



APPLICATION FOR FINANCIAL ASSISTANCE

Revised 7/93

CT03C

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

SUBDIVISION: Village of Greenhills CODE# 061 - 32158

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 9/10/98

CONTACT: David B. Moore PHONE # (513) 825-2100

(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: Bachman/Belknap Road Improvement

SUBDIVISION TYPE
(Check Only 1)

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

FUNDING TYPE REQUESTED
(Check All Requested & Enter Amount)

- 1. Grant \$ 48,800
- 2. Loan \$
- 3. Loan Assistance \$

MBE SET-ASIDE OFFERED

- Construction \$
- Procurement \$

PROJECT TYPE
(Check Largest Component)

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

TOTAL PROJECT COST: \$ 109,132 FUNDING REQUESTED: \$ 48,800

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT: \$ 48,800.00
LOAN: \$

LOAN ASSISTANCE: \$
% 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: / /
OPWC Approval:

APPROVED FUNDING: \$
Loan Interest Rate: %
Loan Term: years
Maturity Date: / /
Date Approved: / /

2.0 PROJECT INFORMATION

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

2.1 **PROJECT NAME:** Bachman/Belknap Road Improvement

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

a: **SPECIFIC LOCATION:**

Located within the Village of Greenhills, west of Winton Road, with Bachman bisecting Burley Circle and Belknap being an adjunct street.

PROJECT ZIP CODE: 45218

b: **PROJECT COMPONENTS:**

This road improvement project would involve replacing old rolled curbing with new granite curbs or adding them where there are none presently; the granite would tie in with original planned curbing that was used in parts of this government-built area; doing base repair where needed; grinding existing pavement where needed; doing a SAMI treatment; doing catch basin reconstruction; fire plug up grade; a 2" asphalt overlay; and widening road to have a consistent 24' width.

c: **PHYSICAL DIMENSIONS / CHARACTERISTICS:**

Macadam/asphalt road constructed by the Federal Government in 1937. Greenhills was one of three greenbelt towns constructed by the Federal Government in the 1930's. Parking is on one side. Bachman - length 1172'; width 24'. Belknap - length 384'; width 22'; no curbs were installed when built; temporary curbing (wood or concrete stop blocks) in places.

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 gallon per household. Attach current rate ordinance.

The road serves mostly an area of multi-family living units. This project is a repair/replacement project and the current capacity is more than adequate for the service area now and the next twenty years.

Average daily traffic count (ADT) is approximately 600.

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	\$ <u>109,132</u>	% 100%
State Funds Requested for Repair and Replacement	\$ <u>48,800</u>	% 44.7%

TOTAL PORTION OF PROJECT NEW/EXPANSION	\$ _____	% _____
State Funds Requested for New and Expansion	\$ _____	% _____

4.0 PROJECT SCHEDULE:*

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>09 /01/ 98</u>	<u>07 /15/ 99</u>
4.2 Bid Advertisement:	<u>07 /15/ 99</u>	<u>08 /15/ 99</u>
4.3 Construction:	<u>09 /01/ 99</u>	<u>12 /01/ 99</u>

* 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

TITLE	<u>David B. Moore</u>
STREET	<u>Municipal Manager</u>
	<u>11000 Winton Road</u>
CITY/ZIP	<u>Greenhills OH 45218</u>
PHONE	<u>(513) 825 - 2100</u>
FAX	<u>(513) 825 - 2370</u>

5.2 CHIEF FINANCIAL OFFICER

TITLE	<u>Kathryn L. Brokaw</u>
STREET	<u>Finance Director</u>
	<u>11000 Winton Road</u>
CITY/ZIP	<u>Greenhills OH 45218</u>
PHONE	<u>(513) 825 - 2100</u>
FAX	<u>(513) 825 - 2370</u>

5.3 PROJECT MANAGER

TITLE	<u>David B. Moore</u>
STREET	<u>Municipal Manager</u>
	<u>11000 Winton Road</u>
CITY/ZIP	<u>Greenhills OH 45218</u>
PHONE	<u>(513) 825 - 2100</u>
FAX	<u>(513) 825 - 2370</u>

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 on 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.

David B. Moore, Municipal Manager

Certifying Representative (Type or Print Name and Title)

 9/10/98
Signature/Date Signed

JOHN J. DUFFY & ASSOCIATES, INC.

ENGINEERS AND SURVEYORS

4838 DUFF DRIVE, SUITE "E"

PHONE 874-1811

CINCINNATI, OHIO 45246

September 8, 1998

Village of Greenhills
11000 Winton Road
Cincinnati, Ohio 45228

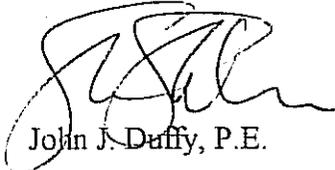
Attn: Mr. David Moore

Re: Proposed Improvements, Bachman Street and Belknap Place

Dear Mr. Moore:

Based on past experience, the useful life of the proposed granite curb and gutter in the above captioned project areas can exceed fifty years. The asphaltic concrete resurfacing will have a useful life of between fifteen and twenty years.

Very truly yours,



John J. Duffy, P.E.

JJD/mmd

COST ESTIMATE

STREET IMPROVEMENTS

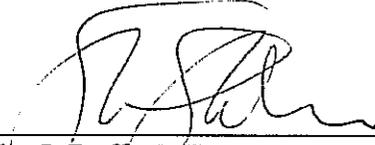
BACHMAN/BELKNAP STREET IMPROVEMENTS

<u>ITEM</u>	<u>QUANTITY</u>	<u>UNIT PRICE</u>	<u>EXTENSION</u>
Curb Removal	1,425 l.f.	<u>4.95</u>	<u>\$ 7,053.75</u>
Excavation (Unclassified)	130 c.y.	<u>18.50</u>	<u>2,405.00</u>
Pavement Planing	2,750 s.y.	<u>3.50</u>	<u>9,625.00</u>
Remodel Single Inlet	4 ea.	<u>925.00</u>	<u>3,700.00</u>
Remodel Double Inlet	2 ea.	<u>1,200.00</u>	<u>2,400.00</u>
Fire Hydrant & Appurtenances	1 ea.	<u>2,900.00</u>	<u>2,900.00</u>
Reset Valve Chamber Castings	4 ea.	<u>310.00</u>	<u>1,240.00</u>
Vetical Granite Curb	2,058 l.f.	<u>15.00</u>	<u>30,870.00</u>
Concrete Base	52 c.y.	<u>150.00</u>	<u>7,800.00</u>
Stress Absorbing Membrane (Sam-ce)	2,190 s.y.	<u>2.00</u>	<u>4,380.00</u>
Asphaltic Concrete Leveling Course	82 c.y.	<u>72.00</u>	<u>5,904.00</u>
Asphaltic Concrete Surface Course	108 c.y.	<u>73.50</u>	<u>7,938.00</u>
Concrete Driveway Apron	1,375 s.f.	<u>6.85</u>	<u>9,418.75</u>
Topsoil	55 c.y.	<u>28.00</u>	<u>1,540.00</u>
Seeding & Mulching	1,372 s.y.	<u>1.50</u>	<u>2,058.00</u>
Contingencies	Lump Sum	<u>9,900.00</u>	<u>9,900.00</u>
		TOTAL	<u>\$109,132.50</u>

September 8, 1998

97-885

Prepared by: John J. Duffy & Associates, Inc.
4838 Duff Drive, Suite "E"
Cincinnati, Ohio 45246



John J. Duffy, P.E.



VILLAGE OF GREENHILLS

STATUS OF FUNDS REPORTS

Funds for the Village of Greenhills Street Maintenance and Repair project for 1998 will come from General Property Taxes; State of Ohio shared funds (including license registrations, gasoline cents-per-gallon and excise taxes; and the municipal levy); charges for services (nominal); and other financing sources, including donations, if any, and interest on investments.

For 1999, the total anticipated receipts is \$180,000; of this amount, \$87,000 is set aside for contractual services, including contract labor. This, plus money advance from the Village's General Fund (if necessary) would be used to pay the Village's portion of this project.

The Village of Greenhills Streets Maintenance and Repair (Special Revenue) Fund will require the balance of its budget expenditures for normal streets maintenance throughout the Village.


Kathryn L. Brokaw, CMFA
Finance Director
September 10, 1998

Attachments



VILLAGE OF GREENHILLS

CERTIFICATION OF ORDINANCE

I, Mary Joy Hoffmann, Clerk of Council for the Village of Greenhills, Ohio, do certify that the attached ordinance is a copy of the original ordinance naming David B. Moore, Municipal Manager, as Chief Executive Officer for the Village of Greenhills and authorizing him to execute application to the DPWIC and execute a project agreement. This ordinance was passed by the members of the Village of Greenhills Council (5-0) during the regular Council meeting held Tuesday, September 1, 1998.

Mrs. Mary Joy Hoffmann
Clerk of Council
Village of Greenhills, Ohio

RECORD OF ORDINANCES

Dayton Legal Blank Co.

Form No. 30043

Ordinance No. *98-22-L+R*

Passed *Sept 1*

19 *98*

ORDINANCE NAMING DAVID B. MOORE, MUNICIPAL MANAGER, AS CHIEF EXECUTIVE OFFICER FOR THE VILLAGE OF GREENHILLS AND AUTHORIZING HIM TO EXECUTE APPLICATION TO THE DPWIC AND EXECUTE A PROJECT AGREEMENT.

