THE OHIO PUBLIC WORKS COMMISSION
65 East State Street, Suite 312, Columbus, Ohio 43215 Phone (614) 466-0880

OHIO PUBLIC WORKS FOR YOU

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 7/93 CT03A

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

SUBDIVISION: VILLAGE OF WOODLAWN CODE # 061-86366

DISTRICT NUMBER: 2 COUNTY: HAMILTON DATE 09 / 13 / 96

CONTACT: David M. Emerick, P.E. PHONE # (513) 791-1700

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

PROJECT NAME: GROVE ROAD IMPROVEMENTS

SUBDIVISION TYPE (Check Only 1)	FUNDING TYPE REQUESTED (Check All Requested & Enter Amount)	PROJECT TYPE (Check Largest Component)
____ 1. County	x 1. Grant $ 86,800.00	x 1. Road
____ 2. City	____ 2. Loan $	____ 2. Bridge/Culvert
____ 3. Township	____ 3. Loan Assistance $	____ 3. Water Supply
x 4. Village	MBE SET-ASIDE OFFERED	____ 4. Wastewater
____ 5. Water/Sanitary District (Section 6119 O.R.C.)	Construction $ 124,000.00	____ 5. Solid Waste
	Procurement $	____ 6. Stormwater

TOTAL PROJECT COST: $ 124,000.00 FUNDING REQUESTED: $ 86,800.00

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: $ 86,800.00 LOAN ASSISTANCE: $

LOAN: $ % TERM: Yrs. (Attach Loan Supplement)

(Check Only 1)

____ State Capital Improvement Program
____ Local Transportation Improvements Program
x Small Government Program

DISTRICT MBE SET-ASIDE:
Construction $
Procurement $

FOR OPWC USE ONLY

PROJECT NUMBER: C / C APPROVED FUNDING: $

Local Participation % Loan Interest Rate: %

OPWC Participation % Loan Term: Years

Project Release Date: Maturity Date:

OPWC Approval: Date Approved:

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:

(ROUND TO NEAREST DOLLAR)

			MBE $	FORCE ACCOUNT $
a)	Project Engineering Costs:			
	1. Preliminary Engineering	$ .00		
	2. Final Design	$ .00		
	3. Other Engineer's Services *	$ .00		
	Supervision $ .00			
	Miscellaneous $ .00			
b)	Acquisition Expenses:			
	1. Land	$ .00		
	2. Right-of-Way	$ .00		
c)	Construction Costs:	$ 112,860.00		
d)	Equipment Purchased Directly:	$ .00		
e)	Other Direct Expenses:	$ .00		
f)	Contingencies:	$ 11,140.00		
g)	**TOTAL ESTIMATED COSTS:**	$ 124,000.00		

1.2 PROJECT FINANCIAL RESOURCES:

(ROUND TO NEAREST DOLLAR AND PERCENT)

				%
a)	Local In-Kind Contributions	$ .00		
b)	Local Public Revenues	$ 12,400.00		10
c)	Local Private Revenues	$ .00		
d)	Other Public Revenues			
	1. ODOT PID #	$ .00		
	2. EPA / OWDA	$ .00		
	3. OTHER (MRF)	$ 24,800.00		20
	SUB-TOTAL LOCAL RESOURCES:		$ 37,200.00	30
e)	OPWC Funds			
	1. Grant	$ 86,800.00		70
	2. Loan	$ .00		
	3. Loan Assistance	$ .00		
	SUB-TOTAL OPWC RESOURCES:		$86,800.00	70
f)	**TOTAL FINANCIAL RESOURCES:**		$124,000.00	100 %

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

1.3 AVAILABILITY OF LOCAL FUNDS:

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

2.0 PROJECT INFORMATION

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

2.1 PROJECT NAME: GROVE ROAD IMPROVEMENTS

2.2 BRIEF PROJECT DESCRIPTION - (Sections a through d):

a. **SPECIFIC LOCATION:**

Grove Road from Mayview Forest Place to Leacrest Road, Hamilton County, Ohio (See attached vicinity map).

PROJECT ZIP CODE: 45215

b. **PROJECT COMPONENTS:**

Replace failed culvert with approximately 20' of cover and associated deteriorating headwalls; extend culvert to provide flat roadway shoulders and reduce side slopes; full depth pavement repairs; resurface with 1" leveling course and 1-1/2" asphalt concrete surface course; place 2' wide gravel shoulders and 300 LF of extruded concrete curb. Regrade ditch lines and clean out drive culverts.

c. **PHYSICAL DIMENSIONS / CHARACTERISTICS:**

This is a two lane section of roadway 21' wide and 2,500' in length.

d. **DESIGN SERVICE CAPACITY:**

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

The addition of 2' wide gravel shoulders and flatter side slopes adjacent to the culvert will provide safer conditions for traffic using Grove Road. The replacement of the corroded culvert will prevent complete collapse of the culvert. The average daily traffic on Grove Road is 1,050 vehicles. The level of service of Grove Road will not change.

