the spaces.

Landscaping

The landscape plan for Busch Boulevard is meant to evoke a lush, naturalistic feel and consists of flowering trees, Bismarck palms, Sabal palms, Bald Cypress trees, and hardwoods. A small 48” tall circular retaining wall anchors the north side of the bridge. Wetland plantings placed inside the large grassy area inside the loop ramp will be made to appear like a pond while keeping the area functioning as a dry pond.

Temporary Art – CSX Adjacent Fence

A temporary art installation is planned to be located on the existing black chain link fence between the south sidewalk and the CSX line at Busch Boulevard. This will extend for 2500 linear feet from exit ramp to exit ramp for a total of 6 months.



Figure 8. Artist rendition of art panels within upgraded 6' tall aluminum fence.

Permanent CSX Adjacent Fence Upgrade

The CSX-adjacent fence will be upgraded to a black aluminum picket fence. Brick or brick-like columns will also house 14 spaces for public art, spaced 72' on center. Each area is 4'x15" in size and framed by a 26" square brick column on each side, sitting atop a 15" brick base. If coordination can be arranged between CSX and FDOT, the entire fence line will be moved 3' closer to the CSX tracks to accommodate a greater separation between pedestrians and traffic on Busch, as well as consolidation of unorganized signage along the sidewalk.

Phasing and Cost Estimates for Design Concepts

This section provides a preliminary estimate of the probable construction costs of the refined design concepts. The numbers presented below include a 10% contingency. Appendix 3 includes further detail on cost estimates.

Phase 1: Within 1 Year

Phase 1 includes underbridge LED lighting, pedestrian lighting, enhanced crosswalks at both interchanges. Phase 1 also includes the temporary art installation at Busch Boulevard.

- Fowler Avenue = \$220,825
- Busch Boulevard = \$287,870

Phase 2: Within 2 Years

Phase 2 includes column art, underbridge pattern art, art mosaic, Smartflower solar trees, and mast arms.

- Fowler Avenue = \$337,700
- Busch Boulevard = \$155,100

Phase 3: Approximately 5-7 Years

Phase 3 includes the gateway structures, major landscaping (including terraces at Fowler Avenue), and the permanent fence upgrade at Busch Boulevard.

- Fowler Avenue = \$2.43 million
- Busch Boulevard = \$1.77 million

Total for Fowler Avenue: \$2.99 million

Total for Busch Boulevard: \$2.21 million

Total for both interchanges: \$5.2 million

CAF Application and Next Steps

The refined concepts developed during this phase are being included in applications for the Community Aesthetic Features (CAF) Permits being submitted to FDOT District 7 in the summer of 2017. The extensive amount of feedback and comment from both committee stakeholders and the public have informed the refined gateway design concepts and associated phasing for the I-275/Busch Boulevard and I-275/Fowler Avenue interchanges. It is expected that CAF approval for the first phase will be given in the fall of 2017, with construction commencing in 2018.

City of Tampa Public Art Selection Process

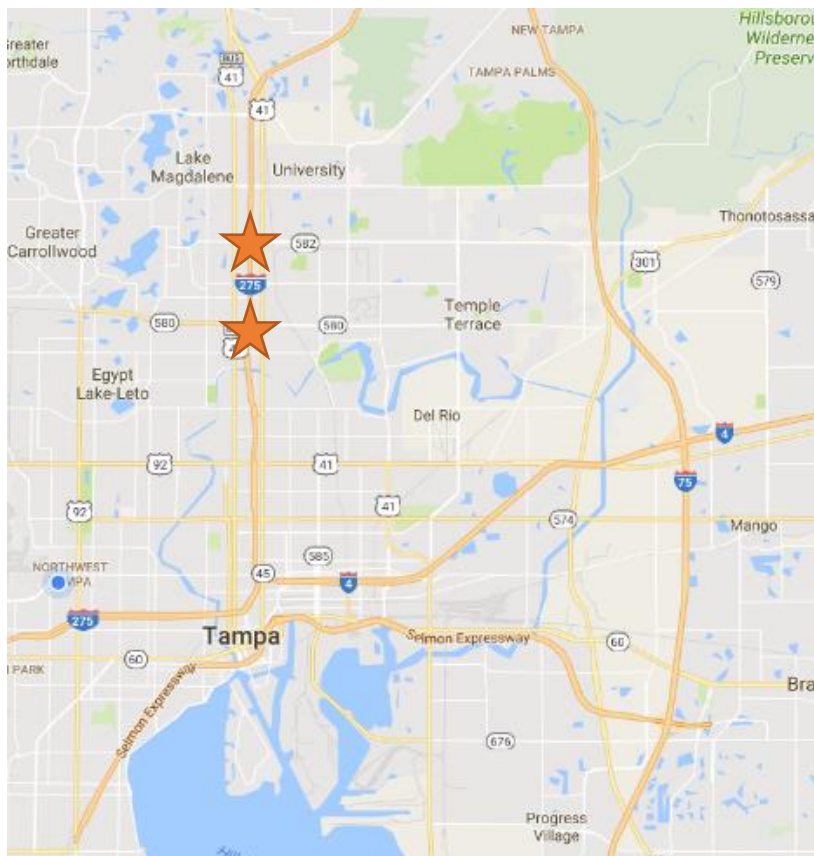
The City of Tampa Public Art Program promotes the involvement of artists in projects throughout the city. To comply with this program, the art element of the CAF application will need to go through the Public Art Selection Process. Once a proposal is submitted, City of Tampa Art Program staff will make a recommendation to the Public Art Committee addressing the budget, type of artwork, the number of artworks or projects, selection method, panel composition, honoraria and other expenses related to art work selection.

