THE OHIO PUBLIC WORKS COMMISSION
65 East State Street, Suite 312, Columbus, Ohio 43215 Phone (614) 466-0880

OHIO PUBLIC WORKS FOR YOU

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 7/93 CB15A

IMPORTANT: Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.

SUBDIVISION: VILLAGE OF LINCOLN HEIGHTS CODE # 061-43722

DISTRICT NUMBER: 2 COUNTY: HAMILTON DATE 09 /24 /96

CONTACT: MR. MARK A. KLUESENER, P.E. PHONE # (513) 791-1700

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS.)

PROJECT NAME: CHICAGO AVENUE IMPROVEMENTS

SUBDIVISION TYPE
(Check Only 1)

____ 1. County
____ 2. City
____ 3. Township
x 4. Village
____ 5. Water/Sanitary District (Section 6119 O.R.C.)

FUNDING TYPE REQUESTED
(Check All Requested & Enter Amount)

x 1. Grant $ 126,900.00
____ 2. Loan $ ____
____ 3. Loan Assistance $ ____

MBE SET-ASIDE OFFERED
Construction $ ____
Procurement $ ____

PROJECT TYPE
(Check Largest Component)

x 1. Road
____ 2. Bridge/Culvert
____ 3. Water Supply
____ 4. Wastewater
____ 5. Solid Waste
____ 6. Stormwater

TOTAL PROJECT COST: $ 141,000.00 FUNDING REQUESTED: $ 126,900.00

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: $ ____ LOAN ASSISTANCE: $ ____
LOAN: $ ____ % ____ TERM: ____ Yrs. (Attach Loan Supplement)

(Check Only 1)

____ State Capital Improvement Program
____ Local Transportation Improvements Program
____ Small Government Program

DISTRICT MBE SET-ASIDE:
Construction $ ____
Procurement $ ____

FOR OPWC USE ONLY

PROJECT NUMBER: C____ / C____
Local Participation ____ %
OPWC Participation ____ %
Project Release Date: ____

APPROVED FUNDING: $ ____
Loan Interest Rate: ____ %
Loan Term: ____ Years
Maturity Date: ____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:

(ROUND TO NEAREST DOLLAR)

			MBE $	FORCE ACCOUNT $
a)	Project Engineering Costs:			
	1. Preliminary Engineering	$ .00		
	2. Final Design	$ .00		
	3. Other Engineer's Services *	$ .00		
	Supervision	$ .00		
	Miscellaneous	$ .00		
b)	Acquisition Expenses:			
	1. Land	$ .00		
	2. Right-of-Way	$ .00		
c)	Construction Costs:	$ 128,242.00		
d)	Equipment Purchased Directly:	$ .00		
e)	Other Direct Expenses:	$ .00		
f)	Contingencies:	$ 12,758.00		
g)	**TOTAL ESTIMATED COSTS:**	$ 141,000.00		

1.2 PROJECT FINANCIAL RESOURCES:

(ROUND TO NEAREST DOLLAR AND PERCENT)

				%
a)	Local In-Kind Contributions	$ .00		
b)	Local Public Revenues	$ 14,100.00		10
c)	Local Private Revenues	$ .00		
d)	Other Public Revenues			
	1. ODOT PID # _____	$ .00		
	2. EPA / OWDA	$ .00		
	3. OTHER	$ .00		
	SUB-TOTAL LOCAL RESOURCES:		$14,100.00	10
e)	OPWC Funds			
	2. Grant	$ 126,900.00		90
	2. Loan	$ .00		
	3. Loan Assistance	$ .00		
	SUB-TOTAL OPWC RESOURCES:		$126,900.00	90 %
f)	**TOTAL FINANCIAL RESOURCES:**		$141,000.00	100 %

* Other Engineer's Services must be outlined in detail on the required certified engineer's estimate.

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a summary from the **Chief Financial Officer** listed in Section 5.2, listing **all local share funds** budgeted for the project and the date they are anticipated to be available.

2.0 PROJECT INFORMATION

IMPORTANT: If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: CHICAGO AVENUE IMPROVEMENTS

2.2 BRIEF PROJECT DESCRIPTION - (Sections a through d):

a. **SPECIFIC LOCATION:** Chicago Avenue is a east-west residential street located in the northerly section of Lincoln Heights. It's western terminus is Mangham Drive, a north-south collector.

PROJECT ZIP CODE: 45215

b. **PROJECT COMPONENTS:**

Full depth asphalt repair. Replace existing cracked, deteriorated and inadequate curb and gutter. Reconstruct and/or repair existing catch basins. Replace and/or repair existing concrete blockouts at catch basins. Construct curb ramps where non-existent. Plane off existing asphalt overlay. Resurface 20' wide with 3"-404/402 with new pavement markings.

c. **PHYSICAL DIMENSIONS / CHARACTERISTICS:**

Chicago Avenue has a typical width of 25' B/B of curb with a pavement width of 20'. The project will extend from the intersection with Leggett Drive to the intersection with Mangham Drive, approximately 1,700'.

d. **DESIGN SERVICE CAPACITY:**

IMPORTANT: Detail shall be included regarding current service capacity vs. proposed service level. If road or bridge project, include ADT. If water or wastewater project, include both current residential rates based on monthly usage of 7,756 gallons per household. Attach current rate ordinance.

The existing roadway dimensions will not be altered by the project.

ADT's are: 2,499 (1996)

2.3 USEFUL LIFE / COST ESTIMATE: **Project Useful Life: 20 Years**

Attach **Registered Professional Engineer's** statement, with original seal and signature, certifying the project's useful life indicated above and estimated cost.

3.0 REPAIR / REPLACEMENT or NEW / EXPANSION:

TOTAL PORTION OF PROJECT REPAIR / REPLACEMENT	$141,000.00	100 %
State Funds Requested for Repair and Replacement	$126,900.00	90 %
TOTAL PORTION OF PROJECT NEW / EXPANSION	$ N/A	%
State Funds Requested for New and Expansion	$	%

(SCIP Project Grant Funding for New and Expansion cannot exceed 50% of the total Project Costs.)