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life; 10 Years - Asphalt Surface
50 Years - Culvert/Headwalls

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

3.0 REPAIR / REPLACEMENT or NEW / EXPANSION:

TOTAL PORTION OF PROJECT REPAIR / REPLACEMENT	$124,000.00	100 %
State Funds Requested for Repair and Replacement	$ 86,800.00	70 %
TOTAL PORTION OF PROJECT NEW / EXPANSION	$ -0-	%
State Funds Requested for New and Expansion	$ -0-	%

(SCIP Project Grant Funding for New and Expansion cannot exceed 50% of the total Project Costs.)

4.0 PROJECT SCHEDULE: *

		BEGIN DATE	END DATE
4.1	Engineering / Design:	05 / 02 / 97	06 / 27 /97
4.2	Bid Advertisement:	06 / 30 / 97	08 / 01 /97
4.3	Construction:	09 / 01 / 97	11 / 28 /97

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

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE OFFICER

OFFICER	Mr. Lucius L. Ware
TITLE	Village Manager
STREET	Village of Woodlawn
	10141 Woodlawn Boulevard
CITY / ZIP	Woodlawn, Ohio 45215
PHONE	(513) 771 - 6130
FAX	(513) 771 - 3066

5.2 CHIEF FINANCIAL OFFICER

OFFICER	Mr. Roy Bornemann
TITLE	Finance Director
STREET	Village of Woodlawn
	10141 Woodlawn Boulevard
CITY / ZIP	Woodlawn, Ohio 45215
PHONE	(513) 771 - 6130
FAX	(513) 771 - 3066

5.3 PROJECT MANAGER

PROJECT MANAGER	David M. Emerick, P.E.
TITLE	Village Engineer
STREET	CDS Associates, Inc.
	11120 Kenwood Road
CITY / ZIP	Cincinnati, Ohio 45242
PHONE	(513) 791 - 1700
FAX	(513) 791 - 1936

6.0 ATTACHMENTS / COMPLETENESS REVIEW:

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

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

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

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

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

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

__x__ A: Attached.

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

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

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), and other information to assist your district committee in ranking your project.

7.0 APPLICANT CERTIFICATION:

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

IMPORTANT: **Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement and a Notice to Proceed 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 of the project.**

Mr. Lucius L. Ware, Village Manager
Certifying Representative (Type or Print Name and Title)

Lucius L. Ware 9/20/96
Signature / Date Signed

GROVE ROAD - MAYVIEW FOREST PLACE TO LEACREST ROAD
PRELIMINARY OPINION OF CONSTRUCTION COSTS
VILLAGE OF WOODLAWN, OHIO
SEPTEMBER, 1996

SPEC. NO.	ITEM	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT COST	ITEM COST
201	Clearing and Grubbing	1	L.S.	2,000.00	$ 2,000.00
202	Remove Existing Asphalt Curb	300	L.F.	3.50	$ 1,050.00
203	Embankment	250	C.Y.	15.00	$ 3,750.00
253	Full Depth Base Repair - Roadway	400	S.Y.	40.00	$ 16,000.00
254	Pavement Planing - Butt Joints	100	S.Y.	2.00	$ 200.00
304	Aggregate Shoulders (6")	175	C.Y.	40.00	$ 7,000.00
403	Asphalt Concrete Leveling Course (1")	175	C.Y.	60.00	$ 10,500.00
404	Asphalt Concrete Surface Course (1.5")	250	C.Y.	60.00	$ 15,000.00
609	Extruded Concrete Curb	300	L.F.	8.00	$ 2,400.00
601	Type B - RCP	10	C.Y.	150.00	$ 1,500.00
602	HW-1 - Headwall - 36" Conduit	2	EA.	2,500.00	$ 5,000.00
603	36" PVC Conduit	140	L.F.	150.00	$ 21,000.00
614	Maintaining Traffic	1	L.S.	8,000.00	$ 8,000.00
641	Pavement Marking	1	L.S.	2,000.00	$ 2,000.00
653	Topsoil	100	C.Y.	40.00	$ 4,000.00
659	Seeding and Mulching	2500	S.Y.	1.50	$ 3,750.00
SPL	Channel Regrading	1800	L.F.	5.00	$ 9,000.00
SPL	Crack Sealing	40	GAL.	5.00	$ 200.00

GROVE ROAD - MAYVIEW FOREST PLACE TO LEACREST ROAD

PRELIMINARY OPINION OF CONSTRUCTION COSTS

VILLAGE OF WOODLAWN, OHIO

SEPTEMBER, 1996

SPL	12" Culvert Cleaning	80	L.F.	7.00	$ 560.00
	SUBTOTAL:				$ 112,900.00
	CONTINGENCIES:				$ 11,090.00
	TOTAL				$ 124,000.00

USEFUL LIFE: UPON SATISFACTORY COMPLETION OF THE WORK, THE USEFUL LIFE OF THE GROVE ROAD IMPROVEMENTS WILL BE 10 YEARS FOR THE ROADWAY SURFACE, AND 50 YEARS FOR THE CULVERT/HEADWALLS. PRELIMINARY OPINION OF CONSTRUCTION COSTS IS SUBJECT TO ADJUSTMENT UPON DETAILED CONSTRUCTION PLAN COMPLETION AND UPON RECEIPT OF BIDS FROM QUALIFIED CONTRACTORS.

