OHIO PUBLIC WORKS COMMISSION

65 East State Street, Suite 312
Columbus, Ohio 43215
(614) 466-0880

CB 404

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 6/90

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

APPLICANT NAME City of Loveland
STREET 120 W. Loveland Avenue

CITY/ZIP Loveland, Ohio 45140

PROJECT NAME Riverside Drive Improvement - Sta. 29 + 89 to 56 + 29
PROJECT TYPE Street Reconstruction and Widening
TOTAL COST $ 472,000

DISTRICT NUMBER 2
COUNTY Hamilton

PROJECT LOCATION ZIP CODE 45140

'91 AUG 1 P12:36
OFFICE OF THE COUNTY ENGINEER

DISTRICT FUNDING RECOMMENDATION
To be completed by the District Committee ONLY

RECOMMENDED AMOUNT OF FUNDING: $ 354,000.00

FUNDING SOURCE (Check Only One):

State Issue 2 District Allocation
- X Grant
- ____ Loan
- ____ Loan Assistance

- ____ State Issue 2 Small Government Fund
- ____ State Issue 2 Emergency Funds
- ____ Local Transportation Improvement Fund

FOR OPWC USE ONLY

OPWC PROJECT NUMBER: _____ OPWC FUNDING AMOUNT: $_____

1.0 APPLICANT INFORMATION

1.1	CHIEF EXECUTIVE OFFICER	Wayne Barfels
	TITLE	City Manager
	STREET	120 W. Loveland Avenue
	CITY/ZIP	Loveland, Ohio 45140
	PHONE	(513) 683 - 0150
	FAX	(513) 683 - 6574
1.2	CHIEF FINANCIAL OFFICER	William Taphorn
	TITLE	Finance Director
	STREET	120 W. Loveland Avenue
	CITY/ZIP	Loveland, Ohio 45140
	PHONE	(513) 683 - 0150
	FAX	(513) 683 - 6574
1.3	PROJECT MGR	James D. Akins, P.E.
	TITLE	City Engineer
	STREET	120 W. Loveland Avenue
	CITY/ZIP	Loveland, Ohio 45140
	PHONE	(513) 683 - 7774
	FAX	(513) 683 - 6574

1.4	PROJECT CONTACT	James D. Akins, P.E.
	TITLE	City Engineer
	STREET	120 W. Loveland Avenue
	CITY/ZIP	Loveland, Ohio 45140
	PHONE	(513) 683 - 7774
	FAX	(513) 683 - 6574
1.5	DISTRICT LIAISON	William Brayshaw, P.E., P.S.
	TITLE	Chief Deputy Engineer, Hamilton Co. Eng's.
	STREET	223 W. Galbraith Road
	CITY/ZIP	Cincinnati, Ohio 45215
	PHONE	(513) 761 - 7400
	FAX	(513) 761 - 9127

2.0 PROJECT INFORMATION

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

2.1 **PROJECT NAME:** Riverside Drive Improvement

2.2 **BRIEF PROJECT DESCRIPTION - (Sections A through D):**

A. **SPECIFIC LOCATION:**

From Sta. 29 + 89 to Sta. 56 + 29
Refer to attached map

B. **PROJECT COMPONENTS:**

Refer to attached estimate for itemized project components

C. **PHYSICAL DIMENSIONS/CHARACTERISTICS:**

2 lanes, 24 feet wide and 2640 feet in length

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 current residential rates based on monthly usage of 7,756 gallons per household.

ADT on 10/27/89 was 3,154/day

Property along Riverside Drive is zoned Light Industrial. The existing narrow 10 foot traffic lanes should be widened to safely accommodate the increase in truck and vehicular traffic as the area develops.

Riverside Drive reconstruction Phase I has been funded with SI2 and local share, and construction is scheduled for completion by 9/30/91.

2.3 **REQUIRED SUPPORTING DOCUMENTATION**

(Photographs/Additional Description; Capital Improvements Report; Priority List; 5-year Plan; 2-year Maintenance of Effort report, etc.) Also discuss the number of temporary and/or fulltime jobs which are likely to be created as a result of this project. Attach Pages. Refer to accompanying instructions for further detail.

3.0 PROJECT FINANCIAL INFORMATION

3.1 PROJECT ESTIMATED COSTS (Round to Nearest Dollar):

a)	Project Engineering Costs:	
	1. Preliminary Engineering	$
	2. Final Design	$
	3. Construction Supervision	$
b)	Acquisition Expenses	
	1. Land	$
	2. Right-of-Way	$
c)	Construction Costs	$ 429,000
d)	Equipment Costs	$
e)	Other Direct Expenses	$
f)	Contingencies	$ 43,000
g)	**TOTAL ESTIMATED COSTS**	$ 472,000

3.2 PROJECT FINANCIAL RESOURCES (Round to Nearest Dollar and Percent)

		Dollars	%
a)	Local In-Kind Contributions*	$	
b)	Local Public Revenues	$ 118,000	25
c)	Local Private Revenues	$	
d)	Other Public Revenues		
	1. ODOT	$	
	2. FMHA	$	
	3. OEPA	$	
	4. OWDA	$	
	5. CDBG	$	
	6. Other _____	$	
e)	OPWC Funds		
	1. Grant	$ 354,000	75
	2. Loan	$	
	3. Loan Assistance	$	
f)	**TOTAL FINANCIAL RESOURCES**	$ 472,000	100

* If the required local match is to be 100% In-Kind Contributions, list source of funds to be used for retainage purposes:

3.3 AVAILABILITY OF LOCAL FUNDS

Indicate the status of <u>all</u> local share funding sources listed in section 3.2(a) through 3.4(c). In addition, if funds are coming from sources listed in section <u>3.2(d)</u>, the following information <u>must be attached to this project application</u>:

1) The date funds are available;
2) Verification of funds in the form of an agency approval letter or agency project number. Please include the name and number of the agency contact person.

3.4 PREPAID ITEMS

Definitions:

Cost -	Total Cost of the Prepaid Item.
Cost Item -	Non-construction costs, including preliminary engineering, final design, acquisition expenses (land or right-of-way).
Prepaid -	Cost items (non-construction costs directly related to the project), paid prior to receipt of fully executed Project Agreement from OPWC.
Resource Category -	Source of funds (see section 3.2).
Verification -	Invoice(s) and copies of warrant(s) used to for prepaid costs, accompanied by Project Manager's Certification (see section 1.4).

IMPORTANT: Verification of all prepaid items shall be attached to this project application.

	COST ITEM	RESOURCE CATEGORY	COST
1)			$
2)			$
3)			$

TOTAL OF PREPAID ITEMS $_____

3.5 REPAIR/REPLACEMENT or NEW/EXPANSION

This section need only be completed if the Project is to be funded by SI2 funds:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	$ 472,000	100 %
State Issue 2 Funds for Repair/Replacement (Not to Exceed 90%)	$ 354,000	75
TOTAL PORTION OF PROJECT NEW/EXPANSION	$	%
State Issue 2 Funds for New/Expansion (Not to Exceed 50%)	$	

4.0 PROJECT SCHEDULE

		ESTIMATED START DATE	ESTIMATED COMPLETE DATE
4.1	ENGR. DESIGN	10 / 01 / 91	02 / 01 / 92
4.2	BID PROCESS	02 / 01 / 92	03 / 01 / 92
4.3	CONSTRUCTION	04 / 01 / 92	11 / 01 / 92

5.0 APPLICANT CERTIFICATION

The Applicant Certifies That:

As the official representative of the Applicant, the undersigned certifies that: (1) he/she is legally empowered to represent the applicant in both requesting and accepting financial assistance as provided under Chapter 164 of the Ohio Revised Code and 164-1 of the Ohio Administrative Code; (2) that to the best of his/her knowledge and belief, all representations that are a part of this application are true and correct; (3) that all official documents and commitments of the applicant that are a part of this application have been duly authorized by the governing body of the Applicant; (4) and, 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 this application has not begun, and will not begin, until a Project Agreement on this project has been issued by the Ohio Public Works Commission. Action to the contrary is evidence that OPWC funds are not necessary to complete this project.

IMPORTANT: In the event of a project cost underrun, applicant understands that the identified local match share (sections 3.2(a) through 3.2(c) will be paid in full toward completion of this project. Unneeded OPWC funds will be returned to the funding source from which the project was financed.

Wayne Barfels, City Manager

Certifying Representative (Type Name and Title)

Wayne Barfels 7-31-91

Signature/Date Signed

Applicant shall check each of the statements below, confirming that all required information is included in this application:

✓ A five-year Capital Improvements Report as required in 164-1-31 of the Ohio Administrative Code and a two-year Maintenance of Local Effort Report as required in 164-1-12 of the Ohio Administrative Code.

✓ A registered professional engineer's estimate of useful life as required in 164-1-13 of the Ohio Administrative Code. Estimate shall contain engineer's original seal and signature.

✓ A registered professional engineer's estimate of cost as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimate shall contain engineer's original seal and signature.

✓ A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and to execute contracts. To be mailed 8-14-91 See cover letter

YES N/A A copy of the cooperation agreement(s) (for projects involving more than one subdivision or district).

YES N/A ✓ Copies of all invoices and warrants for those items identified as "pre-paid" in section 4.4 of this application.

