

EXPENDITURE DETAIL

FUND		CONTROL ACCOUNT							
090 - CAPITAL IMPROVEMENTS									
ACCOUNT NUMBER	ITEM	ACTUAL EXPENDITURES	CURRENT BUDGET	ESTIMATED EXPENDITURES	PROPOSED BUDGET				
		2012	2013	2013	2014	2015	2016	2017	2018
Police Projects									
1901-54049	Traffic Signal System Upgrade - Eng								
-54051	Traffic Signal System Upgrade - Const	477,800		28,074	50,000	30,000	30,000		
-54131	Traffic Signal Upgrade - Const Eng	45,653		2,776					
1901-54049	Traffic Signal System Upgrade - Eng								
-54051	Traffic Signal System Upgrade - Const	477,800		28,074	50,000	30,000	30,000		
-54131	Traffic Signal Upgrade - Const Eng	45,653		2,776					
TOTAL	Police Projects	523,453	-	30,850	50,000	30,000	30,000	-	-
Fire Projects									
1901-52940	Ambulance	46,632	186,277	186,277	46,632				
	Fire Engine								500,000
TOTAL	Fire Projects	46,632	186,277	186,277	46,632	-	-	-	500,000
Parks and Recreation Projects									
3901-54112	Chamberlain Park Gabion - Phase II		86,200			86,200	50,900	60,500	
3901-54014	Ross Park Vehicle Bridge Replacement					474,632			
-54120	Ross Park Bridge - Engineering				3,000				
-54119	Chamberlain Beaver Run - Engineering								
-54128	Beaver Run Phase II	274,618							
-54132	Beaver Run - Const Eng	12,453							

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FUND		CONTROL ACCOUNT							
090 - CAPITAL IMPROVEMENTS		ACTUAL	CURRENT	ESTIMATED	PROPOSED	PROPOSED	PROPOSED	PROPOSED	PROPOSED
ACCOUNT NUMBER	ITEM	EXPENDITURES	BUDGET	EXPENDITURES	BUDGET	BUDGET	BUDGET	BUDGET	BUDGET
		2012	2013	2013	2014	2015	2016	2017	2018
3901-	Community Center Irrigation System								140,000
	Glenview Park Irrigation System								45,000
	Cameron Park Fence								75,000
TOTAL	Parks and Recreation Projects	287,071	86,200	-	3,000	560,832	50,900	60,500	260,000
<u>Transportation Projects</u>									
<u>Annual Street Improvement Program</u>									
6901-54018	2012 Street Improvement Program	373,073	8,734	19,560					
<u>Annual Street Improvement Program</u>									
6901-52925	2013 Street Improvement Program		300,000	271,351					
	2014 Street Improvement Program								
	Future Street Improvement Programs					700,000	700,000	700,000	700,000
<u>Annual Street Improvement Program</u>									
6901-54137	SR 4 Sidewalk Replacement		73,260	73,260					
<u>SR 747 / CSX Grade Separation</u>									
6901-54038	Grade Separation - Lighting		140,636						
<u>NB 747 to WB I-275 Improvements</u>									
6901-54076	NB 747-WB 275 - Engineering								
-54129	NB 747-WB 275 - Construction	82,023		48,193					
-54133	NB 747-WB 275 - Const Eng	4,401							
-54124	NB 747-WB 275 - Environmental								
<u>Merchant Street Rehabilitation</u>									
6901-54118	Merchant Street Rehab - Engineering	6,886							

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090 - CAPITAL IMPROVEMENTS		ACTUAL	CURRENT	ESTIMATED	PROPOSED	PROPOSED	PROPOSED	PROPOSED	PROPOSED
ACCOUNT NUMBER	ITEM	EXPENDITURES	BUDGET	EXPENDITURES	BUDGET	BUDGET	BUDGET	BUDGET	BUDGET
		2012	2013	2013	2014	2015	2016	2017	2018
-54134	Merchant Street Rehab - Construction	243,613	73,494	86,329					
-54136	Merchant Street Rehab - Const Eng								
<u>SR 4 (South) Urban Paving</u>									
6901-54099	SR 4 (South) Urban Paving - Engineering	1,578							
-54100	SR 4 (South) Urban Paving - Construction		301,000	313,398					
-54031	SR 4 (South) Urban Paving - Const Eng		30,100	12,542					
<u>Century Circle North Improvements</u>									
6901-54054	Century Circle North - Engineering	16,617							
-54059	Century Circle North - Construction	342,942							
-54135	Century Circle North - Const Eng								
<u>W. Kemper Road Rehabilitation</u>									
6901-54027	W. Kemper Road - Engineering	14,240		24,108	64,100				
	W. Kemper Road - Construction				1,074,086				
	W. Kemper Road - Const Eng				10,000				
<u>W. Sharon Road Repair</u>									
6901-52866	W. Sharon Road - Engineering		18,000						18,000
-52867	W. Sharon Road - Construction		347,300						347,300
-52868	W. Sharon Road - Const Eng		24,311						5,000

