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THE OHIO PUBLIC WORKS COMMISSION
65 East State Street, Suite 312, Columbus, Ohio 43215 Phone (614) 466-0880

OHIO PUBLIC WORKS FOR YOU

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 7/93 CBG04

IMPORTANT: Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.

SUBDIVISION: Colerain Township CODE# 061 - 16616

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 9 / 26 / 94

CONTACT: Dennis B. Chapman PHONE # (513) 385-7502

(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)

PROJECT NAME: Orchard Hill Rehabilitation

SUBDIVISION TYPE (Check Only 1)	FUNDING TYPE REQUESTED (Check All Requested & Enter Amount)		PROJECT TYPE (Check Largest Component)
__1. County	X 1. Grant	$ 149,229	X 1. Road
__2. City	__2. Loan	$	__2. Bridge/Culvert
X 3. Township	__3. Loan Assistance	$	__3. Water Supply
__4. Village	MBE SET-ASIDE OFFERED		__4. Wastewater
__5. Water/Sanitary District (Section 6119 O.R.C.)	Construction	$	__5. Solid Waste
	Procurement	$	__6. Stormwater

TOTAL PROJECT COST:$** 165,810 **FUNDING REQUESTED:$ 149,229

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: $ 149,229.00 LOAN ASSISTANCE: $

LOAN: $ %_____ TERM:_____ yrs. (Attach Loan Supplement)

(Check Only 1)

__State Capical Improvement Program

X Local Transportation Improvements Program

__Small Government Program

DISTRICT MBE SET-ASIDE

Construction $

Procurement $

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: ___/___/___

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:
(Round to Nearest Dollar)

			MBE $	Force Account $
a.)	Project Engineering Costs:			
	1. Preliminary Engineering	$ N/A .00		
	2. Final Design	$ N/A .00		
	3. Other Engineer Services *	$ N/A .00		
	Supervision	$ N/A .00		
	Miscellaneous	$ N/A .00		
b.)	Acquisition Expenses:			
	1. Land	$ N/A .00		
	2. Right-of-Way	$ N/A .00		
c.)	Construction Costs:	$ 149,229 .00		
d.)	Equipment Purchased Directly:	$ N/A .00		
e.)	Other Direct Expenses:	$ N/A .00		
f.)	Contingencies:	$ 16,581 .00		
g.)	TOTAL ESTIMATED COSTS:	$ 165,810 .00		

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

				%
a.)	Local In-Kind Contributions	$ N/A .00		
b.)	Local Public Revenues	$ 16,581 .00		10
c.)	Local Private Revenues	$ N/A .00		
d.)	Other Public Revenues			
	1. ODOT PID# _____	$ N/A .00		
	2. EPA/OWDA	$ N/A .00		
	3. OTHER	$ N/A .00		
SUB TOTAL LOCAL RESOURCES:			$ 16,581 .00	10
e.)	OPWC Funds			
	1. Grant	$ 149,229 .00		90
	2. Loan	$ 0 .00		
	3. Loan Assistance	$ 0 .00		
SUB TOTAL OPWC RESOURCES:			$ 149,229 .00	90
f.)	TOTAL FINANCIAL RESOURCES:		$ 165,810 .00	100%

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

1.3 AVAILABILITY OF LOCAL FUNDS:

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

2.0 PROJECT INFORMATION

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

2.1 PROJECT NAME: Orchard Hill Rehabilitation

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

a: SPECIFIC LOCATION: From the intersection of Poole Road and Cheviot Road. Then south on Cheviot Road 2,269' then west on Donata Drive. The streets for this project are in this subdivision. See location map.