6.0 DISTRICT COMMITTEE CERTIFICATION

The District Integrating Committee for District Number 2 Certifies That:

As the official representative of the District Public Works Integrating Committee, the undersigned hereby certifies: that this application for financial assistance as provided under Chapter 164 of the Ohio Revised Code has been duly selected by the appropriate body of the District Public Works Integrating Committee; that the project's selection was based entirely on an objective, District-oriented set of project evaluation criteria and selection methodology that are fully reflective of and in conformance with Ohio Revised Code Sections 164.05, 164.06, and 164.14, and Chapter 164-1 of the Ohio Administrative Code; and that the amount of financial assistance hereby recommended has been prudently derived in consideration of all other financial resources available to the project. As evidence of the District's due consideration of required project evaluation criteria, the results of this project's ratings under such criteria are attached to this application.

Donald C. Schramm, Chairperson District 2 Integrating Committee
Certifying Representative (Type Name and Title)

Donald C. Schramm 9/24/91
Signature/Date Signed

DISTRICT 2
PROPOSED 5 YEAR CAPITAL IMPROVEMENT PROGRAM
INCLUDING ISSUE 2 PORTION AND PRIORITIES
CITY OF LOVELAND, OHIO

PRIORITY	PROJECT NAME	PROJECT LOCATION, LIMITS	CURRENT CONDITION	TOTAL PROJECT COST INCLUD'G P.E. & R/W	ESTIMATED CONST. COST	AMOUNT OF ISSUE 2 FUNDS NEEDED & % OF ESTIMATE
FUNDING YEAR 1992						
1	WALL ST. BRIDGE REPLACEMT.	LOV-001 OVER KEILHOFFER'S RUN	FUNC.INADQ.	313,000	285,000	256,500 (90%)
2	RIVERSIDE DR. IMPROV.	29+89 TO 56+29	POOR	515,000	472,000	354,000 (75%)
3	1992 STREET REHABILITATION	VARIOUS STREETS	POOR	515,000	476,820	
4	PARK AVE. WATER LINE IMPR.	ELM ST.,PARK AVE. & RIVERSIDE DR.	INADEQUATE	141,000	123,600	141,000 (100%)
5	HEIDELBERG AVE. IMPROVEMT.	W. LOVELAND TO THISTLEHILL	POOR	218,000	201,500	100,750 (50%)
	WEST MAIN ST. IMPROVEMENT	NAVAHO TO CHEROKEE	POOR	85,500	79,000	39,500 (50%)
6	WATER SYSTEM IMPROVEMENT	W. BOOSTER STATION EXPANSION	INADEQUATE	227,000	210,000	
7	W.LOVELAND AVE.SLIDE CORR.	700 FT. W. OF LOVELAND-MADERIA RD	POOR	83,000	75,600	
FUNDING YEAR 1993						
1	RIVERSIDE DR. IMPROV.	56+29 TO 82+69 (CORPORATION LINE)	POOR	515,000	472,000	354,000 (75%)
2	1993 STREET REHABILITATION	VARIOUS STREETS	POOR	402,000	372,200	186,100 (50%)
3	WATER SYSTEM IMPROVEMENT	REPL.SUBSTAND.WATER LINES VARIOUS LOCATIONS	POOR	220,000	200,000	
FUNDING YEAR 1994						
1	1994 STREET REHABILITATION	VARIOUS STREETS	FAIR	573,400	530,900	265,450 (50%)
2	WATER SYSTEM IMPROVEMENT	E. BOOSTER STATION EXPANSION	INADEQUATE	218,000	200,000	
FUNDING YEAR 1995						
1	LOVELAND-MADERIA RD.	KROGER' STORE TO CORP. LINE	FAIR	165,000	150,000	112,500 (75%)
2	1995 STREET REHABILITATION	VARIOUS STREETS	FAIR	279,600	258,900	129,450 (50%)
FUNDING YEAR 1996						
1	1996 STREET REHABILITATION	VARIOUS STREETS	POOR	34,400	31,800	15,900 (50%)

CITY OF LOVELAND, OHIO
MAINTENANCE OF LOCAL EFFORT
REPORT FOR 1992 APPLICATION
JULY 27, 1991

PROJECT NAME/DESCRIPTION FUNDING SOURCE	1989	1990	BUDGETED 1991
RIVERSIDE DR. IMPROV. 0+00 - 31+60:			
ISSUE 2 GRANT			373,000
LOVELAND CITY INCOME TAX			131,848
HANNA AVE. WATER LINE FROM OAK TO LOVELAND MIAMIVILLE RD.:			
ISSUE 2 LOAN			243,325
89-91 STREET REHABILITATION:			
LOVELAND CITY INCOME TAX	131,938	150,000	164,465
LOVELAND M.V.R.	38,000	40,000	73,000
CLERMONT COUNTY M.V.R.	13,000	13,500	14,000
HAMILTON COUNTY M.V.R.	12,000	18,900	18,000
ROUTE 48 GUARDRAIL:			
WARREN COUNTY M.V.R.	4,900		
W. LOVELAND AVE. WATER MAIN REPAIR		25,000	
SIDEWALK REPAIRS	6,900	3,500	10,000
WATER-LOVELAND CAPITAL IMP. FUND:			
ROUTE 48 BRIDGE WATER LINE	104,628		
WELL NO. 6 AND APPERTENANCES	129,365		
LOVELAND-MADERIA RD. WATER LINE	39,350		
ELEVATED WATER TANK		652,000	90,000
TELEMETRY SYSTEM		110,000	85,000
OTHER IMPROVEMENTS		28,000	74,000
SPECIAL PROJECTS			25,000
TOTALS	480,081	1,040,900	1,301,638

JDA FILE:MAINEFF3

THE CITY OF LOVELAND
INTEROFFICE MEMORANDUM

TO: Mr. Wayne Barfels, City Manager

FROM: James D. Akins, P.E., City Engineer

SUBJECT: Riverside Drive Improvement from Sta. 29+89 to 56+29

DATE: July 30, 1991

Attached is the estimate of construction costs totalling $472,000, for the above referenced project.

I hereby certify that this estimate has been determined in accordance with generally accepted construction costs and practices within the State of Ohio.

Additionally, I hereby certify that this improvement will be designed in accordance with generally accepted engineering principles and practices within the State of Ohio for a design life in excess of twenty (20) years.

James D. Akins 7-30-91
James D. Akins, P.E. Date
Reg. No. E-036603

Attachment: Estimate

File: SI2PELET.RIV

PRELIMINARY COST ESTIMATE
RIVERSIDE DRIVE IMPROVEMENTS
PHASE II
LOVELAND, OHIO

Description	Quantity	Unit	Unit Price	Total
Clear and Grub		L.S.	$14,000.00	$14,000
Sidewalk/Driveway Removed	400	S.F.	$1.10	$440
Post Removed	140	Each	$5.00	$700
Guardrail Removed	100	L.F.	$2.50	$250
Pipe Removed	100	L.F.	$6.00	$600
Excavation	4850	C.Y.	$9.85	$47,773
Proof Rolling	8	Hrs.	$100.00	$800
Subgrade Compaction	7040	S.Y.	$0.70	$4,928
8″ Bitumious Base	1510	C.Y.	$48.80	$73,688
Aggregate Base (Driveways)	81	C.Y.	$35.00	$2,835
1-1/2″ Bituminous Concrete (Leveling)	285	C.Y.	$53.30	$15,191
1-1\2″ Bituminous Concrete (Surface)	285	C.Y.	$53.30	$15,191
2″ Bituminous Concrete (Driveways)	50	C.Y.	$100.00	$5,000
Tack Coat	675	Gal.	$0.01	$7
Headwall, ODOT Type HW-1	4	Each	$700.00	$2,800
Headwall, ODOT type HW-D	1	Each	$1,000.00	$1,000
Rock Channel Protection	50	C.Y.	$60.00	$3,000
Storm Conduit	650	L.F.	$40.00	$26,000
Catch Basin, ODOT Type CB-3	10	Each	$1,250.00	$12,500
Manhole, ODOT Type MH-3	1	Each	$950.00	$950
Manhole Reconstructed	4	Each	$730.00	$2,920
Adjust Manhole to Grade	2	Each	$150.00	$300
Guardrail, Type 5	2120	L.F.	$13.10	$27,772
5″ Concrete Sidewalk	100	S.F.	$2.80	$280
7″ Concrete Driveway	300	S.F.	$3.40	$1,020
Concrete Curb, Type 6	5280	L.F.	$7.50	$39,600
Maintenance of Traffic		L.S.	$10,000.00	$10,000
Construction Layout Stakes		L.S.	$10,000.00	$10,000
Mobilization		L.S.	$12,000.00	$12,000
Double Centerline Stripe	2640	L.F.	$0.40	$1,056
Topsoil, Furnished and Placed	500	C.Y.	$25.60	$12,800
Seed and Mulch with Netting	6000	S.Y.	$0.68	$4,080
6″ Water Line, Ductile Iron Class 53	1405	L.F.	$37.00	$51,985
Furnish and install Fire Hydrant complete in place, including 6″ Valve, Pipe Fittings, Concrete, Gravel, etc.	6	Each	$1,450.00	$8,700
3/4″ Service Connection w/Meter Setting and Box, Corporation Stop complete in place.	10	Each	$700.00	$7,000
3/4″ Copper Service, Type K	400	L.F.	$25.00	$10,000
Remove Stone Headwall	6	Each	$300.00	$1,800
				$428,966
			Contingency @ 10%	$42,897
			Total	$471,863
			Rounding @	$472,000

