

**FY20 – PROJECT PHOTO GALLERY**

PROJECT NAME:

PIC-SR 316/752-13.05/0.000

PID: 107824

County:

Route:

SECTION:

PIC

316

13.05-13.68

**1. PROJECT IDENTIFICATION:**

PIC-SR 316 – 13.05-13.68 Functional Class: 05 – Major Collector (Rural)



■ The following pages represent ODOT Minutes from a joint meeting on July 7, 2017. After  
 ■ that meeting a site review was done to document roadway, stormwater, curb, and sidewalk  
 ■ issues. Photo taken help highlight those identified issues. On January 23, 2018 a Drainage  
 ■ Field Review was provided by ODOT. These issues developed into the Joint ODOT/Ashville  
 ■ 316 Improvement Project.  
 ■ Following those 12 pages ODOT Minutes are five pages of Exhibits by Tebbe Civil  
 ■ Engineering, LLC. These Exhibits provide an engineering response to the issues identified  
 ■ in the July 2017 Minutes.

**Ashville Meeting:****10AM****7/7/2017****Ashville Municipal Office**

In attendance: Toni Turowski – D6 Planning Engineer, Brian Davidson – LPA Coordinator, Grace Wesner – Pavement Engineer, Chris Tebbe – Project Manager/Associate, Franklin Christman – Village Administrator, Greg Sturgill, Dave Ballard – Street Department, Jim Welsh – Water Utility Department and Adam Kehoe – Wastewater Operator of Record

- Define the Issue:
  - Center of SR-316 is higher than sidewalk & walkway up to houses
    - Causing sidewalks (& even sometimes houses) to have flooding
  - Center of roadway is ~1' higher than shoulders
    - By visual inspection
  - Plum is the worst intersection
    - There used to be a signal for Plum & Madison, but it was not warranted
    - This intersection is offset & had only one signal
  - Madison & Long Street intersection:
    - Good location for pedestrian flashers
    - There is a lot of pedestrian traffic at this location
  - Ashville is continually growing:
    - ~4750 people in 2020
    - In 2030 the population will definitely be 5000 – which will change things with ODOT
    - The increase in population is causing an increase in traffic, which is reason for concern with the current roadway conditions
    - Prefer to react to roadway conditions as soon as possible, instead of backtracking once the population has grown
- Recap & Schedule:
  - ODOT will commit to the following:
    - Survey
    - Cores
    - Camera the drainage
  - Proposed Timeline:
    - Have cores, survey, etc. done by 10/1/2017 (ODOT)
    - Have analysis of the above information done by 12/1/2017 (ODOT)
    - Apply for OPWC funds by May 2018 (Ashville)
    - This is currently a fiscal year 2020 project, to be constructed in calendar year 2019
- Collect Information:
  - ODOT & Ashville intend to walk to site today and get an understanding of the current issues
  - Jim & Adam will be good contacts when taking cores
    - Let them know prior to coring so everything can be marked
  - \*All core locations are being placed where there are existing drainage structures
    - Cores will be taken across the roadway where there are these structures



- Old CB & new CB in front of Asheville Cleaning Center (start of resurfacing project)



- Concrete collars on manholes & water valves from Station St. throughout
- Start S. of Station St. getting cores
- From Station Street to plum street, there is no sanitary
- In front of Kelli Jo's flowers (Harrison & Long St)
  - New sidewalk & higher curb
- #1 drainage location:
  - South of Station Street, on the east side of the roadway
- #2 drainage location:
  - North of Harrison Street, on the east side of the roadway
- #3 drainage location:
  - South of Harrison Street, on the east side of the roadway
- #4 drainage location:
  - North of Cherry Street, on the east side of the roadway



- North of Cherry Street:

- Sandstone box pipe across the roadway, ~4-5' wide
- #5 drainage location:
  - North of Cherry Street, on the west side of the roadway
- #6 drainage location:
  - North of Cherry Street, on the west side
  - In the sidewalk/driveway next to houses



- #7 drainage location:
  - North of Cherry Street, on the west side
  - In the sidewalk, in front of the roadway
- #8 drainage location:
  - North of Plum Street, on the east side of the roadway



- #9 drainage location:



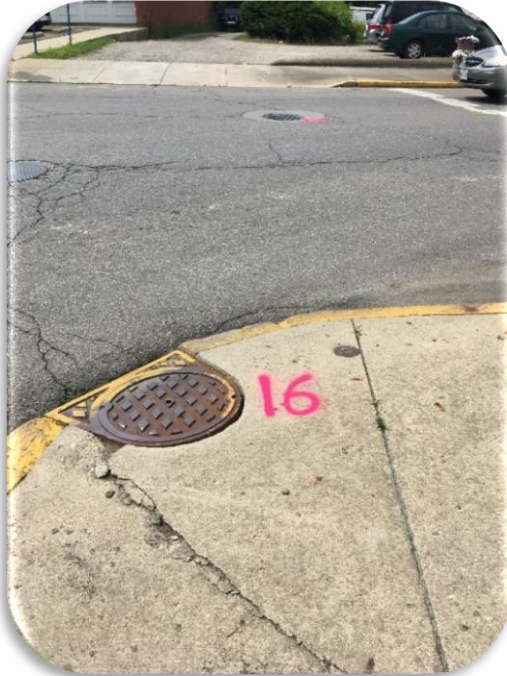
- North of Madison Street, on the West side of the roadway
- #10 & 11 drainage locations:
  - In between Madison Street & Church Street, on the East side of the roadway



- #12 drainage location:
  - In between Madison Street & Church Street, on the West side of the roadway
- #13 drainage location:
  - South of Church Street, on the West side of the roadway
- Get survey of the crown of the roadway, throughout
- #14 drainage location:
  - SR-316W & Long Street, on the West side of the roadway
- #15 drainage location:
  - SR-316W & Long Street, on the West side of the roadway (corner)



- #16 drainage location:
  - SR-316W and Long Street, on the East side of the roadway (corner)
- #17 drainage location:
  - SR-316W in the middle of the roadway



- #18 drainage location:
  - Once you turn onto SR-316W
- #19 drainage location:
  - Catch basin in an alley on the West side of the roadway





- There is an existing pavement break after the railroad
- #20 drainage location:
  - In between the RR crossings on the east side of the roadway
- #21 drainage location:
  - In between the RR crossings on the west side on the roadway



- #22 drainage location:
  - In between the RR crossings on the east side of the roadway located by the sistirn



- #23 & 24 drainage locations:

- At Cromley Street, on the East side of the roadway
- Curb built on top of curb – south of Cromley Street



- #25 drainage location:
  - In between Cromley Street and Scioto Street



- #26 drainage location:



- Southeast corner of Scioto Street intersection
- #27 & 28 drainage locations:
  - Northeast corner of Scioto Street Intersection



- #29 drainage location:
  - Southwest corner of Scioto Street Intersection
- #30 drainage location:
  - Northwest corner of Jefferson Avenue Intersection
- #31 drainage location:
  - Southeast corner of Jefferson Avenue Intersection
- #32 drainage location:
  - Under the RR on the east side of SR-316
  - This is past what we will resurface with the future project



- #33 drainage location:
  - Under the RR on the west side of SR-316
  - This is past what we will resurface with the future project
- #34 drainage location:
  - Down center alley



- #35 drainage location:
  - Down center alley





- #36 drainage location:
  - Down center alley
- #38 core location:
  - On Madison Avenue on the left side (heading toward SR-316)
  - #37 drainage location:
    - On Madison Avenue on the right side (heading toward SR-316)



- #38 drainage location:
  - On Madison Avenue on the left side (heading toward SR-316)



- Scope Analysis:
  - o Grace Wesner (ODOT) to head the analysis of SR-316 based off of the information collected during pavement coring, survey and video of the drainage structures
  
- Funding Discussion
  - o If the future improvements to SR-316 become much larger than just a resurfacing, ODOT will still commit to the surface course, which is what would have been done with the current construction project
    - This will help with scoring with OPWC
    - ODOT will try to combine SR-316 with a larger project
      - This will also help obtain funding from OPWC
  
- Other Discussion Items:
  - o Intersection improvement at SR-752 & SR-316
  - o Asheville future intersection improvements:
    - Want to improve traffic & pedestrian walkways
  - o Asheville had a \$14M project to upgrade the wastewater system
  - o RTPo – Franklin is on the committee for this
  - o Asheville has a webpage for every project they do
    - The last 7 years of projects are listed on this webpage
  