PROJECT ZIP CODE: 45251

b: PROJECT COMPONENTS: The project components are as follows:

1) Catch basin reconstruction and/or repair
2) Undersealing of pavement
3) Curb repair as necessary
4) Construct new curb ramps
5) Partial depth base repair as necessary
6) Full depth base repair as necessary
7) Plane existing asphalt pavement
8) Joint material and fabric
9) Adjust catch basins, manholes, water works items, etc. as necessary
10) Install new asphaltic concrete surface
11) Reclimate

c: PHYSICAL DIMENSIONS / CHARACTERISTICS:

STREET	LIMITS FROM	LIMITS TO	LENGTH
Donata Drive	Cheviot	Culdesac	1,697
Orchard Hill Court	Donata	Culdesac	288
Orchardwood Court	Donata	Culdesac	214
Cartwheel Terrace	North End	Culdesac	1,165
Willowview Court	Cartwheel	Culdesac	310
			3,674

As listed these are the physical dimensions and limits per each street. The streets are 25' back to back of curb concrete streets with curb and gutter, except Willowview and part of Cartwheel which is asphalt with concrete curb and gutter. These streets have been partial depth repaired with patches and joints sealed. The concrete streets are voided and blocks are faulted.

d: DESIGN SERVICE CAPACITY:

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

Attach current rate ordinance.

The estimated ADT is 864

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

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

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	$ 165,810	100 %
State Funds Requested for Repair and Replacement	$ 149,229	90 %
TOTAL PORTION OF PROJECT NEW/EXPANSION	$ 0.00	0 %
State Funds Requested for New and Expansion	$ 0.00	0 %

4.0 PROJECT SCHEDULE:*

		BEGIN DATE	END DATE
4.1	Engineering/Design:	8 / 1 /94	12 /31 /94
4.2	Bid Advertisement:	11 / 15 /95	12 /15 /95
4.3	Construction:	3 /1 /96	12 /31 /96

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

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE OFFICER: David Foglesong
TITLE: Administrator
STREET: 4200 Springdale Road
CITY/ZIP: Cincinnati, Ohio 45251
PHONE: (513) 385 - 7500
FAX: (513) 385 - 1518

5.2 CHIEF FINANCIAL OFFICER: Kathy Mohr
TITLE: Clerk Colerain Township
STREET: 4200 Springdale Road
CITY/ZIP: Cincinnati, Ohio 45251
PHONE: (513) 385 - 7500
FAX: (513) 385 - 1518

5.3 PROJECT MANAGER: Dennis B. Chapman
TITLE: Road Superintendent
STREET: 4725 Springdale Road
CITY/ZIP: Cincinnati, Ohio 45251
PHONE: (513) 385 - 7502
FAX: (513) 385 - 4458

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

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

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

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

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

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

X Capital Improvements Report: (Required by 164 O.R.C. on standard form)
- X A: Attached.
- X B: Report/Update Filed with the Commission within the last twelve months.

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

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), and other information to assist your district committee in ranking your project.

7.0 APPLICANT CERTIFICATION:

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

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

David L. Foglesong, Administrator Colerain Township
Certifying Representative (Type or Print Name and Title)

David L. Foglesong
Signature/Date Signed

County of Hamilton

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

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1258

PHONE (513) 632-8523 FAX (513) 723-9748

STATEMENT OF USEFUL LIFE

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

CONSTRUCTION COSTS:

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

William W. Brayshaw

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

PROJECT: ORCHARD HILL REHABILITATION
ENG. EST: $165,810.00

OPWC PROJECT
PREPARED BY: CTPW

REF. NO.	ITEM NO.	DESCRIPTION	UNIT	QUANT.	ENGINEER'S ESTIMATE UNIT	TOTAL
1	202	RIGID PAVEMENT REMOVED	SY	80	23.00	$1,840.00
2	202	ROTOMILLING	SY	746	1.50	$1,119.00
3	253	PAVEMENT REPAIR	CY	120	40.50	$4,860.00
4	301	PAVEMENT REPAIR	SY	80	17.50	$1,400.00
5	304	AGGREGATE BASE	CY	25	25.00	$625.00
6	404	BLACKTOP	CY	590	53.00	$31,270.00
7	604	CATCH BASIN REPAIR, SINGLE	EA	2	600.00	$1,200.00
8	604	CATCH BASIN REPAIR, DOUBLE	EA	5	600.00	$3,000.00
9	604	STORM MANHOLE RINGS	EA	8	80.00	$640.00
10	604	SANITARY MANHOLE RINGS	EA	9	15.00	$135.00
11	604	CATCH BASIN RISERS, SINGLE	EA	11	131.75	$1,449.25
12	604	CATCH BASIN RISERS, DOUBLE	EA	4	148.75	$595.00
13	608	ADA RAMPS	SY	560	4.50	$2,520.00
14	608	CURB REPAIR/REPLACEMENT	LF	2731.42	16.40	$44,778.89
15	SPL	PARTIAL DEPTH	SY	510	18.00	$9,180.00
16	SPL	12" JOINT MATERIAL	LF	3266	1.05	$3,429.30
17	SPL	24" JOINT MATERIAL	LF	10771	1.50	$16,156.50
18	SPL	RECLAMITE	SY	9950	0.42	$4,179.00
19	SPL	UNDERSEAL	CY	3227	11.60	$37,433.20
					TOTAL =	$165,810.14

