

APPLICATION FOR FINANCIAL ASSISTANCE

Revised -/2000

CB 15E

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

SUBDIVISION: CITY OF SILVERTON

CODE# 061-72522

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 08 / 15 / 00

CONTACT: DAVID M. EMERICK PHONE # (513) 791 - 1700 (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) 791-1936

E-MAIL

demerick@cds-assoc.com

PROJECT NAME: ALTA AVENUE / HIGHLAND AVENUE IMPROVEMENT

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 \$ 131,500.00
 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: \$285,000.00 FUNDING REQUESTED: \$131,500.00

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT: \$ 131,500.00

LOAN ASSISTANCE: \$ _____

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

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

(Check Only 1)

- State Capital Improvement Program
 Local Transportation Improvements Program

Small Government Program

FOR OPWC USE ONLY

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

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

2000
SEP 22 AM 10:21

OFFICE OF NEW BURLINGTON
CITY ENGINEER

1.0 PROJECT FINANCIAL INFORMATION

		FORCE ACCOUNT
1.1 PROJECT ESTIMATED COSTS:	TOTAL DOLLARS	DOLLARS
<i>(Round to Nearest Dollar)</i>		
a.) Basic Engineering Services:	\$ _____	_____
Preliminary Design	\$ _____	.00
Final Design	\$ _____	.00
Bidding	\$ _____	.00
Construction Phase	\$ _____	.00
Additional Engineering Services	\$ _____	.00
<i>*Identify services and costs below.</i>		
b.) Acquisition Expenses:		
Land and/or Right-of-Way	\$ _____	.00
c.) Construction Costs:	\$ <u>256,500.00</u>	_____
d.) Equipment Purchased Directly:	\$ _____	.00
e.) Permits, Advertising, Legal:	\$ _____	.00
(Or Interest Costs for Loan Assistance Applications Only)		
f.) Construction Contingencies:	\$ _____	28,500.00
g.) TOTAL ESTIMATED COSTS:	\$ _____	285,000.00

***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>	<u> </u>
b.) Local Revenues	\$ <u> 28,500.00</u>	<u> 10</u>
c.) Other Public Revenues	\$ <u> .00</u>	<u> </u>
ODOT	\$ <u> .00</u>	<u> </u>
Rural Development	\$ <u> .00</u>	<u> </u>
OEPA	\$ <u> .00</u>	<u> </u>
OWDA	\$ <u> .00</u>	<u> </u>
CDBG	\$ <u> 125,000.00</u>	<u> 35</u>
OTHER _____	\$ <u> .00</u>	<u> </u>
SUBTOTAL LOCAL RESOURCES:	\$ <u> 153,500.00</u>	<u> 45</u>
d.) OPWC Funds		
1. Grant	\$ <u> 131,500.00</u>	<u> 55</u>
2. Loan	\$ <u> .00</u>	<u> </u>
3. Loan Assistance	\$ <u> .00</u>	<u> </u>
SUBTOTAL OPWC RESOURCES:	\$ <u> 131,500.00</u>	<u> 55</u>
e.) TOTAL FINANCIAL RESOURCES:	\$ <u> 285,000.00</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# N/A 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: ALTA AVENUE / HIGHLAND AVENUE IMPROVEMENTS

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

A: SPECIFIC LOCATION:

Highland Ave. in the City of Silverton from the South Corp. line north to Montgomery Road (1580 ft) and Alta Avenue from Highland Avenue to terminus (600 ft).

PROJECT ZIP CODE: 45236

B: PROJECT COMPONENTS:

Replacement of deteriorated concrete slabs and joints on Highland Avenue; reconstruction of roadway base on Alta Avenue; replacement of storm sewer inlets with standard ODOT CB-3 catch basins; 100% curb replacement on both streets; replacement of asphalt and concrete driveway aprons behind curbs; repairs to pavement in the area of the I & O Railway crossing, construct a larger cul-de-sac at the north end of Alta Avenue, construct inlets at cul-de-sac; construct new sections of storm sewers with inlets adjacent to the I & O Railway behind the service garage to control storm water ponding and erosion; full width pavement planing to remove raveled surfaces; resurfacing with a one inch asphalt concrete leveling course and a one and a half inch asphalt concrete surface course.

