

# OHIO PUBLIC WORKS COMMISSION

65 East State Street, Suite 312  
Columbus, Ohio 43215  
(614) 466-0880

CB633

## APPLICATION FOR FINANCIAL ASSISTANCE

Revised 6/90

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

**APPLICANT NAME** City of Sharonville  
**STREET** 10900 Reading Road

**CITY/ZIP** Sharonville, Ohio 45241

**PROJECT NAME** Mosteller Road Improvements  
**PROJECT TYPE** Roadway  
**TOTAL COST** \$74,000.00

**DISTRICT NUMBER** 2  
**COUNTY** Hamilton

**PROJECT LOCATION ZIP CODE** 45241

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RECEIVED THE  
OHIO PUBLIC WORKS COMMISSION

### DISTRICT FUNDING RECOMMENDATION

To be completed by the District Committee ONLY

**RECOMMENDED AMOUNT OF FUNDING:** \$ 74,000.00

**FUNDING SOURCE (Check Only One):**

State Issue 2 District Allocation  
 Grant  
 Loan  
 Loan Assistance

State Issue 2 Small Government Fund  
 State Issue 2 Emergency Funds  
 Local Transportation Improvement Fund

### FOR OPWC USE ONLY

OPWC PROJECT NUMBER: CB633

OPWC FUNDING AMOUNT: \$ 74,000

# 1.0 APPLICANT INFORMATION

1.1 **CHIEF EXECUTIVE OFFICER**  
TITLE Hon. Paul A. Kattelman  
STREET Mayor  
City of Sharonville  
10900 Reading Road  
CITY/ZIP Sharonville, Ohio 45241  
PHONE (513) 563-1144  
FAX (513) 563-0617

1.2 **CHIEF FINANCIAL OFFICER**  
TITLE James D. Greensfelder  
STREET Auditor  
City of Sharonville  
10900 Reading Road  
CITY/ZIP Sharonville, Ohio 45241  
PHONE (513) 563-1144  
FAX (513) 563-0617

1.3 **PROJECT MANAGER**  
TITLE Rex E. Baysore  
STREET Safety Service Director  
City of Sharonville  
10900 Reading Road  
CITY/ZIP Sharonville, Ohio 45241  
PHONE (513) 563-1144  
FAX (513) 563-0617

1.4 **PROJECT CONTACT**  
TITLE Al Ledbetter  
STREET Deputy Safety-Service Director  
City of Sharonville  
10900 Reading Road  
CITY/ZIP Sharonville, Ohio 45241  
PHONE (513) 563-1144  
FAX (513) 563-0617

1.5 **DISTRICT LIAISON**  
TITLE Joseph D. Cottrill  
STREET District 2 Liaison Officer  
Hamilton County Engineer's Office  
138 East Court Street, Room 700  
CITY/ZIP Cincinnati, Ohio 45202  
PHONE (513) 632-8540  
FAX (513) 723-9748

## 2.0 PROJECT INFORMATION

**IMPORTANT:** If project is multi-jurisdictional in nature, information must be consolidated for completion of this section.

2.1 **PROJECT NAME:** Mosteller Road Improvements

2.2 **BRIEF DESCRIPTION - (Sections A through D):**

A. **SPECIFIC LOCATION:**

Mosteller Road from the I-275 westbound ramps to Crescentville Road.

B. **PROJECT COMPONENTS:**

Widen Mosteller Road to five (5) lanes at the intersection of the I-275 westbound ramp. Transition to (4) lanes at Commerce Boulevard and then continuing (4) lanes to Crescentville. The roadway will be reprofiled to eliminate a "roller coaster" profile and to eliminate sight distance problems at two (2) locations. The roadway section will be full depth asphalt (13-1/4") with concrete curb and gutters. A storm sewer system will be constructed to control the roadway drainage. Traffic signals will be installed at the intersection of Mosteller/Commerce Boulevard and Mosteller/Crescentville. The existing traffic signal at intersection of I-275 westbound ramps and Mosteller will be upgraded to provide a protected left turn phase for southbound traffic.

