ALL-Gomer Streetscape Feasibility Study
PID No. 112377 October 2020

KOHLI & KALIHER ASSOCIATES, INC.
ENGINEERS AND SURVEYORS

Submitted by:

Kohli & Kaliher Associates, Inc.

2244 Baton Rouge Avenue

Lima, Ohio 45805

(419) 227-1135

kohlikaliher.com

Table of Contents

Section 1.0 – Executive Summary

The purpose of this Feasibility Study is to develop details and cost estimates for a proposed streetscape through the unincorporated community of Gomer along Lincoln Highway and Gomer Road. The existing streets, sidewalks, and storm drainage was originally constructed in 1942 and has deteriorated over the years. A new sanitary sewer project will be constructed in 2021 to service the residents of Gomer which will cause construction disturbance through the area. There is also the possibility of a project to provide drinking water to the area in 2023. This potential streetscape project could be constructed in 2024 after the sanitary sewer and potential water projects are constructed.

This Feasibility Study has determined potential project limits and typical sections which were used to develop construction cost estimates for various phases and alternatives. This information can be utilized by government stakeholders and property owners to determine their interest in supporting a potential construction project.

Phase 1 would reconstruct the street, sidewalks, and storm sewers along Lincoln Highway and a small portion of Gomer Road near its intersection with Lincoln Highway. The Lincoln Highway portion of this phase is approximately 2410’ starting approximately 630’ west of the intersection with Gomer Road and ending approximately 1780’ east of the intersection with Gomer Road, just west of the bridge over Pike Run. The Gomer Road portion of this phase is approximately 390’, starting at a point approximately 160’ north of the Lincoln Highway intersection and ending approximately 230’ south of the intersection.

Phase 1 contains two alternatives. Alternative 1 would consist of a 34’-0” face/face of curb street width with a 5’-6” tree lawn width which would require removing all existing trees within the existing right-of-way. The total construction cost of Alternative 1 is estimated at $2,550,000 for the year 2024. Alternative 2 would consist of a narrower street on the right side (17’-0” from centerline to face of curb left side; 14’-0” from centerline to face of curb right side) to create a wider (8’-6”) tree lawn width on the right side to save some existing trees within the existing right-of-way. This would require eliminating on-street parking on the right side (south side of Lincoln Highway). The total construction cost of Alternative 2 is estimated at $2,520,000 for the year 2024.

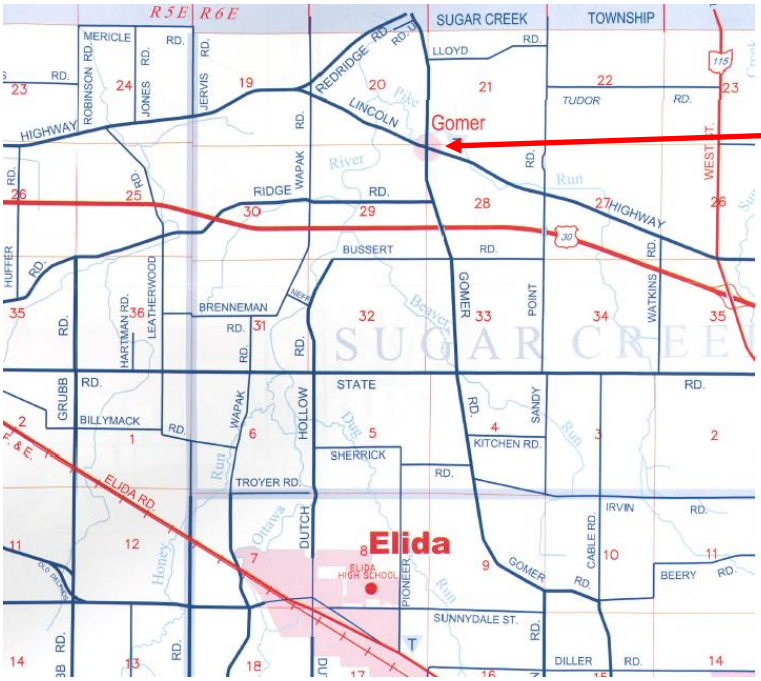
Phase 1A would reconstruct the street, sidewalks, and storm sewers along Gomer Road from a point approximately 230’ south of the intersection of Lincoln Highway to just south of the Gomer Congregational Church for an overall length of approximately 670’. This would consist of a 28’-0” face/face of curb street width with an 8’-6” tree lawn width. The total construction cost of Phase 1A is estimated at $620,000 for the year 2024. It is recommended that Phase 1A be constructed at the same time as Phase 1.

Phase 2 would add sidewalks from just south of the Gomer Congregational Church to Stemen Street (approximately 920’) along with proposed storm drainage where necessary. The roadway through this area is not currently curbed, but rather a raised section with ditch drainage. Adding sidewalks to this area would require purchasing additional right-of-way. The total construction cost of Phase 2 is estimated at $400,000 for the year 2024 not considering right-of-way. It is not recommended at this time to construct Phase 2.

The only funding expended so far on this project has been the $24,989 allocated for this feasibility study. Funding for construction would need to be obtained prior to moving forward with design plans. It is anticipated that ODOT's Transportation Alternatives Program (TAP) would be a source of funding which could be applied for in the fall of 2020.

Section 2.0 – Project Background

The unincorporated community of Gomer is located at the crossroads of Lincoln Highway and Gomer Road north of Elida.



Unincorporated Community of Gomer Allen County, Ohio

The area was founded in 1833 by three Welshmen and has remained a hub of Welsh community and pride. In years past, the community experienced times of greater activity, most-notably when the Gomer Elementary School was still used by the Elida School System. The area has remained a very quiet and peaceful place to live. However, the condition of the roads and sidewalks has been allowed to deteriorate since their initial construction and the area needs some infrastructure investment to help it remain an attractive area.

A new sanitary sewer project will be constructed in 2021 to service the residents of Gomer which will cause construction disturbance through the area. There is also the possibility of a project to provide drinking water to the area in 2023. These projects will cause disturbance to the streets, sidewalks and yards and instead of having a patchwork of old and new infrastructure, a potential streetscape project would provide a complete finished project that would last for the next 50-75 years.

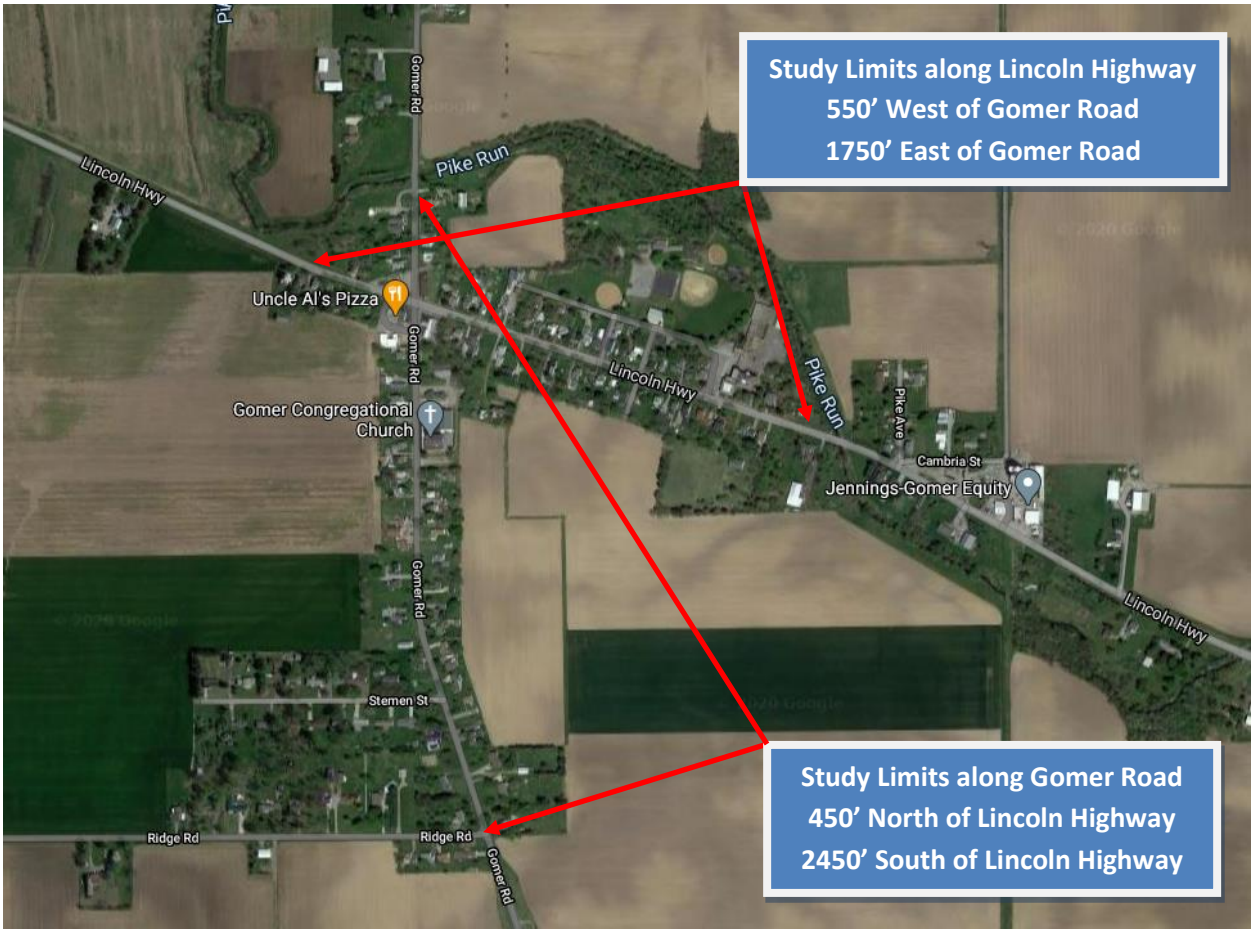
Photographs taken in September 2020 have been included in Appendix A.

Section 3.0 – Study Limits

There are several features that provide logical limits to the proposed study area. Along Lincoln Highway, there are several residences west of Gomer Road with an existing sidewalk located on the south side resulting in a study length of approximately 550' west of the intersection with Gomer Road. Along Lincoln Highway east of Gomer Road is where a majority of the residences are located and an area that would greatly benefit from this project. Existing homes and sidewalks extend approximately 1750' east of Gomer Road to a location just past the old Gomer Elementary School. A new bridge over Pike Run was recently constructed just east of the old school and did not include a sidewalk on the bridge or approaches. Therefore, any improvements would stop short of this bridge.

Along Gomer Road north of Lincoln Highway are a few homes before the narrow steel truss bridge over Pike Run. This bridge is very narrow and limits any work through or past it. Therefore, the study limits on Gomer Road north of Lincoln Highway are 450'. South of Lincoln Highway, existing homes extend approximately 2450' south to Ridge Road. Existing sidewalks are only located on the east side just past the Gomer Congregational Church.

These study limits were used to develop a roadway and sidewalk replacement plan that makes sense with regards to logical termini regarding where and how to end the proposed improvements. Please refer to the preliminary plans for the detailed limits of preliminary design.



Section 4.0 – Refined Work Limits

The study limits were used as general "maximum" areas where potential improvements could be constructed. To develop practical work limits that balance the overall intent of the project with the effect on individual properties, a number of factors were considered. These include the limits of existing curbs and sidewalks, the need to purchase additional right-of-way, the need to remove mature trees, and estimates of the proposed construction costs. It makes sense to mostly confine the improvements to the areas that originally contained curb and gutter streets and sidewalks, both along Lincoln Highway and Gomer Road.

Starting at the west end of Lincoln Highway, construction would begin approximately 630' west of the Lincoln Highway / Gomer Road intersection. Proposed curb and gutter and street reconstruction would extend past the residences, but the existing sidewalks located in front of the residences on the south side would be retained so that the line of mature trees would not need to be removed. New driveways would be constructed in front of each residence and the businesses located in the northwest and southwest quadrants of the intersection. Curb ramps would be constructed at each quadrant of the Lincoln Highway / Gomer Road intersection. One negative effect of this would be the loss of several parking spots in front of the business located in the eastern unit of the building in the southwest quadrant. The 630' length is longer than the study limit length of 550', but would provide a finished look past all houses on the west side of Gomer Road.

Continuing east on Lincoln Highway, new pavement, curb and gutter, and sidewalks would be constructed to approximately 1780' east of the Lincoln Highway / Gomer Road intersection (approximately 260' west of Pike Run). A new bridge was recently constructed at that location with roadway guardrail and no provisions for pedestrian access. Therefore, this bridge effectively limits the continuation of pedestrian improvements to the east.

Another concern at the intersection of Lincoln Highway and Gomer Road involves the old wooden building in the northeast quadrant. To properly construct new sidewalks and curb ramps, an additional corner of proposed right-of-way would be required which would necessitate removing the building. The condition of the structure is not worth saving and perhaps it could be removed as part of this project.

At Gomer Road north of Lincoln Highway, construction would begin at the northern edge of the commercial property in the northwest quadrant approximately 160' north of the Lincoln Highway / Gomer Road intersection. There are several residences further to the north, but we are not recommending any improvements in this area. This would avoid removing several large trees and avoid constructing curbs, gutters and sidewalks where none currently exist.

Continuing south on Gomer Road, new pavement, curb and gutter, and sidewalks would be constructed to approximately 230' south of the intersection with Lincoln Highway as part of Phase 1. Phase 1 has been determined to be the minimum project that would be initially constructed. From this location, Phase 1A continues further south another 670' and ends two houses south of the Gomer Congregational Church. It is recommended to construct Phase 1A at the same time as Phase 1 in order to minimize disruption to the community during construction and to allow a completed look to the community as

soon as possible. Costs were broken out in case funding limitations would not allow Phase 1A to be built with Phase 1.

A possible Phase 2 was developed from the location where Phase 1A ends extending south approximately 920' to Stemen Street. At the end of Phase 1A, the roadway section changes from a flat curb and gutter type street section to a more rural, slightly elevated roadway pavement section with roadside ditches. To construct sidewalks in this area would require obtaining proposed permanent right-of-way on each side of Gomer Road to provide grading from the road down to the sidewalk with enough width to also construct proper drainage with the required catch basins and slope grading. Residences in this area are located further apart which also makes sidewalks a lesser priority.

The section of Gomer Road south of Stemen Street to Ridge Road has similar characteristics, but the larger lot size would make sidewalks less acceptable to the residents. A main focus of this project was to replace sidewalks where they currently exist, to add them where it makes sense, but not to force them in areas that don't seem particularly well-suited for them. For these reasons, Phase 2 is not recommended to be completed at this time, but if the residents want them in the future and funding is available, a cost estimate has been included with this study for construction only. Right-of-way costs were not calculated.

For plan view mapping of the refined work limits, please see the Preliminary Plans in Appendix D.

Section 5.0 – Proposed Typical Sections

A major item in this study was to develop typical sections that would fit inside existing right-of-way and satisfy all ODOT criteria since the project will most-likely apply for funding with the Transportation Alternatives Program (TAP) which is administered by ODOT.

It was mentioned by representatives of the Allen County Engineer's Office that it would be prudent to reconstruct the entire roadway with full depth asphalt rather than only rebuild the areas at the curb lines. The pavement section is original construction with portions having an old concrete base. A project of this magnitude warrants complete replacement of the pavement and all drainage features to provide a facility which would last well into the future with minimal maintenance.

The existing right-of-way along both Lincoln Highway and Gomer Road is 60' (30' each side of the centerline) which would allow for two alternatives to be studied without needing proposed right-of-way to be required (except at the intersection of Lincoln Highway and Gomer Road). Lincoln Highway is classified as a Major Collector while Gomer Road is classified as a Minor Collector. The posted speed limit on both Lincoln Highway and Gomer Road is 35 mph. Truck average annual daily traffic is less than 50 for each road segment.

Traffic maps for 2019 from the Lima-Allen County Regional Planning Commission are included in Appendix B. The following are the Average Daily Traffic (ADT) numbers for the representative roadway segments:

Gomer Road South of Lincoln Highway: 1456 ADT
Gomer Road North of Lincoln Highway: 550 ADT
Lincoln Highway West of Gomer Road: 847 ADT
Lincoln Highway East of Gomer Road: 641 ADT

Since the project would construct new curb and gutter, urban roadway criteria was used as detailed in Sections 5.1 and 5.2. For comparison to a rural section using ODOT Location & Design (L&D) Manual Volume 1 Figure 301-2, the minimum lane width would be 11'. Using a 2' gutter would result in 13' from the roadway centerline to the face of curb. Allen County Engineer standards specify a 14' minimum width from the roadway centerline to the face of curb. Furthermore, ODOT L&D Section 308.3.1 states that "Motor vehicles will begin encroaching at least part way into the next lane for lane widths of 13' or less to pass a bicyclist. Lane widths of 14' or greater will allow motorists to pass bicyclists without encroaching into the adjacent lane." Lincoln Highway will soon become U.S. Bicycle Route 44. Although there will never be a steady flow of bicycles, there could be increased bicycle traffic in the future. The proposed typical sections developed for this study would adequately accommodate bicycle usage.

The existing pavement width along Lincoln Highway is approximately 35' between the faces of curbs while along Gomer Road it is approximately 21'-24'. Comparing these widths to the adjoining rural sections just outside of the community, the following approximate pavement widths were measured:

Lincoln Highway west of Gomer = 25'-26'	Gomer Road north of Gomer = 19.5'
Lincoln Highway within Gomer = 35'	Gomer Road within Gomer = 21'-24'
Lincoln Highway east of Gomer = 25'	Gomer Road south of Gomer = 21.5'

Parking is currently permitted on both sides of Lincoln Highway and Gomer Road. Many residences have long driveways that can park multiple vehicles in addition to having access to an alley behind the houses on the north side of Lincoln Highway. The construction of curbs would effectively eliminate vehicles from parking along Gomer Road or in front yard pull-offs. Although it may make some residents unhappy, it would have beneficial long-term effects in approving the appearance of the area.

One negative effect this project would have on the community would be the number of large trees that may need to be removed. This was the reason that two typical section alternatives have been created for Lincoln Highway as detailed in the following sections.

5.1 Phase 1 - Alternative 1 (Lincoln Highway)

This alternative utilizes one uniform typical section through the entire section of Lincoln Highway. The roadway would be completely reconstructed with full-depth asphalt pavement, Type 2 curb and gutters, and 5' wide sidewalks on each side of the street. This alternative would require removing all existing trees within the right-of-way and planting new ornamental trees in the tree lawn area. Decorative pedestrian scale lighting would also be installed in the tree lawn area.

As per L&D Volume 1, Figure 301-4, the minimum width of a collector street would be a 10' lane plus a 7' parking lane for a total of 17' from the roadway centerline to face of curb. This compares to the existing width of 17.5'. Proposed sidewalks 5' wide located 2' inside the existing right-of-way would allow for a 5.5' wide tree lawn which is the recommended value from L&D Volume 1, Figure 306-2E. Parking would be allowed on both sides of the street. However, this width does not provide sufficient width to plant large canopy trees to replace those lost in the construction. It is recommended that this area only contain smaller ornamental trees or simply be grass. Residents could be encouraged to plant larger trees on the front yards of their own properties.

5.2 Phase 1 - Alternative 2 (Lincoln Highway)

This alternative utilizes one unbalanced typical section through Lincoln Highway. The roadway would be completely reconstructed with full-depth asphalt pavement, Type 2 curb and gutters, and 5' wide sidewalks on each side of the street. This alternative would attempt to save most of the existing trees within the right-of-way on the right (south) side by eliminating parking and providing a wider tree lawn. Several very large existing trees would still need to be removed to properly construct the new curb and gutter and sidewalks. Larger trees could be planted along the south side to replace those removed for construction. Decorative pedestrian scale lighting would also be installed in the tree lawn area.

The minimum width of 14' from the roadway centerline to the face of curb as per Allen County Engineer Standard Drawing PR-1 would be provided on the right side of the street. Proposed sidewalks 5' wide located 2' inside the existing right-of-way would allow for an 8.5' wide tree lawn which could provide sufficient width to save some larger existing trees.

