

#3 RLP
JOC
LOAN

APPLICATION FOR FINANCIAL ASSISTANCE
Revised 4/99

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

SUBDIVISION: City of Harrison CODE# 061-33838

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 08 / 30 / 09

CONTACT: Jennifer L. Vatter 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) 721-0607 E-MAIL jvatter@jmaconsult.com

PROJECT NAME: Carolina Trace Improvements

SUBDIVISION TYPE (Check only 1)	FUNDING TYPE REQUESTED (Check All Requested & Enter Amount)	PROJECT TYPE (Check Largest Component)
<input type="checkbox"/> 1. County	<input checked="" type="checkbox"/> 1. Grant \$ <u>397,500.00</u>	<input checked="" type="checkbox"/> 1. Road
<input checked="" type="checkbox"/> 2. City	<input checked="" type="checkbox"/> 2. Loan \$ <u>318,000.00</u>	<input type="checkbox"/> 2. Bridge/Culvert
<input type="checkbox"/> 3. Township	<input type="checkbox"/> 3. Loan Assistance \$ _____	<input type="checkbox"/> 3. Water Supply
<input type="checkbox"/> 4. Village		<input type="checkbox"/> 4. Wastewater
<input type="checkbox"/> 5. Water/Sanitary District (Section 6119 O.R.C.)		<input type="checkbox"/> 5. Solid Waste
		<input type="checkbox"/> 6. Stormwater

TOTAL PROJECT COST: \$ 795,000.00

FUNDING REQUESTED: \$ 715,500.00

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT: \$ _____

LOAN ASSISTANCE: \$ _____

SCIP LOAN: \$ _____

RATE: _____ % TERM: _____ yrs.

RLP LOAN: \$ 715,500

RATE: 0 % TERM: 20 yrs.

(Check only 1)

State Capital Improvement Program
 Local Transportation Improvements Program

Small Government Program

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ /C _____

APPROVED FUNDING: \$ _____

Local Participation _____ %

Loan Interest Rate: _____ %

OPWC Participation _____ %

Loan Term: _____ years

Project Release Date: ___/___/___

Maturity Date: _____

OPWC Approval: _____

Date Approved: ___/___/___

SCIP Loan _____ RLP Loan _____

2009 SEP 18 PM 1:13

OFFICE OF NEW BURLINGTON
COUNTY ENGINEER

1.0 PROJECT FINANCIAL INFORMATION

**FORCE ACCOUNT
DOLLARS**

1.1 PROJECT ESTIMATED COSTS: TOTAL DOLLARS
(Round to Nearest Dollar)

- a.) **Basic Engineering Services:** \$.00
 - Preliminary Design \$.00
 - Final Design \$.00
 - Bidding \$.00
 - Construction Phase \$.00

- Additional Engineering Services \$.00
*Identify services and costs below.

- b.) **Acquisition Expenses:**
 - Land and/or Right-of-Way \$.00

- c.) **Construction Costs:** \$ 795,000 .00

- d.) **Equipment Purchased Directly:** \$.00

- e.) **Permits, Advertising, Legal:** \$.00
(Or Interest Costs for Loan Assistance
Applications Only)

- f.) **Construction Contingencies:** \$.00

- g.) **TOTAL ESTIMATED COSTS:** \$ 795,000 .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	\$ <u> .00</u>		
b.) Local Revenues	\$ <u> .00</u>		
c.) Other Public Revenues	\$ <u> .00</u>		
ODOT	\$ <u> .00</u>		
Rural Development	\$ <u> .00</u>		
OEPA	\$ <u> .00</u>		
OWDA	\$ <u> .00</u>		
CDBG	\$ <u> .00</u>		
OTHER <u> MRF </u>	\$ <u> 79,500 .00</u>		<u> 10</u>
SUBTOTAL LOCAL RESOURCES:	\$ <u> .00</u>		
d.) OPWC Funds	<u> 0</u>		
1. Grant	\$ 397,500 <u> .00</u>	FDC	50 <u>0</u>
2. Loan	\$ 318,000 <u> .00</u>	FDC	40 <u>90</u>
3. Loan Assistance	\$ <u> .00</u>		
SUBTOTAL OPWC RESOURCES:	\$ <u> 715,500 .00</u>		<u> 90</u>
TOTAL FINANCIAL RESOURCES:	\$ <u> 795,000 .00</u>		<u> 100%</u>

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: Carolina Trace Improvements

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

A: SPECIFIC LOCATION:

Carolina Trace Drive, from West Road to New Haven Road

PROJECT ZIP CODE: 45030

B: PROJECT COMPONENTS:

