APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99 CBL08

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

SUBDIVISION: CITY OF FOREST PARK CODE# 061-27706

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 09 / 01 / 99

CONTACT: JOHN L. EISENMANN, P.E., P.S. PHONE # (513) 791 - 1700 (THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASISDURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 791-1936 E-MAIL jeisenmann@cds-assoc.com

PROJECT NAME: WINTON ROAD AND SMILEY AVENUE INTERSECTION IMPROVEMENTS

SUBDIVISION TYPE
(Check Only 1)
__1. County
x 2. City
__3. Township
__4. Village
__5. Water/Sanitary District (Section 6119 O.R.C.)

FUNDING TYPE REQUESTED
(Check All Requested & Enter Amount)
x 1. Grant $236,000.00
__ 2. Loan $_____
__ 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:$ 590,000.00 FUNDING REQUESTED:$ 236,000.00

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT:$ 236,000 LOAN ASSISTANCE:$_____

SCIP LOAN: $_____ RATE:_____% TERM: _____yrs.

RLP LOAN: $_____ RATE:_____% TERM: _____yrs.

(Check Only 1)
__State Capital Improvement Program __Small Government Program
X Local Transportation Improvements 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:		$ 535,990.00	_____
d.)	Equipment Purchased Directly:		$_____.00	
e.)	Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)		$_____.00	
f.)	Construction Contingencies:		$ 54,010.00	
g.)	TOTAL ESTIMATED COSTS:		$ 590,000.00	

*List Additional Engineering Services here:
Service: Cost:

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

		DOLLARS	%
a.)	Local In-Kind Contributions	$ .00	
b.)	Local Revenues	$ 236,000.00	40%
c.)	Other Public Revenues	$ 100,000.00	17%
	ODOT	$ .00	
	Rural Development	$ .00	
	OEPA	$ .00	
	OWDA	$ .00	
	CDBG	$ .00	
	OTHER MRF (2000)	$ 18,000.00	3%
	SUBTOTAL LOCAL RESOURCES:	$ 354,000.00	60%
d.)	OPWC Funds		
	1. Grant	$ 236,000.00	40%
	2. Loan	$ .00	
	3. Loan Assistance	$ .00	
	SUBTOTAL OPWC RESOURCES:	$ 236,000.00	40%
e.)	TOTAL FINANCIAL RESOURCES:	$ 590,000.00	100%

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: WINTON ROAD AND SMILEY AVENUE INTERSECTION IMPROVEMENTS

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

A: SPECIFIC LOCATION:

Winton Road and Smiley Avenue Intersection

PROJECT ZIP CODE: 45240

B: PROJECT COMPONENTS:

Install a second southbound left turn lane on Winton, install a second westbound right turn lane on Smiley, and rebuild the existing traffic signal. Install a new traffic signal and reconfigure the intersection of Smiley and Cobblewood Plaza to provide left turn and dual right turn lanes (see attached exhibit).

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

The existing concrete base street has an asphalt overlay with a pavement width of 48' with an 8' wide asphalt shoulder. The street has both a Type 2 curb and gutter and Type 6 curb.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

The existing intersection of Winton and Smiley operates at a Level of Service D for most movements during the PM and weekend peak hours. During holiday periods, Levels of Service E and F occur on a regular basis. Major expansion of the Cobblewood Shopping Center and adjacent outlots are planned in 1999 and 2000. Improvements to the roadway system are necessary to provide and maintain acceptable level of service.

Road or Bridge: Current ADT 41,100 (Winton) 10,200 (Smiley) Year: 1999
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: 15 Years - Roadway
20 Years - Curb
50 Years - Storm Sewer

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 $ 590,000.00

TOTAL PORTION OF PROJECT NEW/EXPANSION $ .00

4.0 PROJECT SCHEDULE: *

		BEGIN DATE	END DATE
4.1	Engineering/Design:	02 / 07 / 00	04 / 03 / 00
4.2	Bid Advertisement and Award:	06 / 26 / 00	07 / 28 / 00
4.3	Construction:	09 / 04 / 00	06 / 09 / 01
4.4	Right-of-Way/Land Acquisition:	04 / 01 / 00	06 / 15 / 00

* 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

OFFICER	Mr. Ray Hodges
TITLE	City Manager
STREET	City of Forest Park
	1201 West Kemper Road
CITY/ZIP	City of Forest Park, Ohio 45240
PHONE	(513) 595-5200
FAX	(513) 595-5285
E-MAIL	

5.2 CHIEF FINANCIAL OFFICER

OFFICER	Ms. Elaine A. Stookey
TITLE	Director of Finance
STREET	City of Forest Park
	1201 West Kemper Road
CITY/ZIP	City of Forest Park, Ohio 45240
PHONE	(513) 595-5200
FAX	(513) 595-5285
E-MAIL	

5.3 PROJECT MANAGER

PROJECT MANAGER	Mr. John L. Eisenmann, P.E., P.S.
TITLE	City Engineer
STREET	CDS Associates, Inc.
	11120 Kenwood Road
CITY/ZIP	Cincinnati, Ohio 45242
PHONE	(513) 791-1700
FAX	(513) 791-1936
E-MAIL	Jeisenmann@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; (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.

Ray Hodges, City Manager
Certifying Representative (Type or Print Name and Title)

Ray H. Hodges 9-20-99
Signature/Date Signed

CDS Associates, Inc.

PROJECT: WINTON ROAD & SMILEY AVENUE INTERSECTION IMPROVEMENTS CITY OF FOREST PARK

DATE: 9/1/99
Project : 99006-11

SCIP

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
1		CURB REMOVAL	460	LF	$3.00	$1,380.00
2		REMOVE CONRETE MEDIAN	130	SY	$15.00	$1,950.00
3		EXCAVATION/EMBANKMENT OUTSIDE PAVEME	2,100	CY	$10.00	$21,000.00
4		WINTON ROAD PAVEMENT WIDENING	1,800	SY	$45.00	$81,000.00
5		SMILEY AVENUE PAVEMENT WIDENING	1,600	SY	$33.00	$52,800.00
6		PAVEMENT MILLING	12,800	SY	$1.50	$19,200.00
7		RESURFACE EX. PAVEMENT	530	CY	$70.00	$37,100.00
8		TYPE 2 CURB	1,630	LF	$18.00	$29,340.00
9		TYPE 6 CURB	420	LF	$16.00	$6,720.00
10		RAISED CONCRETE MEDIAN	150	SY	$60.00	$9,000.00
11		CONCRETE SIDEWALK	1,000	SF	$5.00	$5,000.00
12		HANDICAP RAMPS	6	EA	$100.00	$600.00
13		MODULAR RETAINING WALL	670	SF	$35.00	$23,450.00
14		18" STORM SEWER	850	LF	$40.00	$34,000.00
15		12" STORM SEWER	100	LF	$35.00	$3,500.00

CDS Associates, Inc.

