

2025

# STATE ROUTE 619 CORRIDOR STUDY

CITY OF NEW FRANKLIN

*An Akron Metropolitan Area Transportation Study (AMATS)  
Connecting Communities Study*

## APPENDIX

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PREPARED FOR:



PREPARED BY:



# APPENDIX

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## OVERVIEW

This section provides a record and reference to materials presented, used, and shared during the process. The following pieces of information can be found in this appendix:

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Corridor Opportunities Framework Memo	pg. 20
Community Survey Results	pg. 22
Cost Estimates	pg. 46

# State Route 619 Corridor Study

## Existing Conditions Technical Memo

May 15, 2025

Prepared By



Prepared For



# **INTRODUCTION**

## **Overview**

This Existing Conditions Technical Memo documents the findings of fieldwork, data collection, and analysis conducted to date for the State Route 619 Corridor Study in New Franklin, Ohio. The purpose of this document is to establish a clear understanding of current conditions and opportunities, serving as a foundation for developing corridor improvements that enhance safety, accessibility, mobility, and community character.

## **Project Background**

The City of New Franklin was awarded funding through the AMATS Connecting Communities program to support planning and conceptual design for pedestrian and connectivity improvements along W Turkeyfoot Lake Road (State Route 619). This funding reflects the community's goals of improving multimodal access, strengthening economic vitality, and enhancing the corridor's role as a community gateway and recreational destination.

## **Project Objectives**

- Address existing pedestrian safety and connectivity gaps.
- Strengthen multimodal access between residential neighborhoods, recreational amenities, and local businesses.
- Support future economic vitality through enhanced corridor mobility and functionality.
- Preserve and reinforce New Franklin's community character through context-sensitive design strategies.

## **Planning Priorities**

- Evaluate current roadway infrastructure, right-of-way conditions, and physical constraints.
- Identify opportunities for feasible sidewalk alignments, crossings, and streetscape enhancements.
- Consider environmental factors, including proximity to lakes, wetlands, and drainage systems.
- Engage civic leaders, stakeholders, and the public to ensure improvements reflect local priorities and needs.

## Study Limits

The study corridor encompasses approximately 0.8 miles of W Turkeyfoot Lake Road (SR 619), extending from State Street on the west to Main Street on the east. This stretch of roadway is a vital link between Portage Lakes State Park, Turkeyfoot Lake Golf Links, local businesses, and adjacent residential neighborhoods. It is a critical connector for both local residents and regional visitors.



Full Study Area



SR 619 Enlargement Areas

## **INFRASTRUCTURE AND NATURAL ENVIRONMENT**

### **Roadway Configuration**

The .8-mile length of the State Route 619 corridor within the study area primarily consists of a two-lane roadway with one lane in each direction. The only deviation occurs just east of the Portage Lakes crossing, where SR 619 widens to include a dedicated left-turn lane at the intersection of W Turkeyfoot Lake Road and S Turkeyfoot Road. S Turkeyfoot Road features a three-lane section, including a dedicated right-turn lane, while Point Comfort Drive maintains a two-lane profile. This intersection is a key node and a natural gateway into New Franklin from Greene.

Throughout the corridor, the roadway includes a narrow (~3') paved shoulder marked by an edge stripe, with no curbing except at select locations within the eastern intersection. The absence of curbs and the prevalence of informal curb cuts and gravel pull-offs result in an undefined edge, creating challenges for pedestrian safety and offering little visual guidance to influence driver behavior.

### **Access & Driveway Conditions**

Corridor functionality is compromised in several segments by inconsistent access control and unstructured site frontage conditions. This is particularly evident along the eastern half of the corridor—from Howland Avenue to S Turkeyfoot Road—where multiple driveways, gravel lots, and undefined curb cuts result in ambiguous travel paths, increased turning conflicts, and pedestrian safety risks.

Several commercial properties lack consolidated access, with wide openings and minimal delineation between vehicular and pedestrian space. In some areas, vehicles park within the ROW or encroach onto paved shoulders, further eroding pedestrian comfort and visual clarity.

Access management strategies that could improve safety and flow include:

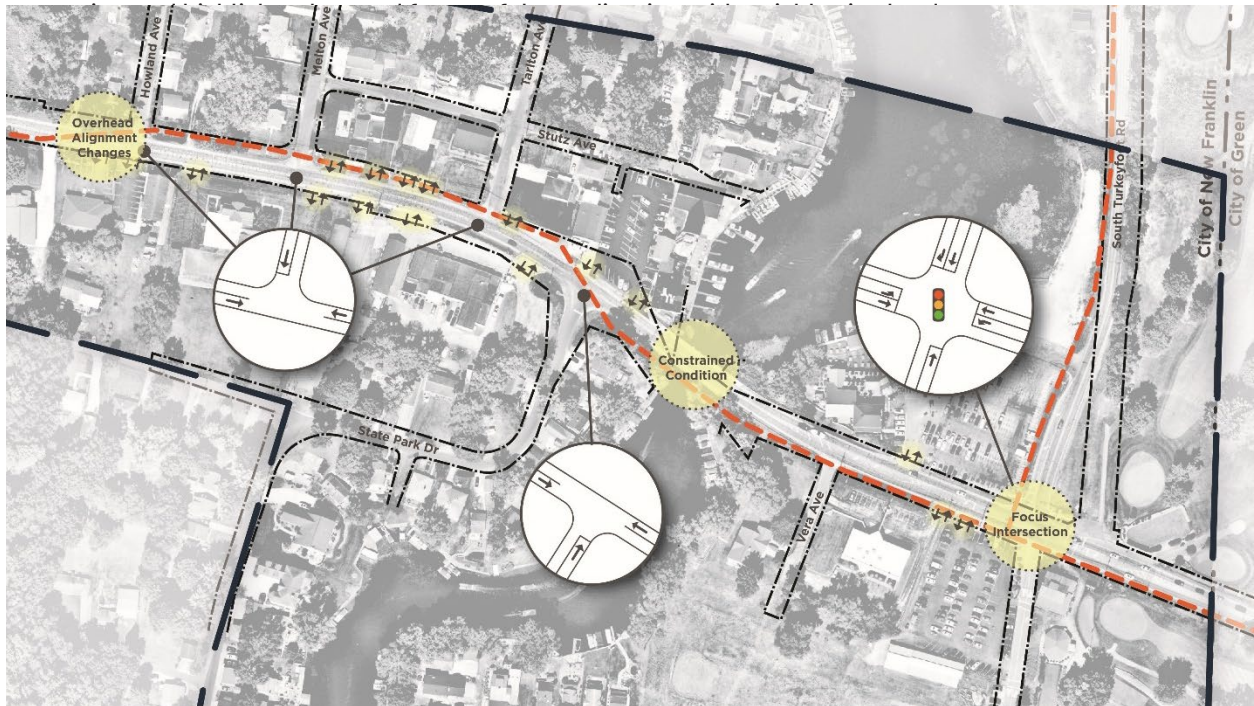
- Refined driveway spacing and consolidation, particularly in high-activity nodes
- Raised curb or edge treatments to formalize parking and circulation
- Shared access agreements between adjacent parcels
- Landscaping or physical buffers to clarify edge conditions and reduce mid-block turning

### **Right-of-Way Conditions**

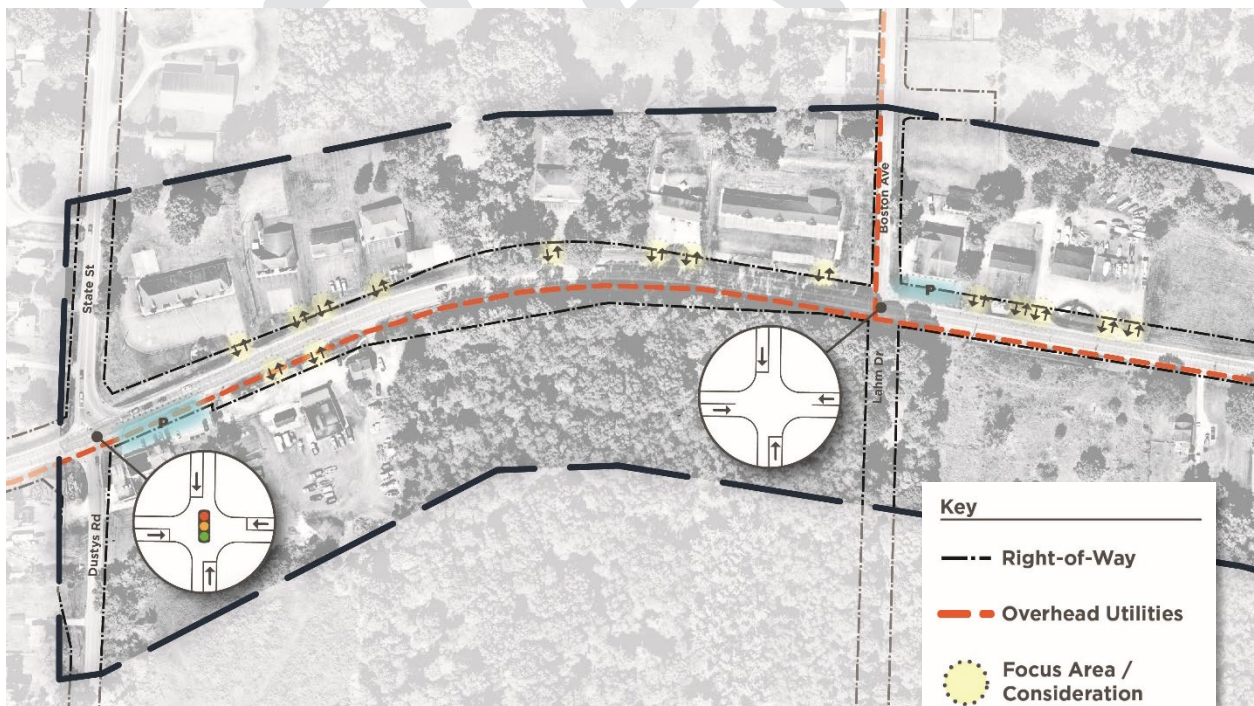
GIS shapefiles were utilized for referencing existing right-of-way (ROW). It should be noted for the purposes of this study, references to ROW are based on the shapefile and not an actual survey. The existing ROW along the W Turkeyfoot Lake Road corridor varies significantly in width, which presents both opportunities and challenges for corridor improvements.

The total ROW width ranges from approximately 50 feet to 80 feet. West of Boston Ave, there is ample space north and south of the roadway to consider the installation of a pathway. Boston Ave to Melton Ave varies from ±60' to ±70', however the property line is very tight to the south road edge. The core commercial area past the bridge is highly variable, with the roadway overlapping adjacent parcels until it

normalizes to  $\pm 62.5'$  ROW width. This overlap introduces potential property impacts for any infrastructure



East



West

**Key**

- Right-of-Way
- Overhead Utilities
- Focus Area / Consideration
- ↕ Commercial Access Point
- P Street-Fronted Parking

The distance from the ROW edge to the travel lane stripe is inconsistent and varies from approximately 2 feet in constrained sections to more than 15 feet where there is undeveloped shoulder or buffer space. This inconsistency may impact the feasibility and cost of back-of-curb improvements, especially in areas where ROW is closely aligned with active parcels. As previously noted, this information is based on GIS shapefiles and not a ROW or topographic survey. A ROW and topographic survey would help to identify clear areas for proposed work and determine if there are any easements contrary to the GIS parcel shapefiles.

The variable ROW and undefined edge conditions make it difficult to standardize improvements like sidewalks, curb installation, or stormwater features without site-specific adjustments. Targeted ROW verification and potential easements will be necessary in constrained segments.

### **Pavement Condition**

According to the 2023–2024 Pavement Condition Index (PCI) published by AMATS, the segment of W Turkeyfoot Lake Road (SR 619) within the study area is generally rated as “Fair” to “Good” condition. The western and central portions of the corridor—particularly west of the Portage Lakes bridge—fall within the Fair category, while the eastern segment toward S Turkeyfoot Road is in the Good category.

These ratings indicate that while the pavement is not in critical disrepair, it may benefit from preventative maintenance or resurfacing in the near term—especially in areas where infrastructure work (e.g., sidewalk installation, drainage upgrades, or utility expansion) will already disturb the roadway.

