APPLICATION FOR FINANCIAL ASSISTANCE
Revised 4/99

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

CB14F

SUBDIVISION: City of Norwood **CODE#** 061- 57386

DISTRICT NUMBER: 2 **COUNTY:** Hamilton **DATE** 09 / 20 / 01

CONTACT: Victor Schneider **PHONE #** (513) 458-4506

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

FAX (513) 458-4504 **E-MAIL** jcameron_norwood@fuse.net

PROJECT NAME: Williams Avenue Resurfacing

SUBDIVISION TYPE
(Check only 1)
__1. County
X 2. City
__3. Township
__4. Village
__5. Water/Sanitary District (Section 6119 O.R.C.)

FUNDING TYPE REQUESTED
(Check All Requested & Enter Amount)
~~X 1. Grant $ 126,951.50~~
X 2. Loan $ ~~126,951.50~~ 253,903
__3. Loan Assistance $_____

PROJECT TYPE
(Check Largest Component)
X 1. Road
__2. Bridge/Culvert
__3. Water Supply
__4. Wastewater
__5. Solid Waste
__6. Stormwater

TOTAL PROJECT COST: $ 253,903.00 **FUNDING REQUESTED:** $ 253,903.00

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT:$_____ **LOAN ASSISTANCE:**$_____
SCIP LOAN: $_____ **RATE:**_____% **TERM:** _____yrs.
RLP LOAN: $253,903 **RATE:** 0 % **TERM:** 20 yrs.

(Check only 1)
✓ State Capital Improvement Program
__Small Government Program
__Local Transportation Improvements Program

OFFICE OF NEW BURLINGTON
COUNTY ENGINEER
2001 SEP 21 PM 2: 1

FOR OPWC USE ONLY

PROJECT NUMBER: C_____/C_____
Local Participation _____%
OPWC Participation _____%
Project Release Date: ___/___/___
OPWC Approval: _____

APPROVED FUNDING: $_____
Loan Interest Rate: _____%
Loan Term: _____years
Maturity Date: _____
Date Approved: ___/___/___
SCIP Loan _____ **RLP Loan**_____

1.0 PROJECT FINANCIAL INFORMATION

1.1	PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)		TOTAL DOLLARS	FORCE ACCOUNT DOLLARS
a.)	Basic Engineering Services:		$_____.00	_____
	Preliminary Design	$_____. 00		
	Final Design	$_____. 00		
	Bidding	$_____. 00		
	Construction Phase	$_____. 00		
	Additional Engineering Services *Identify services and costs below.		$_____.00	_____
b.)	Acquisition Expenses: Land and/or Right-of-Way		$_____.00	_____
c.)	Construction Costs:		$ 229,870.37	_____
d.)	Equipment Purchased Directly:		$_____.00	
e.)	Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)		$ 1,000.00	
f.)	Construction Contingencies:		$ 23,032.63	
g.)	TOTAL ESTIMATED COSTS:		$ 253,903.00	

*List Additional Engineering Services here:
Service: Cost:

1.2 **PROJECT FINANCIAL RESOURCES:**
(Round to Nearest Dollar and Percent)

		DOLLARS	%
a.)	Local In-Kind Contributions	$ .00	
b.)	Local Revenues	$. 00	
c.)	Other Public Revenues	$ .00	
	ODOT	$ .00	
	Rural Development	$ .00	
	OEPA	$ .00	
	OWDA	$ .00	
	CDBG	$ .00	
	OTHER M.R.F.	$ .00	
	SUBTOTAL LOCAL RESOURCES:	$ .00	
d.)	OPWC Funds		
	1. Grant	$ ~~126,951.50~~	~~50~~
	2. Loan	$ ~~126,951.50~~ 253,903	~~50~~ 100
	3. Loan Assistance	$ .00	
	SUBTOTAL OPWC RESOURCES:	$ 253,903.00	100
e.)	TOTAL FINANCIAL RESOURCES:	$ 253,903.00	100%

