

SCIP GRANT #3

APPLICATION FOR FINANCIAL ASSISTANCE
Revised 4/99

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: City of Reading CODE# 061-65732
DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 09 / 15 / 06
CONTACT: Jennifer L. Vatter PHONE # (513) 721-5500

(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)

FAX (513) 721-0607 E-MAIL jvatter@jmaconsult.com

PROJECT NAME: Leelanau Avenue & Pompano Avenue Reconstruction

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 \$ 250,000.00
 2. Loan \$ _____
 3. Loan Assistance \$ _____

PROJECT TYPE
(Check Largest Component)
 1. Road
 2. Bridge/Culvert
 3. Water Supply
 4. Wastewater
 5. Solid Waste
 6. Stormwater

TOTAL PROJECT COST: \$ 500,000.00

FUNDING REQUESTED: \$ 250,000.00

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT: \$ 250,000.00
SCIP LOAN: \$ _____
RLP LOAN: \$ _____

LOAN ASSISTANCE: \$ _____
RATE: _____ % TERM: _____ yrs.
RATE: _____ % TERM: _____ yrs.

(Check only 1)
 State Capital Improvement Program
 Local Transportation Improvements Program

Small Government Program

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: ____ / ____ / ____
SCIP Loan _____ RLP Loan _____

2006 SEP 15 PM 1:53
OFFICE OF NEW BURLINGTON
COUNTY ENGINEER

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:
(Round to Nearest Dollar)

TOTAL DOLLARS

**FORCE ACCOUNT
DOLLARS**

- a.) **Basic Engineering Services:** \$ _____ .00
- Preliminary Design** \$ _____ .00
Final Design \$ _____ .00
Bidding \$ _____ .00
Construction Phase \$ _____ .00
- Additional Engineering Services** \$ _____ .00
**Identify services and costs below.*
- b.) **Acquisition Expenses:**
Land and/or Right-of-Way \$ _____ .00
- c.) **Construction Costs:** \$ 500,000 .00
- d.) **Equipment Purchased Directly:** \$ _____ .00
- e.) **Permits, Advertising, Legal:** \$ _____ .00
(Or Interest Costs for Loan Assistance Applications Only)
- f.) **Construction Contingencies:** \$ _____ .00
- g.) **TOTAL ESTIMATED COSTS:** \$ 500,000 .00

***List Additional Engineering Services here:
Service:**

Cost:

1.2 PROJECT FINANCIAL RESOURCES:
(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ _____ .00	
b.) Local Revenues	\$ <u>250,000</u> .00	<u>50</u>
c.) Other Public Revenues	\$ _____ .00	
ODOT	\$ _____ .00	
Rural Development	\$ _____ .00	
OEPA	\$ _____ .00	
OWDA	\$ _____ .00	
CDBG	\$ _____ .00	
OTHER _____	\$ _____ .00	
SUBTOTAL LOCAL RESOURCES:	\$ <u>250,000</u> .00	<u>50</u>
d.) OPWC Funds		
1. Grant	\$ <u>250,000</u> .00	<u>50</u>
2. Loan	\$ _____ .00	
3. Loan Assistance	\$ _____ .00	
SUBTOTAL OPWC RESOURCES:	\$ <u>250,000</u> .00	<u>50</u>
TOTAL FINANCIAL RESOURCES:	\$ <u>500,000</u> .00	<u>100%</u>

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ Sale Date:
 STATUS: (Check one)
 Traditional
 Local Planning Agency (LPA)
 State Infrastructure Bank

2.0 PROJECT INFORMATION

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

2.1 PROJECT NAME: Leelanau Avenue & Pompano Avenue Reconstruction

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

The project is located in the City of Reading. Project limits are the entire lengths of Pompano and Leelanau. Please see attached location map.

PROJECT ZIP CODE: 45215

B: PROJECT COMPONENTS:

- 1.) Remove the existing pavement which has numerous base failures (Thelen report pg. 7)
- 2.) Remove unsuitable subgrade material (Thelen report pg. 7 and 8)
- 3.) Install vertical concrete curbs, type 6
- 4.) Replace failed storm sewer drainage system to existing outfall (see photos)
- 5.) Reconstruct with asphaltic concrete
- 6.) Add underdrains to eliminate subsurface water (Thelen report pg. 7)

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

Leelanau & Pompano is approximately 1450 LF. Width is approximately 28 LF. Numerous base failures, deteriorated curb & pavement failures are evidenced throughout the project (Thelen report).

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT 960 Year: 2002 Projected ADT: _____ Year:

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$ _____ Proposed Rate: \$

Stormwater: Number of households served:

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

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

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 500,000.00
TOTAL PORTION OF PROJECT NEW/EXPANSION \$.00

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>06 / 01 / 06</u>	<u>05 / 30 / 07</u>
4.2 Bid Advertisement and Award:	<u>06 / 01 / 07</u>	<u>07 / 01 / 07</u>
4.3 Construction:	<u>07 / 02 / 07</u>	<u>12 / 31 / 08</u>
4.4 Right-of-Way/Land Acquisition:	<u> / /</u>	<u> / /</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE

OFFICER Robert Bemmes
TITLE Mayor
STREET 1000 Market Street
CITY/ZIP Reading, Ohio 45215
PHONE 513-733-3725
FAX 513-733-2077
E-MAIL

5.2 CHIEF FINANCIAL

OFFICER Douglas Sand
TITLE Auditor
STREET 1000 Market Street
CITY/ZIP Reading, Ohio 45215
PHONE 513-733-3725
FAX 513-733-2077
E-MAIL

5.3 PROJECT MANAGER

TITLE Darrell Courtney
Chief of Public Works
STREET 1000 Market Street
CITY/ZIP Reading, Ohio 45215
PHONE 513-733-3725
FAX 513-733-2077
E-MAIL

Changes in Project Officials must be submitted in writing from the CEO

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [] below that each item listed is attached.

- A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- A cooperation agreement (if the project involves more than one
- A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature, subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- 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), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

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) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) 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 Buy Ohio and prevailing wages.

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.

Robert Bemmes, Mayor

Certifying Representative (Type or Print Name and Title)

Robert Bemmes 9/7/2006

Signature/Date Signed

Engineer's Estimate

**LEELANAU & POMPAO AVENUE
CITY OF READING**

DESCRIPTION	QUANTITY	UNIT	PRICE	COST
Clearing & Grubbing	1	LS	\$ 10,000.00	\$ 10,000.00
Pavement Removed	4000	SY	\$ 15.00	\$ 60,000.00
Asphaltic Base	800	CY	\$ 100.00	\$ 80,000.00
Granular Base	800	CY	\$ 60.00	\$ 48,000.00
Asphalt Concrete	250	CY	\$ 100.00	\$ 25,000.00
Drive Aprons	800	SY	\$ 50.00	\$ 40,000.00
18" Storm	1000	LF	\$ 75.00	\$ 75,000.00
Catch Basin, CB-3	12	EA	\$ 2,000.00	\$ 24,000.00
Curb, Type 6	2600	LF	\$ 12.00	\$ 31,200.00
Construction Layout	1	LS	\$ 13,500.00	\$ 13,500.00
Seeding & Mulching	500	SY	\$ 5.00	\$ 2,500.00
Utility Adjustments <i>UNDERCUTTERS</i>	1	LS	\$ 50,000.00	\$ 50,000.00
Underdrain	1	LS	\$ 40,800.00	\$ 40,800.00
TOTAL ESTIMATED COST				\$ 500,000.00

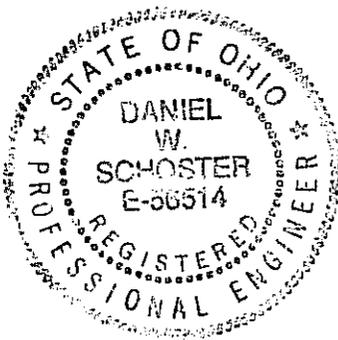
I hereby certify this to be an accurate estimate of the proposed project. The useful life of this project is 20 years.



**Daniel W. Schoster, P.E.
JMA Consultants, Inc.**

8/30/06

Date



ROBERT "BO" BEMMES

Mayor

ALBERT C. "BUD" ELMINGER, JR

Safety-Service Director

DAVID T. STEVENSON

Law Director

DOUGLAS G. SAND

Auditor

MELVIN T. GERTZ

Treasurer



READING

The Crossroads of Opportunity

1000 Market Street

Reading, OH 45215-3283

Phone: 513.733.3725

Fax: 513.733.2077

www.readingohio.org

CAROL BULLOCK CARPENTER

President of Council

ROBERT J. ASHBROCK

JAMES PFENNIG

MARY SAND PLETZ

Council-At-Large

LEE J. ROTH

Council Ward 1

ANTHONY J. GERTZ

Council Ward 2

JAMES C. CHAMPLIN

Council Ward 3

KENNETH NORDIN

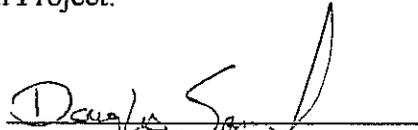
Council Ward 4

DAVE PFLANZ

Clerk of Council

STATUS OF FUNDS CERTIFICATION

The City of Reading will utilize \$250,000 from its local budget as its participation for the Leelanau Avenue & Pompano Avenue Reconstruction Project.



Douglas Sand, Auditor
City of Reading

Date Signed: 9.7.2006

RESOLUTION # 2006-63R

A RESOLUTION AUTHORIZING THE SAFETY & SERVICE DIRECTOR TO MAKE APPLICATION FOR FISCAL YEAR 2007 STATE CAPITAL IMPROVEMENT PROGRAM FUNDS AND, IF FUNDS ARE AWARDED, TO EXECUTE GRANT AGREEMENTS ON BEHALF OF THE CITY.

WHEREAS, the Council of the City of Reading has determined that it would be in the best interest and to promote the general welfare of the community to apply for 2007 State Capital Improvement Program Funds and, if funds are awarded, to execute a grant agreement or agreements on behalf of the City;

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF READING, STATE OF OHIO:

SECTION I: That the Safety & Service Director is hereby authorized to make application(s) for State Capital Improvement Program (SCIP) funds for fiscal year 2007.

SECTION II: That, if funds are awarded, the Safety & Service Director is hereby authorized to execute a grant agreement/agreements on behalf of the City.

Adopted this 1st day of AUGUST, 2006

Carol Bullock Carpenter
President of Council

ATTEST:

David E Pflanz
Clerk of Council

Approved AUGUST 1, 2006

Robert Bemmes
Mayor

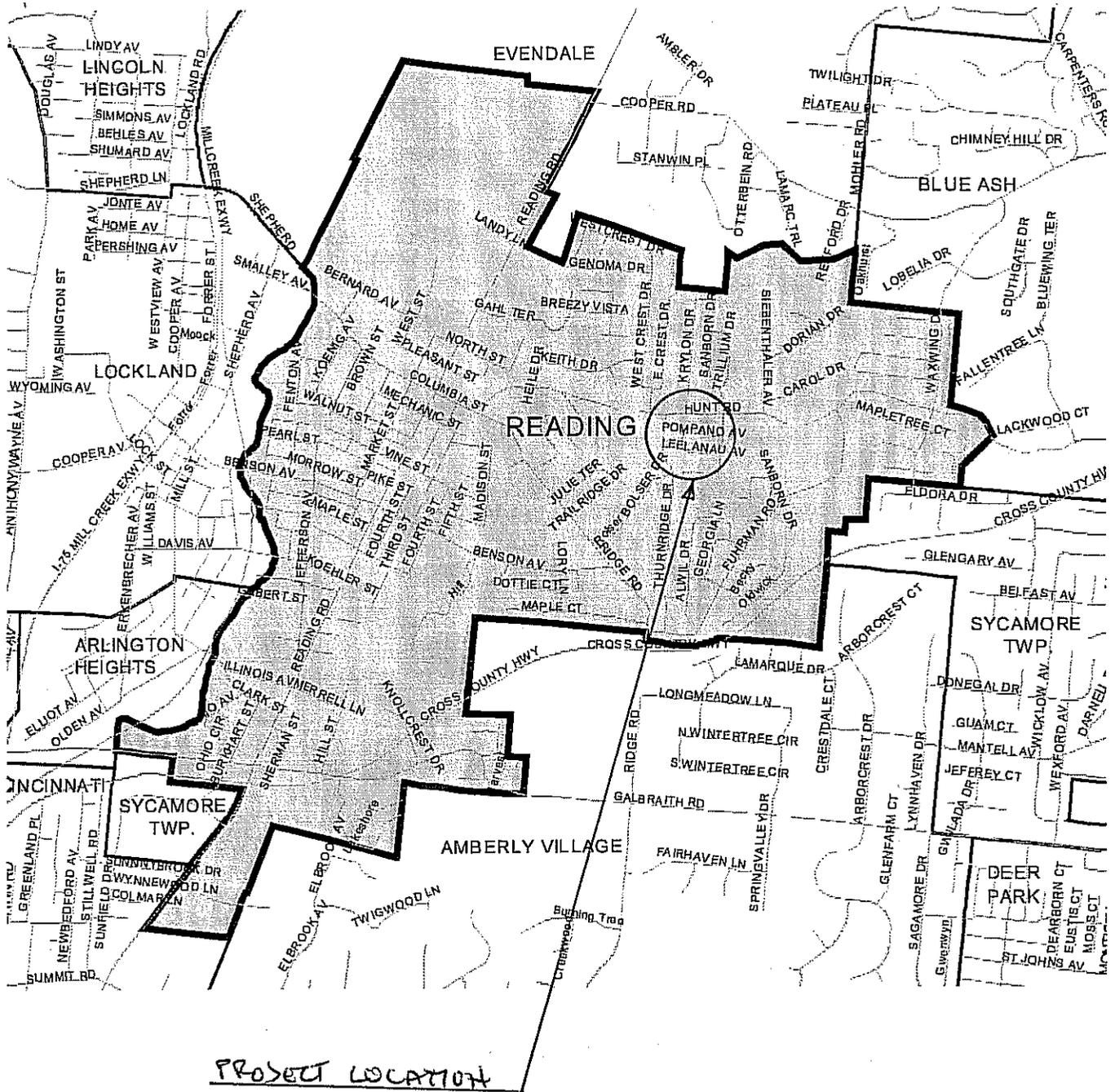
Approved as to form:
David T. Stevenson, Law Director

MOTION TO SUSPEND SECOND & THIRD READINGS

ROLL CALL table with columns YES, NO, ABS and rows for council members: ROTH, GERTZ, CHAMPLIN, NORDIN, PLETZ, PFENNIG, ASHBROCK.

