



CBI08

APPLICATION FOR FINANCIAL ASSISTANCE
 Revised 7/93

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

SUBDIVISION: CITY OF CINCINNATI CODE# 061-15000

DISTRICT NUMBER: 2 COUNTY: HAMILTON DATE 9/20/96

CONTACT: JOE WALTER PHONE #(513) 352-3424

(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: HILLSIDE AVENUE LANDSLIDE CORRECTION

SUBDIVISION TYPE <small>(Check Only 1)</small>	FUNDING TYPE REQUESTED <small>(Check All Requested & Enter Amount)</small>	PROJECT TYPE <small>(Check Largest Component)</small>
<input type="checkbox"/> 1. County	<input checked="" type="checkbox"/> 1. Grant <u>\$1,190,000</u>	<input checked="" type="checkbox"/> 1. Road
<input checked="" type="checkbox"/> 2. City	<input type="checkbox"/> 2. Loan \$ _____	<input type="checkbox"/> 2. Bridge/Culvert
<input type="checkbox"/> 3. Township	<input type="checkbox"/> 3. Loan Assistance \$ _____	<input type="checkbox"/> 3. Water Supply
<input type="checkbox"/> 4. Village		<input type="checkbox"/> 4. Wastewater
<input type="checkbox"/> 5. Water/Sanitary District <small>(Section 6119 O.R.C.)</small>	MBE SET-ASIDE OFFERED	<input type="checkbox"/> 5. Solid Waste
	Construction \$ _____	<input type="checkbox"/> 6. Stormwater
	Procurement \$ _____	

TOTAL PROJECT COST: \$ 1,700,000 FUNDING REQUESTED: \$ 1,190,000

DISTRICT RECOMMENDATION
 To be completed by the District Committee ONLY

GRANT: \$ _____ LOAN ASSISTANCE: \$ _____
 LOAN: \$ _____ % TERM: _____ yrs. (Attach Loan Supplement)

(Check Only 1)
 State Capital Improvement Program DISTRICT MBE SET-ASIDE
 Local Transportation Improvements Program Construction \$ _____
 Small Government Program Procurement \$ _____

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ / C _____ APPROVED FUNDING: \$ _____
 Local Participation _____ % Loan Interest Rate: _____
 OPWC Participation _____ % Loan Term: _____ years
 Project Release Date: ____/____/____ Maturity Date: _____
 OPWC Approval: _____ Date Approved: ____/____/____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:

(Round to Nearest Dollar)

a.)	Project Engineering Costs:		
1.	Preliminary Engineering	\$	.00
2.	Final Design	\$	.00
3.	Other Engineer Services *	\$	.00
	Supervision	\$	.00
	Miscellaneous	\$	.00
b.)	Acquisition Expenses:		
1.	Land	\$	.00
2.	Right-of-Way	\$	.00
c.)	Construction Costs:	\$1,700,000.00	
d.)	Equipment Purchased Directly:	\$	.00
e.)	Other Direct Expenses:	\$	.00
f.)	Contingencies:	\$	.00
g.)	TOTAL ESTIMATED COSTS:	\$1,700,000.00	

MBE	Force Account
\$	\$
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

	<u>Dollars</u>	<u>%</u>
a.)	Local In-Kind Contributions	\$.00
b.)	Local Public Revenues	\$510,000.00 30%
c.)	Local Private Revenues	\$.00
d.)	Other Public Revenues	
1.	ODOT PID#	\$.00
2.	EPA/OWDA	\$.00
3.	OTHER	\$.00
SUBTOTAL LOCAL RESOURCES:		\$510,000.00 30%
e.)	OPWC Funds	
1.	Grant	\$1,190,000.00 70%
2.	Loan	\$.00
3.	Loan Assistance	\$.00
SUBTOTAL OPWC RESOURCES:		\$1,190,000.00 70%
f.) TOTAL FINANCIAL RESOURCES:		\$1,700,000.00 100%

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

1.3 AVAILABILITY OF LOCAL FUNDS:

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

2.0 PROJECT INFORMATION

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

2.1 PROJECT NAME: HILLSIDE AVENUE LANDSLIDE CORRECTION

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

a: SPECIFIC LOCATION:

Various locations on Hillside Avenue between River Road and Anderson Ferry. Area "B"-#3928 to #4036, Area "C"-#3832 to #3834, Area "D"-#3718 to #3738, Area "E"-#3596 to #3648,

PROJECT ZIP CODE: 45204

b: PROJECT COMPONENTS:

Construct drilled concrete pierwall. Resurface street and berms.
Construct concrete ditches along roadway.

c: PHYSICAL DIMENSIONS / CHARACTERISTICS:

Existing roadway width varies from 16' to 20'.