The pavement width on the left side of the street would be 17' from the roadway centerline to the face of curb – the same as Alternative 1. The total pavement width for Alternative 2 is 17' left and 14' right for a total of 31' face/face of curb which is 3' narrower than Alternative 1. Parking would only be allowed on the left (north) side of the street.

5.3 Phase 1A (Gomer Road)

One typical section would be used for the entire section through Gomer Road. The roadway would be completely reconstructed with full-depth asphalt pavement, Type 2 curb and gutters, and 5' wide sidewalks on each side of the street. This alternative would require removing all existing trees within the right-of-way and planting new ornamental trees in the tree lawn area. Decorative pedestrian scale lighting would also be installed in the tree lawn area.

The minimum width of 14' from the roadway centerline to the face of curb as per Allen County Engineer Standard Drawing PR-1 would be provided as this is greater than the existing pavement width through the area. Proposed sidewalks 5' wide located 2' inside the existing right-of-way would allow for an 8.5' wide tree lawn which could provide sufficient width to plant new ornamental trees and to install new decorative pedestrian scale lighting. Parking would not be allowed along Gomer Road except in front of the Gomer Congregational Church.

5.3 Possible Phase 2 (Gomer Road)

The existing roadway section through Phase 2 is different than Phases 1 and 1A in that it resembles a rural roadway section with raised pavement utilizing roadside drainage ditches. As per Allen County Engineer Standard Drawing PF-1, a 4' wide turf shoulder would be constructed along the existing edge of pavement prior to constructing 4:1 maximum slopes down to the proposed 5' wide sidewalks. Storm drainage in the form of catch basins, manholes, and conduits would need to be designed through these areas which would also require proposed permanent right-of-way to be needed on each side of Gomer Road. Roadway sections such as this are hard to add sidewalks without dealing with the other major issues of drainage and right-of-way. Decorative pedestrian scale lighting would not be installed through this area. A construction cost estimate has been included for Phase 2, but it is not recommended to be constructed at this time. Proposed right-of-way costs have not been included with the estimate.

For the proposed typical sections of each Phase and Alternative, see Appendix D.

5.4 Proposed Pavement Buildup

Based on the length of the proposed pavement, we recommend completing pavement design calculations at the appropriate time based on representative soil borings. For the purposes of this feasibility study, we have used the following proposed pavement buildup:

Item 441 – 1.5" Asphalt Concrete Surface Course, Type 1, (448), PG64-22
Item 407 – Non-Tracking Tack Coat
Item 441 – 1.5" Asphalt Concrete Intermediate Course, Type 2, (448)
Item 407 – Non-Tracking Tack Coat
Item 301 – 6" Asphalt Concrete Base, PG64-22
Item 304 – 6" Aggregate Base
Item 204 – Subgrade Compaction

Section 6.0 – Right-of-Way Assessment

6.1 Phase 1 (Lincoln Highway)

All of the proposed improvements can be constructed within the existing rights-of-way along Lincoln Highway and Gomer Road for Phase 1 except at the intersection of those two roads. In order to properly construct new curb ramps that satisfy the latest criteria, it would be necessary to purchase new proposed right-of-way from each corner of the intersection. Approximately 15' from the corner of the existing right-of-way would be required in each quadrant, creating four triangular-shaped parcels of proposed right-of-way. This may not be possible at the northeast quadrant, however, since an old existing building is located right on the right-of-way line. It may be prudent to discuss the removal of this building with the property owner prior to beginning the design of this project. The building's condition seems to indicate that it would be too expensive to rehabilitate and remodel and its demolition would only be a matter of time. For cost estimating purposes, we have added a quantity for removing this building if it could be included with the project.

6.2 Phase 1A (Gomer Road)

All of the proposed improvements can be constructed within the existing right-of-way along Gomer Road for Phase 1A.

6.3 Possible Phase 2 (Gomer Road)

The construction of Phase 2 would require additional right-of-way to be acquired along both sides of Gomer Road since the existing roadway section consists of a slightly elevated roadway with roadside ditches on each side. Proposed curbs are not planned for this area since they would be of little value unless the proposed roadway was to be lowered substantially. Correctly designing the proposed grading and installing catch basins and manholes in front yards would require careful attention during design. Proposed right-of-way, both temporary and permanent would be required. Furthermore, the porch of a house along the west side of Gomer Road north of Stemen Street encroaches upon the existing right-of-way. Constructing any proposed sidewalk in front of that residence may not be possible. The amount of proposed right-of-way and the resulting cost is beyond the scope of this Feasibility Study.

Section 7.0 – Aesthetics

A major part of this project is the aesthetic look of the area upon completion. The existing appeal of Lincoln Highway through Gomer is the shade trees which line the street (with most of them on the south side due to the presence of AEP overhead electric lines on the north side).

Alternative 1 would require removing all trees within the existing right-of-way. The proposed tree lawn width on each side of Lincoln Highway would be 5.5’ which is not wide enough to plant large trees. Therefore, it is proposed to plant smaller decorative trees along both the south and north sides of Lincoln Highway. Trees on the north side would need to be approved by AEP due to their overhead power lines. Homeowners would be encouraged to plant larger canopy trees in their front yards on their own property to help restore the look of the area. It is recognized that larger trees would take a long time to grow, but large-scale projects require starting over in certain areas.

Decorative pedestrian scale lighting would be installed along both sides of Lincoln Highway replacing the overhead cobra-style lights currently in use. Light pole spacing would be approximately 130’-150’ on each side staggered along the road and adjusted as necessary around driveways and drainage structures.

Alternative 2 would not require removing all trees within the existing right-of-way. The additional tree lawn width on the south side of 3’ (for a total width of 8.5’) would be wide enough to save many of the larger existing trees. Please note that not all of them can be saved. Several trees with overly-large bases and root systems need to be removed to properly construct the new curbs, sidewalks, and drainage. It is also possible that during construction of the new storm sewers, additional trees may have to be removed. It is recommended that each existing tree that would remain should be trimmed by a certified arborist as part of the project. Where trees need to be removed and where gaps currently exist, new larger trees could be planted to help restore the look of the community. The north side

would be treated the same as Alternative 1 in which smaller decorative trees could be planted with the approval of AEP.

Similar to Alternative 1, decorative pedestrian scale lighting would be installed along both sides of Lincoln Highway replacing the overhead cobra-style lights currently in use. Light pole spacing would be approximately 130'-150' on each side staggered along the road and adjusted as necessary around driveways and drainage structures.

If desired by the community, two to four park benches could be located within the wide sidewalks at the intersection of Lincoln Highway and Gomer Road to create a focal point. Trash receptacles could also be added as long as someone in the community would be responsible to empty them.

Section 8.0 – Floodplain Issues

Pike Run is located just north of Gomer, crossing Gomer Road at the northern study limits and crossing Lincoln Highway at the eastern study limits. At the western end of Lincoln Highway, the floodplain approaches the roadway very near to town. In viewing the FEMA map of the area, Pike Run through this area is in Flood Hazard Zone AE and contains a regulatory floodway with defined 100-year high water elevations. Please refer to Appendix C for the FEMA flood map (Firmette).

The refined work limits as previously discussed would not include any construction of the roadway or sidewalks within the floodplain. However, it would be necessary to outlet the proposed storm sewers into ditches at the western end and into Pike Run at the eastern end of the project along Lincoln Highway. Therefore, the project would have to be coordinated with the Allen County Floodplain Administrator. It is not anticipated that any coordination would be needed with the U.S. Army Corps of Engineers since the storm sewer outlets would probably not be below the ordinary high water mark of Pike Run.

Section 9.0 – Utility Assessment

The following utilities are located along Lincoln Highway and Gomer Road through the work area: American Electric Power; Centurylink; and Dominion Energy. In addition, by the time the streetscape project would be constructed, sanitary sewers from the Allen County Sanitary Engineer's Office would have been constructed and possible water lines from the Allen Water District.

A line of AEP's power poles are located along the west side of Gomer Road and along the north side of Lincoln Highway. It is anticipated that most of the power poles carrying the overhead electric lines along with the attached telecommunications lines would not need to be relocated to place them within the proposed tree lawn areas. Along Lincoln Highway, the poles are approximately 19' from the centerline while the center of the proposed tree lawn area is 20' from the centerline. Along Gomer Road, the poles are approximately 19' from the centerline while the center of the proposed tree lawn area is 18.5' from the centerline. Undoubtedly some poles would require relocations, possibly at the intersection of

Lincoln Highway and Gomer Road depending on how the roadway geometry and curb ramp layouts can be designed.

Another issue regarding the planting of any proposed trees involves their location underneath AEP's electric lines. In viewing Google street-view maps dated 2009, there were many large trees located on the north side of Lincoln Highway which have been removed in the years since, most probably due to AEP's program of trimming and removing trees that encroach upon their lines. This feasibility study is proposing to plant smaller decorative trees within the proposed tree lawns, but that concept along with specific tree species would have to be coordinated with and meet the approval of AEP.

The project should not require relocation of any underground utilities since proposed pipes and catch basins would be replaced in approximately the same locations as existing and at approximately the same depths.

Section 10.0 – Maintenance of Traffic Concerns

This project would be constructed with full closures of Lincoln Highway and Gomer Road to through traffic. Access would be maintained to each residence and business within the project limits. Local detours are available within one mile from both Lincoln Highway and Gomer Roads so inconveniences to the travelling public would be minor. All construction could be completed in one season (beginning in late spring and finishing in the fall).

Section 11.0 – Construction Cost Estimates

As part of this Feasibility Study, we have calculated quantities and determined the estimated construction costs associated with each phase and alternative. All estimates were developed using *Estimator*. A design risk contingency value of 15% was used since this is preliminary plan development. This project would possibly be constructed in 2024, resulting in an 11.5% inflation rate as suggested by ODOT Office of Estimating's *Business Plan Inflation Calculator* when using an Estimation Start Date of 10-7-20 and a Construction Mid-Point Date of 8-1-24.

The following table summarizes the estimated construction cost for each phase and alternative. For detailed cost estimate information, see Appendix E.

Phase / Alternative	Construction Cost (2024)
Phase 1 – Alternative 1 (Lincoln Highway)	$2,550,000
Phase 1 – Alternative 2 (Lincoln Highway)	$2,520,000
Phase 1A (Gomer Road)	$620,000
Possible Phase 2 (Gomer Road)	$400,000

Section 12.0 – Recommendations

Based on the condition of the existing streets, sidewalks, catch basins and overall appearance of driving through the community, we feel that this project would be very beneficial in helping to keep Gomer a vibrant community that can remain a desirable place to live for many years. We recommend constructing Phase 1 (Lincoln Highway) and Phase 1A (Gomer Road) at the same time, provided sufficient funding can be secured through grant money and local matching money. We do not recommend constructing Phase 2 at this time.

Another aspect of this study is engaging the project stakeholders and local residents with a public involvement meeting. During this process, the residents who would be affected by construction, as well as those who live in other parts of the Gomer area would be asked if they support the project and which alternative they would prefer to have advanced into the design phases.

The decision to implement Phase 1–Alternative 1 or Phase 1–Alternative 2 would be decided after the public involvement has been completed. The Allen County Engineers Office, Sugar Creek Township, Lima-Allen County Regional Planning Commission and ODOT District One would all need to be in agreement with how any future money is to be spent. Funding for construction would need to be obtained prior to moving forward with design plans. It is anticipated that ODOT's Transportation Alternatives Program (TAP) would be a source of funding which could be applied for in the fall of 2020.

Appendix A – Photographs

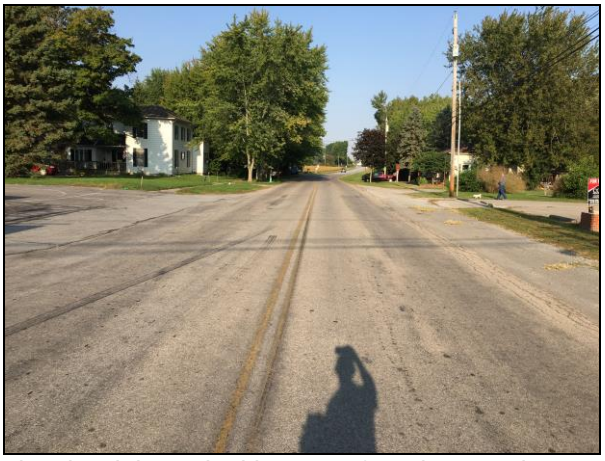
ALL-Gomer Feasibility Study
Project Pictures 1/3

Welcome Sign in Welsh and English

Museum Sign located on Gomer Road


Typical Existing Street Catch Basin

Historical Marker in front of Town Hall


Lincoln Highway looking west from intersection


Lincoln Highway looking east towards intersection

ALL-Gomer Feasibility Study
Project Pictures 2/3

Lincoln Highway looking west towards intersection

Lincoln Highway looking east from intersection

Lincoln Highway looking west from Town Hall

Lincoln Highway looking east from Town Hall

Lincoln Highway looking west at eastern limit

Lincoln Highway looking east at eastern limit

ALL-Gomer Feasibility Study
Project Pictures 3/3


Gomer Road looking south towards Stemen Street


Gomer Road looking north from Stemen Street


Gomer Road looking south from church


Gomer Road looking north from church


Gomer Road looking south towards intersection


Gomer Road looking north from intersection

Appendix B – Lima-Allen County Regional Planning Commission Traffic Maps

MAP 5-1
ALLEN COUNTY ROADS BY FUNCTIONAL CLASSIFICATION

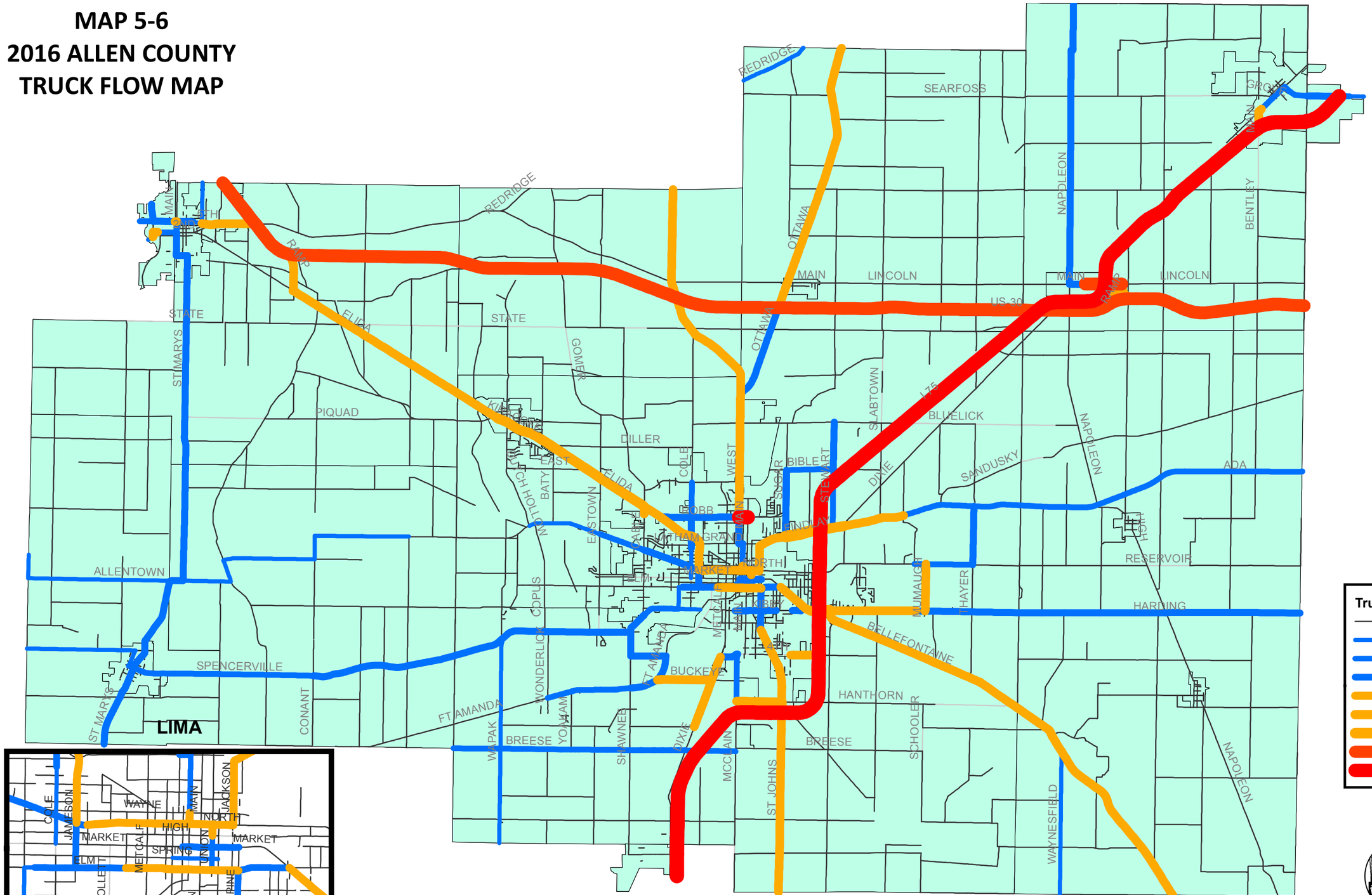
Functional Classification

- Interstate
- Principal Arterial
- Minor Arterial
- Urbanized Area
- Major Collector
- Minor Collector
- Local

0 0.5 1 2 3 4 5 Miles

August 2018

MAP 5-6
2016 ALLEN COUNTY
TRUCK FLOW MAP

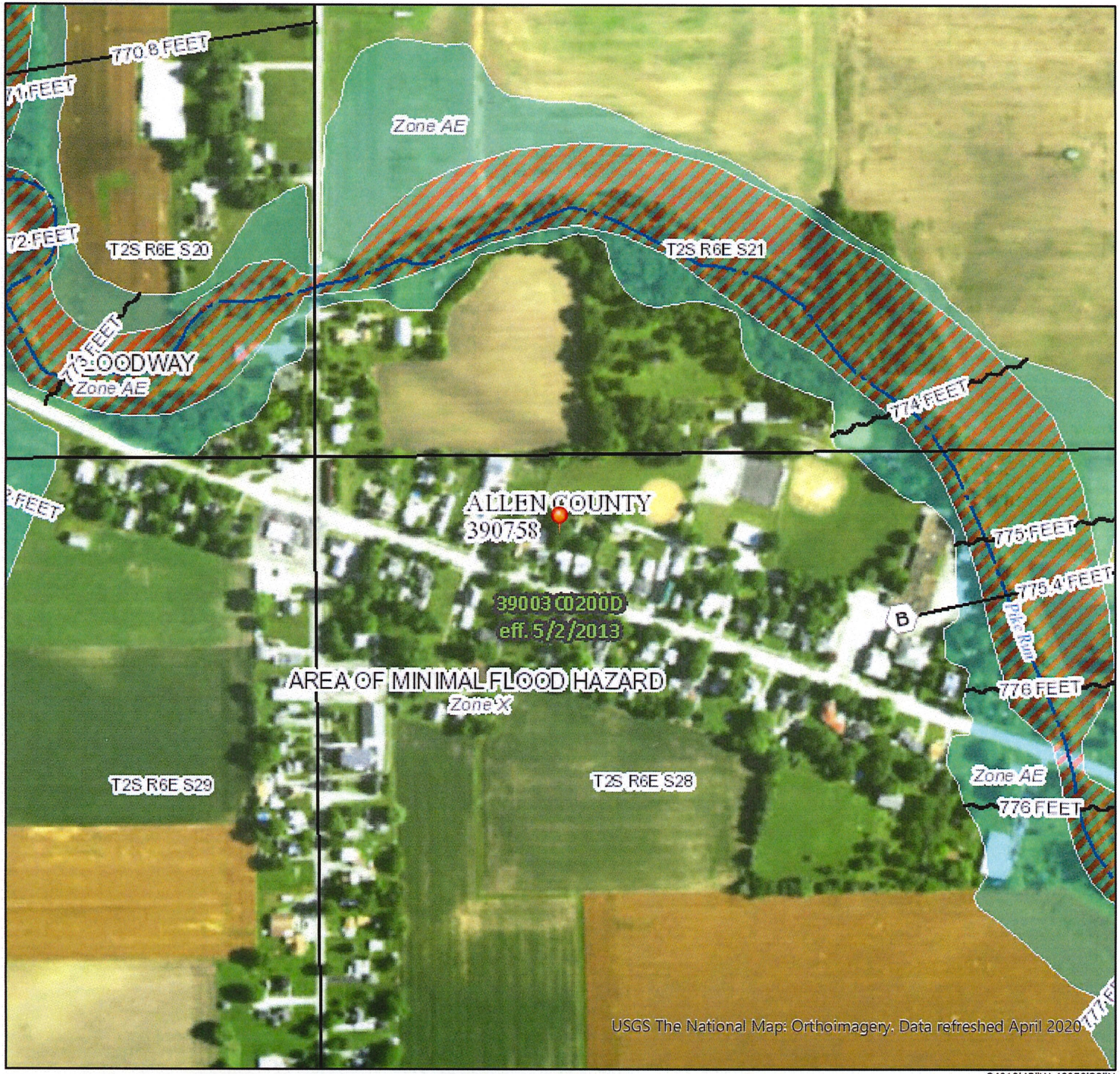


Appendix C – FEMA Flood Map (Firmette)