Whereas, David B. Moore is the Chief Executive and Administrative Officer of the Village of Greenhills, by Charter; and

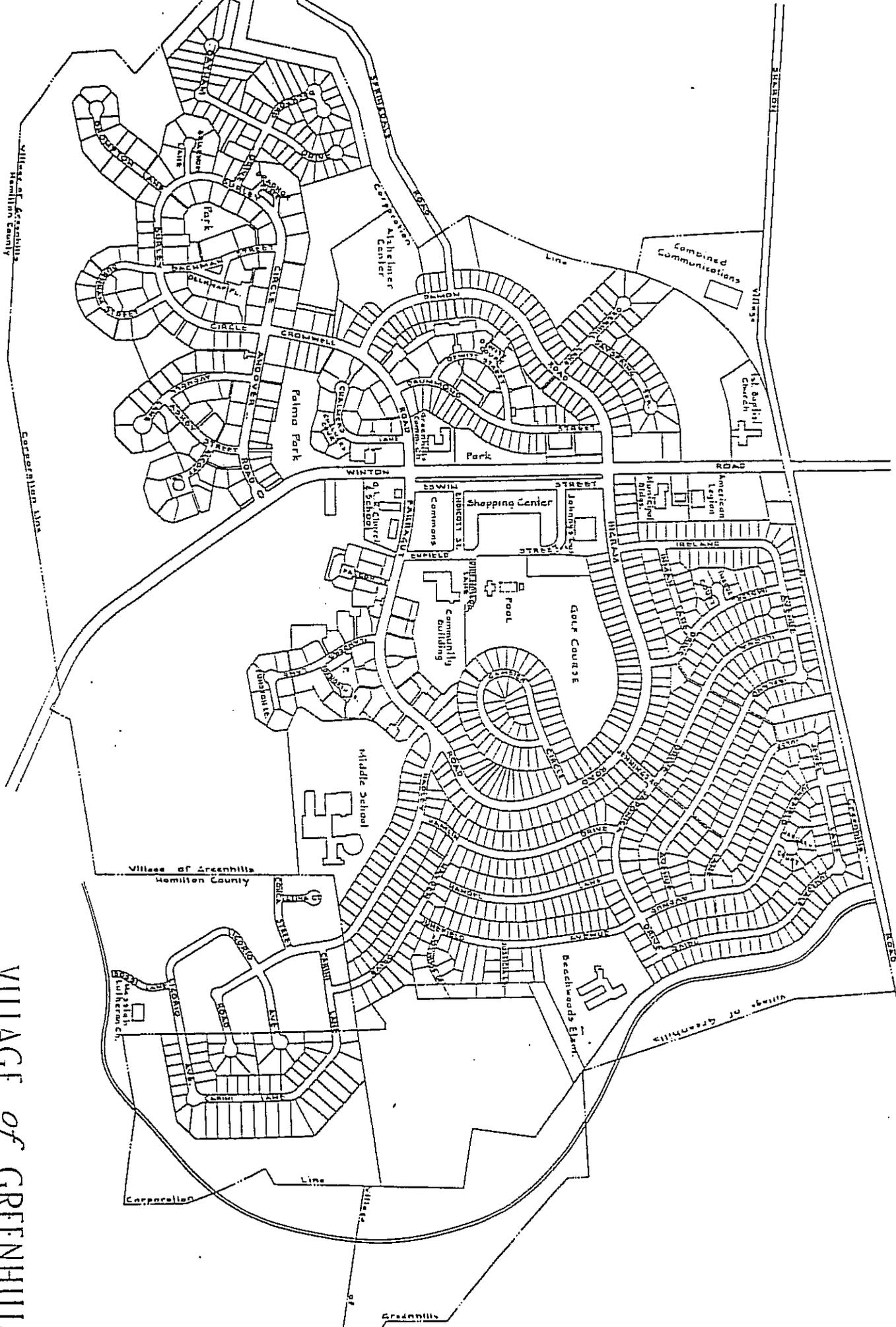
Whereas, submission of applications to the District Public Works Integrating Committee and execution of the Project Agreements with the Ohio Public Works Commission requires specific legislation authorizing a designated official to act on behalf of the Village of Greenhills;

NOW, THEREFORE, BE IT ORDAINED by the Council of the Village of Greenhills, Ohio:

Section 1: That David B. Moore is hereby designated as Chief Executive Officer for the political subdivision of Greenhills, Ohio, for a term concurrent with his appointment as Municipal Manager of the Village of Greenhills for purposes of submitting applications to the District Public Works Integrating Committee (DPWIC).

Section 2: That David B. Moore is hereby authorized to submit the attached application for State Capital Improvement Program (SCIP) to the DPWIC and any and all other applications for additional funds to DPWIC.

Section 3: That David B. Moore is hereby authorized and directed to execute a project agreement with the Ohio Public Works Commission for the requested capital improvement road project or projects.



VILLAGE of GREENHILLS
HAMILTON COUNTY, OHIO

STREETS RECEIPTS AND DISBURSEMENTS

Final 1997 Streets

RECEIPTS		1997	CURRENT MO.	1997	1996	% OF
B1-		APPROPRIA.	ACTUAL	ACTUAL	ACTUAL	APPRO.
A-111a	Property Taxes	31,041.12	0.00	31,041.12	34,397.31	100.00%
A-111b	H'stead/R'back	3,950.00	0.00	3,995.48	3,970.60	101.15%
A-111c	Personal Property	1,400.00	0.00	1,432.68	1,610.83	102.33%
A-111d	10K Exempt PP	400.00	399.98	399.98	364.58	0.00%
B-124-1	M/V License-local	25,465.00	1,792.42	25,675.72	24,271.34	100.83%
B-124-2	M/V License-state	42,000.00	3,650.00	43,553.12	43,986.20	103.70%
B-126	Gasoline Taxes	70,000.00	8,278.55	71,176.31	70,557.97	101.68%
E-151	Charges	150.00	0.00	155.00	498.74	103.33%
H-182-1	Interest	675.00	102.61	756.11	317.59	112.02%
H-183	County Grant	34,960.00	0.00	34,960.00	0.00	100.00%
I-171	Adv. (to be repaid)	-37,500.00	0.00	-37,500.00	37,500.00	100.00%
H-181	Sale of Assets	0.00	0.00	0.00	0.00	0.00%
TOTAL		172,541.12	14,223.56	175,645.52	217,475.16	101.80%
1/1/97 BALANCE		12.43				
GRAND TOTAL		172,553.55				
DISBURSEMENTS						
B1-6-B						
211	Salaries/Wages	30,000.00	0.00	25,029.22	37,868.99	83.43%
212-1	P.E.R.S.	4,000.00	0.00	3,542.35	5,300.00	88.56%
212-2	Health Insurance	2,500.00	0.00	2,458.43	2,140.91	98.34%
212-3	Workers' Comp.	1,400.00	0.00	1,362.04	1,445.33	97.29%
212-4	Life Insurance	100.00	0.00	79.69	95.43	79.69%
214	Uniforms	500.00	500.00	500.00	500.00	100.00%
230	Contract Labor	67,500.00	0.00	67,328.80	147,640.36	99.75%
B1-6-E	Street Markings	3,700.00	0.00	3,500.88	2,295.01	94.62%
234	Professional Exp.	1,300.00	492.00	1,252.00	3,009.37	96.31%
237	Auditors' Fees	750.00	8.27	699.22	610.96	93.23%
240-1	Material	22,000.00	2,400.00	21,988.13	11,785.23	99.95%
240-2	Salt	6,000.00	0.00	5,500.02	6,965.70	91.67%
243	Traffic Lights	2,750.00	158.03	2,306.79	2,814.94	83.88%
245	Miscellaneous	0.00	0.00	0.00	427.89	0.00%
252	Equip.(plow, etc.)	0.00	0.00	0.00	0.00	0.00%

142,500 3,558.30 135,547.57 222,900.12

Ending bal.
12/31/98 40,110.38

Handwritten initials/signature

Sachryn L. Brokaw
CMAA
Finance Director
9/10/98

1999 Budget: historical streets figures
STREETS RECEIPTS AND DISBURSEMENTS

EIPTS	1999	1998	1997	1996	1995
1-	BUDGET	APPROP.	ACTUAL	ACTUAL	ACTUAL
/ Property Taxes	30,000.00	30,521.00	31,041.12	34,397.31	32,108.48
/ H'stead/R'back	4,000.00	3,681.00	3,995.48	3,970.60	3,871.47
/ Personal Property	1,400.00	1,350.00	1,432.68	1,610.83	449.52
/ 10K Exempt PP	400.00	300.00	399.98	364.58	367.69
E M/V License-local	26,000.00	25,000.00	25,675.72	24,271.34	24,838.05
E M/V License-state	44,000.00	43,000.00	43,553.12	43,986.20	44,019.47
E Gasoline Taxes	72,000.00	71,000.00	71,176.31	70,557.97	69,475.91
E Charges	1,200.00	250.00	155.00	498.74	600.00
E Interest	1,000.00	750.00	756.11	317.59	613.88
E Grant	0.00	0.00	34,960.00	0.00	0.00
E Adv. (to be repaid)	0.00	0.00	(37,500.00)	37,500.00	0.00
E Sale of Assets	0.00	0.00	0.00	0.00	0.00
TOTAL	180,000.00	175,852.00	175,645.52	217,475.16	176,344.47
BEGINNING BAL.	112.38	40,110.38			
	180,112.38	215,962.38			
DISBURSEMENTS					
B1-6-B					
E Salaries/Wages	35,000.00	35,000.00	25,029.22	37,868.99	23,346.42
E P.E.R.S.	4,500.00	4,500.00	3,542.35	5,300.00	3,669.04
E Health Insurance	2,500.00	2,500.00	2,458.43	2,140.91	1,551.59
E Workers' Comp.	500.00	500.00	1,362.04	1,445.33	2,389.99
E Life Insurance	100.00	100.00	79.69	95.43	90.33
E Uniforms	500.00	500.00	500.00	500.00	500.00
Contract Labor	56,250.00	41,000.00	67,328.80	147,640.36	61,400.00
E Street Markings	5,000.00	5,000.00	3,500.88	2,295.01	5,063.69
E Professional Exp.	25,000.00	35,000.00	1,252.00	3,009.37	13,678.89
E Auditors' Fees	750.00	750.00	699.22	610.96	488.23
E Material	20,000.00	20,000.00	21,988.13	11,785.23	34,538.59
E Salt	10,000.00	10,000.00	5,500.02	6,965.70	8,039.62
E Traffic Lights	5,000.00	4,000.00	2,306.79	2,814.94	3,804.81
E Miscellaneous	5,000.00	5,000.00	0.00	427.89	1,713.04
E Equip.(plow, etc.)	10,000.00	52,000.00	0.00	0.00	15,000.00
TOTAL DISBURSEME	180,100.00	215,850.00	135,547.57	222,900.12	175,274.24
bal 12/31	12.38	112.38			

Kathryn L. Brokaw
CAIFA
Finance Director
2/10/98

6
 ND NAME: Streets
 ND TYPE/CLASSIFICATION: Special Revenue

2 of 7

roduce as needed To be used for any fund receiving property tax revenue except the General Fund.

