

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99

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

SUBDIVISION: CITY OF DEER PARK CODE# 061-27706

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 09 / 08 / 06

CONTACT: PRESTON M. COMBS, P.E., P.S. PHONE # (513) 791 - 1700 (THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE DURING BUSINESS HOURS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 791-1936 E-MAIL pcombs@eds-assoc.com

PROJECT NAME: MATSON AVENUE & GAIL DRIVE IMPROVEMENTS

SUBDIVISION TYPE

(Check Only 1)

- 1. County
x 2. City
3. Township
4. Village
5. Water/Sanitary District
(Section 6119 or 6117 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- x 1. Grant \$163,920.00 SDC
x 2. Loan \$163,920 SDC
3. Loan Assistance \$

PROJECT TYPE

(Check Largest Component)

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

TOTAL PROJECT COST: \$ 423,200.00 FUNDING REQUESTED: \$ 163,920.00

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT: \$ LOAN ASSISTANCE: \$
SCIP LOAN: \$ RATE: % TERM: yrs.
RLP LOAN: \$ 163,920.00 RATE: 0 % TERM: 20 yrs.

RECEIVED
2006 SEP 18 2006
OPWC
OFFICE OF NEW BURLINGTON COUNTY ENGINEER

(Check Only 1)

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

FOR OPWC USE ONLY

PROJECT NUMBER: C /C
Local Participation %
OPWC Participation %
Project Release Date: / /
OPWC Approval:
APPROVED FUNDING: \$
Loan Interest Rate: %
Loan Term: years
Maturity Date:
Date Approved: / /
SCIP Loan RLP Loan

# 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 *Identify services and costs below.	\$ _____ .00	_____
b.) Acquisition Expenses: Land and/or Right-of-Way	\$ _____ .00	_____
c.) Construction Costs:	\$ <u>385,165.00</u>	_____
d.) Equipment Purchased Directly:	\$ _____ .00	
e.) Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)	\$ _____ .00	
f.) Construction Contingencies:	\$ <u>38,035.00</u>	
g.) TOTAL ESTIMATED COSTS:	\$ <u>423,200.00</u>	

\*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>  169,280.00</u>	<u>  40%</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>          .00</u>	<u>          </u>
OTHER <u>MSD</u>	\$ <u>  90,000.00</u>	<u>  21%</u>
SUBTOTAL LOCAL RESOURCES:	\$ <u>  259,280.00</u>	<u>  61%</u>
d.) OPWC Funds		
1. Grant	\$ <u><del>163,920.00</del> <sup>JDC</sup></u>	<u>  39%</u>
2. Loan	\$ <u>  103,920.00 <sup>JDC</sup></u>	<u>          </u>
3. Loan Assistance	\$ <u>          .00</u>	<u>          </u>
SUBTOTAL OPWC RESOURCES:	\$ <u>  163,920.00</u>	<u>  39%</u>
e.) TOTAL FINANCIAL RESOURCES:	\$ <u>  423,200.00</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: MATSON AVENUE & GAIL DRIVE IMPROVEMENTS**

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

**A: SPECIFIC LOCATION:**

Matson Avenue from Gail Drive to Plainfield Road and Gail Drive from Matson Avenue to Galbraith Road, City of Deer Park, Hamilton County, Ohio..

**PROJECT ZIP CODE: 45236**

**B: PROJECT COMPONENTS:**

Total curb replacement on both streets. Existing catch basins will be replaced or repaired and reconstructed to grade. New handicap curb ramps will be installed at all intersections where needed to meet ADA requirements. Base repairs will be done to the existing streets, plane the existing roadways full width, overlay with a multi-seal surfacing interlayer and 1" of 448 Leveling Course on Matson Avenue, and 1-1/2" of 448 surface course and new pavement markings on both streets.

**C: PHYSICAL DIMENSIONS:**

The existing asphalt/concrete roadway for both streets is two lanes with parking permitted on one side of the street. Both streets are 25' wide back to back of curb. Matson Avenue from Gail Drive to Plainfield Road is 1,750 LF (0.33 miles) and Gail Drive is 1,170 LF (0.22 miles).

**D: DESIGN SERVICE CAPACITY:**

Detail current service capacity versus proposed service level.