National Flood Hazard Layer FIRMette

FEMA

84°11'20"W 40°50'55"N



0 250 500 1,000 1,500 2,000 Feet

1:6,000

84°10'43"W 40°50'28"N

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Area of 1% annual chance flood with average depth less than one foot or with drainag areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 / 17.5 Cross Sections with 1% Annual Chance Water Surface Elevation
- Coastal Transect
- 513 Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represe an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 9/17/2020 at 1:32 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

Appendix D – Preliminary Plans

CONSTRUCTION DRAWINGS

ALLEN, OHIO
GOMER STREETSCAPE FEASIBILITY STUDY
ALLEN COUNTY
ENGINEER'S OFFICE

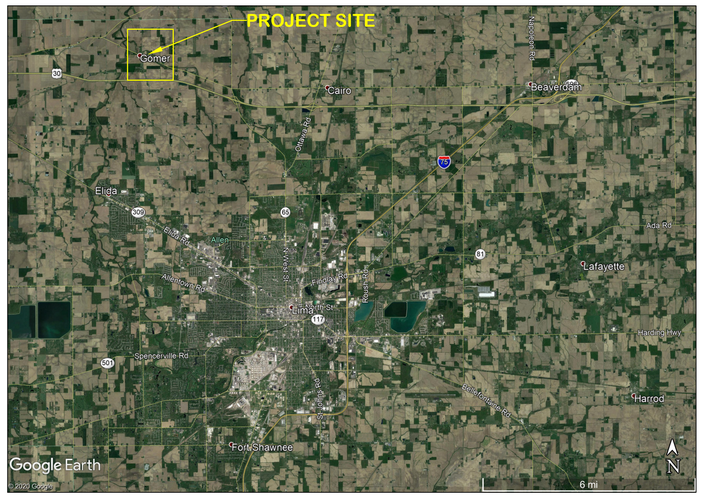
OCTOBER, 2020

CONVENTIONAL SYMBOLS

Existing (Ex) Proposed/New (Pr)

- County Line
- Township Line
- Section Line
- Corporation Line or
- Fence Line (Ex) (Pr)
- Center Line
- Right of Way (Ex) Ex R/W
- Right of Way (Pr) R/W
- Standard Highway Ease.(Ex) Ex SH
- Temporary Right of Way TMP
- Channel Ease. (Pr) CH
- Utility Ease. (Ex) Ex U
- Railroad or
- Guardrail (Ex) (Pr)
- Construction Limits
- Edge of Pavement (Ex)
- Edge of Pavement (Pr)
- Edge of Shoulder (Ex)
- Edge of Shoulder (Pr)
- Gas Line (Ex) G (Pr) G
- Water Line (Ex) W (Pr) W
- Storm Line (Ex) (Pr)
- Sanitary Line (Ex) SAN (Pr) SAN
- Telcom Line (Ex) T (Pr) T
- Fiber Optic (Ex) FO (Pr) FO
- Cable (Ex) CTV
- Ditch / Creek (Ex)
- Ditch / Creek (Pr)
- Tree Line (Ex)
- Ownership Hook Symbol , Example
- Property Line Symbol , Example
- Break Line Symbol , Example

- Tree (Pr) , Tree (Ex) , Shrub (Ex)
- Tree (Remove) , Shrub (Remove)
- Evergreen (Ex) , Stump
- Evergreen (Remove) , Stump (Remove)
- Wetland (Pr) , Grass (Pr) , Aerial Target
- Post (Ex) , Mailbox (Ex) MB , Mailbox (Pr) MB
- Light (Ex) , Telephone Marker (Ex) TEL
- Fire Hydrant (Ex) , Water Meter (Ex) W
- Water Valve (Ex) , Utility Valve Unknown (Ex.)
- Telephone Pole (Ex) , Power Pole (Ex)
- Light Pole (Ex)



LOCATION MAP

INDEX OF SHEETS:

UNDERGROUND UTILITIES

CONTACT BOTH SERVICES
CALL TWO WORKING DAYS
BEFORE YOU DIG

CALL
1–800–362–2764
(TOLL FREE)
OHIO UTILITIES PROTECTION SERVICE
NON–MEMBERS
MUST BE CALLED DIRECTLY

OIL & GAS PRODUCERS UNDERGROUND
PROTECTION SERVICE CALL: 1–800–925–0988

PRELIMINARY DRAWINGS
NOT FOR CONSTRUCTION

KOHLI & KALIHER ASSOCIATES, INC.
ENGINEERS AND SURVEYORS
2244 Baton Rouge Ave., Lima, Ohio 45805 419-227-1135

GOMER
STREETSCAPE
FEASIBILITY STUDY

GOMER
OHIO

ALLEN COUNTY
ENGINEER'S OFFICE

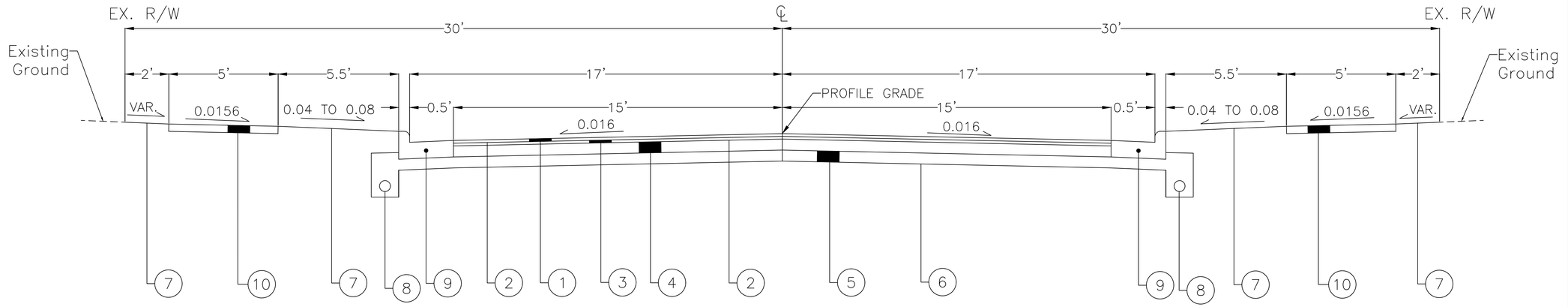
TITLE
SHEET

Date	10/13/20
Job Number	K&K# XXXXX
Designed	DROLL
Checked	STRAHLEY
Drawn	LANGE

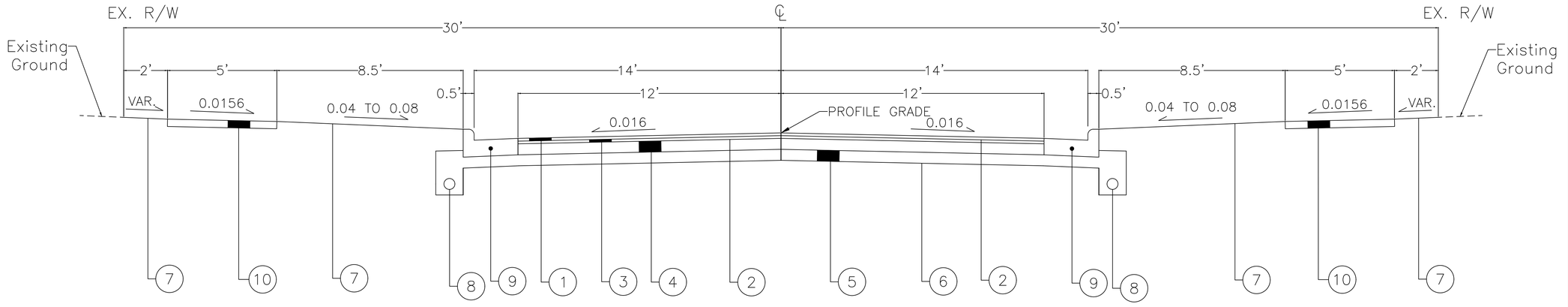
Revision No.	Date

C001

PHASE 1 – ALTERNATIVE 1



LINCOLN HIGHWAY 34' PAVEMENT WIDTH



GOMER ROAD 28' PAVEMENT WIDTH

① Item 441 – 1½" Asphalt Concrete Surface Course, Type 1, (448), PG64–22

② Item 407 – Non–Tracking Tack Coat

③ Item 441 – 1½" 441 Asphalt Concrete Intermediate Course, Type 2, (448)

④ Item 301 – 6" Asphalt Concrete Base, PG64–22

⑤ Item 304 – 6" Aggregate Base

⑥ Item 204 – Subgrade Compaction

⑦ Item 659 – Seeding and Mulching (See General Notes)

⑧ Item 605 – 6" Base Pipe Underdrains

⑨ Item 609 – Combination Curb and Gutter, Type 2

⑩ Item 608 – 4" Concrete Walk

PRELIMINARY DRAWINGS
NOT FOR CONSTRUCTION

KOHLI & KALIHER ASSOCIATES, INC.
ENGINEERS AND SURVEYORS
2244 Baton Rouge Ave., Lima, Ohio 45805 419-227-1135

GOMER
STREETSCAPE
FEASIBILITY STUDY

GOMER
OHIO

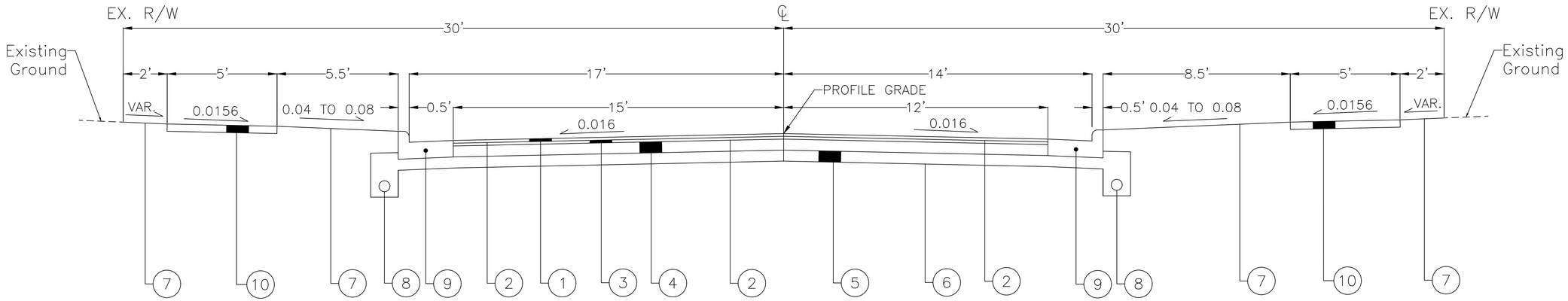
ALLEN COUNTY
ENGINEER'S OFFICE

TYPICAL SECTION
PHASE 1

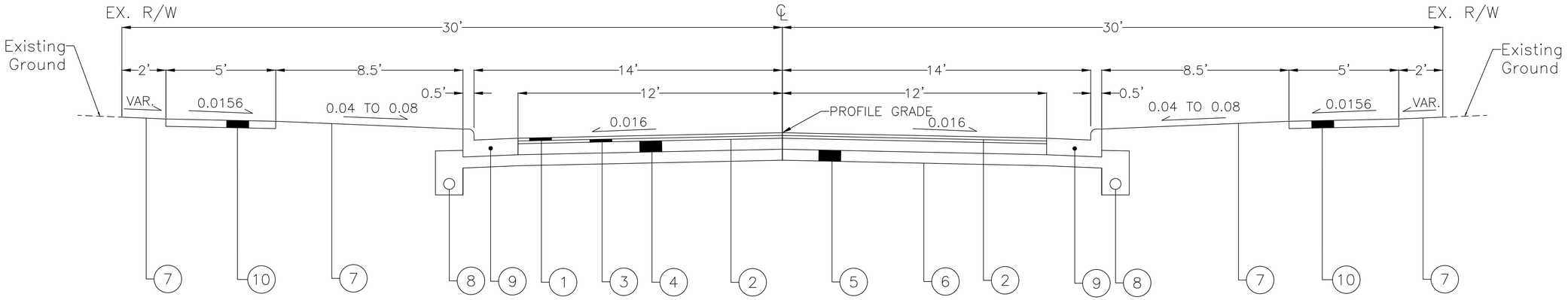
Date	10/13/20
Job Number	K&K# XXXXX
Designed	DROLL
Checked	STRAHLEY
Drawn	LANGE
Revision No.	Date

C100

PHASE 1 – ALTERNATIVE 2



LINCOLN HIGHWAY 31' PAVEMENT WIDTH



GOMER ROAD 28' PAVEMENT WIDTH

① Item 441 – 1½" Asphalt Concrete Surface Course, Type 1, (448), PG64–22

② Item 407 – Non–Tracking Tack Coat

③ Item 441 – 1½" 441 Asphalt Concrete Intermediate Course, Type 2, (448)

④ Item 301 – 6" Asphalt Concrete Base, PG64–22

⑤ Item 304 – 6" Aggregate Base

⑥ Item 204 – Subgrade Compaction

⑦ Item 659 – Seeding and Mulching (See General Notes)

⑧ Item 605 – 6" Base Pipe Underdrains

⑨ Item 609 – Combination Curb and Gutter, Type 2

⑩ Item 608 – 4" Concrete Walk

PRELIMINARY DRAWINGS
NOT FOR CONSTRUCTION

KOHLI & KALIHER ASSOCIATES, INC.
ENGINEERS AND SURVEYORS
2244 Baton Rouge Ave., Lima, Ohio 45805 419-227-1135

GOMER
STREETSCAPE
FEASIBILITY STUDY

GOMER
OHIO

ALLEN COUNTY
ENGINEER'S OFFICE

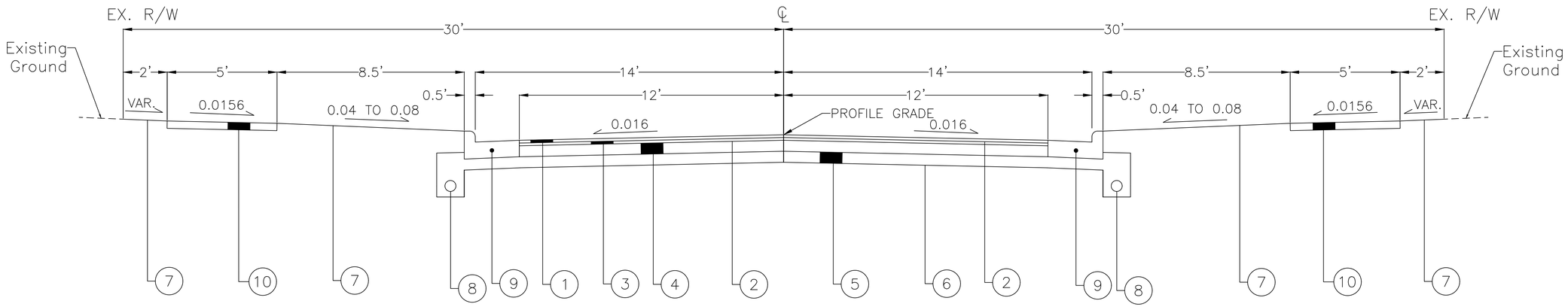
TYPICAL SECTION
PHASE 1

Date	10/13/20
Job Number	K&K# XXXXX
Designed	DROLL
Checked	STRAHLEY
Drawn	LANGE

Revision No.	Date

C101

PHASE 1A



GOMER ROAD 28' PAVEMENT WIDTH

① Item 441 – 1½" Asphalt Concrete Surface Course, Type 1, (448), PG64–22

② Item 407 – Non–Tracking Tack Coat

③ Item 441 – 1½" 441 Asphalt Concrete Intermediate Course, Type 2, (448)

④ Item 301 – 6" Asphalt Concrete Base, PG64–22

⑤ Item 304 – 6" Aggregate Base

⑥ Item 204 – Subgrade Compaction

⑦ Item 659 – Seeding and Mulching (See General Notes)

⑧ Item 605 – 6" Base Pipe Underdrains

⑨ Item 609 – Combination Curb and Gutter, Type 2

⑩ Item 608 – 4" Concrete Walk

PRELIMINARY DRAWINGS
NOT FOR CONSTRUCTION

KOHLI & KALIHER ASSOCIATES, INC.
ENGINEERS AND SURVEYORS
2244 Baton Rouge Ave., Lima, Ohio 45805 419-227-1135

GOMER
STREETSCAPE
FEASIBILITY STUDY

GOMER
OHIO

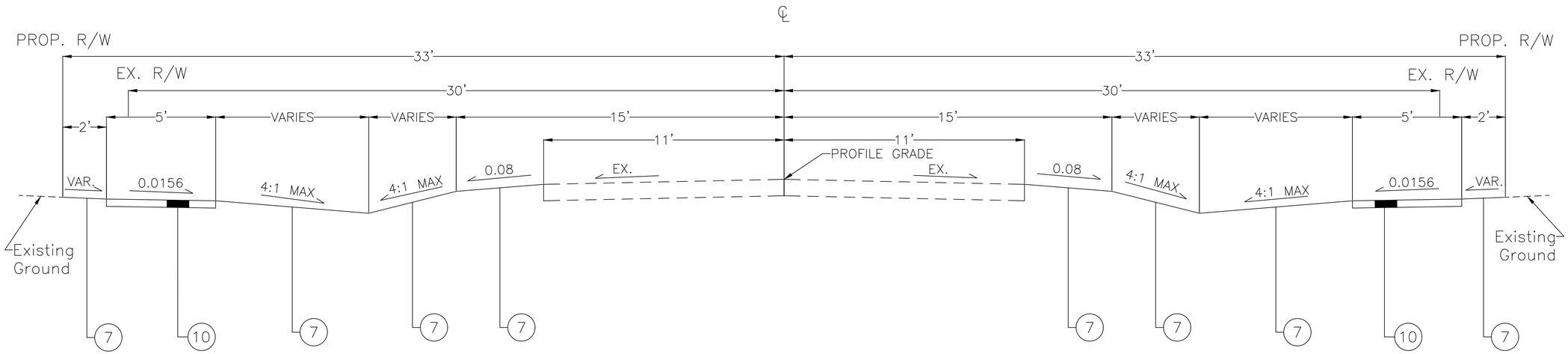
ALLEN COUNTY
ENGINEER'S OFFICE

TYPICAL SECTION
PHASE 1A

Date	10/13/20
Job Number	K&K# XXXXX
Designed	DROLL
Checked	STRAHLEY
Drawn	LANGE
Revision No.	Date

