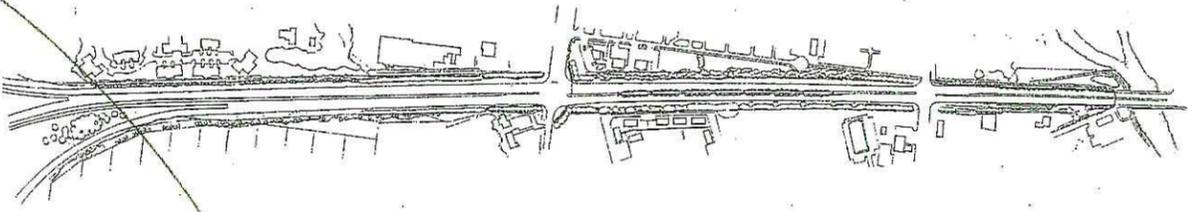


september 1998

DESIGN DEVELOPMENT PLAN



WEST GAHANNA GATEWAY
G A H A N N A
G A H A T T E W A Y
A N N A



WEST GAHANNA GATEWAY

DESIGN
DEVELOPMENT
Myers Schmalenberger Inc
PLAN

SUMMARY

The West Gahanna Gateway corridor begins near the junction of Interstate 270 and US Route 62 and proceeds east along US Route 62 to the Big Walnut Creek and the entrance to Olde Gahanna. The existing roadway, by virtue of its original design, has the look and feel of an interstate highway. A lack of visual character leaves very little to announce the entry into Gahanna. The scale of the roadway has few visual cues to help reduce the rate at which motorists are traveling until they enter Olde Gahanna at the Big Walnut Creek Bridge. Because this section of US Route 62 was constructed between two existing roadways, Agler Road to the north and Johnstown Road to the south, a situation was created where many commercial and residential properties that fronted on these existing roads now back up to Route 62. With these and other development-related issues in mind Gahanna formulated a list of goals to improve the US Route 62 entrance into the City.

Our focus for the West Gahanna Gateway was to create a design that meets the goals that have been outlined by the City. They are as follows:

- Visually enhance the US Route 62 entrance to the City through an appropriately effective landscape / streetscape plan.
- Link West Gahanna with the Olde Gahanna District.
- Encourage the reduction of speed along the route.
- Encourage pedestrian activity and a safer environment.
- Bring the "scale" of the major intersections down to human scale.
- Enhance the existing recreational amenities to further benefit the West Gahanna residents.

Visual enhancement is key to the design of the Gateway. A unifying visual factor is the edge treatment of the roadway. The City has planted trees, wildflowers and perennials and those plantings have been very successful at softening the roadway edge. We propose that even more planting be added to these areas to strengthen what is existing. There are many commercial properties that back up to Route 62. This has brought about the installation of a variety of styles and sizes of commercial signage designed to be seen from Route 62. The proposed edge planting between the roadway and adjacent properties will mature over time and will eventually screen out the views of buildings and signage. The addition of stone walls, accent and street lighting, an elevated median planted with street trees and an entry arch will add visual interest to the Gateway corridor and better announce the entrance to the City.

There are two levels at which the design links West Gahanna to Olde Gahanna, physical and visual. The physical link primarily concerns pedestrian and vehicular circulation. We propose that Agler Road and Johnstown Road be utilized as east / west pedestrian routes and that sidewalks and or multi use paths be added to both. Stygler Road and Ridenour Road would serve as the north / south routes. Because of the intensity of vehicular traffic on Route 62 entering Gahanna, we see no purpose in introducing pedestrians to that environment. The Visual link will be created through the use of physical elements whose material, color and style will be consistent with those found in Olde Gahanna. Such elements would include walls, special paving, lighting, traffic signals and signage. The usage of similar plants and planting schemes throughout the two areas would also serve as a visual connection.

Reducing the speed at which vehicular traffic moves through the Gateway corridor and into Olde Gahanna is a critical function of the design. This is accomplished through the introduction of formal design elements that add visual interest and reduce the scale of the existing roadway. The first of these elements is the "Gateway" at the intersection of Route 62 and Stygler road. The "Gateway" announces the entrance to the City of Gahanna and provides a more comfortable and safe space for pedestrians waiting to cross Route 62. An elevated median lined with street trees and lighting is located along the center of Route 62 between Stygler road and Ridenour road. The formal median contrasts with the soft and naturally planted edges of the roadway and will in essence visually transform a four-lane road into a two-lane road. The final portion of the Gateway corridor extends east of Ridenour road. The edges of the roadway become more formal through the addition of walls, street trees and mass hedge plantings. The scale of the roadway reduces even further as the walls and plants are located just beyond the curb, replacing a portion of the existing guard railing. The Gateway corridor culminates at the bridge crossing of Big Walnut Creek. A steel arch reminiscent of the ornamental top of the previous bridge structure curves overhead framing the view of Founders Plaza, welcoming you to Olde Gahanna.

The residents of West Gahanna will benefit from the improvement of the Gateway corridor in the following manner. When pedestrian routes are better defined, those who reside both north and south of Route 62 will have safer access to amenities such as shopping, entertainment, other residential neighborhoods, the Big Walnut Creek and public park spaces. A safer pedestrian environment will also reduce the number of car trips needed on a daily basis to get adults and children alike from one part of the neighborhood to another. Often times this type of pedestrian atmosphere increases community interaction and vitality. Obviously, these improvements represent just one piece of the larger pedestrian network.

The Gateway will enhance the image of Gahanna held by visitors and residents alike. For a visitor to Gahanna arriving from downtown Columbus or from Port Columbus Airport, it is their first impression of the City. For local residents it will be a daily source of pride and community identity.

The West Gahanna Gateway.

WEST GAHANNA GATEWAY

S U M M A R Y

Myers Schmalenberger Inc

S U M M A R Y



AREA A
INTERSTATE 270 TO STYGLER ROAD

AREA B
STYGLER ROAD TO RIDENOUR ROAD

AREA C
RIDENOUR ROAD TO
BIG WALNUT CREEK

P

L

A

N



WEST GAHANNA GATEWAY

II

N

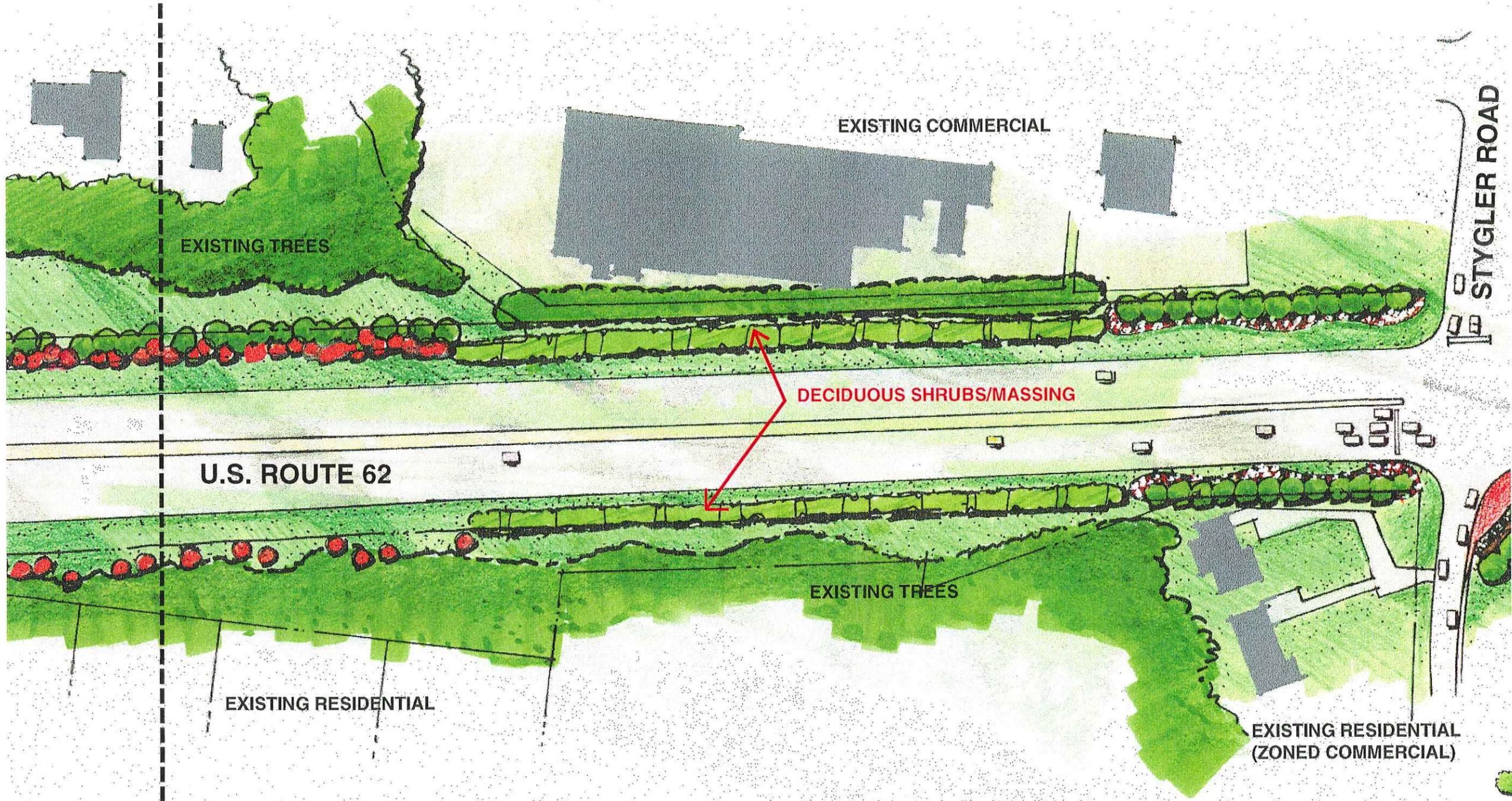
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PLAN INDEX

