

CONTINGENCY (5)
PROJECT
SCIP

APPLICATION FOR FINANCIAL ASSIST.
Revised 4/99

IMPORTANT: Please consult the "Instructions for Completing the Project At completion of this form.

CB 25G

SUBDIVISION: City of Wyoming CODE# 061-86730

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 08 / 15/02

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

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)
FAX (513) 721-0607 E-MAIL

PROJECT NAME: West and West Charlotte Reconstruction

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 \$ 360,000
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: \$ 720,000.00 FUNDING REQUESTED: \$ 360,000

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT: \$ 360,000 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

OFFICE OF NEW BURLIN
COUNTY ENGINEER
2002 SEP 20 PM 2: 3
TOM

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)

TOTAL DOLLARS

FORCE ACCOUNT
DOLLARS

a.)	Basic Engineering Services:		\$ _____ .00
	Preliminary Design	\$ _____ .00	
	Final Design	\$ _____ .00	
	Bidding	\$ _____ .00	
	Construction Phase	\$ _____ .00	
	Additional Engineering Services		\$ _____ .00
	*Identify services and costs below.		
b.)	Acquisition Expenses:		
	Land and/or Right-of-Way		\$ _____ .00
c.)	Construction Costs:		\$ 720,000 .00
d.)	Equipment Purchased Directly:		\$ _____ .00
e.)	Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)		\$ _____ .00
f.)	Construction Contingencies:		\$ _____ .00
g.)	TOTAL ESTIMATED COSTS:		\$ 720,000 .00

*List Additional Engineering Services here:
Service:

Cost:

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

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u> .00</u>	
b.) Local Revenues	\$ <u>360,000 .00</u>	<u>50</u>
c.) Other Public Revenues	\$ <u> .00</u>	
ODOT	\$ <u> .00</u>	
Rural Development	\$ <u> .00</u>	
OEPA	\$ <u> .00</u>	
OWDA	\$ <u> .00</u>	
CDBG	\$ <u> .00</u>	
OTHER _____	\$ <u> .00</u>	
SUBTOTAL LOCAL RESOURCES:	\$ <u>360,000 .00</u>	<u>50</u>
d.) OPWC Funds		
1. Grant	\$ <u>360,000 .00</u>	<u>50</u>
2. Loan	\$ <u> .00</u>	
3. Loan Assistance	\$ <u> .00</u>	
SUBTOTAL OPWC RESOURCES:	\$ <u>360,000 .00</u>	<u>50</u>
e.) TOTAL FINANCIAL RESOURCES:	\$ <u>720,000 .00</u>	<u>100%</u>

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ Sale Date:
 STATUS: (Check one)
 Traditional
 Local Planning Agency (LPA)
 State Infrastructure Bank

2.0 PROJECT INFORMATION

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

2.1 PROJECT NAME: West Charlotte and West Avenue Reconstruction

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

A: SPECIFIC LOCATION:

The project limits are the entire length West Avenue and West Charlotte Avenue in the City of Wyoming. Please see attached project vicinity map

PROJECT ZIP CODE: 45215

B: PROJECT COMPONENTS:

- 1.) Full depth pavement removal and replacement
- 2.) Curb removal and replacement
- 3.) Add new storm catch basins
- 4.) Seeding and Mulching as necessary

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

The length of the proposed project is 1900 LF. The width of the existing roadway averages 20 - 30 feet. The existing pavement has deteriorated beyond repair, has severe cracks, and the curbs are crumbling. The entire pavement must be replaced.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT 2,500 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: 30 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 \$ 720,000 .00
TOTAL PORTION OF PROJECT NEW/EXPANSION \$ _____ .00

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>07 /15 /02</u>	<u>06 /01 /03</u>
4.2 Bid Advertisement and Award:	<u>06/01/03</u>	<u>06/31/03</u>
4.3 Construction:	<u>07/02 /03</u>	<u>12/31/04</u>
4.4 Right-of-Way/Land Acquisition:	<u>NA / /</u>	<u>NA/ /</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 Robert Harrison
TITLE City Manager
STREET 800 Oak Avenue
CITY/ZIP Cincinnati, OH 45215
PHONE (513) 821-7600
FAX (513) 821-7952
E-MAIL rharrison@wyoming.oh.us

5.2 CHIEF FINANCIAL

OFFICER Dina Minneci
TITLE Director of Finance
STREET 800 Oak Avenue
CITY/ZIP Cincinnati, OH 45215
PHONE (513) 821-7600
FAX (513) 821-7592
E-MAIL

5.3 PROJECT MANAGER

Dan Sullivan
TITLE Public Works Director
STREET 800 Oak Avenue
CITY/ZIP Cincinnati, Ohio 45215
PHONE (513) 821-7600
FAX (513) 821- 7952
E-MAIL

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [] below that each item listed is attached.

