



Executive Committee Meeting Agenda  
Thursday, November 10, 2022, 1:15 pm

**Call to Order** – Tyler Bumbalough, President

**Roll Call** – Brad Bodenmiller

**Action on Minutes of October 13, 2022** – Executive Committee

**Financial Report** – Todd Freyhof

**ODOT Reports**

**RTPO Report** – Tyler Bumbalough

1. Gwynne Street Bridge Resolution

**New Business:**

1. Review of Curry Farm Preliminary Plat (Union County) - Staff Report by Brad Bodenmiller
2. Review of Glacier Pointe Section 4 Preliminary Plat (Union County) – Staff Report by Brad Bodenmiller
3. Review of VN-2 Phase 2 Amended Preliminary Plat (Union County) – Staff Report by Brad Bodenmiller
4. Review of VN-9 Amended Final Plat (Union County) - Staff Report by Brad Bodenmiller
5. Review of Jerome Township Zoning Text Amendment (Union County) – Staff Report by Aaron Smith
6. Review of Millcreek Township Parcel Amendment (Union County) – Staff Report by Aaron Smith
7. Nominating Committee Report – Tim Cassady
8. Annual Dinner Ticket Sales & Information due – Heather Martin
9. December Luncheon (December 8, 12:15 pm) – Heather Martin

**Director's Report**

**Comments from Individuals**

**Adjourn**

# LUC Regional Planning Commission

## Treasurer's Report

Beginning Balance on October 1, 2022 \$ 541,523.45

### Receipts

Chad Smock	Mills of Watkins tabling (Sept.)	\$	300.00
Encore Living LLC	Glacier Pointe Section 4	\$	300.00
Terrain Evolution	VN-9 Final Plat	\$	860.00
Terrain Evolution	VN2.2 Preliminary Plat	\$	637.05
CESO, Inc	Curry Farm Preliminary Plat	\$	7,100.00
City of Marysville	Fair Housing Admin	\$	5,000.00
Champaign County	FH'ing & CDBG Admin	\$	10,000.00
Bloomfield Township	2022 per capita assessment	\$	550.00

Total Receipts \$ 24,747.05

Total Cash on Hand \$ 566,270.50

### Expenditures

Employee Salaries	2 Pay Periods	\$	17,648.00
PERS	2 Pay Periods	\$	2,470.72
Medicare	2 Pay Periods	\$	251.10
Worker's Compensation	2 Pay Periods	\$	122.96
CEBCO	Health Insurance	\$	2,381.98
Dental Insurance	Dental Insurance	\$	103.00
VSP	Vision Insurance	\$	5.02
Life Insurance	Life Insurance	\$	10.32
Staples	Office Supplies	\$	183.96
CRI Digital	Copier Maintenance	\$	867.89
Clark County TCC	RTPO services	\$	3,472.43
TRC	per Lease agreement	\$	2,567.26
Everything2go.com	flat file plat cabinets	\$	4,394.00
Aaron Smith	Mileage - September 2022	\$	292.60
Heather Martin	Mileage - September 2022	\$	153.45
Gram Dick	Mileage - September 2022	\$	99.00
Brad Bodenmiller	Mileage - September 2022	\$	134.75
Marysville Journal	Legal Ad - FH'ing	\$	28.50
Richwood Bank	Miscellaneous Expenses	\$	391.97

Total Expenditures \$ 35,578.91

Balance on Hand as of October 31, 2022 \$ 530,691.59

Respectfully Submitted,



Todd Freyhof, Treasurer



## 2022 Budget Summary

as of October 31, 2022

### Revenues

		Estimated	Received	Cash Balance	%
450112	Membership Contributions	\$ 221,431.50	\$ 235,201.25	\$13,769.75	106%
450105	Grants	\$ 24,400.00	\$ 24,500.00	\$100.00	100%
450105.LUC13	ODOT RTPO Grant	\$ -	\$ -	\$0.00	0%
420107	Charges for Services	\$ 77,000.00	\$ 36,012.39	(\$40,987.61)	47%
420121	Subdivision Plats	\$ 55,000.00	\$ 61,734.30	\$6,734.30	112%
420122	Mapping	\$ 150.00	\$ 425.50	\$275.50	284%
470101	Interest	\$ 1,547.63	\$ 1,338.34	(\$209.29)	86%
480108	Annual Dinner	\$ 2,900.00	\$ 1,290.00	(\$1,610.00)	44%
480111	Refund	\$ -	\$ 336.61	\$336.61	
	Estimated Total Revenue	\$ 382,429.13	\$ 360,838.39	(\$21,590.74)	94%

### Expenditures:

		Estimated Budget	Intra-Fund Transfers	Adjusted Budget	Expended	%
510100	Salaries & Wages	\$ 230,000.00	\$ (20,000.00)	\$ 210,000.00	\$ 167,385.38	80%
510205	PERS	\$ 32,200.00		\$ 32,200.00	\$ 23,433.89	73%
510215	Medicare	\$ 3,335.00		\$ 3,335.00	\$ 2,354.26	71%
510225	Workers Compensation	\$ 2,530.00		\$ 2,530.00	\$ 1,152.85	46%
510305	Medical	\$ 42,100.00	\$ (9,000.00)	\$ 33,100.00	\$ 23,819.80	72%
510310	Dental Insurance	\$ 1,900.00		\$ 1,900.00	\$ 1,030.00	54%
510315	Vision Insurance	\$ 90.00		\$ 90.00	\$ 50.20	56%
510320	Life Insurance	\$ 130.00		\$ 130.00	\$ 91.80	71%
520115	Office Supplies	\$ 5,000.00	\$ 12,000.00	\$ 17,000.00	\$ 8,951.62	53%
520155	Subscription Fees	\$ 5,000.00		\$ 5,000.00	\$ 3,045.32	61%
530100	Contract Services	\$ 12,000.00		\$ 13,101.23	\$ 11,879.19	91%
530110	Tuition Reimbursement	\$ -		\$ -	\$ -	0%
530171	Professional Development	\$ 5,000.00		\$ 5,000.00	\$ 1,565.00	31%
530310	Auditing Services	\$ 4,000.00		\$ 4,000.00	\$ 2,050.00	51%
530650	Maintenance & Repair	\$ 15,000.00	\$ (5,000.00)	\$ 10,000.00	\$ -	0%
530702	Annual Dinner	\$ 4,000.00		\$ 4,000.00	\$ 620.00	16%
530800	Building	\$ 31,500.00		\$ 31,500.00	\$ 25,704.00	82%
540100	Equipment	\$ 2,500.00	\$ 24,500.00	\$ 27,000.00	\$ 18,016.83	67%
550100	Travel & Expense	\$ 7,500.00		\$ 7,500.00	\$ 4,630.98	62%
550305	Contingencies	\$ 10,000.00	\$ (2,500.00)	\$ 7,500.00	\$ 3,402.30	45%
	Estimated Total Expenditures	\$ 413,785.00		\$ 414,886.23	\$ 299,183.42	72%

### STATEMENT:

Cash Balance January 1, 2022	\$ 469,036.62
Estimated Cash Balance December 31, 2022	\$ 410,824.58
Actual Cash On Hand December 31, 2022	
Estimated Total Revenue	\$ 382,429.13
Actual 2022 Revenue	\$ 360,838.39
Difference (+/Under)	\$ (21,590.74)
Estimated Adjusted Total Expenditures	\$ 414,886.23
Actual 2022 Expenditures	\$ 299,183.42
Difference (+/Under)	\$ 115,702.81

# Memorandum

**To: LUC Executive Committee**

**From: Louis Agresta**  
**TCC Transportation Director**

**Phone 937-521-2134**  
**lagresta@clarkcountyohio.gov**

**Re: RTPO Planning Report**

**Date: November 3, 2022**

**The following are items for discussion at the November 10, 2022 LUC Executive Committee Meeting.**

## **Long Range Plan Steering Committee Meeting**

The next Long Range Plan Steering Committee meeting will be Monday December 5<sup>th</sup>. The meeting will be held at the Village of West Liberty Admin Offices and will begin at 10:30 am. The purpose of the meeting is to continue to work through the 2050 Long Range Plan. This meeting will focus particularly on the Future Conditions and Regional Trends. The group will review the listing of projects from the previous LRP update.