C102

PHASE 2



GOMER ROAD 22' PAVEMENT WIDTH

① Item 441 – 1½" Asphalt Concrete Surface Course, Type 1, (448), PG64–22

② Item 407 – Non–Tracking Tack Coat

③ Item 441 – 1½" 441 Asphalt Concrete Intermediate Course, Type 2, (448)

④ Item 301 – 6" Asphalt Concrete Base, PG64–22

⑤ Item 304 – 6" Aggregate Base

⑥ Item 204 – Subgrade Compaction

⑦ Item 659 – Seeding and Mulching (See General Notes)

⑧ Item 605 – 6" Base Pipe Underdrains

⑨ Item 609 – Combination Curb and Gutter, Type 2

⑩ Item 608 – 4" Concrete Walk

PRELIMINARY DRAWINGS
NOT FOR CONSTRUCTION

KOHLI & KALIHER ASSOCIATES, INC.
ENGINEERS AND SURVEYORS
2244 Baton Rouge Ave., Lima, Ohio 45805 419-227-1135

GOMER
STREETSCAPE
FEASIBILITY STUDY

GOMER
OHIO

ALLEN COUNTY
ENGINEER'S OFFICE

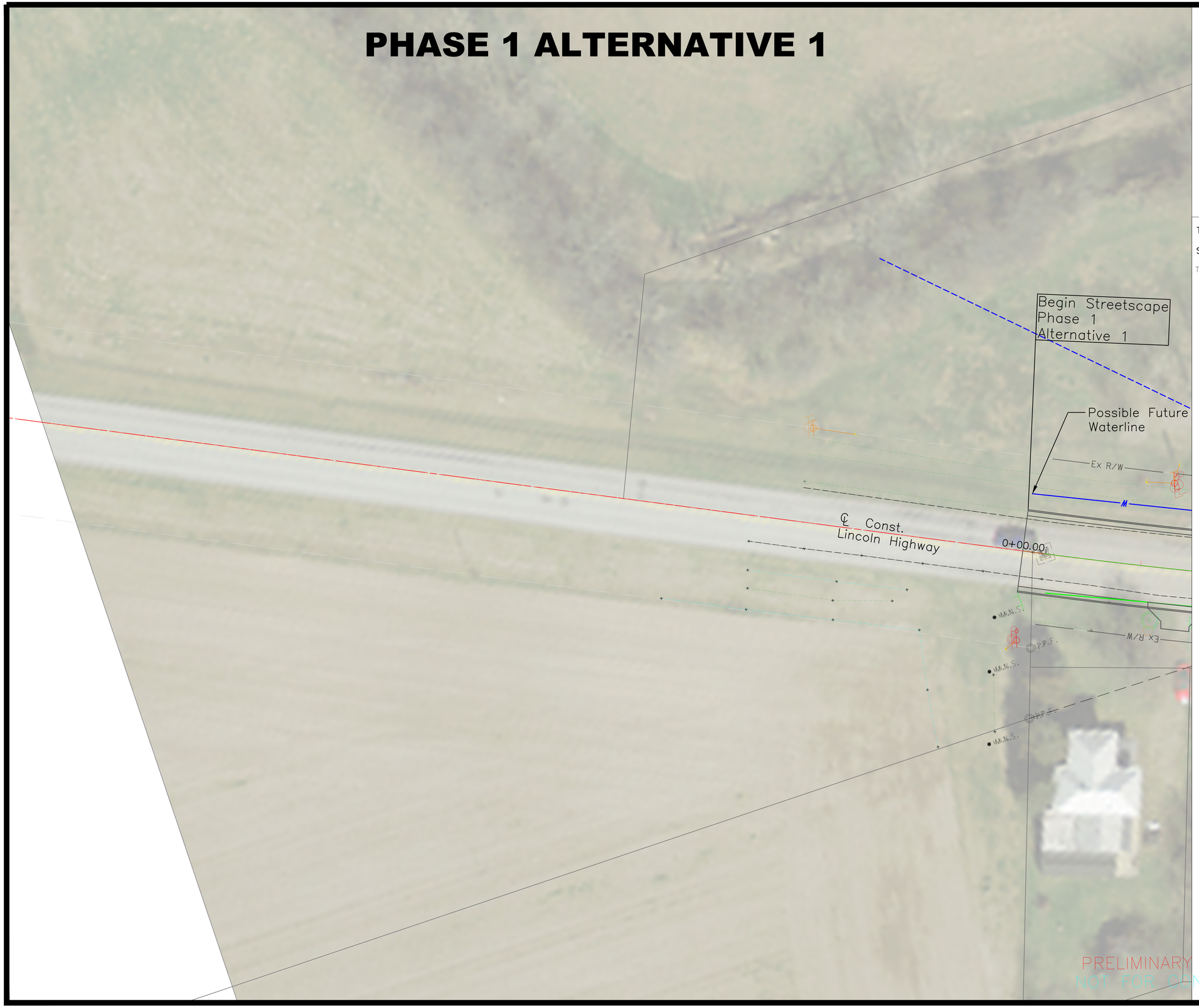
TYPICAL SECTION
PHASE 2

Date	10/13/20
Job Number	K&K# XXXXX
Designed	DROLL
Checked	STRAHLEY
Drawn	LANGE

Revision No.	Date

C103

PHASE 1 ALTERNATIVE 1



N

0 20 40 Feet

Tree (Pr), Tree (Ex)

Shrub (Ex)

Tree (Remove), Shrub (Remove)

PRELIMINARY DRAWINGS
NOT FOR CONSTRUCTION

KOHLI & KALIHER ASSOCIATES, INC.
ENGINEERS AND SURVEYORS
2244 Baton Rouge Ave., Lima, Ohio 45805 419-227-1135

GOMER
STREETSCAPE
FEASIBILITY STUDY

GOMER
OHIO

ALLEN COUNTY
ENGINEER'S OFFICE

LINCOLN HWY
PHASE 1

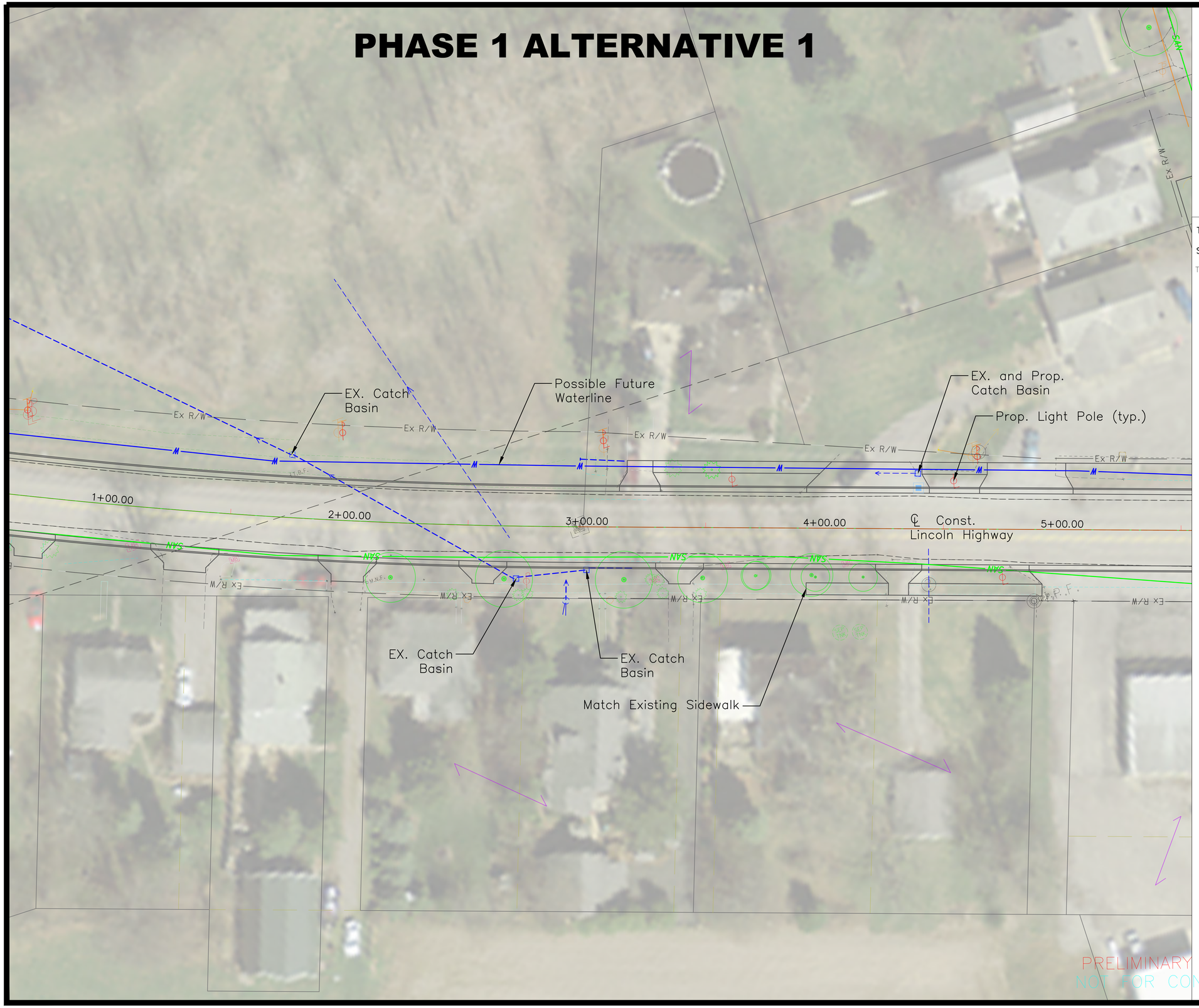
Date	10/13/20
Job Number	K&K# XXXXX
Designed	DROLL
Checked	STRAHLEY
Drawn	LANGE

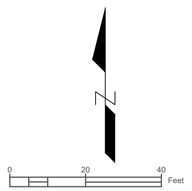
Revision No.	Date

C200

Alternative 1

PHASE 1 ALTERNATIVE 1





Tree (Pr), Tree (Ex)

Shrub (Ex)

Tree (Remove), Shrub (Remove)

PRELIMINARY DRAWINGS
NOT FOR CONSTRUCTION

KOHLI & KALIHER ASSOCIATES, INC.
ENGINEERS AND SURVEYORS
2244 Baton Rouge Ave., Lima, Ohio 45805 419-227-1135

GOMER
STREETSCAPE
FEASIBILITY STUDY

GOMER
OHIO

ALLEN COUNTY
ENGINEER'S OFFICE

LINCOLN HWY
PHASE 1

Date	10/13/20
Job Number	K&K# XXXXX
Designed	DROLL
Checked	STRAHLEY
Drawn	LANGE

Revision No.	Date

C201

Alternative 1

PHASE 1 ALTERNATIVE 1

Begin Streetscape Phase 1 Alternative 1

Demolish and Remove Existing Building

Possible Proposed R/W

Possible Proposed R/W (If Building was Removed)

EX. and Prop. Catch Basin

Prop. Light Pole (typ.)

Possible Future Waterline

EX. and Prop. Catch Basin

Prop. Tree (typ.)

6+00.00 7+00.00 8+00.00 9+00.00 ℄ Const. Lincoln Highway 10+00.00

Possible Proposed R/W

℄ Const. Gomer Road

EX. and Prop. Catch Basin

Possible Proposed R/W

EX. and Prop. Catch Basin

EX. and Prop. Catch Basin

End Streetscape Phase 1 Alternative 1

PRELIMINARY DRAWINGS
NOT FOR CONSTRUCTION

0 20 40 Feet

Tree (Pr), Tree (Ex)

Shrub (Ex)

Tree (Remove), Shrub (Remove)

KOHLI & KALIHER ASSOCIATES, INC.
ENGINEERS AND SURVEYORS
2244 Baton Rouge Ave., Lima, Ohio 45805 419-227-1135

GOMER STREETSCAPE FEASIBILITY STUDY

GOMER OHIO

ALLEN COUNTY ENGINEER'S OFFICE

LINCOLN HWY PHASE 1

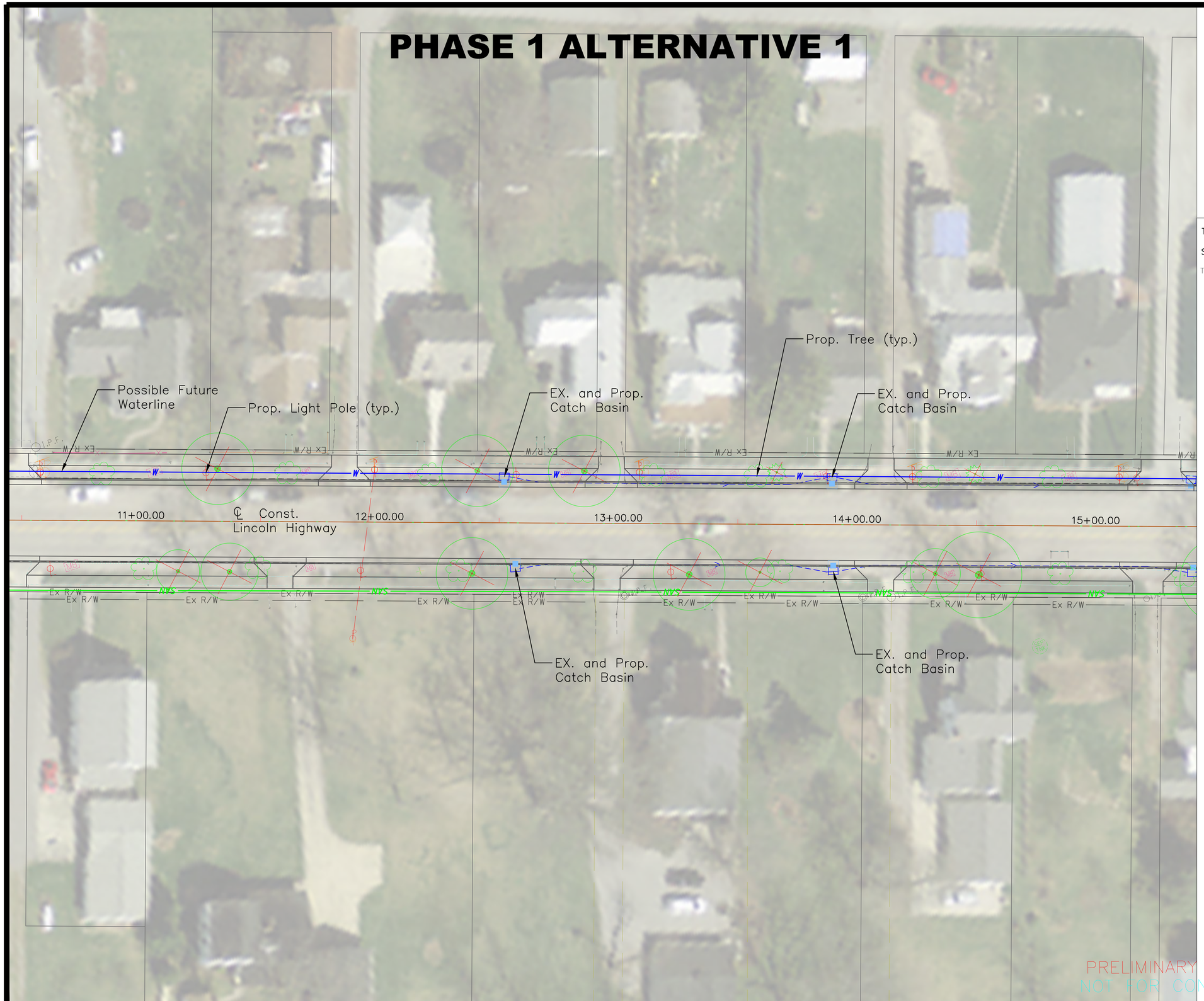
Date	10/13/20
Job Number	K&K# XXXXX
Designed	DROLL
Checked	STRAHLEY
Drawn	LANGE

Revision No.	Date

C202

Alternative 1

PHASE 1 ALTERNATIVE 1



0 20 40 Feet

Tree (Pr), Tree (Ex)

Shrub (Ex)

Tree (Remove), Shrub (Remove)

PRELIMINARY DRAWINGS
NOT FOR CONSTRUCTION

KOHLI & KALIHER ASSOCIATES, INC.
ENGINEERS AND SURVEYORS
2244 Baton Rouge Ave., Lima, Ohio 45805 419-227-1135

GOMER STREETSCAPE FEASIBILITY STUDY

GOMER
OHIO

ALLEN COUNTY
ENGINEER'S OFFICE

LINCOLN HWY
PHASE 1

Date	10/13/20
Job Number	K&K# XXXXX
Designed	DROLL
Checked	STRAHLEY
Drawn	LANGE
Revision No.	Date

C203

Alternative 1

PHASE 1 ALTERNATIVE 1

Possible Future Waterline

Prop. Light Pole (typ.)

EX. and Prop. Catch Basin

Prop. Tree (typ.)

EX. and Prop. Catch Basin

16+00.00 17+00.00 18+00.00 19+00.00 20+00.00

℄ Const. Lincoln Highway

℄ Const. Nicholas Ave.

