



Blacksburg, South Carolina Streetscape and Placemaking Master Plan

August 2024 | Final Report

STUDIO
MAIN



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BLACKSBURG
SOUTH CAROLINA

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1

Introduction

Background and Goals

Introduction

1.0 Introduction

The Town of Blacksburg, South Carolina, steeped in rich history and Southern charm, stands at a pivotal moment in its development. As the community grows and evolves, there is an increasing need to enhance and revitalize its public spaces. In response to this need, the Town of Blacksburg has initiated the Streetscape and Placemaking Master Plan.

This master plan aims to create a strategic framework for improving the town's streetscapes, focusing on creating vibrant, attractive, and functional public spaces that reflect the town's unique character and heritage. By emphasizing pedestrian-friendly environments, sustainable infrastructure, and engaging public areas, the plan seeks to enhance the quality of life for all residents and visitors.

The development of the master plan is a collaborative effort, involving input from community members, local businesses, and other key stakeholders. This inclusive approach ensures that the plan addresses the diverse needs and aspirations of the community while fostering a sense of ownership and pride among residents. The initiative underscores the importance of accessibility, safety, and environmental sustainability in urban design, aiming to create spaces that are welcoming and inclusive for everyone.

- Aesthetic Enhancements: Improving the visual appeal of streetscapes through landscaping, public art, and cohesive design elements that celebrate the town's identity and heritage.
- Safety and Accessibility: Ensuring that all public spaces are safe and accessible for individuals of all ages and abilities.

The Streetscape and Placemaking Master Plan represents a significant step forward in shaping the future of Blacksburg, South Carolina. By creating a well-designed, vibrant, and sustainable urban environment, the town aims to enhance the overall experience for residents and visitors alike, fostering a stronger, more connected community.



The Blacksburg Police Department is located in a historic building along Cherokee Street, providing an architectural gateway into Downtown.

Introduction

1.1 Project Goals

The primary goal of the Blacksburg, South Carolina Streetscape and Placemaking Master Plan is to transform the town's public spaces into vibrant, attractive, and functional areas that reflect its unique character and heritage. This transformation aims to foster a stronger sense of community, promote economic development, and enhance the overall quality of life for residents and visitors alike. By focusing on pedestrian-friendly environments, the plan seeks to make the town more walkable and accessible, encouraging people to spend more time outdoors and engage with their surroundings.

The steering committee, comprised of elected officials, staff, and residents, developed six project goals:

- Develop a strategic vision for Downtown
- Create a sense of place
- Strengthen the Downtown's charm
- Explore all opportunities
- Prioritize connectivity and safety
- Ensure plan implementation



1.2 Project Scope

The project scope of the Blacksburg, South Carolina Streetscape and Placemaking Master Plan is structured into three distinct phases to ensure a comprehensive and effective approach. The first phase, Information Gathering and Background, involves collecting data on existing conditions, community needs, and stakeholder perspectives through surveys, public meetings, and research on best practices. This foundational phase sets the stage for the second phase, Master Planning, where the collected information is synthesized into a cohesive vision for Blacksburg's streetscapes. This phase includes the development of detailed designs, conceptual plans, and strategic recommendations that address key goals such as walkability, sustainability, and community engagement. The final phase, Implementation Guidance, focuses on providing actionable steps for bringing the master plan to life. This includes outlining funding strategies, establishing timelines, and identifying key partners and resources necessary for the successful execution of the plan. By following these phases, the master plan aims to create a well-structured, community-driven framework for the transformation of Blacksburg's public spaces.

INFORMATION GATHERING AND BACKGROUND

DATA COLLECTION AND BASE MAPPING

SITE RECONNAISSANCE/STEERING COMMITTEE

MASTER PLANNING

DEMOGRAPHIC PROFILES + LEAKAGE ANALYSIS

ILLUSTRATIVES, GATEWAYS, STREETScape

IMPLEMENTATION GUIDANCE

STRATEGY BOARD AND IMPLEMENTATION MATRIX

SUMMARY POSTERS AND STRATEGY DEVELOPMENT

ACTION PLAN

MAY 2024

AUGUST 2024



2

Economic Development

Market Data and Research

Market Data

2.0 Goal

The economic development goal for the Town of Blacksburg and its partners is as follows: Blacksburg will succeed as a multi-use downtown with shopping, dining, offices, and increased residential units.

2.1 Market Demographics and Analysis

One of the key tasks of the Streetscape and Placemaking Master Plan is to examine the retail market for the community as a whole. Understanding the local market through existing economic and demographic conditions provides a solid foundation for physical and marketing recommendations.

This market study is an effort to identify retail development opportunities for Blacksburg that will enhance its appeal to a local, regional, and visiting shopper. This report presents the findings of the market research for Blacksburg and provides baseline data that can be used to help existing businesses target customers, recruit new businesses, target public investment to best yield economic development return, and provide ongoing guidance on implementing a comprehensive marketing strategy.

Trade Area Definition

A key way to evaluate customer loyalty in a market is to establish retail trade areas for a community, which requires analyzing market penetration rather than just a market area.

To define retail trade areas, recorded customer visits indicated that the primary trade area market is the Blacksburg zip code itself. However, understanding the greater dynamics of the region, the zip code alone is insufficient to get a proper perspective on the market.

Consequently, the analytical method defines a 10 and 15-minute drive time retail trade area for Blacksburg. This primary trade area is the 10-minute drive time which includes the geography where the most loyal and frequent customers to Blacksburg reside.

Population

Market demographics play a critical role in understanding the potential business growth for Blacksburg.

The Town of Blacksburg population in 2022 is 1,886. The 10 minute drive-time has a population of 7021. With 5.8% growth since 2010, the trade-area is projected to grow another 5% in ten years.

Income

Median household income of trade area is \$47,335 compared with \$47,011 for Cherokee County and \$63,623 for South Carolina. While income levels have higher percentages of lower income households, the poverty rate is comparable to that of the US.



10 Minute Drive Trade Area Map

Market Data

2.2 Market Analysis

Blacksburg is serving the market described in the sections above, including rural Cherokee County. In this section, the retail market of this area will be examined to identify potential opportunities for new retail development by examining retail trade patterns. This will allow the community to assess what kind of additional stores might be attracted to Blacksburg. This data will also help individual existing businesses understand how they might diversify product lines to be attractive to more customers.

It is important to recognize, however, that pent-up retail demand is but one reason why a store might be successful in a setting, there are many reasons why a store may succeed or fail beyond market forces alone. This research should be used as a resource to incorporate into a thorough business plan for store expansions or new store locations. It is also important to note that the figures shown below represent a macro view of the market forces at work in the region.

The opportunities presented below represent a conservative look at retail market potential for Blacksburg for two important reasons. First, these figures reveal local retail trade patterns and not the potential for Blacksburg to attract more regional customers and visitors. Second, this information is a "snapshot" in time and does not account for positive growth in number of households or household spending.

Trade Area Retail Leakage

"Retail leakage" refers to the difference between the retail expenditures by residents living in a particular area and the retail sales produced by the stores located in the same area. If desired products are not available within that area, consumers will travel to other places or use different methods to obtain those products. Consequently, the dollars not spent in local stores in the designated area are said to be "leaking." If a community is a major retail center with a variety of stores it may be "attracting" rather than "leaking" retail sales. Even large communities may see leakage in certain retail categories while some small communities

may be attractors in certain categories.

Such an analysis is not an exact science and should be viewed as one tool to evaluate trade potential. In some cases, large outflow may indicate that money is being spent elsewhere (e.g. apparel purchases through Amazon). It is important to note that this analysis accounts best for retail categories where households (rather than businesses) are essentially the only consumer groups. For example, lumberyards may have business sales that are not accounted for in consumer expenditures. Stores such as jewelry shops and clothing stores are more accurately analyzed using this technique. Claritas Inc., one of two leading market analysis companies in the United States, is the supplier of this market data.

With these considerations understood, the following shows the snapshot of the retail trading patterns for Blacksburg:

10 Minute Drive Time

- Primary trade area retailers in selected store types sold \$116.2 million in goods in 2023.
- In 2023, consumers in the 10 Minute Drive Time spent \$1109.3 million in retail goods.
- Consequently, the Blacksburg trade area gained \$6.9 million in sales in 2023; however, \$21 million of all sales originated at gasoline stations and grocery stores. With this data, we can determine that individual categories of leakage should be researched to provide accurate leakage data.

Future Market Demand

Future Market Demand will continue to increase with additional housing developing in the trade area. In addition, increased wayfinding signage along Interstate 85 will increase visitor and tourism sales. This presents prime opportunity for Blacksburg's downtown to capitalize on its position as a charming location, proximity to the interstate, and strong economic base in the local population.

Market Data

2.3 Retail Capture Scenario

The Blacksburg retail market demonstrates leakage in nearly every category. In many cases, local dollars will leak to online retailers or to larger markets like Gaffney and York. In some categories, however, Blacksburg should be able to compete for and capture leaking local dollars.