David M Emerick

David M. Emerick, P.E..
Village Engineer, #53264

STATE OF OHIO
DAVID
M.
EMERICK
53264
REGISTERED
PROFESSIONAL ENGINEER

Village of Woodlawn

Incorporated 1941

Susan Upton Farley
Mayor

10141 Woodlawn Blvd.
Woodlawn, Ohio 45215-1324
(513) 771-6130
(513) 771-3066 FAX

Lucius L. Ware
Village Manager

CERTIFICATION OF FUNDS

Concerning the Grove Road Improvement Project, the Village of Woodlawn has applied for a grand of $24,800 from Municipal Road Funds and Woodlawn will contribute $12,400, which combined will make up the 30% local contribution.

I hereby certify that the $12,400 portion of the local share fund for the above project will be available from the Street and Road Improvement Fund on or before the dates listed in the Project Schedule Sections.

Roy Bornemann

Roy Bornemann, Finance Director

Sept 25, 1996

Date

VILLAGE COUNCIL

Richard Bachman
Michael Donohue
Etta M. Lawson
Rodney Minter
Jerry Mitchell
Johnnie Rabb
Anthony Summers

Village of Woodlawn

Incorporated 1941

Susan Upton Farley
Mayor

10141 Woodlawn Blvd.
Woodlawn, Ohio 45215-1324
(513) 771-6130
(513) 771-3066 FAX

Lucius L. Ware
Village Manager

I, Brenda B. Love, Clerk of Council for the Village of Woodlawn, Ohio, certify that the attached **RESOLUTION NO 12-1996,** is taken and copied from the original **RESOLUTION AUTHORIZING THE VILLAGE MANAGER TO EXECUTE DOCUMENTS AND ENTER INTO AGREEMENT FOR SCIP FUNDING,** passed on September 24, 1996.

Brenda B. Love
Brenda B. Love, Clerk of Council

09-24-96
Date

VILLAGE COUNCIL

Richard Bachman Michael Donohue Etta M. Lawson

RECORD OF RESOLUTIONS

Barrett Brothers, Publishers, Springfield, Ohio

Form 6301

Resolution No. 12 *Passed* September 24, 1996

RESOLUTION AUTHORIZING THE VILLAGE MANAGER TO EXECUTE DOCUMENTS AND ENTER INTO AGREEMENT FOR SCIP FUNDING

BE IT RESOLVED BY THE COUNCIL OF THE VILLAGE OF WOODLAWN, HAMILTON COUNTY. OHIO:

Section I: The Village Manager of Woodlawn, Ohio shall be its Chief Executive Officer.

Section II: The Village Manager of Woodlawn, Ohio is hereby authorized to execute all necessary and proper documents, forms and instruments and to enter into agreements with the Ohio Public Works Commission for the securing and expenditure of Ohio State Infrastructure Funds (SCIP).

Section III: That this resolution is hereby declared to be an emergency measure necessary to the peace, health, safety and welfare of the Village of Woodlawn, Ohio and shall take effect immediately upon its' passage. The reason for this emergency is to assist in the application of the Village of Woodlawn, Ohio for Ohio State Infrastructure Funds.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE VILLAGE OF WOODLAWN, HAMILTON COUNTY, OHIO:

Jerry Mitchell Vice Mayor

Mayor

I, Brenda Love, Clerk of Council of the Village of Woodlawn, Ohio, hereby certify that the foregoing ordinance was posted in five of the most public places as determined by the Council of the Village of Woodlawn, Ohio.

