



C B 0 2 B

APPLICATION FOR FINANCIAL ASSISTANCE
Revised 7/93

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

SUBDIVISION: City of Cincinnati CODE# 061-15000

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 9 / 25 / 97

CONTACT: Richard J. Szekeresh, P.E. PHONE # (513) 352-3419

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

PROJECT NAME: Dreman Avenue Bridge Replacement and Roadway Improvement

Table with 3 columns: SUBDIVISION TYPE, FUNDING TYPE REQUESTED, PROJECT TYPE. Includes sub-headers and check boxes for various categories like County, City, Loan, Grant, Road, Bridge/Culvert, etc.

TOTAL PROJECT COST: \$ 2,000,000.00 FUNDING REQUESTED: \$ 1,400,000.00

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT: \$ 1,400,000.00 LOAN ASSISTANCE: \$
LOAN: \$ % TERM: yrs. (Attach Loan Supplement)

(Check Only 1) X State Capital Improvement Program DISTRICT MBE SET-ASIDE
Local Transportation Improvements Program Construction \$ 2,000,000.00
Small Government Program Procurement \$

FOR OPWC USE ONLY

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

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:

(Round to Nearest Dollar)

- a.) Project Engineering Costs:
 - 1. Preliminary Engineering \$ _____ .00
 - 2. Final Design \$ _____ .00
 - 3. Other Engineer Services * \$ _____ .00
 - Supervision \$ _____ .00
 - Miscellaneous \$ _____ .00
- b.) Acquisition Expenses:
 - 1. Land \$ _____ .00
 - 2. Right-of-Way \$ _____ .00
- c.) Construction Costs: \$ 1,800,000.00
- d.) Equipment Purchased Directly: \$ _____ .00
- e.) Other Direct Expenses: \$ _____ .00
- f.) Contingencies: \$ 200,000.00
- g.) **TOTAL ESTIMATED COSTS:** \$ 2,000,000.00

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

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

- a.) Local In-Kind Contributions \$ _____ .00 %
- b.) Local Public Revenues \$ 600,000.00 30
- c.) Local Private Revenues \$ _____ .00 _____
- d.) Other Public Revenues _____
 - 1. ODOT PID# _____ \$ _____ .00 _____
 - 2. EPA/OWDA \$ _____ .00 _____
 - 3. OTHER \$ _____ .00 _____

SUB TOTAL LOCAL RESOURCES: \$ 600,000.00 30

- e.) OPWC Funds
 - 1. Grant \$ 1,400,000.00 70
 - 2. Loan \$ _____ .00 _____
 - 3. Loan Assistance \$ _____ .00 _____

SUB TOTAL OPWC RESOURCES: \$ 1,400,000.00 70

f.) **TOTAL FINANCIAL RESOURCES:** \$ 2,000,000.00 100%

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

1.3 AVAILABILITY OF LOCAL FUNDS:

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

2.0 PROJECT INFORMATION

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

2.1 PROJECT NAME: Dreman Avenue Bridge Replacement and Roadway Improvement

2.2 PROJECT DESCRIPTION - (Sections a through d):

a: SPECIFIC LOCATION:

Dreman Avenue between Beekman Street and Faraday Road.

PROJECT ZIP CODE: 45223

b: PROJECT COMPONENTS:

This project involves removing the existing Dreman Avenue Bridge over the West Fork Channel and replacing it with a new single span steel beam bridge on an improved alignment, while improving and widening Dreman Avenue from Beekman Street to Faraday Road. Improvements to Dreman Avenue will include constructing curbs, walks and stormwater facilities.

c: PHYSICAL DIMENSIONS / CHARACTERISTICS:

BRIDGE

Existing length = 80.0' (linear)

Existing width = 32.0' (20.0' curb to curb with one useable 5'-0" walk)

Proposed length = 98.0' (on 350' radius curve)

Proposed width = 37.0' (28.0' curb to curb with one 6'-0" walk).

ROADWAY

The existing width varies from 16' to 20'. Approximately 1,200' of roadway will be widened to 28'. Both horizontal and vertical alignment of roadway will be improved.

d: DESIGN SERVICE CAPACITY:

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

The existing bridge is posted for ten tons. The proposed bridge is designed for HS20 loading. The existing bridge width and alignment are substandard. The existing curb to curb bridge width is twenty feet (two 10' lanes) with a sharp bend at the east end. The proposed curb to curb bridge width is twenty-eight feet (two 14' lanes) and is on a 350' radius curve in order to eliminate the sharp bend.

1993 ADT = 1650 vehicles/day

2013 ADT = 2658 vehicles/day (estimated)

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 50 Years.

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

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 2,000,000 100%
State Funds Requested for Repair and Replacement \$ 1,400,000 70%

TOTAL PORTION OF PROJECT NEW/EXPANSION \$ _____ %
State Funds Requested for New and Expansion \$ _____ %
(SCIP Project Grant Funding for New and Expansion cannot exceed 50% of the total Project Costs.)

4.0 PROJECT SCHEDULE:*

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>2/1/93</u>	<u>6/30/98</u>
4.2 Bid Advertisement:	<u>7/15/98</u>	<u>8/15/98</u>
4.3 Construction:	<u>11/1/98</u>	<u>10/31/99</u>

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

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE

OFFICER John Shirey
TITLE City Manager
STREET Room 152, City Hall
 801 Plum Street
CITY/ZIP Cincinnati, Ohio 45202
PHONE (513) 352 - 3241
FAX () -

5.2 CHIEF FINANCIAL

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

5.3 PROJECT MANAGER

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

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

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

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

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

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

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

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

A: Attached.

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

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

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

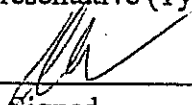
7.0 APPLICANT CERTIFICATION:

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

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

John Shirey, City Manager

Certifying Representative (Type or Print Name and Title)

 9-17-97
Signature/Date Signed

City of Cincinnati



Department of Public Works
Division of Engineering

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

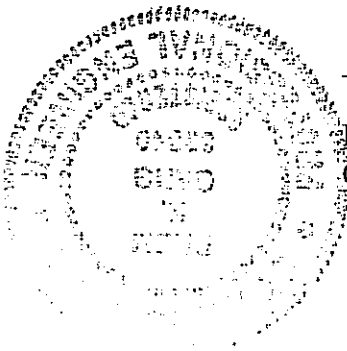
John Hamner
Director

December 19, 1997

Prem Garg, P.E.
City Engineer

SUBJECT: DREMAN AVENUE BRIDGE REPLACEMENT AND ROADWAY
IMPROVEMENT - CERTIFICATION OF USEFUL LIFE FOR STATE
CAPITAL IMPROVEMENT PROJECTS

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



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

DREMAN AVENUE BRIDGE REPLACEMENT AND ROADWAY IMPROVEMENT

ENGINEER'S ESTIMATE

SCOPE:

For furnishing all the materials, labor and equipment and performing all work necessary to complete the replacement of the Dreman Avenue Bridge and improve Dreman Avenue between Beekman Street and Faraday Road in accordance with the Plans, Specifications, and as directed by the Engineer.