COLERAIN TOWNSHIP PUBLIC WORKS DEPARTMENT
ROAD DIVISION

ROAD SUPERINTENDENT
DENNIS B. CHAPMAN

ADMINISTRATOR
DAVID L. FOGLESONG

4725 SPRINGDALE ROAD, CINCINNATI, OHIO 45251

513-385-7502
FAX 513-385-4458

BOARD OF TRUSTEES
PATRICIA M. CLANCY
KEITH MILLER
JOSEPH R. WOLTERMAN

CLERK
KATHY J. MOHR

September 29, 1994

STATUS OF FUNDS REPORT

ATTACHMENT B

Project: Orchard Hill Rehabilitation

This is to certify that the sum of $16,581 is available as the local matching funds in connections with Colerain Townships' application for State Capital Improvement Program (SCIP) Funds for the above mentioned project.

The source of the local match will be Colerain Township funds. Local matching funds will be encumbered and certified upon completion of the Project Agreement with the Ohio Public Works Commission.

COLERAIN TOWNSHIP

Chief Executive Officer: David L. Foglesong
David Foglesong, Administrator
Colerain Township

Chief Financial Officer: Kathy Mohr
Kathy Mohr, Clerk
Colerain Township

RESOLUTION No. 33-94

Hamilton County, Ohio

Be It Resolved *by the Township Trustees of* Colerain *Township, that*

RESOLUTION APPROVING APPLICATION FOR SCIP FUNDS

WHEREAS Colerain Township has the opportunity to apply for 1994 SCIP Funds from the State of Ohio for Round 9, for repair, resurfacing, and reconstruction on various streets in Colerain Township as noted on the attached list, and

WHEREAS A Chief Executive Officer, a Financial Officer, and a Contact Person must be appointed to enter into a contract with the Ohio Public Works Commission; now therefore