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

Highland Ave. is a collector street, permitting access to Montgomery Road from areas to the south located in the City of Cincinnati. Highland Avenue is a concrete base street with a width of 32 ft. B/C to B/C and a length of 1580 ft. in the City of Silverton. Alta Avenue is a cul-de-sac street serving the City of Silverton maintenance facilities and number of other businesses and residences. It is an asphalt concrete street with a width of 24 ft. B/C to B/C and an approximate length of 600 ft.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT 1,852 Year: 2000 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 \$ 285,000.00

TOTAL PORTION OF PROJECT NEW/EXPANSION \$.00

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>01/29/2001</u>	<u>06/29/2001</u>
4.2 Bid Advertisement and Award:	<u>07/09/2001</u>	<u>08/20/2001</u>
4.3 Construction:	<u>09/24/2001</u>	<u>12/28/2001</u>
4.4 Right-of-Way/Land Acquisition:	<u>N/A</u>	<u>N/A</u>

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

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE

OFFICER Mr. David Waltz
TITLE Municipal Administrator
STREET City of Silverton
6860 Plainfield Road
CITY/ZIP City of Silverton, Ohio 45236
PHONE (513) 936 - 6240
FAX (513) 936 - 6247
E-MAIL DWALTZ@cinci.rr.com

5.2 CHIEF EXECUTIVE

OFFICER Mr. David Waltz
TITLE Municipal Administrator
STREET City of Silverton
6860 Plainfield Road
CITY/ZIP City of Silverton, Ohio 45236
PHONE (513) 936 - 6240
FAX (513) 936 - 6247
E-MAIL DWALTZ@cinci.rr.com

5.3 PROJECT MANAGER

TITLE Mr. David M. Emerick, P.E.
STREET City Engineer
CDS Associates, Inc.
11120 Kenwood Road
CITY/ZIP Cincinnati, Ohio 45242
PHONE (513) 791-1700
FAX (513) 791-1936
E-MAIL demerick@cds-assoc.com

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.
- [N/A] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [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.
- [N/A] 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.

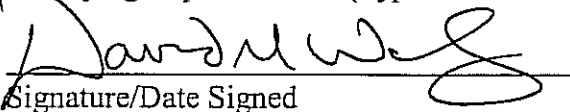
7.0 APPLICANT CERTIFICATION:

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.

Mr. David M. Waltz, Municipal Administrator, City of Silverton

Certifying Representative (Type or Print Name and Title)

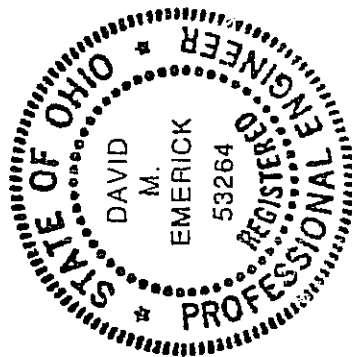
 9/21/00

Signature/Date Signed

USEFUL LIFE: UPON SATISFACTORY COMPLETION OF THE WORK, THE USEFUL LIFE OF THE HIGHLAND AVENUE AND ALTA AVENUE IMPROVEMENTS WILL BE 20 YEARS.

THE OPINION OF CONSTRUCTION COST IS SUBJECT TO ADJUSTMENT UPON DETAILED CONSTRUCTION PLAN COMPLETION, AND UPON RECEIPT OF BIDS FROM QUALIFIED CONTRACTORS.

David M. Emerick 9/18/2000 Date
David M. Emerick, P.E. #53264



CDS Associates, Inc.