REF. NO.	ITEM NO.	DESCRIPTION	ESTIMATED QUANTITIES	LABOR & MATERIAL	TOTAL
1	103	Contract Bond	Lump Sum	\$20,000.00	\$20,000.00
2	201	Clearing and Grubbing	Lump Sum	\$25,000.00	\$25,000.00
3	202	Pipe Removed	100 Lin.Ft.	\$30.00	\$3,000.00
4	202	Water Valve Removed	4 Each	\$100.00	\$400.00
5	202	Manholes Removed	4 Each	\$500.00	\$2,000.00
6	202	Inlets Removed	4 Each	\$150.00	\$600.00
7	202	Obstructions Removed and Replaced	Lump Sum	\$10,000.00	\$10,000.00
8	202	Trees Removed	20 Each	\$500.00	\$10,000.00
9	202	Concrete Walk and Drive Removed	1,200 Sq. Ft.	\$1.00	\$1,200.00
10	202	Pavement Removed	2,400 Sq. Yd.	\$10.00	\$24,000.00
11	202	Structures Removed	Lump Sum	\$80,000.00	\$80,000.00
12	203	Excavation Not Including Embank. Construction	5,000 Cu. Yd.	\$20.00	\$100,000.00
13	203	Embankment	5,000 Cu. Yd.	\$20.00	\$100,000.00
14	205	Special Fill Material	50 Tons	\$30.00	\$1,500.00
15	305	9 in. Concrete Base	3,400 Sq. Yd.	\$40.00	\$136,000.00
16	403	Asphalt Concrete Leveling Course	95 Cu. Yd.	\$80.00	\$7,600.00
17	404	Asphalt Concrete Surface Course	95 Cu. Yd.	\$80.00	\$7,600.00

REF. NO.	ITEM NO.	DESCRIPTION	ESTIMATED QUANTITIES		LABOR & MATERIAL	TOTAL
18	503	Cofferdams, Cribbs and Sheeting	Lump	Sum	\$35,000.00	\$35,000.00
19	503	Unclassified Excavation	1,500	Cu.Yd.	\$25.00	\$37,500.00
20	505	Pile Driving Equipment Mobilization	Lump	Sum	\$15,000.00	\$15,000.00
21	507	Steel H Piles	4,000	Lin.Ft.	\$20.00	\$80,000.00
22	509	Epoxy Coated Reinforcing Steel, Grade 60	90,000	Lbs.	\$0.80	\$72,000.00
23	509	Reinforcing Steel, Grade 60	90,000	Lbs.	\$0.80	\$72,000.00
24	510	Dowel Holes	100	Lin. Ft.	\$15.00	\$1,500.00
25	511	Class C Concrete, Footing	50	Cu.Yd.	\$200.00	\$10,000.00
26	511	Class C Concrete, Abutments Above Footings	150	Cu.Yd.	\$400.00	\$60,000.00
27	511	Class C Concrete, Reconstruct Existing Walls	20	Cu.Yd.	\$300.00	\$6,000.00
28	511	Class C Concrete, Channel Wall Shaft	10	Cu.Yd.	\$300.00	\$3,000.00
29	511	Class S Concrete, Superstructure	132	Cu.Yd.	\$400.00	\$52,800.00
30	512	Type A Waterproofing	20	Sq. Yd.	\$20.00	\$400.00
31	512	Type B Waterproofing	40	Sq. Yd.	\$30.00	\$1,200.00
32	513	Structural Steel (AISC Category III)	220,000	Lbs.	\$1.00	\$220,000.00
33	513	Welded Stud Shear Connectors	1,500	Each	\$3.00	\$4,500.00
34	516	Laminated Elastomeric Bearings & Plates	10	Each	\$600.00	\$6,000.00
35	516	Structural Expansion Joints	80	Lin.Ft.	\$250.00	\$20,000.00
36	517	Concrete Bridge Railing	200	Lin. Ft.	\$200.00	\$40,000.00
37	518	Porous Backfill with Filter Fabric	400	Cu. Yd.	\$20.00	\$8,000.00
38	518	6 in. Diameter Perforated PVC Pipe	200	Lin.Ft.	\$10.00	\$2,000.00
39	518	6 in. Diameter Non-Perforated PVC Pipe	50	Lin.Ft.	\$10.00	\$500.00

REF. NO.	ITEM NO.	DESCRIPTION	ESTIMATED QUANTITIES	LABOR & MATERIAL	TOTAL
40	519	Patching Concrete Structures	50 Sq. Ft.	\$50.00	\$2,500.00
41	601	Dumped Rock Fill, Type D (12 in. Thick)	40 Cu. Yd.	\$60.00	\$2,400.00
42	601	Grouted Dump Rock Fill., Type B (24 in. Thick)	10 Cu. Yd.	\$75.00	\$750.00
43	602	Brick Masonry	1 Cu. Yd.	\$700.00	\$700.00
44	602	Concrete Masonry	1 Cu. Yd.	\$700.00	\$700.00
45	603	12 in. Concrete Pipe, Type H	100 Lin.Ft.	\$40.00	\$4,000.00
46	603	24 in. Concrete Pipe, Type B	1,000 Lin.Ft.	\$52.00	\$52,000.00
47	604	Manholes , Type P (Acc. No. 490)	6 Each	\$5,000.00	\$30,000.00
48	604	Manholes , Adjusted to Grade	6 Each	\$400.00	\$2,400.00
49	606	Double Gutter Inlets (Acc. No. 49013)	11 Each	\$1,500.00	\$16,500.00
50	606	Type 5 Guardrail	500 Lin. Ft.	\$20.00	\$10,000.00
51	606	Type 1 Bridge Term. Assembly	2 Each	\$800.00	\$1,600.00
52	606	Type 2 Bridge Term. Assembly	2 Each	\$800.00	\$1,600.00
53	606	Type A Anchor Assembly	2 Each	\$800.00	\$1,600.00
54	606	Type T Anchor Assembly	2 Each	\$800.00	\$1,600.00
55	608	5 in. Concrete Walk	5,000 Sq. Ft.	\$5.00	\$25,000.00
56	609	Concrete Curb, Type B-1	2,000 Lin. Ft.	\$8.00	\$16,000.00
57	609	Replacement Driveway Curb	100 Lin. Ft.	\$20.00	\$2,000.00
58	611	Reinforced Concrete Approach Slab (13 in. Thick)	150 Sq. Yd.	\$120.00	\$18,000.00
59	611	Reinforced Concrete Approach Walk (9 in. Thick)	30 Sq. Yd.	\$100.00	\$3,000.00
60	614	Maintaining Traffic	Lump Sum	\$20,000.00	\$20,000.00
61	619	Field Office	Lump Sum	\$10,000.00	\$10,000.00

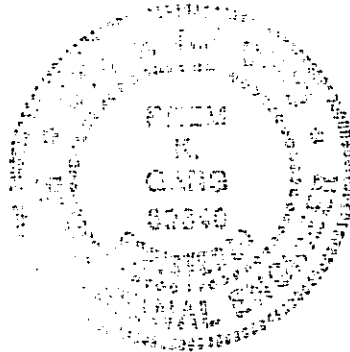
REF. NO.	ITEM NO.	DESCRIPTION	ESTIMATED QUANTITIES		LABOR & MATERIAL	TOTAL
62	622	Temporary Concrete Barrier	80	Lin. Ft.	\$50.00	\$4,000.00
63	627	7 in. Concrete Driveway	2,000	Sq. Ft.	\$8.00	\$16,000.00
64	642	Center Line	1,200	Lin. Ft.	\$2.00	\$2,400.00
65	659	Seeding and Mulching	5,000	Sq. Yd.	\$2.00	\$10,000.00
66	660	Sodding with Topsoil	500	Sq. Yd.	\$15.00	\$7,500.00
67	Spec.	Micro-Silica Modifide Conc. Overlay (1 1/2 in. Th.)	300	Sq. Yd.	\$30.00	\$9,000.00
68	Spec.	Sealing of Concrete Surfaces	1,000	Sq. Yd.	\$10.00	\$10,000.00
69	Spec.	Test Slab	Lump	Sum	\$2,000.00	\$2,000.00
70	Spec.	Field Painting of Structural Steel, System OZEU	220,000	Lbs	\$0.20	\$44,000.00
71	Spec.	Modular Retaining Wall	800	Hours	\$20.00	\$16,000.00
72	509	Reinforcing Steel	2,000	Lbs.	\$2.00	\$4,000.00
73	602	Brick Masonry	2	Cu.Yd.	\$600.00	\$1,200.00
74	626	Sheeting and Bracing Ordered Left in Place	1	MFBM	\$1,000.00	\$1,000.00
75	1101	Furnishing and Laying 12" Duct. Iron Pipe & Ftgs.	500	Lin. Ft.	\$170.00	\$85,000.00
76	1101	Furnishing and Laying 24" Duct. Iron Pipe & Ftgs.	100	Lin. Ft.	\$250.00	\$25,000.00
77	1102	Hauling Water Works Material	5	Ton	\$50.00	\$250.00
78	1110	Concrete Class C	50	Cu.Yd.	\$100.00	\$5,000.00
79	1111	12 in. Valve Chamber (Pre-Cast)	4	Each	\$600.00	\$2,400.00
80	1119	Additional Excavation	50	Cu. Yd.	\$15.00	\$750.00
81	1120	Exploratory Excavation	50	Cu. Yd.	\$15.00	\$750.00
82	1121	Filling Abandoned Water Works Structures	10	Cu. Yd.	\$10.00	\$100.00
83	1318	Pole	6	Each	\$1,500.00	\$9,000.00