James D Akins
7-30-91

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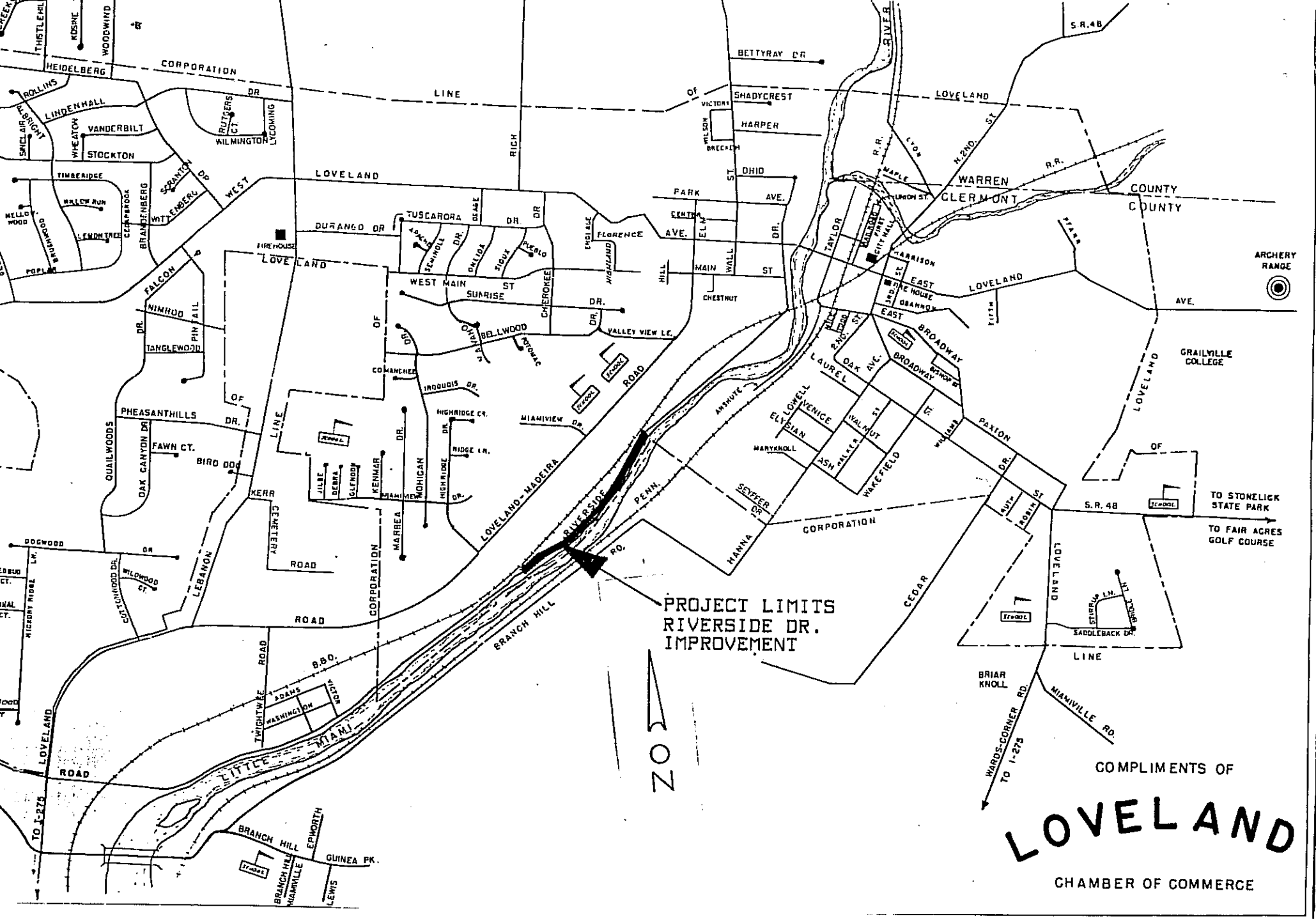
PROJECT LIMITS
RIVERSIDE DR.
IMPROVEMENT
N
COMPLIMENTS OF
LOVELAND
CHAMBER OF COMMERCE
LOVELAND-MADEIRA
RIVERSIDE
PENN.
BRANCH HILL
LITTLE MIAMI
CORPORATION LINE OF LOVELAND
WEST LOVELAND
EAST LOVELAND
WARREN COUNTY
CLERMONT COUNTY
GRAILVILLE COLLEGE
ARCHERY RANGE
TO STONELICK STATE PARK
TO FAIR ACRES GOLF COURSE
TO I-275
WARDS-CORNER RD.
MIAMIVILLE RD.
BRIAR KNOLL
SADDLEBACK DR.
S.R. 48
WEST MAIN ST
EAST MAIN ST
BROADWAY
OAK AVE.
LAUREL
PAXTON
HANNA
CEDAR
SEYFFER DR.
MARYKNOLL
ELYSIAN
VENICE
ELYLOWELL
WALNUT ST
WAKEFIELD
ASHWILLA
AMSHUTZ
TAYLOR
HARRISON
CHESTNUT
VALLEY VIEW LE.
BELLWOOD
SUNRISE DR.
TUSCARORA
DURANGO DR
FLORENCE
PARK AVE.
CENTRAL AVE.
OHIO
SHADYCREST
HARPER
BETTYRAY DR
HEIDELBERG
ROLLINS
LINDENHALL
VANDERBILT
STOCKTON
WILMINGTON
LYCOMING
RUTGERS CT.
SCRANTON DR
WITTENBERG
WEST
FALCON
NIMROD
PINFALL
TANGLEWOOD
PHEASANTHILLS DR.
FAWN CT.
BIRD DOG
QUAILWOODS
OAK CANYON DR
KERR
CEMETERY
ROAD
LEBANON
DOGWOOD DR
WILDWOOD CT.
CATCHWOOD DR.
HICKORY RIDGE LN.
TWIGHTWEE ROAD
ADAMS
WASHINGTON
VICTOR
B.&O.
EPWORTH
GUINEA PK.
LEWIS
MIAMIVILLE
FIREHOUSE
CITY HALL
SCHOOL
CHURCH
TO I-275
ROAD
LOVELAND
MIAMI
RIVER
R.R.
H.2ND. ST.
MAPLE
UNION ST.
FIFTH
PIKE
S.R.48
BRECKEL
WILSON
VICTORY
RICH
ST.
DR.
OF
LINE
CORPORATION
MARBEA
KENMAR
MICHIGAN
HIGHRIDGE
RIDGE LN.
MIAMIVIEW DR.
IROQUOIS DR.
COMANCHE
ONEIDA
SIOUX
PUEBLO
SEMINOLE
ADAMS
GLADE
CHEROKEE
HIGHLAND
ENGLALE
HILL
WALL
MAIN
ST
JULIE
DEBRA
GLENDON
POTOMAC
SUTTER
NORTH ST
STURGIS LN.
HIGH ST.

STATUS OF FUNDS REPORT
STATE ISSUE NO. 2 LOCAL SHARE

August 14, 1991

PROJECT: Riverside Drive Improvement from Sta. 29+89 to 56+29

AMOUNT: $118,000.00

In accordance with the attached Resolution 1991-43, subject funding can be authorized for the above Project upon District 2 approval of the Issue No. 2 portion of funding.

Bill Taphorn 8-14-91

William Taphorn
Director of Finance
City of Loveland

Date

File: SI2TAPHR.NRI

RESOLUTION 1991- 43

A RESOLUTION AUTHORIZING THE CITY MANAGER TO SUBMIT AN APPLICATION FOR STATE ISSUE 2 FUNDS AND TO EXECUTE A PROJECT AGREEMENT WITH THE OHIO PUBLIC WORKS COMMISSION

BE IT RESOLVED by the Council of the City of Loveland, Hamilton, Clermont and Warren Counties, Ohio:

Section 1. That the City Manager be and he is hereby authorized to submit applications for 1992 Issue 2 funds for the following projects.

1. Riverside Drive Improvement, Phase 2

2. Wall Street Bridge Replacement

3. Park Avenue, Elm Street and Riverside Drive Waterline Replacement

4. Improvement on Heidelberg between West Loveland and Thistlehill and on Main Street between Navaho and Cherokee.

Section 2. That if funding is approved, the City Manager is authorized to enter into a project agreement with the Ohio Public Works Commission.

Section 3. This Resolution shall take effect from and after its passage.

MAYOR

Barbara Dee
CLERK OF COUNCIL

APPROVED AS TO FORM:

PASSED: 8-13-91

I certify that this is a true and accurate copy of Resolution 1991-43.