C. **PHYSICAL DIMENSIONS/CHARACTERISTICS:**

This section of Mosteller Road is 4100' long and the existing pavement width is 21'±. The existing roadway does not have a defined profile.

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 current residential rates based on monthly usage of 7,756 gallons per household.

The existing roadway capacity is severely restricted by the inadequate pavement width, high volume of traffic (16,475 vpd), high volume of truck traffic (23%) and an inefficient traffic signal located at the intersection of Mosteller/I-275 westbound ramps. Also, the side streets are experiencing high delay because of the heavy volume of traffic on Mosteller Road. The proposed roadway improvements will improve the level of service by providing additional lanes capable of carrying the existing and projected traffic volume. Also, traffic signals will be installed at the intersections of Mosteller/Commerce Boulevard and Mosteller/Crescentville Road to improve the capacity of the intersections and reduce the delay to the minor streets. Enclosed in Sections XIII and XIV of this application are traffic signal warrant analysis reports for the two new traffic signals and highway capacity software analysis for the three (3) intersections within this project. Note that both traffic signals were warranted by several warrants and that all the intersections will operate a level of service "B" for the P.M. peak hour.

2.3 **REQUIRE SUPPORTING DOCUMENTATION**

(Photographs/Additional Description; Capital Improvements Report; Priority List; 5-year Plan; 2-year Maintenance of Effort report, etc) Also discuss the number of temporary and/or fulltime jobs which are likely to be created as a result of this project. Attach Pages. Refer to accompanying instructions for further detail.

### 3.0 PROJECT FINANCIAL INFORMATION

#### 3.1 PROJECT ESTIMATED COSTS (Round to Nearest Dollar):

a)	Project Engineering Costs:	
	1. Preliminary Engineering	\$ <u>N/A</u>
	2. Final Design	\$ <u>N/A</u>
	3. Construction Supervision	\$ <u>N/A</u>
b)	Acquisition Expenses	
	1. Land	\$ <u>N/A</u>
	2. Right-of-Way	\$ <u>N/A</u>
c)	Construction Costs	\$ _____
d)	Equipment Costs	\$ _____
e)	Other Direct Expenses	\$ <u>74,000.00</u>
f)	Contingencies	\$ _____
g)	<b>TOTAL ESTIMATED COSTS</b>	<b>\$ <u>74,000.00</u></b>

#### 3.2 PROJECT FINANCIAL RESOURCES (Round to Nearest Dollar and Percent):

	Dollars	%
a) Local In-Kind Contributions*	\$ _____	_____
b) Local Public Revenues	\$ _____	_____
c) Local Private Revenues	\$ _____	_____
d) Other Public Revenues		
1. ODOT	\$ _____	_____
2. FMHA	\$ _____	_____
3. OEPA	\$ _____	_____
4. OWDA	\$ _____	_____
5. CDBG	\$ _____	_____
6. Other _____	\$ _____	_____
e) OPWC Funds		
1. Grant	\$ _____	_____
2. Loan	\$ _____	_____
3. Loan Assistance	\$ <u>74,000.00</u>	<u>100</u>
f) <b>TOTAL FINANCIAL RESOURCES</b>	<b>\$ <u>74,000.00</u></b>	<b><u>100</u></b>

\* If the required local match is to be 100% In-Kind Contributions, list source of funds to be used for retainage purposes.

#### 3.3 AVAILABILITY OF LOCAL FUNDS

Indicate the status of all local share funding sources listed in section 3.2(a) through 3.4(c). In addition, if funds are coming from sources listed in section 3.2(d), the following information must be attached to this project application:

- 1) The date funds are available;
- 2) Verification of funds in the form of an agency approval letter or agency project number. Please include the name and number of the agency contact person.

