



**Abbreviated Engineering Assessment
Prepared For:
City of Fort Wayne
&
Allen County**

**Clinton Street Widening Study
Auburn Road to Mayhew Road**



City of Fort Wayne, Allen County, Indiana

**Prepared By:
American Structurepoint, Inc.
116 E Berry St. Suite 1515
Fort Wayne, Indiana 46802**





**N. Clinton Street Widening Study in Fort Wayne, Indiana
Abbreviated Engineer’s Report**

TABLE OF CONTENTS

Purpose of Report 2

Project Location..... 2

Project Need and Purpose..... 2

Project Objectives..... 3

Other Planned Improvements 3

Existing Facility.....3-6

Proposed Facility 7-14

Railroad Coordination 14

Coordination 15

Recommendations/Conclusions/Concurrence 16

APPENDIX

- Appendix A – Project Location Map (1 Page)
- Appendix B – Ground Level Photographs (5 Pages)
- Appendix C – Conceptual Typical Sections and Plan Layouts (20 Pages)
- Appendix D – Preliminary Project Cost Estimates (16 Pages)
- Appendix E – Preliminary Red Flag Investigation (13 Pages)
- Appendix F – Presentations and Meeting Minutes (2 pages)



ENGINEERS REPORT

Type of Work:	Roadway Reconstruction and Widening
Route:	N. Clinton Street between Auburn Road and Mayhew Road
Functional Classification:	Urban Principal Arterial (Suburban)
Location:	Fort Wayne, Allen County, Indiana
Posted Speed Limit:	45 mph

PURPOSE OF REPORT

The purpose of this report is to identify the preferred means for improving current and future traffic operations and safety along N. Clinton Street between Auburn Road and Mayhew Road.

PROJECT LOCATION

The project area is located along N. Clinton Street generally north and east of downtown Fort Wayne, Indiana. The southern limit of the project area is Auburn Road and the northern limit is Mayhew Road, a distance of approximately 3.1 miles. The project is partially located within the city limits of Fort Wayne and partially in Allen County with the division being Diebold Road.

More specifically, the intersections that were assessed and analyzed for this study include the following four locations (See **Appendix A** for project area):

1. N. Clinton Street at Riveroak Drive/Clinton Park Drive
2. N. Clinton Street at Wallen Road
3. N. Clinton Street at New Connector Road
4. N. Clinton Street at Diebold Road

PROJECT NEED AND PURPOSE

The project's need is based on the MPO's long-range transportation plan for N. Clinton Street to be sized to meet the city's future traffic demands of this corridor. Commercial and residential development continues to occur in the northern part of the City and County, of which N. Clinton Street is a major connector to much of the development area.

The purpose of this project is to make improvements that will improve the level of safety for motorists, pedestrians, and bicyclists using the N. Clinton Street corridor. For motorists, this will be accomplished by improving the pavement condition and reducing congestion by adding capacity to the roadway as future development continues to occur in this part of the City and County. For pedestrians and bicyclists, safety will be improved by constructing sidewalk and multi-use path to provide an ADA-compliant route connected with the existing City and County infrastructure to the north and south.



PROJECT OBJECTIVES

The goal of this engineer’s report is to evaluate and recommend intersection and roadway treatments to achieve the City’s desire for a safer travel environment. The project objectives are described below:

- A. Evaluate the roadway and noted intersections along N. Clinton Street within the project limits.
 - a. Assess the number and severity of crashes and existing traffic control
 - b. Evaluate crash data and recommend roadway improvements
- B. Provide a preliminary environmental evaluation.
- C. Identify potential right-of-way (ROW) impacts.
- D. Identify potential utility impacts.
- E. Develop preliminary project budgets.

OTHER PLANNED IMPROVEMENTS AND COORDINATION

Allen County is currently planning on improving Diebold Road directly north, and adjacent to, N. Clinton Street in 2023. The N. Clinton Street project and the County’s project will need to be coordinated for appropriate tie-in as the schedules are not anticipated to overlap.

The City and Allen County will develop an agreement for design and construction of the section north of Diebold Road under the county’s jurisdiction.

EXISTING FACILITY

North Clinton Street is a connector between downtown Fort Wayne and development in the northeast part of the city and northern portion of the county. From downtown to Coliseum Blvd the roadway consists of four to five travel lanes including turn lanes at intersections. The roadway then transitions to a four-lane divided roadway section with turn lanes at the intersections from Coliseum Blvd to just north of Auburn Road.

See **Appendix B** for ground level photographs.

- **Roadway**

North Clinton Street is classified as an Urban Principal Arterial (Suburban) with a posted speed of 45 mph.

At the southern terminus, the roadway is four lane divided with a 30’ flush grass median, extending approximately 1,600 feet north from Auburn Road to Jacobs Creek Run where it becomes a two lane roadway. From there, the existing N. Clinton Street roadway consists primarily of a two lane roadway with 0’-0” to 4’-0” paved shoulders. There are turn lanes located at the major intersections with varying shoulder widths. The existing asphalt pavement is in poor to fair condition with significant longitudinal, transverse, and edge cracking. The consistent transverse cracks every 15’-20’ are an indication of concrete pavement below the asphalt surface. The pavement edges are in poor to fair condition as well.



- **Land Use**

The land use is a mix of residential, commercial, undeveloped land for sale, and agricultural land. I-69 runs parallel to N. Clinton Street south of Wallen Road and the I-69 interchange with I-469 is located just west and north of Wallen Road.

- **Utilities**

Utilities were visually observed in the field and include overhead and underground utilities running along both sides of N. Clinton Street for the entire length of project. A major electrical substation is located in the northwest quadrant of the I-469 overpass of N. Clinton Street.

A pipeline database indicated no pipelines are located within the project limits.

The following utility companies have been identified as having facilities in the vicinity of this project:

- American Electric Power – Electric
- American Electric Power Telecom – Fiber Optic
- Comcast Cable – Cable TV
- Everstream, LLC – Communications, Fiber Optic
- City of Fort Wayne – Fiber Optic, Sewer, Street Lights, Water
- Frontier – Telephone
- Mediacom LLC – Cable TV
- NIPSCO – Gas
- Level 3 (now Century Link) – Fiber Optic
- IN Fiber Network DBA – Fiber Optic
- Zayo Bandwidth – Fiber Optic

The utility companies listed above were contacted for preliminary information regarding location of facilities and easements. The companies that responded reported that their facilities are in the public right of way. The designer will further coordinate with the utility companies during design verifying utilities are not in conflict with any proposed work.

- **Signals, Lighting, Signing**

No intersections are signalized within the project limits.

Roadway cobra-head lights exist at River Cove Trail, Jacobs Creek Run, Meadows Park Way, Swift Drive, Clinton Park Drive (S and N), Wallen Road, and Diebold Road.

There are various smaller regulatory signs located throughout the project limits.



- **Drainage**

Drainage along the N. Clinton Street roadway is by open ditches.

There are four significant waterways that cross N. Clinton Street within the project limits:

- Becketts Run (Approx. 700' north of Jacobs Creek Run) – 40' long single span bridge, concrete headwalls and wingwalls, substandard guardrail
- Swift Ditch (Approx. 400' southwest of Wallen Road) – Approximately 18' wide culvert, concrete headwalls and wingwalls
- Martin Ditch (Approx. 820' southwest of Bent Creek Boulevard) – Approximately 15' wide steel multi-beam structure, concrete headwalls and wingwalls
- UNT to Martin Ditch (Approx. 325' southwest of Bent Creek Boulevard) – Approximately 60" Circular RCP culvert

There are also four identified wetlands within the project limits and one lake adjacent to the project area. The project area is also located within twelve floodplain polygons based on information obtained from the State of Indiana Geographical Information Office Library.

- **Environmental Resources**

A Preliminary Red Flag Investigation was conducted as part of this engineers report. A review of existing databases indicated the following potential environmental resources exist in the vicinity of the project.

- Underground storage tank is present west of N. Clinton Street near Clinton Park Drive.
- NPDES facilities and underground storage tank are located at the major electric substation location.
- There is potential for trail connectivity within the project vicinity. Coordination with Fort Wayne's Parks and Recreation Department will be required.
- Smith Field is an airfield that is located 1.62 miles west of the project area. Coordination with INDOT's Aviation department is required.
- No pipelines, schools, cemeteries, or churches are located within the project limits.

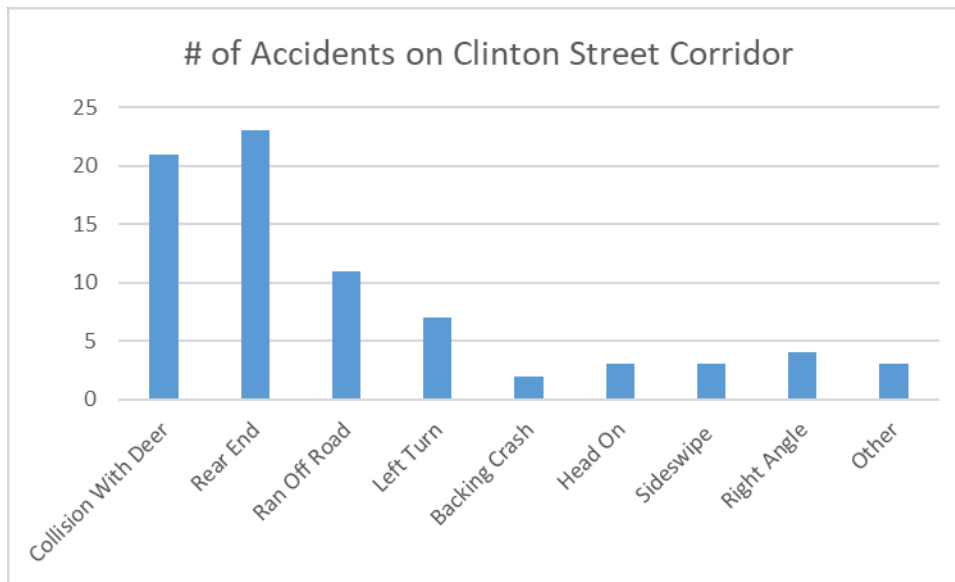
As part of design, the corridor will be evaluated through the Section 106 process to determine 4f resources. Adjustments to the proposed layout will be considered to minimize or eliminate impacts to historic structures.



- **Crash Data Evaluation**

A review of existing crash data obtained for the three-year period from 2018 to 2020 indicates the following crash history:

- A total of 77 crashes occurred along the N. Clinton Street corridor within the project limits.



- The primary crash types were collision with deer, rear end, run off the road, and left turning crashes.
- Injuries were reported at 11 of the 77 crashes, including 4 of the crashes with multiple injuries. No fatalities were reported. Eight of the 77 crashes occurred at the Wallen Road intersection. Seventeen of the 77 crashes occurred at night in unlit sections of the roadway.

Recommended improvements, including roadway widening, additional roadway lighting, and intersection modification at Wallen Road, are intended to enhance safety and mitigate the crash types that are occurring along the roadway.



PROPOSED FACILITY

Proposed Design Criteria

N. Clinton Street Roadway

Design Speed:	45 mph* (45 mph posted)
Functional Classification:	Urban Principal Arterial (Suburban)
Lanes:	2 NB and 2 SB - 11'-0" travel lanes
Shoulder:	Curb and Gutter w/ 1'-6" curb offset
Auxiliary Lanes:	12'-0
Auxiliary Shoulder:	Curb and Gutter w/ 1'-6" curb offset
Two-Way-Left-Turn-Lane	12'-0"
Sideslopes:	12:1 from back of curb, then 3:1 max
Clear Zone:	10'-0" from edge of travel way
Superelevation Rate:	N/A
Vertical Curvature K Value:	Crest = 84; Sag = 96
Maximum Grade:	6%
Minimum Grade:	0.5%
Median Width:	14'-0" raised median**
Median Slopes:	5:1 max
Vertical Clearance:	14'-0" existing overpassing bridge
*Design speed will be 45 mph but all elements of the roadway except the horizontal curve near the Wallen Road Intersection will meet design standards for 50 mph	
**Minimum median width considered in this study is 4'-0"	

Roadway

The proposed roadway will consist of both resurfacing and reconstruction with roadway widening to a four or five lane section as shown on the drawings in **Appendix C**. The roadway will be milled and resurfaced between Auburn Road and River Cove Trail and from 360' southwest of Mayhew Road to Mayhew Road. Reconstruction and widening will occur between River Cove Trail and 360' southwest of Mayhew Road.

The roadway will consist of two 11'-0" travel lanes in each direction separated by either a 12'-0" two-way-left-turn-lane, an existing 30'-0" grass median, or a raised landscaped or concrete median of varying widths (8'-0" typical). The typical section also includes 2'-0" curb and gutter on the outside lanes with vertical curbing in the median. At intersections with left turn lanes, the turn lanes will be 12'-0" wide. A 10'-0" wide asphalt multi-use path will be constructed on the east side of the roadway. The multi-use path will cross N. Clinton Street prior to reaching Mayhew Road. A 5'-0" concrete sidewalk will be constructed on the west side of the roadway. A minimum 5'-0" grass buffer will separate the roadway and path/sidewalk.



The roadway will be reconstructed on a similar horizontal and vertical alignment designed to perpetuate drainage and minimize right-of-way impacts. An exception may be at the Beckett's Run crossing where the roadway may need to be raised up to 3'-0" to accommodate the proposed multi-use path to be located underneath the bridge. The horizontal alignment will be designed to minimize impacts to all property owners with specific attention paid to the multiple property owners in the mobile home park (approximately 50 owners) and the electric substation.

Intersections

N. Clinton Street at Riveroak Drive/Clinton Park Drive

This intersection will remain unsignalized. Northbound and southbound left turn lanes will be added along N. Clinton Street.

N. Clinton Street at Wallen Road

Wallen Road will be re-aligned to tie into N. Clinton Street at a minimum 70-degree angle. The two options investigated for this study are identified below:

Option 1:

This realignment considers extending Wallen Road south to connect to N. Clinton Street at a 90-degree angle. This approach would minimize the limits of necessary construction and the required right-of-way. However, the property at the southeast quadrant of the intersection would need to be acquired. Due to the age of the house, it may have historical significance and should be further evaluated within the environmental Section 106 process.

Option 2:

The second alignment considered shows Wallen Road realigned north before returning south to connect to N. Clinton Street at a 70-degree angle. This approach would eliminate the majority of the impacts to the properties south of Wallen Road. However, a large amount of fill would be necessary in order to build up the roadway surface. Additionally, there is an existing small structure under Wallen Road that would require sizing and replacement due to the realignment. Wetlands are also likely present in the area north of Wallen Road and could be impacted.

Both options should be considered and fully vetted during design.

Based on available traffic data and coordination with the City, a signal is not expected to be warranted at this time. However, detailed traffic analysis will be required during the design phase of the project to verify that a traffic signal is not warranted at this location.



As a third alternative, a multi-lane roundabout was discussed with the city staff at this location. For consistency purposes along the roadway, a multi-lane roundabout is not desirable and will not be proposed for this project.

N. Clinton Street at New Connector Road

A new Public Road approach will be constructed approximately 1000 feet south of the I-469 overpass as new development is expected along N. Clinton Street south of Brooks Road in the near future. The existing Brooks Road approach just south of I-469 will be converted to a right-in and right-out approach with the addition of a raised median at this location. The new Public Road will connect to Brooks Road.

N. Clinton Street at Diebold Road

Currently Allen County has plans under development for improvements to Diebold Road north of N. Clinton Street. This intersection is planned to be signalized as part of the County project. The designer shall coordinate with Allen County to design the intersection appropriately to tie into the proposed typical section of Diebold Road.

No other specific improvements are necessary at any of the other intersections located along the corridor.

Pavement

The existing N. Clinton Street roadway was originally under INDOT's jurisdiction as SR 427. Existing plans were reviewed but did not provide information as to the composition of the pavement. Based on observation of the cracking patterns evident in the asphalt surface, it is assumed that there is concrete pavement below the HMA. The pavement overall is in fair condition.

As noted previously, N. Clinton Street between Auburn Road and River Cover Drive and from 360' southwest of Mayhew Road to Mayhew Road will be milled and resurfaced while north of River Cove Drive to 360' southwest of Mayhew Road the pavement will be replaced.

For the purposes of this report, 13" full depth HMA pavement on subgrade treatment with underdrains is assumed for the full depth reconstruction and widening areas. A 1.5" mill and resurface is assumed in the resurface areas. Five percent full depth and five percent partial depth patching is assumed for the mill and resurface areas.



Drainage

In order to minimize the footprint of the roadway, an enclosed storm sewer system is proposed.

Multiple drainage areas exist within the project limits. Becketts Run, Swift Ditch, Martin Ditch, and UNT to Martin Ditch are the primary waterway crossings and will most likely be included as part of the storm sewer outfall. In addition, it is anticipated that some retention and detention may be required as part of the design. There are multiple locations along the roadway where there is room to construct a pond or in-line detention if necessary.

The designer will consider widening the grass buffer (tree lawn) areas to incorporate green infrastructure that offsets the increase in impervious areas. In these widened areas, which ideally would be in areas of a relatively flat road grade, curb turnouts leading to side ditches or swales should be considered.

Hydraulic modeling will be required to appropriately size the crossing structures and storm sewer.

It is recommended that a more detailed drainage analysis be conducted as part of the design to determine how drainage will be perpetuated.

ADA Compliance/Multi-Use Path

As previously mentioned, a 5'-0" sidewalk and 10'-0" multi-use path will be constructed along the roadway as part of this project. Sidewalk mid-block crossings will be considered between Auburn Road and Wallen Road, away from intersections to reduce the number of conflict points of vehicles and pedestrian/bicyclists. Mid-block crossings will be considered at the following locations where the raised median can serve as a refuge point:

- Sidewalk: 500 feet +/- south of Meadows Park Way
- Sidewalk: Between Clinton Park Drive (South Entrance) and Riveroak Drive

Appropriate warning devices (i.e. Rectangular Rapid-Flashing Beacons) will be considered to enhance safety of these crossings. All curb ramps, sidewalk, offsets, crosswalk locations, pedestrian signalization, etc. will be designed to meet all ADA requirements and follow City of Fort Wayne standards and guidelines regarding ADA accessibility.

The City of Fort Wayne intends to continue the Becketts Run Trail west of N. Clinton Street. It is proposed that the multi-use path along N. Clinton Street will connect with the existing Becketts Run Trail to the west and a spur will be extended under the new bridge structure to connect to this future construction. On the east side of the roadway, a sidewalk connection to the Becketts Run Trail will be constructed.



Sidewalk connectivity across Mayhew Road will be included as part of the project. In addition, a connection to the DuPont Trail along the west side of Mayhew Road will be included as part of the project between N. Clinton Street and SR 1/DuPont Road.

Retaining Walls

In several locations, there is a potential for retaining walls to be used to mitigate areas where steep slopes make tying in to the existing ground difficult. It is anticipated that a large pre-cast modular block retaining wall (Redi-Rock or similar) will be utilized for ease of installation. The approximate areas where the need for these block walls have been identified are listed below:

- 150 feet +/- south of River Cove Trail to River Cove Trail (Rt.)
- Between River Cove Trail and Jacobs Creek Run (Rt.)
- Jacobs Creek Run to 180 feet +/- northeast of Beckett's Run (Rt. & Lt.)
- 370 feet +/- northeast of Riveroak Drive to 660 feet +/- northeast of Riveroak Drive (Rt.)
- 300 feet +/- southwest of Wallen Road to Wallen Road (Rt.)
- 1250 feet +/- southwest of Bent Creek Boulevard to 835 feet +/- southwest of Bent Creek Boulevard (Lt.)

Bridges/Culverts

Becketts Run

A new bridge over Beckett's Run will be required to accommodate the widened roadway on a new vertical alignment. The city has future plans to build a trail along the north side of Beckett's Run and the city desires that trail to pass under the bridge along the creek. A connector piece of the trail along N. Clinton Street will break off and connect to the trail on the north side of the creek. On the west side of N. Clinton Street, a sidewalk connection to the trail along Beckett's run will be established.

The existing structure is a 40' long single span bridge with concrete headwalls and wingwalls. The new bridge will be approximately 105 feet long with a clear roadway width of 59'-0". The 5'-0" sidewalk and 10'-0" multi-use path will be separated by a barrier on the bridge with appropriate approach guardrail and end treatments.

The bridge may be a single span or three span and should be investigated during design. The trail elevation and pedestrian clearances should be a factor when determining the number of spans.

Swift Ditch

A new culvert for Swift Ditch will be required to accommodate the widened roadway. The existing culvert is approximately 18' wide with concrete headwalls and wingwalls. The new structure is anticipated to be a box culvert or three-sided structure with wingwalls. For the purposes of this report, a 17' x 8' three-sided structure is assumed. The new structure will be designed to



best align with the existing channel that is heavily skewed with the roadway and can accommodate the residential driveway located at the crossing. Headwalls and wingwalls with appropriate guardrail or extension of the culvert beyond the clear zone will be evaluated during the design phase.

Martin Ditch (two locations)

Martin Ditch (or tributaries thereof) crosses N. Clinton Street at two locations south of Web Lane/Bent Creek Blvd. Culvert #1 is located approximately 820 feet south of Web Lane/Bent Creek Blvd. and consists of an approximately 15' wide steel multi-beam structure with concrete headwalls and wingwalls. The structure is in poor condition and will be replaced as part of the project. The new structure is anticipated to be a box culvert or three-sided structure with wingwalls. For the purposes of this report, a 15' x 9' three-sided structure is assumed.

Culvert #2 is located approximately 325 feet south of Web Lane/Bent Creek Blvd. and consists of an approximately 60" circular RCP culvert. The structure is in poor condition and will be replaced as part of the project. The new structure is anticipated to be a box culvert or three-sided structure with wingwalls. For the purposes of this report, a 12' x 5' three-sided structure is assumed.

Maintenance of Traffic

Traffic will be maintained along the roadway during construction to provide continued access to businesses and residents. In many instances, N. Clinton Street provides the only access to these residences or businesses. Auburn Road, Wallen Road, Diebold Road, and Mayhew Road provide access points to N. Clinton Street.

Specific phasing of construction will be determined during design as phasing will be highly dependent on final alignments and construction requirements. It is anticipated that closures may be required to construct the bridge over Becketts Run and the larger culverts for Swift Ditch, UNT to Martin Ditch and Martin Ditch.

Discussions to date indicate that Allen County's section north of Diebold Road will be built in a separate phase after the city's phases are constructed.

Shorter term closures may be required for replacement of any pipes and smaller culvert structures.

Signing and Pavement Markings

Appropriate signing and pavement markings will be placed to ensure safe bicycle, pedestrian, and vehicle travel.

Lighting

New decorative lighting will be installed along the roadway using the city standard Omega lights.



Geotechnical Investigation

A geotechnical investigation will be required for the project. Road borings will be required to evaluate the strength of the existing pavement and subgrade treatments for the widened full depth pavement areas. Deeper borings will be required for areas where storm sewer trunk lines will be placed. Additional deep borings will be required at the locations where larger culverts, small structures, or bridges will be required. The deeper borings should be expected at the Becketts Run, Swift Ditch, and Martin Ditch crossings. An additional undistributed quantity for subgrade improvement will be included for poor soils that may be present along the roadway.

Right of Way

The project will require additional right of way to construct the widened roadway section. Up to 70 parcels, based on a review of existing GIS information, could be impacted by the project. As many as 50 additional property owners could be impacted within parcels that contain mobile homes. The exact number of parcels impacted will be based on final roadway alignments developed during design.

Utilities

Utility relocations will be required for this project and are anticipated within most of the project limits. Significant impacts are expected to occur in front of, and near, the electric substation where there are multiple power poles and transmission lines. The relocation of the three large transmission poles on the east side of the roadway (and substation) will be avoided. The designer will coordinate with the power company early to gain a clear understanding of underground infrastructure near the substation pad.

The city indicated that AEP may have plans to convert the lay-down yard in the northeast quadrant of Diebold Road to a solar field at some point in the future.

It appears there may be a new lift station being constructed on the west side of the roadway and immediately north of the DuPont Mobile Home Park. The designer will investigate further the exact limits of the lift station and attempt to avoid relocation of the facility.



Opinions of Probable Cost

Phase 1*

Construction	\$ 12,105,000
Preliminary Engineering	\$ 2,663,000
Right of Way	\$ 900,000
Utility Relocation	\$ 150,000
Construction Inspection	\$ 1,815,000
PHASE 1 TOTAL	\$ 17,633,000

Phase 2*

Construction	\$ 12,200,000
Preliminary Engineering	\$ 2,684,000
Right of Way	\$ 1,400,000
Utility Relocation	\$ 150,000
Construction Inspection	\$ 1,830,000
PHASE 2 TOTAL	\$ 18,264,000

Phase 3*

Construction	\$ 9,500,000
Preliminary Engineering	\$ 2,090,000
Right of Way	\$ 650,000
Utility Relocation	\$ 250,000
Construction Inspection	\$ 1,425,000
PHASE 3 TOTAL	\$ 13,915,000

*Note: All costs are in 2022 dollars. No inflation for future construction is shown.

Appendix E provides a detailed cost breakdown for the concept plan outlined above and shown in **Appendix C**. Note that the costs included in **Appendix E** are high level estimated costs with many assumptions regarding extent of drainage work and utility relocations.

RAILROAD COORDINATION

No railroads will be impacted by the project.



COORDINATION

The project is anticipated to be constructed in three phases.

- Phase 1 – Riveroak Drive to Diebold Road
- Phase 2 – Auburn Road to Riveroak Drive
- Phase 3 – Diebold Road to Mayhew Road

The designer will continue to evaluate this project phasing with the Fort Wayne City Engineer.

The designer will also coordinate the expansion of N. Clinton Street under the I-469 bridges with the INDOT Fort Wayne District. To date, INDOT is aware of the N. Clinton Street project and the bridges were previously designed to accommodate the widening of N. Clinton Street. An INDOT project under Contract No. R-41580 will result in a widening of the eastbound I-469 bridge over N. Clinton Street and is expected to let on 11/16/2022.

Coordination has been conducted with the following individuals:

- Patrick Zaharako – City of Fort Wayne
- Bill Hartman, Mike Thornson, Brian Sechler – Allen County Highway
- Dan Avery – NIRCC (MPO)
- Susan Doell, Damien Perry – INDOT Fort Wayne District



RECOMMENDATIONS/CONCLUSIONS/CONCURRENCE

The purpose of this report is to document information compiled from the engineering study phase and to provide recommendations for improving the N. Clinton Street corridor between Auburn Road and Mayhew Road.

The recommended improvements, right of way, and project costs noted in this report adequately address the purpose and need of the study, and the information contained herein shall act as the first step in initiating design.

Patrick Zaharako, PE
City Engineer

Scott Crites, PE
Project Development Director

Bill Hartman
Director
Allen County Highway Department



AMERICAN
STRUCTUREPOINT
INC.

N. Clinton Street Abbreviated Engineers Report
Roadway Widening – City of Fort Wayne & Allen County, IN

Appendix A

Project Location Map (1 page)



PROJECT LOCATION MAP - CLINTON STREET WIDENING STUDY
Scale: 1" = 700'



AMERICAN
STRUCTUREPOINT
INC.

N. Clinton Street Abbreviated Engineers Report
Roadway Widening – City of Fort Wayne & Allen County, IN

Appendix B

Project Photographs (5 pages)



Clinton Street Looking South From Jacobs Creek Run



Clinton Street Looking North From Jacobs Creek Run



Clinton Street Looking North Towards Becketts Run Trail Entrance



East Side of Becketts Run Bridge Looking South



West Side of Becketts Run Bridge Looking South



Clinton Street Looking South Towards Becketts Run



East Side of Clinton Street Looking North Towards I-469 Bridge



Clinton Street Looking North Towards I-469 Bridge



East Side of Clinton Street Looking North Under I-469 Bridge



West Side of Clinton Street Looking North Under I-469 Bridge



West Side of Clinton Street Looking North Towards Diebold Road



West Side of Clinton Street Looking South Towards I-469



Martin Ditch Structure



Clinton Street Looking North From Bent Creek Boulevard

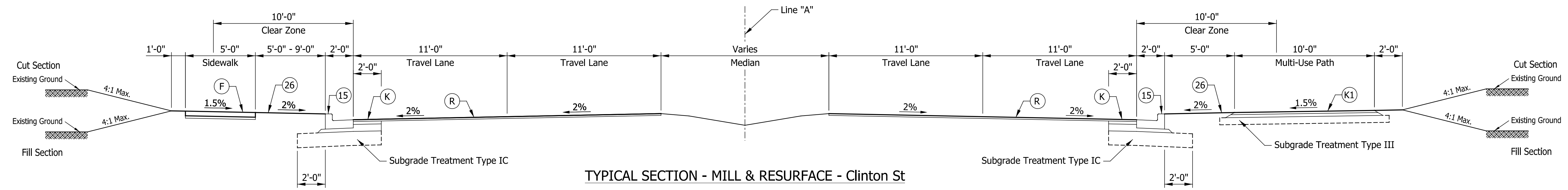


AMERICAN
STRUCTUREPOINT
INC.

