

Below is an update of the OPWC narrative. It uses the Small Government Program Evaluation Criteria as a guide. With this narrative we have included the attachments that provide expanded or source information.

The following is an itemized response to the Small Government Program Evaluation Criteria.

1. Ability and Effort of the Applicant to Finance the Project

We have enclosed a copy of the "Amended Official Certificate of Estimated Resources",
< Attachment One >

2. Significance of Project to the Overall Economic Welfare of the Applicant – For the unemployment rate component OPWC will use the July rates of the current application year published by the Ohio Department of Jobs & Family Services. This project is located in Pickaway County which had a July 2009 unemployment rate of 11.6% ranking 55. For the purpose of information a copy of the February 2010 unemployment rate is provided. Unemployment is now 13.4% ranking 43.
< Attachment Two a & b >

3. Importance of Project to Health and Safety of Citizens

The citizens of Ashville have determined that this intersection is an important improvement for the following reasons: 1) the high accident rate currently being experienced; 2) increasing traffic volumes due to Rickenbacker area development and new schools being constructed; 3) significant pedestrian movements utilizing the intersection (particularly school-aged children); and 4) a high level of development interest. This project is extremely important to the health and well being of the citizens of Ashville. This intersection receives the highest volume of traffic of all intersections within the Village, and the proposed Rickenbacker Connector road (to be located approximately 5 miles to the north) is expected to increase traffic volumes significantly within this corridor. The adjacent properties are currently developed or are primed for development, and as the economy improves these developments will generate additional traffic.

The 6-year traffic crash history at the intersection (attached) as prepared by the Village Police Department indicates that 26 crashes have occurred within this time period, of which 10 included injuries and 17 involved property damage. This is an extremely high rate of crashes related to the average daily traffic, and this rate will continue to increase should this improvement not be completed. A closer inspection of the crash history report indicates that red light violations and maintaining assured clear distance have been listed as two of the primary causes for the crashes. The proposed improvement limiting the open access to the gas station (see photo #4 of the original OPWC application) will serve to reduce these types of crashes and the danger posed to the traveling public.

< Attachment Three >

(Since the original OPWC application there was a juvenile struck and injured and a 2-car accident without injuries.)

< Attachment Four >

4. Condition of System to be repaired or replaced – Provide clear description of condition if not described in the application; photos are encouraged.
The existing roadways at this intersection were constructed over 100 years ago, and the signal and existing infrastructure range from 20 – 40 years of age. Upgrades to the intersection are limited to a pavement resurfacing approximately 10 years ago. The pavement is in very poor to critical condition due to pavement cracking and failure along the edge of pavement. Thru traffic often leaves the roadway pavement and travels on the gas station parking lot due to the existing narrow, poorly-defined roadway configuration. (Photos were enclosed within the original OPWC application.)
5. Leveraging Ratio – The applicant has committed local and other funds to finance the following percentage of total project cost. OPWC loan funds should be included as the local share.
The total project cost is \$868,535
The grant request amount is \$500,000
The Village of Ashville local fund commitment is \$368,535
The resulting leveraging ratio is 42%
6. Population Benefit – Provide Average Daily Traffic of all the roads included in the application or number of households directly using the improvements.
This intersection is the most-traveled intersection within the Village of Ashville and is the closest intersection to the center of the Village of Ashville. The current (2009) ADT for this intersection is 3,600 vehicles. This represents an average of 2.77 vehicles per household per day, which is a testament to the importance of this intersection to the Village of Ashville.
7. District Priority Ranking
(This information has been provided by District 17 to the Small Government Funding committee.)
8. Amount of OPWC Funding Requested (grant and loan) – Assistance exceeding \$500,000 must be in the form of a loan.
The total project cost is \$868,535
The grant request amount is \$500,000 (58%)
The loan amount is \$325,108 (37%)

OPWC Funding Requested \$825,108 (95%)
The Village of Ashville amount is \$43,427 (5%)
9. The Subdivision Has Agreed to Accept a Loan for the following percentage of OPWC assistance.
The Village of Ashville is requesting a loan amount of \$325,108, which is 39% of the total funds requested.
10. Useful Life of Project
Storm Sewer & Utilities - 50 years @ 10% of project = 5.0 years
Roadway & Pavement - 20 years @ 72% of project = 14.4 years

Traffic Signal & Misc. - 30 years @ 18% of project = 5.4 years

Total = 24.8 years - Say 25 years

11. Median Household Income of applicant from 2000 Census unless applicant provides a valid income survey approved by the Ohio Department of Development.

The Median Household Income for the Village of Ashville is \$40,328 based on 2000 Census.

< Attachment Five >

12. Readiness to proceed

Design plans are approximately 40% complete; Preliminary Design is complete and only awaits approval of the grant application for finalization. The Village is able to include the matching and loan funds in the 2010 Capital Budget.

Please contact Christopher Tebbe or Franklin Christman if more information is needed.

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