



Public Works Commission

Application for Financial Assistance

IMPORTANT: Please consult "Instructions for Financial Assistance for Capital Infrastructure Projects" for guidance in completion of this form.

Applicant

Applicant: City of Dayton Subdivision Code: 113-21000

District Number: 4 County: Montgomery Date: 08/29/2022

Contact: Joseph Weinel Phone: (937) 333-4218
(The individual who will be available during business hours and who can best answer or coordinate the response to questions)

Email: joe.weinel@daytonohio.gov FAX: _____

Project

Project Name: Salem & Philadelphia Intersection Improvements Zip Code: 45406

Subdivision Type	Project Type	Funding Request Summary	
	<small>(Select single largest component by \$)</small>	<small>(Automatically populates from page 2)</small>	
<u>City</u>	x 1. Road	Total Project Cost:	<u>2,680,000</u> .00
	2. Bridge/Culvert	1. Grant:	<u>2,010,000</u> .00
	3. Water Supply	2. Loan:	<u>0</u> .00
	4. Wastewater	3. Loan Assistance/ Credit Enhancement:	<u>0</u> .00
	5. Solid Waste	Funding Requested:	<u>2,010,000</u> .00
	6. Stormwater		

District Recommendation (To be completed by the District Committee)

Funding Type Requested	SCIP Loan - Rate: _____ % Term: _____ Yrs	Amount: _____ .00
<small>(Select one)</small>		
<input type="checkbox"/> State Capital Improvement Program	RLP Loan - Rate: _____ % Term: _____ Yrs	Amount: _____ .00
<input type="checkbox"/> Local Transportation Improvement Program	Grant:	Amount: _____ .00
<input type="checkbox"/> Revolving Loan Program	LTIP:	Amount: _____ .00
<input type="checkbox"/> Small Government Program	Loan Assistance / Credit Enhancement:	Amount: _____ .00
District SG Priority: _____		

For OPWC Use Only

STATUS: _____	Grant Amount: _____ .00	Loan Type: <input type="checkbox"/> SCIP <input type="checkbox"/> RLP
Project Number: _____	Loan Amount: _____ .00	Date Construction End: _____
	Total Funding: _____ .00	Date Maturity: _____
Release Date: _____	Local Participation: _____ %	Rate: _____ %
OPWC Approval: _____	OPWC Participation: _____ %	Term: _____ Yrs

1.0 Project Financial Information (All Costs Rounded to Nearest Dollar)

1.1 Project Estimated Costs

Engineering Services

Preliminary / Final Design:	<u>75,000</u>	.00	
Construction Administration:	<u>80,000</u>	.00	
Total Engineering Services:	a.) <u>155,000</u>	.00	<u>6.7</u> %
Right of Way:	b.) <u>0</u>	.00	
Construction:	c.) <u>2,320,000</u>	.00	
Permits, Advertising, Legal:	e.) <u>5,000</u>	.00	
Construction Contingencies:	f.) <u>200,000</u>	.00	
Total Estimated Costs:	g.) <u>2,680,000</u>	.00	

1.2 Project Financial Resources

Local Resources

Local In-Kind or Force Account:	a.) <u>160,000</u>	.00	
Local Revenues:	b.) <u>510,000</u>	.00	
Other Public Revenues:			
Local / ODOT - Let:	d.) <u>0</u>	.00	
ODOT PID:			
OEPA / OWDA:	e.) <u>0</u>	.00	
CDBG:	f.) _____	.00	
Other: _____	g.) <u>0</u>	.00	
Subtotal Local Resources:	i.) <u>670,000</u>	.00	<u>25</u> %

OPWC Funds (Check all requested and enter Amount)

Grant: <u>100</u> % of OPWC Funds	j.) <u>2,010,000</u>	.00	
Loan: <u>0</u> % of OPWC Funds	k.) <u>0</u>	.00	_____ yrs
Loan Assistance / Credit Enhancement:	l.) <u>0</u>	.00	
Subtotal OPWC Funds:	m.) <u>2,010,000</u>	.00	<u>75</u> %
Total Financial Resources:	n.) <u>2,680,000</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 resources required for the project will be available on or before the earliest date listed in the Project Schedule section. The OPWC Agreement will not be released until the local resources are certified. Failure to meet local share may result in termination of the project. Applicant needs to provide written confirmation for funds coming from other funding sources.

2.0 Repair / Replacement or New / Expansion

2.1 Total Portion of Project New / Expansion: _____⁰.00

3.0 Project Schedule

3.1 Engineering / Design / Right of Way Begin Date: 12/01/2022 End Date: 01/31/2024
3.2 Bid Advertisement and Award Begin Date: 02/01/2024 End Date: 04/01/2024
3.3 Construction Begin Date: 04/01/2024 End Date: 09/26/2025

Construction cannot begin prior to release of executed Project Agreement and issuance of Notice to Proceed. Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by project official of record and approved by the Commission once the Project Agreement has been executed.

4.0 Project Information

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

4.1 Useful Life / Cost Estimate / Age of Infrastructure

Project Useful Life: 29 Years Age: 2001 (Year built or year of last major improvement)

Attach Registered Professional Engineer's statement, with seal or stamp and signature confirming the project's useful life indicated above and detailed cost estimate.

4.2 User Information

Road or Bridge: Current ADT 13296 Year 2021

Water / Wastewater: Based on monthly usage of 4,500 gallons per household; attach current ordinances.

Residential Water Rate Current \$ 0 Number of households served: _____

Residential Wastewater Rate Current \$ 0 Number of households served: _____

Stormwater: Number of households served: _____

4.3 Project Description

A: SPECIFIC LOCATION (Supply a written location description that includes the project termini; a map does not replace this requirement.) 2000 character limit.

This project includes a full rebuild of the intersection of Salem Avenue and Philadelphia Drive. Salem Avenue will be reconstructed from Benson Drive to 300 feet west of Philadelphia Drive. Philadelphia Drive will be reconstructed from 200 feet south of Salem Avenue to the next traffic signal, north of Salem Avenue

B: IDENTIFY THE PROBLEM (Describe the issue to be addressed) 2000 character limit.