Brenda B. Love

Brenda Love

CASH BASIS COMBINED ANNUAL FINANCIAL REPORT

FOR THE FISCAL YEAR ENDED DECEMBER 31, 1995

VILLAGE OF WOODLAWN, HAMILTON COUNTY

STATE OF OHIO
OFFICE OF THE AUDITOR
JIM PETRO, AUDITOR OF STATE

	GOVERNMENTAL FUND TYPES	EXPENDABLE TRUST FUNDS	PROPRIETARY FUNDS	NONEXPENDABLE TRUST FUNDS	AGENCY FUNDS	TOTAL MEMORANDUM ONLY
RECEIPTS	REVENUE RECEIPTS		OPERATING REVENUES			
LOCAL TAXES	3,039,378		—	—	—	3,039,378
INTERGOVERNMENTAL REVENUE	344,630		—	—	—	344,630
SPECIAL ASSESSMENTS	7,332		—	—	—	7,332
CHARGES FOR SERVICES	21,787		0		0	21,787
FINES, LICENSES, & PERMITS	150,151		—	—	—	150,151
MISCELLANEOUS	118,794		0	—	—	118,794
TOTAL RECEIPTS	3,682,072	0	0	0	0	3,682,072
DISBURSEMENTS	EXPENDITURE DISBURSEMENTS		OPERATING EXPENSES			
CURRENT:						
SECURITY OF PERSON & PROPERTY	1,325,966		—	—	—	1,325,966
PUBLIC HEALTH SERVICES	6,592		—	—	—	6,592
LEISURE TIME ACTIVITIES	226,278		—	—	—	226,278
COMMUNITY ENVIRONMENT	55,742		—	—	—	55,742
BASIC UTILITY SERVICES	288,583		—	—	—	288,583
TRANSPORTATION	174,280		—	—	—	174,280
GENERAL GOVERNMENT	805,518		—	—	—	805,518
PERSONAL SERVICES	—	—	0		0	0
TRAVEL TRANSPORTATION	—	—	0		0	0
CONTRACTUAL SERVICES	—	—	0		7,718	7,718
SUPPLIES & MATERIALS	—	—	0		21	21
CAPITAL OUTLAY	229,563		0		0	229,563
DEBT SERVICE	4,226		—	—	—	4,226
TOTAL DISBURSEMENTS	3,116,748	0	0	0	7,739	3,124,487
TOTAL RECEIPTS OVER / (UNDER) DISBURSEMENTS	565,324	0	0	0	(7,739)	557,585
OTHER FINANCING SOURCES / (USES)	OTHER FINANCING SOURCES/(USES		NON-OPERATING REVENUES / (EXPENSES)			
LOCAL TAXES	—		0		0	0
INTERGOVERNMENTAL REVENUE	—		0		0	0
PROCEEDS FROM SALE OF DEBT	—	—	—	—	—	—
SALE OF BONDS	0		0		0	0
SALE OF NOTES	0		0		0	0
OTHER PROCEEDS	0		0		0	0
MISCELLANEOUS	—	—	237		444	681
SALE OF FIXED ASSETS	31,494		0		0	31,494
OTHER SOURCES / NONOPERATING REVENUE	3,000		0		0	3,000
TRANSFERS-IN	0		0		0	0
ADVANCES - IN	0		0		0	0
TRANSFERS - OUT	0		0		0	0
ADVANCES - OUT	0		0		0	0
DEBT SERVICE	—	—	0		0	0
OTHER USES / NONOPERATING EXPENDITURES	(25,639)		0		0	(25,639)
TOTAL OTHER FINANCING SOURCES / (USES)	8,855	0	237	0	444	9,536
EXCESS RECEIPTS AND OTHER FINANCING SOURCES OVER / (UNDER) EXPENDITURES DISBURSEMENT & OTHER USES / NET	574,179		237		(7,295)	567,121
FUND CASH BALANCE JANUARY 1	1,597,710		5,137		22,533	1,625,380
FUND CASH BALANCE DECEMBER 31	2,171,889		5,374		15,238	2,192,501
RESERVED FOR ENCUMBRANCES DECEMBER 31	142,641		0		0	142,641

SUMMARY OF INDEBTEDNESS	OUTSTANDING JAN. 1	NEW ISSUES	RETIRED	OUTSTANDING DEC. 31
MORTGAGE REVENUE				
G. O. BONDS	0	0	0	0
G. O. NOTES				
REVENUE ANTICIPATION NOTES				
O. W. D. A. LOANS				
INDUSTRIAL DEVELOPMENT BONDS				
OTHER BONDS & NOTES				
TOTAL	0	0	0	0

TREASURY BALANCE	735,185
INVESTMENTS	1,555,744
PAYROLL ROTARY	(20,991)
CASH ON HAND	0
TOTAL TREASURY BALANCE	2,269,938
OUTSTANDING CKS	(77,437)
TOTAL BALANCE	2,192,501

MEMORANDA DATA:	
ASSESSED VALUATION	95,741,380
PROPERTY TAX LEVIES	
INSIDE 10 MILL	3.08 MILLS
OUTSIDE 10 MILL	1.00 MILLS
CHARTER VILLAGE	
MUNICIPAL INCOME TAX	1.40%
ESTIMATED POPULATION	2,962
FEDERAL CENSUS POPULATION	2,674

I CERTIFY THIS REPORT TO BE CORRECT AND TRUE TO THE BEST OF MY KNOWLEDGE.

Roy W. Bornemann 2/28/96
(CHIEF FISCAL OFFICER SIGNATURE) (DATE)

THIS IS AN UNAUDITED FINANCIAL STATEMENT

FINANCE DIRECTOR
(CHIEF FISCAL OFFICER TITLE)

10141 WOODLAWN BLVD.
(STREET ADDRESS)

WOODLAWN
(VILLAGE)

45215
(ZIP CODE)

ROY W BORNEMANN
(NAME)

(513)771-4008
(TELEPHONE)