Barbara Dee
Barbara Dee, Clerk of Council

** See Seperate Estimate

CITY OF LOVELAND - PMS
STREET SURVEY, RATING & COST ESTIMATE

CONDITION RATING: 1 - CLOSED 2 - POOR 3 - FAIR 4 - GOOD

STREET	LNTH FEET	WID. FEET	SQ.YDS	21.00/ft CONCRETE CURB REPAIR QUANTITY	COST	19.00/ft. CONCRETE CURB REPLACE QUANTITY	COST	3.30/s.y. ASPHALT OVERLAY QUANTITY	COST	1.40/s.y. MILLING QUANTITY	COST	40.00/s.y. ASPHALT CUT OUT QUANTITY	COST	1.20/ S.Y. (S.A.M.)	10.60/gal CRACK SEALING QUANTITY	COST	1.00/s.y SURFACE SEALING COST	EST. CONST. TIME	TOTAL COST	CONDI-TION RATING
1. Jilbe Ln.	740	26	2138	0	0	0	0	0	0	0	0	0	0	0	66	912	2136	1997	3050	4
2. Debra Ln.	630	24	1680	0	0	0	0	0	0	0	0	0	0	0	68	721	1680	1997	2401	4
3. Glendon Dr.	580	23	1482	0	0	0	0	0	0	0	0	0	0	0	60	636	1482	1997	2118	4
4. Kenmar Dr.	595	21	1388	0	0	0	0	0	0	0	0	0	0	0	49	519	1386	1993	1907	3
5. Marbea Dr.	2000	21	4667	0	0	0	0	0	0	0	0	0	0	0	100	1060	4667	1998	5727	4
6. High Ridge	1430	21	3337	0	0	0	0	3337	11012	1153	1614	0	0	0	130	1378	3337	1994	17341	2
7. High Ridge Ct.	300	21	700	0	0	600	11400	700	2310	200	280	0	0	0	28	297	0	1994	14287	2
8. High Ridge - Cir	390	23	997	150	3150	0	0	0	0	0	0	50	2000	0	25	265	997	1992	6412	2
9. Miamiview High Ridge to Kenmar	725	23	1853	290	6090	0	0	0	0	0	0	93	3720	0	46	488	1853	1992	12151	3
10. Miamiview Kenmar to Julbe Ln.	1200	26	3467	0	0	0	0	0	0	0	0	173	6920	0	120	1272	3467	1992	11659	3
11. Wildwood Ct.	370	26	1069	0	0	0	0	0	0	0	0	0	0	0	26	276	1069	1992	1345	3
12. Dogwood Dr.	1970	26	5691	788	16548	0	0	0	0	0	0	0	0	0	170	1802	5691	1992	24041	3
13. Hickory Ridge	2055	26	5937	0	0	0	0	0	0	0	0	0	0	0	170	1802	5937	1992	7739	3
14. Shadowood Ct.	360	26	1098	0	0	0	0	0	0	0	0	0	0	0	32	339	1098	1992	1437	3
15. Loop	740	16	1316	0	0	0	0	0	0	0	0	0	0	0	99	1049	1316	1992	2365	3
16. Cardinal Ct.	325	26	939	0	0	0	0	0	0	0	0	0	0	0	28	297	939	1992	1236	3
17. Redbud Ct.	325	26	939	0	0	0	0	0	0	0	0	0	0	0	28	297	939	1992	1236	3
18. Redbud Ct.	250	26	722	0	0	0	0	0	0	0	0	0	0	0	21	223	722	1992	945	3
19. Cottonwood	1310	26	3784	0	0	0	0	0	0	0	0	0	0	0	110	1166	3784	1992	4950	3
20. Bushwood	1310	28	4076	0	0	0	0	0	0	0	0	0	0	0	110	1166	4076	1997	5242	4
21. Mellowood	250	23	639	0	0	0	0	0	0	0	0	7	280	0	22	233	639	1997	1152	4
22. Timberidge	2120	27	6360	0	0	0	0	0	0	0	0	0	0	0	220	2332	6360	1997	8692	4
23. Lemon Tree	380	23	971	0	0	0	0	0	0	0	0	0	0	0	30	403	971	1997	1374	4
24. Willow Run	540	23	1380	0	0	0	0	0	0	0	0	0	0	0	48	509	1380	1997	1889	4
25. Glenlakes	1525	40	6778	0	0	0	0	0	0	0	0	0	0	0	230	2438	6778	1997	9216	4
26. Bradenburg	1350	22	3300	0	0	0	0	0	0	0	0	0	0	0	90	954	3330	1997	4284	4
27. Wheaton/Vanderbilt	1300	22	3178	0	0	0	0	0	0	0	0	0	0	0	120	1272	3178	1997	4450	4
28. Heidelberg/Loveld to Thistlehill	3265	22	7981	0	0	6530	124070	7981	26337	7981	11173	300	12000	9577	0	0	0	1992	183157	2
29. Woodwind	200	25	556	0	0	0	0	0	0	0	0	11	440	0	25	265	556	1992	1261	3
30. Heidelberg Thistle-hill to Stockton	650	22	1589	130	2730	0	0	0	0	0	0	0	0	1907	0	0	1589	1992	6226	2
32. Rollins	1180	22	2884	0	0	0	0	0	0	0	0	0	0	3461	68	721	2884	1997	7066	4
33. Sinclair	315	22	770	0	0	0	0	0	0	0	0	0	0	0	31	329	770	1997	1099	4
34. Wilmington & Lycomings	1750	22	4278	0	0	0	0	0	0	0	0	0	0	0	170	1802	4278	1997	6080	4
35. Rutgers	400	22	978	0	0	0	0	0	0	0	0	0	0	0	39	413	978	1997	1391	4
36. Saddleback Drive	1620	26	4680	0	0	0	0	0	0	0	0	0	0	0	160	1696	4680	1998	6376	4
37. Bridle Lane	1025	26	2961	0	0	0	0	0	0	0	0	0	0	0	100	1060	2961	1998	4021	4
38. Stirrup	865	26	2499	0	0	0	0	0	0	0	0	0	0	0	80	848	2499	1998	3347	4
39. Bellwood	3850	21	7117	0	0	6100	115900	7117	23486	4066	5692	0	0	0	0	0	0	1994	145078	2
41. Mohican Iroquis to Miami	1355	25	3764	0	0	2710	51490	3764	12421	1806	2528	0	0	0	0	0	0	1994	66439	2

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CITY OF LOVELAND - PMS

42. Mohican Iroquis to Dead End	1355	25	3764	0	0	2710	51490	3764	12421	1806	2520	0	0	0	0	0	0	1994	66429	2
43. Comanche	273	24	726	0	0	546	10374	726	2402	364	510	0	0	0	0	0	0	1994	13286	2
44. Iroquois	745	21	1736	372	7512	0	0	5	17	0	0	174	6540	2086	0	0	1736	1993	18613	3
45. Navaho	2131	22	5209	0	0	4262	60976	0	0	0	0	500	20000	0	200	2120	5209	1993	103307	2
46. Tuscarora	2561	21	5976	0	0	5120	97280	0	0	0	0	100	4000	0	230	2438	5976	1993	109694	2
47. Seminole	730	21	1703	0	0	0	0	0	0	0	0	0	0	0	66	721	1703	1997	2424	4
48. Apache Ct.	250	21	583	0	0	0	0	0	0	0	0	0	0	0	12	127	583	1997	710	4
49. W. Main from Navaho to Cherokee	1340	21	3127	0	0	2680	50920	3127	10319	3127	4378	62	2480	3752	0	0	0	1992	71649	2
50. W. Main-Dead End	965	22	2359	0	0	1930	36670	0	0	0	0	235	9400	0	94	996	2359	1992	49425	2
51. Sioux	735	21	1715	0	0	0	0	0	0	0	0	0	0	0	68	721	1715	1997	2436	4
52. Pueblo Ct.	250	21	583	0	0	0	0	0	0	0	0	0	0	0	40	424	583	1997	1007	4
53. Oneida Drive	735	21	1715	0	0	0	0	0	0	0	0	0	0	0	65	689	1715	1997	2404	4
54. Sunrise	850	21	1983	510	10710	0	0	0	0	0	0	0	0	0	80	848	1953	1993	13541	3
55. Cherokee	1871	22	4574	0	0	3742	71098	0	0	1247	1746	0	0	0	180	1908	4574	1993	79326	2
56. Valley View	925	26	2672	0	0	1850	35150	2672	8818	1233	1726	0	0	0	0	0	0	1994	45694	2
57. Osage	453	21	1057	136	2856	0	0	0	0	0	0	0	0	0	42	445	1057	1993	4358	3
58. W.Loveland from Love/Maderia to Rich	3436	38	11453	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1998	0	4
59. W. Loveland from Rich to Lebanon	2900	28	6444	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2000	0	4
60. W.Loveland - Lebanon to Pheasant Hill	2640	24	7040	260	5460	2640	50160	0	0	0	0	0	0	0	280	2968	7040	1994	65628	2
61. W. Loveland - Pheas. Hills to Corp.	2640	28	5867	0	0	0	0	0	0	0	0	0	0	0	260	2756	0	1992	2756	3
62. Lebanon Road	4752	22	11616	0	0	0	0	0	0	0	0	0	0	0	460	4876	0	1992	4876	3
63. Durango	1383	23	3534	0	0	2766	52554	0	0	0	0	0	0	0	141	1495	3534	1994	57583	2
64. Rich Road	1056	22	2581	0	0	0	0	0	0	0	0	0	0	0	115	1219	0	1992	1219	3
65. Philips Park				0	0	0	0	0	0	0	0	0	0	0	0	0	0	1994	0	3
66. McCoy Park				0	0	0	0	0	0	0	0	0	0	0	0	0	0	1994	0	3
67. Elm Street	510	30	1700	255	5355	0	0	0	0	0	0	0	0	0	68	721	1700	1994	7776	3
68. Centre	900	12	1200	0	0	0	0	0	0	0	0	0	0	0	48	509	1200	1994	1709	3
69. Park	1186	28	2636	593	12453	0	0	0	0	0	0	0	0	0	188	1860	2636	1994	16149	3
70. Riverside -Elm to Park	1020	28	2267	0	0	0	0	0	0	0	0	0	0	0	0	0	2267	1995	2267	3
71. Riverside -Park to W. Loveland	532	24	1419	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1995	0	3
72. Wilson, Becker & Victory	635	22	1552	0	0	0	0	0	0	0	0	0	0	0	70	742	1552	1994	2294	3
73. Shadycrest	505	28	1571	101	2121	0	0	0	0	0	0	78	3120	0	62	657	1571	1994	7469	3
74. Wall St.	2640	30	8800	0	0	0	0	0	0	0	0	0	0	0	352	3731	0	1994	3731	3
75. Harper Ave.	700	20	1556	0	0	0	0	0	0	0	0	0	0	0	62	657	1556	1992	2213	3
76. Main St.	900	22	2200	0	0	0	0	0	0	0	0	0	0	0	0	0	2200	1995	2200	3
77. First St. & R.R.	1070	15	1783	0	0	0	0	0	0	0	0	0	0	0	71	753	1783	1992	2536	3
78. Harrison St.	255	15	425	0	0	0	0	0	0	0	0	0	0	0	10	106	425	1992	531	3
79. Taylor & Broadway to Second St.	1870	36	7480	187	3927	0	0	0	0	0	0	224	8960	0	300	3180	7480	1992	23547	2
80. Broadway Hill	570	25	1583	0	0	0	0	0	0	0	0	0	0	0	63	668	1583	1992	2251	3
81. Hanna St.	2600	24	6933	0	0	0	0	38	125	0	0	346	13840	0	277	2936	6933	1992	23834	3
82. Seyffer				0	0	0	0	0	0	0	0	0	0	0						3