As noted below, if we assume Blacksburg can capture 20% of primary trade area leakage, the result would be millions in additional annual sales and a community with several additional restaurant and retail offerings. Market-based retail capture scenario objectives for Downtown Blacksburg include the following:

Category: Limited-Service Dining

- 2023 Leakage: \$3 Million
- 20% Capture Rate
- 2 Full-Service Restaurants

Category: Taproom/Wine Bar

- 2023 Leakage: \$482k
- 1 Taproom/Wine Bar

Category: Gifts, Antiques & Art

- Could support options for micro-retail, emporium style, etc.
- 2023 Leakage: \$1.1 Million
- 2+ Specialty Retailers or Art/Craft Emporium

Category: Specialty Food/Beverage

- 2023 Leakage: \$1.5 Million
- 1+ Specialty Food Beverage

Category: Sporting Goods

- 2023 Leakage: \$800k
- 1 Curated Sporting Goods Shop

Retail market potential is a conservative estimate that is based on low capture rates and sales per square foot numbers. The calculations provided does not account for population growth, regional visitors, or visitors from within Cherokee County outside of the 10 minute drive time.

2.3 Market Conclusions and Recommendations

Current market data indicate that Blacksburg's retail market is under-performing in many categories but that Blacksburg is a player within the larger retail market. At the same time, data indicate opportunities for existing or new Blacksburg businesses to tap into unmet local demand in several retail categories. As Blacksburg works to implement the various marketing, organizational, and physical planning recommendations of this plan, the community should be able to develop a more robust retail economy.

In the coming years, the Town's retail trade area will likely expand toward outlying communities. Blacksburg retailers will have an opportunity to capitalize on this strengthened market. At the same time, competition between retailers in similar NAICS categories will be tough, and these retailers should be prepared to frame their value proposition in terms of customer service and as offerings within Blacksburg's revitalized commercial nodes and Downtown core.



3

Public Input

Community-Designed Solutions

Public Input

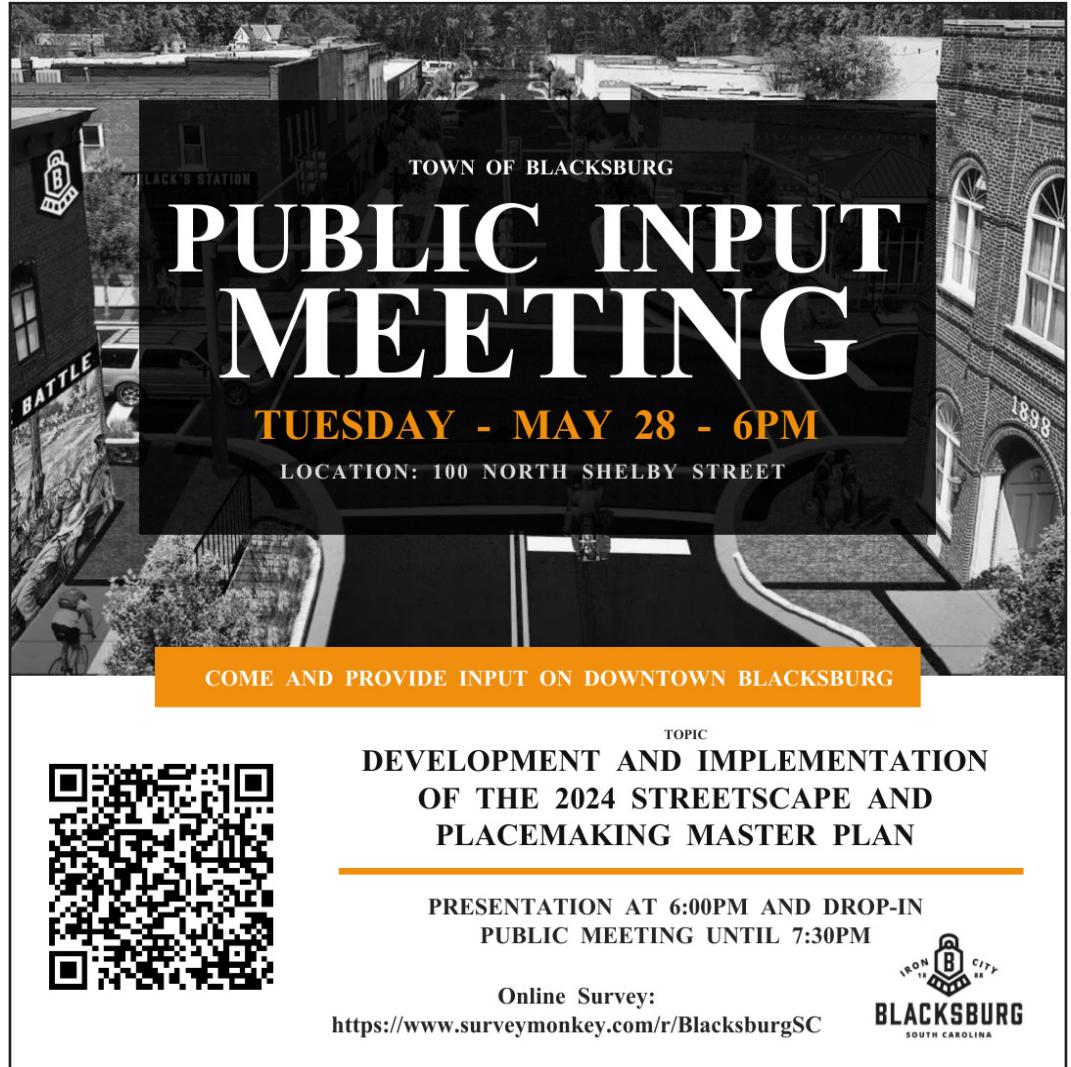
3.0 Introduction

The Streetscape and Placemaking Master Plan is rooted first and foremost in local citizen and stakeholder participation. The planning process included numerous opportunities for community members to provide their ideas, thoughts, and feedback to the planning team. In particular, community input included the following opportunities:

- Town Hall and Stakeholder Meetings The project team hosted a project kickoff visit with stakeholder roundtables and one drop-in meeting.
- Presentations: The Streetscape and Placemaking Master Plan included a market analysis presentation, charrette presentation, and plan implementation presentation.

2.3 Public Meeting and Surveys

On May 28, 2024, the Design Team conducted roundtable meetings and one public meeting to solicit public and key stakeholder input regarding the key issues, opportunities, and challenges currently facing the Blacksburg community. The adjacent page shows a summary of “what we heard.”



Public Input

What is one thing you want to see in the future of Downtown Blacksburg?

A word cloud centered around the words 'restaurants' and 'new sidewalks'. The word 'restaurants' is the largest word in the center, colored purple. Surrounding it are several smaller words in various colors: 'new' (purple), 'sidewalks' (purple), 'family friendly' (gray), 'small businesses' (yellow), 'people' (purple), 'outdoor space' (yellow), 'garden' (purple), 'revitalization' (purple), 'retail stores' (yellow), 'rooftop dining' (gray), 'art' (yellow), and 'parks' (gray).

A word cloud centered around the word 'architecture'. The word 'architecture' is the largest word in the center, colored purple. Surrounding it are several smaller words in various colors: 'history' (purple), 'convenience' (yellow), 'my hometown' (purple), 'railroad' (yellow), 'small-town feel' (yellow), 'buildings' (black), 'trains' (black), 'character' (purple), 'community' (yellow), and 'potential' (purple).

I love Downtown Blacksburg because of...

Public Input

What is your favorite place in Downtown and why?

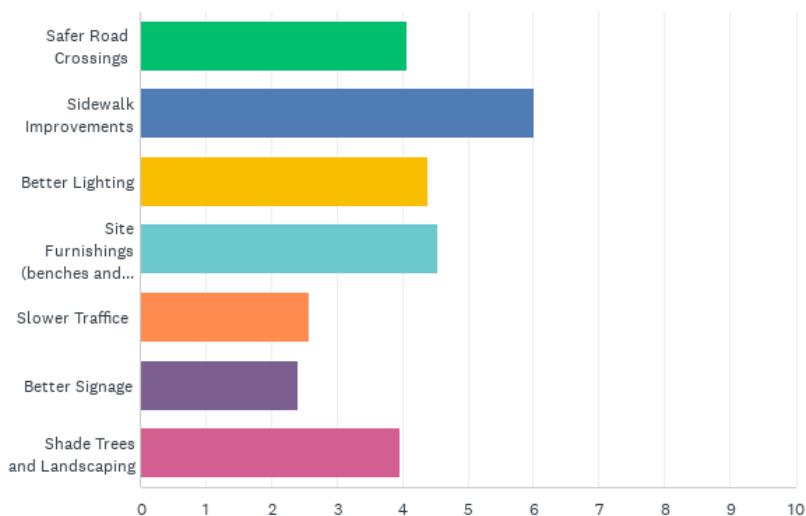
churches iron city bbq
police department
joy wok fire department
shelby street

code enforcement
shelby street main street
buildings **sidewalks** parking
all of it

What area in Downtown needs the most attention?

Public Input

What does Downtown need most?



A display board titled "WHAT DOES DOWNTOWN NEED MOST?" featuring seven categories of improvements, each with a small image, a brief description, and a green circular area for voting. At the bottom, a green banner encourages voting.