4.0 PROJECT SCHEDULE: *

		BEGIN DATE	END DATE
4.1	Engineering / Design:	07/07 /97	10/31 /97
4.2	Bid Advertisement:	11/03 /97	11/21 /97
4.3	Construction:	12/01 /97	05/29 /97

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be approved in writing by the Commission once the Project Agreement has been executed. Dates should assume project agreement approval/release on July 1st. of the Program Year applied for.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE OFFICER

OFFICER	Mr. Harold Stewart
TITLE	Mayor
STREET	Village of Lincoln Heights
	1201 Steffens Avenue
CITY / ZIP	Lincoln Heights, Ohio 45215
PHONE	(513) 733 - 5900
FAX	(513) 733 - 4190

5.2 CHIEF FINANCIAL OFFICER

OFFICER	Carnell Matthews
TITLE	Finance Director
STREET	Village of Lincoln Heights
	1201 Steffens Avenue
CITY / ZIP	Lincoln Heights, Ohio 45215
PHONE	(513) 733 - 5900
FAX	(513) 733 - 4190

5.3 PROJECT MANAGER

PROJECT MANAGER	Mr. William Franklin
TITLE	Acting Village Manager
STREET	Village of Lincoln Heights
	1201 Steffens Avenue
CITY / ZIP	Lincoln Heights, Ohio 45215
PHONE	(513) 733 - 5900
FAX	(513) 733 - 4190

6.0 ATTACHMENTS / COMPLETENESS REVIEW:

Check each section below, confirming that all required information is included in this application.

X___ A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and execute contracts. (Attach)

X___ A summary from the applicant's Chief Financial Officer listing all local share funds budgeted for the project and the date they are anticipated to be available. (Attach)

X___ A registered professional engineer's estimate of projects useful life and cost estimate, as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimates shall contain engineer's original seal and signature. (Attach)

N/A_ A copy of the cooperation agreement(s) if this project involves more than one subdivision or district. (Attach)

X___ Capital Improvements Report: (Required by 164 O.R.C. on standard form)

X___ A: Attached.

____ B: Report/Update Filed with the Commission within the last twelve months.

N/A_ Floodplain Management Permit: Required if project is in 100-year floodplain. See Instructions.

X___ Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full-time jobs likely to be created as a result of the project), and other information to assist your district committee in ranking your project.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) that to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) that all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

IMPORTANT: Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement and a Notice to Proceed for this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Mr. William Franklin, Acting Village Manager
Certifying Representative (Type or Print Name and Title)

William Franklin 9-25-96
Signature / Date Signed

Chicago Avenue
Leggett Avenue to Chicago Avenue
Opinion of Construction Cost
Village of Lincoln Heights, Ohio

DATE: September 24, 1996

SPEC. NO.	ITEM	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT COST	ITEM COST
253	Full Depth Pavement Repair	2,250	SY	25.00	$56,250.00
254	Pavement Planing	3,900	SY	2.50	$9,750.00
402	Asphalt Concrete	200	CY	60.00	$12,000.00
404	Asphalt Concrete	150	CY	60.00	$9,000.00
407	Tack Coat (0.10 Gal/SY)	384	GAL.	0.50	$192.00
604	Manhole Adjusted to Grade	15	EA	200.00	$3,000.00
604	Catch Basin Reconstructed to Grade	14	EA	500.00	$7,000.00
604	Concrete Blockout	9	EA	250.00	$2,250.00
608	Concrete Sidewalk	350	SF	5.00	$1,750.00
608	Curb Ramps	5	EA	75.00	$375.00
609	Concrete Curb and Gutter	750	LF	18.00	$13,500.00
614	Maintaining Traffic	1	LS	5,000.00	$5,000.00
621	Pavement Markings	1	LS	1,000.00	$1,000.00
SPL	Water Valve Adjusted	1	EA	150.00	$150.00
SPL	Pavement Fabric	3,850	SY	1.50	$5,775.00
SPL	Crack Sealing	250	GAL.	5.00	$1,250.00

Chicago Avenue
Leggett Avenue to Chicago Avenue
Opinion of Construction Cost
Village of Lincoln Heights, Ohio

DATE: September 24, 1996

SPEC NO.	ITEM	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT COST	ITEM COST
	SUB-TOTAL				**$128,242.00**
	Contingencies at 10% ±				**$12,758.00**
	TOTAL ESTIMATED CONSTRUCTION COST				**$141,000.00**

USEFUL LIFE: UPON SATISFACTORY COMPLETION OF THE WORK, THE USEFUL LIFE OF THE CHICAGO AVENUE IMPROVEMENTS WILL BE 20 YEARS.

OPINION OF CONSTRUCTION COST IS SUBJECT TO ADJUSTMENT UPON DETAIL PLAN COMPLETION AND UPON RECEIPT OF BIDS BY QUALIFIED CONTRACTORS.

STATE OF OHIO
MARK A. KLUESENER #48151
REGISTERED PROFESSIONAL ENGINEER

Mark A. Kluesener 9-25-96
Mark A. Kluesener, P.E., #48151
Village Engineer - Lincoln Heights

VILLAGE OF LINCOLN HEIGHTS
HAMILTON COUNTY, OHIO

RESOLUTION # 96-R-55

A RESOLUTION AUTHORIZING THE VILLAGE MANAGER TO SUBMIT AN APPLICATION FOR STATE CAPITAL IMPROVEMENT PROGRAM FUNDS AND TO EXECUTE ANY PROJECT AGREEMENT RELATIVE THERETO; AND DECLARING AN EMERGENCY.

NOW, THEREFORE, BE IT RESOLVED by the Council for the Village of Lincoln Heights, State of Ohio, that:

SECTION I: The Village Manager is hereby authorized to submit the necessary application(s) to the District 2 (Hamilton County) Public Works Integrating Committee for State Capital Improvement Program Funds for the Chicago Avenue improvements and Mangham Drive improvements.

SECTION II: If the Village of Lincoln Heights is awarded said funds, the Village Manager is hereby authorized and directed to enter into a project agreement with the Ohio Public Works Commission.

SECTION III: This resolution is hereby determined to be an emergency measure necessary for the health, safety and general welfare of the Village of Lincoln Heights. The reason for said emergency is the necessity to make improvements to Chicago Avenue and Mangham Drive.

PASSED THIS 9TH DAY OF SEPTEMBER, 1996.

Harold O. Stewart
Mayor of Lincoln Heights

ATTESTED: Elizabeth Smith
Clerk of Council

CERTIFICATION

STATE OF OHIO :

SS:

COUNTY OF HAMILTON:

I, Elizabeth Smith, Clerk of Council of the Village of Lincoln Heights, Hamilton County, Ohio, in whose custody the files and records of the Council are required by its Charter and the laws of the State of Ohio to be kept, do hereby certify that the resolution/ordinance attached hereto and made part hereof is taken and copied from the original now on file, that said copy has been compared by me with said original document and that the same is a true and correct copy thereof.

Witness my signature this 9th day of September 1996.