Myers Schmalenberger Inc



MATCH LINE

P

L

A

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A

R

I

A

A

PLAN AREA A

EXISTING COMMERCIAL

EXISTING TREES

U.S. ROUTE 62

DECIDUOUS SHRUBS/MASSING

EXISTING TREES

EXISTING RESIDENTIAL

EXISTING RESIDENTIAL
(ZONED COMMERCIAL)

STYGLER ROAD

KEY

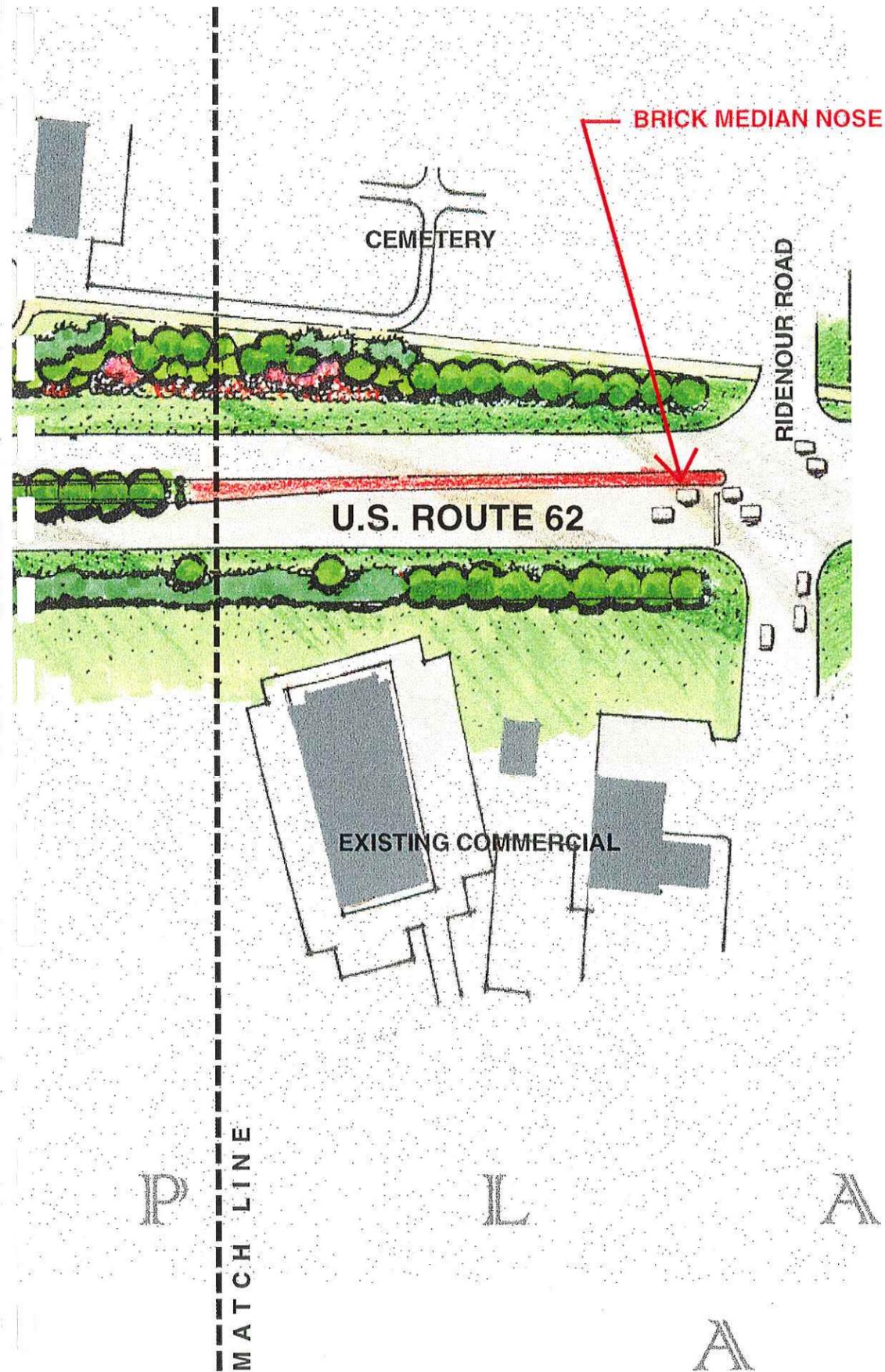
-  EXISTING TREES
-  PROPOSED SHADE TREES
-  PROPOSED ORNAMENTAL TREES
-  MIX OF LARGE & SMALL DECIDUOUS TREES WITH GROUNDCOVER/PERENNIALS UNDERSTORY
-  EXISTING EVERGREENS
-  PROPOSED EVERGREENS



NORTH

WEST GAHANNA GATEWAY

Myers Schmalenberger Inc



DESIGN ELEMENTS:

- “Gateway” improvements at US Route 62 and Stygler road announces the entrance to Gahanna
- Pedestrian environment is more comfortable and safer
- Edge plantings enhanced to soften roadway and add visual interest and color
- Formal center median and lighting reduces the scale of the roadway

KEY

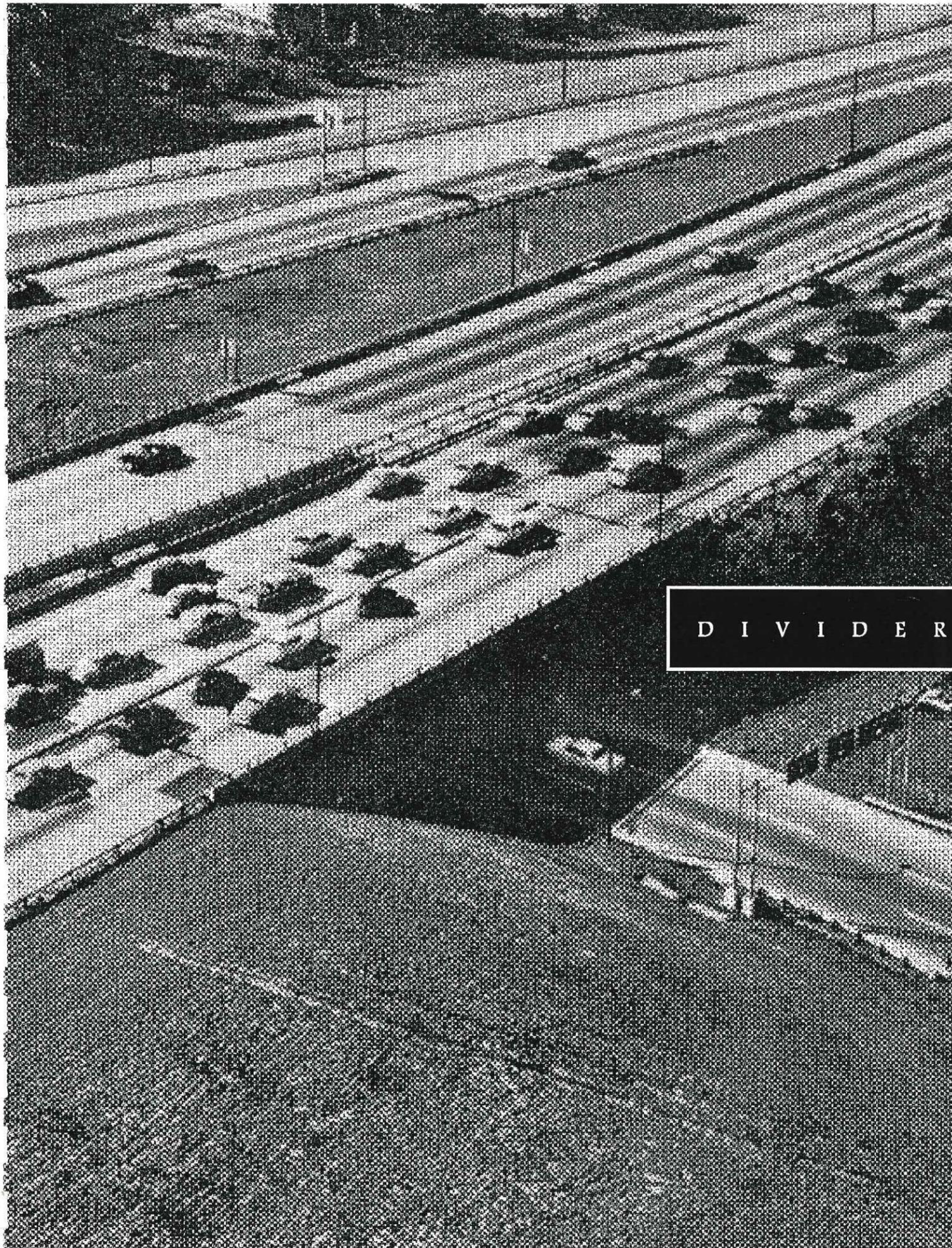
- EXISTING TREES
- PROPOSED SHADE TREES
- PROPOSED ORNAMENTAL TREES
- MIX OF LARGE & SMALL DECIDUOUS TREES WITH GROUNDCOVER/PERENNIALS UNDERSTORY
- EXISTING EVERGREENS
- PROPOSED EVERGREENS