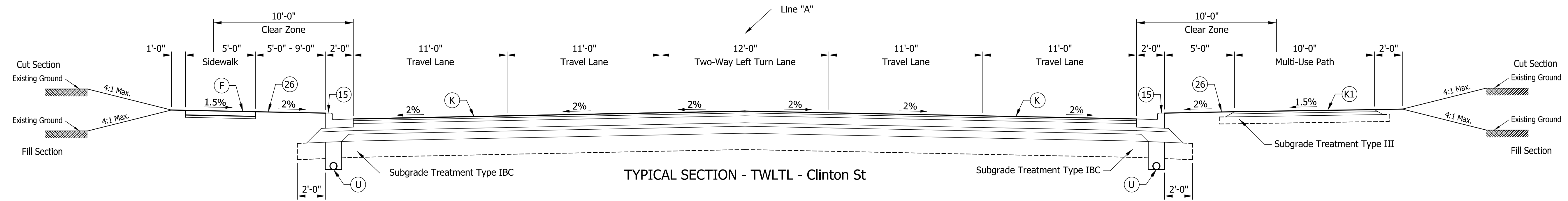
N. Clinton Street Abbreviated Engineers Report
Roadway Widening – City of Fort Wayne & Allen County, IN

Appendix C

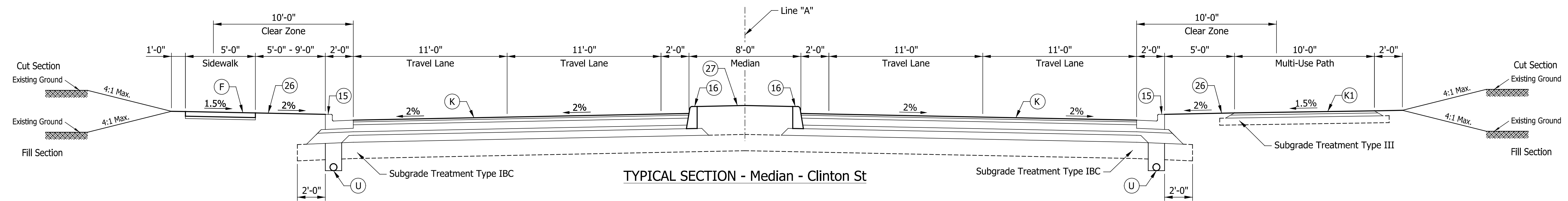
Conceptual Plan Layouts (20 pages)



TYPICAL SECTION - MILL & RESURFACE - Clinton St



TYPICAL SECTION - TWLTL - Clinton St



TYPICAL SECTION - Median - Clinton St

LEGEND

- (F) Concrete Sidewalk, 4", on 2" Compacted Aggregate No. 53
- (K) Full Depth HMA Pavement
- (K1) HMA Pavement for Multi-Use Path
- (R) 1½ in. Mill and Resurface
- (U) Underdrain
- (15) Curb and Gutter, Concrete, Modified
- (16) Curb, Concrete
- (26) Sodding, Nursery, on 4" Topsoil
- (27) Landscaping

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: _____ JDW _____	DRAWN: _____ BAD _____	
CHECKED: _____ MFD _____	CHECKED: _____ MFD _____	

INDIANA DEPARTMENT OF TRANSPORTATION

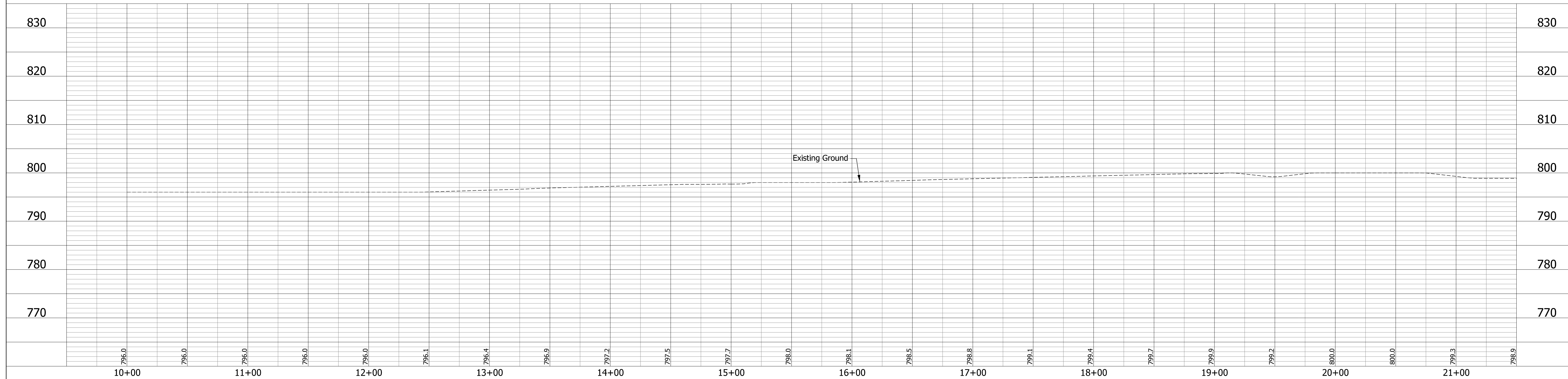
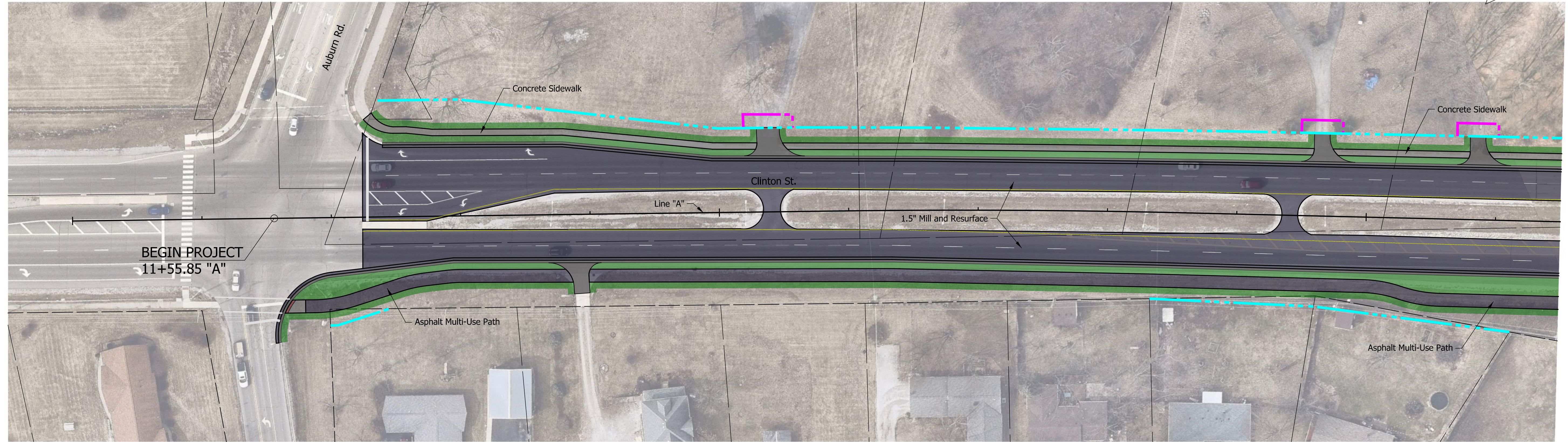
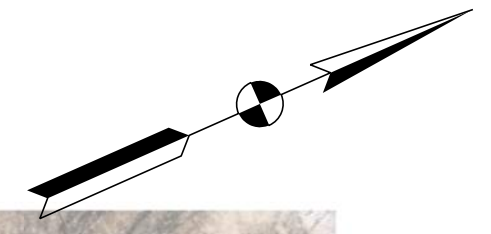
TYPICAL CROSS SECTIONS

HORIZONTAL SCALE	BRIDGE FILE
1/4" = 1'-0"	N/A
VERTICAL SCALE	DESIGNATION
N/A	N/A
SURVEY BOOK	SHEETS
N/A	1 of 20
CONTRACT	PROJECT
N/A	ST-22-097

10

15

20



DATE	REVISION

LEGEND	
	Existing Right of Way
	Existing Property Line
	Proposed Right of Way
	Proposed Temporary Right of Way

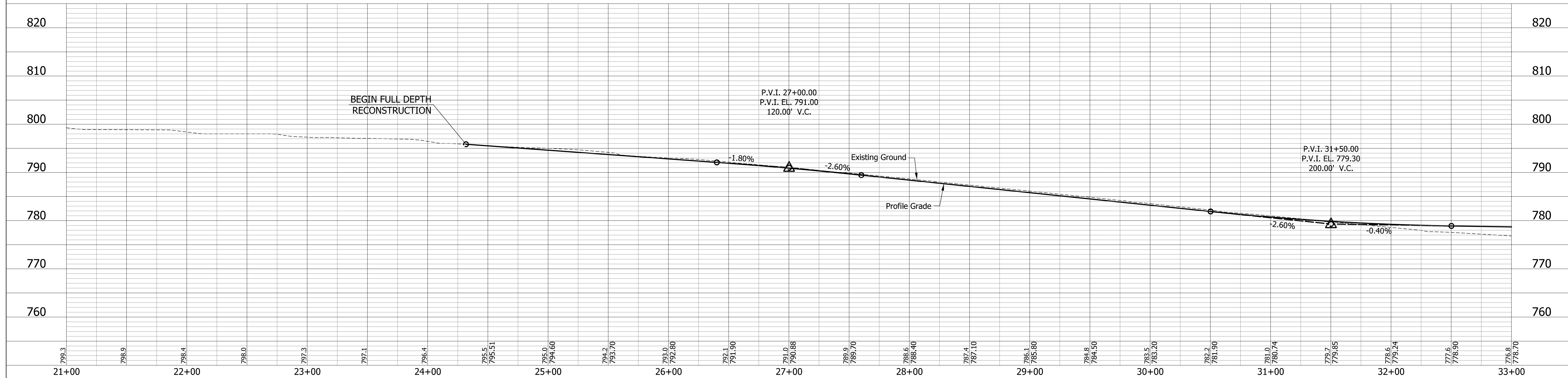
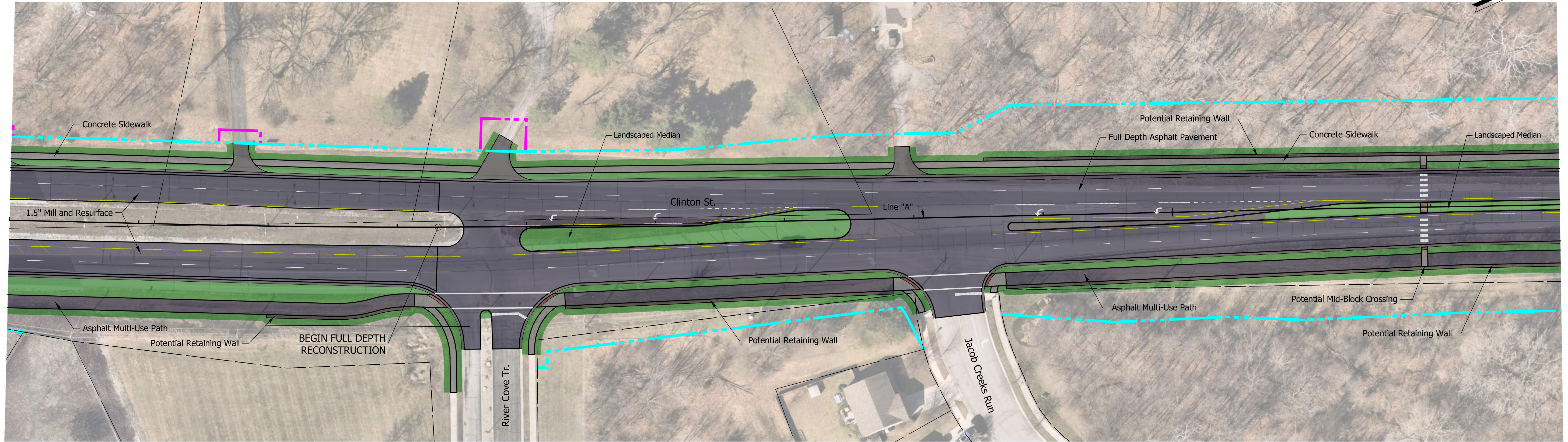
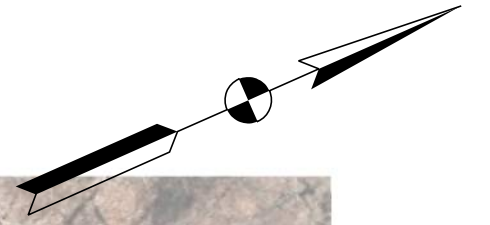
RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: _____	DRAWN: _____	
CHECKED: _____	CHECKED: _____	

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
STA. 10+00 TO STA. 21+25

HORIZONTAL SCALE 1" = 40'	BRIDGE FILE
VERTICAL SCALE 1" = 10'	DESIGNATION
SURVEY BOOK	SHEETS
CONTRACT	2 of PROJECT

Agency: Indiana Dept. of Transportation
Indiana_Straight



DATE	REVISION

LEGEND	
	Existing Right of Way
	Existing Property Line
	Proposed Right of Way
	Proposed Temporary Right of Way

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: _____	DRAWN: _____	
CHECKED: _____	CHECKED: _____	

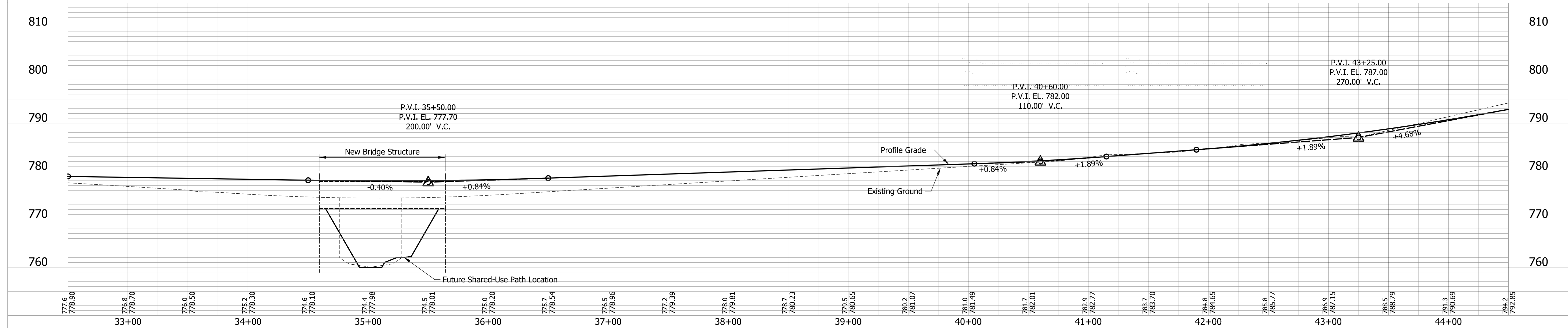
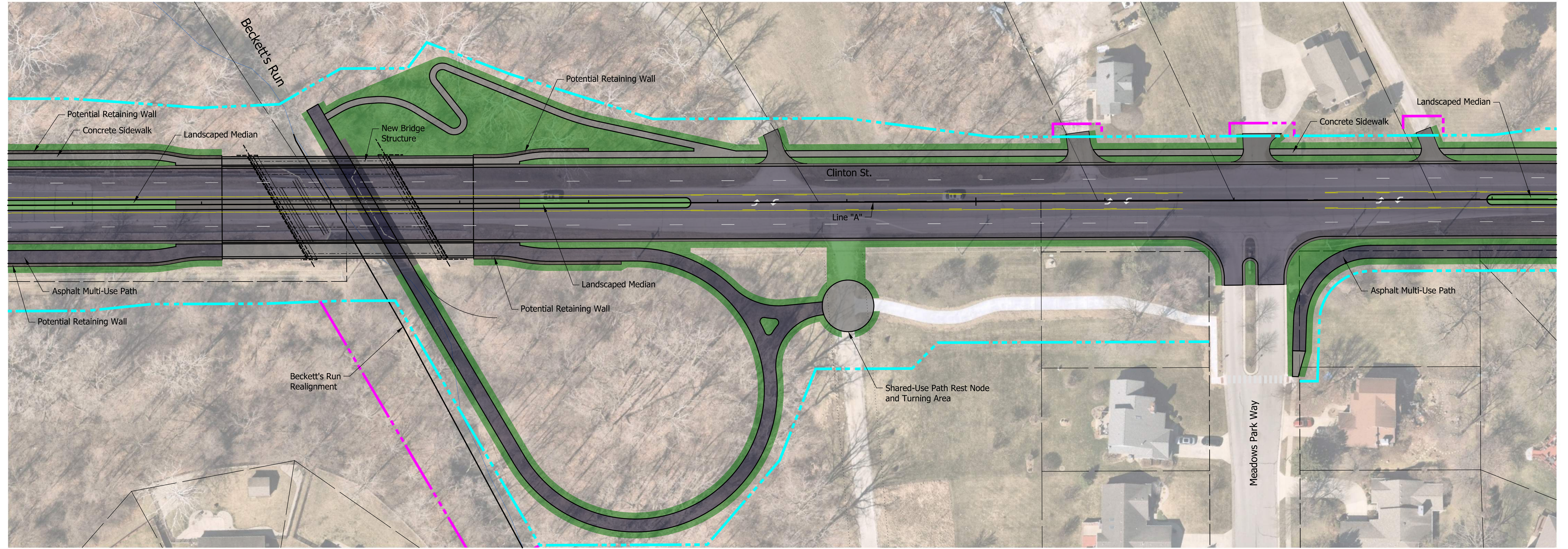
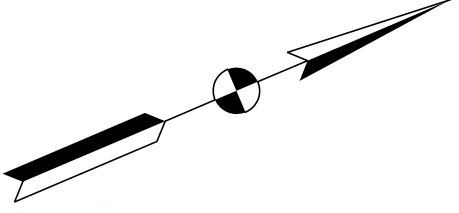
INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
STA. 21+25 TO STA. 32+75

HORIZONTAL SCALE 1" = 40'	BRIDGE FILE
VERTICAL SCALE 1" = 10'	DESIGNATION
SURVEY BOOK	SHEETS
CONTRACT	3 of PROJECT

35

40



DATE	REVISION

LEGEND	
	Existing Right of Way
	Existing Property Line
	Proposed Right of Way
	Proposed Temporary Right of Way

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: _____	DRAWN: _____	
CHECKED: _____	CHECKED: _____	

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
STA. 32+75 TO STA. 44+25

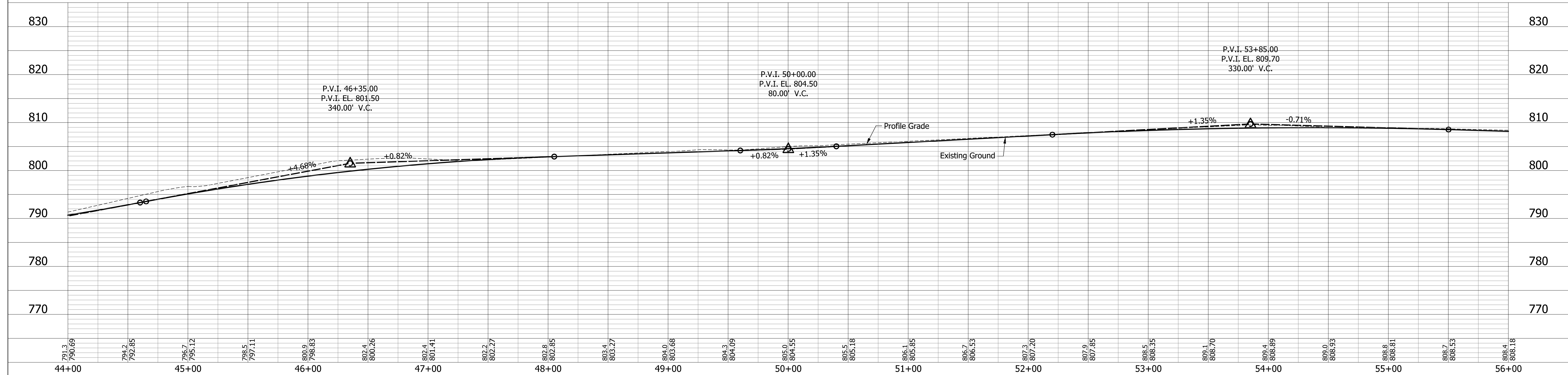
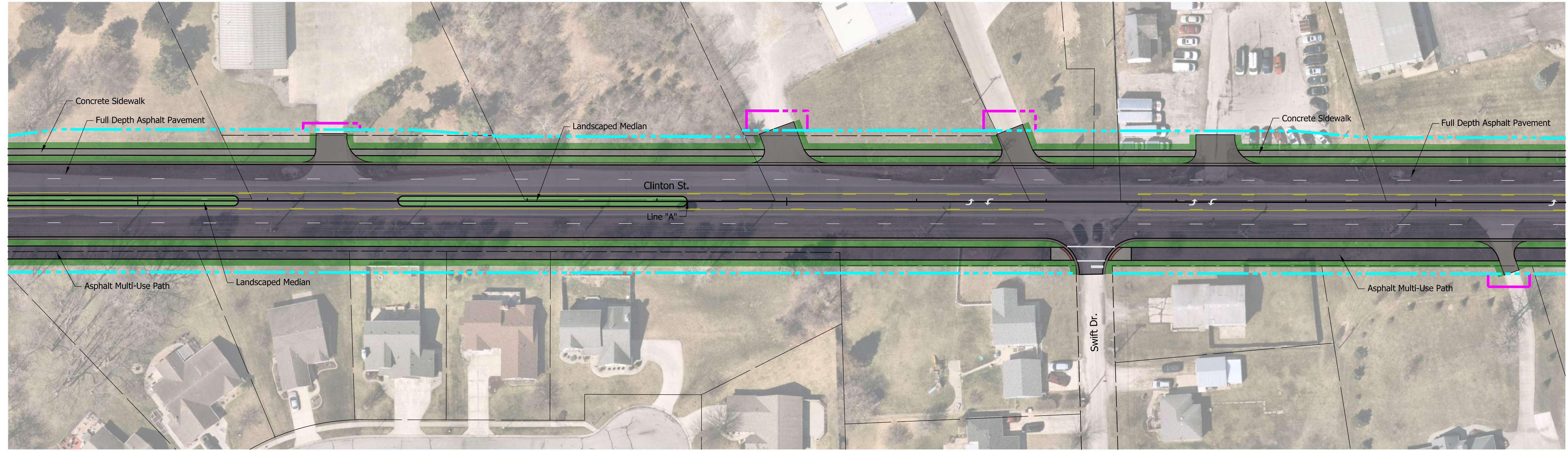
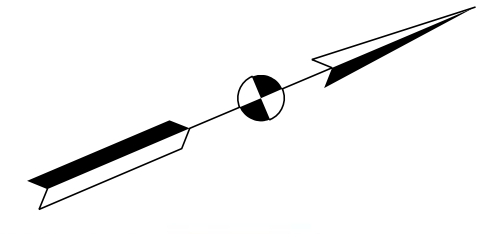
HORIZONTAL SCALE 1" = 40'	BRIDGE FILE
VERTICAL SCALE 1" = 10'	DESIGNATION
SURVEY BOOK	SHEETS
CONTRACT	4 of PROJECT

Agency: Indycraft, Inc.
Indiana: Statewide

45

50

55



DATE	REVISION

LEGEND	
	Existing Right of Way
	Existing Property Line
	Proposed Right of Way
	Proposed Temporary Right of Way

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED:	DRAWN:	
CHECKED:	CHECKED:	

INDIANA
DEPARTMENT OF TRANSPORTATION

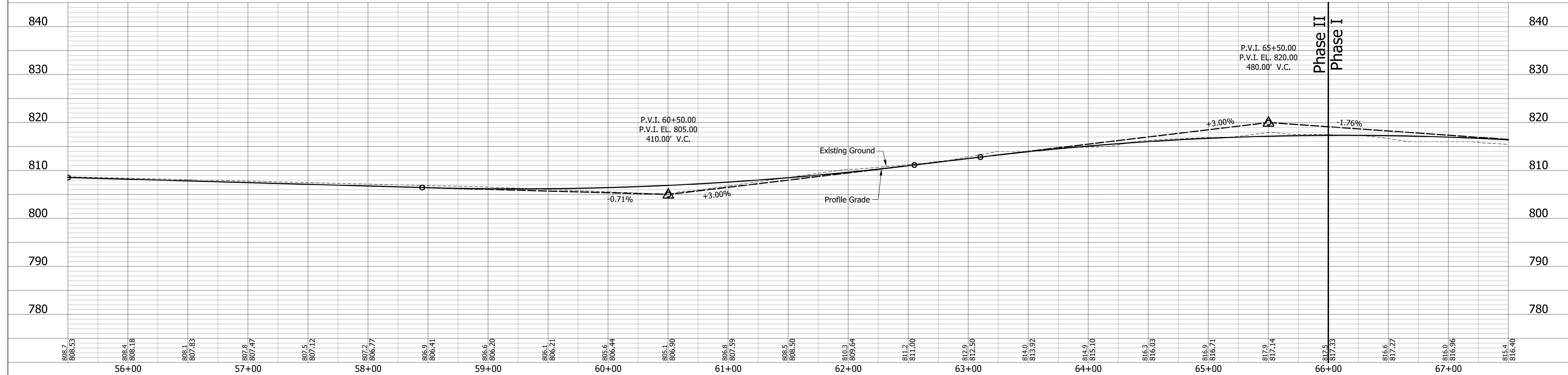
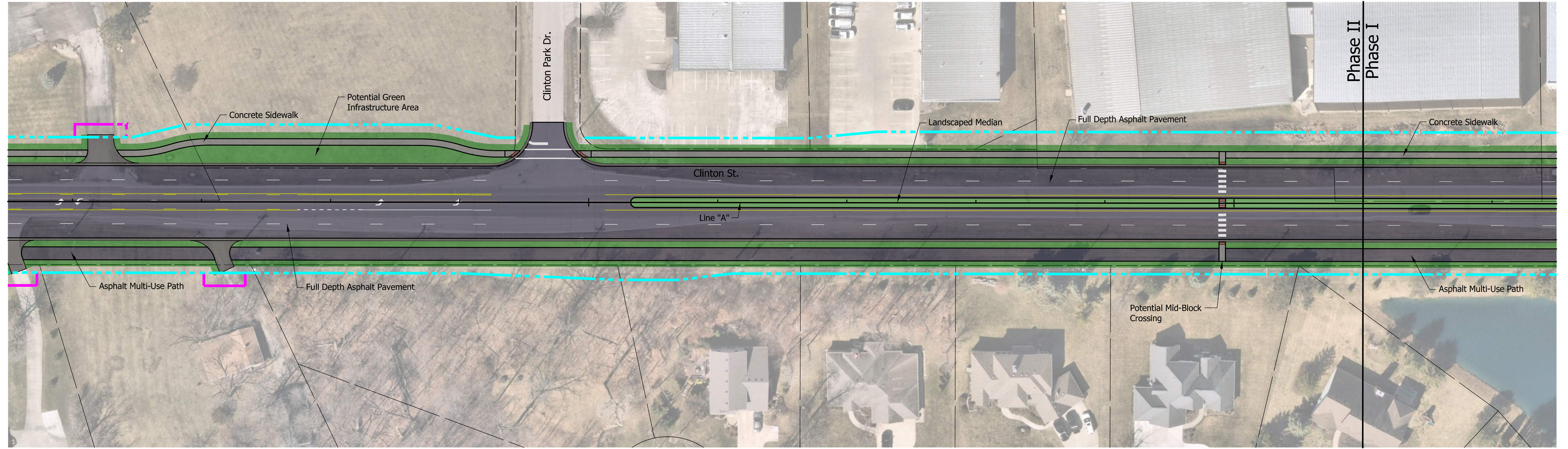
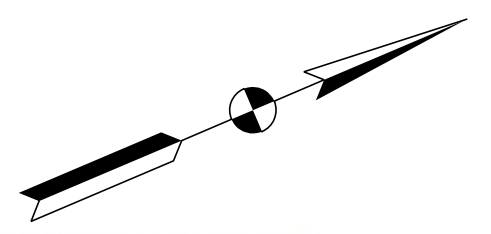
PLAN AND PROFILE
STA. 44+25 TO STA. 55+75