DESCRIPTION (1)	For 1996 Actual (2)	For 1997 Actual (3)	Current Year Estimated for 1998 (4)	Budget Year Estimated for 1999 (5)
REVENUE	XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX
<i>General Property Taxes</i>	40,843.32	36,869.26	35,852.00	35,800.00
<i>State Shared</i>	138,815.51	140,405.15	139,000.00	142,000.00
<i>Charges for Services</i>	816.33	35,871.11	1,000.00	2,200.00
<i>Other Financing Sources (Advances repaid)</i>	37,500.00	(37,500.00)		
TOTAL REVENUE	217,475.16	175,645.52	175,852.00	180,000.00
EXPENDITURES	XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX
Identify each program and object code at the same level shown on Exhibit I (PROGRAM) (OBJECT)	XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX
<i>Transportation</i>				
<i>Personal Services</i>	46,850.66	32,971.73	43,100.00	43,100.00
<i>Contractual Serv</i>	154,055.70	72,780.90	81,750.00	87,000.10
<i>Supplies & Material</i>	21,993.76	29,794.44	39,000.00	40,000.00
<i>Capital Outlay</i>	—	—	52,000.00	10,000.00
TOTAL EXPENDITURES	222,900.12	135,547.57	215,850.00	180,100.00
Revenues Over (Under) Expenditures	(5,424.96)	40,097.95	(39,998.00)	(100.00)
Beginning Unencumbered Fund Balance (Use Actual Cash Balance in Col. 2 and 3)	5,437.89	12.43	40,110.38	112.38
Ending Cash Fund Balance	12.43	40,110.38	112.38	12.38
Estimated Encumbrances (outstanding at end of year)	—	—	—	—
Estimated Ending Unencumbered Fund Balance	12.43	40,110.38	112.38	12.38

FUND List All Funds Individually Unless Reported on Exhibit I or II	Estimated Unencumbered Fund Balance 1/1/99	Budget Year Estimated Receipt	Total Available For Expenditures	Budget Year Expenditures and Encumbrances			Estimated Unencumbered Balance 12/31/99
				Personal Services	Other	Total	
GOVERNMENTAL; SPECIAL SERVICE:	XXXXXXXXXX XXXXXXXXXX	XXXXXXXXXX XXXXXXXXXX	XXXXXXXXXX XXXXXXXXXX	XXXXXXXXXX XXXXXXXXXX	XXXXXXXXXX XXXXXXXXXX	XXXXXXXXXX XXXXXXXXXX	XXXXXXXXXX XXXXXXXXXX
<i>Drug Enforcement Education</i>	0.00	8,000.00	8,000.00	4,000.00	4,000.00	8,000.00	0.00
<i>Shade Tree Maintenance</i>	18.34	27,000.00	27,018.34	1,000.00	26,000.00	27,000.00	18.34
TOTAL SPECIAL REVENUE FUNDS	18.34	35,000.00	35,018.34	5,000.00	30,000.00	35,000.00	18.34
DEBT SERVICE FUNDS	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX
TOTAL DEBT SERVICE FUNDS							
CAPITAL PROJECT FUNDS	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX
<i>CAP CurBS + other street surfacing</i>	680,000.00	60,000.00	740,000.00	-	740,000.00	740,000.00	0.00
TOTAL CAPITAL PROJECTS	680,000.00	60,000.00	740,000.00	-	740,000.00	740,000.00	0.00



CASH BASIS SUMMARY FINANCIAL REPORT

FOR THE FISCAL YEAR ENDED DECEMBER 31, 19 97

Greenhills

~~CITY~~/VILLAGE

Hamilton

COUNTY

	GOVERNMENTAL FUND TYPES	EXPENDABLE TRUST FUNDS	PROPRIETARY FUNDS	NON-EXPEND. TRUST FUNDS	AGENCY FUNDS	TOTAL MEMORANDUM ONLY
REVENUE RECEIPTS:	REVENUE RECEIPTS:		OPERATING REVENUES:			
Local Taxes	1,238,250					1,238,250
Intergovernmental Revenue	508,363					508,363
Special Assessments	25,979					25,979
Charges for Services	11,019		224,194			235,213
Fines, Licenses, & Permits	85,079					85,079
Miscellaneous	73,225	1,144	45,216			119,585
TOTAL RECEIPTS	1,941,915	1,144	269,410			2,212,469
EXPENDITURE DISBURSEMENTS:	EXPENDITURE DISBURSEMENTS:		OPERATING EXPENSES:			
Current:						
Security of Persons & Property	590,548					590,548
Public Health Services	2,710					2,710
Leisure Time Activities	62,798					62,798
Community Environment	44,046					44,046
Basic Utility Services	271,309					271,309
Transportation	136,602					136,602
General Government	439,935	12,631				452,566
Personal Services			118,959			118,959
Travel Transportation						
Contractual Services			70,031			70,031
Supplies and Materials			34,916			34,916
Capital Outlay	127,323		26,529			153,852
Debt Service	134,446					134,446
TOTAL DISBURSEMENTS	1,809,717	12,631	250,435			2,072,783
Local Receipts over/(under) disbursements	132,198	(11,487)	18,975			139,686
OTHER FINANCING SOURCES/(USES)	OTHER FINANCING SOURCES/(USES)		NON-OPERATING REVENUES/(EXPENSES):			
Local Taxes						
Intergovernmental Revenues						
Proceeds from Sale of Debt						
Sale of Bonds						
Sale of Notes						
Other Proceeds						
Miscellaneous						
Sale of Fixed Assets						



Pflum,
Klausmeier & Gehrum
Consultants, Inc.

5533 Fair Lane
Cincinnati, Ohio
45227

August 27, 1997

Tel: 513.272.5533
Fax: 513.272.5522
Web: <http://www.pkgconsult.com>

Mr. David B. Moore, Village Administrator
Village of Greenhills
11000 Winton Road
Greenhills, Ohio 45218

Engineering
Planning
Landscape Architecture

Re: Bachman Street Traffic Counts

Dear Dave:

Enclosed are multi-date traffic volume counts on both ends of Bachman Street. Site 1 was just south of Burley Circle and Site 2 was just north of Burley Circle.

The narrowness of the street, curb parking and lack of centerline prevented us from conducting directional counts. Therefore, all volumes are two-way.

The weekday volumes at the north end of Bachman Street are a little higher than at the south end, averaging above 600 per day for the north location and just a little under 600 a day at the south location.

Saturday and Sunday volumes at the north location were 594 and 499 respectively; comparable volumes at the south location were 600 and 526. You will note that the printouts provide hourly totals numerically as well as graphically.

I trust this provides the information you need. If you have any questions, don't hesitate to call.

Cordially,

PFLUM, KLAUSMEIER & GEHRUM CONSULTANTS, INC.

John C. Niehaus, P.E.
Director of Transportation and Traffic Engineering

JCN/vs
Enclosures
I-1968

Offices:
Cincinnati, OH
Indianapolis, IN
Hudson, OH
Glasgow, Scotland
Delaware, OH

Pflum, Klausmeier & Gehrung

Traffic Counter Recording Log

City: GREENHILLS
 County: HAMILTON
 State: OHIO
 Job #: 1968
 Operator: MCN

DATE	TIME	DAY	# Of:	Location Sketch	Direction Of Volume Count	COMPUTER USE ONLY	
						File Name	Disk
8/13/97	16:36	WED	φ1	<p>* show NORTH</p> <p>BURLEY CIRCLE BACHMAN ST. * NO centerline</p>	TOTAL <u>A</u> count	File Name <u>1968BAC1</u>	Disk <u>H</u>
8/13/97	16:45	WED	φ2	<p>BURLEY CIRCLE BACHMAN ST. * NO centerline</p>	TOTAL <u>A</u> count	File Name <u>1968BAC2</u>	Disk <u>H</u>
—	—	—	—			File Name	Disk
—	—	—	—			File Name	Disk
—	—	—	—			File Name	Disk

NOTE: Half Tube A, B-A : The long hose will always be channel B

Day Start : WEDNESDAY
 Technician: MARK C. NIKHAUS
 Location : ON BACHMAN STREET, JUST
 SOUTH OF BURLEY CIRCLE

Pflum, Klausmeyer & Gehrum
 5533 Fair Lane
 Cincinnati, Ohio 45227
 (513) 272-5533
 WEDNESDAY, 8-13

Site Code : 196800000001
 Start Date: 08/13/97
 File I.D. : 1968BAC1
 Page : 1

Begin Time	<-----Quarter Hour ----->				Hour Total	Each * Equals 2 Vehicles
	1st	2nd	3rd	4th		
12:00 08/13	*	*	*	*	*	
1:00	*	*	*	*	*	
2:00	*	*	*	*	*	
3:00	*	*	*	*	*	
4:00	*	*	*	*	*	
5:00	*	*	*	*	*	
6:00	*	*	*	*	*	
7:00	*	*	*	*	*	
8:00	*	*	*	*	*	
9:00	*	*	*	*	*	
10:00	*	*	*	*	*	
11:00	*	*	*	*	*	
12:00	*	*	*	*	*	
1:00	*	*	*	*	*	
2:00	*	*	*	*	*	
3:00	*	*	*	*	*	
4:00	*	*	5	9	*	
5:00	9	18	18	16	61	*****
6:00	19	7	21	12	59	*****
7:00	7	7	12	10	36	*****
8:00	12	10	18	13	53	*****
9:00	8	12	8	12	40	*****
10:00	10	13	3	7	33	*****
11:00	8	4	5	4	21	*****
Total					303	

AM Peak There was not enough data to calculate the AM peak hour.