New roadway width will be 20'-0" .

Total project length will be 3500 feet.

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.

Design capacity will not be greatly improved by project.

Existing ADT is about 2700.

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 50 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	\$1,700,000	100 %
State Funds Requested for Repair and Replacement	\$1,190,000	70 %
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>6 / 1 / 96</u>	<u>2 / 1 / 97</u>
4.2 Bid Advertisement:	<u>3 / 1 / 97</u>	<u>4 / 1 / 97</u>
4.3 Construction:	<u>7 / 1 / 97</u>	<u>6 / 1 / 98</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 John F. Shirey
TITLE City Manager
STREET Room 152, City Hall
801 Plum Street
CITY/ZIP Cincinnati, Ohio 45202
PHONE (513) 352 - 3241
FAX () _____ - _____

5.2 CHIEF FINANCIAL

OFFICER Frank A. Dawson
TITLE Finance Director
STREET Room 250, City Hall
801 Plum Street
CITY/ZIP Cincinnati, Ohio 45202
PHONE (513) 352 - 3731
FAX () _____ - _____

5.3 PROJECT MANAGER

TITLE Jay Gala
Principal Construction Engineer
STREET Room 415, City Hall
801 Plum Street
CITY/ZIP Cincinnati, Ohio 45202
PHONE (513) 352 - 3423
FAX (513) 352 - 1581

September 17, 1996

Subject: Hillside Avenue Landslide Corrections
Anderson Ferry Road and River Road
Certification of Useful Life for OPWC Projects

As required by Chapter 164-1-13 of the Ohio Administrative Code,
I hereby certify that the design useful life of the subject
street improvement is at least fifty (50) years.



(seal)



Prem Garg, P.E.
City Engineer
City of Cincinnati

HILLSIDE AVENUE LANDSLIDE CORRECTION

SCOPE

To furnish all the materials, labor and equipment and perform all work necessary to complete the correction of the landslide on Hillside Avenue in accordance with the Plans and Specifications, and as directed by the Project Engineer.

QUANTITIES

It is understood that the quantities are approximate only and in no way shall govern the amount required during the contract period. The estimated quantities indicated will be used solely for the purpose of making a tabulation of the bids.

DIRECTIONS FOR COMPLETING THIS BID DOCUMENT:

Where "LUMP SUM " is indicated, insert the complete price for Labor and for Materials for performing all work for the item. Where units are shown, insert the price per unit for Labor and for Materials for performing all work for the item. The bidder must fill in the PRICE PER UNIT FOR LABOR and the PRICE PER UNIT FOR MATERIAL columns in their entirety. Any PRICE PER UNIT FOR LABOR or PRICE PER UNIT FOR MATERIAL item left blank will be considered to be free of charge, and a zero value will be automatically inserted in the blank location when determining the official bid total.

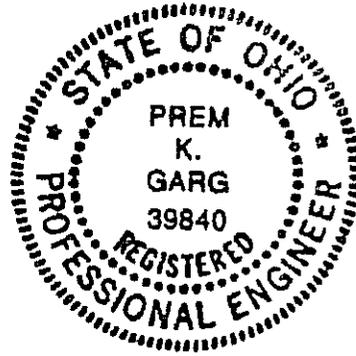
The values placed in the PRICE PER UNIT FOR LABOR and the PRICE PER UNIT FOR MATERIAL columns will be used to determine the official bid total. The UNOFFICIAL ITEM EXTENSION column is unofficial and is included solely to assist the bidder in tabulating the Unofficial Total. It is not mandatory that the bidder fill in the item extensions. However, it is mandatory that the Unofficial Total be given.