REF. NO.	ITEM NO.	DESCRIPTION	ESTIMATED QUANTITIES		LABOR & MATERIAL	TOTAL
84	1321	Conduit 3 in. RMC	1,000	Lin. Ft.	\$25.00	\$25,000.00
85	1322	Pullbox	6	Each	\$1,000.00	\$6,000.00
86	1322	Cable	3,000	Lin.Ft.	\$2.00	\$6,000.00
87	1325	Luminaire	6	Each	\$1,000.00	\$6,000.00
88	1324	Lighting Control Center in Place	1	Each	\$3,000.00	\$3,000.00

Engineer's Construction Cost Estimate = \$1,800,000.00

Engineer's Contingency Estimate = \$200,000.00

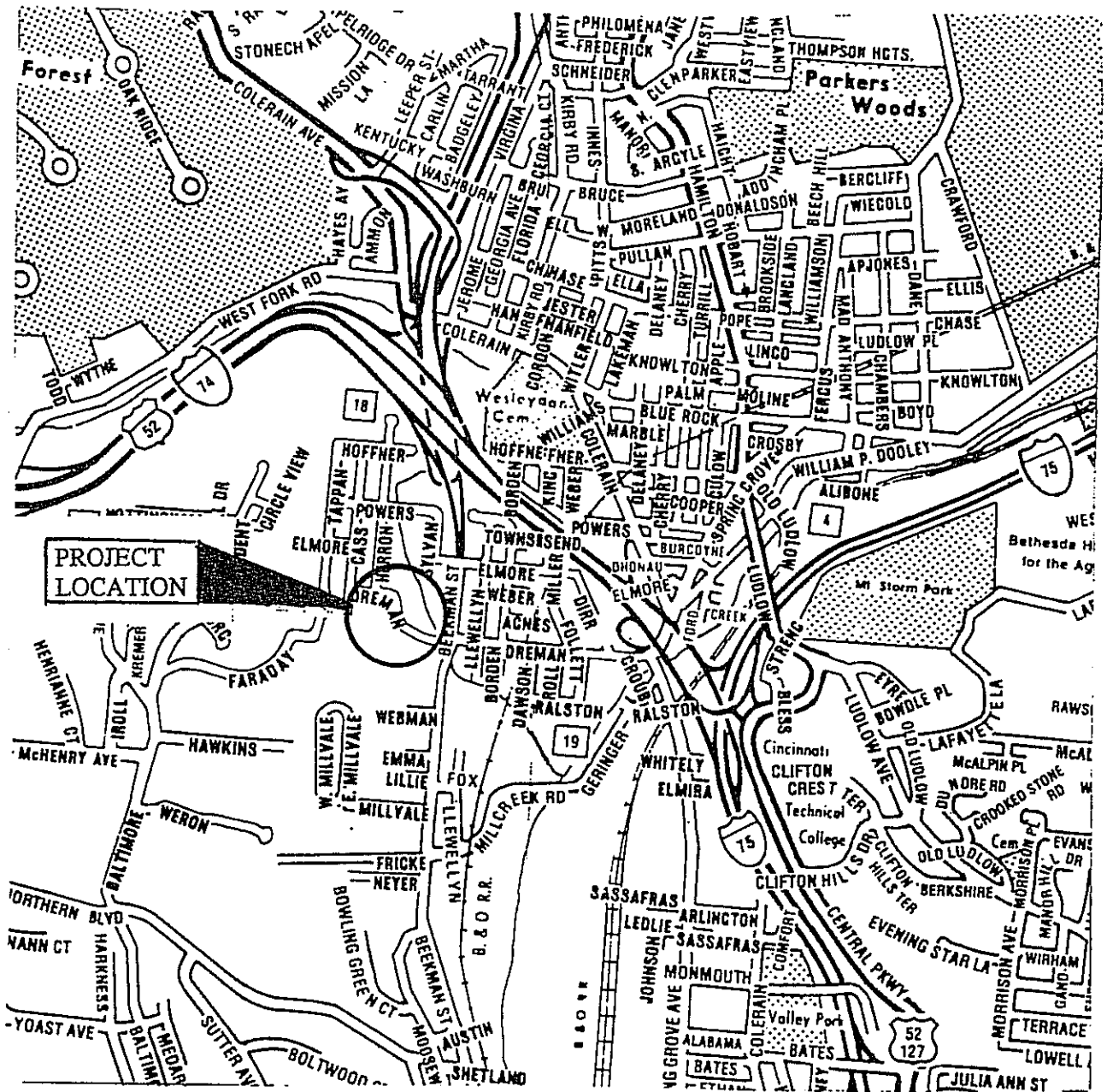
ENGINEER'S TOTAL COST ESTIMATE = \$2,000,000.00