- Other Background Information:
  - o Started the field review at the intersection of SR-752 & SR-316 to get an idea of what future intersection improvements will look like
    - This is what the intersection of Long Street and Main Street is proposed to look like



- The sidewalk will extend from SR-752 to Station Street (along SR-316) on the West side as one of Ashville's projects
- Station Street & Long Street (SR-316) Intersection:
  - Realignment project
  - Re-warrant signal
  - Get mast arms
  - Sidewalks (ADA Compliance)
  - Have ROW on west side of Station street to realign roadway
- Long Street & 316W intersection:
  - Ashville wants this to look like the SR-752 & SR-316 intersection in the future
  - There is a lot of truck traffic through this intersection
- Ashville expects that Long Street/Ashville Pike will eventually be journalized as a state route to connect with SR-762

**SR-316 – Drainage Field Review**

**11/15/2017 – Jon Adams, Nick Villaveces & Grace Wesner**

**Jefferson Avenue:**

- One 4'x4' depressed apron (shown in the photo below)







**Scioto Street:**

- 4'x4' depressed apron in the following locations:
  - o 1 in the NE corner
  - o 1 in the SW corner
- One 5'wide x 3'long depressed apron in the SE corner
- See photo below:

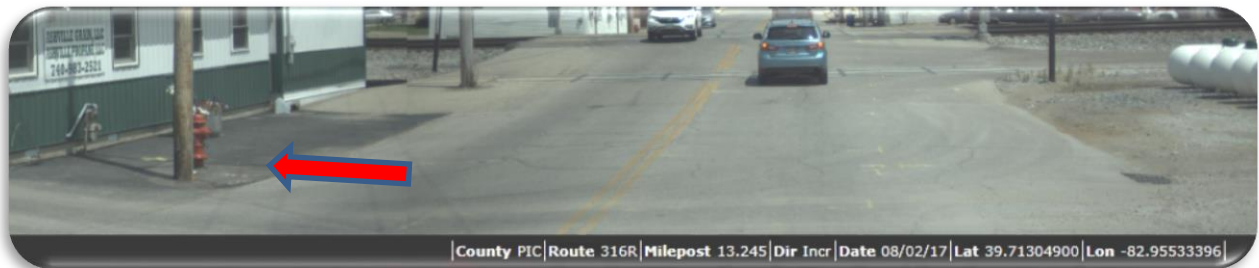






**In between RR Tracks - ~SLM 13.25:**

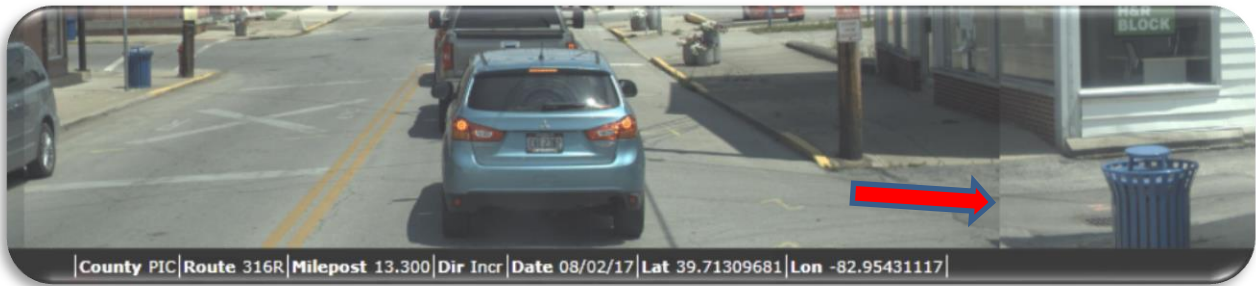
- Replace with a CB 6 (see photo below)
  - o This is on the North side of the road (right in front of Ashville Grain, LLC)





**In alley at ~SLM 13.305:**

- Adjust CB to grade (see photo below)



**Main Street/Long Street Intersection (where SR-316 turns):**

- Two 4'x4' depressed aprons
  - o 1 in the NW corner
  - o 1 in the NE corner



**Wright Street:**

- Propose putting a 3A CB in the location on the photo shown below
  - o There is no other drainage at this intersection
- The Village has tried to grind here
  - o If we do more there will be a lip at both curb ramps





**Church Street:**

- One 4'x4' depressed apron in the SE corner
  - o Can't grind anymore here unless we recommend replacing the curb ramp → there is already a lip
- It would be ideal to install a CB 3A on the South side of Church street (it is the low point)
  - o This isn't our street, what do we do here?