HORIZONTAL SCALE 1" = 40'	BRIDGE FILE
VERTICAL SCALE 1" = 10'	DESIGNATION
SURVEY BOOK	SHEETS
CONTRACT	5 of PROJECT

Agency: Indycraft, Inc.
Indiana_Straight

60

65



DATE	REVISION

LEGEND	
	Existing Right of Way
	Existing Property Line
	Proposed Right of Way
	Proposed Temporary Right of Way

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: _____	DRAWN: _____	
CHECKED: _____	CHECKED: _____	

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
STA. 55+75 TO STA. 67+25

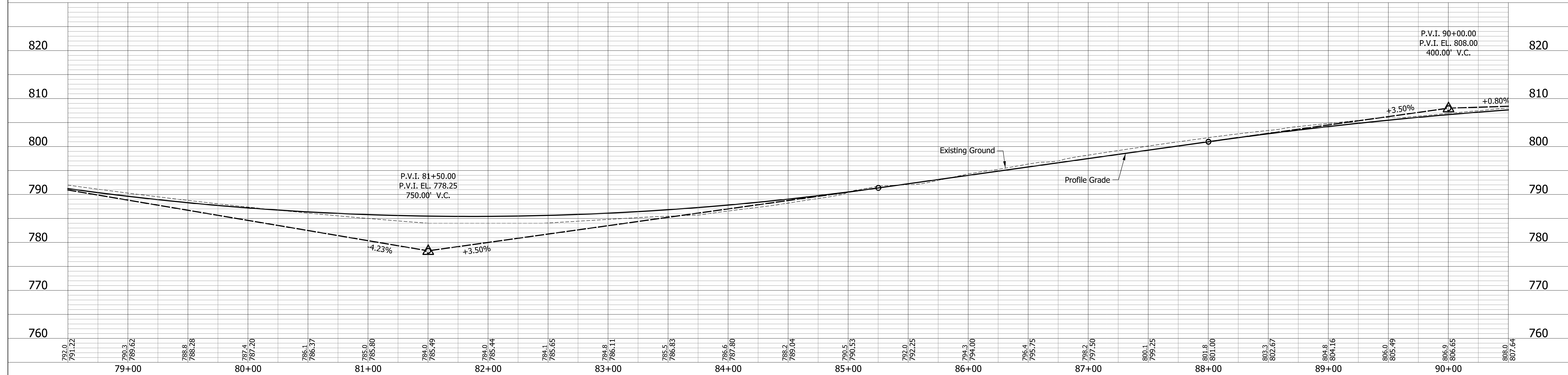
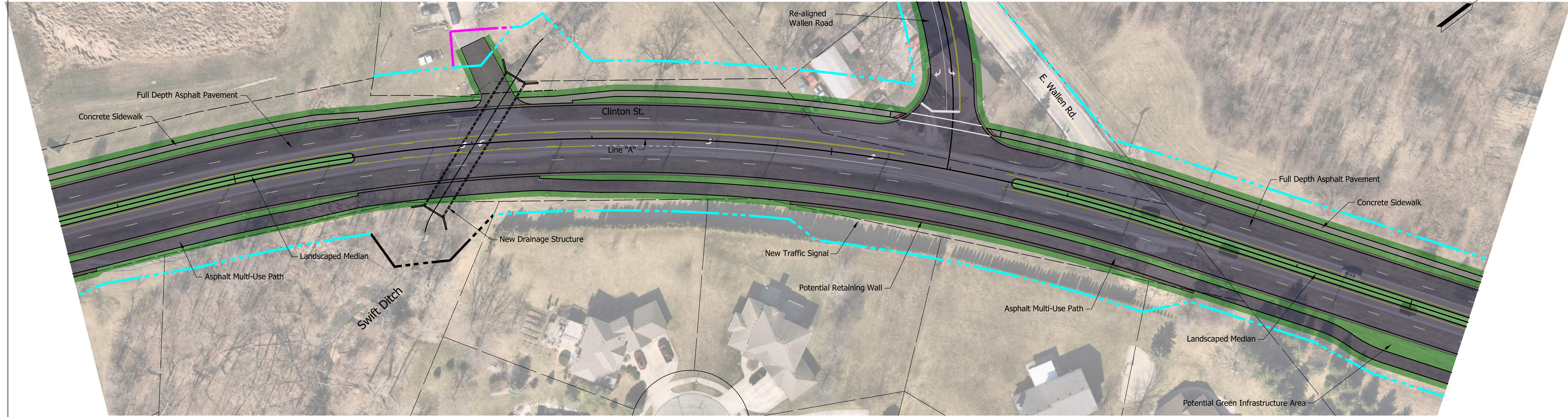
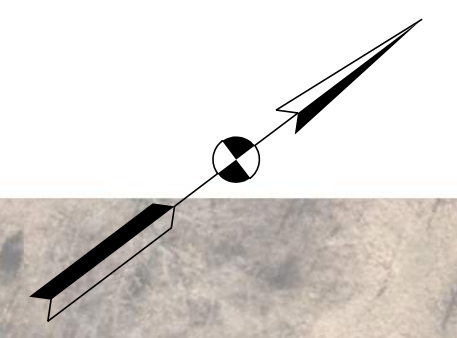
HORIZONTAL SCALE 1" = 40'	BRIDGE FILE
VERTICAL SCALE 1" = 10'	DESIGNATION
SURVEY BOOK	SHEETS
CONTRACT	6 of PROJECT

Agency: Indiana Dept. of Transportation
Indiana Statewide

80

85

90



DATE	REVISION

LEGEND	
	Existing Right of Way
	Existing Property Line
	Proposed Right of Way
	Proposed Temporary Right of Way

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: _____	DRAWN: _____	
CHECKED: _____	CHECKED: _____	

INDIANA
DEPARTMENT OF TRANSPORTATION

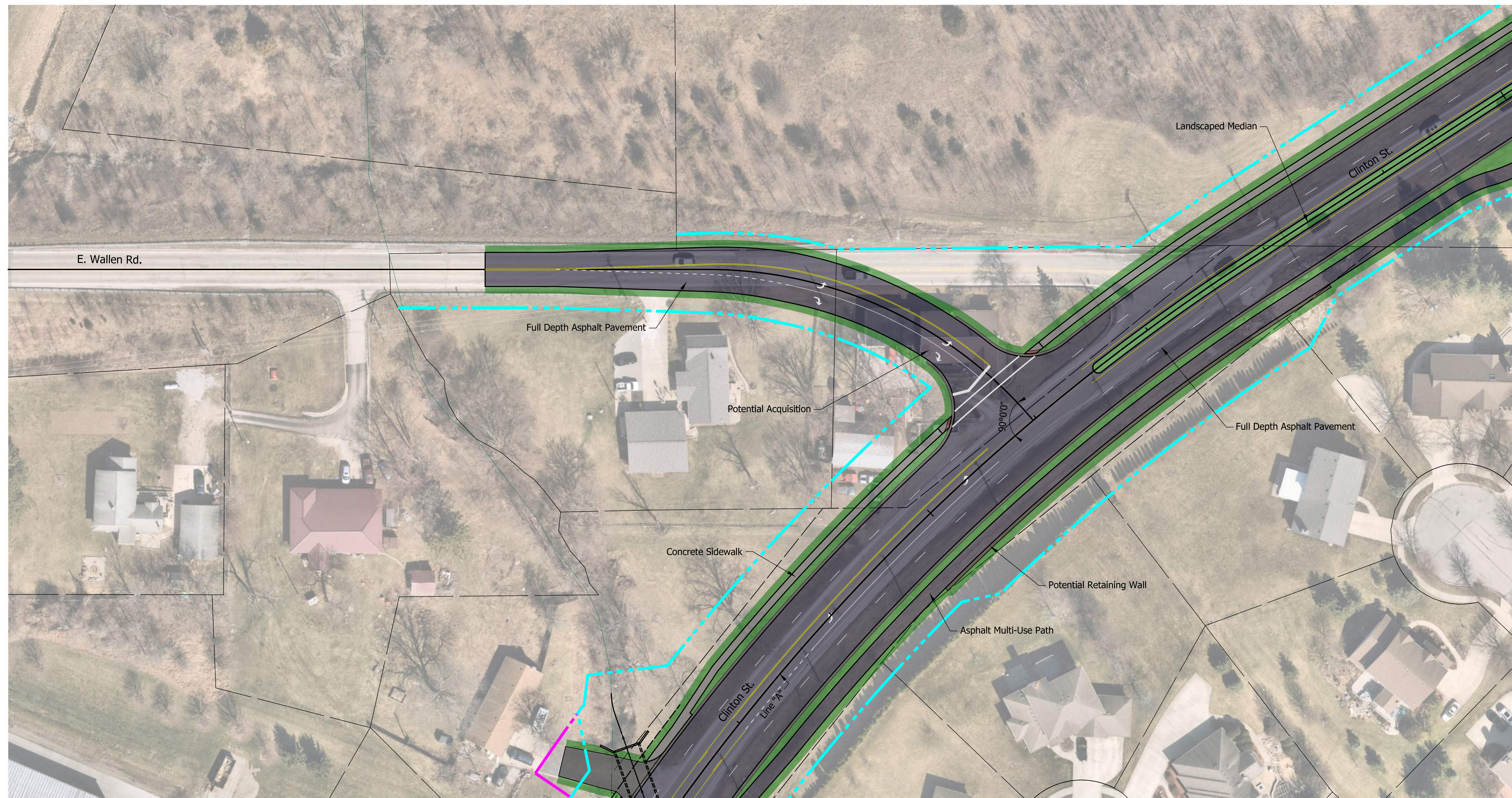
PLAN AND PROFILE
STA. 78+75 TO STA. 90+25

HORIZONTAL SCALE 1" = 40'	BRIDGE FILE
VERTICAL SCALE 1" = 10'	DESIGNATION
SURVEY BOOK	SHEETS
CONTRACT	8 of PROJECT

Agency: Indiana Dept. of Transportation
Indiana_Straight

INDIANA

INDIANA



DATE	REVISION

LEGEND	
	Existing Right of Way
	Existing Property Line
	Proposed Right of Way
	Proposed Temporary Right of Way

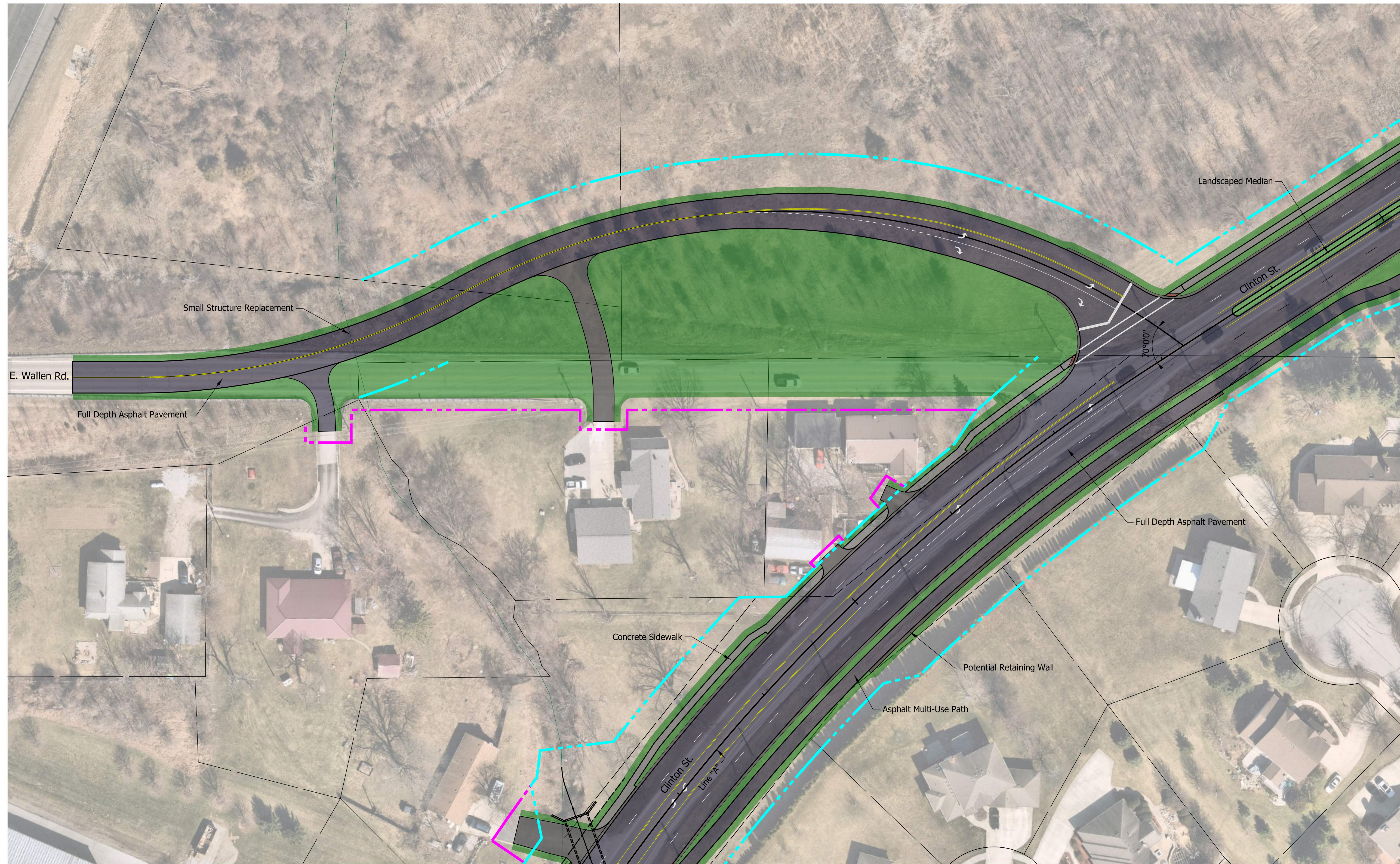
RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: _____	DRAWN: _____	
CHECKED: _____	CHECKED: _____	

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN
WALLEN ROAD - OPTION 1

HORIZONTAL SCALE 1" = 40'	BRIDGE FILE
VERTICAL SCALE N/A	DESIGNATION
SURVEY BOOK	SHEETS
CONTRACT	9 of PROJECT

Legacy: Indy-Indef-0709
Indiana_Shae0101



DATE	REVISION

LEGEND	
	Existing Right of Way
	Existing Property Line
	Proposed Right of Way
	Proposed Temporary Right of Way

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: _____	DRAWN: _____	
CHECKED: _____	CHECKED: _____	

INDIANA
DEPARTMENT OF TRANSPORTATION

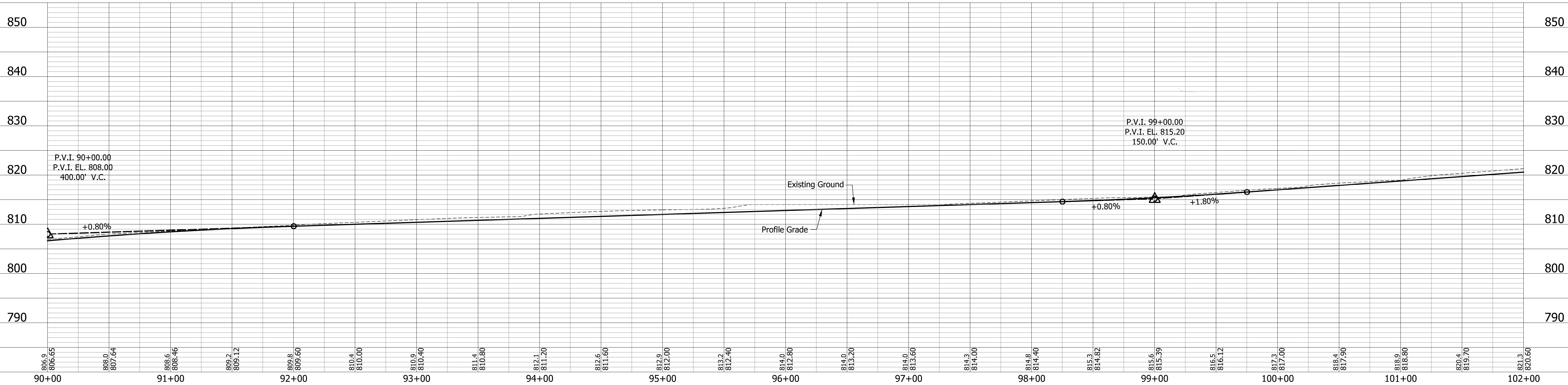
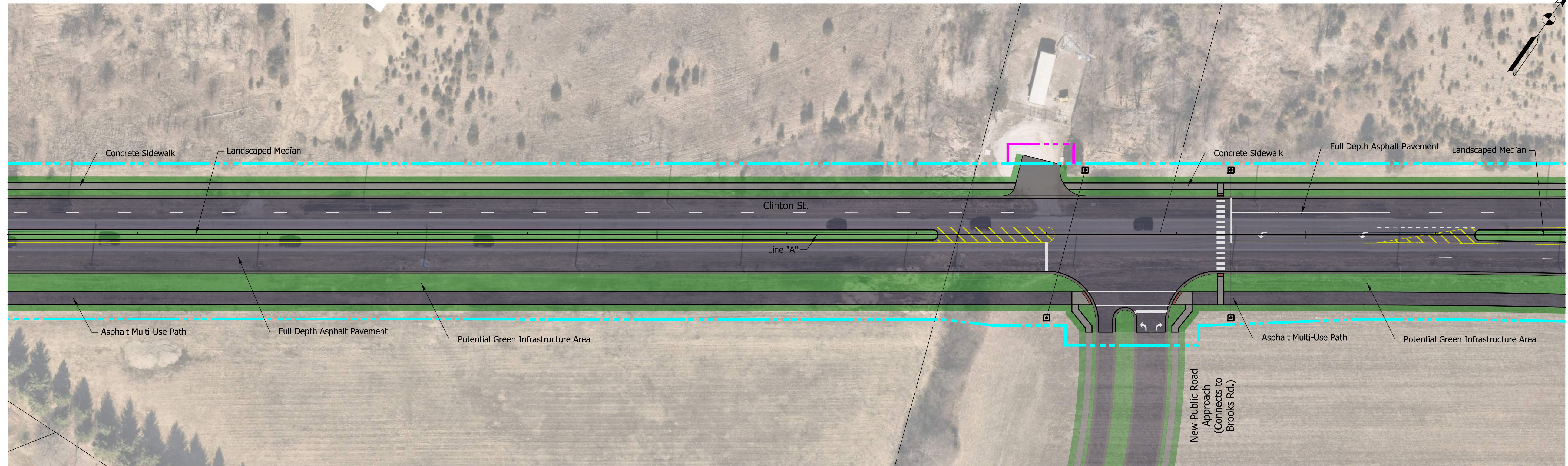
PLAN
WALLEN ROAD - OPTION 2

HORIZONTAL SCALE 1" = 40'	BRIDGE FILE
VERTICAL SCALE N/A	DESIGNATION
SURVEY BOOK	SHEETS
CONTRACT	10 of PROJECT

90

95

100



DATE	REVISION

LEGEND	
	Existing Right of Way
	Existing Property Line
	Proposed Right of Way
	Proposed Temporary Right of Way

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: _____	DRAWN: _____	
CHECKED: _____	CHECKED: _____	

INDIANA
DEPARTMENT OF TRANSPORTATION

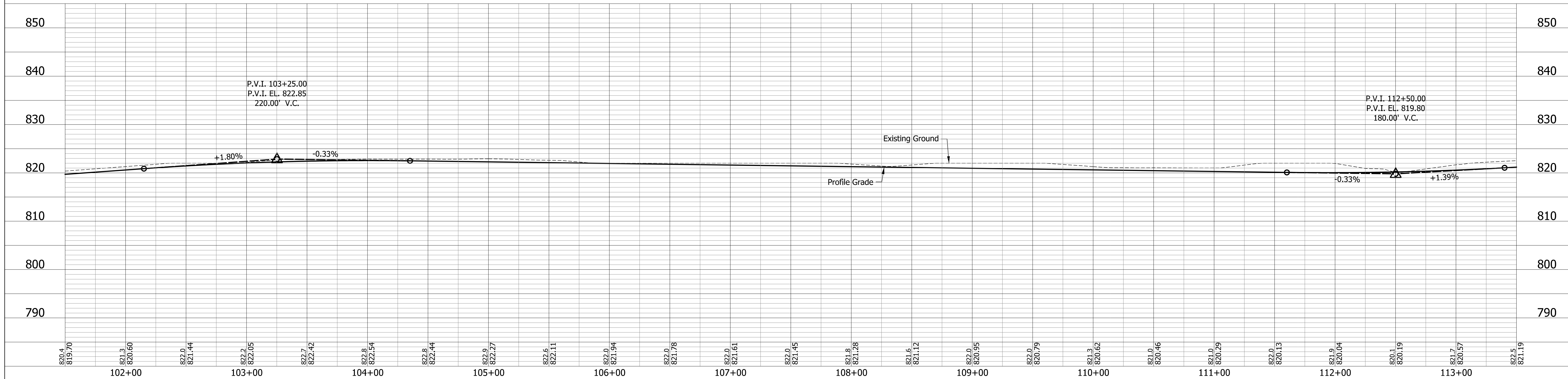
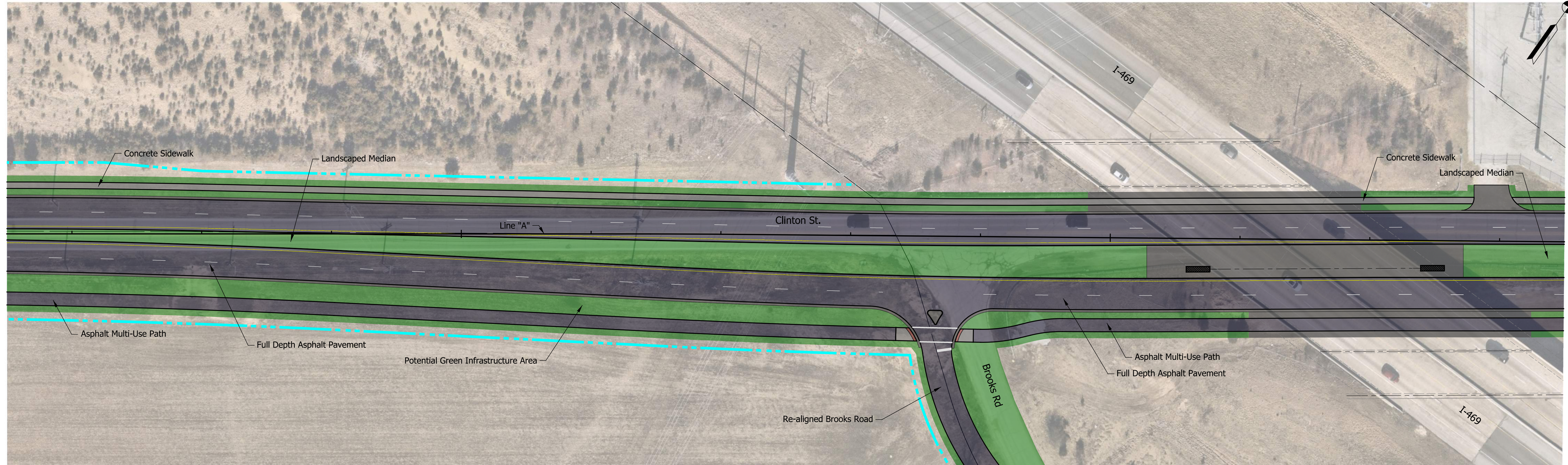
PLAN AND PROFILE
STA. 90+25 TO STA. 101+75

HORIZONTAL SCALE 1" = 40'	BRIDGE FILE
VERTICAL SCALE 1" = 10'	DESIGNATION
SURVEY BOOK	SHEETS
CONTRACT	11 of PROJECT

Agency: Indiana Dept. of Transportation

105

110



DATE	REVISION

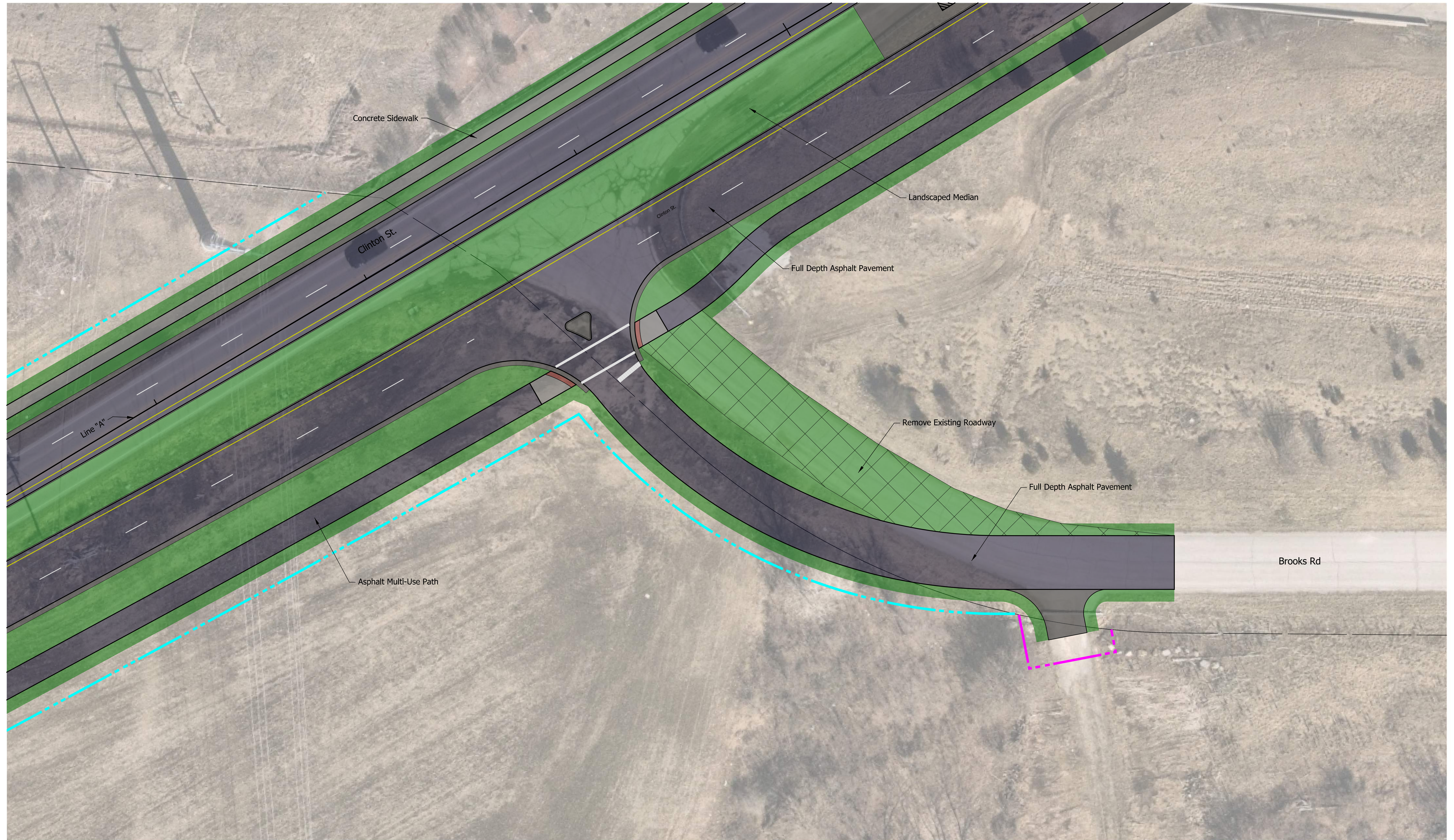
LEGEND	
	Existing Right of Way
	Existing Property Line
	Proposed Right of Way
	Proposed Temporary Right of Way

