

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: Whitewater Township CODE# 061-84938

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE: 9/01/06

CONTACT: Donald M. Anderson PHONE # (513) 367-5522

(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) 367-6622

E-MAIL wwtwpdon@adelphia.net

PROJECT NAME: Guard Lane Reconstruction Improvement Project

SUBDIVISION TYPE

(Check Only 1)

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

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

1. Grant \$366,930.20
 2. Loan \$ _____
 3. Loan Assistance \$ _____

PROJECT TYPE

(Check Largest Component)

1. Road
 2. Bridge/Culvert
 3. Water Supply
 4. Wastewater
 5. Solid Waste
 6. Stormwater

TOTAL PROJECT COST: \$524,186.00

FUNDING REQUESTED: \$366,930.20

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT: \$ _____ LOAN ASSISTANCE: \$ _____
SCIP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.
RLP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

(Check Only 1)

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

2006 SEP 14 PM 3:09
OFFICE OF NEW BURLINGTON
COUNTY ENGINEER

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ / C _____
Local Participation _____ %
OPWC Participation _____ %
Project Release Date: ____ / ____ / ____
OPWC Approval: _____

APPROVED FUNDING: \$ _____
Loan Interest Rate: _____ %
Loan Term: _____ years
Maturity Date: _____
Date Approved: ____ / ____ / ____
SCIP Loan _____ RLP Loan _____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:

(Round to Nearest Dollar)

- a.) **Project Engineering Costs:**
 - 1. Preliminary Engineering \$ _____ . 00
 - 2. Final Design \$ _____ . 00
 - 3. Other Engineer Services * \$ _____ . 00
 - Supervision \$ _____ . 00
 - Miscellaneous \$ _____ . 00
- b.) **Acquisition Expenses:**
 - 1. Land \$ _____ . 00
 - 2. Right-of-Way \$ _____ . 00
- c.) **Construction Costs:** \$ 524,186.00
- d.) **Equipment Purchased directly:** \$ _____ . 00
- e.) **Other Direct Expenses:** \$ _____ . 00
- f.) **Contingencies:** \$ _____ . 00
- g.) **TOTAL ESTIMATED COSTS:** \$ 524,186.00

	MBE	Force Account
	\$	\$
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

a.) Local In-Kind Contributions	\$ <u>157,255.80</u>	%
b.) Local Public Revenues	\$ _____ . 00	<u>30</u>
c.) Local Private Revenues	\$ _____ . 00	_____
d.) Other Public Revenues		_____
1. ODOT PID# _____	\$ _____ . 00	_____
2. EPA/OWDA	\$ _____ . 00	_____
SUB TOTAL LOCAL RESOURCES:	\$ <u>157,255.80</u>	30
e.) OPWC Funds		
1. Grant	\$ <u>366,930.20</u>	<u>70</u>
2. Loan	\$ _____ . 00	_____
3. Loan Assistance	\$ _____ . 00	_____
SUB TOTAL OPWC RESOURCES:	\$ <u>366,930.20</u>	70
f.) TOTAL FINANCIAL RESOURCES:	\$ <u>524,186.00</u>	100%

*Other Engineer's Services must be outlined in detail on the required certified engineer's estimate.

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a summary from the Chief Financial Officer listed in section 5.2 listing all local share funds budgeted for the project and the date they are anticipated to be available.

2.0 PROJECT INFORMATION

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

2.1 **PROJECT NAME:** Guard Lane Reconstruction Improvement Project

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

a: SPECIFIC LOCATION:

The project is located in Whitewater Township, specifically at Elizabethtown, Ohio 45052. Guard Lane intersects with Hayes McKinney Rd. (Please see the attached location map).

PROJECT ZIP CODE: 45052

b: PROJECT COMPONENTS:

Total reconstruction and widening of the current roadway, with aggregate base, asphalt pavement, concrete curb and gutter, storm drainage system, drainage pipe, catch basins, utility poles relocated, new driveway entrances. (Please see the attached set of completed construction plans).

c: PHYSICAL DIMENSIONS / CHARACTERISTICS:

The current roadway is 10 feet wide. The proposed roadway will be 28 feet wide back-to-back of curbs. The length of the proposed project is 1,111 feet or 0.2104 miles. The proposed roadway will have concrete curb and gutters 30 inches wide and 9 inches thick and 4 inches of aggregate base. The proposed roadway will have 4 inches of aggregate base, 4 inches of 301 asphalt base, 3 inches of intermediate asphalt, and 1 ½ inches of 448 surface asphalt wearing course.

d: DESIGN SERVICE CAPACITY:

IMPORTANT: Detail shall be included regarding current service capacity vs. proposed service level. If road or bridge project, include ADT. If water or wastewater project, include both current residential rates based on monthly usage of 7,756 gallon per household. Attach current rate ordinance.

Current ADT is 450, with 540 users, and the roadway is 10 feet wide with no storm drainage system. The proposed project is designed to meet current demand.

2.3 **USEFUL LIFE / COST ESTIMATE:** **Project Useful Life: 20 Years.**

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

The Hamilton County Engineer has signed and sealed the useful life statement and construction estimate with this application.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	\$ <u>524,186.00</u>	<u>100</u> %
State Funds Requested for Repair and Replacement	\$ <u>366,930.20</u>	<u>70</u> %

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>06 / 01 / 05</u>	<u>06 / 30 / 06</u>
4.2 Bid Advertisement:	<u>11 / 30 / 07</u>	<u>12 / 31 / 07</u>
4.3 Construction:	<u>03 / 15 / 08</u>	<u>03 / 15 / 09</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be approved in writing by the Commission once the Project Agreement has been executed. Dates should assume project agreement approval/release on July 1st of the Program Year applied for.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE OFFICER

TITLE Donald M. Anderson
STREET Public Works Director
CITY/ZIP 6101 Dry Fork Rd.
Cleves, Ohio 45002

PHONE (513) 367 – 5522 / Cell # (513) 615-1946
FAX (513) 367 – 6622

5.2 CHIEF FINANCIAL OFFICER

TITLE Timothy McDonald
STREET Clerk of Township
CITY/ZIP 6101 Dry Fork Rd.
Cleves, Ohio 45002

PHONE (513) 367 – 5522
FAX (513) 367 – 6622

5.3 PROJECT MANAGER

TITLE Donald M. Anderson
STREET Public Works Director
CITY/ZIP 6101 Dry Fork Rd.
Cleves, Ohio 45002

PHONE (513) 367 – 5522 / Cell # (513) 615-1946
FAX (513) 367 – 6622

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Check each section below, confirming that all required information is included in this application.

X A certified copy of the legislation by the governing body of the applicant authorizing a designated Official to submit this application and execute contracts. (Attach)

X A summary from the applicant's Chief Financial Officer listing all local share funds budgeted for the project and the date they are anticipated to be available. (Attach)

 A registered professional engineer's estimate of projects useful life and cost estimate, as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimates shall contain engineer's original seal and signature. (Attach)

N/A A copy of the cooperation agreement(s) if this project involves more than one subdivision or district. (Attach)

 Capital Improvements Report: (Required by 164 O.R.C. on standard form)

 A: Attached.

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

N/A Floodplain Management Permit: Required if project is in 100-year floodplain. See Instructions.

Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), and other information to assist your district committee in ranking your project.

7.0 APPLICANT CERTIFICATION:

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

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

Donald M. Anderson / Public Works Director

Certifying Representative (Type or Print Name and Title)

Donald M. Anderson / August 23, 2006
Signature/Date Signed

County of Hamilton

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

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

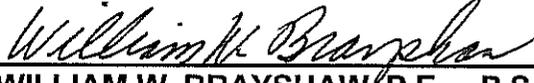
PHONE (513) 946-1250 FAX (513) 946-4288

STATEMENT OF USEFUL LIFE

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the Guard Lane Improvement project will have a useful life of at least 20 years.

