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 CBK02

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

SUBDIVISION: HAMILTON COUNTY CODE# 061-00061

DISTRICT NUMBER: 2 COUNTY: HAMILTON DATE 09/01/98

CONTACT: Ted Hubbard PHONE # (513) 946-4268

(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: LOVELAND MADEIRA ROAD WIDENING & REHABILITATION

SUBDIVISION TYPE
(Check only 1)
X 1. County
__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 $800,000.00
__2. Loan $_____
__3. Loan Assistance $_____
MBE SET-ASIDE OFFERED
Construction $_____
Procurement $_____

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

**TOTAL PROJECT COST:** $ 1,600,000.00 **FUNDING REQUESTED:** $ 800,000.00

## DISTRICT RECOMMENDATION

**To be completed by the District Committee ONLY**

GRANT:$ 800,000.00
LOAN: $_____

LOAN ASSISTANCE: $_____
%_____TERM: _____yrs. (Attach Loan Supplement)

(Check Only 1)
___State Capital Improvement Program
X Local Transportation Improvements Program
___Small Government Program

DISTRICT MBE SET-ASIDE
Construction $_____
Procurement $_____

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: ___/___/___

# 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 Services * | $ .00 | | |
| | Supervision | $ .00 | | |
| | Miscellaneous | $ .00 | | |
| b.) | Acquisition Expenses: | | | |
| | 1. Land | $ .00 | | |
| | 2. Right-of-Way | $ .00 | | |
| c.) | Construction Costs: | $ 1,600,000.00 | | |
| d.) | Equipment Purchased Directly: | $ .00 | | |
| e.) | Other Direct Expenses: | $ .00 | | |
| f.) | Contingencies: | $ .00 | | |
| g.) | **TOTAL ESTIMATED COSTS:** | $ 1,600,000.00 | | |

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

| | | | | % |
|---|---|---|---|---|
| a.) | Local In-Kind Contributions | $ .00 | | |
| b.) | Local Public Revenues | $ 800,000.00 | | 50 |
| c.) | Local Private Revenues | $ .00 | | |
| d.) | Other Public Revenues | | | |
| | 1. ODOT PID# _____ | $ .00 | | |
| | 2. EPA/OWDA | $ .00 | | |
| | 3. OTHER | $ .00 | | |
| **SUB TOTAL LOCAL RESOURCES:** | | | $ 800,000.00 | 50 |
| e.) | OPWC Funds | | | |
| | 1. Grant | $ 800,000.00 | | 50 |
| | 2. Loan | $ .00 | | |
| | 3. Loan Assistance | $ .00 | | |
| **SUB TOTAL OPWC RESOURCES:** | | | $ 800,000.00 | 50 |
| f.) | **TOTAL FINANCIAL RESOURCES:** | | $ 1,600,000.00 | 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: LOVELAND MADEIRA ROAD WIDENING & REHABILITATION

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

### a: SPECIFIC LOCATION:

The project is located on Loveland Madeira Road.

The construction limits are as follows:

**From** Hopewell Road **to** Loveland corporation line

**PROJECT ZIP CODE:** 45140

### b: PROJECT COMPONENTS:

1.) Remove existing pavement surface.
2.) Full and partial depth pavement repairs
3.) Widen roadway up to 6 lanes, as per plans
4.) Rehabilitate existing bridge and widen to match new roadway width
5.) Install storm sewer system
6.) Surface entire roadway with asphaltic concrete
7.) Install traffic control system
8.) Pavement striping
9.) Water works items as necessary
10.) Grading, seeding & mulching as necessary

### c: PHYSICAL DIMENSIONS / CHARACTERISTICS:

Project length is 2,850 LF with a width of 24 feet

### 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 gallon per household.**
**Attach current rate ordinance.**

ADT of Loveland Madeira Road is 31,211 (please see attached documentation)

## 2.3 USEFUL LIFE / COST ESTIMATE:

**Project Useful Life: 25 Years.**

**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** | $ 800,000.00 | 50 % |
| **State Funds Requested for Repair and Replacement** | $ 400,000.00 | 50 % |
| **TOTAL PORTION OF PROJECT NEW/EXPANSION** | $ 800,000.00 | 50 % |
| **State Funds Requested for New and Expansion** | $ 400,000.00 | 50 % |

## 4.0 PROJECT SCHEDULE: *

| | | BEGIN DATE | END DATE |
|---|---|---|---|
| 4.1 | **Engineering/Design:** | 01 / 02 / 94 | 08 / 31 / 97 |
| 4.2 | **Bid Advertisement:** | 11 / 30 / 99 | 12 / 15 / 99 |
| 4.3 | **Construction:** | 12 / 31 / 99 | 10 / 30 / 01 |