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: _____	DRAWN: _____	
CHECKED: _____	CHECKED: _____	

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
STA. 101+75 TO STA. 113+25

HORIZONTAL SCALE	BRIDGE FILE
1" = 40'	
VERTICAL SCALE	DESIGNATION
1" = 10'	
SURVEY BOOK	SHEETS
	12 of
CONTRACT	PROJECT



DATE	REVISION

LEGEND	
	Existing Right of Way
	Existing Property Line
	Proposed Right of Way
	Proposed Temporary Right of Way

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: _____	DRAWN: _____	
CHECKED: _____	CHECKED: _____	

INDIANA
DEPARTMENT OF TRANSPORTATION

**PLAN
BROOKS ROAD**

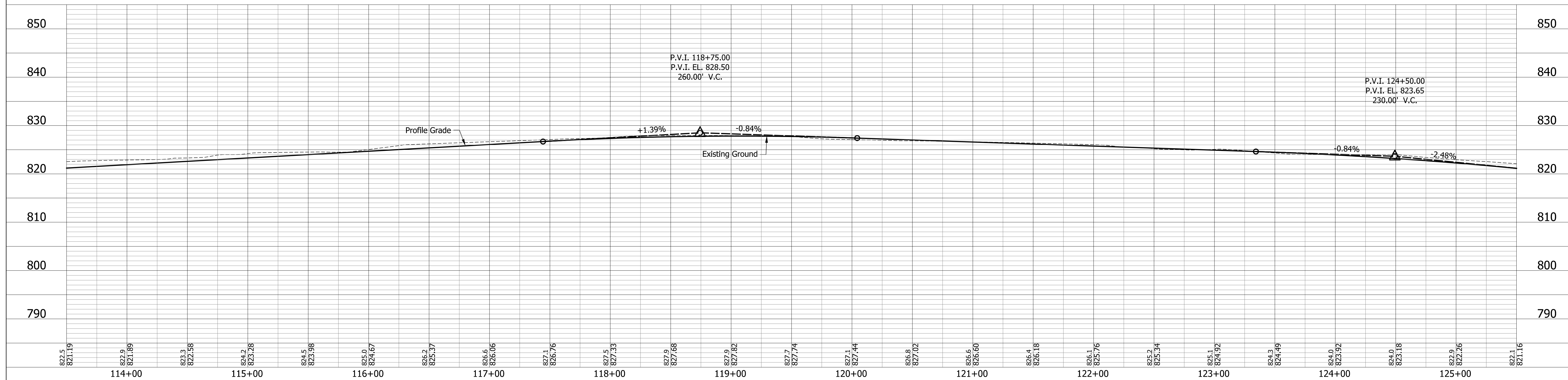
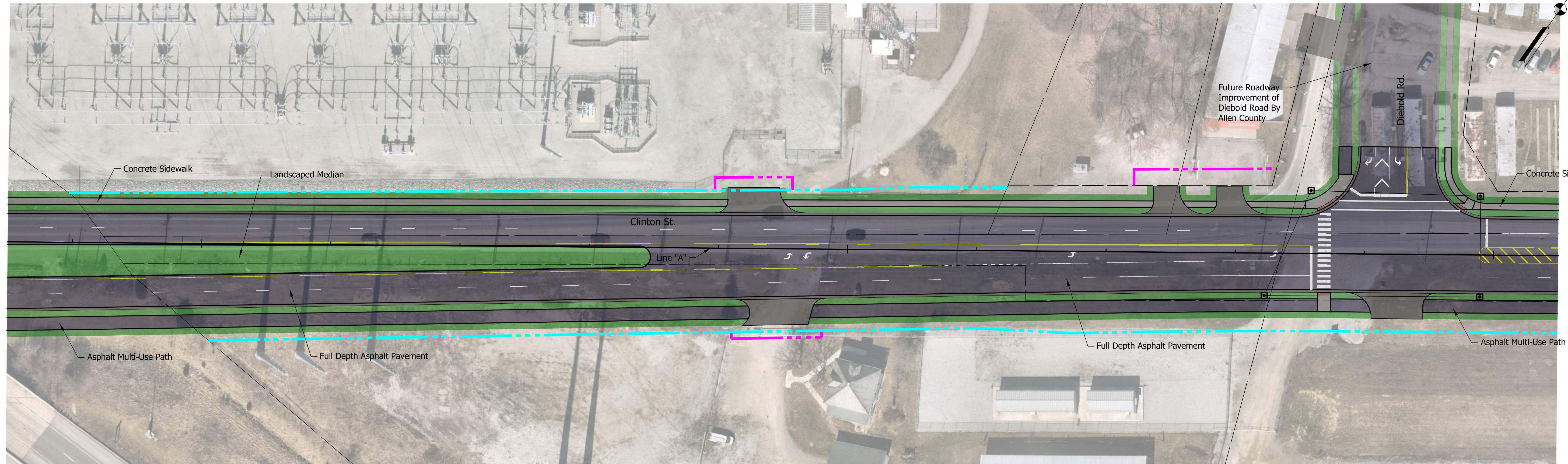
HORIZONTAL SCALE 1" = 20'	BRIDGE FILE
VERTICAL SCALE N/A	DESIGNATION
SURVEY BOOK	SHEETS
CONTRACT	13 of PROJECT

Agency: Indiana Dept. of Transportation
 Project: Indiana State Road 137

115

120

125



DATE	REVISION

LEGEND

- Existing Right of Way
- Existing Property Line
- Proposed Right of Way
- Proposed Temporary Right of Way

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: _____	DRAWN: _____	
CHECKED: _____	CHECKED: _____	

**INDIANA
DEPARTMENT OF TRANSPORTATION**

**PLAN AND PROFILE
STA. 113+75 TO STA. 125+25**

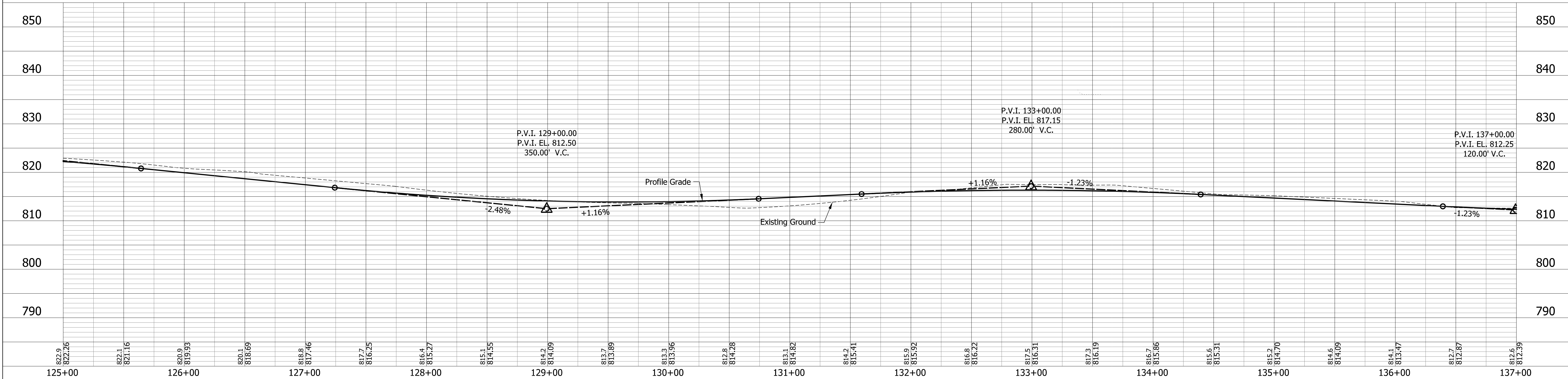
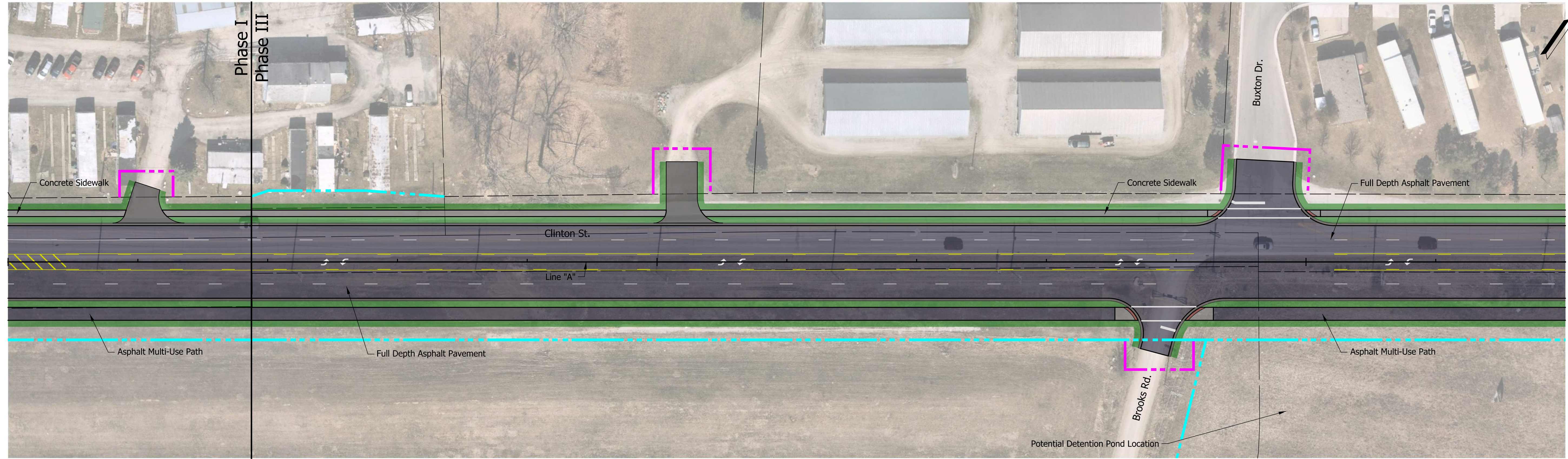
HORIZONTAL SCALE 1" = 40'	BRIDGE FILE
VERTICAL SCALE 1" = 10'	DESIGNATION
SURVEY BOOK	SHEETS
CONTRACT	14 of PROJECT

Agency: Indycraft, LLC
 Indiana_Straight2010

125

130

135



DATE	REVISION

LEGEND	
	Existing Right of Way
	Existing Property Line
	Proposed Right of Way
	Proposed Temporary Right of Way

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: _____	DRAWN: _____	
CHECKED: _____	CHECKED: _____	

INDIANA DEPARTMENT OF TRANSPORTATION

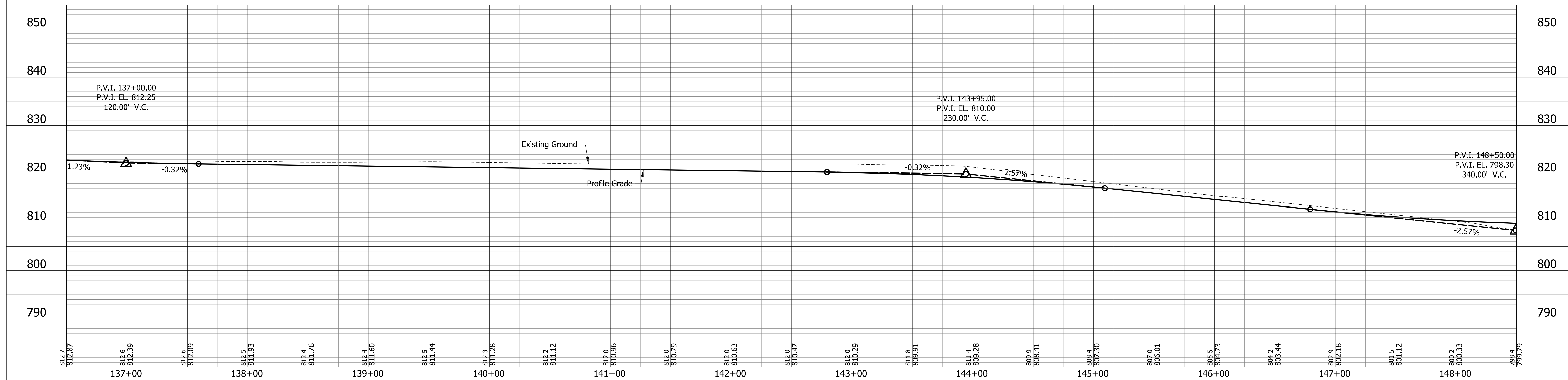
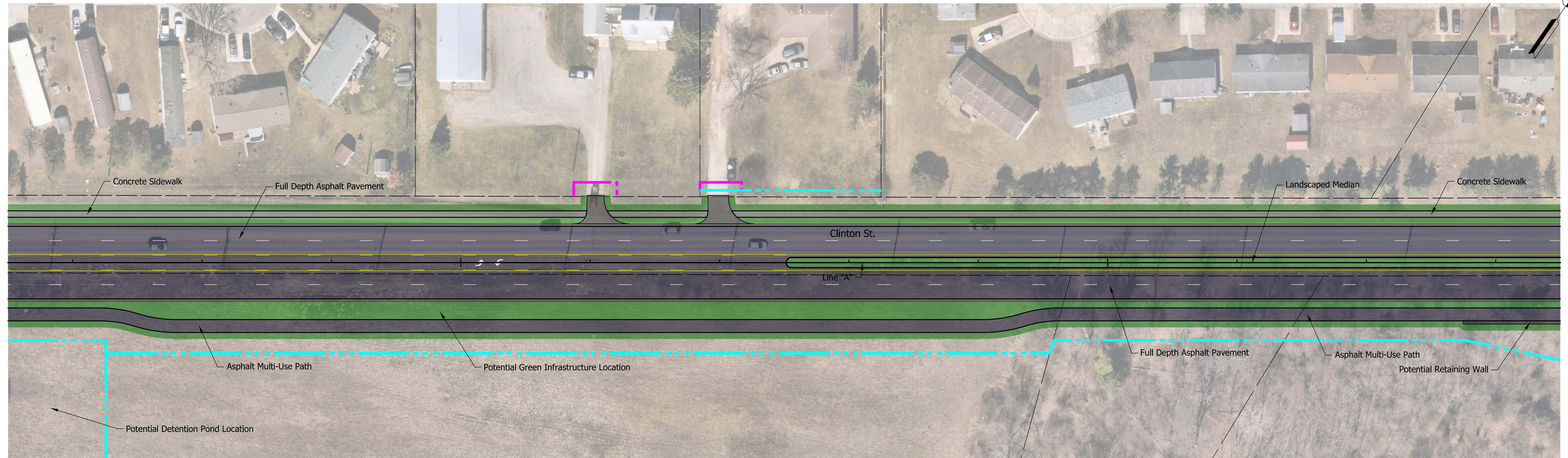
PLAN AND PROFILE
STA. 125+25 TO STA. 136+75

HORIZONTAL SCALE 1" = 40'	BRIDGE FILE
VERTICAL SCALE 1" = 10'	DESIGNATION
SURVEY BOOK	SHEETS
CONTRACT	15 of PROJECT

Agency: Indiana Dept. of Transportation
Indiana_Straight

140

145



DATE	REVISION

LEGEND	
	Existing Right of Way
	Existing Property Line
	Proposed Right of Way
	Proposed Temporary Right of Way

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: _____	DRAWN: _____	
CHECKED: _____	CHECKED: _____	

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
STA. 136+75 TO STA. 148+25

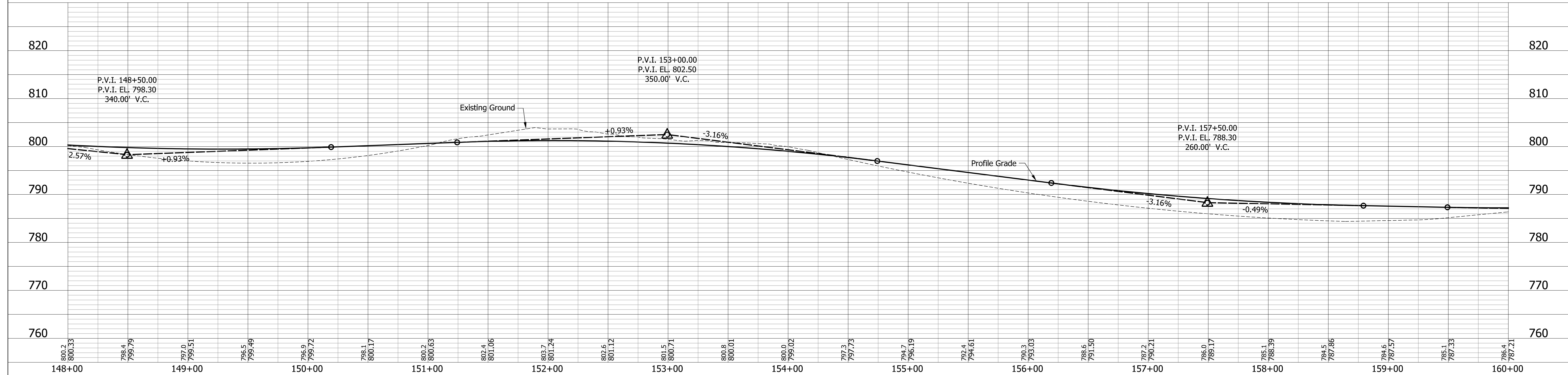
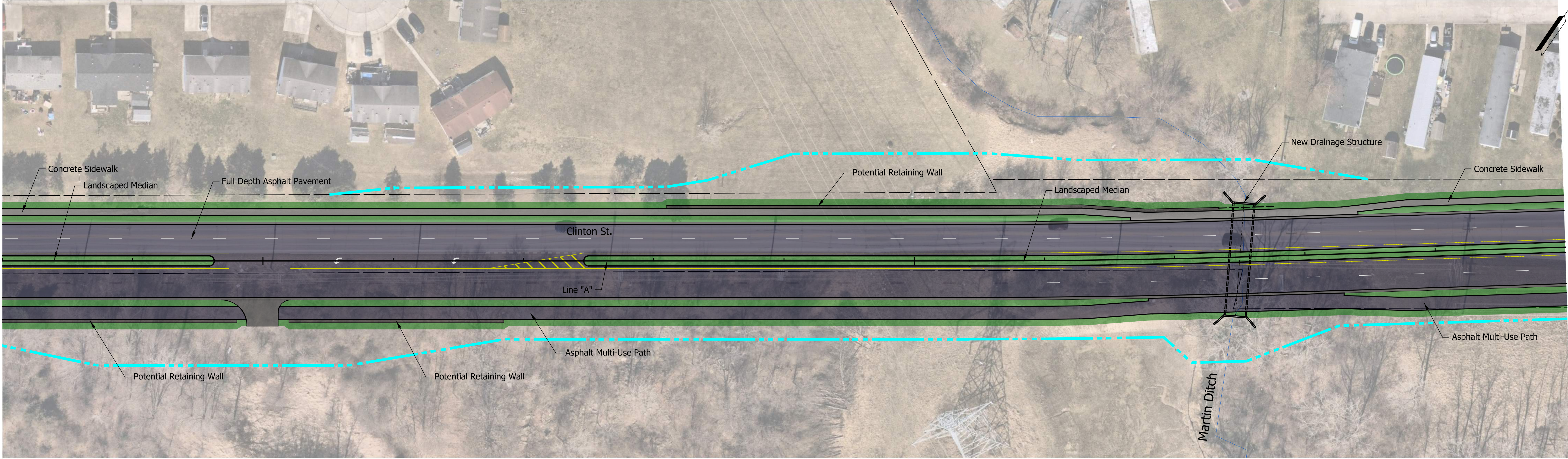
HORIZONTAL SCALE	BRIDGE FILE
1" = 40'	
VERTICAL SCALE	DESIGNATION
1" = 10'	
SURVEY BOOK	SHEETS
	16 of
CONTRACT	PROJECT

Agency: Indycraft, Inc.
Indiana_Straight

150

155

160



DATE	REVISION

LEGEND	
	Existing Right of Way
	Existing Property Line
	Proposed Right of Way
	Proposed Temporary Right of Way

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: _____	DRAWN: _____	
CHECKED: _____	CHECKED: _____	

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
STA. 148+25 TO STA. 159+75

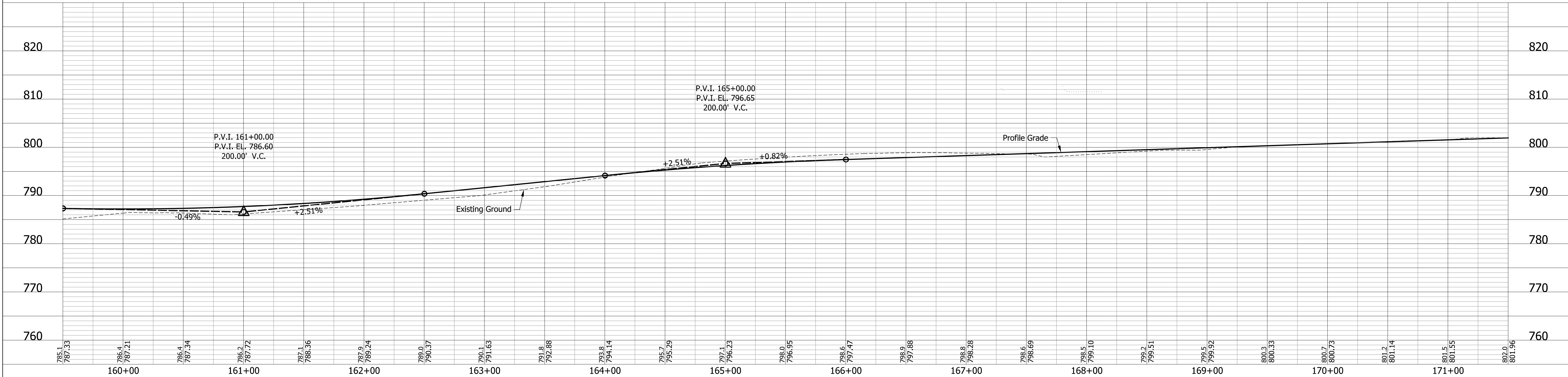
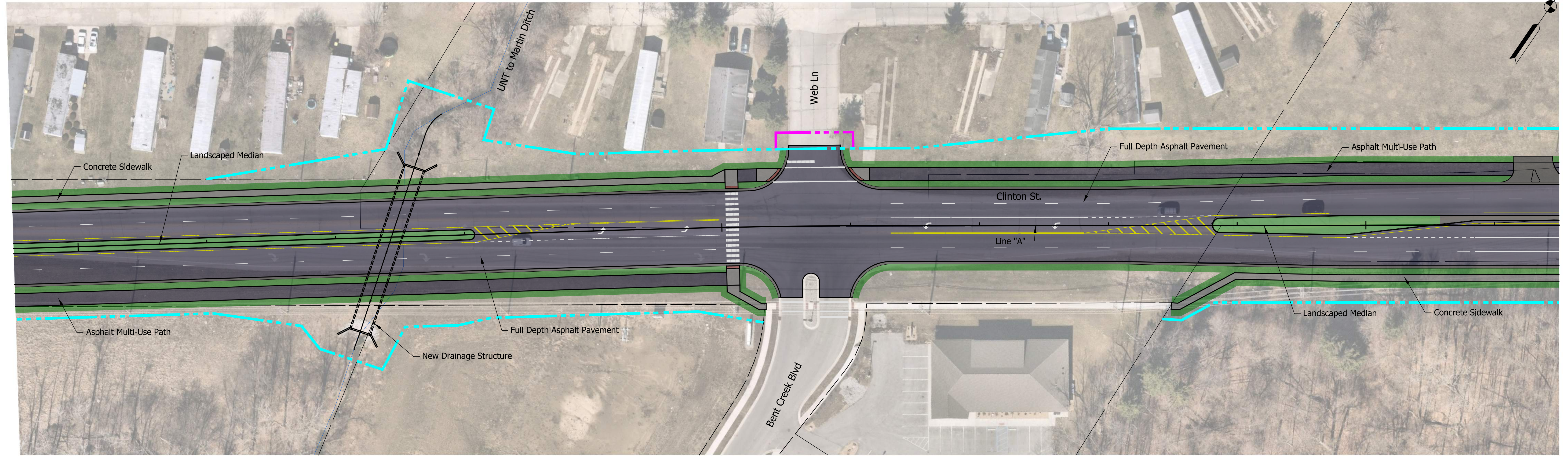
HORIZONTAL SCALE 1" = 40'	BRIDGE FILE
VERTICAL SCALE 1" = 10'	DESIGNATION
SURVEY BOOK	SHEETS
CONTRACT	17 of PROJECT

Agency: Indiana Dept. of Transportation
Project: Indiana State Road 13

160

165

170



DATE	REVISION

LEGEND	
	Existing Right of Way
	Existing Property Line
	Proposed Right of Way
	Proposed Temporary Right of Way

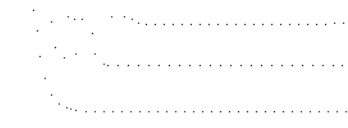
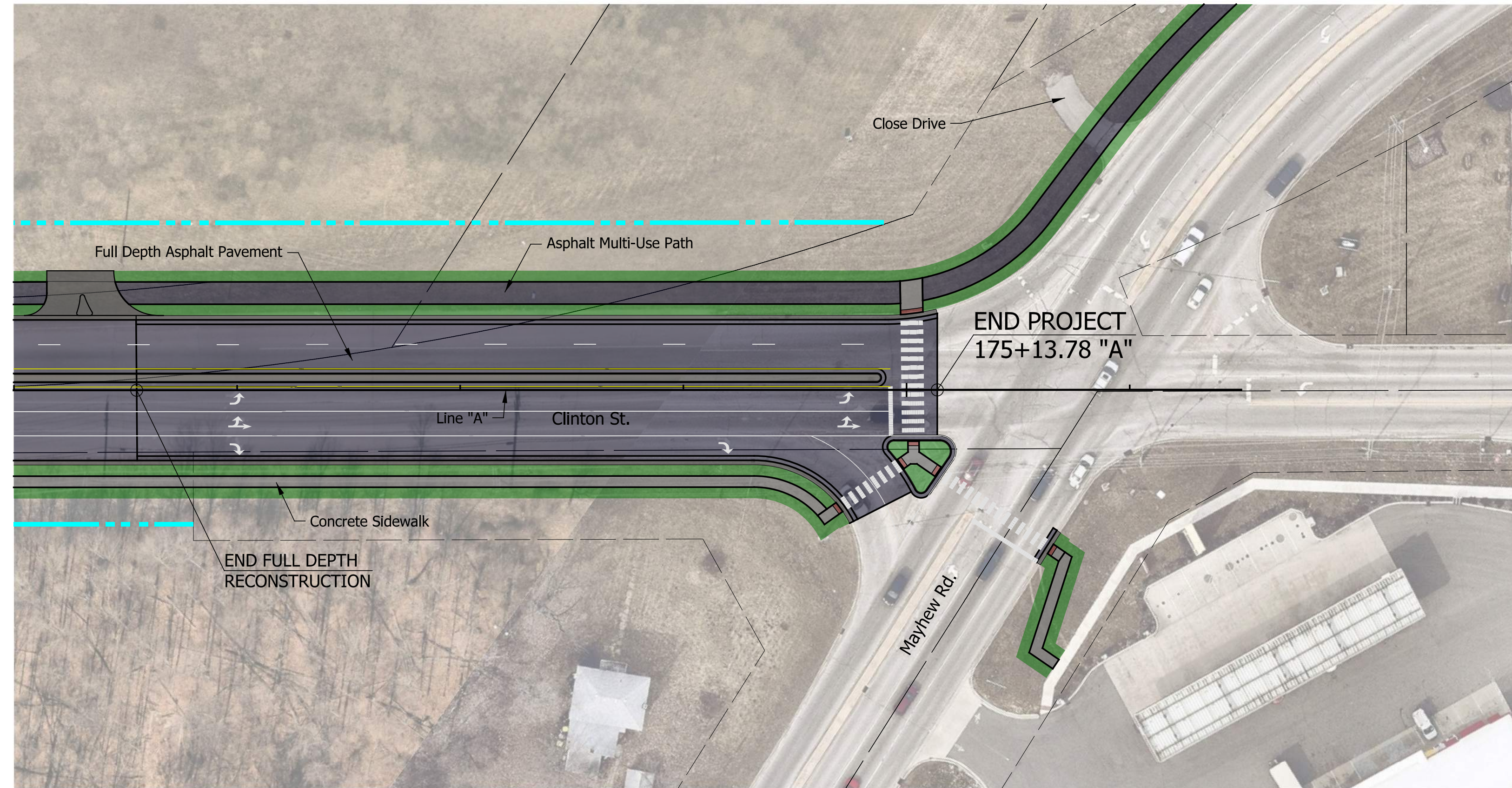
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: _____	DRAWN: _____	
CHECKED: _____	CHECKED: _____	