CONSTRUCTION COSTS:

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



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

Guard Lane Improvements

Hamilton County, Ohio

May 26, 2006

Item No.	Spec. No.	Item Description	Pay Unit	Quantity	Unit Cost	Quantity Cost
ROADWAY						
4	201	Clearing and Grubbing	Lump	1	5,000.00	5,000.00
20	202	Headwall Removed	Each	3	200.00	600.00
6	202	Concrete Slab Removed	Each	2	1,000.00	2,000.00
	202	Walk Removed	Sq Ft	60	5.00	300.00
	202	Curb & Gutter Removed	FT	80	5.00	400.00
19	202	Pipe Removed, 24" and Under	FT	559	24.00	13,416.00
7	203	Excavation	Cu Yd	1894	21.00	39,774.00
8	203	Embankment	Cu Yd	337	28.00	9,436.00
9	204	Subgrade Compaction	Sq Yd	3800	2.30	8,740.00
10	204	Proof Rolling, As Directed by the Engineers	Hour	8	150.00	1,200.00
41	SPECIAL	Undercutting, as Directed by the Engineer	Cu Yd	10	500.00	5,000.00
5	SPECIAL	Mailbox-Reuse, Relocate or New	Each	5	200.00	1,000.00
5	610	CELLULAR RETAINING WALL, REDI-ROCK 28" BLOCK	FT	175	30.00	5,250.00
EROSION CONTROL						
1	659	Seeding and Mulching	Sq Yd	2005	1.50	3,007.50
2	659	Topsoll	Cu Yd	143	25.00	3,575.00
3	659	Commercial Fertilizer	Ton	0.3	350.00	105.00
42	spec.	Temporary Erosion Control	Lump	1	2,000.00	2,000.00
DRAINAGE						
21	601	Riprap, Type C	Cu Yd	15	60.00	900.00
22	602	Concrete Masonry for Headwalls	Cu Yd	7.6	50.00	380.00
22	602	Concrete Masonry for Offset Flume	Cu Yd	1.45	50.00	72.50
26	603	12" Conduit, Type C RCP 706.02, Class III	FT	26	110.00	2,860.00
27	603	12" Conduit, Type B RCP 706.02, Class IV	FT	84	110.00	9,240.00
28	603	15" Conduit, Type B RCP 706.02, Class IV	FT	34	110.00	3,740.00
29	603	24" Conduit, Type B RCP 706.02, Class IV	FT	34	125.00	4,250.00
30	603	24" Conduit, Type C RCP 706.02, Class III	FT	610	125.00	76,250.00
31	603	60" Conduit, Type C RCP 706.02, Class III	FT	370	230.00	85,100.00
23	604	Catch Basin, No. 3	Each	5	2,200.00	11,000.00
23	604	Catch Basin, No. 3MH	Each	1	2,500.00	2,500.00
24	604	MH No. 3	Each	2	2,800.00	5,600.00
25	604	MH No. 3, 90" I.D.	Each	2	5,500.00	11,000.00
25	604	MH No. 3, 90" I.D., Detention Basin Outlet Control	Each	1	7,000.00	7,000.00
40	SPECIAL	Storm Sewer "As-built" Drawing	Lump	1	100.00	100.00
43	SPECIAL	Hamilton County Public Works Inspector	Hour	40	150.00	6,000.00
PAVEMENT						
11	301	4" Asphalt Concrete Base	Cu Yd	350	95.00	33,250.00
12	304	Aggregate Base	Cu Yd	420	50.00	21,000.00
13	304	Aggregate Base For Drives	Cu Yd	5	50.00	250.00
14	304	Aggregate Base For Maintaining Traffic	Cu Yd	20	50.00	1,000.00
15	448	Asphalt Concrete Surface Course, Type 1H	Cu Yd	140	140.00	19,600.00
16	448	Asphalt Concrete Intermediate Course, Type 2, PG 64-28	Cu Yd	265	110.00	29,150.00
17	452	Non-Reinforced Concrete Pavement, 8"	Sq Yd	435	28.00	12,180.00
18	609	Combination Curb and Gutter, Type 3	FT	2310	28.00	64,680.00
TRAFFIC CONTROL						
32	630	Removal of Ground Mounted Sign and Disposal	Each	1	20.00	20.00
33	630	Removal of Ground Mounted Support and Disposal	Each	1	20.00	20.00
34	630	Ground Mounted Support, No. 3 Post	FT	14	10.00	140.00
35	630	Sign, Flat Sheet, Type G	Sq Ft	1	100.00	100.00
Miscellaneous						
37	614	Maintaining Traffic	Lump	1	10,000.00	10,000.00
36	623	Construction Layout Stakes	Lump	1	5,000.00	5,000.00
39	SPECIAL	Performance Bond	Lump	1	1,000.00	1,000.00
		Sub Total				\$524,186.00
		Total				\$524,186.00



Whitewater Township Trustees



August 23, 2006

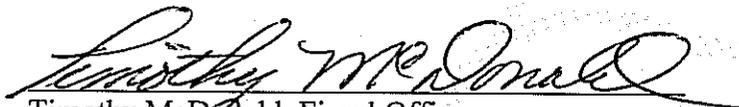
Sir:

On August 23, 2006, the Trustees of Whitewater Township authorized the Public Works Director to submit application for Ohio Public Works Commission funds for completion of the Guard Lane Reconstruction Project. The Trustees also voted to commit Whitewater Township to contribute 30% matching funds towards the project.

The Hamilton County Engineer has estimated the total cost of this project to be \$524,186. As of August 23, 2006 Whitewater Township has adequate unencumbered funds available to contribute the \$157,256 required for the 30% matching funds.

Please call if you have any questions or require additional information related to this application.

Respectfully;


Timothy McDonald, Fiscal Officer
Whitewater Township



Whitewater Township Trustees

June 25, 2003



To: William Brayshaw, PE-PS County Engineer
700 County Administration Building
138 East Court Street
Cincinnati, Ohio 45202-1232

Dear Bill,

Whitewater Township needs your assistance and help in designing and doing a total reconstruction of one of our streets called Guard Lane, which runs west off of Hayes McKinney Rd. in Elizabethtown, Ohio.

This land around Guard Lane once belonged to Murial Kuwatch. It has since changed ownership and a lot of development has taken place over the past 5 to 7 years.

There is a trucking company, an auto salvage business, a concrete pre-cast business and new homes under construction. The right-of-way is only 20 feet wide and the length is 0.23 mile. This road is in dire need of a total rehab.

Mr. James Martin who had owned and sold off properties has set aside additional land for right-of-way and is verbally committed to helping get this accomplished. The pre-cast business has verbally committed to supplying catch basins and concrete products for the project also.

Your assistance would be greatly appreciated concerning this matter.

Sincerely,

Donald M. Anderson

Donald M. Anderson
Public Works Director

LOG	
Number	<u>55</u>
Date	<u>6/30/03</u>
Route	<u>Tim GILDAY</u>

500357

**BOARD OF TRUSTEES
WHITEWATER TOWNSHIP, HAMILTON COUNTY, OHIO**

RESOLUTION #2006-17

A Resolution Authorizing the Whitewater Township Public Works Director to Prepare and Submit an Application to Participate in the Ohio Public Works Commission (OPWC) State Capital Improvement and/or Local Transportation Improvement Program(s) and to Execute Contracts as Required.

The Board of Trustees of Whitewater Township, Hamilton County, Ohio met in regular session on the 21st day of August 2006, at the Community Center in Whitewater Township with the following members present:

Lawanda Corman

Hubert Brown

Paul Ziegler

TRUSTEE BROWN moved for the adoption of the following resolution:

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 Whitewater Township Trustees, County of Hamilton, State of Ohio, is planning to make Capital improvements on Guard Lane in Elizabethtown, Ohio; and

Whereas, the infrastructure improvement herein above described is considered to be a priority need for the community and is a qualified project under the OPWC programs.

SECTION I

The Whitewater Township Public Works Director, Donald M. Anderson is hereby authorized to apply to the OPWC for funds as described above.

SECTION II

The Whitewater Township Public Works Director, is further authorized to enter into any agreements as may be necessary and appropriate for obtaining this financial assistance.

SECTION III

It is found and determined that all formal action of this Board of Whitewater Township Trustees concerning or related to the adoption of this resolution were adopted in an open meeting of this board of Whitewater Township Trustees and all deliberations of this Board of Whitewater Township Trustees and any of its committees, if any, that result in such formal actions were adopted in meetings open to the public, in compliance with all applicable legal requirements of the Ohio Revised Code.