If you would like more information on the 2050 L/C Long Range Plan, please contact Regina Rollins at [rrollins@clarkcountyohio.gov](mailto:rrollins@clarkcountyohio.gov).

## **Gwynne Street Bridge Study- City of Urbana**

The Gwynne Street Bridge Study was recently finalized. The study analyzed the condition of the bridge and made recommendations for funding repairs to extend the life of the bridge as long as possible.

The final version of the study can be found on the LUC website. Staff requests that the LUC Executive Committee accept the document by approving the attached resolution.

## **Other**

LUC TAC meeting dates are as follows

- December 5<sup>th</sup>, 2022 at 9:30 am

## **FY 2023 Budget Status (as of September 30, 2022)**

<i>Work Elements</i>	<i>Total Budget</i>	<i>Balance</i>	<i>Percent Expended</i>	<i>Monthly Expense</i>	<i>YTD Expenses</i>
625.1 RTPO Planning	\$ 122,990.83	\$ 99,907.31	19%	\$ 2,521.32	\$ 23,083.52
625.11 RTPO Planning (fy22)	\$ 17,000.00	\$ 5,359.18	68%	\$ 3,600.21	\$ 11,640.82



A RESOLUTION  
OF THE LOGAN-UNION-CHAMPAIGN-REGIONAL PLANNING COMMISSION ACCEPTING  
THE MIAMI STREET SAFETY STUDY IN ITS FINAL FORM

**WHEREAS**, the Logan-Union-Champaign Regional Planning Commission (LUC) is designated as the Regional Transportation Planning Organization (RTPO) for Logan and Champaign counties by the Governor of the State of Ohio, acting through the Ohio Department of Transportation (ODOT), and in cooperation with locally elected officials in the area pursuant to an Agreement between ODOT and LUC; and

**WHEREAS**, LUC has the authority and responsibility for the direction, coordination, and administration of the area-wide transportation planning process in accordance with federal laws.

**WHEREAS**, the Clark County- Springfield TCC provides transportation planning services so that the LUC RTPO can conduct a continuing, cooperative, and comprehensive regional transportation planning process consistent with Federal and State Laws and Processes; and

**WHEREAS**, LUC deemed the Gwynne Street Bridge Study (between N. Main Street and Loudon Street) as an important transportation planning initiative to identify maintenance activities that will extend the longevity of the bridge for the best public benefit ; and

**WHEREAS**, LUC has reviewed the Final report dated August 5, 2022 and finds the completed study to be satisfactorily complete.

**BE IT THEREFORE RESOLVED:**

That the members of the LUC Executive Committee hereby accept the Miami Street Safety Study

**BY ACTION OF THE LUC EXECUTIVE COMMITTEE**

---

Tyler Bumbalough  
President, LUC Executive Committee

---

Bradley Bodenmiller  
Secretary, LUC Executive Committee

---

Date

# BURGESS & NIPLE

---

330 Rush Alley | Suite 700 | Columbus, OH 43215 | 614.459.2050

Mr. Tyler Bumbalough, PE  
City Engineer  
City of Urbana  
205 South Main Street  
Urbana, OH 43078

Re: Inspection for Repair  
Bridge: CHP-DUGAN-00001  
SFN: 1160044  
Gwynne Street over Dugan Run & IORY RR

Mr. Louis Agresta  
Transportation Director  
Transportation Coordinating Committee  
3130 East Main Street, Suite 2A  
Springfield, OH 45505

August 5, 2022

Dear Mr. Bumbalough & Mr. Agresta:

Burgess & Niple (B&N) performed an inspection for preliminary repair recommendations and costs of the above referenced bridge on July 6, 2022. The bridge is a four-span structure (**photos 1 and 2**) with spans numbered west to east and consisting of:

Span 1: 45'-0" steel multi-beam  
Span 2: 75'-0" steel multi-beam  
Span 3: 88'-0" steel multi-beam  
Span 4: 55'-6" steel multi-beam

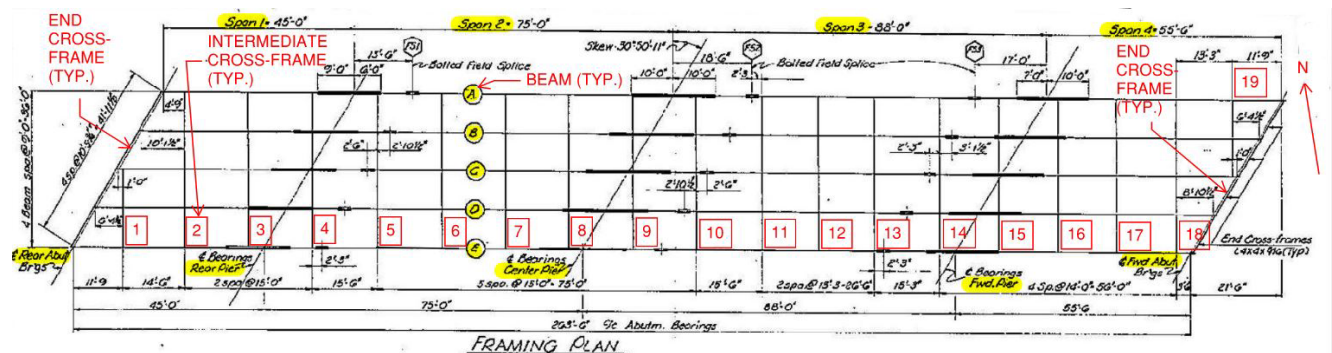
The steel beams are continuous with moment plates over the piers. The beams are non-composite with the concrete deck and are comprised of A588 weathering steel. The abutments are stub type abutments which are supported on 12-inch diameter cast-in-place reinforced concrete piles. The piers are hammerhead type piers which rest on footings supported on 12-inch diameter cast-in-place concrete piles.

This report includes appendices containing:

- Condition photographs
- Repair Recommendations

The limits of the inspection were from the rear abutment to the forward abutment. Inspection team members included, Craig Snively, PE and Luke Langdon, EI. The bridge was accessed from the ground and with a ladder.

Spans are numbered from rear (west) to forward (east), and beams are designated with letters A through E from left to right looking east. The intermediate cross-frames are numbered 1 through 19 from rear to forward. A Framing Plan from the original construction plan set is shown below.



## RECOMMENDED ACTIONS/REPAIR ITEMS

The narrative below gives a brief explanation of the repairs required to extend the service life of the structure another 50 years. Repairs are categorized by priority level. Priority 1 being items we recommend addressing within 1 year, priority 2 we recommend addressing within 2-5 years and priority 3 we recommend addressing in 5 years or more. Please see the "Repair Recommendations" in the appendix for further details and cost estimates.

### Priority 1

- Reweld the broken end cross-frame connections at multiple locations.
- Remove and replace the intermediate and end cross-frame angles at multiple locations.
- Extend the asphalt drains at multiple locations.
- Repair the sliding plate joints as outlined in ODOT BDM 403.7.2.
- Add slope protection to the embankments below both abutments.

### Priority 2

- Abrasively clean and paint the structural steel.
- Repair the spalls on the underside of the deck in accordance with ODOT standards.
- Clean and patch the delaminated and spalled concrete at the Rear Pier.

**Priority 3**

- Replace the deck, sidewalks, parapets, and approach slabs.
- Eliminate the expansion joint devices at the abutments and convert the structure to semi-integral.

We thank you for the opportunity to provide our engineering services. Please contact me if you have any questions or comments.

Sincerely,

**BURGESS & NIPLE, INC.**

*Craig A. Snively*

Craig A. Snively, PE  
Bridge Engineer

**SIGNIFICANT FINDINGS** are as follows:

## **DECK SUMMARY**

### **Deck**

- Approximately 325 square feet of the 10,760 square foot deck underside exhibits spalling. Approximately 50 square feet of spalling exhibit exposed and corroded steel reinforcing bars with no measurable loss **(photo 3)**.
- Most of the spalls on the underside of the deck exist around the asphalt drainage pipes and heaviest near the piers **(photo 4)**. This indicates that water is seeping through the asphalt overlay and collecting on the top of the concrete deck prior to flowing through the asphalt drains. The water then saturates the bottom of the concrete deck around the asphalt drains, causing the steel corrosion and concrete spalls.