Incorporating pavement improvements into broader corridor enhancements could:

- Improve ride quality and safety for all users
- Reduce long-term maintenance costs
- Enhance the visual appeal of the corridor—supporting both placemaking and access goals

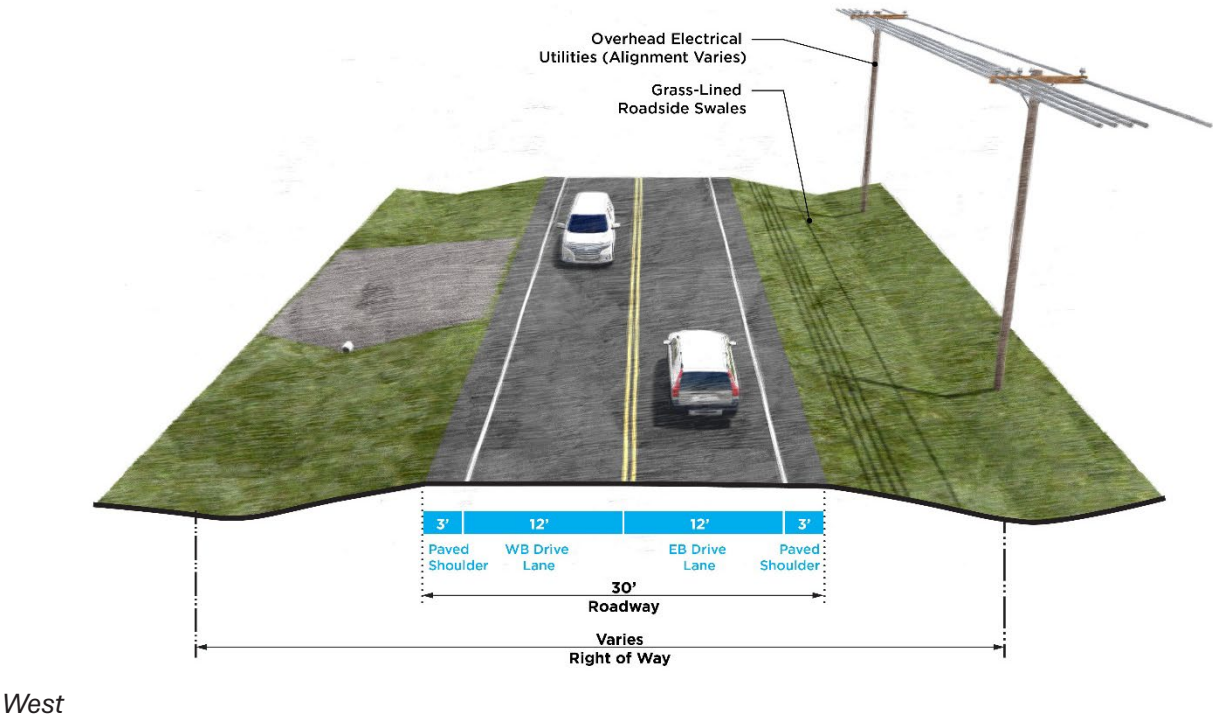
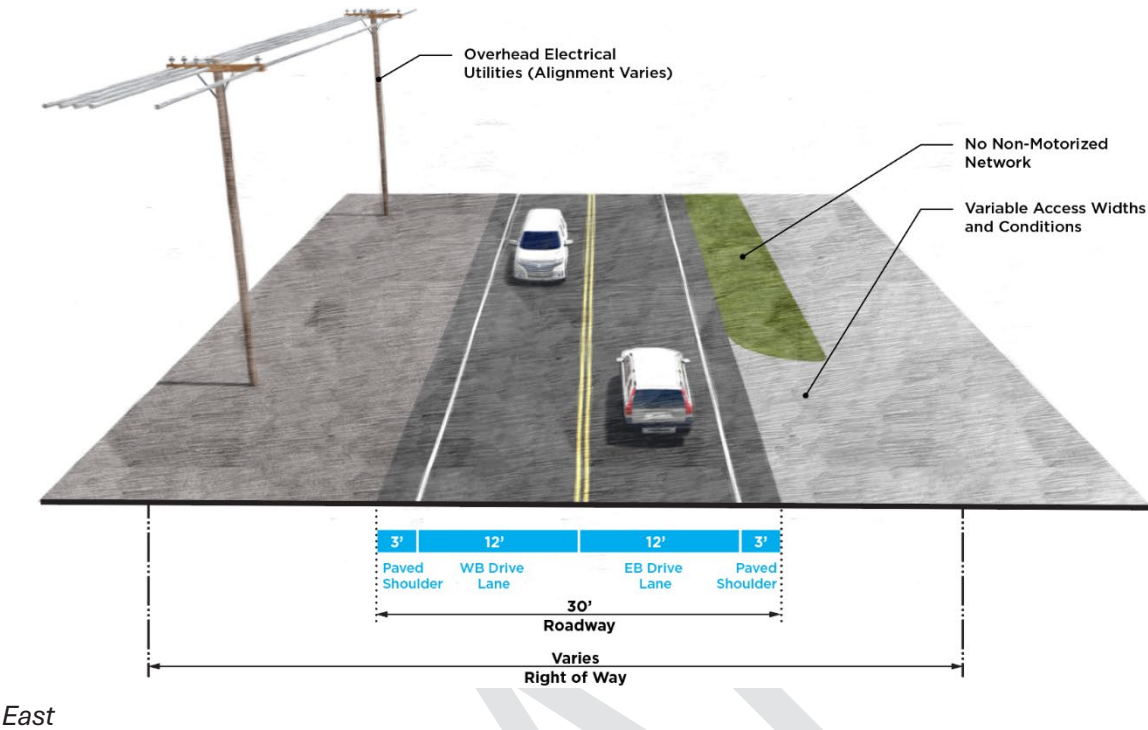
### **Bridge Structure Constraints**

The existing bridge spans Portage Lakes and functions as both a transportation link and a visual gateway into New Franklin. Sidewalks exist on both sides of the bridge, but they are the only pedestrian accommodations along the corridor and are not connected to any formal walking network.

The structure is a three-span continuous slab bridge, likely conforming to ODOT’s standard capped pile pier design. Widening the bridge deck would require extending the abutments and piers and likely adding piles at each substructure unit. This work would fall below the Ordinary High-Water Mark, triggering U.S. Army Corps permitting. While approach slabs aren’t listed in the structure inventory, resurfacing plan details suggest they exist and may require widening.

A potential alternative is a standalone, single-span prefabricated pedestrian bridge just south of the existing structure. This could avoid substructure work, simplify MOT, and reduce construction costs—but would require relocation of a nearby power pole and alignment coordination.

Existing Conditions Sections



### **Utilities (Water, Sewer, Overhead Electric)**

Overhead electrical utilities run along the south side of W Turkeyfoot Lake Road from State Street to Howland Avenue, where they shift to the north side for approximately 600 feet before crossing back to the south and continuing across Portage Lakes, just south of the existing bridge. From there, the lines turn north onto S Turkeyfoot Road. In several areas—particularly near the bridge—utility poles are positioned close to the pavement edge, presenting potential conflicts with proposed sidewalk or pedestrian bridge improvements.

The majority of properties within the project area rely on private wells and septic systems, with limited public water access provided by Aqua Ohio. The absence of a centralized sewer system adds complexity to infrastructure planning, particularly in sensitive areas adjacent to Portage Lakes.

### *Planned Extensions & Considerations*

Public water and sewer extensions are currently being considered for the Point Comfort development. If implemented, this could support local needs, but any broader expansion would require careful coordination to minimize corridor disruption and avoid duplicative construction. Where feasible, water and sewer installation should be synchronized with SR 619 improvements to reduce cost and traffic impacts.

Utility expansion could also increase development pressure in areas not zoned or prepared for higher-density growth. To maintain New Franklin's character, any infrastructure upgrades should be guided by intentional land use planning and community input.

### **Natural & Recreational Assets**

The W Turkeyfoot Lake Road corridor is shaped by its proximity to the Portage Lakes—an interconnected system of glacial lakes that defines the landscape and lifestyle of New Franklin. The study area sits between Long Lake, Turkeyfoot Lake, and connecting inlets, placing it at the heart of a vibrant year-round recreation zone.

Boating, kayaking, fishing, and lakeside leisure are central to the area's identity and economy. The corridor provides key access points to public launch sites, private marinas, and waterfront destinations. Seasonal traffic increases dramatically in summer, reinforcing the need for safe, multimodal access.

The surrounding environment includes extensive water bodies, floodplains, and scattered wetland areas, especially along the southern and eastern portions of the corridor. These features support habitat diversity, water quality, and the scenic character of the area. While riparian setbacks are less extensive within the immediate corridor footprint, adjacent parcels—particularly along the inlets—are shaped by these ecological buffers.

Future corridor improvements should preserve this recreational and ecological character by:

- Enhancing pedestrian access to the lakes,
- Preserving lake views and wooded edges,
- Carefully managing stormwater to protect nearby water quality.

#### Natural Features & Water Resources Map



## **MOBILITY & ACCESS CONDITIONS**

### **Traffic Volumes**

9608 AADT (data from ODOT Transportation Information Mapping System)

### **Intersection Operations & Traffic Flow**

Stakeholder observations and site conditions point to several operational pinch points that will influence future corridor design and access planning:

- **SR 619 & S Turkeyfoot Road:** This signalized intersection is a key intersection within the corridor. It functions as both a local gateway and a future interface point for the planned Point Comfort development. Crashes at this intersection are almost entirely rear-end crashes or angle crashes from people failing to stop at the light, suggesting that traffic calming is needed at the intersection.
- **Old State Park Drive:** The lack of a protected left turn lane on SR619 at this intersection can lead to traffic backing up while a westbound vehicle yields to eastbound traffic while attempting a left turn. There are recorded rear-end crashes that occurred due to the lack of a left turn lane for westbound traffic on SR619.
- **SR619, Lahm Drive, & Boston Avenue:** This unsignalized intersection can be confusing for drivers, especially when vehicles from the side streets attempt to cross or turn left across SR619 simultaneously. Poor sight lines, lack of pavement markings, and the offset alignments of the side streets create hesitation and potential conflict.

### **Crash Patterns**

Crash data indicates that rear-end collisions are the most common crash type throughout the study area, pointing to potential issues with stop-and-go conditions and inconsistent access management. The majority of incidents occur during peak afternoon hours (4–6 PM), suggesting they are largely driven by commuters traveling through the corridor rather than local traffic. Notably, crashes are not strongly correlated with poor weather or lighting conditions, emphasizing that driver behavior and traffic patterns—rather than environmental factors—are the primary contributors to safety concerns.

### **Pedestrian Connectivity & Gaps**

Despite the corridor's proximity to recreational draws like Portage Lakes and Turkeyfoot Lake Golf Links, pedestrian infrastructure is almost entirely absent. The only dedicated sidewalks are found on the bridge over Portage Lakes, and even these are disconnected, narrow, and exposed to traffic—creating a generally unsafe and uncomfortable experience for pedestrians.

Informal footpaths leading to and from the bridge indicate latent demand for safe pedestrian access. During summer months, foot traffic increases significantly as residents and visitors access lake amenities, trails, and local businesses.

In addition to pedestrians, golf carts are commonly used—primarily by patrons of the Turkeyfoot Lake Golf Links, which spans both sides of the corridor. Some nearby residents also use carts for local access, though these vehicles are not street legal. Their presence, especially at informal crossing points, adds to

the complexity of right-of-way conditions and highlights the need for a thoughtful, shared-use pathway strategy.

Improving pedestrian and low-speed vehicle access presents an opportunity to enhance both safety and mobility across seasons, while reinforcing the corridor's recreational character.

### **Roadway Classification**

W Turkeyfoot Lake Road (SR 619) is a Minor Arterial in the functional classifications, serving both local access and regional travel needs. With an average daily traffic volume of approximately 9,800 vehicles, it plays a critical role for east-west travel in New Franklin, especially during peak summer months when Portage Lakes draws higher volumes.

As a state route, any improvements to the roadway—such as sidewalk additions, crossings, or bridge modifications—should be coordinated with the Ohio Department of Transportation (ODOT) although the state route within the corporation limits is maintained by the City. Local side streets are also maintained by the City while driveways are privately maintained.

### **Maintenance Responsibilities**

SR619 and other local roads in the study area are maintained by the City, but SR619 would be eligible for ODOT's Urban Paving program. Signals within the study area are also maintained by the City. Any bridge work in the study area will require coordination and approval by ODOT.

This division of maintenance highlights the need for proactive coordination as improvements advance. Key implications include:

- ODOT involvement for bridge modifications and any funding pursuits.
- Leadership by the City of New Franklin for corridor improvements, ROW coordination, signal modifications, and local access issues.

## **CORRIDOR CONTEXT & USE PATTERNS**

### **Alignment with Comprehensive Plan**

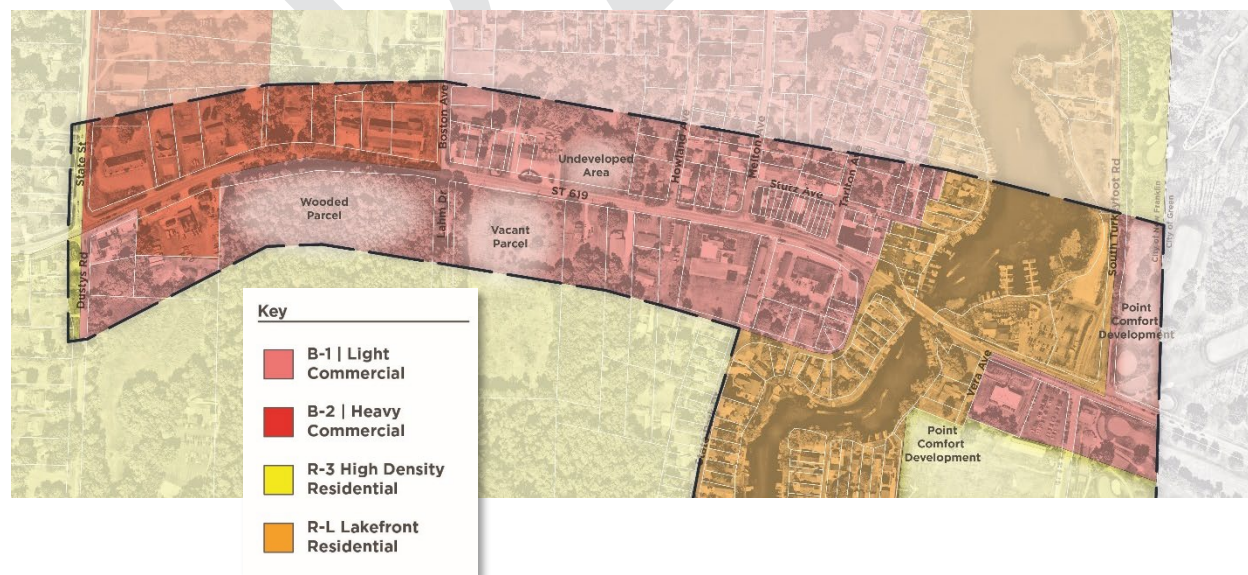
The SR 619 Corridor Study is closely aligned with the goals and recommendations of the City of New Franklin's Comprehensive Plan. The plan emphasizes the importance of improving the Turkeyfoot Lake Road (SR 619) corridor to be safe and aesthetically pleasing for all modes of transportation, which is a primary focus of the corridor study. This study supports the Comprehensive Plan's vision by advancing strategies that improve safety, enhance landscaping, and strengthen connections across the City.