* 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 | William W. Brayshaw, P.E., P.S. |
| | TITLE | Hamilton County Engineer |
| | STREET | 138 E. Court Street, Room 700<br>County Administration Building |
| | CITY/ZIP | Cincinnati, OH 45202 |
| | PHONE | (513) 946 - 4287 |
| | FAX | (513) 946 - 4288 |
| 5.2 | CHIEF FINANCIAL OFFICER | Dusty Rhodes |
| | TITLE | Hamilton County Auditor |
| | STREET | 138 E. Court Street, Room 700<br>County Administration Building |
| | CITY/ZIP | Cincinnati, OH 45202 |
| | PHONE | (513) 946 - 4045 |
| | FAX | (513) 946 - 4288 |
| 5.3 | PROJECT MANAGER | Tim Gilday, P.E., P.S. |
| | TITLE | Planning & Design Engineer |
| | STREET | 138 E. Court Street, Room 700<br>County Administration Building |
| | CITY/ZIP | Cincinnati, OH 45202 |
| | PHONE | (513) 946 - 4261 |
| | FAX | (513) 946 - 4288 |

## 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)**

___ 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)

__ A: Attached.

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

___ 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:

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 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.**

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.

William W. Brayshaw, P.E., P.S. – Hamilton County Engineer
Certifying Representative (Type or Print Name and Title)

William W. Brayshaw 9-22-98
Signature/Date Signed

# County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1258

PHONE (513) 632-8523 FAX (513) 723-9748


## STATEMENT OF USEFUL LIFE

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the Loveland Madeira Road Improvement project will have a useful life of at least 25 years.

CONSTRUCTION COSTS:

The opinion of Project Construction Costs is based on current unit price experience and is subject to adjustment upon completion of detailed plans and receipt of an acceptable proposal by a qualified contractor.

William W. Brayshaw

WILLIAM W. BRAYSHAW, P.E.- P.S.
HAMILTON COUNTY ENGINEER

# County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 946-4250 FAX (513) 946-4288

September 1, 1998

## STATUS OF FUNDS REPORT

Project: Loveland Madeira Road Improvement

This is to certify that the sum of $1,600,000.00 is available as the local matching funds in connection with the application for State Capital Improvement Funds for the above mentioned project.

The source of the local match will be Road and Bridge Funds, Symmes Township Funds, City of Loveland Funds. Local matching funds will be encumbered and certified upon completion of the Project Agreement with the Ohio Public Works Commission.

Chief Executive Officer: William W. Brayshaw

WILLIAM W. BRAYSHAW, P.E.-P.S.
HAMILTON COUNTY ENGINEER

Chief Financial Officer:

DUSTY RHODES
HAMILTON COUNTY AUDITOR

**PROJECT : LOVELAND MADEIRA ROAD IMPROVEMENT**
**ENG. EST.: $1,600,000.00**

## ROADWAY ITEMS

| REF NO | ITEM NO. | DESCRIPTION | UNIT | QUANT | UNIT | TOTAL |
|---|---|---|---|---|---|---|
| 1 | 201 | CLEARING & GRUBBING | LS | 1 | $100,000.00 | $100,000.00 |
| 2 | 202 | PIPE REMOVED | LF | 1,500 | $5.00 | $7,500.00 |
| 3 | 202 | STRUCTURES REMOVED - HEADWALLS | EA | 10 | $7,500.00 | $75,000.00 |
| 4 | 202 | INLETS REMOVED | EA | 9 | $100.00 | $900.00 |
| 5 | 202 | MANHOLES REMOVED | EA | 10 | $500.00 | $5,000.00 |
| 6 | 202 | TRENCH DRAIN REMOVED | LS | 2 | $500.00 | $1,000.00 |
| 7 | 202 | PIPE, FILLED, SEALED & ABANDONED | LF | 116 | $10.00 | $1,160.00 |
| 8 | 202 | CONCRETE CURB REMOVED | LF | 1,569 | $5.00 | $7,845.00 |
| 9 | 202 | CONCRETE CURB & GUTTER REMOVED | LF | 1,461 | $5.00 | $7,305.00 |
| 10 | 202 | CONCRETE PAVEMENT REMOVED | SY | 4,000 | $10.00 | $40,000.00 |
| 11 | 202 | GUARDRAIL REMOVED | LF | 301 | $2.00 | $602.00 |
| 12 | 202 | CONCRETE MEDIAN BUMPERS REMOVED | EA | 10 | $500.00 | $5,000.00 |
| 13 | 202 | EX. PRECAST CONC. CURBS REMOVED & RESET | EA | 2 | $2,500.00 | $5,000.00 |
| 14 | 202 | RETAINING WALL REMOVED | LS | 1 | $9,998.00 | $9,998.00 |
| 15 | 203 | EXCAVATION, NOT INCL. EMBANKMENT | CY | 1,500 | $12.00 | $18,000.00 |
| 16 | 203 | EMBANKMENT | CY | 1,500 | $12.00 | $18,000.00 |
| 17 | 203 | SUBGRADE COMPACTION | SY | 5,000 | $1.00 | $5,000.00 |
| 18 | 254 | PAVEMENT PLANING | SY | 4,500 | $2.00 | $9,000.00 |
| 19 | 301 | BITUMINOUS AGGREGATE BASE | CY | 600 | $60.00 | $36,000.00 |
| 20 | 301 | BITUMINOUS AGGREGATE BASE (DRIVES) | CY | 50 | $100.00 | $5,000.00 |
| 21 | 304 | AGGREGATE BASE (TEMP. PAVEMENT) | CY | 50 | $50.00 | $2,500.00 |
| 22 | 402 | ASPHALT CONCRETE (TEMP. PAVEMENT) | CY | 34 | $65.00 | $2,210.00 |
| 23 | 402 | ASPHALT CONCRETE, AC-20 | CY | 2,400 | $65.00 | $156,000.00 |
| 24 | 403 | ASPHALT CONCRETE, AC-20 | CY | 300 | $65.00 | $19,500.00 |
| 25 | 404 | ASPHALT CONCRETE, AC-20, AS PER PLAN | CY | 1,600 | $65.00 | $104,000.00 |
| 26 | 404 | ASPHALT CONCRETE, AC-20, AS PER PLAN- DR. | CY | 80 | $100.00 | $8,000.00 |
| 27 | 409 | SEALCOAT WITH COVER AGGREGATE | CY | 500 | $3.00 | $1,500.00 |
| 28 | 452 | PPCCP - 9" (DRIVES) | SY | 200 | $30.00 | $6,000.00 |
| 29 | 601 | ROCK CHANNEL PROTECTION, TYPE B, W/FILTER | CY | 5 | $65.00 | $325.00 |
| 30 | 601 | PAVED GUTTER, TYPE 1-2 | LF | 109 | $50.00 | $5,450.00 |
| 31 | 602 | HEADWALL, HW-1 (18" CONDUIT) | EA | 2 | $750.00 | $1,500.00 |
| 32 | 602 | HEADWALL, HW-1 (24" CONDUIT) | EA | 0 | $1,200.00 | $0.00 |
| 33 | 602 | HEADWALL, HW-4B (12" CONDUIT) | EA | 3 | $1,500.00 | $4,500.00 |
| 34 | 602 | HEADWALL, HW-4B (24" CONDUIT) | EA | 0 | $1,500.00 | $0.00 |
| 35 | 602 | CONCRETE MASONRY- COLLAR (48" CONDUIT) | EA | 2 | $120.00 | $240.00 |
| 36 | 602 | CONCRETE MASONRY- COLLAR (24" CONDUIT) | EA | 0 | $200.00 | $0.00 |
| 37 | 602 | CONC. MAS- SAN. SEWER ENCASE - 24" COND. | CY | 0 | $400.00 | $0.00 |
| 38 | 603 | 12" CONDUIT, TYPE B, 706.02, 2000 D-LOAD | LF | 1,000 | $40.00 | $40,000.00 |
| 39 | 603 | 12" CONDUIT, TYPE C, 706.02, 2000 D-LOAD | LF | 500 | $40.00 | $20,000.00 |
| 40 | 603 | 18" CONDUIT, TYPE B, 706.02, 2000 D-LOAD | LF | 385 | $70.00 | $26,950.00 |
| 42 | 603 | 15" CONDUIT, TYPE B, 706.02, 2000 D-LOAD | LF | 251 | $50.00 | $12,550.00 |
| 43 | 603 | 24" CONDUIT, TYPE B, 706.02, 2000 D-LOAD | LF | 500 | $65.00 | $32,500.00 |
| 45 | 603 | 48" CONDUIT, TYPE C, 706.02, 2000 D-LOAD | LF | 63 | $125.00 | $7,875.00 |
| 46 | 604 | MANHOLE, NO. 3 (48" BASE) | EA | 5 | $1,500.00 | $7,500.00 |
| 47 | 604 | MANHOLE, NO. 3 (FLAT TOP W/48" BASE) | EA | 1 | $1,700.00 | $1,700.00 |
| 48 | 604 | MANHOLE, NO. 3 (FLAT TOP W/72" BASE) | EA | 1 | $2,000.00 | $2,000.00 |
| 49 | 604 | MANHOLE, NO. 4 (FLAT TOP W/48" BASE) | EA | 1 | $2,000.00 | $2,000.00 |
| 50 | 604 | CATCH BASIN, CB 2-2-A, MODIFIED | EA | 1 | $1,200.00 | $1,200.00 |
| 51 | 604 | CATCH BASIN, CB 2-2-A, MODIFIED (TEMP.) | EA | 1 | $1,000.00 | $1,000.00 |
| 52 | 604 | CATCH BASIN, CB 2-2-B | EA | 2 | $1,250.00 | $2,500.00 |
| 54 | 604 | CATCH BASIN, CB - 3 W/ "V" GRATES | EA | 1 | $2,000.00 | $2,000.00 |
| 55 | 604 | CATCH BASIN, CB -3 MH | EA | 5 | $2,000.00 | $10,000.00 |
| 56 | 604 | CATCH BASIN ADJ. TO GRADE | EA | 1 | $500.00 | $500.00 |
| 57 | 604 | INLET ADJ. TO GRADE | EA | 1 | $250.00 | $250.00 |
| 58 | 604 | MANHOLE ADJ. TO GRADE | EA | 3 | $750.00 | $2,250.00 |
| 59 | 604 | MONUMENT ADJ. TO GRADE | EA | 2 | $250.00 | $500.00 |
| 60 | 606 | GUARDRAIL, TYPE 5 | LF | 100 | $25.00 | $2,500.00 |
| 61 | 606 | ANCHOR ASSEMBLY, TYPE B | EA | 1 | $500.00 | $500.00 |
| 62 | 606 | ANCHOR ASSEMBLY, TYPE E | EA | 1 | $500.00 | $500.00 |
| 63 | 606 | ANCHOR ASSEMBLY, TYPE T | EA | 4 | $350.00 | $1,400.00 |
| 64 | 606 | BRIDGE TERMINAL ASSEMBLY, TYPE - 1 | EA | 4 | $750.00 | $3,000.00 |
| 65 | 609 | CURB, TYPE 6 | LF | 1,000 | $12.00 | $12,000.00 |
| 66 | 609 | CURB, TYPE 3 CURB & GUTTER | LF | 500 | $25.00 | $12,500.00 |
| 67 | 609 | CURB, TYPE 8 | LF | 150 | $12.00 | $1,800.00 |
| 68 | 612 | CONCRETE MEDIAN | SY | 100 | $30.00 | $3,000.00 |
| 69 | 614 | MAINTAINING TRAFFIC | LS | 1 | $100,000.00 | $100,000.00 |
| 70 | 619 | FIELD OFFICE | LS | 1 | $8,000.00 | $8,000.00 |
| 71 | 623 | CONSTRUCTION LAYOUT STAKES | LS | 1 | $10,000.00 | $10,000.00 |
| 72 | 659 | SEEDING & MULCHING INCL. COMM FERT. | SY | 2,500 | $2.50 | $6,250.00 |
| 73 | 660 | SODDING | SY | 1,548 | $5.00 | $7,740.00 |
| 74 | SPL | EXISTING SIGN TO BE REMOVED | EA | 2 | $1,000.00 | $2,000.00 |
| 75 | SPL | EXISTING LIGHT TO BE REMOVED | EA | 5 | $300.00 | $1,500.00 |
| 76 | SPL | MSD CHAMBER ADJ TO GRADE | LS | 1 | $25,000.00 | $25,000.00 |
| 77 | SPL | WATER WORKS ITEMS - LOVELAND | LS | 1 | $10,000.00 | $10,000.00 |
| 78 | SPL | WATER WORKS ITEMS - CINCINNATI | LS | 1 | $390,000.00 | $390,000.00 |
| 79 | SPL | CONTINGENCIES | LS | 1 | $160,000.00 | $160,000.00 |
| | | SUBTOTAL FOR ROADWAY ITEMS | | | | $1,600,000.00 |