Elizabeth Smith

ELIZABETH SMITH
CLERK OF COUNCIL

Village of Lincoln Heights

1201 Steffens Avenue
Lincoln Heights, Cincinnati, Ohio 45215
(513) 733-5900

September 26, 1996

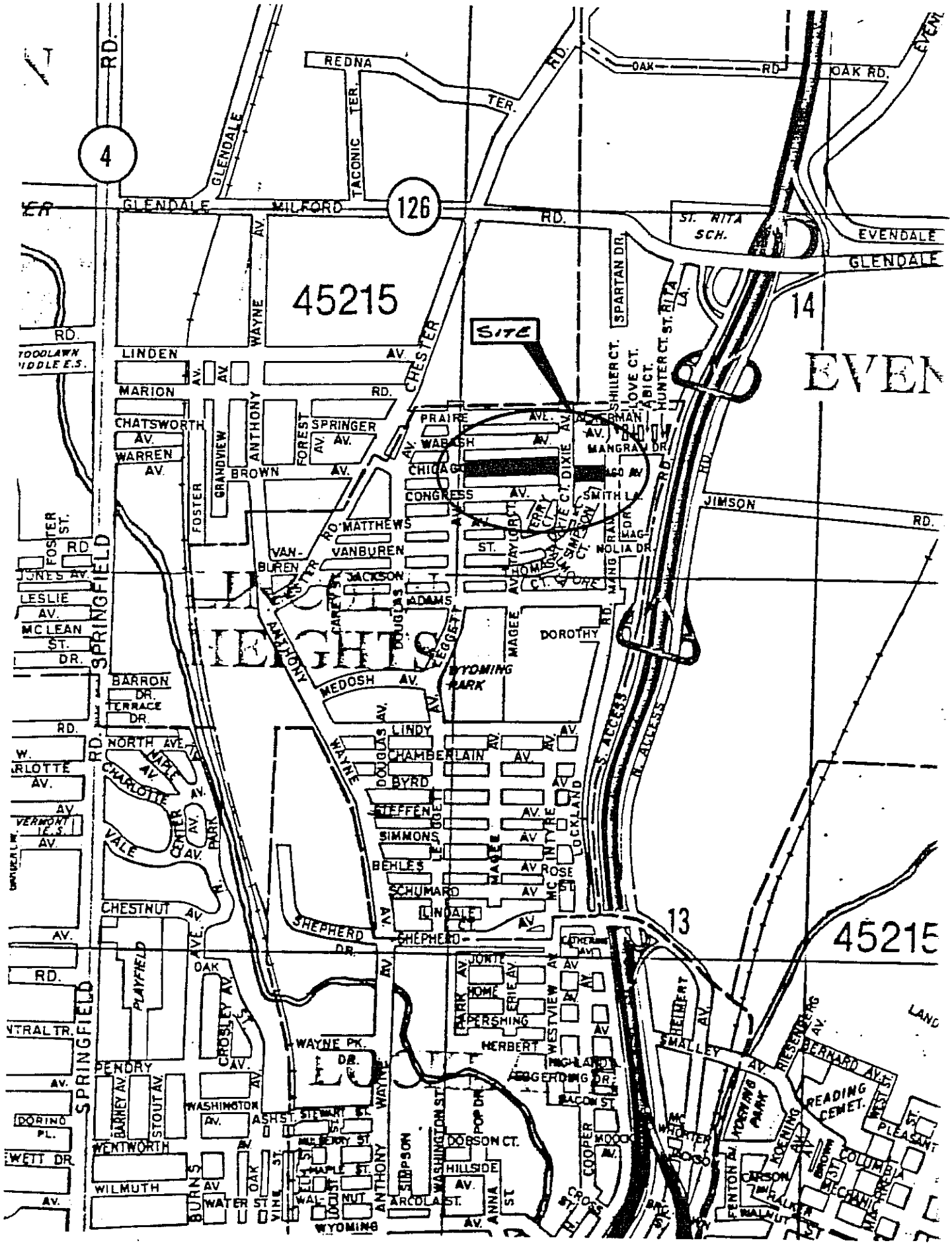
CERTIFICATE OF FUNDS

Concerning the Chicago Avenue Improvement Project, the Village of Lincoln Heights will contribute $14,100 toward the project cost, an amount equal to 10% local contribution.

I hereby certify the $14,100 portion of the local share for the above project will be available and appropriated on or before the date listed in the Project Schedule Section.

Evie Caver / ACCOUNT CLERK
Carnell Mathews, Finance Director
FOR Carnell Mathews

William Franklin
William Franklin,
Acting Village Manager



SITE
45215
EVEN
LINCOLN HEIGHTS
4
126
14
13
GLENDALE
MILFORD
RD.
REDNA
TER.
TACONIC TER.
OAK RD.
ST. RITA SCH.
EVENDALE
SPARTAN DR.
LINDEN AV.
MARION RD.
CHATSWORTH AV.
WARREN AV.
BROWN AV.
SPRINGER AV.
FOREST AV.
ANTHONY
WAYNE AV.
GRANDVIEW
FOSTER
CHESTER
PRAIRE AVE.
WABASH AV.
CHICAGO
CONGRESS AV.
MATTHEWS
VANBUREN
JACKSON
ADAMS
DOUGLAS
LEGGETT
MAGEE
DOROTHY
WYOMING PARK
MEDOSH AV.
LINDY
CHAMBERLAIN AV.
BYRD
STEFFEN
SIMMONS
BEHLES
SCHUMARD
LINDALE
SHEPHERD DR.
SHEPHERD
JONTE
HOME
PERSHING
HERBERT
HIGHLAND
EGGERDING DR.
BACON ST.
WESTVIEW
ERIE AV.
PARK AV.
LOCKLAND
MC INTYRE
ROSE ST.
MANGRAM DR.
SMITH LA.
MAGNOLIA DR.
JIMSON RD.
S. ACCESS
N. ACCESS
SHILLER CT.
LOVE CT.
ABICT.
HUNTER CT.
ST. RITA LA.
SPRINGFIELD RD.
FOSTER ST.
JONES AV.
LESLIE AV.
MC LEAN ST.
DR.
BARRON DR.
TERRACE DR.
NORTH AVE.
CHARLOTTE AV.
VALE
CENTER AV.
PARK
CHESTNUT AV.
PLAYFIELD
OAK
CROSLEY AV.
PENDRY AV.
BARNEY AV.
STOUT AV.
WASHINGTON AV.
ASH ST.
STEWART ST.
MULBERRY ST.
HAPLE ST.
WENTWORTH
WILMUTH
BURNS AV.
WATER ST.
VINE ST.
WALNUT
WYOMING
ANTHONY
SIMPSON
WASHINGTON ST.
POP DR.
DOBSON CT.
HILLSIDE AV.
ARCOLA ST.
ANNA ST.
COOPER
MOOCK AV.
HEIMERT AV.
SMALLEY AV.
KOENING PARK
READING CEMET.
BERNARD AV.
RIESENBERG AV.
COLUMBIA
MECHANIC
PLEASANT
CARSON
FENTON AV.
WALNUT
WEST ST.
LAND

ADDITIONAL SUPPORT INFORMATION

For Program Year 1997 (July 1, 1997 through June 30, 1998), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State Form BR-86.