83. Ash	354	10	393	0	0	0	0	0	0	0	0	0	0	0	16	170	393	1995	563	3
84. Lowell	521	20	1158	0	0	0	0	0	0	0	0	0	0	0	62	657	1158	1995	1815	3
85. Venice	531	20	1180	0	0	0	0	0	0	0	0	0	0	0	62	657	1180	1995	1837	3
86. Elysian	533	20	1184	0	0	0	0	0	0	0	0	0	0	0	60	635	1184	1995	1820	2
87. Walnut	710	20	1578	0	0	0	0	0	0	0	0	15	600	0	63	666	1578	1992	2846	3
88. Williams	435	27	1305	0	0	0	0	0	0	0	0	0	0	0	53	562	1305	1995	1867	3
89. Ruth	700	16	1244	0	0	0	0	0	0	0	0	124	4960	0	49	519	1244	1992	6723	3
90. Robin	700	16	1244	0	0	0	0	0	0	0	0	124	4960	0	49	519	1244	1992	6723	3
91. Oakland	1600	22	3911	0	0	0	0	0	0	0	0	195	7800	0	156	1654	3911	1992	13365	3
92. O'Bannon	585	22	1430	0	0	0	0	0	0	0	0	0	0	0	57	604	1430	1992	2034	3
93. O'Bannon	400	10	444	0	0	0	0	0	0	0	0	0	0	0	17	180	444	1992	624	3
94. 3rd St.																				
Harrison	800	36	3200	400	8400	0	0	0	0	533	746	160	6400	0	128	1357	3200	1992	20103	3
95. Lyon	2200	20	4889	0	0	0	0	0	0	0	0	244	9760	0	195	2067	4889	1992	16716	3
96. Maple	600	12	800	0	0	0	0	0	0	0	0	40	1600	0	32	339	800	1992	2739	3
97. Fifth St.	600	18	1200	0	0	0	0	0	0	0	0	0	0	0	48	509	1200	1992	1709	3
98. East Loveland	2600	20	5778	0	0	0	0	0	0	0	0	177	7080	0	230	2438	5778	1993	15296	3
99. W.Loveland -																				
2nd St.-Love/Mad.	2600	48	13867	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1995	0	3
100. Love/Mad. - Elm																				
to Krogers	4224	32	15019	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1995	0	4
101. Love/Mad.-Krogers	2600	32	9244	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1995	0	4
to Corp.																				
102. Lower Miamiview	1056	25	2933	528	11088	0	0	0	0	0	0	146	5840	0	117	1240	2933	1993	21101	3
103. Stockton	3532	22	8634	1766	37086	0	0	0	0	0	0	0	0	0	345	3657	8634	1995	49377	3
104. Lindenhall	3195	22	7810	1278	26838	0	0	0	0	0	0	0	0	0	312	3307	7810	1995	37955	3
105. Scranton	358	22	875	72	1512	0	0	0	0	0	0	0	0	0	35	371	875	1995	2758	3
106. Wittenberg	1253	24	3341	375	7875	0	0	0	0	0	0	0	0	0	133	1410	3341	1995	12626	3
107. Pintail	2356	26	6806	0	0	0	0	0	0	0	0	0	0	0	272	2883	6806	1995	9689	3
108. Walker	1300	20	2889	0	0	0	0	0	0	0	0	0	0	0	115	1219	2889	1995	4108	3
109. East Broadway	1710	23	4370	0	0	3420	64980	0	0	0	0	0	0	0	175	1855	4370	1995	71205	2
110. Wakefield	1535	19	3241	0	0	0	0	0	0	0	0	0	0	0	130	1378	3241	1995	4619	3
111. Oak	2844	20	6320	0	0	0	0	0	0	0	0	0	0	0	252	2671	6320	1995	8991	3
112. Cedar	807	16	1435	0	0	0	0	0	0	0	0	0	0	0	57	604	1435	1995	2039	3
113. Poplar	2112	26	6101	0	0	0	0	0	0	0	0	305	12200	0	244	2586	6101	1996	20887	4
114. Albright	2640	26	7627	0	0	0	0	0	0	0	0	0	0	0	305	3233	7627	1996	10660	4
115. Bishop	300	12	400	0	0	0	0	0	0	0	0	0	0	0	16	170	400	1992	570	3
116. Bird Dog	88	20	196	0	0	0	0	0	0	0	0	0	0	0	8	85	196	1995	281	3
117. Pheasant Hill Dr.	702	20	1560	0	0	0	0	0	0	0	0	0	0	0	55	583	1560	1995	2143	3
118. Pheasant Hill Dr.	997	26	2880	0	0	0	0	0	0	0	0	0	0	0	100	1060	2880	1995	3940	3
119. Tanglewood	897	26	2591	0	0	0	0	0	0	0	0	0	0	0	90	954	2591	1995	3545	3
120. Nimrod	1150	26	3322	0	0	0	0	0	0	0	0	0	0	0	116	1230	3322	1995	4552	3
121. Falcon & Quailwood	4872	26	14075	0	0	0	0	0	0	0	0	0	0	0	492	5215	14075	1995	19290	3
122. Oak Canyon	2030	26	5864	0	0	0	0	0	0	0	0	0	0	0	205	2173	5864	1995	8037	3
123. Fawn	345	26	997	0	0	0	0	0	0	0	0	0	0	0	35	371	997	1995	1368	3
124. Rt. 48	15840	30	52800	1900	39900	0	0	290	957	0	0	2000	80000	63360	2100	22260	0	1992	206477	2
125. Riverside Drive																				
00 + 00 to 29 + 89	2989	20	6642	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2006	0	4
126. Riverside Drive																				
29 + 89 to 56 + 29	2640	20	5867	**	0	**		**	0	**	0	**	0	0	**	0	0	1992	472000	2
127. Riverside Drive																				
56 + 29 to 82 + 69	2640	20	5867															1993	472000	2
128. E. Loveland	1710	23	4370	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1995	0	3
TOTALS	176825		479950	10091	211911	47686	904514	33523	110625	23516	32921	5883	235320	84143	13751	145762	288271		2957467	