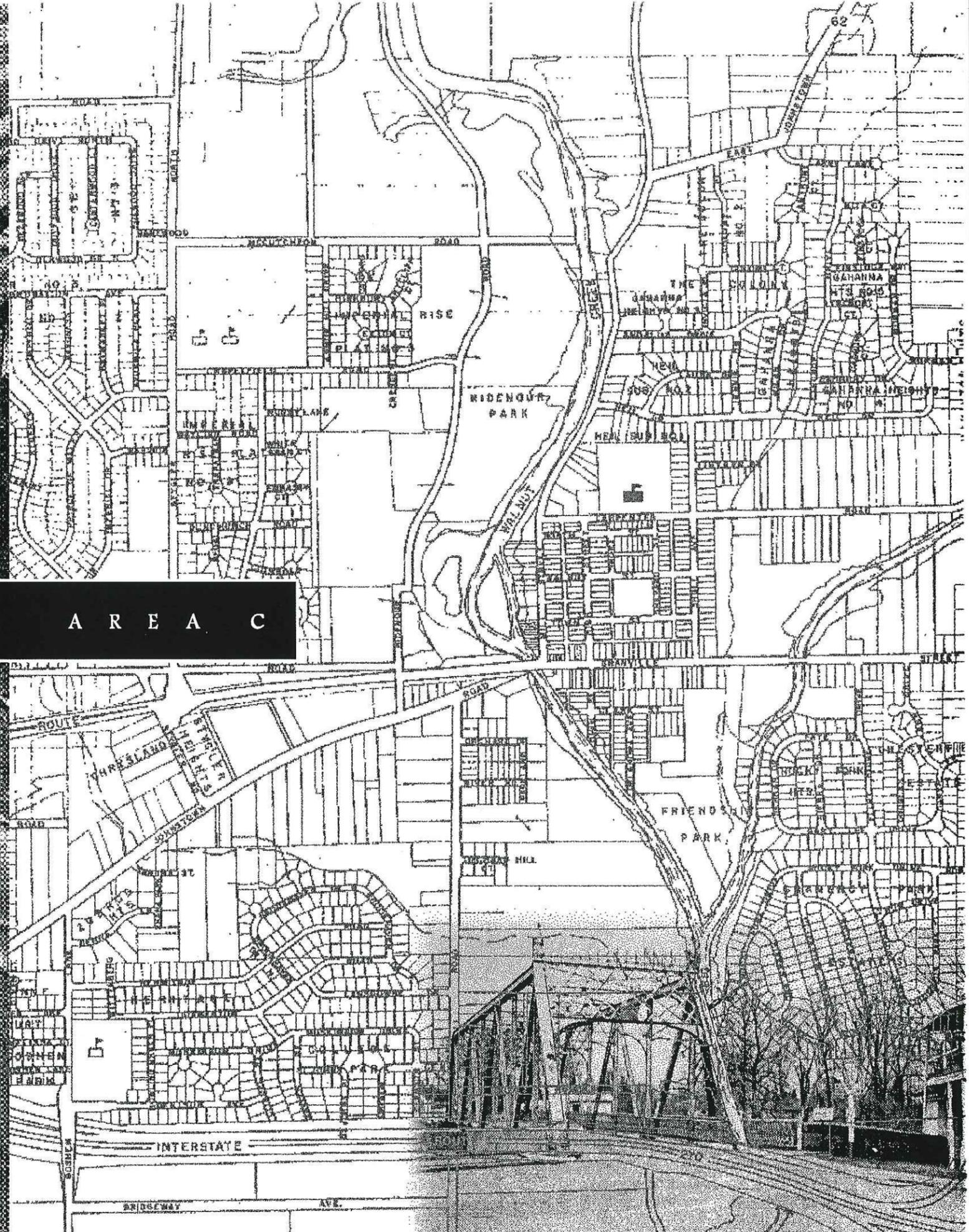
WEST GAHANNA GATEWAY

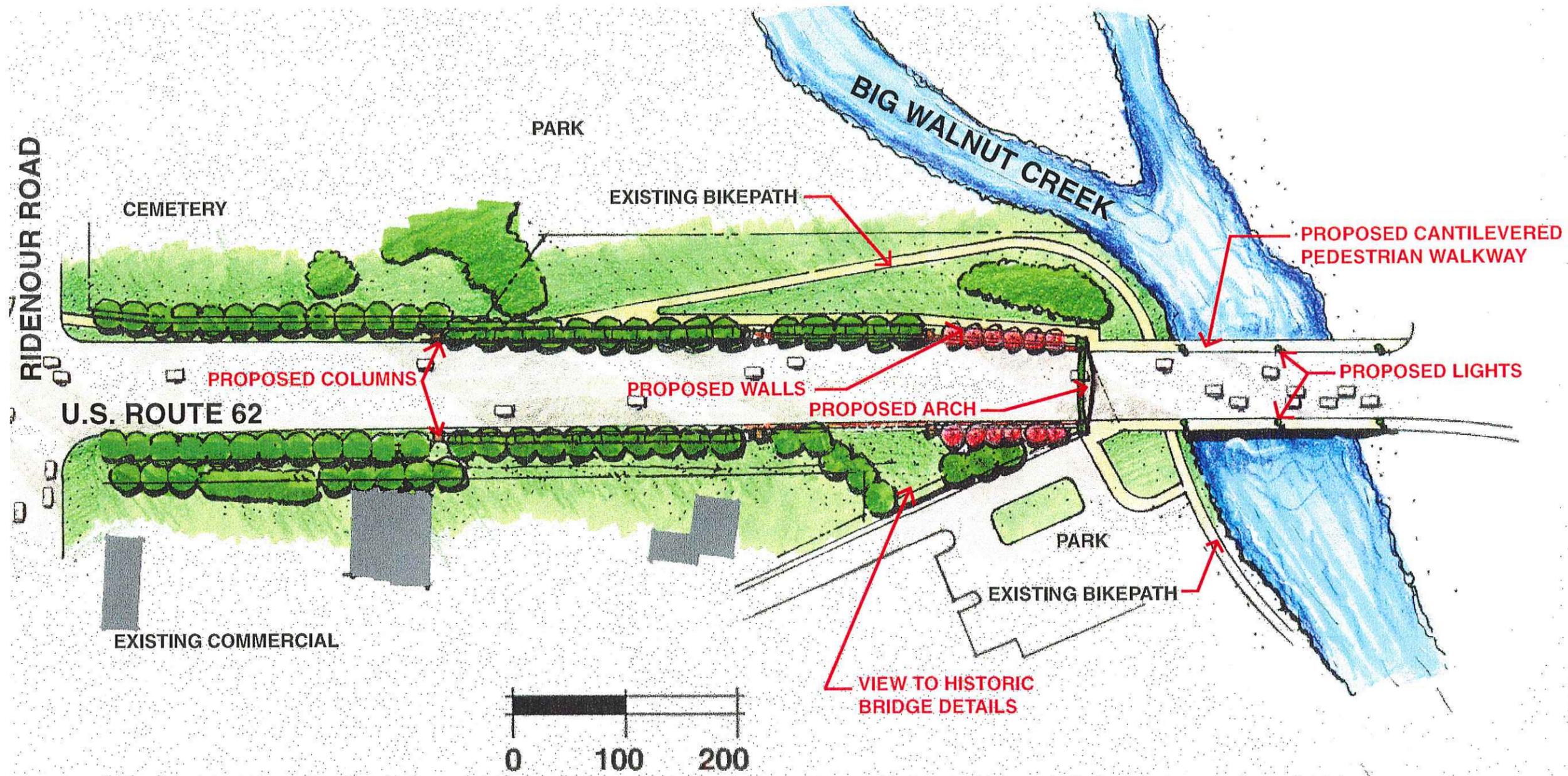
PLAN AREA B

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D I V I D E R A R E A C





DESIGN ELEMENTS

- Formal aligned walls and planting to act as a funnel
- Ornamental trees add color and texture to bridge approach
- Ornamental steel arch above roadway adds historic character and frames the entrance to Olde Gahanna
- Street lighting highlights the bridge
- Ornamental steel pedestrian walkway added to the existing bridge

KEY

- EXISTING TREES
- PROPOSED SHADE TREES
- PROPOSED ORNAMENTAL TREES
- MIX OF LARGE & SMALL DECIDUOUS TREES WITH GROUNDCOVER/PERENNIALS UNDERSTORY
- EXISTING EVERGREENS
- PROPOSED EVERGREENS