Continued

This resolution shall be in full force and effect from and immediately after its adoption.

BE IT RESOLVED that the Clerk of Whitewater Township is hereby authorized and directed to certify a copy of this resolution to the County Engineer, County Auditor, County Recorder and Hamilton County Regional Planning Commission.

Adopted at a regular meeting of the Board of Whitewater Township Trustees of Hamilton County, Ohio, this 21st day of August, 2006.

TRUSTEE ZIEGLER seconded the motion, and the roll was called on the question of its adoption. The vote was as follows:

<u>NAME</u>	<u>VOTE</u>
Lawanda Corman	<u>YEA</u>
Hubert Brown	<u>YEA</u>
Paul Ziegler	<u>YEA</u>

Adopted: 8/21/2006 Lawanda Corman
Trustee: Lawanda Corman, President

Attest: Hubert Brown
Trustee: Hubert Brown, Vice President

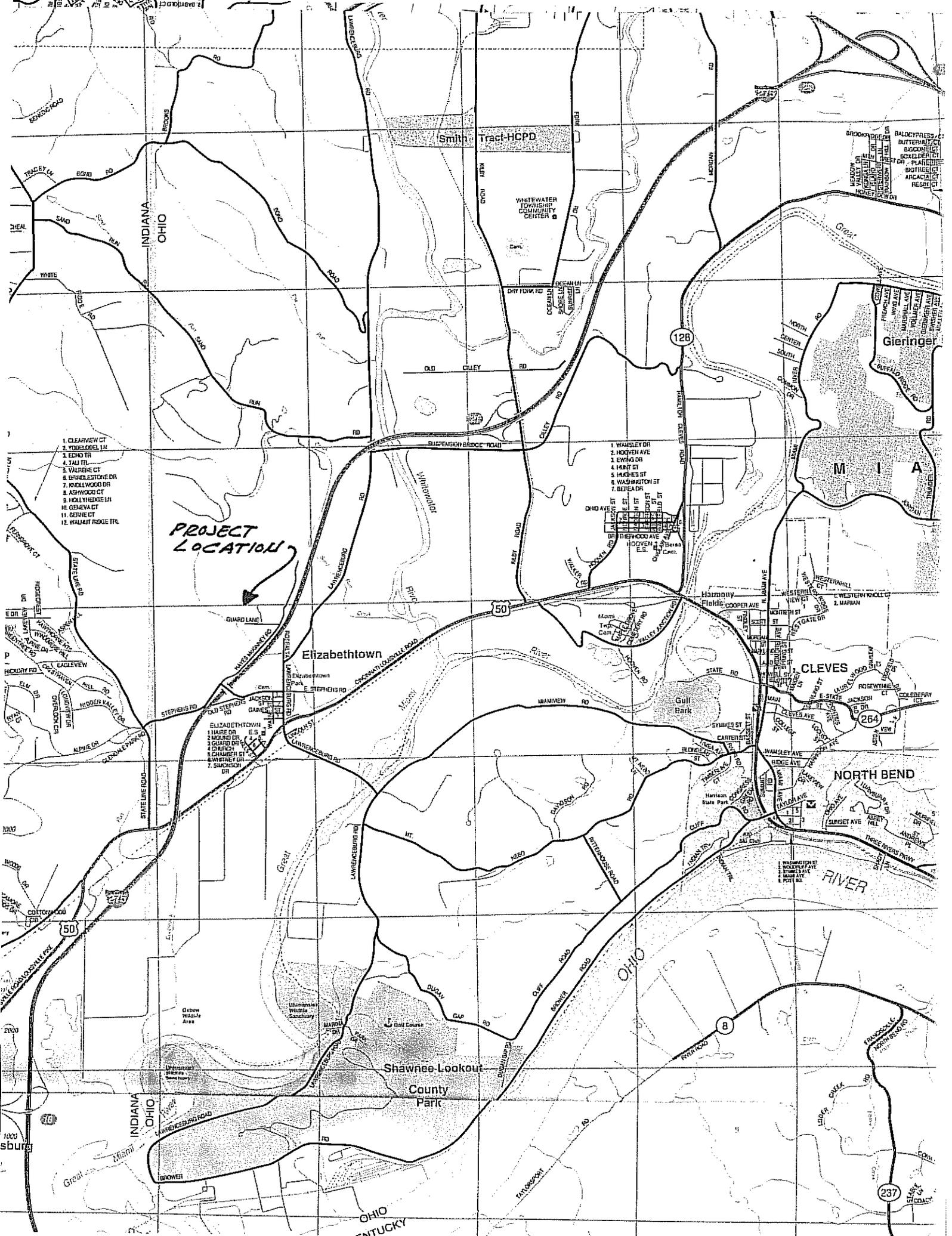
Timothy McDonald
Clerk: Timothy McDonald Paul Ziegler
Trustee: Paul Ziegler

CERTIFICATE OF CLERK

IT IS HEREBY CERTIFIED that the foregoing is a true and correct transcript of a Resolution adopted by this Board of Whitewater Township Trustees of Hamilton County, Ohio this 21st day of August, 2006.

IN WITNESS WHEREOF, I have hereunto set my hand and attest to on this 21st Day of August, 2006.

Timothy McDonald
Timothy McDonald
Clerk of Whitewater Township
Hamilton County, Ohio