- 1.) Mill existing pavement
- 2.) Extensive Full depth pavement repairs as necessary (approximately 25% of entire project)
- 3.) Install new drainage structures
- 4.) Install new storm sewer system
- 5.) Widen roadway with paved shoulders
- 6.) Overlay with new asphaltic pavement
- 7.) Seeding and Mulching

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

Carolina Trace Drive is approximately 2,700' long x 30' wide

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT 7,700 Year: 2070 Projected ADT: Year:

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

Stormwater: Number of households served:

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 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 \$ 795,000.00

TOTAL PORTION OF PROJECT NEW/EXPANSION \$ _____ .00

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	10/01/09	06/01/10
4.2 Bid Advertisement and Award:	07/01/10	07/21/10
4.3 Construction:	08/01/10	12/30/11
4.4 Right-of-Way/Land Acquisition:		

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

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE

OFFICER Joel McGuire
TITLE Mayor
STREET 300 George Street
CITY/ZIP Harrison, Ohio 45030
PHONE 513-367-2111
FAX 513-367-3592
E-MAIL

5.2 CHIEF FINANCIAL

OFFICER Gayle Grubbs
TITLE Finance Director
STREET 112 N. Walnut Street
CITY/ZIP Harrison, Ohio 45030
PHONE 513-367-3730
FAX 513-367-3733
E-MAIL

5.3 PROJECT MANAGER

TITLE William R. McCormick (JMA Consultants, Inc.)
Project Manager
STREET 4357 Harrison Avenue
CITY/ZIP Cincinnati, OH 45211
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.

- [X] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- [X] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant. *(Attached letter from Hamilton County Engineer's Office. Funding will come from City of Harrison)*
- [X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature, subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [X] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [X] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

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

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

Certifying Representative (Type or Print Name and Title)

Signature/Date Signed

Joel McGuire, Mayor

Engineer's Estimate

**CAROLINA TRACE
CITY OF HARRISON**

DESCRIPTION	QUANTITY	UNIT	PRICE	COST
Milling	6600	SY	\$ 3.00	\$ 19,800.00
Widening (12" Depth)	800	CY	\$ 150.00	\$ 120,000.00
3" Asphalt Surface Course	550	CY	\$ 150.00	\$ 82,500.00
Catch Basin	18	EA	\$ 2,500.00	\$ 45,000.00
Manhole	10	EA	\$ 3,000.00	\$ 30,000.00
24" Storm	3000	LF	\$ 100.00	\$ 300,000.00
Drive Aprons	500	SY	\$ 50.00	\$ 25,000.00
Utility Adjustments	1	LS	\$ 50,000.00	\$ 50,000.00
Waterline Adjustments	1	LS	\$ 50,000.00	\$ 50,000.00
Contingencies	1	LS	\$ 72,700.00	\$ 72,700.00
TOTAL ESTIMATED COST				\$ 795,000.00

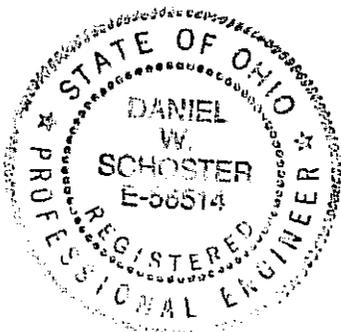
I hereby certify this to be an accurate estimate of the proposed project. The useful life of this project is 20 years.



Daniel W. Schoster, P.E.
JMA Consultants, Inc.

9/16/09

Date





THE CITY OF HARRISON

Income Tax Department
300 George Street
Harrison, OH 45030
513-367-3595
513-367-3599 Fax

www.harrisonohio.org

CHIEF FINANCIAL OFFICERS CERTIFICATION OF LOAN REPAYMENT

November 24, 2009

I, Finance Director/Clerk/Treasurer of the Harrison, hereby
(Political subdivision name)

certify that Harrison has/will have/will collect the amount of
(Political subdivision name)

\$ 795,000 in the 406 - Street Safety Fund and that this amount will be
used to
(Name of account/fund)

repay the SCIP or RLP loan requested for the Carolina Trace Improvements
over a
(Project name)

20 year term.
(No. of years)


Finance Director/Clerk/Treasurer

THIS IS NEEDED FOR LOAN REQUESTS, IF A GRANT AND LOAN REQUEST IS
MADE FOR ONE PROJECT, THE CERTIFICATION OF LOCAL FUNDS AND
CERTIFICATION OF REPAYMENT ARE BOTH REQUIRED.