Joe

# Agenda & Disposition

## Board of County Commissioners

**Regular Meeting**

**Hamilton County, Ohio** **September 16, 1998**

All Present

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**Meeting Convenes**

9:30 a.m.

Approval of minutes of previous session
Approved without objection...

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**Presentation**

9:30 a.m.
Proclamation honoring George Case for his volunteer services to Hamilton County
Proclamation presented to Messrs. Ron and Tony Case
Speakers: Kim Pennekamp, Rebecca Groppe
Mr. Neyer read the proclamation into the record...

**Public Hearings**

10:00 a.m.
Hearing to consider the Establishment of the North Bend/Cheviot Road Improvement Project...
Hearing concluded...Decision expected September 23, 1998...Commissioners want to re - visit the site...

Hearing to consider a major revision to a "DD" Planned Multiple Residence, Case 98-4, Mariemont Woods.
Hearing continued in progress until September 30, 1998...Decision pending input by MSD and the Public Works Department...

**Executive Sessions**

**Property Acquisition**
See By Leave Items

**Comments/Motions**

Mr. Bedinghaus
Motion to excuse Mr. Neyer - See By Leave Items
Questions/Comments re: Agenda Item 12

## Regular Agenda - Commissioners

1 *Proclamation honoring George Case for his volunteer services to Hamilton County.*

Proclamation presented to Mr. Ron Case son of George Case....

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## Regular Agenda - Engineer

2 *Resolution journalizing the load limit for Loveland-Madeira Road, Bridge B-0486, County Road No. 299.*

Resolution adopted...

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## Regular Agenda - Engineer

3 *Resolution authorizing an agreement relative to the improvement of Galbraith Road between the City of North College Hill and the Board of Hamilton County Commissioners.*

Resolution adopted...

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## Regular Agenda - Engineer

4 *Submitting survey, plat and description of the proposed right-of-way for a portion of North Bend and Cheviot Road.*

Received for the record...

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## Regular Agenda - Hamilton County Development Co.

5 *Resolution authorizing execution of an enterprise zone agreement with ABS Business Products and Medallion Enterprises.*

Resolution adopted...Mr. Neyer Abstained..

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## Regular Agenda - Metropolitan Sewer District

6 *Resolutions authorizing execution of a Memorandum of Understanding pertaining to the Aston Oaks Trunk Sewer; amend MSD's Capital Improvement Program to increase the scope of the project.*

Resolutions adopted...

# County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1258

PHONE (513) 632-8523 FAX (513) 723-9748

## CERTIFICATION OF TRAFFIC COUNT

As required by the District 2 Integrating Committee, I hereby certify that the traffic counts herein attached to the Loveland Madeira Road Improvement project application are a true and accurate count done by the Hamilton County Engineer's Office, Traffic Division.