Closed	_____	Poor	X
Fair	_____	Good	_____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

There is very severe base failure. The existing curb and gutter is badly cracked, deteriorated, and has either settled or has been shoved out of alignment. The existing catch basins and concrete blockouts at the catch basins are very badly cracked and deteriorated.

2) If State Capital Improvement Program funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 1997) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

4-1/2 weeks/months (Circle one)

Are preliminary plans or engineering completed?	Yes	No	
Are detailed construction plans completed?	Yes	No	
Are all right-of-way and easements acquired? *	Yes	No	N/A

* Please answer the following if applicable:

No. of parcels needed for project:_____ of these, how many are Takes _____, Temporary _____, Permanent _____

On a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired. All improvements to be constructed on City owned lands or existing easements.

Are all utility coordinations completed	Yes	No	N/A

Give an estimate of time, in weeks or months, to complete any item above not yet completed.

* 3-1/2 weeks/months

* Preliminary design and detailed construction plans 3-1/2 months. Utility coordination concurrent with detailed plans. Time based on schedule contained in OPWC application.

3) How will the proposed project impact the general health, safety and welfare of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, commerce and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data.

The proper roadway work will prevent further pavement deterioration and provide better drainage and serviceability.

4) What type of funds are to be utilized for the local share for this project?

Federal _____ ODOT _____ Local ___X___

MRF _____ OWDA _____ CDBG _____

Other _____

NOTE: If MRF funds are being used for the local share, the MRF application must have been filed by August 1, 1996, for this project with the Hamilton County Engineer's Office.

The minimum amount of matching funds for grant projects (local share) must be at least 10% of the TOTAL CONSTRUCTION COST. What percentage of matching funds are being committed to this project?

___10___%

5) Has any formal action by a federal, state, or local government agency resulted in a complete or partial ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the legislation must be submitted with the application. THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE VALID.

Complete Ban _____ No Ban ___X___

Will the ban be removed after the project is completed?

Yes _____ No _____

6) What is the total number of existing users that will benefit as a result of the proposed project?

2,499 vpd x 1.2 = 2,999

2,999 + 456 (daily mass transit users) = 3,455

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4.

7) Has the jurisdiction developed a Five Year Capital Improvement Plan as required in O.R.C., Chapter 164?

Yes X No _____

8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

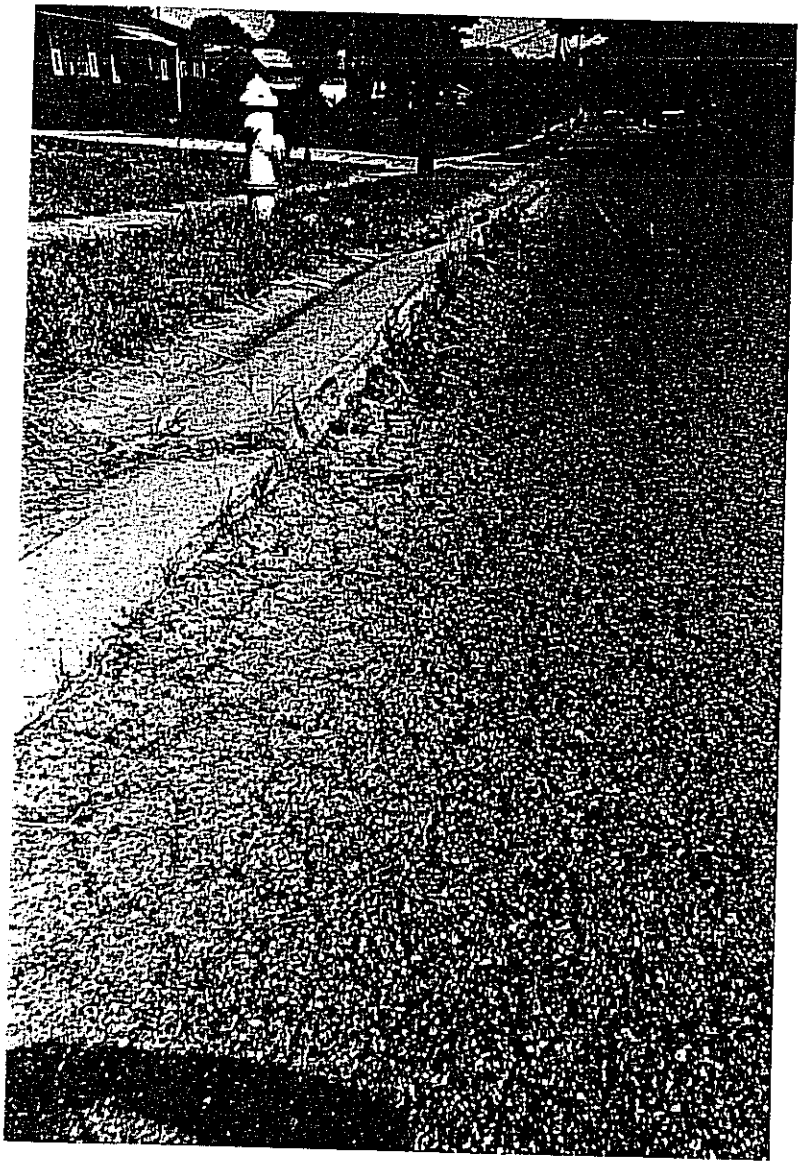
This portion of Chicago Avenue has daily metro public transit service (see attached). The western terminus is at the northern end of Mangham Drive, a north-south collector street, which provides access across I-75 to G.E. and Evendale, via Neuman Way.