PROJECT LOCATION

Smith Tract-HCPD

WHITEWATER TOWNSHIP COMUNITY CENTER

Gieringer

Elizabethtown

CLEVELAND

NORTH BEND

Shawnee Lookout

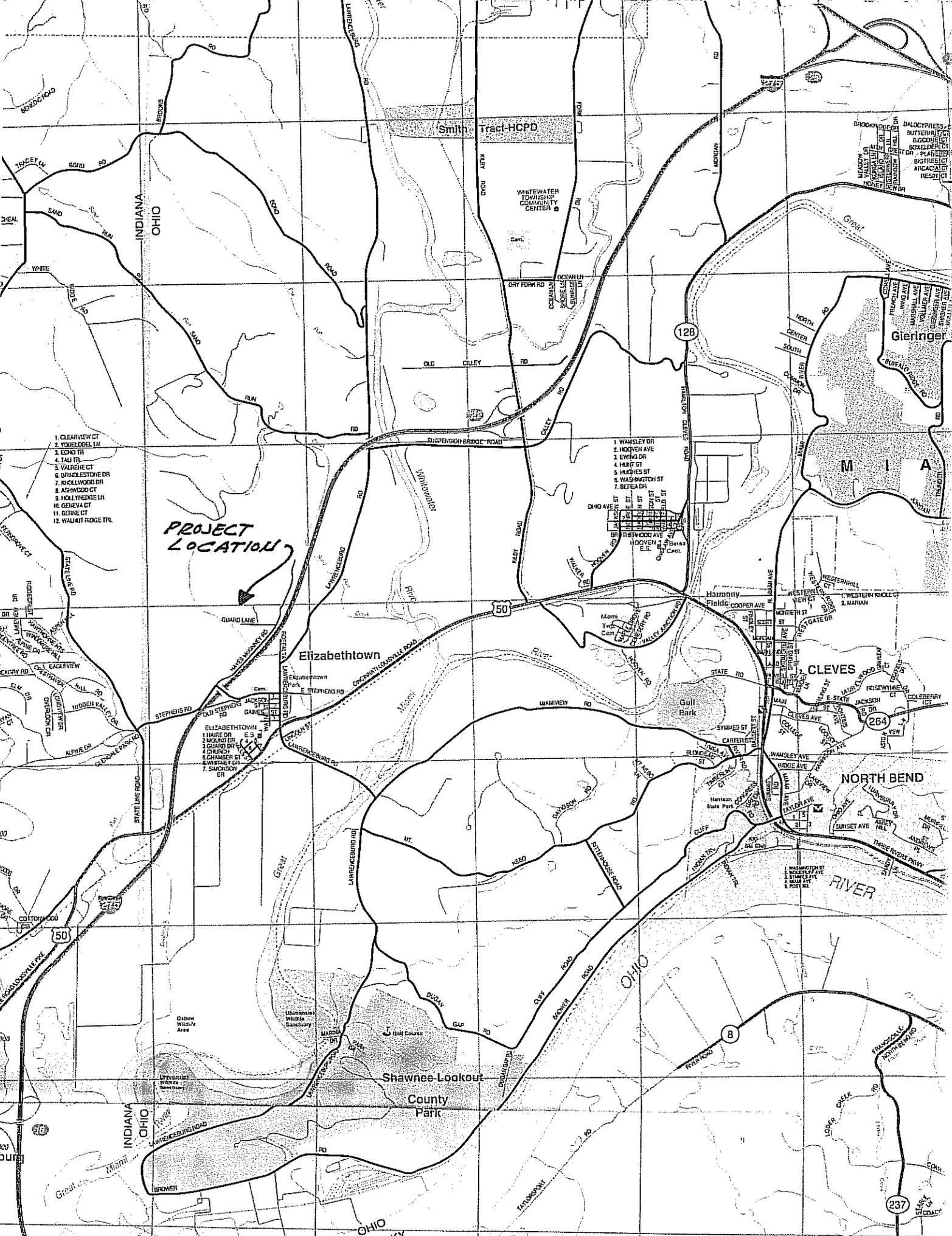
County Park

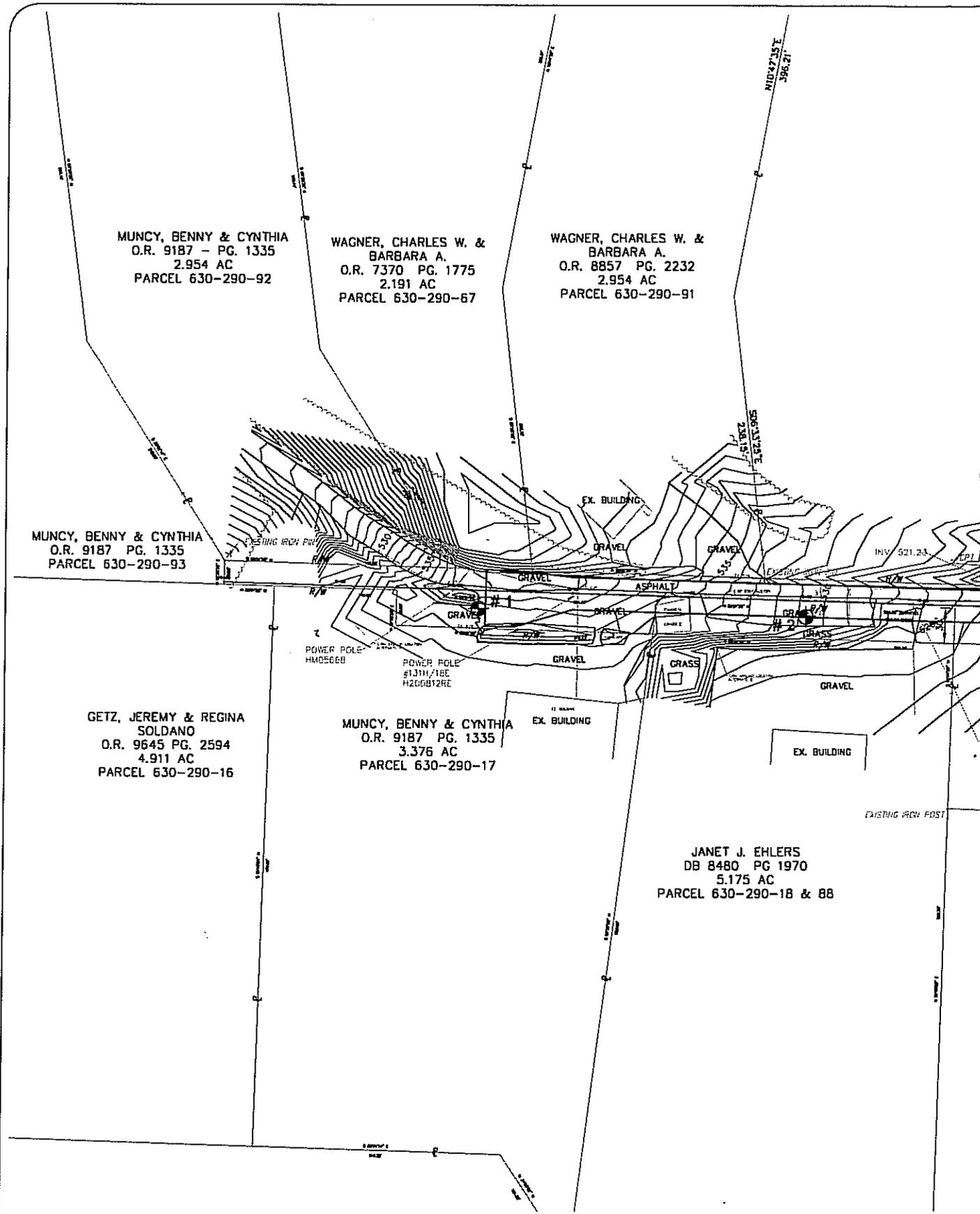
- 1. CLEARVIEW CT
- 2. VORLEBEL LN
- 3. EONS TR
- 4. TAU TR
- 5. VALREHE CT
- 6. BRUNELSTONE DR
- 7. ROCKWOOD DR
- 8. ASHWOOD CT
- 9. HOLLYHERKIE LN
- 10. GENEVA CT
- 11. BERNE CT
- 12. WALNUT RIDGE TR

- 1. WANSLEY DR
- 2. HOOVEN AVE
- 3. EYING DR
- 4. HEAT ST
- 5. HUGHES ST
- 6. WASHINGTON ST
- 7. BETA DR

- 1. ELIZABETHTOWN
- 2. MOUND DR
- 3. GUARD DR
- 4. MURCH
- 5. CHAMBER ST
- 6. SWEET DR
- 7. SACKSON DR

- 1. WASHINGTON ST
- 2. WOODSIDE AVE
- 3. HUNTER DR
- 4. POST AVE





Drawing Revisions	
Date:	Description:

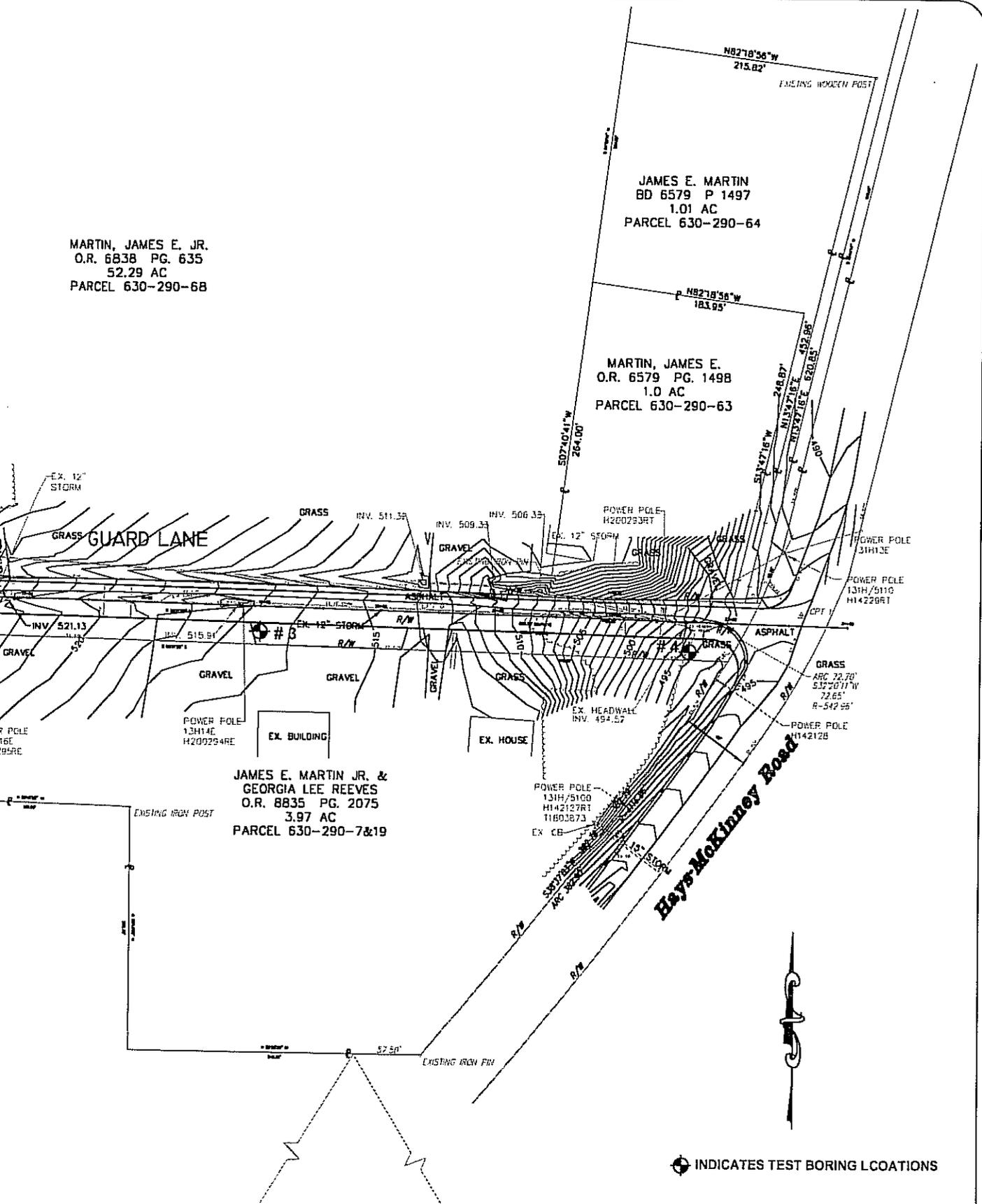
THELEN ASSOCIATES, INC.
 Geotechnical • Testing Engineers
 1308 Cox Avenue / Erlanger, Kentucky 41018 / 859-748-040
 2140 Waycross Road / Cincinnati, Ohio 45240 / 513-825-4350