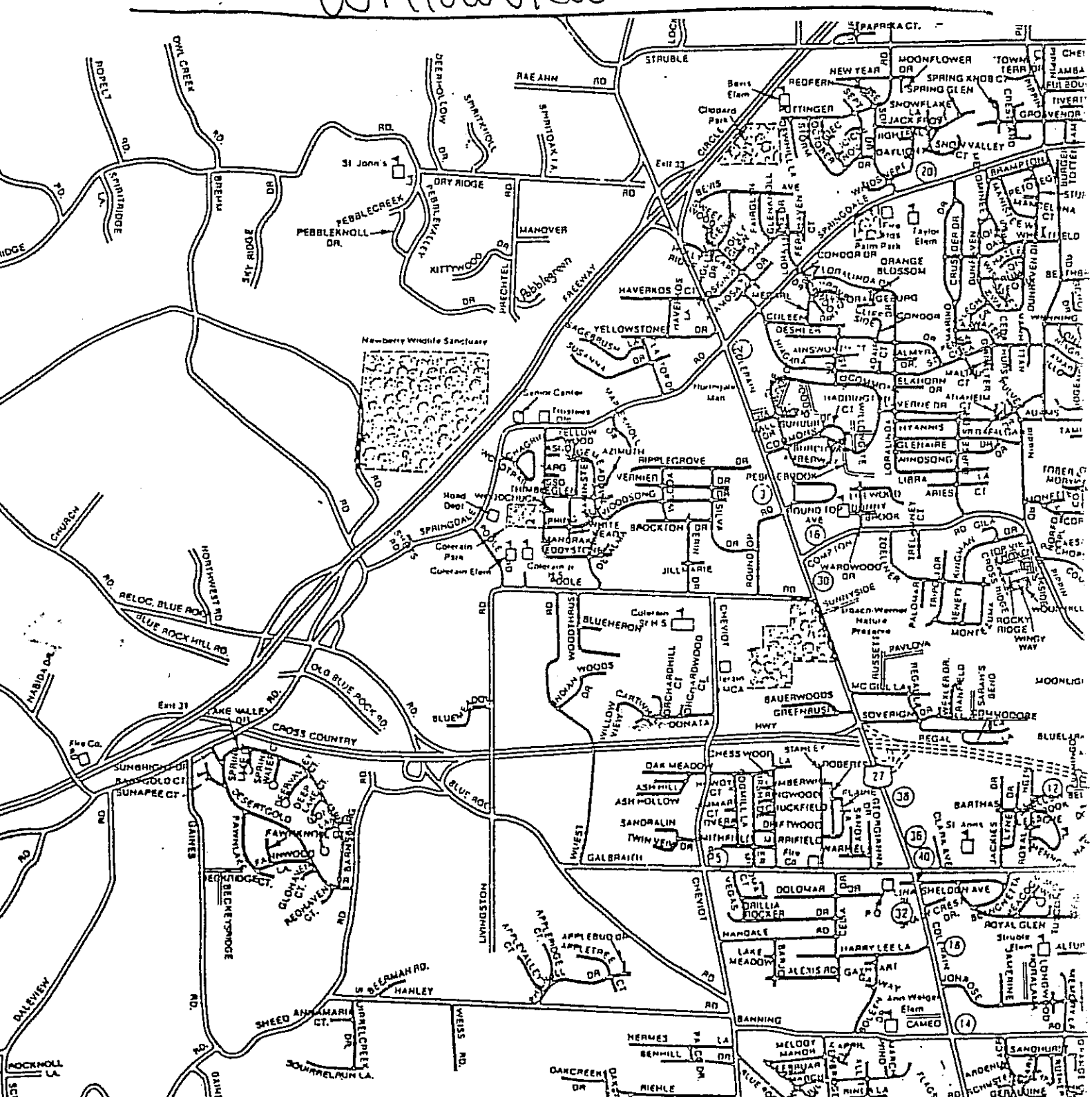
BE IT RESOLVED that the Colerain Township Board of Trustees hereby appoints Colerain Township Administrator David L. Foglesong as Chief Executive Officer; Colerain Township Clerk Kathy Mohr as Financial Officer; and Colerain Township Public Works Director Dennis B. Chapman as Project Manager.