- [X] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- [X] A 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.
- [NA] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [NA] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [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.

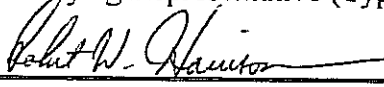
7.0 APPLICANT CERTIFICATION:

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.

Robert W. Harrison, City Manager

Certifying Representative (Type or Print Name and Title)

 9/19/2002

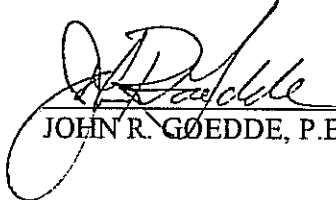
Signature/Date Signed

West Avenue & W. Charlotte Avenue Improvements
Engineer's Estimate

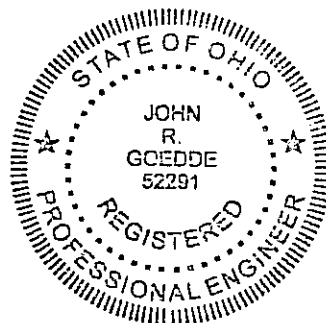
<u>Ref. No.</u>	<u>Description</u>	<u>Unit</u>	<u>Quantity</u>	<u>Unit Price</u>	<u>Total</u>
1.	Trees Removed/Clearing	LS	1	15,000.00	15,000.00
2.	Excavation/Pavement Removed	CY	2,800	20.00	56,000.00
3.	Curb Removed	LF	2,500	6.00	15,000.00
4.	Pipe Removed	LF	100	10.00	1,000.00
5.	Driveway Apron - Removed and Replaced	SY	700	50.00	35,000.00
6.	Excavation including Embankment (Undercut)	CY	500	40.00	20,000.00
7.	Aggregate Base	CY	800	40.00	32,000.00
8.	Bituminous Aggregate Base	CY	400	85.00	34,000.00
9.	Asphalt Concrete (Leveling)	CY	140	85.00	11,900.00
10.	Asphalt Concrete (Surface)	CY	140	85.00	11,900.00
11.	12"-15" Conduit	LF	1,200	50.00	60,000.00
12.	18"-24" Conduit	LF	400	60.00	24,000.00
13.	Catch Basin	EA	12	2,000.00	24,000.00
14.	Manhole	EA	9	2,000.00	18,000.00
15.	Concrete Curb	LF	3,900	10.00	39,000.00
16.	Maintain Traffic	LS	1	20,000.00	20,000.00
17.	Construction Layout Stakes	LS	1	25,000.00	25,000.00
18.	Seed & Mulch Restoration	SY	2,500	1.00	2,500.00
19.	Erosion Control	LS	1	5,000.00	5,000.00
20.	Utility Adjustments (incl. waterline)	LS	1	210,000.00	210,000.00
21.	Contingencies	LS	1	60,700.00	60,700.00

Total Estimated Cost 720,000.00

I HEREBY CERTIFY THIS TO BE AN ACCURATE ESTIMATE OF THE PROPOSED PROJECT.
THE USEFUL LIFE OF THIS PROJECT IS 30 YEARS.



JOHN R. GOEDDE, P.E.





CITY OF WYOMING • 800 OAK AVENUE • WYOMING, OHIO 45215
(513) 821-7600
FAX (513) 821-7952

STATUS OF FUNDS CERTIFICATION

The City of Wyoming will utilize approximately \$360,000.00 from its local budget as its participation for the West Charlotte and West Avenue Reconstruction Project.

A handwritten signature in black ink, appearing to read "Dina Minneci", is written over a horizontal line.

Dina Minneci
Finance Director
City of Wyoming

RESOLUTION NO. 12 - 2002

RESOLUTION AUTHORIZING THE FILING OF AN
APPLICATION FOR S.C.I.P. 2002-2003
FUNDS AND EXECUTION OF PROJECT AGREEMENT
WITH OHIO PUBLIC WORKS COMMISSION

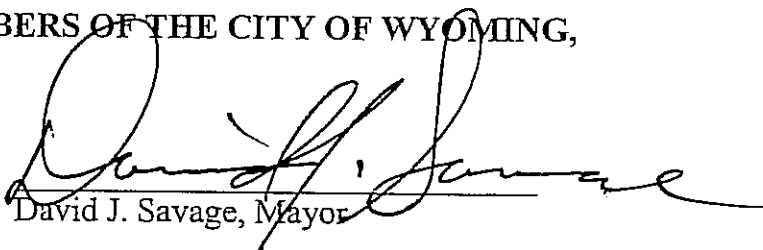
WHEREAS, in order to be eligible for S.C.I.P. 2002-2003 Funds through the State of Ohio in conjunction with the Ohio Public Works Commission, it is necessary to file an application requesting said funds.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF WYOMING, OHIO:

Section 1. The City Manager be, and he is hereby authorized and directed to file an application for 2002-2003 S.C.I.P. Funds to the District Public Works Integrating Committee.