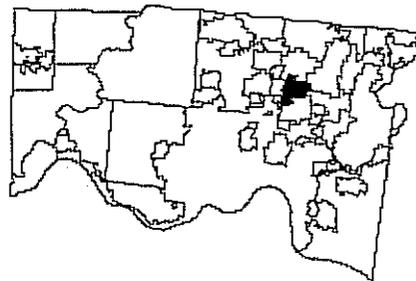
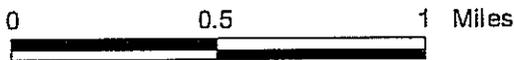
I, David E. Pflanz, Clerk of Council of the City of Reading, Ohio do hereby certify the foregoing Ordinance to be a true and correct copy of Ordinance #2006-63R passed by the Council of the City of Reading, Ohio at a REGULAR meeting on AUGUST 1 2006

David E Pflanz
Clerk



PROJECT LOCATION

Reading Hamilton County, Ohio

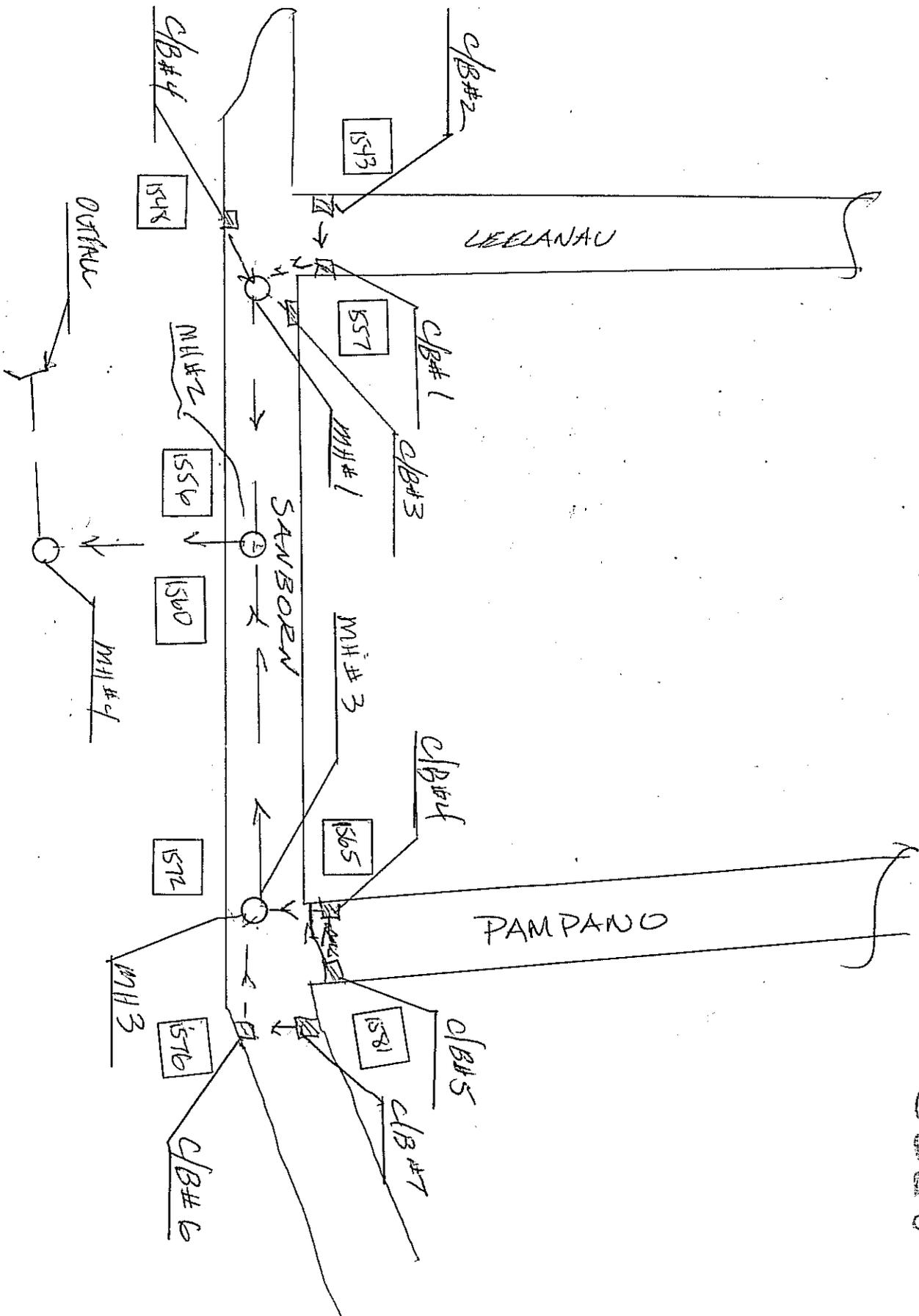


FAX to

PEPE @

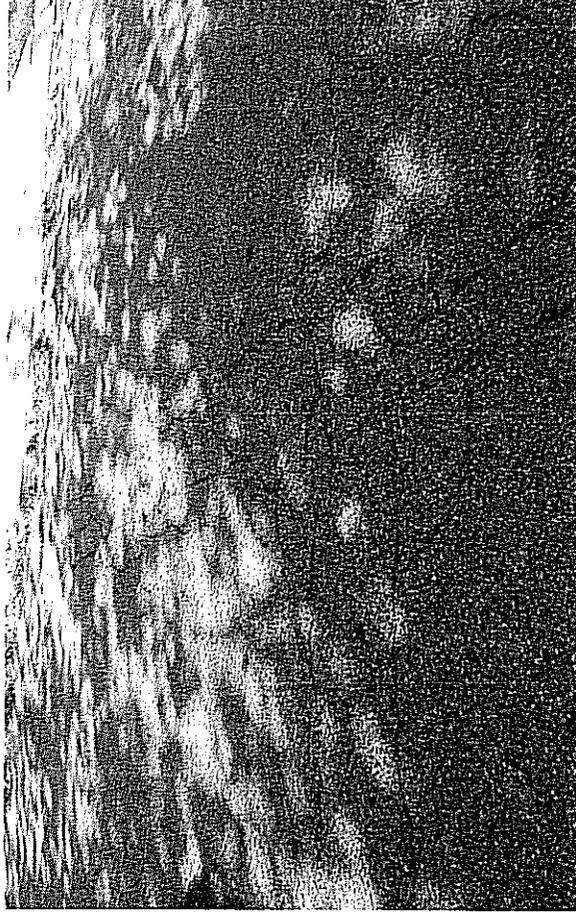
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Leelanau & Pompano Avenues