REF. NO.	ITEM NO.	DESCRIPTION	ESTIMATED QUANTITIES		PRICE PER UNIT FOR LABOR & MATERIAL	UNOFFICIAL ITEM EXTENSION =[(LABOR+MAT.) X EST. QUAN.]
1	Special	Drilling for Piers (30" dia.), Bedrock	3,100	Lin. Ft.	\$17	\$52,700
2	Special	Drilling for Piers (30" dia.), Overburden	3,500	Lin. Ft.	\$17	\$59,500
3	103	Contract Bond	1	Sum	\$10,000	\$10,000
4	201	Clearing and Grubbing	1	Sum	\$1,000	\$1,000
5	202	Tree Removed	10	Each	\$100	\$1,000
6	202	Wearing Course Removed	7,450	Sq. Yd.	\$2	\$14,900
7	202	Pavement Removed	2,500	Sq. Yd.	\$5	\$12,500
8	202	Walk and Drive Removed	3,500	Sq. Ft.	\$2	\$7,000
9	203	Excavation	600	Cu. Yd.	\$10	\$6,000
10	203	Embankment	400	Cu. Yd.	\$10	\$4,000
11	301	Bituminous Aggregate Base	1,000	Cu. Yd.	\$70	\$70,000
12	304	Aggregate Base	500	Cu. Yd.	\$20	\$10,000
13	404	Asphalt Concrete, Surface Course, Including Tack Coat	700	Cu. Yd.	\$60	\$42,000
14	503	Unclassified Excavation	800	Cu. Yd.	\$20	\$16,000
15	508	Pier Forms	1,450	Lin. Ft.	\$20	\$29,000
16	509	Reinforcing Steel, Grade 60	300,000	Lbs.	\$0.75	\$225,000
17	511	Class C Concrete, Wall	50	Cu. Yd.	\$500	\$25,000

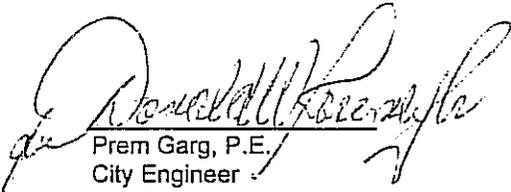
18	511	Class C Concrete, Piers (30" dia.)	6,500	Lin. Ft.	\$25	\$162,500
19	511	Class C Concrete, Pier Cap	800	Lin. Ft.	\$150	\$120,000
20	511	Class C Concrete, Precast Wall Panels	18,000	Sq. Ft.	\$11	\$198,000
21	518	6" Perf. SDR 35 Plastic Pipe	1,600	Lin. Ft.	\$6	\$9,600
22	518	6" Non-Perf. SDR 35 Plastic Pipe	400	Lin. Ft.	\$6	\$2,400
23	518	Porous Backfill with Filter Fabric	1,000	Cu. Yd.	\$55	\$55,000
24	601	Concrete Ditch	3,400	Lin. Ft.	\$25	\$85,000
25	603	Double Gutter Inlet	10	Each	\$1,500	\$15,000
26	603	12" conduit	120	Lin. Ft.	\$30	\$3,600
27	603	18" conduit	1,500	Lin. Ft.	\$55	\$82,500
28	604	Manhole	8	Each	\$2,000	\$16,000
29	604	Manhole adjusted to grade	25	Each	\$300	\$7,500
30	604	Ditch Inlet	10	Each	\$1,500	\$15,000
31	606	Guardrail ,Type 5	1,800	Lin. Ft.	\$15	\$27,000
32	603	12" conduit	120	Lin. Ft.	\$30	\$3,600
33	608	Steps	20	Cu. Yd.	\$200	\$4,000
34	609	Concrete Curb, Type S-1	500	Lin. Ft.	\$20	\$10,000
35	614	Maintenance of Traffic	1	Sum	\$20,000	\$20,000
36	619	Field Office	1	Sum	\$10,000	\$10,000
37	627	7" Concrete Driveway	4,000	Sq. Ft.	\$5	\$20,000
38	659	Seeding and Mulching	1,800	Sq. Yd.	\$4	\$7,200
39	660	Sodding	1,000	Sq. Yd.	\$7	\$7,000

SUBTOTAL =	\$1,466,500
15% CONTINGENCIES=	\$219,975
GRAND TOTAL=	\$1,686,475

USE \$1,700,000 FOR ESTIMATING PURPOSES



(SEAL)