EX. and Prop. Catch Basin

EX. and Prop. Catch Basin

Ex R/W

NWS

PRELIMINARY DRAWINGS
NOT FOR CONSTRUCTION

0 20 40 Feet

Tree (Pr), Tree (Ex)

Shrub (Ex)

Tree (Remove), Shrub (Remove)

KOHLI & KALIHER ASSOCIATES, INC.
ENGINEERS AND SURVEYORS
2244 Baton Rouge Ave., Lima, Ohio 45805 419-227-1135

GOMER STREETSCAPE FEASIBILITY STUDY

GOMER
OHIO

ALLEN COUNTY
ENGINEER'S OFFICE

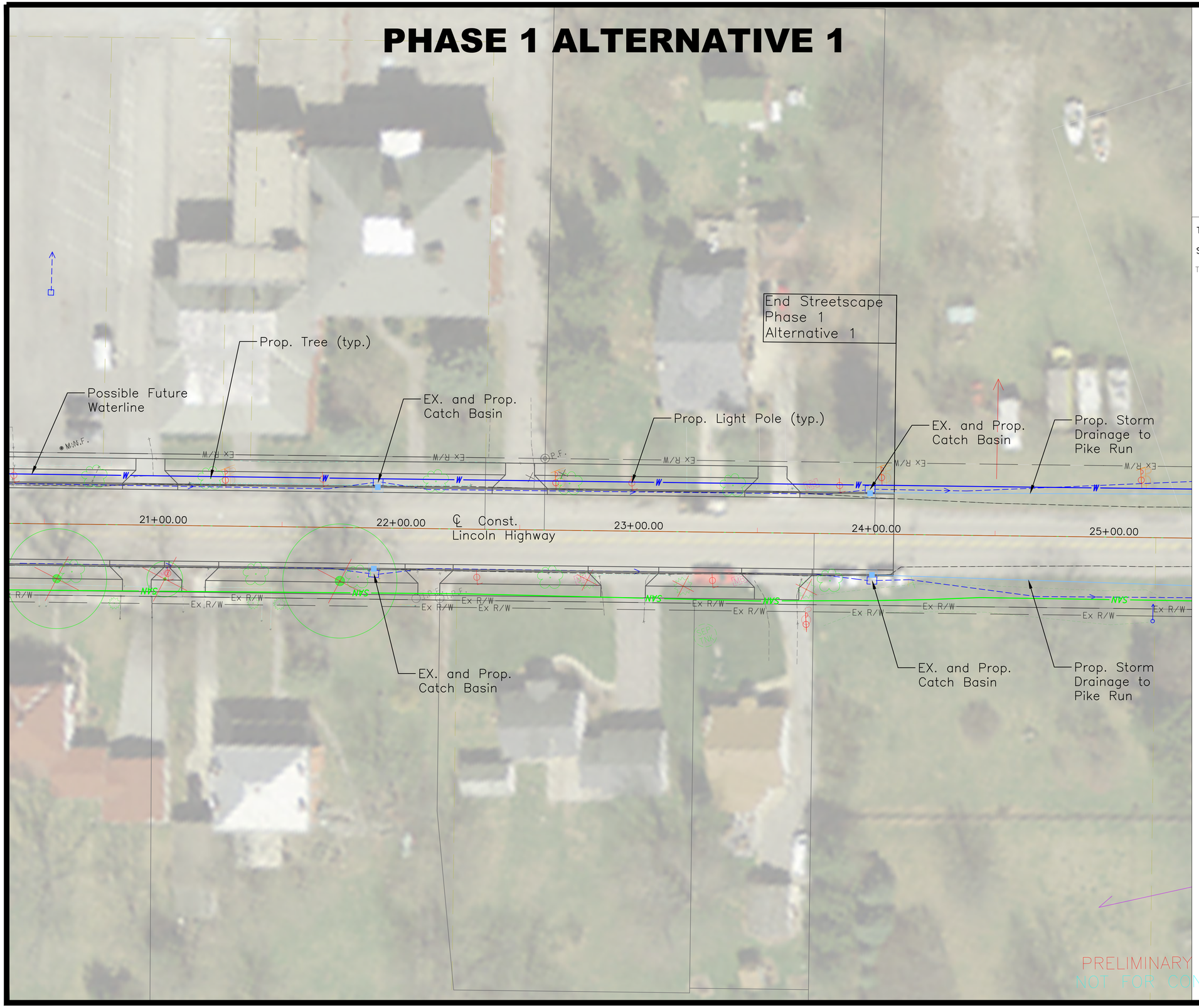
LINCOLN HWY
PHASE 1

Date	10/13/20
Job Number	K&K# XXXXX
Designed	DROLL
Checked	STRAHLEY
Drawn	LANGE
Revision No.	Date

C204

Alternative 1

PHASE 1 ALTERNATIVE 1



0 20 40 Feet

Tree (Pr), Tree (Ex)

Shrub (Ex)

Tree (Remove), Shrub (Remove)

KOHLI & KALIHER ASSOCIATES, INC.
ENGINEERS AND SURVEYORS
2244 Baton Rouge Ave., Lima, Ohio 45805 419-227-1135

GOMER STREETSCAPE FEASIBILITY STUDY

GOMER OHIO

ALLEN COUNTY ENGINEER'S OFFICE

LINCOLN HWY PHASE 1

Date	10/13/20
Job Number	K&K# XXXXX
Designed	DROLL
Checked	STRAHLEY
Drawn	LANGE
Revision No.	Date

C205

Alternative 1

PHASE 1 ALTERNATIVE 1

End Work
Phase 1
Alternative 1

Prop. Storm
Drainage to
Pike Run

Possible Future
Waterline

26+00.00 ℄ Const.
Lincoln Highway

27+00.00

27+10.05

Ex R/W

SAN

Prop. Storm
Drainage to
Pike Run

PRELIMINARY DRAWINGS
NOT FOR CONSTRUCTION

N

0 20 40 Feet

Tree (Pr), Tree (Ex)

Shrub (Ex)

Tree (Remove), Shrub (Remove)

KOHLI & KALIHER ASSOCIATES, INC.
ENGINEERS AND SURVEYORS
2244 Baton Rouge Ave., Lima, Ohio 45805 419-227-1135

GOMER
STREETSCAPE
FEASIBILITY STUDY

GOMER
OHIO

ALLEN COUNTY
ENGINEER'S OFFICE

LINCOLN HWY
PHASE 1

Date	10/13/20
Job Number	K&K# XXXX
Designed	DROLL
Checked	STRAHLEY
Drawn	LANGE

Revision No.	Date

C206

Alternative 1

PHASE 1 ALTERNATIVE 1

Begin Streetscape
Phase 1
Alternative 1

Demolish and Remove
Existing Building

EX. Catch
Basin

Possible Future
Waterline

EX. and Prop.
Catch Basin

0+00.00

℄ Const.
Gomer Road

1+00.00

2+00.00

3+00

EX. Catch
Basin

Prop. Light Pole (typ.)

EX. and Prop.
Catch Basin

PRELIMINARY DRAWINGS
NOT FOR CONSTRUCTION

0 20 40 Feet

Tree (Pr), Tree (Ex)

Shrub (Ex)

Tree (Remove), Shrub (Remove)

KOHLI & KALIHER ASSOCIATES, INC.
ENGINEERS AND SURVEYORS
2244 Baton Rouge Ave., Lima, Ohio 45805 419-227-1135

GOMER
STREETSCAPE
FEASIBILITY STUDY

GOMER
OHIO

ALLEN COUNTY
ENGINEER'S OFFICE

GOMER RD
PLAN PHASE 1

Date	10/13/20
Job Number	K&K# XXXXX
Designed	DROLL
Checked	STRAHLEY
Drawn	LANGE

Revision No.	Date

C207

Alternative 1

PHASE 1 PHASE 1A
ALT 1

End Streetscape
Phase 1
Alternative 1

Begin Streetscape
Phase 1A

EX. and Prop.
Catch Basin

Possible Future
Waterline

Prop. Light Pole (typ.)

℄ Const.
Gomer Road

4+00.00
5+00.00
6+00.00
7+00.00

EX R/W

PRELIMINARY DRAWINGS
NOT FOR CONSTRUCTION

0 20 40 Feet

Tree (Pr), Tree (Ex)
Shrub (Ex)
Tree (Remove), Shrub (Remove)

KOHLI & KALIHER ASSOCIATES, INC.
ENGINEERS AND SURVEYORS
2244 Baton Rouge Ave., Lima, Ohio 45805 419-227-1135

GOMER
STREETSCAPE
FEASIBILITY STUDY

GOMER
OHIO

ALLEN COUNTY
ENGINEER'S OFFICE

GOMER RD
PLAN PHASE 1A

Date	10/13/20
Job Number	K&K# XXXXX
Designed	DROLL
Checked	STRAHLEY
Drawn	LANGE

Revision No.	Date

C300

PHASE 1A

End Streetscape Phase 1A

End Work Phase 1A

Prop. Light Pole (typ.)

EX. and Prop. Catch Basin

Remove Existing Sidewalk

Remove Existing Stone

Possible Future Waterline

00.00

9+00.00

℄ Const. Gomer Road

10+00.00

11+00.00

12+00.00

13

EX R/W

R/W

M

SAN

RO

N

0 20 40 Feet

Tree (Pr), Tree (Ex)

Shrub (Ex)

Tree (Remove), Shrub (Remove)

PRELIMINARY DRAWINGS
NOT FOR CONSTRUCTION

KOHLI & KALIHER ASSOCIATES, INC.
ENGINEERS AND SURVEYORS
2244 Baton Rouge Ave., Lima, Ohio 45805 419-227-1135

GOMER
STREETSCAPE
FEASIBILITY STUDY

GOMER
OHIO

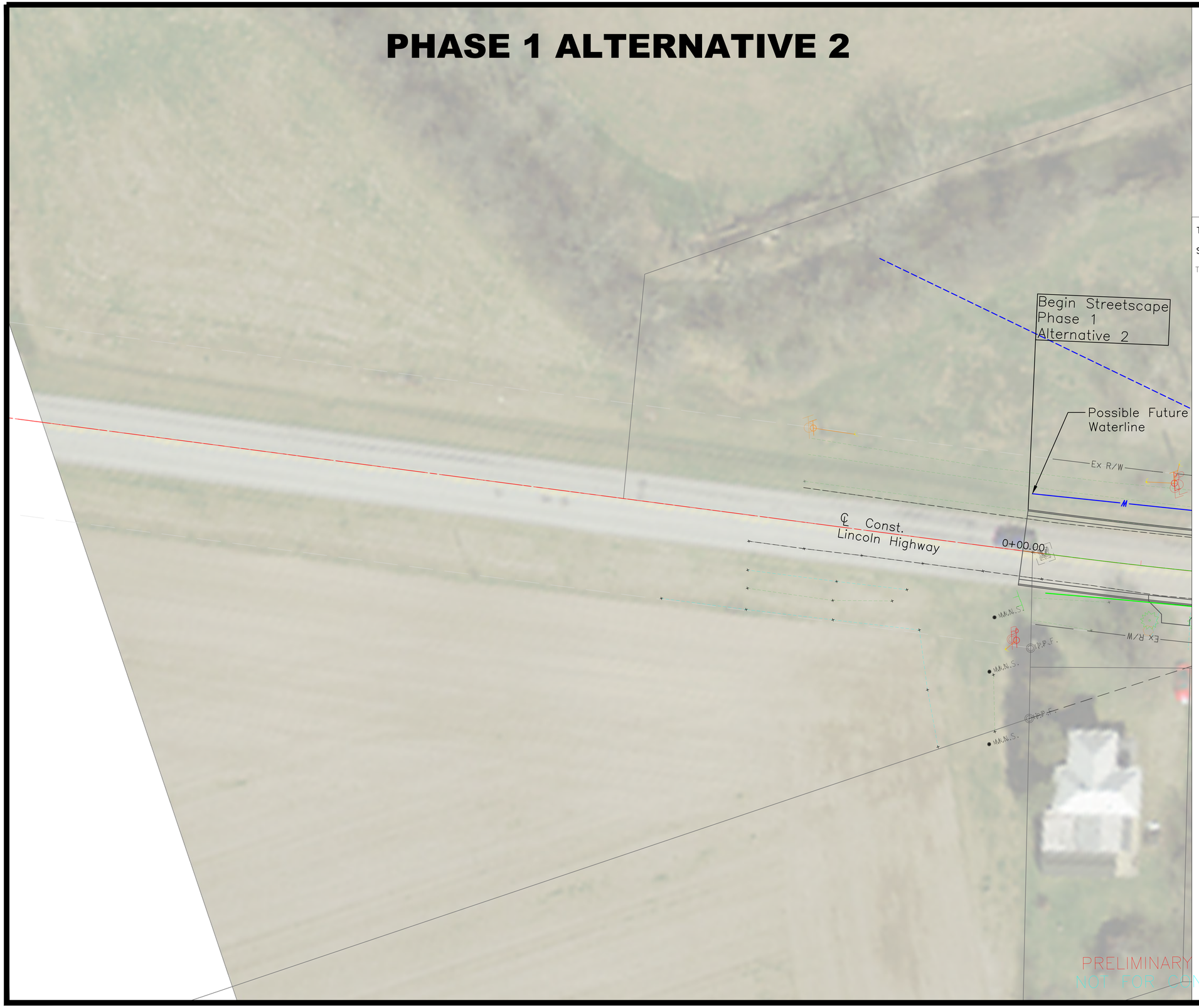
ALLEN COUNTY
ENGINEER'S OFFICE

GOMER RD
PLAN PHASE 1A

Date	10/13/20
Job Number	K&K# XXXXX
Designed	DROLL
Checked	STRAHLEY
Drawn	LANGE
Revision No.	Date

C301

PHASE 1 ALTERNATIVE 2



N

0 20 40 Feet

Tree (Pr), Tree (Ex)

Shrub (Ex)

Tree (Remove), Shrub (Remove)

PRELIMINARY DRAWINGS
NOT FOR CONSTRUCTION

KOHLI & KALIHER ASSOCIATES, INC.
ENGINEERS AND SURVEYORS
2244 Baton Rouge Ave., Lima, Ohio 45805 419-227-1135

GOMER
STREETSCAPE
FEASIBILITY STUDY

GOMER
OHIO

ALLEN COUNTY
ENGINEER'S OFFICE

LINCOLN HWY
PHASE 1

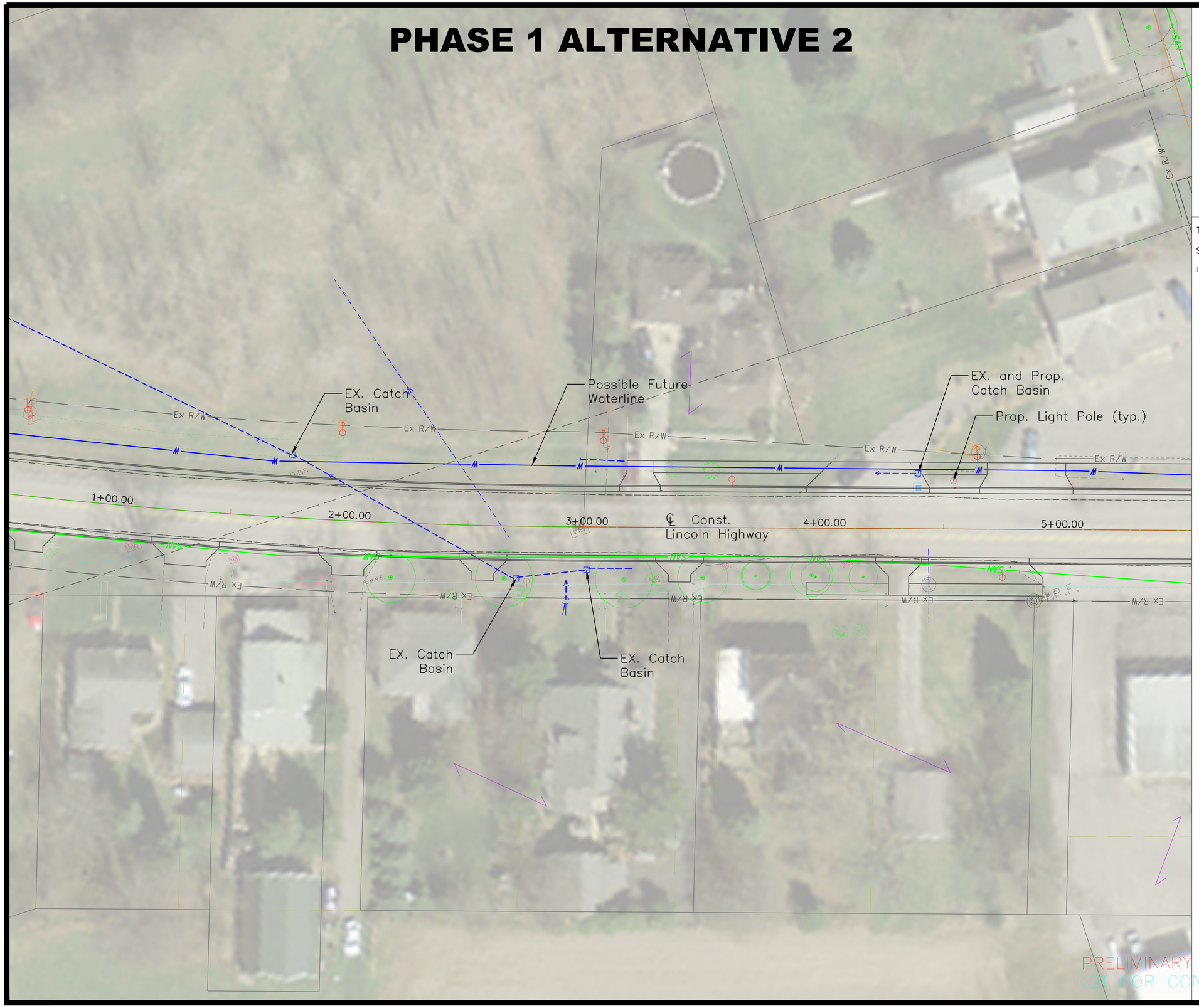
Date	10/13/20
Job Number	K&K# XXXXX
Designed	DROLL
Checked	STRAHLEY
Drawn	LANGE

Revision No.	Date

C400

Alternative 2

PHASE 1 ALTERNATIVE 2



N

0 20 40 Feet

Tree (Pr), Tree (Ex)

Shrub (Ex)

Tree (Remove), Shrub (Remove)

PRELIMINARY DRAWINGS
NOT FOR CONSTRUCTION

KOHLI & KALIHER ASSOCIATES, INC.
ENGINEERS AND SURVEYORS
2244 Baton Rouge Ave., Lima, Ohio 45805 419-227-1135

GOMER
STREETSCAPE
FEASIBILITY STUDY

GOMER
OHIO

ALLEN COUNTY
ENGINEER'S OFFICE

LINCOLN HWY
PHASE 1

Date	10/13/20
Job Number	K&K# XXXXX
Designed	DROLL
Checked	STRAHLEY
Drawn	LANGE

Revision No.	Date

C401

Alternative 2

I:\ep\Gomer Streetscape\AutoCAD Files\Gomer Streetscape New.dwg, 10/13/2020 12:55:03 PM, _AutoCAD PDF (General Documentation).pc3

PHASE 1 ALTERNATIVE 2

Begin Streetscape Phase 1 Alternative 2

Ex R/W

SAN

EX. and Prop. Catch Basin

Prop. Light Pole (typ.)

Possible Future Waterline

EX. and Prop. Catch Basin

Prop. Tree (typ.)

6+00.00 7+00.00 8+00.00 9+00.00 10+00.00

℄ Const. Lincoln Highway

NWS

Ex R/W

EX. and Prop. Catch Basin

EX. and Prop. Catch Basin

EX. and Prop. Catch Basin

℄ Const. Gomer Road

End Streetscape Phase 1 Alternative 2

PRELIMINARY DRAWINGS
NOT FOR CONSTRUCTION

0 20 40 Feet

Tree (Pr), Tree (Ex)

Shrub (Ex)

Tree (Remove), Shrub (Remove)

KOHLI & KALIHER ASSOCIATES, INC.
ENGINEERS AND SURVEYORS
2244 Baton Rouge Ave., Lima, Ohio 45805 419-227-1135

GOMER STREETSCAPE FEASIBILITY STUDY

GOMER
OHIO

ALLEN COUNTY
ENGINEER'S OFFICE

LINCOLN HWY
PHASE 1

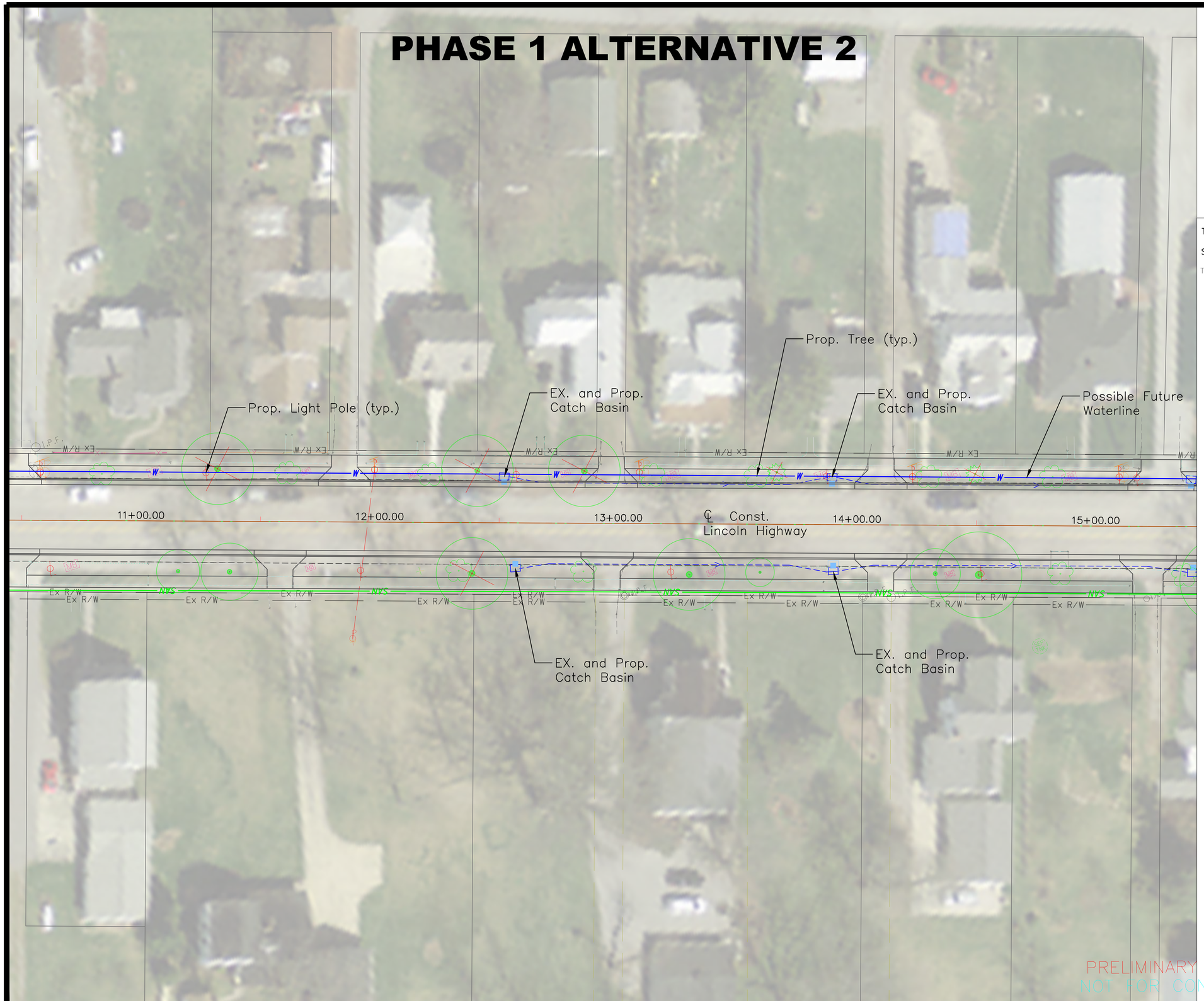
Date	10/13/20
Job Number	K&K# XXXXX
Designed	DROLL
Checked	STRAHLEY
Drawn	LANGE

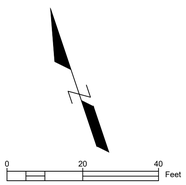
Revision No.	Date

C402

Alternative 2

PHASE 1 ALTERNATIVE 2





Tree (Pr), Tree (Ex)

Shrub (Ex)

Tree (Remove), Shrub (Remove)

PRELIMINARY DRAWINGS
NOT FOR CONSTRUCTION

KOHLI & KALIHER ASSOCIATES, INC.
ENGINEERS AND SURVEYORS
2244 Baton Rouge Ave., Lima, Ohio 45805 419-227-1135

GOMER
STREETSCAPE
FEASIBILITY STUDY

GOMER
OHIO

ALLEN COUNTY
ENGINEER'S OFFICE

LINCOLN HWY
PHASE 1

Date	10/13/20
Job Number	K&K# XXXXX
Designed	DROLL
Checked	STRAHLEY
Drawn	LANGE

Revision No.	Date

C403

Alternative 2

PHASE 1 ALTERNATIVE 2

Possible Future Waterline

Prop. Light Pole (typ.)