William W. Brayshaw

WILLIAM W. BRAYSHAW, P.E.- P.S.
HAMILTON COUNTY ENGINEER

PROJECT : LOVELAND MADEIRA ROAD IMPROVEMENT
ENG. EST.: $1,600,000.00

ROADWAY ITEMS

| REF NO | ITEM NO. | DESCRIPTION | UNIT | QUANT | UNIT | TOTAL |
|---|---|---|---|---|---|---|
| 1 | 201 | CLEARING & GRUBBING | LS | 1 | $50,000.00 | $50,000.00 |
| 2 | 202 | PIPE REMOVED | LF | 330 | $5.00 | $1,650.00 |
| 3 | 202 | STRUCTURES REMOVED - HEADWALLS | EA | 6 | $5,000.00 | $30,000.00 |
| 4 | 202 | INLETS REMOVED | EA | 9 | $100.00 | $900.00 |
| 5 | 202 | MANHOLES REMOVED | EA | 0 | $0.00 | $0.00 |
| 6 | 202 | TRENCH DRAIN REMOVED | LS | 1 | $500.00 | $500.00 |
| 7 | 202 | PIPE, FILLED, SEALED & ABANDONED | LF | 116 | $10.00 | $1,160.00 |
| 8 | 202 | CONCRETE CURB REMOVED | LF | 1,569 | $5.00 | $7,845.00 |
| 9 | 202 | CONCRETE CURB & GUTTER REMOVED | LF | 461 | $5.00 | $2,305.00 |
| 10 | 202 | CONCRETE PAVEMENT REMOVED | SY | 4,000 | $10.00 | $40,000.00 |
| 11 | 202 | GUARDRAIL REMOVED | LF | 301 | $2.00 | $602.00 |
| 12 | 202 | CONCRETE MEDIAN BUMPERS REMOVED | EA | 10 | $500.00 | $5,000.00 |
| 13 | 202 | EX. PRECAST CONC. CURBS REMOVED & RESET | EA | 2 | $2,500.00 | $5,000.00 |
| 14 | 202 | RETAINING WALL REMOVED | LS | 1 | $2,500.00 | $2,500.00 |
| 15 | 203 | EXCAVATION, NOT INCL. EMBANKMENT | CY | 1,500 | $12.00 | $18,000.00 |
| 16 | 203 | EMBANKMENT | CY | 1,500 | $12.00 | $18,000.00 |
| 17 | 203 | SUBGRADE COMPACTION | SY | 3,500 | $1.00 | $3,500.00 |
| 18 | 254 | PAVEMENT PLANING | SY | 4,500 | $2.00 | $9,000.00 |
| 19 | 301 | BITUMINOUS AGGREGATE BASE | CY | 600 | $55.00 | $33,000.00 |
| 20 | 301 | BITUMINOUS AGGREGATE BASE (DRIVES) | CY | 50 | $55.00 | $2,750.00 |
| 21 | 304 | AGGREGATE BASE (TEMP. PAVEMENT) | CY | 50 | $35.00 | $1,750.00 |
| 22 | 402 | ASPHALT CONCRETE (TEMP. PAVEMENT) | CY | 34 | $55.00 | $1,870.00 |
| 23 | 402 | ASPHALT CONCRETE, AC-20 | CY | 1,200 | $55.00 | $66,000.00 |
| 24 | 403 | ASPHALT CONCRETE, AC-20 | CY | 150 | $55.00 | $8,250.00 |
| 25 | 404 | ASPHALT CONCRETE, AC-20, AS PER PLAN | CY | 800 | $55.00 | $44,000.00 |
| 26 | 404 | ASPHALT CONCRETE, AC-20, AS PER PLAN- DR. | CY | 39 | $100.00 | $3,900.00 |
| 27 | 409 | SEALCOAT WITH COVER AGGREGATE | CY | 0 | $3.00 | $0.00 |
| 28 | 452 | PPCCP - 9" (DRIVES) | SY | 100 | $30.00 | $3,000.00 |
| 29 | 601 | ROCK CHANNEL PROTECTION, TYPE B, W/FILTER | CY | 5 | $65.00 | $325.00 |
| 30 | 601 | PAVED GUTTER, TYPE 1-2 | LF | 109 | $50.00 | $5,450.00 |
| 31 | 602 | HEADWALL, HW-1 (18" CONDUIT) | EA | 2 | $750.00 | $1,500.00 |
| 32 | 602 | HEADWALL, HW-1 (24" CONDUIT) | EA | 0 | $1,200.00 | $0.00 |
| 33 | 602 | HEADWALL, HW-4B (12" CONDUIT) | EA | 3 | $1,500.00 | $4,500.00 |
| 34 | 602 | HEADWALL, HW-4B (24" CONDUIT) | EA | 0 | $1,500.00 | $0.00 |
| 35 | 602 | CONCRETE MASONRY- COLLAR (48" CONDUIT) | EA | 2 | $120.00 | $240.00 |
| 36 | 602 | CONCRETE MASONRY- COLLAR (24" CONDUIT) | EA | 0 | $200.00 | $0.00 |
| 37 | 602 | CONC. MAS- SAN. SEWER ENCASE - 24" COND. | CY | 0 | $400.00 | $0.00 |