**Between Church Street and Madison Ave - ~SLM 13.45:**

- Add 4'x4' depressed aprons at all 3 CB's shown in the photo below
  - o Replace the CB on the West side with a CB 3A



**Plum Street:**

- One 4'x4' depressed apron (shown in the photo below)
- Suggested installing a CB 3A on Plum Street in the location shown in the second photo below





**Cherry Street**

- Three 4'x4' depressed aprons are needed in the locations shown
- Need a CB 6 in the SE corner of the intersection (shown in the second photo below)
- 18' wide lanes in this location
- 6" wide openings at CB's





**Harrison Street:**

- Replace with a 3A CB (use the standard apron detail)
  - o Location shown in the photo below
- Grind 6' around the radius from crosswalk to CB



SR - 316 - LONG STREET

SR - 316 - MAIN STREET

SR - 316 - LONG STREET

CORE #	DIR	ROUTE	AsBuild Core SLM	DEPTH to	DEPTH	Depth of Aggregate per Plan	Offset	Notes
				MacAdam	Aggregate			
1	WB	316	13.65		hole - 7.5" asphalt - 5"		right wheel path	can't mill off 3" here, no brick max 3.5" to bad asphalt
2	WB	316	13.65		hole - 7.5" asphalt - 4.5"		left of the continuous longitudinal crack	penetration macadam is the base good material, do not want to disturb
3	WB	316	13.59		hole - 5.5" asphalt - 3"		crown	waterbound macadam - good material structurally
4	WB	316	13.55		hole - 10" asphalt - 4.5"		shoulder/right wheel path - across from Cherry Street	good asphalt concrete under, not sure if it is a gutter
5	WB	316	13.55		hole - 8" asphalt - 5.5"		right wheel path - possible old waterline cut	asphalt and penetration macadam
6	WB	316	13.52		hole - 7" asphalt - 3"		left of the continuous longitudinal crack	asphalt with waterbound macadam
7	WB	316	13.45		hole - 5.5" asphalt - 3"		shoulder/right wheel path - near Church Street	asphalt with waterbound macadam
8	WB	316	13.4		hole - 7.5" asphalt - 5"		right of the continuous longitudinal crack	asphalt with waterbound macadam - different than the trend - still good material
9	WB	316	13.4		hole - 6" asphalt - 3"		left of the continuous longitudinal crack	asphalt on top of possible delaminated asphalt base
10	WB	316	13.36		hole - 5" asphalt - 3"		crown - just before SR-316 turns onto Main Street	3" of asphalt on top of penetration macadam
11	WB	316	13.31		hole - 5" asphalt - 5"		left of the longitudinal crack	5" of asphalt on top of brick
12	WB	316	13.31		hole - 5" asphalt - 5"		right of the longitudinal crack	5" of asphalt on top of brick
13	WB	316	13.23		hole - 4" asphalt - 4"		crown - just past all of the RR tracks	4" of asphalt on top of brick
14	WB	316	13.19		hole - 6" asphalt - 6"		near edge of pavement	6" of asphalt on top of brick
15	WB	316	13.11		hole - 5" asphalt - 5"		right wheel path	5" of asphalt on top of brick
16	WB	316	13.09		hole - 5.5" asphalt - 5.5"		crown	5.5" of asphalt on top of brick
17	EB	316	13.07		hole - 4" asphalt - 4"		near edge of pavement/right wheel path	4" of asphalt on top of brick
18	EB	316	13.15		hole - 9" asphalt - 5"		crown	asphalt on brick
19	EB	316	13.25		hole - 11.5" asphalt - 7"		left wheel path	7" of asphalt on brick
20	EB	316	13.36		hole - 8" asphalt - 8"		next to curb	asphalt on top of concrete
21	EB	316	13.46		hole - 6.5" asphalt - 3"		right of longitudinal crack	3" of asphalt on some base material - possibly macadam - do not want to disturb this
22	EB	316	13.46		hole - 6.5" asphalt - 3"		left of longitudinal crack	3" of asphalt - very thin
23	EB	316	13.57		hole - 7.5" asphalt - 3.5"		right of longitudinal crack	asphalt on top of penetrating macadam (possibly)
24	EB	316	13.65		hole - 7.5" asphalt - 3"		left of longitudinal crack	3" of asphalt on some sort of base