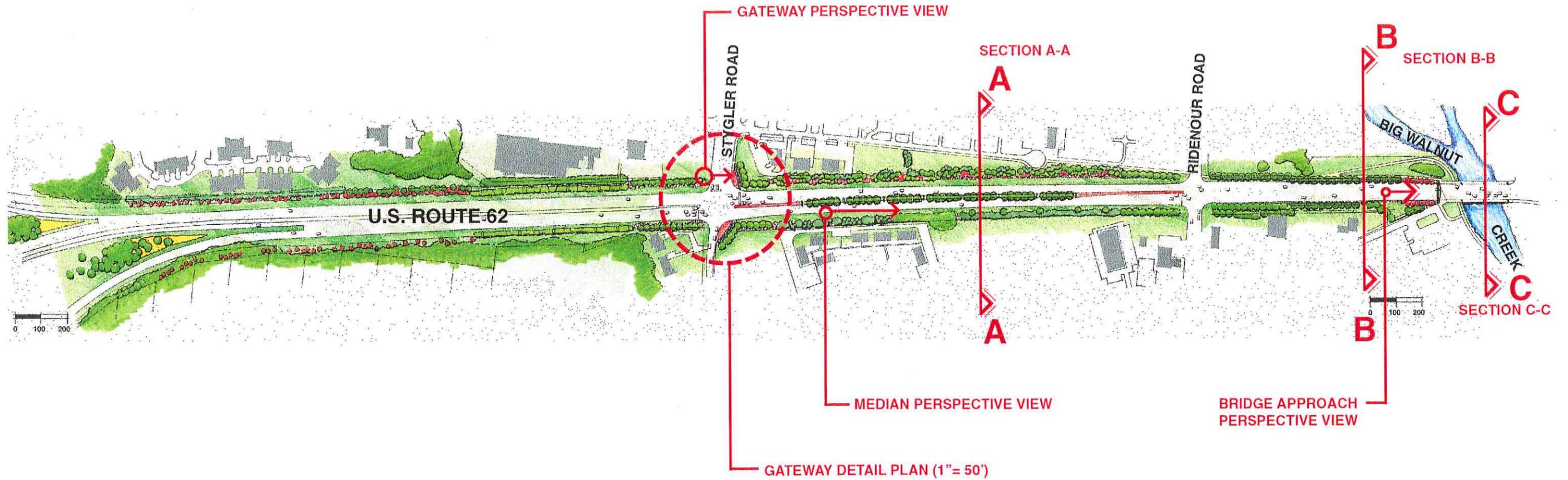


WEST GAHANNA GATEWAY

Myers Schmalenberger Inc

PLAN AREA C

P L A N A R I E A C



G R A P H I C S

I N D E X

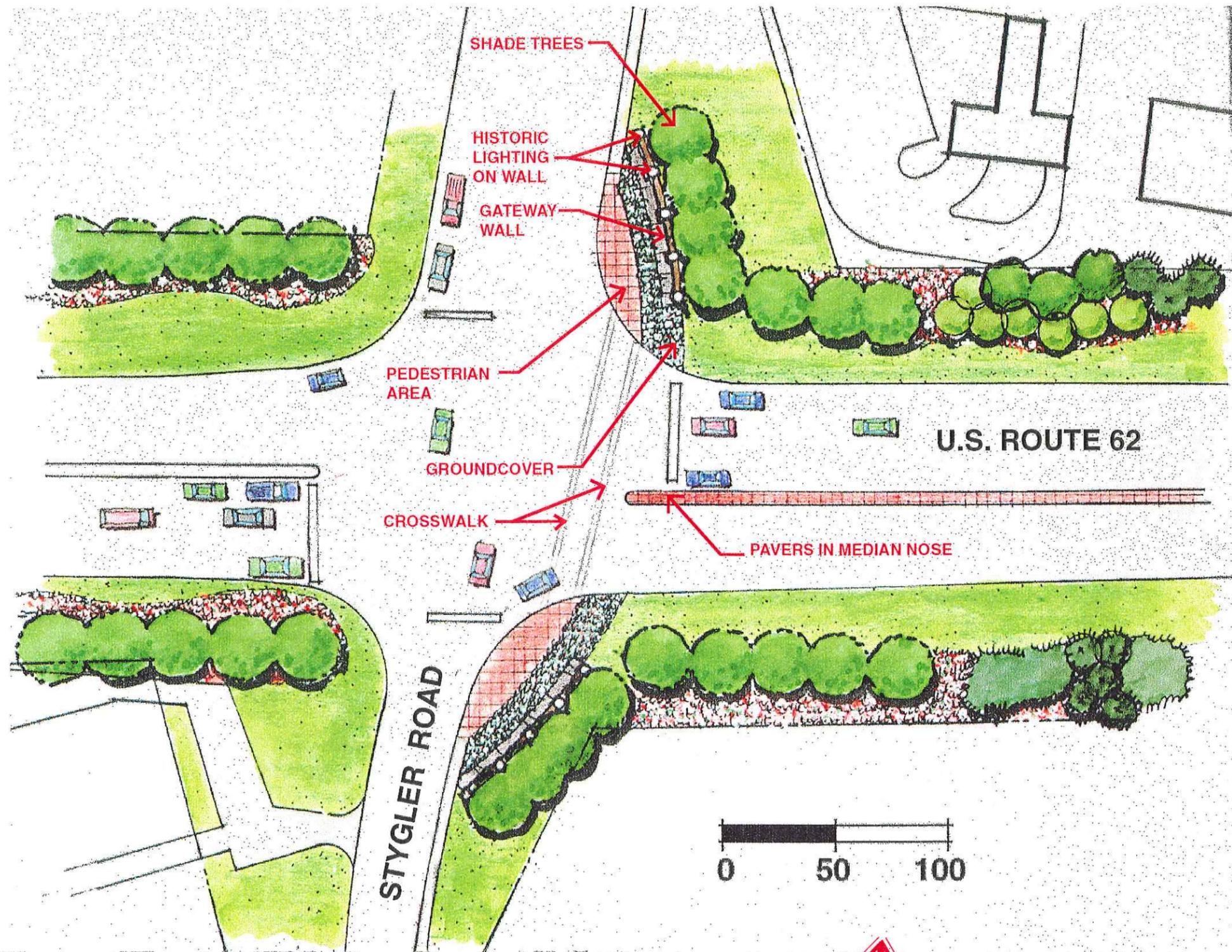


NORTH

WEST GAHANNA GATEWAY

GRAPHICS INDEX

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SHADE TREES

HISTORIC LIGHTING ON WALL

GATEWAY WALL

PEDESTRIAN AREA

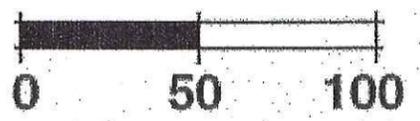
GROUNDCOVER

CROSSWALK

PAVERS IN MEDIAN NOSE

U.S. ROUTE 62

STYGLER ROAD



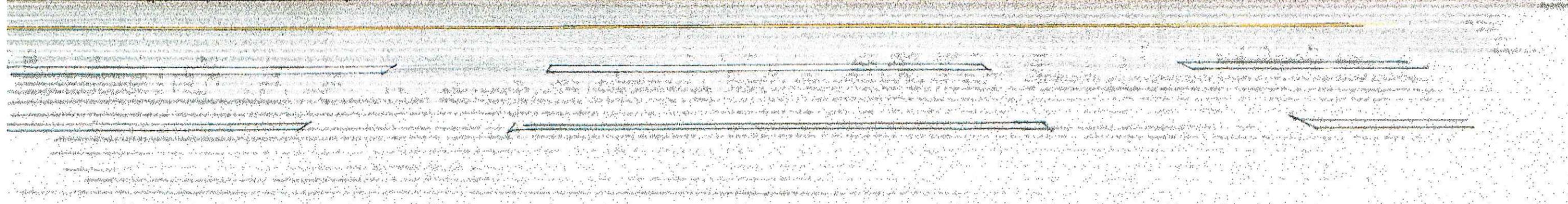
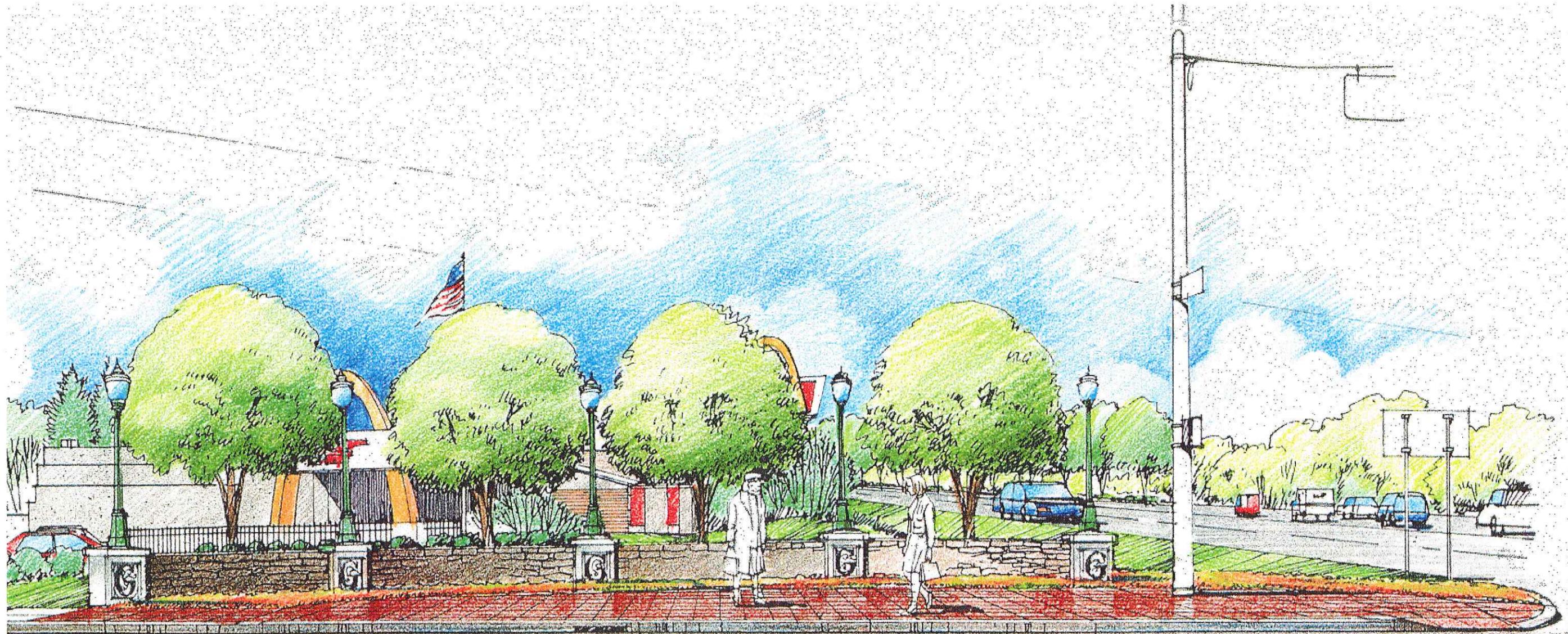
NORTH