PM Peak The PM peak hour began 05:15.
 The peak volume was 71.
 The largest interval began 06:00,
 and contained 19 vehicles.
 The peak hour factor was .93

Day Start : WEDNESDAY
 Technician: MARK C. NIEHAUS
 Location : ON BACHMAN STREET, JUST
 SOUTH OF BURLEY CIRCLE

Pflum, Klausmeier & Gehrum
 5533 Fair Lane
 Cincinnati, Ohio 45227
 (513) 272-5533
 THURSDAY, 8-14

Site Code : 196800000001
 Start Date: 08/13/97
 File I.D. : 1968BAC1
 Page : 2

Begin Time	<-----Quarter Hour ----->				Hour Total	Each * Equals 2 Vehicles
	1st	2nd	3rd	4th		
02:00 08/14	2	1	0	1	4	**
01:00	2	2	3	0	7	****
02:00	1	0	0	2	3	**
03:00	1	1	1	1	4	**
04:00	0	1	3	1	5	**
05:00	2	1	4	3	10	*****
06:00	0	1	2	8	11	*****
07:00	9	11	14	7	41	*****
08:00	6	13	12	7	38	*****
09:00	4	1	4	4	13	*****
10:00	8	5	2	5	20	*****
11:00	4	5	6	7	22	*****
12:00	5	9	8	8	30	*****
01:00	9	6	6	9	30	*****
02:00	6	14	3	7	30	*****
03:00	3	10	7	8	28	*****
04:00	7	12	20	15	54	*****
05:00	17	18	11	22	68	*****
06:00	18	8	11	20	57	*****
07:00	12	12	11	13	48	*****
08:00	9	14	13	16	52	*****
09:00	15	13	17	7	52	*****
10:00	2	5	8	3	18	*****
11:00	2	4	3	1	10	*****
Total					655	

AM Peak The AM peak hour began 06:45.
 The peak volume was 42.
 The largest interval began 07:30,
 and contained 14 vehicles.
 The peak hour factor was .75

PM Peak The PM peak hour began 04:30.
 The peak volume was 70.
 The largest interval began 04:30,
 and contained 20 vehicles.
 The peak hour factor was .88

Day Start : WEDNESDAY
 Technician: MARK C. NIKHAUS
 Location : ON BACHMAN STREET, JUST
 SOUTH OF BURLEY CIRCLE

Pflum, Klausmeier & Gehrum
 5533 Fair Lane
 Cincinnati, Ohio 45227
 (513) 272-5533
 FRIDAY, 8-15

Site Code : 196800000001
 Start Date: 08/13/97
 File I.D. : 1968BAC1
 Page : 3

Begin Time	<-----Quarter Hour ----->				Hour Total	Each * Equals 2 Vehicles
	1st	2nd	3rd	4th		
12:00 08/15	3	1	5	2	11	*****
01:00	1	0	0	1	2	*
02:00	4	5	0	1	10	*****
03:00	0	1	2	6	9	****
04:00	5	0	0	0	5	**
05:00	0	1	3	0	4	**
06:00	2	3	4	4	13	*****
07:00	6	5	11	7	29	*****
08:00	5	5	5	2	17	*****
09:00	5	4	13	6	28	*****
10:00	8	6	10	4	28	*****
11:00	5	3	4	4	16	*****
12:00	7	1	10	8	26	*****
01:00	12	6	4	10	32	*****
02:00	16	13	7	10	46	*****
03:00	9	7	5	11	32	*****
04:00	7	8	13	10	38	*****
05:00	12	10	15	12	49	*****
06:00	13	13	8	7	41	*****
07:00	15	5	12	8	41	*****
08:00	7	12	6	19	44	*****
09:00	4	3	6	9	22	*****
10:00	5	7	5	3	20	*****
11:00	3	5	3	1	12	*****
Total					575	

AM Peak The AM peak hour began 09:30.
 The peak volume was 33.
 The largest interval began 09:30,
 and contained 13 vehicles.
 The peak hour factor was .63

PM Peak The PM peak hour began 05:30.
 The peak volume was 53.
 The largest interval began 05:30,
 and contained 15 vehicles.
 The peak hour factor was .88

Day Start : WEDNESDAY
 Technician: MARK C. NIEHAUS
 Location : ON BACHMAN STREET, JUST
 SOUTH OF BURLEY CIRCLE

Pflum, Klausmeier & Gehrum
 5533 Fair Lane
 Cincinnati, Ohio 45227
 (513) 272-5533
 SATURDAY, 8-16

Site Code : 196800000001
 Start Date: 08/13/97
 File I.D. : 1968BAC1
 Page : 4

Begin Time	Quarter Hour				Hour Total	Each * Equals 2 Vehicles
	1st	2nd	3rd	4th		
12:00 08/16	4	3	8	2	17	*****
01:00	3	3	3	2	11	*****
02:00	0	1	3	2	6	***
03:00	4	2	1	1	8	****
04:00	2	0	0	1	3	**
05:00	0	2	1	1	4	**
06:00	1	4	0	1	6	***
07:00	0	4	4	3	11	*****
08:00	3	10	3	6	22	*****
09:00	9	11	8	7	35	*****
10:00	10	5	10	13	38	*****
11:00	9	8	10	12	39	*****
12:00	9	17	9	11	46	*****
01:00	11	3	6	8	28	*****
02:00	15	11	7	9	42	*****
03:00	5	15	14	11	45	*****
04:00	8	6	7	9	30	*****
05:00	11	11	5	8	35	*****
06:00	10	5	9	7	31	*****
07:00	8	10	8	5	31	*****
08:00	6	8	10	6	30	*****
09:00	11	2	9	8	30	*****
10:00	6	5	11	3	25	*****
11:00	8	4	5	4	21	*****
Total					594	

AM Peak The AM peak hour began 11:30.
 The peak volume was 48.
 The largest interval began 12:15,
 and contained 17 vehicles.
 The peak hour factor was .71

PM Peak The PM peak hour began 12:15.
 The peak volume was 48.
 The largest interval began 12:15,
 and contained 17 vehicles.
 The peak hour factor was .71

Day Start : WEDNESDAY
 Technician: MARK C. NIEHAUS
 Location : ON BACHMAN STREET, JUST
 SOUTH OF BURLEY CIRCLE

Pflum, Klausmeier & Gehrum
 5533 Fair Lane
 Cincinnati, Ohio 45227
 (513) 272-5533
 SUNDAY, 8-17

Site Code : 196800000001
 Start Date: 08/13/97
 File I.D. : 1968BAC1
 Page : 5

Begin Time	<-----Quarter Hour ----->				Hour Total	Each * Equals 2 Vehicles
	1st	2nd	3rd	4th		
12:00 08/17	5	6	3	2	16	*****
01:00	2	1	3	1	7	****
02:00	2	3	1	1	7	****
03:00	1	1	3	2	7	****
04:00	0	0	0	0	0	
05:00	1	0	0	1	2	*
06:00	0	0	1	3	4	**
07:00	0	1	2	2	5	**
08:00	0	5	7	7	19	*****
09:00	6	2	5	9	22	*****
10:00	12	6	8	6	32	*****
11:00	3	3	5	5	16	*****
12:00	2	9	12	10	33	*****
01:00	5	9	5	8	27	*****
02:00	18	12	16	5	51	*****
03:00	7	10	10	8	35	*****
04:00	6	4	10	16	36	*****
05:00	2	17	7	7	33	*****
06:00	10	6	13	9	38	*****
07:00	12	4	9	5	30	*****
08:00	5	7	9	6	27	*****
09:00	9	17	8	3	37	*****
10:00	4	1	3	0	8	****
11:00	3	2	1	1	7	****
Total					499	

AM Peak The AM peak hour began 09:45.
 The peak volume was 35.
 The largest interval began 10:00,
 and contained 12 vehicles.
 The peak hour factor was .73

PM Peak The PM peak hour began 01:45.
 The peak volume was 54.
 The largest interval began 02:00,
 and contained 18 vehicles.
 The peak hour factor was .75

Day Start : WEDNESDAY
 Technician: MARK C. NIEHAUS
 Location : ON BACHMAN STREET, JUST
 SOUTH OF BURLEY CIRCLE

Pflum, Klausmeier & Gehrum
 5533 Fair Lane
 Cincinnati, Ohio 45227
 (513) 272-5533
 MONDAY, 8-16

Site Code : 196800000001
 Start Date: 08/13/97
 File I.D. : 1968BAC1
 Page : 6

Begin Time	<-----Quarter Hour ----->				Hour Total	Each * Equals 2 Vehicles
	1st	2nd	3rd	4th		
12:00 08/18	0	4	1	3	8	****
01:00	0	1	0	1	2	*
02:00	1	2	3	1	7	****
03:00	0	1	2	2	5	**
04:00	0	1	0	2	3	**
05:00	1	0	2	6	9	****
06:00	1	2	6	5	14	*****
07:00	11	8	10	9	38	*****
08:00	6	7	10	3	26	*****
09:00	10	2	4	10	26	*****
10:00	6	4	3	3	16	*****
11:00	5	4	9	7	25	*****
12:00	9	12	10	11	42	*****
01:00	4	8	3	7	22	*****
02:00	13	7	10	9	39	*****
03:00	6	11	5	8	30	*****
04:00	16	19	11	11	57	*****
05:00	19	18	18	10	65	*****
06:00	12	11	7	16	46	*****
07:00	10	17	15	19	61	*****
08:00	13	17	10	11	51	*****
09:00	14	15	15	7	51	*****
10:00	4	5	2	4	15	*****
11:00	5	8	3	4	20	*****
Total					678	

AM Peak The AM peak hour began 07:00.
 The peak volume was 38.
 The largest interval began 07:00,
 and contained 11 vehicles.
 The peak hour factor was .86

PM Peak The PM peak hour began 04:45.
 The peak volume was 66.
 The largest interval began 05:00,
 and contained 19 vehicles.
 The peak hour factor was .87

Day Start : WEDNESDAY
 Technician: MARK C. NIEHAUS
 Location : ON BACHMAN STREET, JUST
 SOUTH OF BURLEY CIRCLE

Pflum, Klausmeier & Gehrun
 5533 Fair Lane
 Cincinnati, Ohio 45227
 (513) 272-5533
 TUESDAY, 8-19

Site Code : 196800000001
 Start Date: 08/13/97
 File I.D. : 1968BAC1
 Page : 7

Begin Time	<-----Quarter Hour ----->				Hour Total	Rach * Equals 2 Vehicles
	1st	2nd	3rd	4th		
12:00 08/19	2	4	4	0	10	*****
01:00	1	3	1	1	6	***
02:00	0	0	2	3	5	**
03:00	0	0	1	2	3	**
04:00	2	0	0	1	3	**
05:00	0	0	3	5	8	****
06:00	4	4	12	5	25	*****
07:00	6	9	19	5	39	*****
08:00	9	8	1	5	23	*****
09:00	10	5	7	3	25	*****
10:00	6	4	5	4	19	*****
11:00	3	7	8	6	24	*****
12:00	3	5	8	4	20	*****
01:00	6	9	11	6	32	*****
02:00	10	6	12	5	33	*****
03:00	5	11	9	10	35	*****
04:00	10	7	9	8	34	*****
05:00	14	11	20	17	62	*****
06:00	12	15	12	13	52	*****
07:00	13	17	7	14	51	*****
08:00	17	6	7	8	38	*****
09:00	15	6	10	10	41	*****
10:00	4	17	5	4	30	*****
11:00	5	4	2	5	16	*****
Total					634	

