



City of Pataskala
Alan W. Haines, P.E., Public Service Director
Public Services Report to Council

➤ **Supplemental**

1. Rationale
 - a. In accordance with the December financial statement the PSD had \$589k in savings, above and beyond the conservative 35% carryover. The PSD also closed another \$125k of PO's on 2-9-20, bringing the total savings from the 2020 budget to \$714k. The total ask is \$435k, leaving \$276k above the 35% carryover, in the carryover.
2. General Engineering and Inspection budget
 - a. Request
 - i. \$30k for Engineering
 - ii. \$30k for Inspection
 - b. Rationale
 - i. In the many iterations of the budget, due to trying to make the numbers work in the uncertainty of collections, the CIP numbers were included in the budget for these item, but the general operating for miscellaneous small projects that we include on a yearly basis got inadvertently deleted. I would like to add this back in to cover some typical services and regular unplanned engineering and inspection that are above and beyond the general engineering.
3. Streets Program
 - a. Request
 - i. \$300k
 - b. Rationale
 - i. Several alternate bids have been included in the 2021 RAMP based off of public/Council/Service Director input. The extra dollars are requested to be used to achieve more roadway repairs as part of the 2021 RAMP project.
 - ii. Current budget = \$650k, proposed budget = \$950k.
4. Cable Road Bridge
 - a. See project description below.

➤ **Cable Road Bridge Project**

1. Project Summary/Rationale
 - a. The school (Licking Heights) needed to extend this bridge to accommodate their turn lane extension at the old high school in accordance with their traffic access study.
 - b. The City recently found out that this bridge needs to be emergency load rated.
 - c. As this bridge is now derated, the City was planning to put money into repair anyway, and now it will need replaced sooner than later, it doesn't seem to make sense to have the school and City spend a total of \$150k on repair, when we could spend \$300k to replace now.
 - d. Therefore, it is proposed to partner with the school for them to donate the money they had budgeted for extension of the bridge to the City, for the City to run a project to replace and expand the bridge as one project.

- e. This is a win for the City as we would get approximately 1/3 of the cost paid for by the school and is a win for the school as they are putting money into a long-term project.
 - f. Also of note, is with the emergency vehicle rating, in the event of an emergency at the school, a fire truck may need to take an alternate, longer route to get to the school, which is not ideal.
 - g. The life expectancy for the replacement bridge, likely a 4-sided box culvert, is estimated at 50 years, but these structures frequently outlast this conservative estimate.
2. Budget
- a. The estimated total project cost from engineering through completion is \$300k.
 - b. In conversations with the school, they are willing to partner on a project to install a new bridge, using the dollars they had budgeted for extension, at roughly \$110k.
 - c. The City budgeted \$65k in 2020 for this bridge to complete scour repair. That money has been encumbered, but not spent; therefore, is still available and otherwise unaccounted for.
 - d. The City budgeted \$65k in 2021 to make minor repairs and improvements to another bridge, but those repairs can wait another year without incurring additional cost or reduction in level of service of that bridge.
 - e. To achieve \$300k, we have \$110k from the school, \$130k in the budget, bringing the shortfall to \$60k, and I am asking \$75k for additional cushion to complete this project.
 - f. Therefore, partnering with the school will save the City \$110k toward replacement of this bridge, and both the City and the school will not be throwing money into a project that will only last 5 to 10 years.
3. Schedule
- a. Engineering
 - i. Currently seeking 3 proposals, and anticipate bringing a Resolution to Council to begin engineering at the first meeting in March.
 - b. Agreement
 - i. Enter into an Agreement with the school for cost sharing/donation of funds, with a Resolution to Council.
 - c. Construction
 - i. The goal is to complete the project in 2021, and prior to school starting in the fall if possible.

➤ **Broad Street Downtown Corridor**

- 1. Scope
 - a. Improve the Broad Street Corridor from John Reese Parkway to Oxford Drive to include continuous 5 to 6 lane driving section, Traffic Signal Replacement, Pedestrian Facilities, and bridge widening over the S. Fork.
 - b. Current estimated project cost = \$13 M
 - c. MORPC funding application = \$6.5 M
 - d. ODOT funding application = \$5 M (?)
 - e. ODOT TRAC funding = \$1-3 M (?)
- 2. Current Items
 - a. MORPC Attributable Funding application submitted.
 - b. ODOT Safety Funding Application in progress.
- 3. Schedule
 - a. Submit ODOT Safety App in fall of 2021 due to ODOT revised funding schedule.

➤ **Intersection of Broad Street and Summit Road**

- 4. Current Items
 - a. ROW acquisition in progress.

- b. ODOT has committed to funding the following improvements to the intersection:
 - i. Adding protected left-turn phases to the east and west bound approaches.
 - ii. Placing mast-arms in locations to accommodate future expansion and replacing all signal components.
- 5. Budget
 - a. While project details have not been finalized, it appears that ODOT will fund at least 80% of the project.
- 6. Schedule
 - a. Spring 2020 – Application for ODOT Safety funds submitted.
 - b. 2021 – Begin design
 - c. 2021/2022 – Finalize design and acquire any necessary right-of-way.
 - d. 2022/2023 - Construct

➤ **Mink Street Phase II Project**

- 1. Budget
 - a. The project is now believed to be on budget.
 - b. ODOT is finalizing the project, but has not released the final numbers.
 - c. Updates will be provided as they are available from ODOT.