9) For expansion projects, please provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO's "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

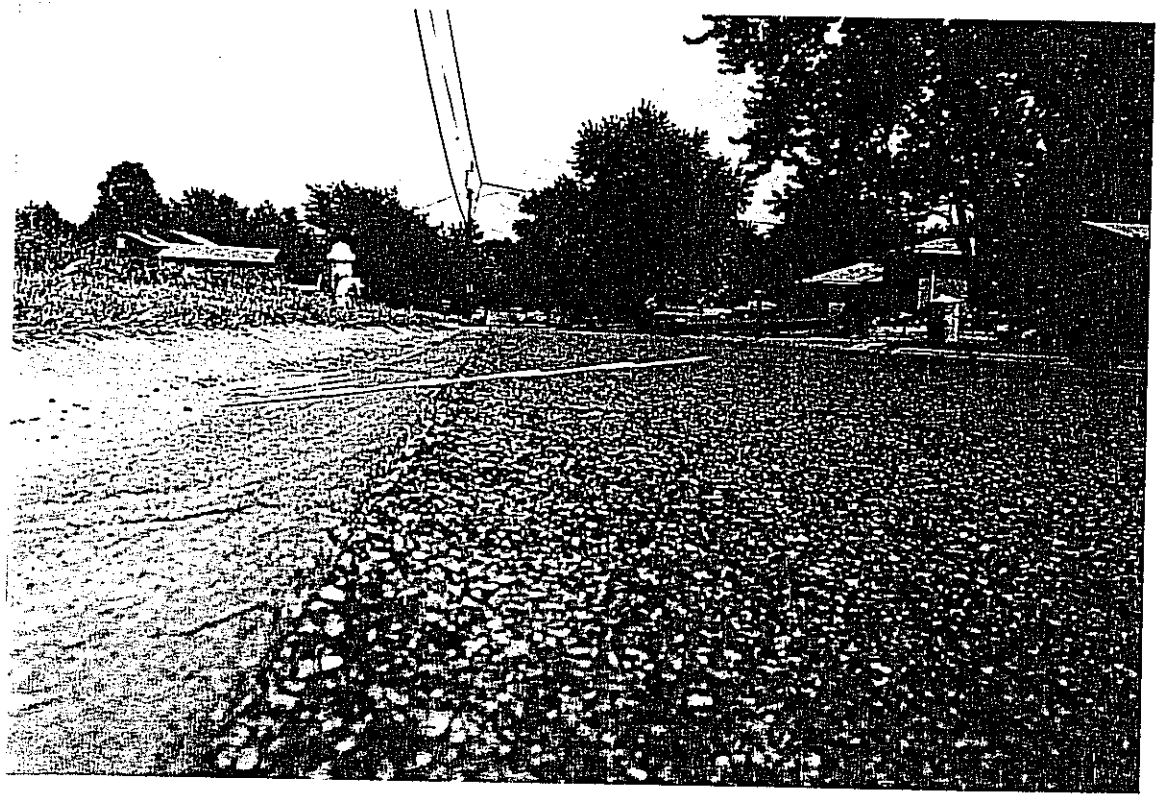
Existing LOS _____ Proposed LOS _____

If the proposed LOS is not "C" or better, explain why LOS "C" cannot be achieved. (Attach separate sheets if necessary.)

N/A

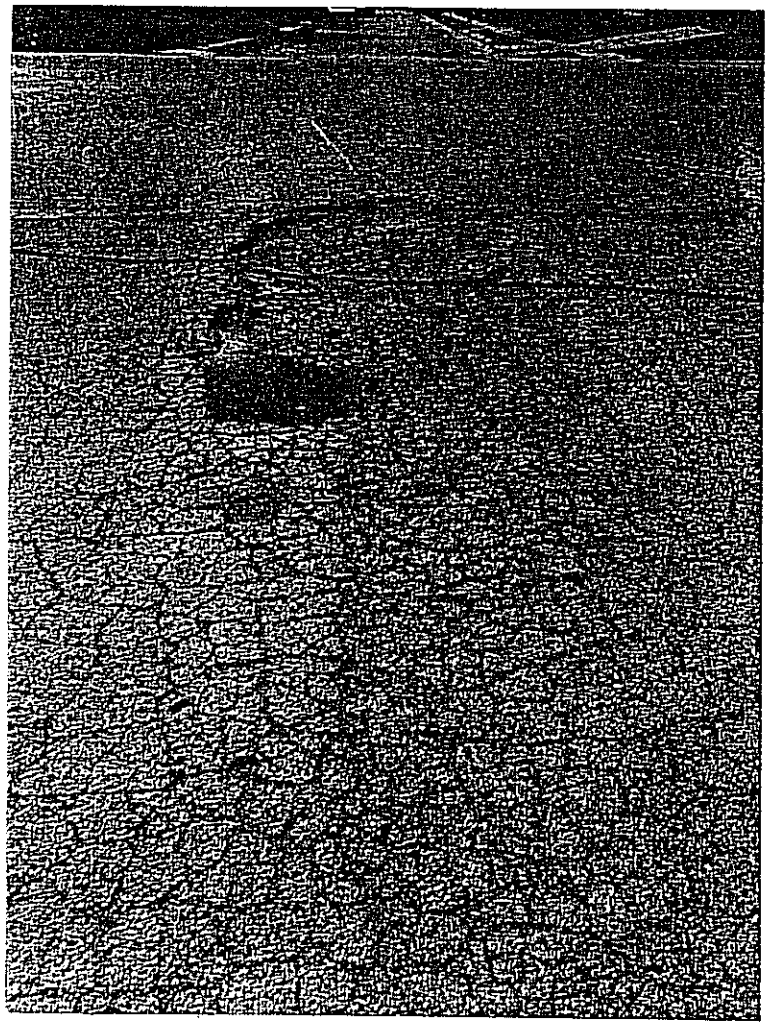


SEVERE BASE FAILURE ALONG THE CURB. THE EXISTING PAVEMENT IS BADLY CRACKED AND DETERIORATED. THE EXISTING CURB AND GUTTER IS BADLY CRACKED AND HAS BEEN SHOVED OUT OF ALIGNMENT CAUSING POOR DRAINAGE.