PROJECT: WINTON ROAD & SMILEY AVENUE INTERSECTION IMPROVEMENTS CITY OF FOREST PARK

DATE: 9/1/99
Project : 99006-11

SCIP

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
16		CATCH BASINS	5	EA	$1,500.00	$7,500.00
17		HEADWALL	1	EA	$1,000.00	$1,000.00
18		SEED AND MULCH	4,300	SY	$1.50	$6,450.00
19		UTILITY ADJUSTMENTS	1	LS	$15,000.00	$15,000.00
20		PAVEMENT MARKING/SIGNAGE	1	LS	$15,000.00	$15,000.00
21		TRAFFIC SIGNAL (WINTON/SMILEY)	1	LS	$90,000.00	$90,000.00
22		TRAFFIC SIGNAL (SMILEY/COBBLEWOOD)	1	LS	$60,000.00	$60,000.00
23		MAINTENANCE OF TRAFFIC	1	LS	$15,000.00	$15,000.00
		SUB-TOTAL				**$535,990.00**
		CONTINGENCIES AT 10% ±				**$54,010.00**
		TOTAL ESTIMATED CONSTRUCTION COST				**$590,000.00**
		FUNDING SPLITS: SCIP GRANT			$236,000.00	
		LOCAL			$236,000.00	
		MRF			$18,000.00	
		PROPERTY OWNERS			$100,000.00	
		TOTAL			$590,000.00	

USEFUL LIFE: UPON SATISFACTORY COMPLETION OF THE WORK, THE USEFUL LIFE OF THE WINTON ROAD AND SMILEY AVENUE IMPROVEMENTS WILL BE 15 YEARS FOR ROADWAY AND 20 YEARS FOR CURB.

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

John L. Eisenmann, 9/24/99

John L. Eisenmann, P.E., P.S. #39681 Date

STATE OF OHIO
JOHN
L
EISENMANN
39681
REGISTERED
PROFESSIONAL ENGINEER

SEP 1 6 1999

City of Forest Park

September 15, 1999

TO: THE REVIEW COMMITTEE FOR CAPITAL IMPROVEMENT PROGRAM FUNDING

RE: Statement of Status of Funds to Support Local Share of State Capital Improvement Program Projects

As part of our application process and on behalf of the City of Forest Park, we hereby submit to you our statement of status of funds. We are utilizing a combination of debt financing, permissive license fees, and general operating funds derived from various sources. Specifically, we certify the availability of:

PROJECT	AMOUNT	SOURCE
Northland Boulevard, Phase 2 Waycross to Sharon	$231,500	Local Operating Funds
	46,300	MRF
Mill Road, South Corp Line to I-275	296,000	Local Operating Funds
	148,000	MRF
Winton and Smiley Intersection Improvements (including Cobblewood Entrance & Signal)	236,000	Local Operating Funds
	18,000	MRF
	100,000	Assessment of Property Owners

As indicated above, we certify that we have funds available to cover the cost of our local share of the project.

Ray H. Hodges, City Manager
Chief Executive Officer

Elaine A. Stookey
Director of Finance

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my official seal, this 15th day of September, 1999.

Kathryn L. Lives
Clerk, City of Forest Park, Ohio

1201 WEST KEMPER ROAD / FOREST PARK, OHIO 45240 / (513) 595-5200 / FAX (513) 595-5285

PROJECT APPLICATION - MUNICIPAL ROAD FUND

INSTRUCTIONS: Use one form for each project.
Assign priority to projects.
The application cost estimate shall be prepared: By the Municipality's Engineer or a Registered Engineer of the Municipality's choosing.
Submit before August 6.

(1) Municipality: City of Forest Park

(2) Road Name: Winton Road

(3) Project Limits: at Smiley Avenue intersection

(4) Project Priority: (2) 2000

(5) Present Roadway Data: Winton Road

(a) Pav't. Width 48' (b) R/W Width 100' (c) Curb Type 2 & 6

(d) Type Surface Asphalt (e) Type Base Concrete (f) Shldr. Type Asphalt

(g) Shldr. Width 8' (h) Year Last Resurfaced 1993

(6) Present Condition of Project Area: List Deficiencies and reasons for improvement.

The existing intersection of Winton and Smiley operates at a Level of Service D for most movements during the PM and weekend peak hours. During holiday periods, Levels of Service E and F occur on a regular basis. Major expansion of the Cobblewood shopping center and adjacent outlots are planned in 1999 and 2000. Improvements to the roadway system are necessary to provide and maintain acceptable level of service.

(7) Project Description or Statement of Work to be Done: Include Width and Type of New Pavement and Other Project Particulars.

Install a second southbound left turn lane on Winton, install a second westbound right turn lane on Smiley, and rebuild the existing traffic signal. Install a new traffic signal and reconfigure the intersection of Smiley and Cobblewood Plaza to provide left turn and dual right turn lanes. (See attached exhibit.)

(8) Traffic Data: (a) Present Volume 42,125 Winton / 13,450 Smiley (b) Date of Count February 13, 1999

(9) Cost Estimate:

When engineering plans are necessary, list the following costs:

(a) Preparation of preliminary plans & estimates, etc.	$ Complete
(b) Preparation of final plans & estimates, etc.	$ 60,000.00
Construction Cost Estimate	$ 590,000.00
Other Costs (specify)	$ - 0 -
Total Project Cost for which application to MRF is made	$ 78,000.00

(10) Estimated date construction can be started after approval Five (5) months

(11) Estimated date construction can be started if not funded 100% from Municipal Road Fund Undecided

(12) Cost Estimate Prepared By: CDS Associates, Inc. Date: March 1999

(13) Application Prepared By: CDS Associates, Inc. Date: 07/27/99

1) **Application for MRF construction and engineering dollars is being made as a portion of the local match for a Program Year 2000 SCIP funding application.**

FORM MRF-1
REV. 6/74

ORDINANCE NO. 31-1987

AN ORDINANCE ADOPTING AN ADDITIONAL $5.00 PERMISSIVE MOTOR VEHICLE LICENSE FEE TO BE USED FOR STREET MAINTENANCE

WHEREAS, The Ohio General Assembly has passed House Bill 419 which provides municipalities authority to impose an additional permissive license tag fee of $5.00, and,

WHEREAS, Ohio Revised Code 4504.172 and 4504.06 are the related ORC guideline, and,

WHEREAS, It is a high priority item for the City of Forest Park to effectively and equitably maintain and repair municipal roadways in order to insure the health, safety, and welfare of citizens, and,

WHEREAS, Funding from this permissive tax will be restricted to a road/highway users revenue fund.