Prem Garg, P.E.
City Engineer

City of Cincinnati



Department of Public Works
Division of Engineering

Room 440, City Hall
801 Plum Street
Cincinnati, Ohio 45202

John Hamner
Director

Prem Garg, P.E.
City Engineer

September 27, 1996
Mr. Laurence Bicking, Director
Ohio Public Works Commission
65 East State Street
Suite 312
Columbus, Ohio 43215

RE: Status of Funds for Local Share of 1997 SCIP/LTIP Project Grants

Dear Mr. Bicking:

The local matching share for the following 1997 SCIP/LTIP Projects (Round 11 Funding) is recommended by the City Manager for funding in the City's 1997 Capital Improvement Program -

STREET REHABILITATIONS

- * Anderson Ferry Road - Hillside to Corporation Line
- * Duck Creek Road - Red Bank to Oaklawn
- * Edwards Road - Edmonson to I-71
- * Glenway Avenue - Boudinot to Werk
- * Ludlow Avenue - Cornell to Central Parkway
- * Madison Road - Edwards to Brotherton
- * Madison Road - Observatory to Edwards
- * North Bend Road - Colerain to West North Corp. Line
- * Reading Road - Dorchester to William Howard Taft
- * Rutledge/Saint Lawrence - St. Williams to St. Lawrence to Rapid Run
- * Spring Grove Avenue - Mitchell to North Corp. Line
- * Vine Street - Paddock to North Corp. Line
- * William Howard Taft - Woodburn to Vine

September 27, 1996
Mr. Laurence Bicking, Director
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STREET IMPROVEMENTS & WIDENINGS

- * Southside Avenue Improvement - Phase II
- * Brighton Intersection Improvement
- * Woodford & Ridge Intersection
- * River Road Widening - Mount Echo to State
- * Eastern Avenue Widening - Eggleston to Bains
- * Chickering Avenue Improvement - Este to Terminus

BRIDGE/STRUCTURE PROJECTS

- * Dreman Avenue over West Branch of Millcreek
- * Columbia Parkway - Wall "D" Rehabilitation
- * Lehman Road Landslide Correction
- * Hillside Avenue Landslide Correction
- * Kenton Street Bridge Replacement - over Florence Street
- * Gest Street Bridge Replacement - over CIND Railroad, between Mehring and Third

The matching funds for these projects are coming from Street Improvement Bonds which are scheduled for sale in the early part of 1997.

If you have any questions or need additional information, please contact me at 513-352-3731.

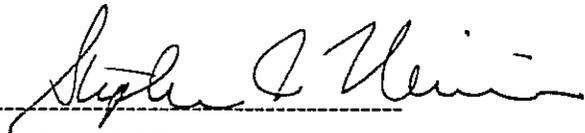
Sincerely,



F. A. Dawson
Director of Finance

CERTIFICATION OF TRAFFIC COUNT

As required by the District 2 Integrating Committee, I hereby certify that the traffic counts herein attached to the Hillside Ave Landslide project application are a true and accurate count done by the City of Cincinnati's Traffic Engineering Division.



Stephen I. Niemeier, P.E.
Supervising Engineer



CITY OF CINCINNATI
 TRAFFIC ENGINEERING DIVISION

STREET(S) : FROM W ON HILLSIDE AV
 LOCATION : W OF HUEY AV / RAPID RUN RD
 DIRECTION : EASTBOUND
 MAP COORDINATE : 152/153

DATE(S) : DECEMBER 2, 1992
 DAY(S) OF WEEK : WEDNESDAY
 WEATHER : CLOUDY LIGHT SNOW FLURRIES
 MACHINE NUMBER : 1918
 TABULATED BY : TERRY/KEVIN
 STARTING TIME : 11:00 AM
 COMMENTS : 0
 ADT FACTOR: 0.9885

COMPUTER
 FILE NAME:

92-0307

40°

ONE-HOUR PERIOD STARTING	15 MIN. PERIOD :00	PERIOD :15	STARTING :30	STARTING :45	ONE-HOUR PERIOD TOTALS	PERCENT OF TOTAL
12:00 AM	2	0	1	0	3	0.23
1:00 AM	3	2	0	1	6	0.46
2:00 AM	0	0	3	0	3	0.23
3:00 AM	1	1	1	0	3	0.23
4:00 AM	1	0	0	1	2	0.15
5:00 AM	3	7	8	5	23	1.75
6:00 AM	18	18	21	37	94	7.15
7:00 AM	43	45	59	56	203	15.45
8:00 AM	40	31	26	24	121	9.21
9:00 AM	17	12	18	19	66	5.02
10:00 AM	16	17	6	15	54	4.11
11:00 AM	13	22	17	18	70	5.33
12:00 PM	14	13	11	22	60	4.57
1:00 PM	17	12	13	8	50	3.81
2:00 PM	10	15	13	20	58	4.41
3:00 PM	22	24	27	24	97	7.38
4:00 PM	23	21	23	21	88	6.70
5:00 PM	17	15	25	23	80	6.09
6:00 PM	25	15	21	12	73	5.56
7:00 PM	13	10	5	12	40	3.04
8:00 PM	17	9	8	7	41	3.12
9:00 PM	6	11	14	12	43	3.27
10:00 PM	4	9	3	9	25	1.90
11:00 PM	4	3	0	4	11	0.84

TOTAL 24 HOUR 1314 1299 = ADT

FIVE HOUR TOTAL 589 24/5 FACTOR 2.2309
 (7-9 AM & 3-6 PM)

EIGHT HOUR TOTAL 767 24/8 FACTOR 1.7132
 (7-11 AM & 2-6 PM)

TWELVE HOUR TOTAL 1041 24/12 FACTOR 1.2622
 (6:00 AM TO 6:00 PM)

AM PEAK HOUR VOLUME IS 203 FROM 7:00 AM TO 8:00 AM
 PM PEAK HOUR VOLUME IS 98 FROM 3:15 PM TO 4:15 PM

APPROVED: [Signature]
 CITY OF CINCINNATI
 DIVISION OF TRAFFIC ENGINEERING
 DATE 2/4/92

CITY OF CINCINNATI
TRAFFIC ENGINEERING DIVISION

STREET(S) : FROM E ON HILLSIDE AV
 LOCATION : E OF HUEY AV / RAPID RUN RD
 DIRECTION : WESTBOUND
 MAP COORDINATE : 152/153

DATE(S) : DECEMBER 2, 1992
 DAY(S) OF WEEK : WEDNESDAY
 WEATHER : CLOUDY LIGHT SNOW FLURRIES ^{40°}
 MACHINE NUMBER : 1929
 TABULATED BY : Terry/Kevin
 STARTING TIME : 11:00 AM
 COMMENTS : 0
 ADT FACTOR: 0.9885

COMPUTER
FILE NAME:
92-0310

APPROVED: *[Signature]*
 CITY OF CINCINNATI
 TRAFFIC ENGINEERING DIVISION
 DATE: 2/16/94

ONE-HOUR STARTING	15 MIN. :00	PERIOD :15	STARTING :30	STARTING :45	ONE-HOUR PERIOD TOTALS	PERCENT OF TOTAL
12:00 AM	2	1	3	3	9	0.64
1:00 AM	3	0	1	3	7	0.50
2:00 AM	3	1	0	0	4	0.29
3:00 AM	3	0	1	0	4	0.29
4:00 AM	1	0	0	1	2	0.14
5:00 AM	1	1	0	2	4	0.29
6:00 AM	1	2	3	7	13	0.93
7:00 AM	12	9	11	27	59	4.21
8:00 AM	18	10	11	12	51	3.64
9:00 AM	4	10	14	10	38	2.71
10:00 AM	11	11	9	12	43	3.06
11:00 AM	7	12	5	10	34	2.42
12:00 PM	19	12	7	5	43	3.06
1:00 PM	17	8	18	7	50	3.56
2:00 PM	23	17	40	24	104	7.41
3:00 PM	21	29	36	36	122	8.70
4:00 PM	44	40	44	52	180	12.83
5:00 PM	54	58	60	57	229	16.32
6:00 PM	39	39	39	21	138	9.84
7:00 PM	34	17	24	18	93	6.63
8:00 PM	13	17	15	15	60	4.28
9:00 PM	14	19	12	9	54	3.85
10:00 PM	13	7	9	8	37	2.64
11:00 PM	6	7	5	7	25	1.78
TOTAL 24 HOUR					1403	1387 = ADT
FIVE HOUR TOTAL (7-9 AM & 3-6 PM)		641	24/5 FACTOR		2.1888	
EIGHT HOUR TOTAL (7-11 AM & 2-6 PM)		826	24/8 FACTOR		1.6985	
TWELVE HOUR TOTAL (6:00 AM TO 6:00 PM)		966	24/12 FACTOR		1.4524	
AM PEAK HOUR VOLUME IS		66	FROM 7:30 AM TO 8:30 AM			
PM PEAK HOUR VOLUME IS		229	FROM 5:00 PM TO 6:00 PM			