THE CITY OF HARRISON

300 George Street
Harrison, OH 45030
513-367-2111
513-367-3592 Fax

www.harrisonohio.org

STATUS OF FUNDS CERTIFICATION

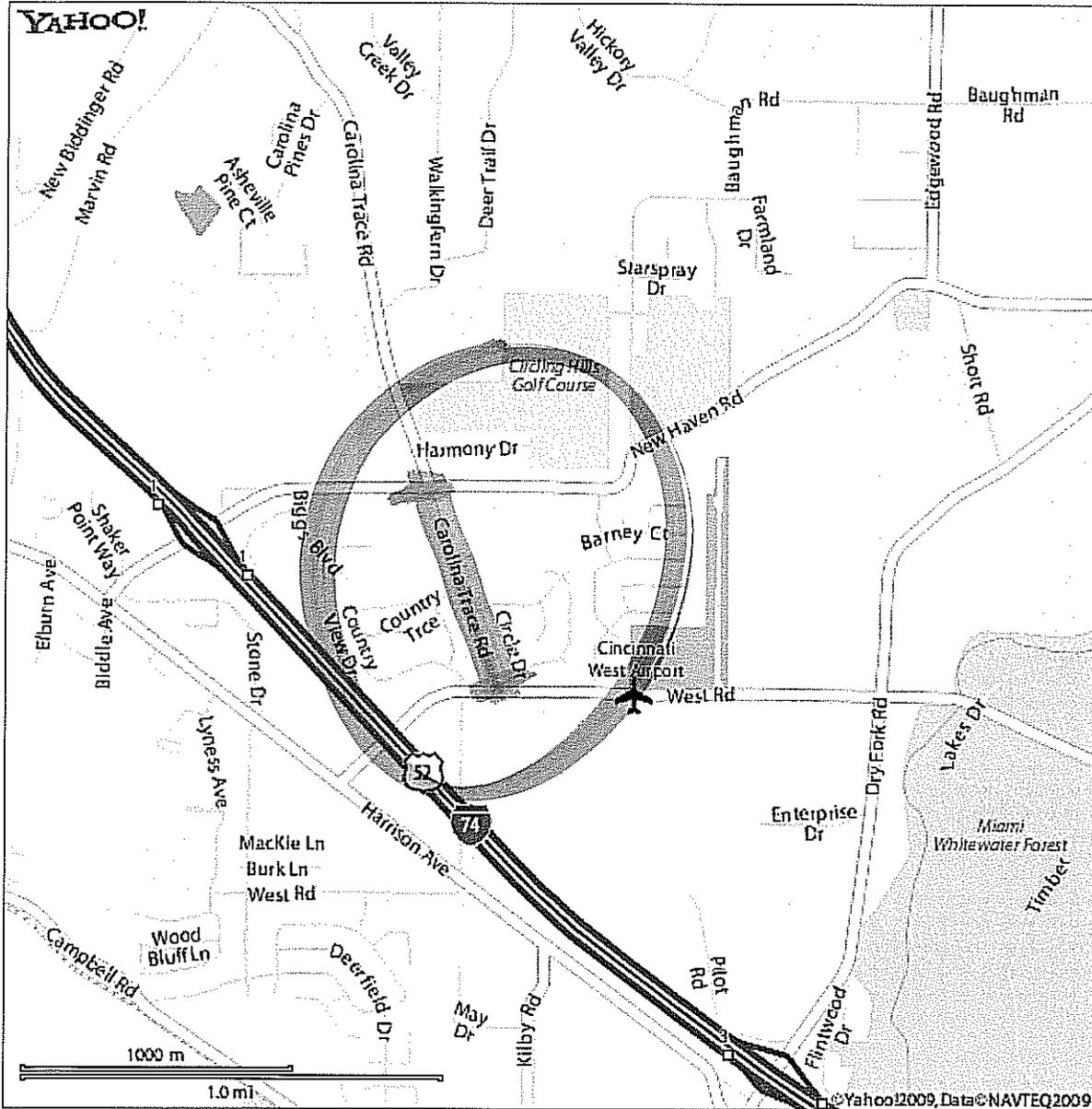
The City of Harrison will utilize approximately **\$318,000.00** from its local budget, paid over a 5 year loan, and **\$79,500.00** from Municipal Road Funds, as its participation for the **Carolina Trace Improvements project.**



Gayle Grubbs, Finance Director
City of Harrison

Sept 10, 2009

Map of Harrison, OH 45030



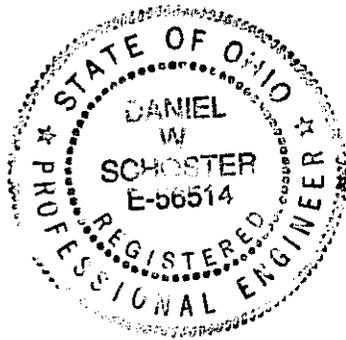
When using any driving directions or map, it's a good idea to do a reality check and make sure the road still exists, watch out for construction, and follow all traffic safety precautions. This is only to be used as an aid in planning.