Leelanau & Pompano Avenues



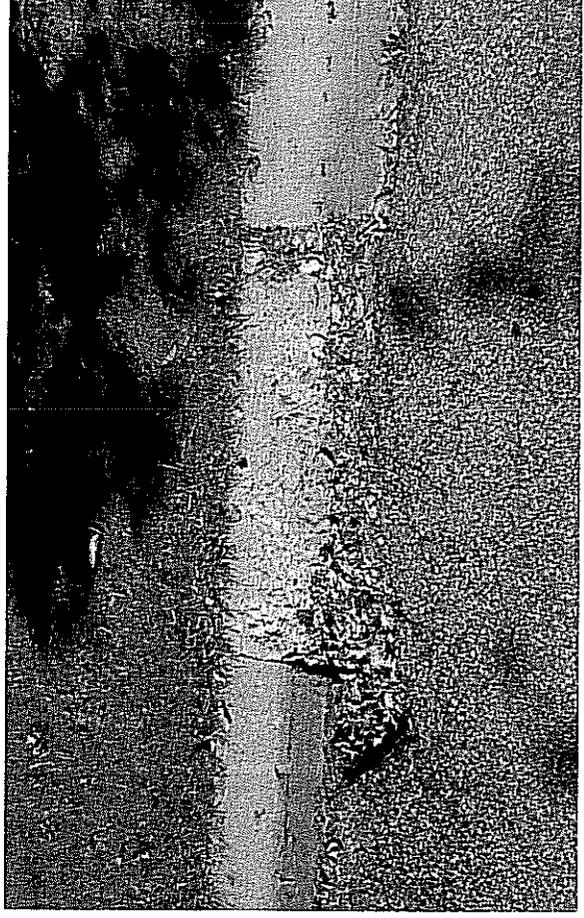
Leelanau & Pompano Avenues



Leelanau & Pompano Avenues



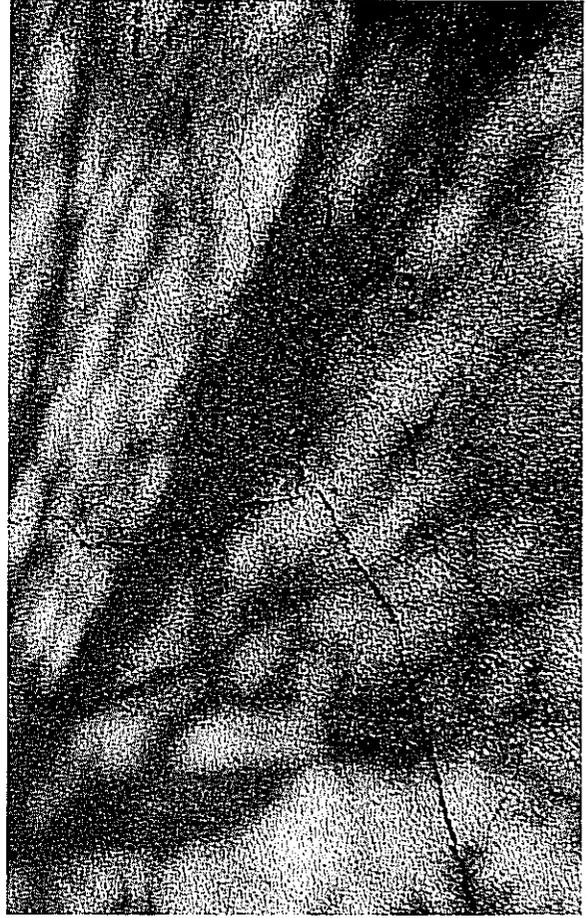
Leelanau & Pompano Avenues



Leelanau & Pompano Avenues



Leelanau & Pompano Avenues



Leelanau & Pompano Avenues



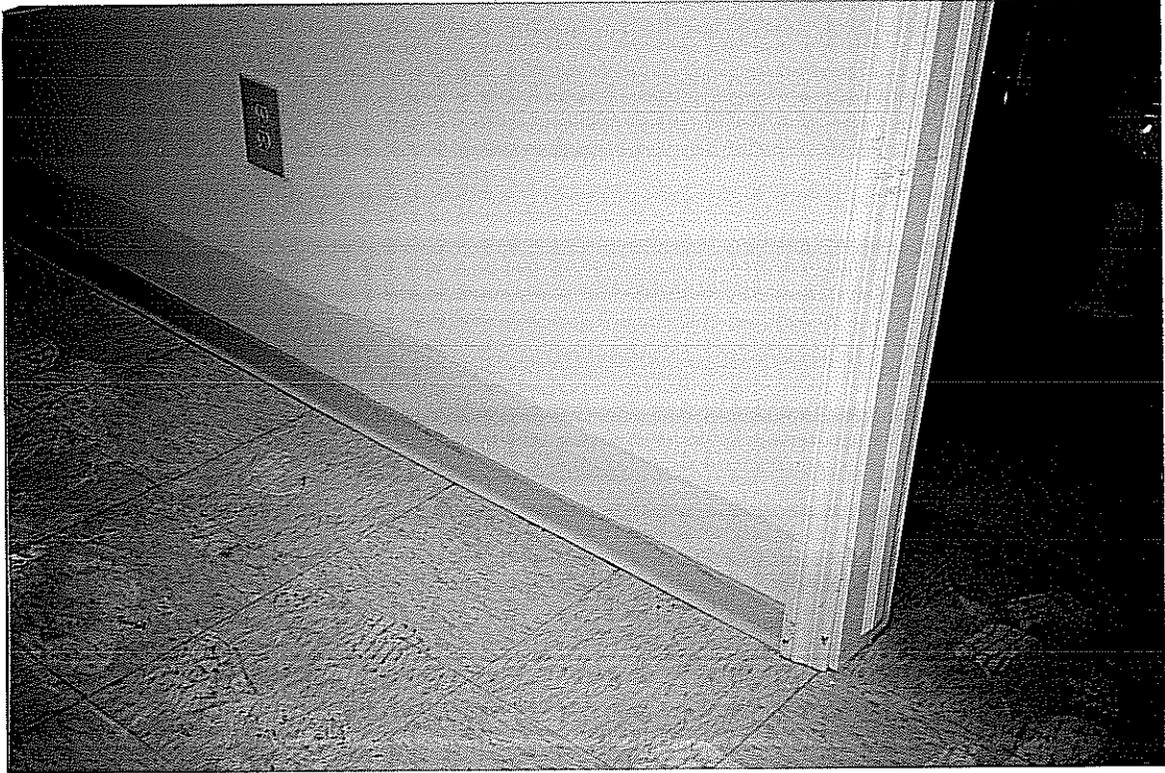


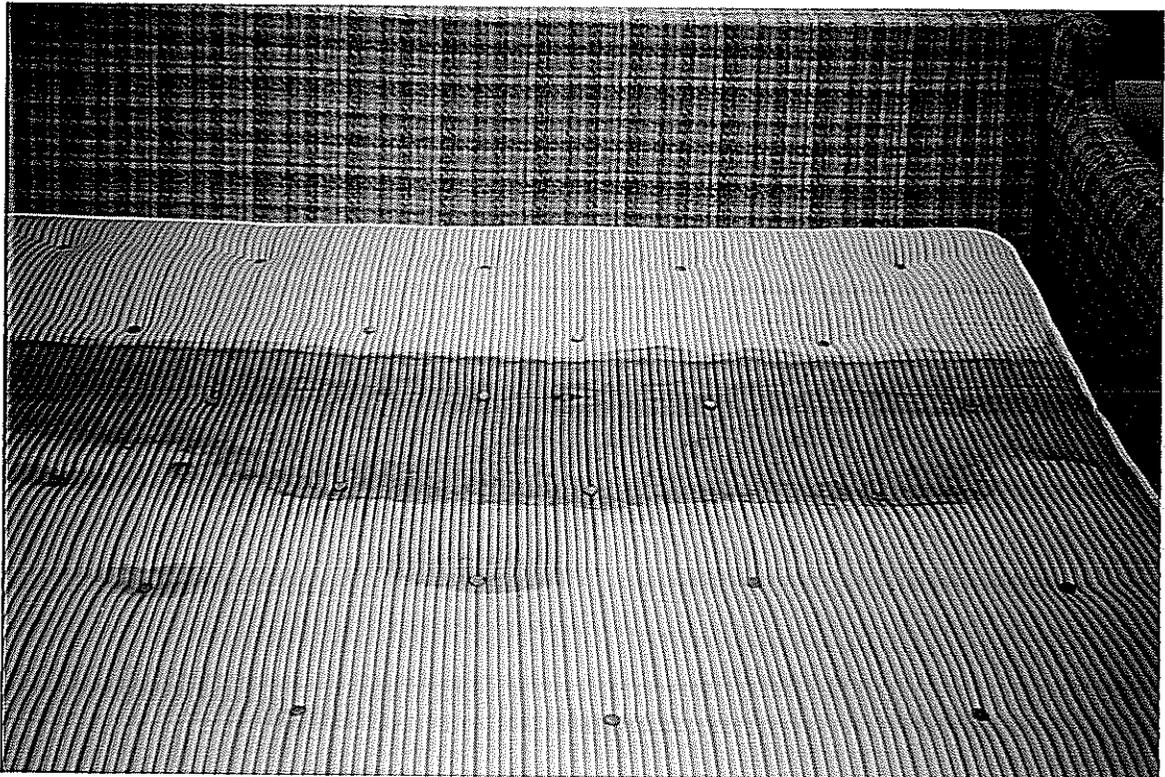












ORDINANCE 2006- 13

AN ORDINANCE AMENDING SECTIONS 880.03, 880.04, 880.06, AND 880.15 OF THE CITY OF READING CODIFIED ORDINANCES (ORDINANCE 93-01 ENACTED JANUARY 5, 1993, AS AMENDED IN 2003-127 EFFECTIVE JANUARY 1, 2004) INCREASING THE RATE OF TAX ON EARNED INCOME FROM ONE AND ONE-HALF PERCENT (1 1/2%) TO TWO PERCENT (2%) EFFECTIVE FOR THE TAX YEAR ENDING DECEMBER 31, 2006, AND ALL SUBSEQUENT TAX YEARS. THE TWO PERCENT TAX ON EARNED INCOME SHALL BE DIVIDED AND ALLOCATED AS FOLLOWS: ONE AND NINE-TENTHS PERCENT (1 9/10 %) SHALL BE PLACED IN THE GENERAL FUND OF THE CITY OF READING, OHIO TO BE USED FOR ANY PURPOSE PERMITTED BY LAW; AND, ONE TENTH OF ONE PERCENT (1/10%) SHALL BE PLACED IN FUND TO BE ESTABLISHED BY THE CITY TO BE USED SOLELY FOR THE PURPOSES OF ROADWAY AND STREET CONSTRUCTION, RE-PAVING, AND REPAIR.

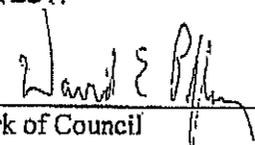
Be it ordained by the Council of the City of Reading, Ohio:

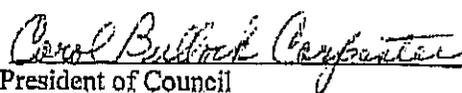
Section I: Sections 880.03, 880.04, 880.06, and 880.15 of the City of Reading Codified Ordinances, as enacted January 5, 1993 (Ordinance 93-01 as amended in 2003-127 effective January 1, 2004), are hereby amended to increase the tax on earned income imposed by Chapter 880 of the Codified Ordinances from one and on-half percent (1 1/2%) to two percent (2%) effective for the tax year ending December 31, 2006 and all subsequent tax years. The above sections, as previously amended, are attached hereto as an exhibit and incorporated herein.

Section II: The two percent tax on earned income shall be divided and allocated as follows: One and nine-tenths percent (1 9/10 %) shall be placed in the General Fund of the City of Reading, Ohio to be used for any purpose permitted by law; and, one-tenth of one percent (1/10%) shall be placed in fund to be established by the City to be used solely for the purposes of roadway and street construction, re-paving, and repair.

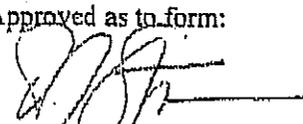
Section III: Pursuant to Section 718.01 of the Ohio Revised Code, this Ordinance shall not take effect unless and until it has been submitted to the electors of the City of Reading, Ohio and has obtained the approval of a majority of the electors voting on the question at a general, primary, or special election.

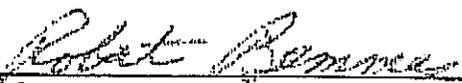
Passed this 14th day of FEBRUARY, 2006:

ATTEST:

Clerk of Council

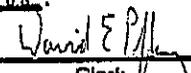

President of Council

Approved FEBRUARY 14, 2006

Approved as to form:

David T. Stevenson
Law Director


Mayor

I, David E. Pfanz, Clerk of Council of the City of Reading, Ohio do hereby certify the foregoing Ordinance to be a true and correct copy of Ordinance # 2006-13, passed by the Council of the City of Reading, Ohio at a Special meeting on February 14 2006.


Clerk

1st Review 2/7/06
2nd Review 2/14/06
3rd Review 2/14/06

CERTIFICATE OF RESULT OF ELECTION ON QUESTION OR ISSUE

Revised Code, Section 3501.11

State of Ohio

County of HAMILTON

The Board of Elections of HAMILTON County hereby

certifies that at the election held in City of Reading (Subdivision)

in said county on May 2, 2006 the (Date of election)

vote cast on the following issue was as follows:

Issue Shall the ordinance providing for an increase of 0.5% to constitute a levy on income which shall be allocated as follows: 1.9% for the purpose providing revenue for the general fund, and 0.1% for the purpose of roadway and street construction, a levy, bond issue, local option, etc. — describe fully) re-paving and repair effective January 1, 2006, be passed?

Votes one thousand seven hundred fifty two 1,752 (Number)
(For, yes, etc.—as on ballot)

Votes five hundred twenty nine 529 (Number)
(No, against, etc.—as on ballot)

Total votes cast on issue: two thousand two hundred eighty one 2,281 (Number)

Witness our official signatures at Cincinnati, Ohio in

said county, this 17th day of May, 2006 (Year)

Tony M. Brown Chairman
V. David Radford
Brad Greenberg
Serge W. Martin

Attest: J. M. Williams Clerk

BOARD OF ELECTIONS

Hamilton County, Ohio

ORDINANCE 2006-45

AN ORDINANCE AUTHORIZING THE AUDITOR TO ESTABLISH A SPECIAL FUND TO RECEIVE REVENUE GENERATED BY THE EARNINGS TAX (ORDINANCE 2006-13) FOR THE PURPOSE OF STREET MAINTENANCE, REPAIR, AND PAVING AND DECLARING AN EMERGENCY

Be it ordained by the Council of the City of Reading, Ohio:

Section I: Consistent with Ohio Revised Code Section 5705.12, the Auditor of the City of Reading is hereby authorized to establish a special fund or funds to receive revenue generated by the City of Reading tax on earned income to be used for street maintenance, repair, and paving as required by Ordinance 2006-13. The fund or funds shall bear an identifiable designation(s) as approved by the Auditor. Said fund or funds as established by the Auditor shall continue from year to year and shall be used for only such purposes as permitted under Ordinance 2006-13.

Section II: Transfers into said fund may be made periodically at such times as determined by the Auditor in consultation with the Treasurer. The amount to be transferred shall be 5% of the gross proceeds generated by the tax on earned income during the period, less any refunds paid during the period.

Section III: This Ordinance is declared to be an emergency for the reason that the City of Reading tax on earned income is currently generating revenues that are required to be transferred into the fund or funds. This Ordinance shall take effect immediately upon its passage.

Passed this 20th day of JUNE, 2006.

ATTEST:

David E. Pflanz, Clerk of Council

President of Council PAO TEM

Approved JUNE 23, 2006

Robert Bemmes, Mayor

Approved as to form:

David T. Stevenson, Law Director

Motion to suspend 2nd & 3rd Reading

ROLL CALL table with columns YES, NO, ABS and rows for ROTH, GERTZ, CHAMPLIN, NORDIN, PLETZ, PFENNIG

I, David E. Pflanz, Clerk of Council of the City of Reading, Ohio do hereby certify the foregoing Ordinance to be a true and correct copy of Ordinance # 2006-45 passed by the Council of the City of Reading, Ohio at a REGULAR meeting on JUNE 23 2006.

David E. Pflanz signature



Tela-Vac
7611 Easy ST
Mason, OH
Tel: (513) 398.4521, Fax: (513) 398.5628

INSPECTION REPORT

DATE: 08/27/2003	WORK ORDER:	WEATHER: SUNNY, DRY	OPERATOR: P. Kellum	SECTION NR: 24	SECTION NAME:
PRESENT:	VEHICLE: 812	CAMERA: PAN/TILT	PRESET:	CLEANED: N/A	RATE: 300

STREET: SANBORN DR.	MAP #1:	MH: 1
CITY: READING	MAP #2:	MH: 2
LOCALE: MAIN RESIDENTIAL STREET	TAPE #: 002	TVD LGTH: 90.3 ft

INSPECT REASON:	PIPE SIZE: 12"
SECTION TYPE: STORMWATER	MATERIAL: CONCRETE JT LGTH: 5'
AREA:	LINING:
	RSRVD:

REMARK:

1:225	DIST	OBSERVATION	
	0.00	inspection begins at upstream manhole 1 HEADED D.S. TO MH 2 @ 1556 SANBORN Longitudinal Crack, at 12 o'clock	 2 FT
	2.00		
	22.70	Longitudinal Crack, at 05 o'clock	 22.7 FT
	28.50	Multiple Cracks, from 12 to 12 o'clock	 28.5 FT
	34.60	Circumferential Crack at joint, from 02 to 06 o'clock	
	38.20	Circumferential Crack, from 03 to 09 o'clock	 28.5 FT
	41.30	Multiple Cracks, from 12 to 12 o'clock	
	47.40	Longitudinal Crack, at 12 o'clock	 28.5 FT
	53.40	Circumferential Crack, from 12 to 12 o'clock	
	70.70	Circumferential Crack, from 02 to 06 o'clock	 28.5 FT
	90.30	inspection ends at downstream manhole 2	



Tele-Vac
7611 Easy ST
Mason, OH
Tel: (513) 398.4521, Fax: (513) 398.6628

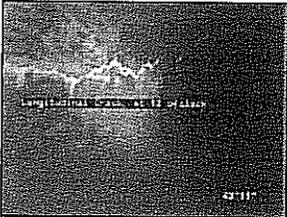
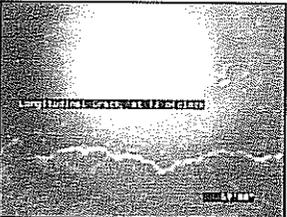
INSPECTION REPORT

DATE: 08/27/2003	WORK ORDER:	WEATHER: SUNNY, DRY	OPERATOR: P. Kellum	SECTION NR: 25	SECTION NAME:
PRESENT:	VEHICLE: 812	CAMERA: PAN/TILT	PRESET:	CLEANED: N/A	RATE: 400

STREET: SANBORN DR.	MAP #1:	MH: 2
CITY: READING	MAP #2:	MH: 3
LOCALE: MAIN RESIDENTIAL STREET	TAPE #: 002	TVD LGTH: 182.4 ft

INSPECT REASON:	PIPE SIZE: 12"
SECTION TYPE: STORMWATER	MATERIAL: CONCRETE JT LGTH: 5'
AREA:	LINING:
	RSRVD:

REMARK:

1:450	DIST	OBSERVATION	
	0.00	inspection begins at downstream manhole 2 HEADED U.S. TO MH 3 @ I/O SANBORN AND POMPARO	 31.2 FT
	31.20	Longitudinal Crack, at 12 o'clock	 42.9 FT
	42.90	Longitudinal Crack, at 12 o'clock	 59 FT
	59.00	Longitudinal Crack, at 12 o'clock	 73.1 FT
	73.10	Longitudinal Crack, at 12 o'clock	 111 FT
	84.90	Longitudinal Crack, at 11 o'clock	
	111.00	Multiple Cracks at joint, from 01 to 05 o'clock	
	138.50	Multiple Cracks, from 12 to 12 o'clock	
	182.40	inspection ends at upstream manhole 3	