Adopted the 13 *day of* September 1994

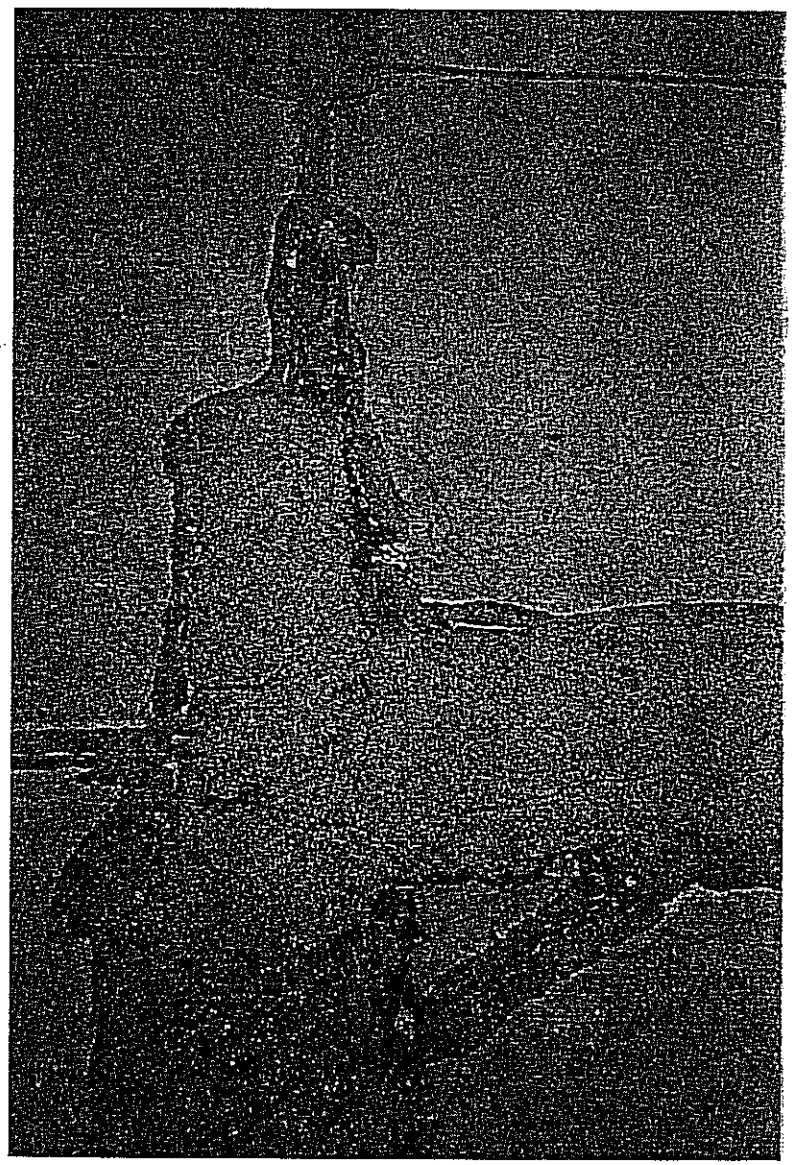
Attest: Kathy Mohr
Township Clerk.

Joseph C. Holterman
Township Trustees

Donata Drive
Orchardhill Court
Orchardwood Court
Cartwheel Terrace
Willowview Court



ORCHARD HILL REHABILITATION



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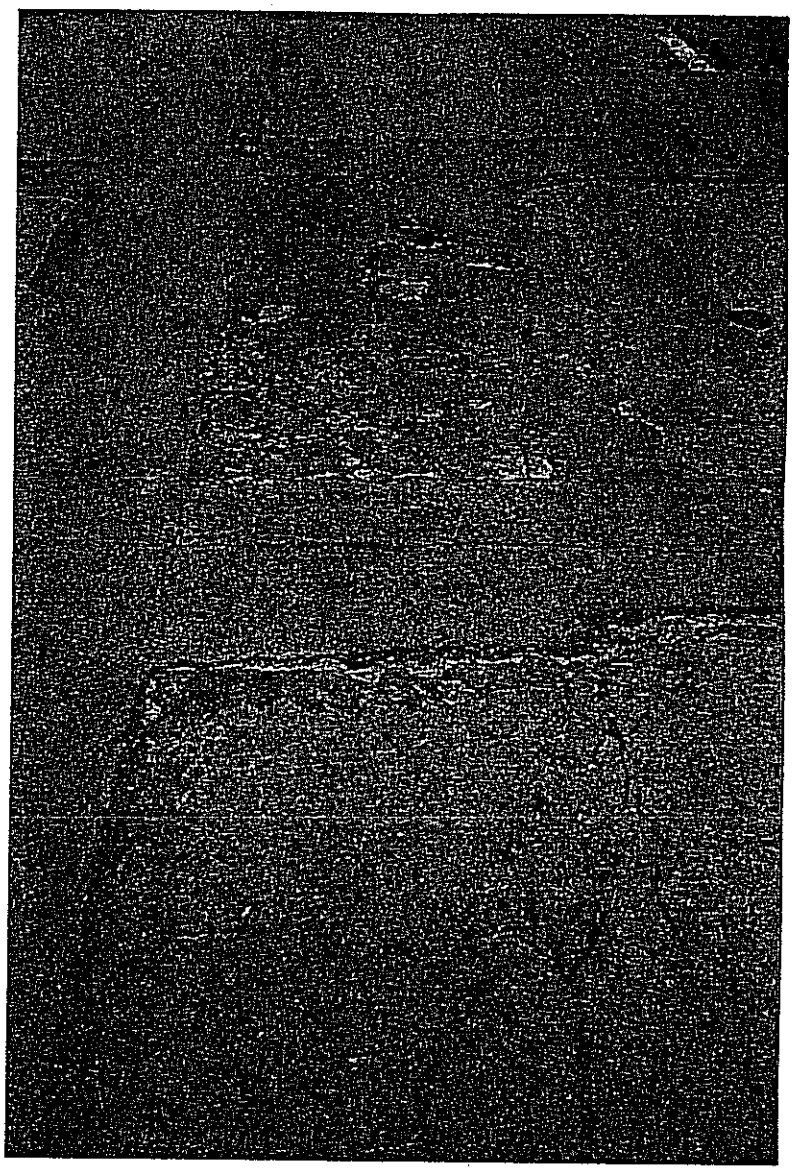