- Safer Crossings**: Sidewalk extensions, more visible crosswalks, crossing signals, and other improvements can make it safer to cross major streets.
- Better Lighting**: Highly visible street lighting along sidewalks helps make walking at night safer and more comfortable.
- Slower Traffic**: Signs, physical roadway treatments, enforcement, and marketing campaigns can all help reduce the amount and speed of car traffic.
- Parking**: On-street valet parking. Your Ideas? (with a green box for writing)
- Sidewalks & Path Improvements**: Widening sidewalks along all streets and paths on major routes provide safe and comfortable spaces for pedestrians.
- Benches and Drinking Fountains**: Pretty places along popular walking routes make trips easier for seniors and others, and trash cans help keep the city clean.
- Better Destination Signs**: Signs at lower heights with smaller pedestrian-friendly text help people walking to find popular destinations.
- Shade Trees and Landscaping**: Mature trees and well-maintained shrubs provide shade, make walking, and other landscaping such as plants and flowers contribute to a more pleasant community.

PLACE A STICKER TO VOTE FOR YOUR 2 FAVORITES!

GET CREATIVE...WHAT IS ONE THING YOU WANT TO SEE IN THE FUTURE OF DOWNTOWN BLACKSBURG??

Outdoor space with benches/trees

Rooftop dining w/ Mt. Whitaker view

Revitalized buildings

Something like ("Mice on Main") Railroad "Spikes on SHELBY"!

People/Pedestrian traffic

Relocate town hall-maybe Pine St.

Dining (upscale)

***YOUTH!** A reason for young people to stay here and invest in our future.

Enhance the properties the Town already owns





4

Streetscape Master Plan

Existing Conditions and Complete Street Design

Streetscape Master Plan

4.0 Introduction

Streetscape master planning is a comprehensive approach to designing, organizing, and managing the public spaces along streets and roads in urban and suburban areas. It involves creating a cohesive and attractive environment that enhances the quality of life for residents and visitors while promoting safety, accessibility, and sustainability.

Streetscape master planning encompasses various elements of the urban environment, such as sidewalks, streets, street furniture, landscaping, public art, pedestrian crossings, and bicycle infrastructure. Master planning in this context refers to a strategic and long-term vision for the entire streetscape rather than just addressing isolated components.

The primary goals of streetscape master planning are as follows:

- Enhancing Aesthetics: A well-designed streetscape can significantly improve the overall appearance of an area, making it more visually appealing and inviting.
- Creating a Sense of Place: Streetscape design can reflect the unique identity and character of a community, contributing to a strong sense of place and local identity.
- Improving Pedestrian Experience: Prioritizing pedestrian needs by providing wider sidewalks, safe crosswalks, shade, and comfortable seating encourages people to walk and explore the area.
- Promoting Safety: Master planning ensures that streetscapes are designed with safety in mind, reducing traffic accidents and enhancing the overall safety for all users, including pedestrians and cyclists.
- Encouraging Active Transportation: Designing streetscapes to accommodate bicycles and pedestrians can encourage more people to choose active transportation options, reducing dependency on cars and promoting a healthier lifestyle.
- Supporting Local Businesses: A well-designed streetscape can create a more vibrant and attractive environment for businesses, increasing foot traffic and boosting the local economy.

- Integrating Green Spaces: Incorporating green spaces, trees, and landscaping into the streetscape design not only improves aesthetics but also contributes to environmental sustainability by reducing the urban heat island effect and improving air quality.



Above: Main Street in Fountain Inn has undergone significant planning, design, engineering, and construction improvements over the past decade. Main Street Fountain Inn is a great example of a street that offers economic opportunity, prioritizes safety of all users, and promotes social engagement.

Streetscape Master Plan

The streetscape master planning process involved the following actions:

- Assessment and Data Collection: Understanding the existing conditions of the streetscape, traffic flow, pedestrian movement, and land use patterns.
- Setting Goals and Objectives: Defining the vision and specific goals to guide the streetscape design process.
- Design Development: Creating design concepts and alternatives that address the identified goals and incorporate staff feedback.
- Implementation Plan: Creating a phased plan for implementing the selected streetscape design, considering budget, timelines, and coordination with other projects.

4.1 Existing Conditions

Cherokee Street, from Chester Street to York Street, provides a linear connection through Downtown Blacksburg. Arterial streets connecting to Cherokee Street that were included as part of this plan include: Chester Street, Rutherford Street, and Shelby Street. All aforementioned streets traverse through a mixed-use corridor comprised of single-family residences, retail stores and restaurants, faith-based worship centers, and vacant parcels. These streets do not provide a safe pedestrian or bicycling environment, are not ADA accessible, and provides little on-street parking. Improvements should focus on development of a complete street that will prioritize safety, encourage economic development opportunities, and support additional infrastructure improvements.



Top Right: On-street parking is not clearly marked and parking regularly occurs in unmarked areas.

Bottom Right: ADA accessibility, clearly marked crosswalks and enhanced infrastructure is needed.

Streetscape Master Plan



Streetscape Master Plan

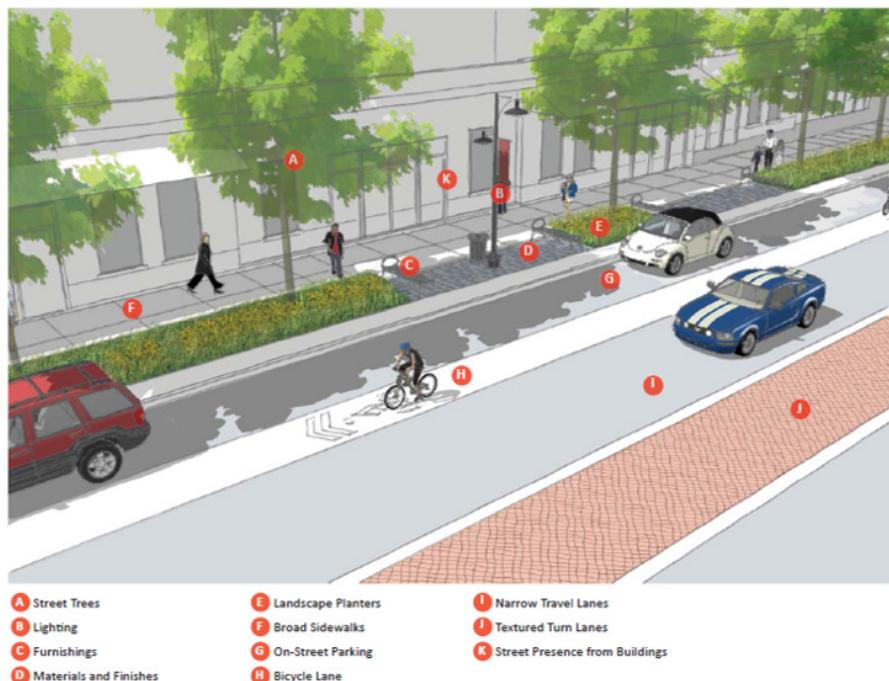
4.2 Complete Streets

A complete street is a concept in urban planning and design that aims to create streets that are safe, accessible, and enjoyable for all users, regardless of their age, ability, or mode of transportation. The idea behind complete streets is to design roadways that accommodate pedestrians, cyclists, public transportation, and motor vehicles equally, promoting a more sustainable and inclusive urban environment. Key features and elements that define a complete street include:

- **Sidewalks and Crosswalks:** Complete streets have well-defined and well-maintained sidewalks to ensure safe and comfortable pedestrian movement. Crosswalks are clearly marked at intersections to facilitate pedestrian crossings.
- **Safe Crossings:** Traffic calming measures like raised crosswalks, pedestrian islands, and speed humps are used to slow down vehicular traffic, making it safer for pedestrians to cross the street.
- **Street Lighting:** Adequate and well-placed street lighting enhances visibility and safety for all users, especially during nighttime.
- **Landscaping and Greenery:** Incorporating trees, green spaces, and landscaping along the street not only improves aesthetics but also provides shade, reduces heat, and promotes a more pleasant environment for pedestrians and cyclists.
- **Accessibility:** Complete streets prioritize accessibility for people with disabilities by incorporating features like curb cuts, ramps, and tactile paving.
- **Street Furniture:** Benches, seating areas, and other street furniture are strategically placed to encourage social interactions and provide resting spots for pedestrians.
- **Parking:** Parking options are balanced and designed to avoid creating hazards for pedestrians and cyclists while still meeting the needs of motorists.

- **Traffic Calming:** Techniques such as roundabouts, traffic circles, and narrowed lanes are used to slow down traffic and promote safer streets.
- **Pedestrian Plazas:** Occasionally, complete streets may have pedestrian-only areas or plazas to provide vibrant public spaces for gatherings and events.
- **Multimodal Integration:** Complete streets seamlessly integrate different modes of transportation, such as walking, cycling, and public transit, to encourage a shift towards more sustainable transportation choices.

The ultimate goal of a complete street is to create a balanced and inviting public space that fosters community engagement, enhances safety, supports local businesses, and promotes active transportation options. By prioritizing the needs of all users and modes of transportation, complete streets contribute to the overall livability and sustainability of urban areas.



Streetscape Master Plan

4.3 What Makes a Great Street

1. Provides orientation to its users and connects well to the larger pattern of ways.
2. Balances the competing needs of the street - driving, transit, walking, cycling, servicing, parking, drop-offs, etc.
3. Fits the topography and capitalizes on natural features.
4. Is lined with a variety of interesting activities and uses that create a varied streetscape.
5. Has urban design or architectural features that are exemplary in design.
6. Relates well to its bordering uses - allows for continuous activity, doesn't displace pedestrians to provide access to bordering uses.
7. Encourages human contact and social activities.
8. Employs hardscape and/or landscape to great effect.
9. Is well maintained, and capable of being maintained without excessive costs.
10. Has a memorable character.