Road or Bridge: Current ADT 1,617 (Matson) Year: 2006 Projected ADT: 1,650 (Matson) Year: 2008  
Current ADT 1,271 (Gail) Year: 2006 Projected ADT: 1,296 (Gail) Year: 2008

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 \$ 423,200.00

TOTAL PORTION OF PROJECT NEW/EXPANSION \$ .00

### 4.0 PROJECT SCHEDULE: \*

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>05 / 07 / 07</u>	<u>07 / 02 / 07</u>
4.2 Bid Advertisement and Award:	<u>07 / 02 / 07</u>	<u>08 / 06 / 07</u>
4.3 Construction:	<u>08 / 06 / 07</u>	<u>11 / 16 / 07</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 PROJECT OFFICIALS:

#### 5.1 CHIEF EXECUTIVE

OFFICER Mr. David Collins  
TITLE Mayor  
STREET City of Deer Park  
4250 Matson Avenue  
CITY/ZIP City of Deer Park, Ohio 45236  
PHONE (513) 794-8860  
FAX (513) 794-8875  
E-MAIL \_\_\_\_\_

#### 5.2 CHIEF FINANCIAL

OFFICER Mr. John Applegate  
TITLE Auditor  
STREET City of Deer Park  
4250 Matson Avenue  
CITY/ZIP City of Deer Park, Ohio 45236  
PHONE (513) 794-8860  
FAX (513) 794-8875  
E-MAIL \_\_\_\_\_

#### 5.3 PROJECT MANAGER

TITLE Mr. Preston M. Combs, P.E., P.S.  
STREET Project Manager  
CDS Associates, Inc.  
11120 Kenwood Road  
CITY/ZIP Cincinnati, Ohio 45242  
PHONE (513) 791-1700  
FAX (513) 791-1936  
E-MAIL Pcombs@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.
- [ 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] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [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 as identified in the attached legislation; (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 from the project.

David Collins, Mayor  
Certifying Representative (Type or Print Name and Title)

  
Original Signature/Date Signed

# CDS Associates, Inc.

MATSON AVENUE (Gail to Plainfield) & GAIL DRIVE  
CITY OF DEER PARK

DATE: 8/17/06

PROJECT: 2006020-003

SCIP

Item No.	Spec. No.	Item	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
1	252/253/255	PAVEMENT REPAIR	650	SY	\$50.00	\$32,500.00
2	254	PAVEMENT PLANING	7,820	SY	\$3.00	\$23,460.00
3	423	CRACK SEALING	450	GAL	\$25.00	\$11,250.00
4	448	ASPHALT CONCRETE LEVELING COURSE - (1")	135	CY	\$120.00	\$16,200.00
5	448	ASPHALT CONCRETE SURFACE COURSE - (1 1/2")	350	CY	\$120.00	\$42,000.00
6	448	SAMI / MULTI-SEAL SURFACING	7,820	SY	\$3.00	\$23,460.00
7	448	ASPHALT REJUVENATING AGENT	7,820	SY	\$1.00	\$7,820.00
8	452	CONCRETE DRIVEWAY APRON	235	SY	\$65.00	\$15,275.00
9	604	CATCH BASIN RECONSTRUCTED TO GRADE	13	EA	\$850.00	\$11,050.00
10	604	NEW CATCH BASIN	8	EA	\$3,000.00	\$24,000.00
11	604	MANHOLE ADJUSTED TO GRADE	23	EA	\$350.00	\$8,050.00
12	608	CURB RAMP	5	EA	\$400.00	\$2,000.00
13	608	CONCRETE WALK FOR CURB RAMP CONSTRUCTION	800	SF	\$8.00	\$6,400.00
14	609	CONCRETE CURB	5,800	LF	\$24.00	\$139,200.00
15	614	MAINTAINING TRAFFIC	1	LS	\$15,000.00	\$15,000.00
16	638	VALVE BOX ADJUSTED TO GRADE	40	EA	\$150.00	\$6,000.00
17	644	PAVEMENT MARKING	1	LS	\$1,500.00	\$1,500.00

CDS Associates, Inc.