Section 2. The City Manager is also authorized and directed to execute a project agreement with the Ohio Public Works Commission with respect to the utilization of such funds.

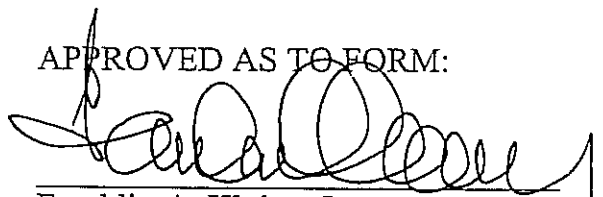
PASSED IN THE COUNCIL CHAMBERS OF THE CITY OF WYOMING,
OHIO, THIS 17th DAY OF JUNE, 2002.

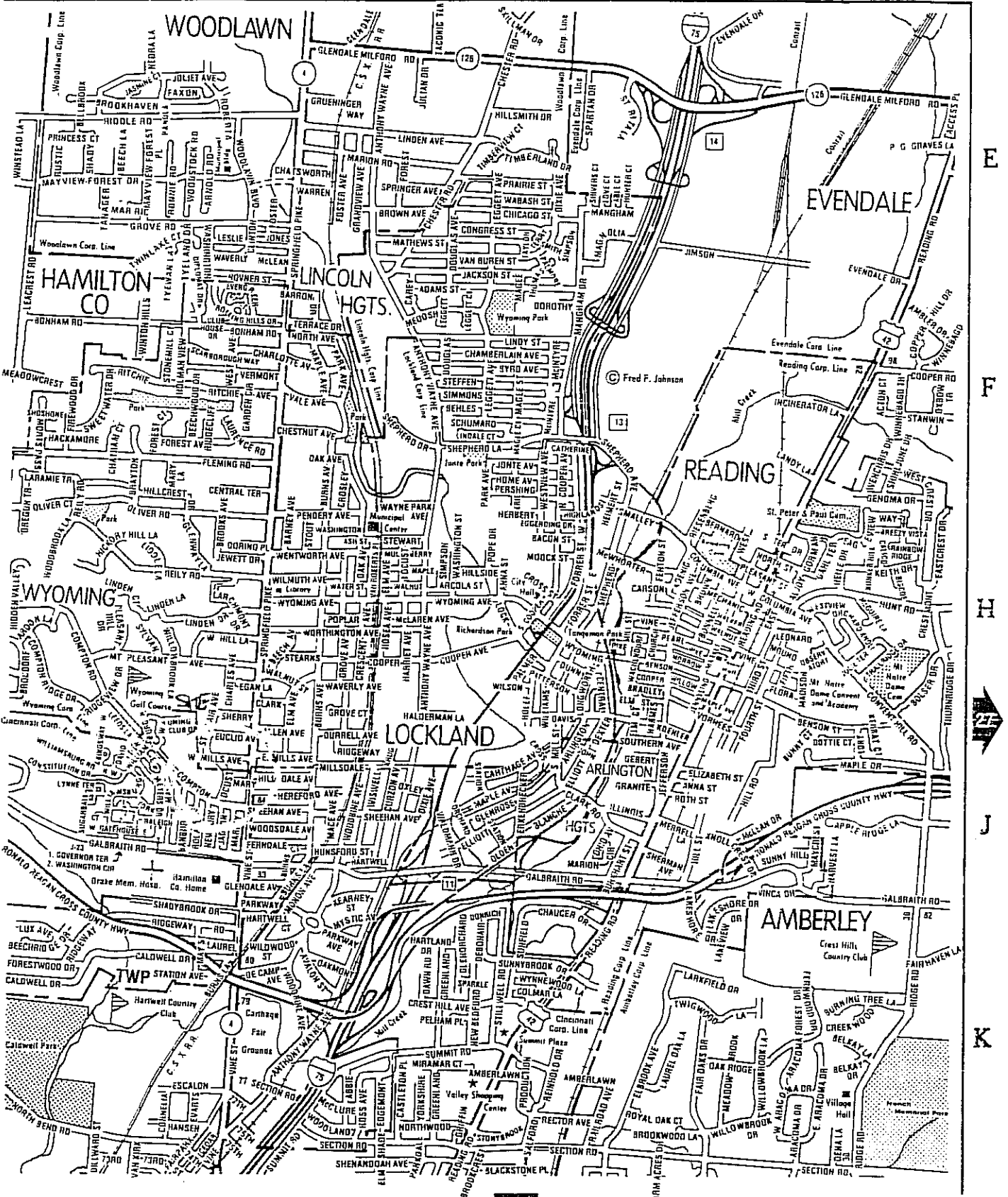

David J. Savage, Mayor

ATTEST:


Patricia A. Colman
Clerk of Council

APPROVED AS TO FORM:


Franklin A. Klaine, Jr.
City Solicitor



E

F

H

J

K



CITY OF WYOMING • 800 OAK AVENUE • WYOMING, OHIO 45215
(513) 821-7600
FAX (513) 821-7952

September 18, 2002

Mr. John Goedde, P.E.
JMA Consultants, Inc.
2021 Auburn Avenue
Cincinnati, OH 45219

Dear John:

Please be advised that the 4-inch water main that services West Charlotte and West Avenue has been in service for over 80 years and is tied together with the old lead type joint fittings.