Project: HIGHLAND AVENUE IMPROVEMENTS
 MONTGOMERY ROAD TO SOUTH CORP. LINE
 CITY OF SILVERTON

DATE: 9/15/00
 PROJECT: 2000014-12

SCIP

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
1	252	CONCRETE PAVEMENT REPLACEMENT	200	SY	\$45.00	\$9,000.00
2	254	FULL WIDTH ASPHALT PAVEMENT GRINDING	5,700	SY	\$2.50	\$14,250.00
3	255	FULL DEPTH PAVEMENT REPAIR AT DETERIORATED JOINTS	200	SY	\$60.00	\$12,000.00
4	403	ASPHALT CONCRETE LEVELING COURSE, 1"	200	CY	\$80.00	\$16,000.00
5	403	ASPHALT CONCRETE SURFACE COURSE, 1-1/2"	240	CY	\$80.00	\$19,200.00
6	452	CONCRETE DRIVE APRON REPLACEMENT	1,700	SF	\$5.50	\$9,350.00
7	604	REMOVE AND REPLACE DETERIORATED CATCH BASIN	8	EA	\$1,500.00	\$12,000.00
8	608	SIDEWALK REPLACEMENT FOR H.C. RAMP INSTALLATION	1,400	SF	\$6.00	\$8,400.00
9	609	REMOVE ROLL CURB AND GUTTER AND REPLACE WITH ODOT TYPE 6 CURB	3,000	LF	\$20.00	\$60,000.00
10	614	MAINTAINING TRAFFIC	1	LS	\$7,000.00	\$7,000.00
		SUBTOTAL				\$167,200.00
		CONTINGENCIES AT 10% ±				\$17,800.00
		PRELIMINARY OPINION OF CONSTRUCTION COST				\$185,000.00

CDS Associates, Inc.

PRELIMINARY OPINION OF CONSTRUCTION COST
 Project: ALTA AVENUE IMPROVEMENTS
 CITY OF SILVERTON

DATE: 9/15/00
 PROJECT: 2000014-12

SCIP

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
1	253	ASPHALT FULL DEPTH REPAIR	1,100	SY	\$30.00	\$33,000.00
2	254	PAVEMENT PLANING	1,500	SY	\$3.50	\$5,250.00
3	403	ASPHALT CONCRETE LEVELING COURSE, 1"	70	CY	\$75.00	\$5,250.00
4	404	ASPHALT CONCRETE SURFACE COURSE, 1-1/2"	63	CY	\$75.00	\$4,725.00
5	604	CATCH BASIN, CB-3	2	EA	\$1,500.00	\$3,000.00
6	604	24" CONDUIT	105	LF	\$60.00	\$6,300.00
7	604	12" CONDUIT	50	LF	\$50.00	\$2,500.00
8	604	CATCH BASIN, CB-2-3	2	EA	\$1,000.00	\$2,000.00
9	609	REMOVE AND REPLACE ROLL CURB AND GUTTER	1,200	LF	\$20.00	\$24,000.00
10	614	MAINTAINING TRAFFIC	1	LS	\$5,000.00	\$5,000.00
		SUBTOTAL				\$91,025.00
		CONTINGENCIES AT 10% ±				\$8,975.00
		TOTAL PRELIMINARY OPINION OF CONSTRUCTION COST				\$100,000.00

City of Silverton

6860 Plainfield Rd.

Silverton, OH 45236

August 16, 2000

Ohio Public Works Commission
65 East State Street, Suite 312
Columbus, OH 43215

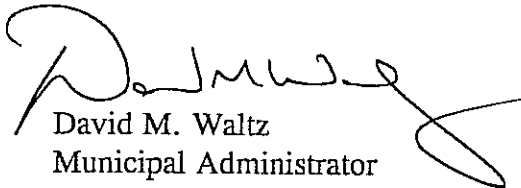
RE: SCIP Application, City of Silverton

To Whom it May Concern:

This is to certify that the City of Silverton has \$28,500 in the street maintenance fund for our share of the Highland/Alta Avenue project. The City has already procured a \$125,000 CDBG grant as an additional match for this project.