| 38 | 603 | 12" CONDUIT, TYPE B, 706.02, 2000 D-LOAD | LF | 1,000 | $40.00 | $40,000.00 |
| 39 | 603 | 12" CONDUIT, TYPE C, 706.02, 2000 D-LOAD | LF | 500 | $40.00 | $20,000.00 |
| 40 | 603 | 18" CONDUIT, TYPE B, 706.02, 2000 D-LOAD | LF | 385 | $70.00 | $26,950.00 |
| 42 | 603 | 15" CONDUIT, TYPE B, 706.02, 2000 D-LOAD | LF | 251 | $50.00 | $12,550.00 |
| 43 | 603 | 24" CONDUIT, TYPE B, 706.02, 2000 D-LOAD | LF | 0 | $65.00 | $0.00 |
| 45 | 603 | 48" CONDUIT, TYPE C, 706.02, 2000 D-LOAD | LF | 63 | $125.00 | $7,875.00 |
| 46 | 604 | MANHOLE, NO. 3 (48" BASE) | EA | 0 | $1,500.00 | $0.00 |
| 47 | 604 | MANHOLE, NO. 3 (FLAT TOP W/48" BASE) | EA | 1 | $1,700.00 | $1,700.00 |
| 48 | 604 | MANHOLE, NO. 3 (FLAT TOP W/72" BASE) | EA | 1 | $2,000.00 | $2,000.00 |
| 49 | 604 | MANHOLE, NO. 4 (FLAT TOP W/48" BASE) | EA | 1 | $2,000.00 | $2,000.00 |
| 50 | 604 | CATCH BASIN, CB 2-2-A, MODIFIED | EA | 1 | $1,200.00 | $1,200.00 |
| 51 | 604 | CATCH BASIN, CB 2-2-A, MODIFIED (TEMP.) | EA | 1 | $1,000.00 | $1,000.00 |
| 52 | 604 | CATCH BASIN, CB 2-2-B | EA | 2 | $1,250.00 | $2,500.00 |
| 54 | 604 | CATCH BASIN, CB - 3 W/ "V" GRATES | EA | 1 | $2,000.00 | $2,000.00 |
| 55 | 604 | CATCH BASIN, CB -3 MH | EA | 0 | $2,000.00 | $0.00 |
| 56 | 604 | CATCH BASIN ADJ. TO GRADE | EA | 1 | $500.00 | $500.00 |
| 57 | 604 | INLET ADJ TO GRADE | EA | 1 | $250.00 | $250.00 |
| 58 | 604 | MANHOLE ADJ. TO GRADE | EA | 3 | $750.00 | $2,250.00 |
| 59 | 604 | MONUMENT ADJ. TO GRADE | EA | 2 | $250.00 | $500.00 |
| 60 | 606 | GUARDRAIL, TYPE 5 | LF | 100 | $20.00 | $2,000.00 |
| 61 | 606 | ANCHOR ASSEMBLY, TYPE B | EA | 1 | $500.00 | $500.00 |
| 62 | 606 | ANCHOR ASSEMBLY, TYPE E | EA | 1 | $500.00 | $500.00 |
| 63 | 606 | ANCHOR ASSEMBLY, TYPE T | EA | 4 | $350.00 | $1,400.00 |
| 64 | 606 | BRIDGE TERMINAL ASSEMBLY, TYPE - 1 | EA | 4 | $750.00 | $3,000.00 |
| 65 | 609 | CURB, TYPE 6 | LF | 1,000 | $10.00 | $10,000.00 |
| 66 | 609 | CURB, TYPE 3 CURB & GUTTER | LF | 0 | $25.00 | $0.00 |
| 67 | 609 | CURB, TYPE 8 | LF | 150 | $12.00 | $1,800.00 |
| 68 | 612 | CONCRETE MEDIAN | SY | 100 | $30.00 | $3,000.00 |
| 69 | 614 | MAINTAINING TRAFFIC | LS | 1 | $62,221.50 | $62,221.50 |
| 70 | 619 | FIELD OFFICE | LS | 1 | $2,500.00 | $2,500.00 |
| 71 | 623 | CONSTRUCTION LAYOUT STAKES | LS | 1 | $5,000.00 | $5,000.00 |
| 72 | 659 | SEEDING & MULCHING INCL. COMM FERT. | SY | 1,000 | $2.50 | $2,500.00 |
| 73 | 660 | SODDING | SY | 0 | $5.00 | $0.00 |
| 74 | SPL | EXISTING SIGN TO BE REMOVED | EA | 2 | $1,000.00 | $2,000.00 |
| 75 | SPL | EXISTING LIGHT TO BE REMOVED | EA | 5 | $300.00 | $1,500.00 |
| 76 | SPL | MSD CHAMBER ADJ TO GRADE | LS | 1 | $10,000.00 | $10,000.00 |
| 77 | SPL | WATER WORKS ITEMS - LOVELAND | LS | 1 | $10,000.00 | $10,000.00 |
| 78 | SPL | WATER WORKS ITEMS - CINCINNATI | LS | 1 | $309,738.00 | $309,738.00 |
| 79 | SPL | CONTINGENCIES | LS | 1 | $100,000.00 | $100,000.00 |
| | | SUBTOTAL FOR ROADWAY ITEMS | | | $0.00 | $1,023,431.50 |