ORCHARD HIL
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ADDITIONAL SUPPORT INFORMATION

For Program Year 1995 (July 1, 1995 through June 30, 1996), 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 may be required by the Support Staff if information does not appear to be accurate.

1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State form BR-86.

Closed _____ Poor _X_

Fair _____ Good _____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

See attachment "A"

2) If State Capital Improvement Program funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 1995) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

5 weeks/months (Circle one)

Are preliminary plans or engineering completed? Yes No

Are detailed construction plans completed? Yes No

Are all right-of-way and easements acquired?* Yes No N/A

* Please answer the following if applicable:

No. of parcels needed for project: _____ Of these, how many are Takes _____, Temporary _____, Permanent _____

On a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired.

Are all utility coordinations completed? Yes No N/A

Give an estimate of time, in weeks or months, to complete any item above not yet completed. 3 weeks/months

ATTACHMENT "A"

These streets are 25 years old. They have never been resurfaced with asphalt concrete. These streets received partial depth repair and were sealed in 1990 to help maintain these streets until they can be resurfaced with asphalt concrete. The partial depth removed the buckling and deteriorated joints, but there is faulting present at most joints causing poor rideability. These streets are voided which adds to the faulting of these blocks. The streets need to be undersealed. Water pools and sets throughout areas on the streets. The asphalt streets need areas of full/partial depth repair. These streets have been maintained well over the years but the condition of our repairs are weakening and voiding is getting worse. These streets are in need of rehabilitation. Colerain Townships pavement management program, micro paver, rates these street with a high deterioration rate for a concrete street.

3) How will the proposed project impact the general health, safety and welfare of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, and commerce.) Please be specific and provide documentation if necessary to substantiate the data.

The rehabilitation will provide a smoother more stabilized pavement, raising the soundness of the structures, thus making the streets safer to drive on. The installation of curb and sidewalk ramps will add to the safety of pedestrian traffic at the intersections. The streets will no longer be voided or pooling water, which will reduce the chance of accidents occurring, especially during winter months. Snow removal and treatment will be more effective, which in turn will assist with increasing emergency response time. these are some of the factors that impact the health, safety and welfare of the service area.

4) What type of funds are to be utilized for the local share for this project?

Federal	_____	ODOT	_____	Local	X
MRF	_____	OWDA	_____	CD	_____
Other	_____				

Note: If MRF funds are being used for the local share, the MRF application must have been filed by August 1, 1994 for this project with the Hamilton County Engineer's Office.

The minimum amount of matching funds for grant projects (local share) must be at least 10% of the TOTAL CONSTRUCTION COST. What percentage of matching funds are being committed to this project?

10 %

5) Has any formal action by a federal, state, or local government agency resulted in a complete or partial ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the legislation must be submitted with the application. THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE VALID.

Complete Ban _____ Partial Ban _____ No Ban X

Will the ban be removed after the project is completed?

Yes _____ No _____

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

1037 users

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For 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.

7) Has the jurisdiction developed a Five Year Capital Improvement Plan as required in O.R.C., chapter 164? (This must be included with the application to be considered for funding.)