182.40
90.3

272.7



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 Mason, OH
 Tel: (613) 398.4521, Fax: (613) 398.5628

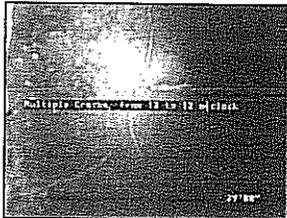
INSPECTION REPORT

DATE: 08/27/2003	WORK ORDER:	WEATHER: SUNNY, DRY	OPERATOR: P. Kellum	SECTION NR: 26	SECTION NAME:
PRESENT:	VEHICLE: 812	CAMERA: PAN/TILT	PRESET:	CLEANED: N/A	RATE: 210

STREET: SANBORN DR.	MAP #1:	MH: 2
CITY: READING	MAP #2:	MH: 4
LOCALE: MAIN RESIDENTIAL STREET	TAPE #: 002	TVD LGTH: 169.9 ft

INSPECT REASON:	PIPE SIZE: 12"
SECTION TYPE: STORMWATER	MATERIAL: CONCRETE JT LGTH: 5'
AREA:	LINING:
	RSRVD:

REMARK:

1:425	DIST	OBSERVATION	
	0.00	inspection begins at upstream manhole 2 HEADED D.S. TOWARDS OUTFALL	
	8.10	Longitudinal Crack, at 12 o'clock	
	29.00	Multiple Cracks, from 12 to 12 o'clock	29 FT
	40.00	Longitudinal Crack, at 12 o'clock	
	66.30	Longitudinal Crack, at 12 o'clock	121.6 FT
	121.60	Hole in pipe at 02 o'clock	
	124.80	scale/mineral deposits medium from 06 to 07 o'clock	
	169.90	inspection ends at downstream manhole 4	124.8 FT

282.7
 169.9

 442.6



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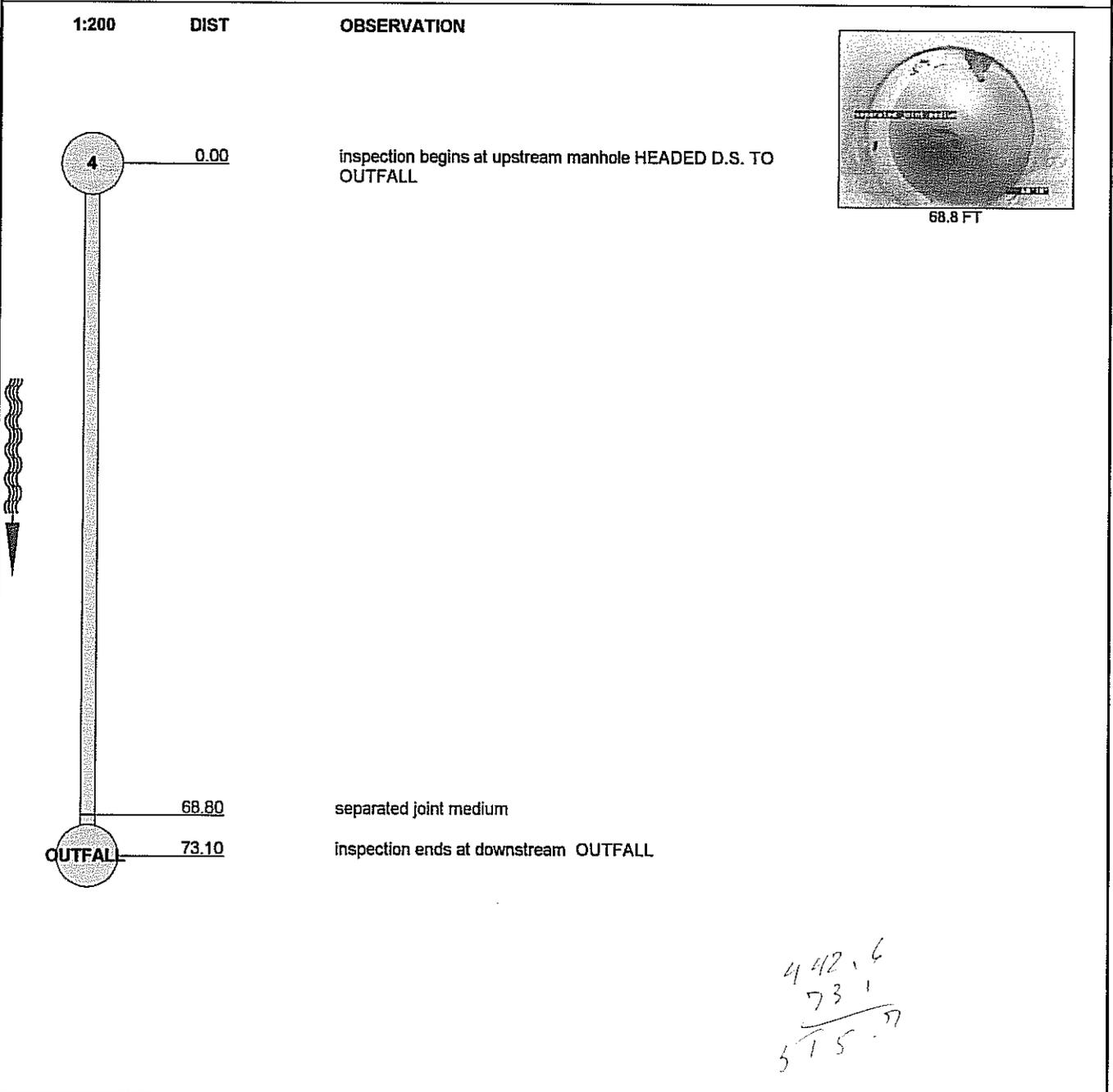
INSPECTION REPORT

DATE: 08/27/2003	WORK ORDER:	WEATHER: SUNNY, DRY	OPERATOR: P. Kellum	SECTION NR: 27	SECTION NAME:
PRESENT:	VEHICLE: 812	CAMERA: PAN/TILT	PRESET:	CLEANED: N/A	RATE: 250

STREET: SANBORN DR.	MAP #1:	MH: 4
CITY: READING	MAP #2:	MH: OUTFALL
LOCALE: MAIN RESIDENTIAL STREET	TAPE #: 002	TVD LGTH: 73.1 ft

INSPECT REASON:	PIPE SIZE: 12"
SECTION TYPE: STORMWATER	MATERIAL: CONCRETE JT LGTH: 5'
AREA:	LINING:
	RSRVD:

REMARK:



Hon. Bo Bemmes, Mayor of Reading
1000 Market Street
Reading, Ohio 45215

Guy & Bettilee Perkins
1552 Sanborn Drive
Reading, Ohio 45215
Phone 733-0927

September 6, 2006

Dear Mayor Bemmes:

It has come to our attention that, once again, the city is trying to secure a grant that will help correct the frequent flooding at the intersection of Sanborn Drive and Leelanau Avenue, following a heavy rain.

The problem with street flooding during the 27 years we have been in our home has been well documented in your office and with the Police Department.

Our driveway is opposite Leelanau Avenue. The sewer next to our driveway and those across the street, back up every time there is a hard rain.

Mr. Jim Kroeger has helped us with these floods over the years and can attest to the measures we have tried to overcome and deal with these problems. When the street is flooded, we cannot get out of our driveway. Usually there are leaves and debris in the run off next to our driveway. Usually there are leaves and debris in the run off next to our driveway when the water recedes. This is surface debris that has floated down from other areas in the street. We do have a tree in our yard, but we try to keep this area clean.

We were out of town the weekend of May 10th, 2003 and came home to discover 6 inches of water in our basement. The street had flooded. Our basement is finished and we lost a lot of items and repairs added up to approximately \$4,000.

We have done a lot, over the years, to enhance our home and property. We like our neighborhood and community. The problem of street flooding is becoming harder for us to deal with as we are growing older. We sincerely hope the grant will be awarded and the sewer problems on Sanborn Drive will be corrected.

Very truly yours,
Guy & Bettilee Perkins

Guy R. Perkins
Bettilee Perkins

PAVEMENT EVALUATION
LEELANAU & POMPANO AVENUES
READING, OHIO

Prepared for: **City of Reading**
Thelen Project No.: **060769NE**



THELEN ASSOCIATES, INC.

Geotechnical • Testing Engineers

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August 29, 2006

City of Reading
1000 Market Street
Reading, Ohio 45215-3283

Attention: Mr. Albert C. Elmlinger, Jr.

Re: Pavement Evaluation
Leelanau & Pompano Avenues
Reading, Ohio

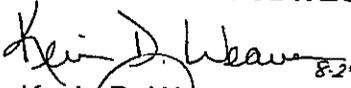
Ladies and Gentlemen:

Enclosed herein is our pavement and subgrade evaluation report for Leelanau & Pompano Avenues in Reading, Ohio. Our services were requested and authorized by Mr. Albert (Bud) C. Elmlinger, Jr., City of Reading, during a meeting with our Mr. J. Dale Proffitt on July 28, 2006.

We are enclosing with this report a reprint of "Important Information about your Geotechnical Engineering Report", published by the ASFE, Professional Firms Practicing in the Geosciences, which our firm would like to introduce to you at this time.

We appreciate the opportunity to provide the pavement evaluation for this project. Should you have any questions concerning the information, conclusions or recommendations contained in this report, or if we may be of additional assistance to you during the design or construction of the project, please do not hesitate to contact us.

Respectfully submitted,
THELEN ASSOCIATES, INC.


8-29-06
Kevin D. Weaver, P.E.
Staff/Materials Engineer


Arthur T. Sturbaum, P.E.
Senior Geotechnical Engineer



KDW:ATS:bkm
060769NE

Copies submitted: 1 - Client
3 - JMA Consultants Inc.
Attention: Mr. Dan Schoster

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APPENDIX



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August 29, 2006

PAVEMENT EVALUATION LEELANAU & POMPANO AVENUES READING, OHIO

1.0 INTRODUCTION

This report consists of a pavement evaluation performed for Leelanau Avenue from Sanborn Drive to Pompano Avenue and Pompano Avenue from Leelanau Avenue to Sanborn Drive in Reading, Ohio. The evaluation was accomplished by performing an engineering reconnaissance of the site, as well the completion of four (4) test borings, Test Borings 1 and 2 performed along Pompano Avenue and Test Borings 3 and 4 performed along Leelanau Avenue. The test borings consisted of pavement cores with base thickness measurements and shallow subgrade soil sampling.

2.0 SCOPE

The purpose of this pavement evaluation was to determine the condition of the existing pavement and subgrade soils and to relate their engineering properties, that is their thickness, strength, classification and compressibility characteristics, to the serviceability of the present streets, and to provide limited recommendations for potential improvements.

3.0 PROJECT CHARACTERISTICS

The streets are currently under consideration for rehabilitation. To our knowledge, it has not yet been determined whether rehabilitation will consist of complete removal and replacement of pavements or if existing pavements may be improved by an overlay.

The pavement surface along the project streets consists of asphaltic concrete. The condition of the existing pavement varies from poor to very poor at the surface. Portions of the streets have been patched, and random moderate to heavy cracking is present throughout the entire pavement. Additionally, the streets have been repeatedly patched or presently require patching to fill potholes which typically are located adjacent to the curbing. The pavement at the edges of the roadway has deteriorated more than the pavement along the centerline. Excessive wear and potholes associated with the deteriorated areas along the pavement edges has created ponding areas during rain events and has accelerated the deterioration of the pavements.

The asphalt pavement is bound on either side by rounded concrete curbing. There are sections of this concrete curbing which have also begun to deteriorate. The pavement is drained along the concrete curbing to storm sewer inlets, typically located near street intersections.

4.0 FIELD EXPLORATION

To supplement the engineering reconnaissance, four (4) pavement cores and shallow test borings were obtained at locations approximately equally spaced along the project streets. The locations of the individual pavement cores and test borings are indicated on each Log of Pavement Core and Test Boring included in the Appendix to this report, referencing the street address adjacent to the test boring.

The pavement cores were made with a 4-inch diameter diamond-tipped core barrel. The test borings were then extended with 2-inch O.D. continuous split-spoon samples driven according to the procedures of ASTM D1586. This procedure is described as the standard drive sample method and results in the standard penetration test. In addition, Shelby tube samples were obtained in accordance with ASTM D1587 at locations selected by the Project Geotechnical Engineer. The recovered split-spoon samples were placed in glass jars and the Shelby tube samples were capped and taped to maintain the

soils at their in situ moisture contents. All samples were marked in the field for proper identification.

Concurrent with the drilling operation, the Drilling Technician prepared field test boring logs of the subsurface profile noting pavement and base thicknesses, soil stratifications, standard penetration test resistances (N-values), groundwater levels or the lack thereof and other pertinent data.

5.0 LABORATORY REVIEW

Following the completion of the test borings, the samples were returned to our Soil Mechanics Laboratory where they were reviewed and visually classified by the Project Geotechnical Engineer. Core samples of the pavements were visually reviewed and measured for thickness. The composition and condition of the cores is described in the Pavement Core Summary. Terms used in the review consisted of fractured, heavily fractured and disintegrated. Fractured is defined as generally intact, with few random cracks. Heavily fractured is defined as generally cracked. Disintegrated is defined as broken to aggregate size with some matrix remaining.

Representative soil samples were selected for natural moisture content and Atterberg limit classification tests. A tabulation of the laboratory test results is included in the Appendix.

Based on the Drilling Technician's field logs, the results of the laboratory tests, the measurements of the core samples and the Engineer's visual classification of the samples, the final test boring logs were prepared. Copies of these logs are included in the Appendix along with a Soil Classification Sheet describing the terms and symbols used in their preparation. Unified Soil Classification System (USCS) and the Ohio Department of Transportation (ODOT) classifications were determined by laboratory testing and are indicated on the test boring logs.