If you have any questions, feel free to contact me at 513/ 936-6240.

Sincerely,



David M. Waltz
Municipal Administrator

Cc:
DMW/dmw

A RESOLUTION AUTHORIZING THE MUNICIPAL ADMINISTRATOR
TO SUBMIT APPLICATION TO
AND ENTER INTO CONTRACT
WITH THE OHIO PUBLIC WORKS COMMISSION
FOR STATE CAPITAL IMPROVEMENT PROGRAM (SCIP) FUNDS

BE IT RESOLVED by the Council of the City of Silverton, that:

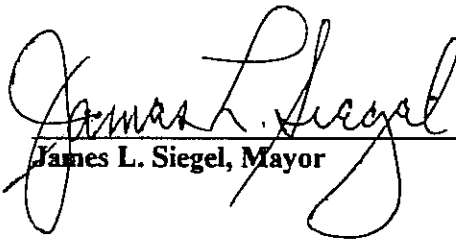
SECTION I. That the Municipal Administrator is hereby authorized to submit to the Ohio Public Works Commission application for 2001 SCIP funding of the following projects:

Highland Avenue/Alta Avenue
Fire Hydrant Replacement

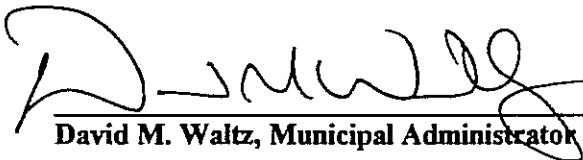
SECTION II. The Municipal Administrator is further authorized to enter into contract with the Ohio Public Works Commission for the funding of the aforesaid project should SCIP funding be provided for this project.

SECTION III. This Resolution shall take effect and be in force from and after its passage and approval.

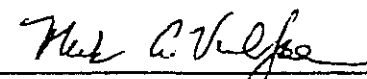
Passed this 3rd day of August, 2000.


James L. Siegel, Mayor

ATTEST:

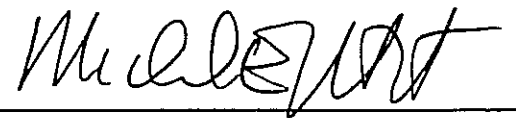

David M. Waltz, Municipal Administrator

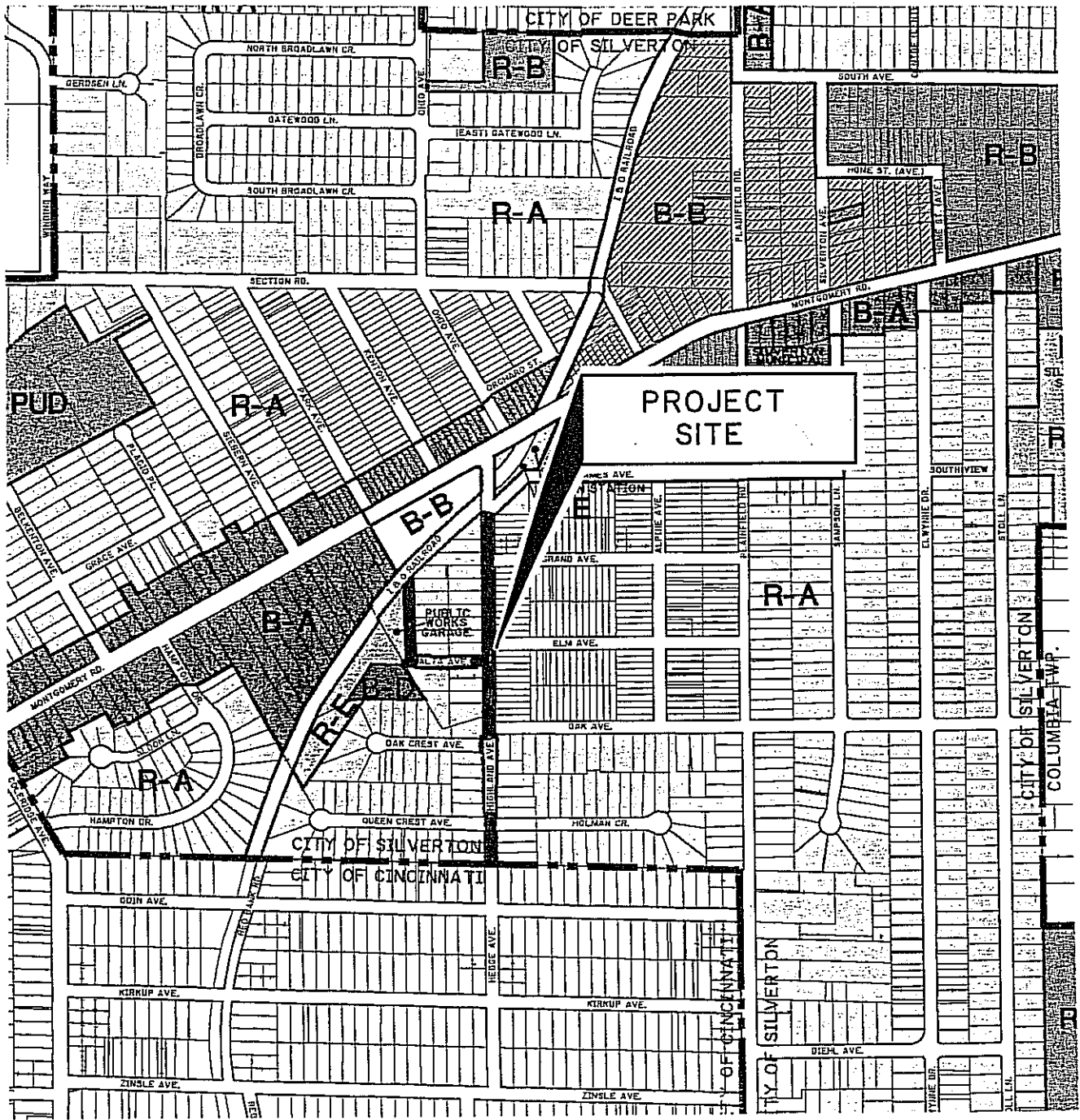
Approved as to form:


Bryan E. Pacheco, Deputy Solicitor
Mark A. VanderLaan

CERTIFICATION:

I, Michael E. Morthorst, Clerk-Treasurer of the City of Silverton, County of Hamilton, State of Ohio; do hereby certify that there is no newspaper published in said municipality and that publication of the foregoing Resolution No. 00-337 has been duly made by posting true copies in five (5) of the most public places in said municipality, as determined by Council as follows: 1) Tamworth Circle & Plainfield Road; 2) Parkview Lane at Railroad; 3) Blue Ash Road & Plainfield Road; 4) Silverton Municipal Building; and 5) Silverton Playfield Entrance & Montgomery Road. Said posting was for a period of fifteen days commencing 8-21, 2000.


Michael E. Morthorst
Clerk-Treasurer of Silverton, Ohio



**HIGHLAND AVE. & ALTA AVE.
IMPROVEMENTS
VICINITY MAP**

TRAFFIC CERTIFICATION STATEMENT

This is to certify that the attached documentation regarding 24-hour traffic volume has been obtained by an actual mechanical count taken at the location and date noted on the traffic count printout.