Appendices

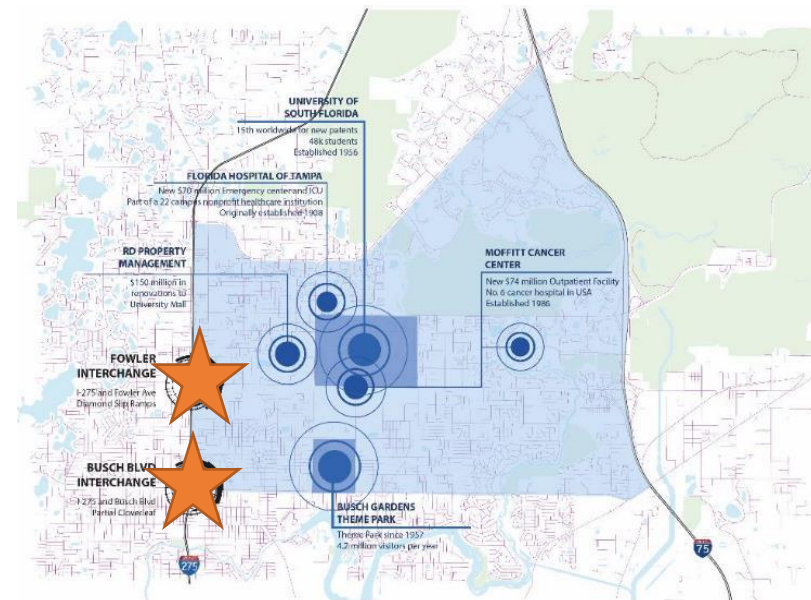
Appendix 1. Existing Conditions

Site visits were conducted to direct placement of desired elements included in the refined designs. The following pages provide the context and existing conditions of the study.

Innovation Place District Limits Map in relation to Tampa's downtown



Innovation Place District Limits Map



Fowler Avenue Existing Aerial Map



Fowler Avenue Existing Site Photo



Busch Boulevard Existing Aerial Map



Busch Boulevard Existing Photos





Proposed Fowler Avenue, Daytime Sketch



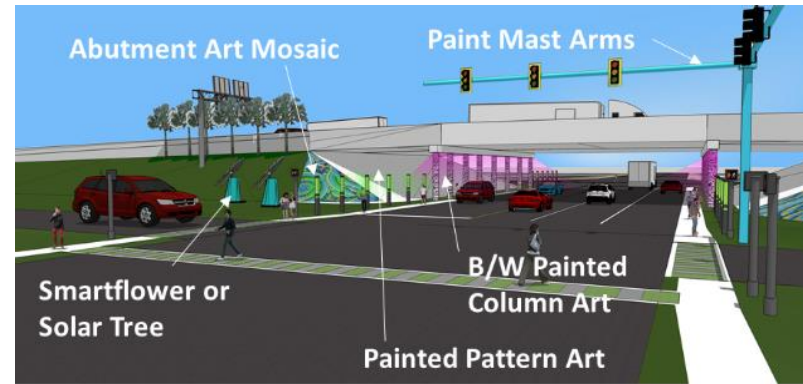
Proposed Fowler Avenue, Nighttime Sketch



