

Response to 10-Item Narrative for Project #1 – Ashville SR752 and Long Street Intersection Improvements

1. Address the infrastructure repair and replacement needs of the area. How does the project impact these needs?

This project will provide a significant safety and infrastructure improvement to the existing intersection of SR 752 and Long Street in the Village of Ashville, OH. The existing intersection is signalized and SR 752 and Long Street are two-lane roadways with a narrow 20' wide pavement and little or no shoulders. In addition, access control is poor at the existing gas station (see photo #1) in the northeast quadrant of the intersection. Existing signage and utility poles are safety hazards and limit the intersection sight distance. The existing traffic signal is a single head (vintage 1960's) with a basic controller and limited actuation.

Drainage is currently accomplished with overland flow and minor ditch sections, and there are no sidewalks between the residential subdivisions and the nearby high school and middle school.

In an effort to minimize R/W impacts while providing the greatest safety benefit to vehicular and pedestrian traffic, the proposed improvement will consist of adding left turn lanes on each leg of the intersection, a new traffic signal and controller, and sidewalks with ADA ramps at each corner. The pavement will be widened from 20' to 33' with 2' graded shoulders to provide 2-11' thru lanes and one 11' turn lane. The proposed turn lane lengths were developed from a traffic study (attached) prepared for this project.

Drainage will be improved with the addition of curb and gutter sections with curb inlets and catch basins collecting ditch drainage. The signal will be upgraded to a fully actuated signal meeting current design criteria. Existing utility poles, signs and other obstructions will be removed and relocated from the clear zone of the roadway. Access near the intersection at the existing gas station will be limited utilizing a curb and gutter section adjacent to a sidewalk to eliminate crossing conflicts and improve both pedestrian and vehicular safety.

2. Address the age and condition of the system to be repaired or replaced.

The existing roadways at this intersection were constructed over 100 years ago, and the signal and existing infrastructure range from 20 – 40 years of age. Upgrades to the intersection are limited to a pavement resurfacing approximately 10 years ago.

3. Discuss whether the project will generate revenue in the form of user fees or assessments.

No fees or assessments will be charged to fund this project.

4. Discuss the importance of the project to the health and safety of the citizens of the project area. Has the road experienced a high number of traffic accidents? Describe the dangers that might be posed to the public should this project not be funded.

The citizens of Ashville have determined that this intersection is an important improvement for the following reasons: 1) the high accident rate currently being experienced; 2) increasing traffic volumes due to Rickenbacker area development and new schools being constructed; 3) significant pedestrian movements utilizing the intersection (particularly school-aged children); and 4) a high level of development interest. This project is extremely important to the health and well being of the citizens of Ashville. This intersection receives the highest volume of traffic of all intersections within the Village, and the proposed Rickenbacker Connector road (to be located approximately 5 miles to the north) is expected to increase traffic volumes significantly within this corridor. The adjacent properties are currently developed or are primed for development, and as the economy improves these developments will generate additional traffic.

The 6-year traffic crash history at the intersection (attached) as prepared by the Village Police Department indicates that 25 crashes have occurred within this time period, of which 9 included injuries and 16 involved property damage. This is an extremely high rate of crashes related to the average daily traffic, and this rate will continue to increase should this improvement not be completed. A closer inspection of the crash history report indicates that red light violations and maintaining assured clear distance have been listed as two of the primary causes for the crashes. The proposed improvement limiting the open access to the gas station (see photo #4) will serve to reduce these types of crashes and the danger posed to the traveling public.

5. Discuss the cost of the project and whether it is consistent with division (G) of Section 164.05 of the Ohio Revised Code and the district's allocation for grants, loans and local debt support and credit enhancements for the year.

The Village of Ashville is interested in providing their share of the funding for this project, and therefore is proposing to obtain a significant portion of the funding through an OPWC loan. The Village is requesting a total of \$264,384 in loans (30%), \$560,724 in grants (65%) and is providing the remaining \$43,427 (5%) of the funding with local revenues. The Village feels that these funding allocations are consistent with the above-referenced ORC and District 17's allocations for Round 24.

6. Discuss the effort and availability of the benefited local agency to assist in financing the project.

The Village of Ashville is being proactive in providing more than their minimum share of the proposed intersection improvement by providing a loan/match of 30% of the

requested funding. The Village feels that this improvement is seriously needed to reduce the frequency of crashes and significantly improve the safety and efficiency of the intersection.