### **Wearing Surface**

- The asphalt wearing surface is approximately 1 to 2 inch thick and appears to have been replaced multiple times **(photo 5)**.
- The asphalt on the outer 3 feet of the deck near the curb lines is unsound. This is most likely due to water being trapped between the sidewalk cold joint and the top of the concrete deck and moving under the adjacent asphalt **(photo 6)**.
- The wearing surface has sealed longitudinal and transverse cracking throughout all spans spaced approximately 3 feet apart.

### **Curbs/Sidewalk**

- The sidewalk and curbs were repaired in 2019 and exhibit multiple locations of minor cracking **(photo 7)**.
- Multiple sections of the sidewalk have been repaired with fiber reinforced concrete **(photo 8)**.
- Span 3 south sidewalk has a 7-foot-long x full width section of the concrete sidewalk that is scaling **(photo 8)**.
- Sidewalk exhibits hairline longitudinal cracking in unrepaired sections of concrete.

### **Bridge Railing**

- The bridge railing consists of twin round aluminum rails anchored to a concrete parapet **(photo 9)**.
- No significant deficiencies exist to the bridge railing.

### **Deck Drainage**

- The bridge deck drains into scuppers located on the edge of the wearing surface along both sidewalks **(photo 10)**.
- Asphalt drains are located along each curb line. The PVC drain pipes project through the concrete deck, from below the asphalt overlay to slightly below the bottom of the deck **(photo 4)**.

### Expansion Joints

- Sliding plate expansion joints devices exist over both abutments **(photo 11)**.
- Compacted soil and debris exist in both expansion joints **(photo 12)**.
- The joints over both abutments leak allowing water to drip onto the abutment bearings, beam ends, and end cross-frames causing corrosion and section loss to these steel members **(photo 13)**.

## SUPERSTRUCTURE SUMMARY

### Steel Beams

- The floor system consists of five W36x94 wide flange beams spaced 9' 0" on center with welded cross-frame bracing between beams **(photo 14)**.
- The end 4-feet of the beams at the Rear and Forward Abutments exhibit corrosion and minor section loss at the following locations. The section loss is heaviest in the webs and bottom flange.
  - Beam A at the Rear Abutment.
  - Beam D at both abutments.
  - Beam E at the Rear Abutment **(photo 15)**.
- Span 4, beam D at the Forward Abutment has laminar corrosion with up to 1/8-inch-deep section loss in the bottom flange to the end 15 feet of the beam.
- Span 4, beam D at cross-frame 17 exhibits surface corrosion and laminating corrosion due to flow from asphalt drains running onto the cross-frame and down onto the beam. This condition exists at multiple locations. Extending the drainpipes below the bottom of the beams will prevent water from draining onto the beams and cross-frames.
- 20-foot-long moment plates exist over the piers on the top of the top flange and on the bottom of the bottom flange **(photo 16)**. These plates are welded along their long edges and transversely along their ends. These welds are category E fatigue prone details **(photo 17)**.

### Cross-Frames

- Intermediate cross-frames are comprised of end welded steel angles with two diagonals and one bottom horizontal **(photo 18)**. End cross-frames are comprised of multiple end welded steel angles with gusset plates and top and bottom horizontal angles.
- The intermediate cross-frames are perpendicular to the beams and not normal to the skew.
- The Span 4 end cross-frame between beam D and E is missing one diagonal angle **(photo 19)**. The angle appears to have fallen away due to pack rust breaking the welds.
- Multiple end cross-frames have broken welds **(photos 20 and 21)**.
- Multiple intermediate cross-frames are under asphalt drains and exhibit laminar corrosion with section loss **(photos 22 and 23)**.

### Bearing Devices

- Rocker bearings exist at both abutments and at the Rear and Forward Piers. Fixed bearings exist at the Center Pier.

- Rocker bearings at both abutments exhibit corrosion and minor section loss (**photos 24 and 25**).
- The bearings are still functioning as intended.
- To prevent further corrosion the bearings at the abutments the bearings should be abrasively cleaned and painted. The expansion joints over the abutments should be replaced with sealed joints to help prevent deck drainage from draining onto the bearings.

#### **Steel Protective Coating System**

- The steel members are comprised of A588 weathering steel.
- The steel patina is effective along most of the steel surfaces other than at the abutments and at locations where the steel is under a joint or asphalt drain.

#### **Utilities**

- A water pipe exists between beams C and D for the full length of the structure and penetrates both abutments back walls (**photo 26**). Sweating of the pipe during the summer months will cause deterioration of the adjacent cross-frames.

### **SUBSTRUCTURE SUMMARY**

#### **Abutment Walls**

- Multiple full height vertical cracks up to 0.009-inch-wide exist in both abutment backwalls (**photo 27**).
- The Rear (west) Abutment footer is exposed 3-feet-vertically for 10-linear-feet under beams 1 and 2 (**photo 28**).
- Deck drainage passes through the expansion joint and onto the abutment backwalls at both abutments (**photo 29**).

#### **Pier Caps**

- The hammer head reinforced concrete pier caps are in satisfactory condition (**photo 30**).
- The south end, east face of the Center Pier cap exhibits multiple shear cracks emanating from below the beam E bearing (**photo 31**).
- The southeast end, top edge of the Rear Pier cap between beams D and E exhibits a 2-foot-wide x 4-foot-long x 6-inch-tall delamination (**photo 32**). A deck drain is directly over the pier cap exposing this area to moisture during rain events.
- Water staining exist on all faces of the piers under all five beams.

#### **Pier Walls**

- The south end, east face top of the Rear Pier wall exhibits a 4-foot-tall x 2-foot-wide delamination caused by drainage flowing down the face of the wall through an asphalt drain directly over the cap (**photo 33**).

**Slope Protection**

- Most of the slope protection is missing at the embankments at both abutments **(photo 28)**.
- Deep erosion ditches exist at both abutment embankments **(photo 34)**.

**APPROACH SUMMARY****Approach Roadway Condition**

- The approach roadway has sealed map cracking at both approaches **(photo 35)**.
- The approaches to bridge deck transitions are smooth.

**Approach Railing**

- The approach railing has turn down end treatments at all four corners **(photo 36)**.
- Minor impact damage exists to the northwest bridge railing **(photo 37)**.

## Photographs



**Photo 1** – End view looking east.



**Photo 2** – Elevation looking north.



**Photo 3** – Looking east at the typical underside of span 3.



**Photo 4** – Looking west at the underside of the deck in span 3 bay 4 near the Center Pier. Note: two 5-foot x 5-foot spalls with exposed reinforcing steel in the underside of the deck.



**Photo 5** – Looking northwest at the typical wearing surface in span 3.



**Photo 6** – Looking southwest at the typical wearing surface condition in span 1. Note: sealed map cracking throughout. Multiple locations of concrete sidewalk repair throughout all spans.



**Photo 7** – Looking south at the sidewalk repair in span 3.



**Photo 8** – Looking west at the south sidewalk in span 3. Note: 7-foot-long section of the sidewalk is scaling.



**Photo 9** – Looking northwest at the typical bridge railing in span 4.



**Photo 10** – Looking south at typical deck scupper detail. Note: multiple asphalt overlays.



**Photo 11** – Looking south at the sliding plate joint over the Rear Abutment. Note: soil and debris are accumulating in the joint.



**Photo 12** – Looking south at the sliding plate joint over the Forward Abutment. Note: soil and debris are accumulating in the joint.



**Photo 13** – Looking east at the end cross-frame between beams A and B at the Forward Abutment. Note: heavy surface corrosion exists on the end cross-frames due to water infiltration through the deck joint.



**Photo 14** – Looking east at the underside of span 2.



**Photo 15** – Looking southwest at span 1 beam E at the Rear Abutment. Note: laminar corrosion typical on the end 4 feet the steel beams at both abutments.



**Photo 16** – Looking east at the moment plate on the bottom flange of beam A in span 1.



**Photo 17** – Looking southeast at beam E in span 3. Note: moment plates are wider than the bottom flange.



**Photo 18** – Looking southeast at the end cross-frame between beams D and B at the Rear Abutment. Note: up to 1/4-inch section loss to the bottom strut angle.



**Photo 19** – Looking east at the end cross-frame between beams D and E at the Forward Abutment. Note: missing diagonal angle.



**Photo 20** – Looking east at the end cross-frame between beams C and D at the Forward Abutment. Note: broken diagonal angle weld.