1.3 **AVAILABILITY OF LOCAL FUNDS:**

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ **Sale Date:** _____
STATUS: (Check one)
Traditional _____
Local Planning Agency (LPA) _____
State Infrastructure Bank _____

2.0 PROJECT INFORMATION

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

2.1 PROJECT NAME: Williams Avenue Resurfacing

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

City of Norwood – Hamilton County
Williams Avenue – From Forest Avenue east to Edwards Road
Section from Duck Creek to Bridge abuttment east on Williams Avenue are being paved this year and will not be done during this project.(See attached map)

PROJECT ZIP CODE: 45212

B: PROJECT COMPONENTS:

The major components of the work to be done on this project are:
100% concrete curb replacement, construct handicap accessible curb ramps, replace concrete driveway aprons, construct new storm sewer inlets, adjust all utilities, plane 100% of roadway and resurface roadway with 2" asphaltic concrete

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

Williams Avenue is 30' wide for a length of 1,900 feet
50' wide for a length of 1,607 feet
Total project length of 3,507 feet

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Williams Avenue is 30' to 50' wide and provides two lanes for parking and traffic. The roadway is located in an area that has experienced little growth in traffic volume or in vehicle size and weight. The proposed roadway plans and specifications are designed to service the same traffic loads by volume and weight as the existing roadway.

Road or Bridge: Current ADT 12.600 Year: 1985 Projected ADT: _____ Year: ____

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: $_____ Proposed Rate: $_____

Stormwater: Number of households served: _____

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 30 Years.

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

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	**$ 253,903.00**
TOTAL PORTION OF PROJECT NEW/EXPANSION	**$ 0.00**

4.0 PROJECT SCHEDULE: *

		BEGIN DATE	END DATE
4.1	**Engineering/Design:**	**7/26/02**	**12/20/02**
4.2	**Bid Advertisement and Award:**	**1/10/03**	**3/10/03**
4.3	**Construction:**	**5/10/03**	**9/10/03**
4.4	**Right-of-Way/Land Acquisition:**	/ /	/ /

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE OFFICER

OFFICER	Victor Schneider
TITLE	Director of Public Service
STREET	4645 Montgomery Road
CITY/ZIP	Norwood, Ohio 45212
PHONE	(513) 458 - 4506
FAX	(513) 458 - 4504
E-MAIL	jcameron_norwood@fuse.net

5.2 CHIEF FINANCIAL OFFICER

OFFICER	Donnie R. Jones
TITLE	Auditor
STREET	4645 Montgomery Road
CITY/ZIP	Norwood, Ohio 45212
PHONE	(513) 458 - 4570
FAX	(513) 458 - 4571
E-MAIL	norwood@infinet.com

5.3 PROJECT MANAGER

PROJECT MANAGER	Jeff Klima
TITLE	Project Coordinator
STREET	4645 Montgomery Road
CITY/ZIP	Norwood, Ohio 45212
PHONE	(513) 458 - 4545
FAX	(513) 458 - 4546
E-MAIL	jcameron_norwood@fuse.net

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [ ] below that each item listed is attached.

[n/a] **A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.**

[X] **A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.**

[n/a] **A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.**

[X] **A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature. subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.**

[n/a] **Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.**

[X] **Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)**

[X] **Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.**

7.0 APPLICANT CERTIFICATION:

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

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

Victor Schneider, Director of Public Service
Certifying Representative (Type or Print Name and Title)