MARTIN, JAMES E. JR.
 O.R. 6838 PG. 635
 52.29 AC
 PARCEL 630-290-68

JAMES E. MARTIN
 BD 6579 P 1497
 1.01 AC
 PARCEL 630-290-64

MARTIN, JAMES E.
 O.R. 6579 PG. 149B
 1.0 AC
 PARCEL 630-290-63

JAMES E. MARTIN JR. &
 GEORGIA LEE REEVES
 O.R. 8835 PG. 2075
 3.97 AC
 PARCEL 630-290-7&19



⊕ INDICATES TEST BORING LOCATIONS

Title: **SITE PLAN**

Client: **Whitewater Township**

Project: **Geotechnical Exploration
Guard Lane Extension**

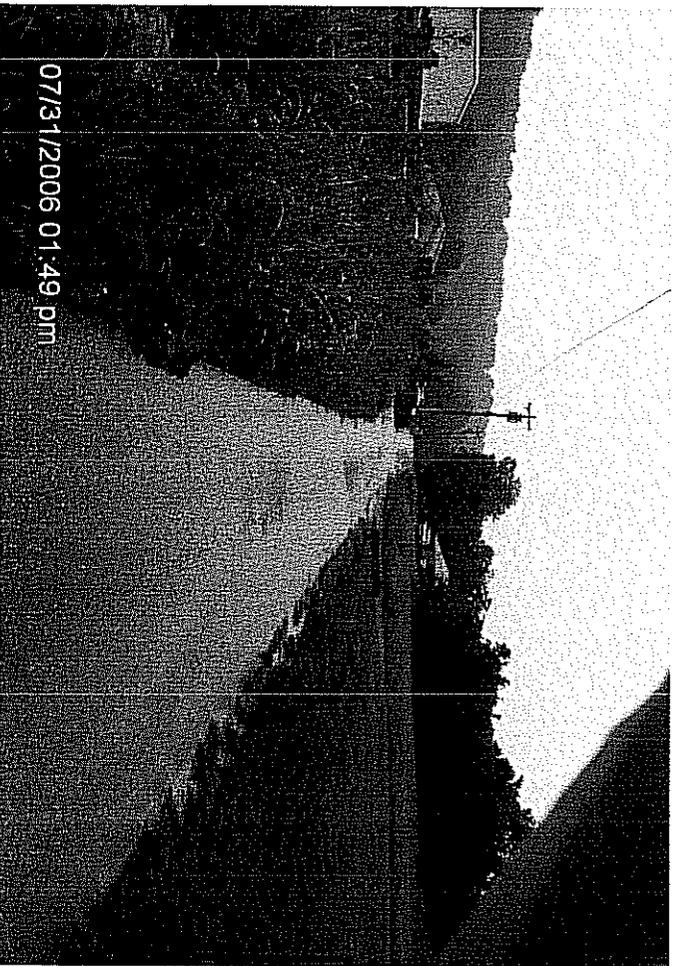
Location: **Whitewater Township, Ohio**

Scale:
1" = 50'

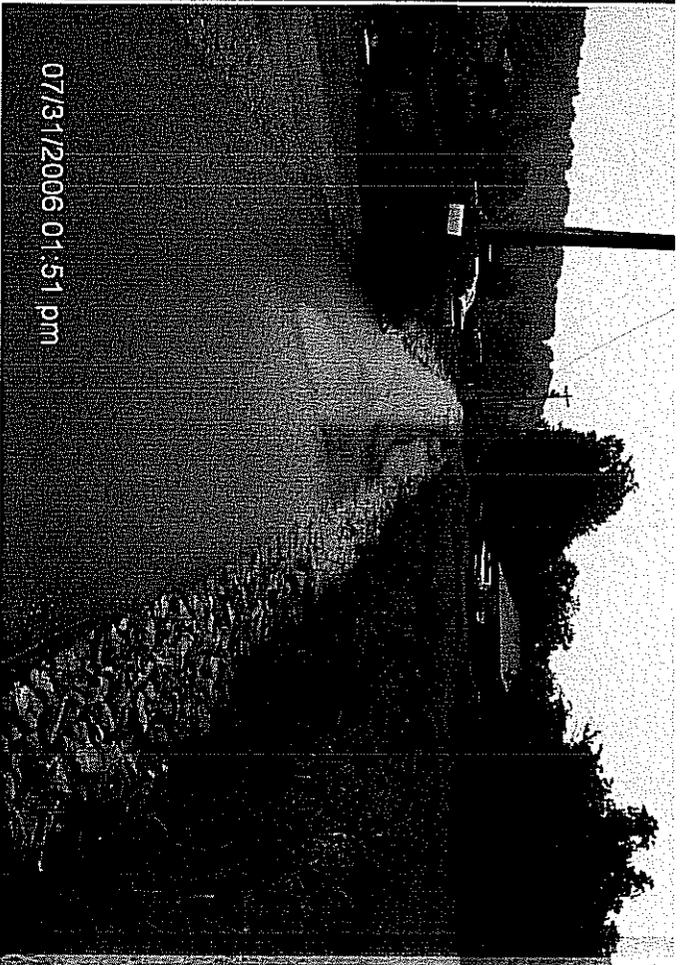
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9/1/05