AM Peak The AM peak hour began 07:15.
 The peak volume was 42.
 The largest interval began 07:30,
 and contained 19 vehicles.
 The peak hour factor was .55

PM Peak The PM peak hour began 05:30.
 The peak volume was 64.
 The largest interval began 05:30,
 and contained 20 vehicles.
 The peak hour factor was .80

Start : WEDNESDAY
 Technician: MARK C. NIEHAUS
 Location : ON BACHMAN STREET, JUST
 SOUTH OF BURLEY CIRCLE

Pflum, Klausmeier & Gehrum
 5533 Fair Lane
 Cincinnati, Ohio 45227
 (513) 272-5533
 WEDNESDAY, 8-20

Site Code : 196800000001
 Start Date: 08/13/97
 File I.D. : 1968BAC1
 Page : 8

Begin Time	<-----Quarter Hour ----->				Hour Total	Each * Equals 2 Vehicles
	1st	2nd	3rd	4th		
07:00 08/20	1	0	7	0	8	****
07:00	1	1	1	2	5	**
07:00	0	3	0	0	3	**
07:00	0	0	3	0	3	**
07:00	1	4	0	0	5	**
07:00	1	1	3	1	6	***
07:00	0	5	1	7	13	*****
07:00	8	5	9	6	28	*****
07:00	8	13	8	4	33	*****
07:00	3	3	8	8	22	*****
07:00	6	12	2	6	26	*****
07:00	5	8	3	7	23	*****
07:00	11	9	4	8	32	*****
07:00	7	3	8	9	27	*****
07:00	3	7	10	10	30	*****
07:00	10	8	15	5	38	*****
07:00	18	18	10	13	59	*****
07:00	10	15	17	8	50	*****
07:00	8	12	12	7	39	*****
07:00	5	8	14	12	39	*****
07:00	12	15	11	8	46	*****
07:00	17	7	10	8	42	*****
07:00	2	5	5	8	20	*****
07:00	5	7	3	2	17	*****
Total					614	

AM Peak The AM peak hour began 07:30.
 The peak volume was 36.
 The largest interval began 08:15,
 and contained 13 vehicles.
 The peak hour factor was .69

PM Peak The PM peak hour began 04:00.
 The peak volume was 59.
 The largest interval began 04:00,
 and contained 18 vehicles.
 The peak hour factor was .82

Day Start : WEDNESDAY
 Technician: MARK C. NIEHAUS
 Location : ON BACHMAN STREET, JUST
 SOUTH OF BURLEY CIRCLE

Pflum, Klausmeier & Gehrum
 5533 Fair Lane
 Cincinnati, Ohio 45227
 (513) 272-5533
 THURSDAY, 8-21

Site Code : 196800000001
 Start Date: 08/13/97
 File I.D. : 1968BAC1
 Page : 9

Begin Time	<-----Quarter Hour ----->				Hour Total	Each * Equals 2 Vehicles
	1st	2nd	3rd	4th		
12:00 08/21	3	3	3	0	9	****
01:00	0	2	2	1	5	**
02:00	1	3	0	2	6	***
03:00	2	2	1	2	7	****
04:00	1	3	0	0	4	**
05:00	3	0	2	3	8	****
06:00	3	2	4	2	11	*****
07:00	10	9	17	12	48	*****
08:00	11	3	12	0	26	*****
09:00	4	3	10	7	24	*****
10:00	5	8	4	7	24	*****
11:00	4	4	8	3	19	*****
12:00	4	5	3	12	24	*****
01:00	6	13	11	*	*	
02:00	*	*	*	*	*	
03:00	*	*	*	*	*	
04:00	*	*	*	*	*	
05:00	*	*	*	*	*	
06:00	*	*	*	*	*	
07:00	*	*	*	*	*	
08:00	*	*	*	*	*	
09:00	*	*	*	*	*	
10:00	*	*	*	*	*	
11:00	*	*	*	*	*	
Total					215	

AM Peak The AM peak hour began 07:15.
 The peak volume was 49.
 The largest interval began 07:30,
 and contained 17 vehicles.
 The peak hour factor was .72

PM Peak The PM peak hour began 12:45.
 The peak volume was 42.
 The largest interval began 01:15,
 and contained 13 vehicles.
 The peak hour factor was .81

Day Start : WEDNESDAY
 Technician: MARK C. NIEHAUS
 Location : ON BACHMAN STREET, JUST
 NORTH OF BURLEY CIRCLE

Pflum, Klausmeier & Gehrum
 5533 Fair Lane
 Cincinnati, Ohio 45227
 (513) 272-5533
 WEDNESDAY, 8-13

Site Code : 196800000002
 Start Date: 08/13/97
 File I.D. : 1968BAC2
 Page : 1

Begin Time	<-----Quarter Hour ----->				Hour Total	Each * Equals 2 Vehicles
	1st	2nd	3rd	4th		
12:00 08/13	*	*	*	*	*	
01:00	*	*	*	*	*	
02:00	*	*	*	*	*	
03:00	*	*	*	*	*	
04:00	*	*	*	*	*	
05:00	*	*	*	*	*	
06:00	*	*	*	*	*	
07:00	*	*	*	*	*	
08:00	*	*	*	*	*	
09:00	*	*	*	*	*	
10:00	*	*	*	*	*	
11:00	*	*	*	*	*	
12:00	*	*	*	*	*	
01:00	*	*	*	*	*	
02:00	*	*	*	*	*	
03:00	*	*	*	*	*	
04:00	*	*	*	1	*	
05:00	0	0	0	16	16	*****
06:00	11	18	17	27	73	*****
07:00	21	13	26	12	72	*****
08:00	7	12	8	10	37	*****
09:00	16	13	30	14	75	*****
10:00	12	14	17	15	58	*****
11:00	9	12	5	10	36	*****
Total					367	

AM Peak There was not enough data to calculate the AM peak hour.

PM Peak The PM peak hour began 06:45.
 The peak volume was 87.
 The largest interval began 06:45,
 and contained 27 vehicles.
 The peak hour factor was .81

Day Start : WEDNESDAY
 Technician: MARK C. NIEHAUS
 Location : ON BACHMAN STREET, JUST
 NORTH OF BURLEY CIRCLE

Pflum, Klausmeier & Gehrum
 5533 Fair Lane
 Cincinnati, Ohio 45227
 (513) 272-5533
 THURSDAY, 8-14

Site Code : 196800000002
 Start Date: 08/13/97
 File I.D. : 1968BAC2
 Page : 2

Begin Time	<-----Quarter Hour ----->				Hour Total	Each * Equals 2 Vehicles
	1st	2nd	3rd	4th		
12:00 08/14	7	5	6	7	25	*****
01:00	1	2	0	2	5	**
02:00	1	3	1	0	5	**
03:00	1	0	0	2	3	**
04:00	1	1	2	1	5	**
05:00	0	1	2	1	4	**
06:00	3	0	2	2	7	****
07:00	0	1	2	2	5	**
08:00	4	3	4	3	14	*****
09:00	5	3	9	7	24	*****
10:00	0	2	6	4	12	*****
11:00	9	6	3	3	21	*****
12:00	4	4	11	6	25	*****
01:00	5	7	7	14	33	*****
02:00	13	7	10	5	35	*****
03:00	5	13	2	7	27	*****
04:00	5	12	9	10	36	*****
05:00	8	13	19	16	56	*****
06:00	12	21	12	18	63	*****
07:00	22	7	22	23	74	*****
08:00	11	12	8	14	45	*****
09:00	11	21	16	19	67	*****
10:00	16	15	18	9	58	*****
11:00	3	5	7	4	19	*****
Total					668	

AM Peak The AM peak hour began 00:00.
 The peak volume was 25.
 The largest interval began 00:00,
 and contained 7 vehicles.
 The peak hour factor was .89

PM Peak The PM peak hour began 07:00.
 The peak volume was 74.
 The largest interval began 07:45,
 and contained 23 vehicles.
 The peak hour factor was .80

Day Start : WEDNESDAY
 Technician: MARK C. NIERHAUS
 Location : ON BACHMAN STREET, JUST
 NORTH OF HURLEY CIRCLE

Pflum, Klausmeier & Gehrum
 5533 Fair Lane
 Cincinnati, Ohio 45227
 (513) 272-5533
 FRIDAY, 8-15

Site Code : 196800000002
 Start Date: 08/13/97
 File I.D. : 1968BAC2
 Page : 3

Begin Time	<-----Quarter Hour ----->				Hour Total	Each * Equals 2 Vehicles
	1st	2nd	3rd	4th		
12:00 08/15	5	7	0	2	14	xxxxxx
01:00	3	1	6	3	13	xxxxxx
02:00	0	0	0	3	3	**
03:00	3	5	0	2	10	xxxxxx
04:00	0	1	4	5	10	xxxxxx
05:00	2	0	0	0	2	*
06:00	0	1	2	0	3	**
07:00	0	4	1	0	5	**
08:00	3	2	6	5	16	xxxxxxx
09:00	3	7	4	1	15	xxxxxxx
10:00	4	3	10	5	22	xxxxxxxxx
11:00	6	7	5	1	19	xxxxxxxxx
12:00	5	2	5	9	21	xxxxxxxxx
01:00	14	2	8	6	30	xxxxxxxxxxx
02:00	12	10	4	14	40	xxxxxxxxxxxxx
03:00	11	11	10	18	50	xxxxxxxxxxxxx
04:00	10	10	7	11	38	xxxxxxxxxxxxx
05:00	7	9	11	11	38	xxxxxxxxxxxxx
06:00	19	16	18	18	71	xxxxxxxxxxxxx
07:00	16	14	8	11	49	xxxxxxxxxxxxx
08:00	12	5	8	7	32	xxxxxxxxxxxxx
09:00	8	8	7	24	47	xxxxxxxxxxxxx
10:00	5	8	13	10	36	xxxxxxxxxxxxx
11:00	9	7	8	2	26	xxxxxxxxxxxxx
Total					610	

AM Peak The AM peak hour began 10:30.
 The peak volume was 28.
 The largest interval began 10:30,
 and contained 10 vehicles.
 The peak hour factor was .70

PM Peak The PM peak hour began 06:00.
 The peak volume was 71.
 The largest interval began 06:00,
 and contained 19 vehicles.
 The peak hour factor was .93

Day Start : WEDNESDAY
 Technician: MARK C. NIEHAUS
 Location : ON BACHMAN STREET, JUST
 NORTH OF BURLEY CIRCLE