7. Discuss the availability of federal or other funding sources for this project.

Unfortunately the traditional funding mechanisms through FHWA and the ODOT LPA program for roadway improvements have been seriously depleted in the past few years, leaving the Village to determine that OPWC funding is their best and most timely option. In addition, the size and scope of this project fits well within the OPWC selection criteria.

8. Discuss the overall economic health of the particular local agency.

The Village is able to include the matching and loan funds in the 2010 Capital Budget. Design plans are 40% complete, and only await approval of the grant application for finalization.

9. Discuss the adequacy of planning for this project and the readiness of the applicant to proceed should the project be approved.

The Village and their consulting engineer have carefully planned this project. The improvements proposed at this intersection are based on the results of a traffic study of this intersection prepared by a professional traffic engineer and attached for reference. As evidenced by the level of detail provided in both the exhibits and the estimated cost of construction, the preliminary design of the project is nearly completed, and the R/W acquisition and final design stages can begin almost immediately after the project has been authorized. The Village would prefer to construct this improvement during the summer to minimize impacts to the surrounding school traffic. The proposed schedule indicates that the design services for the improvement will begin in July 2010 and be completed in September. The intent is for required utility relocations and R/W acquisition to be accomplished between September 2010 and February 2011, allowing sufficient time to bid the project and begin construction in June 2011. The project can therefore be completed within the summer months of 2011, allowing the travelers and pedestrians to enjoy using the new facility prior to school starting in the fall.

10. Discuss any other factors relevant to the proposed project.

The preliminary design of this important improvement has been prepared to meet or exceed the current design standards for roadway construction within an urban environment. The proposed design fees represent less than 12% of the total project cost, and the citizens of Ashville will benefit for many years from this improvement. The project will also serve the anticipated traffic from the Rickenbacker developments as well as the Teays Valley High School, the new Ashville Middle School and the Ashville Elementary.



Photo 1 - Looking west at the intersection and gas station access



Photo 2 - Looking North on Long Street with no shoulder



Photo 3 - Looking South from Long Street at intersection showing proximity of signs and poles limiting intersection sight distances

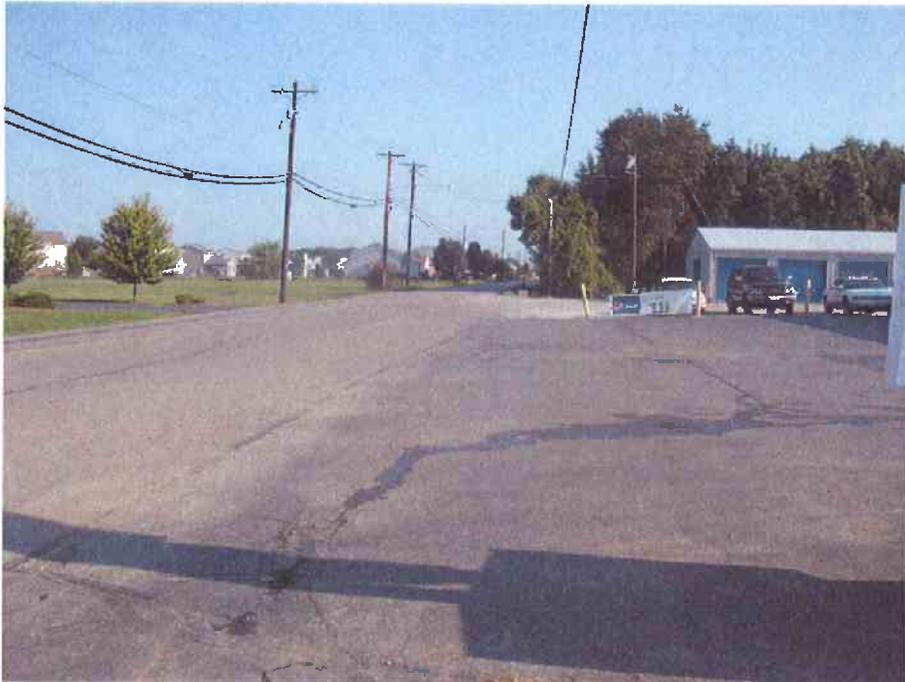


Photo 4 - Looking North along Long Street at poor access control adjacent to gas station



Photo 5 - Looking South along Long Street at prime development area in the southwest quadrant of the intersection

RESOLUTION 11 - 2009

A RESOLUTION AUTHORIZING THE MAYOR OR VILLAGE ADMINISTRATOR TO PREPARE AND SUBMIT A PRIORITY ONE APPLICATION TO PARTICIPATE IN THE OHIO PUBLIC WORKS COMMISSION (OPWC) STATE CAPITAL IMPROVEMENT AND/OR LOCAL TRANSPORTATION IMPROVEMENT PROGRAMS(S) AND TO EXECUTE CONTRACTS AS REQUIRED. AND DECLARING AN EMERGENCY.

