Form Name:	SFY 2023 Small City Project Application
Submission Time:	June 14, 2023 2:39 pm
Browser:	Chrome 109.0.0.0 / Windows
IP Address:	73.117.113.118
Unique ID:	1111901233
Location:	40.6774, -80.6006

2023 Small City Project Application

Agreement of Understanding	I have read and understand the terms described in the overview above

Contact Information

Applicant/Project Sponsor	City of East Liverpool
Name	David Dawson
Address	126 West Sixth Street East Liverpool, OH 43920
Phone	(330) 386-6584
Email	d.dawson@eastliverpool.com
Would you prefer to have your presentation done in-person or virtually?	Virtually

Curb Ramps

Are the Small City's curb ramps ADA compliant city wide?	Unsure
Does the city have an ADA transition plan?	Unsure

Project Identifiers

Project PID	N/A
ODOT District	11
County	Columbiana County
Route	Dresden Avenue (Phase 2)
Section (include log points if applicable)	From the northern City Limits ; continuing south to just north of Eighth Street (6,400 feet)
Functional Class	Minor Arterial

Is the project identified as a priority on the SIP map?	Red - High Priority
Is the project location on any priority list (local priority lists are excluded)?	No

Project Description

Describe the Current Conditions

The project will consist of roadway improvements within the City of East Liverpool along Dresden Avenue from the northern City Limits at the north end of the project to just to the north of Eighth Street at the South End of the project. The total project length is approximately 6,400 feet. Dresden Avenue is a Minor Arterial located on the Federal-aid Highway System. Note: This will be Phase 2 of the project. Phase 1 of the project includes improvements along Dresden Avenue, between Grant Street and just to the north of Eighth Street. Phase 1 was approved for ODOT Small Cities funding in 2020 (ODOT PID #114058) and is currently being advertised for bids.

The existing Dresden Avenue roadway consists of several layers of asphalt on top of an anticipated concrete base. The existing pavement width is approximately (20) feet wide from the northern City Limits and continuing south to Grant Street (approximately 6,100 feet) with primarily turf shoulders, sections of paved gutters, ditches, and some segments of straight curb and sidewalk. The existing pavement width is approximately (36) feet wide from Grant Street and continuing south to just to the north of Eighth Street with straight curb and sidewalk on both sides of the roadway (approximately 300 feet). As shown by the attached photographs, the existing pavement along all of the aforementioned roadways has numerous patches due to pothole repairs, numerous unrepaired potholes, numerous repairs from utility work, some areas with insufficient drainage conveyance, and deteriorated drainage curb inlets at Ninth Street & Grant Street, which all present a definite safety concern. Numerous areas with alligator cracking and transverse & longitudinal cracking are also visible in the existing pavement. The Dresden Avenue roadway corridor currently serves the City's Downtown Business District, as access to the Kent State University East Liverpool Campus, as a major school bus route for the Westgate Middle School, as access to East Liverpool City Hospital (only hospital within a 25 mile radius), and as access to numerous residential properties adjacent to the downtown area. Dresden Avenue also provides direct access to the S.R. 7/S.R. 11/S.R. 30/S.R. 39 freeway interchanges directly adjacent to the City's downtown area. Being a Minor Arterial roadway and as evidenced by the current ADT, the aforementioned roadway corridor serves as a major access route into, out of, and within the City of East Liverpool as well as serving as a major school bus route within the City.

-City Officials reported that it has been (17) years since the aforementioned Phase 2 section of roadway has been properly repaired and resurfaced. The Phase 2 section of roadway is currently experiencing numerous visible potholes, pothole patching, alligator cracking, transverse & longitudinal pavement cracking, and utility trench repairs in numerous locations, insufficient drainage conveyance along the project length, and deteriorated drainage curb inlets at Ninth Street & Grant Street.
-Field observations and evaluation of the existing pavement condition for the aforementioned roadway was performed in 2019 and re-evaluated again in 2021 & 2023 by City Officials and by Dallis Dawson & Associates

(DDA). It was concluded that at a minimum of resurfacing, repairing, and specific drainage improvements along the Phase 2 section of the roadway were necessary. In addition, relative to the ODOT Local PCR values listed in ODOT TIMS, conditions of the roadway has been deteriorating severely since the listing of the Local PCR values.
-Photographs taken by DDA during the field observations and a project cost estimate have been included with this application.
-See attached ODOT TIMS PCR's for the aforementioned roadway.