BRIDGE ITEMS

| REF NO | ITEM NO. | DESCRIPTION | UNIT | QUANT | UNIT | TOTAL |
|---|---|---|---|---|---|---|
| 80 | 202 | STRUCTURE REMOVED | LS | 1 | $5,000.00 | $5,000.00 |
| 81 | 203 | EXCAVATION (CHANNEL) | CY | 406 | $10.00 | $4,060.00 |
| 82 | 203 | EMBANKMENT (CHANNEL) | CY | 6 | $20.00 | $120.00 |
| 83 | 503 | UNCLASSIFIED EXCAVATION | CY | 1,850 | $11.50 | $21,275.00 |
| 84 | 509 | REINFORCING STEEL (BRIDGE & WW'S) | LB | 75,635 | $0.50 | $37,817.50 |
| 85 | 509 | REINFORCING STEEL (RETAINING WALL) | LB | 39,892 | $0.50 | $19,946.00 |
| 86 | 509 | REINFORCING STEEL (PARAPET WALL) | LB | 8,000 | $0.50 | $4,000.00 |
| 87 | 509 | REINFORCING STEEL (PIERS) | LB | 36,000 | $0.50 | $18,000.00 |
| 88 | 510 | DOWEL HOLES | LF | 96 | $10.00 | $960.00 |
| 89 | 511 | CLASS C CONC. (FTG. - BRIDGE & WW'S) | CY | 145 | $250.00 | $36,250.00 |
| 90 | 511 | CLASS C CONC. (FTG. - RETAINING WALL) | CY | 237 | $250.00 | $59,250.00 |
| 91 | 511 | CLASS C CONC. (ABOVE FTG. - BRIDGE & WW'S) | CY | 280 | $350.00 | $98,000.00 |
| 92 | 511 | CLASS C CONC. (ABOVE FTG. - RETAINING WALL | CY | 225 | $350.00 | $78,750.00 |
| 93 | 511 | CLASS C CONC. (PARAPET WALL) | CY | 55 | $275.00 | $15,125.00 |
| 94 | 511 | CLASS C CONC. (PIERS) | CY | 213 | $200.00 | $42,600.00 |
| 95 | 518 | POROUS BACKFILL | CY | 380 | $30.00 | $11,400.00 |
| 96 | 601 | ROCK CHANNEL PROTECTION, TYPE A, GROUT | CY | 289 | $65.00 | $18,785.00 |
| 97 | SPL | DRILLING FOR PIERS (30" DIA.) | LF | 10 | $70.00 | $700.00 |
| 98 | SPL | DRILLING FOR PIERS (36" DIA.) | LF | 805 | $80.00 | $64,400.00 |
| 99 | SPL | 1 1/2" MICRO-SILICA OVERLAY | SY | 590 | $50.00 | $29,500.00 |
| 100 | SPL | STEEL CASTINGS FOR 30" DIA. PIER | LF | 10 | $15.00 | $150.00 |
| 101 | SPL | STEEL CASTINGS FOR 36" DIA. PIER | LF | 32 | $15.00 | $480.00 |
| 102 | SPL | CONTINGENCIES | LS | 1 | $10,000.00 | $10,000.00 |
| | | SUBTOTAL FOR BRIDGE ITEMS | | | | **$576,568.50** |
| | | SUBTOTAL FOR ROADWAY ITEMS | | | | **$1,023,431.50** |
| | | GRAND TOTAL | | | | **$1,600,000.00** |

# ADDITIONAL SUPPORT INFORMATION

For Program Year 1999 (July 1, 1999 through June 30, 2000), 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

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.

With an ADT of over 28,000 vehicles, Loveland Madeira Road needs more than the current two lanes to carry the traffic load. The proposed project will add two additional lanes; with some left turn lanes at intersections. Such an improvement is needed to carry the current and future traffic that will only increase as the area develops. There is also limited access control to area business and intersecting roadways.

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, 1999) 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.

5 (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: 88 Of these, how many are Takes 4, Temporary 53, Permanent 31

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

Are all utility coordination's completed? Yes (No) N/A

Give an estimate of time, in weeks or months, to complete any item above not yet completed. 12 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.

The entire project will impact safety by adding lanes the entire length of the project, making it safer for traffic to flow, and easier for emergency vehicles to maneuver in traffic, particularly at rush hour. With better access control, it will be safer for motorists to turn into area businesses and intersecting roadways. It will also reduce the delay time at the Kemper Road intersection from 21.6 to 8.2. It will impact welfare by allowing development to occur since more vehicles will be able to safely use the facility, increasing retail sales in the area.

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

Federal _____ ODOT _____ Local X

MRF _____ OWDA _____ CDBG _____

Other _____

Note: If MRF funds are being used for the local share, the MRF application must have been filed by August 7, 1998 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 is being committed to this project?