CERTIFIED TRAFFIC COUNTS

I hereby certify that **Carolina Trace** in the City of Harrison has a total of **7700 users per day**.



Daniel W. Schoster, P.E.



First Page

Revised

~~ORDINANCE NO. 18-2009~~

~~AN ORDINANCE ESTABLISHING A TRANSIENT OCCUPANCY TAX IN THE CITY OF HARRISON, OHIO~~

WHEREAS, the Council of the City of Harrison, Ohio has considered the imposition of an excise tax on the furnishing of lodging by hotels/motels to transient guests, and,

WHEREAS, Section 5739.02(C)(1), Ohio Revised Code, allows a municipal corporation to impose such a tax.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF HARRISON, OHIO as follows:

SECTION 1 - DEFINITIONS

For purposes of this Ordinance, the following words and phrases shall have the following meanings ascribed to them respectively:

"HOTEL/MOTEL" - Every establishment kept, used, maintained, advertised, or held out to the public to be a place where sleeping accommodations are offered for a consideration to guests, in which five (5) or more rooms are used for the accommodation of guests, whether the rooms are in one or several structures. (5739.01(M), Ohio Revised Code)

"OCCUPANCY" - The use or possession, or the right to the use or possession of any room or rooms, or space or portion thereof, in any hotel for dwelling, lodging, or sleeping purposes. The use or possession or right to use or possess any room or any suite of connecting rooms as office space, banquet or private dining rooms, or exhibit, sample, or display space shall not be considered occupancy within the meaning of this definition, unless the person exercising occupancy uses or possesses, or has the right to use or possess, all or any portion of the space or portion of the space...

ORDINANCE NO. 18 - 92

AN ORDINANCE AMENDING ORDINANCE NO. 18-88 AND TO DECLARE AN EMERGENCY

WHEREAS, on July 5, 1988, the Council of the City of Harrison, Ohio enacted Ordinance No. 18-88, and,

WHEREAS, Section 13 of said ordinance designated that monies received under the provisions of Ordinance No. 18-88 would be directed to the general fund of the City, and,

WHEREAS, Council wishes to have said monies directed to the capital improvement fund.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF HARRISON, OHIO as follows:

SECTION I

Section 13 of Ordinance No. 18-88 is hereby repealed.

SECTION II

Section 13 of Ordinance No. 18-88 shall now read as follows:

"The monies received under the provisions of this ordinance shall be credited to the capital improvement fund of the City." Account No. 401-1850.

SECTION III

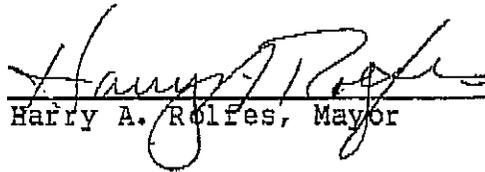
All other provisions of Ordinance No. 18-88 shall remain in full force and effect as originally passed by Council.

effective date of this Ordinance shall be September 5,
1992.

SECTION V

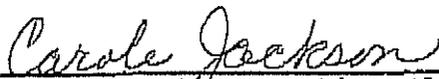
This ordinance is declared to be an emergency measure necessary for the public health, welfare and safety of the residents of the City of Harrison, Ohio; the reason for said emergency being that it is necessary to redirect the proceeds from Ordinance No. 18-88 as soon as possible.

Dated: September 15, 1992.



Harry A. Rolfe, Mayor

ATTEST:



Carole Jackson, Acting Clerk

This Ordinance prepared by William J. Ennis, Director of Law.

HAMILTON COUNTY ENGINEER'S OFFICE
PROJECT APPLICATION - MUNICIPAL ROAD FUND - 2010

INSTRUCTIONS: Use one form for each project. Assign priority to projects.
The Municipality's Engineer, or a registered Engineer of the Municipality's choosing shall prepare the application cost estimate. Submit by 4:00 p.m. August 31, 2009.

- (1) Municipality City of Harrison
(2) Road Name Carolina Trace Road
(3) Project Limits Carolina Trace Road from New Haven Road to West Road
(4) Project Priority #1
(5) Present Roadway Data:
(a) Pav't Width 30' (b) R/W Width 30' (c) Curb Type n/a
(d) Type Surface asphalt (e) Type Base asphalt (f) Shldr. Type earth
(g) Shldr. Width n/a (h) Year Last Resurfaced 1985

(6) Present condition of project area: List deficiencies and reasons for improvement.
This section of Carolina Trace Road has serious drainage problems. along the road and at the intersection of Carolina Trace and West Road. Flooding during rain events creates dangerous situations and the roadway has been shutdown at times due to the flooding. Ponding remains for days after an event, and those areas also present problems during the winter months with icing. The roadway is also becoming distressed and should be milled and overlaid. A portion of this roadway is in Harrison Township and this project will be done in conjunction with the Township and the County. .