Woodlawn, Ohio
Grove Rd. 500' West of Mayview Forest

CDS Associates, Inc.
11120 Kenwood Rd.
Cincinnati, Ohio 45242

Site Code : 000000000000
Start Date: 08/15/95
File I.D. : 9501212A
Page : 1

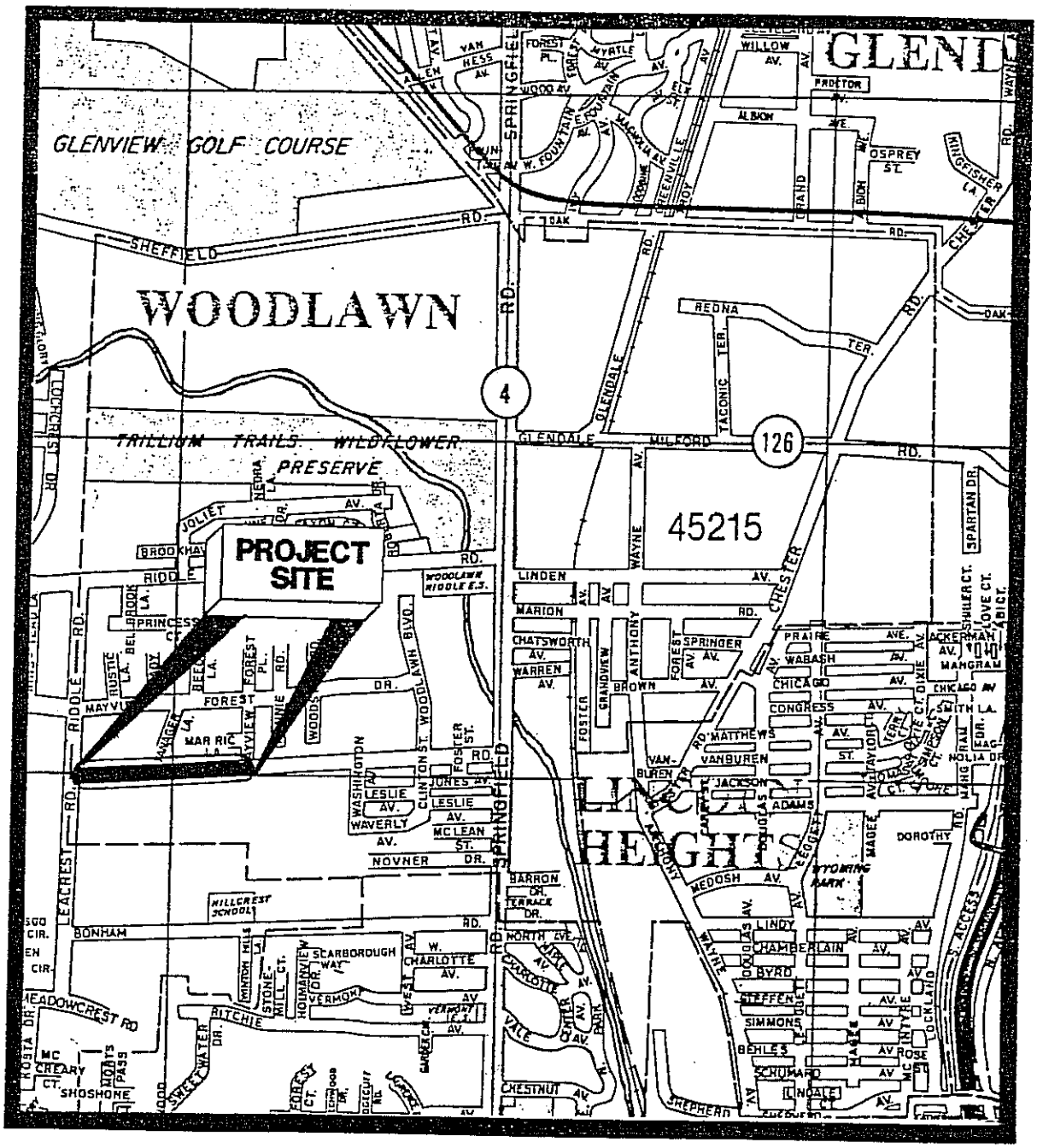
EB-WB

Begin Time	Tues. 08/15	Direction EB	WB	Combined Total	Each * Equals 25 Vehicles
12:00 08/15		3	4	7	
01:00		0	1	1	
02:00		0	2	2	
03:00		2	4	6	
04:00		3	2	5	
05:00		3	2	5	
06:00		33	15	48	**
07:00		95	40	135	*****
08:00		67	47	114	*****
09:00		17	16	33	*
10:00		16	18	34	*
11:00		21	29	50	**
12:00 pm		26	21	47	**
01:00		15	20	35	*
02:00		24	31	55	**
03:00		20	45	65	***
04:00		24	47	71	***
05:00		17	87	104	****
06:00		21	43	64	***
07:00		22	26	48	**
08:00		25	30	55	**
09:00		17	23	40	**
10:00		8	16	24	*
11:00		2	1	3	
Totals		481	570	1051	
AM Peaks		07:00	08:00	04:00	
		95	47	104	
PM Peaks		12:00	05:00	06:00	
		26	87	135	

This is to certify that this documentation regarding 24-hour traffic volume has been obtained by actual mechanical count at the location and date noted above.