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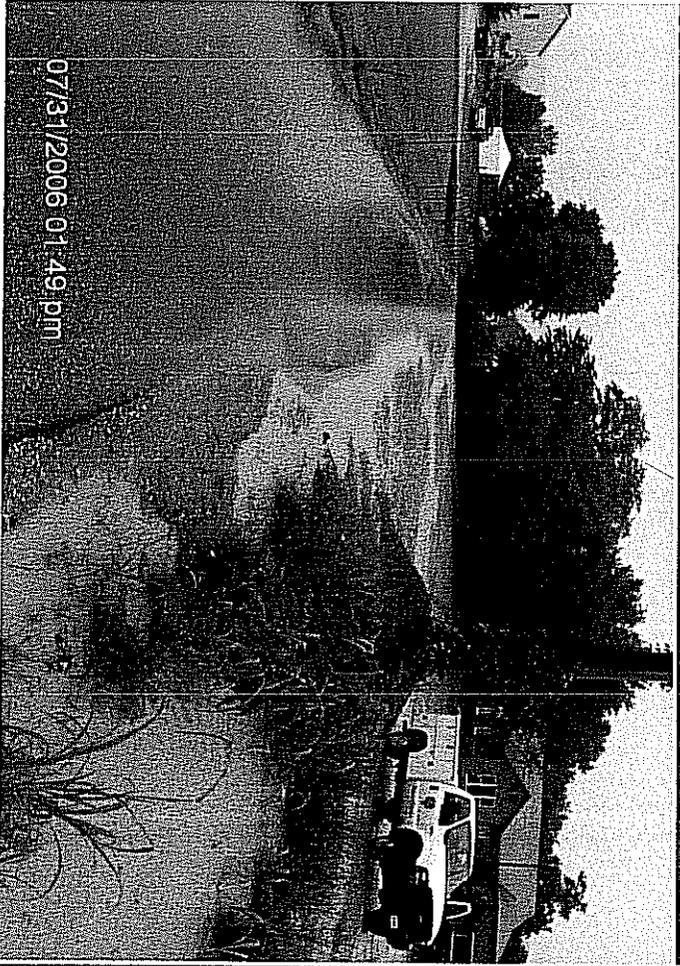
O.P.W.C. Grant Application – Guard Lane Project – Sept. 2006



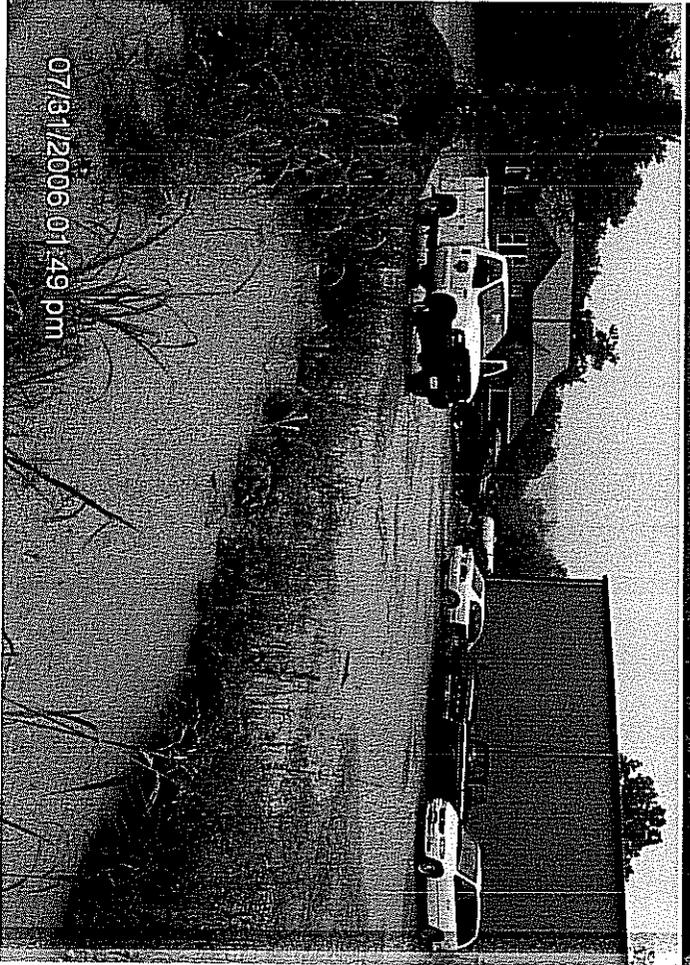
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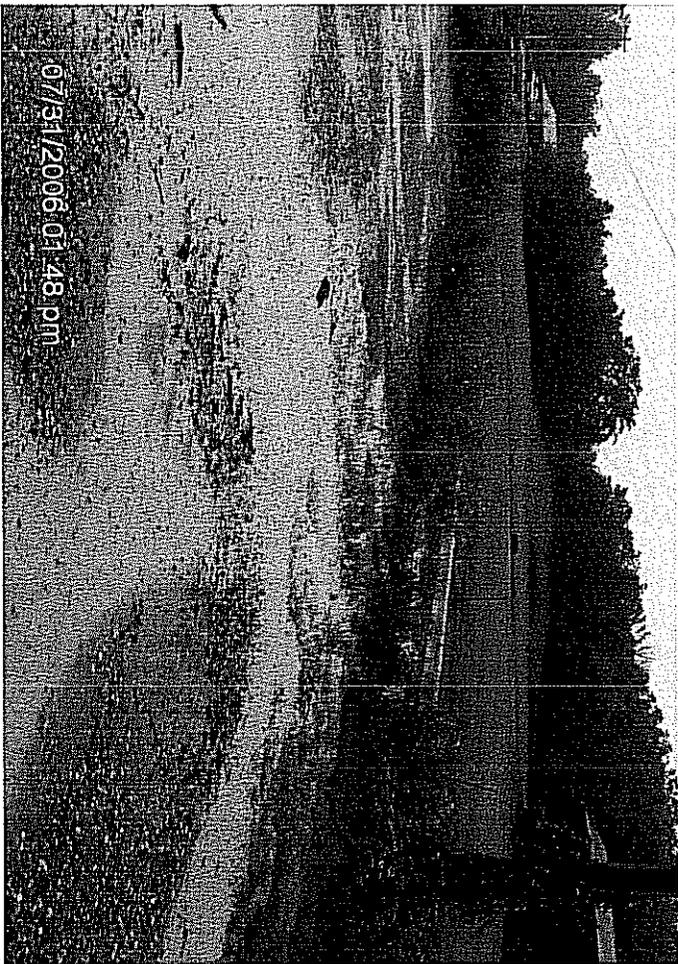


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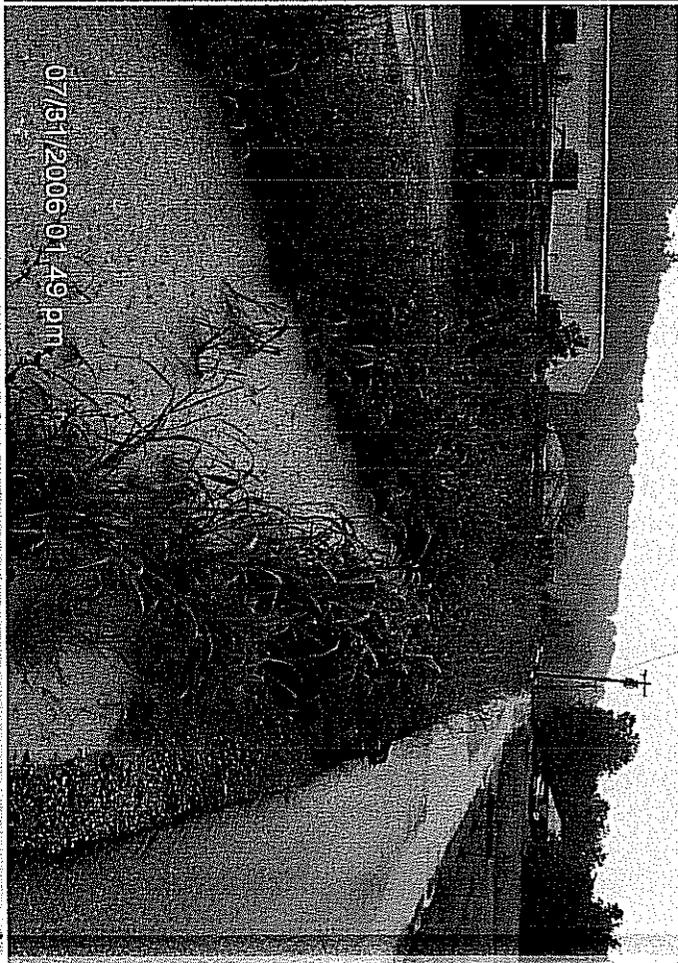