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of Forest Park, Ohio:

SECTION 1

There is hereby levied an annual license tax upon the operation of motor vehicles on the public roads or highways pursuant to Section 4504.172, Ohio Revised Code, for the purpose of paying the costs and expenses of enforcing and administering the tax provided for in this section; and to provide additional revenue for the purposes set forth in Section 4504.06, Ohio Revised Code; and to supplement revenue already available for such purposes.

Such tax shall be at the rate of Five Dollars ($5.00) per motor vehicle on each and every motor vehicle the district of registration of which, as defined in Section 4503.10 of the Ohio Revised Code, is in the City of Forest Park, Ohio.

As used in this ordinance, the term "motor vehicle" means any and all vehicles included within the definition of motor vehicle in Sections 4501.01 and 4505.01 of the Ohio Revised Code.

SECTION 2

The tax imposed by this ordinance shall apply to and be in effect for the registration year commencing January 1, 1988 and shall continue in effect and application during each registration year thereafter.

SECTION 3

The tax imposed by this ordinance shall be paid to the Registrar of Motor Vehicles of the State of Ohio or to a Deputy Registrar at the time application for registration of a motor vehicle is made as provided in Section 4503.10 of the Ohio Revised Code.

SECTION 4

That it is the intent of Council that funds received from this additional permissive motor vehicle license tag fee be used to support and deliver the following services:

1. paying the costs and expenses of enforcing and administering the tax

2. to supplement revenue already available under earlier permissive motor vehicle license taxes

3. planning, constructing, improving, maintaining, and repairing public roads, highways, and streets; maintaining and repairing bridges and viaducts; paying the municipal corporation's portion of the costs and expenses of cooperating with the department of transportation in the planning, improvement, and construction of state highways; paying the municipal corporation's portion of the compensation, damages, cost, and expenses of planning, constructing, reconstructing, improving, maintaining, and repairing roads and streets; paying any costs apportioned to the municipal corporation under section 4907.47 of the Ohio Revised Code; paying debt service charges on notes or bonds of the municipal corporation issued for such purposes; purchasing, erecting, and maintaining street and traffic signs and markers; purchasing, erecting and maintaining traffic lights and signals;

SECTION 5

This ordinance shall be in full force and effect from and after the earliest date allowed by law.

Passed this 17th day of August, 1987, by a vote of at least a majority of all members of the Council of the City of Forest Park, Ohio.

Kathryn L. Lives
Clerk of Council

Mayor

APPROVED AS TO FORM:

David P. Kamp
Law Director for John Wykoff

CERTIFICATE

I, KATHRYN L. LIVES, CLERK OF COUNCIL OF THE CITY OF FOREST PARK, OHIO, HEREBY CERTIFY THAT THE FOREGOING IS A TRUE, EXACT AND COMPLETE COPY OF ORDINANCE NO. 31-1987 ADOPTED BY THE COUNCIL OF SAID CITY, ON THE 17th DAY OF AUGUST, 19 87, AND THAT THE SAME IS IN FULL FORCE AND EFFECT AND HAS NOT BEEN REPEALED OR AMENDED.

Kathryn L. Lives
CLERK OF COUNCIL
8-20-99

Resolutions - 1999 / RESOLUTION NO. 51-1999

RESOLUTION NO. 51-1999

A RESOLUTION AUTHORIZING THE CITY MANAGER TO FILE AN APPLICATION WITH THE OHIO PUBLIC WORKS COMMISSION FOR STATE CAPITAL IMPROVEMENT FUNDS

WHEREAS, street/road repairs and stormwater improvements are a priority of the City of Forest Park, and

WHEREAS, the Ohio Revised Code has allowed for the issuance of State Capital Improvement funds for 2000, and

WHEREAS, the District Public Works Integrating Committee of Hamilton County (DPWIC) is the recipient of State Capital Improvement funds and LTIP funds from the Ohio Public Works Commission (OPWC), and

WHEREAS, the City of Forest Park will apply for funding under the State Capital Improvement as part of District #2 (Hamilton County) allocation for infrastructure repairs and improvements.

NOW, THEREFORE, Be It Resolved by the Council of the City of Forest Park, Ohio.

SECTION 1.

That the Council of the City of Forest Park does hereby endorse and support the application for State Capital Improvement funds for infrastructure repairs and improvements as follows:

1. Northland Boulevard
2. Winton and Smiley Roads
3. Mill Road

SECTION 2.

That the City Manager is hereby authorized and directed to file an application with the District Public Works Integrating Committee of Hamilton County (DPWIC) for Ohio Public Works Commission funding under **State Capital Improvement** for 2000, and if awarded to implement said **program**.

SECTION 3.

That the City of Forest Park hereby requests the District Public Works Integrating Committee (DPWIC) and the Ohio Public Works Commission (OPWC) to consider and fund this application.

SECTION 4.

This resolution shall be in full force and take effect upon its passage.

Passed this 19th day of July, 1999.