Excessive accidents at the intersection and pavement that has passed its useful life. Long pedestrian crossing distances.

C: PROJECT SCOPE (Describe the work to be completed) 2000 character limit.

The project involves reconstructing approximately 1,250 feet of Salem Avenue which varies in width between 5 to 7 lanes. On Philadelphia Drive, 1,000 feet is to be rebuilt, and has 5 lanes. On Philadelphia Drive, the lanes will be reduced from 5 to 3 lanes, and the right turn on the southeast leg of Salem Avenue will be removed. Salem will have 5 lanes through the intersection. The project includes a new traffic signal, concrete curb, sidewalk, and asphalt pavement and base. The intersection of Salem Avenue and Philadelphia Drive will be narrowed for various safety reasons. The crosswalks will be shorten for pedestrians' safety. From 2015 to 2021, there were 209 crashes at this intersection. MVRPC ranks this intersection at its highest level for Safety Priority.

5.0 Project Officials

Changes in Project Officials must be submitted in writing from an officer of record.

5.1 Chief Executive Officer (Person authorized in legislation to sign project agreements)

Name: Shelley Dickstein
Title: City Manager
Address: 101 West Third Street P.O. Box 22

City: Dayton State: OH Zip: 45402
Phone: 937-333-3600
FAX:
E-Mail: shelley.dickstein@daytonohio.gov

5.2 Chief Financial Officer (Can not also serve as CEO)

Name: Robbi Stivers
Title: Director of Finance
Address: 10 West Third Street

City: Dayton State: OH Zip: 45402
Phone: 937-333-3576
FAX: 9373332222
E-Mail: robbi.stivers@daytonohio.gov

5.3 Project Manager

Name: Joseph Weinel
Title: Chief Engineer
Address: 101 West Third Street

City: Dayton State: OH Zip: 45402
Phone: (937) 333-4218
FAX:
E-Mail: joe.weinel@daytonohio.gov

6.0 Attachments / Completeness review

Confirm in the boxes below that each item listed is attached (Check each box)

- x 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.
- x A certification signed by the applicant's chief financial officer stating the amount of 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.
- x 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 seal or stamp and signature.

A cooperative agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.

Farmland Preservation Review - The Governor's Executive Order 98-IV, "Ohio Farmland Protection Policy" requires the Commission to establish guidelines on how it will take protection of productive agricultural and grazing land into account in its funding decision making process. Please include a Farm Land Preservation statement for projects that have an impact on farmland.

Capital Improvements Report. CIR Required by O.R.C. Chapter 164.06 on standard form.

- x Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), 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: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission as identified in the attached legislation; (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 for 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 from the project.

Certifying Representative (Printed form, Type or Print Name and Title)

Original Signature / Date Signed

CERTIFICATE OF CLERK OF THE COMMISSION

STATE OF OHIO,
COUNTY OF MONTGOMERY, SS:
CITY OF DAYTON.

The undersigned, Clerk of the Commission of said City, hereby certifies that the foregoing
is a true and correct copy of Resolution 6659-22
passed by the Commission of said City August 17, 2022.

In Testimony Whereof, witness my hand and official seal, this 29th
day of August, 2022.

Regina D Blackshear
Clerk of the Commission of the City of Dayton, Ohio

BY..... **Mr. Joseph** NO..... **6659-22**

A RESOLUTION

Approving the Submission of Grant Applications to the District 4 (Montgomery County, Ohio) Public Works Commission Integrating Committee; Authorizing the Acceptance of Grant Awards from the State of Ohio Public Works Commission for the State Issue 1 Program for Public Capital Infrastructure Improvements in an Amount Not to Exceed Three Million Eight Hundred Twenty Thousand Three Hundred Ninety Dollars and Zero Cents (\$3,820,390.00) on Behalf of the City of Dayton.

WHEREAS, The voters of Ohio Passed Issue 1 authorizing the State of Ohio to issue bonds for the purpose of financing or assisting local governments in financing Public Infrastructure Capital Improvements; and

WHEREAS, The General Assembly passed Amended Substitute House Bill 381 in June of 1989, which among other sections amended Section 164.05 and added Section 164.14 to the Ohio Revised Code, thereby creating a Local Transportation Improvement Fund to be administered through the District Public Works Integrating Committees in a manner similar to the Issue 1 Program, expenditures from said fund being limited to roads, bridges, and other public infrastructure improvements; and

WHEREAS, The City of Dayton has been notified that Twelve Million Seven Hundred Ninety-One Thousand Dollars and Zero Cents (\$12,791,000.00) will be available to the jurisdictions within the area covered by the District 4 Public Works Integrating Committee in total for the fiscal year 2024; and

WHEREAS, The City's request is based upon an analysis of unmet infrastructure needs and contingent upon an approved grant application submitted to the District 4 Public Works Integrating Committee; and

WHEREAS, Participation in these programs requires the availability of matching funds as spelled out in the application to abide by all procedures as noted in the Standing Rules with matching funds of proposed projects not to exceed Seven Million Six Hundred Seventy-Nine Thousand Six Hundred Ten Dollars and Zero Cents (\$7,679,610.00) in order to secure Three Million Eight Hundred Twenty Thousand Three Hundred Ninety Dollars and Zero Cents (\$3,820,390.00) grant funding to cover fiscal year 2024; and

WHEREAS, The City of Dayton is located within the area covered by the District 4 Public Works Integrating Committee and is entitled to apply singly or jointly for these funds for necessary infrastructure improvements; and

WHEREAS, Section 36.10 of the Revised Code of General Ordinances of the City of Dayton authorizes the City Manager to submit grant applications on behalf of the City of Dayton; now therefore,

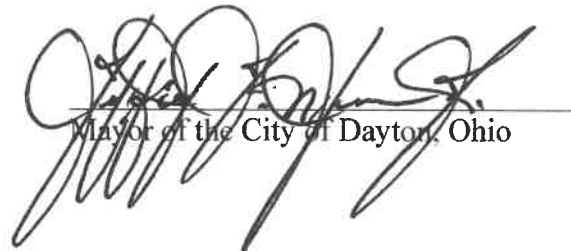
BE IT RESOLVED BY THE COMMISSION OF THE CITY OF DAYTON:

SECTION 1. That this Commission approves the City Manager's submission of a grant application and supporting documents to the District 4 Public Works Integrating Committee for participation in the State Issue 1 Program for eligible Public Infrastructure Capital Improvements defined as the acquisition, construction, reconstruction, improvement, planning and equipping of roads and bridges, wastewater treatment systems, water supply systems, solid waste disposal facilities, flood control systems, and storm water and sanitary collection, storage, and treatment facilities, including real property, interests in real property, facilities, and equipment related or incidental to those facilities.