Pflum, Klausmeier & Gehrun
 5533 Fair Lane
 Cincinnati, Ohio 45227
 (513) 272-5533
 SATURDAY, 8-16

Site Code : 196800000002
 Start Date: 08/13/97
 File I.D. : 1968BAC2
 Page : 4

Begin Time	<-----Quarter Hour ----->				Hour Total	Each * Equals 2 Vehicles
	1st	2nd	3rd	4th		
08/16 6:00	6	8	3	5	22	*****
7:00	6	4	6	5	21	*****
8:00	3	3	4	3	13	*****
9:00	3	2	2	4	11	*****
10:00	3	2	2	1	8	****
11:00	0	0	0	1	1	
12:00	1	0	1	1	3	**
13:00	2	4	0	0	6	***
14:00	0	1	4	2	7	****
15:00	2	4	1	6	13	*****
16:00	4	4	6	7	21	*****
17:00	8	2	12	18	40	*****
18:00	11	5	12	11	39	*****
19:00	11	16	6	9	42	*****
20:00	12	1	8	5	26	*****
21:00	20	9	6	9	44	*****
22:00	10	8	15	12	45	*****
23:00	5	6	6	8	25	*****
00:00	16	13	4	12	45	*****
01:00	17	5	10	11	43	*****
02:00	11	5	7	6	29	*****
03:00	8	9	12	5	34	*****
04:00	13	3	9	9	34	*****
05:00	9	4	11	4	28	*****
Total					600	

AM Peak The AM peak hour began 11:30.
 The peak volume was 46.
 The largest interval began 11:45,
 and contained 18 vehicles.
 The peak hour factor was .64

PM Peak The PM peak hour began 12:30.
 The peak volume was 50.
 The largest interval began 01:15,
 and contained 16 vehicles.
 The peak hour factor was .78

Day Start : WEDNESDAY
 Technician: MARK C. NIKHAUS
 Location : ON BACHMAN STREET, JUST
 NORTH OF BURLEY CIRCLE

Pflum, Klausmeier & Gebrum
 5533 Fair Lane
 Cincinnati, Ohio 45227
 (513) 272-5533
 SUNDAY, 8-17

Site Code : 196800000002
 Start Date: 08/13/97
 File I.D. : 1968BAC2
 Page : 5

Begin Time	<-----Quarter Hour ----->				Hour Total	Each * Equals 2 Vehicles
	1st	2nd	3rd	4th		
02:00 08/17	11	4	5	6	26	*****
01:00	4	6	4	3	17	*****
02:00	3	2	4	1	10	*****
03:00	3	3	1	3	10	*****
04:00	3	1	1	1	6	***
05:00	0	0	0	0	0	
06:00	1	0	0	1	2	*
07:00	0	2	1	1	4	**
08:00	0	1	3	1	5	**
09:00	0	4	4	4	12	*****
10:00	3	2	5	3	13	*****
11:00	8	9	7	8	32	*****
12:00	3	3	5	7	18	*****
01:00	3	9	14	9	35	*****
02:00	4	8	8	11	31	*****
03:00	15	13	18	6	52	*****
04:00	5	10	9	6	30	*****
05:00	9	3	15	13	40	*****
06:00	2	19	7	14	42	*****
07:00	6	9	12	8	35	*****
08:00	11	4	10	9	34	*****
09:00	8	8	11	7	34	*****
10:00	9	9	7	3	28	*****
11:00	4	1	5	0	10	*****
Total					526	

AM Peak The AM peak hour began 11:00.
 The peak volume was 32.
 The largest interval began 11:15,
 and contained 9 vehicles.
 The peak hour factor was .89

PM Peak The PM peak hour began 02:45.
 The peak volume was 57.
 The largest interval began 03:30,
 and contained 18 vehicles.
 The peak hour factor was .79

Day Start : WEDNESDAY
 Technician: MARK C. NIEHAUS
 Location : ON BACHMAN STREET, JUST
 NORTH OF BURLEY CIRCLE

Pflum, Klausmeier & Gehrun
 5533 Fair Lane
 Cincinnati, Ohio 45227
 (513) 272-5533
 MONDAY, 8-18

Site Code : 196800000002
 Start Date: 08/13/97
 File I.D. : 1968BAC2
 Page : 6

Begin Time	<-----Quarter Hour ----->				Hour Total	Each * Equals 2 Vehicles
	1st	2nd	3rd	4th		
12:00 08/18	3	2	1	2	8	****
01:00	2	5	1	3	11	*****
02:00	0	1	0	1	2	*
03:00	1	2	3	1	7	****
04:00	0	0	0	2	2	*
05:00	0	2	0	1	3	**
06:00	1	0	1	5	7	****
07:00	1	1	1	2	5	**
08:00	3	6	6	4	19	*****
09:00	5	4	5	2	16	*****
10:00	5	0	4	4	13	*****
11:00	5	4	7	3	19	*****
12:00	6	2	9	4	21	*****
01:00	8	9	8	11	36	*****
02:00	4	4	3	9	20	*****
03:00	6	11	7	8	32	*****
04:00	5	8	5	8	26	*****
05:00	15	16	16	9	56	*****
06:00	23	21	12	18	74	*****
07:00	11	11	8	14	44	*****
08:00	13	17	12	12	54	*****
09:00	9	13	11	12	45	*****
10:00	14	17	10	10	51	*****
11:00	2	7	5	4	18	*****
Total					589	

AM Peak The AM peak hour began 08:15.
 The peak volume was 21.
 The largest interval began 08:15,
 and contained 6 vehicles.
 The peak hour factor was .88

PM Peak The PM peak hour began 06:00.
 The peak volume was 74.
 The largest interval began 06:00,
 and contained 23 vehicles.
 The peak hour factor was .80

Day Start : WEDNESDAY
 Technician: MARK C. NIEHAUS
 Location : ON BACHMAN STREET, JUST
 NORTH OF BURLEY CIRCLE

Pflum, Klausmeier & Gehrum
 5533 Fair Lane
 Cincinnati, Ohio 45227
 (513) 272-5533
 TUESDAY, 8-19

Site Code : 196800000002
 Start Date: 08/13/97
 File I.D. : 1968BAC2
 Page : 7

Begin Time	<-----Quarter Hour ----->				Hour Total	Each * Equals 2 Vehicles
	1st	2nd	3rd	4th		
12:00 08/19	5	9	5	4	23	*****
01:00	2	3	5	0	10	*****
02:00	1	2	1	1	5	**
03:00	0	0	2	2	4	**
04:00	0	0	1	1	2	*
05:00	0	0	0	0	0	
06:00	0	0	1	4	5	**
07:00	2	4	5	1	12	*****
08:00	2	4	8	3	17	*****
09:00	7	3	2	3	15	*****
10:00	6	3	5	2	16	*****
11:00	3	2	5	2	12	*****
12:00	6	5	5	7	23	*****
01:00	6	3	7	7	23	*****
02:00	6	7	8	12	33	*****
03:00	8	4	12	6	30	*****
04:00	6	12	6	13	37	*****
05:00	12	6	13	9	40	*****
06:00	13	20	17	17	67	*****
07:00	10	20	19	11	60	*****
08:00	17	15	8	13	53	*****
09:00	14	8	9	10	41	*****
10:00	8	9	14	10	41	*****
11:00	4	13	8	7	32	*****
Total					601	

AM Peak The AM peak hour began 00:00.
 The peak volume was 23.
 The largest interval began 00:15,
 and contained 9 vehicles.
 The peak hour factor was .64

PM Peak The PM peak hour began 06:00.
 The peak volume was 67.
 The largest interval began 06:15,
 and contained 20 vehicles.
 The peak hour factor was .84

Day Start : WEDNESDAY
 Technician: MARK C. NIEHAUS
 Location : ON BACHMAN STREET, JUST
 NORTH OF BURLEY CIRCLE

Pflum, Klausmeier & Gehrum
 5533 Fair Lane
 Cincinnati, Ohio 45227
 (513) 272-5533
 WEDNESDAY, 8-20

Site Code : 19680000002
 Start Date: 08/13/97
 File I.D. : 1968BAC2
 Page : 8

Begin Time	<-----Quarter Hour ----->				Hour Total	Each * Equals 2 Vehicles
	1st	2nd	3rd	4th		
12:00 08/20	5	2	5	3	15	*****
01:00	2	0	6	0	8	****
02:00	4	1	1	2	8	****
03:00	0	2	0	0	2	*
04:00	0	0	2	0	2	*
05:00	0	3	0	0	3	**
06:00	1	1	2	1	5	**
07:00	0	6	0	1	7	****
08:00	4	1	5	5	15	*****
09:00	3	7	5	2	17	*****
10:00	2	2	6	5	15	*****
11:00	3	6	2	2	13	*****
12:00	3	5	2	5	15	*****
01:00	6	9	3	7	25	*****
02:00	4	5	8	12	29	*****
03:00	6	5	8	11	30	*****
04:00	10	10	10	4	34	*****
05:00	18	16	6	11	51	*****
06:00	10	17	20	12	59	*****
07:00	7	11	9	13	40	*****
08:00	11	10	14	11	46	*****
09:00	10	8	12	10	40	*****
10:00	17	9	9	7	42	*****
11:00	3	9	4	10	26	*****
Total					547	

AM Peak The AM peak hour began 08:30.
 The peak volume was 20.
 The largest interval began 09:15,
 and contained 7 vehicles.
 The peak hour factor was .71

PM Peak The PM peak hour began 06:00.
 The peak volume was 59.
 The largest interval began 06:30,
 and contained 20 vehicles.
 The peak hour factor was .74

Day Start : WEDNESDAY
 Technician: MARK C. NIKHAUS
 Location : ON BACHMAN STREET, JUST
 NORTH OF BURLEY CIRCLE