** See Seperate Estimate

CITY OF LOVELAND - PMS
STREET SURVEY, RATING & COST ESTIMATE

CONDITION RATING: 1 - CLOSED 3 - FAIR
2 - POOR 4 - GOOD

STREET	LNTH FEET	WID. FEET	SQ.YDS	21.00/ft CONCRETE CURB REPAIR QUANTITY	COST	19.00/ft. CONCRETE CURB REPLACE QUANTITY	COST	3.30/s.y. ASPHALT OVERLAY QUANTITY	COST	1.40/s.y. MILLING QUANTITY	COST	40.00/s.y. ASPHALT CUT OUT QUANTITY	COST	1.20/ S.Y. (S.A.M.)	10.60/gal CRACK SEALING QUANTITY	COST	1.00/s.y SURFACE SEALING COST	EST. CONST. TIME	TOTAL COST	CONDI-TION RATING
6. High Ridge	1430	21	3337	0	0	0	0	3337	11012	1153	1614	0	0	0	130	1378	3337	1994	17341	2
7. High Ridge Ct.	300	21	700	0	0	600	11400	700	2310	200	280	0	0	0	28	297	0	1994	14287	2
8. High Ridge - Cir	390	23	997	150	3150	0	0	0	0	0	0	50	2000	0	25	265	997	1992	6412	2
28. Heidelberg/Loveld to Thistlehill	3265	22	7981	0	0	6530	124070	7981	26337	7981	11173	300	12000	9577	0	0	0	1992	183157	2
30. Heidelberg Thistle-hill to Stockton	650	22	1589	130	2730	0	0	0	0	0	0	0	0	1907	0	0	1589	1992	6226	2
39. Bellwood	3050	21	7117	0	0	6100	115900	7117	23486	4866	5692	0	0	0	0	0	0	1994	145078	2
41. Mohican Iroquis to Miami	1355	25	3764	0	0	2710	51490	3764	12421	1806	2528	0	0	0	0	0	0	1994	66439	2
42. Mohican Iroquis to Dead End	1355	25	3764	0	0	2710	51490	3764	12421	1806	2528	0	0	0	0	0	0	1994	66439	2
43. Commanche	273	24	728	0	0	546	10374	728	2402	364	510	0	0	0	0	0	0	1994	13286	2
45. Navaho	2131	22	5209	0	0	4262	80978	0	0	0	0	500	20000	0	200	2120	5209	1993	108307	2
46. Tuscarora	2561	21	5976	0	0	5120	97280	0	0	0	0	100	4000	0	230	2438	5976	1993	109694	2
49. W. Main from Navaho to Cherokee	1340	21	3127	0	0	2680	50920	3127	10319	3127	4378	62	2480	3752	0	0	0	1992	71849	2
50. W. Main-Dead End	965	22	2359	0	0	1930	36670	0	0	0	0	235	9400	0	94	996	2359	1992	49425	2
55. Cherokee	1871	22	4574	0	0	3742	71098	0	0	1247	1746	0	0	0	180	1908	4574	1993	79326	2
56. Valley View	925	26	2672	0	0	1850	35150	2672	8818	1233	1726	0	0	0	0	0	0	1994	45694	2
60. W.Loveland - Lebanon to Pheasant Hill	2640	24	7040	260	5460	2640	50160	0	0	0	0	0	0	0	280	2968	7040	1994	65628	2
63. Durango	1383	23	3534	0	0	2766	52554	0	0	0	0	0	0	0	141	1495	3534	1994	57583	2
79. Taylor & Broadway to Second St.	1870	36	7480	187	3927	0	0	0	0	0	0	224	8960	0	300	3180	7480	1992	23547	2
109. East Broadway	1710	23	4370	0	0	3420	64980	0	0	0	0	0	0	0	175	1855	4370	1995	71205	2
124. Rt. 48	15840	30	52800	1900	39900	0	0	290	957	0	0	2000	80000	63360	2100	22260	0	1992	206477	2
126. Riverside Drive 29 + 89 to 56 + 29	2640	20	5867	**	0	**		**	0	**	0	**	0	0	**	0	0	1992	472000	2
127. Riverside Drive 56 + 29 to 82 + 69	2640	20	5867															1993	472000	2
TOTAL RATING #2	50584		140852	2627	55167	47606	904514	33480	110483	22983	32175	3471	138840	78596	3883	41160	46465		2351400	

CITY OF LOVELAND - PMS

STREET	LNTH FEET	WID. FEET	SQ.YDS	21.00/ft CONCRETE CURB REPAIR QUANTITY	COST	19.00/ft. CONCRETE CURB REPLACE QUANTITY	COST	3.30/s.y. ASPHALT OVERLAY QUANTITY	COST	1.40/s.y. MILLING QUANTITY	COST	40.00/s.y. ASPHALT CUT OUT QUANTITY	COST	1.20/ S.Y. (S.A.M.)	10.60/gal CRACK SEALING QUANTITY	COST	1.00/s.y. SURFACE SEALING COST	EST. CONST. TIME	TOTAL COST	CONDI-TION RATING
4. Kenmar Dr.	595	21	1388	0	0	0	0	0	0	0	0	0	0	0	49	519	1388	1993	1907	3
9. Miamiview High Ridge to Kenmar	725	23	1853	290	6090	0	0	0	0	0	0	93	3720	0	46	488	1853	1992	12151	3
10. Miamiview Kenmar to Julbe Ln.	1200	26	3467	0	0	0	0	0	0	0	0	173	6920	0	120	1272	3467	1992	11659	3
11. Wildwood Ct.	370	26	1069	0	0	0	0	0	0	0	0	0	0	0	26	276	1069	1992	1345	3
12. Dogwood Dr.	1970	26	5691	788	16548	0	0	0	0	0	0	0	0	0	170	1802	5691	1992	24041	3
13. Hickory Ridge	2055	26	5937	0	0	0	0	0	0	0	0	0	0	0	170	1802	5937	1992	7739	3
14. Shadowood Ct.	380	26	1098	0	0	0	0	0	0	0	0	0	0	0	32	339	1098	1992	1437	3
15. Loop	740	16	1316	0	0	0	0	0	0	0	0	0	0	0	99	1049	1316	1992	2365	3
16. Cardinal Ct.	325	26	939	0	0	0	0	0	0	0	0	0	0	0	28	297	939	1992	1236	3
17. Redbud Ct.	325	26	939	0	0	0	0	0	0	0	0	0	0	0	28	297	939	1992	1236	3
18. Redbud Ct.	250	26	722	0	0	0	0	0	0	0	0	0	0	0	21	223	722	1992	945	3
19. Cottonwood	1310	26	3784	0	0	0	0	0	0	0	0	0	0	0	110	1166	3784	1992	4950	3
29. Woodwind	200	25	556	0	0	0	0	0	0	0	0	11	440	0	25	265	556	1992	1261	3
44. Iroquois	745	21	1738	372	7812	0	0	5	17	0	0	174	6960	2086	0	0	1738	1993	18613	3
54. Sunrise	850	21	1983	510	10710	0	0	0	0	0	0	0	0	0	80	848	1983	1993	13541	3
57. Osage	453	21	1057	136	2856	0	0	0	0	0	0	0	0	0	42	445	1057	1993	4358	3
61. W. Loveland - Pheas. Hills to Corp.	2640	20	5867	0	0	0	0	0	0	0	0	0	0	0	260	2756	0	1992	2756	3
62. Lebanon Road	4752	22	11616	0	0	0	0	0	0	0	0	0	0	0	460	4876	0	1992	4876	3
64. Rich Road	1056	22	2581	0	0	0	0	0	0	0	0	0	0	0	115	1219	0	1992	1219	3
65. Philips Park				0	0	0	0	0	0	0	0	0	0	0	0	0	0	1994	0	3
66. McCoy Park				0	0	0	0	0	0	0	0	0	0	0	0	0	0	1994	0	3
67. Elm Street	510	30	1700	255	5355	0	0	0	0	0	0	0	0	0	68	721	1700	1994	7776	3
68. Centre	900	12	1200	0	0	0	0	0	0	0	0	0	0	0	48	509	1200	1994	1709	3
69. Park	1186	20	2636	593	12453	0	0	0	0	0	0	0	0	0	100	1060	2636	1994	16149	3
70. Riverside -Elm to Park	1020	20	2267	0	0	0	0	0	0	0	0	0	0	0	0	0	2267	1995	2267	3
71. Riverside -Park to W. Loveland	532	24	1419	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1995	0	3
72. Wilson, Becker & Victory	635	22	1552	0	0	0	0	0	0	0	0	0	0	0	70	742	1552	1994	2294	3
73. Shadycrest	505	28	1571	101	2121	0	0	0	0	0	0	78	3120	0	62	657	1571	1994	7469	3
74. Wall St.	2640	30	8800	0	0	0	0	0	0	0	0	0	0	0	352	3731	0	1994	3731	3
75. Harper Ave.	700	20	1556	0	0	0	0	0	0	0	0	0	0	0	62	657	1556	1992	2213	3
76. Main St.	900	22	2200	0	0	0	0	0	0	0	0	0	0	0	0	0	2200	1995	2200	3
77. First St. & R.R.	1070	15	1783	0	0	0	0	0	0	0	0	0	0	0	71	753	1783	1992	2536	3
78. Harrison St.	255	15	425	0	0	0	0	0	0	0	0	0	0	0	10	106	425	1992	531	3
80. Broadway Hill	570	25	1583	0	0	0	0	0	0	0	0	0	0	0	63	668	1583	1992	2251	3
81. Hanna St.	2600	24	6933	0	0	0	0	38	125	0	0	346	13840	0	277	2936	6933	1992	23834	3
82. Seyffer				0	0	0	0	0	0	0	0	0	0	0						3
83. Ash	354	10	393	0	0	0	0	0	0	0	0	0	0	0	16	170	393	1995	563	3