(7) Project description or statement of work to be done. List also any type of "Green" technology/materials/construction methods that will be used in this project:
Project will consist of milling the existing pavement, with full depth repairs as necessary, storm sewer improvements to alleviate flooding problems. Overlay with new asphaltic concrete pavement, seeding and mulching as necessary. Storm s Length of the proposed project is 2700 LF. The City will utilize green technology in components of the drainage upgrades and warm asphalt if at all possible.

(8) Traffic Data: (a) Present Volume 7,700 (b) Date of Count 2007

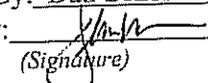
(9) Cost Estimate:
When engineering plans are necessary list the following costs:
(a) Preparation of preliminary plans & estimate, etc. \$
(b) Preparation of final plans & estimate, etc. \$
Construction Cost Estimate \$ 795,000.00
Other Costs (specify) \$
Total Project Cost for which application to MRF is made \$ 79,500.00

(10) Estimated date construction can be started after approval July 1, 2010

(11) Estimated date construction can be started if not funded 100% from
Municipal Road Fund unknown

(12) Are the MRF funds to be used as matching funds for SCIP/LTIP Yes No
If yes, what percentage of the project cost? _____

(13) Cost Estimate Prepared By: Dan Schoster, P.E. Date: 8/21/09

(14) Application Prepared By:  Date: 8/21/09
(Signature)

300 George Street
Harrison, OH 45030
Office: 513-367-2111
Fax: 513-367-3592

www.harrisonohio.org

August 27, 2009

Ms. Jennifer Vatter
JMA Consultants, Inc.
4357 Harrison Avenue
Cincinnati, Ohio 45211

Re: Carolina Trace Road Closure

Dear Jennifer,

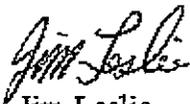
Pursuant to our Street Committee Meeting, this letter is to certify that the City of Harrison has had to close Carolina Trace Road on numerous occasions due to flooding. This occurs whenever there is a fairly heavy storm.

As we have discussed over the years, this is a serious problem which needs to be addressed. Our crews have done everything they can to try to alleviate this matter, but the drainage must be fixed properly, with current design standards.

When the roadway is closed it is not only an inconvenience for residents and motorists, but it also a safety issue, as safety vehicles must detour around.

In addition to the flooding during rain events, it is a major problem during the winter months as water stands in this area, and there is a tremendous amount of icing.

Sincerely,



Jim Leslic
Director of Public Works

County of Hamilton

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

THE COUNTY ADMINISTRATION BUILDING
100 EAST GOVERNMENT STREET
HAMILTON, OHIO 45030-1515
TELEPHONE 513-763-1100 FAX 513-763-1101

September 17, 2009

Honorable Joel F. McGuire, Mayor
City of Harrison, Ohio
Harrison Community Center
300 George Street
Harrison, Ohio 45030-1515

Re: Support for Ohio Public Works Commission (OPWC) Program Funding Application Concerning the Carolina Trace Road Project from West Road to New Haven Road

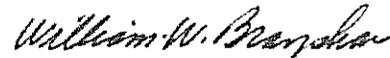
Dear Mayor McGuire:

The Hamilton County Engineer's Office fully supports the City of Harrison's effort to secure OPWC Funding for the improvement of Carolina Trace Road from West Road to New Haven Road. This link of roadway provides a vital connection between education facilities, commercial businesses, recreational sites and residential areas.

The proposed project will provide needed improvements that will enhance safety and travel efficiency. The project will deliver a wider paved surface to accommodate paved shoulders for improved multimodal shared use of the roadway. The new and improved drainage facilities will better accommodate storm events to further protect the traveling public during inclement weather.

The proposed improvement of Carolina Trace will benefit the City of Harrison as well as western Hamilton County. The Hamilton County Engineer's Office is of the opinion this project is most worthy of consideration for OPWC funding.