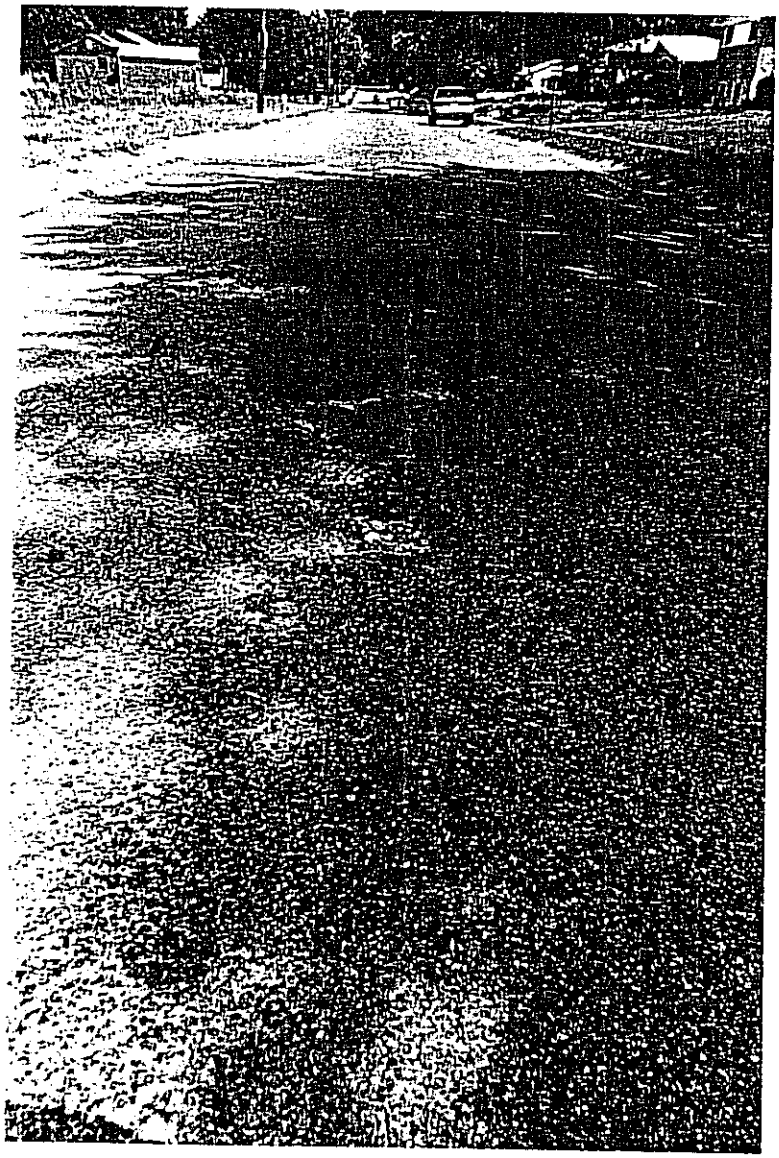


THE EXISTING PAVEMENT HAS SETTLED AND IS BADLY RUTTED ALONG THE FACE OF THE CURB. THIS DOES NOT ALLOW THE WATER TO PROPERLY DRAIN TO THE CURB AND GUTTER. BECAUSE THE WATER DOES NOT DRAIN TO THE EXISTING CURB AND GUTTER, IT LAYS ALONG THE EDGE OF PAVEMENT CAUSING SEVERE BASE FAILURE AND PAVEMENT DETERIORATION.

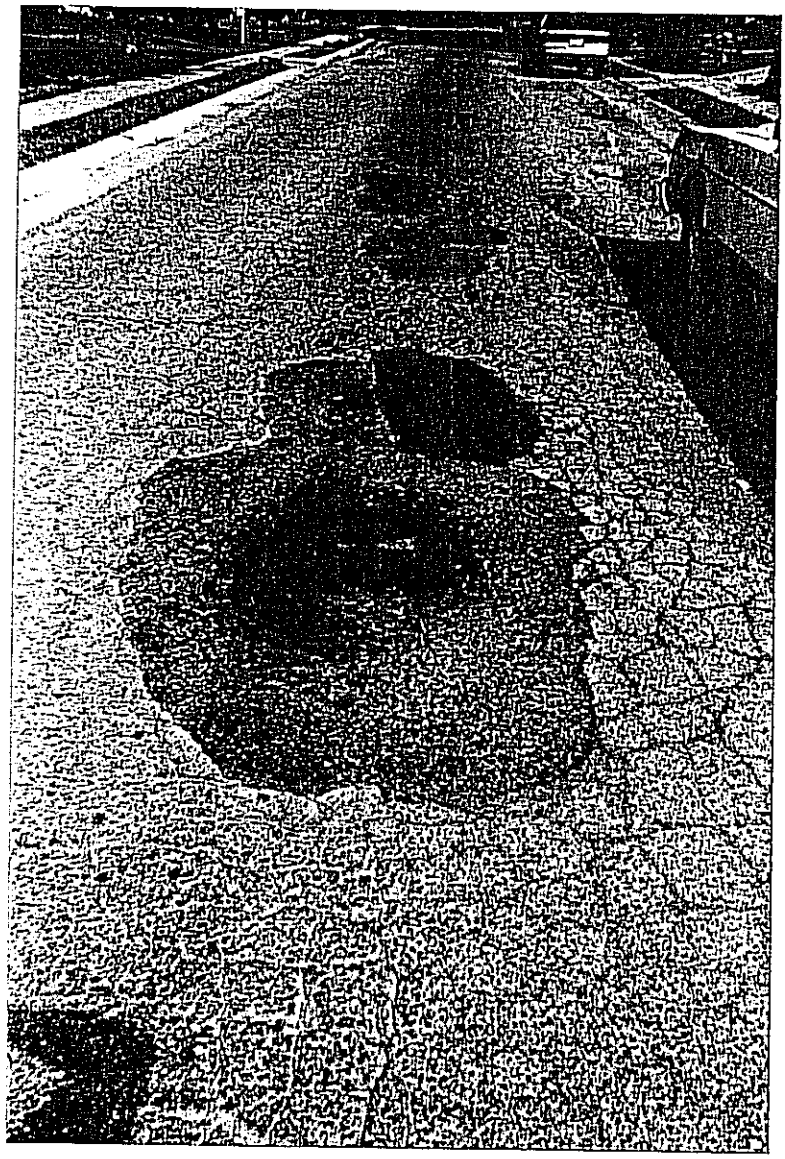
SEVERE BASE FAILURE ALONG THE CURB. THE EXISTING CURB AND GUTTER IS BADLY CRACKED AND DETERIORATED AND HAS BEEN SHOVED OUT OF ALIGNMENT CAUSING POOR DRAINAGE. BECAUSE THE EXISTING CURB AND GUTTER IS OUT OF ALIGNMENT, WATER IS NOT ABLE TO GET TO THE EXISTING CATCH BASIN AS DESIGNED..



SEVERE BASE FAILURE, PAVEMENT CRACKING AND DETERIORATION AT THE INTERSECTION OF CHICAGO AVENUE WITH LEGGETT DRIVE.



SEVERE BASE FAILURE, PAVEMENT CRACKING AND DETERIORATION BETWEEN LEGGETT DRIVE AND DIXIE STREET.



SEVERE BASE FAILURE, PAVEMENT CRACKING AND DETERIORATION BETWEEN LEGGETT DRIVE AND DIXIE STREET.

SEVERE PAVEMENT DETERIORATION ALONG THE SOUTH SIDE OF CHICAGO AVENUE, BETWEEN LEGGETT DRIVE AND DIXIE STREET.

VILLAGE OF LINCOLN HEIGHTS
FINANCIAL STATEMENT

THE VILLAGE OF LINCOLN HEIGHTS 1995 FINANCIAL STATEMENT WILL BE FORWARDED UNDER SEPARATE COVER, THE WEEK OF SEPTEMBER 30TH.