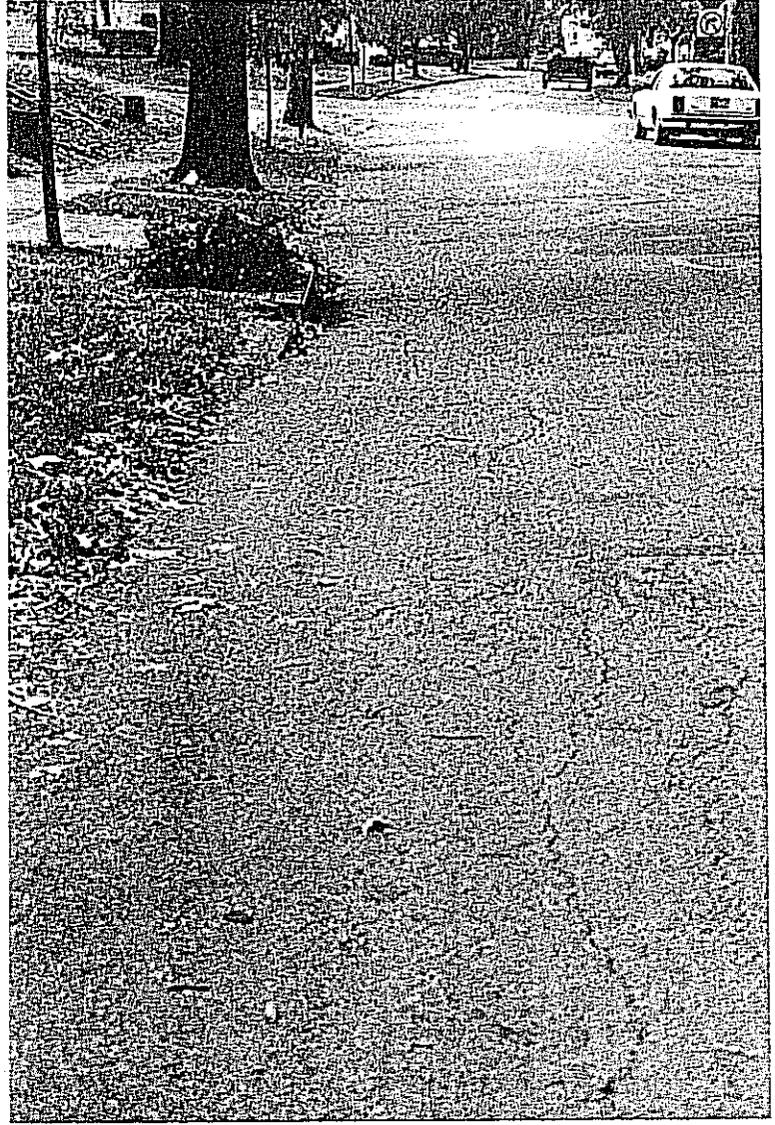
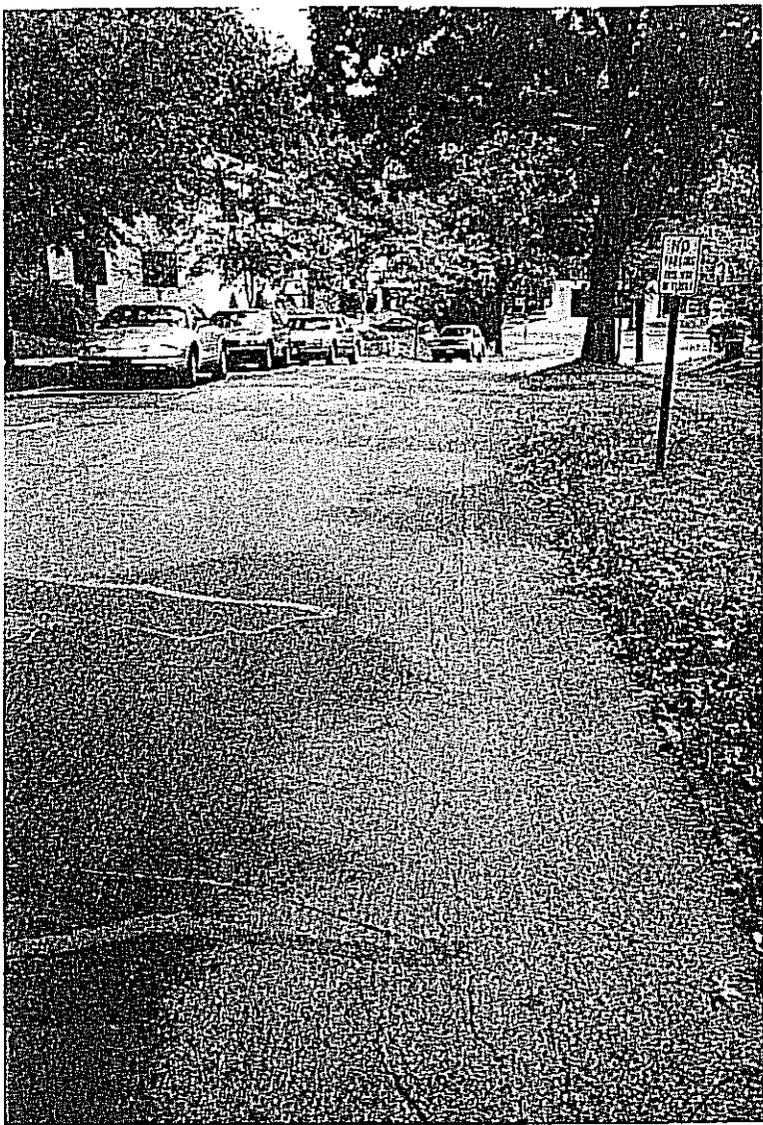
Pflum, Klausmeier & Gehrun
 5533 Fair Lane
 Cincinnati, Ohio 45227
 (513) 272-5533
 THURSDAY, 8-21

Site Code : 196800000002
 Start Date: 08/13/97
 File I.D. : 1968BAC2
 Page : 9

Begin Time	<-----Quarter Hour ----->				Hour Total	Each * Equals 2 Vehicles
	1st	2nd	3rd	4th		
08:00	5	9	3	4	21	*****
09:00	1	3	4	0	8	****
10:00	0	5	2	1	8	****
11:00	2	2	0	2	6	***
12:00	2	3	1	0	6	***
13:00	2	1	2	0	5	**
14:00	4	0	4	1	9	****
15:00	1	2	0	0	3	**
16:00	7	5	6	8	26	*****
17:00	8	2	4	1	15	*****
18:00	2	2	5	3	12	*****
19:00	4	4	3	7	18	*****
20:00	6	3	4	5	18	*****
21:00	6	8	6	11	31	*****
22:00	4	11	7	*	*	
23:00	*	*	*	*	*	
00:00	*	*	*	*	*	
01:00	*	*	*	*	*	
02:00	*	*	*	*	*	
03:00	*	*	*	*	*	
04:00	*	*	*	*	*	
05:00	*	*	*	*	*	
06:00	*	*	*	*	*	
07:00	*	*	*	*	*	
08:00	*	*	*	*	*	
09:00	*	*	*	*	*	
10:00	*	*	*	*	*	
11:00	*	*	*	*	*	
Total					186	

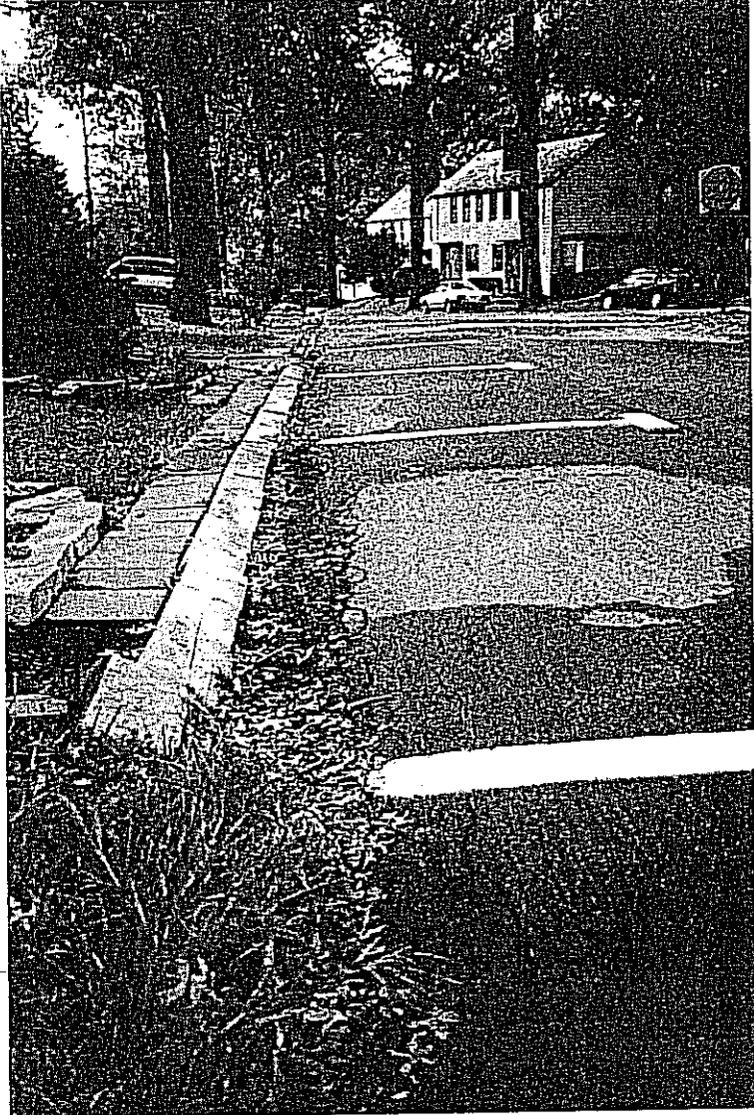
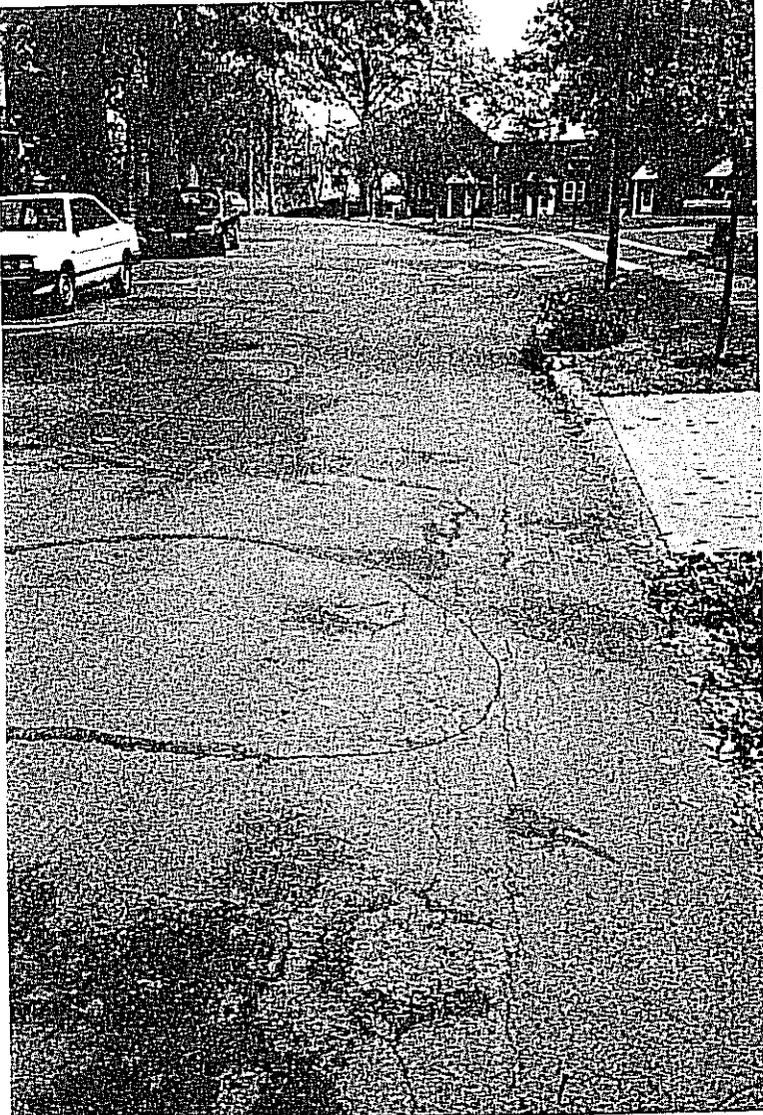
AM Peak The AM peak hour began 08:15.
 The peak volume was 27.
 The largest interval began 08:45,
 and contained 8 vehicles.
 The peak hour factor was .84