SECTION 2. That the City Manager is authorized to execute any and all documents and agreements on behalf of the City of Dayton, which are necessary to accept grant awards in an amount not to exceed Three Million Eight Hundred Twenty Thousand Three Hundred Ninety Dollars and Zero Cents (\$3,820,390.00) from the State of Ohio Public Works Commission under the State Issue 1 Program for eligible Public Infrastructure Capital Improvements.

ADOPTED BY THE COMMISSION.. August..17...2022

SIGNED BY THE MAYOR. August..17.....2022




Mayor of the City of Dayton, Ohio

ATTEST:



Clerk of the Commission

APPROVED AS TO FORM:



City Attorney

CERTIFICATION OF LOCAL FUNDS

August 18, 2022

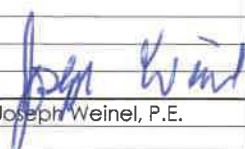
I, Director of Finance of the City of Dayton, hereby certify that the City of Dayton will have the amount of \$670,000 in the Salem & Philadelphia Intersection Improvements account and that this amount will be used to pay the local share for the Salem & Philadelphia Intersection Improvements project when it is required.

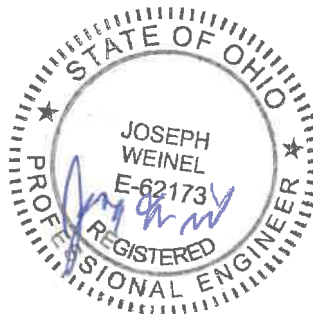


8/23/22

Robbi Stivers, Director of Finance

Salem and Philadelphia Intersection Improvements					
Item Code	Item Description	UofM	Quantity	Unit Price	Extension
201	Clearing and Grubbing	Lump Sum	1	\$10,000.00	\$10,000.00
202	Traffic Signal Removed	Lump Sum	1	\$25,000.00	\$25,000.00
202	Curb Removed	L.F.	3,475	\$5.00	\$17,375.00
202	Catch Basin Removed	Each	16	\$500.00	\$8,000.00
202	Pipe Removed	L.F.	400	\$35.00	\$14,000.00
202	Sidewalk Removed	S.F.	28,705	\$2.00	\$57,410.00
202	Pavement Removed (Asphalt on Concrete)	S.Y.	10,000	\$10.00	\$100,000.00
202	Concrete Driveway Removed	S.F.	600	\$2.00	\$1,200.00
202	Concrete Island Removed	S.F.	400	\$2.00	\$800.00
202	Bus Shelter Removed	Each	3	\$1,000.00	\$3,000.00
203	Excavation Not Including Embankment Construction	C.Y.	1,200	\$20.00	\$24,000.00
203	Undercut Excavation	C.Y.	300	\$25.00	\$7,500.00
203	Backfill with #2 Stone	Ton	405	\$35.00	\$14,175.00
203	Proof Rolling	Hours	1	\$250.00	\$250.00
ODOT 302	Bituminous Aggregate Base (5")	C.Y.	1,000	\$200.00	\$200,000.00
304	Aggregate Base (6")	C.Y.	1,200	\$60.00	\$72,000.00
407	Non Tracking Tack Coat	Gal	1,215	\$5.00	\$6,075.00
442	Asphalt Concrete Surface Course, 12.5 mm, Type A (448), PG 70-22M (1.5")	Ton	1,015	\$150.00	\$152,250.00
442	Asphalt Concrete Intermediate Course, 19 mm, Type A (448), PG 64- 28 (1.75")	Ton	700	\$120.00	\$84,000.00
452	Plain Concrete Pavement (8.25")	S.Y.	715	\$100.00	\$71,500.00
453	Concrete Driveways (MS, 7")	S.F.	600	\$10.00	\$6,000.00
608	Concrete Walk	S.F.	28,705	\$6.00	\$172,230.00
608	Concrete Curb Ramp (7")	S.F.	1,500	\$11.00	\$16,500.00
609	Barrier Curb	L.F.	3,475	\$25.00	\$86,875.00
614	Maintaining Traffic	Lump Sum	1	\$98,400.00	\$98,400.00
623	Construction Layout Stakes	Lump Sum	1	\$25,000.00	\$25,000.00
625	1-3" and 3-4" PVC Conduits Concrete Encased	L.F.	1,250	\$130.00	\$162,500.00
625	2-3" and 3-4" PVC Conduits Concrete Encased	L.F.	1,250	\$150.00	\$187,500.00
625	Trench	L.F.	2,500	\$12.00	\$30,000.00
625	17" x 30" x 36" Polymer Concrete Pullbox	Each	5	\$1,500.00	\$7,500.00
625	24" x 36" x 42" Polymer Concrete Pullbox	Each	6	\$2,000.00	\$12,000.00
625	30" x 48" x 36" Polymer Concrete Pullbox	Each	5	\$2,500.00	\$12,500.00
625	Ground Rod	Each	12	\$250.00	\$3,000.00
625	Luminaire, As Per Plan	Each	12	\$3,000.00	\$36,000.00
625	Luminaire Arm, 8'	Each	12	\$2,500.00	\$30,000.00
625	Poles, Type IV	Each	12	\$7,000.00	\$84,000.00
625	Cable Connector Kit, Type II (fused)	Each	24	\$150.00	\$3,600.00
625	Pole Foundation, Type IV	Each	12	\$3,000.00	\$36,000.00