EX. and Prop. Catch Basin

Prop. Tree (typ.)

EX. and Prop. Catch Basin

16+00.00 17+00.00 18+00.00 ℄ Const. Lincoln Highway 19+00.00 20+00.00

EX. and Prop. Catch Basin

EX. and Prop. Catch Basin

Ex R/W NYS W

0 20 40 Feet

Tree (Pr), Tree (Ex)

Shrub (Ex)

Tree (Remove), Shrub (Remove)

PRELIMINARY DRAWINGS
NOT FOR CONSTRUCTION

KOHLI & KALIHER ASSOCIATES, INC.
ENGINEERS AND SURVEYORS
2244 Baton Rouge Ave., Lima, Ohio 45805 419-227-1135

GOMER
STREETSCAPE
FEASIBILITY STUDY

GOMER
OHIO

ALLEN COUNTY
ENGINEER'S OFFICE

LINCOLN HWY
PHASE 1

Date	10/13/20
Job Number	K&K# XXXXX
Designed	DROLL
Checked	STRAHLEY
Drawn	LANGE
Revision No.	Date

C404

Alternative 2

PHASE 1 ALTERNATIVE 2

Prop. Tree (typ.)

EX. and Prop.
Catch Basin

End Streetscape
Phase 1
Alternative 2

EX. and Prop.
Catch Basin

Prop. Light Pole (typ.)

Possible Future
Waterline

Prop. Storm
Drainage to
Pike Run

21+00.00 22+00.00 23+00.00 ℄ Const.
Lincoln Highway 24+00.00 25+00.00

EX. and Prop.
Catch Basin

EX. and Prop.
Catch Basin

Prop. Storm
Drainage to
Pike Run

PRELIMINARY DRAWINGS
NOT FOR CONSTRUCTION

0 20 40 Feet

Tree (Pr), Tree (Ex)

Shrub (Ex)

Tree (Remove), Shrub (Remove)

KOHLI & KALIHER ASSOCIATES, INC.
ENGINEERS AND SURVEYORS
2244 Baton Rouge Ave., Lima, Ohio 45805 419-227-1135

GOMER
STREETSCAPE
FEASIBILITY STUDY

GOMER
OHIO

ALLEN COUNTY
ENGINEER'S OFFICE

LINCOLN HWY
PHASE 1

Date	10/13/20
Job Number	K&K# XXXXX
Designed	DROLL
Checked	STRAHLEY
Drawn	LANGE

Revision No.	Date

C405

Alternative 2

PHASE 1 ALTERNATIVE 2

End Work
Phase 1
Alternative 2

Prop. Storm
Drainage to
Pike Run

Possible Future
Waterline

26+00.00 ℄ Const.
Lincoln Highway

27+00.00

27+10.05

Ex R/W

SAN

M.H.S.

Prop. Storm
Drainage to
Pike Run

N

0 20 40 Feet

Tree (Pr), Tree (Ex)

Shrub (Ex)

Tree (Remove), Shrub (Remove)

PRELIMINARY DRAWINGS
NOT FOR CONSTRUCTION

KOHLI & KALIHER ASSOCIATES, INC.
ENGINEERS AND SURVEYORS
2244 Baton Rouge Ave., Lima, Ohio 45805 419-227-1135

GOMER
STREETSCAPE
FEASIBILITY STUDY

GOMER
OHIO

ALLEN COUNTY
ENGINEER'S OFFICE

LINCOLN HWY
PHASE 1

Date	10/13/20
Job Number	K&K# XXXX
Designed	DROLL
Checked	STRAHLEY
Drawn	LANGE

Revision No.	Date

C406

Alternative 2

PHASE 1 ALTERNATIVE 2

Begin Streetscape
Phase 1
Alternative 2

Possible Future
Waterline

EX. and Prop.
Catch Basin

Prop. Light Pole (typ.)

EX. and Prop.
Catch Basin

EX. and Prop.
Catch Basin

0+00.00

℄ Const.
Gomer Road

1+00.00

℄ Const.
Lincoln Highway

EX R/W

SAN

M

N

0 20 40 Feet

Tree (Pr), Tree (Ex)

Shrub (Ex)

Tree (Remove), Shrub (Remove)

PRELIMINARY DRAWINGS
NOT FOR CONSTRUCTION

KOHLI & KALIHER ASSOCIATES, INC.
ENGINEERS AND SURVEYORS
2244 Baton Rouge Ave., Lima, Ohio 45805 419-227-1135

GOMER
STREETSCAPE
FEASIBILITY STUDY

GOMER
OHIO

ALLEN COUNTY
ENGINEER'S OFFICE

GOMER RD
PLAN PHASE 1

Date	10/13/20
Job Number	K&K# XXXXX
Designed	DROLL
Checked	STRAHLEY
Drawn	LANGE

Revision No.	Date

C407

Alternative 2

PHASE 1 ALTERNATIVE 2

End Streetscape Phase 1 Alternative 2 | Begin Streetscape Phase 1A

℄ Const. Lincoln Highway

EX. and Prop. Catch Basin

Possible Future Waterline

2+00.00 3+00.00 ℄ Const. Gomer Road 4+00.00 5+00.00 6+00.00

Prop. Light Pole (typ.)

EX. and Prop. Catch Basin

PRELIMINARY DRAWINGS
NOT FOR CONSTRUCTION

0 20 40 Feet

Tree (Pr), Tree (Ex)
Shrub (Ex)
Tree (Remove), Shrub (Remove)

KOHLI & KALIHER ASSOCIATES, INC.
ENGINEERS AND SURVEYORS
2244 Baton Rouge Ave., Lima, Ohio 45805 419-227-1135

GOMER STREETSCAPE FEASIBILITY STUDY

GOMER
OHIO

ALLEN COUNTY ENGINEER'S OFFICE

GOMER RD PLAN PHASE 1

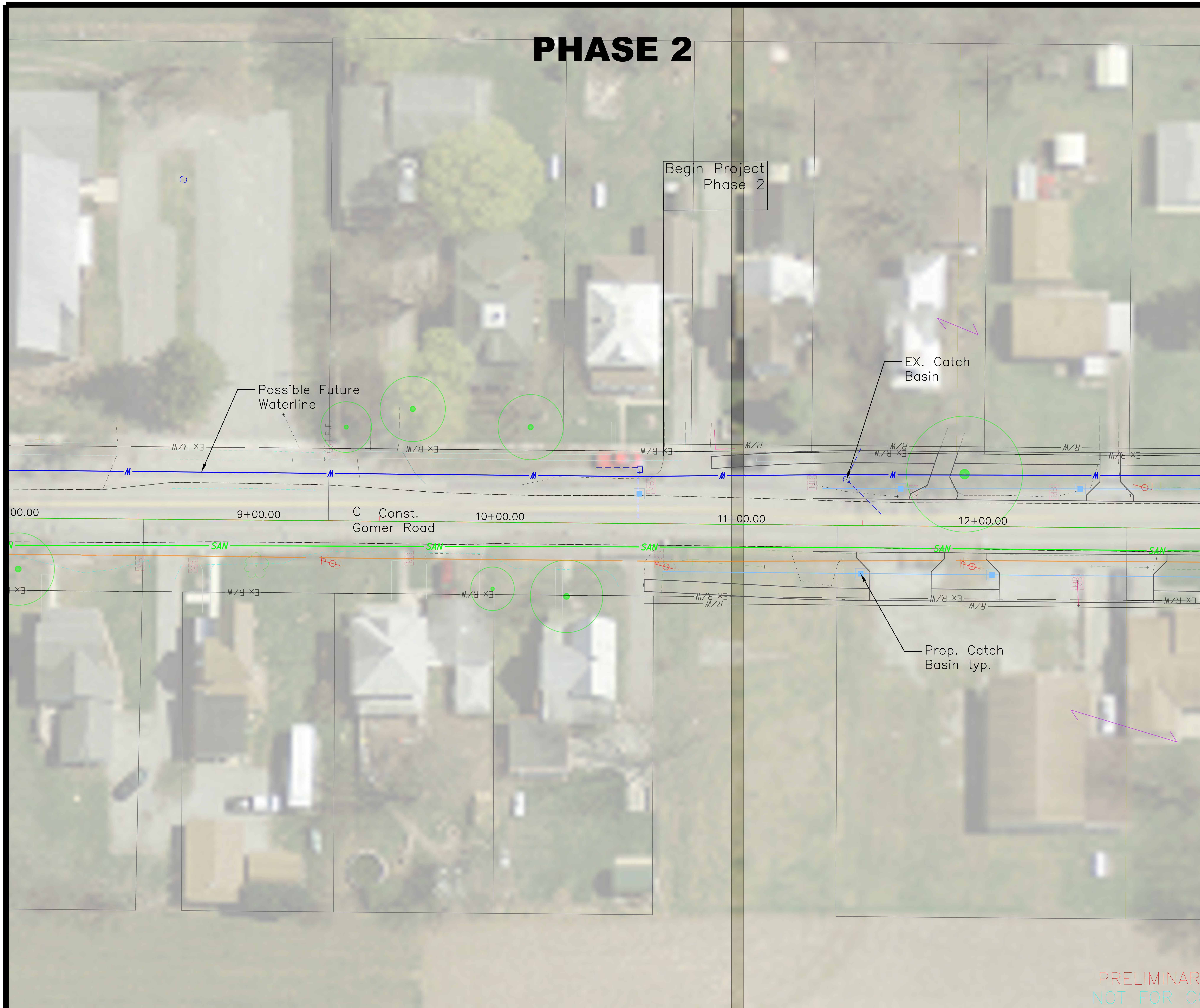
Date	10/13/20
Job Number	K&K# XXXXX
Designed	DROLL
Checked	STRAHLEY
Drawn	LANGE
Revision No.	Date

C408

Alternative 2

I:\ep\Gomer Streetscape\AutoCAD Files\Gomer Streetscape New.dwg, 10/13/2020 12:57:03 PM, _AutoCAD PDF (General Documentation).pc3

PHASE 2



Tree (Pr), Tree (Ex)
Shrub (Ex)
Tree (Remove), Shrub (Remove)

KOHLI & KALIHER ASSOCIATES, INC.
ENGINEERS AND SURVEYORS
2244 Baton Rouge Ave., Lima, Ohio 45805
419-227-1135

GOMER STREETSCAPE FEASIBILITY STUDY

GOMER OHIO

ALLEN COUNTY ENGINEER'S OFFICE

GOMER RD PLAN PHASE 2

Date	10/13/20
Job Number	K&K# XXXXX
Designed	DROLL
Checked	STRAHLEY
Drawn	LANGE
Revision No.	Date

C500

PRELIMINARY DRAWINGS
NOT FOR CONSTRUCTION

PHASE 2

EX. Catch Basin

EX. Catch Basin

Possible Future Waterline

Prop. Catch Basin typ.

12+00.00

13+00.00

14+00.00

℄ Const. Gomer Road

15+00.00

16+00.00

SAN

PRELIMINARY DRAWINGS
NOT FOR CONSTRUCTION

0 20 40 Feet

Tree (Pr), Tree (Ex)

Shrub (Ex)

Tree (Remove), Shrub (Remove)

KOHLI & KALIHER ASSOCIATES, INC.
ENGINEERS AND SURVEYORS
2244 Baton Rouge Ave., Lima, Ohio 45805 419-227-1135

GOMER
STREETSCAPE
FEASIBILITY STUDY

GOMER
OHIO

ALLEN COUNTY
ENGINEER'S OFFICE

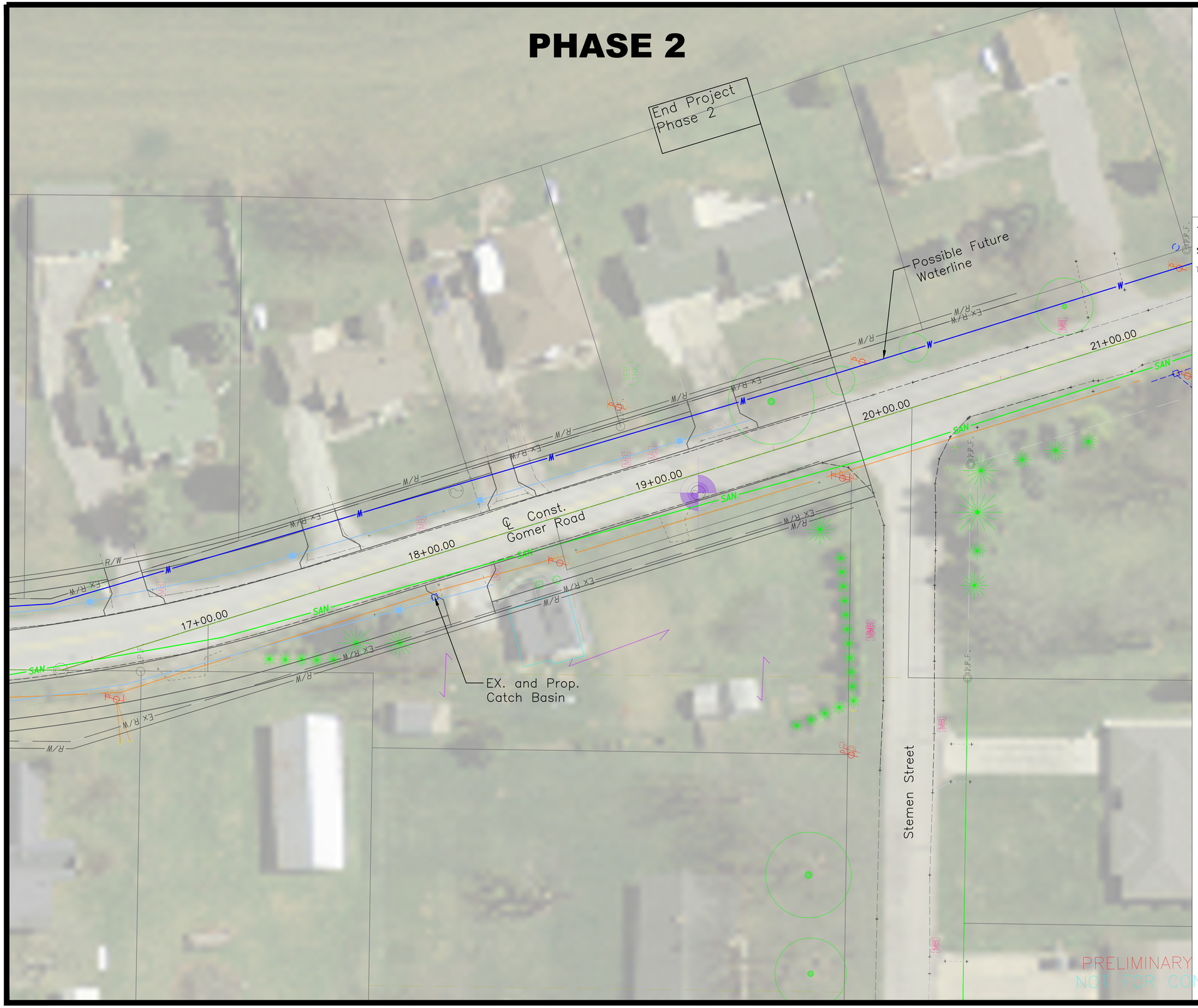
GOMER RD
PLAN PHASE 2

Date	10/13/20
Job Number	K&K# XXXXX
Designed	DROLL
Checked	STRAHLEY
Drawn	LANGE

Revision No.	Date

C501

PHASE 2



N

0 20 40 Feet

Tree (Pr), Tree (Ex)

Shrub (Ex)

Tree (Remove), Shrub (Remove)

KOHLI & KALIHER ASSOCIATES, INC.
ENGINEERS AND SURVEYORS
2244 Baton Rouge Ave., Lima, Ohio 45805 419-227-1135