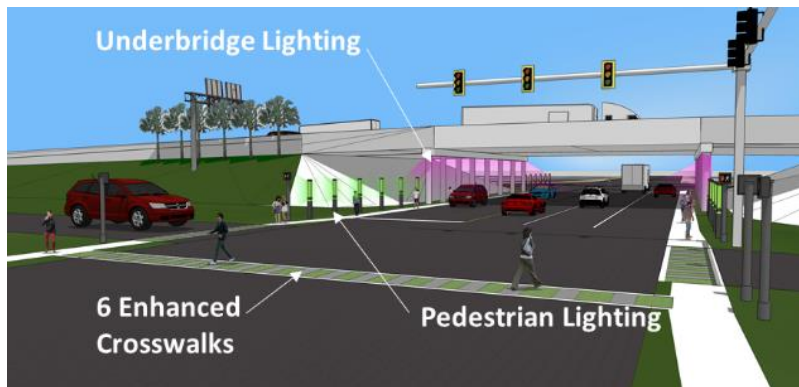
Fowler Avenue Proposed Phasing Sketches



Existing View



Phase Two View

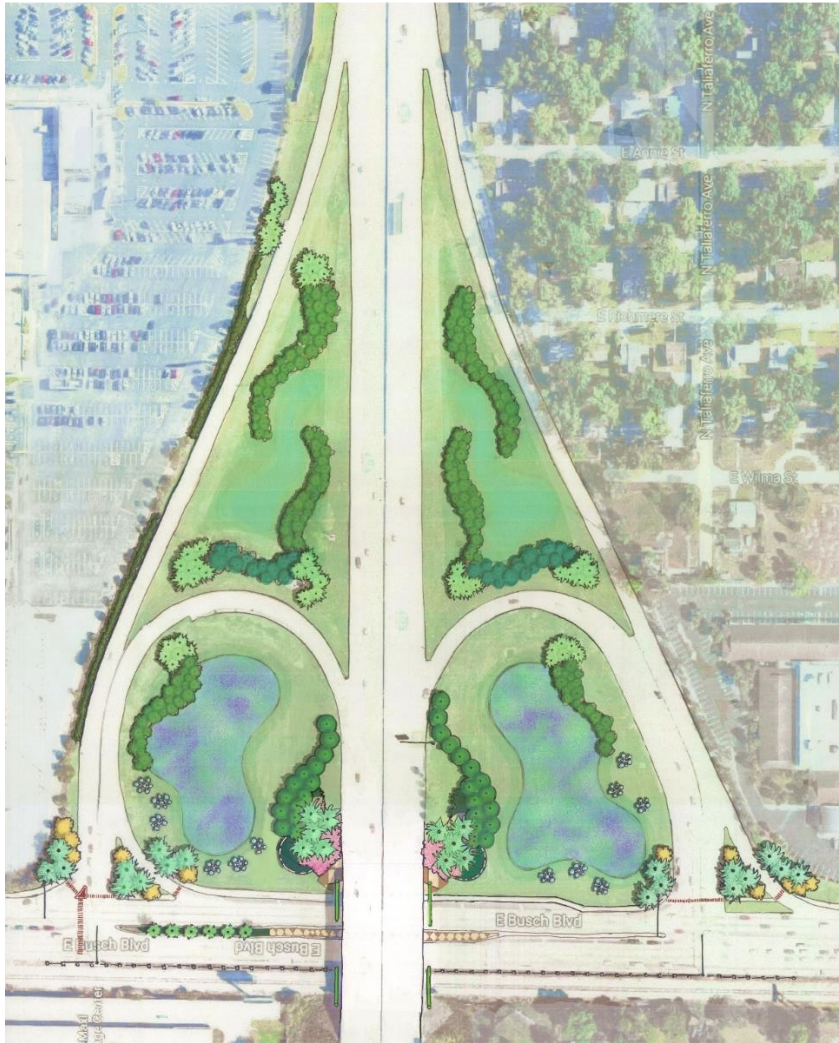


Phase One View



Phase Three View

Busch Boulevard Proposed Aerial Map





Proposed Busch Boulevard, Daytime Sketch



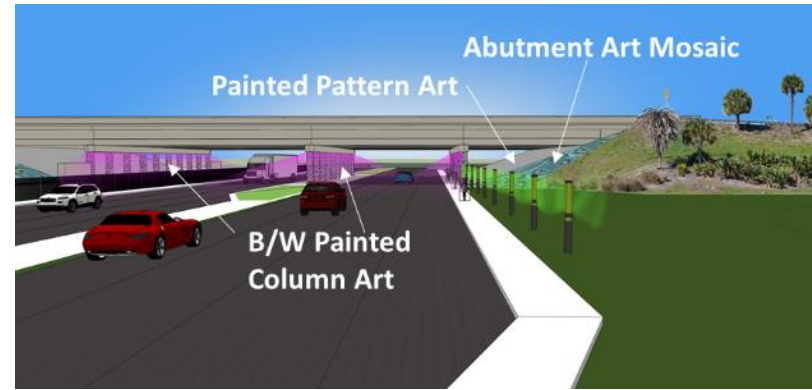
Proposed Busch Boulevard, Daytime Sketch



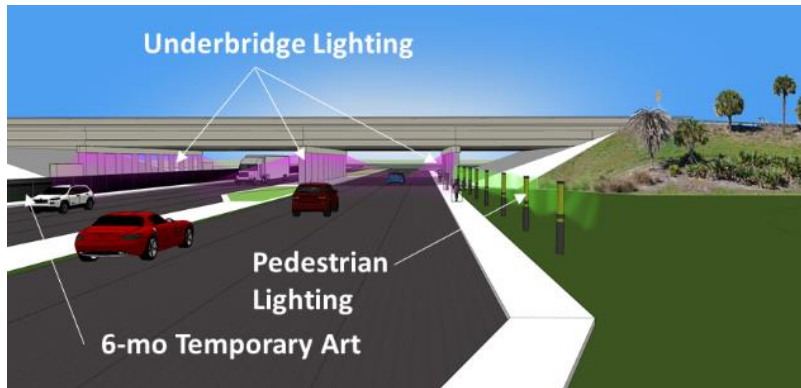
Busch Boulevard Proposed Phasing Sketches



Existing View



Phase Two View



Phase One View



Phase Three View

Appendix 3. Detailed Cost Estimates

Probable opinion of cost for the refined designs.

Fowler Avenue Phase 1 Item

Descriptions	Phase	Qty.	Unit	Unit Cost	Extended Cost
LED lighting	Phase 1	1	Allow	\$ 150,000.00	\$ 150,000.00
Concrete powerwashing/ sandblasting and weed removal	Phase 1	1	Allow	\$ 15,000.00	\$ 15,000.00
Pedestrian lighting (Custom ! Style, 8' ht)	Phase 1	25	EA.	\$ 750.00	\$ 18,750.00
Enhanced Crosswalks (18-56' long each)	Phase 1	340	Linear ft	\$ 50.00	\$ 17,000.00
Total					\$ 200,750.00
Total + 10% Contingency					\$ 220,825.00

Fowler Avenue Phase 2 Item

Descriptions	Phase	Qty.	Unit	Unit Cost	Extended Cost
Column art	Phase 2	12	Columns	\$ 1,000.00	\$ 12,000.00
