



#### Location

- New Bremen, Ohio

#### Services Provided

- Survey
- Transportation Engineering
- Grant Writing

#### Project Cost

- Engineers Estimate: \$509,358
- Bid Amount \$480,892

#### Size

- 1.12 miles

#### Project Funding

- \$597,696 ODOT TEP
- \$249,815 ODNR

#### Completion

- Projected 11/15/14
- Actual November, 2014

#### PDG Project Team

- Gregory Bieszczad, RE. Project Manager

## MIAMI & ERIE CANAL SHARED USE TRAIL

PDG assisted the Village of New Bremen with applying for funding from ODOT Transportation Enhancement Program (TEP) and ODNR Recreational Trails & Clean Ohio Trail Program. The goal was to fund a project to enhance pedestrian, handicapped and bicycle travel along the historic Miami and Erie Canal within the Village. The Trails & Clean Ohio Trail Program funding will be used to design and construct approximately 1 mile by 10 foot-wide paved portion of the path connecting the downtown with the Kuening-Dicke Nature Area and Bremenfest Park. The project is currently in design and will extend an existing shared use path from Minster to the north side of New Bremen. The project is a step in a long-term goal of a shared use path along the canal to the City of St. Marys.

The project will adaptively reuse the abandoned canal to connect the downtown and its historic, cultural and commercial attractions to the developing north side of the Village, and serve visitors using trails along the canal.

■ more...



#### Project Relevance

- Multi-Use Trail
- Grant Writing Assistance

#### Reference

Mr. Jeff Pape, Mayor  
 Village of New Bremen  
 419.733.9838  
 jeff.pape@crowne.com

## Miami & Erie Canal Shared Use Trail



In addition to its local transportation function, the path will serve as a way to experience one of Ohio's original surface transportation routes, the historic Miami and Erie Canal, a designated State and National Heritage Corridor. The canal corridor also provides for regional and national pedestrian and bike travel as part of the Buckeye Trail and North Country National Scenic Trail.

The proposed southern terminus is the existing trailhead to Minster at restored Lock 1 and the Lockkeeper's House (Miami and Erie Canal Visitors Center) in downtown New Bremen. The northern terminus is Lock 2 Road, once the site of a wooden canal lock and an unincorporated village where the remaining buildings still give a feel of the canal era. The proposed path is between the canal and the Kuenning-Dicke Natural Area, now under development. The project will attempt to preserve the trees along the existing path in the natural area. In a few areas, particularly the last few hundred feet near Lock 2 Road, some earthwork will be necessary to restore the tow path cross section and avoid new right-of-way.

In addition with the Canal Bikeway project, the Village of New Bremen is evaluating possible trail segments along the canal and the Kuenning-Dicke Natural Area and Bremenfest Park, a recreational area with a pool, ball fields and a planned new handicapped accessible playground. The proposed recreation path will link together the largest handicapped accessible park facilities in the region, and directly serves the Auglaize County Board of Developmental Disabilities school on 1st Street.



#### Location

- Fostoria, Ohio

#### Services Provided

- Transportation Engineering, Grantwriting

#### Cost

- \$1.8 million Engineer's Estimate  
Project estimated from funding application, which did not include R/W acquisition.
- \$1.57 million Bid Amount

#### Project Funding

- \$1.6 million TMACOG Transportation Improvement Program (TIP)

#### Size

- 1/2 mile

#### Schedule

- Professional Services 2014
- Construction: 2015

#### Project Team

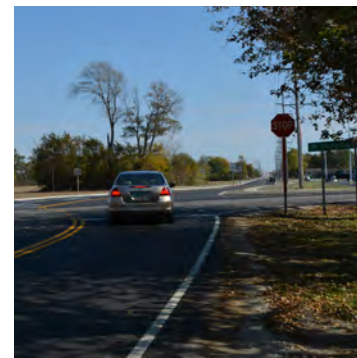
- Greg Bieszczad, P.E., Project Manager

## STEARNS ROAD IMPROVEMENTS – SR-199 TO US-23

PDG was the prime consultant for the design of improvements to approximately one-half mile of Stearns Road, from State Route 199 (Perrysburg–McCutchenville Road) to US-23 (North Fostoria Road) in Wood County. The portion of Stearns Road to be improved is primarily within the City of Fostoria, although portions remain in Perry Township, where it is designated Township Road 31.

The improvements include widening to three lanes to add a center two-way left turn lane, new curbs, gutters, enclosed storm drainage and traffic control upgrades. Sidewalks will be included in developed areas, with space available for adding future walks in currently undeveloped areas.

The existing two lane pavement was structurally inadequate, rough riding and had poor cross slope and drainage. Long term city planning anticipates developing a Community Loop Road around the city to promote commercial and industrial development and minimize congestion on the state routes within town. The first major segment of the loop is the Jones Road overpass of the CSX railroad. Stearns Road will connect SR-199 to US-23 and the new overpass. PDG provided Transportation Engineering, Right-of-Way Plans, Grant Writing for \$1.6 Million In Funding Assistance obtained from TMACOG Transportation Improvement Program (TIP).