### **Land Use**

The corridor's land uses reflect its role as a transitional area between rural residential neighborhoods and more developed commercial zones, particularly near key intersections like S Turkeyfoot Road. As New Franklin considers infrastructure improvements and potential utility extensions along W Turkeyfoot Lake Road, it's essential to align these developments with the existing zoning framework. This alignment ensures that growth is managed sustainably, preserving the community's character while accommodating future needs.

To the west, near State Street, the commercial character becomes less seasonal, such as small offices, service providers, and a longstanding bar located at the corner. While these uses are more consistent in traffic and operation, they lack strong visibility, walkability, or complementary offerings that might encourage lingering or family use.

### **Zoning**



The zoning districts along the SR 619 corridor reflect a mix of commercial and residential land uses supporting economic activity and neighborhood character. The B-1 Light Commercial District accommodates retail businesses and services such as convenience goods, personal care, and professional offices, with a maximum building height of 35 feet—ideal for small-scale,

neighborhood-serving developments. Adjacent areas may include the B-2 Heavy Commercial District, which permits more intensive use like repair shops or medical offices, also capped at a 35-foot height.

On the residential side, the R-3 High-Density Residential District allows for various housing types, including single-family, two-family, and multi-family units, with a maximum height of 40 feet, supporting compact residential growth. The R-L Residential Lakefront District preserves the unique suburban lakefront character near Portage Lakes, permitting single-family and attached dwellings while maintaining a 35-foot height limit. Together, these zoning categories provide a foundation for a balanced corridor supporting commercial development, residential diversity, and maintaining community character.

### **Business Mix & Destinations**

The business mix along W Turkeyfoot Lake Road reflects the corridor's dual identity as both a local connector and a seasonal destination. Within the study area, commercial activity is clustered primarily around two key nodes: the State Street intersection on the west, and the Portage Lakes bridge area to the east.

Near Portage Lakes, businesses are closely tied to lake recreation and tourism, including marinas, boat rental services, seasonal dining, and convenience retail. These uses thrive in warmer months but experience significant drop-off outside of peak boating season. Building styles and parking arrangements also prioritize vehicle access over pedestrian comfort, limiting their role as community gathering spaces.

### **Corridor Character & Sense of Place**

W Turkeyfoot Lake Road serves not just as a connector, but as a defining spine for New Franklin's identity. As the only east-west route threading through Portage Lakes, it offers a series of visual and experiential cues—from glimpses of water through tree lines to marinas tucked behind low-slung commercial buildings. These moments contribute to the corridor's quiet, recreational charm, even as the built environment lacks cohesive design or clear transitions between uses.

The informal nature of the corridor—gravel shoulders, unmarked curb cuts, and varied signage—reflects its organic evolution rather than intentional placemaking. While this lends a laid-back feel that resonates with lake culture, it also creates ambiguity for both drivers and pedestrians and misses opportunities to reinforce New Franklin's unique character.

Strategic design moves—like consistent pedestrian lighting, lake-themed wayfinding, small public nooks, or even a defined material palette—can help stitch together the corridor's disparate segments. More than aesthetics, these elements support wayfinding, safety, and a stronger sense of arrival for both residents and seasonal visitors.

## Corridor Context and Use Patterns Map



East



West

As the corridor evolves, investments should elevate—not erase—what makes it special. Embracing its recreational edge and environmental backdrop, while introducing thoughtful structure, can ensure that improvements support both function and identity.

DRAFT

## **KEY TAKEAWAYS**

### **Infrastructure and Natural Environment**

- The existing two-lane configuration through the length of the corridor means capacity enhancements would create substantial impact.
- Right-of-way is highly variable and often asymmetrical, which may necessitate targeted ROW acquisition or easements in constrained areas.
- Utility poles frequently located near the shoulder present conflicts with potential sidewalk or shared-use path placement—coordination and mitigation strategies will be required.
- The Portage Lakes bridge poses structural and permitting challenges for widening; a single-span, prefabricated pedestrian structure is recommended as an alternative.
- Utility extensions could be disruptive in areas where parcels rely on private well and septic systems—any corridor construction should be coordinated to minimize impacts.
- Minimize proposed improvement impacts on sensitive natural areas and factor disturbances into implementation planning.

### **Mobility & Access**

- Access management may help reduce accidents occurring throughout the corridor.
- Design of non-motorized infrastructure should provide enjoyable, safe connections between neighborhoods, businesses and recreation destinations.
- Planning shall coordinate non-motorized and cart circulation to mitigate conflicts.
- Improvements should focus on traffic calming at the intersection of SR619 with Lahm Drive, Old State Park Road, and S Turkeyfoot Road.
- Take seasonal fluctuations in traffic and visitor levels into account to scale solutions appropriately.
- Seek alternate routing for vehicle access to Old State Road, as current routing negatively impacts immediate residents.

### **Community Character & Activation**

- Business mix is seasonal; there's opportunity to add year-round, family-oriented uses.
- Corridor character is eclectic without cohesive architectural or streetscape identity.
- Point Comfort development will increase needs for a connected non-motorized network and presents the opportunity to coordinate development with infrastructure improvements.
- Properties south of SR 619 and adjacent Lahm have the future potential to play a role along the corridor through either recreation enhancements or new development.

## CORRIDOR OPPORTUNITIES FRAMEWORK

### Overview

Building on findings from the assessment phase, several opportunities have emerged that together define a framework for future corridor improvements. These opportunities balance mobility, safety, placemaking, and future development potential.

#### Roadway Profile Enhancement

The corridor can be reimagined with curbing, sidewalks or pathways, integrated access management, and other enhancements to provide a safer, more connected, and more enjoyable user experience. Given the corridor's varying character, a two-part strategy is recommended:

- **Segment 1 | West of Lahm Drive:** Take a lighter-touch approach while still achieving a connected corridor, emphasizing continuity and safety without over-formalization.
- **Segment 2 | East of Lahm Drive:** Focus on a more structured “village center” identity, enhancing walkability, gathering space, and streetscape treatments.

#### Lahm Drive / Boston Avenue Intersection

This intersection experiences driver confusion due to awkward geometry and visibility constraints. As the transition point between corridor segments, it offers an opportunity to improve both operational clarity and community character—potentially serving as a design anchor.

#### Community Gateway

The eastern approach to the corridor functions as a key gateway to both Portage Lakes and New Franklin. Streetscape, signage, and intersection enhancements could help establish a more defined and welcoming “front door” for the community.

#### Portage Lakes Pedestrian Bridge

A dedicated pedestrian bridge parallel to the existing structure would provide a safe non-motorized crossing while creating an iconic structure that celebrates the lakes and supports the corridor's recreational identity.

#### SR 619 / S Turkeyfoot Road Intersection

This intersection is essential to both traffic function and placemaking. With anticipated development of the Water Nine site and potential reuse of additional golf course land, this node will need to accommodate increased volumes and serve as a walkable, multi-modal access point.

#### Water Nine Pathway Connection

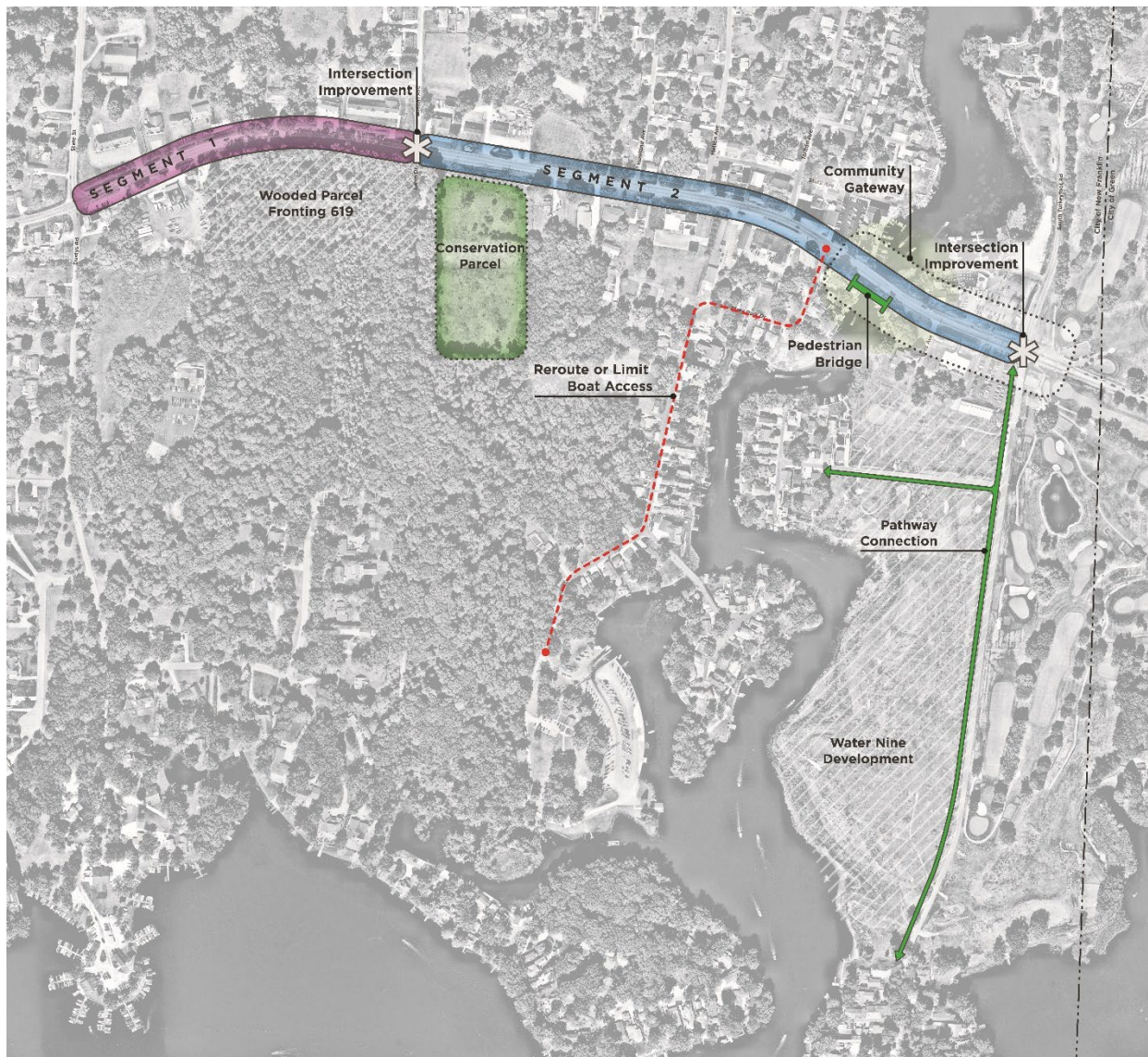
A shared-use path extension along Point Comfort Drive would expand the corridor's reach to currently disconnected residential areas. This should be coordinated closely with the Point Comfort development process to ensure alignment with infrastructure and access goals.

### Boat Access Rerouting from Old State Park Road

To reduce conflict and congestion, alternate access routes for boat trailers should be explored—potentially utilizing land within the conservation parcel or wooded parcels under Turkeyfoot Isle ownership.

### Conservation Parcel

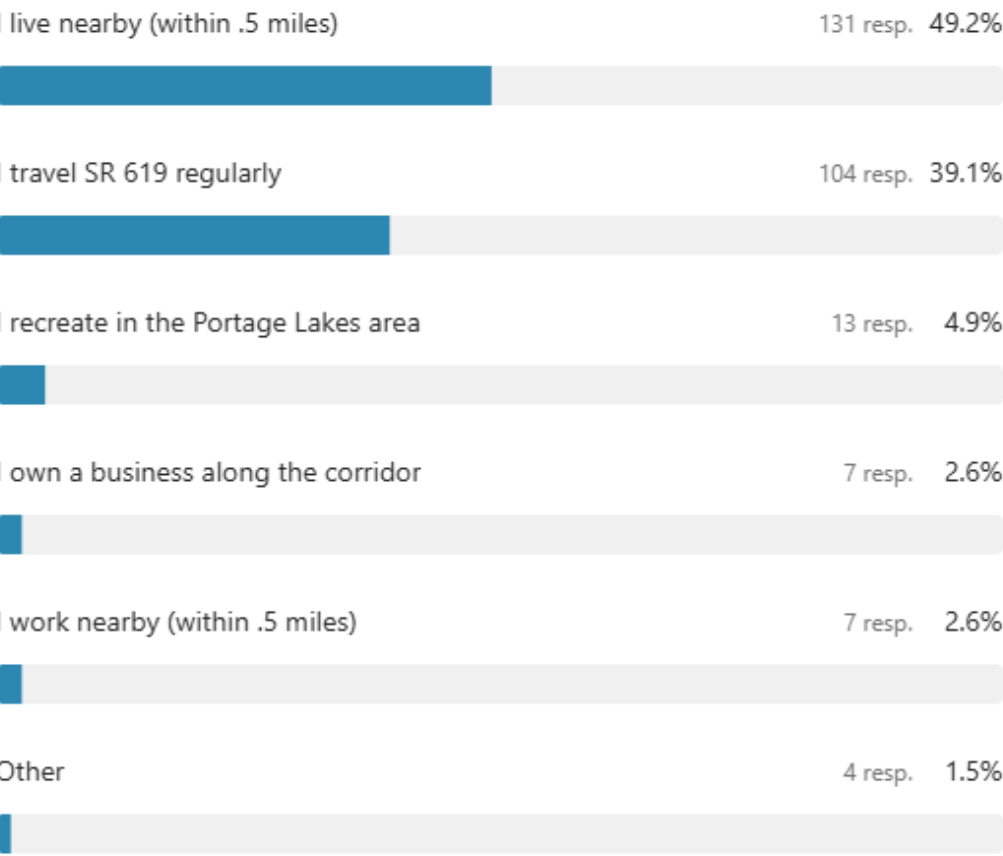
The former school site has recently been preserved through deed restrictions for long-term landscape conservation. This parcel can function as an ecological and visual buffer while potentially supporting passive recreation, stormwater strategies, or educational programming.