CITY OF LOVELAND - PMS

STREET	LNTH FEET	WID. FEET	SQ.YDS	21.00/ft CONCRETE CURB REPAIR QUANTITY	COST	19.00/ft. CONCRETE CURB REPLACE QUANTITY	COST	3.30/s.y. ASPHALT OVERLAY QUANTITY	COST	1.40/s.y. MILLING QUANTITY	COST	40.00/s.y. ASPHALT CUT OUT QUANTITY	COST	1.20/ S.Y. IS.A.M.I	10.60/gal CRACK SEALING QUANTITY	COST	1.00/s.y SURFACE SEALING COST	EST. CONST. TIME	TOTAL COST	CONDI-TION RATING
84. Lowell	521	20	1158	0	0	0	0	0	0	0	0	0	0	0	62	657	1158	1995	1815	3
85. Venice	531	20	1180	0	0	0	0	0	0	0	0	0	0	0	62	657	1180	1995	1837	3
86. Elysian	533	20	1184	0	0	0	0	0	0	0	0	0	0	0	60	636	1184	1995	1820	3
87. Walnut	710	20	1578	0	0	0	0	0	0	0	0	15	600	0	63	668	1578	1992	2846	3
88. Williams	435	27	1305	0	0	0	0	0	0	0	0	0	0	0	53	562	1305	1995	1867	3
89. Ruth	700	16	1244	0	0	0	0	0	0	0	0	124	4960	0	49	519	1244	1992	6723	3
90. Robin	700	16	1244	0	0	0	0	0	0	0	0	124	4960	0	49	519	1244	1992	6723	3
91. Oakland	1600	22	3911	0	0	0	0	0	0	0	0	195	7800	0	156	1654	3911	1992	13365	3
92. O'Bannon	585	22	1430	0	0	0	0	0	0	0	0	0	0	0	57	604	1430	1992	2034	3
93. O'Bannon	400	10	444	0	0	0	0	0	0	0	0	0	0	0	17	180	444	1992	624	3
94. 3rd St. Harrison	800	36	3200	400	8400	0	0	0	0	533	746	160	6400	0	128	1357	3200	1992	20103	3
95. Lyon	2200	20	4889	0	0	0	0	0	0	0	0	244	9760	0	195	2067	4889	1992	16716	3
96. Maple	600	12	800	0	0	0	0	0	0	0	0	40	1600	0	32	339	800	1992	2739	3
97. Fifth St.	600	18	1200	0	0	0	0	0	0	0	0	0	0	0	48	509	1200	1992	1709	3
98. East Loveland	2600	20	5778	0	0	0	0	0	0	0	0	177	7080	0	230	2438	5778	1993	15296	3
99. W.Loveland - 2nd St.-Love/Mad.	2600	48	13867	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1995	0	3
102. Lower Miamiview	1056	25	2933	528	11088	0	0	0	0	0	0	146	5840	0	117	1240	2933	1993	21101	3
103. Stockton	3532	22	8634	1766	37086	0	0	0	0	0	0	0	0	0	345	3657	8634	1995	49377	3
104. Lindenhall	3195	22	7810	1278	26838	0	0	0	0	0	0	0	0	0	312	3307	7810	1995	37955	3
105. Scranton	358	22	875	72	1512	0	0	0	0	0	0	0	0	0	35	371	875	1995	2758	3
106. Wittenberg	1253	24	3341	375	7875	0	0	0	0	0	0	0	0	0	133	1410	3341	1995	12626	3
107. Pintail	2356	26	6806	0	0	0	0	0	0	0	0	0	0	0	272	2883	6806	1995	9689	3
108. Walker	1300	20	2889	0	0	0	0	0	0	0	0	0	0	0	115	1219	2889	1995	4108	3
110. Wakefield	1535	19	3241	0	0	0	0	0	0	0	0	0	0	0	130	1378	3241	1995	4619	3
111. Oak	2844	20	6320	0	0	0	0	0	0	0	0	0	0	0	252	2671	6320	1995	8991	3
112. Cedar	887	16	1435	0	0	0	0	0	0	0	0	0	0	0	57	604	1435	1995	2039	3
115. Bishop	300	12	400	0	0	0	0	0	0	0	0	0	0	0	16	170	400	1992	570	3
116. Bird Dog	88	20	196	0	0	0	0	0	0	0	0	0	0	0	8	85	196	1995	281	3
117. Pheasant Hill Dr.	702	20	1560	0	0	0	0	0	0	0	0	0	0	0	55	583	1560	1995	2143	3
118. Pheasant Hill Dr.	997	26	2880	0	0	0	0	0	0	0	0	0	0	0	100	1060	2880	1995	3940	3
119. Tanglewood	897	26	2591	0	0	0	0	0	0	0	0	0	0	0	90	954	2591	1995	3545	3
120. Nimrod	1150	26	3322	0	0	0	0	0	0	0	0	0	0	0	116	1230	3322	1995	4552	3
121. Falcon & Quailwood	4872	26	14075	0	0	0	0	0	0	0	0	0	0	0	492	5215	14075	1995	19290	3
122. Oak Canyon	2030	26	5864	0	0	0	0	0	0	0	0	0	0	0	205	2173	5864	1995	8037	3
123. Fawn	345	26	997	0	0	0	0	0	0	0	0	0	0	0	35	371	997	1995	1368	3
128. E. Loveland	1710	23	4370	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1995	0	3
TOTAL RATING #3	82760		214570	7464	156744	0	0	43	142	533	746	2100	84000	2086	7226	76596	166050		486364	

STREET	LNTH FEET	WID. FEET	SQ.YDS	21.00/ft CONCRETE CURB REPAIR QUANTITY	COST	19.00/ft. CONCRETE CURB REPLACE QUANTITY	COST	3.30/s.y. ASPHALT OVERLAY QUANTITY	COST	1.40/s.y. MILLING QUANTITY	COST	43.00/s.y. ASPHALT CUT OUT QUANTITY	COST	1.22/ S.Y. S.A.M.I	10.60/gal CRACK SEALING QUANTITY	COST	1.00/s.y SURFACE SEALING COST	EST. CONST. TIME	TOTAL COST	CONDI-TION RATING
1. Jilbe Ln.	740	26	2138	0	0	0	0	0	0	0	0	0	0	0	86	912	2138	1997	3050	4
2. Debra Ln.	630	24	1680	0	0	0	0	0	0	0	0	0	0	0	68	721	1680	1997	2401	4
3. Glendon Dr.	580	23	1482	0	0	0	0	0	0	0	0	0	0	0	60	636	1482	1997	2118	4
5. Marbea Dr.	2000	21	4667	0	0	0	0	0	0	0	0	0	0	0	100	1060	4667	1998	5727	4
20. Bushwood	1310	28	4076	0	0	0	0	0	0	0	0	0	0	0	110	1166	4076	1997	5242	4
21. Mellowood	250	23	639	0	0	0	0	0	0	0	0	7	280	0	22	233	639	1997	1152	4
22. Timberidge	2120	27	6360	0	0	0	0	0	0	0	0	0	0	0	220	2332	6360	1997	8692	4
23. Lemon Tree	380	23	971	0	0	0	0	0	0	0	0	0	0	0	38	403	971	1997	1374	4
24. Willow Run	540	23	1380	0	0	0	0	0	0	0	0	0	0	0	48	509	1380	1997	1889	4
25. Glenlakes	1525	40	6778	0	0	0	0	0	0	0	0	0	0	0	230	2438	6778	1997	9216	4
26. Bradenburg	1350	22	3300	0	0	0	0	0	0	0	0	0	0	0	90	954	3330	1997	4284	4
27. Wheaton/Vanderbilt	1300	22	3178	0	0	0	0	0	0	0	0	0	0	0	120	1272	3178	1997	4450	4
32. Rollins	1180	22	2884	0	0	0	0	0	0	0	0	0	0	3461	68	721	2884	1997	7066	4
33. Sinclair	315	22	770	0	0	0	0	0	0	0	0	0	0	0	31	329	770	1997	1099	4
34. Wilmington & Lycomings	1750	22	4278	0	0	0	0	0	0	0	0	0	0	0	170	1802	4278	1997	6080	4
35. Rutgers	400	22	978	0	0	0	0	0	0	0	0	0	0	0	39	413	978	1997	1391	4
36. Saddleback Drive	1620	26	4680	0	0	0	0	0	0	0	0	0	0	0	160	1696	4680	1998	6376	4
37. Bridle Lane	1825	26	2961	0	0	0	0	0	0	0	0	0	0	0	100	1060	2961	1998	4021	4
38. Stirrup	865	26	2499	0	0	0	0	0	0	0	0	0	0	0	80	848	2499	1998	3347	4
47. Seminole	730	21	1703	0	0	0	0	0	0	0	0	0	0	0	68	721	1703	1997	2424	4
48. Apache Ct.	250	21	583	0	0	0	0	0	0	0	0	0	0	0	12	127	583	1997	710	4
51. Sioux	735	21	1715	0	0	0	0	0	0	0	0	0	0	0	68	721	1715	1997	2436	4
52. Pueblo Ct.	250	21	583	0	0	0	0	0	0	0	0	0	0	0	40	424	583	1997	1007	4
53. Oneida Drive	735	21	1715	0	0	0	0	0	0	0	0	0	0	0	65	689	1715	1997	2404	4
58. W.Loveland from Love/Maderia to Rich	3436	30	11453	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1998	0	4
59. W. Loveland from Rich to Lebanon	2900	20	6444	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2000	0	4
100. Love/Mad. - Elm to Krogers	4224	32	15019	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1995	0	4
101. Love/Mad.-Krogers to Corp.	2600	32	9244	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1995	0	4
113. Poplar	2112	26	6101	0	0	0	0	0	0	0	0	305	12200	0	244	2586	6101	1996	20887	4
114. Albright	2640	26	7627	0	0	0	0	0	0	0	0	0	0	0	305	3233	7627	1996	10860	4
125. Riverside Drive 00 + 00 to 29 + 89	2989	20	6642	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2006	0	4
TOTAL RATING #4	43481		124528	0	0	0	0	0	0	0	0	312	12480	3461	2642	28006	75756		119703	

ADDITIONAL SUPPORT INFORMATION

For 1992, jurisdictions shall complete the State application form for Issue 2, Small Government, or Local Transportation Improvement Program (LTIP) funding. In addition, the District 2 Integrating Committee requests the following information to determine which projects are funded. Information provided on both forms should be accurate, based on reliable engineering principles. Do NOT request a specific type of funding desired, as this is decided by the District Integrating Committee.