David A Emerick 9-20-96
SIGNATURE DATE

VICINITY MAP



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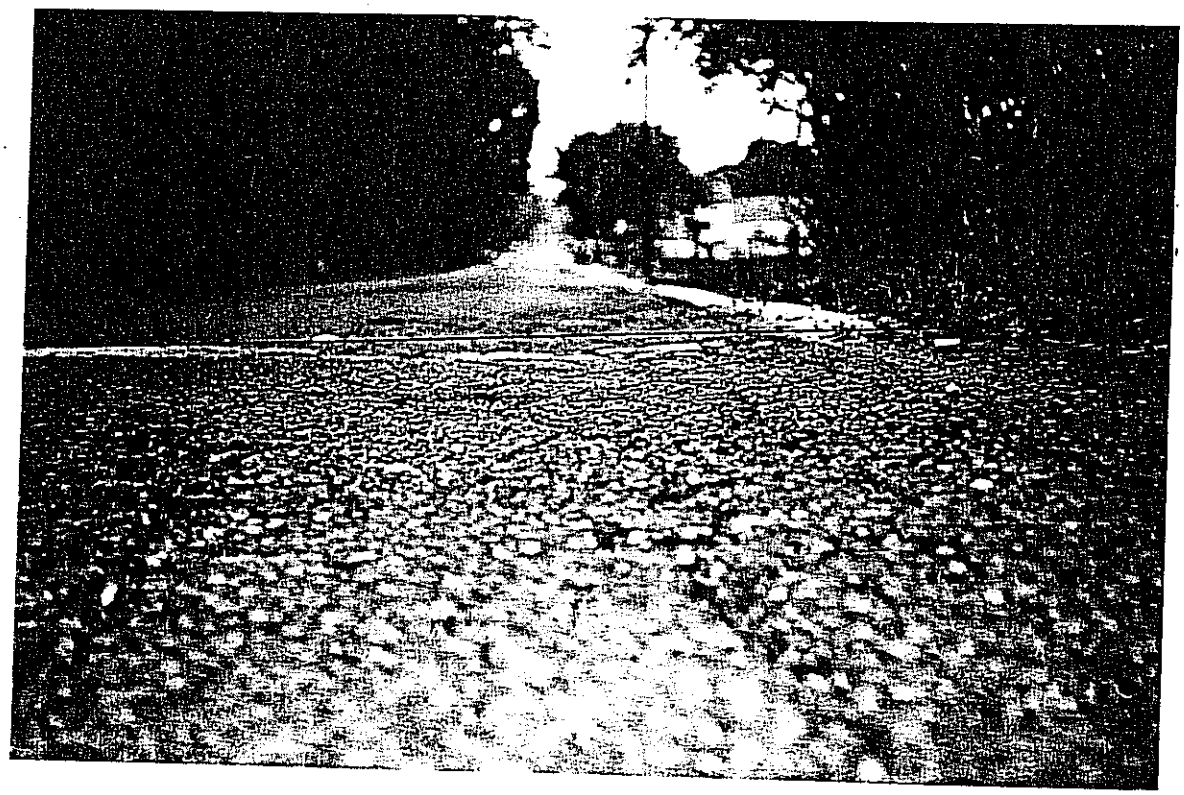
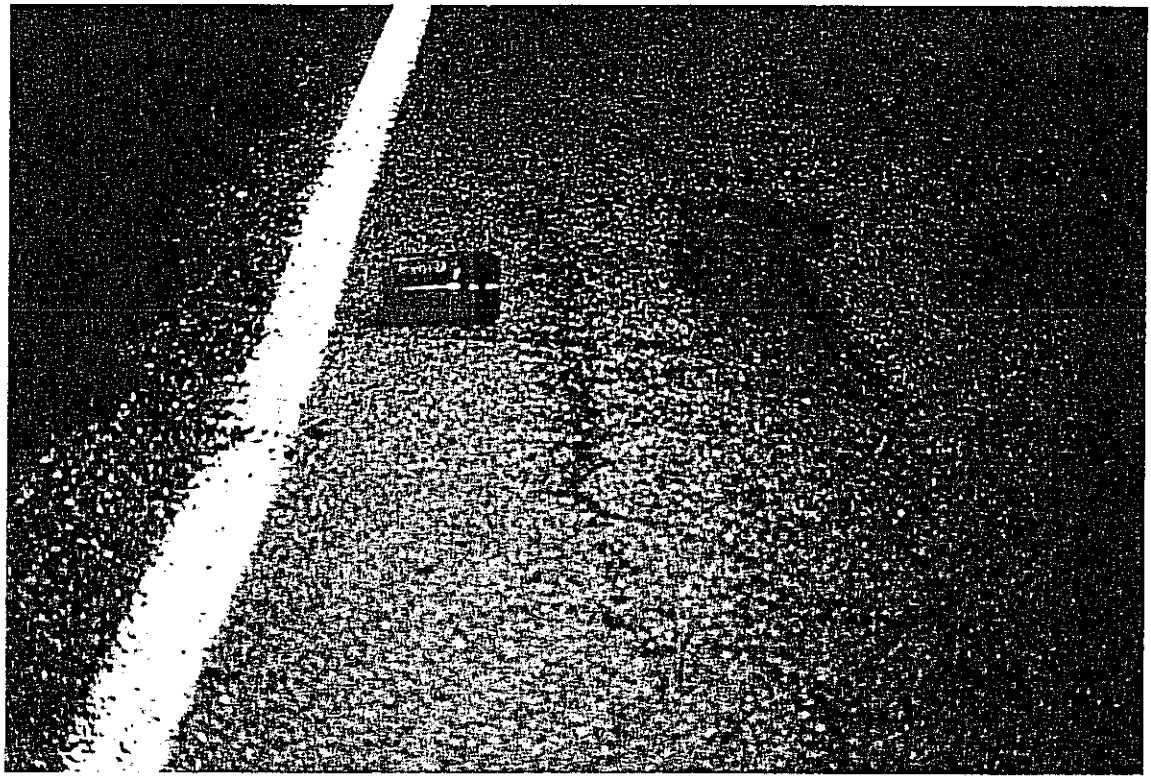
Pavement alligator cracking and rutting at the intersection of Mayview Forest Place and Grove Road.