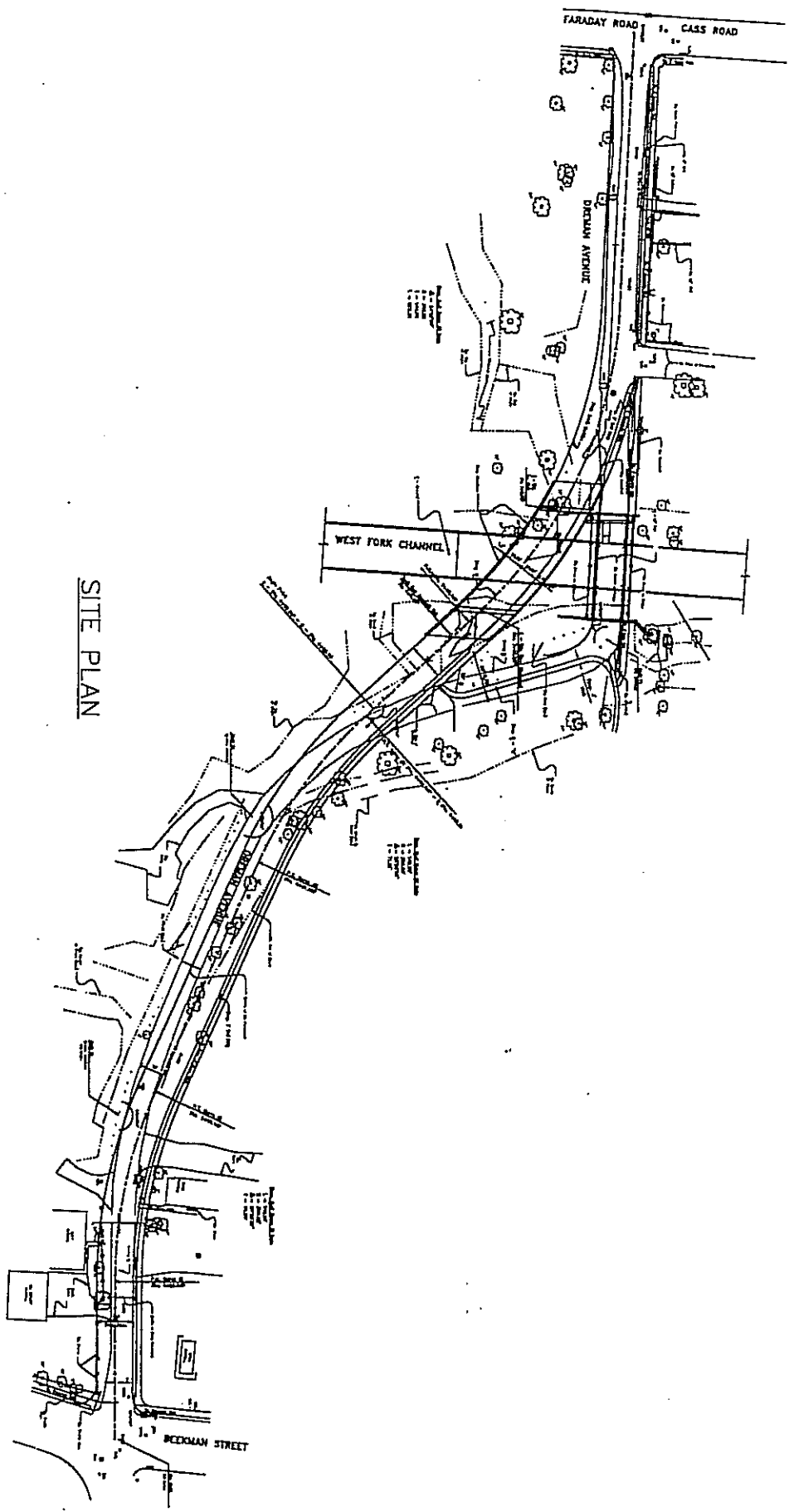
Prem Garg

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

DREMAN AVENUE BRIDGE REPLACEMENT & ROADWAY IMPROVEMENT



VICINITY MAP



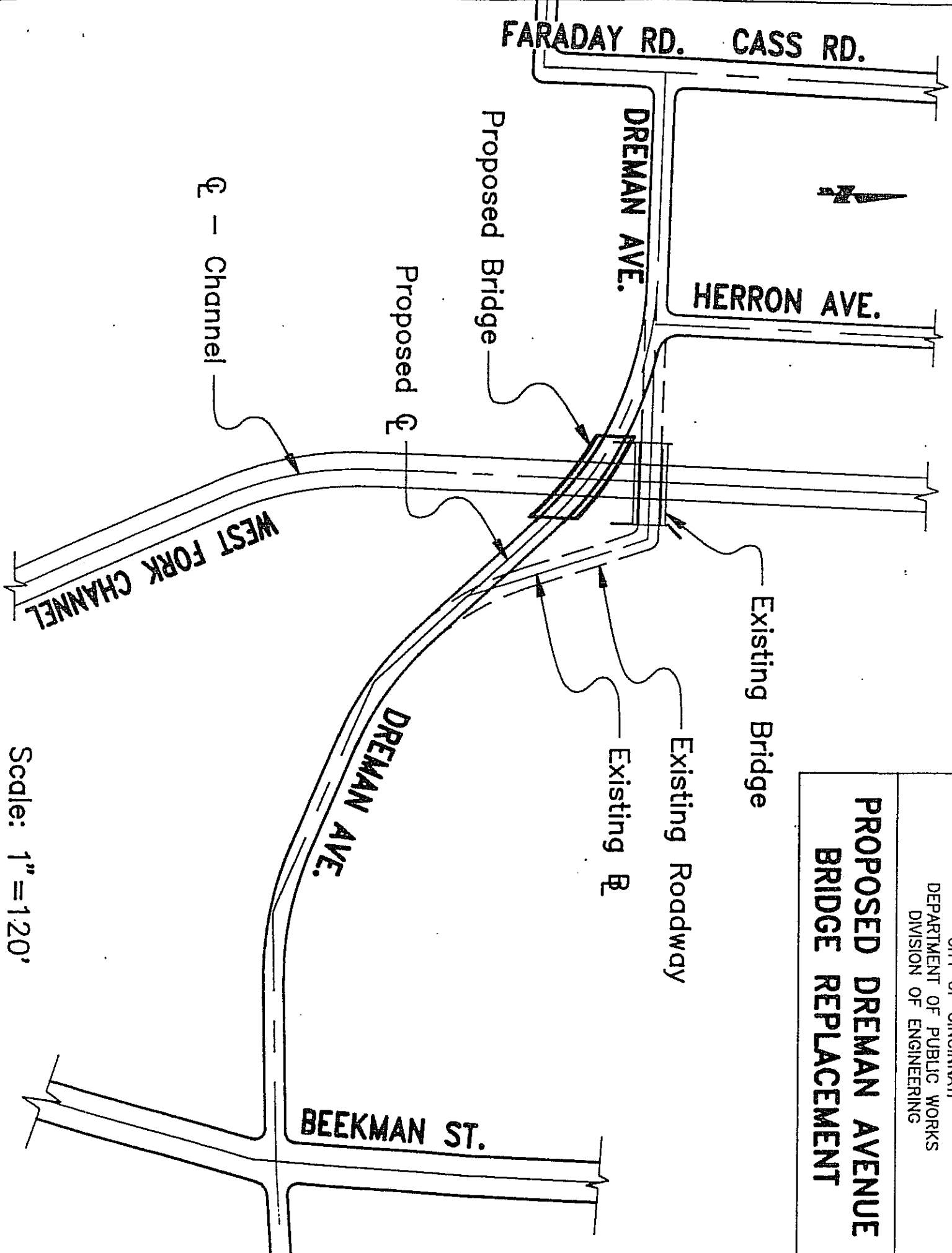
SITE PLAN



CITY OF CINCINNATI
 DEPARTMENT OF PUBLIC WORKS
 DIVISION OF ENGINEERING
 STRUCTURAL ENGINEERING SECTION

DREMAN AVENUE
 BRIDGE REPLACEMENT
 and
 ROADWAY IMPROVEMENT
 ISSUE II APP. FILE: 1DREMAN.DWG SEPT., 1994

PROPOSED DREMAN AVENUE BRIDGE REPLACEMENT



Scale: 1" = 120'

City of Cincinnati



Department of Finance

Room 250, City Hall
801 Plum Street
Cincinnati, Ohio 45202

September 19, 1997

F. A. Dawson
Director

J.L. Andreyko
Deputy Director

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

RE: Status of Funds for Local Share of 1998 SCIP/LTIP Project Grants

Dear Mr. Bicking:

The local matching share for the following 1998 SCIP/LTIP Projects (Round 12 Funding) are recommended by the City Manager for funding in the City's 1998 Capital Improvement Program:

STREET REHABILITATIONS

1. Vine Street (North) - Paddock Road to North Corporation Line
2. Madison Road (South) - Observatory Avenue to Edwards Road
3. Spring Grove Avenue - Mitchell Avenue to North Corporation Line
4. Ludlow Avenue - Cornell Place to Central Parkway
5. Rutledge/St. Lawrence Avenues - St. William Avenue to Rapid Run Pike
6. Anderson Ferry Road - Hillside Avenue to Corporation Line
7. Duck Creek Road - Red Bank Road to Oaklawn Drive
8. Glenway Avenue - Boudinot Avenue to Werk Road
9. Madison Road (North) - Edwards Road to Brotherton Road
10. Vine Street (South) - Clifton Avenue to McMillan Street
11. Crawford Avenue - Dane Avenue to Springlawn Avenue
12. Wasson Road - Paxton Road to Edwards Road
13. North Bend Road - Argus Road to Hamilton Avenue
14. Quebec Road - Glenway Avenue to Westwood Avenue

STREET IMPROVEMENTS & WIDENINGS

15. Southside Avenue Improvement - Phase II
16. Eastern Avenue Widening - Eggleston Avenue to Bains Place
17. East Epworth - Chickering Avenue to West Mitchell Avenue
18. Pete Rose Way - Central Avenue to Elm Street
19. Mehring Way - Central Avenue to Roebling Bridge
20. Queen City Avenue - LaFeuille Avenue to Werk Road
21. Red Bank Road - Woodford Road to Zinsle Avenue

BRIDGE REPLACEMENT PROJECTS

22. Dreman Avenue over West Branch of Millcreek
23. Gest Street Bridge over CIND Railroad
24. West Fork Road Improvement & Bridge Replacement

RETAINING WALL REHABILITATION PROJECT

25. Columbia Parkway - Wall "D" Rehabilitation

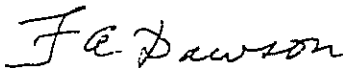
LANDSLIDE CORRECTION PROJECT

26. Lehman Road Landslide Correction

The matching funds for these projects are coming from Street Improvement Bonds which are scheduled for sale in the early part of 1998.

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

Sincerely,



F. A. Dawson
Director of Finance

City of Cincinnati

M.C.V.

An Ordinance No. 330

- 1997

AUTHORIZING the City Manager to apply for and accept street rehabilitation, street improvement and widening, bridge replacement, landslide correction, and retaining wall rehabilitation funding grants from the State of Ohio, Ohio Public Works Commission, in the approximate amount of \$16,315,580, and to execute any agreements necessary for the receipt and administration of said grants.

WHEREAS, the State Capital Improvement Program and Local Transportation Improvement Program provide for infrastructure funding; and

WHEREAS, the District 2 Integrating Committee is accepting applications for projects within Hamilton County, State of Ohio; and

WHEREAS, the City of Cincinnati has the required \$8.2 million in matching funds for 1998, for fourteen (14) street rehabilitation projects, namely Anderson Ferry Road, Crawford Avenue, Duck Creek Road, Glenway Avenue, Ludlow Avenue, two sections of Madison Road, North Bend Road, Quebec Road, Rutledge & Saint Lawrence Avenues, Spring Grove Avenue, two sections of Vine Street, and Wasson Road; seven (7) street improvement and widening projects, namely East Epworth Avenue, Eastern Avenue, Mehring Way, Pete Rose Way, Queen City Avenue, Red Bank Road, and Southside Avenue; three (3) bridge replacement projects, namely Dreman Avenue, Gest Street over the CIND Railroad, and West Fork Road; rehabilitation of Retaining Wall "D" along Columbia Parkway; and a landslide correction project on Lehman Road; now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That the City Manager is hereby authorized to execute and file applications, on behalf of the City of Cincinnati, with the Ohio Public Works Commission through the Hamilton County District 2 Integrating Committee, for grants in the approximate amount of \$16,315,580 for funding fourteen (14) street rehabilitation projects, namely Anderson Ferry Road, Crawford Avenue, Duck Creek Road, Glenway Avenue, Ludlow Avenue, two sections of Madison Road, North Bend Road, Quebec Road, Rutledge &

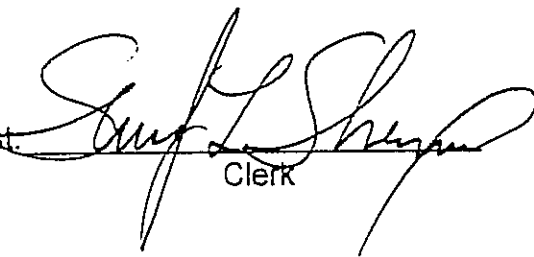
Saint Lawrence Avenues, Spring Grove Avenue, two sections of Vine Street, and Wasson Road; seven (7) street improvement and widening projects, namely East Epworth Avenue, Eastern Avenue, Mehring Way, Pete Rose Way, Queen City Avenue, Red Bank Road, and Southside Avenue; three (3) bridge replacement projects, namely Dreman Avenue, Gest Street over the CIND Railroad, and West Fork Road; rehabilitation of Retaining Wall "D" along Columbia Parkway; and a landslide correction project on Lehman Road; and to accept such grants if awarded by the Ohio Public Works Commission.

Section 2. That the City Manager is hereby authorized to execute such agreements and other documents as are required by the State for receipt and administration of the above grants.

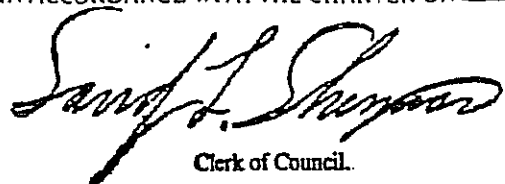
Section 3. This ordinance shall take effect from and after the earliest period allowed by law.

Passed September 17 A.D., 1997


Mayor

Attest: 
Clerk

I HEREBY CERTIFY THAT ORDINANCE NO. 330
1997 WAS PUBLISHED IN THE CITY JOURNAL
IN ACCORDANCE WITH THE CHARTER ON 9-30-97.


Clerk of Council.

DREMAN AVENUE BRIDGE OVER WEST FORK CHANNEL		3160408	5 P
Inspected By: STEPHEN C. GRESSEL, P.E.		PE:PE	Init:SCG Date:11/18/1996
Signature:			
Reviewed By:		PE:	Init: Date: / /
Signature:			
Bridge #: CITY (ENG) #15	Insp Resp: CITY	Maint Resp: CITY (ENG.)	
County: CIN	Route: DREM	Unit: 28301	BrType (Main/Appr Spans): 172 / Year Built: 1477
Survey: 10000100		Needs to be Inventoried By:	
Load Rating %: 25	Load Rating Analyst Initials:	Load Rating Analysis Date: / /	
Inspection satisfies AASHTO Manual for Maintenance Inspection of Bridges "Routine Inspection" requirements.			
Not all main structural members were inspected within "arms reach" distance.			
File Location: 22-33-44 TO 46			
1	FLOOR: Seepage; efflorescence and spalls at longit. joints; deep spall @ W. with rebar exposed; some full depth repairs.		2
2	WEARING SURFACE: Random shrinkage cracks; debris accum. at GM's.		1
3	CURBS, SIDWLKS/WLK WAYS: Minor transverse cracks; S. walk closed; debris on S. walk.		1
5	RAILING: GM barrier at curbs; chainlink behind walks.		1
6	DRAINAGE: 4 scuppers with drainpipes; 2 clogged; drainpipes rusted at bottom.		1
7	EXPANSION JOINTS: None are provided.		
8	DECK SUMMARY:		7
9	STR.ALIGNMENT: Slight settlement at bridge.		1
10	BEAMS/GIRDERS/SLAB: Longit. cracks and spalls along bottoms.		2
11	DIAPHRAGMS/CROSSFRAMES:		1
14	FLOOR BEAM CONNECTIONS: Cracks with minor rust.		2
24	BEARING DEVICES: Integral.		
31	LIVE LOAD RESPONSE:		S
32	SUPERSTRUCTURE SUMMARY: Redundant; not fatigue prone.		6
33	ABUTMENTS: Cracks with efflorescence; seepage; gunite flash coated; flash coat spalls.		2
34	ABUTMENT SEATS: Integral.		