Underbridge Pattern Art	Phase 2	2	Allow	\$ 35,000.00	\$ 70,000.00
Art Mosaic - on overpass flanks	Phase 2	4	Allow	\$ 15,000.00	\$ 60,000.00
Solar Trees or SmartFlower PopPlus	Phase 2	4	EA.	\$ 40,000.00	\$ 160,000.00
Paint mast arms - east side	Phase 2	2	EA.	\$ 2,500.00	\$ 5,000.00
Total					\$ 307,000.00
Total + 10% Contingency					\$ 337,700.00

Fowler Avenue Phase 3 Item

Descriptions	Phase	Qty.	Unit	Unit Cost	Extended Cost
Gateway Element	Phase 3	2	Allow	\$ 375,000.00	\$ 750,000.00
Retaining wall Exit Ramps 4' high, 2 quadrants	Phase 3	8,224	SF	\$ 50.00	\$ 411,200.00
Retaining wall Entry Ramps 4' high, 2 quadrants	Phase 3	3,500	SF	\$ 50.00	\$ 175,000.00
Center Softscape: Palms 14' CT	Phase 3	25	EA.	\$ 1,500.00	\$ 37,500.00
Center Softscape: Crape Myrtle	Phase 3	25	EA.	\$ 700.00	\$ 17,500.00
Center Softscape: Shrub massing	Phase 3	1200	EA.	\$ 180.00	\$ 216,000.00
Palms 14' CT	Phase 3	110	EA.	\$ 1,500.00	\$ 165,000.00
Cypress Trees 65 gall	Phase 3	200	EA.	\$ 800.00	\$ 160,000.00
Shrub massing	Phase 3	400	EA.	\$ 200.00	\$ 80,000.00
Sod/Mulch	Phase 3	1	Allow	\$ 100,000.00	\$ 100,000.00
Irrigation	Phase 3	1	Allow	\$ 100,000.00	\$ 100,000.00
				Total	\$ 2,212,200.00
				Total + 10% Contingency	\$ 2,433,420.00