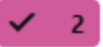
### What is your primary connection to the corridor?

266 out of 275 people answered this question



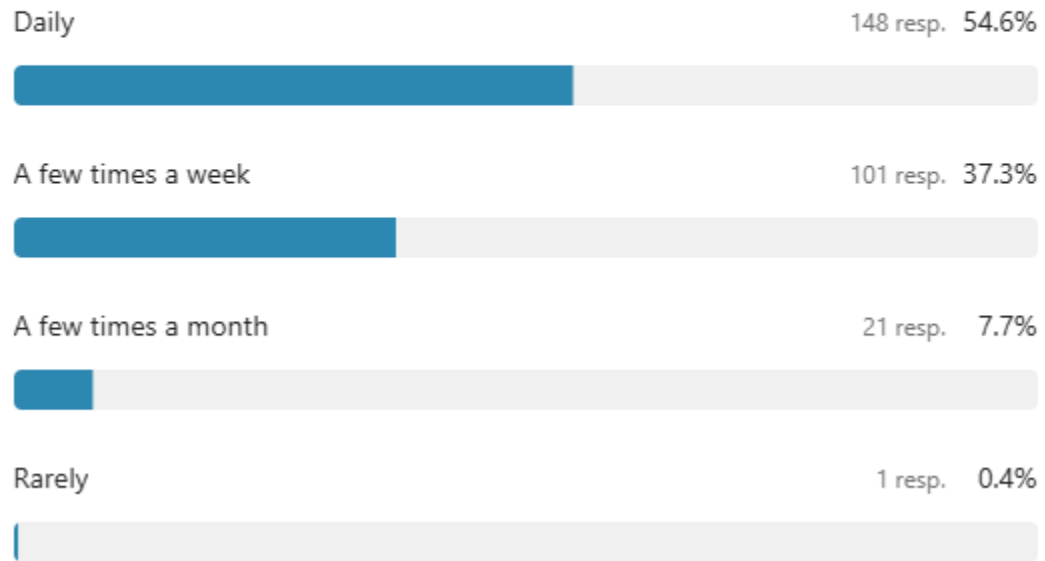
Other:

- I live and pay taxes in New Franklin
- Occasional travel
- Live 2 miles away, travel it often and boat on lakes
- Live within 4 miles



## How often do you travel on State Route 619?

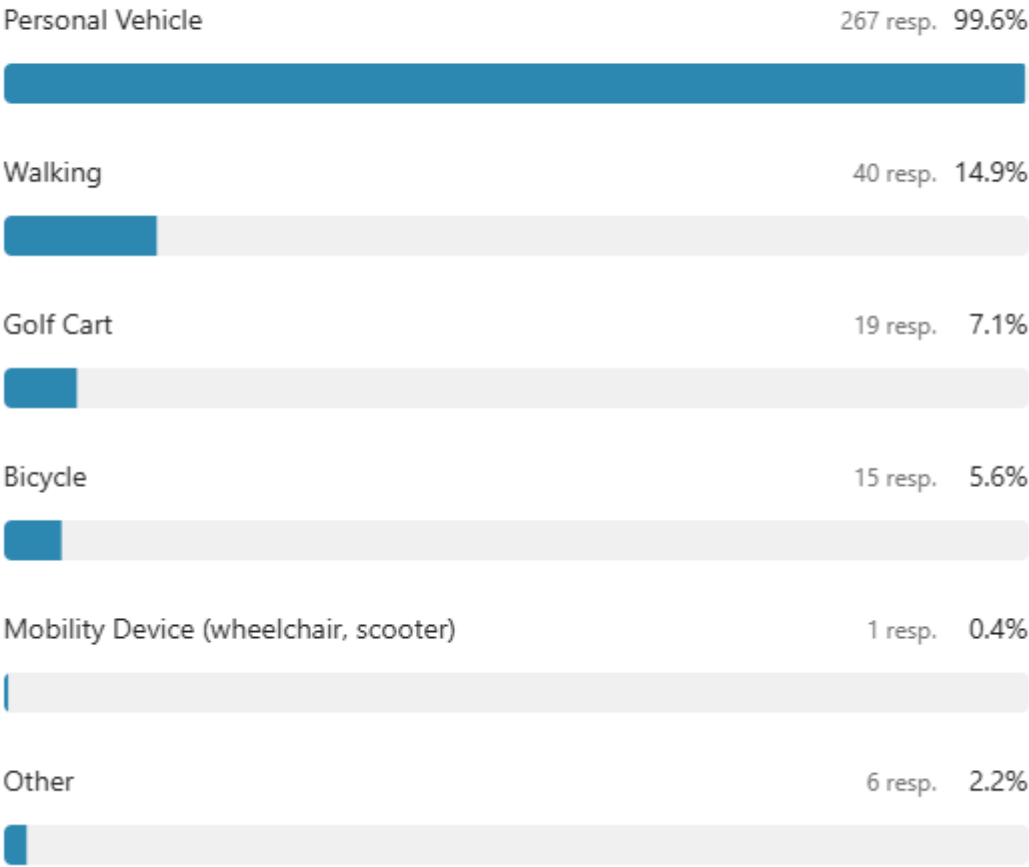
271 out of 275 people answered this question





What modes of transportation do you use on or near SR 619?

268 out of 275 people answered this question (with multiple choice)



Other:

- Motorcycle
- Work van
- Motorcycle
- School bus
- Motorcycle
- Motorcycle

4

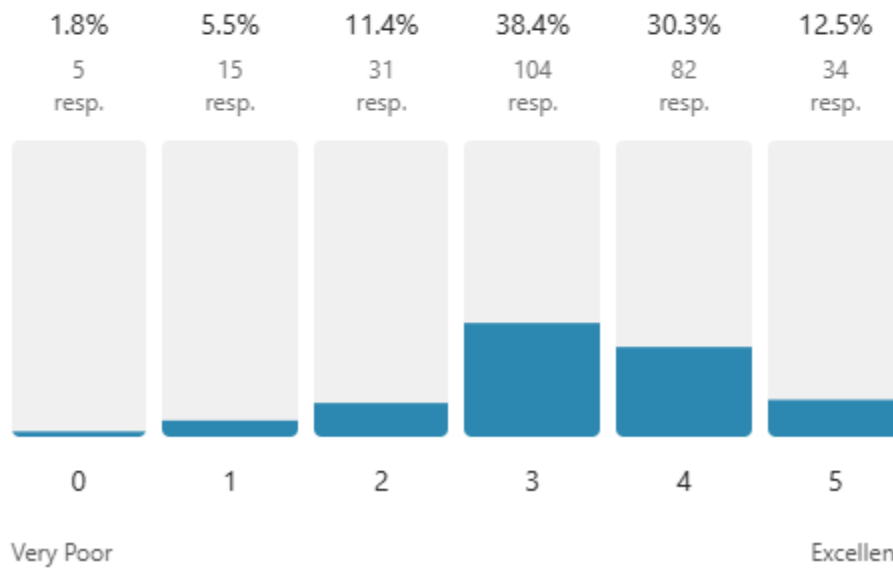
## How would you rate your current experience using SR 619?

4a

### Safety

Avg. 3.3

271 out of 275 people answered this question

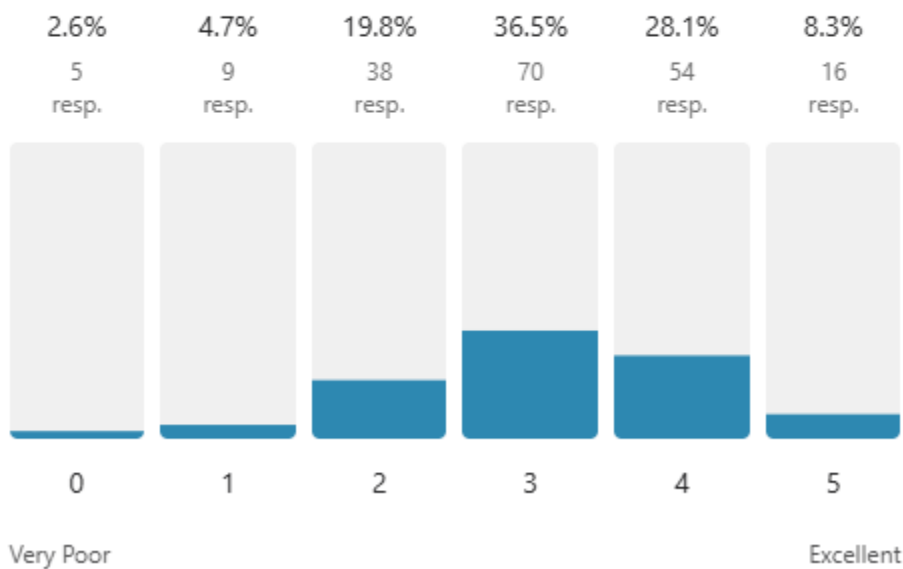


4b

### Traffic Flow

Avg. 3.1

192 out of 275 people answered this question

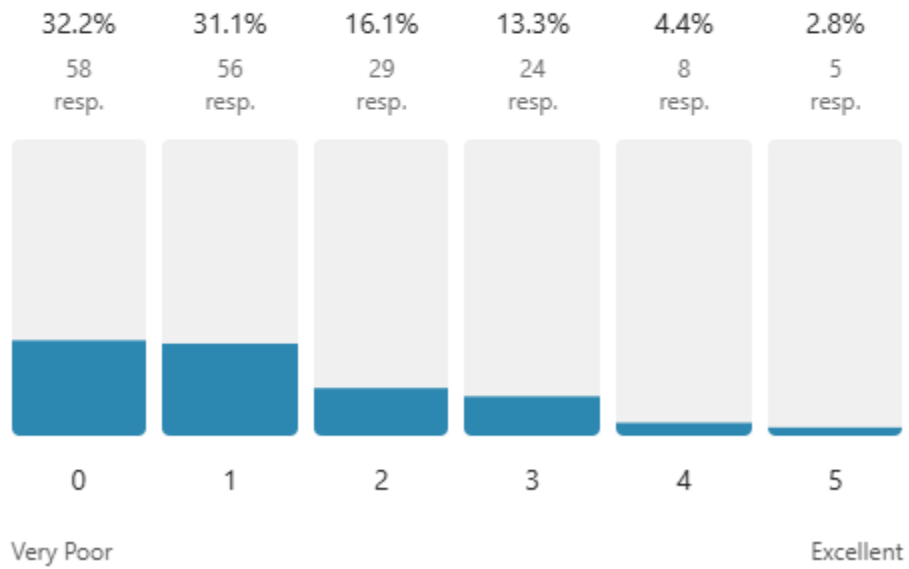




## Pedestrian Access

Avg. 1.4

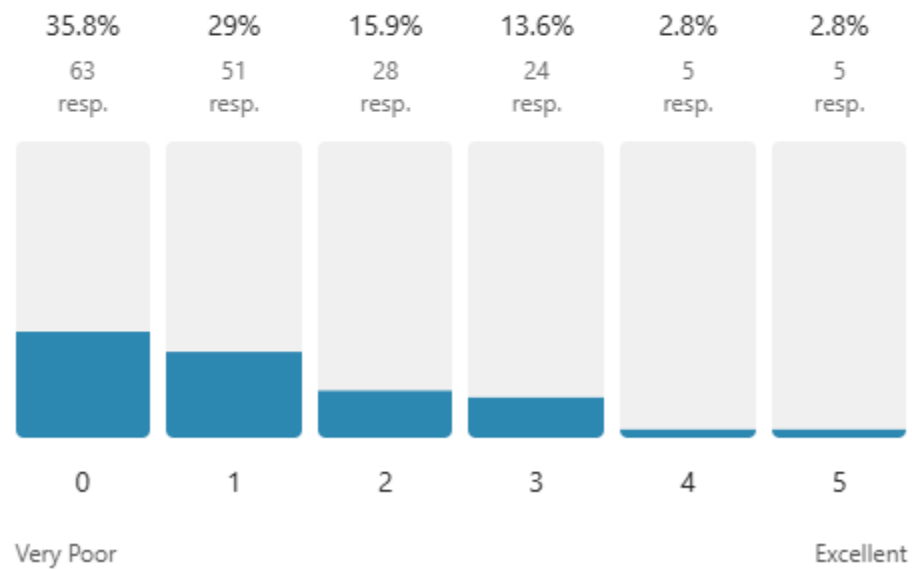
180 out of 275 people answered this question