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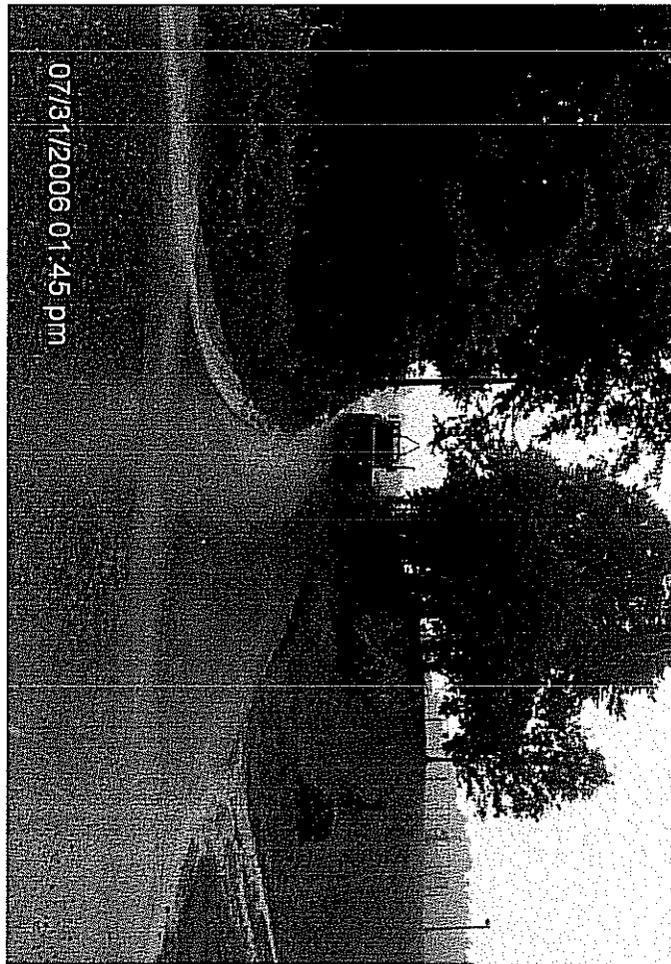
O.P.W.C. Grant Application – Guard Lane Project – Sept. 2006



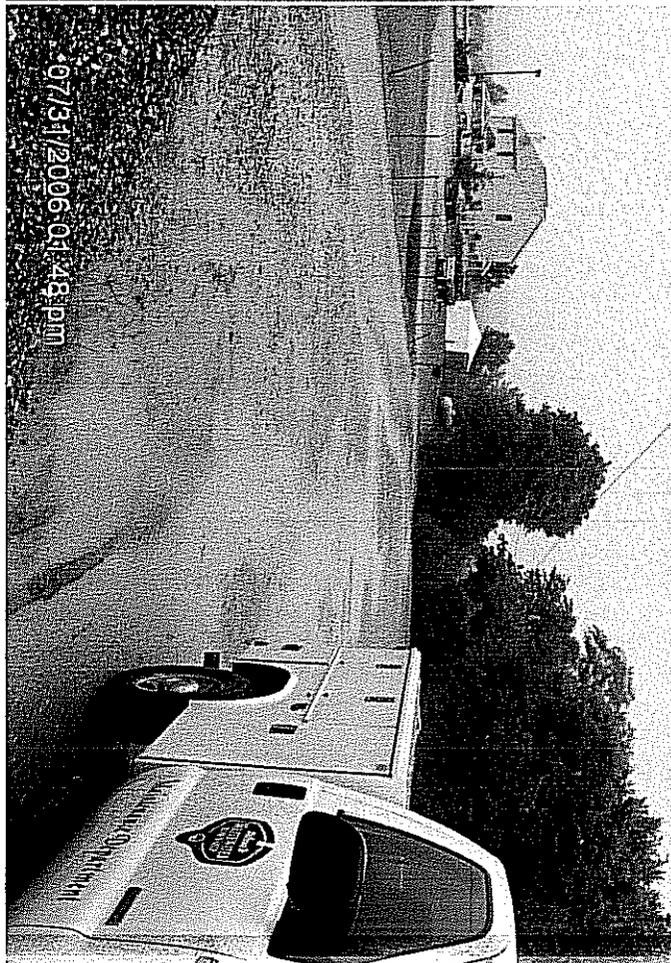
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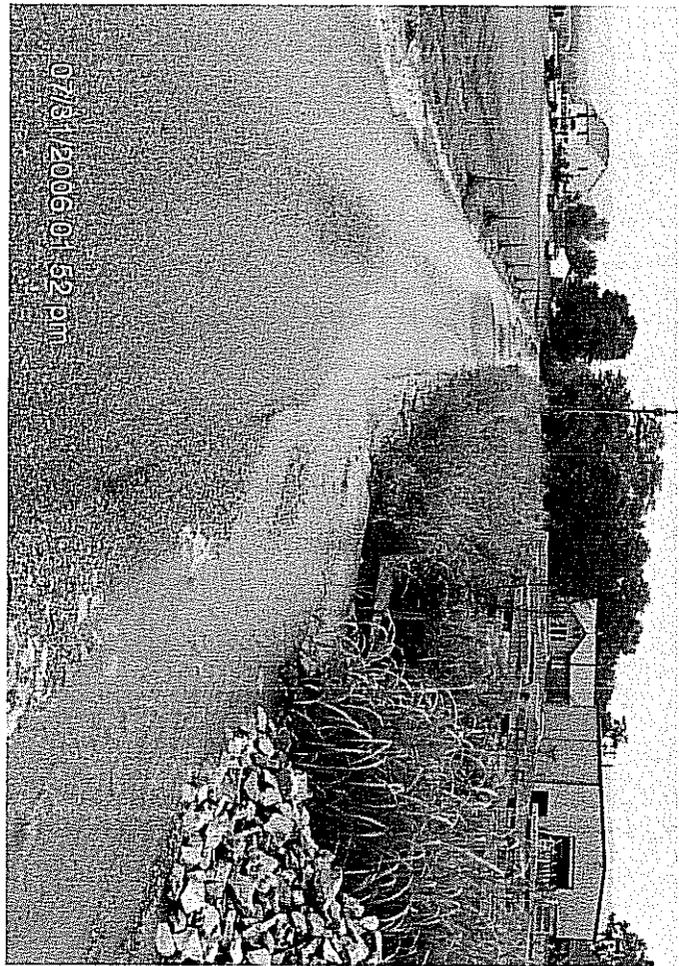
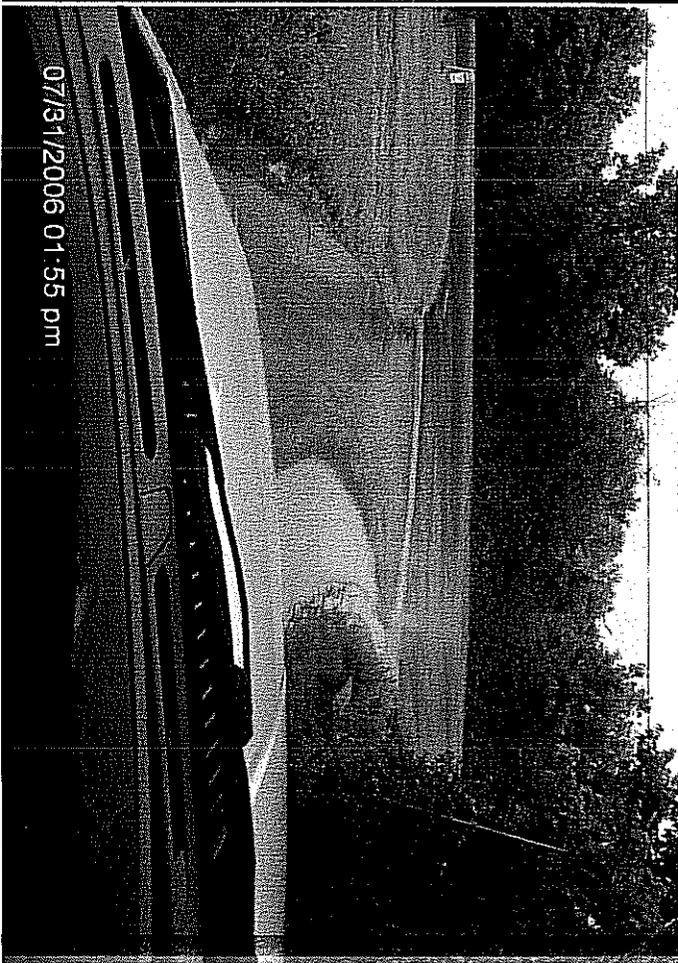
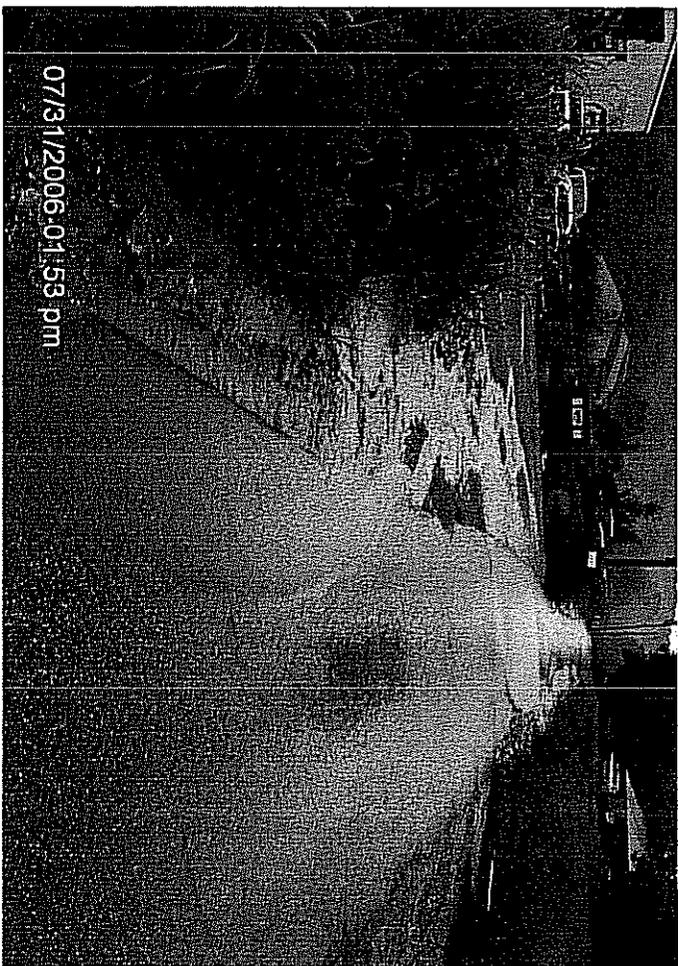