The dashed lines on the Log of Pavement Core and Test Boring identify the changes between pavements or soil which were interpolated between the samples and should be considered to be approximate. Only changes which occur within samples can be precisely determined and are indicated by solid lines on the logs. The transition between soil types may be abrupt or gradual.

6.0 EXISTING SITE CONDITIONS

The test borings encountered 2 to 4 inches of asphalt pavement underlain by 7 and 10 inches of Portland cement concrete. The asphalt portion of the pavement was typically intact with 2 to 3 apparent courses. The concrete portion of the pavement was generally fractured to disintegrated. The heavily disjointed concrete pavement results in the frequent reflective cracking throughout the asphalt pavement. Total pavement thicknesses ranged between 9-3/4 inches in Test Boring 3 to 12 inches in Test Boring 1.

Photographs are included in the Appendix which show the condition of the cores. Specific thicknesses, composition and condition of the cores are described in the Pavement Core Summary also enclosed in the Appendix to this report.

Beneath the pavement in Test Borings 1 and 2, medium stiff to stiff native silty clay was encountered beneath the pavement section. In Test Boring 1, the subgrade directly beneath the pavement section was saturated at the surface of the sample from water trapped within the heavily fractured concrete. The natural moisture content of these native silty clay soils ranged from 15.7 percent to 35.1 percent, averaging 25.4 percent.

Beneath the native silty clay in Test Boring 1 and beneath the pavement section in Test Borings 3 and 4, very stiff sandy silty clay (glacial till) was encountered. Glacial till consists of the four (4) generally accepted soil types: clay, silt, sand and gravel, which were deposited during glacial advances. Natural moisture contents within the glacial till ranged between 12.3 to 21.2 percent, averaging 17.0 percent. Atterberg liquid limits ranged between 22 and 51 percent with plasticity index (liquid limits minus plastic limits)

ranging between 10 and 13 percent. These glacial till soils classify both as a lean clay and fat clay, CL and CH (USCS) with ODOT classifications of A-6a in Test Boring 1, A-7-6 in Test Boring 3 and A-4a in Test Boring 4. Undisturbed samples from Test Borings 1 and 3 were found to have natural dry densities of 114.4 and 106.1 pounds per cubic foot (pcf) with unconfined compressive strengths of 4,570 and 3,680 pounds per square foot (psf), respectively.

The Drilling Technician did not note groundwater during or at the completion of drilling. The test borings were backfilled immediately upon completion.

7.0 CONCLUSIONS AND RECOMMENDATIONS

7.1 General

Based upon our engineering reconnaissance of the site, the pavement cores and test borings, a visual examination of the samples, the laboratory tests and our experience as Consulting Soil Engineers in the Southwest Ohio Area, we have reached the following conclusions and make the following recommendations.

The conclusions and recommendations of this report have been derived by relating the general principles of the discipline of Geotechnical Engineering to the proposed construction outlined by the Project Characteristics section of this report. Because changes in surface, subsurface, climatic and economic conditions can occur with time and location, we recommend for our mutual interest that the use of this report be restricted to this specific project.

We recommend that our office be retained to review the final design documents, plans and specifications, to assess any impact changes, additions or revisions in these documents may have on the conclusions and recommendations of this pavement evaluation. Any changes or modifications which are made in the field during the construction phase which alter site grading, infrastructure or other related site work should also be reviewed by our office prior to their implementation.

If conditions are encountered in the field during remediation which vary from the facts of this report, we recommend that our office be contacted immediately to review the changed conditions in the field and make appropriate recommendations.

The scope of our services did not include any environmental assessment or investigation for the presence or absence of wetlands or hazardous or toxic materials in the soil, bedrock, surface water, groundwater or air, on or below or around this site.

We have performed the test borings and laboratory tests for our evaluation of the site conditions and for the formulation of the conclusions and recommendations of this report. We assume no responsibility for the interpretation or extrapolation of the data by others.

The subgrade recommendations of this report presume that the subgrade preparation will be monitored continuously by an Engineering Technician under the direction of a Registered Professional Geotechnical Engineer from Thelen Associates, Inc.

There are two (2) major issues associated with the pavements along these two streets. The first issue is that the asphalt pavement is underlain by older concrete pavement which is deteriorating rapidly as the concrete disintegrates with each freeze/thaw cycle. This weakening of the rigid pavement beneath the flexible pavement will result in continued and worsening reflective cracking within the asphalt overlays. This condition will accelerate with time and will result in a shortened service life.

The second issue is that the surface drainage and runoff is not completely controlled and diverted to the storm sewer inlets. Water is filtering down through the fractured pavement and is saturating the crushed limestone base and ponding in the areas where the subgrade consists of clayey soil, such as in Test Boring 6. This water is not outletted by gravity via a crowned subgrade. The granular base has become saturated and the clayey subgrade has softened. This condition will become more pronounced once the rigid concrete pavement has fractured to the point that it is no longer dissipating the loads as

originally designed, and will ultimately result in rutted pavements and depressions in areas where the subgrade soils have become weakened. There is already evidence that this process has occurred in the areas of settled pavement and adjacent to potholes in which water has ponded in front of the concrete curbing, allowing additional water to reach to the soil subgrade.

The soft and saturated subgrade will be an issue if the existing pavement sections are to be removed. The subgrade soils are above their optimum moisture contents and will be required to be moisture-conditioned or removed and replaced to prepared a suitable soil subgrade for placing new pavements.

It is our opinion, based on an engineering reconnaissance of the pavements and a review of the pavement cores and subgrade soils, that these pavements are beyond their design service life. The pavement should be removed in its entirety, the subgrade remediated and new replacement pavement installed.

Assuming that the streets will be replaced with a new pavement section, we provide the following recommendations for pavement replacement and reconditioning of the soil subgrade.

7.2 Soil Subgrade Preparation

We recommend that the existing pavement, both asphaltic and Portland cement concrete, be removed completely. The pavement may be disposed of off-site, or potentially recycled for re-use as a granular base. The existing granular base should also be removed to expose the soil subgrade below.

Following the removal of the asphalt pavement surface and any granular base materials, the exposed subgrades should be proofrolled with a heavy piece of equipment in the presence of the Project Geotechnical Engineer or a representative thereof. This equipment should consist of a loaded, single-axle dump truck or accepted equal. Any

yielding areas noted during the proofroll should be undercut to stiff soils or to a maximum depth of 3.0 feet below final grades.

The base of all undercuts should be proofrolled with a heavy piece of equipment. Should additional yielding be noted, the Engineer should be consulted to assess whether further undercutting or additional measures should be implemented. An accepted proofrolled surface should then be compacted in place to a minimum dry density of 95 percent of the maximum dry density as obtained by the standard Proctor moisture-density test, ASTM D698.

In some instances, we have found that shallow utilities prevent or limit the undercut depths discussed above. In these cases, areas which exhibit excessive yielding during proofrolling may have to be improved using additional granular soils and the integration of geogrids, or by the complete redesign of pavement sections. If shallow utilities exist in the areas of poor subgrade, we recommend that the Design Engineer and/or the Geotechnical Engineer be consulted.

New fill for support of pavements should consist of approved soil from the undercuts or approved borrow with a liquid limit less than 60 percent and a plasticity index less than 35 percent. This fill should be placed in shallow, level layers, 6 to 8 inches in thickness, and should be compacted with appropriate equipment, such as a sheepsfoot roller or self-propelled compactor for clayey soils. If granular fill is used, it should be permanently drained and compacted with vibratory equipment.

All fill should be placed at a moisture content between 2 percent below and 3 percent above the optimum moisture content, ASTM D698. The laboratory tests indicate that the natural moisture contents of many of the subgrade materials are above the optimum moisture required for compaction, such that significant moisture conditioning will be necessary during construction.

Immediately prior to placing the pavement section, including the placement of any granular base course, the soil subgrade should be proofrolled and any yielding areas should be undercut and replaced with compacted fill as outlined above. The subgrade surface should then be manipulated as needed to bring the moisture content to within 2 percent of the optimum moisture content. The prepared subgrade should then be compacted in place to at least 100 percent, ASTM D698.

The criteria presented above for subgrade remediation are, in our opinion, the minimum acceptable levels for satisfactory performance of the project. Local regulations may necessitate specifications which are more stringent than those presented in this report. In particular, ODOT 203 may require compacted densities of up to 102 percent, ASTM D698.

7.3 Pavement Design

We recommend that the pavements for the project be designed in accordance with the expected axle loads, frequency of loading and the properties of the subgrade soils. The subgrade properties for use in formal pavement design should be determined from field California Bearing Ratio (CBR) tests or plate-load tests, or from a correlation between USCS/ODOT classifications and laboratory CBR tests. In lieu of these formal tests, the Design Engineer for the pavement may elect to assume a CBR value based upon index properties for the soils, applying the laboratory testing data provided herein. It should be noted that the materials encountered at subgrade consist of silty clay soils, which are relatively weak and typically have relatively low CBR values. Any assumed CBR values should be confirmed by field or laboratory testing prior to pavement placement.

KDW:ATS:bkm
060769NE

APPENDIX

ASFЕ Report Information

Pavement Core Summary

Pavement Core Photographs

Tabulation of Laboratory Tests

Unconfined Compressive Strength Test Forms

Pavement Core & Test Boring Logs

Soil Classification Sheet

Important Information About Your Geotechnical Engineering Report

Subsurface problems are a principal cause of construction delays, cost overruns, claims, and disputes.

The following information is provided to help you manage your risks.

Geotechnical Services Are Performed for Specific Purposes, Persons, and Projects

Geotechnical engineers structure their services to meet the specific needs of their clients. A geotechnical engineering study conducted for a civil engineer may not fulfill the needs of a construction contractor or even another civil engineer. Because each geotechnical engineering study is unique, each geotechnical engineering report is unique, prepared *solely* for the client. No one except you should rely on your geotechnical engineering report without first conferring with the geotechnical engineer who prepared it. *And no one — not even you — should apply the report for any purpose or project except the one originally contemplated.*

Read the Full Report

Serious problems have occurred because those relying on a geotechnical engineering report did not read it all. Do not rely on an executive summary. Do not read selected elements only.

A Geotechnical Engineering Report Is Based on A Unique Set of Project-Specific Factors

Geotechnical engineers consider a number of unique, project-specific factors when establishing the scope of a study. Typical factors include: the client's goals, objectives, and risk management preferences; the general nature of the structure involved, its size, and configuration; the location of the structure on the site; and other planned or existing site improvements, such as access roads, parking lots, and underground utilities. Unless the geotechnical engineer who conducted the study specifically indicates otherwise, do not rely on a geotechnical engineering report that was:

- not prepared for you,
- not prepared for your project,
- not prepared for the specific site explored, or
- completed before important project changes were made.

Typical changes that can erode the reliability of an existing geotechnical engineering report include those that affect:

- the function of the proposed structure, as when it's changed from a parking garage to an office building, or from a light industrial plant to a refrigerated warehouse,

- elevation, configuration, location, orientation, or weight of the proposed structure,
- composition of the design team, or
- project ownership.

As a general rule, *always* inform your geotechnical engineer of project changes—even minor ones—and request an assessment of their impact. *Geotechnical engineers cannot accept responsibility or liability for problems that occur because their reports do not consider developments of which they were not informed.*

Subsurface Conditions Can Change

A geotechnical engineering report is based on conditions that existed at the time the study was performed. *Do not rely on a geotechnical engineering report whose adequacy may have been affected by: the passage of time; by man-made events, such as construction on or adjacent to the site; or by natural events, such as floods, earthquakes, or groundwater fluctuations. Always contact the geotechnical engineer before applying the report to determine if it is still reliable. A minor amount of additional testing or analysis could prevent major problems.*

Most Geotechnical Findings Are Professional Opinions

Site exploration identifies subsurface conditions only at those points where subsurface tests are conducted or samples are taken. Geotechnical engineers review field and laboratory data and then apply their professional judgment to render an opinion about subsurface conditions throughout the site. Actual subsurface conditions may differ—sometimes significantly—from those indicated in your report. Retaining the geotechnical engineer who developed your report to provide construction observation is the most effective method of managing the risks associated with unanticipated conditions.