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090 - CAPITAL IMPROVEMENTS		ACTUAL	CURRENT	ESTIMATED	PROPOSED	PROPOSED	PROPOSED	PROPOSED	PROPOSED
ACCOUNT	ITEM	EXPENDITURES	BUDGET	EXPENDITURES	BUDGET	BUDGET	BUDGET	BUDGET	BUDGET
NUMBER		2012	2013	2013	2014	2015	2016	2017	2018
<u>Ashmore Court Reconstruction</u>									
6901-52869	Ashmore Court - Engineering		14,000	14,647	1,353				
-52870	Ashmore Court - Construction		167,803		167,803				
-52871	Ashmore Court - Const Eng		3,000		1,500				
<u>Woodvale Court Reconstruction</u>									
6901-52872	Woodvale Court - Engineering		14,000	11,791	509				
-52873	Woodvale Court - Construction		169,000		169,000				
-52874	Woodvale Court - Const Eng		3,000		1,500				
<u>Olde Gate Drive Repair</u>									
6901-	Olde Gate Drive - Engineering						19,900		
	Olde Gate Drive - Construction						249,100		
	Olde Gate Drive - Const Eng						2,000		
<u>Landan Lane Repair</u>									
6901-	Landan Lane - Engineering						16,864		
	Landan Lane - Construction						210,800		
	Landan Lane - Const Eng						2,000		
<u>SR 4 (Cameron Rd/I-275) Urban Paving</u>									
6901-	SR 4 (Cam/I-275) Urban Paving - Eng							25,000	
	SR 4 (Cam/I-275) Urban Paving - Const							750,000	
	SR 4 (Cam/I-275) Urban Paving - Const Eng							30,000	
<u>Boggs Lane Repair</u>									
6901-	Boggs Lane - Engineering			2,500	11,000				
	Boggs Lane - Construction					307,918			
	Boggs Lane - Const Eng					1,500			

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090 - CAPITAL IMPROVEMENTS		ACTUAL	CURRENT	ESTIMATED	PROPOSED	PROPOSED	PROPOSED	PROPOSED	PROPOSED
ACCOUNT	ITEM	EXPENDITURES	BUDGET	EXPENDITURES	BUDGET	BUDGET	BUDGET	BUDGET	BUDGET
NUMBER		2012	2013	2013	2014	2015	2016	2017	2018
Jake Sweeney Way Reconstruction									
6901-52875	Jake Sweeney Way - Engineering			9,500	41,760				
-52876	Jake Sweeney Way - Construction					703,718			
-52877	Jake Sweeney Way - Const Eng					3,000			
Crescentville/Chesterdale Improvement									
6901-	Crescentville/Chesterdale Improvement						400,000		
6901-54104	Tri-County Business District Improvement		100,000			100,000	100,000	100,000	100,000
TOTAL	Transportation Projects	1,085,373	1,787,638	887,179	1,542,611	1,816,136	1,700,664	1,605,000	1,170,300
General Government									
7901-54069	Council Chamber's Audio-Video System		50,000	30,916					
-52913	Fuel Pump Reconstruction		40,000	39,440					
7901-52570	Professional Service								
-55050	Real Estate Acquisition								
-55051	Real Estate Restoration								
-55200	Improvements - General		100,000	46,600		100,000	100,000	100,000	100,000
TOTAL	General Government	-	190,000	116,956	-	100,000	100,000	100,000	100,000
TOTAL	CAPITAL IMPROVEMENTS	1,942,529	2,250,115	1,221,262	1,642,243	2,506,968	1,881,564	1,765,500	2,030,300

2014 5-Year Budget Capital Improvements Fund - Budget Footnotes

Police Projects

1901-54051 **Traffic Signal System Upgrade (2011 – 2013)** – In 2008, the City applied for and was fortunate to receive outside funding to upgrade its computer based closed loop traffic control network. The City received a Congestion Mitigation and Air Quality (CM/AQ) grant primarily funding the replacement of the aging controllers and installation of LED signal heads at all signalized intersections throughout the City; the replacement of the deteriorating communication cables with fiber-optic cables; the installation of additional PTZ cameras for traffic management; the conversion of our former linear closed loop systems to a comprehensive centrally controlled system; and an upgrade of several pedestrian facilities to meet ADA requirements. The funding breakdown for this project was an 80% - 20% split. The CM/AQ funding was granted through OKI and approved up to \$836,660. During the design stages, ODOT determined that three of the intersections the City included in the project did not meet ODOT's warrant numbers. As a result, the City was required to pay 100% of the cost for the improvements at those three locations. Based upon ODOT's final estimate prior to bidding the project, the City's share (including the three unwarranted intersections) was thought to be \$220,456. That amount was deposited by the City with ODOT in early 2011.

The bids for the project were opened on April 21, 2011 with the best and lowest bid coming in at \$716,668 (approximately 32% below ODOT's estimate). The breakdown between the covered and non-covered (the three additional intersections) construction costs for the project was: \$668,832 (covered) & \$47,836 (non-covered). The estimated cost for construction engineering was an additional \$71,662. When ODOT added on an additional \$1,400 preliminary engineering fee (which did not affect the City's cost), the total anticipated cost for the project was \$789,730. Following the bids, the City's share of the total was determined to be \$199,762. ODOT reimbursed the City \$20,694 from the earlier amount the City had deposited. The amount paid by the CM/AQ funding was \$589,968.

The three non-covered intersections required to be upgraded at the City's cost were: 1) Crescentville & Northwest Boulevard; 2) Kemper Road & Lawnview Avenue; and 3) Cassinelli Square & Princeton Pike. There were two other intersections that were not permitted to be added to the project (Springfield Pike & Maple Trace and Crescentville & Tivoli). In 2011, the City installed LED lights at both intersections. The cost for the Springfield Pike & Maple Trace intersection was \$381, paid to Capital Electric for installation. The actual LED lights were given to the City by ODOT as they were updating lights throughout the State with the new back plates. The costs for Crescentville & Tivoli were apparently paid earlier in 2010 under the City's maintenance contract with Capital Electric. In September 2013, the City received a check from ODOT in the amount of \$1,425 to close out the project.

The design engineering for the project was paid in 2009 (\$33,160), 2010 (\$83,067), and 2011 (\$2,597) at a total cost of \$118,824. The project was managed by ODOT and is now closed.