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
STA. 159+75 TO STA. 171+25

HORIZONTAL SCALE 1" = 40'	BRIDGE FILE
VERTICAL SCALE 1" = 10'	DESIGNATION
SURVEY BOOK	SHEETS
CONTRACT	18 of PROJECT

Agency: Indycraft, Inc.
Indiana_Straight101



DATE	REVISION

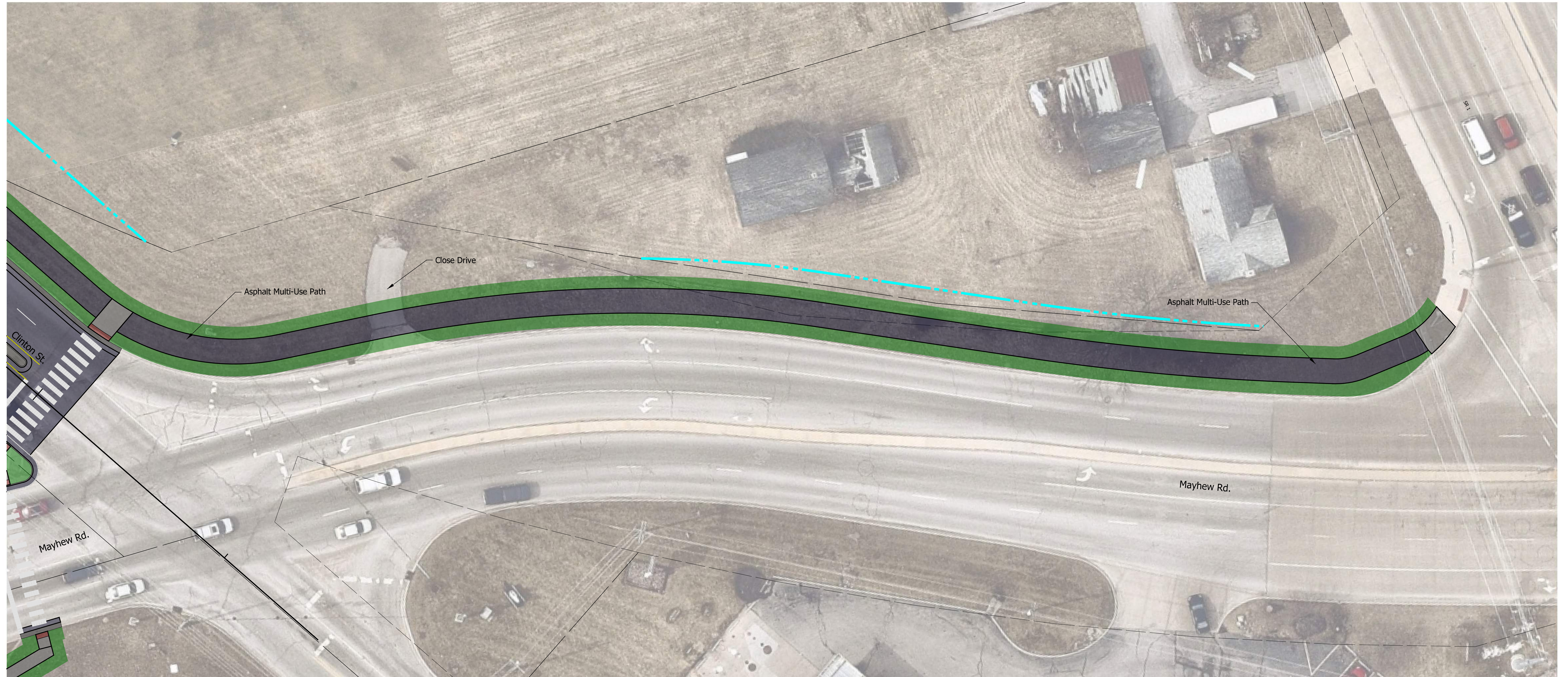
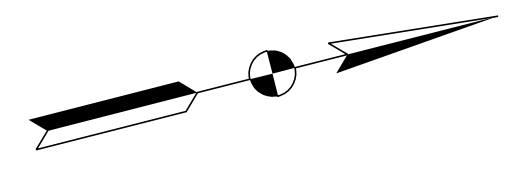
LEGEND	
	Existing Right of Way
	Existing Property Line
	Proposed Right of Way
	Proposed Temporary Right of Way

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: _____	DRAWN: _____	
CHECKED: _____	CHECKED: _____	

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
STA. 171+25 TO STA. 175+00

HORIZONTAL SCALE 1" = 40'	BRIDGE FILE
VERTICAL SCALE 1" = 10'	DESIGNATION
SURVEY BOOK	SHEETS
CONTRACT	19 of PROJECT



DATE	REVISION

LEGEND	
	Existing Right of Way
	Existing Property Line
	Proposed Right of Way
	Proposed Temporary Right of Way

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: _____	DRAWN: _____	
CHECKED: _____	CHECKED: _____	

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN
TRAIL EXTENSION

HORIZONTAL SCALE	BRIDGE FILE
1" = 40'	
VERTICAL SCALE	DESIGNATION
N/A	
SURVEY BOOK	SHEETS
	20 of
CONTRACT	PROJECT

Legend: Indy-Trail-Along
 Indiana_Straight-01



AMERICAN
STRUCTUREPOINT
INC.

N. Clinton Street Abbreviated Engineers Report
Roadway Widening – City of Fort Wayne & Allen County, IN

Appendix D

Preliminary Project Cost Estimates (16 Pages)

QUANTITY COST ESTIMATE

Clinton Street Widening

ALL PHASES

Project No.: 2020.03437

Des. No.: N/A

ESTIMATED PROJECT COST

Total 2022: \$29,367,387.84

15.0% Contingency: \$4,405,108.18

ESTIMATED TOTAL: \$33,772,496.02

ID	Item No.	Description	Quantity	Unit	Unit Price	Item Total
0001	105-06807	ADDITIONAL {LANDSCAPING}	1.00	LS	\$150,000.00	\$150,000.00
0002	105-06845	CONSTRUCTION ENGINEERING	1.00	LS	\$483,816.31	\$483,816.31
0003	110-01001	MOBILIZATION AND DEMOBILIZATION	1.00	LS	\$1,209,540.78	\$1,209,540.78
0004	201-52370	CLEARING RIGHT OF WAY	1.00	LS	\$725,724.47	\$725,724.47
0005	202-02240	PAVEMENT REMOVAL	45,313.00	SYS	\$12.00	\$543,756.00
0006	202-51330	PRESENT STRUCTURE, REMOVE	1.00	LS	\$175,000.00	\$175,000.00
0007	202-52710	SIDEWALK CONCRETE, REMOVE	628.00	SYS	\$26.00	\$16,328.00
0008	203-02000	EXCAVATION, COMMON	74,785.00	CYS	\$22.00	\$1,645,270.00
0009	203-02070	BORROW	34,744.00	CYS	\$20.00	\$694,880.00
0010	203-51223	EXCAVATION, WATERWAY	500.00	CYS	\$40.00	\$20,000.00
0011	205-12108	STORM WATER MANAGEMENT BUDGET	250,000.00	DOL	\$1.00	\$250,000.00
0012	205-12616	STORMWATER MANAGEMENT IMPLEMENTATION	1.00	LS	\$100,950.00	\$100,950.00
0013	205-12618	SWQCP PREPARATION	1.00	LS	\$30,000.00	\$30,000.00
0014	207-08264	SUBGRADE TREATMENT, TYPE II	2,253.00	SYS	\$23.00	\$51,819.00
0015	207-08266	SUBGRADE TREATMENT, TYPE III	25,049.00	SYS	\$4.00	\$100,196.00
0016	207-09935	SUBGRADE TREATMENT, TYPE IC	2,972.00	SYS	\$35.00	\$104,020.00
0017	207-12635	SUBGRADE TREATMENT, TYPE IBC	133,413.00	SYS	\$10.00	\$1,334,130.00
0018	211-06467	AGGREGATE FOR END BENT BACKFILL	106.00	CYS	\$110.00	\$11,660.00
0019	211-09264	STRUCTURE BACKFILL, TYPE 1	17,981.00	CYS	\$32.00	\$575,392.00
0020	211-09268	STRUCTURE BACKFILL, TYPE 5	1,385.00	CYS	\$160.00	\$221,600.00
0021	214-11796	GEOGRID, TYPE IB	1,649.00	SYS	\$4.00	\$6,596.00
0022	214-12244	GEOTEXTILE FOR SUBGRADE TYPE 2B	760.00	SYS	\$6.00	\$4,560.00
0023	301-12234	COMPACTED AGGREGATE NO. 53	18,992.00	CYS	\$55.00	\$1,044,560.00
0024	302-06464	SUBBASE FOR PCCP	190.00	CYS	\$120.00	\$22,800.00
0025	302-07455	DENSE GRADED SUBBASE	378.00	CYS	\$115.00	\$43,470.00
0026	304-12623	HMA PATCHING FULL DEPTH, TYPE B	772.00	TON	\$190.00	\$146,680.00
0027	304-12624	HMA PATCHING PARTIAL DEPTH, TYPE B	100.00	TON	\$210.00	\$21,000.00

ID	Item No.	Description	Quantity	Unit	Unit Price	Item Total
0028	306-08034	MILLING, ASPHALT, 1 1/2 IN.	8,996.00	SYS	\$3.00	\$26,988.00
0029	401-07339	QC/QA-HMA, 2, 64, SURFACE, 12.5 mm	8,009.00	TON	\$85.00	\$680,765.00
0030	401-07390	QC/QA-HMA, 2, 64, INTERMEDIATE, 19.0 mm	11,670.00	TON	\$75.00	\$875,250.00
0031	401-07407	QC/QA-HMA, 2, 64, BASE, 25.0 mm	30,527.00	TON	\$80.00	\$2,442,160.00
0032	401-10258	JOINT ADHESIVE, SURFACE	51,219.00	LFT	\$0.50	\$25,609.50
0033	401-10259	JOINT ADHESIVE, INTERMEDIATE	46,953.00	LFT	\$0.50	\$23,476.50
0034	401-11785	LIQUID ASPHALT SEALANT	51,219.00	LFT	\$0.25	\$12,804.75
0035	401-11787	QC/QA-HMA, 3, 76, INTERMEDIATE, OG 19.0 mm	17,664.00	TON	\$80.00	\$1,413,120.00
0036	406-05520	ASPHALT FOR TACK COAT	94.50	TON	\$625.00	\$59,062.50
0037	601-06233	IMPACT ATTENUATOR, ED-W1, TL-3	2.00	EACH	\$15,000.00	\$30,000.00
0038	602-06729	BARRIER, DELINEATOR	10.00	EACH	\$30.00	\$300.00
0039	603-93373	FENCE PEDESTRIAN	2,100.00	LFT	\$125.00	\$262,500.00
0040	604-05528	HMA FOR SIDEWALK	3,239.00	TON	\$100.00	\$323,900.00
0041	604-06070	SIDEWALK, CONCRETE	9,147.00	SYS	\$53.00	\$484,791.00
0042	604-08086	CURB RAMP, CONCRETE	526.00	SYS	\$200.00	\$105,200.00
0043	605-06120	CURB, CONCRETE	16,735.00	LFT	\$32.00	\$535,520.00
0044	605-06155	CURB AND GUTTER, CONCRETE, MODIFIED	32,971.00	LFT	\$22.00	\$725,362.00
0045	605-06255	CENTER CURB, D CONCRETE	1,105.00	SYS	\$100.00	\$110,500.00
0046	609-06259	REINFORCED CONCRETE BRIDGE APPROACH, 12 IN.	770.00	SYS	\$160.00	\$123,200.00
0047	610-07487	HMA FOR APPROACHES, TYPE B	1,779.00	TON	\$115.00	\$204,585.00
0048	610-08446	PCCP FOR APPROACHES, 6 IN.	604.00	SYS	\$85.00	\$51,340.00
0049	610-09108	PCCP FOR APPROACHES, 9 IN.	1,649.00	SYS	\$90.00	\$148,410.00
0050	616-06405	RIPRAP, REVETMENT	3,969.00	TON	\$55.00	\$218,295.00
0051	616-11736	DECORATIVE STONE	141.00	TON	\$100.00	\$14,100.00
0052	616-12246	GEOTEXTILE FOR RIPRAP TYPE 1A	2,263.00	SYS	\$4.00	\$9,052.00
0053	616-12248	GEOTEXTILE FOR RIPRAP TYPE 2A	96.00	SYS	\$10.00	\$960.00
0054	621-01004	MOBILIZATION AND DEMOBILIZATION FOR SEEDING	3.00	EACH	\$625.00	\$1,875.00
0055	621-06554	SEED MIXTURE U	2,489.00	LBS	\$5.00	\$12,445.00
0056	621-06565	MULCHING MATERIAL	25.40	TON	\$500.00	\$12,700.00
0057	621-06570	TOPSOIL	10,040.00	CYS	\$25.00	\$251,000.00
0058	621-06575	SODDING, NURSERY	29,332.00	SYS	\$6.00	\$175,992.00
0059	701-06011	DYNAMIC PILE LOAD TEST	2.00	EACH	\$4,000.00	\$8,000.00
0060	701-09557	TEST PILE, DYNAMIC, PRODUCTION	170.00	LFT	\$75.00	\$12,750.00

ID	Item No.	Description	Quantity	Unit	Unit Price	Item Total
0061	701-09559	TEST PILE, DYNAMIC, RESTRIKE	2.00	EACH	\$4,000.00	\$8,000.00
0062	701-09665	PILE, STEEL PIPE, 0.375 IN., 14 IN.	1,950.00	LFT	\$100.00	\$195,000.00
0063	702-92857	CONCRETE, C, SUBSTRUCTURE	111.80	CYS	\$1,200.00	\$134,160.00
0064	703-06029	REINFORCING BARS, EPOXY COATED	128,750.00	LBS	\$1.40	\$180,250.00
0065	703-97936	THREADED TIE BAR ASSEMBLY, EPOXY COATED	79.00	EACH	\$50.00	\$3,950.00
0066	704-51002	CONCRETE, C, SUPERSTRUCTURE	370.40	CYS	\$1,200.00	\$444,480.00
0067	706-06351	CONCRETE BRIDGE RAILING TRANSITION, TPF-1	4.00	EACH	\$3,000.00	\$12,000.00
0068	706-09959	RAILING, CONCRETE FT	217.00	LFT	\$150.00	\$32,550.00
0069	706-09962	RAILING, CONCRETE PF-1	217.00	LFT	\$75.00	\$16,275.00
0070	706-11404	RAILING, STEEL PF-1	217.00	LFT	\$75.00	\$16,275.00
0071	706-11621	CONCRETE BRIDGE RAILING TRANSITION, TFT	4.00	EACH	\$3,000.00	\$12,000.00
0072	707-09634	STRUCTURAL MEMBER, CONCRETE, BULB-T BEAM, 48 IN. X 49 IN.	848.00	LFT	\$600.00	\$508,800.00
0073	715-05024	PIPE, TYPE 2, CIRCULAR, 36 IN.	1,808.00	LFT	\$150.00	\$271,200.00
0074	715-05048	PIPE, TYPE 4, CIRCULAR, 6 IN.	29,450.00	LFT	\$8.00	\$235,600.00
0075	715-05149	PIPE, TYPE 2, CIRCULAR, 12 IN.	16,459.00	LFT	\$60.00	\$987,540.00
0076	715-05151	PIPE, TYPE 2, CIRCULAR, 15 IN.	1,490.00	LFT	\$65.00	\$96,850.00
0077	715-05152	PIPE, TYPE 2, CIRCULAR, 18 IN.	2,053.00	LFT	\$80.00	\$164,240.00
0078	715-05154	PIPE, TYPE 2, CIRCULAR, 24 IN.	2,824.00	LFT	\$90.00	\$254,160.00
0079	715-05156	PIPE, TYPE 2, CIRCULAR, 30 IN.	2,761.00	LFT	\$100.00	\$276,100.00
0080	715-05407	PIPE, END BENT DRAIN, 6 IN.	230.00	LFT	\$20.00	\$4,600.00
0081	715-09064	VIDEO INSPECTION FOR PIPE	27,395.00	LFT	\$2.00	\$54,790.00
0082	715-46010	PIPE END SECTION, DIAMETER 18 IN.	1.00	EACH	\$700.00	\$700.00
0083	715-46020	PIPE END SECTION, DIAMETER 24 IN.	1.00	EACH	\$1,300.00	\$1,300.00
0084	715-46040	PIPE END SECTION, DIAMETER 36 IN.	3.00	EACH	\$1,700.00	\$5,100.00
0085	718-06532	VIDEO INSPECTION FOR UNDERDRAINS	29,450.00	LFT	\$2.00	\$58,900.00
0086	718-12307	GEOTEXTILE FOR UNDERDRAIN, TYPE 2A	20,411.00	SYS	\$6.00	\$122,466.00
0087	718-52610	AGGREGATE FOR UNDERDRAINS	2,652.00	CYS	\$60.00	\$159,120.00
0088	720-45045	INLET, J10	157.00	EACH	\$2,600.00	\$408,200.00
0089	720-45055	INLET, M10	166.00	EACH	\$2,500.00	\$415,000.00
0090	720-45235	CATCH BASIN, E7	15.00	EACH	\$2,800.00	\$42,000.00
0091	720-45410	MANHOLE, C4	97.00	EACH	\$3,500.00	\$339,500.00
0092	720-95422	MANHOLE, J4	55.00	EACH	\$5,500.00	\$302,500.00
0093	723-11239	STRUCTURE, REINFORCED CONCRETE, THREE-SIDED SECTIONS, 144 IN .X 60 IN.	135.00	LFT	\$3,250.00	\$438,750.00

ID	Item No.	Description	Quantity	Unit	Unit Price	Item Total
0094	723-11269	STRUCTURE, REINFORCED CONCRETE, THREE-SIDED SECTIONS, 204 IN .X 96 IN.	132.00	LFT	\$4,500.00	\$594,000.00
0095	723-12653	STRUCTURE, REINFORCED CONCRETE, THREE-SIDED SECTIONS, 180 IN. X 108 IN.	88.00	LFT	\$4,250.00	\$374,000.00
0096	732-11770	AGGREGATE FOR DRAINAGE FILL	433.00	CYS	\$60.00	\$25,980.00
0097	732-11810	MODULAR BLOCK WALL	11,630.00	SFT	\$30.00	\$348,900.00
0098	732-11811	MODULAR BLOCK WALL ERECTION	11,630.00	SFT	\$25.00	\$290,750.00
0099	801-06775	MAINTAINING TRAFFIC	1.00	LS	\$1,209,540.78	\$1,209,540.78
0100	805-11799	RECTANGULAR RAPID FLASHING BEACON	6.00	EACH	\$6,000.00	\$36,000.00
0101	805-79020	TRAFFIC SIGNAL INSTALLATION {WALLEN ROAD}	1.00	LS	\$150,000.00	\$150,000.00
0102	805-79020-1	TRAFFIC SIGNAL INSTALLATION {MODIFICATION}	1.00	LS	\$150,000.00	\$150,000.00
0103	807-04744	LIGHTING	1.00	LS	\$792,000.00	\$792,000.00
0104	808-03439	TRANSVERSE MARKING, THERMOPLASTIC, CROSSWALK LINE, WHITE, 24 IN.	2,423.00	LFT	\$9.00	\$21,807.00
0105	808-06701	LINE, THERMOPLASTIC, BROKEN, WHITE, 4 IN.	7,331.00	LFT	\$1.00	\$7,331.00
0106	808-06703	LINE, THERMOPLASTIC, SOLID, WHITE, 4 IN.	3,667.00	LFT	\$0.75	\$2,750.25
0107	808-11482	LINE, THERMOPLASTIC, DOTTED, WHITE, 4 IN.	1,090.00	LFT	\$2.00	\$2,180.00
0108	808-75240	LINE, THERMOPLASTIC, BROKEN, YELLOW, 4 IN.	2,188.00	LFT	\$1.00	\$2,188.00
0109	808-75245	LINE, THERMOPLASTIC, SOLID, YELLOW, 4 IN.	30,928.00	LFT	\$0.75	\$23,196.00
0110	808-75260	TRANSVERSE MARKING, THERMOPLASTIC, CROSSHATCH LINE, WHITE, 1 2 IN.	83.00	LFT	\$5.00	\$415.00
0111	808-75278	TRANSVERSE MARKING, THERMOPLASTIC, CROSSHATCH LINE, YELLOW, 12 IN.	454.00	LFT	\$8.00	\$3,632.00
0112	808-75297	TRANSVERSE MARKING, THERMOPLASTIC, STOP LINE, WHITE, 24 IN.	585.00	LFT	\$10.00	\$5,850.00
0113	808-75320	PAVEMENT MESSAGE MARKING, THERMOPLASTIC LANE INDICATION ARROW	70.00	EACH	\$125.00	\$8,750.00

QUANTITY COST ESTIMATE

Clinton Street Widening

PHASE 1 ONLY

Project No.: 2020.03437

Des. No.: N/A

ESTIMATED PROJECT COST

Total 2022: \$10,523,346.28

15.0% Contingency: \$1,578,501.94

ESTIMATED TOTAL: \$12,101,848.22

ID	Item No.	Description	Quantity	Unit	Unit Price	Item Total
0001	105-06807	ADDITIONAL {LANDSCAPING}	1.00	LS	\$53,750.17	\$53,750.17
0002	105-06845	CONSTRUCTION ENGINEERING	1.00	LS	\$173,368.05	\$173,368.05
0003	110-01001	MOBILIZATION AND DEMOBILIZATION	1.00	LS	\$433,420.11	\$433,420.11
0004	201-52370	CLEARING RIGHT OF WAY	1.00	LS	\$260,052.07	\$260,052.07
0005	202-02240	PAVEMENT REMOVAL	15,080.00	SYS	\$12.00	\$180,960.00
0006	202-51330	PRESENT STRUCTURE, REMOVE	1.00	LS	\$25,000.00	\$25,000.00
0007	202-52710	SIDEWALK CONCRETE, REMOVE	628.00	SYS	\$26.00	\$16,328.00
0008	203-02000	EXCAVATION, COMMON	34,542.00	CYS	\$22.00	\$759,924.00
0009	203-02070	BORROW	0.00	CYS	\$20.00	\$0.00
0010	203-51223	EXCAVATION, WATERWAY	0.00	CYS	\$40.00	\$0.00
0011	205-12108	STORM WATER MANAGEMENT BUDGET	89,583.61	DOL	\$1.00	\$89,583.61
0012	205-12616	STORMWATER MANAGEMENT IMPLEMENTATION	1.00	LS	\$36,173.87	\$36,173.87
0013	205-12618	SWQCP PREPARATION	1.00	LS	\$10,750.04	\$10,750.04
0014	207-08264	SUBGRADE TREATMENT, TYPE II	871.00	SYS	\$23.00	\$20,033.00
0015	207-08266	SUBGRADE TREATMENT, TYPE III	8,885.00	SYS	\$4.00	\$35,540.00
0016	207-09935	SUBGRADE TREATMENT, TYPE IC	0.00	SYS	\$35.00	\$0.00
0017	207-12635	SUBGRADE TREATMENT, TYPE IBC	56,408.00	SYS	\$10.00	\$564,080.00
0018	211-06467	AGGREGATE FOR END BENT BACKFILL	0.00	CYS	\$110.00	\$0.00
0019	211-09264	STRUCTURE BACKFILL, TYPE 1	8,185.00	CYS	\$32.00	\$261,920.00
0020	211-09268	STRUCTURE BACKFILL, TYPE 5	490.00	CYS	\$160.00	\$78,400.00
0021	214-11796	GEOGRID, TYPE IB	786.00	SYS	\$4.00	\$3,144.00
0022	214-12244	GEOTEXTILE FOR SUBGRADE TYPE 2B	0.00	SYS	\$6.00	\$0.00
0023	301-12234	COMPACTED AGGREGATE NO. 53	7,739.00	CYS	\$55.00	\$425,645.00
0024	302-06464	SUBBASE FOR PCCP	0.00	CYS	\$120.00	\$0.00
0025	302-07455	DENSE GRADED SUBBASE	146.00	CYS	\$115.00	\$16,790.00
0026	304-12623	HMA PATCHING FULL DEPTH, TYPE B	0.00	TON	\$190.00	\$0.00
0027	304-12624	HMA PATCHING PARTIAL DEPTH, TYPE B	0.00	TON	\$210.00	\$0.00

ID	Item No.	Description	Quantity	Unit	Unit Price	Item Total
0028	306-08034	MILLING, ASPHALT, 1 1/2 IN.	0.00	SYS	\$3.00	\$0.00
0029	401-07339	QC/QA-HMA, 2, 64, SURFACE, 12.5 mm	3,052.00	TON	\$85.00	\$259,420.00
0030	401-07390	QC/QA-HMA, 2, 64, INTERMEDIATE, 19.0 mm	4,902.00	TON	\$75.00	\$367,650.00
0031	401-07407	QC/QA-HMA, 2, 64, BASE, 25.0 mm	12,753.00	TON	\$80.00	\$1,020,240.00
0032	401-10258	JOINT ADHESIVE, SURFACE	18,741.00	LFT	\$0.50	\$9,370.50
0033	401-10259	JOINT ADHESIVE, INTERMEDIATE	18,741.00	LFT	\$0.50	\$9,370.50
0034	401-11785	LIQUID ASPHALT SEALANT	18,741.00	LFT	\$0.25	\$4,685.25
0035	401-11787	QC/QA-HMA, 3, 76, INTERMEDIATE, OG 19.0 mm	7,209.00	TON	\$80.00	\$576,720.00
0036	406-05520	ASPHALT FOR TACK COAT	38.70	TON	\$625.00	\$24,187.50
0037	601-06233	IMPACT ATTENUATOR, ED-W1, TL-3	2.00	EACH	\$15,000.00	\$30,000.00
0038	602-06729	BARRIER, DELINEATOR	0.00	EACH	\$30.00	\$0.00
0039	603-93373	FENCE PEDESTRIAN	0.00	LFT	\$125.00	\$0.00
0040	604-05528	HMA FOR SIDEWALK	1,149.00	TON	\$100.00	\$114,900.00
0041	604-06070	SIDEWALK, CONCRETE	3,169.00	SYS	\$53.00	\$167,957.00
0042	604-08086	CURB RAMP, CONCRETE	209.00	SYS	\$200.00	\$41,800.00
0043	605-06120	CURB, CONCRETE	7,517.00	LFT	\$32.00	\$240,544.00
0044	605-06155	CURB AND GUTTER, CONCRETE, MODIFIED	12,291.00	LFT	\$22.00	\$270,402.00
0045	605-06255	CENTER CURB, D CONCRETE	673.00	SYS	\$100.00	\$67,300.00
0046	609-06259	REINFORCED CONCRETE BRIDGE APPROACH, 12 IN.	0.00	SYS	\$160.00	\$0.00
0047	610-07487	HMA FOR APPROACHES, TYPE B	752.00	TON	\$115.00	\$86,480.00
0048	610-08446	PCCP FOR APPROACHES, 6 IN.	85.00	SYS	\$85.00	\$7,225.00
0049	610-09108	PCCP FOR APPROACHES, 9 IN.	786.00	SYS	\$90.00	\$70,740.00
0050	616-06405	RIPRAP, REVETMENT	699.00	TON	\$55.00	\$38,445.00
0051	616-11736	DECORATIVE STONE	120.00	TON	\$100.00	\$12,000.00
0052	616-12246	GEOTEXTILE FOR RIPRAP TYPE 1A	0.00	SYS	\$4.00	\$0.00
0053	616-12248	GEOTEXTILE FOR RIPRAP TYPE 2A	41.00	SYS	\$10.00	\$410.00
0054	621-01004	MOBILIZATION AND DEMOBILIZATION FOR SEEDING	1.00	EACH	\$625.00	\$625.00
0055	621-06554	SEED MIXTURE U	739.00	LBS	\$5.00	\$3,695.00
0056	621-06565	MULCHING MATERIAL	7.50	TON	\$500.00	\$3,750.00
0057	621-06570	TOPSOIL	3,235.00	CYS	\$25.00	\$80,875.00
0058	621-06575	SODDING, NURSERY	11,006.00	SYS	\$6.00	\$66,036.00
0059	701-06011	DYNAMIC PILE LOAD TEST	0.00	EACH	\$4,000.00	\$0.00
0060	701-09557	TEST PILE, DYNAMIC, PRODUCTION	0.00	LFT	\$75.00	\$0.00