Salem and Philadelphia Intersection Improvements					
Item Code	Item Description	UoM	Quantity	Unit Price	Extension
625	No. 2 Circuit Cable	L.F.	7,860	\$6.00	\$47,160.00
625	No. 10 Light Pole and Bracket Cable	L.F.	1,800	\$2.50	\$4,500.00
625	Lighting Control Center	Each	1	\$20,000.00	\$20,000.00
632	Fiber Optic Cable	L.F.	1,250	\$7.00	\$8,750.00
632	Detector Loop	Each	4	\$2,000.00	\$8,000.00
633	Traffic Signal Installation	Lump Sum	1	\$100,000.00	\$100,000.00
644	Pavement Markings	Lump Sum	1	\$20,000.00	\$20,000.00
653	Topsoil Furnished and Placed, 4"	C.Y.	280	\$65.00	\$18,200.00
659	Seeding and Mulching	S.Y.	2,500	\$2.50	\$6,250.00
810	Excavation & Backfill for 12" Pipe with Structural Backfill	L.F.	380	\$60.00	\$22,800.00
821	Reinforced Concrete Pipe, 12" Storm	L.F.	380	\$60.00	\$22,800.00
830	Manhole, Type A	Each	2	\$3,000.00	\$6,000.00
830	Manhole Type A Frame and Cover, Including Adjustment to Grade	Each	45	\$1,000.00	\$45,000.00
831	Catch Basin, Type 3	Each	14	\$3,700.00	\$51,800.00
ODOT 832	Storm Water Pollution Prevention Plan	Lump Sum	1	\$8,000.00	\$8,000.00
834	Connection, 12"	Each	6	\$1,000.00	\$6,000.00
835	12" Plug, Type C	Each	6	\$500.00	\$3,000.00
846	Valve Box Adjusted to Grade	Each	23	\$200.00	\$4,600.00
SPL	Colored and Stamped Concrete Crosswalks (8.25")	S.Y.	220	\$150.00	\$33,000.00
SPL	Trash Recepticle	Each	3	\$2,000.00	\$6,000.00
Construction Costs					\$2,320,000.00
Preliminary Design					\$25,000.00
Final Design					\$50,000.00
Construction Administration					\$80,000.00
Right of Way					\$0.00
Permits, Advertising, Legal					\$5,000.00
Construction Contingency					\$200,000.00
					\$2,680,000.00
					
Joseph Weinel, P.E.					



Salem and Philadelphia Intersection Improvements


Weighted Useful Life & Design Service Capacity Calculations

Major Component	Cost (\$1,000)	Portion Repair / Replacement (%)	Repair / Replace Product	Useful Life (Years)	Useful Life Product
Full-depth road construction w/ drainage	1323.85	100	132385	25	33096.25
Full-depth road construction w/o drainage				25	
Partial-depth road construction w/ drainage	90.25	100	9025	15	1353.75
Partial-depth road construction w/o drainage				15	
Storm Sewers				40	
Sanitary Sewers				40	
Water Lines				40	
Bridge				75	
Pumps, Lift Stations				15	
Sidewalks	229.64	100	22964	25	5741
Bike Facility				7	
Street Lights	676.26	100	67626	40	27050.4
Totals	2320		232000		67241.4

Weighted Useful Life: 29.0 Years

Design Service Capacity (Project Application, Section 2.0):

Portion Repair / Replace 100 %
 Portion New / Expansion %



 Joseph Weinel, P.E.



OHIO PUBLIC WORKS COMMISSION DISTRICT 4

Round 2022-2023 Supplemental Questionnaire

Applicant: _____

Project Title: _____

Application Summary:

Briefly describe the project:

Priority:

Is this application your priority project? (Circle One)	
Yes	No

Generation of Revenue:

Will new user fees or assessments be assessed as part of this project? (Circle One)	
Yes	No
What will the new user fees or assessments be used for?	

Additional Funding:

Will OPWC match, in part, a committed grant or loan? (Circle One)	
Yes	No
If no, was the project submitted to an appropriate agency for funding, but denied due to lack of funding? (Circle One)	
Yes – Appropriate Documentation Attached	No

Readiness of Project:

Will this project be <u>substantially</u> underway on or before June 1, 2023? (Circle One)	
Yes	No

Health & Safety:

Describe the specific health or safety issue being addressed by this project. What deficiency or condition is causing the health or safety issue?

Addresses District Infrastructure Needs:

Is this project located in more than one community? (Circle One)		
Yes	No	
What percentage of the community will be served by this project? (Circle One)		
Less than 25%	25% to 40%	More than 40%

Economic Development

How many jobs are being created as a result of this project?	
How many jobs will be retained as a result of this project?	
Why is it necessary to fund this improvement to secure this development?	
What type of industry is proposed in this development?	

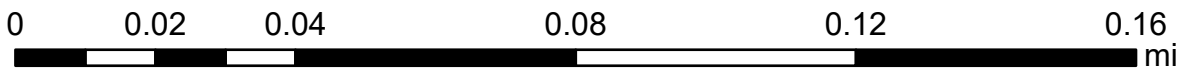
Relieve Existing Traffic Congestion:

What is the level of service?	
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Other Factors

What other factors exist that make this project more important than other like projects?