### 3.4 PREPAID ITEMS

**Definitions:**

**Cost -** Total Cost of the Prepaid Item.  
**Cost Item -** Non-construction costs, including preliminary engineer, final design, acquisition expenses (land or right-of-way).  
**Prepaid -** Cost items (non-construction costs directly related to the project), paid prior to receipt of fully executive Project Agreement from OPWC.  
**Resource Category -** Source of funds (see section 3.2).  
**Verification -** Invoice(s) and copies of warrant(s) used to for prepaid costs, accompanied by Project Manager's Certification (see section 1.4).

**IMPORTANT: Verification of all prepaid items shall be attached to this project application.**

	<u>COST ITEM</u>	<u>RESOURCE CATEGORY</u>	<u>COST</u>
1)	_____	_____	\$ _____
2)	_____	_____	\$ _____
3)	_____	_____	\$ _____
TOTAL OF PREPAID ITEMS		\$ N/A	

### 3.5 REPAIR/REPLACEMENT or NEW/EXPANSION N/A

This section need only be completed if the Project is to be funded by SI2 funds:

<b>TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT</b>	\$ _____	_____ %
State Issue 2 Funds for Repair/Replacement (Not to Exceed 90%)	\$ _____	_____ %
<b>TOTAL PORTION OF PROJECT NEW/EXPANSION</b>	\$ _____	_____ %
State Issue 2 Funds for New/Expansion (Not to Exceed 50%)	\$ _____	_____ %

### 4.0 PROJECT SCHEDULE

	ESTIMATED START DATE	ESTIMATED COMPLETE DATE
4.1 ENGR. DESIGN	<u>04/04/91</u>	<u>01/30/92</u>
4.2 BID PROCESS	<u>09/08/92</u>	<u>10/01/92</u>
4.3 CONSTRUCTION	<u>10/12/92</u>	<u>10/25/93</u>

# -5.0 APPLICANT CERTIFICATION

The Applicant Certifies That:

As the official representative of the Applicant, the undersigned certifies that: (1) he/she is legally empowered to represent the applicant in both requesting and accepting financial assistance as provided under Chapter 164 of the Ohio Revised Code and 164-1 of the Ohio Administrative Code; (2) that to the best of his/her knowledge and belief, all representations that are a part of this application are true and correct; (3) that all official documents and commitments of the applicant that are a part of this application have been duly authorized by the governing body of the Applicant; (4) and, 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 this application has not begun, and will not begin, until a Project Agreement on this project has been issued by the Ohio Public Works Commission. Action to the contrary is evidence that OPWC funds are not necessary to complete this project.

**IMPORTANT:** In the event of a project cost overrun, applicant understands that the identified local match share (sections 3.2(a) through 3.2(c)) will be paid in full toward completion of this project. Unneeded OPWC funds will be returned to the funding source from which the project was financed.

Rex E. Baysore, Safety-Service Director  
Certifying Representative (Type Name and Title)

  
Signature/Date Signed

1/21/93

Applicant shall check each of the statements below, confirming that all required information is included in this application:

- A five-year Capital Improvements Report as required in 164-1-31 of the Ohio Administrative Code and a two-year Maintenance of Local Effort Report as required in 164-1-12 of the Ohio Administrative Code.
- A registered professional engineer's estimate of useful life as required in 164-1-13 of the Ohio Administrative Code. Estimate shall contain engineer's original seal and signature.
- A registered professional engineer's estimate of cost as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimate shall contain engineer's original seal and signature.
- A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and to execute contracts.
- Yes      A copy of the cooperation agreement(s) (for projects involving more than one subdivision or district).  
        N/A
- Yes      Copies of all invoices and warrants for those items identified as "pre-paid" in section 4.4 of this application.  
        N/A

## 6.0 DISTRICT COMMITTEE CERTIFICATION

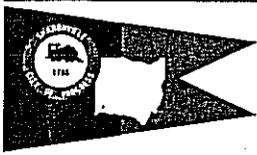
The District Integrating Committee for District Number 2 Certifies That:

As the official representative of the District Public Works Integrating Committee, the undersigned hereby certifies: that this application for financial assistance as provided under Chapter 164 of the Ohio Revised Code has been duly selected by the appropriate body of the District Public Works Integrating Committee; that the project's selection was based entirely on an objective, District-oriented set of project evaluation criteria and selection methodology that are fully reflective of and in conformance with Ohio Revised Code Sections 164.05, 164.06, and 164.14, and Chapter 164-1 of the Ohio Administrative Code; and that the amount of financial assistance hereby recommended has been prudently derived in consideration of all other financial resources available to the project. As evidence of the District's due consideration of required project evaluation criteria, the results of this project's ratings under such criteria are attached to this application.

William W. Brayshaw, Chairman, District 2 Integrating Committee

\_\_\_\_\_  
Certifying Representative (Type Name and Title)

William W. Brayshaw 2-10-93  
Signature/Date Signed



CITY  
OF  
SHARONVILLE

10900 Reading Road  
Sharonville, Ohio 45241  
(513) 563-1144  
FAX (513) 563-0617

ADMINISTRATIVE OFFICES  
PAUL A. KATTELMAN, MAYOR

SAFETY/SERVICE DIRECTOR  
Rex E. Baysore

DEPUTY SAFETY/SERVICE DIRECTOR  
Al Ledbetter

BUDGET DIRECTOR  
Dixie Schlensker

January 22, 1993

Mr. Joe Cottrell  
District 2  
Court House Annex, Room 700  
138 E Court Street  
Cincinnati, Ohio 45202

Dear Mr. Cottrell:

The City of Sharonville has received a 1 year note for the Mosteller Improvement for \$1,100,000. at an interest rate of 2.72%. It is estimated by our lender, Fifth Third Bank, that the second year interest rate could go to 4.0%.

For purposes of this request, we have used 4.0% for the second year. Therefore the interest we will pay for this year and next will be approximately \$74,000.

Sincerely,

  
Dixie Schlensker  
Budget Director

RESOLUTION 93 - 2-3

AUTHORIZING THE SAFETY/SERVICE DIRECTOR TO SUBMIT AN  
ISSUE II APPLICATION TO THE D.P.W.I.C. AND AUTHORIZING  
THE SAFETY/SERVICE DIRECTOR TO EXECUTE A PROJECT  
AGREEMENT WITH OHIO PUBLIC WORKS COMMISSION

WHEREAS, the City of Sharonville has identified several infrastructure projects which are in need of corrective repairs, and

WHEREAS, the City of Sharonville wishes to undertake such repairs via funds available as part of the Ohio Issue II program, and

WHEREAS, the Safety/Service Director is authorized to recommend such repairs and execute contracts for such repairs, and

WHEREAS, the City of Sharonville wishes to submit an Issue II application to the Ohio Public Works Commission for a Credit Enhancement, and

WHEREAS, the Safety/Service Director is authorized to enter into contracts on behalf of the City of Sharonville,

NOW THEREFORE BE IT HEREBY RESOLVED BY THE COUNCIL OF THE CITY OF SHARONVILLE THAT:

SECTION I: The Safety/Service Director is hereby authorized to submit an application to District Public Works Integrating Committee for the Mosteller Road Improvement project.

SECTION II: The Safety/Service Director is authorized to execute a project agreement with the Ohio Public Works Commission for the said project.