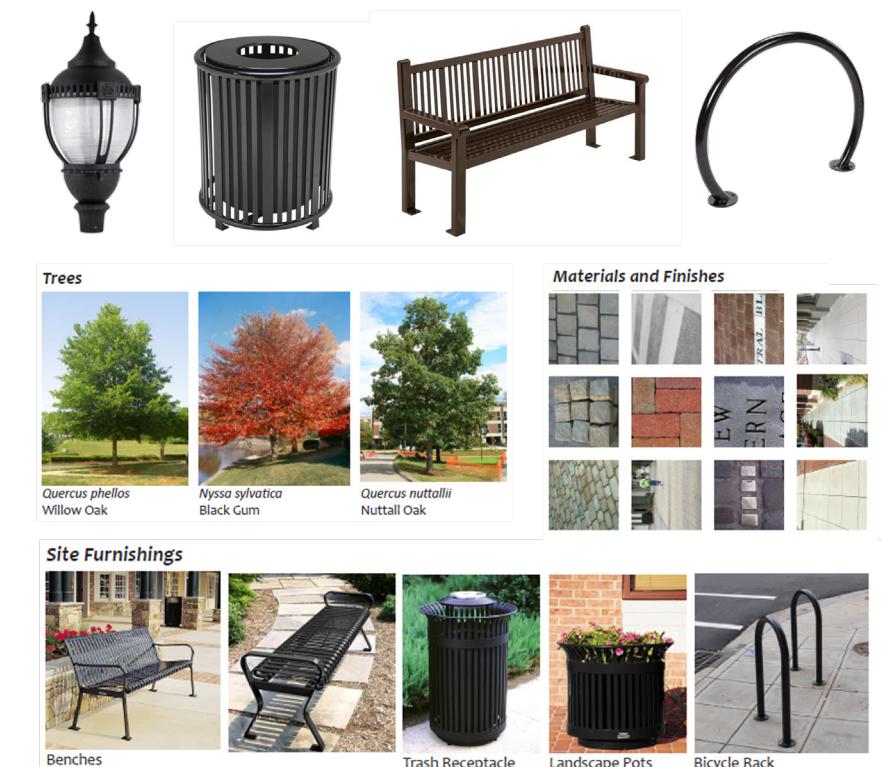
4.4 Design Palette

A design palette is important to a streetscape for several reasons:

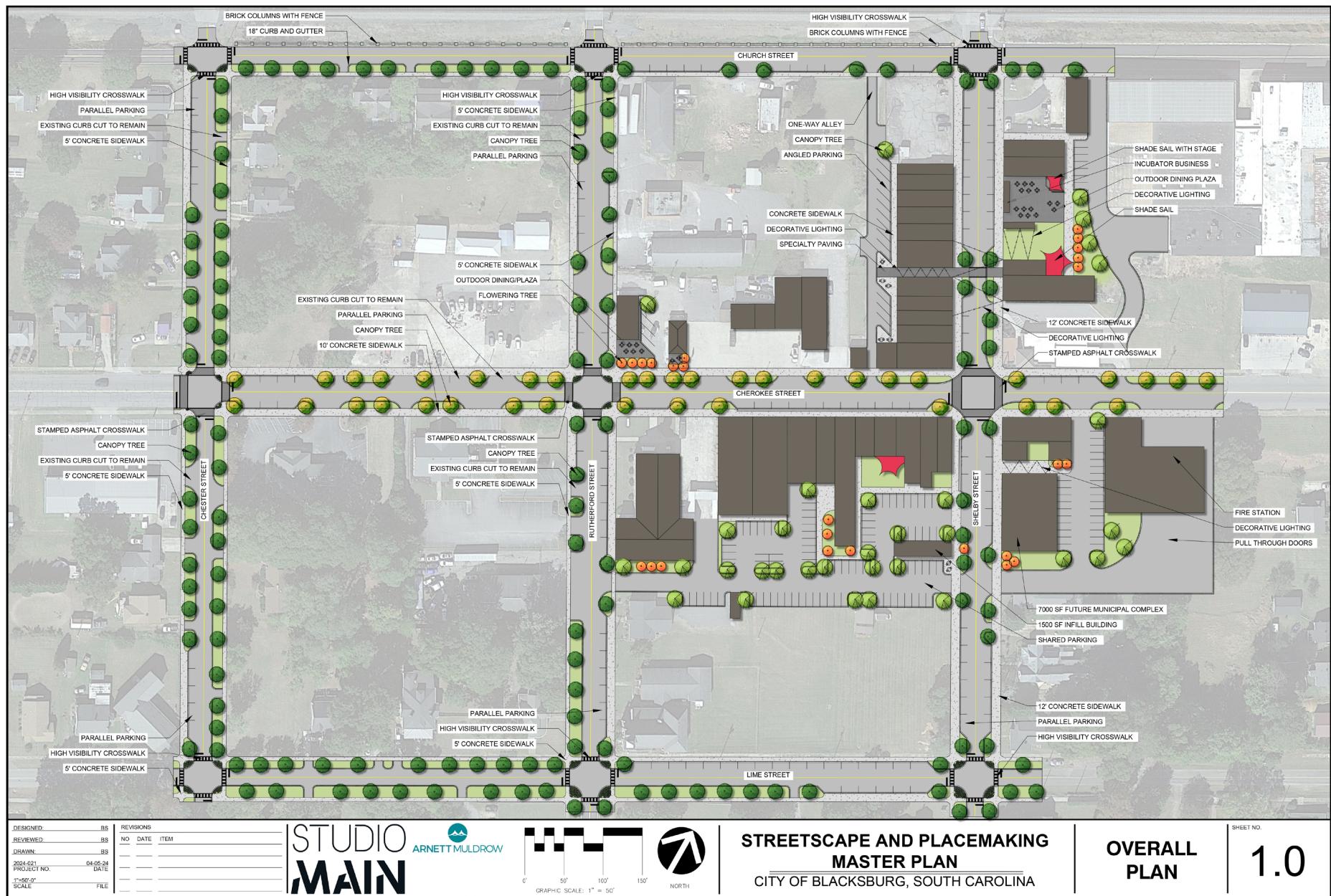
- Visual Cohesion: A design palette helps create visual harmony and cohesion within a streetscape. By establishing a consistent set of design elements, materials, colors, and textures, the overall aesthetic of the street becomes unified. This cohesiveness contributes to a sense of order and creates an attractive and pleasing environment for pedestrians.
- Sense of Place: A well-defined design palette can help establish a unique sense of place for a street. By incorporating materials, colors, and architectural styles that are representative of the local culture,

history, or context, the street becomes distinct and memorable.

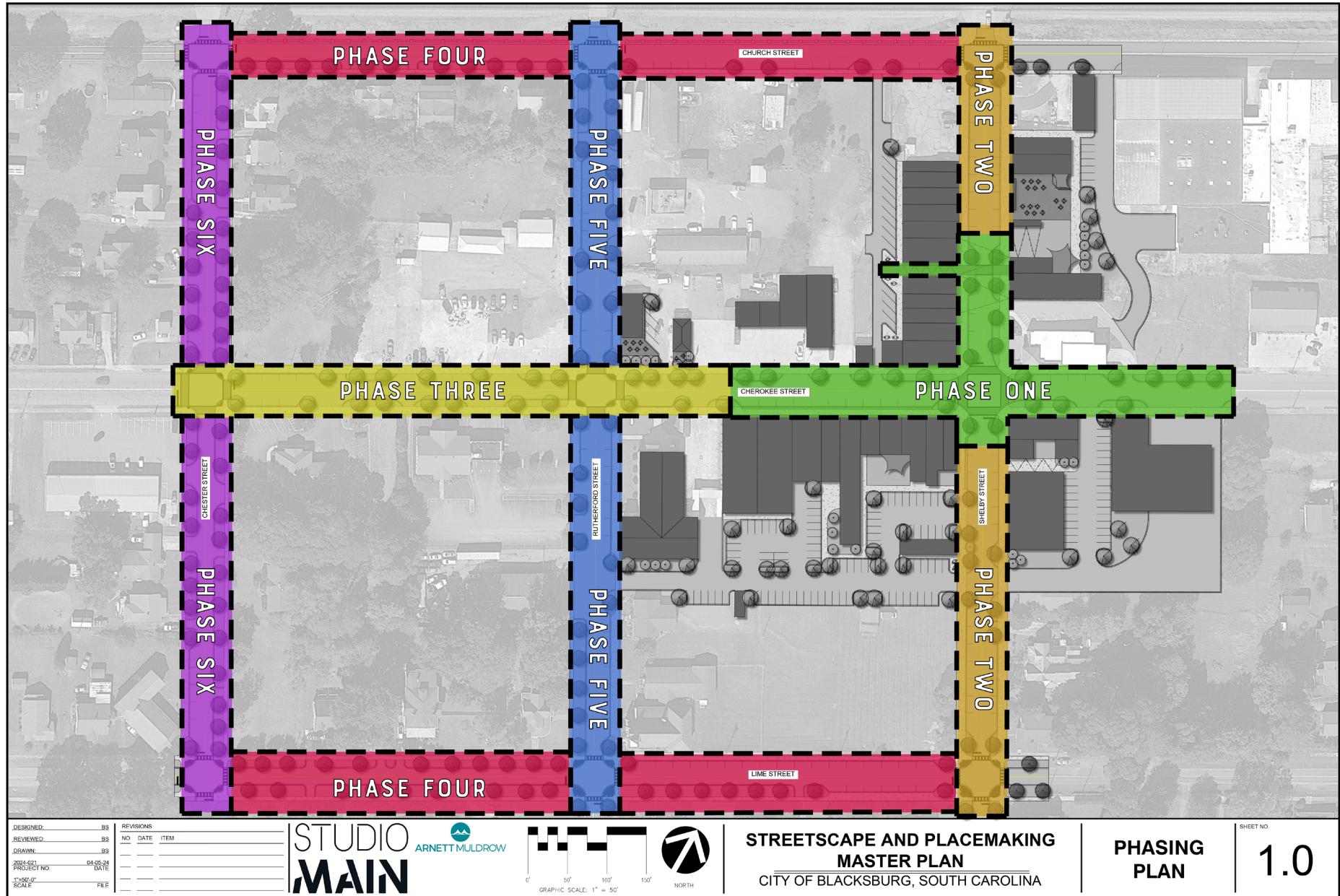
- Branding and Identity: A design palette can be used to reinforce the branding and identity of a particular area or neighborhood. By employing consistent design elements, such as signage, lighting fixtures, or street furniture, a cohesive visual identity can be established.
- Wayfinding and Orientation: A well-considered design palette can assist with wayfinding and orientation within a streetscape. By incorporating consistent and recognizable design elements, such as distinct paving patterns, signage, or landmarks, pedestrians can easily navigate and understand their surroundings.
- Timeless Appeal: A carefully curated design palette can have a timeless quality that ensures the longevity of the streetscape. By selecting durable materials and classic design elements, the street can maintain its visual appeal and relevance over time.