MATSON AVENUE (Gail to Plainfield) & GAIL DRIVE  
CITY OF DEER PARK

DATE: 8/17/06

PROJECT: 2006020-003

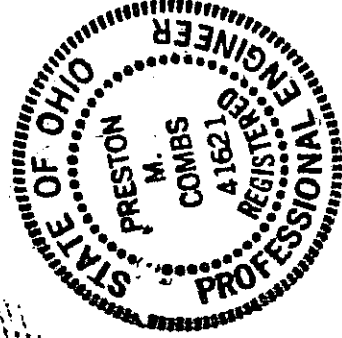
SCIP

Item No.	Spec No.	Item	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
		SUB - TOTAL				\$385,165.00
		CONTINGENCIES AT 10% = +/-				\$38,035.00
		TOTAL OPINION OF CONSTRUCTION COST				\$423,200.00

USEFUL LIFE: UPON SATISFACTORY COMPLETION OF THE WORK, THE USEFUL LIFE OF THE MATSON AVENUE & GAIL DRIVE IMPROVEMENTS WILL BE 20 YEARS FOR THE IMPROVEMENTS

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

*Preston M. Combs* \_\_\_\_\_ Date Aug. 30 2006  
 Preston M. Combs, P.E., P.S.  
 Ohio Registration #41621



# City of Deer Park

7777 Blue Ash Road • Deer Park, Ohio 45236

City Office: (513) 794-8860

Tax Office: (513) 794-8863

Fax: (513) 794-8875

[www.deerpark-oh.com](http://www.deerpark-oh.com)

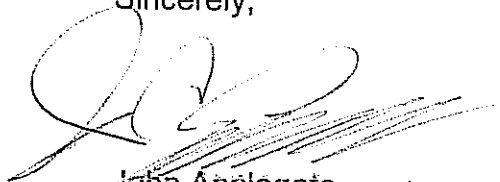
December 6, 2006

Mr. W. Laurence Bicking, Director  
Ohio Public Works Commission  
65 East State Street, Suite 312  
Columbus OH 43215

Dear Mr. Bicking,

The City of Deer Park will repay the loan for the Matson and Gail Avenues project from our General Fund and Municipal Motor Vehicle License Tax Fund.

Sincerely,

A handwritten signature in black ink, appearing to read 'John Applegate', with a large, sweeping flourish extending to the right.

John Applegate  
City Auditor

# City of Deer Park

7777 Blue Ash Road. Deer Park, Ohio 45236

City Office: (513) 794-8860

Fax: (513) 794-8875

September 12, 2006

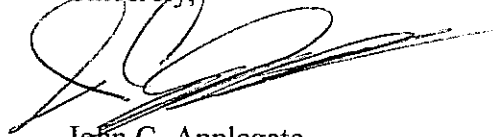
The Ohio Public Works Commission  
77 South High Street Room 1629  
Columbus, Ohio 43266-0303

RE: Application for Financial Assistance  
SCIP Grant Application

To Whom it May Concern:

This is to certify that the sum of \$169,280 shown in the application under local public revenues is available in our General Fund and our Municipal Motor Vehicle License Tax Fund. These monies are generated primarily by our local income taxes, general property taxes and our license tax receipts and are currently available in our investment account with the State Treasury Asset Reserve of Ohio and our checking account with PNC Bank.

Sincerely,



John C. Applegate  
Auditor  
City of Deer Park

# City of Deer Park

7777 Blue Ash Road • Deer Park, Ohio 45236

City Office: (513) 794-8860  
Tax Office: (513) 794-8863

Fax: (513) 794-8875  
www.deerpark-oh.com

April 7, 2006

Thomas J Ludwig P.E.  
Project Manager  
Metropolitan Sewer District  
1600 Gest Street  
Cincinnati OH 45204

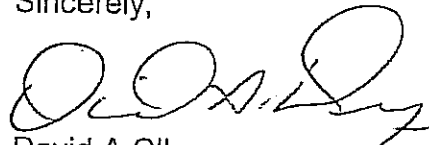
**Re: Deer Park Relief Sewer  
Sanitary Sewer #1023  
CIP 2001-26**

Dear Tom:

Per our agreement, the City of Deer Park requests the payment of \$90,000.00 for the grinding and resurfacing of Matson Avenue (from Plainfield Road to Gail Drive) and Gail Drive (all). This is the restoration work relating to the Deer Park Relief Sewer.

If you are in need of any further information, please feel free to contact me.

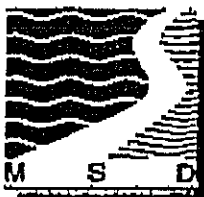
Sincerely,



David A. O'Leary  
Safety-Service Director

METROPOLITAN SEWER DISTRICT, 1600 WEST STREET, CINCINNATI, OH 45204

**FAX**



557-7193

FAX NO. (513) ~~557-7193~~

Date 8-24-06

Number of Pages 2

TO:

Mike Berens  
Safety-Service Director  
City of Deer Park  
FAX # 794-8866

FROM:

Tom Ludwig  
Cincinnati MSD  
Phone 244-5115

REMARKS:

Mike :

Attached is a copy of the  
Certification. This shows that the  
money earmarked from the project to the  
City of Deer Park will be available.