  
\_\_\_\_\_  
VIRGIL LOVITT, II  
PRESIDENT OF COUNCIL

PASSED: 1/26/93

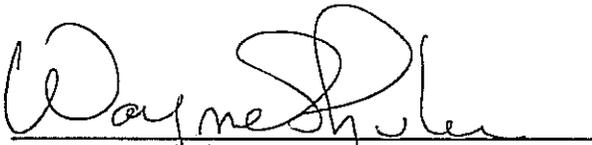
ATTEST: Christy Garland  
Clerk of Council

Approved: \_\_\_\_\_  
Paul Kattelmann  
MAYOR PAUL KATTELMAN

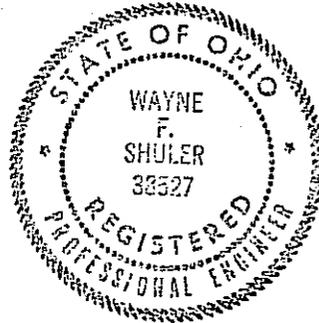
Taylor, Angel

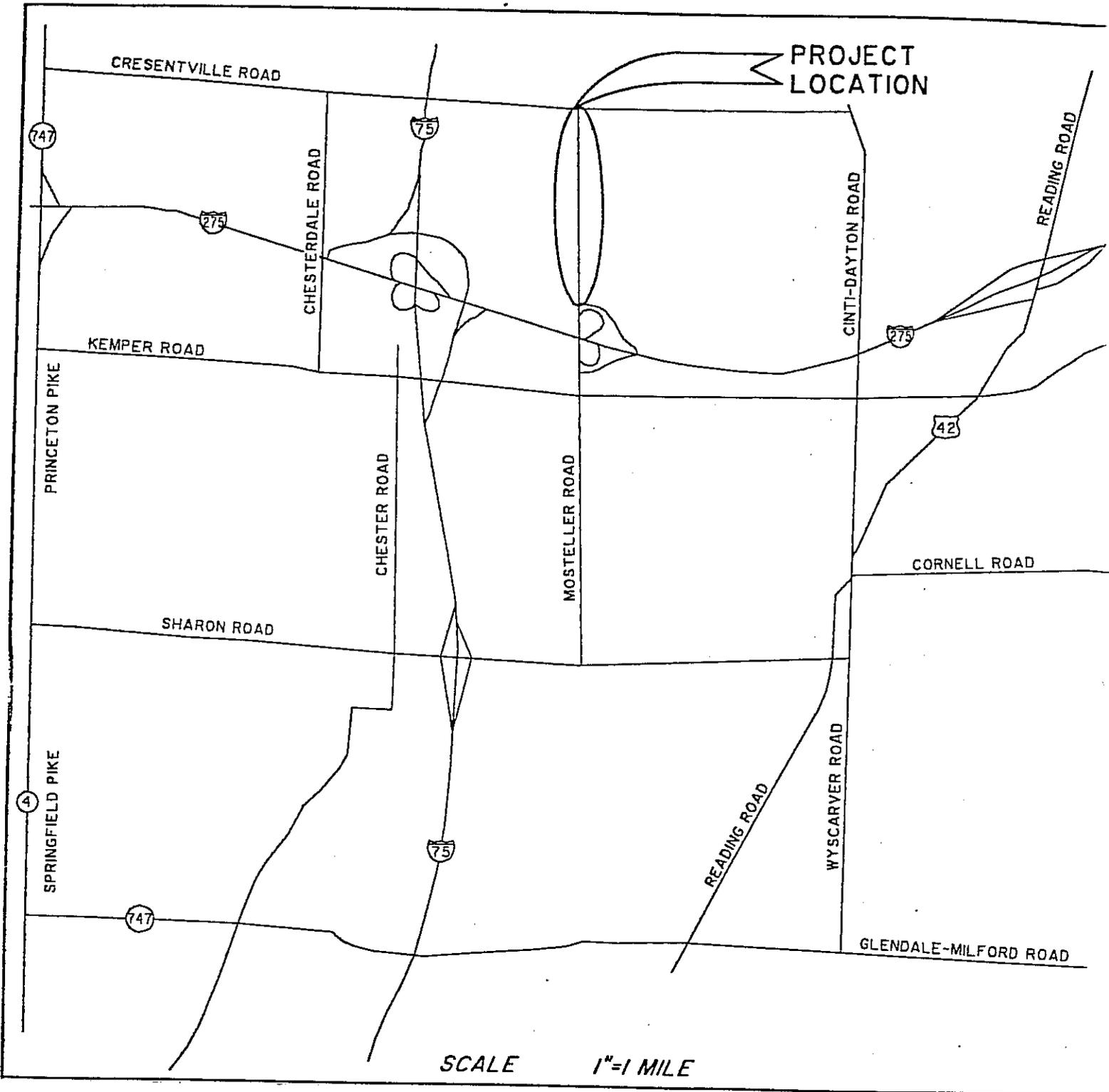
**USEFUL LIFE STATEMENT  
FOR  
MOSTELLER ROAD IMPROVEMENTS  
OPWC CREDIT ENHANCEMENT APPLICATION**