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O.P.W.C. Grant Application – Guard Lane Project – Sept. 2006



ADDITIONAL SUPPORT INFORMATION

For Program Year 2007 (July 1, 2007 through June 30, 2008), applying agencies 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? _____YES X 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.

Poor! This road was dedicated in 1911 as a gravel road. Sometime in the 1960s it was Chip Sealed and was 8 feet wide with a ditch on the south side. It was only sealed a couple of times. One person owned all the property up until 1994 when it changed hands and building sites began being sold and development began. In 1999, a 100-foot section west off of Hayes McKinney Road was paved just to make it passable. The road literally fell apart in 2003 with a large increase in traffic and a collapsed clay culvert pipe had to be replaced with galvanized steel pipe. An emergency repair in was done in late 2003 to place a 1-½ inch coarse of asphalt 10 feet wide so traffic could at least move. The ditch line and old clay tile drainage system is in very bad shape and needs to be upgraded to handle the water coming off of the surrounding hillside. The attached photos show the poor drainage.

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.

Being a dead end street, we have been fortunate that no serious accidents have happened because of the low speeds. The length of the road is 1,200 feet long, and is 10 feet wide. When 2 vehicles meet head-on, one has to back up to a driveway so they can pass safely. When it rains the road becomes flooded because the drainage system is not adequate. *(Please see the attached photos.)* This also leads to overland flooding of the businesses in the area. When trucks from the businesses meet along the roadway, it is not uncommon for one or more to get stuck in the dangerous roadside ditch. Reconstructing this roadway would eliminate the flooding and roadway hazards and make it safer for the traveling public.

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, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applying agency must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

After a rain there is standing water for an extended period of time, which attracts mosquitoes. If there were ever a need for a life squad, or more important a fire ever happened along this roadway, and they needed water transported back and forth, it could be a futile effort because of it being just 10 feet wide and no place to park or turn around. Eliminating the flooding of the businesses would also improve health. (Please see the attached photos).

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 Guard Lane Reconstruction Project

Priority 2 _____

Priority 3 _____

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.).

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).

More development of businesses and homes will be built with a functional 2-lane, 28-foot wide roadway. There are 300 hundred acres that are available in the immediate area off this roadway, and building lots are being sold by property owners because people are looking to relocate out of the city environment. There are now new and refurbished homes facing the roadway, a precast concrete Company, a Landscape Company, Trucking Company and an Auto Salvage Business. Several building lots have been sold to build homes on, and a two-year-old home is for sale in anticipation to build a new one further back in the wooded area. All of this has happened in the course of about 8 to 10 years. The proposed project will allow economic growth because the flooding, safety, health and access problems will be resolved.

7) Matching Funds – LOCAL

The information regarding local matching funds is to be filed by the applying agency 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 applying agency 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 Friday, September 1, 2006 for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

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

Describe how the proposed project will alleviate serious capacity problems (be specific).

Currently, with only a 10-foot wide roadway, there is no safe way for two vehicles to pass head-on. Widening the current roadway from a 10-ft. wide roadway with only a ditch on one side to a 2-lane, 28-foot wide facility with a storm sewer system will allow large trucks to pass safely, as well as passenger traffic. More capacity will be realized due to traffic being able to keep moving, rather than stopping and stacking because of the lack of proper lane width. A new storm drainage system will eliminate the current flooding situation that occurs now. The proposed project is designed to meet current demand.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS _____ Proposed LOS _____

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

10) If SCIP/LTIP funds 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 1

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

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

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

d.) Are all right-of-way and easements acquired (if applicable)? Yes **X** 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.

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

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

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

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

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

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

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 450 X 1.20 = 540 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. (Check all that apply)

Optional \$5.00 License Tax Yes

Infrastructure Levy _____ Specify type _____

Facility Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax _____ Specify type _____

**SCIP/LTIP PROGRAM
 ROUND 21 - PROGRAM YEAR 2007
 PROJECT SELECTION CRITERIA
 JULY 1, 2007 TO JUNE 30, 2008**

NAME OF APPLICANT: WHITEWATER TOWNSHIP
 NAME OF PROJECT: GUARD LANE RECONSTRUCTION
 RATING TEAM: 2

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

EXISTING PAVEMENT GOOD
 1/2" OVERLAY IN 2003 LOOKS GOOD!

Appeal Score
0

No EXISTING DRAINAGE FEATURE TO 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. 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

*- POSSIBLE BUSINESS FLOODING, NO DOCS
 - NARROW PAVT WIDTH
 - POOR DRAINAGE
 - NO MENTION OF FREEZING*

Appeal Score
5

Criterion 2 – Safety

The applying agency shall include in its application the type, frequency, and severity of the safety problem 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, shall 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
0

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, shall 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

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
- 5 - The project will permit more development
- 0 - The project will not impact development

300 ACRES OF DEVELOPABLE
PROPERTY HAS
ACCESS TO THIS
ROAD. CURRENTLY
3 BUSINESSES

Appeal Score

Criterion 6 - Economic Growth

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

Definitions:

Secure new employment: The project as designed will secure development/employers, which will immediately add new permanent employees to the jurisdiction. 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 _____ %

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 – 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

_____	_____ %
_____	_____ %
_____	_____ %
_____	_____ %

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.
- 2 - Project design is for no increase in capacity.

NARROW WIDTH IS SAFETY ISSUE NOT CAPACITY.

Appeal Score

6

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 accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

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

Definitions:

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

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

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

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

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

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

- 5 - Will be under contract by December 31, 2007 and no delinquent projects in Rounds 18 & 19
- 3 - Will be under contract by March 31, 2008 and/or one delinquent project in Rounds 18 & 19
- 0 - Will not be under contract by March 31, 2008 and/or more than one delinquent project in Rounds 18 & 19

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 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

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 - 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

Criterion 14 - Users

The applying agency shall provide documentation. A registered professional engineer or the applying agency’s 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.

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 Appeal Score
- 3 - One of the above _____
- 0 - None of the above

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.