WEST GAHANNA GATEWAY

G A T E W A Y
D E T A I L P L A N

GATEWAY DETAIL PLAN

Myers Schmalenberger Inc



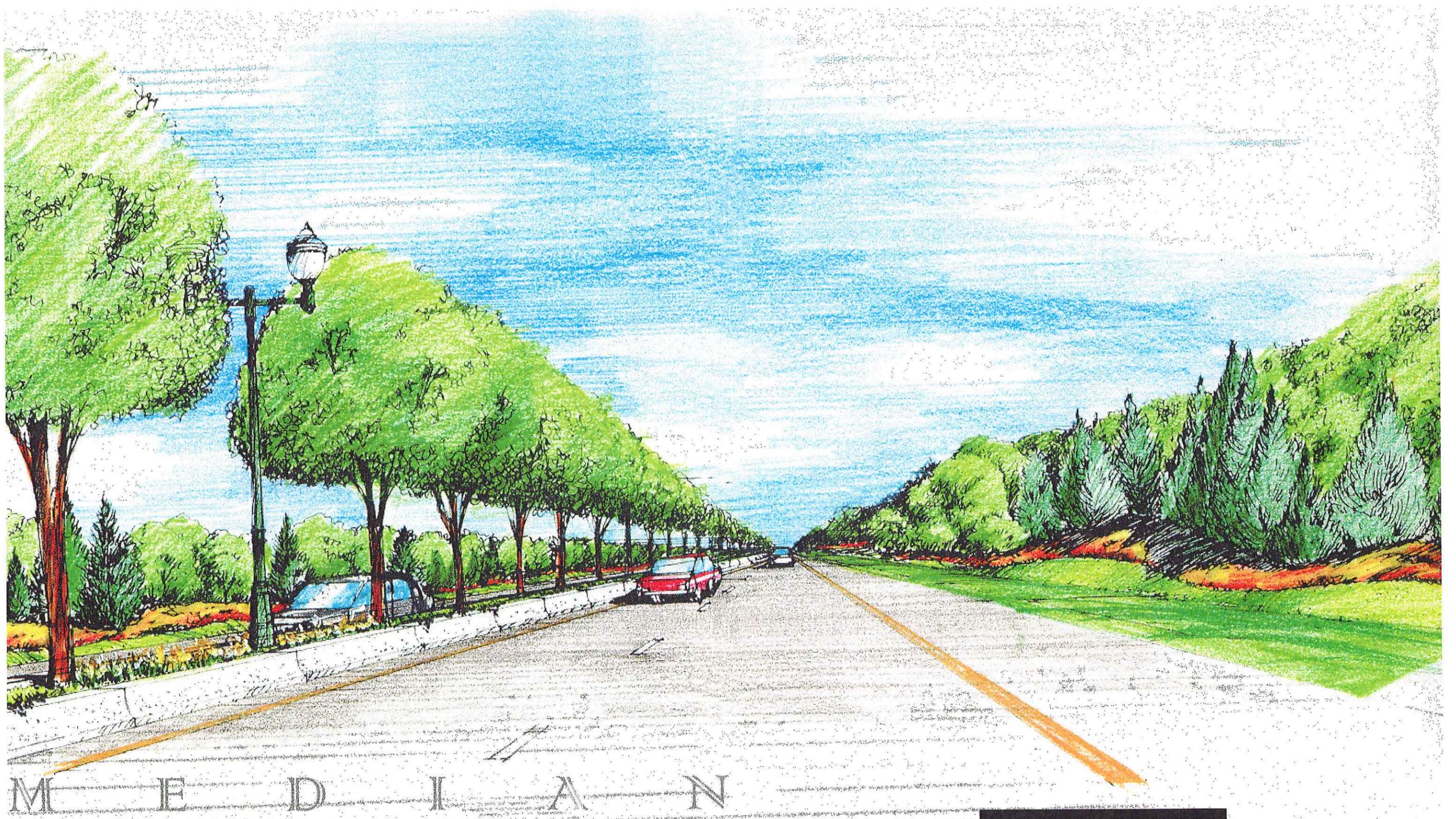
G A T E W A Y

WEST GAHANNA GATEWAY

G A T E W A Y

Myers Schmalenberger Inc

G A T E W A Y



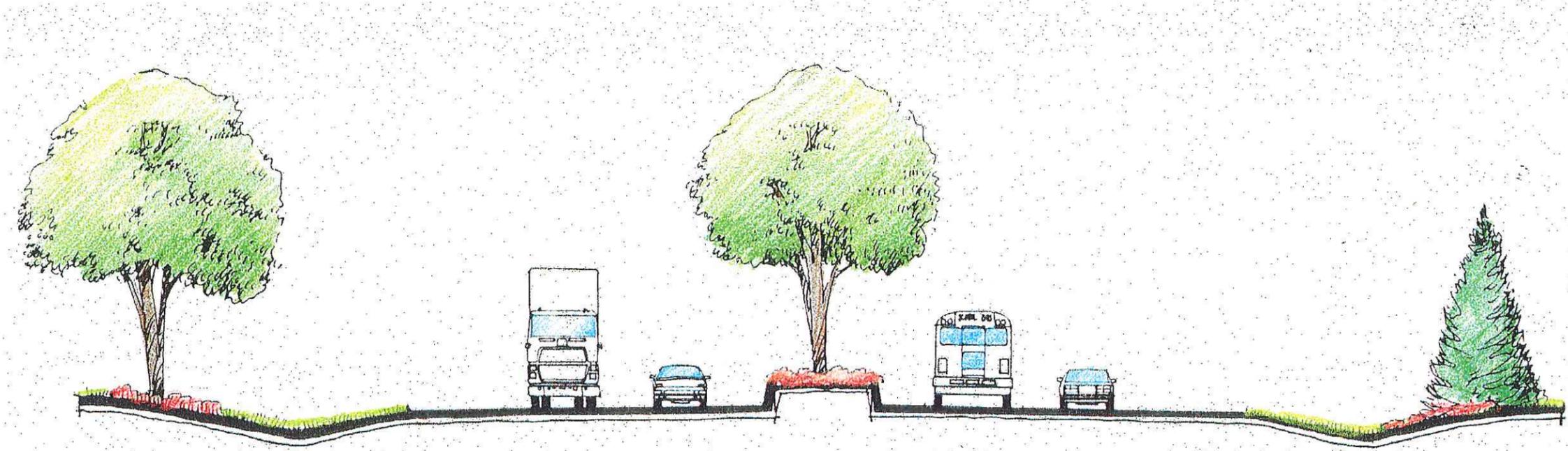
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WEST GAHANNA GATEWAY

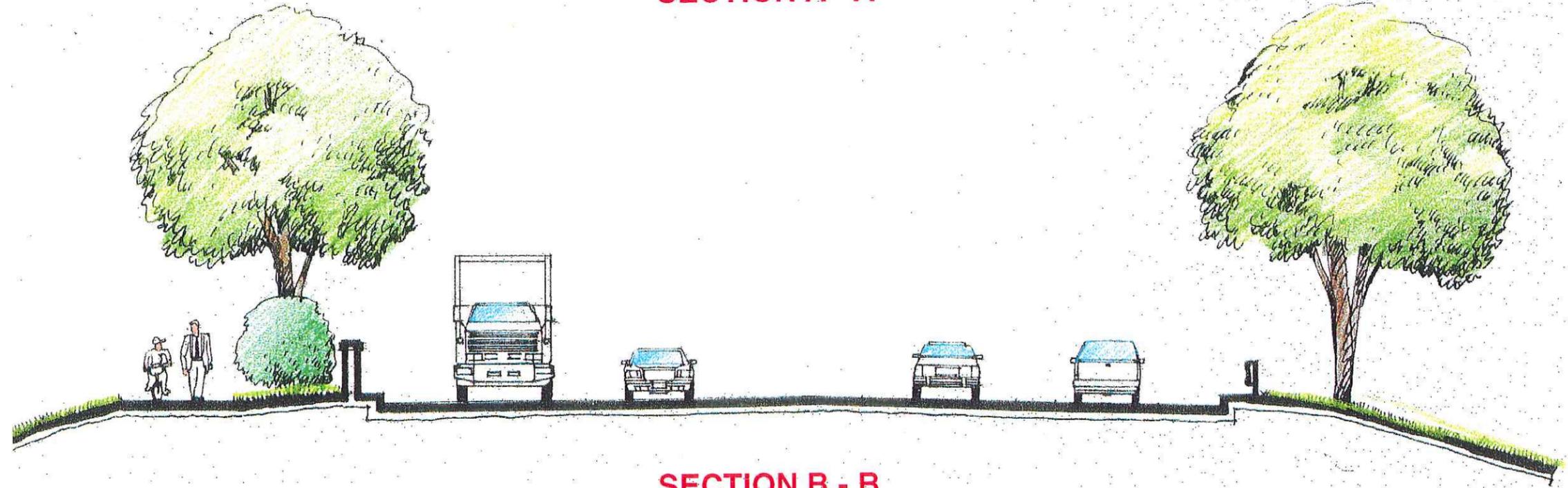
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Myers Schmalenberger Inc