**Photo 21** – Looking east at the end cross-frame between beams B and C at the Forward Abutment. Note: broken diagonal angle weld.



**Photo 22** – Looking west at the scupper drain and asphalt drain in span 4 between beams D and E at cross-frame 17. Note: asphalt drain is directly over intermediate cross-frame and drainage flows onto diagonal member and down to the bottom flange of the beam.



**Photo 23** – Looking at span 3 intermediate cross-frame 10 between beams B and C near the Center Pier. Note: bottom of concrete deck spall and full depth corrosion holes exist in the cross-frame diagonal due to flow from the asphalt drain.



**Photo 24** – Looking north at the rocker bearing under beam A at the Forward Abutment. Note: laminar corrosion exists to the masonry plate due to a leaking expansion joint.



**Photo 25** – Looking northwest at the beam A rocker bearing at the Rear Abutment. Note: laminar corrosion with up to 1/8 inch loss to the masonry plate and bearing interface.



**Photo 26** – Looking east at the water pipe running between beams C and D.



**Photo 27** – Looking southwest at the water staining and cracking in the Rear Abutment backwall.



**Photo 28** – Looking east at multiple erosion ditches formed by scupper drainage in embankment in front of the Forward Abutment. Similar conditions are present at the Rear Abutment embankment.



**Photo 29** – Looking east at active water leakage down the Forward Abutment backwall.



**Photo 30** – Looking west at the elevation view of the Rear Pier.



**Photo 31** – Looking west at the south end, east face of the Center Pier cap. Note: multiple shear cracks emanating from the beam E bearing.



**Photo 32** – Looking south at the south end, east face top corner of the Rear Pier between beams D and E. Note: 2-foot-wide x 4-foot-long x 16-inch-tall delamination caused by asphalt drain located directly above the cap.



**Photo 33** – Looking west at the south end of the Rear Pier wall. Note: 4-foot-tall x 2-foot-wide delamination caused by an asphalt drain discharging onto the top of the pier cap.



**Photo 34** – Looking west at the scour hole at the end of an erosion ditch at the south end of the Forward Pier.



**Photo 35** – Looking south at the west approach roadway. Note: multiple sealed transverse and longitudinal cracks in the approach roadway.



**Photo 36** – Looking northwest at the northwest approach guardrail. Note: turn down end treatment.



**Photo 37** – Looking west at the northwest approach guardrail. Note: 5-foot-long section of impact damaged guardrail and multiple twisted and loose timber block outs.

## **Repair Recommendations and Cost Estimates**

Repairs have been categorized according to the following:

<u>Priority</u>	<u>Time Frame</u>
1	within 1 year
2	within 2-5 years
3	5 years or more

**Priority 1 repairs are recommended for the following items:**

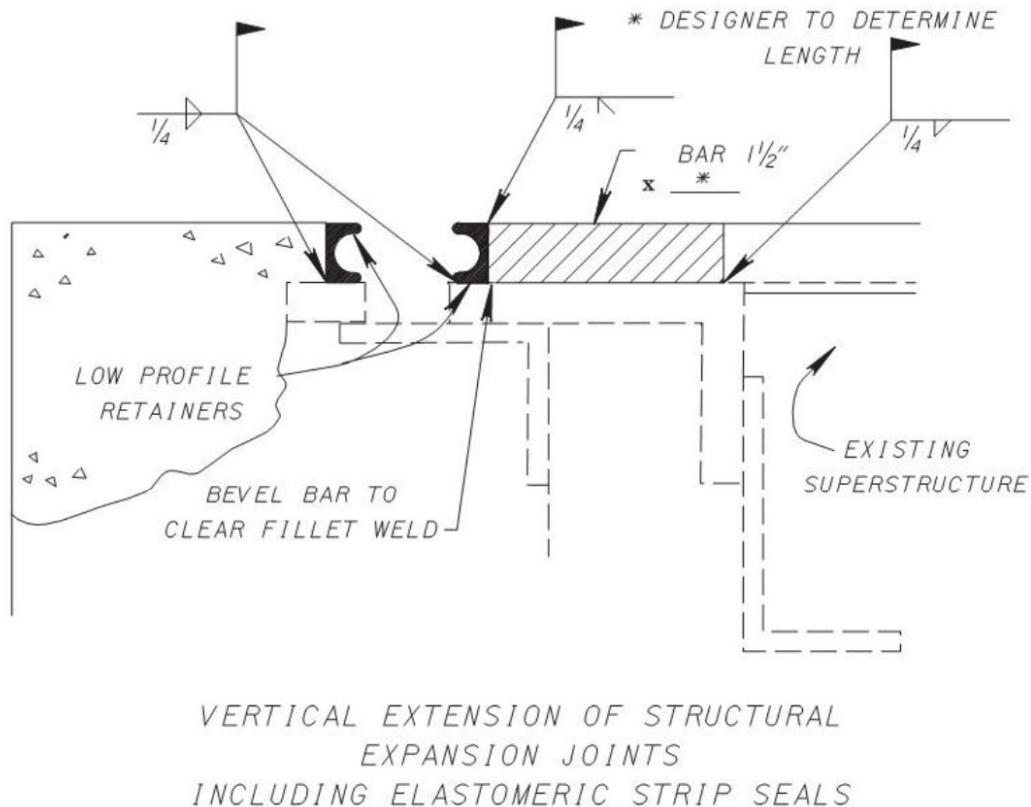
End cross-frames – Deck drainage leaking through the sliding plate expansion joints at the abutments has caused corrosion and section loss to the end cross-frames. Several of the welds attaching the cross-frame angles to the connection plates are broken. At locations where the existing angles are in good condition with broken connection welds, the existing welds should be removed by grinding and the existing angles should be re-welded. Existing angles with holes and section loss should be removed and replaced with new angles.

Asphalt Drains - 1 inch diameter PVC deck drain pipes are located at the curb line on both sides of the bridge. The original construction plans do not show these pipes. Pipes were probably added when the first asphalt overlay was constructed (date unknown). Pipes are spaced at approximately 6 feet on centers at the edge of both sidewalks and project through the concrete deck. The purpose is to allow any drainage that seeps through the porous asphalt overlay to drain through the deck. At many locations the bottom of the concrete deck is spalled and delaminated around the pipes. Two of the pipes are located over intermediate cross-frames where outflow has caused corrosion and section loss to the cross-frame angles and adjacent beams. At one location the pipe is directly over the concrete cap at the south end of Pier 1 and outflow has caused delaminated concrete on the top and side of the concrete cap. At the three locations where outflow is pouring/spraying onto the superstructure or substructure elements, the drain pipes should be extended to outlet the drainage below the bottom of the cross-frames or pier cap. A 2-inch diameter PVC flange fitting should be attached to the bottom of the concrete deck with concrete anchors (Tapcon or equal). A 2-inch diameter section of Schedule 40 pipe with fittings to offset the cross-frames or cap and of sufficient length (approximately 4 foot long at the cross-frames and 9 foot long at Pier 1) should be glued to the flange fitting. A flexible strap attaching the pipe to the pier cap should be provided to accommodate superstructure movement and brace the pipe.

Intermediate cross-frames – At Beam 1, Span 1, Cross-Frame 1.3 and Beam 4, Span 4, Cross-frame 4.3 the intermediate cross-frame angles have corrosion and section loss due to drainage from the asphalt drains. The existing cross-frame angles should be removed and replaced with new angles.

End Dam (sliding plate expansion joint) – The sliding plate expansion joint devices are leaking and allowing drainage to saturate the concrete substructures and weathering steel superstructure members. A repair that provides a watertight expansion joint device should be

considered. One solution is the repair recommended by the Ohio Department of Transportation (ODOT) Bridge Design Manual (BDM) 403.7.2. This repair should be performed at the existing sliding plate expansion joints at the Rear and Forward Abutments. The repair adds 1 ½ inch thick retainers with elastomeric strip seals, a steel plate and additional overlay material to ramp up to match the new raised strip seal. The repair is illustrated in BDM Figure 403-3 shown below (elastomeric strip seal is not shown but is placed in the retainers).