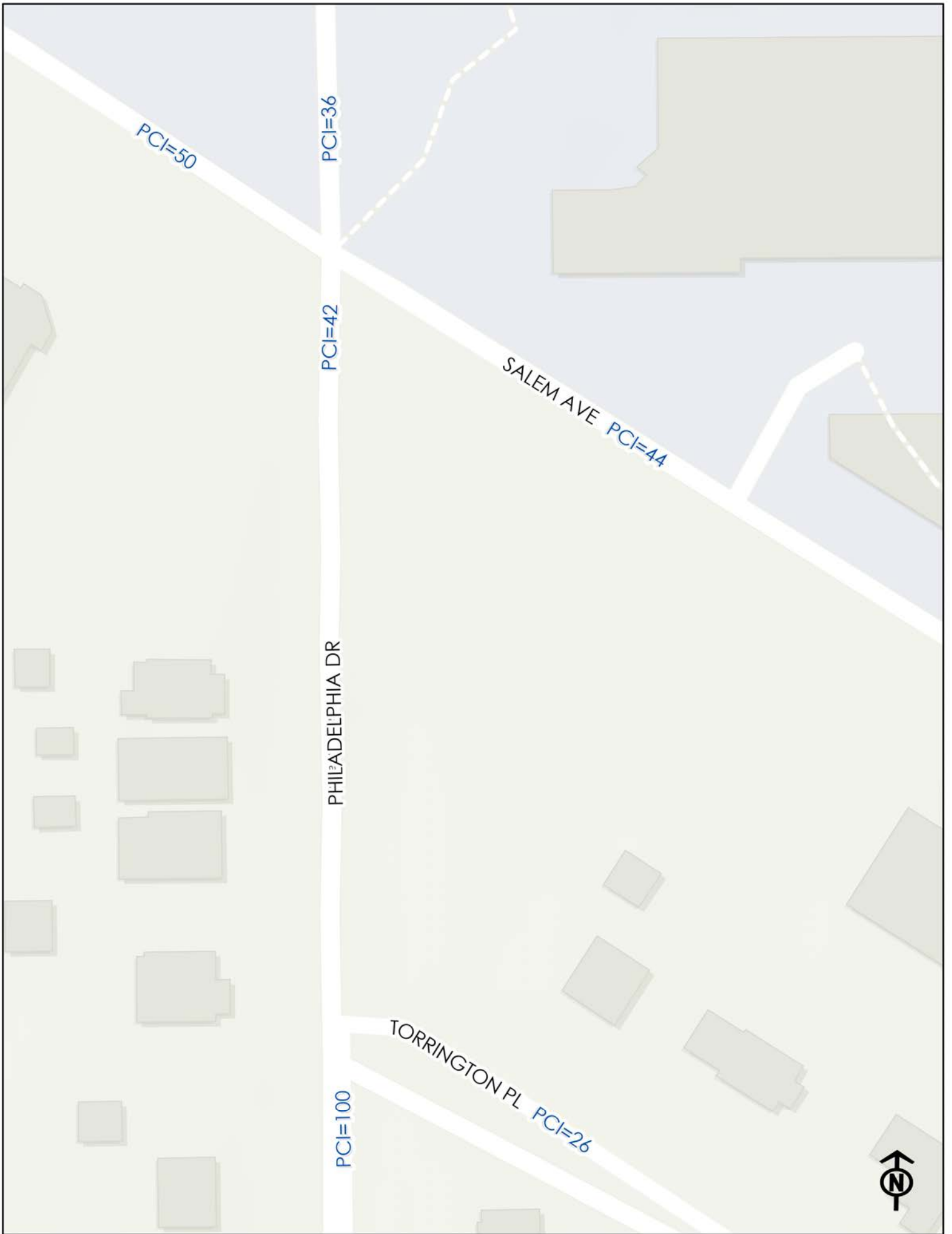
Salem & Philadelphia Intersection



Date Created: 8/15/2022
Created By: watergis



Disclaimer: Map and parcel data are believed to be accurate, but accuracy is not guaranteed. This is not a legal document and should not be substituted for a title search, appraisal, survey, or for zoning verification.



PCI=50

PCI=36

PCI=42

SALEM AVE PCI=44

PHILADELPHIA DR

PCI=100

TORRINGTON PL PCI=26





Standard Practice for Roads and Parking Lots Pavement Condition Index Surveys¹

This standard is issued under the fixed designation D 6433; the number immediately following the designation indicates the year of original adoption or, in the case of revision, the year of last revision. A number in parentheses indicates the year of last reapproval. A superscript epsilon (ϵ) indicates an editorial change since the last revision or reapproval.

1. Scope

1.1 This practice covers the determination of roads and parking lots pavement condition through visual surveys using the Pavement Condition Index (PCI) method of quantifying pavement condition.

1.2 The PCI for roads and parking lots was developed by the U.S. Army Corps of Engineers (1, 2).² It is further verified and adopted by DOD and APWA.

1.3 The values stated in inch-pound units are to be regarded as the standard. The SI units given in parentheses are for information only.

1.4 *This standard does not purport to address all of the safety concerns, if any, associated with its use. It is the responsibility of the user of this standard to establish appropriate safety and health practices and determine the applicability of regulatory limitations prior to use.* Specific precautionary statements are given in Section 6.

2. Terminology

2.1 Definitions of Terms Specific to This Standard:

2.1.1 *additional sample*—a sample unit inspected in addition to the random sample units to include nonrepresentative sample units in the determination of the pavement condition. This includes very poor or excellent samples that are not typical of the section and sample units, which contain an unusual distress such as a utility cut. If a sample unit containing an unusual distress is chosen at random it should be counted as an additional sample unit and another random sample unit should be chosen. If every sample unit is surveyed, then there are no additional sample units.

2.1.2 *asphalt concrete (AC) surface*—aggregate mixture with an asphalt cement binder. This term also refers to surfaces constructed of coal tars and natural tars for purposes of this practice.

2.1.3 *pavement branch*—a branch is an identifiable part of the pavement network that is a single entity and has a distinct function. For example, each roadway or parking area is a separate branch.

2.1.4 *pavement condition index (PCI)*—a numerical rating of the pavement condition that ranges from 0 to 100 with 0 being the worst possible condition and 100 being the best possible condition.

2.1.5 *pavement condition rating*—a verbal description of pavement condition as a function of the PCI value that varies from “failed” to “excellent” as shown in Fig. 1.

2.1.6 *pavement distress*—external indicators of pavement deterioration caused by loading, environmental factors, construction deficiencies, or a combination thereof. Typical distresses are cracks, rutting, and weathering of the pavement surface. Distress types and severity levels detailed in Appendix X1 for AC, and Appendix X2 for PCC pavements must be used to obtain an accurate PCI value.

2.1.7 *pavement sample unit*—a subdivision of a pavement section that has a standard size range: 20 contiguous slabs (± 8 slabs if the total number of slabs in the section is not evenly divided by 20 or to accommodate specific field condition) for PCC pavement, and 2500 contiguous square feet, ± 1000 ft² (225 ± 90 m²), if the pavement is not evenly divided by 2500 or to accommodate specific field condition, for AC pavement.