2014 5-Year Budget

Capital Improvements Fund - Budget Footnotes

1901-54051 **Traffic Signal System Upgrade (2014 – 2016)** – Unfortunately from time to time, the City experiences power failures related to aging equipment, inclement weather, and/or other unknown situations. During these events, we may also lose power to our traffic signal system. Lucky for us, in 1999 in preparation for the potential Y2K disaster, the City began installing generator hookup panels to our traffic signals that would allow a generator to be connected and keep the traffic signal energized and functioning. As of today, this capability is available at eleven (11) of the City's twenty-nine (29) signalized intersections. In the event of a power failure, Springdale employees (Police, Public Works, and/or Fire) will transport a generator to the troubled intersection, connect the generator, and have the traffic signal back up and working in a very short time. Again, not all of our signalized intersections have this capability. The next evolution for us in guarding against power outages at our signalized intersections is to install a battery backup system that will get the traffic signal up and running with an even shorter downtime. Four (4) of the City's signalized intersections already have this feature. As a part of several recent road improvement projects in the City, the Ohio Department of Transportation (ODOT) paid for the installation of the battery backup systems at: SR 747 & EB I-275, SR 4 & EB I-275, SR 4 & WB I-275, and SR 4 & Crescentville Road. The estimated cost for a battery backup system at one intersection is \$6,000. Our staff has compiled a list of the most heavily traveled signalized intersections in the City that should be considered for backup assistance. There are a total of fifteen (15) identified on the list and eleven (11) of those already have the generator access. The remaining four (4) signalized intersections have no mechanical assistance at all. Unfortunately, when we experience an outage at these locations, it is forty-five minutes to an hour or more before we can have power restored. Therefore, the 2014 Capital Budget includes the installation of battery backups at four (4) intersections with a total cost of \$24,000 (\$6,000 each). The intersections scheduled at this time to receive the improvement are SR 747 & Crescentville, SR 747 & the north mall entrance (Macy's), Kemper Road & Century Boulevard, and Northland Boulevard & Tri-County Parkway. The 2015 and 2016 budgets reflect \$30,000 for the installation of battery backups at five (5) additional signalized intersections each year. In addition to the battery backup work scheduled for 2014, the budget includes the replacement of the traffic signal cabinet at the SR 747 & north mall entrance (Macy's) intersection at a cost of \$20,000.

2014 5-Year Budget Capital Improvements Fund - Budget Footnotes

Fire Projects

- 1901-52940 **Fire Apparatus** – All fire apparatus identified in this budget are replacements. The department presently has three ambulances (2013 Ford F350 Classic; 2012 Ford F350 Classic; 2006 Ford Wheeled Coach). In 2012, the City purchased a new ambulance and disposed of a 1997 Ford Braun ambulance. Similarly, in 2013, a new ambulance was purchased to replace a 2001 Ford Wheeled Coach. For many years, we would try to get 10 years of service out of an ambulance. More recently, we have had to extend that time much longer. Clearly, we surpassed that 10-year threshold with the Braun as well as the 2001 Wheeled Coach. In the 2012 five-year budget process, we proposed the purchase of a new ambulance in 2012 and another in 2013. The 2012 F350 Classic was received that year, and we chose to finance the purchase amount through Fifth Third Bank at a rate of 1.77% over a three-year period (2012 – 2014) at a cost of \$134,787. Our first of three equal payments (\$46,632) was made in October 2012. The second payment was made this past October, and the third and final payment will be made in October 2014. The 2013 F350 Classic was ordered in late 2012 and was delivered in April of this year. Because we decided to make the purchase of the 2013 unit in 2012, we were able to save \$8,000 - \$12,000. As a result, the purchase price for the 2013 unit was \$139,645 and that included the cost of graphics on the body of the ambulance. The decision was made not to finance the 2013 ambulance; therefore the 2013 budget reflects paying the entire purchase amount this year along with 2nd annual payment (\$46,632) for the 2012 ambulance. Both units were purchased through the State of Ohio's Cooperative Purchasing Program.
- 1901- The Fire Department currently has two (2) fire engines, a 1995 and a 1992 Emergency One Pumper. The \$500,000 amount in the 2018 budget under "Fire Engine" reflects the purchase of a new fire engine to replace one of these aging units. It is the same \$500,000 found in 2017 of our current 2013 Five-Year Revenue/Expenditure Report. We know at some point in the future we will need to replace one of the larger units.

2014 5-Year Budget

Capital Improvements Fund - Budget Footnotes

Parks and Recreation Projects

3901-54112 **Chamberlain Park Gabion Repair - Phase II** – A portion of the gabion wall on the south side of Beaver Run Creek collapsed a number of years ago. Until now, there has been very little movement in the wall structure. Over the years, we noticed some of the baskets on the north side of the creek eroding and as a result the bottom baskets continue to lose many and in some cases all of their rocks. Due to this situation, we now feel the stability of the gabion wall system may be compromised. We have reached the point in which this area of the wall needs to be repaired in order to prevent further erosion of the creek bank and the failure of more of the gabion wall. The 2012 Beaver Run Phase II project addressed 230 linear feet of a section of the creek bank in Chamberlain Park, but not the entire length. For several years now, we budgeted \$25,000 as a stopgap repair in case the wall comes down. Unfortunately, that \$25,000 amount will not come close to properly addressing this continuing issue. A more permanent repair to the situation has to begin soon or we stand to lose the current wall system. The City Engineer estimates to make the necessary repairs and reconstruct another gabion wall system will cost \$188,900. However, if we divide the project into 3 separate phases or priorities over a 3-year period, the overall cost will be \$197,600. Priority 1 is estimated to cost \$86,200 (2015); Priority 2 is estimated to cost \$50,900 (2016); and Priority 3 is estimated to cost \$60,500 (2017). If we construct the project at one time, the design engineering cost is estimated to be \$16,000. If the project is divided into the 3 priorities, the design fee is \$22,000. Priority 1 was originally budgeted to begin in 2013 with Priorities 2 and 3 following in the subsequent years. The condition of the walls has been reviewed by the City Engineer twice in 2013. No additional deterioration has been determined, therefore the start of this project has been delayed until 2015.

