



DIVISION OVERVIEW

The purpose of the Engineering Division is to perform design functions in the matter of construction, maintenance, and capital improvement projects undertaken by the City. Capital improvements include new construction projects or major replacements/repairs. The Engineering Division reviews project designs, monitors construction, and approves inspections. Other tasks include watershed studies, property easement acquisitions, right of way development, grant application processing, and plan review.

2015 Capital Improvement Projects

Safe Routes to School (SRTS), Phase 2 – Phase I was completed in 2013. Phase 2, completed in 2015, constructed new sidewalks to fill in critical sidewalk gaps on Cherry Bottom Rd., Johnstown Rd., Heil Dr., and Laura Dr. to help improve pedestrian connectivity and safety for students walking to and from Jefferson Elementary School.

Crosswalk Upgrades - This project began in 2014 and was completed in 2015. These upgrades addressed concerns with existing pedestrian crossings near: Havens Corners Rd. at Southwind Dr., Town St. at Mill St. and Granville at Mill St.

Crosswalk Upgrades



Sycamore Run Stream Restoration



Sycamore Run Stream Restoration - This project restored a section of Sycamore Run through construction activities aimed at reconnecting the channel to its existing wooded floodplain. The environmental health of the stream corridor was greatly improved by creating an instream habitat and construction of grade control structures. Native riparian plant species were planted with additional wetland plantings in the spring of 2015.



Taylor Road Booster Station



Detroit Street Rebuild (Brookhaven Dr., Flintridge Dr., and Heil Dr.) – Since the late 1980’s, the City has been rebuilding Detroit-style streets to eliminate problems caused by the original design.

Detroit-style streets consist of all concrete pavement, where the curb and street are poured as one unit, with no asphalt pavement on top. This style of street was originally installed decades ago and, because there is no asphalt surface, the entire street must be rebuilt when it deteriorates. Attempts were made to add an asphalt layer to the top of the street to keep from having to rebuild it, but the asphalt surface caused curb drain outlets to be partially blocked and created other undesirable drainage conditions.

Detroit-style streets are now being rebuilt to current street standards which include a concrete base, asphalt surface, and separate curb and gutter. The City currently has approximately 12 miles of Detroit-style streets remaining, or approximately 8% of the entire roadway network.



Detroit Street Rebuild

Larry Ln. and Price Rd. Sewer Extensions – The Larry Lane project extended the City’s sanitary sewer system to 2 unsewered properties on East Johnstown Rd. Phase I of the Price Rd. project extended service to one property. Phase II, slated for construction in 2017, will provide service to 22 additional properties and eliminate 1 electric sewer lift station. These projects are part of an ongoing effort to eliminate unsewered areas within the City’s corporate limits.

Price Rd. Ph. I Sewer Extension



Taylor Rd. Booster Station - Construction started in late 2014 to begin building a new booster station to replace the existing station on Taylor Rd. at Helmbright Dr. This project increased water service capacity to the City’s Industrial Zone which houses the vast majority of our largest water users. Construction was completed in early 2015.



Asphalt Overlay



Asphalt Overlay – The purpose of asphalt overlay is to prolong the life of City streets. The City uses a street rating system that is based on a scale of 1-100, with 100 being the best. It rates on four categories: Extent of cracking, concrete condition, crack seal condition, and pavement defects (i.e. potholes). Although all four categories contribute to the overall rating, the pavement defects category is the most heavily weighted, as it relates directly to ride quality and maintenance costs. Paving projects are targeted for streets where the majority of the pavement is within rating range of 75 or below. The goal is to maintain 96% of all 134 centerline miles at or above the rating of 75.



Crack seal and microsurface are additional, yet temporary, maintenance applications used to extend the life of asphalt pavements. When the paving surface has reached the end of its useful life, the asphalt is removed and replaced (also known as overlay, resurfaced, or paved). All residential streets may receive crack sealing, microsurfacing, and ultimately, resurfacing throughout their life cycles.

Curb ramps are replaced to meet current ADA standards on all streets that are resurfaced. Additional ramps will be constructed when necessary.

NOTE: See Streets Division section for a complete list of streets repaired in 2015.





Hamilton Rd. at Clark State Roundabout (Artist's Rendering)



Pedestrian Crossing at Clark State Roundabout (Artist's Rendering)



Looking NW from NE School Roundabout (Artist's Rendering)



Roundabout at Northeast School (Artist's Rendering)

Hamilton Rd. Central—The City of Gahanna, in partnership with the Franklin County Engineer's Office, began planning this project back in 1996. Construction on Hamilton Rd. began on June 22, 2015, and will continue through the Fall of 2017. The project will help enhance roadway capacity with the widening of N Hamilton Rd between Carpenter Rd. and US-62. The roadway will be increased from its current status of one lane in each direction to two lanes in each direction with a center turn lane. In addition, traffic congestion will be reduced with the addition of roundabouts at the Clark State Rd. intersection and at the Northeast School. To improve connectivity between the northern and southern portions of the city, a 10-foot wide multi-use path will be constructed on the west side of the roadway and a new sidewalk will be constructed on the east side of the roadway.

The planned closure of Clark State Rd. at Hamilton Rd. was implemented on September 14, 2015 and was successfully completed in 46 days. This closure was necessary for the contractor to begin construction of the southern leg of the roundabout as well as to install a waterline on Clark State and Hamilton Roads.



Rocky Fork South Sidewalk – Sidewalks were installed on Rocky Fork Dr. S, starting at the Shops at Rocky Fork and continuing down the south side of the road and connecting to the existing multi-use trail at the end of Cliffview Dr.



Rocky Fork Dr. South Sidewalk



Techcenter Slope Bank Stabilization Project

Flintridge Sidewalks - As part of the 2015 Street Program, sidewalks were installed on Flintridge Dr. from Rocky Fork Dr. S to Rocky Fork Dr. N.



Flintridge Sidewalks

Techcenter Slope Bank Stabilization – This project repaired repetitive settlement that had been occurring within a 50' section of the multi-use path located on the south side of Techcenter Dr. A large area of slope failure needed immediate repair for the safety of pedestrians and bicyclists who use the path that stretches from Morrison Rd. to Science Blvd.

Golf Course Fuel Tank Replacement – This project replaced two 550 gallon underground fuel storage tanks at the Golf Course with two above ground 550 gallon fuel tanks in accordance to all applicable local, state, and federal requirements.



Golf Course Fuel Tank Pump

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