A Report's Recommendations Are *Not* Final

Do not overrely on the construction recommendations included in your report. *Those recommendations are not final*, because geotechnical engineers develop them principally from judgment and opinion. Geotechnical engineers can finalize their recommendations only by observing actual



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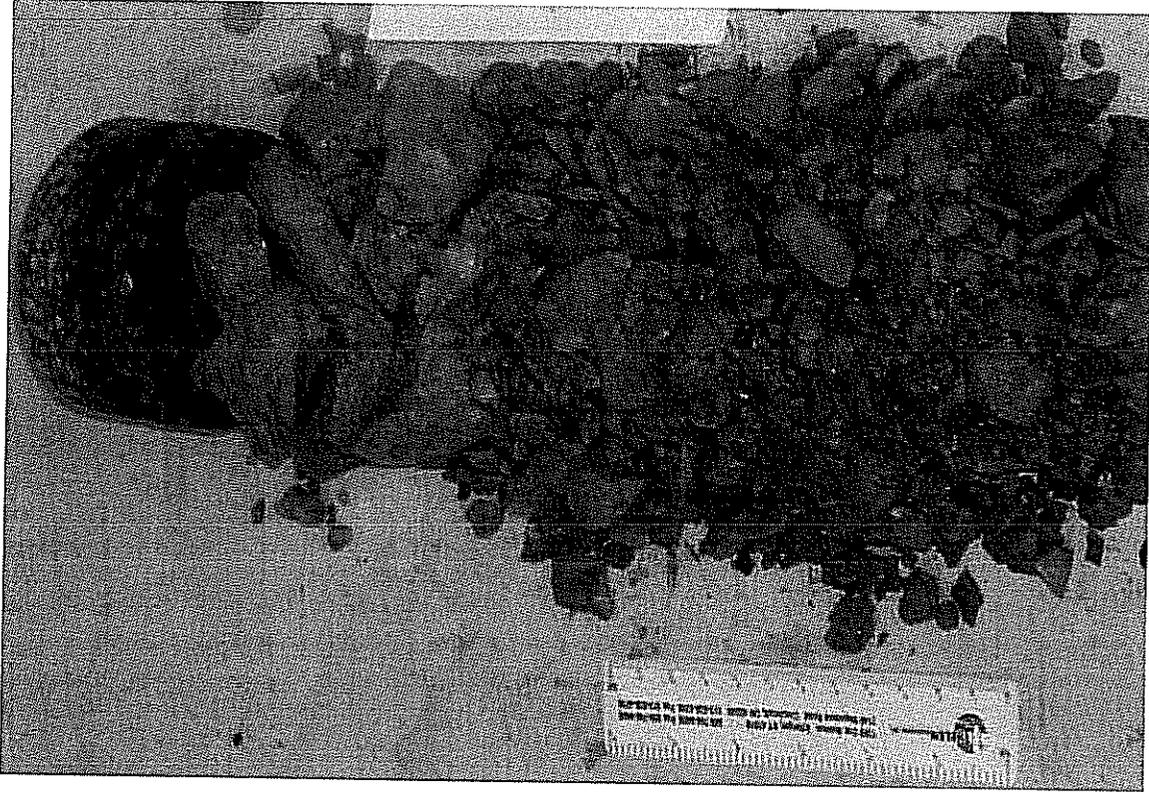
PAVEMENT CORE SUMMARY

Pavement Core No.	Location	Description
1	In front of 2267 Pompano Avenue South side of road	2" Asphaltic Concrete (2 courses, intact) 10" Portland Cement Concrete (Heavily fractured) 12" Total Pavement Section
2	In front of 2223 Pompano Avenue South side of road	4" Asphaltic Concrete (3 courses, bottom course separated) 7" Portland Cement Concrete (Disintegrated) 11" Total Pavement Section
3	In front of 2230 Leelanau Avenue North side of road	2 ³ / ₄ " Asphaltic Concrete (2 courses, intact) 7" Portland Cement Concrete (Top 5 ¹ / ₄ " fractured, bottom 1 ³ / ₄ " disintegrated) 9³/₄" Total Pavement Section
4	In front of 2230 Leelanau Avenue North side of road	2 ³ / ₄ " Asphaltic Concrete (3 courses, intact) 7 ¹ / ₄ " Portland Cement Concrete (Top 1 ¹ / ₄ " fractured, bottom 7" intact) 10" Total Pavement Section

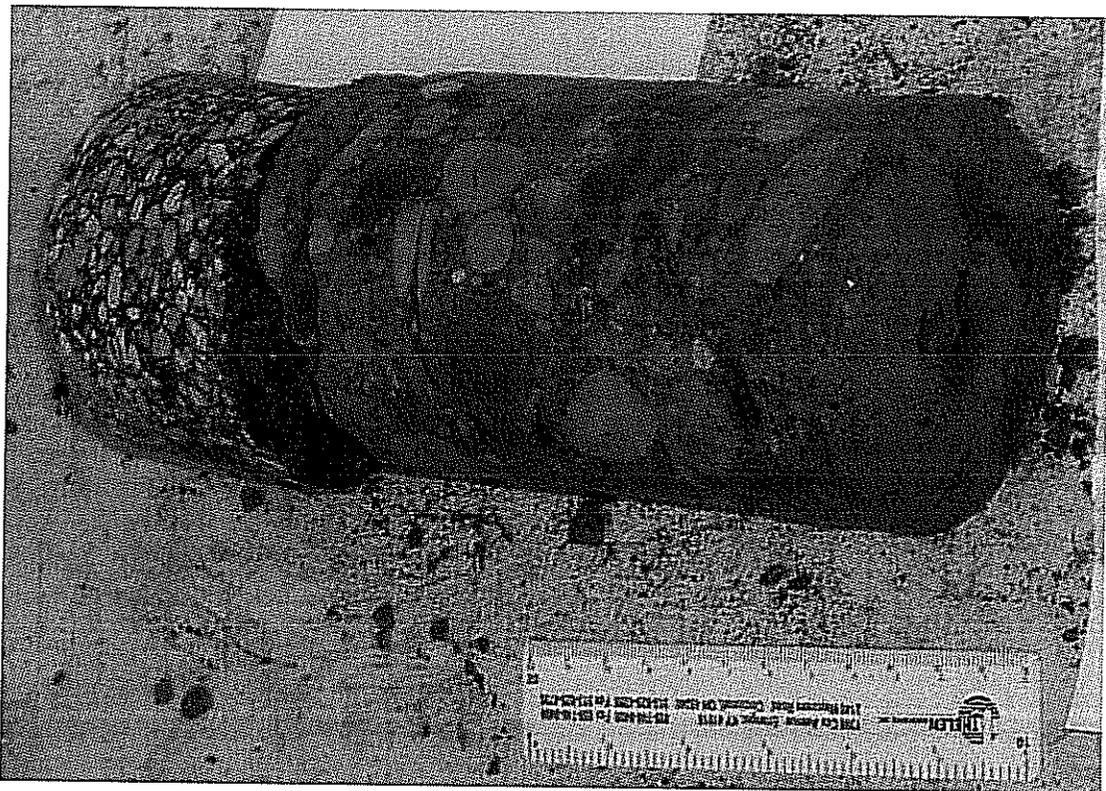
Pavement Core 2



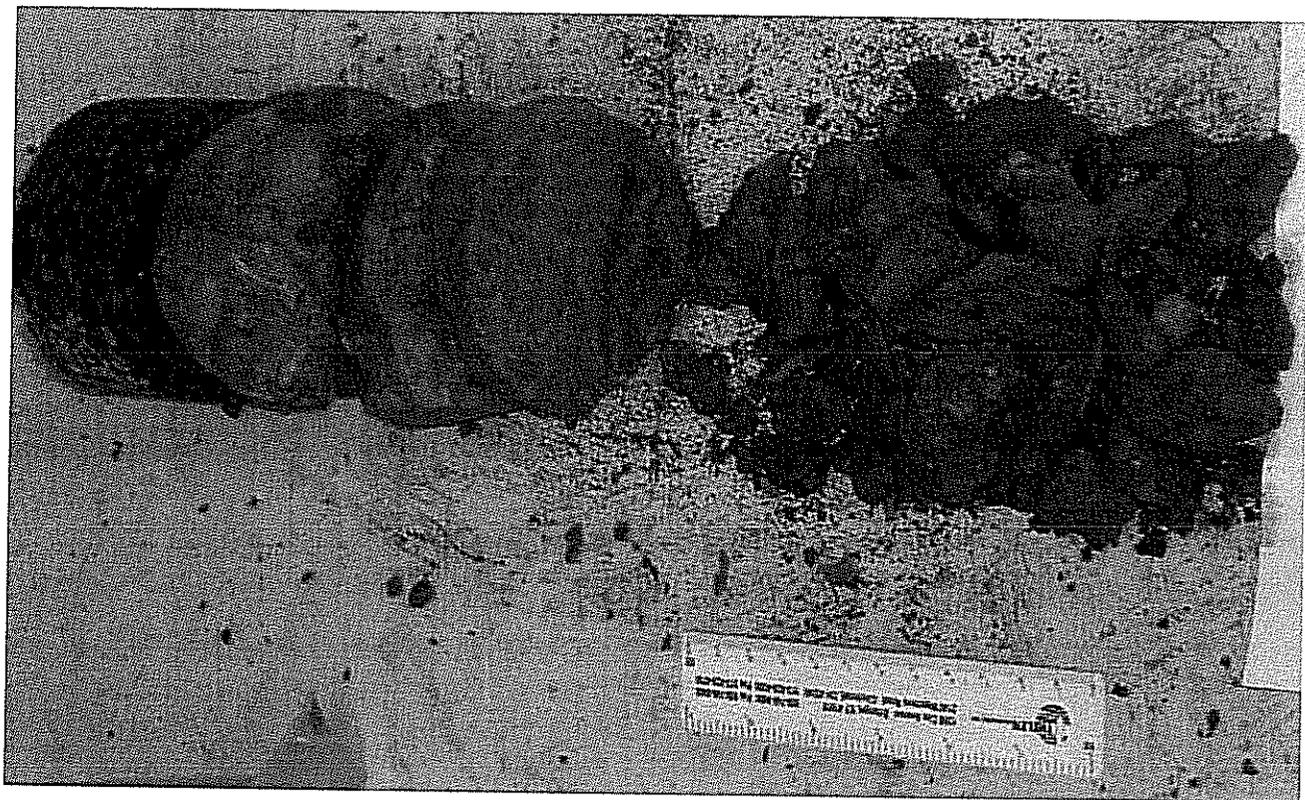
Pavement Core 1



Pavement Core 4



Pavement Core 3





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UNCONFINED COMPRESSIVE STRENGTH OF COHESIVE SOIL, ASTM - D2166 UNIT WEIGHT AND NATURAL MOISTURE

CLIENT : City of Reading
 PROJECT : Pavement Evaluation, Leelanau & Pompano Avenues
 LOCATION : Reading, Ohio

PROJECT NUMBER : 060769NE LAB NUMBER : 1216
 BORING NUMBER : 1 SAMPLE NUMBER : PT-1 DEPTH (FT.): 1.3' to 2.8'
 SAMPLE DESCRIPTION : Brown moist very stiff sandy SILTY CLAY, trace fine gravel with iron oxide stains (glacial till)

SAMPLE OBTAINED BY : SHELBY TUBE CONDITION UNTRIMMED DATE : 08/16/06

NATURAL UNIT WEIGHT

AVERAGE DIAMETER (in.) 2.88
 HEIGHT (in.) 5.57
 HEIGHT TO DIAMETER RATIO 1.94
 AVERAGE AREA (sq. ft.) 0.0451
 VOLUME (cu. ft.) 0.0209
 WET WEIGHT (lbs.) 2.80
 DRY WEIGHT (lbs.) 2.39
 DRY DENSITY (pcf) 114.4

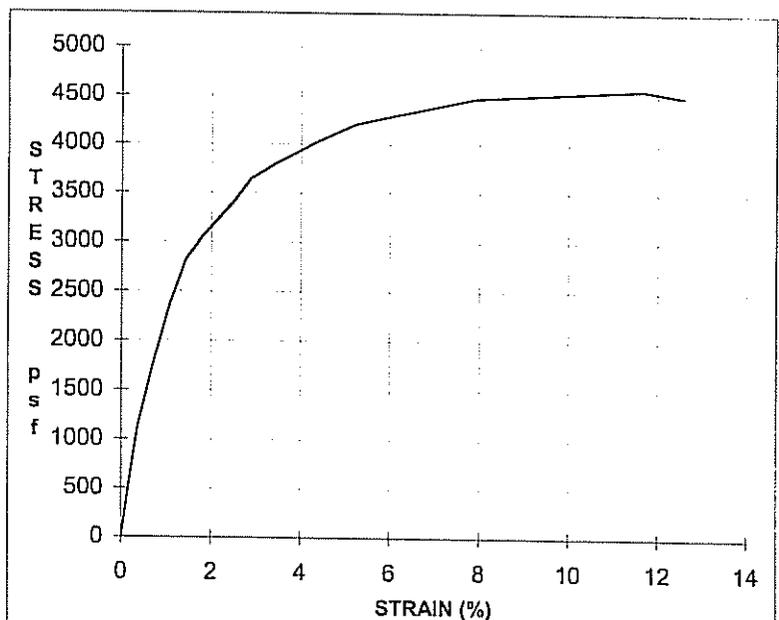
FAILURE SHAPE



WATER CONTENT AFTER SHEAR

CAN NUMBER Z-2
 WET WEIGHT + CAN (lbs.) 3.23
 DRY WEIGHT + CAN (lbs.) 2.82
 WEIGHT WATER (lbs.) 0.41
 WEIGHT CAN (lbs.) 0.43
 WEIGHT SOLID (lbs.) 2.39
 MOISTURE (%) 17.2
 LOAD CELL NUMBER CELL

DEFORM	LOAD	LOAD	STRAIN	CORR.	STRESS
DIAL	CELL			AREA	
.001 IN.		LBS.	%	SQ. FT.	PSF
0	0	0	0	0.0451	0
20	50.0	50.0	0.4	0.0452	1106
40	81.0	81.0	0.7	0.0454	1785
60	108.0	108.0	1.1	0.0456	2371
80	129.0	129.0	1.4	0.0457	2821
100	140.0	140.0	1.8	0.0459	3051
140	158.0	158.0	2.5	0.0462	3418
160	169.0	169.0	2.9	0.0464	3642
190	177.0	177.0	3.4	0.0467	3794
240	189.0	189.0	4.3	0.0471	4013
290	200.0	200.0	5.2	0.0475	4207
330	205.0	205.0	5.9	0.0479	4279
440	219.0	219.0	7.9	0.0489	4476
650	233.0	233.0	11.7	0.0510	4567
700	232.0	232.0	12.6	0.0515	4501



AVERAGE RATE OF STRAIN TO FAILURE (% per minute)	1.1
STRAIN AT FAILURE (%)	11.7
UNCONFINED COMPRESSIVE STRENGTH (psf)	4,570
SHEAR STRENGTH (psf)	2285

REMARKS :



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UNCONFINED COMPRESSIVE STRENGTH OF COHESIVE SOIL, ASTM - D2166 UNIT WEIGHT AND NATURAL MOISTURE

CLIENT : City of Reading
PROJECT : Pavement Evaluation, Leelanau & Pompano Avenues
LOCATION : Reading, Ohio