The search for outside funding to assist with this project has proven to be quite challenging. The majority of the Beaver Run Phase II project was funded by the Ohio EPA, because it was a soft armoring installation. The OEPA's current policy is to fund only Green Energy type projects. The type of installation employed for the Beaver Run Phase II project can not be used in this area due to the limited amount of space. That process requires far more land than is available to create the slopes necessary for proper installation of the wall system. Unless we are able to identify a new soft armoring system that does not require much space, 100% of the cost of the project will be the City's responsibility.

2014 5-Year Budget

Capital Improvements Fund - Budget Footnotes

3901-54014 **Ross Park Vehicle Bridge Replacement** – The ford over the creek at the entrance to Ross Park was built in the 1960's and is in need of replacement. The project would replace the low ford with a bridge eliminating the extreme dip in the entrance drive. In the past, we have tried unsuccessfully to obtain outside funding for this project. As a part of the 2010 Budget, we updated the engineering on the bridge in hopes of securing Stimulus, other Federal, or State funding for which the project may have qualified. To date, we have been unsuccessful. The repair of the bridge has been delayed for a number of years while the structure continues to deteriorate and adjacent banks erode significantly. It is not clear how much longer we will be able to bandage the bridge and keep it safe for traffic. Video taken of the bridge following a heavy rain storm in July of this year (2013), showed just how dangerous this situation can be for the community. As a result, the Engineer was asked to provide updated estimates to replace the bridge. The Engineer's most recent cost estimate for the project is reflected in the 2015 budget at \$444,400 with an additional \$30,232 to resurface the parking lot. Additional design engineering costs of \$3,000 are included in the 2014 budget to update the plans.

3901-54128 **Chamberlain Park - Beaver Run Phase II** – Approximately 30 years ago, gabion walls (baskets) were constructed in the Beaver Run Chamberlain Park area to stabilize the banks along the creek. Over the years, this method of bank stabilization has continued to degrade and lose its effectiveness of securing the banks as mentioned above. Annually, we are losing more and more rocks from the gabion baskets. In 2003, under the Beaver Run Phase I project, the City installed a new soft armoring system/method to help stabilize the banks and walls of the creek. The Phase II project continued that approach of securing and stabilizing the bank for another 230 linear feet of the area. In the spring of 2010, the City applied for and successfully received an OEPA Section 319(h) grant in the amount of \$362,920 to help pay for the project. Bids were opened in the fall of 2011 and Evan's Landscaping was determined to be the lowest and best bidder with a bid of \$277,418. The funding breakdown was an 80% - 20% split. Based upon the bid results, the City's share of the construction was estimated at \$55,484 and the grant funding to be reimbursed to the City was the remaining \$221,934. The final cost for the improvement came in slightly less than the bid amount at \$274,617. Due to the extreme heat and drought of the 2012 summer, approximately 30 of the trees planted on the project did not survive. As a result, Evan's Landscaping was required to replant those affected trees last fall. The City retained \$4,185 of the contractor's pay until we were comfortable the trees would survive. The final payment was made in late 2012.

The cost for the design engineering (\$42,250) and the construction engineering (\$12,453) was paid by the City. It was our understanding that any in-kind work performed on this project would be subject to reimbursement under the grant. The City paid Evans \$270,432 in cash plus the retained amount (\$4,185) equaling the \$274,617 project total. The City also performed \$36,993 of in-kind services towards the project. Combining this amount with the grant amount (\$221,934), it was anticipated the City would be reimbursed a total of \$258,927 (\$221,934 plus \$36,993). Unfortunately, based upon the in-kind service reimbursement interpretation of OEPA, the City's reimbursement was approximately \$9,600 less than expected and in the amount of \$249,289. OEPA calculation took the total amount paid out of pocket (\$274,617) and added the in-kind amount (\$36,993) to arrive at a total of \$311,610. They then applied the 80% - 20% split, making our responsibility \$62,322 instead of \$55,484. Although the City did not agree with OEPA's interpretation, it was great to receive the \$249,289. The construction on the project was completed in May and subsequently the project was closed.

2014 5-Year Budget

Capital Improvements Fund - Budget Footnotes

- 3901- **Community Center Irrigation System** – This system was originally constructed in 1981. It is scheduled for replacement in 2018 at a cost of \$140,000. This also continues to be moved back to the latter years of the five-year budget process.
- 3901- **Glenview Park Irrigation System** – Over the years, the City has increased the amount of landscaping in Glenview Park because of its high visibility on Sharon Road. In an effort to maintain our investment, we feel it is necessary to add an irrigation system in the park. Unfortunately, due to the recent City financial challenges, this project continues to be moved back to latter years of the five-year budget process. The estimated 2018 cost for this project is \$45,000.
- 3901- **Cameron Park Fence** – The budget anticipates replacing the perimeter fencing at Cameron Park for \$75,000 in 2018. Just like the two preceding projects, this is a lower priority and thus continues to be delayed until the City's resources are more stable.

Transportation Projects

- 6901-54018 **2012 Annual Street Improvement Program** – Due to our financial challenges, we have been unable to properly address our neighborhood streets and now find ourselves playing catch-up. As a result, we are now focusing our attention on improving the appearance of our neighborhoods. Finally in 2012, the Annual Street Improvement Program was budgeted at a modest \$400,000. This was the first time since 2008 that the program's budget consisted of more than \$100,000. With these very limited funds during our previous years, putting together a substantial capital improvement program was very challenging. As a result of that \$400,000 investment, we were able to make a number of marked improvements to our neighborhood streets. The 2012 program consisted of a number of street improvements in the Oxford Hills Subdivision on the following streets: Yorkhaven Road, Cedarhill Drive, Harcourt Drive, and Kenn Road from Cedarhill Drive to Yorkhaven Road. The improvements made to those streets included replacing curbs, reconstructing catch basins, and adding ADA compliant handicap ramps at affected intersections. There were also a number of sidewalk repairs made to not only those streets, but others throughout the City. When the bids were opened, Adleta, Inc. had submitted the best and lowest bid in the amount of \$358,307, just under \$42,000 below the budgeted amount. The design engineering cost for the program was an additional \$19,000 and was mostly paid in 2012. Additional expenditures for the program paid in 2013 included: a change order (\$10,161) for material quantities omitted from the original specifications to properly construct the handicap ramps at seven (7) different locations; costs to repair four (4) affected resident's drive aprons (\$3,666) using the City's contractor; balance due on original contract (\$4,593); and engineering costs (\$1,140). The project is now complete.