\*The proposed core locations are marker with lath that has orange ribbon  
 \*The SLM range for inside shoulder buildup are marked with lath that has white ribbon



ODOT's proposed recommendations for a fix to SR-316 within the Village of Ashville.

Below are some meeting minutes, as well as a link to the FTP site that contains a sample task list, LPA Scope of Services and the survey data collected by ODOT.

#### Meeting Minutes:

- In Attendance: Franklin Christman, Chris Tebbe, Laura Wright, Toni Turowski, Brian Davidson and Grace Wesner
- Option 1 – The Village of Ashville is favorable to a modified Option 1 that is more affordable
  - o Curb and gutter replacement
    - The Village of Ashville wishes to replace curb and gutter where necessary and potentially reduce centerline pavement thickness and flatten the cross slope in order to maximize curb reveal/preserve the curb
      - There was a lot of emphasis on making sure the curb is lower than the sidewalk.
    - ODOT requests that the Village of Ashville mark out the locations where curb and gutter is to be preserved at a future time
      - ODOT plans to take additional pavement cores in the areas marked out by the Village
  - o Full-depth pavement repairs adjacent to curb and gutter replacement (2' wide)
    - There was discussion about making these repairs wider than 2'
    - ODOT used a 2' wide repair as a minimum, but we are in agreement that a wider repair would be beneficial.
  - o 1.5" mill and fill
    - There are concerns about the current cross slope
      - A more detailed survey may be needed to determine if the current cross slope is a safety issue
    - If at all possible, the Village wishes to flatten the cross slope by milling deeper and placing less asphalt.
  - o Potential drainage work (catch basins, conduit, etc.)
    - A more detailed survey will need performed in order to determine which drainage structures need replaced
  - o The Village of Ashville would also like to include some of the following items of work, if possible:
    - Traffic signal and pedestrian crossing improvements
      - The Village requests that ODOT determine if three signals are warranted within the project limits – Which signals does the Village want checked for warranty?
        - o The Village understands that if the signals are not warranted they need to be removed
    - Approximately 34 curb ramps
    - Sidewalk improvements
- The Village intends to pursue and apply for the following funding sources:
  - o CDBG (Community Development Block Grant) for sidewalks and ADA ramps where eligible (2018 & 2020)
  - o OPWC (Ohio Public Works Commission) in fall of 2018 for FY20 funds (available July 1, 2019)

- ODOT TAP (Transportation Alternative Program - <http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Documents/TAP/TAP%202018%20Program%20Guidance.pdf>)
- MORPC
- ODOT Small City (pending 2020 Census results) - <http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Small%20City%20Program%20Documents/Small%20City%20Program%20Guidelines.pdf>
- Project timeframe:
  - For now, ODOT asks that the Village of Ashville review the documents provided (survey, sample task list, LPA Scope of Services) and respond by 3/1
    - The project timeframe can move forward beginning March 1
  - This project will be an ODOT FY20 project – most likely with construction beginning in Calendar Year 2020
- Project Designer
  - This will be a Part 1/Part 2 project
    - ODOT will complete the design for the resurfacing (1.5” mill/fill) on SR-752
    - The Village of Ashville will need to complete the design for SR-316 because of the heftier design efforts, such as the curb and gutter replacement, any drainage work and the full depth pavement repair locations, along with the resurfacing on SR-316
      - This will make it clearer to construction how the Part 1 and Part 2 project is split
- Near Future Action Items:
  - The Village of Ashville to review the documents provided by ODOT and provide responses by 3/1/18
  - ODOT to determine if further pavement coring needs performed
    - If ODOT decides to move forward with this, ODOT requests that the Village of Ashville mark out where curb and gutter replacements are needed, prior to the pavement coring
- FTP Server link:
  - [ftp://ftp.dot.state.oh.us/pub/Districts/D06/download/Ashville\\_TaskList\\_Scoping\\_Survey/](ftp://ftp.dot.state.oh.us/pub/Districts/D06/download/Ashville_TaskList_Scoping_Survey/)

If you have any comments or questions about the meeting minutes or action items, please let me know. ODOT looks forward to the continued partnering on this project.