RESULTING EMPLOYMENT OPPORTUNITIES

A. **Temporary Employment:** It is anticipated that 10 temporary construction jobs will be created as a result of this project.

B. **Full-time Employment:** It is not anticipated that any new full-time employment will result from the proposed infrastructure activity.

CDS Associates, Inc.
15 MINUTE, 2 CHANNEL VEHICLE COUNT

REFERENCE: 96018-06
CORRECTION FACTOR: 1.00
LOCATION: Chicago Ave. west of Mangram Lincoln Heights, Ohio
FILENAME: 9601806B
WEATHER:
TUESDAY 7 / 30 / 96
OPERATOR: RSCH

HOUR BEGINS	EB 0	EB 15	EB 30	EB 45	HOUR TOTAL	WB 0	WB 15	WB 30	WB 45	HOUR TOTAL	COMBINED TOTAL
AM											
12	5	11	17	2	35	8	5	6	4	23	58
1	3	6	6	3	18	3	7	2	3	15	33
2	2	7	3	2	14	5	4	1	2	12	26
3	1	2	2	2	7	3	0	6	5	14	21
4	2	1	1	5	9	1	1	5	1	8	17
5	3	1	3	4	11	4	2	3	6	15	26
6	5	11	10	12	38	6	1	3	10	20	58
7	12	5	8	12	37	7	7	9	11	34	71
8	8	13	11	8	40	6	3	11	10	30	70
9	14	6	12	8	40	6	7	3	5	21	61
10	8	12	8	11	39	5	2	9	9	25	64
11	11	10	12	13	46	0	9	7	11	27	73
PM											
12	17	18	9	21	65	17	20	12	12	61	126
1	4	11	13	13	41	10	9	24	13	56	97
2	27	16	26	17	86	7	12	24	12	55	141
3	13	18	26	32	89	17	26	18	15	76	165
4	27	23	19	24	93	23	20	22	30	95	188
5	21	16	25	27	89	24	24	24	27	99	188
6	18	20	17	24	79	24	25	26	29	104	183
7	29	20	22	24	95	25	35	35	26	121	216
8	25	17	20	23	85	20	32	26	26	104	189
9	29	26	14	12	81	18	27	24	13	82	163
10	15	17	9	10	51	24	15	19	19	77	128
11	15	8	14	13	50	26	17	23	21	87	137
TOTALS					1238					1261	2499

AM PEAK HOUR IS 8:15 TO 9:15

VOLUME	EB :	46	WB :	30	COMBINED:	76
DIRECTIONAL SPLIT		61%		39%		
PEAK HOUR FACTOR		0.82		0.68		0.86

PM PEAK HOUR IS 6:45 TO 7:45

VOLUME	EB :	95	WB :	124	COMBINED:	219
DIRECTIONAL SPLIT		43%		57%		
PEAK HOUR FACTOR		0.82		0.89		0.96

This is to certify the attached documentation regarding 24-hour traffic volume has been obtained by an actual mechanical count taken at the location and date noted on the traffic count printout.

Mark A. Klueener 9-25-96
SIGNATURE DATE

MASS TRANSIT UTILIZATION OF CHICAGO AVENUE

As per the attached letter from Metro, 38 buses utilize the above corridor per day during the weekdays. The average number of riders is 12 per trip, (based on the noted range of 5 to 20 passengers).

Based on the above, an average number of bus passengers per day (during the week day) is 456.

Planning
and
Development
Department
(513) 632-7543
FAX (513) 632-7694

September 18, 1996

Mr. David Emerick
CDS Associates, Inc.
11120 Kenwood Road
Cincinnati, Ohio 45242

Dear Mr. Emerick:

The Southwest Ohio Regional Transit Authority (SORTA), more commonly known as The Metro, operates fixed route public transit service on five of the seven street segments included in the fax that you sent to us. This service is as follows:

On State Route 4 between State Route 126 and State Route 747

This segment is served by Metro Route 78 Tri-County. Metro operates 31 one-way trips on weekdays, 27 one-way trips on Saturdays and 21 one-way trips on Sundays and holidays on this portion of the route. There are usually between 5 to 25 passengers on board on each trip on this street segment.

On Sharon Road between Ballinger Road and State Route 4

This segment is served by Metro Route 20 Tri-County. Metro operates 31 one-way trips on weekdays and 23 one-way trips on Saturdays on this part of the route. There are usually between 5 to 20 passengers on board on this street segment.

On East Kemper Road between State Route 747 and the CSX railroad bridge to the east

This segment is served by Metro Route 20 Tri-County and Metro Route 78 Tri-County. Combined, Metro operates 62 one-way trips on weekdays, 50 one-way trips on Saturdays and 21 one-way trips on Sundays and holidays on this part of the route. There are usually between 5 and 20 passengers on board on this street segment.

Metro is a non-profit
public service of
Southwest Ohio Regional
Transit Authority

1401 Bank Street
Cincinnati, Ohio 45214-1782

On Mangham Drive in Lincoln Heights

This segment is served by Route 78 Lincoln Heights. Metro operates 38 one-way trips on weekdays, 28 one-way trips on Saturdays and 23 one-way trips on Sundays and holidays on this part of the route. There are usually between 5 to 20 passengers on board on this street segment.

On Chicago Avenue in Lincoln Heights

This segment is also served by Route 78 Lincoln Heights. Metro operates 38 one-way trips on weekdays, 28 one-way trips on Saturdays and 23 one-way trips on Sundays and holidays on this part of the route. There are usually between 5 to 20 passengers on board on this street segment.

Metro does not operate any fixed route bus service on Kemper Road between Reed Hartman Highway and Snyder Road or on Northland Blvd. between Waycross Road and the Forest Park east corporation line.

Thanks for your interest in Metro service. If I can be of any further assistance, please let me know.

Sincerely,

Ted C. Meyer
Manager of Planning & Scheduling

SCIP/LTIP PROGRAM
ROUND 11 - PROGRAM YEAR 1997
PROJECT SELECTION CRITERIA
JULY 1, 1997 TO JUNE 30, 1998

ADOPTED BY THE INTEGRATING COMMITTEE
May 24, 1996

JURISDICTION/AGENCY: LINCOLN HEIGHTS

NAME OF PROJECT: CHICAGO AVENUE

PRELIMINARY SCORE FOR THIS PROJECT: 54

FINAL SCORE FOR THIS PROJECT: _____

RATING TEAM: _____

1) If *SCIP/LTIP* funds are granted, when would the construction contract be awarded? — *POINTS*

10 Points - Will be under contract by end of 1997 and no delinquent projects in Rounds 8 & 9. — 10 — No Flow Required

5 Points - Will be under contract by March 30, 1998 and/or jurisdiction has had one delinquent project in Rounds 8 & 9.

0 Points - Will not be under contract by March 30, 1998 and/or jurisdiction has had more than one delinquent project in Rounds 8 & 9.