#### Reference

Mr. Daniel Thornton, P.E.  
City of Fostoria Engineer  
cityengineer@ci.fostoria.oh.us  
419.435.9775



#### Location

- Fremont, Ohio

#### Services Provided

- Transportation Engineering
- Grant Writing

#### Cost

- \$1.45 million Engineers Estimate
- \$1,107,559 Project Bid

#### Project Funding

- \$1.1 million—ODOT Small Cities

#### Size

- 2,700 feet

#### Schedule

- Professional Services: 2009
- Construction: 2013

#### PDG Project Team

- Timothy J. Bock, PE. Project Manager

## FIFTH STREET WIDENING AND RECONSTRUCTION

PDG prepared construction plans for the widening and reconstruction of approximately 2,700 feet of Fifth Street in the City of Fremont. The project was a locally administered transportation project (LPA) requiring coordination with the Ohio Department of Transportation (ODOT). PDG assisted the City with the preparation of a successful Small Cities Application through ODOT. The total project cost was \$1.107 million, with over \$1.1 million coming from Small City Program funds.

The roadway was 23 feet wide with no curbs or shoulders. Areas of stone parking existed throughout the corridor. Although mainly residential, and with an ADT of nearly 5,500 vehicles a day, this stretch experienced a high number of mid-block accidents. The project widened the roadway to three lanes and established a new profile grade for improved drainage. Other

■ more...



#### Project Relevance

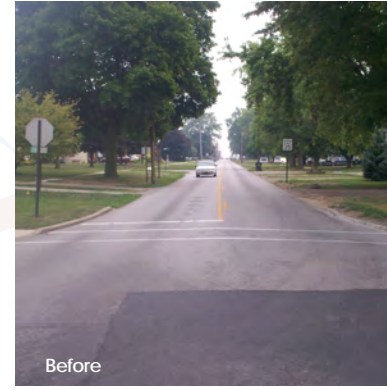
- Roadway Improvements
- Grant Administration
- Municipal Project

#### Reference

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 City of Fremont  
 419.334.8963  
 emwilliams@fremontohio.org

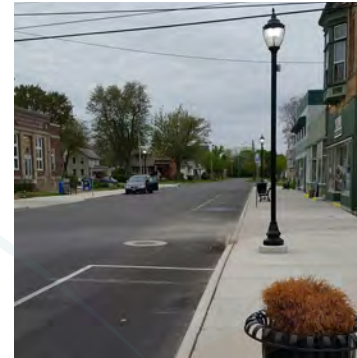


## Fifth Street Widening and Reconstruction



components of the project included a new storm sewer system, curb and gutter, sidewalks, and ADA compliant curb ramps. The pavement width was widened to 40 feet. The existing right-of-way was 99 feet wide; therefore, no new right-of-way acquisition was required.





#### Location

- Port Clinton, Ohio

#### Services Provided

- Survey, Preliminary Design, Design, Bidding, Engineering Assistance During Construction

#### Cost

##### Water & Sewer

- Engineer's Estimate \$720,000
- Bid Amount \$724,000
- Construction Cost \$804,000

##### Street Reconstruction

- Engineer's Estimate \$731,000
- Bid Amount \$664,660
- Construction Administration by Others

#### Project Funding

- \$587,840 – ODOT Small Cities (grant)
- \$175,000 - OPWC

#### Schedule

- Professional Services: 2013-2014
- Construction: 2015

#### PDG Project Team

- Richard H. Hertzfeld, PE. Project Manager
- Julie Thomas, PE. Project Engineer

## SECOND STREET RECONSTRUCTION

Poggemeyer Design Group was hired by the City of Port Clinton to provide professional engineering, surveying and bidding assistance for the Second Street Reconstruction project. The project was the reconstruction of a two block section of Second Street in the downtown business district of the City of Port Clinton, and included the reconstruction of all pavement and walks within the right-of-way. The route is two lanes with parallel parking provided on both sides. The project included a new dedicated storm sewer, a new waterline and sanitary sewer interceptor, as well as traffic control upgrades and electrical conduit for lighting.

PDG secured two sources of funding for the project in the amount of \$587,840 of federal funds through ODOT Small Cities, \$175,000 through OPWC in the form of a grant, and an OWDA to fund the waterline and sanitary sewer construction.

PDG prepared construction plans for the project which was a locally administered transportation project (LPA) requiring coordination with the Ohio Department of Transportation (ODOT). PDG will also provide services required to hold a public meeting for the project to inform and garner support from community members.



#### Project Relevance

- Bidding Assistance
- Prepared Construction Plans
- ODOT Project
- OPWC Funding Assistance
- Road Resurfacing
- Municipal Project

#### Reference

Tracy Colston, Safety Service Director  
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419.734.5522  
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