When you have a Contractor on board  
and ready to start the work you the  
City can send MSD an invoice.

Tom Ludwig

FORM B STORES REV 1/04

AGENCY and CONTRACT NO 400 54X9744

REFERENCE NO

VENDOR CODE MISC

DATE 7/27/05

Handwritten mark resembling the number '2'.

CITY OF CINCINNATI REQUEST FOR CERTIFICATION OF CONTRACT OR AGREEMENT

MSD

Department

Kindly certify that the cost of the work or supplies as shown below is fully covered by unencumbered balance in the fund as shown.

gmb

Signature of Department Head or His Designee

Prepared By.

MATERIALS, SUPPLIES OR SERVICES

AMOUNT

ORIGINAL CERTIFICATION

DEER PARK RELIEF SEWER PAVEMENT RESTORATION

\$90,000.00

CITY OF DEER PARK

PREVIOUS DOCID				FUND	AGY	ORG	OBJ	JOB PROJ	(ACT)	RPT CAT	AMOUNT
LN#	AGY	REQ NO	LN#								
01				704	400	0000	7671		01026		\$90,000.00

Liquidations

Date	Voucher No	AMOUNT	Total To Date	Date	Voucher No	AMOUNT	Total To Date

For Certification Stamp

CITY OF DEER PARK, OHIO  
RESOLUTION NO. 06-22

A RESOLUTION APPOINTING CITY OF DEER PARK MAYOR AS CHIEF  
EXECUTIVE OFFICER AND AUTHORIZING THE EXECUTION OF DOCUMENTS  
AND AGREEMENTS WITH THE STATE OF OHIO PUBLIC WORKS COMMISSION,  
AND DECLARING AN EMERGENCY

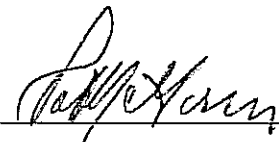
BE IT RESOLVED by the Council for the City of Deer Park, Hamilton County, Ohio, a two-thirds majority of all members elected thereto concurring, that:

**SECTION I.** The Mayor of the City of Deer Park, Ohio shall be its Chief Executive Officer for the purpose of entering into agreements with the State of Ohio Public Works Commission.

**SECTION II.** The Mayor of the City of Deer Park, Ohio is hereby authorized to execute all necessary documents, forms and instruments and enter into agreements with the State of Ohio Public Works Commission for the securing and expenditure of State of Ohio Infrastructure Funds. This authorization is effective immediately and shall expire on December 31, 2007.

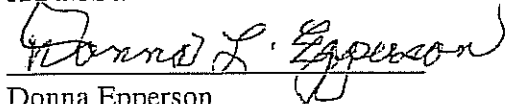
**SECTION III.** This Resolution is hereby declared to be an emergency measure necessary for the immediate preservation of the public peace, health, safety and welfare of the citizens of the City of Deer Park, Ohio; the reason for the emergency being to allow for the immediate application for State of Ohio Infrastructure Funds. Therefore, this Resolution shall take effect and be in force immediately upon its passage.

PASSED this 7<sup>th</sup> day of August, 2006.



President of Council

ATTEST:



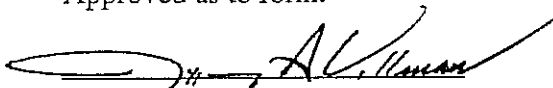
Donna Epperson  
Clerk of Council

APPROVED this 7<sup>th</sup> day of August, 2006.



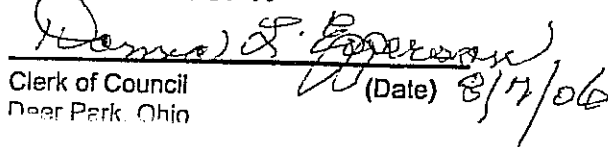
David A. Collins  
Mayor

Approved as to form:



Jeffrey S. Vollman  
Law Director

I HEREBY CERTIFY THIS TO  
BE A TRUE COPY.