↓





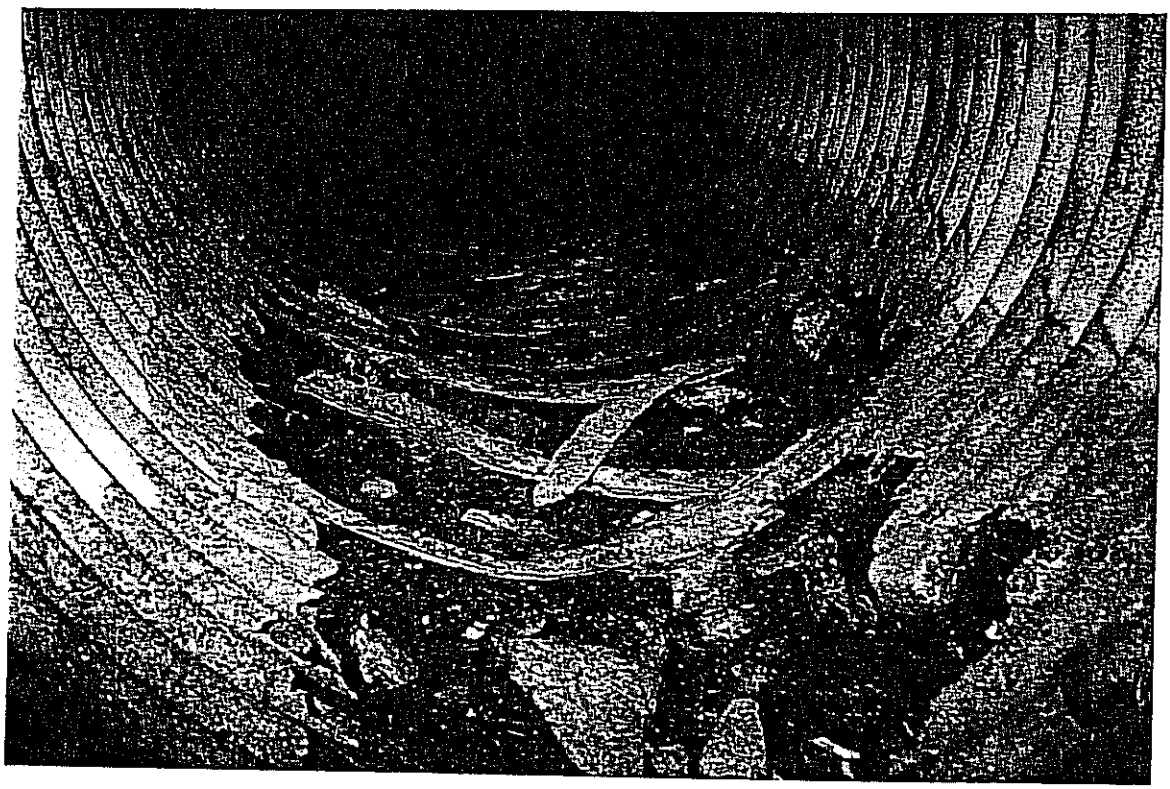
↑

Pavement oxydation and raveling.

↓

Outlet end of culvert. Note the depth of culvert and steep side slope. →

Close-up of outlet end showing complete disintegration of flowline. Water flow is washing away base material. Some pipe section ends have rusted away and collapsed into the culvert at joints. ↘



Grove Road

Inlet end of culvert with deep cover. Concrete headwall has separated from the adjacent concrete box culvert structure.

The structure has collapsed where the box culvert section meets the corrugated metal pipe, creating flow restrictions.

Sedimentation and debris collected in roadside ditchline.

Roadside ditchline is filled in.

RESULTING EMPLOYMENT OPPORTUNITIES

A. **Temporary Employment:** It is anticipated that 10 to 15 temporary construction jobs will be created as a result of this project.

B. **Full-time Employment:** It is not anticipated that any new full-time employment will result from the proposed infrastructure activity.

ADDITIONAL SUPPORT INFORMATION

For Program Year 1997 (July 1, 1997 through June 30, 1998), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

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

Closed	_____	Poor	X (culvert failing)
Fair	_____	Good	_____

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

Existing corrugated metal culvert 20' below roadway surface is completely corroded and structurally has failed. Storm water no longer flows in the culvert but under it instead. A similar culvert located 600' to the east failed last this year resulting in severe settlement and closure of Grove Road until replacement was completed. Ditchlines are partially filled and retain water; drive culverts are clogged preventing proper drainage; pavement surface is oxidized and has random cracking; there is currently no treated shoulder on roadway.