**Figure 403-3**

Slope protection – The original crushed aggregate slope protection is in poor condition. Erosion is present below the deck drain down spouts. Larger aggregate should be used to minimize erosion due to the quantity of the deck drain flows. Ditches constructed of ODOT Type B Rock Channel Protection with Filter Fabric should be constructed (5'-0" wide by 1'-6" thick) at four locations below the deck drains from the face of the abutments to near the bottom of the 2 (horizontal) : 1 (vertical) slopes, ending at the Ordinary High Water Mark (OHWM).

**Priority 2 repairs are recommended for the following items:**

Clean and paint portions of superstructure – The beam ends, end cross-frames and bearings at the abutments should be cleaned and painted with a three coat system as recommended by ODOT BDM 702.9, Partial Painting of A709 Grade 50W Steel, which recommends painting 10 feet of each beam end adjacent to the abutments including all cross-frames and other steel within these limits. The steel should be abrasively cleaned according to ODOT Construction and Material Specification (C&MS) 518 and a prime coat applied according to C&MS 708.01. An intermediate coat shall be applied and the topcoat color shall closely approach Federal Standard No. 595B - 20045 or 20059 (the color of weathering steel). The corroded areas of Beam 1, Span 1 and Beam 4, Span 4 at the deterioration due to drainage running down the intermediate cross-frame diagonal angles from the asphalt drains should also be cleaned and painted.

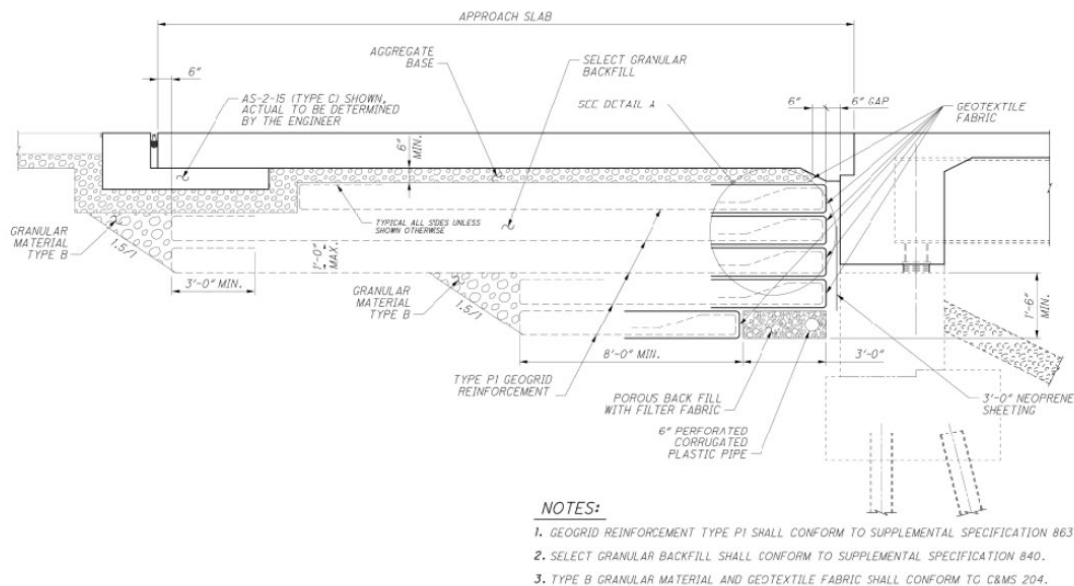
Bottom of Deck – Repair the bottom of deck concrete at locations where spalled concrete and delamination is present around the asphalt drains and at other miscellaneous locations as recommended by ODOT BDM 403.2.2. ODOT recommends for repair of an under-deck spall with exposed uncoated reinforcement, to remove all loose concrete, mechanically clean the reinforcing steel and coat with paints containing zinc dust. Provide galvanizing material conforming to ASTM A780 except aerosol spray applications will not be permitted.

Patch substructure concrete – The south end of the cap at Pier 1 is delaminated due to outflow from an asphalt drain. The unsound concrete should be removed and patched according to C&MS 519.

**Priority 3 repairs are recommended for the following items:**

Moment plates - The steel beams have welded top and bottom moment plates at the piers. Section 404.1.2.4.a of the ODOT BDM provides guidance on rehabilitating structures with moment plates. If cracked welds are not visible, the bridge is not located on a principle arterial road and the average daily truck traffic is less than 500 vehicles per day, a fatigue analysis and retrofitting the ends of the moment plates are not required. The structure appears to meet these requirements, so alterations to the moment plates are not anticipated to be necessary. However, if a future deck replacement is performed, the welds at the ends of the top flange moments plates should be carefully inspected. The inspection will need to occur after the deck is removed. If cracks are found, moments plates should be retrofitted according to ODOT details. Costs for retrofitting moment plates have not been included in the estimated repair costs below.

Deck, Sidewalks and Parapets – The condition of the top surface of the 49-year-old concrete deck is unknown due to the presence of an asphalt overlay. It appears that two asphalt overlays have been constructed in the past, with the first probably removed prior to the placement of the second. The top surface of the concrete deck may be in poor condition due to initially requiring an asphalt and due to water penetrating the current asphalt overlay. The bottom of the deck has several spalled and delaminated areas concentrated around the asphalt drains. The sidewalk has been patched several times and is delaminated in several areas. Since the beams and substructures appear to be in good condition, consideration should be given to replacing the deck, sidewalks and parapets in the near future. The 8-inch diameter water main could be removed and replaced during the deck replacement if necessary. Eliminating the expansion joint devices at the abutments and converting the structure to semi-integral as shown below in Figure 404-6 from the ODOT BDM should be considered. The beams at the abutments would need temporarily raised by jacking and the rocker bearings replaced with elastomeric bearings. The approach slabs would need to be removed and replaced with new approach slabs with sleeper slabs. Expansion joints located above sleeper slabs would allow for thermal movement. The steel beams could be made composite with the concrete deck if additional load carrying capacity is required.



**Figure 404-6**

## Estimated Repair Costs

Costs are in 2022 dollars. Costs will need to be adjusted for future work.

### Priority 1

Re-weld broken welds at end cross-frames	\$9600
Remove and replace end cross-frame angles	\$7800
Asphalt drain extensions	\$1800
Remove and replace intermediate cross-frame angles	\$6800
Vertical extension of structural expansion joints	\$16,000
Rock channel protection, Type B with filter	\$8400
15% contingency	<u>\$7600</u>

**Total Priority 1      \$58,000**

### Priority 2

Surface preparation of existing structural steel	\$14,600
Field painting of existing structural steel, prime coat	\$3700
Field painting of structural steel, intermediate coat	\$3700
Field painting of structural steel, finish coat	\$3700
Underdeck spall repairs	\$40,700
Patch Pier 1 cap concrete	\$1000
15% contingency	<u>\$10,100</u>

**Total Priority 2      \$77,500**

**Priority 3**

Remove wearing course	\$10,100
Remove approach slabs	\$22,700
Removal of portions of the structure	\$274,000
Unclassified excavation	\$55,500
Concrete deck	\$315,000
Concrete sidewalk	\$164,800
Concrete parapet with twin steel tube railing	\$147,000
Semi-integral diaphragm guides	\$6,000
Epoxy coated reinforcing steel	\$163,500
Elastomeric bearings at abutments	\$26,000
Jacking and temporarily supporting superstructure	\$15,000
Reinforced concrete approach slabs	\$60,300
Sleeper slab Type C installation	\$14,000
Select granular backfill	\$12,000
Geogrid, Type P1	\$10,000
Welded stud shear connectors	\$5,800
Remove and install new 8" ductile iron water pipe with push-on joints and bridge hangers	\$128,000
15% contingency	<u>\$215,300</u>