I hope this information is helpful. Should further information be required, please do not hesitate to call.

Sincerely,

A handwritten signature in black ink that reads "Dan Sullivan". The signature is fluid and cursive, with a large initial "D" and "S".

Dan Sullivan
Public Works Director

DS/dlm



CITY OF WYOMING • 800 OAK AVENUE • WYOMING, OHIO 45215
(513) 821-7600
FAX (513) 821-7952

September 18, 2002

Mr. John Goedde, P.E.
JMA Consultants, Inc.
2021 Auburn Avenue
Cincinnati, OH 45219

Re: 4" Waterlines on West Charlotte and West Avenue

Dear Mr. Goedde:

As you are aware, there are currently 4" waterlines on West Charlotte and West Avenue in the City of Wyoming.

This causes great concern for our Fire Department, because 4" lines do not provide adequate pressure to fight fires effectively. These streets have many homes located close together which makes fighting fires even more difficult, as one fire can quickly spread to another home. Being able to provide the residents adequate fire protection is obviously extremely important.

It would be our recommendation that these 4" lines be replaced with 8" lines when the construction of this street is underway if possible.

Thank you for your consideration. Please do not hesitate to call me with any questions you may have.

Sincerely,

Richard Smith
Assistant Fire Chief

RS/dlm

JMA Consultants, Inc.

Engineers
Surveyors
Land Planners
Construction Managers

Established In 1933

2021 Auburn Avenue
Cincinnati, Ohio 45219
(513) 721-5500
Fax: (513) 721-0607

Principals:

John R. Goedde
William R. McCormick
Daniel J. Rensing
Daniel W. Schoster
M. Doug Webster

September 19, 2002

Mr. Richard Smith
Assistant Fire Chief
City of Wyoming
800 Oak Avenue
Wyoming, Ohio 45215

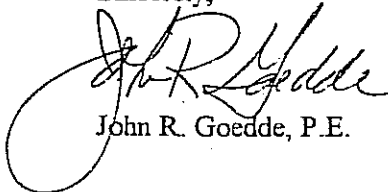
Re: Watermains in Mills Ave., West Charlotte Ave., West Ave.

Dear Assistant Chief Smith:

Thank you for your letter regarding the 4-inch watermains in Mills Ave., W. Charlotte and West Avenue.

As you are aware, the existing water lines are under the pavement. The design of the new roadway for these streets will either reduce the crown significantly or lower the pavement to improve drainage, resulting in substandard cover for the existing water line. The water line will need to be lowered to have sufficient cover to accommodate the new street grades and proposed storm drainage system. Because of the age and size of the existing system and its lead joint construction, lowering the main is not feasible. A new 8-inch main is required, laid below the profile of the existing line if the project is funded.

Sincerely,



John R. Goedde, P.E.