## Bicyclist Access

Avg. 1.3

176 out of 275 people answered this question

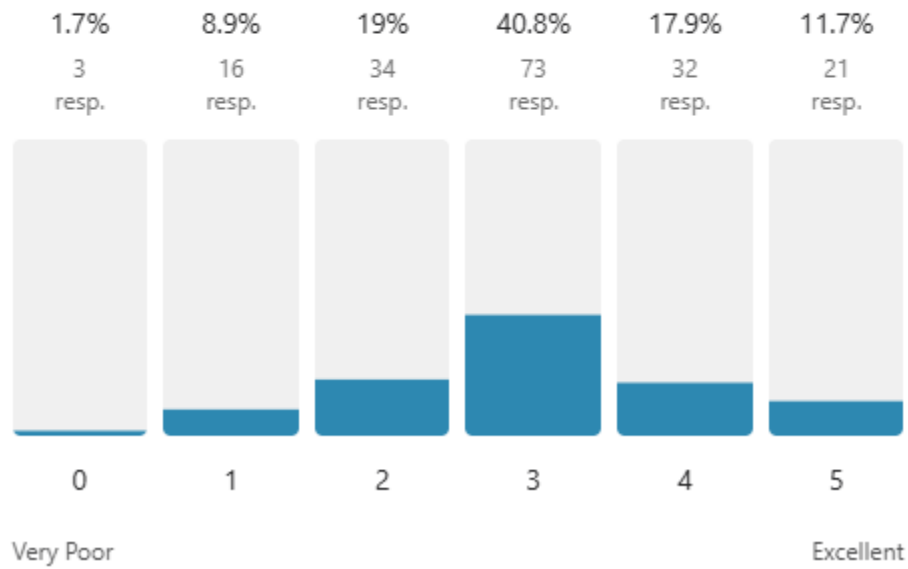




### Business Access

Avg. 3

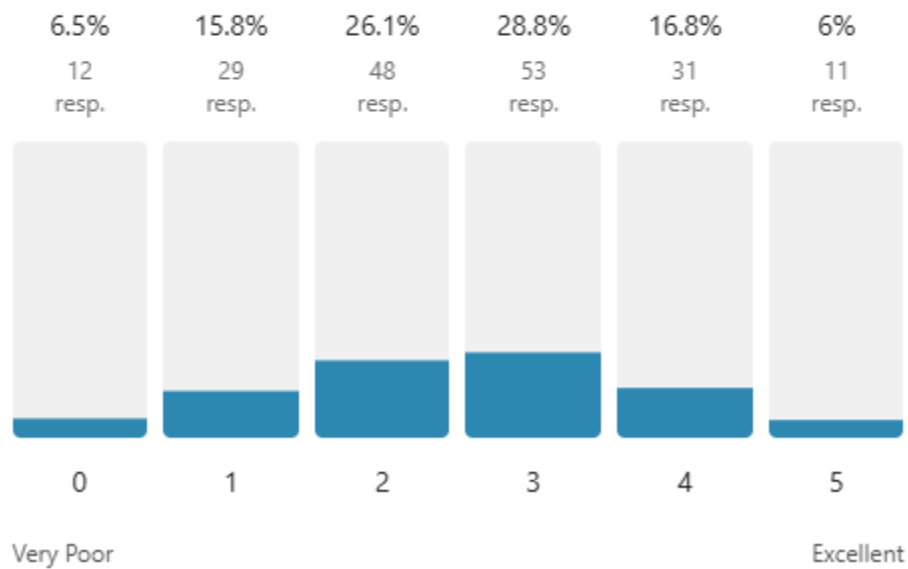
179 out of 275 people answered this question



### Overall Appearance

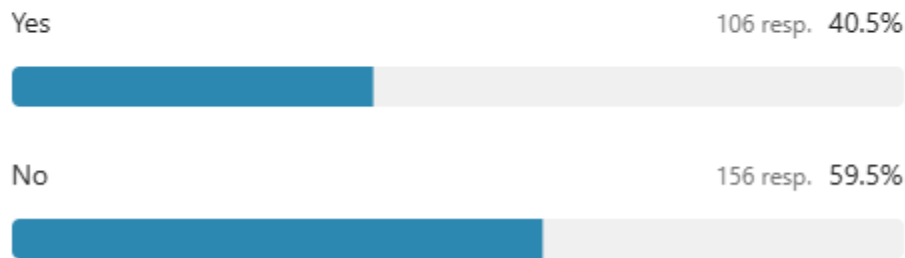
Avg. 2.5

184 out of 275 people answered this question



✓ 5a Are there specific intersections or stretches of SR 619 that you find especially challenging or unsafe?

262 out of 275 people answered this question



If yes, please describe:

- Going into Barberton
- Trying to pull out of Boston Ave to 619.
- Schaffers market intersection is always a congested mess
- The crazy roundabouts
- In front of craftsman park
- S Turkeyfoot and 619 intersections
- Most of 619 is not pedestrian friendly. If you have to walk anywhere you're screwed.
- 619 and state 619 and s.main
- For some reason, many people run the red light heading westbound on 619 at S. Turkeyfoot
- Cottage Grove and 619; also State St and 619
- The intersection at 619/Turketyfoot Lake Rd/Point Comfort is challenging and dangerous. With the Upper Deck being more crowded this year it has been even more so.
- Two - Walking across the bridge on 619 and the intersection of Point Comfort Drive and 619.
- Hard to pull out from side roads and businesses between Boston Ave and S Turkeyfoot
- At S Turkeyfoot Rd people crossing the street at the bar parking lot. The golf carts use the light, they're ok but the bar people are all over the road at times.
- Near Point Comfort and turkeyfoot golf course/upper deck
- Point comfort and turkeyfoot lake course in 619 extremely busy with cars lining both sides of point comfort on weekends due to Upper Deck or golf tournaments. Point comfort is narrow and emergency vehicles would not be able to get down the road

- From Upper Deck bridge to Manchester Rd
- Boston Ave. as well as any streets that intersect with 619.....you can not get out on 619 due to traffic
- Roundabouts
- East bound at state rd intersection where speed limit reduces.
- Pulling out at the old state park road
- When approaching State St from the west, the light at 619 and State can be hard to see at times.
- People walking around the upper deck unsafe for pedestrians
- State park Drive and 619
- All for roundabouts. Will help long delays and accidents
- side roads are hard to exit. Intersection of 619 and s turkeyfoot needs a traffic circle for the traffic and pedestrians.
- From state park drive to s main street
- Point Comfort and State Park Dr.
- 619 and point comfort at golf course. . Almost rear-ended multiple times
- 619 and south turkeyfoot lake rd
- Entering 619 from Boston Ave.
- The bridge over the water between Upper Deck and Blue Iguana, and the area at the golf cart crossing/traffic light
- Turning onto 619 from Point Comfort. Golf carts never look when crossing the street.
- intersection of Point Comfort and 619 during golf season
- the bridge. if walking across, you are close to the vehicular traffic. and there are no sidewalks to get you to the bridge or away from the bridge.
- Too much traffic. No turn lanes.
- Wait at Boston Ave and Lahm Dr to turn onto 619 has been very long.
- Congestion at peak hours at turkeyfoot lake rd . Pedestrian/bike paths are non-existent in an area of narrow lanes and significant retail/restaurants .
- I do get nervous of those cross the street at the golf course or Upper Deck but never had a bad experience or "close call".
- At the intersection of cottage Grove Road and 619 there need to be arrows. It's very very dangerous there.
- by golf course intersection
- The. Area and traffic light on turkey foot and 619
- Boston Avenue needs a traffic light and trees need cut back from power lines. 4 outages from falling trees in 6 years.
- golf course to state rd.
- Everything between state st and the old state park
- Poor traffic control by the golf course and upper deck
- Turkeyfoot / Point Comfort

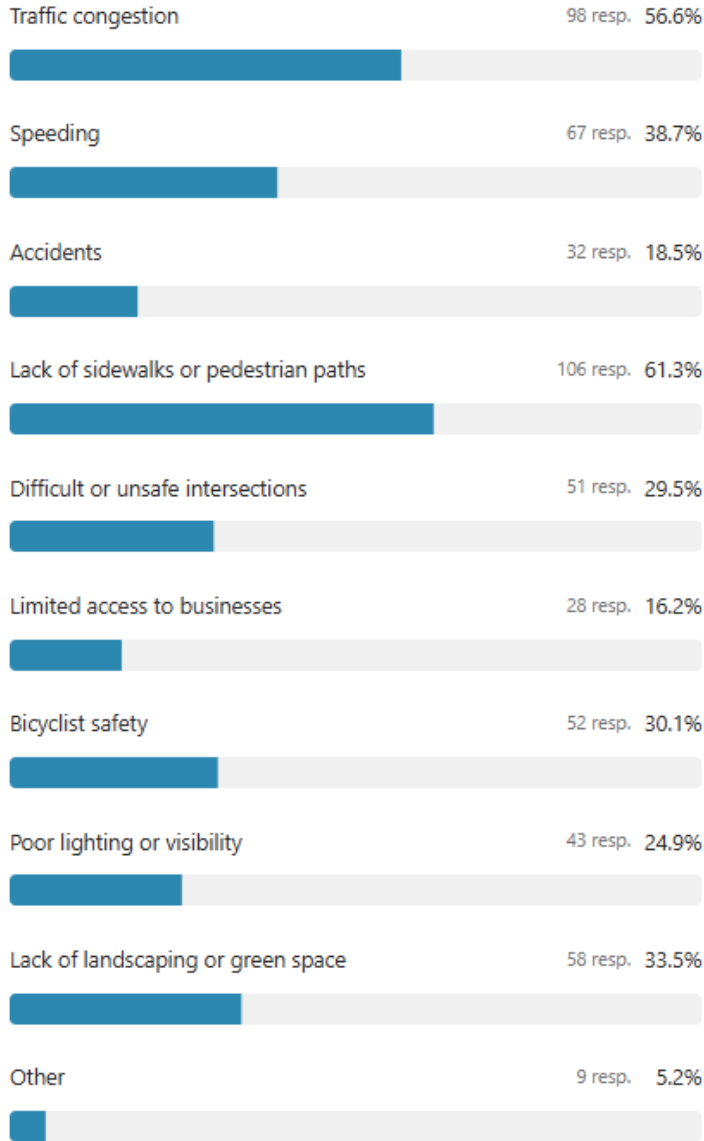
- The area near the Blue Iguana and all of the businesses that are in the plaza across the street.
- Golf course needs better clear crossing
- Main and 619
- By the golf course
- left turns difficult
- Rt93 to S main.
- Backed up traffic due to no center turn lanes.
- Melton, Holland, Point COMFORT, Boston, Dusty's
- Turning in/out of Old State Park with a boat
- If I'm going to speak honestly, I think the only thing that makes this road dangerous is the Upper Deck. I've never had any traffic problems. In fact, I'm a new motorcycle rider and the hill on Main Street scares me, so I avoid it by taking 619 to Manchester. I do think 619 has 0 bike and pedestrian safety.
- Potholes/rough roads between Boston and S Tkyft
- There are no sidewalks or areas for recreation along any stretch of 619. Spend money on sidewalks throughout the entire city. It is 2025, they are more necessary now than ever.
- There are some businesses by state rd that are very hard to pull out of being of lack of visibility.
- 619/Dustys/State Intersection needs turn lanes. 619 near Kruger plaza needs side walks
- Entrance and Exit for Old State Park is terrible getting in and out on 619
- Traveling W to E, the blind curve between Manchester Rd and State St. Hard to see traffic light until you're right up on it.
- Intersection of 619 at Golf Course & Upper Deck
- 619/S Turkeyfoot and State/619, maybe consider a roundabout
- No sidewalks or golf cart paths very dangerous
- from State Park to S. Turkeyfoot
- South Main and Manchester Rd intersections
- The roundabout at Massillon
- By the golf course afraid going to get hit by balls. Golf carts zipping across street. People pulling in and out of parking lot of upper deck. Afraid
- 619/State and the intersection at the golf course which was improved but is still messy with the offset streets.
- It can get very congested depending on the time of the day, and what or who is on the road.
- State Park Drive intersection has limited sight distance
- s turkeyfoot x 619 and s. main x 619
- Point comfort and state park drive very unsafe
- State Park and 619
- SOME OF THE AREA IS NOT WELL MAINTAINED

- From Turkeyfoot Golf Course to Manchester Rd. Traffic is slow and road is in poor condition.
- Strongly believe a roundabout is needed at south turkeyfoot and SR.619
- By the golf course from Main Street on down and up to Manchester Rd
- S. Turkeyfoot intersection needs a traffic circle

✓ 5c

**What concerns do you have when traveling along SR 619? (select all that apply)**

173 out of 275 people answered this question (with multiple choice)



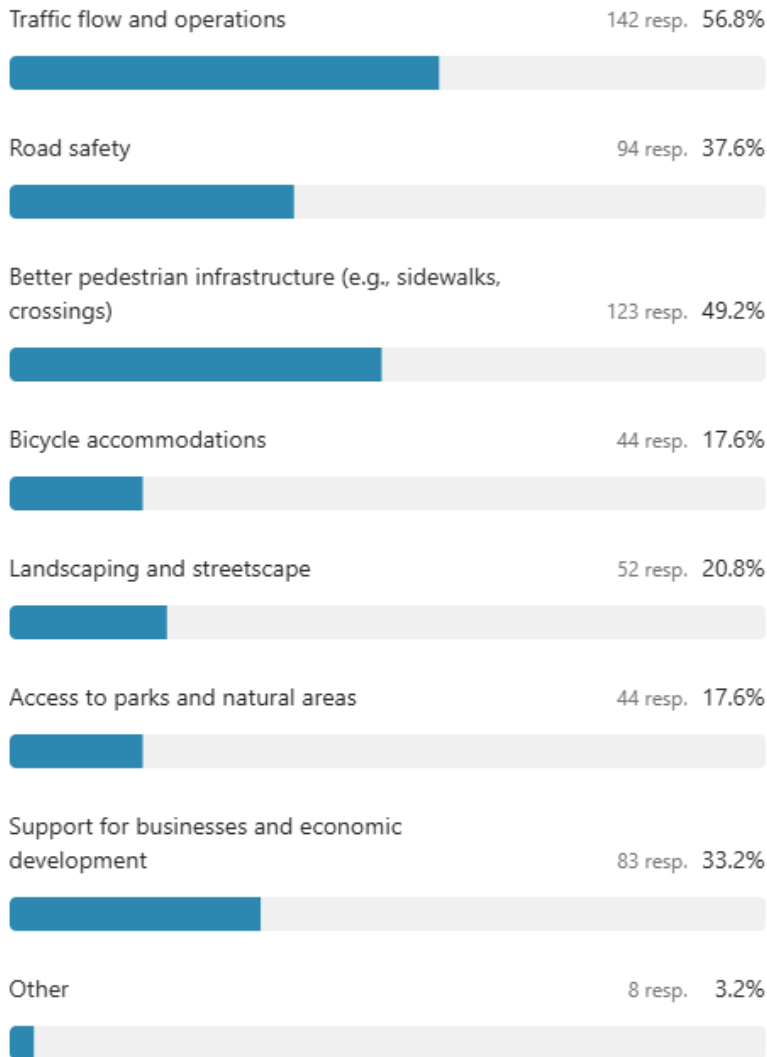
Other:

- Road needs paved
- none
- we need decent street signs....it is embarrassing !!!!!!!
- Trash everywhere.
- Condition of (roads & sidewalks)
- rough roads
- None
- Road surface is awful!
- To much open access to business need designated in and out not parking to street pavement full width of business

✓ 6a

**What are your top priorities for overall improvements to SR 619 that would benefit the community as a whole? (Select your top 3 priorities)**

250 out of 275 people answered this question (with multiple choice)



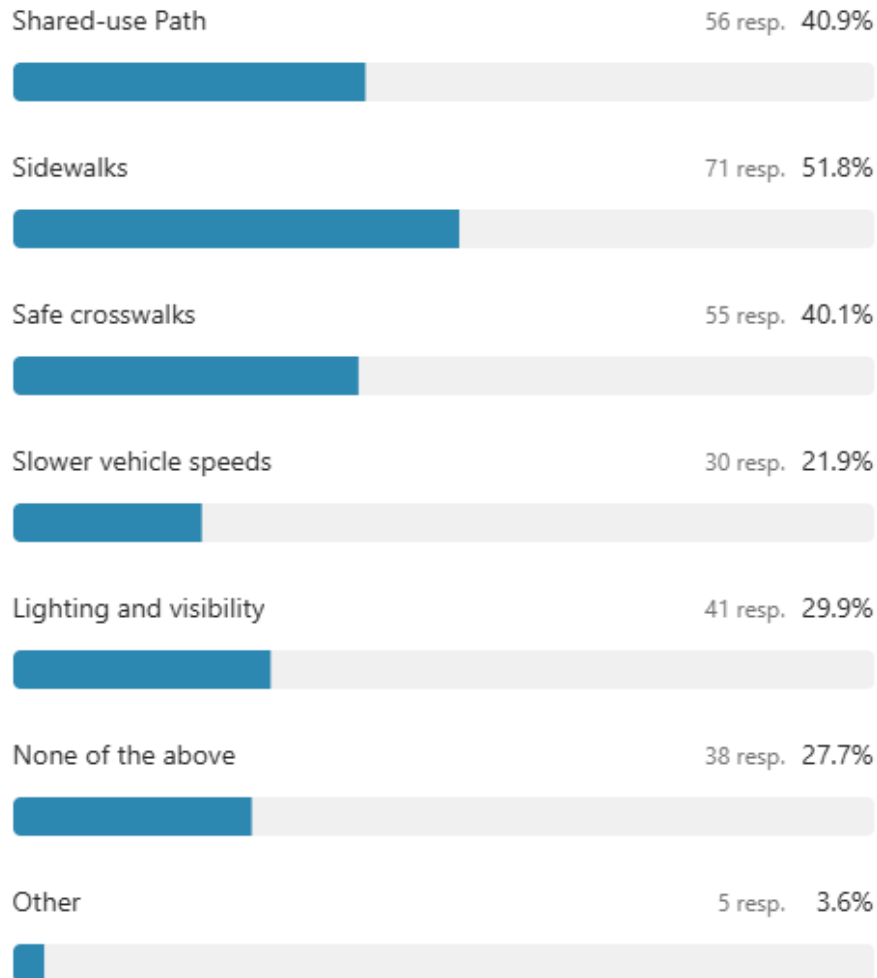
Other:

- everything appears fine- no problems. Community benefits most by not spending \$ with no return
- Not building 100 houses in what was a beautiful 9 holes.
- Traffic arrows at intersection of 619 & Cottage Grove Rd
- Nothing
- It works well the way it is now. Maybe some replacement if anything at all.
- Golf cart lane
- Slow people down
- Leave it alone

✓ 6b

**Which of the following improvements would most encourage you to walk or bike more along SR 619? (Select all that apply)**

137 out of 275 people answered this question (with multiple choice)



Other:

- Traffic lights timing flowing
- fewer or narrower driveways to businesses
- This is purely a plan to help boost the price of the planned homes. No one is going to purposely load a bike to go ride 619.
- What a fucking dumb idea. That is not a road that needs a bike path.
- Turn lane

## What would make SR 619 feel like a more welcoming and attractive place?

69 out of 275 people answered this question

- Less traffic to start
- Certainly not roundabouts
- Wider shoulder or bike lane or sidewalks for ease of access and safety
- repairs to road, repave
- Sidewalks, bike lanes, or a shared multi use path
- Consider a roundabout at 619 and Point Comfort if the development is added.
- Business exteriors upgraded, welcoming sidewalks and landscaping
- Better traffic flow
- More green space, nature sense near the portage lakes not a ton of commercial or housing units to detract from the beauty which is in New Franklin
- knowing no tax money was wasted on unneeded improvements
- Dedicated bike lanes or shared use paths separated from the road. Perhaps a roundabout at the major intersections to slow traffic without causing backups.
- decent street signs, sidewalks, landscaping
- Litter control
- Better sidewalks and pedestrian crossings
- Not adding a couple hundred houses to the area.
- Economic development for the businesses. Many are older, and in need of a facelift.
- Create a community park or pool or splash pad & playground in the area where school used to be, create walking and bike paths, get better businesses in the area especially shopping. Put up some cute lights on the street from the new park to the golf course and slow traffic there.
- More green space, landscape/flower gardens
- Businesses
- shops and stores
- Take care of current bridges and weeds around it
- Many of The homes on the south side of 619 between Dusty's Rd and Manchester are absolutely horrendous in appearance with all the junk in the yards. I do not

understand why the city cannot correct this situation. It keeps people from wanting to move to new Franklin esp since 619 is a major road through our area

- Better parking for the larger businesses, more of a feel of a destination and cohesive businesses that are related to lake activity
- More restaurants/ shops similar to Cuyahoga Falls
- Clean up the business buildings. Most are old and vacant
- Leave it alone
- signage and more purposeful green space / landscaping
- walkways, improvements geared toward pedestrians, not vehicles
- More boat storage
- Better enforcement of traffic speed and loud vehicles west of State Road
- Better landscaping
- Federal LAW being enforce for HANDICAP at 90% of the business's!!
- Tear down those trashy houses near sr93
- Cleaning up the trashy homes on 619
- Not developing it anymore. Tear down some businesses and make it more green space.
- Get rid of the upper deck. To many violent drunks on the roads because of over serving!
- More space between the roads and the businesses (via shared use paths or sidewalks).
- Accommodations for pedestrians and parking areas, too congested to support businesses with current traffic flow and no safe ways to cross roads except at golf course
- I already think it is welcoming and attractive.
- Obeying speed limits, eliminate tailgating
- More posh less drunk
- TOW the cars that PARK all over the place from South Turkeyfoot to dusty's!!!! NOT JUST A \$15.00 TICKET!!!!!!
- I would never have thought it was unattractive but I do think that New Franklin, as a whole, should capitalize more on our parks and lakes. The "old state park" is very easily missed (and I was just talking to my husband about old state park road and how unsafe I find it. I would honestly love is this stretch had something to do other than a shitty bar, a shitty restaurant/bar, and a strip mall I've literally never been too despite living in New Franklin my

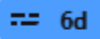
entire life. I would to see this strip be a destination for people to enjoy the parks and shop.

- eliminate it
- It's a road, who are we trying to impress?
- More businesses, side walks, street lighting
- More walking paths
- A more parklike environment and less cheap, rundown retail locations
- Sidewalks! Let the nature do the work. Plx is a beautiful place already and 619 is amazing but you can't walk and see it!
- Resurface the Road from Main to Manchester Rd. Landscaping along the way would make it a little more appealing. Sadly the area between Golf Course to Manchester Rd looks kinda run-down
- Signage letting you know what is available.
- Two lane roads or single lane roads with center turn lane
- I believe there is too many cars that use SR 619 daily to have a safe walking/bike path. I would not use it but opt for a path/trail that did not have as much traffic. It would be nice to have more pedestrian crossing at the Upper Deck/Blue Iguana/State Park Drive area

because that becomes busy and potentially unsafe in the summer.

- I don't need my road to welcoming and attractive. They just need to be paved
- Bike and walking path
- One side should have a side walk for bikes and walkers. Also some street lights for safety
- Making a bike path would be a horrible idea. Im against the allotment coming in it will provide more traffic accidents and congestion.
- Nice roads, landscaping, sidewalks
- Anything at this point. It has never really been developed.
- Streetscaping and lighting improvements
- It's pretty good as it is, just keep the roads in good condition
- Yes
- Safer
- better pedestrian options; nicer landscaping; street lighting
- multi-modal transportation and an overall facelift to the buildings and infrastructure
- **BUSINESSES AND SIDEWALKS**

- Updated buildings and businesses.  
Landscaping with focus on  
"lake/beach life"
- More businesses and shops
- Sidewalks restaurants/cafes



6d

### What one word would you hope describes SR 619 in the future?

67 out of 275 people answered this question

- Safe
- Smooth transition
- Accessible
- Accessible
- flowing
- Multi-purpose
- Vibrant
- Beautiful
- Flowing
- Safety
- Unchanged
- Safe
- less traffic, wish the water 9 was not happening!!!!!!
- Flow
- The PLX boardwalk
- Green space
- Modern
- Serene
- Growth
- infrastructure
- uncongested
- Magnificent
- Attractive
- Inviting
- Quaint stores and restaurants
- Unsafe
- Beautiful
- destination
- Did a 12yo come up with this survey?
- Safe
- SAFE!!!
- Modern
- Restaurant row
- Attractive

- Does it matter? Mayor Adamson does what he wants. Good riddance. Can't wait for a new mayor to come in and start making things better. One that cares about the people and not about their own agenda with their own wallet getting stuffed by council approved (but not constituent approved) agendas that he pushes.
- Clean
- maneuverability
- Economic Business development
- Uncluttered
- Safety
- Historic posh.
- SAFE
- Destination
- Safe
- your dreaming
- Simple
- Entertainment
- Enticing
- Useful
- Safe
- Full of lively business and easier travel and safer travel
- safer to pull in or out of a business
- Easy
- Accommodating
- Used
- Same
- Calm
- Welcoming
- Safer
- recreation
- Safer
- quaint
- Pedestrian Friendly
- BUSY
- Change
- Destination
- growth



## Do you have any additional comments, ideas, or feedback?

85 out of 275 people answered this question

- Fix the paving issue. As residents we shouldn't have to worry about pot holes and the road tearing up our cars.
- no
- Increase the charm and make it welcoming to walk around and explore!
- Very concerned about discussion taking place for many houses to be added on Point Comfort Drive. Point Comfort is very narrow street and additional houses will make travel out of Point Comfort a nightmare if the approval gets granted for the amount of houses that were being requested to be put in.
- "Additional houses being added to the water
- Nine on point
- Comfort drive will add to the chaos of 619 and add to the safety concern that already exists with the narrow road parked both ways on the weekends and no room for emergency personnel to get through. In addition longer commute times for workers when there will be tons more cars waiting at the light to get from point comfort to turkeyfoot rd"
- Each proposed "improvement" should contain a full explanation and all the \$ math; initial costs, maintenance costs, how will this create a return on investment, how much return over how long, how long will improvement last, cost of improvement demolition or replacement at that time, & percentage of return of investment at that time, etc.
- The more accessible and safe you can make this area, the more the businesses and community members will thrive. I'm seeing more and more bike traffic around and would love to see safe accessibility throughout the area.
- It is unfortunate that our mayor has allowed the development at the water 9, it could have been a park or left as a golf course.
- No
- Leave it alone
- Drivers in general, annoy me, but the ones distracted with their cell phone, infuriate me.

- Future development along 619 will make an unsafe situation much worse. Too much traffic already.
- Let's get started this should have been done years ago.
- I feel this will be a large asset for the city of New Franklin, for our growing community.
- New housing planned for Turkeyfoot golf course could create more traffic than 619 can handle
- You need another traffic study as there are too many vehicles
- SAFETY at 619 & Point Comfort Dr.
- Please move crosswalk on point comfort farther back from intersection! Turning in and abruptly stopping is going to get someone killed
- "The idea of sidewalks on 619 seems ridiculous to me. Walk to where? The intersection at the Upoer Deck/619 and point comfort needs work. Very congested even before the housing development. How will the light there be managed?"
- Golf carts as a mode in transportation on 619 and New Franklin streets is just dangerous. It is a bunch of drunk people going from bar to bar. Why would we encourage that as a community??? There should be an enforced ordinance against golf carts on residential roads."
- This area has an opportunity to showcase the lake and bring in related businesses. It is currently unsafe for pedestrians and does not provide adequate parking. You cannot safely walk to the boat launch, for example.
- There no restaurants and few stores. Shopping plazas and buildings are old and run down.
- No roundabouts.
- There are other issues besides 619 that need to be considered
- The intersection at the golf course is way too busy.
- Yes, of on a motorcycle your sensors don't work.
- I don't have any issues driving in the reference area and never have.