2014 5-Year Budget

Capital Improvements Fund - Budget Footnotes

6901-52925 **2013 Annual Street Improvement Program** – In 2013, we have budgeted \$300,000 in the Annual Street Improvement Program line item and another \$400,000 in the Street Maintenance Fund (061) Capital Improvements line item for a total budget of \$700,000 dedicated to the neighborhoods. The streets included in the 2013 program are: Greencastle Drive, Hillgrove Court, Coxbury Circle, Cantrell Drive, Harcourt Drive, and Chardon Lane in the Oxford Hills Subdivision; and Fairsprings Court, Knollsprings Court, and Glenfalls Court in the Knolls Subdivision. Improvements included with this year's program consist of: (1) the complete replacement of the concrete curbs; (2) the reconstruction of catch basins; (3) the addition of handicap ramps at affected intersections; (4) limited sidewalk repairs throughout the City; (5) fresh asphalt overlays (new pavement); (6) the elimination of the pavement rutting and shoving on Northland Boulevard; and (6) the extension of the Cameron Road Sidewalk. As a part of the 2013 Annual Street Improvement Program, the City decided to extend the existing Cameron Road sidewalk from Cameron Park to Glenview Park, and ultimately to the south side of Sharon Road. In order to properly construct the sidewalk along Cameron Road and Glensharon Road, it was necessary for the City to acquire permanent easements from four (4) residences in the area. All easements have been fully executed and recorded with Hamilton County.

Adleta, Inc. was awarded the contract with a bid of \$839,451. After the bid, construction expense allocations were changed so that the first \$620,000 of the project will be charged to the Street Maintenance Fund (061) Capital Improvements line item. The balance of construction costs (\$219,451) plus design costs (\$29,900) totaling \$249,351 will be paid from this fund. The remaining costs identified in this line item were generated by repairs made to affected property owners' drive aprons. Approximately thirty-four (34) residents were identified as being required to make repairs to their drive apron in this year's program. A large majority of the residents chose to have the City's contractor make the repairs, and they would either pay the City for the cost of the improvement or have the cost added to their property taxes. Due to this additional work, the City's cost for the project was increased by \$22,000. The project was substantially completed in early October 2013.

Due to the City's financial challenges projected for 2014, there are no funds budgeted for an Annual Street Improvement Program. During the remaining years of this five-year period, we have continued to set aside funds in the amount \$700,000 for an Annual Street Improvement Program in the hopes that our financial outlook will improve.

2014 5-Year Budget

Capital Improvements Fund - Budget Footnotes

6901-54137 **SR 4 Sidewalk Replacement** – As the result of a severe drop off from the roadway on SR 4 (Springfield Pike) to the sidewalk, standing water would accumulate and ultimately create a small ponding area on the sidewalk. Unfortunately, this water presented a safety hazard for the City and the community at large. The general location of this hazard was found south of the City's Public Works facility drive on the eastern side of SR 4. The primary issue which needed to be addressed was that the sidewalk was lower than the SR 4 drainage features. Often water could be seen stretching along the entire length of the sidewalk from the Public Works facility drive to the Colony Apartments entrance.

There were several contributing factors to the development of this problem. First, Alterra Senior Care facility was constructed in this general vicinity. Next, SR 4 was widened to permit left turn movements into the City's Public Works facility as well as to provide access for the future Springdale Pediatrics location. Eventually, the Springdale Pediatrics offices were constructed. All three of these developments in some manner had an effect on altering the flow of water runoff from SR 4 onto the sidewalk. These events were the root cause of the identified safety hazard.

The repair for this project involved removing the existing sidewalk, raising the elevation, and subsequently installing a new sidewalk. In addition, the project also included the installation of new curbs, several field drains, and new catch basins. It appears this project was successful in eliminating the problem. The Engineer's estimate for this project was \$75,800 and was included as a part of the 2012 Annual Street Improvement Program bid package. The cost for the improvement came in at \$73,260. The project was completed in early 2013 and is now closed.

6901-54038 **SR 747/CSX Grade Separation - Lighting** – After being substantially completed in 2007, ODOT finally closed out the Grade Separation project. The only remaining anticipated expense on this project is \$140,636 for installation of lights by Duke Energy. Almost seven (7) years following the conclusion of the project, the City has yet to receive a bill for this service. At this time, we have decided to no longer account for this expense due to the uncertainty of whether we will ever receive an invoice from Duke.