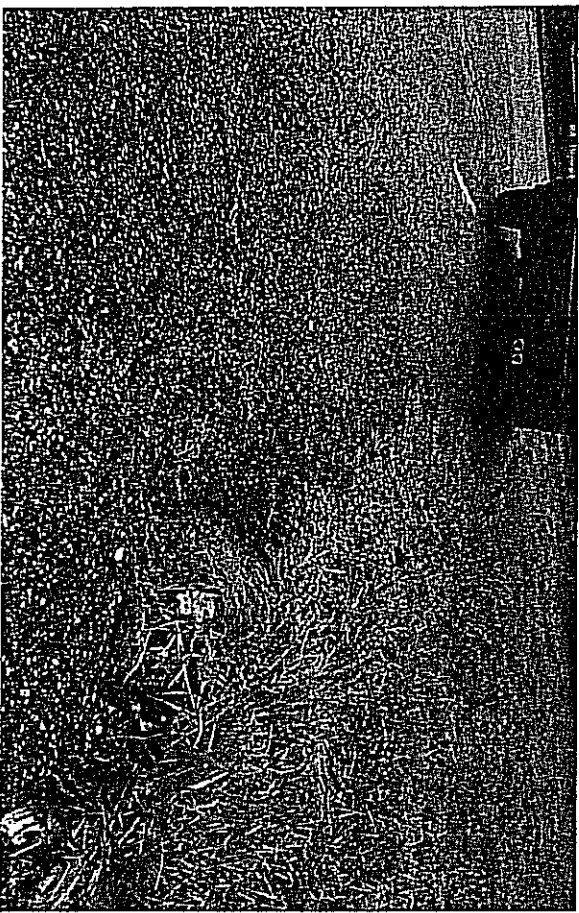
Copy: Dan Sullivan, City of Wyoming



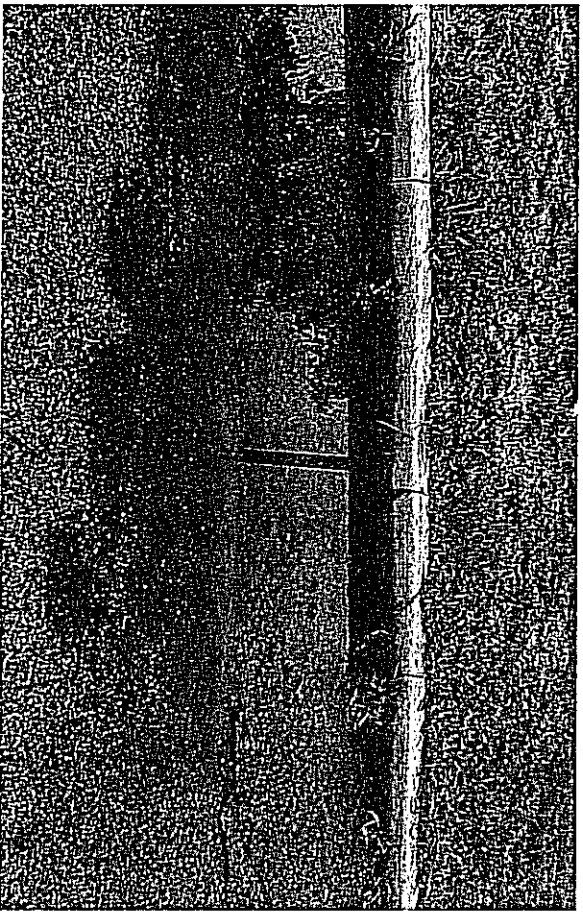
West and West Charlotte



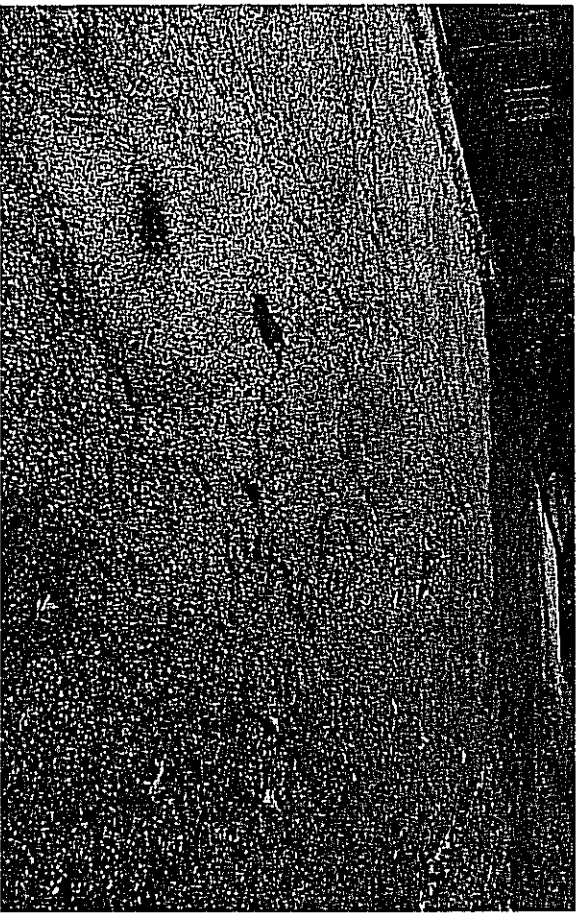
West and West Charlotte



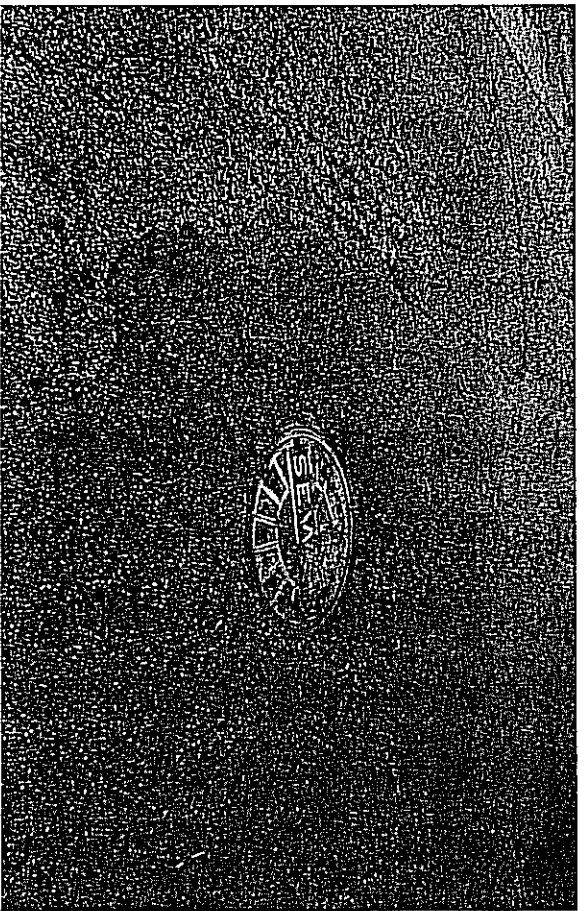
West and West Charlotte



West and West Charlotte



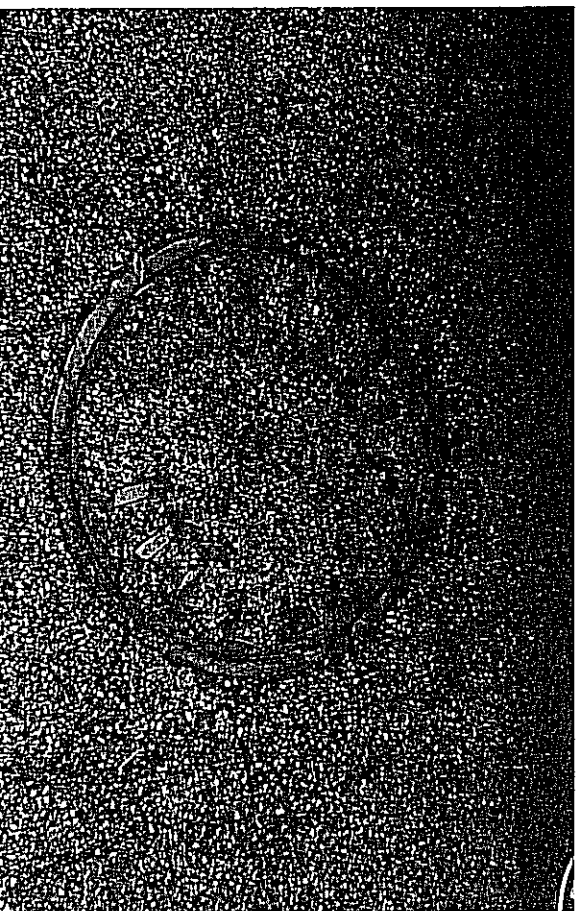
West and West Charlotte



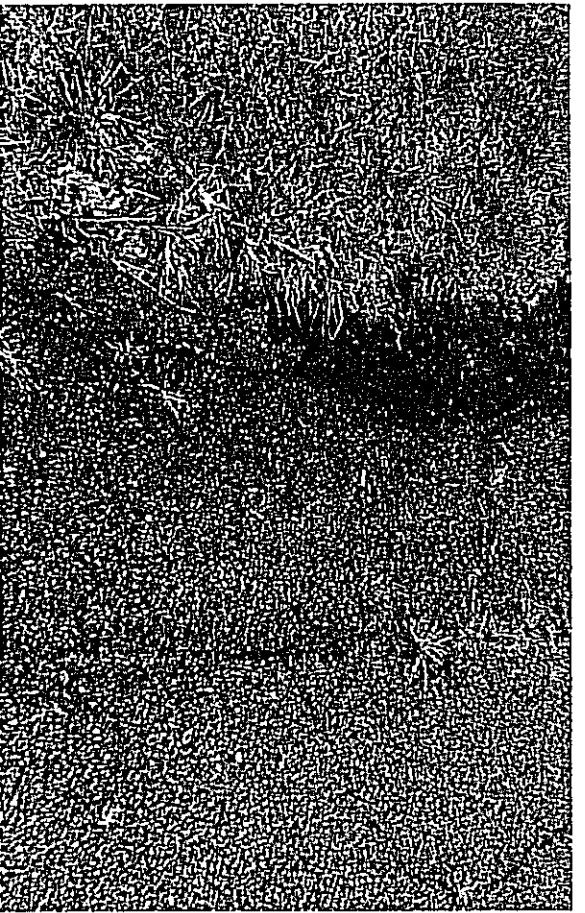
West and West Charlotte



West and West Charlotte



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West and West Charlotte



West and West Charlotte



West and West Charlotte

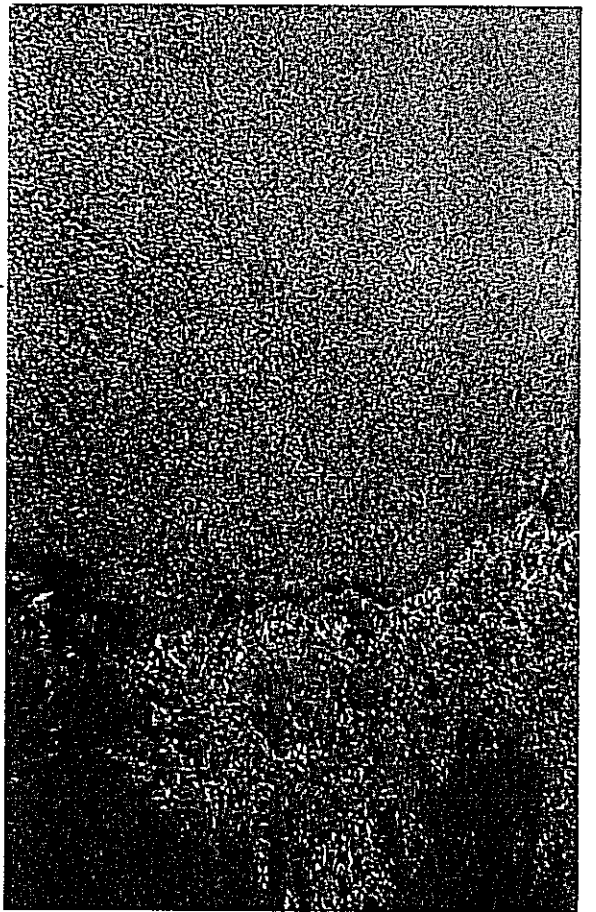


West and West Charlotte

West of West Charlotte Avenue



West of West Charlotte Avenue



West of West Charlotte Avenue



West of West Charlotte Avenue



ADDITIONAL SUPPORT INFORMATION

For Program Year 2003 (July 1, 2003 through June 30, 2004), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

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

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

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

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

The existing pavement consists of deteriorated asphalt and exhibits severe alligator cracking throughout the entire limits. Potholes and or intermittent patching are evident throughout the project limits. The existing curb on these streets is buried in most areas and severely crumbling in other areas. As verified by the attached geotechnical reports, the pavement is at or near the end of its useful life (page 2) and should be completely reconstructed. (reference pages 5-6 of the Reports). Milling and resurfacing is not an option due to existing pavement thickness (page 5) and condition. The existing storm system is sub-standard based upon current acceptable design parameters and will be upgraded to meet current standards. Developing a crowned pavement section will require lowering a portion of the roadway resulting in substandard waterline cover. The waterline will need to be replaced with the roadway improvements. These lines are over 80 years old and are near the end of their service life (see attached letter from Public Works Director).