- Stop over building. The area is already at capacity.
- Why are we concerned with building up 619? The only problems we will have is when all the housing is built by the golf course and then there will be a cluster F
- My main concern is at intersection of 619 & Cottage Grove Rd. Blind spot is terrible trying to make a left off Cottage Grove Rd to get on 619, it's an accident waiting to happen.
- Less development in the golf course area and no more commercial development along the corridor
- congested during summer.
- increase speed limit to 40 or 45
- Run a D 9 DOZER down it!!! Did the non steering group come up with this??? Put ZONING in ward one to walk it!!!! Enforce the LAW!!!
- This survey is not productive to any changes being made to the water 9.
- Mayor Adamson needs to stop this bullshit and lining his pocket with Tim's money. Fox 8 will be investigating his behavior.
- Roundabout at intersection by the golf course
- Trim back the over growing shrubbery that blocks street view on SE corner of state park drive and 619. You cannot see the traffic from east on 619 if you stop at the actual white stop marker pulling out of state park drive. In addition widen state park drive too many close calls it is not state width for two lane rd and lots of close calls with cars passing especially with boats on trailers heading to and from park. Imminent domain the west bound side of street most of it is run down rentals and the road could be expanded along with room for future utilities.
- I think we should be more interested in getting sewer and water than improving 619
- The quantity of new housing that is being proposed is unsafe for the area and will cause ridiculous congestion. There is not enough room on 619 or at the intersections to fix the issues appropriately or safely. I am not against progress but am against the greediness and overpopulation without respect for the current residents.
- Route 619 is a through way as well as a business area. Any improvements must not make it more inconvenient to travel as a through way.

- Help build businesses
- Listen to what the voters want this time please.
- I would like to be able to put my box on my side of the road it's a very dangerous road to cross
- no
- Water 9 TIF is a loss of tax payer money. If the project was viable the developer wouldn't need government assistance.
- Please make this area more accessible to biking and walking!
- Don't tax residence for it.
- What is 80 to 100 house going to do to Pt. Comfort, and the light timing??? Does Summit County Engineer, and Coventry schools know 80 to 100 houses are coming to this little road and one light for control??? Why not put this up to vote, or ask the people of WARD 1, and our yes man, who never has walked around the ward. No one, but a few KNOW HIM!!! The water lines are a JOKE!!! Put in a pickle ball court!!!!
- Nope! I love our city and I've been excited about the improvements over the last few years. I'm incredibly happy I was able to buy a home here
- the worst part of 619 is in Green, and this survey is dumb
- Why is this area being considered and not others?
- Why do you bother with surveys when you don't listen to your constituents? It's always about money, none of which benefits the citizens.
- I would love to see the city keep improving, staying "the same" isn't always the best.
- Please remember that Trees and plants are needed for humans and animals. Try to keep nature while improving our streets and safety. Thank you for asking the community for feedback
- It would be so nice to walk and use 619!
- Leave it alone
- The area has a nice lakeside atmosphere as is. Don't ruin it! Maybe try to encourage more waterfront restaurants.
- Roundabouts at the two intersections and maybe making the roadway double lanes(4 travel lanes) or 2 travel lanes with one center turn lane (like Manchester roads business district)
- You guys are awesome for even asking 🙌👏

- The laws for traffic on all roads needs to be enforced. I take my daughter to her from the high school almost every day and the school zone in front of the new nollie is more like trying to drive around a racetrack. Facing south leaving the high school you look to the right which is West a car can be at Renninger and you turn left out of the school look in the rear view mirror and they're already on your ass. Bringing that up because that's the most dangerous spot to speed, but we have speeders on almost every Main Road in New Franklin. Every day I drive about 5 miles an hour over the speed limit and I have some jackass right up on my bumper.
- Slow drivers down. People coming from Barberton to Manchester Road people are going at least 60 mph
- Some buildings need cleaned up area looks run down
- Thanks for requesting feedback !
- Stop trying to recreate the wheel.
- No
- Don't waste my tax dollars
- Don't give Tim Adkins nothing to better his project !!!!!
- Please bring sewer and water to Pier 619 and Dietz.
- The water 9 housing development will continue to ruin portage lakes as a whole. The area is already overcrowded. We are landlocked away from major highways. The lakes are overcrowded And losing their appeal. Stop trying to grow the city bigger. Make us a township again if not for preventing takeover from a neighboring city. Just stop. New Franklin cannot grow like green. We don't have the highways or the vast growth potential.
- Widen 619 by the golf course to allow more traffic flow in both directions.
- Not looking forward to increased traffic from more homes being built
- Force the homes west of Dusty's to get rid of the junk cars and clean up their properties.
- N
- the priority of accommodating the new houses on point comfort with water and sewer vs long standing neighborhoods is wrong. The intersection at 619 and point comfort is going to be even more dangerous with 80+ more cars. Worried particularly for golfers and carts crossing. (we aren't golfers either).
- The only issue I have is the roads need repaired! The traffic is nothing to worry about unless you are going South on Main and there is people in the ending lane playing nascar. Make the right lane turning only!
- I'm comfortable with the area, I think there are other areas of New Franklin that need attention.

- Parking overflow from the Upper Deck onto Point Comfort and Florian is a real problem. Please have police monitor this dangerous intersection during peak weekend hours.
- This the most underutilized highest potential stretch of road in Summit Co.
- NO LOOKING FORWARD TO STUDY ANSWERS
- Many folks such as Myself own a boat that is 24 feet long when it's on the trailer it's 30 feet long. Add a full-size truck to that length. Keep the entire length in mind because folks will need to negotiate those roundabouts. This is Steve Yurick.
- Hope this is in the near future. Also maybe an alternate route for boat traffic.
- It is so unsafe for people walking, using wheelchairs and bicycles.
- No roundabouts with the golf carts please
- Please bring the sewer and water to that area

# ARCHITECTS. ENGINEERS. PLANNERS.

Client: City of New Franklin

Project: SR619 Corridor

Segment 1 Walk and Path

Walk and Path along SR619 from State Street to Boston Ave Roundabout



Date: 7/8/2025

ITEM	ITEM DESCRIPTION	TOTAL QUANTITY	UNIT	UNIT PRICE	TOTAL PRICE
<b>ROADWAY</b>					<b>\$180,625</b>
201	CLEARING AND GRUBBING	1	LS	\$ 6,000.00	\$ 6,000.00
202	PAVEMENT REMOVED	995	SQ YD	\$ 12.00	\$ 11,940.00
203	EXCAVATION	1100	CU YD	\$ 20.00	\$ 22,000.00
203	EMBANKMENT	60	CU YD	\$ 18.00	\$ 1,080.00
204	PROOF ROLLING	1	HOUR	\$ 220.00	\$ 220.00
607	FENCING	735	FT	\$ 80.00	\$ 58,800.00
608	4" CONCRETE WALK	5020	SQ FT	\$ 8.00	\$ 40,160.00
608	8" CONCRETE WALK	975	SQ FT	\$ 15.00	\$ 14,625.00
608	CURB RAMP	230	SQ FT	\$ 20.00	\$ 4,600.00
608	DETECTABLE WARNING	65	SQ FT	\$ 35.00	\$ 2,275.00
653	TOPSOIL FURNISHED AND PLACED	205	CU YD	\$ 70.00	\$ 14,350.00
659	SEEDING AND MULCHING	1830	SQ YD	\$ 2.50	\$ 4,575.00
<b>DRAINAGE</b>					<b>\$60,000</b>
611	DRAINAGE ALLOWANCE	1	LS	\$ 60,000.00	\$ 60,000.00
<b>PATH PAVEMENT</b>					<b>\$55,240</b>
204	SUBGRADE COMPACTION	1400	SQ YD	\$ 3.00	\$ 4,200.00
304	AGGREGATE BASE	310	CU YD	\$ 60.00	\$ 18,600.00
407	NON-TRACKING TACK COAT	85	GAL	\$ 4.00	\$ 340.00
441	1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22	60	CU YD	\$ 300.00	\$ 18,000.00
441	1-1/2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449)	60	CU YD	\$ 235.00	\$ 14,100.00
<b>DRIVES</b>					<b>\$37,000</b>
452	8" NON-REINFORCED CONCRETE PAVEMENT	370	SQ YD	\$ 100.00	\$ 37,000.00

# ARCHITECTS. ENGINEERS. PLANNERS.

Client: City of New Franklin

Project: SR619 Corridor

Segment 1 Walk and Path

Walk and Path along SR619 from State Street to Boston Ave Roundabout



Date: 7/8/2025

ITEM	ITEM DESCRIPTION	TOTAL QUANTITY	UNIT	UNIT PRICE	TOTAL PRICE
<b>TRAFFIC CONTROL</b>					<b>\$10,385</b>
630	SIGN	1	LS	\$ 7,000.00	\$ 7,000.00
644	CROSSWALK LINE, 24"	305	FOOT	\$ 7.00	\$ 2,135.00
644	CENTER LINE	0.25	MILE	\$ 5,000.00	\$ 1,250.00
<b>LIGHTING</b>					<b>\$100,000</b>
632	LIGHTING	1	LS	\$ 100,000.00	\$ 100,000.00
<b>MISCELLANEOUS</b>					<b>\$100,000</b>
614	MAINTAINING TRAFFIC	1	LS	\$ 45,000.00	\$ 45,000.00
623	CONSTRUCTION LAYOUT STAKES AND SURVEYING	1	LS	\$ 25,000.00	\$ 25,000.00
624	MOBILIZATION	1	LS	\$ 30,000.00	\$ 30,000.00

CONSTRUCTION SUBTOTAL = \$ 543,250.00

20% CONTINGENCIES = \$ 108,700.00

20% INFLATION TO 2029 = \$ 130,400.00

**CONSTRUCTION TOTAL = \$ 782,350.00**

CONSTRUCTION ENGINEERING \$ 62,588.00

SURVEY & DESIGN COSTS \$ 93,900.00

RIGHT OF WAY COSTS \$ 250,000.00

**PROJECT TOTAL = \$ 1,188,838.00**

# ARCHITECTS. ENGINEERS. PLANNERS.

Client: City of New Franklin

Project: SR619 Corridor

Compact Roundabout at SR619, Lahm Drive & Boston Avenue



Date: 7/8/2025

ITEM	ITEM DESCRIPTION	TOTAL QUANTITY	UNIT	UNIT PRICE	TOTAL PRICE
<b>ROADWAY</b>					<b>\$92,360</b>
201	CLEARING AND GRUBBING	1	LS	\$ 5,000.00	\$ 5,000.00
202	PAVEMENT REMOVED	2250	SQ YD	\$ 12.00	\$ 27,000.00
203	EXCAVATION	390	CU YD	\$ 20.00	\$ 7,800.00
203	EMBANKMENT	35	CU YD	\$ 18.00	\$ 630.00
204	SUBGRADE COMPACTION	2000	SQ YD	\$ 3.00	\$ 6,000.00
204	PROOF ROLLING	2	HOUR	\$ 220.00	\$ 440.00
607	FENCING	115	FT	\$ 80.00	\$ 9,200.00
608	4" CONCRETE WALK	1005	SQ FT	\$ 8.00	\$ 8,040.00
608	8" CONCRETE WALK	360	SQ FT	\$ 15.00	\$ 5,400.00
608	CURB RAMP	840	SQ FT	\$ 20.00	\$ 16,800.00
653	TOPSOIL FURNISHED AND PLACED	65	CU YD	\$ 70.00	\$ 4,550.00
659	SEEDING AND MULCHING	600	SQ YD	\$ 2.50	\$ 1,500.00
<b>DRAINAGE</b>					<b>\$85,000</b>
611	DRAINAGE	1	LS	\$ 85,000.00	\$ 85,000.00
<b>PATH PAVEMENT</b>					<b>\$13,610</b>
204	SUBGRADE COMPACTION	335	SQ YD	\$ 3.00	\$ 1,005.00
304	AGGREGATE BASE	75	CU YD	\$ 60.00	\$ 4,500.00
407	NON-TRACKING TACK COAT	20	GAL	\$ 4.00	\$ 80.00
441	1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22	15	CU YD	\$ 300.00	\$ 4,500.00
441	1-1/2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449)	15	CU YD	\$ 235.00	\$ 3,525.00
<b>ROUNDAABOUT PAVEMENT</b>					<b>\$173,925</b>
252	FULL DEPTH PAVEMENT SAWING	100	FOOT	\$ 3.00	\$ 300.00
301	ASPHALT CONCRETE BASE, PG64-22, (449)	280	CU YD	\$ 165.00	\$ 46,200.00
304	AGGREGATE BASE	280	CU YD	\$ 60.00	\$ 16,800.00
407	NON-TRACKING TACK COAT	100	GAL	\$ 4.00	\$ 400.00
441	1-1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG70-22M	60	CU YD	\$ 300.00	\$ 18,000.00
441	1-3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449)	85	CU YD	\$ 235.00	\$ 19,975.00
452	8" NON-REINFORCED CONCRETE PAVEMENT	155	SQ YD	\$ 100.00	\$ 15,500.00
452	11" NON-REINFORCED CONCRETE PAVEMENT	135	SQ YD	\$ 110.00	\$ 14,850.00
609	CONCRETE MEDIAN	40	SQ YD	\$ 30.00	\$ 1,200.00
609	CURB, TYPE 6	235	FOOT	\$ 25.00	\$ 5,875.00
609	CURB AND GUTTER, TYPE 2	995	FOOT	\$ 35.00	\$ 34,825.00

# ARCHITECTS. ENGINEERS. PLANNERS.

Client: City of New Franklin

Project: SR619 Corridor

Compact Roundabout at SR619, Lahm Drive & Boston Avenue



Date: 7/8/2025

ITEM	ITEM DESCRIPTION	TOTAL QUANTITY	UNIT	UNIT PRICE	TOTAL PRICE
<b>SIGNAL &amp; TRAFFIC CONTROL</b>					<b>\$17,801</b>
630	SIGNS	1	LS	\$ 15,000.00	\$ 15,000.00
644	EDGE LINE	0.04	MILE	\$ 3,400.00	\$ 136.00
644	CENTER LINE	0.15	MILE	\$ 5,000.00	\$ 750.00
644	DOTTED LINE	135	FOOT	\$ 2.00	\$ 270.00
644	CROSSWALK LINE, 24"	235	FOOT	\$ 7.00	\$ 1,645.00
<b>LIGHTING</b>					<b>\$180,000</b>
632	LIGHTING	1	LS	\$ 180,000.00	\$ 180,000.00
<b>LANDSCAPING</b>					<b>\$105,000</b>
SPECIAL	LANDSCAPING	1	LS	\$ 105,000.00	\$ 105,000.00
<b>MISCELLANEOUS</b>					<b>\$185,000</b>
614	MAINTAINING TRAFFIC	1	LS	\$ 80,000.00	\$ 80,000.00
623	CONSTRUCTION LAYOUT STAKES AND SURVEYING	1	LS	\$ 45,000.00	\$ 45,000.00
624	MOBILIZATION	1	LS	\$ 60,000.00	\$ 60,000.00