GOMER
STREETSCAPE
FEASIBILITY STUDY

GOMER
OHIO

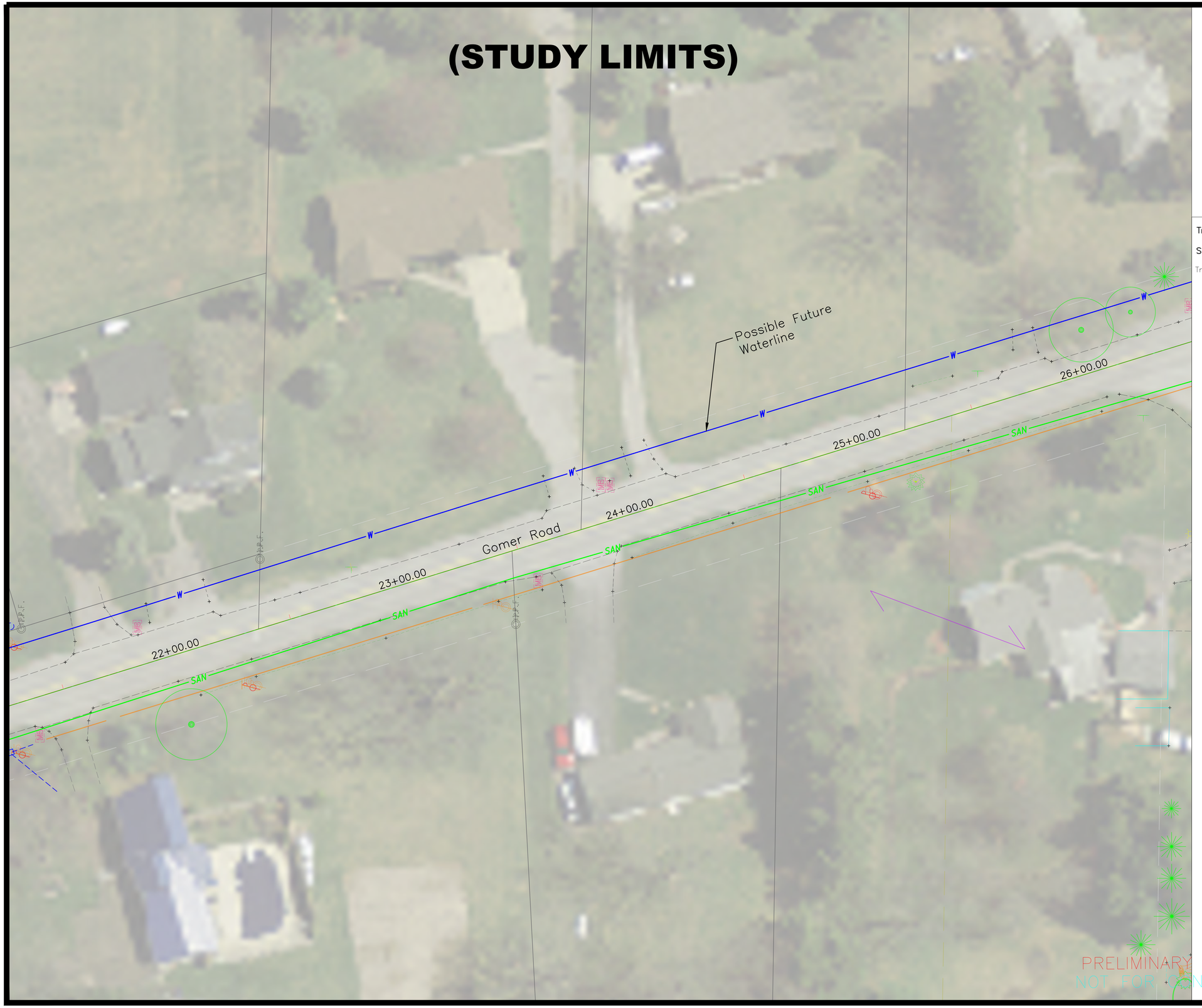
ALLEN COUNTY
ENGINEER'S OFFICE

GOMER RD
PLAN PHASE 2

Date	10/13/20
Job Number	K&K# XXXXX
Designed	DROLL
Checked	STRAHLEY
Drawn	LANGE
Revision No.	Date

C502

(STUDY LIMITS)



N

0 20 40 Feet

Tree (Pr), Tree (Ex)

Shrub (Ex)

Tree (Remove), Shrub (Remove)

PRELIMINARY DRAWINGS
NOT FOR CONSTRUCTION

KOHLI & KALIHER ASSOCIATES, INC.
ENGINEERS AND SURVEYORS
2244 Baton Rouge Ave., Lima, Ohio 45805 419-227-1135

GOMER
STREETSCAPE
FEASIBILITY STUDY

GOMER
OHIO

ALLEN COUNTY
ENGINEER'S OFFICE

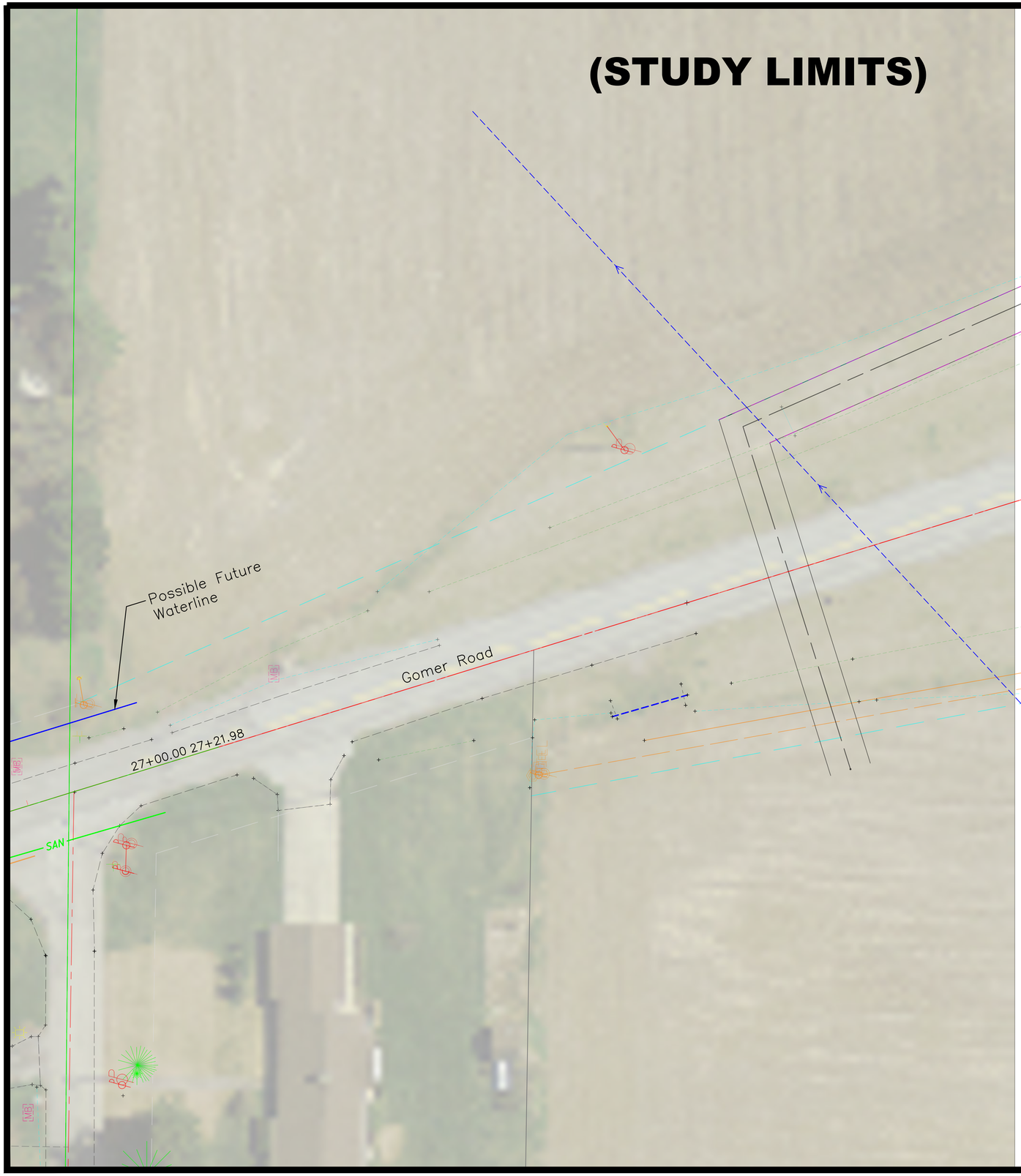
GOMER RD
PLAN PHASE 2

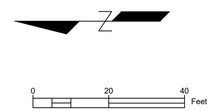
Date	10/13/20
Job Number	K&K# XXXX
Designed	DROLL
Checked	STRAHLEY
Drawn	LANGE

Revision No.	Date

C503

(STUDY LIMITS)





Tree (Pr), Tree (Ex)

Shrub (Ex)

Tree (Remove), Shrub (Remove)

PRELIMINARY DRAWINGS
NOT FOR CONSTRUCTION

KOHLI & KALIHER ASSOCIATES, INC.
ENGINEERS AND SURVEYORS
2244 Baton Rouge Ave., Lima, Ohio 45805 419-227-1135

GOMER
STREETSCAPE
FEASIBILITY STUDY

GOMER
OHIO

ALLEN COUNTY
ENGINEER'S OFFICE

GOMER RD
PLAN PHASE 2

Date	10/13/20
Job Number	K&K# XXXXX
Designed	DROLL
Checked	STRAHLEY
Drawn	LANGE

Revision No.	Date

C504

Appendix E – Construction Cost Estimates

Estimate Phase 1 Alt 1

Estimated Cost:$2,286,735.17

Contingency: 11.50%

Estimated Total: $2,549,709.71

Base Date: 05/01/24

Spec Year: 19

Unit System: E

Work Type: GEN CONST: INVLVS 2 OR MOR MAJ WRK TYPE

Highway Type:

Urban/Rural Type: RURAL CLASS

Season: SUMMER

County: ALLEN

Latitude of Midpoint: 405042

Longitude of Midpoint: 841102

District: 01

Federal/State Project Number:

Prepared by System Administrator

Line #	Item Number / Description / *Supplemental Description*	Quantity	Units	Unit Price	Extension
Group 0001: ROADWAY					
0183	201E11000 CLEARING AND GRUBBING	1.000	LS	$50,000.00000	$50,000.00
0184	202E23000 PAVEMENT REMOVED	10,336.000	SY	$7.56079	$78,148.33
0185	202E30000 WALK REMOVED	13,480.000	SF	$1.13594	$15,312.47
0186	202E32500 CURB AND GUTTER REMOVED	3,506.000	FT	$4.91197	$17,221.37
0187	202E58100 CATCH BASIN REMOVED	25.000	EACH	$228.23621	$5,705.91
0188	203E10000 EXCAVATION	2,602.000	CY	$13.85158	$36,041.81
0189	203E20000 EMBANKMENT	200.000	CY	$16.74691	$3,349.38
0190	204E10000 SUBGRADE COMPACTION	11,426.000	SY	$0.92832	$10,606.98
0191	204E13000 EXCAVATION OF SUBGRADE	250.000	CY	$18.43002	$4,607.51
0192	204E30010 GRANULAR MATERIAL, TYPE B	250.000	CY	$39.52300	$9,880.75
0193	204E45000 PROOF ROLLING	2.000	HOUR	$143.18832	$286.38
0194	204E50000 GEOTEXTILE FABRIC	700.000	SY	$1.61291	$1,129.04
0195	608E10000 4" CONCRETE WALK	17,470.000	SF	$4.72371	$82,523.21
0196	608E15000 8" CONCRETE WALK	2,778.000	SF	$8.95912	$24,888.44
0197	608E52000 CURB RAMP	584.000	SF	$11.70495	$6,835.69

Line #	Item Number / Description / *Supplemental Description*	Quantity	Units	Unit Price	Extension
0198	202E35100 PIPE REMOVED, 24" AND UNDER	4,756.000	FT	$9.10527	$43,304.66
0199	202E56000 BUILDING DEMOLISHED	1.000	LS	$20,000.00000	$20,000.00
0200	690E50100 SPECIAL - MAILBOX SUPPORT SYSTEM, SINGLE	44.000	EACH	$138.00404	$6,072.18
0201	690E50350 SPECIAL - MAILBOX REMOVED AND RESET	44.000	EACH	$119.52147	$5,258.94

Total for Group 0001:$421,173.05

Group 0002: EROSION CONTROL

Line #	Item Number / Description	Quantity	Units	Unit Price	Extension
0174	659E00300 TOPSOIL	540.000	CY	$26.32329	$14,214.58
0175	659E10000 SEEDING AND MULCHING	4,840.000	SY	$1.55496	$7,526.01
0176	659E14000 REPAIR SEEDING AND MULCHING	242.000	SY	$1.26553	$306.26
0177	659E20000 COMMERCIAL FERTILIZER	0.500	TON	$681.67433	$340.84
0178	659E31000 LIME	0.900	ACRE	$35.73791	$32.16
0179	659E35000 WATER	27.000	MGAL	$2.75694	$74.44
0180	832E15000 STORM WATER POLLUTION PREVENTION PLAN	1.000	LS	$8,000.00000	$8,000.00
0181	832E30000 EROSION CONTROL	20,000.000	EACH	$1.00000	$20,000.00
0182	832E15002 STORM WATER POLLUTION PREVENTION INSPECTIONS	1.000	LS	$20,000.00000	$20,000.00

Line #	Item Number / Description / *Supplemental Description*	Quantity	Units	Unit Price	Extension
				Total for Group 0002:	$70,494.29
Group 0003: DRAINAGE					
0140	611E04400 12" CONDUIT, TYPE B	235.000	FT	$55.01361	$12,928.20
0142	611E07400 18" CONDUIT, TYPE B	3,869.000	FT	$90.00000	$348,210.00
0144	611E98180 CATCH BASIN, NO. 3A	25.000	EACH	$2,610.24568	$65,256.14
0146	605E14000 6" BASE PIPE UNDERDRAINS	5,524.000	FT	$9.45893	$52,251.13
0149	895E10010 MANUFACTURED WATER QUALITY STRUCTURE, TYPE 1	1.000	EACH	$17,605.00000	$17,605.00
				Total for Group 0003:	$496,250.47
Group 0004: PAVEMENT					
0004	301E46000 ASPHALT CONCRETE BASE, PG64-22	1,495.000	CY	$139.46077	$208,493.85
0008	304E20000 AGGREGATE BASE	1,751.000	CY	$46.30983	$81,088.51
0009	441E50300 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)	374.000	CY	$171.64342	$64,194.64
0010	441E50000 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22	374.000	CY	$188.09323	$70,346.87
0011	452E12010 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P	1,199.000	SY	$54.72300	$65,612.88
0012	609E12000 COMBINATION CURB AND GUTTER, TYPE 2	5,524.000	FT	$19.59594	$108,247.97
0097	407E20000 NON-TRACKING TACK COAT	360.000	GAL	$2.58302	$929.89
				Total for Group 0004:	$598,914.61

Line #	Item Number / Description / *Supplemental Description*	Quantity	Units	Unit Price	Extension
Group 0005: LIGHTING					
0151	611E00400 4" CONDUIT, TYPE E	40.000	FT	$10.59485	$423.79
0152	625E00450 CONNECTION, FUSED PULL APART	78.000	EACH	$89.41750	$6,974.57
0153	625E10481 LIGHT POLE, DECORATIVE, AS PER PLAN	39.000	EACH	$2,345.00000	$91,455.00
0154	625E14000 LIGHT POLE FOUNDATION, 24" X 6' DEEP	39.000	EACH	$1,020.27765	$39,790.83
0155	625E23000 NO. 4 AWG 600 VOLT DISTRIBUTION CABLE	14,517.000	FT	$2.04654	$29,709.62
0156	625E23400 NO. 10 AWG POLE AND BRACKET CABLE	1,755.000	FT	$1.34091	$2,353.30
0157	625E25402 CONDUIT, 2", 725.05	4,644.000	FT	$4.57070	$21,226.33
0158	625E27401 LUMINAIRE, POST TOP, AS PER PLAN	39.000	EACH	$179.00000	$6,981.00
0159	625E29002 TRENCH, 24" DEEP	4,644.000	FT	$6.54712	$30,404.83
0160	625E30700 PULL BOX, 725.08, 18"	39.000	EACH	$741.05203	$28,901.03
0161	625E32000 GROUND ROD	39.000	EACH	$202.84553	$7,910.98
0162	625E34001 POWER SERVICE, AS PER PLAN	1.000	EACH	$7,686.00000	$7,686.00
0163	625E36000 PLASTIC CAUTION TAPE	4,644.000	FT	$0.30163	$1,400.77
				Total for Group 0005:	$275,218.05
Group 0006: TRAFFIC CONTROL					
0098	630E08520	15.000	FT	$12.27247	$184.09

Line #	Item Number / Description / *Supplemental Description*	Quantity	Units	Unit Price	Extension
	STREET NAME SIGN SUPPORT, NO. 3 POST				
0099	630E03100 GROUND MOUNTED SUPPORT, NO. 3 POST	154.000	FT	$10.94923	$1,686.18
0101	630E85100 REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	14.000	EACH	$52.01309	$728.18
0102	630E86002 REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	14.000	EACH	$15.45696	$216.40
0103	642E00300 CENTER LINE, TYPE 1	0.510	MILE	$3,056.54103	$1,558.84
0104	642E00500 STOP LINE, TYPE 1	54.000	FT	$3.92786	$212.10
0106	642E00600 CROSSWALK LINE, TYPE 1	131.000	FT	$1.56494	$205.01

Total for Group 0006:$4,790.80

Group 0007: LANDSCAPING

0164	203E10001 EXCAVATION, AS PER PLAN *TREE PITS*	51.000	CY	$50.00000	$2,550.00
0167	661E40100 DECIDUOUS TREE, 2-1/2" CALIPER	51.000	EACH	$690.00000	$35,190.00
0168	680E14550 SPECIAL - TRASH RECEPTACLE	4.000	EACH	$800.00000	$3,200.00
0169	690E98000 SPECIAL - *6' STREET BENCH*	4.000	EACH	$2,000.00000	$8,000.00

Total for Group 0007:$48,940.00

Group 0008: MAINTENANCE OF TRAFFIC

0060	614E21000 WORK ZONE CENTER LINE, CLASS I	0.510	MILE	$2,887.18784	$1,472.47
0061	616E10000 WATER	2.000	MGAL	$68.77015	$137.54

Line #	Item Number / Description / *Supplemental Description*	Quantity	Units	Unit Price	Extension

Total for Group 0008:$1,610.01

Group 0009: INCIDENTALS

0107	614E11000 MAINTAINING TRAFFIC	1.000	LS	$10,000.00000	$10,000.00
0108	619E16010 FIELD OFFICE, TYPE B	4.000	MNTH	$1,518.47265	$6,073.89
0109	623E10000 CONSTRUCTION LAYOUT STAKES AND SURVEYING	1.000	LS	$15,000.00000	$15,000.00
0110	624E10000 MOBILIZATION	1.000	LS	$40,000.00000	$40,000.00

Total for Group 0009:$71,073.89

Group 0010: DESIGN RISK CONTINGENCY

0173	*15% DESIGN RISK CONTINGENCY*	1.000		$298,270.00000	$298,270.00

Total for Group 0010:$298,270.00

Estimate Phase 1 Alt 2

Estimated Cost:$2,257,843.14

Contingency: 11.50%

Estimated Total: $2,517,495.10

Base Date: 05/01/24

Spec Year: 19

Unit System: E

Work Type: GEN CONST: INVLVS 2 OR MOR MAJ WRK TYPE

Highway Type:

Urban/Rural Type: RURAL CLASS

Season: SUMMER

County: ALLEN

Latitude of Midpoint: 405042

Longitude of Midpoint: 841102

District: 01

Federal/State Project Number:

Prepared by System Administrator

Line #	Item Number / Description / *Supplemental Description*	Quantity	Units	Unit Price	Extension
Group 0001: ROADWAY					
0122	201E11000 CLEARING AND GRUBBING	1.000	LS	$50,000.00000	$50,000.00
0123	202E23000 PAVEMENT REMOVED	10,336.000	SY	$7.56079	$78,148.33
0124	202E30000 WALK REMOVED	13,480.000	SF	$1.13594	$15,312.47
0125	202E32500 CURB AND GUTTER REMOVED	3,506.000	FT	$4.91197	$17,221.37
0129	202E58100 CATCH BASIN REMOVED	25.000	EACH	$228.23621	$5,705.91
0130	203E10000 EXCAVATION	2,468.000	CY	$13.98171	$34,506.86
0131	203E20000 EMBANKMENT	200.000	CY	$16.74691	$3,349.38
0132	204E10000 SUBGRADE COMPACTION	10,623.000	SY	$0.94118	$9,998.16
0133	204E13000 EXCAVATION OF SUBGRADE	250.000	CY	$18.43002	$4,607.51
0134	204E30010 GRANULAR MATERIAL, TYPE B	250.000	CY	$39.52300	$9,880.75
0135	204E45000 PROOF ROLLING	2.000	HOUR	$143.18832	$286.38
0136	204E50000 GEOTEXTILE FABRIC	700.000	SY	$1.61291	$1,129.04
0137	608E10000 4" CONCRETE WALK	17,470.000	SF	$4.72371	$82,523.21
0138	608E15000 8" CONCRETE WALK	2,778.000	SF	$8.95912	$24,888.44
0139	608E52000 CURB RAMP	584.000	SF	$11.70495	$6,835.69