**Total Priority 3      \$1,645,000**

**CHP/LOG Projects**  
**Award Dates: FY22 and FY23**

PID	COUNTY ROUTE SECTION	PRIMARY WORK CATEGORY	DESCRIPTION	PROJECT TERMINI	SALE DATE	AWARD DATE	BEGIN CONSTRUCTION	END CONSTRUCTION	CONSTRUCTION COSTS	NOTE
<b>Awarded Projects</b>										
105901	LOG-SR540-0.10	Resurfacing	Mill the existing pavement and replace with asphalt concrete, place pavement markings, pavement repair, and RPM's. Urban paving project.	LOG-SR540-0.10-1.59	SOLD 6/17/2021	AWARD 6/24/2021	START 8/30/2021	END 8/18/2022	CONTRACT \$636,491	
107462	D07 CHIP FY22	Roadway Minor Rehab	Chip seal	CHP-SR29-2.68-10.08; CHP-SR55-11.65-15.05; CHP-SR56-0.00-5.32; AUG-SR116-1.20-7.20; SHE-SR706-0.00-5.14	SOLD 12/2/2021	AWARD 12/9/2021	START 4/18/2022	9/15/2022	CONTRACT \$1,438,802	Open to traffic 9/26/2022
107442	CHP-161-0.00	Roadway Minor Rehab	AC overly with repairs	CHP-SR161-0.00-7.10	SOLD 12/16/2021	AWARD 12/23/2021	START 4/27/2022	7/31/2022	CONTRACT \$1,337,308	Open to traffic 10/4/2022
109333	CHP ODNR Kiser Lake State Park	Parks	ODNR project in Kiser Lake State Park for Culvert Lining	Kiser Lake State Park	SOLD 12/16/2021	AWARD 12/23/2021	START 4/25/2022	END 7/18/2022	CONTRACT \$44,802	Open to traffic 5/13/2022
110591	LOG-Pave-FY2022	Roadway Minor Rehab	Resurface existing roadway with asphalt concrete. Curb ramps in DeGraff	LOG-SR508-0.00-1.29; LOG-SR274-11.02-12.24; LOG-SR235-4.76-6.08	SOLD 1/13/2022	AWARD 1/20/2022	START 4/7/2022	8/31/2022	CONTRACT \$1,349,420	Open to traffic 8/22/2022
109783	CHP-PAVE-FY22	Roadway Minor Rehab	Resurface the existing roadway with asphalt concrete (2.00")	CHP-US36-17.27-19.48; CHP-SR235-6.59-6.76; CHP-SR235-12.59-16.12; CHP-SR560-0.00-2.76	SOLD 1/27/2022	AWARD 2/3/2022	START 7/29/2022	9/30/2022	CONTRACT \$2,266,000	
103819	CHP-BH-FY22	Bridge Preservation	Bridge Repair	CHP-SR29-25.62 - SFN 110548; CHP-SR54-04.18 - SFN 1101323; CHP-SR187-2.55 - SFN 1102281	SOLD 2/17/2022	AWARD 2/25/2022	START 6/22/2022	9/30/2022	CONTRACT \$845,182	30.0% over estimate; Open to traffic 10/3/2022
105411	CHP/SHE VAR/VAR	Bridge Preservation	Project to overlay various structures using hydrodemolition and various repairs to the substructure	CHP-SR29-2.64 - SFN 1100254; CHP-SR245-4.03 - SFN 1102435; CHP-SR560-5.41 - SFN 1103369; SHE-SR589-1.62 - SFN 7503210	SOLD 3/10/2022	AWARD 3/17/2022	START 5/17/2022	9/30/2022	CONTRACT \$1,241,410	8.3% over estimate; Open to traffic 10/7/2022
99855	LOG SR 287/VAR 00.68/VAR	Bridge Preservation	Bridge Repair and Deck Overlays	LOG-SR287-0.69 - SFN 4602730; LOG-SR287-8.86 - SFN 4602889; LOG-SR292-16.26 - SFN 4603249; LOG-SR368-0.75 - SFN 4603486	SOLD 3/17/2022	AWARD 3/24/2022	START 6/1/2022	9/30/2022	CONTRACT \$1,291,159	30% over estimate
110472	LOG-47/235-5.23/8.18	Safety	Construct a roundabout	Intersection of LOG-SR47 and LOG-SR235	SOLD 3/31/2022	AWARD 4/7/2022	START 4/29/2022	5/31/2023	CONTRACT \$2,624,762	21.8% over estimate; Open to traffic 11/3/2022
113295	CHP-ODNR Kiser Lake State Park 2	Resurfacing	ODNR project in Kiser Lake State Park for resurfacing	Kiser Lake State Park	SOLD 3/31/2022	AWARD 4/7/2022	START 6/6/2022	END 7/7/2022	CONTRACT \$45,871	2.1% over estimate. Project complete.
104834	LOG-CR VAR PM FY2022	Safety	Upgrade existing pavement marking.	Various county routes in Logan County	SOLD 5/3/2022	AWARD 5/4/2022	9/12/2022	9/21/2022	CONTRACT \$219,012	
115616	CHP-CR67-0.00	Safety	Install centerline raised pavement markers for the entire length of Zimmerman Road and Storms Creek Road in Champaign County	CHP-CR67-0.00-3.70; CHP-CR85-0.00-2.85	SOLD 4/21/2022	AWARD 5/17/2022	9/19/2022	10/30/2022	CONTRACT \$21,989	
105345	LOG-347-3.63	Roadway Minor Rehab	AC overlay without repairs.	LOG-SR347-3.62-5.71	SOLD 5/12/2022	AWARD 5/20/2022	START 6/24/2022	8/15/2022	CONTRACT \$1,132,004	4.6% over estimate; Open to traffic 10/3/2022
107482	CHP-55-0.23	Roadway Minor Rehab	AC Overlay with repairs, curb ramps	CHP-SR55-0.23-11.65	SOLD 5/26/2022	AWARD 6/3/2022	START 8/16/2022	10/15/2022	CONTRACT \$2,927,800	4.6% over estimate
101155	LOG 33 25.60	Roadway Minor Rehab	Mill and fill with AC and perform pavement repairs.	LOG-US33-25.60-29.65	SOLD 6/30/2022	AWARD 7/8/2022	START 9/8/2022	5/31/2023	CONTRACT \$5,045,311	5.7% under estimate.
108377	LOG US 68 7.22	Roadway Minor Rehab	Mill and Fill with AC in the City of Bellefontaine. Urban Paving Program	Pine Street (SLM 7.22) to Auburn Road (SLM 8.10)	SOLD 7/14/2022	AWARD 7/21/2022	START 10/11/2022	10/15/2022	CONTRACT \$816,119	27.9% over estimate
108874	CHP US 68 5.36	Roadway Minor Rehab	Mill and fill with superpave asphalt in City of Urbana. Urban Paving Program	0.07 mile S of Pearce PI (SLM 5.36 to Washington Ave (SLM 6.93) The roundabout at USR 36/68 will be omitted (SLM 6.57-6.70)	SOLD 7/28/2022	AWARD 8/4/2022	START 9/16/2022	10/15/2022	CONTRACT \$925,871	16.1% over estimate; Open to traffic 10/20/2022
108096	D07-BH-FY23	Bridge Preservation	Seal joint seams on various culvert type bridges	CHP-SR559-6.603 - SFN 1102893; CHP-SR559-10.514 - SFN 1103040; CHP-SR559-11.024 - SFN 1103067; LOG-SR235-23.565 - SFN 4602156; other various in MER, MIA SHE	SOLD 8/25/2022	AWARD 9/1/2022	START 10/11/2022	12/31/2022	CONTRACT \$123,950	66% under estimate