Busch Boulevard Phase 1 Item

Descriptions	Phase	Qty.	Unit	Unit Cost	Extended Cost
LED lighting	Phase 1	1	Allow	\$ 200,000.00	\$ 200,000.00
Concrete powerwashing/ sandblasting and weed removal	Phase 1	1	Allow	\$ 20,000.00	\$ 20,000.00
Temporary 6-month art installation on existing fence	Phase 1	2650	Linear ft	\$ 3.00	\$ 7,950.00
Pedestrian lighting (Custom ! Style, 8' ht)	Phase 1	25	EA.	\$ 750.00	\$ 18,750.00
Enhanced Crosswalks (20-96' long each)	Phase 1	300	Linear ft	\$ 50.00	\$ 15,000.00
Total					\$ 261,700.00
Total + 10% Contingency					\$ 287,870.00

Busch Boulevard Phase 2 Item

Descriptions	Phase	Qty.	Unit	Unit Cost	Extended Cost
Column art	Phase 2	30	columns	\$ 1,200.00	\$ 36,000.00
Underbridge Pattern Art	Phase 2	1	Allow	\$ 25,000.00	\$ 25,000.00
Art Mosaic - on overpass flanks	Phase 2	4	Allow	\$ 20,000.00	\$ 80,000.00
Total					\$ 141,000.00
Total + 10% Contingency					\$ 155,100.00

Busch Boulevard Phase 3 Item

Descriptions	Phase	Qty.	Unit	Unit Cost	Extended Cost
Gateway Element	Phase 3	2	EA.	\$ 375,000.00	\$ 750,000.00
Retaining Wall (4'-0" ht., 2 curved walls 140')	Phase 3	1,120	SF.	\$ 50.00	\$ 56,000.00
Palms 14' CT	Phase 3	100	EA.	\$ 1,500.00	\$ 150,000.00
Cypress Trees 65 gall	Phase 3	200	EA.	\$ 800.00	\$ 160,000.00
Shrub massing	Phase 3	400	EA.	\$ 200.00	\$ 80,000.00
Wetland Plantings	Phase 3	400	EA.	\$ 75.00	\$ 30,000.00
Sod/Mulch	Phase 3	1	Allow	\$ 100,000.00	\$ 100,000.00
Irrigation	Phase 3	1	Allow	\$ 100,000.00	\$ 100,000.00
Fence upgrade: aluminum picket and brick/opaque panels	Phase 3	2640	ft	\$ 20.00	\$ 52,800.00
Art on 1/5 of all Fence panels (500 LF x 6' tall)	Phase 3	3000	sf	\$ 16.00	\$ 48,000.00
CSX design review	Phase 3	1	allow	\$ 5,000.00	\$ 5,000.00
CSX flagger and Right of Entry permit	Phase 3	1	Allow	\$ 5,000.00	\$ 5,000.00
Shrubs	Phase 3	200	EA.	\$ 200.00	\$ 40,000.00
Total					\$ 1,608,480.00
Total + 10% Contingency					\$ 1,769,328.00

Summary of Costs

Fowler Avenue Phase 1 Items			Includes 10% contingency	\$ 220,825.00
Fowler Avenue Phase 2 Items			Includes 10% contingency	\$ 337,700.00
Fowler Avenue Phase 3 Items			Includes 10% contingency	\$ 2,433,420.00
			Total for Fowler Avenue, 3 phases	\$ 2,991,945.00

Busch Boulevard Phase 1 Items			Includes 10% contingency	\$ 287,870.00
Busch Boulevard Phase 2 Items			Includes 10% contingency	\$ 155,100.00
Busch Boulevard Phase 3 Items			Includes 10% contingency	\$ 1,769,328.00
			Total for Busch Boulevard, 3 phases	\$ 2,212,298.00

Fowler Avenue, Phases 1-3 Items			Includes 10% contingency	\$ 2,991,945.00
Busch Boulevard, Phases 1-3 Items			Includes 10% contingency	\$ 2,212,298.00
			Total for Fowler Avenue and Busch Boulevard, 3 phases	\$5,204,243.00