Describe the Proposed Work	The project will consist of the following roadway improvements: -3" of asphalt pavement planing with 3" asphalt overlay, including any necessary full depth pavement repair, along the entire project length including any necessary side street approaches. -Adjustment to grade of all manholes & valve boxes, as necessary. Rehabilitation of existing catch basins & inlets, as necessary. -Curb ramps will be installed, where necessary, including any necessary immediately adjacent sidewalk repairs. -Curb repairs will be performed where necessary. -Linear Grading, paved gutters, and/or catch basin & drainage conduit to improve the existing drainage will be performed, where necessary. -Clearing & grubbing including any necessary tree trimming and/or removal. -The necessary pavement markings (centerlines, edge lines, crosswalks, etc.) will be provided. -Work on any necessary side streets will terminate at the end of the curb returns and/or pavement radii. -All roadway work will be performed within the existing road right of way.
Identify Any Potential Environmental or Right-of-Way Issues	-All roadway work will be performed within the existing road right of way. Right of Way acquisition is not anticipated. -No environmental issues are anticipated, but budgeting for environmental studies/investigations has been included.
Identify Any Historical Significance Relating to the Proposed Project	-It is anticipated that there is no historical significance related to the proposed project; however, budgeting for environmental studies/investigations has been included to further verify this.
Describe Any Maintenance and/or Repairs That Have Occurred To-Date on the Proposed Project	Maintenance/Repairs include the following: routine pothole patching, routine mowing, minor scratch paving.
Anticipated Letting Type	Local Let

Project Development Details

Checkbox	Safety Engineering Study or Feasibility Study
Date	Jun 01, 2023
Comments	Field observations and evaluation of the existing pavement condition for the aforementioned roadway was performed in 2019 and re-evaluated again in 2021 & 2023 by City Officials and by Dallis Dawson & Associates (DDA). Photographs taken by DDA during the field observations and a project cost estimate have been included with this application. The most recent available PCR's were researched on ODOT TIMS.

Project Data

Indicate the SINGLE category for which the application is being submitted:	Roadway
Annual Average Daily Traffic	2,323 vpd (ODOT TIMS)
Volume to Capacity	1.00
Crash Frequency	4
Equivalent Property Damage Only Crashes	2.39
Pavement Condition Rating	58 (ODOT TIMS)

Safety Indicators

Speed	35 mph
Number of Lanes	Two (2)
Lack of facilities and/or gaps in the current bicycle and pedestrian network	N/A
Presence of bicycle and pedestrian generators (neighborhoods, destinations, transit, etc.)	N/A
Bicycle/Pedestrian Volume Data (data document can be attached at the end if needed)	N/A
Alignment with State and US Bike Route System (Link can be found in the description area)	N/A

Project Funding

Preliminary Engineering and Environmental Funding

State Fiscal Year	2026
Local Contribution	25000
Other Funding Sources	0
Total Preliminary Engineering and Environmental Funding	25000

Design Funding

State Fiscal Year	2026
Local Contribution	153000
Other Funding Sources	0
Total Design Funding	153000

Right-of-Way Funding

State Fiscal Year	2026
Local Contribution	0
Other Funding Sources	0
Total Right-of-Way Funding	0

Construction Contract Funding

Local Contribution	73483
Other Funding Sources	0
Small City Program Funding Request	1396187
Total Construction Contract Funding	1469670

Construction Inspection Funding

Local Contribution	7500
Other Funding Sources	0
Small City Program Funding Request	142500
Total Construction Inspection Funding	150000

Total Project Funding

Total Local Contribution	258983
Total From Other Funding Sources	0
Total Small City Program Funding Request	1538687
Total Project Costs	1797670

Project Funding Sources

Identify all sources of already secured local contribution funds and funds from other sources:	Local (City of East Liverpool) funds will be secured/allocated upon notification of the award of Small City funding and upon selection of a Design Engineer for the project. It is anticipated that a portion of annual Street Levy funds will be utilized toward the project.
Identify all sources of anticipated local contribution funds and funds from other sources that have not yet been secured and the timeframe in which the funds are expected to be secured:	Local (City of East Liverpool) funds will be secured/allocated upon notification of the award of Small City funding and upon selection of a Design Engineer for the project. It is anticipated that a portion of annual Street Levy funds will be utilized toward the project.
Identify the work included in the Small City request (to ensure ineligible items are not included in the request)	The project will consist of the following roadway improvements: -3" of asphalt pavement planing with 3" asphalt overlay, including any necessary full depth pavement repair, along the entire project length including any necessary side street approaches. -Adjustment to grade of all manholes & valve boxes, as necessary. Rehabilitation of existing catch basins & inlets, as necessary. -Curb ramps will be installed, where necessary, including any necessary immediately adjacent sidewalk repairs. -Curb repairs will be performed where necessary. -Linear Grading, paved gutters, and/or catch basin & drainage conduit to improve the existing drainage will be performed, where necessary. -Clearing & grubbing including any necessary tree trimming and/or removal. -The necessary pavement markings (centerlines, edge lines, crosswalks, etc.) will be provided. -Work on any necessary side streets will terminate at the end of the curb returns and/or pavement radii. -All roadway work will be performed within the existing road right of way.

Project Evaluation Information

Explain how the project scope and various alternatives were assessed, as well as cost estimates, environmental impacts, and community impacts.