David M Emerick 9/18/2000
David M. Emerick, P.E. Date

Weather :
 Counted by:TWIL
 Board # :01506
 Other :

CDS Associates, Inc.
 11120 Kenwood Rd.
 Cincinnati, Ohio 45242

Site Code : 000002000014
 Start Date: 08/29/2000
 File I.D. : 2000014-12-HI
 Page : 1

Street name :HIGHLAND Cross street:SOUTH OF MONTGOMERY

Begin Time	08/29				08/29							
	SB	Tues.	A.M. NB	Combine Total	SB	Tues.	P.M. NB	Combine Total				
12:00	0		3	3	8		8	16				
12:15	1		0	1	6		12	18				
12:30	1		0	1	17		14	31				
12:45	0	2	2	5	12	43	11	45	88			
01:00	0		0	0	15		13	28				
01:15	1		0	1	9		9	18				
01:30	0		0	0	11		9	20				
01:45	1	2	0	1	15	50	9	40	24	90		
02:00	1		0	1	15		11	26				
02:15	0		2	2	16		9	25				
02:30	0		2	2	11		11	22				
02:45	3	4	1	5	17	59	16	47	33	106		
03:00	0		1	1	14		12	26				
03:15	1		3	4	17		15	32				
03:30	3		2	5	18		17	35				
03:45	3	7	5	11	18	67	13	57	31	124		
04:00	6		7	13	19		21	40				
04:15	2		11	13	20		12	32				
04:30	6		9	15	17		13	30				
04:45	6	20	14	41	16	72	14	60	30	132		
05:00	10		13	23	17		17	34				
05:15	24		15	39	22		19	41				
05:30	13		14	27	20		23	43				
05:45	24	71	19	61	43	132	14	73	10	69	24	142
06:00	8		19	27	12		17	29				
06:15	12		7	19	29		15	44				
06:30	7		11	18	22		16	38				
06:45	10	37	11	48	21	85	13	76	15	63	28	139
07:00	8		17	25	11		11	22				
07:15	5		4	9	14		14	28				
07:30	12		14	26	9		15	24				
07:45	11	36	9	44	20	80	8	42	8	48	16	90
08:00	6		9	15	22		6	28				
08:15	6		12	18	11		8	19				
08:30	4		4	8	12		8	20				
08:45	10	26	9	34	19	60	19	64	6	28	25	92
09:00	7		9	16	13		6	19				
09:15	12		8	20	9		16	25				
09:30	12		15	27	11		10	21				
09:45	12	43	14	46	26	89	10	43	5	37	15	80
10:00	6		9	15	11		4	15				
10:15	6		12	18	6		3	9				
10:30	4		4	8	12		5	17				
10:45	10	26	9	34	19	60	4	33	5	17	9	50
11:00	7		9	16	3		3	6				
11:15	12		8	20	4		5	9				
11:30	12		15	27	4		1	5				
11:45	12	43	14	46	26	89	5	16	2	11	7	27
Totals	317		375	692	638		522	1160				
Split %	45.8%		54.1%		55.0%		45.0%					
Peak Hour	05:00		05:15		05:45		04:45		04:45			
Volume	71		67		136		77		73		148	
P.H.F.	.73		.88		.79		.66		.79		.86	

1852

ADDITIONAL SUPPORT INFORMATION

For Program Year 2001 (July 1, 2001 through June 30, 2002), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant shall also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

1) What is the condition of the existing infrastructure that is to be replaced or repaired?

Give a brief statement of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural design elements such as widths, grades, curves, sight distances, drainage structures, etc.

See attached sheet

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 structural integrity of the I & O Railway is compromised due to heavy storm water flows causing erosion of ballast stone and subgrade west of Alta Avenue. Uncontrolled stormwater flowing off of the north end of Alta also causes erosion and flooding of the rear maintenance yard area, interfering with access to the salt storage and damaging equipment stored there. Some areas of the ditchline behind the service garage (adjacent to the railroad) currently pond water, leading to mosquito breeding and infestation. Replacement of storm sewers on Alta will address all of these issues. Base repairs and curb replacements are necessary on Alta Ave. to maintain access to the Service Department, permitting crews to clear and maintain roads in a safe condition. Enlargement of the Alta Avenue cul-de-sac is also necessary so that maintenance department vehicles can turn around safely.