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 condition of the roadway on both West and West Charlotte Avenues has created an unsafe

condition for the residents of this area and poses the danger for risk, liability, and injury. Standing water in the roadway after storm events (see photos) ices and creates a hazardous condition for motorists. West Avenue has a cross slope across the entire pavement section rather than a crowned section as is standard. West Charlotte also has a portion of the roadway which has a cross slope. This results in an unsafe traveling condition which is exacerbated due to uncontrolled stormwater runoff (reference report page). The new pavement will provide a smooth driving surface and promote safer conditions for all residents and motorists in this area. In addition, the waterlines that must be replaced with this project are 4" lines, which do not provide adequate fire protection (see attached letter from Fire Chief). New 8" lines will provide adequate capacity for fire protection and improve safety for the residents.

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

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

The existing curb and gutter is severely deteriorated and no longer efficiently performs its intended function. New curb will provide conveyance capabilities for surface runoff to new catch basins and upgraded storm sewer. New catch basins will prevent exfiltration into the adjacent sub-soils. The existing waterlines are fitted with lead joint fittings (reference attached letter from Public Works Director, resulting in a health hazard to residents. The City will replace the waterlines in conjunction with the roadway (see attached letter from City Engineer).

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 Mills Avenue Reconstruction

Priority 2 West and W. Charlotte Avenue Reconstruction

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 X 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).

 No significant impact on economic growth

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 10 th of this year for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

 Local funds are used as the match for this project.

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).

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 2

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

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

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

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

11) Does the infrastructure have regional impact?

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

The project will primarily affect the residents of the City of Wyoming.

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

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

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of

the usage or expansion of the usage for the involved infrastructure?

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

No ban

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

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

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

Traffic: ADT 2,000 X 1.20 = 2,400 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 Bond for Roadway Improvements Specify type _____

SUBMISSION CHECKLIST FOR STATE OF OHIO CAPITAL IMPROVEMENT GRANT/LOAN APPLICATIONS

This checklist must be submitted with the other items necessary for project eligibility and review. Upon district receipt of the full package, this checklist will be date stamped and a copy will be forwarded to the applying jurisdiction. Once the checklist has been stamped, the district will accept no additional information regarding the project.