Very truly yours,


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


Ted B. Hubbard, P.E.- P.S.
Chief Deputy Hamilton County Engineer

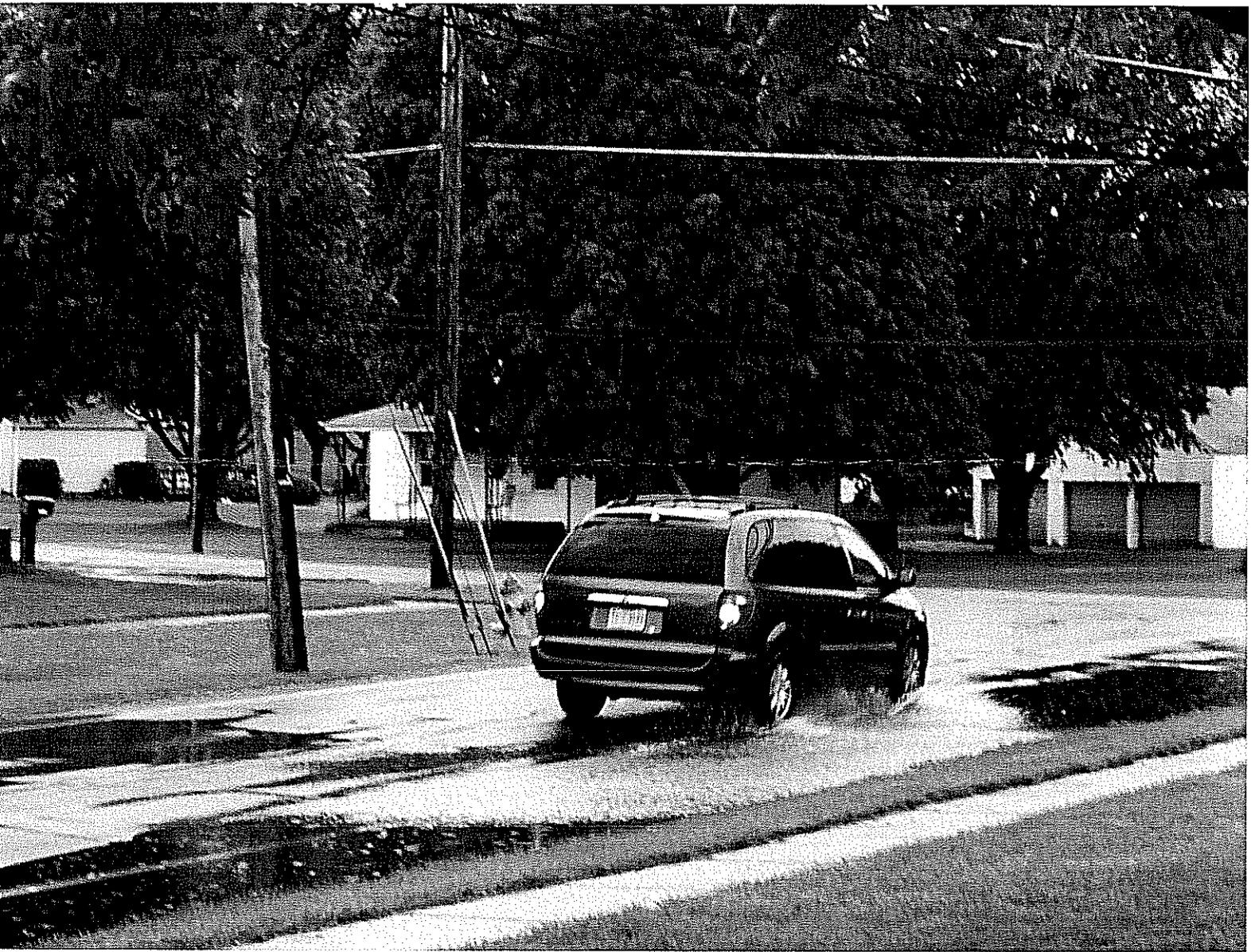
TBH/tbh

Cc: Jennifer Vatter, JMA Consultants
Office File













ADDITIONAL SUPPORT INFORMATION

For Program Year 2010 (July 1, 2010 through June 30, 2011), 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.

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

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

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.

Carolina Trace Drive is severely deteriorating, with pavement cracking and extensive base failures. The pavement is in very poor condition, and is exhibiting rutting and a washboard surface. The City has patched this well-traveled roadway numerous times, but patching is no longer sustainable and it must be milled and overlaid, with full-depth repairs. In addition, there are serious drainage problems along the road and at the intersection of Carolina Trace and West Road (see attached pictures). Flooding during rain events creates dangerous situations and the roadway has been shut-down at times due to the flooding (see attached letter from Fire Chief). Ponding remains for days after an event, and those areas also present problems during the winter months with icing. (see attached letter from Public Works Director). The existing drainage facilities are substandard and will be upgraded to current design standards.