**CHP/LOG Projects**  
**Award Dates: FY22 and FY23**

PID	COUNTY ROUTE SECTION	PRIMARY WORK CATEGORY	DESCRIPTION	PROJECT TERMINI	SALE DATE	AWARD DATE	BEGIN CONSTRUCTION	END CONSTRUCTION	CONSTRUCTION COSTS	NOTE
<b>Projects in Development</b>										
113608	LOG-68-0.52	Pedestrian Facilities	Installation of new pedestrian crosswalks - radar speed sign at two locations within the Village of West Liberty.	LOG-US-68-0.520-0.979	<b>SOLD</b> <b>11/3/2022</b>	11/14/2022	6/1/2023	8/15/2023	\$116,042	Apparent low bid 23.1% over estimate
105229	D07 CHIP FY23 (A)	Pavement Maintenance	Chip Seal	CHP-SR560-2.76-9.94; CHP-SR245-10.74-17.06; CHP-SR559-7.89-11.38; LOG-SR47-16.72-19.81; LOG-SR245-5.13-5.83; LOG-SR720-0.00-5.34; various AUG	11/17/2022	11/28/2022		9/30/2023	\$1,660,500	
113074	D07-PAVE-FY22	Pavement Maintenance	Concrete repair on various roadways and concrete patching of 4 structures	CHP-US68-0.00-1.27; CHP-US68-15.04-15.18; LOG-US33-21.50-25.58; CHP-US68-0.65R - SFN 1101803; CHP-US68-0.66L - SFN 1101773; CHP-US68-1.18R - SFN 1101846; CHP-US68-1.20L - SFN 1101838	12/15/2022	12/26/2022	4/1/2023	9/1/2023	\$1,064,870	No bids 3/17/22 letting. No bids 6/30/22 letting.
102999	LOG-US33/SR47/SR235-VAR	Roadway Minor Rehab	Resurfacing	LOG-US33-0.00-1.97; LOG-SR47-5.31-11.69; LOG-SR235-6.17-8.10; LOG-SR235-13.89-17.48; LOG-SR540-1.67-2.41	1/12/2023	1/23/2023		9/30/2023	\$4,580,000	Reconfiguring westbound SR540 lane striping at city request
105403	D07 BP FY23	Bridge / Culvert Maintenance	Paint the structural steel on various bridges throughout the district.	LOG-US68-0.40 - SFN 4601440; various AUG and SHE	1/12/2023	1/23/2023	5/15/2023	9/30/2023	\$1,019,889	
113894	LOG-SR287/SR347-11.00/0.00	Roadway Minor Rehab	Resurfacing	LOG-SR287-11.00-12.63; LOG-SR 347-0.00-2.37	2/23/2023	3/6/2023		9/30/2023	\$1,745,750	
115979	LOG-CR18 Profile Improvements	Safety	Improve roadway safety by performing profile improvements to increase the line of sight for mainline and approaching vehicles	LOG-CR18 at TR216, TR200, and CR200	2/23/2023	3/23/2023	4/1/2023	8/1/2023	\$121,653	
115980	LOG-TR179-0.85	Safety	Widen TR179 in Logan County, Jefferson Township by 2' to improve roadway safety	LOG-TR179-0.85-1.80	2/23/2023	3/23/2023	4/1/2023	8/1/2023	\$106,020	
114562	LOG-SR235/SR706-0.00/0.00	Roadway Minor Rehab	Resurfacing	LOG-SR235-0.00-4.73; LOG-SR706-0.00-2.29	3/9/2023	3/20/2023	4/1/2023	7/1/2023	\$2,575,000	
115985	CHP-Upper Valley Pike Widening	Safety	Widen Upper Valley Pike 2' on each side of the road with plans to pave 22' minimum width	CHP-CR14-2.51-5.80	4/1/2023	4/15/2023		12/1/2023	\$103,167	
108875	CHP US 36 14.04	Roadway Minor Rehab	Mill and fill with AC. Urban Paving Program	West corp limit (SLM 14.04) to Walnut St. (SLM 14.88)	4/13/2023	4/24/2023		7/31/2023	\$360,000	
112019	CHP-S. High Street	Roadway Improvement (Safety)	Improvement to the existing street via roadway, drainage, pedestrian and bicycle infrastructure additions or alterations. Traffic calming elements are also proposed.	South High Street in City of Urbana	5/1/2023	5/31/2023		10/31/2024	\$5,245,558	

## 2023 Executive Committee

### Officers

President - Wes Dodds (Logan County)  
1st Vice President - Steve Robinson (Union County)  
2nd Vice President - Tim Cassady (Champaign County)  
Treasurer - Todd Freyhof (Champaign County/Village of North Lewisburg)  
Secretary - Brad Bodenmiller (LUC Director)  
Immediate Past President - Tyler Bumbalough (City of Urbana)  
Ex-Officio ODOT District 6 - Brian Davidson  
Ex-Officio ODOT District 7 - Scott Schmid

### Union County

County Commissioner - Steve Robinson  
County Engineer - Jeff Stauch  
City Engineer Dublin - Tammy Noble  
City Engineer Marysville - Kyle Hoyng  
  
Village Rep. - George Showalter, Village of Richwood  
City Rep. (1 Rep. Fr. Dublin OR Marysville) - Ashley Gaver, City of Marysville  
Township Rep. - Jeff Rea, Liberty Township

2 Additional County Reps. -  
1. Beau Michael (Union Rural Electric) - At Large  
2. Matt Chamberlain - At Large

### Logan County

County Commissioner - TBD  
County Engineer - Scott Coleman  
City Engineer - Jeremy Davis  
  
Village Rep. - Ryan Shoffstall, Village of Lakeview  
City Rep. - Wes Dodds, City of Bellefontaine  
Township Rep. - John Brose, Perry Township

2 Additional County Reps. -  
1. Ryan Smith (Logan County Cooperative Power & Light) - At Large  
2. Ben Vollrath - At Large

### Champaign County

County Commissioner - Tim Cassady  
County Engineer - Steve McCall  
City Engineer - Tyler Bumbalough  
  
Village Rep. - Todd Freyhof, Village of North Lewisburg  
City Rep. - Preston Carter, City of Urbana  
Township Rep. - Dennis Kauffman, Johnson Township

2 Additional County Reps. -  
1. Todd Garrett (Pioneer Rural Electric) - At Large  
2. Spencer Mitchell - At Large



# Logan-Union-Champaign Regional Planning Commission

Director: Bradley J. Bodenmiller

## Director's Report – November 10, 2022

<b>Brad's Activities:</b>	
10/14	Met with Liberty Twp (U) Zoning Inspector
10/16	Bob Corbett Retirement Party
10/17	Union Co (U) Community Health Assessment Allen Twp (U) Board of Trustees public hearing
10/18	Logan Co (L) - Champaign Co (C) RTPO Quarterly meeting Bokescreek Twp (L) Zoning Commission public hearing
10/19	Liberty Twp (U) Zoning Commission meeting Logan Co (L) - Champaign Co (C) RTPO RTIP + TAC meeting Union Co (U) Economic Development Stakeholder meeting Logan Co (L) Mayor's Association meeting
10/21	Logan Co (L) CIC meeting
10/24	Village of Christiansburg (C) CDBG income survey
10/25	Village of Zanesfield (L) Planning Commission meeting
10/27	Logan Co (L) MORPC event
11/3	CORSA Supervisor Training
11/7	Darby Twp (U) Zoning Commission meeting
11/8	Union Co (U) CIC meeting
11/10	Attending Logan Co (L) Township Association meeting
Ongoing	Logan Co (L) Village Code Update: Village of Zanesfield ~75% complete
Ongoing	Union Co (U) Comprehensive Plan: Survey is live at <a href="https://www.surveymonkey.com/r/UCCompPlan">https://www.surveymonkey.com/r/UCCompPlan</a>
<b>Aaron's Activities:</b>	
10/3	Wayne Twp (C) Trustee public hearing
10/3	Union Twp (C) Trustee meeting
10/14	Wellness Fair
10/18	Millcreek Twp Zoning Commission public hearing
10/24	Christiansburg Survey Delivery
10/24	Rushcreek Twp (L) Zoning Commission meeting
10/27	Meet with Millcreek Twp (U) Zoning Inspector
11/1	Monroe Twp (L) Board of Zoning Appeals training
11/2	Champaign County Community meeting
11/3	Distribute Union County (U) Comprehensive Plan survey materials
11/3	Meet with Vlg of West Liberty (L)
11/3	Vlg of St Paris (C) Planning Commission meeting
Ongoing	Union Co (U) Cardinal Trail; Signs Model Zoning Text
Mapping	Richland Twp (L) Zoning Map, Vlg of Rushsylvania (L) Zoning Map, Vlg of Zanesfield (L) Zoning Map
Zoning	Vlg of Quincy (L), Vlg of West Liberty (L), Bokescreek Twp (L), Harrison Twp (L), Jefferson Twp (L), Miami Twp (L),
Support/	Monroe Twp (L), Perry Twp (L), Pleasant Twp (L), Richland Twp (L), Washington Twp (L), Zane Twp (L), Vlg of
Assisting	Richwood (U), Claibourne Twp (U), Darby Twp (U), Leesburg Twp (U), Liberty Twp (U), Millcreek Twp (U), Paris Twp
Jurisdictions	(U), Taylor Twp (U), Washington Twp (U), York Twp (U), Vlg of St Paris (C), Mad River Twp (C), Rush Twp (C), Urbana Twp (C), Wayne Twp (C)
<b>Gram's Activities:</b>	
10/14	Met with Liberty Twp (U) Zoning Inspector Wellness Fair