ID	Item No.	Description	Quantity	Unit	Unit Price	Item Total
0061	701-09559	TEST PILE, DYNAMIC, RESTRIKE	0.00	EACH	\$4,000.00	\$0.00
0062	701-09665	PILE, STEEL PIPE, 0.375 IN., 14 IN.	0.00	LFT	\$100.00	\$0.00
0063	702-92857	CONCRETE, C, SUBSTRUCTURE	0.00	CYS	\$1,200.00	\$0.00
0064	703-06029	REINFORCING BARS, EPOXY COATED	0.00	LBS	\$1.40	\$0.00
0065	703-97936	THREADED TIE BAR ASSEMBLY, EPOXY COATED	0.00	EACH	\$50.00	\$0.00
0066	704-51002	CONCRETE, C, SUPERSTRUCTURE	0.00	CYS	\$1,200.00	\$0.00
0067	706-06351	CONCRETE BRIDGE RAILING TRANSITION, TPF-1	0.00	EACH	\$3,000.00	\$0.00
0068	706-09959	RAILING, CONCRETE FT	0.00	LFT	\$150.00	\$0.00
0069	706-09962	RAILING, CONCRETE PF-1	0.00	LFT	\$75.00	\$0.00
0070	706-11404	RAILING, STEEL PF-1	0.00	LFT	\$75.00	\$0.00
0071	706-11621	CONCRETE BRIDGE RAILING TRANSITION, TFT	0.00	EACH	\$3,000.00	\$0.00
0072	707-09634	STRUCTURAL MEMBER, CONCRETE, BULB-T BEAM, 48 IN. X 49 IN.	0.00	LFT	\$600.00	\$0.00
0073	715-05024	PIPE, TYPE 2, CIRCULAR, 36 IN.	1,117.00	LFT	\$150.00	\$167,550.00
0074	715-05048	PIPE, TYPE 4, CIRCULAR, 6 IN.	11,096.00	LFT	\$8.00	\$88,768.00
0075	715-05149	PIPE, TYPE 2, CIRCULAR, 12 IN.	5,311.00	LFT	\$60.00	\$318,660.00
0076	715-05151	PIPE, TYPE 2, CIRCULAR, 15 IN.	600.00	LFT	\$65.00	\$39,000.00
0077	715-05152	PIPE, TYPE 2, CIRCULAR, 18 IN.	728.00	LFT	\$80.00	\$58,240.00
0078	715-05154	PIPE, TYPE 2, CIRCULAR, 24 IN.	1,125.00	LFT	\$90.00	\$101,250.00
0079	715-05156	PIPE, TYPE 2, CIRCULAR, 30 IN.	2,036.00	LFT	\$100.00	\$203,600.00
0080	715-05407	PIPE, END BENT DRAIN, 6 IN.	0.00	LFT	\$20.00	\$0.00
0081	715-09064	VIDEO INSPECTION FOR PIPE	10,917.00	LFT	\$2.00	\$21,834.00
0082	715-46010	PIPE END SECTION, DIAMETER 18 IN.	0.00	EACH	\$700.00	\$0.00
0083	715-46020	PIPE END SECTION, DIAMETER 24 IN.	0.00	EACH	\$1,300.00	\$0.00
0084	715-46040	PIPE END SECTION, DIAMETER 36 IN.	2.00	EACH	\$1,700.00	\$3,400.00
0085	718-06532	VIDEO INSPECTION FOR UNDERDRAINS	11,096.00	LFT	\$2.00	\$22,192.00
0086	718-12307	GEOTEXTILE FOR UNDERDRAIN, TYPE 2A	7,603.00	SYS	\$6.00	\$45,618.00
0087	718-52610	AGGREGATE FOR UNDERDRAINS	999.00	CYS	\$60.00	\$59,940.00
0088	720-45045	INLET, J10	61.00	EACH	\$2,600.00	\$158,600.00
0089	720-45055	INLET, M10	61.00	EACH	\$2,500.00	\$152,500.00
0090	720-45235	CATCH BASIN, E7	3.00	EACH	\$2,800.00	\$8,400.00
0091	720-45410	MANHOLE, C4	36.00	EACH	\$3,500.00	\$126,000.00
0092	720-95422	MANHOLE, J4	35.00	EACH	\$5,500.00	\$192,500.00
0093	723-11239	STRUCTURE, REINFORCED CONCRETE, THREE-SIDED SECTIONS, 144 IN .X 60 IN.	0.00	LFT	\$3,250.00	\$0.00

ID	Item No.	Description	Quantity	Unit	Unit Price	Item Total
0094	723-11269	STRUCTURE, REINFORCED CONCRETE, THREE-SIDED SECTIONS, 204 IN .X 96 IN.	132.00	LFT	\$4,500.00	\$594,000.00
0095	723-12653	STRUCTURE, REINFORCED CONCRETE, THREE-SIDED SECTIONS, 180 IN. X 108 IN.	0.00	LFT	\$4,250.00	\$0.00
0096	732-11770	AGGREGATE FOR DRAINAGE FILL	88.00	CYS	\$60.00	\$5,280.00
0097	732-11810	MODULAR BLOCK WALL	2,365.00	SFT	\$30.00	\$70,950.00
0098	732-11811	MODULAR BLOCK WALL ERECTION	2,365.00	SFT	\$25.00	\$59,125.00
0099	801-06775	MAINTAINING TRAFFIC	1.00	LS	\$433,420.11	\$433,420.11
0100	805-11799	RECTANGULAR RAPID FLASHING BEACON	0.00	EACH	\$6,000.00	\$0.00
0101	805-79020	TRAFFIC SIGNAL INSTALLATION {WALLEN ROAD}	1.00	LS	\$150,000.00	\$150,000.00
0102	805-79020-1	TRAFFIC SIGNAL INSTALLATION {MODIFICATION}	1.00	LS	\$75,000.00	\$75,000.00
0103	807-04744	LIGHTING	1.00	LS	\$318,000.00	\$318,000.00
0104	808-03439	TRANSVERSE MARKING, THERMOPLASTIC, CROSSWALK LINE, WHITE, 24 IN.	928.00	LFT	\$9.00	\$8,352.00
0105	808-06701	LINE, THERMOPLASTIC, BROKEN, WHITE, 4 IN.	2,415.00	LFT	\$1.00	\$2,415.00
0106	808-06703	LINE, THERMOPLASTIC, SOLID, WHITE, 4 IN.	1,450.00	LFT	\$0.75	\$1,087.50
0107	808-11482	LINE, THERMOPLASTIC, DOTTED, WHITE, 4 IN.	440.00	LFT	\$2.00	\$880.00
0108	808-75240	LINE, THERMOPLASTIC, BROKEN, YELLOW, 4 IN.	528.00	LFT	\$1.00	\$528.00
0109	808-75245	LINE, THERMOPLASTIC, SOLID, YELLOW, 4 IN.	12,056.00	LFT	\$0.75	\$9,042.00
0110	808-75260	TRANSVERSE MARKING, THERMOPLASTIC, CROSSHATCH LINE, WHITE, 1 2 IN.	33.00	LFT	\$5.00	\$165.00
0111	808-75278	TRANSVERSE MARKING, THERMOPLASTIC, CROSSHATCH LINE, YELLOW, 12 IN.	225.00	LFT	\$8.00	\$1,800.00
0112	808-75297	TRANSVERSE MARKING, THERMOPLASTIC, STOP LINE, WHITE, 24 IN.	281.00	LFT	\$10.00	\$2,810.00
0113	808-75320	PAVEMENT MESSAGE MARKING, THERMOPLASTIC LANE INDICATION ARRO W	22.00	EACH	\$125.00	\$2,750.00

QUANTITY COST ESTIMATE

Clinton Street Widening

PHASE 2 ONLY

Project No.: 2020.03437

Des. No.: N/A

ESTIMATED PROJECT COST

Total 2022: \$10,583,588.09

15.0% Contingency: \$1,587,538.21

ESTIMATED TOTAL: \$12,171,126.30

ID	Item No.	Description	Quantity	Unit	Unit Price	Item Total
0001	105-06807	ADDITIONAL {LANDSCAPING}	1.00	LS	\$54,057.86	\$54,057.86
0002	105-06845	CONSTRUCTION ENGINEERING	1.00	LS	\$174,360.50	\$174,360.50
0003	110-01001	MOBILIZATION AND DEMOBILIZATION	1.00	LS	\$435,901.26	\$435,901.26
0004	201-52370	CLEARING RIGHT OF WAY	1.00	LS	\$261,540.76	\$261,540.76
0005	202-02240	PAVEMENT REMOVAL	14,612.00	SYS	\$12.00	\$175,344.00
0006	202-51330	PRESENT STRUCTURE, REMOVE	1.00	LS	\$100,000.00	\$100,000.00
0007	202-52710	SIDEWALK CONCRETE, REMOVE	0.00	SYS	\$26.00	\$0.00
0008	203-02000	EXCAVATION, COMMON	13,408.00	CYS	\$22.00	\$294,976.00
0009	203-02070	BORROW	29,511.00	CYS	\$20.00	\$590,220.00
0010	203-51223	EXCAVATION, WATERWAY	500.00	CYS	\$40.00	\$20,000.00
0011	205-12108	STORM WATER MANAGEMENT BUDGET	90,096.44	DOL	\$1.00	\$90,096.44
0012	205-12616	STORMWATER MANAGEMENT IMPLEMENTATION	1.00	LS	\$36,380.94	\$36,380.94
0013	205-12618	SWQCP PREPARATION	1.00	LS	\$10,811.57	\$10,811.57
0014	207-08264	SUBGRADE TREATMENT, TYPE II	1,007.00	SYS	\$23.00	\$23,161.00
0015	207-08266	SUBGRADE TREATMENT, TYPE III	8,216.00	SYS	\$4.00	\$32,864.00
0016	207-09935	SUBGRADE TREATMENT, TYPE IC	2,000.00	SYS	\$35.00	\$70,000.00
0017	207-12635	SUBGRADE TREATMENT, TYPE IBC	37,619.00	SYS	\$10.00	\$376,190.00
0018	211-06467	AGGREGATE FOR END BENT BACKFILL	106.00	CYS	\$110.00	\$11,660.00
0019	211-09264	STRUCTURE BACKFILL, TYPE 1	6,139.00	CYS	\$32.00	\$196,448.00
0020	211-09268	STRUCTURE BACKFILL, TYPE 5	0.00	CYS	\$160.00	\$0.00
0021	214-11796	GEOGRID, TYPE IB	488.00	SYS	\$4.00	\$1,952.00
0022	214-12244	GEOTEXTILE FOR SUBGRADE TYPE 2B	760.00	SYS	\$6.00	\$4,560.00
0023	301-12234	COMPACTED AGGREGATE NO. 53	5,568.00	CYS	\$55.00	\$306,240.00
0024	302-06464	SUBBASE FOR PCCP	190.00	CYS	\$120.00	\$22,800.00
0025	302-07455	DENSE GRADED SUBBASE	169.00	CYS	\$115.00	\$19,435.00
0026	304-12623	HMA PATCHING FULL DEPTH, TYPE B	521.00	TON	\$190.00	\$98,990.00
0027	304-12624	HMA PATCHING PARTIAL DEPTH, TYPE B	76.00	TON	\$210.00	\$15,960.00

ID	Item No.	Description	Quantity	Unit	Unit Price	Item Total
0028	306-08034	MILLING, ASPHALT, 1 1/2 IN.	6,870.00	SYS	\$3.00	\$20,610.00
0029	401-07339	QC/QA-HMA, 2, 64, SURFACE, 12.5 mm	2,624.00	TON	\$85.00	\$223,040.00
0030	401-07390	QC/QA-HMA, 2, 64, INTERMEDIATE, 19.0 mm	3,304.00	TON	\$75.00	\$247,800.00
0031	401-07407	QC/QA-HMA, 2, 64, BASE, 25.0 mm	8,717.00	TON	\$80.00	\$697,360.00
0032	401-10258	JOINT ADHESIVE, SURFACE	16,890.00	LFT	\$0.50	\$8,445.00
0033	401-10259	JOINT ADHESIVE, INTERMEDIATE	14,059.00	LFT	\$0.50	\$7,029.50
0034	401-11785	LIQUID ASPHALT SEALANT	16,890.00	LFT	\$0.25	\$4,222.50
0035	401-11787	QC/QA-HMA, 3, 76, INTERMEDIATE, OG 19.0 mm	5,228.00	TON	\$80.00	\$418,240.00
0036	406-05520	ASPHALT FOR TACK COAT	28.10	TON	\$625.00	\$17,562.50
0037	601-06233	IMPACT ATTENUATOR, ED-W1, TL-3	0.00	EACH	\$15,000.00	\$0.00
0038	602-06729	BARRIER, DELINEATOR	10.00	EACH	\$30.00	\$300.00
0039	603-93373	FENCE PEDESTRIAN	1,300.00	LFT	\$125.00	\$162,500.00
0040	604-05528	HMA FOR SIDEWALK	1,061.00	TON	\$100.00	\$106,100.00
0041	604-06070	SIDEWALK, CONCRETE	3,504.00	SYS	\$53.00	\$185,712.00
0042	604-08086	CURB RAMP, CONCRETE	167.00	SYS	\$200.00	\$33,400.00
0043	605-06120	CURB, CONCRETE	4,345.00	LFT	\$32.00	\$139,040.00
0044	605-06155	CURB AND GUTTER, CONCRETE, MODIFIED	11,018.00	LFT	\$22.00	\$242,396.00
0045	605-06255	CENTER CURB, D CONCRETE	283.00	SYS	\$100.00	\$28,300.00
0046	609-06259	REINFORCED CONCRETE BRIDGE APPROACH, 12 IN.	770.00	SYS	\$160.00	\$123,200.00
0047	610-07487	HMA FOR APPROACHES, TYPE B	540.00	TON	\$115.00	\$62,100.00
0048	610-08446	PCCP FOR APPROACHES, 6 IN.	519.00	SYS	\$85.00	\$44,115.00
0049	610-09108	PCCP FOR APPROACHES, 9 IN.	488.00	SYS	\$90.00	\$43,920.00
0050	616-06405	RIPRAP, REVETMENT	2,122.00	TON	\$55.00	\$116,710.00
0051	616-11736	DECORATIVE STONE	21.00	TON	\$100.00	\$2,100.00
0052	616-12246	GEOTEXTILE FOR RIPRAP TYPE 1A	2,263.00	SYS	\$4.00	\$9,052.00
0053	616-12248	GEOTEXTILE FOR RIPRAP TYPE 2A	33.00	SYS	\$10.00	\$330.00
0054	621-01004	MOBILIZATION AND DEMOBILIZATION FOR SEEDING	1.00	EACH	\$625.00	\$625.00
0055	621-06554	SEED MIXTURE U	743.00	LBS	\$5.00	\$3,715.00
0056	621-06565	MULCHING MATERIAL	7.60	TON	\$500.00	\$3,800.00
0057	621-06570	TOPSOIL	3,040.00	CYS	\$25.00	\$76,000.00
0058	621-06575	SODDING, NURSERY	9,154.00	SYS	\$6.00	\$54,924.00
0059	701-06011	DYNAMIC PILE LOAD TEST	2.00	EACH	\$4,000.00	\$8,000.00
0060	701-09557	TEST PILE, DYNAMIC, PRODUCTION	170.00	LFT	\$75.00	\$12,750.00

ID	Item No.	Description	Quantity	Unit	Unit Price	Item Total
0061	701-09559	TEST PILE, DYNAMIC, RESTRIKE	2.00	EACH	\$4,000.00	\$8,000.00
0062	701-09665	PILE, STEEL PIPE, 0.375 IN., 14 IN.	1,950.00	LFT	\$100.00	\$195,000.00
0063	702-92857	CONCRETE, C, SUBSTRUCTURE	111.80	CYS	\$1,200.00	\$134,160.00
0064	703-06029	REINFORCING BARS, EPOXY COATED	128,750.00	LBS	\$1.40	\$180,250.00
0065	703-97936	THREADED TIE BAR ASSEMBLY, EPOXY COATED	79.00	EACH	\$50.00	\$3,950.00
0066	704-51002	CONCRETE, C, SUPERSTRUCTURE	370.40	CYS	\$1,200.00	\$444,480.00
0067	706-06351	CONCRETE BRIDGE RAILING TRANSITION, TPF-1	4.00	EACH	\$3,000.00	\$12,000.00
0068	706-09959	RAILING, CONCRETE FT	217.00	LFT	\$150.00	\$32,550.00
0069	706-09962	RAILING, CONCRETE PF-1	217.00	LFT	\$75.00	\$16,275.00
0070	706-11404	RAILING, STEEL PF-1	217.00	LFT	\$75.00	\$16,275.00
0071	706-11621	CONCRETE BRIDGE RAILING TRANSITION, TFT	4.00	EACH	\$3,000.00	\$12,000.00
0072	707-09634	STRUCTURAL MEMBER, CONCRETE, BULB-T BEAM, 48 IN. X 49 IN.	848.00	LFT	\$600.00	\$508,800.00
0073	715-05024	PIPE, TYPE 2, CIRCULAR, 36 IN.	691.00	LFT	\$150.00	\$103,650.00
0074	715-05048	PIPE, TYPE 4, CIRCULAR, 6 IN.	9,418.00	LFT	\$8.00	\$75,344.00
0075	715-05149	PIPE, TYPE 2, CIRCULAR, 12 IN.	6,366.00	LFT	\$60.00	\$381,960.00
0076	715-05151	PIPE, TYPE 2, CIRCULAR, 15 IN.	340.00	LFT	\$65.00	\$22,100.00
0077	715-05152	PIPE, TYPE 2, CIRCULAR, 18 IN.	540.00	LFT	\$80.00	\$43,200.00
0078	715-05154	PIPE, TYPE 2, CIRCULAR, 24 IN.	975.00	LFT	\$90.00	\$87,750.00
0079	715-05156	PIPE, TYPE 2, CIRCULAR, 30 IN.	725.00	LFT	\$100.00	\$72,500.00
0080	715-05407	PIPE, END BENT DRAIN, 6 IN.	230.00	LFT	\$20.00	\$4,600.00
0081	715-09064	VIDEO INSPECTION FOR PIPE	9,637.00	LFT	\$2.00	\$19,274.00
0082	715-46010	PIPE END SECTION, DIAMETER 18 IN.	0.00	EACH	\$700.00	\$0.00
0083	715-46020	PIPE END SECTION, DIAMETER 24 IN.	0.00	EACH	\$1,300.00	\$0.00
0084	715-46040	PIPE END SECTION, DIAMETER 36 IN.	1.00	EACH	\$1,700.00	\$1,700.00
0085	718-06532	VIDEO INSPECTION FOR UNDERDRAINS	9,418.00	LFT	\$2.00	\$18,836.00
0086	718-12307	GEOTEXTILE FOR UNDERDRAIN, TYPE 2A	6,685.00	SYS	\$6.00	\$40,110.00
0087	718-52610	AGGREGATE FOR UNDERDRAINS	848.00	CYS	\$60.00	\$50,880.00
0088	720-45045	INLET, J10	51.00	EACH	\$2,600.00	\$132,600.00
0089	720-45055	INLET, M10	60.00	EACH	\$2,500.00	\$150,000.00
0090	720-45235	CATCH BASIN, E7	8.00	EACH	\$2,800.00	\$22,400.00
0091	720-45410	MANHOLE, C4	26.00	EACH	\$3,500.00	\$91,000.00
0092	720-95422	MANHOLE, J4	20.00	EACH	\$5,500.00	\$110,000.00
0093	723-11239	STRUCTURE, REINFORCED CONCRETE, THREE-SIDED SECTIONS, 144 IN .X 60 IN.	0.00	LFT	\$3,250.00	\$0.00

ID	Item No.	Description	Quantity	Unit	Unit Price	Item Total
0094	723-11269	STRUCTURE, REINFORCED CONCRETE, THREE-SIDED SECTIONS, 204 IN .X 96 IN.	0.00	LFT	\$4,500.00	\$0.00
0095	723-12653	STRUCTURE, REINFORCED CONCRETE, THREE-SIDED SECTIONS, 180 IN. X 108 IN.	0.00	LFT	\$4,250.00	\$0.00
0096	732-11770	AGGREGATE FOR DRAINAGE FILL	233.00	CYS	\$60.00	\$13,980.00
0097	732-11810	MODULAR BLOCK WALL	6,265.00	SFT	\$30.00	\$187,950.00
0098	732-11811	MODULAR BLOCK WALL ERECTION	6,265.00	SFT	\$25.00	\$156,625.00
0099	801-06775	MAINTAINING TRAFFIC	1.00	LS	\$435,901.26	\$435,901.26
0100	805-11799	RECTANGULAR RAPID FLASHING BEACON	4.00	EACH	\$6,000.00	\$24,000.00
0101	805-79020	TRAFFIC SIGNAL INSTALLATION {WALLEN ROAD}	1.00	LS	\$0.00	\$0.00
0102	805-79020-1	TRAFFIC SIGNAL INSTALLATION {MODIFICATION}	1.00	LS	\$0.00	\$0.00
0103	807-04744	LIGHTING	1.00	LS	\$222,000.00	\$222,000.00
0104	808-03439	TRANSVERSE MARKING, THERMOPLASTIC, CROSSWALK LINE, WHITE, 24 IN.	735.00	LFT	\$9.00	\$6,615.00
0105	808-06701	LINE, THERMOPLASTIC, BROKEN, WHITE, 4 IN.	2,736.00	LFT	\$1.00	\$2,736.00
0106	808-06703	LINE, THERMOPLASTIC, SOLID, WHITE, 4 IN.	842.00	LFT	\$0.75	\$631.50
0107	808-11482	LINE, THERMOPLASTIC, DOTTED, WHITE, 4 IN.	300.00	LFT	\$2.00	\$600.00
0108	808-75240	LINE, THERMOPLASTIC, BROKEN, YELLOW, 4 IN.	932.00	LFT	\$1.00	\$932.00
0109	808-75245	LINE, THERMOPLASTIC, SOLID, YELLOW, 4 IN.	9,954.00	LFT	\$0.75	\$7,465.50
0110	808-75260	TRANSVERSE MARKING, THERMOPLASTIC, CROSSHATCH LINE, WHITE, 1 2 IN.	50.00	LFT	\$5.00	\$250.00
0111	808-75278	TRANSVERSE MARKING, THERMOPLASTIC, CROSSHATCH LINE, YELLOW, 12 IN.	0.00	LFT	\$8.00	\$0.00
0112	808-75297	TRANSVERSE MARKING, THERMOPLASTIC, STOP LINE, WHITE, 24 IN.	166.00	LFT	\$10.00	\$1,660.00
0113	808-75320	PAVEMENT MESSAGE MARKING, THERMOPLASTIC LANE INDICATION ARRO W	26.00	EACH	\$125.00	\$3,250.00

QUANTITY COST ESTIMATE

Clinton Street Widening

PHASE 3 ONLY

Project No.: 2020.03437

Des. No.: N/A

ESTIMATED PROJECT COST

Total 2022: \$8,260,453.47

15.0% Contingency: \$1,239,068.03

ESTIMATED TOTAL: \$9,499,521.50

ID	Item No.	Description	Quantity	Unit	Unit Price	Item Total
0001	105-06807	ADDITIONAL {LANDSCAPING}	1.00	LS	\$42,191.97	\$42,191.97
0002	105-06845	CONSTRUCTION ENGINEERING	1.00	LS	\$136,087.76	\$136,087.76
0003	110-01001	MOBILIZATION AND DEMOBILIZATION	1.00	LS	\$340,219.41	\$340,219.41
0004	201-52370	CLEARING RIGHT OF WAY	1.00	LS	\$204,131.64	\$204,131.64
0005	202-02240	PAVEMENT REMOVAL	15,621.00	SYS	\$12.00	\$187,452.00
0006	202-51330	PRESENT STRUCTURE, REMOVE	1.00	LS	\$50,000.00	\$50,000.00
0007	202-52710	SIDEWALK CONCRETE, REMOVE	0.00	SYS	\$26.00	\$0.00
0008	203-02000	EXCAVATION, COMMON	26,835.00	CYS	\$22.00	\$590,370.00
0009	203-02070	BORROW	5,233.00	CYS	\$20.00	\$104,660.00
0010	203-51223	EXCAVATION, WATERWAY	0.00	CYS	\$40.00	\$0.00
0011	205-12108	STORM WATER MANAGEMENT BUDGET	70,319.95	DOL	\$1.00	\$70,319.95
0012	205-12616	STORMWATER MANAGEMENT IMPLEMENTATION	1.00	LS	\$28,395.19	\$28,395.19
0013	205-12618	SWQCP PREPARATION	1.00	LS	\$8,438.39	\$8,438.39
0014	207-08264	SUBGRADE TREATMENT, TYPE II	375.00	SYS	\$23.00	\$8,625.00
0015	207-08266	SUBGRADE TREATMENT, TYPE III	7,948.00	SYS	\$4.00	\$31,792.00
0016	207-09935	SUBGRADE TREATMENT, TYPE IC	972.00	SYS	\$35.00	\$34,020.00
0017	207-12635	SUBGRADE TREATMENT, TYPE IBC	39,386.00	SYS	\$10.00	\$393,860.00
0018	211-06467	AGGREGATE FOR END BENT BACKFILL	0.00	CYS	\$110.00	\$0.00
0019	211-09264	STRUCTURE BACKFILL, TYPE 1	3,657.00	CYS	\$32.00	\$117,024.00
0020	211-09268	STRUCTURE BACKFILL, TYPE 5	895.00	CYS	\$160.00	\$143,200.00
0021	214-11796	GEOGRID, TYPE IB	375.00	SYS	\$4.00	\$1,500.00
0022	214-12244	GEOTEXTILE FOR SUBGRADE TYPE 2B	0.00	SYS	\$6.00	\$0.00
0023	301-12234	COMPACTED AGGREGATE NO. 53	5,685.00	CYS	\$55.00	\$312,675.00
0024	302-06464	SUBBASE FOR PCCP	0.00	CYS	\$120.00	\$0.00
0025	302-07455	DENSE GRADED SUBBASE	63.00	CYS	\$115.00	\$7,245.00
0026	304-12623	HMA PATCHING FULL DEPTH, TYPE B	251.00	TON	\$190.00	\$47,690.00
0027	304-12624	HMA PATCHING PARTIAL DEPTH, TYPE B	24.00	TON	\$210.00	\$5,040.00