Clerk of Council  
Deer Park, Ohio  
(Date) 8/7/06

Dillonvale  
(Sycamore Township)

Rossinoyne  
(Sycamore Township)

Dillonvale Shopping Center

Municipal Buildings:

- 1. City Hall
- 2. Community Center

Schools:

- 3. Deer Park High School
- 4. Apple School
- 5. Howard Elementary
- 6. St. John the Evangelist School

Churches:

- 7. St. John the Evangelist Catholic Church
- 8. First Church of Christ of Christ
- 9. The Church of God of Prophecy
- 10. Calvary Baptist Church

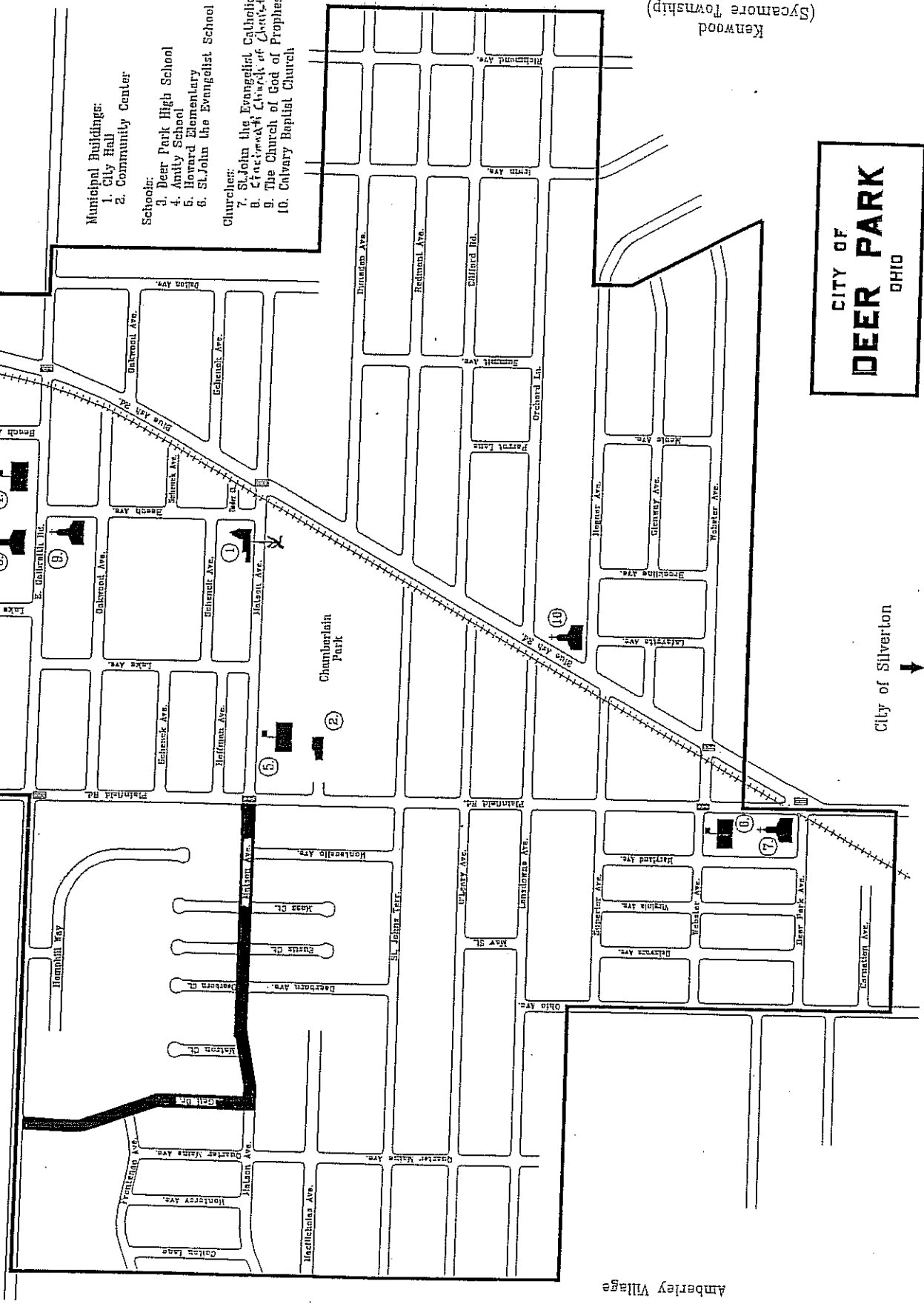
Chamberlain Park

Amberley Village

CITY OF  
**DEER PARK**  
OHIO

City of Silverton

Kenwood  
(Sycamore Township)



## ADDITIONAL SUPPORT INFORMATION

For Program Year 2004 (July 1, 2004 through June 30, 2005), 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.