10820 St. Rt. 347, PO Box 219

East Liberty, Ohio 43319

• Phone: 937-666-3431 •

• Email: [luc-rpc@lucplanning.com](mailto:luc-rpc@lucplanning.com) • Web: [www.lucplanning.com](http://www.lucplanning.com)



# Logan-Union-Champaign Regional Planning Commission

Director: Bradley J. Bodenmiller

10/17	Allen Twp (U) Board of Trustees meeting
10/19	Liberty Twp (U) Zoning Commission public meeting
10/24	Christiansburg Survey Delivery
10/27	Millcreek Twp (U) Zoning Inspector Meeting
11/7	Darby Twp (U) Zoning Commission Meeting
Mapping	Union Co (U)
Zoning	Allen Twp (U), Darby Twp (U), Jerome Twp (U), Liberty Twp (U), Union Co (U), Union Twp (U), Village of Richwood (U)
Support/	
Assisting	
Jurisdictions	
Ongoing	Union Co (U) Comprehensive Plan: Delivering Survey Packets + Existing Conditions Mapping

## Heather's Activities:

10/14	Union County's Wellness Fair
10/16	Bob Corbett Retirement party
10/19	RTPO Meeting STIP Meeting
10/24	Delivered Village of Christiansburg Income Surveys
10/27	Ohio Land Bank Association meeting
11/1	Logan County Land Bank Meeting
11/2	Champaign County Community Meeting PY23 Fair Housing/New Horizons Program Advisory Group Meeting
11/10	Attend Logan County Township Association Meeting
Ongoing	Logan County Land Bank & Demolition grant activities
Ongoing	Annual Dinner activities
Ongoing	CDBG – North Lewisburg project
Ongoing	CDBG Monitoring - PY19

10820 St. Rt. 347, PO Box 219

East Liberty, Ohio 43319

• Phone: 937-666-3431 •

• Email: [luc-rpc@lucplanning.com](mailto:luc-rpc@lucplanning.com) • Web: [www.lucplanning.com](http://www.lucplanning.com)



Executive Committee Meeting Minutes  
Thursday, November 10, 2022

President Tyler Bumbalough called the meeting to order at 1:16 pm.

**Roll Call** – Brad Bodenmiller

**Members present:** Paul Benedetti, Brad Bodenmiller, John Brose, Tyler Bumbalough, Preston Carter, Tim Cassady, Scott Coleman, Brian Davidson, Wes Dodds, Todd Freyhof, Todd Garrett, Jeff Beard for Ashley Gaver, Kyle Hoyng, Dennis Kauffman, Steve McCall, Beau Michael, Spencer Mitchell, Tammy Noble, Steve Robinson, Scott Schmid, Ryan Shoffstall, Ryan Smith, Luke Sutton for Jeff Stauch, and Ben Vollrath.

**Members absent:** Tim Notestine, Jeff Rea, George Showalter, and Jason Willis.

**Guests present:** Justin Wollenberg, Terrain Evolution; Eric Snowden, Jerome Township; Mike Medvedkov, AMH Dev; Joe Pappas, AMH Dev; Jon Buchanan, CESO, Inc; Chad Henry, Choice One Engineering; Aaron Smith, Gram Dick, and Heather Martin of LUC Regional Planning Commission.

**Minutes** – Paul Benedetti moved a motion to approve the minutes from the October 13, 2022, meeting as written, and Scott Coleman seconded. All in favor.

**Financial Report** – Todd Freyhof presented the Financial Report for October. Scott Coleman moved a motion to accept the Financial Report and Todd Garrett seconded. All in favor.

**ODOT Reports:**

ODOT Reports are available on LUC's website. Brian Davidson reported for ODOT District 6. Scott Schmid provided an update for ODOT District 7.

**RTPO Report**

1. Tyler Bumbalough reported on activities relating to the RTPO program. The TCC report is available on LUC's website.
2. Tyler Bumbalough advised the TAC reallocated monies from the capital program CHP-Upper Valley Pike project to other previously awarded projects.
3. Gwynne Street Bridge Resolution
  - Steve McCall moved a motion to accept the Gwynne Street Bridge Resolution and Spencer Mitchell seconded. All in favor.

**New Business:**



## Logan-Union-Champaign regional planning commission

Director: Bradley J. Bodenmiller

1. Review of Curry Farm Preliminary Plat (Union County) – Staff Report by Brad Bodenmiller
  - Tim Cassady moved a motion to accept the recommendation of approval of the Curry Farm Preliminary Plat with conditions as outlined in the staff report and Scott Coleman seconded. All in favor.
2. Review of Glacier Pointe Section 4 Preliminary Plat Extension (Union County) – Staff Report by Brad Bodenmiller
  - Scott Coleman moved a motion to accept the recommendation of approval of the Glacier Pointe Section 4 Preliminary Plat with conditions and Kyle Hoyng seconded. All in favor.
3. Review of VN-2 Phase 2 Amended Preliminary Plat (Union County) – Staff Report by Brad Bodenmiller
  - Beau Michael moved a motion to accept the recommendation of approval of the VN-2 Phase 2 Amended Preliminary Plat with conditions and Paul Benedetti seconded. All in favor.
4. Review of VN-9 Amended Final Plat (Union County) – Staff Report by Brad Bodenmiller
  - Dennis Kauffman moved a motion to accept the recommendation of approval of the VN-9 Amended Final Plat and Todd Freyhof seconded. All in favor.
5. Review of Jerome Township Zoning Text Amendment (Union County) – Staff Report by Aaron Smith
  - Scott Coleman moved a motion to accept the recommendation of approval of the Jerome Township Zoning Text Amendment with modifications and Steve Robinson seconded. All in favor.
6. Review of Millcreek Township Zoning Parcel Amendment (Union County) – Staff Report by Aaron Smith
  - Steve McCall moved a motion to accept the recommendation of approval of the Millcreek Township Zoning Parcel Amendment with staff recommendations and Todd Garrett seconded. All in favor.
7. Nominating Committee Report
  - Tim Cassady reported for the Nominating Committee and read the names for the recommendations for the 2023 Board. Changes include Wes Dodds as President; Steve Robinson as 1<sup>st</sup> Vice President; Tim Cassady as 2<sup>nd</sup> Vice President; Logan County Commissioner TBD; City Engineer Designee Jeremy Davis; Union County At Large Matt Chamberlain.

10820 St. Rt. 347, PO Box 219

East Liberty, Ohio 43319

• Phone: 937-666-3431 •

• Email: [luc-rpc@lucplanning.com](mailto:luc-rpc@lucplanning.com) • Web: [www.lucplanning.com](http://www.lucplanning.com)



# Logan-Union-Champaign regional planning commission

Director: Bradley J. Bodenmiller

- Scott Coleman moved a motion to recommend approval of the nominating committee report and Tim Cassady seconded. All in favor.
- 8. Annual Dinner Ticket Sales & Information – Tyler Bumbalough
  - The Annual Dinner will be next week, November 17 at 6:30 pm.
- 9. December Luncheon – Tyler Bumbalough
  - The December Luncheon will be held on December 8, at 12:00 pm. RSVPs will need to be received no later than November 30. The caterer will be Uncle Beth's. An invitation to the luncheon was sent out. Please share with past LUC Presidents.

## Director's Report

### Comments from Individuals:

- Brad Bodenmiller shared the speaker for the annual dinner. He also shared funeral arrangements for Jim Cox, previous Logan County Engineer, and previous LUC Interim Director.
- Tammy Noble announced The City of Dublin is concluding an RFP process for a Community Plan update.
- Kyle Hoyng provided some information on potential roundabouts in City of Marysville.

**Adjourn** – Steve McCall moved a motion to adjourn the LUC Executive Committee Meeting at 1:52 pm and Scott Coleman seconded. All in favor.

**Next Scheduled Meeting:** Thursday, December 8, 2022, 1:15 pm at 10820 St Rt 347, James A. Rhodes Conference Center, East Liberty OH 43319.

---

President

---

Secretary

10820 St. Rt. 347, PO Box 219

East Liberty, Ohio 43319

• Phone: 937-666-3431 •

• Email: [luc-rpc@lucplanning.com](mailto:luc-rpc@lucplanning.com) • Web: [www.lucplanning.com](http://www.lucplanning.com)