M E D I A N



SECTION A - A



SECTION B - B

ROADWAY
SECTIONS

WEST GAHANNA GATEWAY

ROADWAY SECTIONS
Myers Schmalenberger Inc

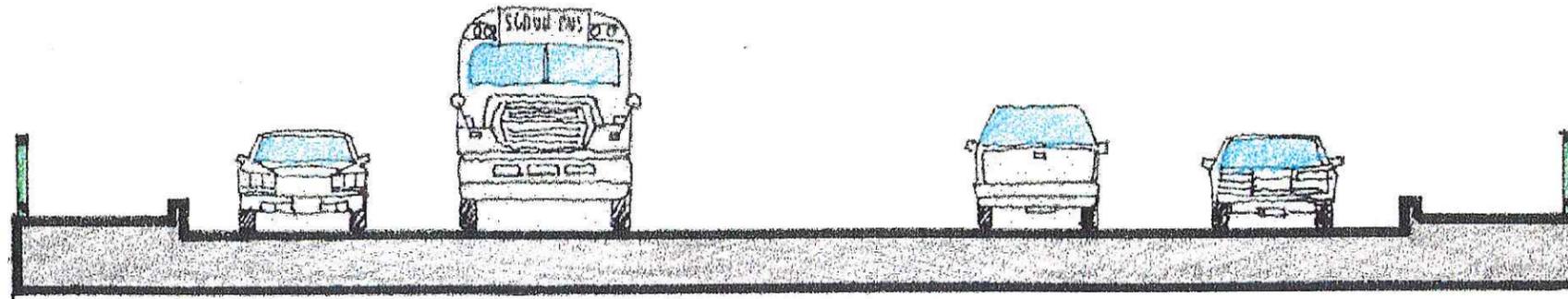


B R I D G E
A P P R O A C H

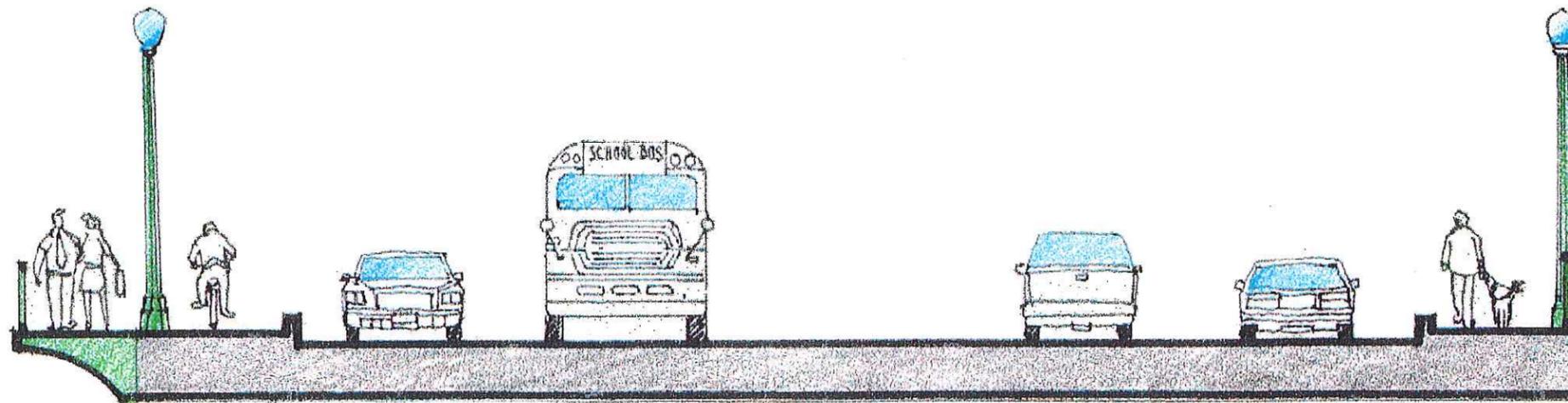
WEST GAHANNA GATEWAY

BRIDGE APPROACH

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SECTION C - C EXISTING



SECTION C - C PROPOSED

B R I D G E
S E C T I O N S

WEST GAHANNA GATEWAY

BRIDGE SECTIONS

Myers Schmalenberger Inc

O.D.O.T. DISCUSSIONS

Because the portion of US Route 62 contained in the West Gahanna Gateway project area is located within limited access right-of-way governed by the Ohio Department of Transportation, the roadway is effected by restrictions that normally do not apply to municipal right-of-ways. Due to this fact we have had open communication with O.D.O.T. during the design of this project. After many phone conversations during conceptual design, Myers Schmalenberger Inc. staff met with O.D.O.T. District 6 officials on Friday, February 13, 1998 to share our resultant design approach. Those in attendance from O.D.O.T. were:

Herb Ligocki, P.E. – Production Administrator, District 6
Bruce Aument, Ph.D – Environmental Staff Specialist, District 6
Robert Campbell – Real Estate Administrator, District 6
Hassan Omar, P.E. – Preliminary Engineering, District 6
Bill Sherman – Landscape Architect, Office of Facilities Management

Based on this informal design review meeting with O.D.O.T. we feel the proposed plan would be acceptable to O.D.O.T. if the project proceeded into construction plans. The meeting did serve to clarify a variety of specific issues including the following:

- The 30' recovery zone from the edge of pavement will have to remain free of obstructions.
- There is precedent for a raised planted median.
- There would be less restriction on design if Gahanna went through a "Journalization" process with O.D.O.T. to reduce the speed limit to 35 M.P.H.
- Guardrails may be painted.
- The use of the Gahanna "G" at the Stygler / 62 gateway would not be considered signage and therefore would be allowed in the right-of-way.
- A maintenance agreement could be entered into between Gahanna and O.D.O.T. to clarify who is to maintain what. As mentioned before, if safety concerns are met and the City agrees to maintain whatever improvements they make, O.D.O.T. is more likely to approve final plans.

We have also had discussions with Richard Engel from O.D.O.T. Office of Structures in regard to modifications of the existing bridge that crosses the Big Walnut Creek. There have been several instances where municipalities have added lighting to bridges. The proposed cantilevered pedestrian walkway is not as common, however, O.D.O.T. would not oppose the idea provided the design is sound and does not diminish the structural integrity of the existing bridge.

In general, O.D.O.T. was very receptive to the design ideas illustrated in this study and appeared to be excited with the aesthetic possibilities. We were very encouraged.

INTERSECTION IMPROVEMENT STRATEGIES

The improvement of the intersections where Stygler and Ridenour Roads cross US Route 62 should be focused on the issues of visual enhancement and pedestrian safety. The main method of improving visual quality is to remove excess poles, fencing, signs, above ground wires and cables etc. and simplify the environment. This can be accomplished by consolidating signage, the use of mast arm traffic signals that can incorporate street lights and pedestrian crossing signals all on one pole and by putting as much of the necessary cables and conduits underground as is feasible.

Visual enhancement will also help pedestrian safety at intersection crossings. A simpler intersection is less distracting to motorists and allows more attention to be paid pedestrians that may be in the area. Pedestrian safety can also be improved by other means. Because Route 62 is quite wide at the pedestrian crossings (six lanes at Route 62 & Stygler road) it can take a great deal of time to navigate the roadway. Having well defined pedestrian routes and "walk" signals that remain illuminated for an adequate amount of time is critical.

COMMERCIAL SIGNAGE GUIDELINE RECOMMENDATIONS

Many of the commercial properties that back up to Route 62 have frontage on either Agler Road or Johnstown Road. We suggest that businesses focus on these roadways as their front door and point of visibility through the use of improved architecture and/or signage and not rely on their Route 62 frontage. As part of the design of the gateway corridor, the roadway edge plantings are intended to mature over time and will screen out views to adjacent commercial properties from Route 62. This fact should be brought to the attention of existing and future business owners to minimize any future questions of "visibility".