Streetscape Master Plan



Streetscape Master Plan



Streetscape Master Plan

4.5 Shelby Street Reimagined

Shelby Street is reimagined as a complete street with on-street parking, consolidated curb cuts, bulb outs, pedestrian sidewalk, pedestrian lighting, and public open space

Recommendations:

- » On-Street parking on both sides of Shelby Street.
- » Implement an all-way stop along Shelby Street at Church Street and Lime Street.
- » Construct bulb outs with canopy trees and evergreen shrubs
- » Existing curb cut access to civic uses, public parking, and residences to remain
- » Provide high-visibility brick crosswalks at Shelby Street and Cherokee Street
- » Construct raised crosswalk along Shelby Street to connect alley system to public open space
- » Construct 12' sidewalk along Shelby Street and mark with signage and pavement markings as the Overmountain Victory Trail



Streetscape Master Plan

4.6 Cherokee Street Reimagined

Cherokee Street is reimagined as a complete street with on-street parking, consolidated curb cuts, bulb outs, pedestrian sidewalk, and pedestrian lighting.

Recommendations:

- » On-Street parking on both sides of Cherokee Street.
- » Implement an all-way stop along Cherokee Street at Chester Street.
- » Construct bulb outs with canopy trees and evergreen shrubs
- » Existing curb cut access to properties to remain
- » Properties with multiple access points are consolidated to reduce pedestrian and vehicular conflict
- » Construct 10' sidewalk along Cherokee Street and mark with signage and pavement markings as the Overmountain Victory Trail



Streetscape Master Plan

4.7 Reimagining Intersections

Designing intersections with pedestrians in mind is crucial for creating a safe and walkable urban environment. One key aspect of this design is the implementation of pedestrian-friendly features such as high-visibility crosswalks, pedestrian signals, and curb extensions. High-visibility crosswalks, often marked with bold stripes or colorful patterns, ensure that pedestrians are easily seen by drivers, reducing the likelihood of accidents. Pedestrian signals, including countdown timers and audible cues, provide clear and accessible information, helping individuals cross streets safely and confidently. Curb extensions, or bulb-outs, shorten the crossing distance for pedestrians and improve visibility by allowing them to step out from behind parked cars before entering the crosswalk. These features collectively contribute to a safer and more comfortable experience for pedestrians at intersections.

Another important consideration in pedestrian-focused intersection design is the incorporation of traffic calming measures. These measures, such as raised crosswalks, pedestrian refuge islands, and reduced speed limits, help to slow down vehicle traffic and prioritize pedestrian movement. Raised crosswalks, which elevate the crossing area to the same level as the sidewalk, encourage drivers to reduce speed while also making pedestrians more visible. Pedestrian refuge islands provide a safe space in the middle of wider roads, allowing pedestrians to cross one direction of traffic at a time. Reducing speed limits in pedestrian-dense areas further enhances safety by giving drivers more time to react to people crossing the street. By integrating these traffic calming elements, intersections can be transformed into safer, more inviting spaces that encourage walking and enhance the overall pedestrian experience.





5

Implementation

Opinion of Probable Cost and Next Steps

Implementation

4.8 Implementation Recommendations

Develop a retail retention and recruitment strategy

The market data indicates opportunities for businesses in a number of categories, including full-service restaurants, clothing, and retail places. This being said, businesses in Blacksburg are unlikely to enjoy a “build it and they will come” scenario. Existing businesses and new entries must fit the nuances of the local market. For example, in the downtown area, businesses should leverage local events by the Town and other community amenities nearby. One way to start the recruitment process and provide additional assistance to existing businesses would be for the Town to host an open house to provide information to potential business owners, connect them with property owners, and provide existing and potential entrepreneurs with information on programs such as Small Business Administration loans and Small Business Development Center services.

Organize food truck rallies and pop-up events to spur additional downtown core activity

Organize food truck rallies and pop-up events to spur additional downtown core activity: Blacksburg enjoys an array of existing green space and recreation amenities. The Town should continue to build on these assets while at the same time recruit a critical mass of retail and restaurant offerings to complement these amenities. It is essential to slowly “re-train” local consumer to think about going to Downtown Blacksburg instead of Gaffney or York. In this way, Blacksburg is in a position similar to other neighboring towns before their downtown revitalization efforts. In the short term, strategically-placed food trucks and events in the Downtown can be used to spur consumer spending and create pedestrian traffic downtown.

Activate and Market Shelby Street

Shelby Street should be activated with festival lights between buildings where possible, with ample opportunity for outdoor dining. The Town should consider purchasing outdoor dining tables, umbrellas, trash receptacles, bicycle racks, and benches for all of Shelby Street and Cherokee Street. Every existing restaurant should receive outdoor dining to replace their existing or to provide an opportunity to dine outdoors. The Town should prepare construction easements for buildings that will have festival lights attached for presentation to property owners. In addition, the street should be activated during to have oversized games (Jenga, Connect Four, etc.), ping pong, video game wall, etc. These activities could be set up weekly by the Town and ‘monitored’ by existing businesses during the weekend.

Recruit Downtown Retail/Restaurants

In order to take advantage of existing demand, drive downtown pedestrian circulation, strengthen connections, and capitalize on special events by the Town of Blacksburg, the Town and its partners should actively pursue one or more full-service restaurant in downtown. The best potential recruitment strategy is one of partnerships and targeting of existing independently owned businesses in the region. The market data indicates support for additional restaurants and this information should be shared with restaurant owners who may be exploring expansion opportunities.

Implementation

Establish Vacant Building Treatments

In order to bring attention to existing vacant buildings and to spark interest in local business entrepreneurs, special window treatments can be applied, with property owner permission, to vacant window fronts. These treatments are intended to be temporary and can represent styles of business desired or be information to tell the history of Blacksburg.



Establish Public Art

Based on the recent success of similar public art installations in Hartwell, Georgia, Anderson, South Carolina, and Greenville, South Carolina, Blacksburg should consider implementing public art along public streets and rights-of-way to encourage pedestrian activity and increase the sense of place.

Art installations can be of varying methods and include:

Murals

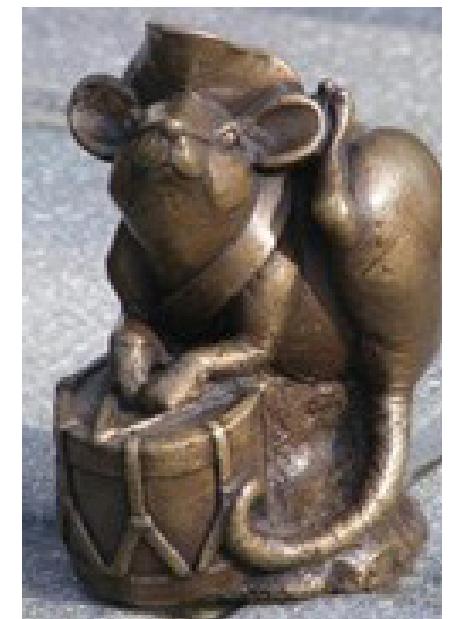
- Murals should be considered on buildings that are visible from major thoroughfares, are not architecturally historical, and aide in framing view to or from Downtown.