Upon satisfactory completion of construction, the useful life of the Mosteller Road Improvements will be 20 years.

  
Wayne F. Shuler, P.E., P.S.  
City Engineer, Sharonville

1/27/93  
Date





# VICINITY MAP

ADDITIONAL SUPPORT INFORMATION

For Fiscal year 1993, jurisdictions shall complete the State application form for Issue 2, Small Government, or Local Transportation Improvement Program (LTIP) funding. In addition, the District 2 Integrating Committee requests the following information to determine which projects are funded. Information provided on both forms should be accurate, based on reliable engineering principles. Do not request a specific type of funding desired, as this is decided by the District Integrating Committee.

1. Of the total infrastructure within the jurisdiction which is similar to the infrastructure of this project, what percentage can be classified as being in poor condition, adequacy and/or serviceability? Accurate support information, such as pavement management inventories or bridge condition summaries, must be provided to substantiate the stated percentage.

Typical examples are:

Road percentage =  $\frac{\text{Miles of road that are in poor condition}}{\text{Total miles of road within jurisdiction}}$

Storm percentage =  $\frac{\text{Miles of storm sewers that are in poor condition}}{\text{Total miles of storm sewers within jurisdiction}}$

Bridge percentage =  $\frac{\text{Number of bridges that are in poor condition}}{\text{Number of bridges within jurisdiction}}$

Road Percentage = 20.63 miles poor condition divided by 123.7 total miles = 16.7% of roads are in poor condition.

2. What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the latest general appraisal and condition rating.

Closed	_____	Poor	<u>  X  </u>
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, numbers 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.

Mosteller Road is a (2) lane (21' wide) collector street. Mosteller Road was construction in 1880's and was last overlaid in 1973. The existing pavement is in poor condition and in need of base repair. The existing roadway has no define profile and in two locations the sight distance available is less than the required stopping sight distance. The capacity of the existing roadway is inadequate for the existing volume of traffic (16,476 vpd) and the high volume of truck traffic (23%). The existing traffic signal at the intersection of

Mosteller/I-275 westbound off ramps is operating with an inefficient phasing and timing and the intersection is lacking the necessary turning lanes. Also the side streets are experiencing a high degree of delay caused by the high volume of traffic on Mosteller Road. This can be seen in the traffic signal warrant analysis for the intersection of Mosteller/Commerce Boulevard which warrants a signal based on the delay to the side street caused by the high volume of traffic on the main street.

3. If State Issue 2 funds are awarded, how soon (in weeks or months) after completion of the agreement with OPWC would the opening of bids occur? The Integrating Committee will be reviewing schedules submitted for previous projects to help judge the accuracy of a particular jurisdiction's anticipated schedule.