2) If State Capital Improvement Program funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 1997) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

2 weeks/months (Circle one)

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

* Please answer the following if applicable:

No. of parcels needed for project:_____of these, how many are Takes___, Temporary easement; (ditching) _____Permanent easement (pipe areas)____

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

Are all utility coordinations completed	Yes	No	N/A

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

3 weeks/months

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

Replacement of the culvert will prevent a possible failure of the roadway affecting the safety of motorists and will prevent flooding upstream. The addition of gravel shoulders will provide a recovery area for motorists. Rehabilitation of drainage facilities will prevent further damage to the roadway and erosion of ditchlines and side slopes.

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

Federal _____ ODOT _____ Local ____X____

MRF ___X_____ OWDA _____ CDBG _____

Other ____N/A_____

NOTE: If MRF funds are being used for the local share, the MRF application must have been filed by August 1, 1995, for this project with the Hamilton County Engineer's Office.

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

____30_____%

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

Complete Ban _____ No Ban ___X___

Will the ban be removed after the project is completed? N/A

Yes _____ No_____

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

1,260

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. NOTE: DOCUMENTATION MUST BE PROVIDED FOR COUNTS OF 4,000 ADT AND ABOVE, AND HAVE THE DOCUMENTATION CERTIFIED BY EITHER A LICENSED ENGINEER OR AN OFFICIAL OF THE SUBDIVISION.

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

Yes X No _____

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

This section of Grove Road is used as a cut through from the Winton Road area east to S.R. 4 (Winton Road to Lake Ridge Drive to Leacrest to Grove). It also serves as a collector road for residential areas of Woodlawn.

9) For expansion projects, please provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO's "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual. N/A

Existing LOS _____ Proposed LOS _____

If the proposed LOS is not "C" or better, explain why LOS "C" cannot be achieved. (Attach separate sheets if necessary.)

Not applicable

SCIP/LTIP PROGRAM
ROUND 11 - PROGRAM YEAR 1997
PROJECT SELECTION CRITERIA
JULY 1, 1997 TO JUNE 30, 1998

ADOPTED BY THE INTEGRATING COMMITTEE
May 24, 1996

JURISDICTION/AGENCY: WOODLAWN

NAME OF PROJECT: GROVE ROAD IMPROVEMENTS W/ CULVERT REPAIR

PRELIMINARY SCORE FOR THIS PROJECT: 44

FINAL SCORE FOR THIS PROJECT: _____

RATING TEAM: _____

1) If *SCIP/LTIP* funds are granted, when would the construction contract be awarded? — *POINTS*

10 Points - Will be under contract by end of 1997 and no delinquent projects in Rounds 8 & 9. — 10 — No T/W required

5 Points - Will be under contract by March 30, 1998 and/or jurisdiction has had one delinquent project in Rounds 8 & 9.

0 Points - Will not be under contract by March 30, 1998 and/or jurisdiction has had more than one delinquent project in Rounds 8 & 9.

2) What is the physical condition of the existing infrastructure to be replaced or repaired? — 17

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

ROAD - A FEW BASE REPAIRS W/ THIN OVERLAY MODERATELY FAIR CONDITION (10 PTS)
CULVERT - PORTIONS HAVE COLLAPSED ROOF OR RUSTED OUT INVERT HAS FAILED AND WILL CONTINUE COLLAPSE IF NOT REPLACED (25 PTS)
COST OF EACH PART IS HALF, PERMITTING AVERAGING ROAD & CULVERT SECTIONS (USE 17)

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

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

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

1

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

10 Points - Highly significant importance, with substantial impact on all 3 factors.

6

8 Points - Considerably significant importance, with substantial impact on 2 factors, or noticeable impact on all 3 factors.

6 Points - Moderate importance, with substantial impact on 1 factor or noticeable impact on 2 factors.

4 Points - Minimal importance, with noticeable impact on 1 factor

2 Points - No measurable impact SUBSTANTIAL IMPACT ON SAFETY (IF PIPE COLLAPSES, ROAD COLLAPSES)

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

10 Points
8 Points
6 Points
4 Points
2 Points

2

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

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

3

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

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

0

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

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

1
1260

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

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

SMALL COLLECTOR

1

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

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

3

ADDENDUM TO THE RATING SYSTEM DEFINITIONS/CLARIFICATIONS

Criterion 1 - *ABILITY TO PROCEED*

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently cancelling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 2 - *CONDITION*

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

Definitions:

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

<u>CRITICAL CONDITION</u> - Requires moderate or partial reconstruction to maintain integrity. (e.g. Roads: reconstruction of roadway, curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

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

<u>POOR CONDITION</u> - Requires standard rehabilitation to maintain integrity. (e.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

<u>MODERATELY POOR CONDITION</u> - Requires minor rehabilitation to maintain integrity. (e.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

MODERATELY FAIR CONDITION - Requires extensive maintenance to maintain integrity. (e.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

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

GOOD OR BETTER CONDITION - Little or no maintenance required to maintain integrity.

Criterion 4 - *HEALTH, SAFETY & WELFARE*

Definitions:

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

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

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

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

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

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

PLEASE NOTE: The examples listed above are NOT a complete list, but only a small sampling of situations that may be relevant to any given project. Each project is looked at on an individual basis to determine if any aspects of this rating category apply.

Criterion 9 - *REGIONAL IMPACT*

Definitions:

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

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

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