Yes X No _____

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

This project will raise the quality and improve the structure and soundness of these streets while increasing the level of safety for the community.

9) For expansion projects, please 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 LOS is not "C" or better, explain why LOS "C" cannot be achieved. (Attach separate sheets if necessary.)

_____

_____

_____

_____

_____

_____

COLERAIN TOWNSHIP

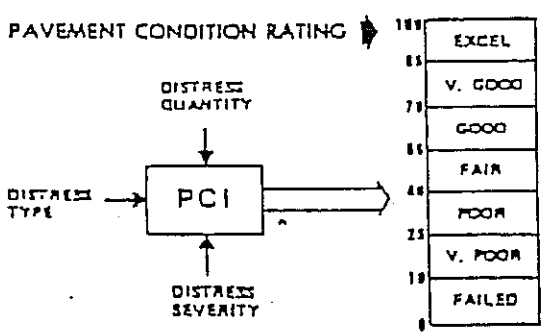
PAVEMENT MANAGEMENT SYSTEM

MICRO PAVER

Colerain Township uses Micro Paver, a computerized Pavement Management System. It is a decision making tool which allows the Township to develop cost effective maintenance and repair alternatives for Township roads. Hamilton County Engineers also use micro paver as their Pavement Management System.

The computerized system consists of a database to store the information, programs and procedures to search, retrieve and analyze the data. The data for this is taken from field inspections by a qualified field inspector.

The U.S. Army Construction Engineering Research Laboratory (USACERL) developed the Micro Paver Pavement Management System to optimize the use of pavement repair funds. The system, which uses state-of-the-art management techniques, was developed through funding from the U.S. Army, U.S. Air Force, Federal Aviation Administration (FAA) and Federal Highway Administration (FHWA). The American Public Works Association (APWA) provides and made available the micro paver system to public agencies, providing educational training courses, distribution, and full technical support of the system for established fees. APWA has contributed significantly through monitoring paver field testing by many cities and providing feedback to the development team. An important factor in optimizing the use of pavement repair funds is the pavement condition, which is determined by using the Pavement Condition Index (PCI).



PCI Concept

The PCI is an objective and repeatable rating of pavement condition based on observed distress. The PCI provides a consistent measure of a pavement's structural integrity and operational condition. The condition prediction will give a predicted PCI, which in turn shows the rate at which these pavements deteriorate. The combination of the PCI and predicted PCI generated these streets applied for on this SCIP application.

The rating methods described here were developed over many years by the U.S. Army Construction Engineers Research Lab (CERL). The methods are designed to result in a composite pavement "index" which would reflect the rating given by a very experienced and knowledgeable pavement engineer. The definitions have gone through scores of iterations of rewriting and field testing and those presented here have been field tested by the APWA Research Foundation, during the cooperatively funded project "Optimizing Pavement Investments." The APWA study found that these methods result in consistent PCI ratings regardless of inspector, provided that the inspector is properly trained. Colerain Township has been working with micro paver since 1990. It has been an asset to our Pavement Management.

STATE CAPITAL IMPROVEMENT PROGRAM

ROUND NO. 9

PROGAM YEAR 1995 PROJECT SELECTION CRITERIA - JULY 1, 1995 TO JUNE 30, 1996

ADOPTED BY THE DISTRICT 2 INTEGRATING COMMITTEE

June 27, 1994

JURISDICTION/AGENCY: COLERAIN TOWNSHIP

NAME OF PROJECT: ORCHARD HILL REHABILITATION

TOTAL POINTS FOR THIS PROJECT: 48 RATING TEAM NO. 3

NO. OF POINTS

10 ~~5~~ 1) If SCIP Funds are granted, when would the construction contract be awarded? (The Support Staff will assign points based on engineering experience.)

3/1/96

10 Points - Will be under contract by December 31, 1995

5 Points - Will be under contract by March 30, 1996

0 Points - Will not be under contract by March 30, 1996

20 2) What is the condition of the infrastructure to be replaced or repaired? For bridges, base condition on latest general appraisal and condition rating.