ID	Item No.	Description	Quantity	Unit	Unit Price	Item Total
0028	306-08034	MILLING, ASPHALT, 1 1/2 IN.	2,126.00	SYS	\$3.00	\$6,378.00
0029	401-07339	QC/QA-HMA, 2, 64, SURFACE, 12.5 mm	2,333.00	TON	\$85.00	\$198,305.00
0030	401-07390	QC/QA-HMA, 2, 64, INTERMEDIATE, 19.0 mm	3,464.00	TON	\$75.00	\$259,800.00
0031	401-07407	QC/QA-HMA, 2, 64, BASE, 25.0 mm	9,057.00	TON	\$80.00	\$724,560.00
0032	401-10258	JOINT ADHESIVE, SURFACE	15,588.00	LFT	\$0.50	\$7,794.00
0033	401-10259	JOINT ADHESIVE, INTERMEDIATE	14,153.00	LFT	\$0.50	\$7,076.50
0034	401-11785	LIQUID ASPHALT SEALANT	15,588.00	LFT	\$0.25	\$3,897.00
0035	401-11787	QC/QA-HMA, 3, 76, INTERMEDIATE, OG 19.0 mm	5,227.00	TON	\$80.00	\$418,160.00
0036	406-05520	ASPHALT FOR TACK COAT	27.70	TON	\$625.00	\$17,312.50
0037	601-06233	IMPACT ATTENUATOR, ED-W1, TL-3	0.00	EACH	\$15,000.00	\$0.00
0038	602-06729	BARRIER, DELINEATOR	0.00	EACH	\$30.00	\$0.00
0039	603-93373	FENCE PEDESTRIAN	800.00	LFT	\$125.00	\$100,000.00
0040	604-05528	HMA FOR SIDEWALK	1,029.00	TON	\$100.00	\$102,900.00
0041	604-06070	SIDEWALK, CONCRETE	2,474.00	SYS	\$53.00	\$131,122.00
0042	604-08086	CURB RAMP, CONCRETE	150.00	SYS	\$200.00	\$30,000.00
0043	605-06120	CURB, CONCRETE	4,873.00	LFT	\$32.00	\$155,936.00
0044	605-06155	CURB AND GUTTER, CONCRETE, MODIFIED	9,662.00	LFT	\$22.00	\$212,564.00
0045	605-06255	CENTER CURB, D CONCRETE	149.00	SYS	\$100.00	\$14,900.00
0046	609-06259	REINFORCED CONCRETE BRIDGE APPROACH, 12 IN.	0.00	SYS	\$160.00	\$0.00
0047	610-07487	HMA FOR APPROACHES, TYPE B	487.00	TON	\$115.00	\$56,005.00
0048	610-08446	PCCP FOR APPROACHES, 6 IN.	0.00	SYS	\$85.00	\$0.00
0049	610-09108	PCCP FOR APPROACHES, 9 IN.	375.00	SYS	\$90.00	\$33,750.00
0050	616-06405	RIPRAP, REVETMENT	1,148.00	TON	\$55.00	\$63,140.00
0051	616-11736	DECORATIVE STONE	0.00	TON	\$100.00	\$0.00
0052	616-12246	GEOTEXTILE FOR RIPRAP TYPE 1A	0.00	SYS	\$4.00	\$0.00
0053	616-12248	GEOTEXTILE FOR RIPRAP TYPE 2A	22.00	SYS	\$10.00	\$220.00
0054	621-01004	MOBILIZATION AND DEMOBILIZATION FOR SEEDING	1.00	EACH	\$625.00	\$625.00
0055	621-06554	SEED MIXTURE U	1,007.00	LBS	\$5.00	\$5,035.00
0056	621-06565	MULCHING MATERIAL	10.30	TON	\$500.00	\$5,150.00
0057	621-06570	TOPSOIL	3,765.00	CYS	\$25.00	\$94,125.00
0058	621-06575	SODDING, NURSERY	9,172.00	SYS	\$6.00	\$55,032.00
0059	701-06011	DYNAMIC PILE LOAD TEST	0.00	EACH	\$4,000.00	\$0.00
0060	701-09557	TEST PILE, DYNAMIC, PRODUCTION	0.00	LFT	\$75.00	\$0.00

ID	Item No.	Description	Quantity	Unit	Unit Price	Item Total
0061	701-09559	TEST PILE, DYNAMIC, RESTRIKE	0.00	EACH	\$4,000.00	\$0.00
0062	701-09665	PILE, STEEL PIPE, 0.375 IN., 14 IN.	0.00	LFT	\$100.00	\$0.00
0063	702-92857	CONCRETE, C, SUBSTRUCTURE	0.00	CYS	\$1,200.00	\$0.00
0064	703-06029	REINFORCING BARS, EPOXY COATED	0.00	LBS	\$1.40	\$0.00
0065	703-97936	THREADED TIE BAR ASSEMBLY, EPOXY COATED	0.00	EACH	\$50.00	\$0.00
0066	704-51002	CONCRETE, C, SUPERSTRUCTURE	0.00	CYS	\$1,200.00	\$0.00
0067	706-06351	CONCRETE BRIDGE RAILING TRANSITION, TPF-1	0.00	EACH	\$3,000.00	\$0.00
0068	706-09959	RAILING, CONCRETE FT	0.00	LFT	\$150.00	\$0.00
0069	706-09962	RAILING, CONCRETE PF-1	0.00	LFT	\$75.00	\$0.00
0070	706-11404	RAILING, STEEL PF-1	0.00	LFT	\$75.00	\$0.00
0071	706-11621	CONCRETE BRIDGE RAILING TRANSITION, TFT	0.00	EACH	\$3,000.00	\$0.00
0072	707-09634	STRUCTURAL MEMBER, CONCRETE, BULB-T BEAM, 48 IN. X 49 IN.	0.00	LFT	\$600.00	\$0.00
0073	715-05024	PIPE, TYPE 2, CIRCULAR, 36 IN.	0.00	LFT	\$150.00	\$0.00
0074	715-05048	PIPE, TYPE 4, CIRCULAR, 6 IN.	8,936.00	LFT	\$8.00	\$71,488.00
0075	715-05149	PIPE, TYPE 2, CIRCULAR, 12 IN.	4,782.00	LFT	\$60.00	\$286,920.00
0076	715-05151	PIPE, TYPE 2, CIRCULAR, 15 IN.	550.00	LFT	\$65.00	\$35,750.00
0077	715-05152	PIPE, TYPE 2, CIRCULAR, 18 IN.	785.00	LFT	\$80.00	\$62,800.00
0078	715-05154	PIPE, TYPE 2, CIRCULAR, 24 IN.	724.00	LFT	\$90.00	\$65,160.00
0079	715-05156	PIPE, TYPE 2, CIRCULAR, 30 IN.	0.00	LFT	\$100.00	\$0.00
0080	715-05407	PIPE, END BENT DRAIN, 6 IN.	0.00	LFT	\$20.00	\$0.00
0081	715-09064	VIDEO INSPECTION FOR PIPE	6,841.00	LFT	\$2.00	\$13,682.00
0082	715-46010	PIPE END SECTION, DIAMETER 18 IN.	1.00	EACH	\$700.00	\$700.00
0083	715-46020	PIPE END SECTION, DIAMETER 24 IN.	1.00	EACH	\$1,300.00	\$1,300.00
0084	715-46040	PIPE END SECTION, DIAMETER 36 IN.	0.00	EACH	\$1,700.00	\$0.00
0085	718-06532	VIDEO INSPECTION FOR UNDERDRAINS	8,936.00	LFT	\$2.00	\$17,872.00
0086	718-12307	GEOTEXTILE FOR UNDERDRAIN, TYPE 2A	6,123.00	SYS	\$6.00	\$36,738.00
0087	718-52610	AGGREGATE FOR UNDERDRAINS	805.00	CYS	\$60.00	\$48,300.00
0088	720-45045	INLET, J10	45.00	EACH	\$2,600.00	\$117,000.00
0089	720-45055	INLET, M10	45.00	EACH	\$2,500.00	\$112,500.00
0090	720-45235	CATCH BASIN, E7	4.00	EACH	\$2,800.00	\$11,200.00
0091	720-45410	MANHOLE, C4	35.00	EACH	\$3,500.00	\$122,500.00
0092	720-95422	MANHOLE, J4	0.00	EACH	\$5,500.00	\$0.00
0093	723-11239	STRUCTURE, REINFORCED CONCRETE, THREE-SIDED SECTIONS, 144 IN .X 60 IN.	135.00	LFT	\$3,250.00	\$438,750.00

ID	Item No.	Description	Quantity	Unit	Unit Price	Item Total
0094	723-11269	STRUCTURE, REINFORCED CONCRETE, THREE-SIDED SECTIONS, 204 IN .X 96 IN.	0.00	LFT	\$4,500.00	\$0.00
0095	723-12653	STRUCTURE, REINFORCED CONCRETE, THREE-SIDED SECTIONS, 180 IN. X 108 IN.	88.00	LFT	\$4,250.00	\$374,000.00
0096	732-11770	AGGREGATE FOR DRAINAGE FILL	112.00	CYS	\$60.00	\$6,720.00
0097	732-11810	MODULAR BLOCK WALL	3,000.00	SFT	\$30.00	\$90,000.00
0098	732-11811	MODULAR BLOCK WALL ERECTION	3,000.00	SFT	\$25.00	\$75,000.00
0099	801-06775	MAINTAINING TRAFFIC	1.00	LS	\$340,219.41	\$340,219.41
0100	805-11799	RECTANGULAR RAPID FLASHING BEACON	2.00	EACH	\$6,000.00	\$12,000.00
0101	805-79020	TRAFFIC SIGNAL INSTALLATION {WALLEN ROAD}	1.00	LS	\$0.00	\$0.00
0102	805-79020-1	TRAFFIC SIGNAL INSTALLATION {MODIFICATION}	1.00	LS	\$75,000.00	\$75,000.00
0103	807-04744	LIGHTING	1.00	LS	\$252,000.00	\$252,000.00
0104	808-03439	TRANSVERSE MARKING, THERMOPLASTIC, CROSSWALK LINE, WHITE, 24 IN.	760.00	LFT	\$9.00	\$6,840.00
0105	808-06701	LINE, THERMOPLASTIC, BROKEN, WHITE, 4 IN.	2,180.00	LFT	\$1.00	\$2,180.00
0106	808-06703	LINE, THERMOPLASTIC, SOLID, WHITE, 4 IN.	1,375.00	LFT	\$0.75	\$1,031.25
0107	808-11482	LINE, THERMOPLASTIC, DOTTED, WHITE, 4 IN.	350.00	LFT	\$2.00	\$700.00
0108	808-75240	LINE, THERMOPLASTIC, BROKEN, YELLOW, 4 IN.	728.00	LFT	\$1.00	\$728.00
0109	808-75245	LINE, THERMOPLASTIC, SOLID, YELLOW, 4 IN.	8,918.00	LFT	\$0.75	\$6,688.50
0110	808-75260	TRANSVERSE MARKING, THERMOPLASTIC, CROSSHATCH LINE, WHITE, 1 2 IN.	0.00	LFT	\$5.00	\$0.00
0111	808-75278	TRANSVERSE MARKING, THERMOPLASTIC, CROSSHATCH LINE, YELLOW, 12 IN.	229.00	LFT	\$8.00	\$1,832.00
0112	808-75297	TRANSVERSE MARKING, THERMOPLASTIC, STOP LINE, WHITE, 24 IN.	138.00	LFT	\$10.00	\$1,380.00
0113	808-75320	PAVEMENT MESSAGE MARKING, THERMOPLASTIC LANE INDICATION ARRO W	22.00	EACH	\$125.00	\$2,750.00



AMERICAN
STRUCTUREPOINT
INC.

N. Clinton Street Abbreviated Engineers Report
Roadway Widening – City of Fort Wayne & Allen County, IN

Appendix E

Preliminary Red Flag Investigation (13 pages)



M E M O R A N D U M

Date: January 26, 2022

To: Clinton Street Roadway Reconstruction Project File

From: Madeline Miller
American Structurepoint, Inc.
9025 River Road, Suite 200
Indianapolis, Indiana

Re: RED FLAG INVESTIGATION
Local Project
Clinton Street Roadway Reconstruction
Clinton Street, from Auburn Road to Mayhew Road
Fort Wayne, Allen County, Indiana

PROJECT DESCRIPTION

The proposed project area is located on Clinton Street from Auburn Road to Mayhew Road in Fort Wayne, Allen County, Indiana. This area of Clinton Street is currently being studied to determine potential future roadway improvements. The project would be designed all at once with construction occurring in four separate phases. The proposed project would include widening sections of Clinton Street to 5 lanes with a center island wherever possible, adding 5-foot-wide sidewalks and a 10-foot-wide multi-use path, and installing new curbs, gutters, and storm sewers throughout the project area. The project would also realign the intersection of Clinton Street and Wallen Road and add a new traffic signal. New bridges and small structures would be constructed along Clinton Street as needed. This document was completed and reviewed in-house by American Structurepoint, Inc. for project planning and environmental documentation purposes

Bridge Work Included in Project: Yes No Structure #(s) NBI #0200073

If this is a bridge project, is the bridge Historical? Yes No , Select Non-Select

(Note: If the project involves a historical bridge, please include the bridge information in the Recommendations Section of the report).

Culvert Work Included in Project: Yes No Structure #(s) No Structure # Assigned

Proposed right of way: Temporary # Acres _____, Permanent # Acres _____, Not Applicable

Type and proposed depth of excavation: The maximum depth of excavation is anticipated to be approximately 10 feet deep for the installation of new storm sewers.

Maintenance of traffic (MOT): A MOT plan will be developed as the project's design progresses. It is anticipated that the project will be broken down into four separate phases of construction.

Work in waterway: Yes No Below ordinary high water mark: Yes No

State Project: LPA:

Any other factors influencing recommendations: N/A

INFRASTRUCTURE TABLE AND SUMMARY

Infrastructure			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Religious Facilities	N/A	Recreational Facilities	1
Airports ¹	1	Pipelines	3
Cemeteries	2	Railroads	N/A
Hospitals	N/A	Trails	9
Schools	1	Managed Lands	N/A

¹In order to complete the required airport review, a review of public-use airports within 3.8 miles (20,000 feet) is required.

Explanation:

Airports: Although not located within the 0.5 mile search radius, one (1) public-use airport, Smith Field, is located within 3.8 miles (20,000 feet) of the project area. Smith Field is located approximately 1.62 miles west of the project area; therefore, early coordination with INDOT Aviation should occur.

Cemeteries: Two (2) cemeteries are located within the 0.5 mile search radius. The nearest cemetery, Highland Park, is located approximately 0.33 mile west of the project area. No impact is expected.

Schools: One (1) school is located within the 0.5 mile search radius. The school, Mabel K Holland Elementary School, is located approximately 0.15 mile southwest of the project area. No impact is expected.

Recreational Facilities: One (1) recreational facility is located within the 0.5 mile search radius. Although the icon associated with Mabel K Holland Elementary School is mapped approximately 0.12 mile west of the project area, the facility is actually located approximately 0.15 mile southwest of the project area. No impact is expected.

Pipelines: Three (3) pipeline segments are located within the 0.5 mile search radius. The nearest pipeline segment, a crude oil pipeline owned by Tri-State Pipeline Properties, is located approximately 0.08 mile east of the project area. No impact is expected.

Trails: Nine (9) trail segments are located within the 0.5 mile search radius. Two (2) planned trail segments and one (1) existing trail segment are located within the project area. Coordination with Allen County Parks and Recreation Department, Fort Wayne Parks and Recreation Department, and Fort Wayne Trails, Inc. should occur.

WATER RESOURCES TABLE AND SUMMARY

Water Resources			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
NWI - Points	N/A	Canal Routes - Historic	N/A
Karst Springs	N/A	NWI - Wetlands	68
Canal Structures – Historic	N/A	Lakes	15
NPS NRI Listed	N/A	Floodplain - DFIRM	27
NWI-Lines	9	Cave Entrance Density	N/A
IDEM 303d Listed Streams and Lakes (Impaired)	N/A	Sinkhole Areas	N/A
Rivers and Streams	17	Sinking-Stream Basins	N/A

Explanation:

NWI-Lines: Nine (9) NWI-lines are located within the 0.5 mile search radius. One (1) NWI-line is located within the project area. A Waters of the US Report is recommended based on mapped features, and coordination with the appropriate agency, if applicable, should occur.

Rivers and Streams: Seventeen (17) stream segments are located within the 0.5 mile search radius. Five (5) stream segments (associated with Martin Ditch, Beckett’s Run, and Swift Ditch) are located within the project area. A Waters of the US Report is recommended based on mapped features, and coordination with the appropriate agency, if applicable, should occur.

NWI-Wetlands: Sixty-eight (68) wetlands are located within the 0.5 mile search radius. Four (4) wetlands are located within the project area. A Waters of the US Report is recommended based on mapped features, and coordination with the appropriate agency, if applicable, should occur.

Lakes: Fifteen (15) lakes are located within the 0.5 mile search radius. One (1) lake is located adjacent to the project area. A Waters of the US Report is recommended based on mapped features, and coordination with the appropriate agency, if applicable, should occur. .

Floodplains: Twenty-seven (27) floodplain polygons are located within the 0.5 mile search radius. The project area is located within twelve (12) of the floodplain polygons. Coordination with the appropriate agency, if applicable, should occur.

MINING AND MINERAL EXPLORATION TABLE AND SUMMARY

Mining/Mineral Exploration			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Petroleum Wells	N/A	Mineral Resources	N/A
Mines – Surface	N/A	Mines – Underground	N/A

Explanation: No mining and mineral exploration resources were identified within the 0.5 mile search radius.

HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY

Hazardous Material Concerns			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Superfund	N/A	Manufactured Gas Plant Sites	N/A
RCRA Generator/ TSD	N/A	Open Dump Waste Sites	N/A
RCRA Corrective Action Sites	N/A	Restricted Waste Sites	N/A
State Cleanup Sites	N/A	Waste Transfer Stations	N/A
Septage Waste Sites	N/A	Tire Waste Sites	N/A
Underground Storage Tank (UST) Sites	7	Confined Feeding Operations (CFO)	N/A
Voluntary Remediation Program	N/A	Brownfields	N/A
Construction Demolition Waste	N/A	Institutional Controls	1
Solid Waste Landfill	N/A	NPDES Facilities	19
Infectious/Medical Waste Sites	N/A	NPDES Pipe Locations	N/A
Leaking Underground Storage (LUST) Sites	2	Notice of Contamination Sites	N/A

Unless otherwise noted, site specific details presented in this section were obtained from documents reviewed on the Indiana Department of Environmental Management (IDEM) Virtual File Cabinet (VFC).

Explanation:

Underground Storage Tanks (UST) Sites: Seven (7) USTs are located within the 0.5 mile search radius. The nearest site, Sauder Jacquay Corporation, 9389 Leo Road/North Clinton Street, AI ID 5059, is located within the project area. According to a Notification for Underground Storage Tanks form dated May 5, 1986, one active 1000 gallon gasoline UST was located on the property east of the building. No additional information concerning the closure of the UST was available. If excavation occurs in this area, it is possible that petroleum contamination may be encountered. Before proper removal and disposal of soil and/or groundwater, analysis for lead will be necessary. Refer to Appendix G of the INDOT SAM Manual for the recommended procedure to manage and report contamination.

Leaking Underground Storage Tanks (LUST) Sites: Two (2) LUST sites are located within the 0.5 mile search radius. The nearest site, Northway Center Inc., 10226 Leo Road/North Clinton Street, AI ID 1402, is located at the southeast corner of Clinton Street and Mayhew Road and is adjacent to the eastern termini of the project area. An Environmental Restrictive Covenant (ERC) was recorded for the site on April 16, 2014, restricting soil disturbance and groundwater use on the property. The site received a No Further Action (NFA) determination from IDEM on July 28, 2014. Since then, the former buildings on site were demolished and a new gas station was constructed. Coordination should be conducted with the IDEM Institutional Controls section (institutionalcontrols@idem.IN.gov).

Institutional Controls: One (1) Institutional Control is located within the 0.5 mile search radius. The site, Former Northway Center, 10226 Leo Road/North Clinton Street, AI ID 1402, is located at the southeast corner of Clinton Street and Mayhew Road and is adjacent to the eastern termini of the project area. An Environmental Restrictive Covenant (ERC) was recorded for the site on April 16, 2014, restricting soil disturbance and groundwater use on the property. The site received a No Further Action (NFA) determination from IDEM on July 28, 2014. Since then, the former buildings on

site were demolished and a new gas station was constructed. Coordination should be conducted with the IDEM Institutional Controls section (institutionalcontrols@idem.IN.gov).

NPDES Facilities: Nineteen (19) NPDES Facilities are located within the 0.5 mile search radius. The nearest facility, Robison Park 138KV Substation, North Clinton Street and Diebold Road, Permit Number #INR10H978, is located within the project area. The permit was for discharge associated with construction activities and was effective until March 11, 2019. No impact is expected.

ECOLOGICAL INFORMATION SUMMARY

The Allen County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high quality natural communities is provided at (https://www.in.gov/dnr/nature-preserves/files/np_allen.pdf). A preliminary review of the Indiana Natural Heritage Database for the presence of ETR species within the 0.5 mile search radius will need to be completed as the project develops. Additionally, a review of the USFWS database for endangered bat species within the 0.5 mile search radius will need to be completed as the project develops.

RECOMMENDATIONS SECTION

INFRASTRUCTURE:

Airports: Smith Field is located approximately 1.62 miles west of the project area; therefore, early coordination with INDOT Aviation should occur.

Trails: Two (2) planned trail segments and one (1) existing trail segment are located within the project area. Coordination with Allen County Parks and Recreation Department, Fort Wayne Parks and Recreation Department, and Fort Wayne Trails, Inc. should occur.

WATER RESOURCES:

A Waters of the US Report is recommend based on mapped features and coordination with the appropriate agency, if applicable, should occur for the following features:

- One (1) NWI-line is located within the project area.
- Five (5) stream segments associated with Martin Ditch, Beckett's Run, and Swift Ditch are located within the project area.
- Four (4) wetlands are located within the project area.
- One (1) lake is located adjacent to the project area.
- The project area is located within twelve (12) floodplain polygons (coordination only).

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS:

UST Sites: Sauder Jacquay Corporation, 9389 Leo Road/North Clinton Street, AI ID 5059, is located within the project area. According to a Notification for Underground Storage Tanks form dated May 5, 1986, one active 1000 gallon gasoline UST was located on the property east of the building. No additional information concerning the closure of the UST was available. If excavation occurs in this area, it is possible that petroleum contamination may be encountered. Before proper removal and disposal of soil and/or groundwater, analysis for lead will be necessary. Refer to Appendix G of the INDOT SAM Manual for the recommended procedure to manage and report contamination.

LUST Sites: Northway Center Inc., 10226 Leo Road/North Clinton Street, AI ID 1402, is located at the southeast corner of Clinton Street and Mayhew Road and is adjacent to the eastern termini of the project area. An Environmental Restrictive Covenant (ERC) was recorded for the site on April 16, 2014, restricting soil disturbance and groundwater use on the property. The site received a No Further Action (NFA) determination from IDEM on July 28, 2014. Since then, the former buildings on site were demolished and a new gas station was constructed. Coordination should be conducted with the IDEM Institutional Controls section (institutionalcontrols@idem.IN.gov).

Institutional Controls: Former Northway Center, 10226 Leo Road/North Clinton Street, AI ID 1402, is located at the southeast corner of Clinton Street and Mayhew Road and is adjacent to the eastern termini of the project area. An Environmental Restrictive Covenant (ERC) was recorded for the site on April 16, 2014, restricting soil disturbance and groundwater use on the property. The site received a No Further Action (NFA) determination from IDEM on July 28, 2014. Since then, the former buildings on site were demolished and a new gas station was constructed. Coordination should be conducted with the IDEM Institutional Controls section (institutionalcontrols@idem.IN.gov).

ECOLOGICAL INFORMATION: Coordination with USFWS and IDNR will occur. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects."

Prepared by:
Madeline Miller
Environmental Scientist
American Structurepoint, Inc.

Graphics:

SITE LOCATION: YES
INFRASTRUCTURE: YES
WATER RESOURCES: YES
MINING/MINERAL EXPLORATION: N/A
HAZARDOUS MATERIAL CONCERNS: YES

Red Flag Investigation - Site Location

Clinton Street from Auburn Road to Mayhew Road

Allen County, Indiana



Sources: 0.5 0.25 0 0.5 Miles
Non Orthophotography
 Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
 Map Projection: UTM Zone 16 N Map Datum: NAD83
 This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

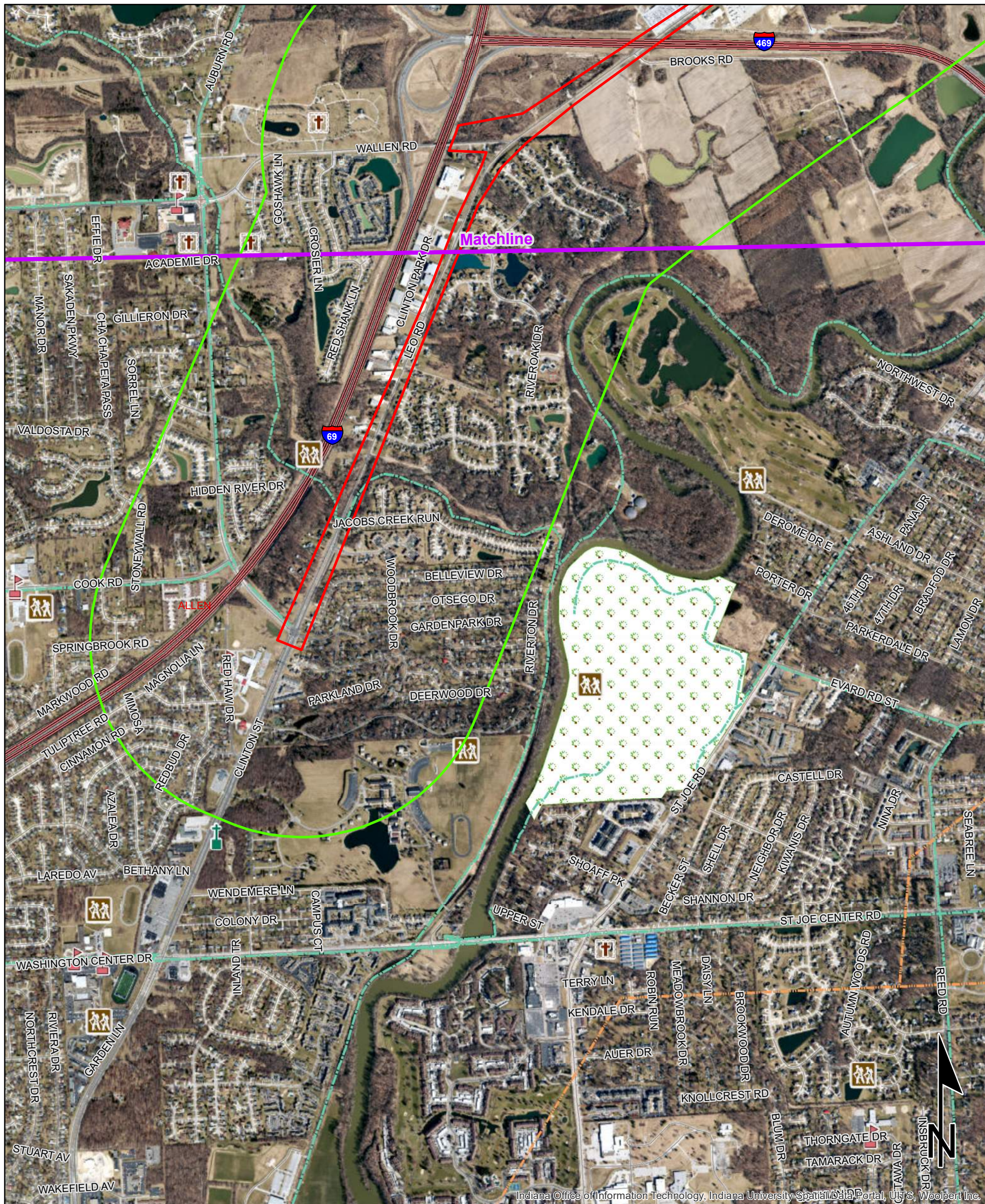
**CEDARVILLE AND HUNTERTOWN
 QUADRANGLES INDIANA
 7.5 MINUTE SERIES
 (TOPOGRAPHIC)**

Red Flag Investigation - Infrastructure

Clinton Street from Auburn Road to Mayhew Road

Allen County, Indiana

Map 1 of 2



Indiana Office of Information Technology, Indiana University Spatial Data Portal, UTM, Woolpert Inc.