ADDITIONAL SUPPORT INFORMATION

For Program Year 1996 (July 1, 1996 through June 30, 1997), 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.

Roadway is moving because of unstable slope. Existing pavement has a warped vertical alignment and cross-section which causes poor drainage.

- 2) If State Issue 2 funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 1996) 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.

1 months (Circle one)

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

*Please answer the following if applicable:

No. of parcels needed for project: _____ Of these, how many are takes _____, temporary _____, permanent _____

Of a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired.

Are all utility coordinations completed? Yes No N/A

Give an estimate of time, in weeks or months, to complete any item above not yet completed. _____ 6 _____ 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, and commerce.) Please be specific and provide documentation if necessary to substantiate the data.

If landslides are not corrected, the road may have to be closed.

Vertical alignments and cross-section will be improved.

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

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

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

The minimum amount of matching funds for grant projects (local share) must be at least 10% of the TOTAL CONSTRUCTION COST. What percentage of matching funds are being committed to this project? 30 %

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

Complete Ban _____ 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?

2700 ADT, 3250 Daily Users

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? (This must be included with the application to be considered for funding.)

Yes X No _____

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

River Road (U.S. 50) which runs parallel to Hillside Avenue is in the flood plain. If River Road is closed, Hillside Avenue is the alternate route.

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

Existing LOS _____ Proposed LOS _____

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

HILLSIDE AVENUE LANDSLIDE CORRECTION



Area "B" — #3928 to #4036 Hillside Avenue



Area "C"
#3832 to #3834 Hillside Avenue

HILLSIDE AVENUE LANDSLIDE CORRECTION



Area "D"
#3718 to #3738 Hillside Avenue



Area "E" — #3596 to #3648 Hillside Avenue

SCIP/LTIP PROGRAM

ROUND 11 - PROGRAM YEAR 1997

PROJECT SELECTION CRITERIA

JULY 1, 1997 TO JUNE 30, 1998

ADOPTED BY THE INTEGRATING COMMITTEE
May 24, 1996

JURISDICTION/AGENCY: _____

NAME OF PROJECT: _____

PRELIMINARY SCORE FOR THIS PROJECT: 56

FINAL SCORE FOR THIS PROJECT: _____

RATING TEAM: _____

- | | <u>POINTS</u> |
|---|---------------|
| 1) If SCIP/LTIP funds are granted, when would the construction contract be awarded? | |
| 10 Points - Will be under contract by end of 1997 and no delinquent projects in Rounds 8 & 9. | <u>10</u> |
| 5 Points - Will be under contract by March 30, 1998 and/or jurisdiction has had one delinquent project in Rounds 8 & 9. | <u>5</u> |
| 0 Points - Will not be under contract by March 30, 1998 and/or jurisdiction has had more than one delinquent project in Rounds 8 & 9. | |
| 2) What is the physical condition of the existing infrastructure to be replaced or repaired? | |
| 25 Points - Failed | <u>20</u> |
| 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

no increase in capacity

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

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

3

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

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

3

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. All grant funded projects require a minimum of 10% matching funds.

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

3

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.

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

0
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 is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently cancelling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 2 - CONDITION

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

Definitions:

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

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

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

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

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

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

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

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

Criterion 4 - *HEALTH, SAFETY & WELFARE*

Definitions:

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

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

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

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

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

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

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

Criterion 9 - *REGIONAL IMPACT*

Definitions:

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

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

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