

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99

CBO9E

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

SUBDIVISION: Village of Cleves CODE# 061-16028

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 08 / 10 / 00

CONTACT: William R. McCormick PHONE # ( 513) 721-5500

(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)

FAX (513) 721-5500 E-MAIL jvatter@jmaconsult.com

PROJECT NAME: Timberline Reconstruction

SUBDIVISION TYPE (Check only 1)

- 1. County
2. City
3. Township
X 4. Village
5. Water/Sanitary District (Section 6119 O.R.C.)

FUNDING TYPE REQUESTED (Check All Requested & Enter Amount)

- X 1. Grant \$ 545,998
2. Loan \$
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: \$ 606,665.00

FUNDING REQUESTED: \$ 545,998.00

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 545,998.00 LOAN ASSISTANCE: \$

SCIP LOAN: \$ RATE: % TERM: yrs.

RLP LOAN: \$ RATE: % TERM: yrs.

(Check only 1)

- X State Capital Improvement Program
Local Transportation Improvements Program
Small Government Program

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

2000 SEP 22 PM 12: 37

OFFICE OF NEW BURLINGTON COUNTY ENGINEER

1.0 PROJECT FINANCIAL INFORMATION

FORCE

ACCOUNT

1.1 PROJECT ESTIMATED COSTS: DOLLARS (Round to Nearest Dollar)	TOTAL 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:	\$ 606,665 .00
d.) Equipment Purchased Directly:	\$ _____ .00
e.) Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)	\$ _____ .00
f.) Construction Contingencies:	\$ _____ .00
g.) TOTAL ESTIMATED COSTS:	\$ 606,665 .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	\$ <u>60,667</u> .00	<u>10</u>
c.) Other Public Revenues	\$ _____ .00	
ODOT	\$ _____ .00	
Rural Development	\$ _____ .00	
OEPA	\$ _____ .00	
OWDA	\$ _____ .00	
CDBG	\$ _____ .00	
OTHER _____	\$ _____ .00	
<b>SUBTOTAL LOCAL RESOURCES:</b>	<b>\$ <u>60,667</u> .00</b>	<b><u>10</u></b>
d.) OPWC Funds		
1. Grant	\$ <u>545,998</u> .00	<u>90</u>
2. Loan	\$ _____ .00	
3. Loan Assistance	\$ _____ .00	
<b>SUBTOTAL OPWC RESOURCES:</b>	<b>\$ <u>545,998</u> .00</b>	<b>_____</b>
e.) <b>TOTAL FINANCIAL RESOURCES:</b>	<b>\$ <u>606,665</u> .00</b>	<b><u>100%</u></b>

**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: Timberline Street Reconstruction**

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

**A: SPECIFIC LOCATION:**

The project is located in the Village of Cleves and consists of the entire length of Timberline Street. Please see attached location map.

**PROJECT ZIP CODE: 45002**

**B: PROJECT COMPONENTS:**

- 1.) Remove the existing pavement to subgrade
- 2.) Stabilize hillside
- 3.) Remove unsuitable materials
- 4.) Install new curb and pavement
- 5.) Install new storm sewers
- 6.) Seeding and mulching as necessary

**C: PHYSICAL DIMENSIONS / CHARACTERISTICS:**

The length of the proposed project is 1550 LF. The width of the existing roadway is 25 feet. The existing pavement has deteriorated beyond repair. The hillside is moving and has caused separation of pavement and curb failures. The entire pavement must be replaced.

**D: DESIGN SERVICE CAPACITY:**

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT 250 Year: 1999 Projected ADT: same 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: 20 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 \$606,665.00  
TOTAL PORTION OF PROJECT NEW/EXPANSION \$           .00

### 4.0 PROJECT SCHEDULE: \*

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>10 / 01 /00</u>	<u>06 /01 /01</u>
4.2 Bid Advertisement and Award:	<u>07 /01 /01</u>	<u>07/21 /01</u>
4.3 Construction:	<u>08/01 /01</u>	<u>06 /01 /02</u>
4.4 Right-of-Way/Land Acquisition:	<u>NA / /</u>	<u>/ /</u>

\* 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 Joe Whitton  
TITLE Mayor  
STREET 101 N. Miami Avenue  
CITY/ZIP Cleves, OH 45002  
PHONE (513) 941-5127  
FAX ( 513) 941-5299  
E-MAIL

#### 5.2 CHIEF FINANCIAL

OFFICER Linda Bolton  
TITLE Clerk  
STREET 101 N. Miami Avenue  
CITY/ZIP Cleves, OH 45002  
PHONE (513) 941-5127  
FAX ( 513) 941-5299  
E-MAIL

#### 5.3 PROJECT MANAGER

TITLE William R. McCormick  
TITLE Project Engineer  
STREET 2021 Auburn Avenue  
CITY/ZIP Cincinnati, Ohio 45219  
PHONE (513) 721-5500  
FAX (513) 721-0607  
E-MAIL

**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.

- 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.
- 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.
- A cooperation agreement (if the project involves more than one
- 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.
- 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.
- Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- 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:

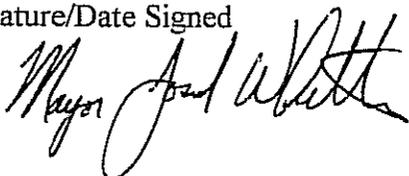
The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and 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.