Victor Schneider 9/21/01
Signature/Date Signed

PROJECT: WILLIAMS AVENUE REHABILITATION
ENG. EST.: $252,903.00

ENGINEER'S ESTIMATE

DESCRIPTION	UNIT	QUANT	UNIT	TOTAL
TYPE 6 CONCRETE CURB (CAST IN PLACE)	LF	1,750	$ 11.55	$ 20,212.50
TYPE 6 CONCRETE CURB (REMOVED)	LF	1,750	$ 5.25	$ 9,187.50
DRIVEWAY APRONS (REMOVE & REPLACE)	SF	1,800	$ 5.25	$ 9,450.00
CONCRETE SIDEWALK (CAST IN PLACE)	SF	3,600	$ 3.67	$ 13,212.00
CONCRETE SIDEWALK (REMOVED)	SF	3,600	$ 1.05	$ 3,780.00
TYPE 1 CURB RAMPS	EA	22	$ 157.50	$ 3,465.00
TYPE 2 CURB RAMPS	EA	2	$ 157.50	$ 315.00
PAVEMENT PLANING	SY	14,546	$ 1.31	$ 19,055.26
ASPHALTIC CONCRETE (LEVELING COURSE)	CY	333	$ 93.00	$ 30,969.00
ASPHALTIC CONCRETE (SURFACE COURSE)	CY	534	$ 93.00	$ 49,662.00
MANHOLES ADJUSTED TO GRADE W/BRICK & MORTAR	EA	27	$ 210.00	$ 5,670.00
MANHOLES ADJUSTED TO GRADE	EA	2	$ 131.25	$ 262.50
WATER VALVES ADJUSTED TO GRADE	EA	2	$ 210.00	$ 420.00
STORM CATCH BASINS ADJUSTED	EA	8	$ 262.50	$ 2,100.00
TACK COAT	SY	8,840	$ .01	$ 88.40
FULL DEPTH REPAIR	SY	400	$ 42.00	$ 16,800.00
DRIVEWAY & CURB REMOVAL	LF	3,453	$ 1.57	$ 5,421.21
CONNECT STORM DRAIN	EA	30	$ 84.00	$ 2,520.00
ADJUST S.G.I. TO GRADE	EA	3	$ 262.50	$ 787.50
ADJUST D.G.I. TO GRADE	EA	3	$ 367.50	$ 1,102.50
TYPE 3 CURB (CAST IN PLACE)	LF	850	$ 11.55	$ 9,817.50
REMOVE TYPE 3 CURB	LF	850	$ 5.25	$ 4,462.50
R&R CONC. CURB & WALK	LF	205	$ 21.00	$ 4,305.00
MAINTAIN TRAFFIC	LS	1	$ 1,050.00	$ 1,050.00
CONSTRUCT D.G.I. CB-3	EA	10	$ 1,575.50	$ 15,755.00
CONTINGENCIES	LS	1	$ 23,032.63	$ 23,032.63
			TOTAL ESTIMATED COST	$ 252,903.00

I HEREBY CERTIFY THIS TO BE AN ACCURATE ESTIMATE OF THE PROPOSED PROJECT.
THE USEFUL LIFE OF THIS PROJECT IS 30 YEARS.

DANIEL W. SCHOSTER, P.E.