50 %

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 approved legislation must be submitted with the application. THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE VALID.

Complete Ban _____ Partial Ban X No Ban _____

Will the ban be removed after the project is completed?

Yes X No _____

The bridge on this project has been load limited. (See attached documentation)

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

ADT = 31,211 X 1.20 = 37,453 users/day

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.

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.

Loveland Madeira Road connects directly to I-275, as well as connecting the City of Loveland with Indian Hill, and is one of the busiest roadways in eastern Hamilton County.

9) 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 F Proposed LOS B

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

# *SCIP/LTIP PROGRAM*
# *ROUND 13 - PROGRAM YEAR 1999*
# *PROJECT SELECTION CRITERIA*
# *JULY 1, 1999 TO JUNE 30, 2000*

*JURISDICTION/AGENCY:* HAMILTON COUNTY

*NAME OF PROJECT:* LOVELAND MADEIRA RD. IMPROV.

*PRELIMINARY SCORE FOR THIS PROJECT:* 63

*FINAL SCORE FOR THIS PROJECT:* _____

*RATING TEAM:* 1

*POINTS*

1) If *SCIP/LTIP* funds are granted, when would the construction contract be awarded? (See Addendum for definition of delinquency) | 5

5 Points - Will be under contract by end of 1999 and no delinquent projects in Rounds 10 & 11.

3 Points - Will be under contract by March 30, 2000 and/or Jurisdiction has had one delinquent project in Rounds 10 & 11.

0 Points - Will not be under contract by March 30, 2000 and/or Jurisdiction has had more than one delinquent project in Rounds 10 & 11.

2) What is the physical condition of the existing infrastructure to be replaced or repaired? (See Addendum for definitions) | 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 & BRIDGE CONSIDERED)

BRIDGE 20

HOPEWELL TO KEMPER
KEMPER TO COTTONWOOD
COTTONWOOD TO CL
AVG. = 15
BR = 20
} 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

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.

4) How important is the project to *HEALTH, SAFETY, AND WELFARE* of the Public and the citizens of the District and/or service area? (See Addendum for definitions)

8

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

(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

BIG SAFETY IMPROV. - TURN LANES ADDITIONAL LANE
WELFARE - MAJOR ECONOMIC IMPACT

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

6

10 Points
8 Points
6 Points
4 Points
2 Points

6) What matching funds are being committed to the project, expressed as a percentage of the *TOTAL CONSTRUCTION COST*? Loan and Credit Enhancement projects automatically receive 5 points, and no match is required; however, up to 5 additional points will be awarded according to the Loan & Credit Enhancement scale as stated below. All grant-funded projects require a minimum of 10% matching funds. Points will be awarded according to the following schedule:

| Projects *below* $1,000,000 | Projects $1M *to* $2M | *Projects *above* $2M |
|---|---|---|
| 10 Pts - 50% or more | 10 Pts - 60% or more | 10 Pts - 70% or more |
| 8 Pts - 40% to 49.99% | 8 Pts - 50% to 59.99% | 8 Pts - 60% to 69.99% |
| 6 Pts - 30% to 39.99% | 6 Pts - 40% to 49.99% | (6) Pts - 50% to 59.99% |
| 4 Pts - 20% to 29.99% | 4 Pts - 30% to 39.99% | 4 Pts - 40% to 49.99% |
| 2 Pts - 10% to 19.99% | 2 Pts - 20% to 29.99% | 2 Pts - 30% to 39.99% |
| | 0 Pts - 10% to 19.99% | 0 Pts - 10% to 29.99% |

Loans & Credit Enhancements

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

50%

6

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

ON BRIDGE 5 TON LOAD REDUCTION LEG. INCL.

3

LEGISLATION INCLUDED IN APPLICATION

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

31, 211

5

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

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

5

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 will be considered delinquent when any of the following occurs: 1) A letter is sent from the OPWC to the affected jurisdiction stating that the project has not moved in accordance with the time frame listed on the application (copies are sent to the District); or 2) no time extension has been granted by the OPWC; or 3) A jurisdiction receiving approval for a project subsequently terminates the same after the bid date on the application. The OPWC sends a letter to a jurisdiction which announces that its' project is going to be terminated when the project is sixty (60) days beyond the bid date shown on the original application and a time extension for the project has not previously been requested or has been denied.

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:*

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: no part of the bridge can be salvaged; 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: only the substructure can be salvaged with modifications; 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: substructure and superstructure can be salvaged with extensive repairs; 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: deck cannot be salvaged, substructure and superstructure need repair; 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: deck can be salvaged with repairs and overlay; 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: deck rehabilitation required, overlay not required.)

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

GOOD OR BETTER CONDITION - Little or no maintenance required to maintain integrity; Bridges: no work required.

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, and if so, to what severity level (minor or significant). The severity and extent of the problem, as it relates to Health, Safety and Welfare, MUST be fully detailed by the applicant and apparent to the rating team. The Support Staff will not attempt to determine these issues on its own. Without such detail the jurisdiction should expect a lower rating than the project may deserve.

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.