2) What is the physical condition of the existing infrastructure to be replaced or repaired?

25 Points - Failed
23 Points - Critical
20 Points - Very Poor
17 Points - Poor
15 Points - Moderately Poor
10 Points - Moderately Fair
5 Points - Fair Condition
0 Points - Good or Better

MOST OF CURB + GUTTER CAN BE SALVAGED, BUT PAVEMENT IS SHOT, WOULD BE HARD PRESSED TO FIND 1 SQ FT OF PAVEMENT W/O CRACKS! — 23

NOTE: If the infrastructure is in "good" or better condition, it will ***NOT*** be considered for *SCIP/LTIP* funding unless it is an expansion project that will improve serviceability.

3) If the project is built, what will be its effect on the facility's serviceability? Documentation is required.

5 Points - Project design is for future demand.
4 Points - Project design is for partial future demand.
3 Points - Project design is for current demand.
2 Points - Project design is for minimal increase in capacity.
1 Point - Project design is for no increase in capacity.

1

4) How important is the project to ***HEALTH, SAFETY, AND WELFARE*** of the public and the citizens of the District and/or service area?

10 Points - Highly significant importance, with substantial impact on all 3 factors.

4

8 Points - Considerably significant importance, with substantial impact on 2 factors, or noticeable impact on all 3 factors.

6 Points - Moderate importance, with substantial impact on 1 factor or noticeable impact on 2 factors.

4 Points - Minimal importance, with noticeable impact on 1 factor

2 Points - No measurable impact

ASPHALT PAVEMENT HAD BROKEN UP SO AS TO CREATE POCKETS OF GRAVEL, HINDERING STOPPING & HANDLING.

5) What is the overall economic health of the jurisdiction?

10 Points
8 Points
6 Points
4 Points
2 Points

10

6) What matching funds are being committed to the project, expressed as as a percentage of the ***TOTAL CONSTRUCTION COST?*** Loan and Credit Enhancement projects automatically receive 5 points, and no match is required. All grant funded projects require a minimum of 10% matching funds.

5 Points - 50% or more
4 Points - 40% to 49.99%
3 Points - 30% to 39.99%
2 Points - 20% to 29.99%
1 Point - 10% to 19.99%

1

7) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? *POINTS MAY ONLY BE AWARDED IF THE END RESULT OF THE PROJECT WILL CAUSE THE BAN TO BE LIFTED.*

5 Points - Complete ban
3 Points - Partial ban
0 Points - No ban of any kind

0

8) What is the total number of existing daily users that will benefit as a result of the proposed project? Appropriate criteria include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

5 Points - 16,000 or more
4 Points - 12,000 to 15,999
3 Points - 8,000 to 11,999
2 Points - 4,000 to 7,999
1 Point - 3,999 and under

1

3455
BUT SERIOUSLY QUESTIONING TRAFFIC COUNTS!

9) Does the infrastructure have regional impact? Consider originations and destinations of traffic, functional classifications, size of service area, number of jurisdictions served, etc.

5 Points - Major impact
4 Points -
3 Points - Moderate impact
2 Points -
1 Point - Minimal or no impact

1

10) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or a dedicated tax for infrastructure and provided certification of which fees have been enacted?

5 Points - Two of the above
3 Points - One of the above
0 Points - None of the above

3

ADDENDUM TO THE RATING SYSTEM DEFINITIONS/CLARIFICATIONS

Criterion 1 - *ABILITY TO PROCEED*

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently cancelling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 2 - *CONDITION*

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, or health, safety and welfare issues. Condition is rated only on the existing facility being repaired or abandoned. If the existing facility is not being abandoned or repaired, but a new facility is being built, it shall be considered as an expansion project. (Documentation may include ODOT BR-86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included with the original application.)

Definitions:

FAILED CONDITION - Requires complete reconstruction where no part of the existing facility is salvageable. (e.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non-functioning and replacement parts are unavailable.)

CRITICAL CONDITION - Requires moderate or partial reconstruction to maintain integrity. (e.g. Roads: reconstruction of roadway, curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

VERY POOR CONDITION - Requires extensive rehabilitation to maintain integrity. (e.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

POOR CONDITION - Requires standard rehabilitation to maintain integrity. (e.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

MODERATELY POOR CONDITION - Requires minor rehabilitation to maintain integrity. (e.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

MODERATELY FAIR CONDITION - Requires extensive maintenance to maintain integrity. (e.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

FAIR CONDITION - Requires routine maintenance to maintain integrity. (e.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

GOOD OR BETTER CONDITION - Little or no maintenance required to maintain integrity.

Criterion 4 - *HEALTH, SAFETY & WELFARE*

Definitions:

SAFETY - The design of the project will prevent accidents, promote safer conditions, and eliminate or reduce the danger of risk, liability, or injury.

EXAMPLES: Widening existing roadway lanes to standard lane widths; Adding lanes to a roadway or bridge to increase capacity or alleviate congestion; replacing old or non-functioning hydrants; increasing capacity to a water system, etc.

HEALTH - The design of the project will improve the overall condition of the facility so as to reduce or eliminate disease; or correct concerns regarding the environmental health of the area.

EXAMPLES: Improving or adding storm drainage or sanitary facilities; replacing lead joints in water lines;

WELFARE - The design of the project will promote economic well-being and prosperity.

EXAMPLES: Project has the potential to improve business expansions or opportunities in the area; project will improve the quality of life in the area;

PLEASE NOTE: The examples listed above are NOT a complete list, but only a small sampling of situations that may be relevant to any given project. Each project is looked at on an individual basis to determine if any aspects of this rating category apply.

Criterion 9 - *REGIONAL IMPACT*

Definitions:

MAJOR IMPACT - Roads: major multi-jurisdictional route, primary feed to an interstate, Federal Aid Primary routes; Underground: primary water or sewer main serving and entire system; Hydrants: multi-jurisdictional.

MODERATE IMPACT - Roads: principal thoroughfares, Federal Aid Urban routes; Underground: primary water or sewer main serving only part of a system; Hydrants: all hydrants in a local system serving only one jurisdiction.

MINIMAL/NO IMPACT - Roads: cul-de-sacs, subdivision streets; Underground: individual water or sewer main not part of a large system; Hydrants: only some hydrants in a local system serving only one jurisdiction.