STATE OF OHIO
DANIEL W. SCHOSTER
E-56514
REGISTERED
PROFESSIONAL ENGINEER

Donnie R. Jones, CPA
City Auditor

Janet Kennedy
Deputy Auditor

4645 Montgomery Road
Norwood, Ohio 45212
Ph. 513-396-8102
Fax 513-396-8240

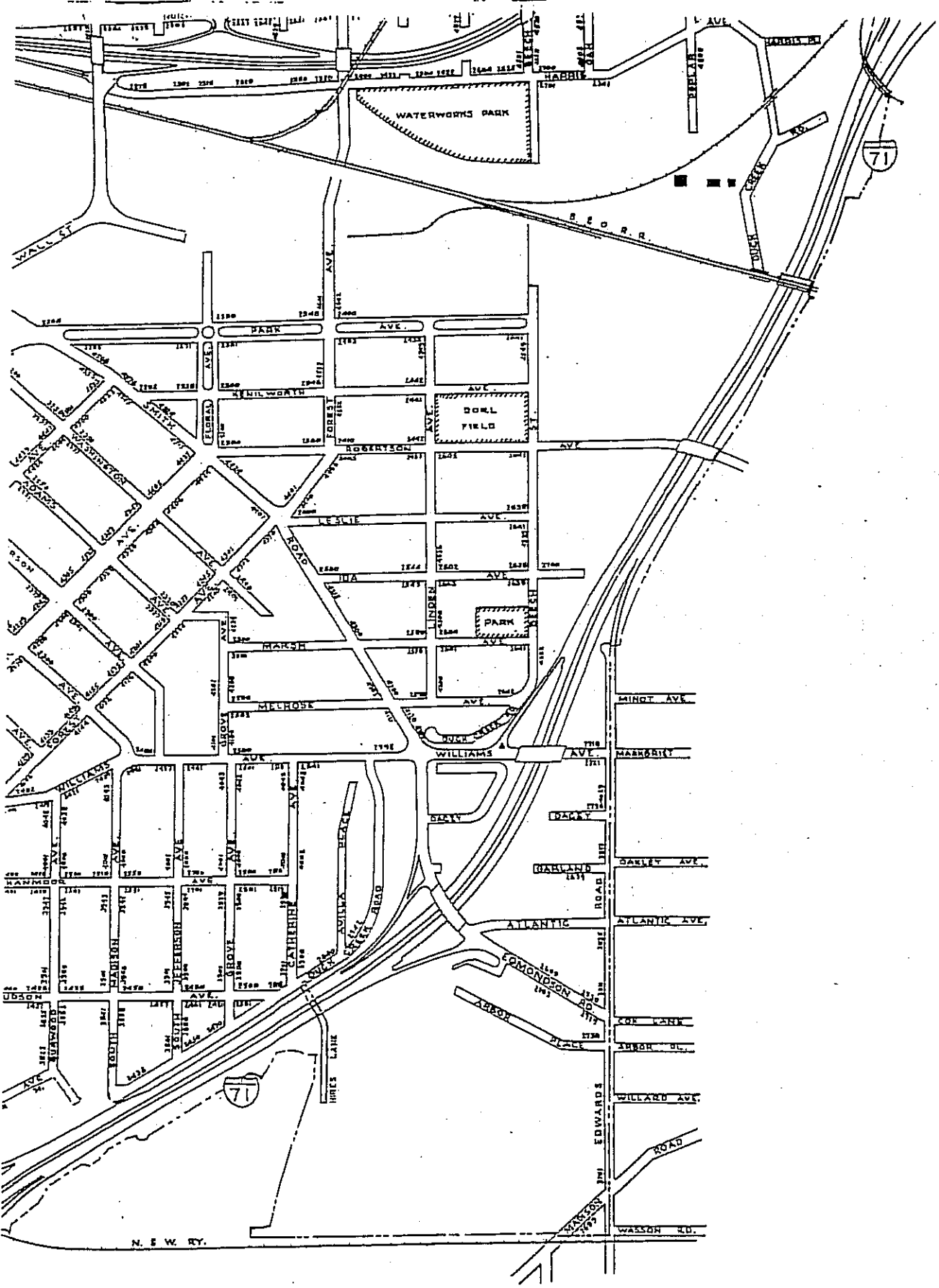
September 20, 2001

I, Donnie R. Jones, Auditor, of the City of Norwood, hereby certify that the City of Norwood has the amount of $6,347.58 in the Street Maintenance and Repair Fund and / or Permissive Tax Fund and that this amount will be used to pay the local share for the Williams Avenue Resurfacing as it is required. I understand that this would be a twenty (20) year loan at an interest rate of zero percent (0%).

Sincerely,

Donnie R. Jones, Janet F. Kennedy, Deputy Auditor

Donnie R. Jones
Auditor


WATERWORKS PARK
HARRIS
POPLAR
DUCK CREEK RD.
71
B. & O. R. R.
WALL ST
PARK AVE.
KENILWORTH AVE.
FLORAL AVE.
SMITH
FOREST AVE.
DOEL FIELD
ROBERTSON AVE.
WASHINGTON
ADAMS
LESLIE AVE.
ROAD
IDA AVE.
LINDEN
PARK
MARSH AVE.
MELROSE AVE.
GROVE
DUCK CREEK RD.
WILLIAMS AVE.
MINOT AVE.
MARKBRIET
DACEY
OAKLEY AVE.
OAKLAND
ATLANTIC AVE.
ATLANTIC
EDMONDSON RD.
ARBOR PLACE
COX LANE
ARBOR PL.
WILLARD AVE.
EDWARDS
ROAD
MARSON
WASSON RD.
HANMOOR AVE.
MADISON
JEFFERSON
GROVE
CATHERINE
AVILLA PLACE
DUCK CREEK ROAD
HIRES LANE
SOUTH
SOUTH
71
N. & W. RY.