Wayne E. Coates, MAYOR /s/

Kathyrn L. Lives, CLERK OF COUNCIL /s/

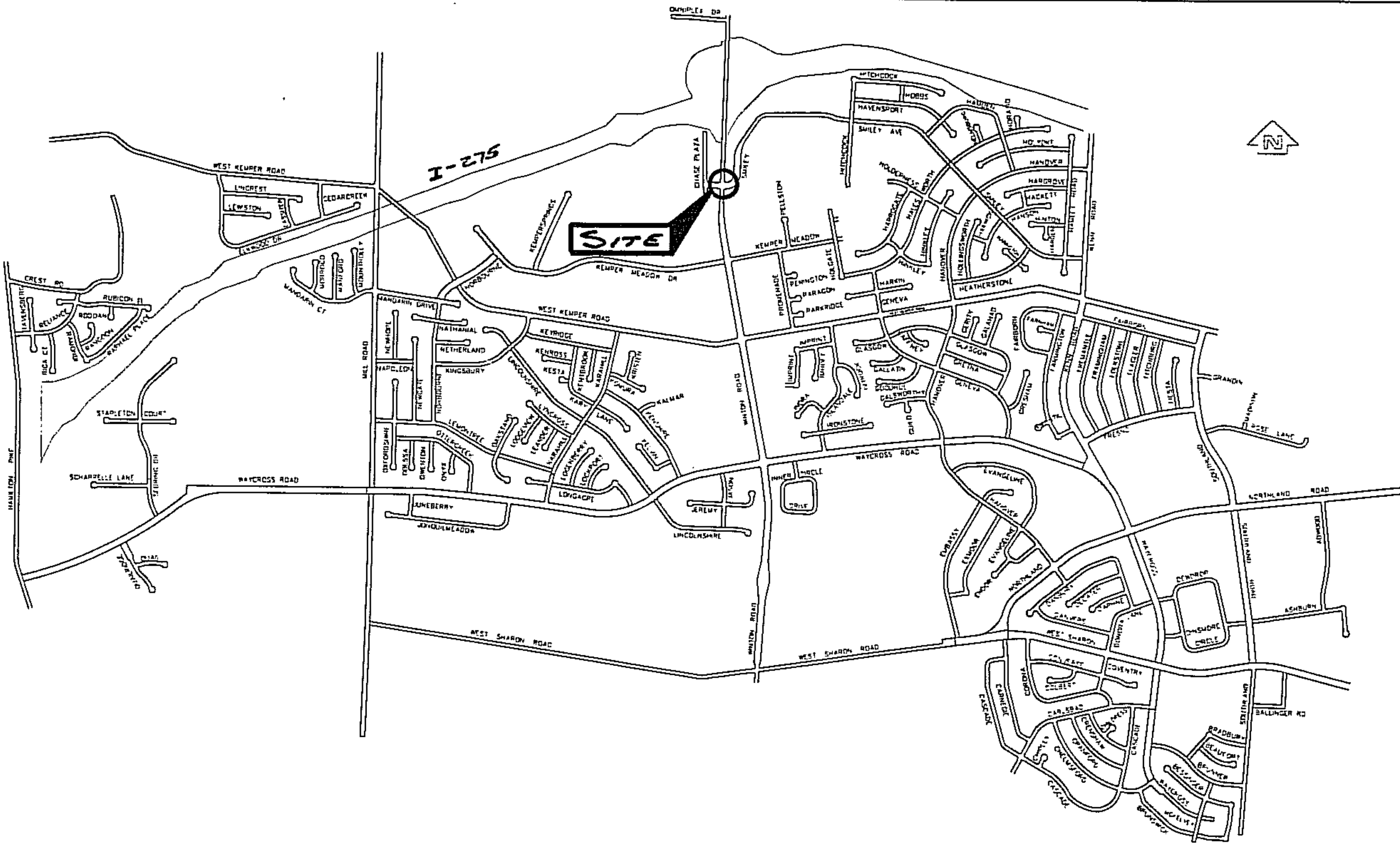
APPROVED AS TO FORM:

John R. Wykoff, LAW DIRECTOR /s/

CERTIFICATE

I, KATHRYN L. LIVES, CLERK OF COUNCIL OF THE CITY OF FOREST PARK, OHIO, HEREBY CERTIFY THAT THE FOREGOING IS A TRUE, EXACT AND COMPLETE COPY OF RESOLUTION NO. 57-1999 ADOPTED BY THE COUNCIL OF SAID CITY ON THE 19th DAY OF July IN 99 AND THAT THE SAME IS IN FULL FORCE AND EFFECT AND HAS NOT BEEN REPEALED OR AMENDED.