The following items **MUST** be submitted (by the deadline for such submission) in order for the District Two-Integrating Committee and Support Staff to consider your application complete and eligible for funding:

- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> OPWC Application for Financial Assistance (State of Ohio Form—Signed by C.E.O. of jurisdiction) | <input checked="" type="checkbox"/> Additional Support Information Form (District Two Form) | <input checked="" type="checkbox"/> Detailed Cost Estimate (Signed & Sealed by P.E.) |
| <input checked="" type="checkbox"/> Useful Life Certificate (Signed & Sealed by P.E.) | <input checked="" type="checkbox"/> Status of Funds Certification (Jurisdiction Letterhead — Signed by C.F.O. of jurisdiction) | <input checked="" type="checkbox"/> Project Vicinity Map (Must be legible with project highlighted) |
| <input checked="" type="checkbox"/> Project Pictures (Minimum of 4 - Mounted) | <input type="checkbox"/> Users Certification (Signed by P.E. or C.E.O. of jurisdiction) | <input type="checkbox"/> Loan Repayment Method (Jurisdiction Letterhead — Signed by C.F.O. of jurisdiction) <i>For loan projects only.</i> |

Please list below the data submitted with the application that supports the project.

- Infrastructure Condition Data
 - Pictures
 - letter from Fire Chief
 - letter from City Engineer
 - Geotechnical Report
 - letter from Public Works Director
- Infrastructure Safety Data
 - letter from Fire Chief
 - Pictures
- Infrastructure Health Data
 - letter from Public Works Director
 - Pictures
- Jurisdiction User Fee/Assessment Data
- Economic Growth Data
- Alleviate Traffic Hazards/LOS Data
- Ban/Moratorium Data
- Users Certification Data

The following items must be submitted by DECEMBER 2, 2002:

<input type="checkbox"/> Capital Improvement Report	<input checked="" type="checkbox"/> Enabling Legislation
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SCIP/LHIP PROGRAM
 ROUND 17 - PROGRAM YEAR 2003
 PROJECT SELECTION CRITERIA
 JULY 1, 2003 TO JUNE 30, 2004

102

NAME OF APPLICANT: CITY OF WYOMING

NAME OF PROJECT: WEST & WEST CHARLOTTE RECONST

RATING TEAM: 4

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

CIRCLE THE APPROPRIATE RATING

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

25 - Failed 23 - Critical 20 - Very Poor 17 - Poor 15 - Moderately Poor 10 - Moderately Fair 5 - Fair Condition 0 - Good or Better	W. CHARLOTTE 10 WEST 20 UNDERSIZED W.M.	Appeal Score _____
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2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

25 - Highly significant importance 20 - Considerably significant importance 15 - Moderate importance 10 - Minimal importance 0 - No measurable impact	UNDERSIZED W.M.	Appeal Score _____
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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	LEAD JOINTS	Appeal Score _____
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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	# 2	Appeal Score _____
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5) Will the completed project generate user fees or assessments?

10 - No 0 - Yes	WATER $\frac{210000}{720000} = 29\%$	Appeal Score _____
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72

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

- 10 - The project will directly secure significant new employment
- 7 - The project will directly secure new employment
- 5 - The project will secure new employment
- 3 - The project will permit more development
- 0 - The project will not impact development

Appeal Score

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%

50%

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%

0%

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.
- 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.

DID NOT FILL ANYTHING IN.

Appeal Score

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, 2003 and no delinquent projects in Rounds 14 & 15
- 3 - Will be under contract by March 31, 2004 and/or one delinquent project in Rounds 14 & 15
- 0 - Will not be under contract by March 31, 2004 and/or more than one delinquent project in Rounds 14 & 15

013103

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

- 10 - Major impact
- 8 -
- 6 - Moderate impact
- 4 -
- 2 - Minimal or no impact

Appeal Score

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

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

NO BAN

Appeal Score

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

8 - 12,000 to 15,999

6 - 8,000 to 11,999

4 - 4,000 to 7,999

2 - 3,999 and under

2400

Appeal Score

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

3 - One of the above

0 - None of the above

Appeal Score

11 / 102

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 jurisdiction shall include in its application the type of 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.

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.

Criterion 3 - Health

The jurisdiction shall include in its application the type and seriousness 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? Are leaded joints involved in existing water line replacements? In all cases, specific documentation is required.

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.

Criterion 4 – Jurisdiction’s Priority Listing

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

Criterion 5 – Generate Fees

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

Criterion 6 – Economic Growth

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

Definitions:

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

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

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

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

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

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

Criterion 7 – Matching Funds - Local

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

Criterion 8 – Matching Funds - Other

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

Criterion 9 – Alleviate Traffic Problems

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

Formula:

Existing users x design year factor = projected users

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.

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.