Department of Public Service

VICTOR SCHNEIDER, DIRECTOR

JOSEPH J. HOCHBEIN
MAYOR

CITY HALL
4645 MONTGOMERY ROAD
NORWOOD, OHIO 45212
TEL: (513) 458-4506
FAX: (513) 458-4504

September 20, 2001

To whom it may concern:

Acting as CEO for the City of Norwood I certify that the traffic counts included in this application are correct and accurate to the best of my knowledge.

Sincerely,
City of Norwood

Victor Schneider

Victor Schneider
Director of Public Service

1985 OKI REGIONAL TRAFFIC COUNTING DIRECTORY
Hamilton County

Location	City/ Village	Sta. Type	ADT
IITMORE DR W OF ANDERSON FERRY RD		43	800
:LKINS SHORT RD S OF RIVER RD (US-50)	Cincinnati	31	120
:LLEY RD W OF ATHERTON RD		64	680
:LLEY RD W OF SR-128		31	2200
:LLIAMS AVE (SR-561) E OF RAMP TO I-71 SB	Norwood	30	12300
:LLIAMS AVE (SR-561) W OF EDWARDS RD (SR-561)	Norwood	30	12600
:LLIAMS AVE (SR-561) W OF RAMP TO I-71 SB	Norwood	30	8700
:LLIAMS AVE W OF MONTGOMERY AVE (US-22-3)	Norwood	31	1400
:LMER AVE N OF KELLOGG AVE (US-52)	Cincinnati	30	6000
:LMER AVE S OF BEECHMONT AVE (SR-32-125)	Cincinnati	30	6700
:LMER AVE S OF KELLOGG AVE (US-52)	Cincinnati	30	290
:NCHELL AVE E OF FREEMAN AVE	Cincinnati	30	4000
:NCHELL AVE E OF LINN ST	Cincinnati	30	6600
:NCHELL AVE N OF LIBERTY ST	Cincinnati	30	5200
:NCHELL AVE N OF RAMP TO I-75 NB	Cincinnati	30	2600
:NCHELL AVE S OF BANK ST	Cincinnati	30	4200
:NCHELL AVE S OF FREEMAN AVE	Cincinnati	30	2700
:NCHELL AVE W OF LINN ST	Cincinnati	30	5600
:NCHELL AVE W OF NINTH ST	Cincinnati	30	4200
:NNESTE AVE S OF DUTCH COLONY DR	Cincinnati	31	3800
.NTON RD N OF CLOVERVIEW AVE		43	22900
.NTON RD N OF COMPTON RD (N JCT)		23	28000
.NTON RD N OF COMPTON RD (S JCT)		43	23800
.NTON RD N OF EAST EPWORTH AVE	Cincinnati	13	21700
.NTON RD N OF FINNEYTRAIL DR		43	24400
NTON RD N OF FLEMING RD		43	23000
NTON RD N OF FONTAINEBLEAU DR		43	24100
NTON RD N OF GALBRAITH RD		23	28700
NTON RD N OF HEMPSTEAD DR		43	28100
NTON RD N OF KEMPER RD		43	18000
NTON RD N OF LAKERIDGE DR		43	21200
NTON RD N OF MCKELVEY RD		43	19100
NTON RD N OF MILLBROOK DR		43	21400
NTON RD N OF NORTH BEND RD		23	25200
NTON RD N OF RAMP TO I-275 EB	Forest Park	50	18700
NTON RD N OF RAMP TO I-275 WB	Forest Park	50	16200
NTON RD N OF REYNARD RD		43	26600
NTON RD N OF SPRING GROVE AVE	Cincinnati	31	14000
NTON RD N OF TIMBERTRAIL DR		43	26100
NTON RD S OF CLOVERVIEW AVE		43	26700