CONSTRUCTION SUBTOTAL = \$ 852,696.00

20% CONTINGENCIES = \$ 170,500.00

20% INFLATION TO 2029 = \$ 204,600.00

**CONSTRUCTION TOTAL = \$ 1,227,796.00**

CONSTRUCTION ENGINEERING \$ 98,223.68

SURVEY & DESIGN COSTS \$ 147,300.00

RIGHT OF WAY COSTS \$ 500,000.00

**PROJECT TOTAL = \$ 1,973,319.68**

# ARCHITECTS. ENGINEERS. PLANNERS.

Client: City of New Franklin

Project: SR619 Corridor

Segment 2 Walk and Path

Walk and Path along SR619 from Boston Ave Roundabout to Portage Lake Bridge



Date: 7/8/2025

ITEM	ITEM DESCRIPTION	TOTAL QUANTITY	UNIT	UNIT PRICE	TOTAL PRICE
<b>ROADWAY</b>					<b>\$315,168</b>
201	CLEARING AND GRUBBING	1	LS	\$ 6,000.00	\$ 6,000.00
202	PAVEMENT REMOVED	2070	SQ YD	\$ 12.00	\$ 24,840.00
203	EXCAVATION	1345	CU YD	\$ 20.00	\$ 26,900.00
203	EMBANKMENT	130	CU YD	\$ 18.00	\$ 2,340.00
204	PROOF ROLLING	1	HOUR	\$ 220.00	\$ 220.00
606	GUARDRAIL	115	FOOT	\$ 20.00	\$ 2,300.00
608	4" CONCRETE WALK	8510	SQ FT	\$ 8.00	\$ 68,080.00
608	6" CONCRETE WALK	70	SQ FT	\$ 15.00	\$ 1,050.00
608	8" CONCRETE WALK	1075	SQ FT	\$ 15.00	\$ 16,125.00
608	CURB RAMP	655	SQ FT	\$ 20.00	\$ 13,100.00
608	DETECTABLE WARNING	85	SQ FT	\$ 35.00	\$ 2,975.00
SPECIAL	PAVERS	430	SQ FT	\$ 80.00	\$ 34,400.00
609	CURB, TYPE 6	215	FOOT	\$ 25.00	\$ 5,375.00
609	RETAINING WALL	200	FOOT	\$ 200.00	\$ 40,000.00
609	DECORATIVE WALL	295	FOOT	\$ 150.00	\$ 44,250.00
653	TOPSOIL FURNISHED AND PLACED	295	CU YD	\$ 70.00	\$ 20,650.00
659	SEEDING AND MULCHING	2625	SQ YD	\$ 2.50	\$ 6,562.50
<b>DRAINAGE</b>					<b>\$60,000</b>
611	DRAINAGE	1	LS	\$ 60,000.00	\$ 60,000.00
<b>PATH PAVEMENT</b>					<b>\$68,835</b>
204	SUBGRADE COMPACTION	1730	SQ YD	\$ 3.00	\$ 5,190.00
304	AGGREGATE BASE	385	CU YD	\$ 60.00	\$ 23,100.00
407	NON-TRACKING TACK COAT	105	GAL	\$ 4.00	\$ 420.00
441	1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22	75	CU YD	\$ 300.00	\$ 22,500.00
441	1-1/2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449)	75	CU YD	\$ 235.00	\$ 17,625.00
<b>DRIVES</b>					<b>\$50,600</b>
452	6" NON-REINFORCED CONCRETE PAVEMENT	120	SQ YD	\$ 80.00	\$ 9,600.00
452	8" NON-REINFORCED CONCRETE PAVEMENT	410	SQ YD	\$ 100.00	\$ 41,000.00

# ARCHITECTS. ENGINEERS. PLANNERS.

Client: City of New Franklin

Project: SR619 Corridor

Segment 2 Walk and Path

Walk and Path along SR619 from Boston Ave Roundabout to Portage Lake Bridge



Date: 7/8/2025

ITEM	ITEM DESCRIPTION	TOTAL QUANTITY	UNIT	UNIT PRICE	TOTAL PRICE
<b>TRAFFIC CONTROL</b>					<b>\$30,720</b>
630	SIGN	1	LS	\$ 10,000.00	\$ 10,000.00
632	RECTANGULAR RAPID FLASHING BEACON (RRFB)	2	EACH	\$ 8,000.00	\$ 16,000.00
644	CROSSWALK LINE, 24"	460	FOOT	\$ 7.00	\$ 3,220.00
644	CENTER LINE	0.30	MILE	\$ 5,000.00	\$ 1,500.00
<b>LIGHTING</b>					<b>\$125,000</b>
632	LIGHTING	1	LS	\$ 125,000.00	\$ 125,000.00
<b>LANDSCAPING</b>					<b>\$350,000</b>
SPECIAL	LANDSCAPING	1	LS	\$ 350,000.00	\$ 350,000.00
<b>MISCELLANEOUS</b>					<b>\$100,000</b>
614	MAINTAINING TRAFFIC	1	LS	\$ 45,000.00	\$ 45,000.00
623	CONSTRUCTION LAYOUT STAKES AND SURVEYING	1	LS	\$ 25,000.00	\$ 25,000.00
624	MOBILIZATION	1	LS	\$ 30,000.00	\$ 30,000.00

CONSTRUCTION SUBTOTAL = \$ 1,100,322.50

20% CONTINGENCIES = \$ 220,100.00

20% INFLATION TO 2029 = \$ 264,100.00

**CONSTRUCTION TOTAL = \$ 1,584,522.50**

CONSTRUCTION ENGINEERING \$ 126,761.80

SURVEY & DESIGN COSTS \$ 190,100.00

RIGHT OF WAY COSTS \$ 500,000.00

**PROJECT TOTAL = \$ 2,401,384.30**

# ARCHITECTS. ENGINEERS. PLANNERS.

Client: City of New Franklin

Project: SR619 Corridor

Roundabout at SR619 & Point Comfort Drive



Date: 7/8/2025

ITEM	ITEM DESCRIPTION	TOTAL QUANTITY	UNIT	UNIT PRICE	TOTAL PRICE
<b>ROADWAY</b>					<b>\$242,633</b>
201	CLEARING AND GRUBBING	1	LS	\$ 8,000.00	\$ 8,000.00
202	PAVEMENT REMOVED	7900	SQ YD	\$ 12.00	\$ 94,800.00
203	EXCAVATION	1380	CU YD	\$ 20.00	\$ 27,600.00
203	EMBANKMENT	225	CU YD	\$ 18.00	\$ 4,050.00
204	SUBGRADE COMPACTION	6615	SQ YD	\$ 3.00	\$ 19,845.00
204	PROOF ROLLING	4	HOUR	\$ 220.00	\$ 880.00
606	GUARDRAIL	156	FOOT	\$ 20.00	\$ 3,120.00
608	4" CONCRETE WALK	3000	SQ FT	\$ 8.00	\$ 24,000.00
608	8" CONCRETE WALK	65	SQ FT	\$ 15.00	\$ 975.00
608	CURB RAMP	1675	SQ FT	\$ 20.00	\$ 33,500.00
653	TOPSOIL FURNISHED AND PLACED	280	CU YD	\$ 70.00	\$ 19,600.00
659	SEEDING AND MULCHING	2505	SQ YD	\$ 2.50	\$ 6,262.50
<b>DRAINAGE</b>					<b>\$125,000</b>
611	DRAINAGE	1	LS	\$ 125,000.00	\$ 125,000.00
<b>PATH PAVEMENT</b>					<b>\$73,690</b>
204	SUBGRADE COMPACTION	1850	SQ YD	\$ 3.00	\$ 5,550.00
304	AGGREGATE BASE	415	CU YD	\$ 60.00	\$ 24,900.00
407	NON-TRACKING TACK COAT	110	GAL	\$ 4.00	\$ 440.00
441	1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22	80	CU YD	\$ 300.00	\$ 24,000.00
441	1-1/2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449)	80	CU YD	\$ 235.00	\$ 18,800.00
<b>ROUNDAABOUT PAVEMENT</b>					<b>\$573,980</b>
252	FULL DEPTH PAVEMENT SAWING	135	FOOT	\$ 3.00	\$ 405.00
301	ASPHALT CONCRETE BASE, PG64-22, (449)	955	CU YD	\$ 165.00	\$ 157,575.00
304	AGGREGATE BASE	955	CU YD	\$ 60.00	\$ 57,300.00
407	NON-TRACKING TACK COAT	345	GAL	\$ 4.00	\$ 1,380.00
441	1-1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG70-22M	200	CU YD	\$ 300.00	\$ 60,000.00
441	1-3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449)	280	CU YD	\$ 235.00	\$ 65,800.00
452	8" NON-REINFORCED CONCRETE PAVEMENT	405	SQ YD	\$ 100.00	\$ 40,500.00
452	11" NON-REINFORCED CONCRETE PAVEMENT	290	SQ YD	\$ 110.00	\$ 31,900.00
609	CONCRETE MEDIAN	35	SQ YD	\$ 30.00	\$ 1,050.00
609	CURB, TYPE 6	1495	FOOT	\$ 25.00	\$ 37,375.00
609	CURB AND GUTTER, TYPE 2	3460	FOOT	\$ 35.00	\$ 121,100.00

# ARCHITECTS. ENGINEERS. PLANNERS.

Client: City of New Franklin

Project: SR619 Corridor

Roundabout at SR619 & Point Comfort Drive



Date: 7/8/2025

ITEM	ITEM DESCRIPTION	TOTAL QUANTITY	UNIT	UNIT PRICE	TOTAL PRICE
<b>SIGNAL &amp; TRAFFIC CONTROL</b>					<b>\$15,513</b>
630	SIGN ALLOWANCE	1	LS	\$ 5,000.00	\$ 5,000.00
632	EXISTING SIGNAL REMOVED	1	LS	\$ 5,000.00	\$ 5,000.00
644	EDGE LINE	0.02	MILE	\$ 3,400.00	\$ 68.00
644	CENTER LINE	0.55	MILE	\$ 5,000.00	\$ 2,750.00
644	DOTTED LINE	360	FOOT	\$ 2.00	\$ 720.00
644	STOP LINE	25	FOOT	\$ 9.00	\$ 225.00
644	CROSSWALK LINE, 24"	250	FOOT	\$ 7.00	\$ 1,750.00
644	TRANSVERSE/DIAGONAL LINE	110	FOOT	\$ 7.00	\$ 770.00
644	LANE ARROW	5	EACH	\$ 150.00	\$ 750.00
644	SPEED TABLE MARKING	6	EACH	\$ 200.00	\$ 1,200.00
SPECIAL	BOLLARD	10	EACH	\$ 1,000.00	\$ 10,000.00
<b>LIGHTING</b>					<b>\$200,000</b>
632	LIGHTING	1	LS	\$ 200,000.00	\$ 200,000.00
<b>LANDSCAPING</b>					<b>\$235,000</b>
SPECIAL	LANDSCAPING	1	LS	\$ 235,000.00	\$ 235,000.00
<b>MISCELLANEOUS</b>					<b>\$215,000</b>
614	MAINTAINING TRAFFIC	1	LS	\$ 90,000.00	\$ 90,000.00
623	CONSTRUCTION LAYOUT STAKES AND SURVEYING	1	LS	\$ 55,000.00	\$ 55,000.00
624	MOBILIZATION	1	LS	\$ 70,000.00	\$ 70,000.00

CONSTRUCTION SUBTOTAL = \$ 1,687,378.00

20% CONTINGENCIES = \$ 337,500.00

20% INFLATION TO 2029 = \$ 405,000.00

**CONSTRUCTION TOTAL = \$ 2,429,878.00**

CONSTRUCTION ENGINEERING \$ 194,390.24

SURVEY & DESIGN COSTS \$ 291,600.00

RIGHT OF WAY COSTS \$ 800,000.00

**PROJECT TOTAL = \$ 3,715,868.24**

ARCHITECTS. ENGINEERS. PLANNERS.

Client: City of New Franklin

Project: SR619 Corridor

Estimate Summary



Date: 7/8/2025

Project Component	ESTIMATED CONSTRUCTION COST	ESTIMATED CONSTRUCTION ENGINEERING COST	ESTIMATED DESIGN COST	ESTIMATED RIGHT OF WAY COST	ESTIMATED PROJECT COST
Segment 1 Walk and Path	\$782,350.00	\$62,588.00	\$93,900.00	\$250,000.00	\$1,188,838.00
Compact Roundabout at SR619, Lahm Drive & Boston Avenue	\$1,227,796.00	\$98,223.68	\$147,300.00	\$500,000.00	\$1,973,319.68
Segment 2 Walk and Path	\$1,584,522.50	\$126,761.80	\$190,100.00	\$500,000.00	\$2,401,384.30
Roundabout at SR619 & Point Comfort Drive	\$2,429,878.00	\$194,390.24	\$291,600.00	\$800,000.00	\$3,715,868.24
<b>Total</b>	<b>\$6,024,546.50</b>	<b>\$481,963.72</b>	<b>\$722,900.00</b>	<b>\$2,050,000.00</b>	<b>\$9,279,410.22</b>

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