Thank you,

Grace Wesner

Transportation Engineer 2

ODOT District 6, 400 E. William Street, Delaware, Ohio 43015

Phone: 740.833.8160

[Grace.Wesner@dot.ohio.gov](mailto:Grace.Wesner@dot.ohio.gov)



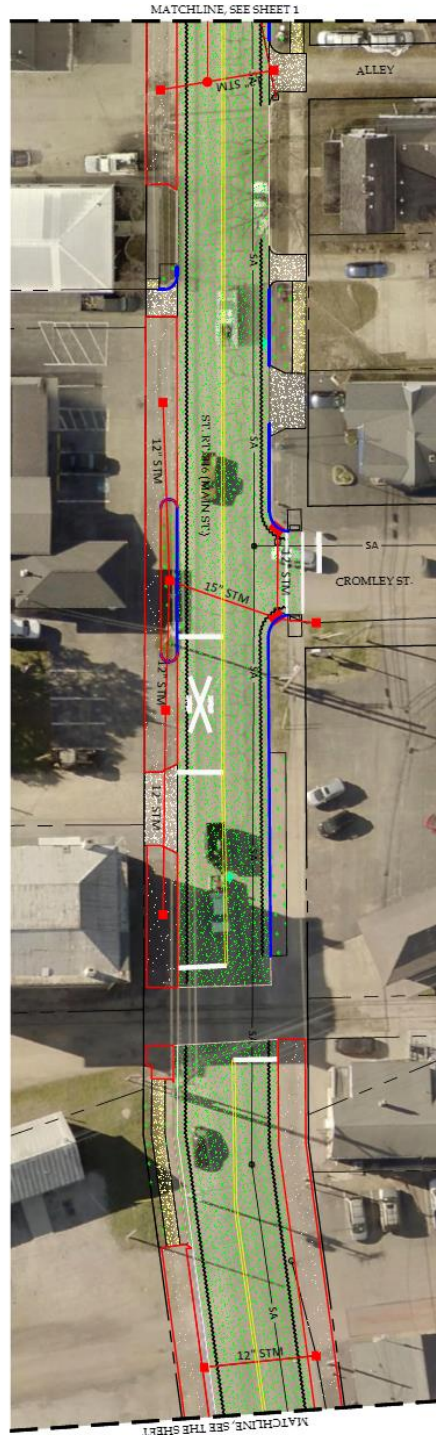








**A Larger 11 X 14 Exhibit is available in the Original Tab**



**LEGEND**

	PAVEMENT MILL AND OVERLAY (1000)
	PAVEMENT MILL AND OVERLAY
	CONCRETE DRIVE APPROACH - 8" THICK
	DECK MILLING 4" WITH 8\"/>
	SIDEWALK - 4" THICK
	TOPSOIL SEEDING AND MULCHING
	PAVEMENT MARKINGS
	PROPOSED SIGNAL STEMS
	EXISTING STORMWATER ETO IN LANDSCAPING
	PROPOSED CURB
	PROPOSED CURB RAMP