ADDITIONAL SUPPORT INFORMATION

For Program Year 2002 (July 1, 2002 through June 30, 2003), 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, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

The existing roadway is in need of repair for the riding surface, concrete curbs, storm sewer inlets and driveway approaches as well as base failure. The ashphaltic concrete surface is deteriorated with extensive patching in several areas. Concrete curbs are broken down and non-existant in some areas. The overall condition of the roadway is poor.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The repaved surface will allow emergency service vehicles to traverse this section of roadway more rapidly as well as eliminating hazardous driving conditions for motorists. The replacement of deteriorated concrete curbs and constructing of handicap accessible ramps will greatly enhance the safety of Williams Avenue for both pedestrians and motorists.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The project will eliminate standing water by improving storm sewer inlets. This is a recurring problem during moderate to heavy rainfall events.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Montgomery Road

Priority 2 Elm Avenue Storm Sewer

Priority 3 Williams Avenue

Priority 4 _____

Priority 5 _____

5) Will the completed project generate user fees or assessments?

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.).

No X Yes _____ If yes, what user fees and/or assessments will be utilized?

_____

_____

_____

6) Economic Growth – How will the completed project enhance economic growth

Give a statement of the projects effect on the economic growth of the service area (be specific).

Williams Avenue is State Route 561 between Smith Road and Edwards Road. Williams Avenue serves as a connector for the City of Norwood and the entrance/exit ramps of Interstate 71 at Smith/Williams and Edwards Road. The Rookwood Commons development was completed on Edmonson Road which has 167,000 ft^2 office space fully leased at this time. Williams Avenue will serves as a vital connection from the south and west areas of Norwood to this expanding area of Norwood.

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 6 of this year for this project with the Hamilton County Engineer's Office. List below, the source(s) of all "other" funding

_____

_____

9) **Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?**

Describe how the proposed project will alleviate serious traffic problems or hazards (be specific).

The project would help to enhance existing traffic flow but more importantly to improve the increased traffic flow from the Smith/Williams exit ramp off Interstate 71S. The southeastern protion of Norwood has already been developed with Rookwood Commons and Rookwood Pavilion. This project would greatly enhance the roadway network leading from the southern neighborhoods of Norwood to this area.

For roadway betterment projects, 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.

Existing LOS _____ Proposed LOS _____

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

_____

_____

_____

10) If SCIP/LTIP funds are granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 9

a.) Are preliminary plans or engineering completed? Yes _____ No X N/A _____

b.) Are detailed construction plans completed? Yes _____ No X N/A _____

c.) Are all utility coordination's completed? Yes _____ No X N/A _____

d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No _____ N/A X

If no, how many parcels needed for project? _____ Of these, how many are: Takes _____

Temporary _____

Permanent _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

_____

_____

_____

e.) Give an estimate of time needed to complete any item above not yet completed. 6 months.

11) Does the infrastructure have regional impact?

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

Williams Avenue is the Interstate 71 south connection to the City of Norwood.

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

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) 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?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

Will the ban be removed after the project is completed? Yes _____ No _____ N/A X

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

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of 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. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 12,600 X 1.20 = 15,120 Users

Water/Sewer: Homes _____ X 4.00 = _____ Users

15) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.