Kathryn L. Lives
CLERK OF COUNCIL 8-20-99



CITY OF
FOREST PARK OHIO

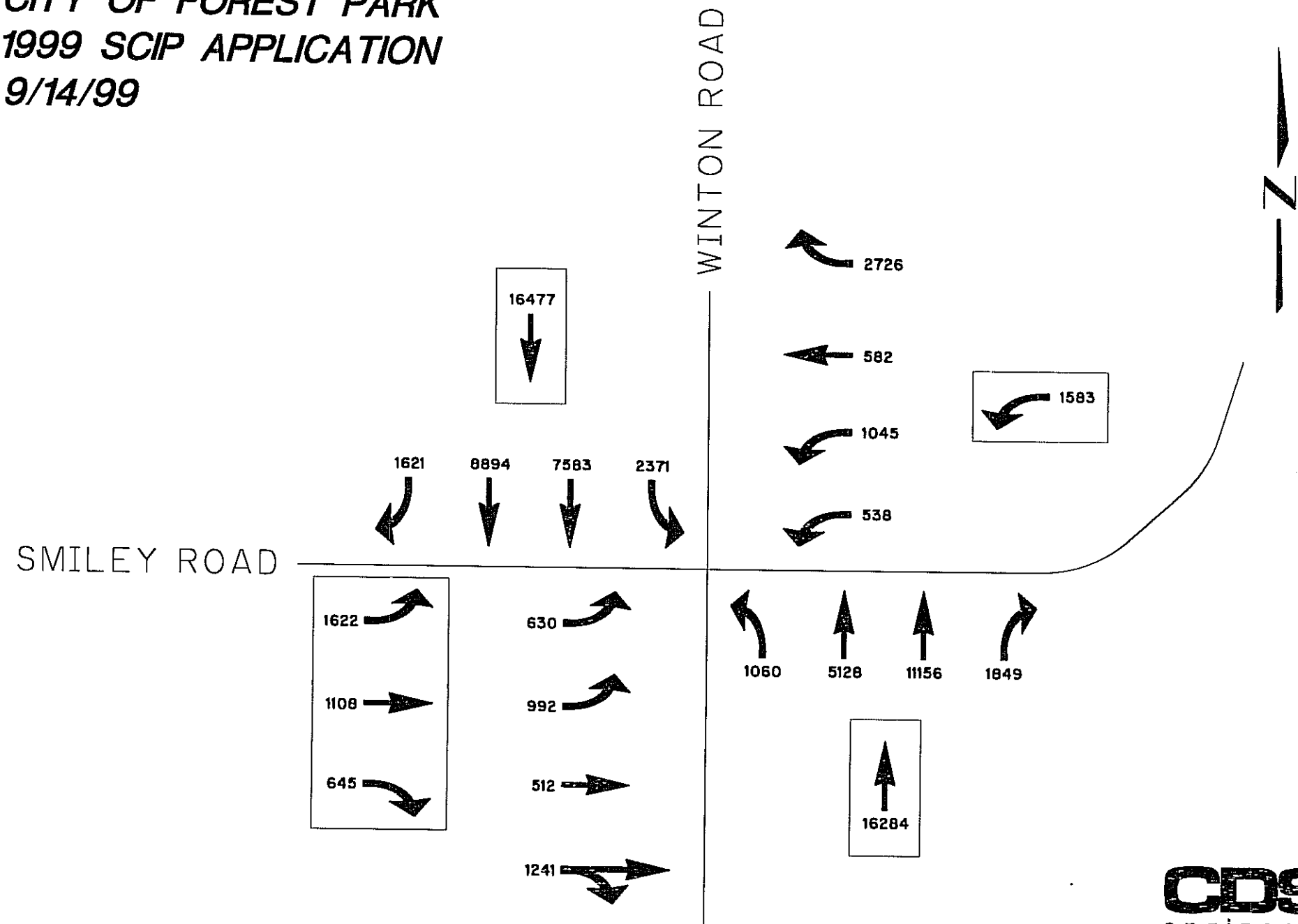
TRAFFIC CERTIFICATION STATEMENT

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

John L. Eisenmann 15 Sept 99

John L. Eisenmann, P.E., P.S. Date
City Engineer

CITY OF FOREST PARK
1999 SCIP APPLICATION
9/14/99



24-hr COUNT TAKEN FROM CLOSED-LOOP SYSTEM ON WINTON RD. ON 5/10/99

CDS
engineers
architects
planners
surveyors

EXECUTIVE SUMMARY

The purpose of this report is to make recommendations to provide for increase in traffic generated by the modifications to Cobblewood Plaza and outlots.

Proposed changes to Cobblewood Plaza including the development of four outlots on the west side of Smiley Avenue will increase the occupied square footage of Cobblewood from the existing 154,262 square feet to 398,845 square feet at full site buildout anticipated by the year 2003.

Based on the 6th edition of the Institute of Transportation Engineers *Trip Generation* these modifications are expected to generate an additional 1,114 trips (557 in / 557 out) during the weekday PM peak hour and 1,535 trips (767 in / 767 out during Saturday midday peak hour.

Because of the access to Cobblewood Plaza the projected increase in traffic is significant when considering that 93% of all Cobblewood traffic enters / exits at the intersection of Smiley at Winton. The recommendations listed below will provide additional capacity for the Cobblewood Plaza's improvements. But due to the number of vehicles projected to enter via this one intersection and its close proximity to I-275 there will be some time periods when some individual movements at the intersection of Smiley and Winton will experience delays longer than desirable and the southbound left-turn traffic on Winton could back up out of the left turn lanes.

The following is a summary of recommended improvements:

- A second southbound left-turn lane on Winton Road at Smiley Avenue.
- A second westbound right-turn lane on Smiley Avenue at Winton Road.
- A second right-turn lane on Smiley Avenue for northbound traffic entering at the main entrance to Cobblewood Plaza.
- A northbound left-turn lane on Smiley at Cobblewood's main entrance.
- A signal at full site buildout for the main entrance to Cobblewood Plaza at Smiley Avenue
- Modifications to the interior laning and parking will be required to safely accommodate the additional traffic entering the site.
- Redesign the signal at Winton and Smiley.
- Construct a raised median on Smiley from the main entrance at Cobblewood Plaza south to Winton Road.

The cost estimate for the construction of proposed roadway and signal improvements is approximately $500,000.00. The cost does not include modifications to the interior layout of Cobblewood Plaza.

The results of the analyses are summarized in the following tables:

TABLE 4

Signalized Capacity Analysis Summary - PM Peak Hour

Intersection	*Movement*	*Ex. Traffic + Ex. Geometry*		*Buildout Traffic + Prop. Geometry (2003)*	
		Delay	*LOS*	*Delay*	*LOS*
Smiley Avenue @ Winton Road	EB – L	34.6	D	39.4	D
	EB - T	-	-	27.5	D
	EB – TR	27.1	D	-	-
	EB – R	-	-	21.8	C
	WB – L	39.1	D	44.7	E
	WB – T	26.2	D	24.0	C
	WB – R	18.5	C	15.9	C
	NB – L	6.3	B	8.1	B
	NB – T	20.8	C	35.6	D
	NB – R	7.6	B	10.3	B
	SB – L	19.6	C	41.4	E
	SB – T	15.2	C	-	-
	SB - TR	-	-	21.6	C
	SB – R	5.4	B	-	-
	Overall	***18.6***	***C***	***27.2***	***D***
Smiley Avenue @ Cobblewood Main Entrance	EB – L	-	-	15.0	C
	EB – TR	-	-	15.5	C
	WB – L	-	-	15.4	C
	WB – LTR	-	-	15.5	C
	NB – L	-	-	8.9	B
	NB – T	-	-	9.7	B
	NB – R	-	-	2.2	A
	SB – L	-	-	8.6	B
	SB – TR	-	-	9.5	B
	Overall	-	-	***9.1***	***B***

TABLE 5
Signalized Capacity Analysis Summary - Saturday Peak Hour

Intersection	*Movement*	*Ex. Traffic + Ex. Geometry*		*Buildout Traffic + Prop. Geometry (2003)*	
		Delay	*LOS*	*Delay*	*LOS*
Smiley Avenue @ Winton Road	EB – L	39.5	D	42.7	E
	EB – T	-	-	35.2	D
	EB – TR	34.7	D	-	-
	EB – R	-	-	27.9	D
	WB – L	38.1	D	64.9	F
	WB – T	33.8	D	33.8	D
	WB – R	26.7	D	21.5	C
	NB – L	9.7	B	10.7	B
	NB – T	30.2	D	46.3	E
	NB – R	11.4	B	17.9	C
	SB – L	35.6	D	46.5	E
	SB – T	13.8	B	-	-
	SB – TR	-	-	14.8	B
	SB – R	4.7	A	-	-
	Overall	***24.5***	***C***	***32.7***	***D***
Smiley Avenue @ Cobblewood Main Entrance	EB – L	-	-	15.5	C
	EB – TR	-	-	16.2	C
	WB – L	-	-	23.9	C
	WB – LTR	-	-	23.9	C
	NB – L	-	-	10.2	B
	NB – T	-	-	10.8	B
	NB – R	-	-	2.7	A
	SB – L	-	-	9.5	B
	SB – TR	-	-	10.8	B
	Overall	-	-	***12.4***	***B***

Note:

1. The 'delay' values in Tables 4 and 5 correspond to delay by movement and the units are sec./veh.
2. The analysis for the year 2003 was performed using a PHF of 0.9 for all movements at the Cobblewood Main Entrance.