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

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

The project will have significant impact on promoting safer conditions for motorists and residents. Inadequate drainage currently causes the road to flood, and the roadway has been shut-down many times due to flooding and icing. (See attached pictures and documentation from Public Works Director). This causes a detour not only for residents, but for emergency vehicles as well. The project will include installation of new drainage structures to meet current design standards. Alleviating the flooding problem by installing the new storm sewer system will also create safer conditions in winter months when standing water creates dangerous icing conditions. The newly paved street will also provide a smoother, safer, driving surface, and will be widened, with paved shoulders to provide additional safety for traveling motorists and residents.

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

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

No Effect

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

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

Priority 1 Carolina Trace Drive Improvements

Priority 2 Elaine/Brooks/Grandview Improvements

Priority 3 Whipporwill Drive Improvements

Priority 4 _____

Priority 5 _____

5) **To what extent will the user fee funded agency be participating in the funding of the project?**

(example: rates for water or sewer, frontage assessments, etc.).

No participation - Zero (0) %

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

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

N/A

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 Monday, August 31, 2009 for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

The City has applied for MRF funding for this project (see attached copy of application)

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

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

The existing storm sewers in this area are severely inadequate. There are only a few structures in this roadway in addition to ditches, but this does not accommodate the existing drainage, even in minor storm events, as can be seen in the attached pictures of flooding. The new storm sewer system will meet current standards, and be designed for the 100-year storm event under built-out conditions.

In addition, the existing roadway will be widened with paved shoulders.

Level of Service (LOS) calculations shall be for the improvements being made in the application. If this project is a phase of a larger project then any preceding phases shall be considered conditions for LOS calculations. Any future project phases shall not be considered as part of this applications LOS calculations.

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.

<u>No Build</u>	<u>Proposed Geometry</u>
Current Year LOS _____	Current Year LOS _____
Design Year LOS _____	Design Year LOS _____

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

N/A

10) If SCIP/LTIP funds were 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 6

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

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

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

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

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

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

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

11) Does the infrastructure have regional impact?

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

This section of Carolina Trace Drive is a very important connector for this area of Hamilton County. It connects West Road with New Haven Road, which accesses I-74. It serves residents to access Harrison High School and Junior High School, a new Hamilton Count Public Library, and the Cincinnati West Airport,

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 x

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

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O. (signed & sealed)

Traffic: ADT 7,700 X 1.20 = 9,240 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? Bonds are not eligible for points in this category

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Optional \$5.00 License Tax X

Infrastructure Levy _____ Specify type _____

Facility Users Fee _____ Specify type _____

Dedicated Tax X Specify type Hotel Tax Dedicated to Capital Improvements Fund, which the City uses to fund Roadway Improvements (see attached Ordinances)

Other Fee, Levy or Tax _____ Specify type _____

SCIP/LTIP PROGRAM
ROUND 24 - PROGRAM YEAR 2010
PROJECT SELECTION CRITERIA
JULY 1, 2010 TO JUNE 30, 2011

NAME OF APPLICANT: HARRISON

NAME OF PROJECT: CAROLINA TRACE IMPROVEMENTS

RATING TEAM: 5

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 applying agency, 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.

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

Appeal Score

Criterion 1 - Condition

Condition of the particular infrastructure to be repaired, reconstructed or replaced shall be a measure of the degree of reduction in condition from its original state. Historic pavement management data based on ASTM D6433-99 rating system may be submitted as documentation. Capacity, serviceability, safety and health shall not be considered in this criterion. Any documentation the Applicant wishes to be considered must be included in the application package.

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.)

Critical Condition - requires 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.)

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 replacement of pipe sections.)

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.)

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.)

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.

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
- 5** - Poorly documented importance
- 0 - No measurable impact

Appeal Score

Criterion 2 – Safety

The applying agency shall include in its application the type of deficiency that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? **In all cases, specific documentation is required.** Mentioned problems, which are poorly documented, generally will not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

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
- 5** - Poorly documented importance
- 0** - No measurable impact

Appeal Score

Criterion 3 – Health

The applying agency shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? **In all cases, quantified documentation is required.** Mentioned problems, which are poorly documented, generally will not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

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

Note: Applying agency'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

~~25~~ 1

Criterion 4 – Jurisdiction's Priority Listing

The applying agency **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.

5) To what extent will a user fee funded agency be participating in the funding of the project?

- 10 - Less than 10%
- 9 - 10% to 19.99%
- 8 - 20% to 29.99%
- 7 - 30% to 39.99%
- 6 - 40% to 49.99%
- 5 - 50% to 59.99%
- 4 - 60% to 69.99%
- 3 - 70% to 79.99%
- 2 - 80% to 89.99%
- 1 - 90% to 95%
- 0 - Above 95%

Appeal Score

Criterion 5 – User Fee-funded Agency Participation

To what extent will a user fee funded agency be participating in the funding of the project? (Example: rates for water or sewer, frontage assessments, etc.). The applying agency must submit documentation.