Line #	Item Number / Description / *Supplemental Description*	Quantity	Units	Unit Price	Extension
0140	202E35100 PIPE REMOVED, 24" AND UNDER	4,756.000	FT	$9.10527	$43,304.66
0141	202E56000 BUILDING DEMOLISHED	1.000	LS	$20,000.00000	$20,000.00
0183	690E50100 SPECIAL - MAILBOX SUPPORT SYSTEM, SINGLE	44.000	EACH	$138.00404	$6,072.18
0184	690E50350 SPECIAL - MAILBOX REMOVED AND RESET	44.000	EACH	$119.52147	$5,258.94

Total for Group 0001:$419,029.28

Group 0002: EROSION CONTROL

Line #	Item Number / Description	Quantity	Units	Unit Price	Extension
0142	659E00300 TOPSOIL	540.000	CY	$26.32329	$14,214.58
0143	659E10000 SEEDING AND MULCHING	5,642.000	SY	$1.45288	$8,197.15
0144	659E14000 REPAIR SEEDING AND MULCHING	282.000	SY	$1.23954	$349.55
0145	659E20000 COMMERCIAL FERTILIZER	0.510	TON	$680.79138	$347.20
0146	659E31000 LIME	1.200	ACRE	$32.85446	$39.43
0147	659E35000 WATER	31.000	MGAL	$2.68024	$83.09
0148	832E15000 STORM WATER POLLUTION PREVENTION PLAN	1.000	LS	$8,000.00000	$8,000.00
0149	832E30000 EROSION CONTROL	20,000.000	EACH	$1.00000	$20,000.00
0150	832E15002 STORM WATER POLLUTION PREVENTION INSPECTIONS	1.000	LS	$20,000.00000	$20,000.00

Line #	Item Number / Description / *Supplemental Description*	Quantity	Units	Unit Price	Extension

Total for Group 0002:$71,231.00

Group 0003: DRAINAGE

0151	611E04400 12" CONDUIT, TYPE B	235.000	FT	$55.01361	$12,928.20
0153	611E07400 18" CONDUIT, TYPE B	3,869.000	FT	$90.00000	$348,210.00
0155	611E98180 CATCH BASIN, NO. 3A	25.000	EACH	$2,610.24568	$65,256.14
0157	605E14000 6" BASE PIPE UNDERDRAINS	5,524.000	FT	$9.45893	$52,251.13
0160	895E10010 MANUFACTURED WATER QUALITY STRUCTURE, TYPE 1	1.000	EACH	$17,605.00000	$17,605.00

Total for Group 0003:$496,250.47

Group 0005: PAVEMENT

0004	301E46000 ASPHALT CONCRETE BASE, PG64-22	1,361.000	CY	$142.04146	$193,318.43
0008	304E20000 AGGREGATE BASE	1,617.000	CY	$46.69352	$75,503.42
0009	441E50300 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)	343.000	CY	$174.37532	$59,810.73
0010	441E50000 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22	343.000	CY	$190.81571	$65,449.79
0011	452E12010 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P	1,306.000	SY	$54.38705	$71,029.49
0012	609E12000 COMBINATION CURB AND GUTTER, TYPE 2	5,524.000	FT	$19.59594	$108,247.97
0097	407E20000 NON-TRACKING TACK COAT	328.000	GAL	$2.58756	$848.72

Total for Group 0005:$574,208.55

Line #	Item Number / Description / *Supplemental Description*	Quantity	Units	Unit Price	Extension
Group 0006: LIGHTING					
0162	611E00400 4" CONDUIT, TYPE E	40.000	FT	$10.59485	$423.79
0163	625E00450 CONNECTION, FUSED PULL APART	78.000	EACH	$89.41750	$6,974.57
0164	625E10481 LIGHT POLE, DECORATIVE, AS PER PLAN	39.000	EACH	$2,345.00000	$91,455.00
0165	625E14000 LIGHT POLE FOUNDATION, 24" X 6' DEEP	39.000	EACH	$1,020.27765	$39,790.83
0166	625E23000 NO. 4 AWG 600 VOLT DISTRIBUTION CABLE	14,517.000	FT	$2.04654	$29,709.62
0167	625E23400 NO. 10 AWG POLE AND BRACKET CABLE	1,755.000	FT	$1.34091	$2,353.30
0168	625E25402 CONDUIT, 2", 725.05	4,644.000	FT	$4.57070	$21,226.33
0169	625E27401 LUMINAIRE, POST TOP, AS PER PLAN	39.000	EACH	$179.00000	$6,981.00
0170	625E29002 TRENCH, 24" DEEP	4,644.000	FT	$6.54712	$30,404.83
0171	625E30700 PULL BOX, 725.08, 18"	39.000	EACH	$741.05203	$28,901.03
0172	625E32000 GROUND ROD	39.000	EACH	$202.84553	$7,910.98
0173	625E34001 POWER SERVICE, AS PER PLAN	1.000	EACH	$7,686.00000	$7,686.00
0174	625E36000 PLASTIC CAUTION TAPE	4,644.000	FT	$0.30163	$1,400.77
				Total for Group 0006:	$275,218.05
Group 0007: TRAFFIC CONTROL					
0098	630E08520	15.000	FT	$12.27247	$184.09

Line #	Item Number	Description / *Supplemental Description*	Quantity	Units	Unit Price	Extension
		STREET NAME SIGN SUPPORT, NO. 3 POST				
0099	630E03100	GROUND MOUNTED SUPPORT, NO. 3 POST	154.000	FT	$10.94923	$1,686.18
0101	630E85100	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	14.000	EACH	$52.01309	$728.18
0102	630E86002	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	14.000	EACH	$15.45696	$216.40
0103	642E00300	CENTER LINE, TYPE 1	0.510	MILE	$3,056.54103	$1,558.84
0104	642E00500	STOP LINE, TYPE 1	51.000	FT	$3.95871	$201.89
0106	642E00600	CROSSWALK LINE, TYPE 1	128.000	FT	$1.56494	$200.31

Total for Group 0007:$4,775.89

Group 0008: LANDSCAPING

0175	203E10001	EXCAVATION, AS PER PLAN *TREE PITS*	42.000	CY	$50.00000	$2,100.00
0178	661E40100	DECIDUOUS TREE, 2-1/2" CALIPER	42.000	EACH	$690.00000	$28,980.00
0179	680E14550	SPECIAL - TRASH RECEPTACLE	4.000	EACH	$800.00000	$3,200.00
0180	690E98000	SPECIAL - *6' STREET BENCH*	4.000	EACH	$2,000.00000	$8,000.00
0181	666E10020	PRUNING EXISTING TREE, 24 TO 36-INCH DIAMETER	15.000	EACH	$511.00000	$7,665.00

Total for Group 0008:$49,945.00

Group 0009: MAINTENANCE OF TRAFFIC

0060	614E21000	WORK ZONE CENTER LINE, CLASS I	0.510	MILE	$2,887.18784	$1,472.47

Line #	Item Number / Description / *Supplemental Description*	Quantity	Units	Unit Price	Extension
0061	616E10000 WATER	2.000	MGAL	$68.77015	$137.54

Total for Group 0009:$1,610.01

Group 0010: INCIDENTALS

0118	614E11000 MAINTAINING TRAFFIC	1.000	LS	$10,000.00000	$10,000.00
0119	619E16010 FIELD OFFICE, TYPE B	4.000	MNTH	$1,518.47265	$6,073.89
0120	623E10000 CONSTRUCTION LAYOUT STAKES AND SURVEYING	1.000	LS	$15,000.00000	$15,000.00
0121	624E10000 MOBILIZATION	1.000	LS	$40,000.00000	$40,000.00

Total for Group 0010:$71,073.89

Group 0011: DESIGN RISK CONTINGENCY

0182		1.000		$294,501.00000	$294,501.00

15% DESIGN RISK CONTINGENCY

Total for Group 0011:$294,501.00

Estimate Phase 1A

Estimated Cost:$553,412.11

Contingency: 11.50%

Estimated Total: $617,054.50

Base Date: 05/01/24

Spec Year: 19

Unit System: E

Work Type: GEN CONST: INVLVS 2 OR MOR MAJ WRK TYPE

Highway Type:

Urban/Rural Type: RURAL CLASS

Season: SUMMER

County: ALLEN

Latitude of Midpoint: 405042

Longitude of Midpoint: 841102

District: 01

Federal/State Project Number:

Prepared by System Administrator

Line #	Item Number / Description / *Supplemental Description*	Quantity	Units	Unit Price	Extension
Group 0001: ROADWAY					
0111	201E11000 CLEARING AND GRUBBING	1.000	LS	$5,000.00000	$5,000.00
0112	202E23000 PAVEMENT REMOVED	1,864.000	SY	$9.28559	$17,308.34
0113	202E30000 WALK REMOVED	2,200.000	SF	$1.61002	$3,542.04
0118	202E58100 CATCH BASIN REMOVED	1.000	EACH	$261.55600	$261.56
0119	203E10000 EXCAVATION	567.000	CY	$18.13544	$10,282.79
0120	203E20000 EMBANKMENT	50.000	CY	$22.48207	$1,124.10
0121	204E10000 SUBGRADE COMPACTION	2,386.000	SY	$1.24791	$2,977.51
0122	204E13000 EXCAVATION OF SUBGRADE	75.000	CY	$20.89733	$1,567.30
0123	204E30010 GRANULAR MATERIAL, TYPE B	75.000	CY	$41.99985	$3,149.99
0124	204E45000 PROOF ROLLING	1.000	HOUR	$183.61207	$183.61
0125	204E50000 GEOTEXTILE FABRIC	200.000	SY	$2.11216	$422.43
0126	608E10000 4" CONCRETE WALK	5,340.000	SF	$5.83848	$31,177.48
0129	202E35100 PIPE REMOVED, 24" AND UNDER	500.000	FT	$10.92685	$5,463.43
0197	690E50100 SPECIAL - MAILBOX SUPPORT SYSTEM, SINGLE	10.000	EACH	$155.21596	$1,552.16
0198	690E50350 SPECIAL - MAILBOX REMOVED AND RESET	10.000	EACH	$156.49467	$1,564.95

Line #	Item Number / Description / *Supplemental Description*	Quantity	Units	Unit Price	Extension

Total for Group 0001:$85,577.69

Group 0002: EROSION CONTROL

0151	659E00300 TOPSOIL	175.000	CY	$34.28727	$6,000.27
0152	659E10000 SEEDING AND MULCHING	1,566.000	SY	$2.56309	$4,013.80
0153	659E14000 REPAIR SEEDING AND MULCHING	78.000	SY	$1.47563	$115.10
0154	659E20000 COMMERCIAL FERTILIZER	0.150	TON	$737.56499	$110.63
0155	659E31000 LIME	0.330	ACRE	$47.92320	$15.81
0156	659E35000 WATER	9.000	MGAL	$3.45042	$31.05
0158	832E30000 EROSION CONTROL	4,000.000	EACH	$1.00000	$4,000.00

Total for Group 0002:$14,286.66

Group 0003: DRAINAGE

0140	611E04400 12" CONDUIT, TYPE B	1,320.000	FT	$49.10201	$64,814.65
0144	611E98180 CATCH BASIN, NO. 3A	6.000	EACH	$2,822.00906	$16,932.05
0146	605E14000 6" BASE PIPE UNDERDRAINS	1,342.000	FT	$12.13117	$16,280.03

Total for Group 0003:$98,026.73

Group 0004: PAVEMENT

0173	301E46000 ASPHALT CONCRETE BASE, PG64-22	299.000	CY	$190.95395	$57,095.23
0174	304E20000	361.000	CY	$54.54398	$19,690.38

Line #	Item Number / Description / *Supplemental Description*	Quantity	Units	Unit Price	Extension
	AGGREGATE BASE				
0175	441E50300 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)	75.000	CY	$230.13198	$17,259.90
0176	441E50000 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22	75.000	CY	$245.62217	$18,421.66
0177	452E12010 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P	481.000	SY	$58.44474	$28,111.92
0178	609E12000 COMBINATION CURB AND GUTTER, TYPE 2	1,342.000	FT	$23.63684	$31,720.64
0179	407E20000 NON-TRACKING TACK COAT	72.000	GAL	$2.66263	$191.71

Total for Group 0004:$172,491.44

Group 0005: LIGHTING

0161	625E00450 CONNECTION, FUSED PULL APART	22.000	EACH	$92.93793	$2,044.63
0162	625E10481 LIGHT POLE, DECORATIVE, AS PER PLAN	11.000	EACH	$2,345.00000	$25,795.00
0163	625E14000 LIGHT POLE FOUNDATION, 24" X 6' DEEP	11.000	EACH	$1,206.36614	$13,270.03
0164	625E23000 NO. 4 AWG 600 VOLT DISTRIBUTION CABLE	4,395.000	FT	$2.24640	$9,872.93
0165	625E23400 NO. 10 AWG POLE AND BRACKET CABLE	495.000	FT	$1.50176	$743.37
0166	625E25402 CONDUIT, 2", 725.05	1,410.000	FT	$5.58597	$7,876.22
0167	625E27401 LUMINAIRE, POST TOP, AS PER PLAN	11.000	EACH	$179.00000	$1,969.00
0168	625E29002 TRENCH, 24" DEEP	1,410.000	FT	$7.43095	$10,477.64
0169	625E30700	11.000	EACH	$754.43705	$8,298.81

Line #	Item Number	Description / *Supplemental Description*	Quantity	Units	Unit Price	Extension
		PULL BOX, 725.08, 18"				
0170	625E32000	GROUND ROD	11.000	EACH	$211.00709	$2,321.08
0172	625E36000	PLASTIC CAUTION TAPE	1,410.000	FT	$0.34945	$492.72

Total for Group 0005:$83,161.43

Group 0006: TRAFFIC CONTROL

0188	630E03100	GROUND MOUNTED SUPPORT, NO. 3 POST	33.000	FT	$12.55231	$414.23
0190	630E85100	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	3.000	EACH	$61.26291	$183.79
0191	630E86002	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	3.000	EACH	$16.76819	$50.30
0194	642E00300	CENTER LINE, TYPE 1	0.130	MILE	$6,263.29025	$814.23

Total for Group 0006:$1,462.55

Group 0007: LANDSCAPING

0180	203E10001	EXCAVATION, AS PER PLAN *TREE PITS*	5.000	CY	$50.00000	$250.00
0183	661E40100	DECIDUOUS TREE, 2-1/2" CALIPER	5.000	EACH	$714.62609	$3,573.13
0186	666E10020	PRUNING EXISTING TREE, 24 TO 36-INCH DIAMETER	3.000	EACH	$511.00000	$1,533.00

Total for Group 0007:$5,356.13

Group 0008: MAINTENANCE OF TRAFFIC

0060	614E21000	WORK ZONE CENTER LINE, CLASS I	0.130	MILE	$6,128.53767	$796.71
0061	616E10000	WATER	1.000	MGAL	$68.77015	$68.77

Line #	Item Number	Quantity	Units	Unit Price	Extension
	Description				
	Supplemental Description				

Total for Group 0008:$865.48

Group 0009: INCIDENTALS

0107	614E11000	1.000	LS	$5,000.00000	$5,000.00
	MAINTAINING TRAFFIC				
0109	623E10000	1.000	LS	$5,000.00000	$5,000.00
	CONSTRUCTION LAYOUT STAKES AND SURVEYING				
0110	624E10000	1.000	LS	$10,000.00000	$10,000.00
	MOBILIZATION				

Total for Group 0009:$20,000.00

Group 0010: DESIGN RISK CONTINGENCY

0196		1.000		$72,184.00000	$72,184.00
	15% DESIGN RISK CONTINGENCY				

Total for Group 0010:$72,184.00

Estimate Phase 2

Estimated Cost:$357,927.78

Contingency: 11.50%

Estimated Total: $399,089.47

Base Date: 05/01/24

Spec Year: 19

Unit System: E

Work Type: GEN CONST: INVLVS 2 OR MOR MAJ WRK TYPE

Highway Type:

Urban/Rural Type: RURAL CLASS

Season: SUMMER

County: ALLEN

Latitude of Midpoint: 405042

Longitude of Midpoint: 841102

District: 01

Federal/State Project Number:

Prepared by System Administrator

Line #	Item Number / Description / *Supplemental Description*	Quantity	Units	Unit Price	Extension

Group 0001: ROADWAY

0140	201E11000 CLEARING AND GRUBBING	1.000	LS	$20,000.00000	$20,000.00
0147	202E58100 CATCH BASIN REMOVED	3.000	EACH	$249.66998	$749.01
0148	203E10000 EXCAVATION	1,000.000	CY	$16.40394	$16,403.94
0149	203E20000 EMBANKMENT	350.000	CY	$14.86976	$5,204.42
0155	608E10000 4" CONCRETE WALK	8,870.000	SF	$5.33218	$47,296.44
0158	202E35100 PIPE REMOVED, 24" AND UNDER	500.000	FT	$10.92685	$5,463.43
0199	690E50100 SPECIAL - MAILBOX SUPPORT SYSTEM, SINGLE	16.000	EACH	$149.53529	$2,392.56
0200	690E50350 SPECIAL - MAILBOX REMOVED AND RESET	16.000	EACH	$143.67033	$2,298.73

Total for Group 0001:$99,808.53

Group 0002: EROSION CONTROL

0131	659E00300 TOPSOIL	386.000	CY	$28.48022	$10,993.36
0132	659E10000 SEEDING AND MULCHING	3,464.000	SY	$1.80326	$6,246.49
0133	659E14000 REPAIR SEEDING AND MULCHING	173.000	SY	$1.32449	$229.14
0134	659E20000 COMMERCIAL FERTILIZER	0.320	TON	$701.87991	$224.60
0135	659E31000 LIME	0.720	ACRE	$38.14765	$27.47
0136	659E35000	19.000	MGAL	$2.96207	$56.28

Line #	Item Number / Description / *Supplemental Description*	Quantity	Units	Unit Price	Extension
	WATER				
0137	832E15000 STORM WATER POLLUTION PREVENTION PLAN	1.000	LS	$8,000.00000	$8,000.00
0138	832E30000 EROSION CONTROL	3,000.000	EACH	$1.00000	$3,000.00
0139	832E15002 STORM WATER POLLUTION PREVENTION INSPECTIONS	1.000	LS	$20,000.00000	$20,000.00

Total for Group 0002:$48,777.34

Group 0003: DRAINAGE

0162	611E07600 18" CONDUIT, TYPE C	1,560.000	FT	$44.30456	$69,115.11
0167	611E98470 CATCH BASIN, NO. 2-2B	14.000	EACH	$1,557.21852	$21,801.06

Total for Group 0003:$90,916.17

Group 0004: PAVEMENT

0188	452E12010 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P	667.000	SY	$57.08440	$38,075.29

Total for Group 0004:$38,075.29

Group 0006: TRAFFIC CONTROL

0099	630E03100 GROUND MOUNTED SUPPORT, NO. 3 POST	22.000	FT	$13.01196	$286.26
0101	630E85100 REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	2.000	EACH	$63.95995	$127.92

Total for Group 0006:$414.18

Group 0008: MAINTENANCE OF TRAFFIC

0061	616E10000 WATER	1.000	MGAL	$68.77015	$68.77

Total for Group 0008:$68.77

Line #	Item Number / Description / *Supplemental Description*	Quantity	Units	Unit Price	Extension
Group 0009: INCIDENTALS					
0201	614E11000 MAINTAINING TRAFFIC	1.000	LS	$10,000.00000	$10,000.00
0202	619E16010 FIELD OFFICE, TYPE B	2.000	MNTH	$1,590.74762	$3,181.50
0203	623E10000 CONSTRUCTION LAYOUT STAKES AND SURVEYING	1.000	LS	$10,000.00000	$10,000.00
0204	624E10000 MOBILIZATION	1.000	LS	$10,000.00000	$10,000.00
				Total for Group 0009:	$33,181.50
Group 0010: DESIGN RISK CONTINGENCY					
0198	*15% DESIGN RISK CONTINGENCY*	1.000		$46,686.00000	$46,686.00
				Total for Group 0010:	$46,686.00