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 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 condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

On both streets, the concrete curb is badly deteriorated and in many areas the curb does not exist due to failure. There are also several catch basins that are failing due to age. The pavement on both streets is badly cracked, deteriorated and failing in several areas along the streets. There are intersections where handicap curb ramps currently do not exist, therefore, are not ADA accessible. (Continued on attachment)

### 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 proposed roadway work will prevent further pavement and concrete curb deterioration and provide better drainage for both streets. The installation of handicap curb ramp at intersections where they currently do not exist will make the existing sidewalk at the intersections more accessible.

### 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.

N/A

**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 Matson Avenue & Gail Drive Improvements
- Priority 2 \_\_\_\_\_
- Priority 3 \_\_\_\_\_
- Priority 4 \_\_\_\_\_
- Priority 5 \_\_\_\_\_

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

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

N/A  
\_\_\_\_\_  
\_\_\_\_\_

**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 change.  
\_\_\_\_\_  
\_\_\_\_\_

**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 31<sup>st</sup> of this year for this project with the Hamilton County Engineer's Office. List below, the source(s) of all "other" funding

MSD Funding - 21%  
\_\_\_\_\_  
Local Funding - 40%  
\_\_\_\_\_  
\_\_\_\_\_

## ADDITIONAL SUPPORT INFORMATION

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

In 2006, MSD completed the installation of a sanitary sewer line in the street on both Matson Avenue and Gail Drive. Early in 2007, GCWW is scheduled to construct a new waterline in the street along Gail Drive and behind the curb on Matson Avenue from Gail Drive to Plainfield Road. The construction of the sanitary sewer has contributed to the deterioration of both streets. The City has made repairs to the streets due to pavement failure from the sewer construction work.

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The City is proposing to do total curb replacement on both streets to replace the existing deteriorated curb and to install new curb where curb currently does not exist. Existing catch basins will be replaced or repaired and reconstructed to grade. Base repairs will be done to the pavement areas that have failed. The existing pavement will be milled full width and then overlaid with a multi-seal surfacing interlayer, 1" of 448 leveling course on Matson Avenue and 1-1/2" of 448 surface course with new pavement markings on both streets. New handicap curb ramps will be installed at intersections where needed to meet ADA requirements.

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

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

No change.

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 2

- a.) Are preliminary plans or engineering completed? Yes \_\_\_\_\_ No x N/A \_\_\_\_\_
- b.) Are detailed construction plans completed? Yes \_\_\_\_\_ No x N/A \_\_\_\_\_
- c.) Are all utility coordination's completed? Yes \_\_\_\_\_ No x N/A \_\_\_\_\_
- d.) Are all right-of-way and easements acquired (if applicable)? Yes \_\_\_\_\_ No \_\_\_\_\_ N/A x

If no, how many parcels needed for project? 0 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. 2 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.

No impact.

**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 \_\_\_\_\_ 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	<u>1,617 (Matson)</u>	x 1.20 =	<u>1,940</u>	Users
	ADT	<u>1,271 (Gail)</u>	x 1.20 =	<u>1,525</u>	Users
Water / Sewer:	Homes	_____	x 4.00 =	_____	Users

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

Operational \$5.00 License Tax	<u>YES</u>	Specify type <u>Permissive Motor Vehicle License Fee</u>
Infrastructure Levy	_____	Specify type _____
Facility Users Fee	_____	Specify type _____
Dedicated Tax	_____	Specify type _____
Other Fee, Levy or Tax	_____	Specify type _____

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

NAME OF APPLICANT: CITY OF DEER PARK

NAME OF PROJECT: MARTSON

RATING TEAM: Z

**General Statement for Rating Criteria**

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

**CIRCLE THE APPROPRIATE RATING**

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

- |                       |  |  |
|-----------------------|--|--|
| 25 - Failed           | <i>- CONCRETE UTILITY RESTORATION 50% of AREA, POOR RESTORATION AT INTERSECTIONS.</i><br><i>- \$</i> | <b>Appeal Score</b><br><hr style="width: 100px; margin-left: auto; margin-right: 0;"/> |
| 23 - Critical         |  |  |
| <b>20 - Very Poor</b> |  |  |
| 17 - Poor             |  |  |
| 15 - Moderately Poor  |  |  |
| 10 - Moderately Fair  |  |  |
| 5 - Fair Condition    |  |  |
| 0 - Good or Better    |  |  |

**Criterion 1 - Condition**

Condition of the particular infrastructure to be repaired, reconstructed or replaced shall be a measure of the degree of reduction in condition from its original state. Capacity, serviceability, safety and health shall not be considered in this criterion. Any documentation the Applicant wishes to be considered must be included in the application package.