1. Of the total infrastructure within the jurisdiction which is similar to the infrastructure of this project, what percentage can be classified as being in poor condition, adequacy and/or serviceability? Accurate support information, such as pavement management inventories or bridge condition summaries, should be provided to substantiate the stated percentage.

   Typical examples are:

   Road percentage= $\frac{\text{Miles of road that are in poor condition}}{\text{Total miles of road within jurisdiction}}$

   Storm percentage= $\frac{\text{Miles of storm sewers that are in poor condition}}{\text{Total miles of storm sewers within jurisdiction}}$

   Bridge percentage= $\frac{\text{Number of bridges that are in poor condition}}{\text{Number of bridges within jurisdiction}}$

   Road Percentage = $\frac{\text{9.58 miles of road in poor condition}}{\text{33.49 miles of road within jurisdiction}}$ = 28.6%

2. What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, base condition on latest general appraisal and condition rating.

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.

Property along Riverside Drive is zoned Light Industrial. The two narrow 10 feet traffic lanes should be widened to 12 feet to safely accommodate the increase in truck and vehicular traffic as the area develops. Substandard design elements are narrow or no berm width, grades, curves and sight distances. Inadequate drainage is damaging the base, roadway surface, berm and many landslides are evident.

3. If State Issue 2 funds are awarded, how soon (in weeks or months) after completion of the agreement with OPWC would the opening of bids occur? The Integrating Committee will be reviewing schedules submitted for previous projects to help judge the accuracy of a particular jurisdiction's anticipated schedule.

7 months

Please indicate the current status of the project development by circling the appropriate answers below. PROVIDE ACCURATE ESTIMATE.

a) Has the Consultant been selected?..... (Yes) No N/A

b) Preliminary development or engineering completed? Yes (No) N/A

c) Detailed construction plans completed?..... Yes (No) N/A

d) All right-of-way acquired?..... Yes (No) N/A

e) Utility coordination completed?..... Yes (No) N/A

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

b. 1 month, c. 2 months, d. and e. 2 months

4. How will the proposed infrastructure activity impact the general health, welfare, and safety of the service area? (Typical examples include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, and commerce.)

The Light Industrial zoning is attracting business along Riverside Drive. The poor condition and the narrow 10 feet lanes should be widened to safely accommodate the truck and vehicular traffic.

5. For any project involving GRANTS, the local jurisdiction must provide a MINIMUM OF 10% of the anticipated construction cost. Additionally, the local jurisdiction must pay 100% of the costs of preliminary engineering, inspection, and right-of-way. If a project is to be funded under Issue 2 or Small Government, the costs of any betterment/expansion are 100% local. Local matching funds must either be currently on deposit with the jurisdiction, or certified as having been approved or encumbered by an outside agency (MRF, CDBG, etc.). Proposed funding must be shown on the Project Application under Section 3.2, "Project Financial Resources". For a project involving LOANS or CREDIT ENHANCEMENTS, 100% of construction costs are eligible for funding, with no local match required.

What matching funds are to be used for this project? (i.e. Federal, State, MRF, Local, etc.)

Local

To what extent are matching funds to be utilized, expressed as a percentage of anticipated CONSTRUCTION costs?

75% grant, 25% local

6. Has any formal action by a federal, state, or local government agency resulted in a complete ban 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 new building permits.) **THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE CONSIDERED VALID.**

COMPLETE BAN ____ PARTIAL BAN ____ NO BAN X

Will the ban be removed after the project is completed? YES___ NO___

Document with specific information explaining what type of ban currently exists and what agency that imposed the ban.

N/A

7. What is the total number of existing users that will benefit as a result of the proposed project? Use specific criteria such as households, traffic counts, ridership figures for public transit, daily users, etc., and equate to an equal measurement of users:

On 10/27/89 ADT = 3,154 x 1.2 = 3,785 users/day

For roads and bridges, multiply current documented Average Daily Traffic by 1.2 occupants per car (I.T.E. estimated conversion factor), to determine users per day. Ridership figures for public transit must be documented. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by four (4) to determine the approximate number of users per day.

8. The Ohio Public Works Commission requires that all jurisdictions applying for project funding develop a five year overall Capital Improvement Plan that shall be updated annually. The Plan is to include an inventory and condition survey of existing capital improvements, and a list detailing a schedule for capital improvements and/or maintenance. Both Five-Year Overall and Five-Year Issue 2 Capital Improvement Plans are required.

Copies of these Plans are to be submitted to the District Integrating Committee at the same time the Project Application is submitted.

9. Is the infrastructure to be improved part of a facility that has regional significance? (Consider the number of jurisdictions served, size of service area, trip lengths, functional classification, and length of route.) **Provide supporting information.**

Yes. Serves Symmes Township and northern Hamilton County. Primary access to Totes, International, a major regional employer.

OHIO INFRASTRUCTURE BOND PROGRAM (ISSUE 2)

LOCAL TRANSPORTATION IMPROVEMENT PROGRAM (LTIP)

DISTRICT 2 - HAMILTON COUNTY

1992 PROJECT SELECTION CRITERIA

JURISDICTION/AGENCY: LOVELAND

PROJECT IDENTIFICATION:

RIVERSIDE DRIVE

PROPOSED FUNDING:

ELIGIBLE CATEGORY:

POINTS

10 1) Type of project

10 Points - Bridge, road, stormwater
5 Points - All other projects

10 2) If Issue 2/LTIP funds are granted, how soon after the Project Agreement is completed would a construction contract be awarded? (Even though the jurisdictions will be asked this question, the Support Staff will assign points based on engineering experience.)

10 Points - Will definitely be awarded in 1992
5 Points - Some doubt whether it can be awarded in 1992
0 Points - No way it can be awarded in 1992

15 3) What is the condition of the infrastructure to be replaced or repaired? For bridges, base condition on latest general appraisal and condition rating.

15 Points - Poor condition
10 Points - Fair to Poor condition
5 Points - Fair condition

NOTE: If infrastructure is in "good" or better condition, it will NOT be considered for Issue 2/LTIP funding, unless it is a betterment project that will improve serviceability.

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

5 Points - Significantly effects serviceability (add lanes)
4 Points -
3 Points - Moderately effects serviceability (widen lanes)
2 Points -
1 Point - Have little or no effect on serviceability

1 5) Of the total infrastructure within the jurisdiction which is similar to the infrastructure of this project, what portion can be classified as being in poor or worse condition, and/or inadequate in service?

3 Points - 50% and over
2 Points - 30% to 49.9%
1 Point - 10% to 29.9%
0 Points - Less than 10%

8 6) How important is the project to the health, welfare, and safety of the public and the citizens of the District and/or the service area?

10 Points - Significant importance
8 Points -
6 Points - Moderate importance
4 Points -
2 Points - Minimal importance

8 7) What is the overall economic health of the jurisdiction?

10 Points - Poor
8 Points -
6 Points - Fair
4 Points -
2 Points - Excellent

2 8) What matching funds are being committed to the project, expressed as a percentage of the TOTAL CONSTRUCTION COST? Matching funds may be local, Federal, ODOT, MRF, etc. or a combination of funds. Loan and credit enhancement projects automatically receive 10 points.

5 Points - More than 50%
4 Points - 40% to 49.9%
3 Points - 30% to 39.9%
2 Points - 20% to 29.9%
1 Point - 10% to 19.9%

MINIMUM 10% MATCHING FUNDS REQUIRED FOR GRANT-FUNDED PROJECTS

0 9) Has any formal action by a Federal, State, or local governmental agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? Examples include weight limits on structures and moratoriums on building permits in a particular area due to local flooding downstream. Points can be awarded ONLY if construction of the project being rated will cause the ban to be removed.

10 Points - Complete ban
5 Points - Partial ban
0 Points - No ban

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

10 Points - 10,000 and Over
8 Points - 7,500 to 9,999
6 Points - 5,000 to 7,499
4 Points - 2,500 to 4,999
2 Points - 2,499 and Under

2 11) Does the infrastructure have regional impact? Consider originations & destinations of traffic, size of service area, number of jurisdictions served, functional classification, etc.

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

TOTAL AVAILABLE POINTS:

PROJECTS FUNDED BY GRANTS = 93 POINTS

PROJECTS FUNDED BY LOANS OR CREDIT ENHANCEMENTS = 98 POINTS