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.

Installation of new, more effective storm sewers will alleviate ponding in the ditchlines, which could lead to health problems such as mosquito breeding and infestation.

HIGHLAND AVENUE

The pavement-wearing course is heavily raveled and transverse cracks and concrete pavement joint failures are present. Potholes are developing in some areas. The timber flangeway railroad crossing surface is in poor condition. Curbs are deteriorated and the asphalt concrete overlay has peeled away from the gutters. Inlets are settled and deteriorated and lack proper grates in the gutter lines. Storm water ponds on the roadway surface at some intersection radii.

ALTA AVENUE

Large areas of alligator cracking and base failure are present for the entire length of the roadway. Curbs are cracked and deteriorated. Curbs are completely disintegrate adjacent to the City Maintenance Garage. Poor drainage exists at the north end of the roadway. The single inlet is ineffective, resulting in stormwater flowing onto the adjacent I & O Railway ROW, along track to an existing ditchline, causing severe erosion of the ballast stone. In addition, the cul-de-sac area is not properly paved or large enough for the service department trucks to turn around in.

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

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

- Priority 1 Highland Avenue / Alta Avenue Improvements
- Priority 2 Deer Park / Silverton Joint Fire District – Fire Hydrant Replacements
- Priority 3 _____
- Priority 4 _____
- Priority 5 _____

5) Will the completed project generate user fees or assessments?

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.).

No Yes _____ If yes, what user fees and/or assessments will be utilized?

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).

These improvements will serve to retain the existing businesses in the area (particularly these with access from Alta Avenue) and protect the I & O railway operation.

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 be filed by August 6 of this year for this project with the Hamilton County Engineer's Office. List below, the source(s) of all "other" funding

The City of Silverton has obtained a \$125,000.00 Grant from H.U.D for improvements to Highland Avenue. The project is listed on the Hamilton County Office of Community Development C.D.B.G. Program for 2001.

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).

N/A

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 N/A Proposed 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 are granted, when would the construction contract be awarded?

If SCIP / LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1, of this 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 3

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

N/A

e.) Give an estimate of time needed to complete any item above not yet completed. 3 Months.

11) Does the infrastructure have regional impact?

Highland Avenue provides access from the City of Cincinnati (to South) to the Montgomery Road corridor including the Kenwood Towne Center shopping area.

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 weigh 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 N/A 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 1,852 x 1.20 = 2,222 Users + 6,460 Metro Riders + 8,682 total users

Water / Sewer: Homes _____ x 4.00 = _____ Users
$$\begin{array}{r} 40 \overline{) 6460} \\ \underline{40} \\ 2460 \\ \underline{2400} \\ 60 \end{array}$$

15) Has the jurisdiction enacted the optional \$5.00 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.

Operational \$5.00 License Tax	<u> </u> x <u> </u>	Specify type <u>Ham. Co. license tax adopted by Ordinance</u>
Infrastructure Levy	<u> </u>	Specify type <u> </u>
Facility Users Fee	<u> </u>	Specify type <u> </u>
Dedicated Tax	<u> </u>	Specify type <u> </u>
Other Fee, Levy or Tax	<u> </u>	Specify type <u> </u>

ADDITIONAL SUPPORT INFORMATION

PRIORITY LISTS OF PROJECTS
PROGRAM YEAR 2001
ROUND 15

Name of Jurisdiction: City of Silverton

Please supply the Integrating Committee a listing, in order of priority, of all projects applied for in this round of funding. A maximum of five points may be listed for the purpose of assigning priority.