The 'detailed' capacity analyses reports for the various scenarios are provided in Appendix E.

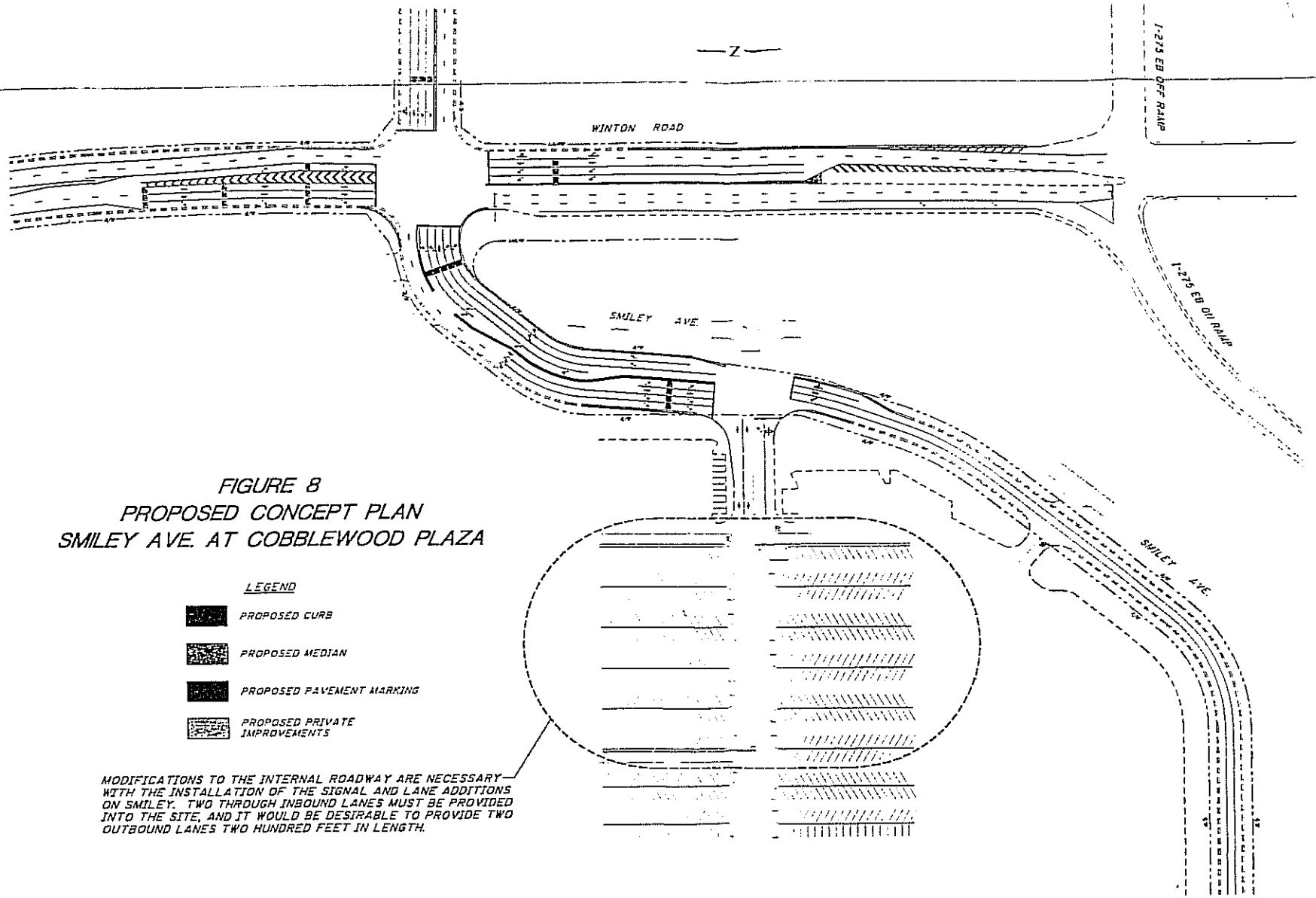


FIGURE 8
PROPOSED CONCEPT PLAN
SMILEY AVE. AT COBBLEWOOD PLAZA

LEGEND

- PROPOSED CURB
- PROPOSED MEDIAN
- PROPOSED PAVEMENT MARKING
- PROPOSED PRIVATE IMPROVEMENTS

CDS
engineers
architects
planners
surveyors

PROPOSED CONCEPT PLAN
SMILEY AVENUE AT
COBBLEWOOD PLAZA
TRAFFIC STUDY

REVISIONS

MAR 1999

8

RESULTING EMPLOYMENT OPPORTUNITIES

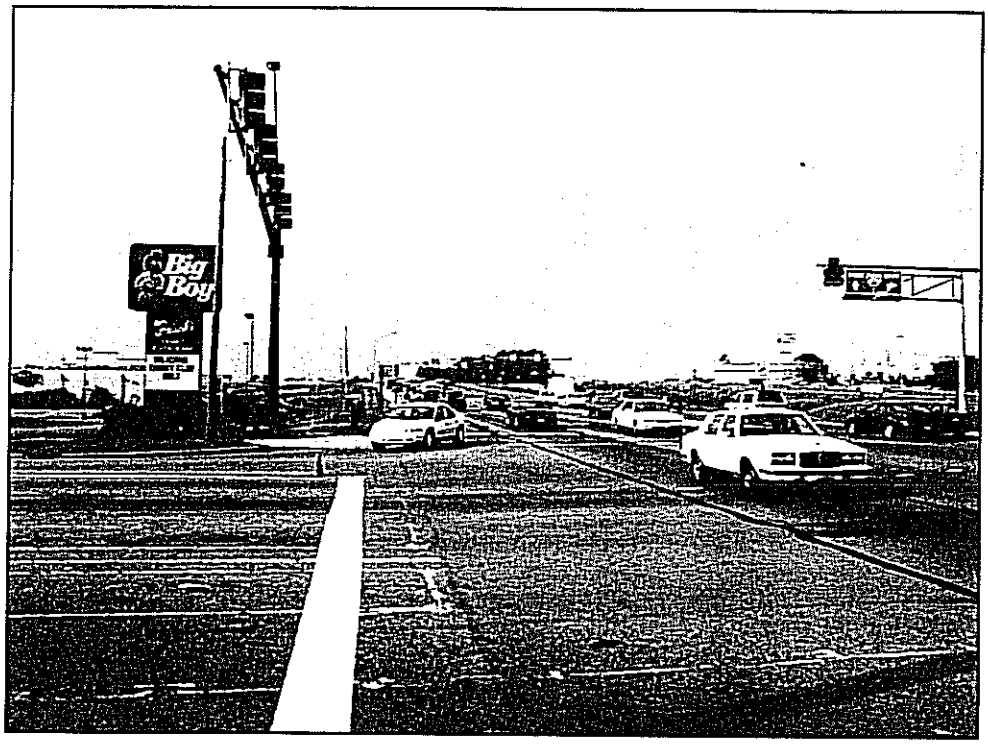