PROJECT NUMBER : 060769NE LAB NUMBER : 1220
BORING NUMBER : 3 SAMPLE NUMBER : PT-1 DEPTH (FT.): 0.8' to 2.2'
SAMPLE DESCRIPTION : Mottled brown moist very stiff sandy SILTY CLAY, trace fine gravel with iron oxide stains (glacial till)

SAMPLE OBTAINED BY : SHELBY TUBE CONDITION UNTRIMMED DATE : 08/16/06

NATURAL UNIT WEIGHT

AVERAGE DIAMETER (in.) 2.87
HEIGHT (in.) 5.59
HEIGHT TO DIAMETER RATIO 1.95
AVERAGE AREA (sq. ft.) 0.0448
VOLUME (cu. ft.) 0.0209
WET WEIGHT (lbs.) 2.69
DRY WEIGHT (lbs.) 2.22
DRY DENSITY (pcf) 106.1

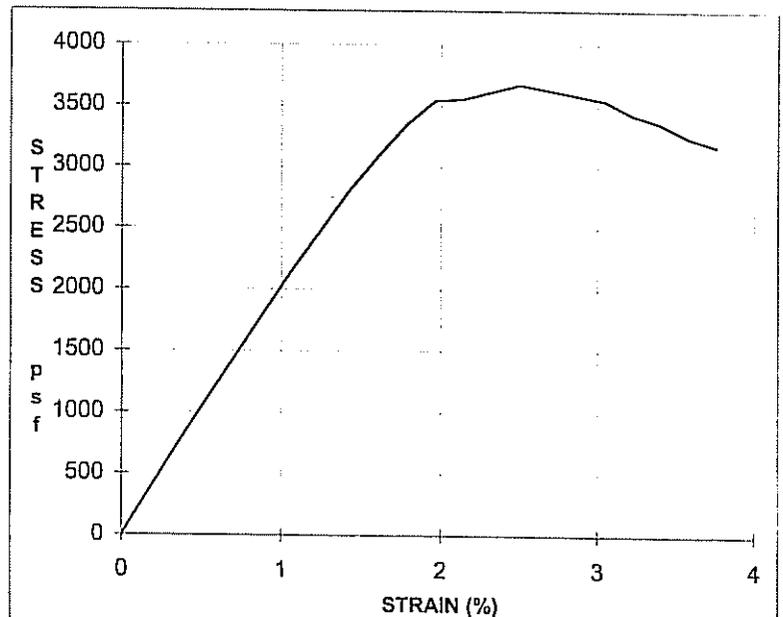
FAILURE SHAPE



WATER CONTENT AFTER SHEAR

CAN NUMBER OH8
WET WEIGHT + CAN (lbs.) 3.17
DRY WEIGHT + CAN (lbs.) 2.70
WEIGHT WATER (lbs.) 0.47
WEIGHT CAN (lbs.) 0.49
WEIGHT SOLID (lbs.) 2.21
MOISTURE (%) 21.2
LOAD CELL NUMBER CELL

DEFORM	LOAD	LOAD	STRAIN	CORR.	STRESS
DIAL	CELL			AREA	
.001 IN.		LBS.	%	SQ. FT.	PSF
0	0	0	0	0.0448	0
20	34.0	34.0	0.4	0.0450	756
40	66.0	66.0	0.7	0.0451	1462
60	98.0	98.0	1.1	0.0453	2163
80	128.0	128.0	1.4	0.0455	2815
90	141.0	141.0	1.6	0.0455	3096
100	153.0	153.0	1.8	0.0456	3353
110	162.0	162.0	2.0	0.0457	3544
120	163.0	163.0	2.1	0.0458	3559
140	169.0	169.0	2.5	0.0460	3677
170	164.0	164.0	3.0	0.0462	3548
180	159.0	159.0	3.2	0.0463	3434
190	156.0	156.0	3.4	0.0464	3363
200	151.0	151.0	3.6	0.0465	3249
210	148.0	148.0	3.8	0.0466	3179



AVERAGE RATE OF STRAIN TO FAILURE (% per minute)	1.1
STRAIN AT FAILURE (%)	2.5
UNCONFINED COMPRESSIVE STRENGTH (psf)	3,680
SHEAR STRENGTH (psf)	1840

REMARKS :



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LOG OF PAVEMENT CORE AND TEST BORING

CLIENT: City of Reading

BORING # 1

PROJECT: Pavement Evaluation, Leelanau & Pompano Avenues, Reading, Ohio

JOB # 060769NE

LOCATION OF BORING: In front of 2267 Pompano Avenue, south side of road

SUBSURFACE MATERIAL DESCRIPTION COLOR, MOISTURE, DENSITY, PLASTICITY, SIZE, PROPORTIONS	STRATA DEPTH (in.)	DEPTH SCALE (ft.)	SAMPLE				
			Cond	Blows/6"	No.	Type	Rec. (in.)
ASPHALT (2", intact, 2 courses) SURFACE	0.0						
	0.2						
CONCRETE (10", heavily fractured)	1.0						
Brown very moist medium stiff SILTY CLAY, little fine to coarse sand.	1.3	1					
		2	U			1	PT 18" 24"
		3					
Brown moist very stiff sandy SILTY CLAY, trace fine gravel with iron oxide stains (glacial till) (CL/A-6a).	4.4	4	I	8/10/22		2	DS 18
Bottom of test boring at 4.4 feet.		5					
		6					
		7					
		8					
		9					

Datum _____ Hammer Wt. 140 lb Hole Diameter 5 in. Foreman BR

Surf. Elev. _____ Hammer Drop 30 in. Pvmt. Core Dia. 4 in. Engineer KDW

Date Started 8-8-06 Pipe Size 2 in. O.D. Boring Method CFA Date Completed 8-8-06

SAMPLE CONDITIONS

SAMPLE TYPE

GROUND WATER DEPTH

BORING METHOD

D - DISINTEGRATED
 I - INTACT
 U - UNDISTURBED
 L - LOST

DS - DRIVEN SPLIT SPOON
 PT - PRESSED SHELBY TUBE
 CA - CONTINUOUS FLIGHT AUGER
 PC - PAVEMENT CORE

FIRST NOTED None ft.
 AT COMPLETION Dry ft.
 AFTER _____ hrs. _____ ft.
 BACKFILLED Immed. hrs.

CCB - CONCRETE CORE BARREL
 CFA - CONTINUOUS FLIGHT AUGERS
 DC - DRIVING CASING
 HA - HAND AUGER

* STANDARD PENETRATION TEST - DRIVING 2" O.D. SAMPLER 1' WITH 140# HAMMER FALLING 30"; COUNT MADE AT 6" INTERVALS



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LOG OF PAVEMENT CORE AND TEST BORING

CLIENT: City of Reading

BORING # 2

PROJECT: Pavement Evaluation, Leelanau & Pompano Avenues, Reading, Ohio

JOB # 060769NE

LOCATION OF BORING: In front of 2223 Pompano Avenue, south side of road

SUBSURFACE MATERIAL DESCRIPTION COLOR, MOISTURE, DENSITY, PLASTICITY, SIZE, PROPORTIONS	STRATA DEPTH (in.)	DEPTH SCALE (ft.)	SAMPLE					
			Cond	Blows/6"	No.	Type	Rec. (in.)	
ASPHALT (4", 3 courses) SURFACE	0.0 0.3							
CONCRETE (7", disintegrated during coring)	0.9	1						
Brown moist stiff SILTY CLAY, trace fine to medium sand with heavy iron oxide stains.	2.3	2	I	4/5/10	1	DS	18	
Mottled brown moist very stiff SILTY CLAY, trace fine to coarse sand with heavy iron oxide stains.	3.7	3	I	8/12/16	2	DS	18	
Bottom of test boring at 3.7 feet.		4						
		5						
		6						
		7						
		8						
		9						

Datum _____ Hammer Wt. 140 lb Hole Diameter 5 in. Foreman BR
 Surf. Elev. _____ Hammer Drop 30 in. Pvmt. Core Dia. 4 in. Engineer KDW
 Date Started 8-8-06 Pipe Size 2 in. O.D. Boring Method CFA Date Completed 8-8-06

SAMPLE CONDITIONS

SAMPLE TYPE

GROUND WATER DEPTH

BORING METHOD

D - DISINTEGRATED DS - DRIVEN SPLIT SPOON FIRST NOTED None ft. CCB - CONCRETE CORE BARREL
 I - INTACT PT - PRESSED SHELBY TUBE AT COMPLETION Dry ft. CFA - CONTINUOUS FLIGHT AUGERS
 U - UNDISTURBED CA - CONTINUOUS FLIGHT AUGER AFTER _____ hrs. _____ ft. DC - DRIVING CASING
 L - LOST PC - PAVEMENT CORE BACKFILLED _____ Immed. _____ hrs. HA - HAND AUGER

* STANDARD PENETRATION TEST - DRIVING 2" O.D. SAMPLER 1' WITH 140# HAMMER FALLING 30"; COUNT MADE AT 6" INTERVALS



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LOG OF PAVEMENT CORE AND TEST BORING

CLIENT: City of Reading

PROJECT: Pavement Evaluation, Leelanau & Pompano Avenues, Reading, Ohio

BORING # 3

JOB # 060769NE

LOCATION OF BORING: In front of 2230 Leelanau Avenue, north side of road

SUBSURFACE MATERIAL DESCRIPTION COLOR, MOISTURE, DENSITY, PLASTICITY, SIZE, PROPORTIONS	STRATA DEPTH (in.)	DEPTH SCALE (ft.)	SAMPLE					
			Cond	Blows/6"	No.	Type	Rec. (in.)	
ASPHALT (2 3/4", intact, 2 courses) SURFACE	0.0							
CONCRETE (7", Top 5/4" fractured, bottom 1/4" disintegrated during coring)	0.2							
	0.8							
		1						
		2	U			1	PT	23" 24"
		3						
Mottled brown moist very stiff sandy SILTY CLAY, trace fine gravel with iron oxide stains (glacial till) (CH/A-7-6).		4	I	5/8/9		2	DS	18
	4.3							
Bottom of test boring at 4.3 feet.		5						
		6						
		7						
		8						
		9						

Datum _____ Hammer Wt. 140 lb Hole Diameter 5 in. Foreman BR
 Surf. Elev. _____ Hammer Drop 30 in. Pvmt. Core Dia. 4 in. Engineer KDW
 Date Started 8-8-06 Pipe Size 2 in. O.D. Boring Method CFA Date Completed 8-8-06

SAMPLE CONDITIONS

SAMPLE TYPE

GROUND WATER DEPTH

BORING METHOD

D - DISINTEGRATED
 I - INTACT
 U - UNDISTURBED
 L - LOST

DS - DRIVEN SPLIT SPOON
 PT - PRESSED SHELBY TUBE
 CA - CONTINUOUS FLIGHT AUGER
 PC - PAVEMENT CORE

FIRST NOTED None ft.
 AT COMPLETION Dry ft.
 AFTER _____ hrs. _____ ft.
 BACKFILLED Immed. hrs.

CCB- CONCRETE CORE BARREL
 CFA - CONTINUOUS FLIGHT AUGERS
 DC - DRIVING CASING
 HA - HAND AUGER

* STANDARD PENETRATION TEST - DRIVING 2" O.D. SAMPLER 1' WITH 140# HAMMER FALLING 30"; COUNT MADE AT 6" INTERVALS



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LOG OF PAVEMENT CORE AND TEST BORING

CLIENT: City of Reading BORING # 4
 PROJECT: Pavement Evaluation, Leelanau & Pompano Avenues, Reading, Ohio JOB # 060769NE
 LOCATION OF BORING: In front of 2255 Leelanau Avenue, north side of road

SUBSURFACE MATERIAL DESCRIPTION COLOR, MOISTURE, DENSITY, PLASTICITY, SIZE, PROPORTIONS	STRATA DEPTH (in.)	DEPTH SCALE (ft.)	SAMPLE					
			Cond	Blows/6"	No.	Type	Rec. (in.)	
ASPHALT (2 3/4", intact, 3 courses) SURFACE	0.0							
CONCRETE (7 1/4", Top 1/4" fractured)	0.2 0.8							
Brown moist very stiff sandy SILTY CLAY, trace fine gravel (glacial till) (CL/A-4a).	1		I	4/6/9	1	DS	18	
	2							
Split spoon refusal and bottom of test boring 3.4 feet.	3		I	9/50/6"	2	DS	12	
	3.4							
	4							
	5							
	6							
	7							
	8							
	9							

Datum _____ Hammer Wt. 140 lb Hole Diameter 5 in. Foreman BR
 Surf. Elev. _____ Hammer Drop 30 in. Pvmnt. Core Dia. 4 in. Engineer KDW
 Date Started 8-8-06 Pipe Size 2 in. O.D. Boring Method CFA Date Completed 8-8-06

SAMPLE CONDITIONS

- D - DISINTEGRATED
- I - INTACT
- U - UNDISTURBED
- L - LOST

SAMPLE TYPE

- DS - DRIVEN SPLIT SPOON
- PT - PRESSED SHELBY TUBE
- CA - CONTINUOUS FLIGHT AUGER
- PC - PAVEMENT CORE

GROUND WATER DEPTH

- FIRST NOTED None ft.
- AT COMPLETION Dry ft.
- AFTER _____ hrs.
- BACKFILLED Immed. hrs.