➤ **Public Service Department (PSD)**

- 1. Roadway Maintenance
 - a. The PSD continues to patch potholes and berm as needed. Spot repairs with paving equipment, Potholing, and Crack sealing operations will recommence in the spring when weather permits. Dura-patching to seal previous roadway repairs will continue as weather permits.
 - i. Recently completed projects include:
 - 1. Crack Sealing
 - 2. Dura-patching
 - 3. Berm
 - 4. Miscellaneous
 - ii. In progress and upcoming projects include:
 - 1. Dura-patching
 - 2. Crack Sealing
 - 3. Berming
 - a. Berm cutting along rural routes in progress.
 - 4. Miscellaneous
 - b. Alley Maintenance
 - c. Striping
- 2. Stormwater Management
 - a. The PSD continues to work with the community to identify areas of poor drainage and employ responsible solutions to mitigate them.
 - i. Large scale efforts are included in CIP and coordinated with Streets Committee
 - ii. Small scale efforts are addressed administratively
 - b. The PSD continues to make efforts to improve and restore drainage by conducting ditch cleaning and culvert replacement operations as weather permits.
 - i. Recently completed projects include:
 - 1. Tile and culvert installation/repairs

- 2. Ditch cleaning
 - 3. Catch Basins
 - 4. Storm sewer maintenance
 - ii. In progress and scheduled projects include:
 - 1. Cleaning, jetting, cameraing and locating storm sewer (Elliot Ditch) between Graham Road and Dixon Road in progress. Coordination with the County for further work is planned.
 - 2. PSD personnel will be assisting the Parks Dept. by installing a French drainage system in Freedom Park at the shelter and playground facilities where areas currently lay wet.
 - c. Curb and gutter, catch basin, and inlet repairs
 - i. Multiple of these facilities throughout the City are in need of concrete repair. Some efforts will be completed in-house, but some will require outside scope work.
 - 1. Recently completed projects:
- 3. Bridges and Culverts
 - a. Bridge Asset Management
 - i. A 5-year CIP has been drafted based off of the maintenance recommendations provided in the inspection report completed by Stone Engineering.
 - b. Culvert and bridge replacement and maintenance
 - i. Cable Road bridge
 - 1. See above project description.
- 4. Traffic Signals and Intersections
 - a. Intersection Safety and Capacity Study
 - i. This document forms the framework for long-term planning for intersection improvements.
 - ii. CIP planning and funding scenarios are being developed and vetted through the Street Committee.
 - b. Traffic Signal Maintenance
 - i. Current
 - 1. The PSD is currently working to identify outdated and failing signal control equipment. Money is budgeted in 2020 for this endeavor, and work is planned to continue. This is necessary to prevent signal operation failure.
 - a. Loop detector issues at Etna Parkway and Broad St. have been identified. Trouble shooting and repair will commence in the near future.
 - b. Loop detector issues at Taylor Road and Broad Street are being investigated in preparation for repair.
 - ii. Annual
 - 1. As a yearly maintenance item, the PSD has all signals and associated equipment inspected and serviced.
 - a. Repairs and replacement of faulty/failing equipment are in progress.
 - iii. Long-term

1. The PSD is working toward standardizing equipment at all signals for ease of maintenance and minimization of delays when equipment failures occur.
5. Miscellaneous
- a. Right-of-ways
 - i. Mowing
 1. Complete for 2020
 - ii. Tree Removal
 1. The PSD continually works to identify and remove dead and diseased trees within the right-of-way.
 - a. Trees recently removed/trimmed:
 - b. Trees scheduled to be removed/in progress:
 - iii. Log Jam Removal
 - iv. Tree trimming
 - v. On-going street-light replacement around the City.
 - vi. Snow Removal
 1. In progress and as needed.
 - b. Tornado Sirens
 - i. The PSD observes operation of all sirens on the first Wednesday of every month to ensure that they are functioning properly.
 1. All sirens will be observed to be operational on Wednesday, February 3rd.
 - c. Licking County Health
 - d. Development
 - i. Legacy Estates
 1. Phase 3
 - a. Residential construction in progress.
 2. Phase 4, Section 1
 - a. Accepted, residential construction in progress.
 - ii. Broadmoore Commons
 1. Phase I
 - a. Accepted, residential construction in progress.
 2. Phase 2
 - a. Accepted, residential construction in progress.
 - b. Surface course asphalt to be placed in 2020.
 - c. 1-year maintenance work in progress.
 3. Phase 3
 - a. Accepted, residential construction in progress.
 4. Phases 4 and 6
 - a. Accepted, residential construction in progress.
 5. Phase 5
 - a. Accepted, residential construction in progress.
 6. Phase 7
 - a. Construction of public infrastructure in progress.
 - iii. Reserve at Hazelwood
 1. Accepted, residential construction in progress.
 - iv. Hazelwood

1. Section 5, Part 1
 - a. Accepted, residential construction in progress.
2. Sections 4-1, 5-2, and 6-1
 - a. Accepted, residential construction in progress.
 - b. 1-year maintenance work in progress.
- v. Heritage Town Center
 1. Phase 1 – Complete – 1-year punch-list items remain.
 2. Phase 2
 - a. Construction has commenced.
- vi. Ravines at Hazelwood, Part 3
 1. Accepted, residential construction in progress.
- vii. Hazelwood North – Scenic View Estates
 1. Coordination with the developer is ongoing for planning.
- viii. Heron Manor
 1. Section 1 and 2
 - a. Accepted, residential construction forthcoming.
 2. Section 3
 - a. Plan Review in progress.
- ix. Homesteads of the Border Place, Section 3, Parts 1 and 2
 1. Construction to commence in March.
- x. Hazelton Crossing
 1. Preliminary planning in progress.
- xi. Brynn Mar Crossing
 1. Plan review in progress.
- xii. Zoom Car Wash
 1. Construction in progress.
- xiii. Meyer Shank Racing
 1. Construction in progress.
- xiv. Forest Ridge (Fanin & Deagle)
 1. Preliminary planning in progress.
- xv. Scenic View Estates
 1. Planning in progress.