A. **Temporary Employment:** It is anticipated that 20 temporary construction jobs will be created as a result of this project.

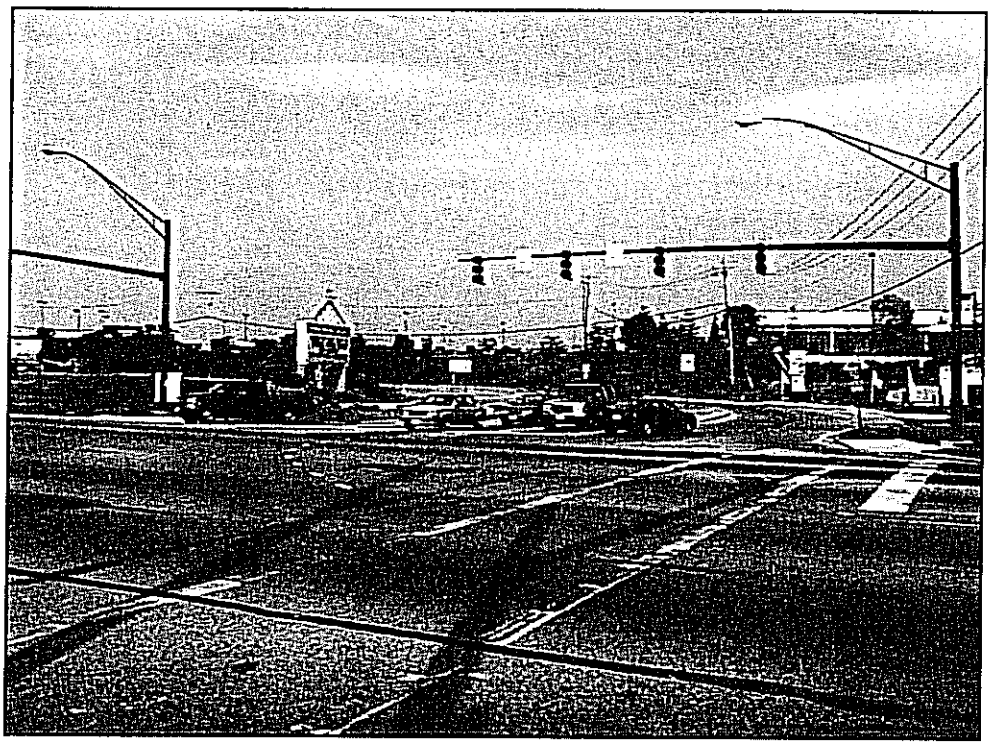
B. **Full-time Employment:** It is not anticipated that any new full-time employment will result from the proposed infrastructure activity.

CITY OF FOREST PARK

Winton and Smiley Intersection

At intersection, looking north on Winton Road.

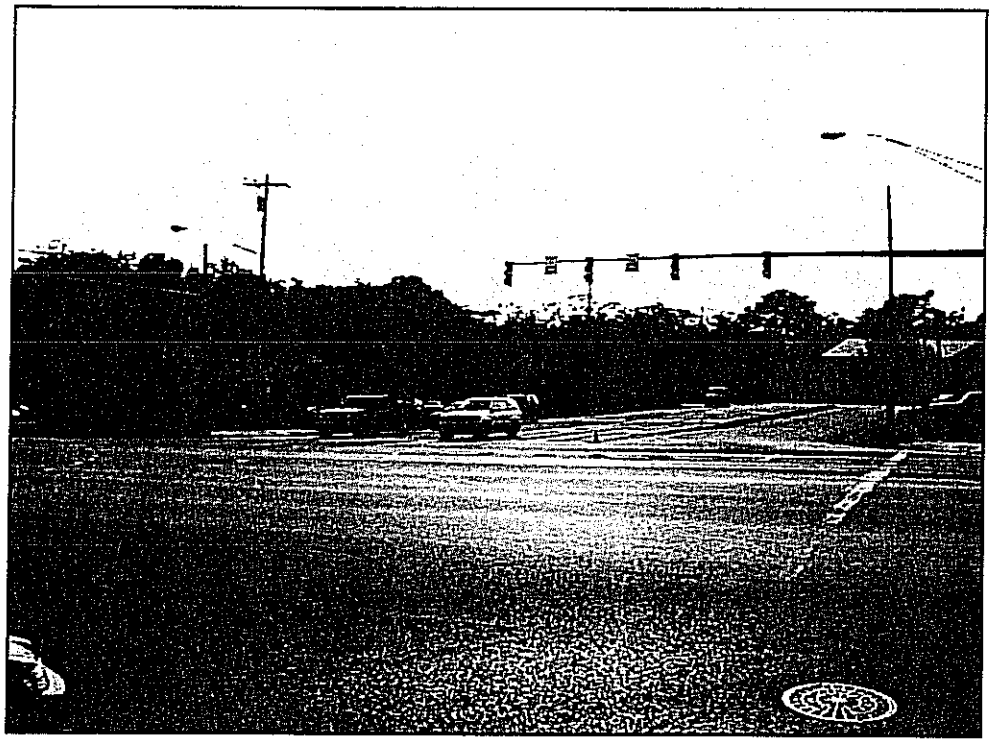




At intersection, looking east on Smiley Avenue.