Certifying Representative (Type or Print Name and Title)

MAYOR JOSEPH WHITTON

Signature/Date Signed



9-20-2000

PROJECT: Timberline Street Reconstruction  
 ENG. EST.: \$606,665.00

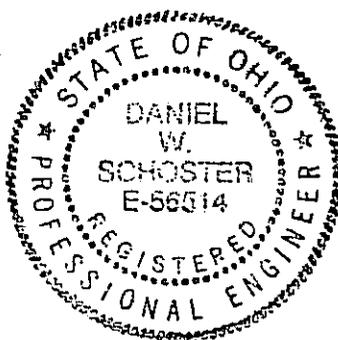
ENGINEER'S ESTIMATE

REF. NO.	ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
1	202	Remove Existing Pavement	SY	4,133	\$ 5.00	\$ 20,665.00
2	202	Undercut, Remove & Replace	CY	1,600	\$ 50.00	\$ 80,000.00
3	202	Remove & Replace Drive Aprons	SY	1,400	\$ 50.00	\$ 70,000.00
4	202	Remove & Replace Sidewalk	SF	12,400	\$ 6.00	\$ 74,400.00
5	203	Excavation, not Including Embankment	CY	1,000	\$ 2.00	\$ 2,000.00
6	203	Embankment	CY	1,000	\$ 2.00	\$ 2,000.00
7	301	Bituminous Aggregate Base	CY	1,600	\$ 80.00	\$ 128,000.00
8	404	Asphalt Concrete	CY	250	\$ 90.00	\$ 22,500.00
9	603	12" Conduit, Type B, 706.02 Class IV	LF	800	\$ 40.00	\$ 32,000.00
10	603	18" Conduit, Type B, 706.02 Class IV	LF	400	\$ 60.00	\$ 24,000.00
11	604	Catch Basin, CB-3	EA	10	\$ 1,200.00	\$ 12,000.00
12	604	Storm Manhole, Type 3	EA	8	\$ 1,500.00	\$ 12,000.00
13	608	Curb Ramps, Type 1	EA	2	\$ 250.00	\$ 500.00
14	609	Curb, Type 6	LF	3,200	\$ 10.00	\$ 32,000.00
15	614	Maintaining Traffic	LS	1	\$15,000.00	\$ 15,000.00
16	623	Construction Layout Stakes	LS	1	\$25,000.00	\$ 25,000.00
17	659	Seeding, Mulching, Topsoil	SY	1	\$15,000.00	\$ 15,000.00
18	SPL	Utility Adjustments	LS	1	\$ 9,600.00	\$ 9,600.00
19	SPL	Waterworks	LS	1	\$30,000.00	\$ 30,000.00

TOTAL ESTIMATED COST \$606,665.00

I HEREBY CERTIFY THIS TO BE AN ACCURATE ESTIMATE OF THE PROPOSED PROJECT.  
 THE USEFUL LIFE OF THIS PROJECT IS 20 YEARS.

  
 Daniel W. Schoster, P.E.





# Village of Cleves, Ohio

MAYOR  
JOE WHITTON  
(513) 941-5127

101 NORTH MIAMI AVENUE  
CLEVES, OHIO 45002

CLERK / TREASURER  
LINDA C. BOLTON  
(513) 941-5127  
(513) 941-5198, fax

INCORPORATED 1875

CHIEF OF POLICE  
GARY COFFEY  
(513) 941-1212

FIRE CHIEF  
DOUG MOORE  
(513) 941-1111

STREET COMMISSIONER  
JOHN BOOTH  
(513) 941-3618

## STATUS OF FUNDS CERTIFICATION

The Village of Cleves will utilize \$60,667.00 from its General Fund for its participation in the Timberline Street Reconstruction Project.