WHEREAS, the State Capital Improvement Program and the Local Transportation Improvement Program both provide financial assistance to political subdivisions for capital improvements to public infrastructure, and

WHEREAS, the Village of Ashville, Ohio is planning to make capital improvements to Alleys in the Village of Ashville thus submitting The Ashville St. Rt. 752 and Long Street Intersection Improvements Project, and

WHEREAS, the infrastructure improvement herein above described is considered to be a priority need for the community and is qualified project under the OPWC programs,

NOW, AND THEREFORE BE IT ORDAINED BY THE VILLAGE COUNCIL, VILLAGE OF ASHVILLE, PICKAWAY COUNTY, STATE OF OHIO THAT:

SECTION ONE

The Mayor and /or Village Administrator is hereby authorized to apply to the OPWC for funds as described above.

SECTION TWO

The Mayor and /or Village Administrator is further authorized to enter into any agreements as may be necessary and appropriate for obtaining this financial assistance.

SECTION THREE

That this resolution is hereby declared to be an emergency resolution and necessary for the immediate preservation of the peace, health, safety, and general welfare of the citizens of the Village of Ashville and for the further reasons that expresses and contractual obligations requires application for funding The Ashville Alley Improvements Project.

Therefore, this resolution will take immediately upon its passage.

PASSED THIS 11th DAY OF SEPTEMBER, 2009

ATTEST:

Barbara J. Gilbert
Barbara J. Gilbert, Clerk-Fiscal Officer

DATE: September 27, 2009

APPROVED:

Charles K. Wise
Charles K. Wise, Mayor
Prepared 9/18/09
Revised Date:
Review Date

DATE: 20 Sep 09

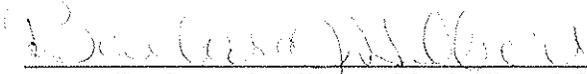
I, Barbara J. Gilbert, Fiscal Officer of the Village of Ashville, Ohio hereby certify that the foregoing is a true and correct copy of the original.

Barbara J. Gilbert Date 9/18/09
Barbara J. Gilbert, Fiscal Officer

CLERK / FISCAL OFFICER CERTIFICATION OF GRANT FUNDS

September 30, 2009

I, Barbara J. Gilbert, Clerk - Fiscal Officer of the Village of Ashville, do hereby certify that the Village of Ashville, Ohio will have the amount of **\$43,427** will be set-aside from a combination of **Storm Sewer Improvement Fund 5704, State Highway Fund 2021, Permissive Motor Vehicle License Fund 2101, General Fund Street Fund 1000-610** and that this amount will be used to pay the local share for the Ashville Intersection Improvements – SR 752 and Long Street Project when it is required.



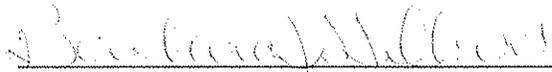
Barbara J. Gilbert, Clerk-Fiscal Officer

Date: 

CLERK / FISCAL OFFICER CERTIFICATION OF LOAN REPAYMENT FUNDS

September 30, 2009

I, Barbara J. Gilbert, Clerk - Fiscal Officer of the Village of Ashville, do hereby certify that the Village of Ashville, Ohio will have the amount of **\$264,384** will be set-aside from a combination of **Storm Sewer Improvement Fund 5704, State Highway Fund 2021, Permissive Motor Vehicle License Fund 2101, and/or General Fund Street Fund 1000-610** and this amount will be used to repay the SCIP or RLP loan requested for the Ashville Intersection Improvements – SR 752 and Long Street Project over a maximum of twenty (20) years term or \$13,219.20 per year.



Barbara J. Gilbert, Clerk-Fiscal Officer

Date:

September 2, 2009