GATEWAY ARCHITECTURE

"Gateway Architecture" in this context is architecture that is visible from Route 62 where it intersects Stygler Road although the principles that follow can apply to any major roadway intersection. "Gateway Architecture" is critical because it forms the first impression of Gahanna that visitors will have of the City. Architecture in this situation should address or front primarily to Stygler Road. If at all possible it should take on the configuration of a "corner" building. That is to say a building at an intersection that shows a finished elevation or face to both streets where it has frontage. The building should be sited closer to the street right-of-way allowing space for parking behind. This allows the intersection and the City Gateway to be defined by architecture instead of parking lots. To allow this relationship to take shape successfully the City may have to be creative and somewhat flexible in regard to parking requirements for commercial land uses.

DISCUSSION & RECOMMENDATIONS

WEST GAHANNA GATEWAY

DISCUSSION & RECOMMENDATIONS

Myers Schmalenberger Inc

LANDSCAPE CODE

Because the majority of the landscape plantings that are associated with the West Gahanna Gateway are within the public right-of-way, the City and O.D.O.T. need to be in agreement that what is proposed is acceptable to both parties. Considering the success of past plantings that the City has installed we see no reason for concern on this issue. Since the City of Gahanna does not own this right-of-way their Landscape Code cannot be enforced within. However the property owners adjacent to the right-of-way should be encouraged to augment the natural buffer being created between their property and the Gateway Corridor.

PROPOSED PLANT PALETTE

SHADE TREES

Red Oak
Seedless Green Ash
White Ash
Red Maple
English Oak
Golden Rain Tree

EVERGREEN TREES

Austrian Pine
Colorado Green Spruce
Norway Spruce
Canadian Hemlock

ORNAMENTAL TREES

Prairifire Crabapple
Eastern Redbud
Red Jewel Crabapple
Serviceberry
Amur Maple

SHRUB MASSINGS

Buffalo Juniper
Taxus Densifomis
Spreading Cotoneaster
Redtwig Dogwood
Burkwood Viburnum
Northern Sun Forsythia
Sea Green Juniper
Cistena Plum

GROUND COVER / PERENNIALS / BULBS

Hyperion Daylily (Yellow)
Tahitian Torch Daylily (Orange)
Yellow / White Daffodil Bulbs
Alaska Shasta Daisy
Baltic Ivy
Black Eyed Susan

GATEWAY MAINTENANCE

The City of Gahanna will likely need to enter into a maintenance agreement with O.D.O.T. covering the proposed landscape improvements within the limited access right-of-way. This agreement will basically define who is responsible for specific tasks within the improved Gateway Corridor. Typically, once you make landscape improvements beyond minimum O.D.O.T. standards you take over all maintenance in those areas. In any event, the agreement process defines this negotiation for all involved. The City appears to have an agreement with O.D.O.T. due to the existing landscape upgrades within the right-of-way.

The proposed planting concept will continue to simplify the maintenance in the corridor by:

- Reducing the amount of turf. Turf will generally only occur within the "recovery zone" which is basically from the edge of the pavement to the drainage swale paralleling the roadway. The remainder of the landscape area which includes from the drainage swale to the right-of-way fencing is generally planted heavily with both evergreen and deciduous trees and masses of flowering perennials.
- Reducing the amount of bed mulching and/or "turning" of the mulch by planting flowering perennials much closer together and in such mass that continued mulching is not necessary or at least significantly reduced.

D I S C U S S I O N & R E C O M M E N D A T I O N S

WEST GAHANNA GATEWAY

DISCUSSION & RECOMMENDATIONS

Myers Schmalenberger Inc

GAHANNA STREETScape IMPROVEMENTS – POTENTIAL FUNDING SOURCES

The City of Gahanna has several opportunities to find additional funding for the entryway streetscape improvement plan for SR 62. The key to funding the project through alternative means is the fact that the plan is staged. This allows separate portions of the project to proceed as funds become available, without interfering with the overall design. In addition, some aspects of the project are better suited to particular funding sources and can be targeted to achieve the best results. The following are potential funding sources to consider:

ISTEA

Transportation Enhancement Activities (TEA) are funded through this grant source. This is a federal funding source that is administered at the state level by the Ohio Department of Transportation. A variety of items are eligible for this funding including several that are part of the Gahanna entryway project. In particular, landscaping and other scenic beautification relating to transportation uses are eligible, as is the provision of facilities for pedestrians and bicycles. Other eligible funding categories might include control of outdoor advertising related to the screening along the right-of-way as well as provision of safety activities for pedestrians and bicycles.

The application should be made by the city administration with the approval of City Council. Particular aspects of the project which fall under the TEA guidelines should be selected for submittal while considering the phasing of the entire project.

For further information contact:

Bob Loller	or	Karen Young
Mid-Ohio Regional Planning Commission		Ohio Department of Transportation
(614) 228-2663 phone		(614) 466-8969 phone
		(614) 466-0822 fax

TRANSPORTATION ENHANCEMENT ACTIVITIES GROUPED INTO THREE MAIN CATEGORIES*:

Transportation Enhancement Activities must have a relationship to the intermodal transportation system. The Transportation Enhancement program provides a means of stimulating additional activities that go beyond the customary cultural or environmental mitigation required when developing a transportation improvement project. The intent of the program is to more creatively integrate transportation facilities into their surrounding communities and the natural environment.

P O T E N T I A L HISTORIC AND ARCHAEOLOGICAL TRANSPORTATION ENHANCEMENTS

- Acquisition of historic sites
- Historic highway programs
- Historic preservation

F U N D I N G

- Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals)
- Archaeological planning and research
- Establishment of transportation museums

SCENIC AND ENVIRONMENTAL TRANSPORTATION ENHANCEMENTS

- Acquisition of scenic easements and scenic sites
- Scenic highway programs including the provision of tourist and welcome center facilities
- Landscaping and other scenic beautification
- Control and removal of outdoor advertising
- Mitigation of water pollution due to highway runoff
- Reducing vehicle-caused wildlife mortality while maintaining habitat connectivity

PEDESTRIAN AND BICYCLE FACILITIES

- Provision of facilities for pedestrians and bicycles
- Provision of safety and educational activities for pedestrians and bicycles
- Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian and bicycle trails)

**Note: These categories have not been finalized due to pending federal legislation. There may be some additions to or deletions from the list.*

OHIO PUBLIC WORKS COMMISSION

Funds from this source can be used to improve transportation corridors in a variety of ways. The State Capital Improvement Revenue Fund (SCIR) and the Local Transportation Improvement Program Fund (LTIP) are both considered for the use of redeveloping infrastructure. Roads, bridges, and storm water sewers as well as some streetscape items are eligible. The ranking system employed to select projects for funding favors reconstruction of existing infrastructure. This is due to the fact that only 20% of the overall funding can be used on new construction or expansion of existing facilities. In addition, consideration is given to the number of people that will be effected by the project and the economic impact that it will have on the area. Gahanna has already used this funding source to receive over \$400,000 for improvements to the SR 62 intersection in 1998.

Application for these funds should also be made through the city administration with approval by City Council. In particular, the City Engineering and Planning staffs should work in conjunction to determine the scope of the application with regard to the overall project.

For further information contact:

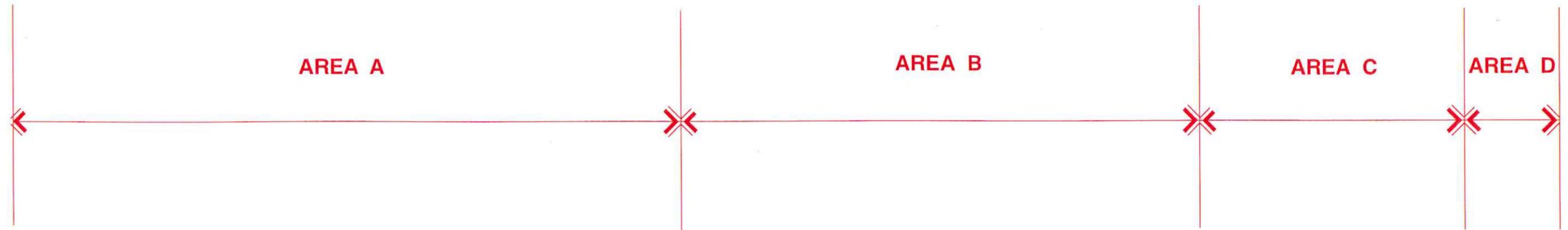
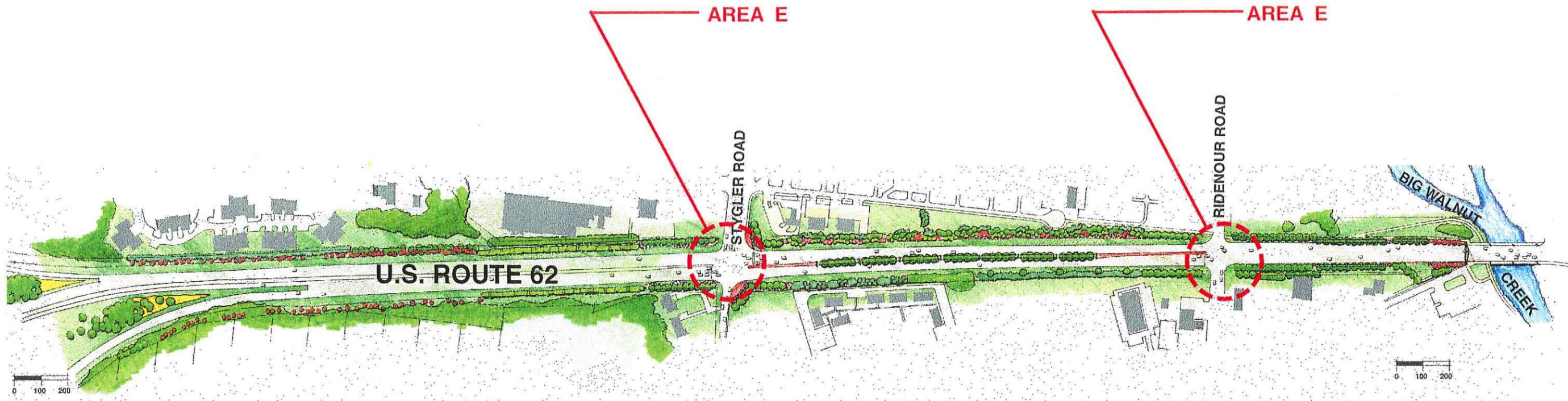
Wilma Yoder
Mid-Ohio Regional Planning Commission
(614) 233-4175 phone
(614) 228-1904 fax