DREMAN AVENUE BRIDGE OVER WEST FORK CHANNEL		3160408	5 P
Inspected By: STEPHEN C. GRESSEL, P.E.		PE:PE Init:SCG	Date:11/18/1996
Signature:			
Reviewed By:		PE:	Init: Date: / /
Signature:			
Bridge #:	CITY (ENG) #15	Insp Resp: CITY	Maint Resp: CITY (ENG.)
35	PIERS: Corners cracking and spalling on columns; protection around S.E. washed away; vertical cracks on N.E. pier.		2
36	PIER SEATS: Integral.		
38	WINGWALLS: Excessive movement of NE wingwall (leaning outward 15-3/4" at abut.; CON'T Substructure Notes BELOW		4
40	SUB.SCOUR: All substructure members are out of the channel.		Type: 1 1
41	SLOPE PROTECTION:		
42	SUBSTRUCTURE SUMMARY: Lower rating due to N.E. wingwall.		5
51	CHA.ALIGNMENT:		
52	PROTECTION: Deterioration; spalls and uneven settlement of concrete channel lining.		2
53	WATERWAY ADEQUACY:		
54	CHANNEL SUMMARY: Channel completely concrete lined.		6
55	PAVEMENT: Asphalt; cracks sealed (1990). Longit. cracks.		1
56	APPROACH SLABS: None apparent.		
57	GUARDRAIL:		
58	RELIEF JOINTS: None apparent.		
59	EMBANKMENT: Erosion; part. at W.; steep grade @ W.		2
60	APPROACHES SUMMARY:		
62	WARNING SIGNS: Posted 10 ton.		1
65	VERTICAL CLEARANCE:		
66	GEN/APPRASIS/OPERATIONS: Programming bridge for replacement with higher capacity bridge on better alignment.		Condition: 5 P

DREMAN AVENUE BRIDGE OVER WEST FORK CHANNEL			3160408	5 P
Inspected By: STEPHEN C. GRESSEL, P.E.		PE: PE	Init: SCG	Date: 11/18/1996
Signature:				
Reviewed By:		PE:	Init:	Date: / /
Signature:				
Bridge #: CITY (ENG) #15	Insp Resp: CITY	Maint Resp: CITY (ENG.)		

Substructure Notes:

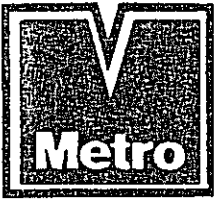
WINGWALLS CONT. pushed away laterally from abutment 4" at base, 11" at top; two large midheight cracks in SE wingwall, large bulge @ SW, approx. 3-1/2", movement caused by tree roots; 2 horizontal cracks in NW wall.

Maintenance Items:

1) Clean along both parapets for proper drainage.

Inspection Notes:

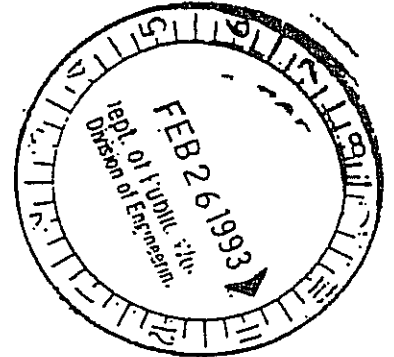
Plans are currently being prepared for the replacement of the bridge.



February 25, 1992

Planning
and
Development
Department
513/632-7543

George Hartman, PE
Acting City Engineer
Department of Public Works
Room 440, City Hall
801 Plum Street
Cincinnati, Ohio 45202



Dear Mr. Hartman,

This letter is in response to your request that the Metro investigate using the Dreman Avenue Bridge as a detour when the Powers Street Bridge is closed for construction. After investigation, we find that Metro's operating on Dreman Avenue would be unsafe.

Dreman Avenue between Beekman and the bridge is very narrow, less than 20', and includes a blind curve with no shoulder. If a bus should meet another vehicle on this curve, there is no place to pass. And, when Powers Street is closed, traffic on Dreman will increase along with the likelihood of such a meeting. This factor alone prevents the Metro's operation on Dreman.

Other concerns exist as well. The right turn from southbound Beekman onto westbound Dreman is very tight with a utility pole right on the corner. This problem could be addressed by a change in route, though rerouting would be complicated by the lack of a light at Beekman and Dreman.

Thank you for the opportunity to comment on this proposal.

Sincerely,

Nancy Core
Planner

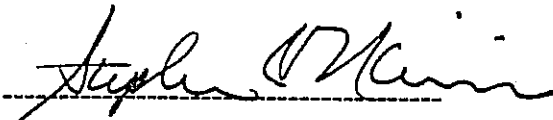
cc: Carl Palmer, Director, Planning and Development
Phil Lind, Queensgate Sector Manager
Mike Theiss, Queensgate Group Manager
Joe Walter, City of Cincinnati

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

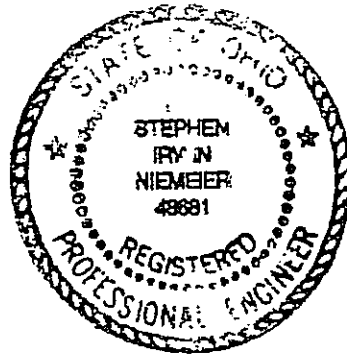
1401 Bank Street
Cincinnati, Ohio 45214-1782
FAX (513) 632-7694

CERTIFICATION OF TRAFFIC COUNT

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



Stephen I. Niemeier, P.E.
Supervising Engineer



CITY OF CINCINNATI
DEPARTMENT OF PUBLIC WORKS
DIVISION OF TRAFFIC ENGINEERING

Date 8/5/93
By Berry Vencay
Approved [Signature]

Traffic Projection Data

Roadway Dreman Ave West of Beckman
From Beckman To Herron

I. Existing Traffic Data

Count No. 91-0252 Date 11-14-91 Duration 24 Hour Volume 706
Count No. 88-0326 Date 6-29-88 Duration 24 Hour Volume 944
Count No. _____ Date _____ Duration _____ Volume _____
Existing ADT = 1650

Peak Hour Highest Volume

EB or NB 3³⁰ - 4³⁰ A.M. or P.M. 60
WB or SB 3³⁰ - 4³⁰ A.M. or P.M. 70

Existing highest hourly volume = 130
K = Design hour % of ADT = 7.9
D = Design hour % predominate direction = 53.8
Truck (B & C) Bus Route No. = 5%
Truck Terrain Factor Bus route only as = 4
detour.

II. Design Year Calculation

Design Year 2013 = expansion factor of 1.4
Design Year ADT (Normal Growth) = 2310
Design Year ADT (Generated by planned development) _____
Design Year (B & C) Trucks = 5 % = 116
Design Year (P & A) = 2194
T = Design Year Adj. (B & C) X 4 = 464
Design Year ADT = 2658

III. Design Year Hourly Volume

Design hour 3³⁰ - 4³⁰ A.M. or P.M. - % ADT 7.9
D % Design hour traffic in predominate direction 53.8
Design Hourly Volume = 210
Design Directional Hourly Volume 113

ROADWAY MIDBLOCK SUMMARY
DIVISION OF TRAFFIC ENGINEERING
CITY OF CINCINNATI

Roadway Drexel Ave. from Beekman to Herron
Prepared by Courtney Thatcher Date 8-05-9

Year	Total	Rear End	Right Angle	Turning		Side Swipe	Parked Veh.	Fixed Object	Ped.	Other	Injur
				LT	RT						
90	2					1				1	
91	2	1						1			
92	5		2	1	2	2				1	
Total	9	1	2	1	2	3		1		2	

Comments: Majority of Accidents were side-swipes, which indicates that the proposed reroute of metro-buses along this route may pose a problem

$$\begin{aligned}
 \text{Accident Rate} &= \frac{\text{No. Acc} \times 1,000,000}{\text{No. miles} \times \text{ADT} \times 365} \\
 \text{(per million veh. miles per year)} &= \frac{9 \times 1,000,000}{0.13 \times 1650 \times 365} \\
 &= 38.31 \text{ Accidents per million vehicle miles}
 \end{aligned}$$

ADDITIONAL SUPPORT INFORMATION

For Program Year 1998 (July 1, 1998 through June 30, 1999), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

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

Closed _____ Poor _____
Fair X Good _____

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

The bridge was constructed in 1914 and is posted 10 tons. The bridge and roadway width and alignment are both substandard. Please see attached sheet for additional information.