NO. OF SHEETS	2
SHEET NO.	2
DATE	
BY	
CHECKED	
APPROVED	
DATE	
PROJECT	
DATE	

EXHIBIT  
 SR 316 RECONSTRUCTION \ OPWC  
 MAIN STREET AND LONG STREET  
 ASHVILLE, OHIO

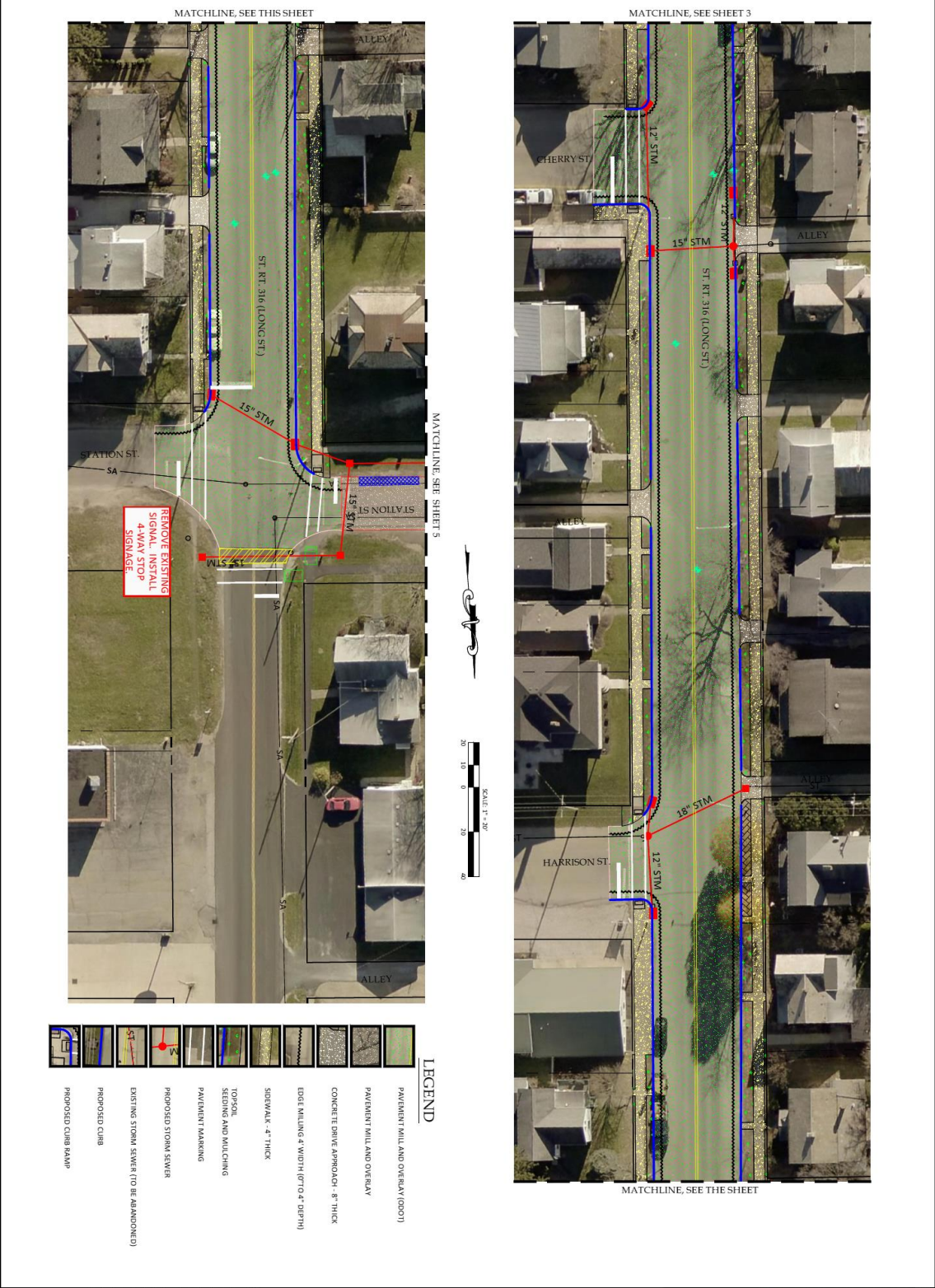
**TEBBE CIVIL ENGINEERING, LLC**  
 5792 Cavell Court  
 Dayton, Ohio 45424  
 Phone (513) 244-4474 • Fax (513) 244-4474 • Email: info@tebbe.com







**A Larger 11 X 14 Exhibit is available in the Original Tab**



**LEGEND**

	PAVEMENT MILL AND OVERLAY (DOT)
	PAVEMENT MILL AND OVERLAY
	CONCRETE DRIVE APPROACH - 8" THICK
	EDGE MILLING & WIDTH (OT & DPTH)
	SIDEWALK - 4" THICK
	TOPSOIL SEEDING AND MULCHING
	PAVEMENT MARKING
	PROPOSED STORM SEWER
	EXISTING STORM SEWER (TO BE ABANDONED)
	PROPOSED CURB
	PROPOSED CURB RAMP