Sculptures

- Vertical art should be placed in strategic locations, street corners, at public gathering spots, or in public parks. These art installations should be considerate of the history of Blacksburg and could be installed by local artist.

Scavenger Hunt (Mice on Main)

- Small art installations, similar to Mice on Main in Greenville, South Carolina can provide visitors and residents an additional downtown activity and provide a reason for additional pedestrian activity throughout Downtown. Consideration should be given to developing a guide so residents and visitors can locate all art installations. This art should also be representative of the history of Blacksburg and could be small trains, engines, etc.



Implementation

Art, Light, and Vibrancy Amenities

Blacksburg has established a strong foundation for public art throughout the downtown and broader community. A variety of murals, in particular, are found throughout, activating blank walls through paint and even tile mosaics and contributing to the identification of place. These murals include historic images and interpretation, inspirational messages, and vivid art. They have been executed in both color and black and white. The mural program has extended to the ground plane with colorful crosswalks that build upon the public art theme while providing traffic-calming benefits.

Recommendations

- » With an established art presence throughout the community, it is recommended that Blacksburg develop a public art plan. This will not only help expand the great art that currently exists, but will provide a framework to increase the types of art offered and ensure the equitable distribution of art in the community. The public art plan should plan for both permanent and temporary art, setting a long-term vision for the city. The plan for permanent art should specify locations, types of art, and strategies for implementation.
- » A temporary art plan should be incorporated into the Town's public art plan. Temporary art strategies can be used to test out permanent art locations and types of art. They can also be used to address issues like traffic calming before permanent infrastructure can be put in place. Street murals and crosswalk art can be used in this manner. Other temporary installations to consider include window clings, temporary building murals, and sculptures that rotate around the city.
- » Continue to expand and build upon the mural program to reinforce special places within downtown, promote Blacksburg and its attractions, and reinforce wayfinding for visitors. Specifically, work with private sector partners to consider prominent blank facades visible from Cherokee Street and Shelby.



Fountain Inn has an established mural program with a wide range of painted and mosaic murals throughout the city.

Implementation

Explore a façade master plan

Unlike a traditional facade improvement program, the façade master plan is a comprehensive rehabilitation of many downtown buildings at once. The instrument that makes this new approach to building enhancement possible is an easement.

The property owner gives the Town a temporary easement on the façade of their building allowing the local government to spend funds on its improvement. In exchange for this temporary easement, the grant funds pay for the facade improvements. The advantages of this type of façade program are that it allows for a single source of project management, a single source of design, and a single source for construction.

The single source of project management streamlines the project and removes the burden of façade enhancement from each individual property owner: The single source of design ensures that all façade enhancements are sympathetic to the historic architectural heritage of their place. The single source of construction allows for dramatic cost savings since the contractor purchases all construction supplies for the entire enhancement project, rather than each property owner having to buy their own sign, door, windows, paint, awnings, etc. However, the biggest advantage to this approach is the ability for a downtown district to receive an overall appearance facelift in a remarkably short amount of time. Moreover, when used in conjunction with a grant source like federal CDBG funds, an individual state's department of commerce grant, or other federal, state, or local funding sources, the facade enhancements are realized with no costs to the building owner or tenant. If the funding and/or grant source requires a match from the property owner, the enhancements are still realized with nominal investment on their part that is far less than if they improved their façade on their own using solely private sector funds.



Proposed building façade improvements include lighting, storefront, signage, landscape, and site amenities (trash receptacles, etc.)

Implementation

Develop an abandoned and dilapidated buildings strategy

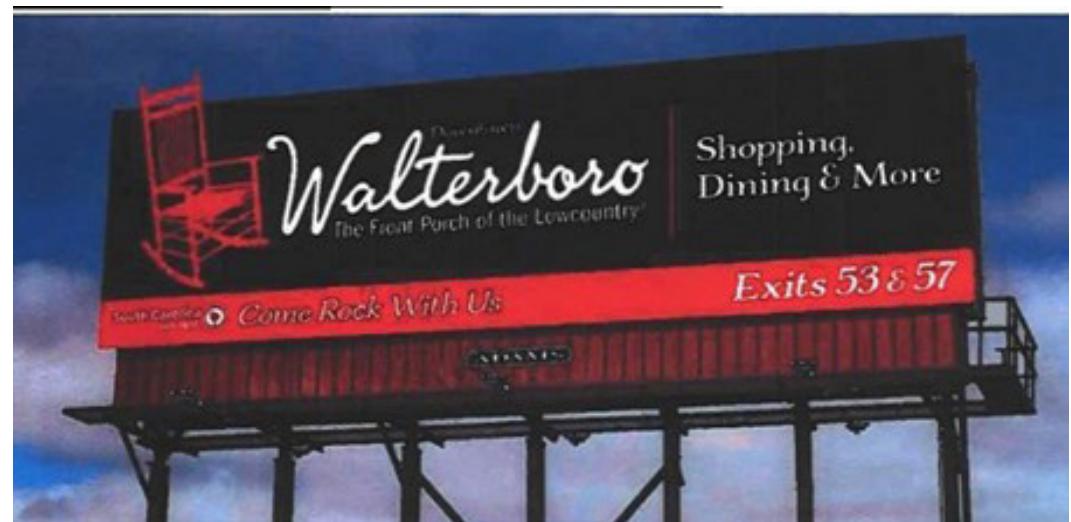
A large number of structures in Blacksburg, both commercial and residential, are in states of apparent disrepair. There is a significant need for the community to address this problem, as the poor condition of these properties may dissuade potential investors in the community. As a first step, the Town should work with its partners to identify abandoned and dilapidated buildings and document their current condition. With this inventory in place, the Town will have the baseline data to develop an action plan for various properties. Depending on the specifics of the property, potential solutions may range from rehabilitation to demolition. A variety of local, state, and federal funding sources may contribute to this effort. Over time, this strategy would also align with the evolving façade grant program administered by the Town. In addition, the Town can enact a vacant building ordinance to assign annual fees for properties that do not have active business licenses.

Install wayfinding signage

The Town should install wayfinding signage in appropriate locations to navigate visitors from Interstate 85 to Downtown. Although one or more of these signs may need to be installed, it is important for the community to have as many visual signs of progress and plan implementation as possible. A full set of technical plans, sign specifications, and placement strategy will be required for SCDOT encroachment permit approval.

Consider billboards on Interstate 85

In 2014, the City of Walterboro, South Carolina launched a successful billboard campaign along Interstates 95. The campaign was designed to promote the local retail community, reinforce the city's brand, and enrich the visitor experience. In Blacksburg, the "offer" will likely focus on a revitalized downtown with easy, safe pedestrian connections to shopping, dining, the arts, and culture. This visitor-oriented billboard campaign will also double as a residential recruitment tool.



Implementation

4.9 Opinion of Probable Cost

Develop a retail retention and recruitment strategy

The opinion of probable cost estimates for the Town of Blacksburg Streetscape and Placemaking Master Plan provides a comprehensive financial overview necessary for the successful implementation of the project. These estimates encompass a range of expenses, including the design and installation of pedestrian-friendly infrastructure, such as high-visibility crosswalks, pedestrian signals, and curb extensions, as well as traffic calming measures like raised crosswalks. Since Studio Main LLC has no control over the cost of labor, materials, equipment or services furnished by others, or over the Contractor(s') methods of determining prices, or over competitive bidding or market conditions, Studio Main LLC's opinion of probable Total Project Costs and Construction Cost are made on the basis of our experience and qualifications and represent Studio Main LLC's best judgment as an experienced and qualified professional landscape architect, familiar with the construction industry; but Studio Main LLC cannot and does not guarantee that proposals, bids, or actual Total Project or Construction Costs will not vary from opinions of probable cost.