<u>Priority</u>	<u>Name of Project (as listed on the application)</u>
1	<u>Highland Avenue / Alta Avenue Improvements</u>
2	<u>Deer Park / Silverton Joint Fire District – Fire Hydrant Replacement Program</u>
3	<u>_____</u>
4	<u>_____</u>
5	<u>_____</u>

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

Alou

NAME OF APPLICANT: CITY OF SILVERTON

NAME OF PROJECT: ALTA AVE/HIGHLAND AVE IMPROVEMENTS

RATING TEAM: #3

NOTE: See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system.

CIRCLE THE APPROPRIATE RATING

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

- 25 - Failed
 - 23 - Critical
 - 21 - Very Poor
 - 17 - Poor
 - 15 - Moderately Poor
 - 10 - Moderately Fair
 - 5 - Fair Condition
 - 0 - Good or Better
- ALTA work for Highl
1302 on 25702*
- Appeal Score _____

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

- 25 - Highly significant importance
 - 20 - Considerably significant importance
 - 15 - Moderate importance
 - 10 - Minimal importance
 - 0 - No measurable impact
- ROAD WORK BY*
- Appeal Score _____

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

- 25 - Highly significant importance
 - 20 - Considerably significant importance
 - 15 - Moderate importance
 - 10 - Minimal importance
 - 0 - No measurable impact
- CORNER ST
DRAINAGE
5757
B A17C*
- Appeal Score _____

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

Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

- 25 - First priority project
 - 20 - Second priority project
 - 15 - Third priority project
 - 10 - Fourth priority project
 - 5 - Fifth priority project or lower
- Appeal Score _____

5) Will the completed project generate user fees or assessments?

- 10 - No
 - 0 - Yes
- Appeal Score _____

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

10 – The project will directly secure significant new employment

Appeal Score

7 - The project will directly secure new employment

5 – The project will secure new employment

3 – The project will permit more development

① The project will not impact development

7) Matching Funds - LOCAL

10 - This project is a loan or credit enhancement

10 – 50% or higher

8 – 40% to 49.99%

6 – 30% to 39.99%

4 – 20% to 29.99%

② 10% to 19.99%

0 – Less than 10%

8) Matching Funds - OTHER

10 – 50% or higher

8 – 40% to 49.99%

⑥ 30% to 39.99%

4 – 20% to 29.99%

2 – 10% to 19.99%

1 – 1% to 9.99%

0 – Less than 1%

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

10 - Project design is for future demand.

Appeal Score

8 - Project design is for partial future demand.

6 - Project design is for current demand.

4 - Project design is for minimal increase in capacity.

② Project design is for no increase in capacity.

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

⑤ Will be under contract by December 31, 2001 and no delinquent projects in Rounds 12 & 13

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

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

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

10 - Major impact

Appeal Score

8 -

6 - Moderate impact

④

2 - Minimal or no impact

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

10 Points

8 Points

6 Points

4 Points

2 Points

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

10 - Complete ban, facility closed

Appeal Score

8 - 80% reduction in legal load or 4 wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

0 - Less than 20% reduction in legal load

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

10 - 16,000 or more

Appeal Score

8 - 12,000 to 15,999

6 - 8,000 to 11,999

4 - 4,000 to 7,999

2 - 3,999 and under

1440
1852

3292

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

5 - Two or more of the above

Appeal Score

3 - One of the above

0 - None of the above

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

Criterion 2 – Safety

The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (e.g. widening existing roadway lanes to standard widths, adding lanes to a roadway or bridge to increase capacity or alleviate congestion, replacing non-functioning hydrants, increasing capacity to a water system, etc. Documentation is required.)

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Criterion 3 – Health

The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area (e.g. Improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.)

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Criterion 4 – Jurisdiction's Priority Listing

The jurisdiction **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Matching Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

Criterion 6 – Economic Growth

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

Definitions:

Directly secure significant new employment: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

Directly secure new employment: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

Secure new employment: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

<u>Design Year</u>	<u>Design year factor</u>		
	<u>Urban</u>	<u>Suburban</u>	<u>Rural</u>
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

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

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

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

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

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

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

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

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes

Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

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

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.