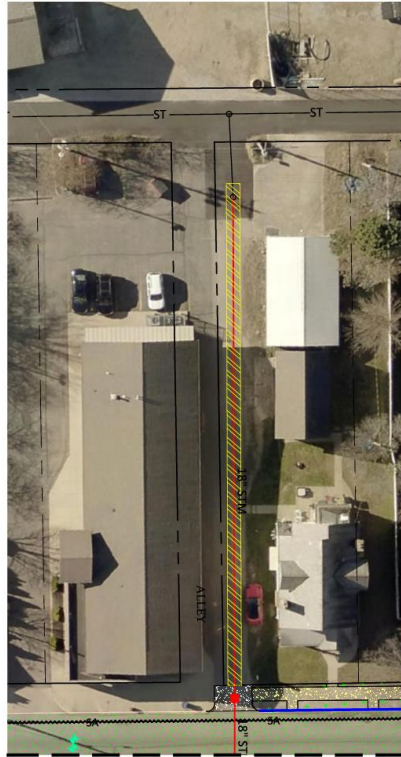


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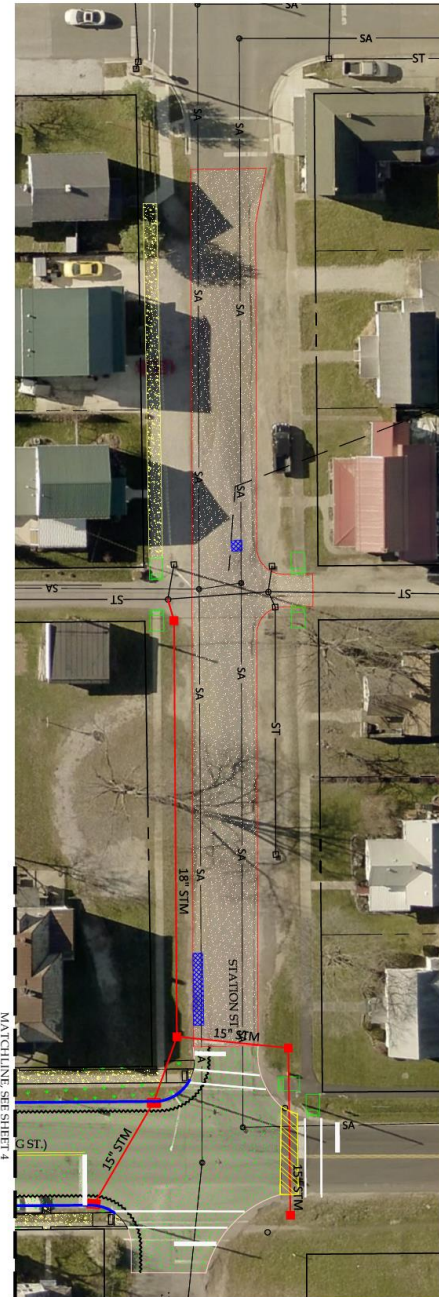
EXHIBIT  
**SR 316 RECONSTRUCTION \ OPWC**  
 MAIN STREET AND LONG STREET  
 ASHVILLE, OHIO

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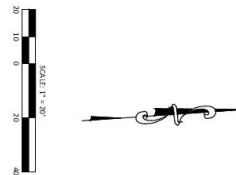


MATCHLINE, SEE SHEET 3



MATCHLINE, SEE SHEET 4

- LEGEND**
- PAVEMENT MILL AND OVERLAY (000T)
  - PAVEMENT MILL AND OVERLAY
  - CONCRETE DRIVE APPROACH - 8" THICK
  - EDGE MILLING - 4" WIDTH (TO 4" DEPTH)
  - SIDEWALK - 4" THICK
  - TOPSOIL SPREADING AND MULCHING
  - PAVEMENT MARKING
  - PROPOSED STORM SEWER
  - EXISTING STORM SEWER (TO BE ABANDONED)
  - PROPOSED CURB
  - PROPOSED CURB RAMP



DATE	BY
DESIGN BY	CMT
CHECKED BY	CMT
SHEET	5

EXHIBIT  
 SR 316 RECONSTRUCTION \ OPWC  
 MAIN STREET AND LONG STREET  
 CMT

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