2.1.8 *pavement section*—a contiguous pavement area having uniform construction, maintenance, usage history, and condition. A section should have the same traffic volume and load intensity.

2.1.9 *portland cement concrete (PCC) pavement*—aggregate mixture with portland cement binder including nonreinforced and reinforced jointed pavement.

2.1.10 *random sample*—a sample unit of the pavement section selected for inspection by random sampling techniques, such as a random number table or systematic random procedure.

3. Summary of Practice

3.1 The pavement is divided into branches that are divided into sections. Each section is divided into sample units. The type and severity of pavement distress is assessed by visual

¹ This practice is under the jurisdiction of ASTM Committee E17 on Vehicle - Pavement Systems and is the direct responsibility of Subcommittee E17.41 on Pavement Testing, Evaluation, and Management Methods.

Current edition approved Dec. 1, 2007. Published January 2008. Originally approved in 1999. Last previous edition approved in 2003 as D 6433 – 03.

² The boldface numbers in parentheses refer to the list of references at the end of this standard.

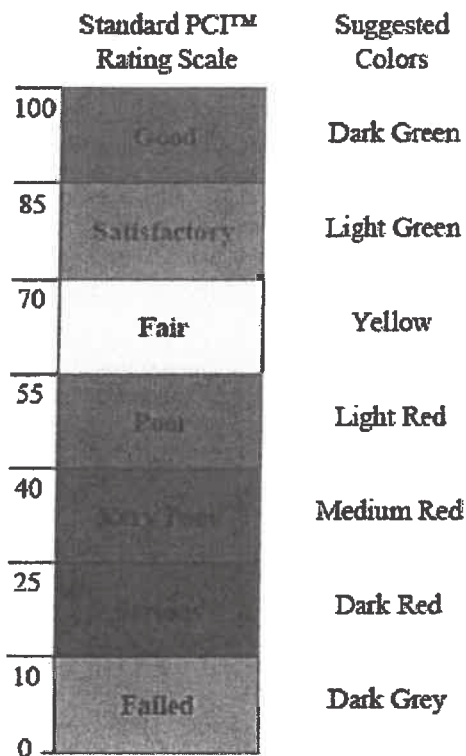


FIG. 1 Pavement Condition Index (PCI), Rating Scale, and Suggested Colors

inspection of the pavement sample units. The quantity of the distress is measured as described in Appendix X1 and Appendix X2. The distress data are used to calculate the PCI for each sample unit. The PCI of the pavement section is determined based on the PCI of the inspected sample units within the section.

4. Significance and Use

4.1 The PCI is a numerical indicator that rates the surface condition of the pavement. The PCI provides a measure of the present condition of the pavement based on the distress observed on the surface of the pavement, which also indicates the structural integrity and surface operational condition (localized roughness and safety). The PCI cannot measure structural capacity nor does it provide direct measurement of skid resistance or roughness. It provides an objective and rational basis for determining maintenance and repair needs and priorities. Continuous monitoring of the PCI is used to establish the rate of pavement deterioration, which permits early identification of major rehabilitation needs. The PCI provides feedback on pavement performance for validation or improvement of current pavement design and maintenance procedures.

5. Apparatus

5.1 *Data Sheets*, or other field recording instruments that record at a minimum the following information: date, location, branch, section, sample unit size, slab number and size, distress types, severity levels, quantities, and names of surveyors. Example data sheets for AC and PCC pavements are shown in Figs. 2 and 3.

5.2 *Hand Odometer Wheel*, that reads to the nearest 0.1 ft (30 mm).

5.3 *Straightedge or String Line*, (AC only), 10 ft (3 m).

5.4 *Scale*, 12 in. (300 mm) that reads to 1/8 in. (3 mm) or better. Additional 12-in. (300 mm) ruler or straightedge is needed to measure faulting in PCC pavements.

5.5 *Layout Plan*, for network to be inspected.

6. Hazards

6.1 Traffic is a hazard as inspectors may walk on the pavement to perform the condition survey.

7. Sampling and Sample Units

7.1 Identify branches of the pavement with different uses such as roadways and parking on the network layout plan.

7.2 Divide each branch into sections based on the pavements design, construction history, traffic, and condition.

7.3 Divide the pavement sections into sample units. If the pavement slabs in PCC have joint spacing greater than 25 ft (8 m) subdivide each slab into imaginary slabs. The imaginary slabs all should be less than or equal to 25 ft (8 m) in length, and the imaginary joints dividing the slabs are assumed to be in perfect condition. This is needed because the deduct values developed for jointed concrete slabs are less than or equal to 25 ft (8 m).

7.4 Individual sample units to be inspected should be marked or identified in a manner to allow inspectors and quality control personnel to easily locate them on the pavement surface. Paint marks along the edge and sketches with locations connected to physical pavement features are acceptable. It is necessary to be able to accurately relocate the sample units to allow verification of current distress data, to examine changes in condition with time of a particular sample unit, and to enable future inspections of the same sample unit if desired.