2014 5-Year Budget

Capital Improvements Fund - Budget Footnotes

6901-54129 **NB SR 747 to WB I-275 Improvements** – There was a significant lack of lane capacity for the traffic turning left onto WB I-275 from NB SR 747. During rush hours, this would lead to obstruction of the adjacent NB lane. To help relieve this problem, the project added a second left turn lane movement onto WB I-275. The City Engineer's final construction estimate for the project was \$300,000 with a funding breakdown for the estimated construction cost of 70% CM/AQ (\$210,000), 27% LTIP (\$81,000), and 3% local (\$9,000). The City also successfully applied for MRF funding to cover the engineering (\$33,900) and environmental (\$10,000) costs. The construction engineering was estimated at \$30,000 to be funded 70% CM/AQ (\$21,000) and 30% local (\$9,000). ODOT's final estimate for the project was \$166,000 for construction and \$16,600 for construction engineering for a total cost of \$182,600. In early 2012, the City deposited \$5,478 with ODOT which represented our 3% share of the project based on ODOT's final estimate. Bids for the project were opened on March 8, 2012 with the lowest bidder being Barrett Paving in the amount of \$138,594. The construction engineering cost for the project was determined by ODOT to be \$4,401. The total cost of the project was \$142,995. The funding breakdown for both construction and construction engineering was as follows: the City's share - \$4,158 (3%); LTIP funding - \$37,420 (27%); and CM/AQ funding - \$97,016 (70%). The project was completed in October 2012, with the balance of \$48,193 being paid in January 2013. A partial reimbursement (\$1,323) of the City's deposit with ODOT was received in July for the difference between the estimated City cost and the actual cost. The project is now closed.

6901-54134 **Merchant Street Rehabilitation** – Merchant Street is one of the most important roads in the City's Office Park area along with Tri-County Parkway. A great deal of the curbs and gutters were deteriorating and in need of repair. The project consisted of: 1) full replacement of the curbs and gutters along the entire stretch of Merchant Street; 2) installation of 2,500 feet of underdrains near Tri-County Parkway; 3) reconstruction and/or adjustment of several catch basins; and 4) resurfacing the entire street. In 2011, the City submitted a successful application for SCIP funding to assist with the project's estimated costs of \$390,000. The funding breakdown for the project was 50% SCIP (\$195,000) and 50% local match (\$195,000). Bids for the project were opened on June 26, 2012. The lowest and best bidder on the project was Adleta, Inc. with a bid amount of \$321,329 which was \$68,671 less than our original estimate. The unfortunate news is the original specifications only planned for 47% of the curb to be totally replaced. The plans called for other sections of the street to have spot curb repairs performed (not the City's preferred philosophy). The difference in the cost to perform full curb replacement instead of spot curb repairs for the remaining 53% of the street was estimated at \$39,900. The City requested that OPWC allow the balance of the approved funding to cover 50% (\$19,954) of the increased amount. That request was denied. The actual amount of the change order for the full curb replacement was \$32,627 and was paid in 2013. Due to the switch from performing a partial curb replacement to performing a full curb replacement, the City had to absorb the full cost of the curb replacement (\$38,858). This amount was paid in 2013 along with the OPWC share (\$14,844). The final cost breakdown for this project was OPWC - \$136,650 (41%) and City - 193,292 (59%). Construction engineering services were performed by City Staff. The project is now closed.

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- 6901-54100 **SR 4 (South) Urban Paving** – Originally scheduled for 2009, the Urban Paving Project resurfaced SR 4 from Sharon Rd. to Cameron Rd. The City decided to postpone this project and its associated funding until 2013 in order to receive a better return on our matching funds for the SR 4 Southbound Lane Addition project. Since the beginning of the project, ODOT revised their estimate on several occasions. Their last estimate showed construction costs at \$307,700 and construction engineering costs at \$30,770. Based upon this estimate, the City was responsible for depositing \$159,088 (construction - \$152,966; construction engineering - \$6,122). The State would then fund the remaining \$179,382 balance of the project. Final legislation was sent to ODOT in January of this year. The project was awarded to Barrett Paving with a low bid of \$313,398. Because the City's portion of the project was deemed to be less than originally anticipated, \$10,844 of the escrow amount deposited by the City was returned from ODOT. The final cost for the project came in at \$325,940 (construction - \$313,398; construction engineering - \$12,542) with a revised allocation of \$177,696 (ODOT) and \$148,244 (City). Due to a number of deficiencies found in the asphalt, ODOT is requiring repairs to be made by the contractor. As a result, the project will remain open until October 2014 until the solution meets the satisfaction of ODOT and the City.
- 6901-54059 **Century Circle North Improvements** – Originally, the repair of Century Circle North was scheduled to take place in 2013; however, the continued deterioration of the road made it necessary for the City to expedite the improvement. In 2010, the City applied for and successfully received OPWC funding with a breakdown of 70% OPWC (\$374,500) and 30% local (\$160,500). The total estimated construction cost for the project was \$535,000. Bids were opened for the project on March 29, 2012. Adleta, Inc. was determined to be the best and lowest bidder at a cost of \$389,952. Based upon the bid results, the funding breakdown was adjusted to: OPWC \$272,621.88 (70%) and City \$116,985.60 (30%). Engineering and construction engineering for the project were both paid completely by the City. The design engineering for the project was completed in 2011 at a cost of \$42,900. This reconstruction project involved the complete removal of existing deteriorated concrete pavement and curbs along with the installation of a number of underdrains. The new road was reconstructed with asphalt replacing the removed concrete pavement. Underdrains were installed where necessary to assist with removing any storm water developing on the road over time. It was necessary to replace only a minor amount of the subgrade below the pavement as well as reconstruct a couple of the catch basins. Once the contractor began the job, they moved to completion very quickly and efficiently. The final cost of the project was \$342,084 representing a construction cost savings of \$47,868. In addition, the employment of the City's new Public Works Inspector severely limited any amount of construction engineering costs that may have been needed on the project.