The following represents the basis of evaluation for the need of resurfacing and repairing the Dresden Avenue roadway within the City of East Liverpool:

-City Officials reported that it has been (17) years since the aforementioned Phase 2 section of roadway has been properly repaired and resurfaced. The Phase 2 section of roadway is currently experiencing numerous visible potholes, pothole patching, alligator cracking, transverse & longitudinal pavement cracking, and utility trench repairs in numerous locations, insufficient drainage conveyance along the project length, and deteriorated drainage curb inlets at Ninth Street & Grant Street.
-Field observations and evaluation of the existing pavement condition for the aforementioned roadway was performed in 2019 and re-evaluated again in 2021 & 2023 by City Officials and by Dallis Dawson & Associates (DDA). It was concluded that at a minimum of resurfacing, repairing, and specific drainage improvements along the Phase 2 section of the roadway were necessary. In addition, relative to the ODOT Local PCR values listed in ODOT TIMS, conditions of the roadway has been deteriorating severely since the listing of the Local PCR values.

Consideration was given to 1½" pavement planing with a 1½" asphalt overlay; however, through preliminary on-site investigations and preliminary engineering, it was preliminarily determined that the existing pavement buildup would need to be planed to at a thicker depth in order to properly remove all of the deteriorated/damaged pavement and in order to properly identify pavement bases in need of repair. Consideration was also given to a complete removal and replacement of the pavement; however, through preliminary on-site investigations and preliminary value engineering, it was preliminarily determined that the following improvements would satisfy the deteriorating pavement:

-3" of asphalt pavement planing with 3" asphalt overlay, including any necessary full depth pavement repair, along the entire project length including any necessary side street approaches.
-Adjustment to grade of all manholes & valve boxes, as necessary. Rehabilitation of existing catch basins & inlets, as necessary.
-Curb ramps will be installed, where necessary, including any necessary immediately adjacent sidewalk repairs.
-Curb repairs will be performed where necessary.
-Linear Grading, paved gutters, and/or catch basin & drainage conduit to improve the existing drainage will be performed, where necessary.
-Clearing & grubbing including any necessary tree trimming and/or removal.
-The necessary pavement markings (centerlines, edge lines, crosswalks, etc.) will be provided.
-Work on any necessary side streets will terminate at the end of the curb returns and/or pavement radii.
-All roadway work will be performed within the existing road right of way.

What other solutions were considered for this project?

Consideration was given to 1½" pavement planing with a 1½" asphalt overlay; however, through preliminary on-site investigations and preliminary engineering, it was preliminarily determined that the existing pavement buildup would need to be planed to at a thicker depth in order to properly remove all of the deteriorated/damaged pavement and in order to properly identify pavement bases in need of repair. Consideration was also given to a complete removal and replacement of the pavement; however, through preliminary on-site investigations and preliminary value engineering, it was preliminarily determined that the following improvements would satisfy the deteriorating pavement:

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-Curb ramps will be installed, where necessary, including any necessary immediately adjacent sidewalk repairs.
-Curb repairs will be performed where necessary.
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-All roadway work will be performed within the existing road right of way.

Why was the proposed alternative selected over others?

As discussed above, after considering different alternatives, the following was determined to be the best solution for the improvements:

-3" of asphalt pavement planing with 3" asphalt overlay, including any necessary full depth pavement repair, along the entire project length including any necessary side street approaches.
-Adjustment to grade of all manholes & valve boxes, as necessary. Rehabilitation of existing catch basins & inlets, as necessary.
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-See attached ODOT TIMS PCR's for the aforementioned roadway.

Why is the proposed project a priority to your small city? Use project details to support your response.

The following represents why the proposed project is a priority for the City of East Liverpool:

The Dresden Avenue roadway corridor currently serves the City's Downtown Business District, as access to the Kent State University East Liverpool Campus, as a major school bus route for the Westgate Middle School, as access to East Liverpool City Hospital (only hospital within a 25 mile radius), and as access to numerous residential properties adjacent to the downtown area. Dresden Avenue also provides direct access to the S.R. 7/S.R. 11/S.R. 30/S.R. 39 freeway interchanges directly adjacent to the City's downtown area. Being a Minor Arterial roadway and as evidenced by the current ADT, the aforementioned roadway corridor serves as a major access route into, out of, and within the City of East Liverpool as well as serving as a major school bus route within the City.

The following represents the basis of evaluation for the need of resurfacing and repairing the Dresden Avenue roadway within the City of East Liverpool:

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What are the forecasted impacts if this project is not awarded funding?	Enlarging of existing potholes and the redevelopment of potholes in currently patched areas would occur; continued alligator cracking and transverse & longitudinal cracking, and continued deterioration of specific drainage facilities would occur. Safety for residents, business traffic, school traffic, and hospital access along the aforementioned roadway would be a great concern. Being a Minor Arterial roadway and as evidenced by the current ADT, the aforementioned roadway corridor serves as a major access route into, out of, and within the City of East Liverpool as well as serving as a major school bus route and hospital route within the City.

Signature

Signature

Print Name of Submitter	David Dawson
Print Title of Submitter	Safety Service Director

Attachments

Project Schedule	https://www.formstack.com/admin/download/file/14772257843
Project Cost Estimate	https://www.formstack.com/admin/download/file/14772257844