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

10 – The project will directly secure new employment

Appeal Score

5 – The project will permit more development

0 – The project will not impact development

Criterion 6 – Economic Growth

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

Definitions:

Secure new employment: The project as designed will secure development/employers, which will immediately add new permanent employees. The applying agency must submit details.

Permit more development: The project as designed will permit additional business development/employment. The applying agency 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.

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%

List total percentage of "Local" funds 0 %

8

Criterion 7 – Matching Funds – Local

The percentage of matching funds which come directly from the budget of the applying agency. Ten points shall be awarded if a loan request is at least 50% of the total project cost. (If the applying agency is not a user fee funded agency, any funds to be provided by a user fee generating agency will be considered "Matching Funds – Other").

8) Matching Funds – OTHER

List total percentage of "Other" funds 10 %

- 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%

List below each funding source and percentage

<u>MRF</u>	_____	_____ %
_____	_____	_____ %
_____	_____	_____ %
_____	_____	_____ %
_____	_____	_____ %

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7. A letter from the outside funding agency stating their financial participation in the project and the amount of funding is required to receive points. For MRF, a copy of the current application form filed with the Hamilton County Engineer's Office meets the requirement.

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

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

Appeal Score

Criterion 9 – Alleviate Capacity Problems

The applying agency shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion 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 must accompany the application to receive more than 4 points. Projected traffic or demand should be calculated as follows:

Formula:

$$\text{Existing volume} \times \text{design year factor} = \text{projected volume}$$

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

Definitions:

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

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

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

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

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

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

7/21/10

- 5 - Will be under contract by December 31, 2010 and no delinquent projects in Rounds 21 & 22
- 3 - Will be under contract by March 31, 2011 and/or one delinquent project in Rounds 21 & 22
- 0 - Will not be under contract by March 31, 2011 and/or more than one delinquent project in Rounds 21 & 22

Criterion 10 – Readiness to Proceed

The Support Staff will assign points based on engineering experience and status of design plans. 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. An applying agency receiving approval for a project and subsequently canceling the same after the bid date on the application will receive zero (0) points under this round and the following round.

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

- 10 – Major Impact
- 8 – Significant Impact
- 6 – Moderate Impact
- 4 – Minor Impact
- 2 – Minimal or No Impact

Appeal Score

Criterion 11 - Regional Impact

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

Definitions:

Major Impact – Roads: Major Arterial: A direct connector to an Interstate Highway; Arterials are intended to provide a greater degree of mobility rather than land access. Arterials generally convey large traffic volumes for distances greater than one mile. A major arterial is a highway that is of regional importance and is intended to serve beyond the county. It may connect urban centers with one another and/or with outlying communities and employment or shopping centers. A major arterial is intended primarily to serve through traffic.

Significant Impact – Roads: Minor Arterial: A roadway, also serving through traffic, that is similar in function to a major arterial, but operates with lower traffic volumes, serves trips of shorter distances (but still greater than one mile), and may provide a higher degree of property access than do major arterials.

Moderate Impact – Roads: Major Collector: A roadway that provides for traffic movement between local roads/streets and arterials or community-wide activity centers and carries moderate traffic volumes over moderate distances (generally less than one mile). Major collectors may also provide direct access to abutting properties, such as regional shopping centers, large industrial parks, major subdivisions and community-wide recreational facilities, but typically not individual residences. Most major collectors are also county roads and are therefore through streets.

Minor Impact – Roads: Minor Collector: A roadway similar in functions to a major collector but which carries lower traffic volumes over shorter distances and has a higher degree of property access. Minor collectors may serve as main circulation streets within large, residential neighborhoods. Most minor collectors are also township roads and streets and may, or may not, be through streets.

Minimal or No Impact - Roads: Local: A roadway that is primarily intended to provide access to abutting properties. It tends to accommodate lower traffic volumes, serves short trips (generally within neighborhoods), and provides connections preferably only to collector streets rather than arterials.

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

- 10 Points
- 8 Points
- 6 Points
- 4 Points
- 2 Points

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the applying agency’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?

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

Appeal Score

Criterion 13 - Ban

The applying agency 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.

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

- 10 - 30,000 or more
- 8 - 21,000 to 29,999
- 6 - 12,000 to 20,999
- 4 - 3,000 to 11,999
- 2 - 2,999 and under

9240

Appeal Score

Criterion 14 - Users

The applying agency shall provide documentation. A registered Professional Engineer must certify (sign and seal) 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.

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

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

?

HOTEL TAX
CAPITAL IMPROVEMENT FUND.

Appeal Score

Criterion 15 – Fees, Levies, Etc.

The applying agency 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. Bonds are not eligible for points in this category.