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- 6901-54027 **W. Kemper Road Rehabilitation** – An assessment of W. Kemper Road was performed in 2012 by City staff and was found to be in need of extensive repair. The assessment revealed many pavement deficiencies with sporadic potholes, alligator cracking possibly along underlying longitudinal joints as well as the edge of the pavement, and an inefficient drainage system supported by several very old catch basins. These conditions primarily exist from just east of Springfield Pike (SR 4) to the Lawnview Avenue intersection. Necessary improvements will involve the total removal and replacement of pavement on W. Kemper Road starting just east of Walnut Street and continuing on for approximately 950 linear feet; the repair and resurfacing of the balance of W. Kemper Road; full curb replacement in limited areas; sidewalk replacement on the south side of the road between Walnut Street and Hickory Street; and a major upgrade of the existing storm sewer system including the replacement of several old catch basins. The Engineer's estimated construction costs are \$1,074,086. The major storm system upgrade portion of the project is anticipated to cost \$393,970 and is included in the total. The City has applied for OPWC and MRF funding, and if successful, the funding breakdown would be 48% SCIP (\$515,561), 21% MRF (\$225,558), and 31% City (\$332,967). Unfortunately, the determination as to whether we were successful in our funding application was not known prior to the printing of this document. The design engineering costs for the project is \$85,200 (roughly 8% of the construction cost). Primarily construction engineering shall be provided by City staff; however limited oversight by CDS may be necessary.
- 6901-52867 **W. Sharon Road Repair** – W. Sharon Road faces many of the same issues as W. Kemper Road with two primary exceptions: there are no storm system/drainage improvements identified, and there may be limited, if any at all, full depth repairs necessary. There is significant longitudinal cracking (particularly at areas where past roadway widening has taken place), alligator cracking with sporadic potholes, weathering or raveling of the surface course, and loss of pavement crown at the west end of the project. This repair work starts at Springfield Pike and concludes at the City's western border on Sharon Road. It will involve full-width pavement grinding, pavement repair, crack sealing, a 1" asphalt intermediate course to re-establish the crown, multi-seal surfacing and asphalt improvements, pavements markings, and traffic loop detectors. The preliminary cost estimate for this project is \$347,300 for construction with construction engineering estimated at \$5,000. Construction engineering is expected to be provided primarily by City staff; however a limited amount of oversight may be necessary. The City was unsuccessful in its applications for SCIP funding. In the mean time, City staff felt with a number of in-house minor repairs and patches to the roadway, we could buy additional time before the need to rehabilitate the road becomes critical. As a result, the improvements have been delayed until 2018. The funding breakdown submitted to cover the estimated costs of this project was 48% SCIP (\$166,704); 21% MRF (\$72,933); and 31% City (\$107,663). Preliminary design fees have been identified at \$18,000. West Sharon Road was last overlaid in 1998.

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6901-52870 **Ashmore Court Reconstruction** – Two (2) streets believed to be most in need of attention in the City are Ashmore Court and Woodvale Court. In 2013, the City filed an application for SCIP funds listing both streets together. However, in the 2013 Budget, each street was accounted for separately. When the City was notified by OPWC the projects would not be funded, the City decided to include them in the 2013 Annual Street Improvement Program. Unfortunately, these improvements would only involve intermediate repairs as opposed to the complete reconstruction of both streets as previously planned. After the Street Improvement Program was awarded, the City was unexpectedly notified they would receive the requested SCIP grant amount (\$165,033). Following this notification, both streets were subsequently removed from the 2013 Annual Street Improvement Program, and the City began the process of placing them out for bid.

Presently, the street has extensive delamination (splitting) of the asphalt allowing water to filter underneath the surface thereby creating trip and fall hazards. In addition, there are exposed portions of the geo-fabric underlayment as well as extensive alligator cracking and raveling of the pavement. The project will involve totally removing the existing concrete base/asphalt street, replacing it with an asphalt pavement, and performing a full curb and gutter replacement. Some residents may be required to improve their drive aprons during the project. The estimated construction cost for the complete reconstruction of Ashmore Court is \$167,803. The SCIP grant will cover 49% (\$82,223) of the cost of the improvement with the remaining 51% (\$85,580) as the City's contribution. Construction engineering work performed on this 2014 project is expected to be handled by City staff. The last overlay of Ashmore Court was in 1987.

6901-52873 **Woodvale Court Reconstruction** – Woodvale Court is experiencing many of the same challenges as Ashmore Court. On Woodvale Court, we see pavement raveling, alligator cracking, and extreme oxidation of the surface asphalt causing a great deal of the cracking and splitting on the street. Repairs to the street will entail the complete overhaul of the concrete base/asphalt street, curb and gutter replacement, and new pavement. Some residents may be required to improve their drive aprons during the project. The estimated cost for the reconstruction of Woodvale Court is \$169,000. The funding breakdown is 49% SCIP (\$82,810) with 51% City matching funds (\$86,190). Construction engineering is expected to be performed by City staff for this 2014 project. The last overlay of Woodvale Court was in 1987.

6901- **Olde Gate Drive Repair** – This project involves grinding the existing asphalt street with various pavement repairs, resurfacing of the street, the removal and replacement of existing catch basins, as well as the full replacement of curbs and gutters at a cost of \$249,100. Design engineering is estimated at 8% of the construction costs (\$19,900). This project is currently planned for 2016, and to date, we have been unable to identify outside funding.

6901- **Landan Lane Repair** – This project pretty much mirrors that of the Olde Gate Drive project with the exception of the existing make-up of the street. Landan Lane is not asphalt, but it is concrete instead. This 2016 project would completely remove the concrete street and replace it with asphalt pavement. The project is also scheduled to replace all existing curbs, gutters, and catch basins. The cost for the repairs on Landan Lane is estimated at \$210,800 with design engineering estimated at 8% of construction costs (\$16,864). To date, we have been unable to identify outside funding.