- 2) If State Issue 2 funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 1998) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

 4 months

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

* Please answer the following if applicable:

No. of parcels needed for project: 18 . Of these, how many are Takes 7 , Temporary 11 , Permanent 0 .

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

Are all utility coordinations completed? Yes No N/A

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

- 9 months to complete detail Plans.
- 6 months to complete utility coordination.

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

The existing weight limit, drainage problems, and safety hazards due to poor approach alignment and width will be eliminated. The existing accident rate of 38.34 accidents per million vehicle miles per year is approximately four times the city average.

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

Federal _____ ODOT _____ Local X
MRF _____ OWDA _____ CD _____
Other _____

Note: If MRF funds are being used for the local share, the MRF application must have been filed by August 1, 1993 for this project with the Hamilton County Engineer's Office.

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

30 %

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

Complete Ban _____ Partial Ban X No Ban _____

Will the ban be removed after the project is completed?

Yes X No _____

*Calculation for weight limit posting is available in Room 440, Cincinnati City Hall.

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

1650 cars/day x 1.2 users/car = 1980 users/day

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

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

Yes X No

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

At the west end of this project, Faraday Road has been closed due to landslides, leaving only Dreman Avenue and Powers Street to provide access to the adjacent neighborhood. Both Dreman Avenue and Powers Street have posted bridges limiting access to the neighborhood. Due to the existing narrow width, poor alignment and posted 10 ton bridge on Dreman Avenue, fire trucks and metro busses cannot use this route. The Powers Street bridge was originally constructed in 1910 and will need to be replaced in the near future. When the Powers Street bridge goes under construction, access to the neighborhood will be even further restricted and emergency response to the neighborhood will be significantly impaired.

DREMAN AVENUE BRIDGE REPLACEMENT AND ROADWAY IMPROVEMENT

ADDITIONAL SUPPORT INFORMATION

1. Brief Statement of Deficiencies:

- a.) The existing Dreman Avenue bridge was built in 1914 and is now over eighty years old. It is Structurally Deficient (31.1) and Functionally Obsolete per ODOT and FHWA criteria.
- b.) The existing bridge is posted for a ten ton weight limit. The proposed bridge is designed to support current legal loads.
- c.) The existing curb to curb bridge width is only twenty feet. The proposed curb to curb bridge width is twenty-eight feet.
- d.) The existing approach roadway has no curbs, walks or berm. The proposed roadway has curbs, drainage and a four foot walk along the north side of the roadway.
- e.) The existing roadway between the bridge and Faraday Road has a severe drainage problem which regularly deposits several inches of mud and/or water on the bridge deck after heavy rains. The mud presents an unusual safety hazard to the motoring public. The mud then stagnates, creating a health hazard as well as a nasty stench. Both the mud and the water, when ponded and frozen on the bridge, create a slip hazard.
- f.) The approach alignment at the east end of the bridge is substandard. The sharp bend at the east end of the bridge requires vehicles to slow down to almost a complete stop before crossing the bridge. The proposed bridge and roadway alignment are significantly improved and meet current design standards. The sharp bend at the east end of the bridge will be removed. Sight distance will be greatly improved and safety concerns are eliminated. The accident rate of 38.34 accidents per million vehicle miles per year for the existing roadway is excessive. This accident rate is approximately four times the city average. Please see the attached report from Traffic Engineering.

2. Status of Right-of-Way Acquisitions:

Legal descriptions for the necessary Fee Simple Takes and Permanent Easements have been prepared and the City Solicitors office is currently actively negotiating with the respective property owners. Also the Resolution/Ordinance procedure to appropriate property for public use is proceeding concurrently with negotiations in the event negotiations with any property owners are unsuccessful.

Existing Dreman Avenue Bridge and Roadway

Page 1 of 4



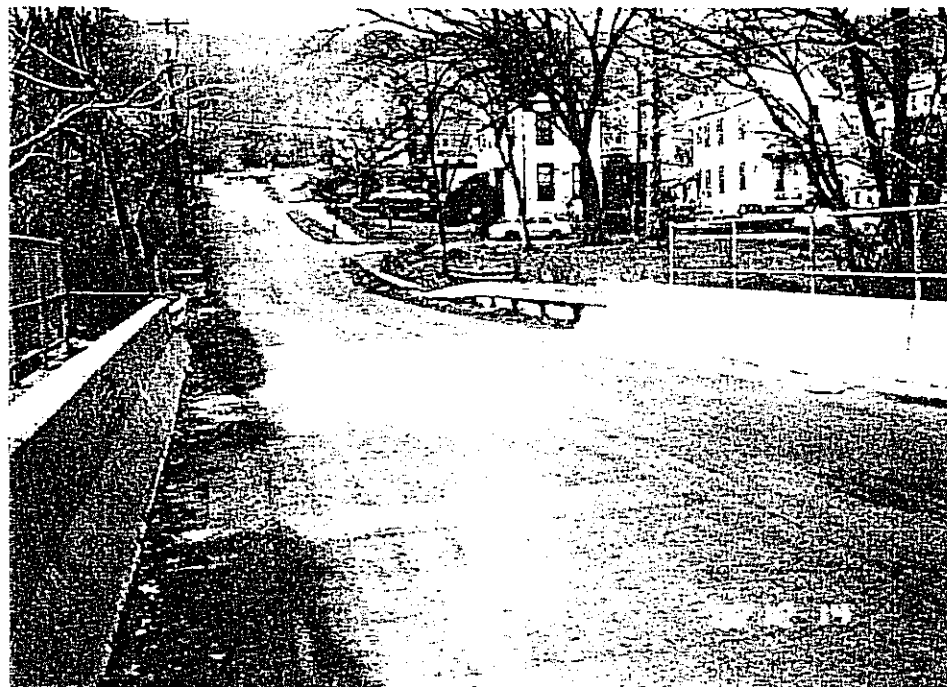
Picture of the entrance to Dreman Avenue from Beekman Street. Picture taken from the east side of Beekman Street looking westward.