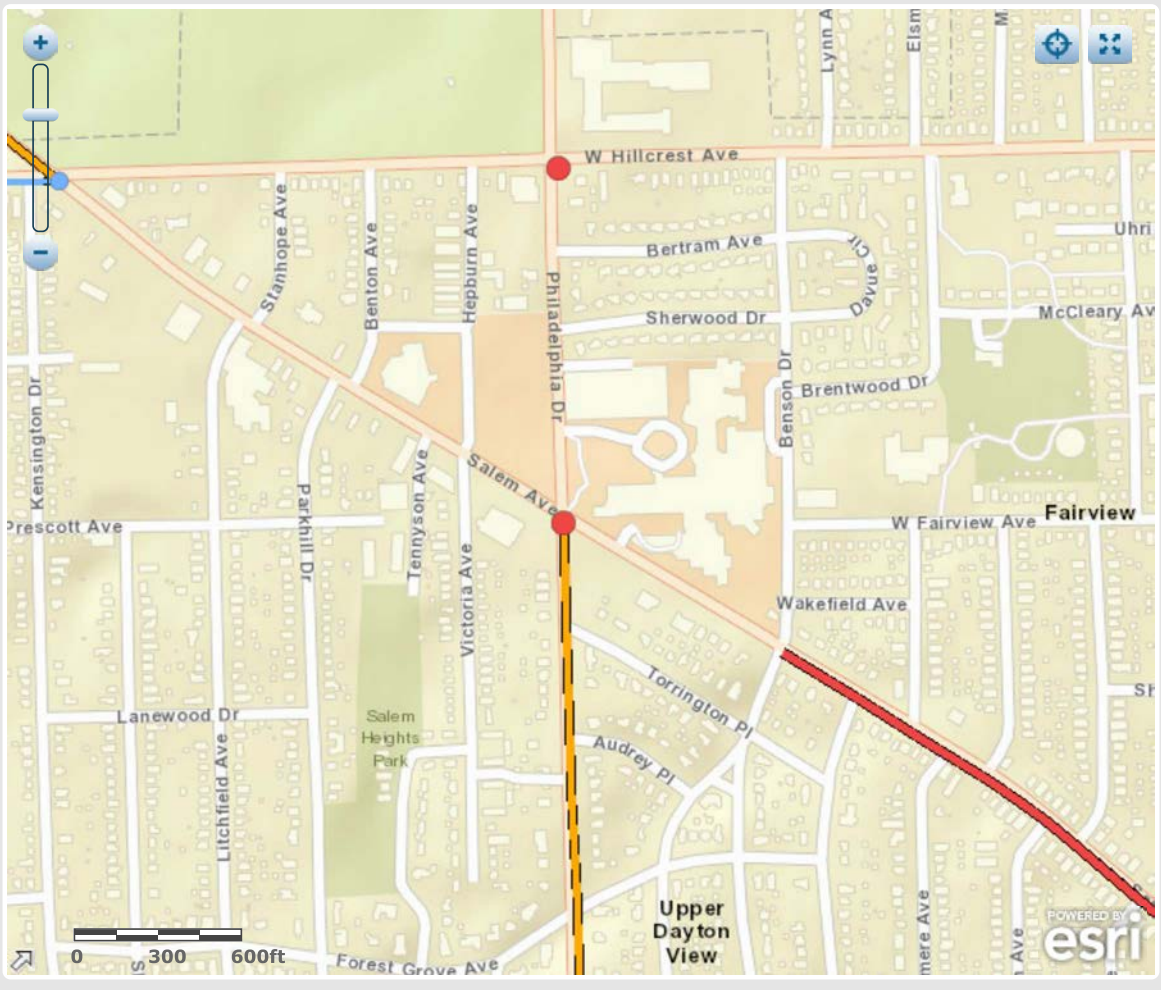
7.5 Select the sample units to be inspected. The number of sample units to be inspected may vary from the following: all of the sample units in the section, a number of sample units that provides a 95 % confidence level, or a lesser number.

7.5.1 All sample units in the section may be inspected to determine the average PCI of the section. This is usually precluded for routine management purposes by available manpower, funds, and time. Total sampling, however, is desirable for project analysis to help estimate maintenance and repair quantities.

7.5.2 The minimum number of sample units (*n*) that must be surveyed within a given section to obtain a statistically adequate estimate (95 % confidence) of the PCI of the section

PES Roadways

PES Roadways Maps

Legend About

- Q5 Multi Modal Passenger
- Q5 Multi Modal Freight
- Q6 Safety
- Q6 Security
- Q7-Q16 Level of Service
- Q9 Pavement Condition Rating
- Q9 Road Bridges
- Q10 Urbanized Areas
- Q12 Minority Population
- Q12 Poverty Population
- Q13 Median Income

Legend

Q6 Safety Priority Rank Intersections

- High
- Medium
- Low

Priority Rank Segments

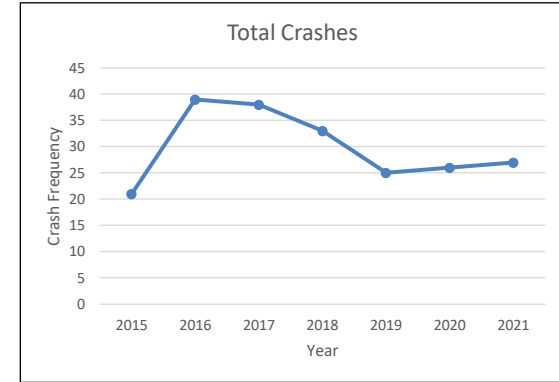
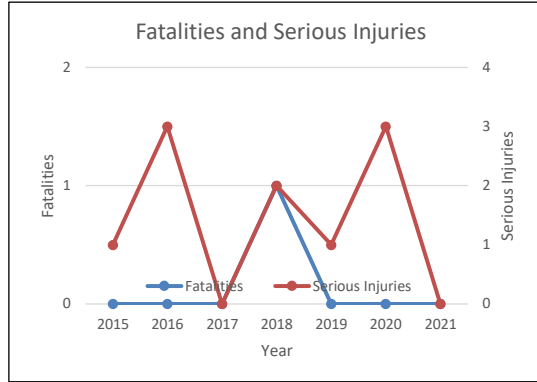
- High
- Medium

Salem Avenue and Philadelphia Drive Intersection Improvements

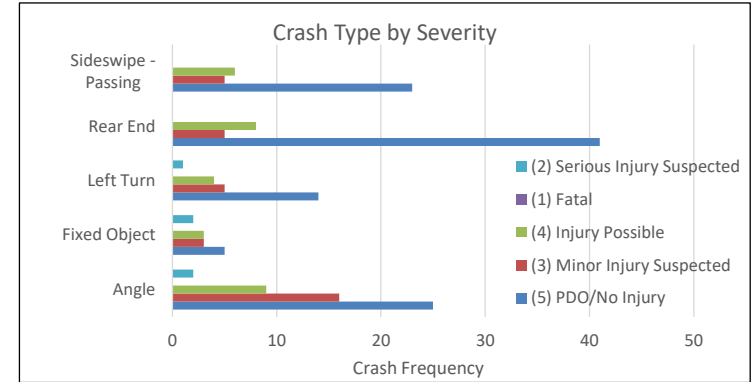
Crash Summary Sheet

Crashes Per Year **29.86** Percent Injury **40.2%** EPDO **4.17**

Year	Total Crashes	Fatalities	Serious Injuries
2015	21	0	1
2016	39	0	3
2017	38	0	0
2018	33	1	2
2019	25	0	1
2020	26	0	3
2021	27	0	0
Grand Total	209	1	10