Implementation

ORDER OF MAGNITUDE OPINION OF COST				
PROJECT: Blacksburg SC Streetscape and Placemaking Master Plan				
LOCATION: Blacksburg, SC				
DESCRIPTION: Phase One (See Phasing Plan)	DATE PREPARED: July 2024			
PROJECT NO.: 2024-021	PREPARED BY: STUDIO MAIN LLC			
<p>Since Studio Main LLC has no control over the cost of labor, materials, equipment or services furnished by others, or over the Contractor(s') methods of determining prices, or over competitive bidding or market conditions, Studio Main LLC's opinion of probable Total Project Costs and Construction Cost are made on the basis of our experience and qualifications and represent Studio Main LLC's best judgment as an experienced and qualified professional landscape architect, familiar with the construction industry; but Studio Main LLC cannot and does not guarantee that proposals, bids, or actual Total Project or Construction Costs will not vary from opinions of probable cost.</p>				
Item	Est. Quant.	Unit	Unit Price	Total
GRADING AND DEMOLITION ITEMS				
REMOVE CURB & GUTTER	1600	L.FT.	\$10.00	\$16,000
REMOVE CONCRETE WALKS & DRIVES	3000	S.YD.	\$20.00	\$60,000
FINE GRADING	3000	S.YD.	\$12.00	\$36,000
MILLING EXISTING ASPHALT PAVEMENT 2.0"	32000	S.FT.	\$1.00	\$32,000
GENERAL CONSTRUCTION ITEMS				
ASPHALT PAVING OVERLAY	550	TONS	\$200.00	\$110,000
CONCRETE SIDEWALK (6")	22500	S.FT.	\$18.00	\$405,000
STAMPED ASPHALT	2200	S.FT.	\$22.00	\$48,400
THERMOPLASTIC ARROWS	4	EACH	\$250.00	\$1,000
SPECIALTY PAVING	1500	S.FT.	\$25.00	\$37,500
18" CURB AND GUTTER	1700	L.FT.	\$30.00	\$51,000
SCDOT ADA RAMP	6	EACH	\$3,000.00	\$18,000
CANOPY TREE	25	EACH	\$1,000.00	\$25,000
SITE FURNISHINGS (BENCHES, TRASH RECEPTACLES, ETC.)	18	EACH	\$2,000.00	\$36,000
PEDESTRIAN LIGHTS	18	EACH	\$2,500.00	\$45,000
ALLOWANCES				
REGULATORY SIGNAGE	1	L.SUM	\$15,000.00	\$15,000
EROSION CONTROL	1	L.SUM	\$25,000.00	\$25,000
MISC LANDSCAPE ALLOWANCE (MULCH, SHRUBS, ETC)	1	L.SUM	\$50,000.00	\$50,000
UTILITY RELOCATION	1	L.SUM	\$25,000.00	\$25,000
STORMWATER ALLOWANCE	1	L.SUM	\$150,000.00	\$150,000
Contract Items				SUBTOTAL \$1,185,900
Mobilization	8.0%			\$94,872
Clearing and Grubbing	1.0%			\$11,859
Construction Staking	1.0%			\$11,859
Traffic Control	3.0%			\$35,577
CONSTRUCTION TOTALS				\$1,340,067
CONTINGENCIES	20.0%			\$268,013
DESIGN AND ENGINEERING	12.0%			\$161,000
TOTAL ESTIMATED COST				\$1,769,080

Implementation

ORDER OF MAGNITUDE OPINION OF COST				
PROJECT: Blacksburg SC Streetscape and Placemaking Master Plan				
LOCATION: Blacksburg, SC				
DESCRIPTION: Phase Two (See Phasing Plan)				
PROJECT NO.: 2024-021	DATE PREPARED: July 2024			
PREPARED BY: STUDIO MAIN LLC				
<p>Since Studio Main LLC has no control over the cost of labor, materials, equipment or services furnished by others, or over the Contractor(s') methods of determining prices, or over competitive bidding or market conditions, Studio Main LLC's opinion of probable Total Project Costs and Construction Cost are made on the basis of our experience and qualifications and represent Studio Main LLC's best judgment as an experienced and qualified professional landscape architect, familiar with the construction industry; but Studio Main LLC cannot and does not guarantee that proposals, bids, or actual Total Project or Construction Costs will not vary from opinions of probable cost.</p>				
Item	Est. Quant.	Unit	Unit Price	Total
GRADING AND DEMOLITION ITEMS				
REMOVE CURB & GUTTER	1450	L.FT.	\$10.00	\$14,500
REMOVE CONCRETE WALKS & DRIVES	2200	S.YD.	\$20.00	\$44,000
FINE GRADING	2200	S.YD.	\$12.00	\$26,400
MILLING EXISTING ASPHALT PAVEMENT 2.0"	31250	S.FT.	\$1.00	\$31,250
GENERAL CONSTRUCTION ITEMS				
ASPHALT PAVING OVERLAY	600	TONS	\$200.00	\$120,000
CONCRETE SIDEWALK (6")	20000	S.FT.	\$18.00	\$360,000
STAMPED ASPHALT	0	S.FT.	\$22.00	\$0
THERMOPLASTIC ARROWS	0	EACH	\$250.00	\$0
SPECIALTY PAVING	0	S.FT.	\$25.00	\$0
18" CURB AND GUTTER	1600	L.FT.	\$30.00	\$48,000
SCDOT ADA RAMP	6	EACH	\$3,000.00	\$18,000
CANOPY TREE	14	EACH	\$1,000.00	\$14,000
SITE FURNISHINGS (BENCHES, TRASH RECEPTACLES, ETC.)	18	EACH	\$2,000.00	\$36,000
PEDESTRIAN LIGHTS	18	EACH	\$2,500.00	\$45,000
ALLOWANCES				
REGULATORY SIGNAGE	1	L.SUM	\$15,000.00	\$15,000
EROSION CONTROL	1	L.SUM	\$25,000.00	\$25,000
MISC LANDSCAPE ALLOWANCE (MULCH, SHRUBS, ETC)	1	L.SUM	\$50,000.00	\$50,000
UTILITY RELOCATION	1	L.SUM	\$25,000.00	\$25,000
STORMWATER ALLOWANCE	1	L.SUM	\$150,000.00	\$150,000
Contract Items				SUBTOTAL \$1,022,150
Mobilization	8.0%			\$81,772
Clearing and Grubbing	1.0%			\$10,222
Construction Staking	1.0%			\$10,222
Traffic Control	3.0%			\$30,665
CONSTRUCTION TOTALS				\$1,155,030
CONTINGENCIES	20.0%			\$231,006
DESIGN AND ENGINEERING	12.0%			\$139,000
TOTAL ESTIMATED COST				\$1,525,035

Implementation

ORDER OF MAGNITUDE OPINION OF COST				
PROJECT: Blacksburg SC Streetscape and Placemaking Master Plan				
LOCATION: Blacksburg, SC				
DESCRIPTION: Phase Three (See Phasing Plan)	DATE PREPARED: July 2024			
PROJECT NO.: 2024-021	PREPARED BY: STUDIO MAIN LLC			
<p>Since Studio Main LLC has no control over the cost of labor, materials, equipment or services furnished by others, or over the Contractor(s') methods of determining prices, or over competitive bidding or market conditions, Studio Main LLC's opinion of probable Total Project Costs and Construction Cost are made on the basis of our experience and qualifications and represent Studio Main LLC's best judgment as an experienced and qualified professional landscape architect, familiar with the construction industry; but Studio Main LLC cannot and does not guarantee that proposals, bids, or actual Total Project or Construction Costs will not vary from opinions of probable cost.</p>				
Item	Est. Quant.	Unit	Unit Price	Total
GRADING AND DEMOLITION ITEMS				
REMOVE CURB & GUTTER	1100	L.FT.	\$10.00	\$11,000
REMOVE CONCRETE WALKS & DRIVES	1800	S.YD.	\$20.00	\$36,000
FINE GRADING	1800	S.YD.	\$12.00	\$21,600
MILLING EXISTING ASPHALT PAVEMENT 2.0"	24600	S.FT.	\$1.00	\$24,600
GENERAL CONSTRUCTION ITEMS				
ASPHALT PAVING OVERLAY	500	TONS	\$200.00	\$100,000
CONCRETE SIDEWALK (6")	18600	S.FT.	\$18.00	\$334,800
STAMPED ASPHALT	2000	S.FT.	\$22.00	\$44,000
THERMOPLASTIC ARROWS	4	EACH	\$250.00	\$1,000
SPECIALTY PAVING	0	S.FT.	\$25.00	\$0
18" CURB AND GUTTER	1550	L.FT.	\$30.00	\$46,500
SCDOT ADA RAMP	8	EACH	\$3,000.00	\$24,000
CANOPY TREE	23	EACH	\$1,000.00	\$23,000
SITE FURNISHINGS (BENCHES, TRASH RECEPTACLES, ETC.)	23	EACH	\$2,000.00	\$46,000
PEDESTRIAN LIGHTS	13	EACH	\$2,500.00	\$32,500
ALLOWANCES				
REGULATORY SIGNAGE	1	L.SUM	\$15,000.00	\$15,000
EROSION CONTROL	1	L.SUM	\$25,000.00	\$25,000
MISC LANDSCAPE ALLOWANCE (MULCH, SHRUBS, ETC)	1	L.SUM	\$50,000.00	\$50,000
UTILITY RELOCATION	1	L.SUM	\$25,000.00	\$25,000
STORMWATER ALLOWANCE	1	L.SUM	\$150,000.00	\$150,000
Contract Items				SUBTOTAL \$1,010,000
Mobilization	8.0%			\$80,800
Clearing and Grubbing	1.0%			\$10,100
Construction Staking	1.0%			\$10,100
Traffic Control	3.0%			\$30,300
CONSTRUCTION TOTALS				\$1,141,300
CONTINGENCIES	20.0%			\$228,260
DESIGN AND ENGINEERING	12.0%			\$137,000
TOTAL ESTIMATED COST				\$1,506,560