Linda Bolton, Clerk  
Village of Cleves

RESOLUTION NO. 5, 2000

**RESOLUTION AUTHORIZING THE MAYOR AND VILLAGE  
ENGINEER TO PREPARE AND SUBMIT AN APPLICATION  
TO PARTICIPATE IN THE OHIO PUBLIC WORKS COMMISSION STATE  
CAPITAL IMPROVEMENT PROGRAM AND/OR LOCAL  
TRANSPORTATION IMPROVEMENT PROGRAM AND TO  
EXECUTE CONTRACTS AS REQUIRED**

**WHEREAS**, the State Capital Improvement Program and the Local Transportation Improvement Program both provide financial assistance to political subdivisions for capital improvements to public infrastructure; and

**WHEREAS**, the Village of Cleves, Hamilton County, Ohio is planning to make capital improvements to Timberline Street; and

**WHEREAS**, the infrastructure improvements herein above described as considered to be a priority need for the community and a qualified project under the OPWC Programs;

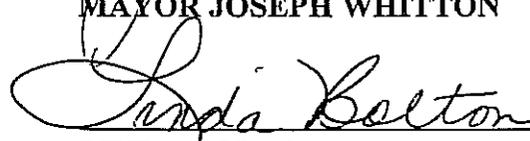
**NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE VILLAGE  
OF CLEVES, STATE OF OHIO:**

**Section 1.** That the Mayor and the Village Engineer are hereby authorized to apply to OPWC for funds as described above.

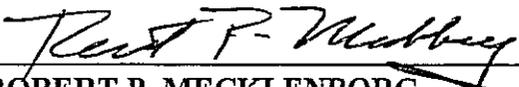
**Section 2.** That the Mayor and Village Engineer are hereby further authorized to enter into any agreements as may be necessary and appropriate for obtaining this financial assistance.