PM Peak The PM peak hour began 01:45.
 The peak volume was 33.
 The largest interval began 01:45,
 and contained 11 vehicles.
 The peak hour factor was .75



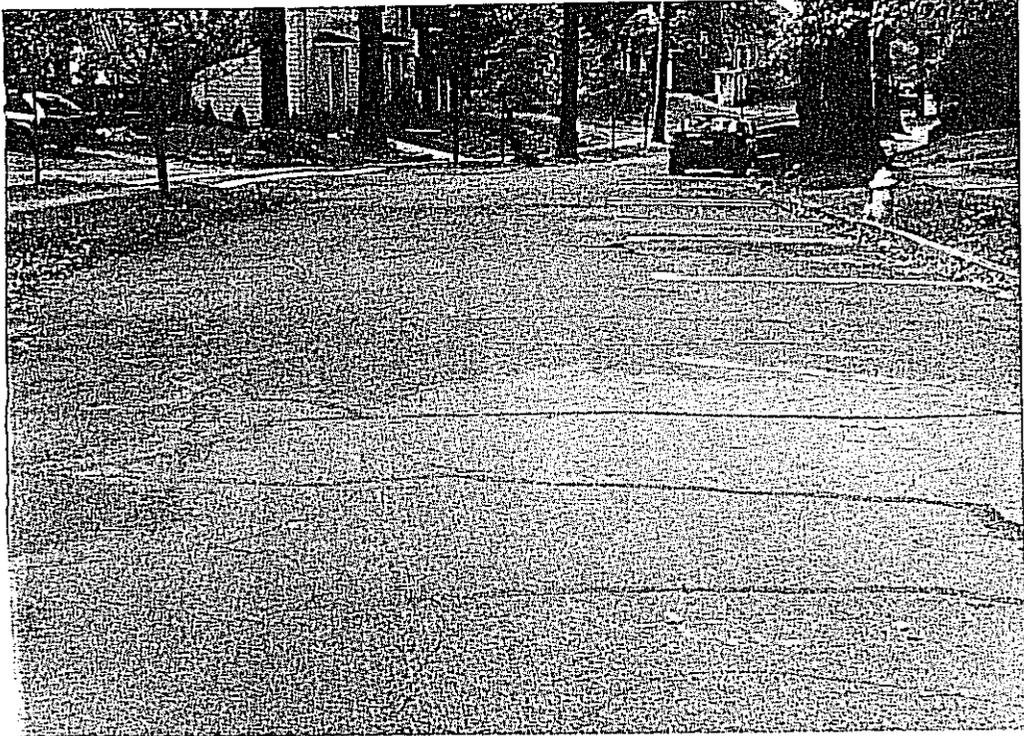
BACHMAN





BACHMAN $\begin{matrix} \uparrow \\ \downarrow \end{matrix}$ + BELKNAP

BELKNAP \uparrow





VILLAGE OF GREENHILLS

TEMPORARY/FULL TIME JOBS

It is estimated that approximately twelve temporary jobs would be created as a result of this SCIP project.

ADDITIONAL SUPPORT INFORMATION

For Program Year 1999 (July 1, 1999 through June 30, 2000), 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.

Macadam/asphalt road constructed by the Federal Government in 1937. ^{Resurfaced} and/or sealed several times over the years, with the last sealing done in 1994. Curbing on Bachman has all but disappeared. Belknap did not get curbing in 1937; is in poor condition, needing curbing replaced or added and old-style catch basins replaced with newer and safer design. Road surface has much cracking.

- 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, 1999) 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.

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: N/A 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.

Are all utility coordination's completed? Yes No N/A

Give an estimate of time, in weeks or months, to complete any item above not yet completed. 2 weeks/months

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 proposed project will have moderate impact on health, safety, and welfare. Safety would be improved with safer catch basins (particularly to bikes, children, and car tires). This road project is in an area of the Village that is mainly low- to moderate income residents. A project of this type helps to promote a positive attitude toward the neighborhood, adding to quality of life and helping to motivate residents to improve their property. All this serves to generate a positive effect on the economic well-being of the Village as a whole.

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

Federal _____	ODOT _____	Local <u> X </u>
MRF _____	OWDA _____	CDBG _____
Other _____		

Note: If MRF funds are being used for the local share, the MRF application must have been filed by August 7, 1998 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 is being committed to this project?

55.3 %

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 approved legislation must be submitted with the application. THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE VALID.

Complete Ban _____ Partial 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?

ADT = 600 X 1.20 = 720 users/day

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.

Project has minimal or no regional impact. These roads
serve mostly local residents and their guests and associated
uses.

9) For roadway betterment projects, 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.)

**SCIP/LTIP PROGRAM
 ROUND 13 - PROGRAM YEAR 1999
 PROJECT SELECTION CRITERIA
 JULY 1, 1999 TO JUNE 30, 2000**

JURISDICTION/AGENCY: VILLAGE OF GREEN HILL

NAME OF PROJECT: BOCHMAN / BERKAMP ROAD IMPROVEMENT

PRELIMINARY SCORE FOR THIS PROJECT: 53

FINAL SCORE FOR THIS PROJECT: _____

RATING TEAM: 3

- | | <u>POINTS</u> |
|-----------------------------------------------------------------------------------------------------------------------------------------|---------------|
| 1) If SCIP/LTIP funds are granted, when would the construction contract be awarded? <u>(See Addendum for definition of delinquency)</u> | <u>5</u> |
| 5 Points - Will be under contract by end of 1999 and no delinquent projects in Rounds 10 & 11. | |
| 3 Points - Will be under contract by March 30, 2000 and/or Jurisdiction has had one delinquent project in Rounds 10 & 11. | |
| 0 Points - Will not be under contract by March 30, 2000 and/or Jurisdiction has had more than one delinquent project in Rounds 10 & 11. | |
| 2) What is the physical condition of the existing infrastructure to be replaced or repaired? <u>(See Addendum for definitions)</u> | <u>17</u> |
| 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 | |

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? (See Addendum for definitions)

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

6

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

- 10 Points
- 8 Points
- 6 Points
- 4 Points
- 2 Points

6

6) What matching funds are being committed to the project, expressed as a percentage of the *TOTAL CONSTRUCTION COST*? Loan and Credit Enhancement projects automatically receive 5 points, and no match is required; however, up to 5 additional points will be awarded according to the Loan & Credit Enhancement scale as stated below. All grant-funded projects require a minimum of 10% matching funds. Points will be awarded according to the following schedule:

<u>Projects below \$1,000,000</u>	<u>Projects \$1M to \$2M</u>	<u>Projects above \$2M</u>
10 Pts - 50% or more	10 Pts - 60% or more	10 Pts - 70% or more
8 Pts - 40% to 49.99%	8 Pts - 50% to 59.99%	8 Pts - 60% to 69.99%
6 Pts - 30% to 39.99%	6 Pts - 40% to 49.99%	6 Pts - 50% to 59.99%
4 Pts - 20% to 29.99%	4 Pts - 30% to 39.99%	4 Pts - 40% to 49.99%
2 Pts - 10% to 19.99%	2 Pts - 20% to 29.99%	2 Pts - 30% to 39.99%
	0 Pts - 10% to 19.99%	0 Pts - 10% to 29.99%

Loans & Credit Enhancements

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

10

- 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
- 9) Does the infrastructure have regional impact? Consider originations and destinations of traffic, functional classifications, size of service area, number of jurisdictions served, etc. (See Addendum for definitions)
- 5 Points - Major impact
4 Points -
3 Points - Moderate impact
2 Points -
1 Point - Minimal or no impact
- 2
- 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
- 5

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 will be considered delinquent when any of the following occurs: 1) A letter is sent from the OPWC to the affected jurisdiction stating that the project has not moved in accordance with the time frame listed on the application (copies are sent to the District); or 2) no time extension has been granted by the OPWC; or 3) A jurisdiction receiving approval for a project subsequently terminates the same after the bid date on the application. The OPWC sends a letter to a jurisdiction which announces that its' project is going to be terminated when the project is sixty (60) days beyond the bid date shown on the original application and a time extension for the project has not previously been requested or has been denied.

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: no part of the bridge can be salvaged; 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: only the substructure can be salvaged with modifications; 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: substructure and superstructure can be salvaged with extensive repairs; 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: deck cannot be salvaged, substructure and superstructure need repair; 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: deck can be salvaged with repairs and overlay; 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: ___deck rehabilitation required, overlay not required.)

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

GOOD OR BETTER CONDITION - Little or no maintenance required to maintain integrity; Bridges: no work required.

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, and if so, to what severity level (minor or significant).

The severity and extent of the problem, as it relates to Health, Safety and Welfare, MUST be fully detailed by the applicant and apparent to the rating team. The Support Staff will not attempt to determine these issues on its own.

Without such detail the jurisdiction should expect a lower rating than the project may deserve.

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.