Implementation

ORDER OF MAGNITUDE OPINION OF COST				
PROJECT: Blacksburg SC Streetscape and Placemaking Master Plan				
LOCATION: Blacksburg, SC				
DESCRIPTION: Phase Four (See Phasing Plan)	DATE PREPARED: July 2024			
PROJECT NO.: 2024-021	PREPARED BY: STUDIO MAIN LLC			
<p>Since Studio Main LLC has no control over the cost of labor, materials, equipment or services furnished by others, or over the Contractor(s') methods of determining prices, or over competitive bidding or market conditions, Studio Main LLC's opinion of probable Total Project Costs and Construction Cost are made on the basis of our experience and qualifications and represent Studio Main LLC's best judgment as an experienced and qualified professional landscape architect, familiar with the construction industry; but Studio Main LLC cannot and does not guarantee that proposals, bids, or actual Total Project or Construction Costs will not vary from opinions of probable cost.</p>				
Item	Est. Quant.	Unit	Unit Price	Total
GRADING AND DEMOLITION ITEMS				
REMOVE CURB & GUTTER	3800	L.FT.	\$10.00	\$38,000
REMOVE CONCRETE WALKS & DRIVES	3600	S.YD.	\$20.00	\$72,000
FINE GRADING	3600	S.YD.	\$12.00	\$43,200
MILLING EXISTING ASPHALT PAVEMENT 2.0"	83000	S.FT.	\$1.00	\$83,000
GENERAL CONSTRUCTION ITEMS				
ASPHALT PAVING OVERLAY	1400	TONS	\$200.00	\$280,000
CONCRETE SIDEWALK (6")	39000	S.FT.	\$18.00	\$702,000
STAMPED ASPHALT	0	S.FT.	\$22.00	\$0
THERMOPLASTIC ARROWS	4	EACH	\$250.00	\$1,000
SPECIALTY PAVING	0	S.FT.	\$25.00	\$0
18" CURB AND GUTTER	7200	L.FT.	\$30.00	\$216,000
SCDOT ADA RAMP	0	EACH	\$3,000.00	\$0
CANOPY TREE	47	EACH	\$1,000.00	\$47,000
SITE FURNISHINGS (BENCHES, TRASH RECEPTACLES, ETC.)	16	EACH	\$2,000.00	\$32,000
RAILROAD DECORATIVE FENCING	840	L.FT.	\$450.00	\$378,000
PEDESTRIAN LIGHTS	32	EACH	\$2,500.00	\$80,000
ALLOWANCES				
REGULATORY SIGNAGE	1	L.SUM	\$25,000.00	\$25,000
EROSION CONTROL	1	L.SUM	\$25,000.00	\$25,000
MISC LANDSCAPE ALLOWANCE (MULCH, SHRUBS, ETC)	1	L.SUM	\$100,000.00	\$100,000
UTILITY RELOCATION	1	L.SUM	\$50,000.00	\$50,000
STORMWATER ALLOWANCE	1	L.SUM	\$200,000.00	\$200,000
Contract Items				SUBTOTAL \$2,372,200
Mobilization	8.0%			\$189,776
Clearing and Grubbing	1.0%			\$23,722
Construction Staking	1.0%			\$23,722
Traffic Control	3.0%			\$71,166
CONSTRUCTION TOTALS				\$2,680,586
CONTINGENCIES	20.0%			\$536,117
DESIGN AND ENGINEERING	12.0%			\$322,000
TOTAL ESTIMATED COST				\$3,538,703

Implementation

ORDER OF MAGNITUDE OPINION OF COST				
PROJECT: Blacksburg SC Streetscape and Placemaking Master Plan				
LOCATION: Blacksburg, SC				
DESCRIPTION: Phase Five (See Phasing Plan)				
PROJECT NO.: 2024-021	DATE PREPARED: July 2024			
PREPARED BY: STUDIO MAIN LLC				
<p>Since Studio Main LLC has no control over the cost of labor, materials, equipment or services furnished by others, or over the Contractor(s') methods of determining prices, or over competitive bidding or market conditions, Studio Main LLC's opinion of probable Total Project Costs and Construction Cost are made on the basis of our experience and qualifications and represent Studio Main LLC's best judgment as an experienced and qualified professional landscape architect, familiar with the construction industry; but Studio Main LLC cannot and does not guarantee that proposals, bids, or actual Total Project or Construction Costs will not vary from opinions of probable cost.</p>				
Item	Est. Quant.	Unit	Unit Price	Total
GRADING AND DEMOLITION ITEMS				
REMOVE CURB & GUTTER	1800	L.FT.	\$10.00	\$18,000
REMOVE CONCRETE WALKS & DRIVES	1800	S.YD.	\$20.00	\$36,000
FINE GRADING	1800	S.YD.	\$12.00	\$21,600
MILLING EXISTING ASPHALT PAVEMENT 2.0"	39000	S.FT.	\$1.00	\$39,000
GENERAL CONSTRUCTION ITEMS				
ASPHALT PAVING OVERLAY	600	TONS	\$200.00	\$120,000
CONCRETE SIDEWALK (6")	16000	S.FT.	\$18.00	\$288,000
STAMPED ASPHALT	0	S.FT.	\$22.00	\$0
THERMOPLASTIC ARROWS	4	EACH	\$250.00	\$1,000
SPECIALTY PAVING	0	S.FT.	\$25.00	\$0
18" CURB AND GUTTER	1800	L.FT.	\$30.00	\$54,000
SCDOT ADA RAMP	6	EACH	\$3,000.00	\$18,000
CANOPY TREE	27	EACH	\$1,000.00	\$27,000
SITE FURNISHINGS (BENCHES, TRASH RECEPTACLES, ETC.)	18	EACH	\$2,000.00	\$36,000
PEDESTRIAN LIGHTS	16	EACH	\$2,500.00	\$40,000
ALLOWANCES				
REGULATORY SIGNAGE	1	L.SUM	\$15,000.00	\$15,000
EROSION CONTROL	1	L.SUM	\$25,000.00	\$25,000
MISC LANDSCAPE ALLOWANCE (MULCH, SHRUBS, ETC)	1	L.SUM	\$50,000.00	\$50,000
UTILITY RELOCATION	1	L.SUM	\$25,000.00	\$25,000
STORMWATER ALLOWANCE	1	L.SUM	\$150,000.00	\$150,000
Contract Items				SUBTOTAL
Mobilization	8.0%			\$77,088
Clearing and Grubbing	1.0%			\$9,636
Construction Staking	1.0%			\$9,636
Traffic Control	3.0%			\$28,908
CONSTRUCTION TOTALS				\$1,088,868
CONTINGENCIES	20.0%			\$217,774
DESIGN AND ENGINEERING	12.0%			\$131,000
TOTAL ESTIMATED COST				\$1,437,642

Implementation

ORDER OF MAGNITUDE OPINION OF COST				
PROJECT: Blacksburg SC Streetscape and Placemaking Master Plan				
LOCATION: Blacksburg, SC				
DESCRIPTION: Phase Six (See Phasing Plan)				
PROJECT NO.: 2024-021	DATE PREPARED: July 2024			
PREPARED BY: STUDIO MAIN LLC				
<p>Since Studio Main LLC has no control over the cost of labor, materials, equipment or services furnished by others, or over the Contractor(s') methods of determining prices, or over competitive bidding or market conditions, Studio Main LLC's opinion of probable Total Project Costs and Construction Cost are made on the basis of our experience and qualifications and represent Studio Main LLC's best judgment as an experienced and qualified professional landscape architect, familiar with the construction industry; but Studio Main LLC cannot and does not guarantee that proposals, bids, or actual Total Project or Construction Costs will not vary from opinions of probable cost.</p>				
Item	Est. Quant.	Unit	Unit Price	Total
GRADING AND DEMOLITION ITEMS				
REMOVE CURB & GUTTER	1800	L.FT.	\$10.00	\$18,000
REMOVE CONCRETE WALKS & DRIVES	1800	S.YD.	\$20.00	\$36,000
FINE GRADING	1800	S.YD.	\$12.00	\$21,600
MILLING EXISTING ASPHALT PAVEMENT 2.0"	39000	S.FT.	\$1.00	\$39,000
GENERAL CONSTRUCTION ITEMS				
ASPHALT PAVING OVERLAY	600	TONS	\$200.00	\$120,000
CONCRETE SIDEWALK (6")	16000	S.FT.	\$18.00	\$288,000
STAMPED ASPHALT	0	S.FT.	\$22.00	\$0
THERMOPLASTIC ARROWS	4	EACH	\$250.00	\$1,000
SPECIALTY PAVING	0	S.FT.	\$25.00	\$0
18" CURB AND GUTTER	1800	L.FT.	\$30.00	\$54,000
SCDOT ADA RAMP	6	EACH	\$3,000.00	\$18,000
CANOPY TREE	36	EACH	\$1,000.00	\$36,000
SITE FURNISHINGS (BENCHES, TRASH RECEPTACLES, ETC.)	24	EACH	\$2,000.00	\$48,000
PEDESTRIAN LIGHTS	16	EACH	\$2,500.00	\$40,000
ALLOWANCES				
REGULATORY SIGNAGE	1	L.SUM	\$15,000.00	\$15,000
EROSION CONTROL	1	L.SUM	\$25,000.00	\$25,000
MISC LANDSCAPE ALLOWANCE (MULCH, SHRUBS, ETC)	1	L.SUM	\$50,000.00	\$50,000
UTILITY RELOCATION	1	L.SUM	\$25,000.00	\$25,000
STORMWATER ALLOWANCE	1	L.SUM	\$150,000.00	\$150,000
Contract Items				SUBTOTAL
Mobilization			8.0%	\$78,768
Clearing and Grubbing			1.0%	\$9,846
Construction Staking			1.0%	\$9,846
Traffic Control			3.0%	\$29,538
CONSTRUCTION TOTALS				\$1,112,598
CONTINGENCIES			20.0%	\$222,520
DESIGN AND ENGINEERING			12.0%	\$134,000
TOTAL ESTIMATED COST				\$1,469,118