Crash Type	Injury Level					Grand Total
	(1) Fatal	(2) Serious Inju	(3) Minor Injury	(4) Injury Possit	(5) PDO/No Injt.	
Rear End	0	0	5	8	41	54
Angle	0	2	16	9	25	52
Sideswipe - Passing	0	0	5	6	23	34
Left Turn	0	1	5	4	14	24
Fixed Object	0	2	3	3	5	13
Right Turn	0	0	3	1	8	12
Head On	1	0	2	3	1	7
Pedestrian	0	1	3	1	1	6
Backing	0	0	0	0	4	4
Parked Vehicle	0	0	0	0	2	2
Pedalcycles	0	0	0	0	1	1
Grand Total	1	6	42	35	125	209



Bickel, Ruth

From: Zelinski, John
Sent: Monday, August 15, 2022 2:20 PM
To: Bickel, Ruth
Subject: AADT - Philadelphia & Salem

Street	Section	2021 AADT
Salem Avenue	Philadelphia - Victoria	13296
Salem Avenue	Benson - Philadelphia	12811
Philadelphia Drive	Salem - Torrington	9730
Philadelphia Drive	Salem - Sherwood	7929
Data from Streetlightdata.com		

 **John Zelinski, P.E.**
Senior Engineer II
Public Works
Civil Engineering - City of Dayton
101 West Third Street - Dayton, Ohio 45402
Office 937.333.4087 - Fax 937.333.4077 | www.daytonohio.gov



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August 22, 2022

Shelley Dickstein
City Manager
City of Dayton
Dayton, Ohio 45402

Dear Shelley:

I recently learned that the City will be applying for State Issue 1 funding to accomplish the next phase of the Salem Avenue road rebuild that expands Salem Avenue improvements to the intersection of Philadelphia Drive. As CEO of the YMCA of Greater Dayton and development partner to PhoenixNext, I fully support the City's proposal to make these improvements.

The YMCA has partnered with Premier Health to build a 50,000+ square foot full-service YMCA facility, that will contain partner spaces for Wright State University, the HomeOwnership Center of Greater Dayton, Goodwill, CareSource and a Premier Health medical facility. The YMCA's collaborative model is designed to bring needed services to the community and is the first phase development on the former Good Samaritan Hospital campus site.

The improvements proposed by City engineers to Salem Avenue will address some of the safety concerns we have heard from residents about Salem Avenue including speed, the number of lanes and safe pedestrian access to the site from the neighborhoods on the south side of the street. The City's plans to improve the infrastructure on this street will address these needs and enhance the viability of our new development.

The YMCA is proud to be part of this new \$17M development that we believe will be catalytic to additional investment in Northwest Dayton. We appreciate the City's continued support of the YMCA of Dayton and look for future opportunities to expand our partnership.

Sincerely,

Dale Brunner
President/CEO

PhoenixNext

shaping investment and reuse

August 24, 2022

Joseph Weinel, PE
Chief Engineer
Department of Public Works/Civil Engineering
City of Dayton
Dayton, Ohio 45402

Dear Joe:

We are excited to learn that the City will be applying for Issue 1 funding to accomplish the next phase of the Salem Avenue rebuild that expands the Salem Avenue improvements to the intersection of Philadelphia Drive. The PhoenixNext Board fully supports this project as it is aligned with our new development underway at the former Good Samaritan Hospital site.

Our new development, a 50,000+ square foot full-service YMCA facility, will contain partner spaces for Wright State University, the HomeOwnership Center of Greater Dayton, Goodwill, CareSource and Premier Health. We believe this initial project will catalyze additional investment at the site to complete other phases of the campus including office and retail space as well as new housing options, all part of the reuse vision residents helped create during a planning process completed in 2018.

The proposed improvements to Salem will also address safety concerns around pedestrian access to the site from the neighborhoods on the South side of Salem Avenue and the current speed and number of lanes on Salem Avenue. Adjusting the infrastructure to meet the needs of these new uses is a welcome enhancement to our project and further development of the campus.

The \$17M phase one development anticipates creating 80 permanent jobs and is catalytic to creating renewed confidence in Northwest Dayton.

We appreciate the City's continued commitment to Northwest Dayton and look for future opportunities to expand our partnership.

Sincerely,



Eloise Broner
Chairperson
PhoenixNext

Board of Directors

Eloise Broner, Chairperson

Shelley Dickstein

Todd Kinskey

Edmund Moore

Patrick Ray

Belinda Mathews Stenson

Mary E Tyler



August 22, 2022

Ms. Shelley Dickstein
City Manager
City of Dayton
101 West Third St.
Dayton, OH 45402

Dear Shelley:

My staff has informed me that the City will be applying for State Issue 1 funding to accomplish the next phase of the Salem Avenue rebuild project that will make improvements from Benson Avenue to the intersection of Philadelphia Drive. These improvements will greatly enhance the viability of new development underway at the former Good Samaritan Hospital site and be catalytic to other investment along the corridor in the future.

CityWide's community development team has been working in Northwest Dayton for over two decades and fully understand the importance of Salem Avenue. With 20,000 people traveling this corridor daily, Salem Avenue is the "front door" to many residential neighborhoods that line Salem Avenue. Further, the condition of Salem Avenue is vital to new economic development opportunities along the street including the Gem City Market and the new Health and Wellness Campus at the former GSH site.

The improvements proposed by City engineers to Salem Avenue will address some of the safety concerns we have heard from residents about Salem Avenue including speed, the number of lanes and safe pedestrian access to the new development at the GSH site from the neighborhoods on the south side of the street.

The City's successful rebuilding efforts on Salem Avenue have added vitality to the street and we fully support this next phase of development.

Sincerely,

A handwritten signature in blue ink that reads "Dan Kane".

Dan Kane
President