20 Points - Poor Condition
16 Points -
12 Points - Fair to Poor Condition
8 Points -
4 Points - Fair Condition

NOTE: If the infrastructure is in "good" or better condition it will NOT be considered for SCIP funding.

1 3) If the project is built, what will be its effect on the facility's serviceability?

5 Points - Significant effect (e.g., widen to and add lanes along entire project)
4 Points - Moderate to significant effect
3 Points - Moderate effect (e.g., widen exist. lanes)
2 Points - Moderate to little effect
1 Points - Little or no effect (e.g., street or bridge deck rehabilitation)

2 4) How important is the project to HEALTH, SAFETY, AND WELFARE of the public and the citizens of the District and/or service area?

10 Points - Highly significant importance, with substantial impact on all 3 factors
8 Points - Considerably significant importance, with substantial impact on 2 factors OR noticeable impact on all 3 factors
6 Points - Moderate importance, with substantial impact on 1 factor or noticeable impact on 2 factors
4 Points - Minimal importance, with noticeable impact on 1 factor
2 Points - No measurable impact

10 5) What is the overall economic health of the jurisdiction?

10 Points - Poor
8 Points -
6 Points - Fair
4 Points -
2 Points - Excellent

1 6) What matching funds are being committed to the project, expressed as a percentage of the TOTAL CONSTRUCTION COST? Loan and Credit Enhancement projects automatically receive 5 points, and no match is required. All grant funded projects require a minimum of 10% matching funds.

10%

5 Points - 50% or more
4 Points - 40% to 49.99%
3 Points - 30% to 39.99%
2 Points - 20% to 29.99%
1 Point - 10% to 19.99%

0 7) 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? POINTS MAY ONLY BE AWARDED IF THE END RESULT OF THE PROJECT WILL CAUSE THE BAN TO BE LIFTED.

5 Points - Complete or significant ban
3 Points - Partial or moderate ban
0 Points - No ban of any kind

1 8) What is the total number of existing daily users that will benefit as a result of the proposed project? Appropriate criteria include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for roads and bridges, but only when certifiable ridership figures are provided.

5 Points - 10,000 or more
4 Points - 7,500 to 9,999
3 Points - 5,000 to 7,499
2 Points - 2,500 to 4,999
1 Point - 2,499 and under

1 9) Does the infrastructure have REGIONAL impact? Consider origins and destinations of traffic, functional classification, size of service area, number of jurisdictions served, etc.

5 Points - Major impact (e.g., major multi-jurisdictional route, primary feed route to an Interstate, Federal - Aid Primary routes)
4 Points -
3 Points - Moderate impact (e.g., principal thoroughfares, Federal - Aid Urban routes)
2 Points -
1 Point - Minimal or no impact (e.g., cul-de-sacs, subdivision streets)

2 10) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or a dedicated tax for infrastructure?

2 Points - Two of the above
1 Point - One of the above
0 Points - None of the above

ADDENDUM TO THE RATING SYSTEM
DEFINITIONS

CRITERION 1 - ABILITY TO PROCEED

The Support Staff will assign points based on:

1) Engineering experience

2) The information on the Additional Support Information, as verified where necessary.

3) The applicant's past SCIP/LTIP record of successfully projecting project schedules on similar types of projects.

If a project rating on this item is reduced by the Support Staff because of a questionable schedule, and still receives funding, the submitting jurisdiction will be permitted to amend the Project Schedule accordingly.

CRITERION 2 - CONDITION

Poor - Condition is dangerous, unsafe or unusable

Fair to Poor - Condition is inadequate or substandard

Fair - Condition is average, not good or poor

CRITERION 5 - ECONOMIC HEALTH

The following factors are used to determine economic health:

1) Median per capita income

2) Per capita assessed valuation of the total community real estate and personal property

3) Poverty indicators

4) Effective tax rates

5) Total corporate debt as a percentage of assessed valuation

6) Municipal revenues and expenditures per capita

CRITERION 9 - REGIONAL IMPACT

Major impact -	Primary water or sewer main serving an entire system
Moderate impact -	Waterline or storm sewer serving only part of a system
Minimal impact -	Individual waterline or storm sewer not part of a system