BORING METHOD

- CCB - CONCRETE CORE BARREL
- CFA - CONTINUOUS FLIGHT AUGERS
- DC - DRIVING CASING
- HA - HAND AUGER

* STANDARD PENETRATION TEST - DRIVING 2" O.D. SAMPLER 1' WITH 140# HAMMER FALLING 30"; COUNT MADE AT 6" INTERVALS



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SOIL CLASSIFICATION SHEET

NON COHESIVE SOILS

(Silt, Sand, Gravel and Combinations)

Density

Very Loose	- 5 blows/ft. or less
Loose	- 6 to 10 blows/ft.
Medium Dense	- 11 to 30 blows/ft.
Dense	- 31 to 50 blows/ft.
Very Dense	- 51 blows/ft. or more

Relative Properties

Descriptive Term	Percent
Trace	1 – 10
Little	11 – 20
Some	21 – 35
And	36 – 50

Particle Size Identification

Boulders	- 8 inch diameter or more
Cobbles	- 3 to 8 inch diameter
Gravel	- Coarse - 3/4 to 3 inches - Fine - 3/16 to 3/4 inches
Sand	- Coarse - 2mm to 5mm (dia. of pencil lead) - Medium - 0.45mm to 2mm (dia. of broom straw) - Fine - 0.075mm to 0.45mm (dia. of human hair)
Silt	- 0.005mm to 0.075mm (Cannot see particles)

COHESIVE SOILS

(Clay, Silt and Combinations)

Consistency

Consistency	Field Identification
Very Soft	Easily penetrated several inches by fist
Soft	Easily penetrated several inches by thumb
Medium Stiff	Can be penetrated several inches by thumb with moderate effort
Stiff	Readily indented by thumb but penetrated only with great effort
Very Stiff	Readily indented by thumbnail
Hard	Indented with difficulty by thumbnail

Unconfined Compressive

Strength (tons/sq. ft.)
Less than 0.25
0.25 – 0.5
0.5 – 1.0
1.0 – 2.0
2.0 – 4.0
Over 4.0

Classification on logs are made by visual inspection.

Standard Penetration Test – Driving a 2.0" O.D., 1 3/8" I.D., sampler a distance of 1.0 foot into undisturbed soil with a 140 pound hammer free falling a distance of 30 inches. It is customary to drive the spoon 6 inches to seat into undisturbed soil, then perform the test. The number of hammer blows for seating the spoon and making the tests are recorded for each 6 inches of penetration on the drill log (Example – 6/8/9). The standard penetration test results can be obtained by adding the last two figures (i.e. 8+9=17 blows/ft.). Refusal is defined as greater than 50 blows for 6 inches or less penetration.

Strata Changes – In the column "Soil Descriptions" on the drill log, the horizontal lines represent strata changes. A solid line (————) represents an actually observed change; a dashed line (— — — —) represents an estimated change.

Groundwater observations were made at the times indicated. Porosity of soil strata, weather conditions, site topography, etc., may cause changes in the water levels indicated on the logs.

ADDITIONAL SUPPORT INFORMATION

For Program Year 2007 (July 1, 2007 through June 30, 2008), 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, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? _____ YES NO (ANSWER REQUIRED)

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

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

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.

The existing pavement is 40 years old and the surface is 25 years old. Potholes, base failures, deteriorated curb are numerous throughout the entire length of this project. The storm sewers are inadequate and have failed (see photos). Flooding is a common occurrence due to the failed storm sewer system. The failed system must be replaced to alleviate the flooding. Residents on Sanborn Drive at Leelanau have complained of flooding on numerous occasions. The condition of the existing pavement is such that the entire pavement needs to be reconstructed due to failed subgrade and base materials (Thelen report pg. 6 and 7 & pavement core photos). The storm drain system is cracked in several areas and has collapsed in others (see photos) and must be replaced. It is our opinion, based on Thelen's report, that this pavement has failed and should receive maximum points for condition.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

This project is very important to the safety of the public who travel this road as evidenced by the attached pictures. On numerous occasions, the street and sidewalks have flooded and were closed due to high water. Basements flood and water backs up into the basements during these floods. Safety vehicles are not able to traverse the street during the flood which puts residents at risk. We will replace the failed storm system with a new culvert which will eliminate flooding. Potholes and flat areas provide areas where ponding occurs on the pavement (Thelen report pg. 2). This causes areas to freeze in the winter. By reconstructing this street, we will eliminate all flooding and ponding on these streets.

?

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

This project is crucial to the health of the public by eliminating flooding in the basements of the residents (see letters and photos). The addition of new storm sewers and reconstruction of the pavement and curbs will convey water away from the homes on Sanborn Drive and eliminate flooding in the basements.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 **Leelanau Ave. & Pompano Avenue Reconstruction**

Priority 2 _____

Priority 3 _____

Priority 4 _____

Priority 5 _____

5) To what extent will the user fee funded agency be participating in the funding of the project?

(example: rates for water or sewer, frontage assessments, etc.).

No participation - Zero (0) %

6) Economic Growth – How will the completed project enhance economic growth

Give a statement of the projects effect on the economic growth of the service area (be specific).

The project will not have a significant impact on economic growth.

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by September 1, 2006 for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

Local funding is utilized for matching funds for this project.

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious traffic problems or hazards (be specific).

No effect on level of service

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 design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

10) If SCIP/LTIP funds were granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 2

a.) Are preliminary plans or engineering completed? Yes No _____ N/A _____

b.) Are detailed construction plans completed? Yes _____ No N/A _____

c.) Are all utility coordination's completed? Yes _____ No N/A _____

d.) Are all right-of-way and easements acquired (if applicable)?

Yes _____ No _____ N/A x
If no, how many parcels needed for project? _____ Of these, how many are: Takes _____
Temporary _____
Permanent _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

e.) Give an estimate of time needed to complete any item above not yet completed. 4 Months.

11) Does the infrastructure have regional impact?

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

This will affect the residents of the City of Reading

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

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) 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?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

No ban

Will the ban be removed after the project is completed? Yes ___ No ___ N/A x

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

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of 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. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 800 X 1.20 = 960 Users

Water/Sewer: Homes _____ X 4.00 = _____ Users

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Optional \$5.00 License Tax

Infrastructure Levy _____ Specify type _____

Facility Users Fee _____ Specify type _____

Dedicated Tax Specify type Portion of income tax dedicated to road improvements

(legislation attached)

Other Fee, Levy or Tax _____ Specify type _____

SCIP/LTIP PROGRAM
 ROUND 21 - PROGRAM YEAR 2007
 PROJECT SELECTION CRITERIA
 JULY 1, 2007 TO JUNE 30, 2008

②

NAME OF APPLICANT: CITY OF READING.

NAME OF PROJECT: LARLANA AVE & POMEROY AVE RECONSTRUCTION

RATING TEAM: 4

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applying agency, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

CIRCLE THE APPROPRIATE RATING

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

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

15
 R.A. 20
 D. 20

Appeal Score

Criterion 1 - Condition

Condition of the particular infrastructure to be repaired, reconstructed or replaced shall be a measure of the degree of reduction in condition from its original state. Capacity, serviceability, safety and health shall not be considered in this criterion. Any documentation the Applicant wishes to be considered must be included in the application package.

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.)

Critical Condition - requires 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.)

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 replacement of pipe sections.)

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.)

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.)

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 to no maintenance required to maintain integrity.

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.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 5 - Poorly documented importance
- 0 - No measurable impact

0

Appeal Score

Criterion 2 – Safety

The applying agency shall include in its application the type, frequency, and severity of the safety problem that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? **In all cases, specific documentation is required.** Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 5 - Poorly documented importance
- 0 - No measurable impact

0

Appeal Score

Criterion 3 – Health

The applying agency shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? **In all cases, quantified documentation is required.** Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

4) Does the project help meet the infrastructure repair and replacement needs of the applying agency?

Note: Applying agency's priority listing (part of the Additional Support Information) must be filed with application(s).

- 25 - First priority project
- 20 - Second priority project
- 15 - Third priority project
- 10 - Fourth priority project
- 5 - Fifth priority project or lower

25

Appeal Score

Criterion 4 – Jurisdiction's Priority Listing

The applying agency must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

- 5) To what extent will a user fee funded agency be participating in the funding of the project?
- 10 - Less than 10%
 - 9 - 10% to 19.99%
 - 8 - 20% to 29.99%
 - 7 - 30% to 39.99%
 - 6 - 40% to 49.99%
 - 5 - 50% to 59.99%
 - 4 - 60% to 69.99%
 - 3 - 70% to 79.99%
 - 2 - 80% to 89.99%
 - 1 - 90% to 95%
 - 0 - Above 95%
- 10
- Appeal Score _____

Criterion 5 – User Fee-funded Agency Participation

To what extent will a user fee funded agency be participating in the funding of the project? (Example: rates for water or sewer, frontage assessments, etc.). The applying agency must submit documentation.

- 6) **Economic Growth – How the completed project will enhance economic growth (See definitions).**

- 10 - The project will directly secure new employment
 - 5 - The project will permit more development
 - 0 - The project will not impact development
- 0
- Appeal Score _____

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Secure new employment: The project as designed will secure development/employers, which will immediately add new permanent employees to the jurisdiction. The applying agency must submit details.

Permit more development: The project as designed will permit additional business development/employment. The applying agency must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

- 7) **Matching Funds - LOCAL**

- 10 - This project is a loan or credit enhancement
 - 10 - 50% or higher
 - 8 - 40% to 49.99%
 - 6 - 30% to 39.99%
 - 4 - 20% to 29.99%
 - 2 - 10% to 19.99%
 - 0 - Less than 10%
- 6
- List total percentage of "Local" funds 50 %

Criterion 7 – Matching Funds – Local

The percentage of matching funds which come directly from the budget of the applying agency. Ten points shall be awarded if a loan request is at least 50% of the total project cost. (If the applying agency is not a user fee funded agency, any funds to be provided by a user fee generating agency will be considered "Matching Funds – Other")

8) Matching Funds - OTHER

List total percentage of "Other" funds 0 %

- 10 - 50% or higher
- 8 - 40% to 49.99%
- 6 - 30% to 39.99%
- 4 - 20% to 29.99%
- 2 - 10% to 19.99%
- 1 - 1% to 9.99%
- 0 - Less than 1%

List below each funding source and percentage

_____	_____ %
_____	_____ %
_____	_____ %
_____	_____ %

Criterion 8 - Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7. A letter from the outside funding agency stating their financial participation in the project and the amount of funding is required to receive points. For MRF, a copy of the current application form filed with the Hamilton County Engineer's Office meets the requirement.

9) Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district?

- 10 - Project design is for future demand.
- 8 - Project design is for partial future demand.
- 6 - Project design is for current demand.
- 4 - Project design is for minimal increase in capacity.
- 2 - Project design is for no increase in capacity.

2
~~Dist. Discus~~
~~Comm. Serv~~

Appeal Score

Criterion 9 - Alleviate Capacity Problems

The applying agency shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand - Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand - Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand - Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase - Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase - Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

10) Readiness to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded?

- 5 - Will be under contract by December 31, 2007 and no delinquent projects in Rounds 18 & 19
- 3 - Will be under contract by March 31, 2008 and/or one delinquent project in Rounds 18 & 19
- 0 - Will not be under contract by March 31, 2008 and/or more than one delinquent project in Rounds 18 & 19

Criterion 10 – Readiness to Proceed

The Support Staff will assign points based on engineering experience and status of design plans. 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. An applying agency receiving approval for a project and subsequently canceling the same after the bid date on the application will receive zero (0) points under this round and the following round.

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc.

- 10 – Major Impact
- 8 – Significant Impact
- 6 – Moderate Impact
- 4 – Minor Impact
- 2 – Minimal or No Impact

Appeal Score

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact – Roads: Major Arterial: A direct connector to an Interstate Highway; Arterials are intended to provide a greater degree of mobility rather than land access. Arterials generally convey large traffic volumes for distances greater than one mile. A major arterial is a highway that is of regional importance and is intended to serve beyond the county. It may connect urban centers with one another and/or with outlying communities and employment or shopping centers. A major arterial is intended primarily to serve through traffic.

Significant Impact – Roads: Minor Arterial: A roadway, also serving through traffic, that is similar in function to a major arterial, but operates with lower traffic volumes, serves trips of shorter distances (but still greater than one mile), and may provide a higher degree of property access than do major arterials.

Moderate Impact – Roads: Major Collector: A roadway that provides for traffic movement between local roads/streets and arterials or community-wide activity centers and carries moderate traffic volumes over moderate distances (generally less than one mile). Major collectors may also provide direct access to abutting properties, such as regional shopping centers, large industrial parks, major subdivisions and community-wide recreational facilities, but typically not individual residences. Most major collectors are also county roads and are therefore through streets.

Minor Impact – Roads: Minor Collector: A roadway similar in functions to a major collector but which carries lower traffic volumes over shorter distances and has a higher degree of property access. Minor collectors may serve as main circulation streets within large, residential neighborhoods. Most minor collectors are also township roads and streets and may, or may not, be through streets.

Minimal or No Impact - Roads: Local: A roadway that is primarily intended to provide access to abutting properties. It tends to accommodate lower traffic volumes, serves short trips (generally within neighborhoods), and provides connections preferably only to collector streets rather than arterials.

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

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

6

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the applying agency’s economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) 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?

0

- 10 - Complete ban, facility closed
- 8 – 80% reduction in legal load or 4-wheeled vehicles only
- 7 – Moratorium on future development, *not* functioning for current demand
- 6 – 60% reduction in legal load
- 5 - Moratorium on future development, functioning for current demand
- 4 – 40% reduction in legal load
- 2 – 20% reduction in legal load
- 0 - Less than 20% reduction in legal load**

Appeal Score

Criterion 13 - Ban

The applying agency shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

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

- 10 - 16,000 or more
- 8 - 12,000 to 15,999
- 6 - 8,000 to 11,999
- 4 - 4,000 to 7,999
- 2 - 3,999 and under**

2

Appeal Score

Criterion 14 - Users

The applying agency shall provide documentation. A registered professional engineer or the applying agency’s C.E.O must certify the appropriate documentation. Documentation may 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.

15) Has the applying agency enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide documentation of which fees have been enacted.)

- 5 - Two or more of the above**
- 3 - One of the above
- 0 - None of the above

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NOTED ON BY RESIDENTS
IN APPLICATION

Appeal Score

Criterion 15 – Fees, Levies, Etc.

The applying agency shall document (in the “Additional Support Information” form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.