Optional $5.00 License Tax _____

Infrastructure Levy _____ Specify type _____

Facility Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax _____ Specify type _____

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? XX YES _____ NO (ANSWER REQUIRED)

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

SCIP/LTIP PROGRAM
ROUND 16 - PROGRAM YEAR 2002
PROJECT SELECTION CRITERIA
JULY 1, 2002 TO JUNE 30, 2003

NAME OF APPLICANT: Norwood

NAME OF PROJECT: Williams Avenue Resurfacing

RATING TEAM: 5

NOTE: *See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system.*

CIRCLE THE APPROPRIATE RATING

1) **What is the physical condition of the existing infrastructure that is to be replaced or repaired?**

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

FULL DEPTH REPAIR REQ'D
POTHOLES, SHOVING, RUTTING
ROUGH RIDE

Appeal Score _____

2) **How important is the project to the *safety* of the Public and the citizens of the District and/or service area?**

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- (10) Minimal importance
- 0 - No measurable impact

ISOLATED AREAS PRESENT HAZARD TO MOTOR VEHICLES

Appeal Score _____

3) **How important is the project to the *health* of the Public and the citizens of the District and/or service area?**

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- (0) - No measurable impact

NO STANDING WATER PERCEPTABLE ON RAINY DAY

Appeal Score _____

4) **Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?**
Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

- 25 - First priority project
- 20 - Second priority project
- (15) Third priority project
- 10 - Fourth priority project
- 5 - Fifth priority project or lower

Appeal Score _____

5) **Will the completed project generate user fees or assessments?**

- (10) – No
- 0 – Yes

Appeal Score _____

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

10 – The project will directly secure significant new employment
7 - The project will directly secure new employment
5 – The project will secure new employment
3 – The project will permit more development
0 - The project will not impact development

IMPROVEMENTS NOT AFFECT ~~BUT~~ DEVELOPMENT

Appeal Score _____

7) Matching Funds - LOCAL

10 - This project is a loan or credit enhancement
10 - 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
0 – Less than 10%

8) Matching Funds - OTHER

10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
1 – 1% to 9.99%
0 - Less than 1%

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district? (See Addendum for definitions)

10 - Project design is for future demand.
8 - Project design is for partial future demand.
6 - Project design is for current demand.
4 - Project design is for minimal increase in capacity.
2 - Project design is for no increase in capacity.

Appeal Score _____

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

5 - Will be under contract by December 31, 2002 and no delinquent projects in Rounds 13 & 14
3 - Will be under contract by March 31, 2003 and/or one delinquent project in Rounds 13 & 14
0 - Will not be under contract by March 31, 2003 and/or more than one delinquent project in Rounds 13 & 14

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

10 - Major impact
8 -
6 - Moderate impact
4
2 - Minimal or no impact

SAME AS LAST YEAR

Appeal Score _____

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

10 Points
8 Points
6 Points
4 Points
2 Points

13) 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?

10 - Complete ban, facility closed
8 – 80% reduction in legal load or 4-wheeled vehicles only
7 – Moratorium on future development, *not* functioning for current demand
6 – 60% reduction in legal load
5 - Moratorium on future development, functioning for current demand
4 – 40% reduction in legal load
2 – 20% reduction in legal load
0 - Less than 20% reduction in legal load

Appeal Score

_____

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

10 - 16,000 or more
8 - 12,000 to 15,999
6 - 8,000 to 11,999
4 - 4,000 to 7,999
2 - 3,999 and under

Appeal Score

_____

15) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide documentation of which fees have been enacted.)

5 - Two or more of the above
3 - One of the above
0 - None of the above

Appeal Score

_____

ADDENDUM TO THE RATING SYSTEM

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: 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.)

Critical Condition - 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.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

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

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: 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 to no maintenance required to maintain integrity.

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.**

Criterion 2 – Safety

The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (e.g. widening existing roadway lanes to standard widths, adding lanes to a roadway or bridge to increase capacity or alleviate congestion, replacing non-functioning hydrants, increasing capacity to a water system, etc. Documentation is required.)

Note: **Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.**

Criterion 3 – Health

The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area (e.g. Improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.)

Note: **Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.**

Criterion 4 – Jurisdiction's Priority Listing

The jurisdiction **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Directly secure significant new employment: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

Directly secure new employment: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

Secure new employment: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Note: **Each project is looked at on an individual basis to determine if any aspects of this category apply.**

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - 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 canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 – Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.
Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes
Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may 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.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.