Sources:
Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

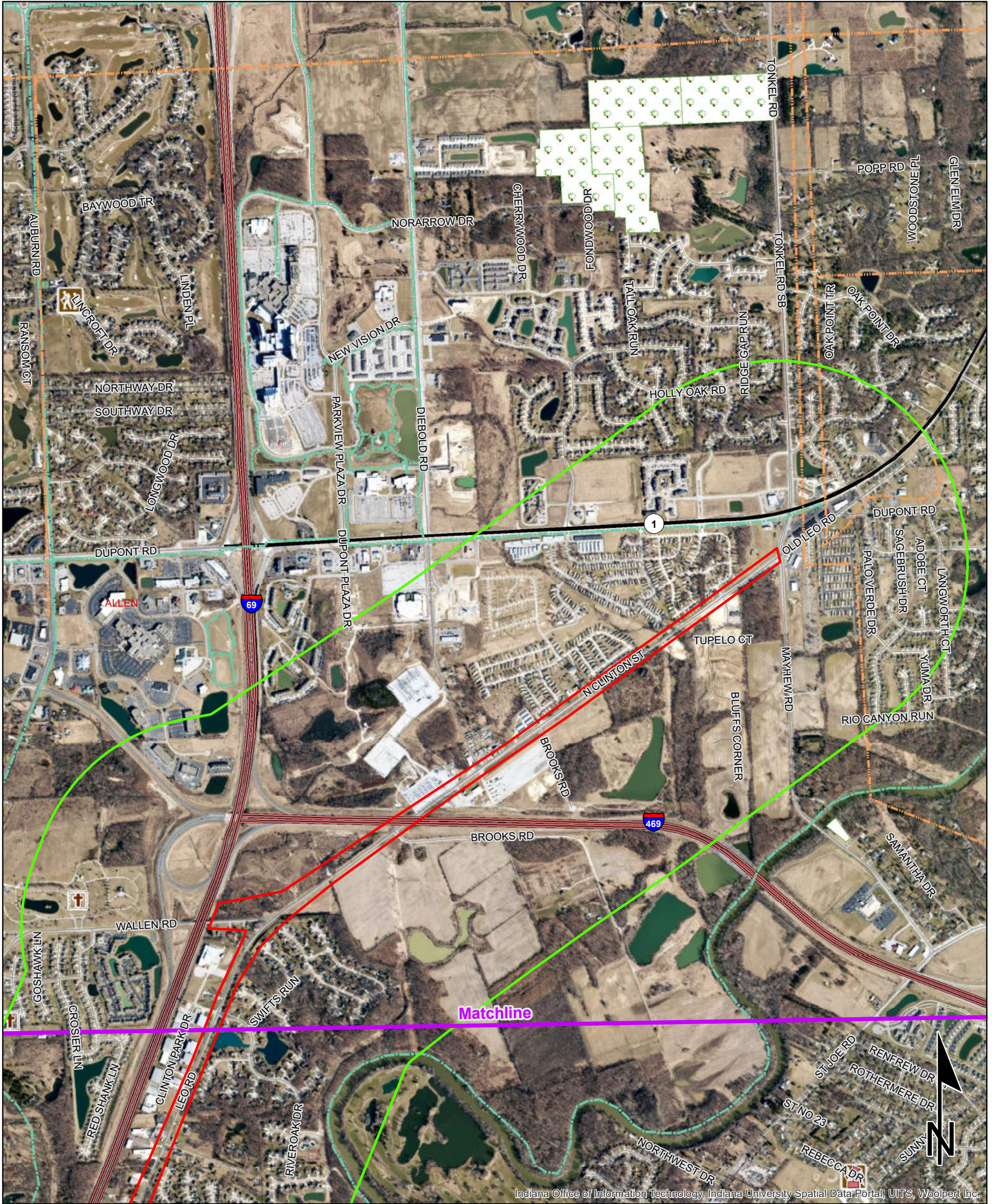
<ul style="list-style-type: none"> Religious Facility Airport Cemeteries Hospital School 	<ul style="list-style-type: none"> Recreation Facility Pipeline Railroad Trails Managed Lands County Boundary 	<ul style="list-style-type: none"> Project Area Half Mile Radius Toll Interstate State Route US Route Local Road
--	---	--

Red Flag Investigation - Infrastructure

Clinton Street from Auburn Road to Mayhew Road

Allen County, Indiana

Map 2 of 2



Sources: 0.3 0.15 0 0.3 Miles

Non Orthophotography
 Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

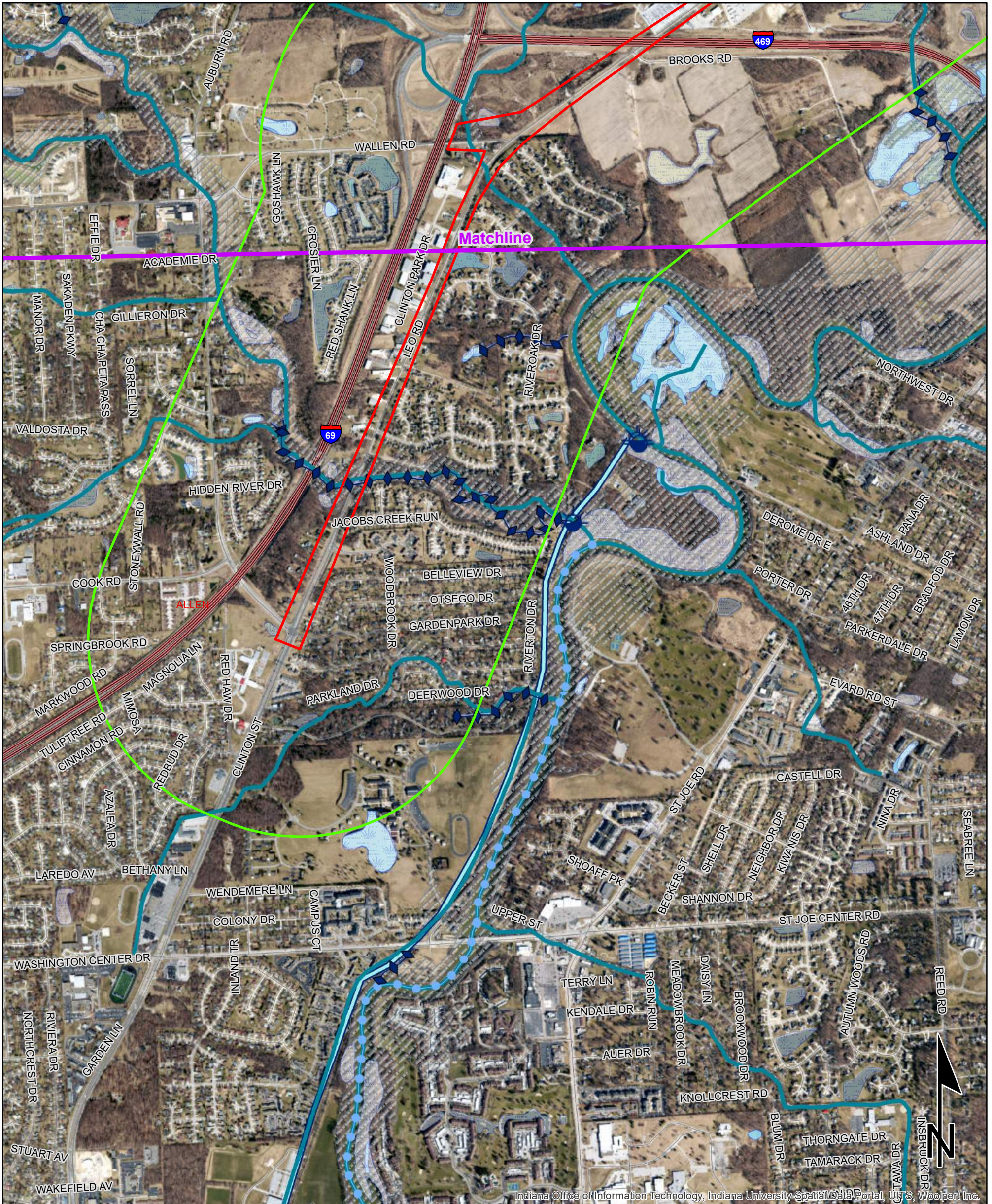
	Religious Facility		Recreation Facility		Project Area
	Airport		Pipeline		Half Mile Radius
	Cemeteries		Railroad		Toll
	Hospital		Trails		Interstate
	School		Managed Lands		State Route
			County Boundary		US Route
					Local Road

Red Flag Investigation - Water Resources

Clinton Street from Auburn Road to Mayhew Road

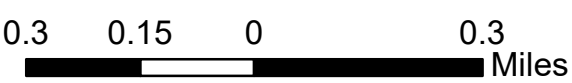
Allen County, Indiana

Map 1 of 2



Indiana Office of Information Technology, Indiana University Spatial Data Portal, UITS, Woolpert Inc.

Sources:
Non Orthophotography
Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83



This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

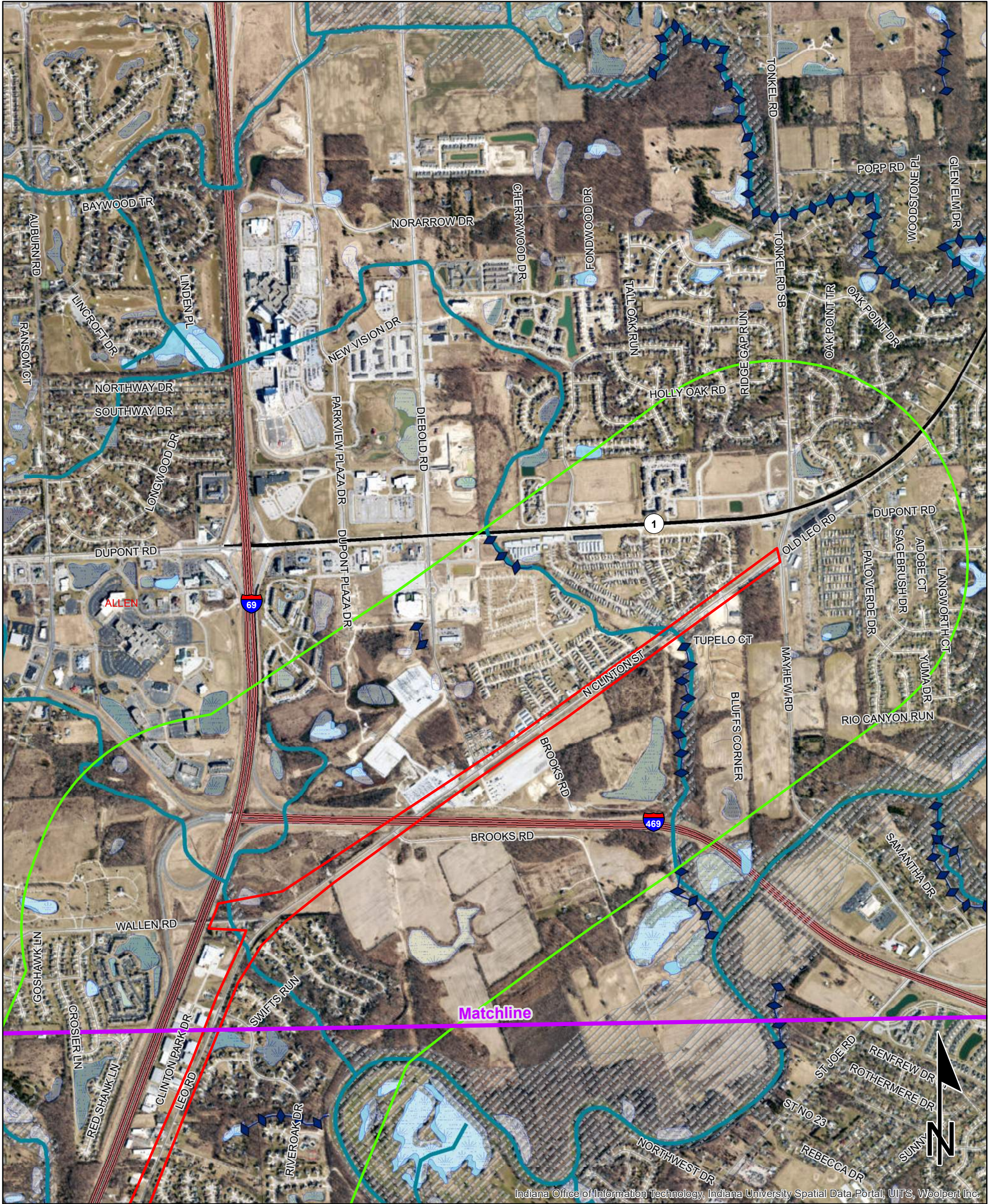
NWI - Point	Wetlands	Project Area
Karst Spring	Lake	Half Mile Radius
NWI- Line	Floodplain - DFIRM	Toll
Impaired_Stream_Lake	Cave Entrance Density	Interstate
NPS NRI listed	Sinkhole Area	State Route
River	Sinking-Stream Basin	US Route
Canal Structure - Historic	County Boundary	Local Road
Canal Route - Historic		

Red Flag Investigation - Water Resources

Clinton Street from Auburn Road to Mayhew Road

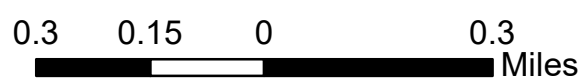
Allen County, Indiana

Map 2 of 2



Sources:
Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.



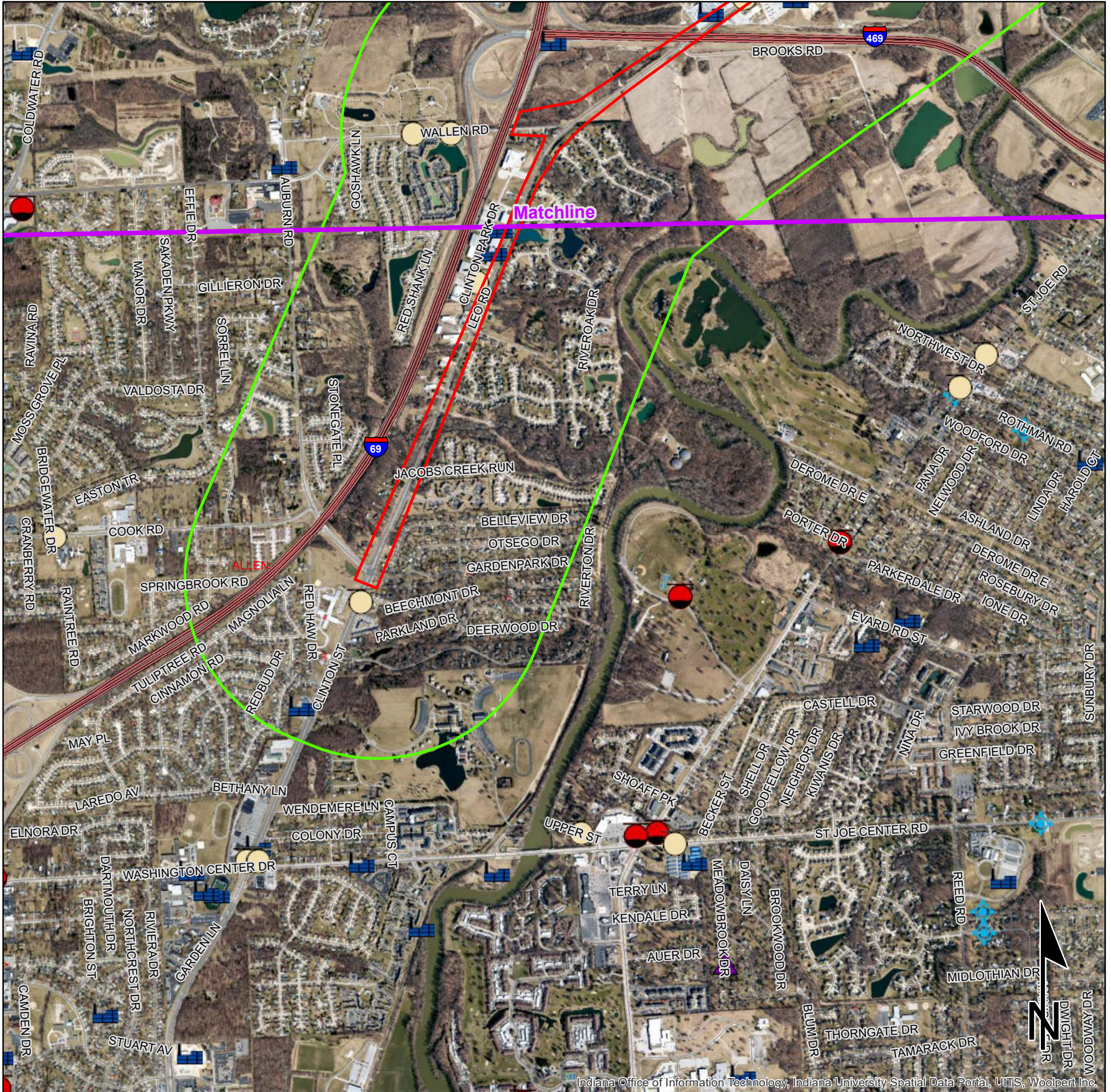
NWI - Point	Wetlands	Project Area
Karst Spring	Lake	Half Mile Radius
NWI- Line	Floodplain - DFIRM	Toll
Impaired_Stream_Lake	Cave Entrance Density	Interstate
NPS NRI listed	Sinkhole Area	State Route
River	Sinking-Stream Basin	US Route
Canal Structure - Historic	County Boundary	Local Road
Canal Route - Historic		

Red Flag Investigation - Hazardous Material Concerns

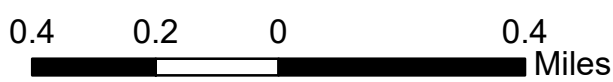
Clinton Street from Auburn Road to Mayhew Road

Allen County, Indiana

Map 1 of 2



	Brownfield		RCRA Generator/TSD		Institutional Controls
	RCRA Corrective Action Sites		Restricted Waste Site		County Boundary
	Confined Feeding Operation		Septage Waste Site		Project Area
	Notice_of_Contamination		Solid Waste Landfill		Half Mile Radius
	Construction/Demolition Site		State Cleanup Site		Toll
	Infectious/Medical Waste Site		Superfund		Interstate
	Leaking Underground Storage Tank		Tire Waste Site		State Route
	Manufactured Gas Plant		Underground Storage Tank		US Route
	NPDES Facilities		Voluntary Remediation Program		Local Road
	NPDES Pipe Locations		Waste Transfer Station		
	Open Dump Waste Site				



This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

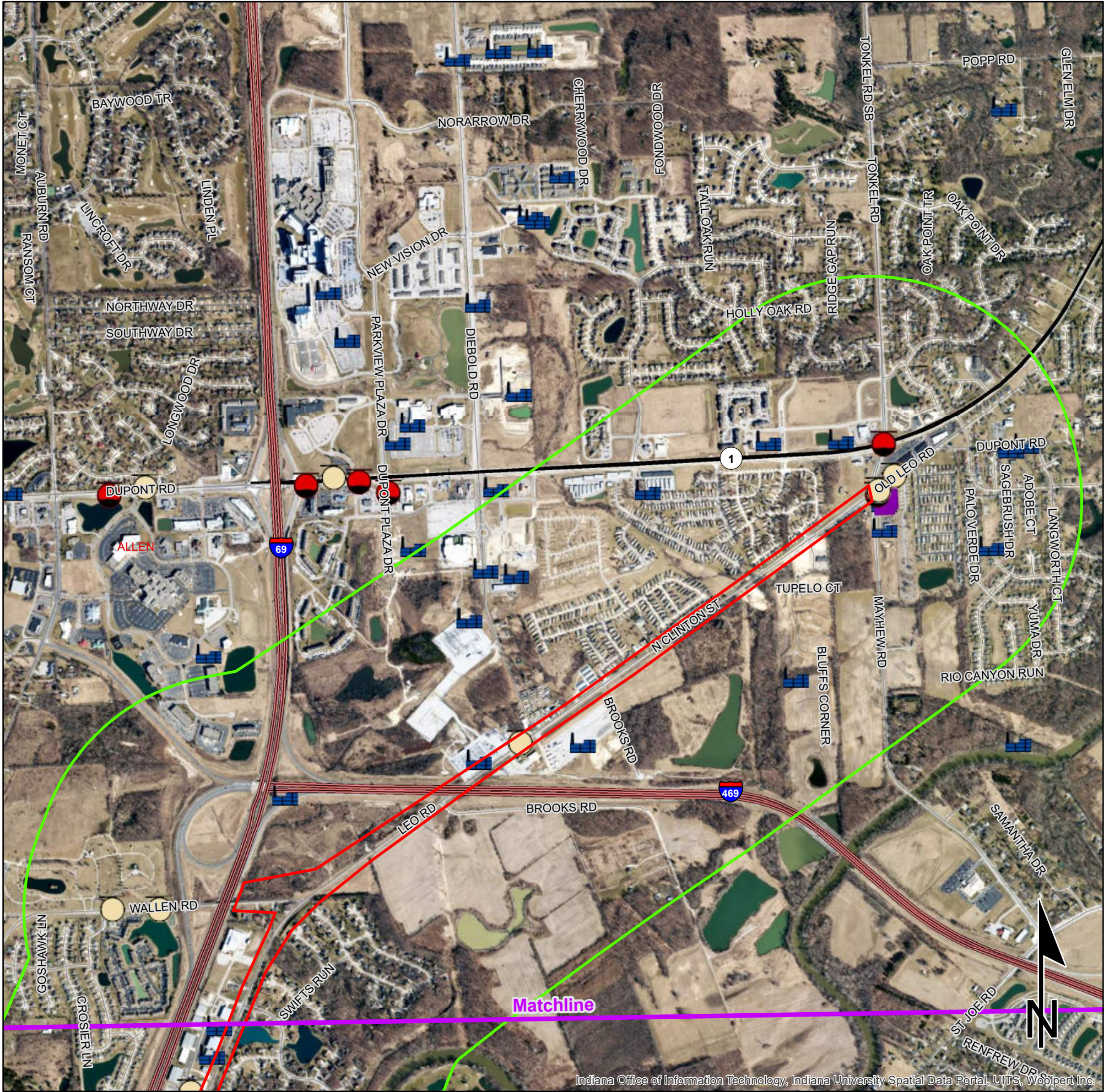
Sources:
Non Orthophotography
Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

Red Flag Investigation - Hazardous Material Concerns

Clinton Street from Auburn Road to Mayhew Road

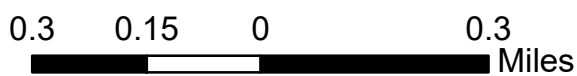
Allen County, Indiana

Map 2 of 2



Indiana Office of Information Technology, Indiana University Spatial Data Portal, UITS, Webpert Inc.

<ul style="list-style-type: none"> Brownfield RCRA Corrective Action Sites Confined Feeding Operation Notice_of_Contamination Construction/Demolition Site Infectious/Medical Waste Site Leaking Underground Storage Tank Manufactured Gas Plant NPDES Facilities NPDES Pipe Locations Open Dump Waste Site 	<ul style="list-style-type: none"> RCRA Generator/TSD Restricted Waste Site Septage Waste Site Solid Waste Landfill State Cleanup Site Superfund Tire Waste Site Underground Storage Tank Voluntary Remediation Program Waste Transfer Station 	<ul style="list-style-type: none"> Institutional Controls County Boundary Project Area Half Mile Radius Toll Interstate State Route US Route Local Road
---	--	---



This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

Sources:
Non Orthophotography
Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83



AMERICAN
STRUCTUREPOINT
INC.

N. Clinton Street Abbreviated Engineers Report
Roadway Widening – City of Fort Wayne & Allen County, IN

Appendix F

Presentations and Meeting Minutes (2 pages)



Clinton Street Widening Study Kickoff Meeting MEETING MINUTES

Location: Structurepoint Fort Wayne Office
Date: February 9, 2022
Project Name: Clinton Street Widening Study
Project No.: 2020.03437
Attendees: Patrick Zaharako, City of Fort Wayne
Kelly White, City of Fort Wayne
Bill Hartman, Allen County Highway Department
Mike Thornson, Allen County Highway Department
Brian Sechler, Allen County Highway Department
Scott Crites, American Structurepoint
Seth Boyd, American Structurepoint
Minutes By: Seth Boyd

The following notes reflect our understanding of the discussions and decisions made at this meeting.
If you have any questions, additions, or comments, please contact the issuer of these minutes.

ITEMS DISCUSSED:

- Mill and Resurface is anticipated to be used up to the intersection of River Cove Trail, where full depth reconstruction will begin. The City does not want to try to save cost by widening and re-using the existing pavement for the entire project length. ASI to look for existing plans to determine if concrete pavement exists under the asphalt.
- Trail can be on either side of the roadway, but east is probably preferable due to the residential developments present. It was decided at the meeting to construct the trail on the east side due to the residential developments. The City would also like to see a couple mid-block crossings to make it easier for pedestrians to cross since there is a significant distance between traffic lights.
- It was decided that the path would be HMA.
- It is desired to provide a trail underneath the Beckett's Run bridge to connect to future trail improvements. The trail will cross the stream on the roadway bridge, then break off from the mainline and cross under the Clinton St. bridge on the north side of Beckett's Run. The future trail is anticipated to run parallel along the north side of Beckett's Run.
- Handrail/barrier should be included between the roadway curb and the sidewalk/trail to protect pedestrians on the bridge over Beckett's Run
- The trail should connect to the existing Beckett's Run Trail north of the bridge.
- An 8' raised median is acceptable to the City. They are anticipated to be landscaped by the City R/W Department. Quantities for landscaping should be included in the estimate.
- Entrance monuments at subdivisions should be looked at. There is a possibility that some will be moved prior to the project.
- If possible, the City would like to widen the tree lawn to include green infrastructure. It was discussed that this will require additional R/W and increase impacts but the City is expecting some

amount of green infrastructure to be needed since we are increasing the impervious area significantly.

- Given the increase in pavement area due to the project, a retention pond or in-line detention should be accounted for.
- Commercial and Residential development is planned for the area east of Clinton Street and south of Brooks Road. As a result, a new public road approach will be created (just north of the communication station) and Brooks Road will be made right in right out only.
- The City is OK with maintaining the current curve radius for Clinton Street near Wallen Road. The design speed will be 45 mph for the project in order to maintain the existing roadway curve with no superelevation. A 50 mph design speed will generally be used for the design criteria of other roadway elements to enhance safety. The posted speed limit will remain 45 mph.
- The house at the corner of Wallen Road and Clinton Street should be preliminarily investigated for historical significance.
- The City is open to a roundabout at the Wallen Road intersection if it is the best option for traffic.
- ASI to ask traffic department for additional thoughts on the benefits of a RAB.
- Structurepoint can begin coordination with INDOT about this project as it relates to the bridge widening over I-469.
- AEP may have plans to convert the existing lay-down yard into a solar field at some future time.
- Structurepoint can contact NIRCC to get their input about the project. (Regarding number of lanes, roundabout, etc.)
- Diebold Road will be signalized. The County will have BF&S send us plan sheets for the project.
- There is some intent to develop the area northeast of the northern Brooks Road intersection. The County will send the information they have to allow Structurepoint to place an approach and turn lane correctly.
- Both northern culverts within the County section of the project are anticipated to need replacement.
- The trail should be shown connecting to the existing Dupont Road Trail at the north end of the project.
- Sidewalk connectivity across Mayhew Road is to be included in the project as well.
- Decorative lighting should be installed for the length of the project, using the City standard Omega lights.
- Structurepoint will include an undistributed quantity of subgrade improvement to account for potential poor soils on the corridor.
- Information on the existing pavement can potentially be found in old INDOT plans (Clinton Street was previously 427) or on the City PASER ratings website. ASI will request plans from INDOT.
- Phase 1 of the project is anticipated to be the middle segment (~Riveroak Drive to Diebold Road). Phase 2 would then be from Auburn Road to Riveroak Drive and Phase 3 would be from Diebold Road to Mayhew Road.

ACTION ITEMS:

- Structurepoint to contact utilities, INDOT and NIRCC about the project
- Structurepoint to send request for crash data to the City
- City and County to provide information about developments and Diebold Road improvements