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- 6901- **SR 4 (Cameron Rd/I-275) Urban Paving** – Earlier this year, ODOT notified the City they have identified SR 4 between Cameron Road and I-275 as the next scheduled Urban Paving Project for the City of Springdale. They have estimated the construction costs along with the construction engineering for this projected 2017 improvement to be \$750,000 and \$30,000, respectively. Both costs are expected to be based on a 50/50 split between the City and ODOT. Design engineering for the project is estimated at \$25,000 and will be the sole responsibility of the City.
- 6901- **Boggs Lane Repair** – Originally planned for 2014, this project has been moved back to 2015 due to a number of unexpected financial challenges. The pavement on Boggs Lane shows general distress that includes alligator and linear cracking as well as the existence of a number of potholes in the curb line. There is also evidence of extreme oxidation in the pavement, a process in which oxygen combines with the asphalt. Over time, this results in the pavement losing elasticity and becoming brittle, and eventually causing the surface to fail. Additionally, there is a catch basin located in the center of a drive apron creating a steep and hazardous condition causing damage to both vehicles and the roadway (scrapes, gouges). This catch basin, along with a number of others, is scheduled to be removed and replaced. The balance of project includes grinding and resurfacing of the existing asphalt street, some pavement repair, total curb and gutter replacements, drive apron replacements as needed, and new pavement markings. The preliminary construction cost for the work is now estimated at \$307,918 with a funding breakdown of 69% SCIP (\$212,463) and 31% City (\$95,455). The estimated design engineering cost for the project is \$13,500.
- In the hopes of improving the chance for outside funding, the project was combined with the Jake Sweeney Way Reconstruction in a single SCIP funding application. Unfortunately, the determination as to whether we were successful in our application was not known prior to the printing of this document. In the 2014 budget, the two (2) projects are accounted for separately.
- 6901- 52876 **Jake Sweeney Way Reconstruction** – The work planned for this 2015 scheduled project is a reconstruction of the street very similar to what occurred with Century Circle in 2012 where we tore out the total street and replaced it. The difference is Jake Sweeney Way is made of asphalt as opposed to concrete. The recent discovery of a rusted metal corrugated storm sewer pipe located between W. Kemper Road and Boggs Lane necessitates the replacement of the storm sewer pipe along with catch basins, manholes, and an increased amount of asphalt. The preliminary construction estimate for Jake Sweeney Way is \$703,718 with a funding breakdown of 69% SCIP (\$485,565) and 31% City (218,153). Design engineering costs are estimated at \$51,260.
- 6901- **Crescentville/Chesterdale Improvement** – This joint road improvement project between Butler County, the City of Sharonville, and the City of Springdale will address major rutting and storm sewer issues at and near the intersection of Chesterdale Road and Crescentville Road. A very preliminary estimate of \$400,000 representing Springdale's share of the project has been budgeted for 2016.

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6901-54104 **Tri-County Business District Improvement** – The City has been on the front end of a major effort to reposition the Tri-County Retail District with the development of the Retail District Study in October 2008. Expenditures identified in this line item may be used for additional professional services, property and/or ROW acquisition, capital projects such as streetscape improvements and highway modifications, etc. In 2011, there were no funds budgeted for this line item due to the City's cost cutting measures. Funds were reinstated for this project in 2012 and 2013, however no money was expended. Again due to financial challenges, there are no funds budgeted for this line item in 2014. We will continue to set aside \$100,000 for the remaining years in this budget cycle as place-holders for unknown costs associated with this endeavor as our financial resources improve.

General Government Projects

7901-54069 **Council Chamber's Audio-Video System** – As far back as 2008, the budget has reflected some sort of upgrade to the Council Chamber's audio and video system with estimated costs ranging from \$20,000 - \$50,000. In previous years due to budget constraints, the upgrade to the system was delayed in favor of more urgent needs. The project finally got under way in 2013 with 1) an upgrade to the cabling/wiring; 2) an upgrade of the audio system; 3) an enhancement of the existing speaker system (creating zones to eliminate potential feedback); 4) the installation of a new video projector; 5) the relocation of the recording secretary's position with that of the presentation podium; 6) a remote handheld touch screen device to control both the video and audio components; and 7) a desktop computer (\$2,006) to provide access for outside presentations. The upgrade to the audio (\$9,935) was completed earlier in 2013, with the video portion (\$18,975) being finished in October.

7901-52913 **Fuel Pump Reconstruction** – The City's Fuel Pump System was originally installed in late 1993 and was designed to allow City work forces to have access to fuel 24 hours a day. Prior to the installation of our own fueling system, officers patrolling the streets, fire and life squads responding to calls, and overnight snow removal crews may have found it necessary to locate a 24-hour gas station to insure they could continue providing essential services without interruption. The fuel system allows us to eliminate a lack of fuel as a concern when planning for service delivery. In fact, if there is a power outage, the system provides us the opportunity to maintain access to fuel with the connection of a portable generator. The system software, by means of a card reader program, allows the Public Works Department to adequately track the fuel being consumed by each department. Departments are then assessed a charge for their monthly usage. The card reader program received an upgrade in 1999 in preparation of the infamous Y2K concerns. Unfortunately, after 20 years of providing service for City operations, the system began experiencing a number of issues which suggested it was time for it to be replaced. First of all, the software was no longer supported by the company nor was an upgrade available for today's Windows 7 operating system. Next, the pumps were exhibiting low flow issues and occasionally were failing to dispense fuel altogether. Finally, the concrete islands supporting the pumps were showing significant deterioration. A total reconstruction of the fuel system including new islands, pumps, and fuel software was completed in September of 2013 at a cost of \$39,440.

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7901-55200 **Improvements - General** – During preparation for the SR 4 (South) Urban Paving Project, two (2) culverts between Cameron Road and Sharon Road were discovered to be in need of replacement. Both were built out of vitrified clay pipe, a material probably used around 1920. One culvert had already begun to deteriorate while the other had significant cracking. Recognizing the need to complete the work prior to the start of the paving project, the City moved quickly and the replacement of both culverts with reinforced concrete pipe was completed in April at a total cost of \$46,600. The City utilized two (2) separate contractors to install the new reinforced concrete culverts.

Annually, \$100,000 is budgeted to allow for instances such as the culvert replacements or other general improvements. Due to the City's financial challenges projected for 2014, there are no funds budgeted for this line item. We will continue to set aside funds for the remaining years in this budget cycle