\* 1 Month

Please indicate the current status of the project development by circling the appropriate answers below. **PROVIDE ACCURATE ESTIMATE.**

- |  |                                      |                                      |     |
|--|--------------------------------------|--------------------------------------|-----|
| a) Has the Consultant been selected?                 | <input checked="" type="radio"/> Yes | No                                   | N/A |
| b) Preliminary development or engineering completed? | <input checked="" type="radio"/> Yes | No                                   | N/A |
| c) Detailed construction plans completed?            | <input checked="" type="radio"/> Yes | No                                   | N/A |
| d) All right-of-way easements acquired?              | Yes                                  | <input checked="" type="radio"/> No* | N/A |
| e) Utility coordination completed?                   | <input checked="" type="radio"/> Yes | No                                   | N/A |

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

- \* Design on this project began in April 4, 1991 and was completed in January 1992. The bid documents have been prepared and are ready for advertisement. R/W Plans were also completed January 1992. and R/W negotiations have begun. As of February 28, 1992, The City of Sharonville has met with all property owners to inform them about the proposed improvement. The City of anticipates obtaining agreements with all owners by June 1992. Utility coordination has been ongoing throughout design. The relocation of the utilities (CG&E overhead electric, CG&E Gas and Cincinnati Bell Telephone) is scheduled to begin in June 1992.

4. How will the proposed infrastructure activity impact the general health, welfare, and safety of the service area? (Typical examples include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, and commerce).

The proposed infrastructure improvements will improve the general health, welfare and safety of the service area by increasing the capacity of Mosteller Road to meet the traffic volume needs. This will reduce the delay encountered by the motoring public and reduce the fuel consumed and the pollution emitted. Also the reprofiling of Mosteller Road will eliminate two sight distance problems which are a safety and health hazard.

5. For any project involving GRANTS, the local jurisdiction must provide a **MINIMUM of 10%** of the anticipated construction cost. Additionally, the local jurisdiction must pay 100% of the costs of preliminary engineering, inspection, and right-of-way. If a project is to be funded under Issue 2 or Small Government, the costs of any betterment/expansion are 100% local. Local matching funds must either be currently on deposit with the jurisdiction, or certified as having been approved or encumbered by an outside agency (MRF, CDBG, etc.). Proposed funding must be shown on the Project Application under Section 3.2, "Project Financial Resources". For a project involving LOANS or CREDIT ENHANCEMENTS, 100% of construction costs are eligible for funding, with no local match required.

What matching funds are to be used for this project? (i.e. Federal, State, MRF, Local, etc.)

Local

To what extent are matching funds to be utilized, expressed as a percentage of anticipated CONSTRUCTION costs?

50%

6. Has any formal action by a federal, state, or local government agency resulted in a complete ban 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 new building permits.) **THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE CONSIDERED VALID. Attach a copy of the document (ordinance, resolution, etc.) which imposes the ban.**

COMPLETE BAN \_\_\_\_\_ PARTIAL BAN \_\_\_\_\_ NO BAN  X

Will the ban be removed after the project is completed? YES \_\_\_ NO \_\_\_

7. What is the total number of existing users that will benefit as a result of the proposed project? Use specific criteria such as households, traffic counts, ridership figures for public transit, daily users, etc., and equate to an equal measurement of users:

The average daily traffic is 16,475 vpd x 1.2 occupants per vehicle = 19,770 users benefitted.

For roads and bridges, multiply current documented Average Daily Traffic by 1.2 occupants per car (I.T.E. estimated conversion factor) to determine users per day. Ridership figures for public transit must be documented. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by four (4) to determine the approximate number of users per day.

8. The Ohio Public Works Commission requires that all jurisdictions applying for project funding develop a five year overall Capital Improvement Plan that shall be updated annually. The Plan is to include an inventory and condition survey of existing capital improvements, and a list detailing a schedule for capital improvements and/or maintenance. Both Five-Year Overall and Five-Year Issue 2 Capital Improvement Plans are required.

Copies of these plans are to be submitted to the District Integrating Committee at the same time the Project Application is submitted.

9. Is the infrastructure to be improved part of a facility that has regional significance? (Consider the number of jurisdiction served, size of service area, trip lengths, functional classification, and length of route). Provide supporting information.

Mosteller Road is a major collector road serving the City of Sharonville, Hamilton County and Butler County. Mosteller Road provides direct access to I-75 and I-71 via its interchange with I-275 for several trucking hubs on Mosteller Road and the Schumacher Commerce Park in Butler County.