WEST GAHANNA GATEWAY

POTENTIAL FUNDING SOURCES

Myers Schmalenberger Inc

S O U R C E S



P H A S I N G
P L A N



WEST GAHANNA GATEWAY

PHASING PLAN

Myers Schmalenberger Inc

POTENTIAL PROJECT PHASING

The linear nature of a streetscape improvement plan lends itself well to phasing; most areas can be 'compartmentalized' to meet just about any annual budget. However, as with most construction projects, economies of scale will apply. In any event, phasing can be driven by several priorities, either separately or all at once.

PRIORITIES

- _ Budget: Available resources are a key in determining which portions of the project can be afforded in each funding cycle.

- _ Sequence: Certain improvements must be completed before others. This is particularly important if an individual area must be further broken down within the overall framework of the project due to budget constraints.

- _ Impact: Different portions of the project will make certain levels of impact. Some phases may make the best utilization of the dollars available to show the most immediate impact. This priority is often driven by both functional and aesthetic considerations.

- _ Aesthetics: This is a pure determination of what will look the best, and is most often driven by the impact of the end product in both the short and long term.

Based on the public meetings and Planning Commission review comments that we received during the design process, we have formulated our recommended phasing scenario in the context of the priorities listed above.

PHASING RECOMMENDATIONS

- _ Phase One:
Center median shown in Area B. This component of the plan alone will dramatically change the entry experience for the everyday user almost immediately.

- _ Phase Two:
Gateway improvements at Stygler Road. This improvement represents the 'official' marked gateway as indicated in the perspective.

- _ Phase Three:
Bridge approach arch and walls. The arch over the roadway 'announces' that you are entering a special area, Olde Gahanna, and is likely the first roadway opportunity to direct the public to the Riverwalk area.

- _ Phase Four (through project completion):
Roadside planting improvements. The remaining improvements are mostly plantings along the roadway edges and can be phased in many smaller projects. Impact and aesthetics will likely prevail in determining the phasing of these plantings.

Obviously, more phases will drive up the project's overall cost. This should be considered when funding is budgeted. A 30% to 60% increase in the overall cost is not uncommon when three or more phases are used.

PROFESSIONAL FEES

Professional fees will likely include the following disciplines: surveying, civil engineering, electrical engineering, landscape architecture, and structural engineering. Depending on the City's methodology for accomplishing the construction plans, part or all of these disciplines should be incorporated into a single contract, thus simplifying coordination on the City's part.

Professional fees will likely fall between 8 – 10 % of the project cost, plus survey and construction observation/administration time unless the City performs these services in-house. A field survey of the entire corridor will be needed to begin even the first phase of construction plans. We estimate approximately \$12,000 to \$15,000 should be budgeted for this survey. A joint City/consultant approach for this project may reduce fees slightly as long as responsibilities are clearly defined.

IP HI A S I N G
P L A N



ITEM	DESCRIPTION	TOTAL QTY.	UNIT	UNIT COST(\$)	TL. COST	REMARKS
Area "A" – I-270 to Stygler Road						
Landscaping						
A.	Seeded Turf		SY	\$0.45	\$0	Maintained Lawn seed mix
B.	Sod		SY	\$3.00	\$0	
C.	Shade Trees	78	EA	\$250.00	\$19,500	
D.	Container Trees	14	EA	\$100.00	\$1,400	
E.	Ornamental Trees	86	EA	\$150.00	\$12,900	specimen
F.	Evergreen Trees		EA	\$175.00	\$0	
G.	Decid. & Evergreen Shrubs	200	EA	\$40.00	\$8,000	B & B shrub
H.	Groundcover/perennials/bulbs	8300	SF	\$4.00	\$33,200	2 1/4 inch PP/50 per flat
Subtotal Area "A"					\$75,000	
Design Contingency				10%	\$7,500	
Construction Contingency				8%	\$6,000	
Escalation				4%	\$3,000	
Total Area A					\$91,500	
Area "B" – Stygler Road to Ridenour Road						
Landscaping						
A.	Seeded Turf		SY	\$0.45	\$0	Maintained Lawn seed mix
B.	Sod		SY	\$3.00	\$0	
C.	Shade Trees	110	EA	\$250.00	\$27,500	
D.	Container Trees	60	EA	\$100.00	\$6,000	
E.	Ornamental Trees	30	EA	\$150.00	\$4,500	specimen
F.	Evergreen Trees	45	EA	\$175.00	\$7,875	
G.	Decid. & Evergreen Shrubs		EA	\$40.00	\$0	B & B shrub
H.	Groundcover/perennials/bulbs	24000	SF	\$4.00	\$96,000	2 1/4 inch PP/50 per flat
I.	Topsoil	1500	CY	\$10.00	\$15,000	pulverized
J.	Irrigation	9000	SF	\$0.75	\$6,750	
Site Improvements						
Gateway						
A.	Walls	450	SFF	\$50.00	\$22,500	
B.	Lights	10	EA	\$5,000.00	\$50,000	Single fixture
C.	Pavers	2400	SF	\$10.00	\$24,000	
Median						
D.	Walls (precast)	5500	SFF	\$50.00	\$275,000	
E.	Lights	8	EA	\$6,000	\$48,000	Double fixture
F.	Impact Attenuators	2	EA	\$14,000.00	\$28,000	Per ODOT specification
G.	Pavers	1650	SF	\$10.00	\$16,500	
H.	Demolition			ALLOW	\$50,500	
Subtotal Area "B"					\$678,125	
Design Contingency				10%	\$67,813	
Construction Contingency				8%	\$54,250	
Escalation				4%	\$27,125	
Total Area B					\$827,313	

ITEM	DESCRIPTION	TOTAL QTY.	UNIT	UNIT COST(\$)	TL. COST	REMARKS
Area "C" – Ridenour Road to Big Walnut Creek						
Landscaping						
A.	Seeded Turf		SY	\$0.45	\$0	Maintained Lawn seed mix
B.	Sod		SY	\$3.00	\$0	
C.	Shade Trees	54	EA	\$250.00	\$13,500	
D.	Container Trees		EA	\$100.00	\$0	
E.	Ornamental Trees	12	EA	\$150.00	\$1,800	specimen
F.	Evergreen Trees		EA	\$175.00	\$0	
G.	Decid. & Evergreen Shrubs	80	EA	\$40.00	\$3,200	B & B shrub
H.	Groundcover/perennials/bulbs		SF	\$4.00	\$0	2 1/4 inch PP/50 per flat
Site Improvements						
A.	Stone & concrete walls	1125	SFF	\$50.00	\$56,250	
B.	Columns	8	EA	\$1,500.00	\$12,000	Single fixture
C.	Asphalt bike path/sidewalk	450	SY	\$12.00	\$5,400	
D.	Steel entry arch	1	EA	\$50,000.00	\$50,000	
E.	Demolition			ALLOW	\$20,400	
Subtotal Area "C"					\$144,050	
Design Contingency				10%	\$14,405	
Construction Contingency				8%	\$11,524	
Escalation				4%	\$5,762	
Total Area C					\$175,741	
Area "D" – Bridge over Big Walnut Creek						
Site Improvements						
A.	Lights	6	EA	\$5,000.00	\$30,000	Single fixture
B.	Steel walkway	1500	SF	\$50.00	\$75,000	
C.	Demolition			ALLOW	\$5,000	
Subtotal Area "D"					\$110,000	
Design Contingency				10%	\$11,000	
Construction Contingency				8%	\$8,800	
Escalation				4%	\$4,400	
Total Area D					\$134,200	
Area "E" – Intersection Improvements						
Site Improvements						
U.S. Route 62 & Stygler Road						
	Mast arms & Signals	4	EA	\$25,000.00	\$100,000	
U.S. Route 62 & Ridenour Road						
	Mast arms & Signals	4	EA	\$25,000.00	\$100,000	
Subtotal Area "E"					\$200,000	
Design Contingency				10%	\$20,000	
Construction Contingency				8%	\$16,000	
Escalation				4%	\$8,000	
Total Area E					\$244,000	
Grand Total					\$1,472,754	

PRELIMINARY ESTIMATE OF PROBABLE COST

WEST GAHANNA GATEWAY

PRELIMINARY ESTIMATE OF
Myers Schmalenberger Inc
PROBABLE COST

P R O B A B L E C O S T