**Definitions:**

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

**Critical Condition** - requires partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system.)

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

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

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

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

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

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

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

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

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 5 - Poorly documented importance
- 0 - No measurable impact

Appeal Score

\_\_\_\_\_

**Criterion 2 – Safety**

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

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

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

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 5 - Poorly documented importance
- 0 - No measurable impact

Appeal Score

\_\_\_\_\_

**Criterion 3 – Health**

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

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

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

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

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

Appeal Score

\_\_\_\_\_

**Criterion 4 – Jurisdiction's Priority Listing**

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

- 5) To what extent will a user fee funded agency be participating in the funding of the project?
- 10 – Less than 10%
  - 9 – 10% to 19.99%
  - 8 – 20% to 29.99%
  - 7 – 30% to 39.99%
  - 6 – 40% to 49.99%
  - 5 – 50% to 59.99%
  - 4 – 60% to 69.99%
  - 3 – 70% to 79.99%
  - 2 – 80% to 89.99%
  - 1 – 90% to 95%
  - 0 – Above 95%
- Appeal Score \_\_\_\_\_

**Criterion 5 – User Fee-funded Agency Participation**

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

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

- 10 – The project will directly secure new employment
  - 5 – The project will permit more development
  - 0 – The project will not impact development
- Appeal Score \_\_\_\_\_

**Criterion 6 – Economic Growth**

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

**Definitions:**

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

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

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

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

- 7) **Matching Funds - LOCAL**

- 10 - This project is a loan or credit enhancement
  - 10 – 50% or higher
  - 8 – 40% to 49.99%
  - 6 – 30% to 39.99%
  - 4 – 20% to 29.99%
  - 2 – 10% to 19.99%
  - 0 – Less than 10%
- List total percentage of "Local" funds 40 %

**Criterion 7 – Matching Funds – Local**

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

8) Matching Funds – OTHER

List total percentage of "Other" funds 21 %

- 10 – 50% or higher
- 8 – 40% to 49.99%
- 6 – 30% to 39.99%
- ④ 20% to 29.99%
- 2 – 10% to 19.99%
- 1 – 1% to 9.99%
- 0 – Less than 1%

List below each funding source and percentage

_____	_____ %
_____	_____ %
<u>MSD</u>	<u>21</u> %
_____	_____ %
_____	_____ %

Criterion 8 – Matching Funds - Other

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

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

- 10 - Project design is for future demand.
- 8 - Project design is for partial future demand.
- 6 - Project design is for current demand.
- 4 - Project design is for minimal increase in capacity.
- ② Project design is for no increase in capacity.

Appeal Score

\_\_\_\_\_

Criterion 9 – Alleviate Capacity Problems

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

Formula:

Existing users x design year factor = projected users

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

Definitions:

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

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

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

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

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

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

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

**Criterion 10 – Readiness to Proceed**

The Support Staff will assign points based on engineering experience and status of design plans. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. An applying agency receiving approval for a project and subsequently canceling the same after the bid date on the application will receive zero (0) points under this round and the following round.

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

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

Appeal Score

\_\_\_\_\_

**Criterion 11 - Regional Impact**

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

**Definitions:**

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

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

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

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

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

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

10 Points

8 Points

6 Points

4 Points

2 Points

**Criterion 12 – Economic Health**

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

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

10 - Complete ban, facility closed

Appeal Score

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

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

6 – 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 – 40% reduction in legal load

2 – 20% reduction in legal load

0 - Less than 20% reduction in legal load

**Criterion 13 - Ban**

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

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

10 - 16,000 or more

Appeal Score

8 - 12,000 to 15,999

6 - 8,000 to 11,999

4 - 4,000 to 7,999

2 - 3,999 and under

**Criterion 14 - Users**

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

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

5 - Two or more of the above

Appeal Score

3 - One of the above

0 - None of the above

**Criterion 15 – Fees, Levies, Etc.**

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