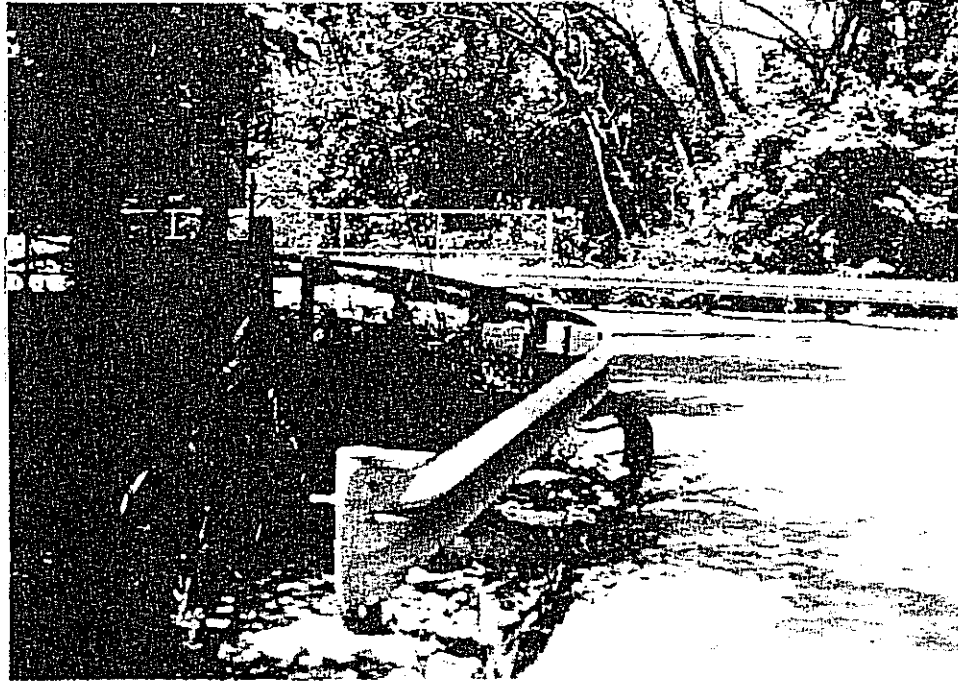
Picture of the Dreman Avenue roadway. Notice the unimproved roadway conditions. Picture taken from near the Beekman Street intersection looking westward.



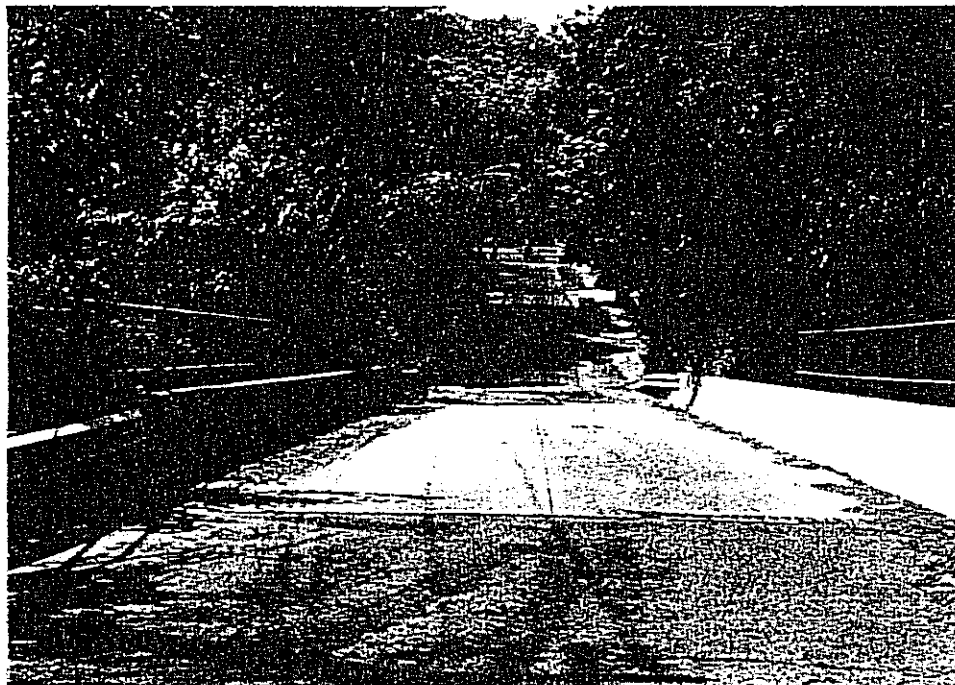
Picture of the Dreman Avenue roadway and the east approach to the bridge. Notice the poor roadway alignment and the unimproved roadway conditions. Picture taken from Dreman Avenue looking northwestward.



Picture of the bridge deck and the west approach to the bridge. Notice the semi-improved roadway conditions. Picture taken from the east end of the bridge looking westward.



Picture of the east approach to the bridge. Notice the sharp bend in the approach alignment and the 10 ton posting. Picture taken from the east approach looking northward.



Picture of the bridge deck. Picture taken from the east approach looking westward.



Picture of the northeast wingwall. Notice the excessive tilt of the wingwall. The wingwall has also displaced laterally.



Picture of the southeast wingwall. Notice the large horizontal cracks and bulging of the wingwall.

SCIP/LTIP PROGRAM
ROUND 12 - PROGRAM YEAR 1998
PROJECT SELECTION CRITERIA
JULY 1, 1998 TO JUNE 30, 1999

JURISDICTION/AGENCY: CINCINNATI
 NAME OF PROJECT: DREMAN AVE
 PRELIMINARY SCORE FOR THIS PROJECT: 64
 FINAL SCORE FOR THIS PROJECT: _____
 RATING TEAM: 4

- | | <u>POINTS</u> |
|---|---------------|
| 1) If SCIP/LTIP funds are granted, when would the construction contract be awarded? <u>(See Addendum for definition of delinquency)</u> | <u>10</u> |
| 10 Points - Will be under contract by end of 1998 and no delinquent projects in Rounds 9 & 10. | |
| 5 Points - Will be under contract by March 30, 1999 and/or jurisdiction has had one delinquent project in Rounds 9 & 10. | |
| 0 Points - Will not be under contract by March 30, 1999 and/or jurisdiction has had more than one delinquent project in Rounds 9 & 10. | |
| 2) What is the physical condition of the existing infrastructure to be replaced or repaired? <u>(See Addendum for definitions)</u> | |
| 25 Points - Failed | <u>23</u> |
| 23 Points - Critical | |
| 20 Points - Very Poor | |
| 17 Points - Poor | |
| 15 Points - Moderately Poor | |
| 10 Points - Moderately Fair | |
| 5 Points - Fair Condition | |
| 0 Points - Good or Better | |

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

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

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

3

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

- 10 Points - Highly significant importance, with substantial impact on all 3 factors.
- 8 Points - Considerably significant importance, with substantial impact on 2 factors, or noticeable impact on all 3 factors.
- 6 Points - Moderate importance, with substantial impact on 1 factor or noticeable impact on 2 factors.
- 4 Points - Minimal importance, with noticeable impact on 1 factor
- 2 Points - No measurable impact

8

SUB. SAFETY
NOT H & W

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

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

6

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

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

3

20

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

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

3

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

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

1

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

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

2

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

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

5

11

ADDENDUM TO THE RATING SYSTEM

DEFINITIONS/CLARIFICATIONS

Criterion 1 - ABILITY TO PROCEED

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

2 - CONDITION

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

Definitions:

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

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

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

POOR CONDITION - Requires standard rehabilitation to maintain integrity. (e.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: deck cannot be salvaged, substructure and superstructure need repair; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

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

MODERATELY FAIR CONDITION - Requires extensive maintenance to maintain integrity. (e.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: deck rehabilitation required, overlay not required.)

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

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

Criterion 4 - *HEALTH, SAFETY & WELFARE*

Definitions:

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

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

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

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

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

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

PLEASE NOTE: The examples listed above are NOT a complete list, but only a small sampling of situations that may be relevant to any given project. Each project is looked at on an individual basis to determine if any aspects of this rating category apply, and if so, to what severity level (minor or significant). The severity and extent of the problem, as it relates to Health, Safety and Welfare, MUST be fully detailed by the applicant and apparent to the rating team. The Support Staff will not attempt to determine these issues on its own. Without such detail the jurisdiction should expect a lower rating than the project may deserve.

Criterion 9 - REGIONAL IMPACT

Definitions:

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

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

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