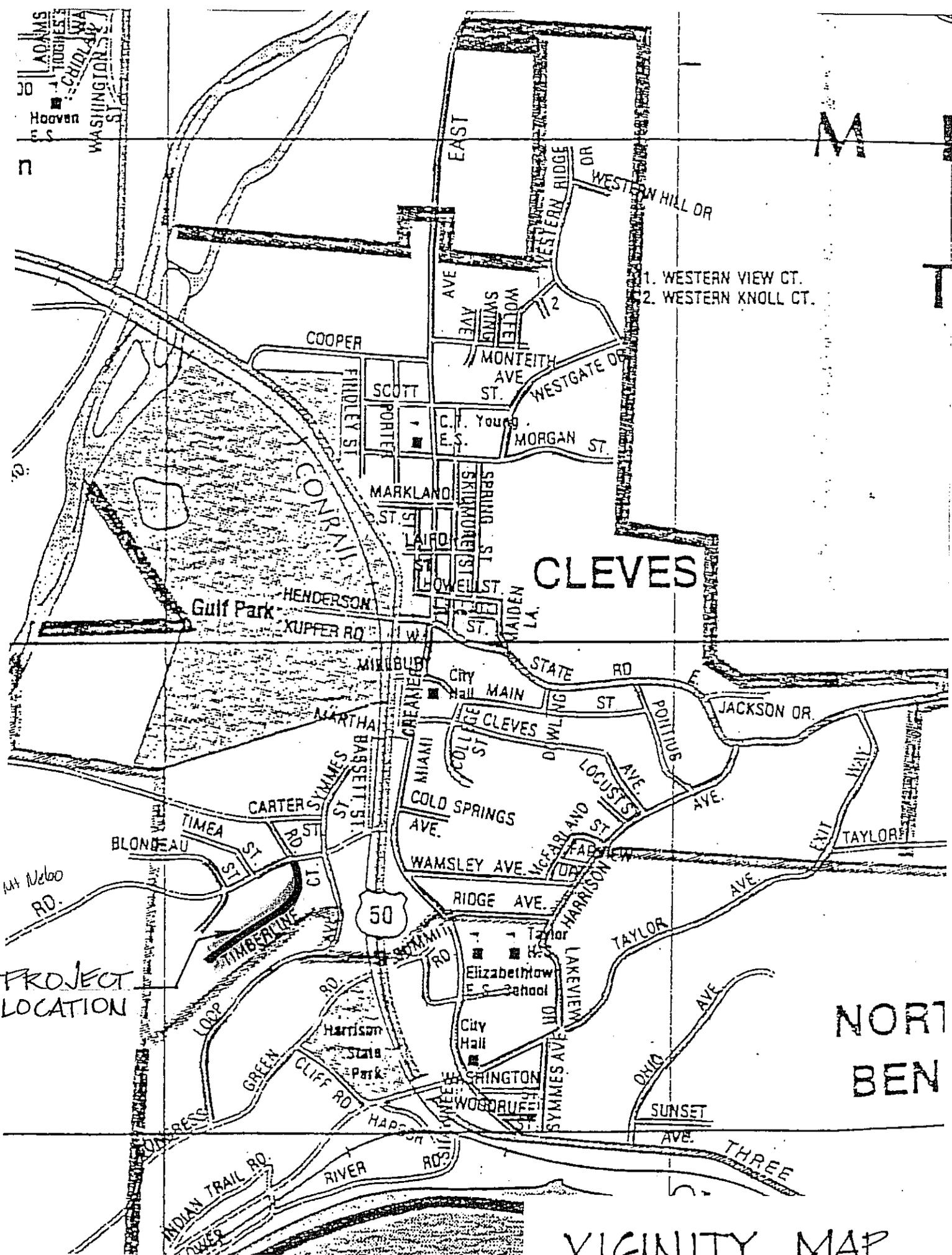
PASSED: July 12, 2000

  
\_\_\_\_\_  
MAYOR JOSEPH WHITTON

  
\_\_\_\_\_  
LINDA BOLTON  
Clerk

Approved as to Form:

  
\_\_\_\_\_  
**ROBERT P. MECKLENBORG**  
Solicitor



VICINITY MAP

## ADDITIONAL SUPPORT INFORMATION

For Program Year 2001 (July 1, 2001 through June 30, 2002), 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 facility has numerous base failures. Landslides have occurred in the cul-de-sac producing failures in the pavement and curb. The existing curb is sliding down the hill. Storm sewers are too high and do not accept stormwater runoff. The landslide has created an unsafe condition and if allowed to continue it could cut off access to residents in the cul-de-sac.

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**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.

By reconstructing the street, we will eliminate potential sliding of this pavement. This will eliminate the possibility of personal injuries due to damage caused by the pavement sliding. Improvements to the drainage system will reduce freezing of standing water in the street. Since the stormwater cannot enter the storm system, the road acts as a channel creating unsafe conditions for motorists. Reconstructing this street will allow stormwater to enter catch basins properly.

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**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).

No significant impact on economic growth

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**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**

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**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).

Motorists are currently veering over the center section of the street in order to avoid large potholes in the street. The project will alleviate that problem by providing a smooth driving surface, along with potential for personal injuries due to sliding pavement.

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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.

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**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   2  

a.) Are preliminary plans or engineering completed? Yes  No \_\_\_\_\_ N/A \_\_\_\_\_

b.) Are detailed construction plans completed? Yes \_\_\_\_\_ No  N/A \_\_\_\_\_

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

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

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.

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e.) Give an estimate of time needed to complete any item above not yet completed. \_\_\_\_\_ months.   4

**11) Does the infrastructure have regional impact?**

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

The project will primarily affect the residents of the Village of Cleves  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**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.

No ban  
\_\_\_\_\_  
\_\_\_\_\_

Will the ban be removed after the project is completed?      Yes \_\_\_\_\_ No \_\_\_\_\_  
N/A \_\_\_\_\_

**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 208 X 1.20 = 250 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 yes

Infrastructure Levy \_\_\_\_\_ Specify type \_\_\_\_\_

Facility Users Fee \_\_\_\_\_ Specify type \_\_\_\_\_

Dedicated Tax \_\_\_\_\_ Specify type \_\_\_\_\_

Other Fee, Levy or Tax X Specify type Village sold note dedicated to street repair

**SCIP/LTIP PROGRAM  
 ROUND 15 - PROGRAM YEAR 2001  
 PROJECT SELECTION CRITERIA  
 JULY 1, 2001 TO JUNE 30, 2002**

NAME OF APPLICANT: VILLAGE OF CLEVELAND

NAME OF PROJECT: TIMBERLINE RECONST

RATING TEAM: 4

**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

*close to failure on part  
 curbs fair to good  
 drainage non functional  
 final surface course not placed*

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

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**

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

Appeal Score

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

\_\_\_\_\_

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.

Appeal Score

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.

\_\_\_\_\_

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, 2001 and no delinquent projects in Rounds 12 & 13

3 - Will be under contract by March 31, 2002 and/or one delinquent project in Rounds 12 & 13

0 - Will not be under contract by March 31, 2002 and/or more than one delinquent project in Rounds 12 & 13

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

10 - Major impact

Appeal Score

8 -

6 - Moderate impact

4 -

2 - Minimal or no impact

\_\_\_\_\_

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 Appeal Score
- 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

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 Appeal Score
- 8 - 12,000 to 15,999 \_\_\_\_\_
- 6 - 8,000 to 11,999
- 4 - 4,000 to 7,999
- 2 - 3,999 and under

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 Appeal Score
- 3 - One of the above \_\_\_\_\_
- 0 - None of the above

# 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

<u>Design Year</u>	<u>Design year factor</u>		
	<u>Urban</u>	<u>Suburban</u>	<u>Rural</u>
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.