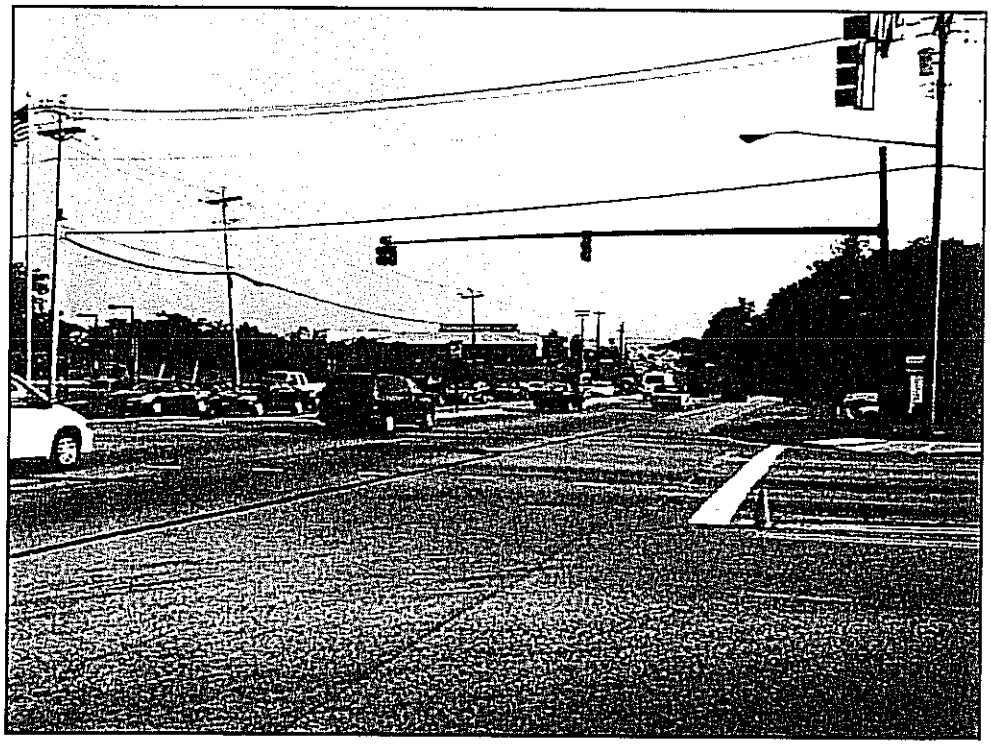
CITY OF FOREST PARK

Winton and Smiley Intersection



At intersection, looking west on Smiley Avenue.

At intersection, looking south on Winton Road.



CITY OF FOREST PARK

Winton and Smiley Intersection

Looking east at the entrance to Cobblewood Plaza Shopping Center from Smiley Avenue.

ADDITIONAL SUPPORT INFORMATION

For Program Year 2000 (July 1, 2000 through June 30, 2001), 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	_____
Fair	X	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.

The existing intersection of Winton and Smiley operates at a Level of Service D for most movements during the PM and weekend peak hours. During holiday periods, Levels of Service E and F occur on a regular basis. Major expansion of the Cobblewood Shopping Center and adjacent outlots are planned in 1999 and 2000. Improvements to the roadway system are necessary to provide and maintain acceptable level of service.

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, 2000) 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.

2 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: 2 of these, how many are Takes 2, Temporary 0, Permanent 0.

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

3) How will the proposed project affect the general health and safety 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, commerce, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data.

Continuation of commercial development at the Winton / Smiley / Chase Plaza / Cobblewood intersections is dependent on the efficient movement of traffic. This project is intended to improve capacity and the operation efficiency, especially during peak hours.

4) What type of funds and what percent of the project cost are to be utilized for matching funds for this project?

Federal _____ _____% ODOT _____ _____% Local __X__ __40%__%

MRF __X__ __3%__ OWDA _____ _____% CDBG _____ _____%

Other Assessments and Donations __17%__

NOTE: If MRF funds are being used for matching funds, the MRF application must have been filed by August 6, 1999 for this project with the Hamilton County Engineer's Office.

5) Has any formal action by a federal, state, or local government agency resulted in a 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 approved legislation must be submitted with the application. THE BAN MUST HAVE BEEN CAUSED BY A STRUCTURAL/OPERATIONAL PROBLEM TO BE VALID.

Complete Ban _____ Other Ban _____
(specify)

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?

ADT = 41,100 x 1.20 = 49,320 users / day

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 prioritized PY 2000 applications from one through five? (See attached sheet to list projects).

Yes X No _____

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

This project is immediately south of the I-275 and Winton / Gilmore interchange. Winton Road is a major north-south arterial serving Springfield Township, Greenhills, Forest Park and Fairfield. The area between Kemper Road and Mack Road has become congested due to commercial, light industrial and office developments.

9) For roadway betterment 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 C Proposed LOS D

If the proposed LOS is not "C" or better, explain why LOS "C" cannot be achieved. (Attach separate sheets if necessary.)

The existing level of service is based on the PM peak and Saturday peak hours and a 40% current occupancy rate in the Cobblewood Shopping Center. The proposed LOS is based on full occupancy of the center in 2003, and a 1.25% annual traffic growth rates in the Winton corridor, with the proposed improvements in place. Further improvements are not feasible without major modifications to the I-275 Winton-Gilmore interchange. (See attached executive summary and LOS summaries).

How will the proposed project alleviate serious traffic problems or hazards?

_____

_____

_____

10) Will the proposed project generate user fees or assessments?

Yes X No _____

If yes, what user fees and/or assessments will be utilized?

_____

11) How will the proposed project enhance economic growth? (Please be specific)

Currently only 155,000 SF of a potential 400,000 SF is occupied in Cobblewood Plaza and its outlets. Without the proposed intersection improvements the full build-out and occupancy of the Cobblewood / Chase Plaza developments will result in grid lock at the intersection which will in turn impact the adjacent interchange. This will have major economic impact on the adjacent corridor developments in Forest Park and Fairfield. Completion of the improvements will help maintain the operational conditions and allow the economic growth to continue.

12) What fees, levies or taxes pertains to the proposed project? (Note: Item must be related to the type of infrastructure applied for. Example: a road improvement project may not count fees to water customers for points, or vice-versa).

$5.00 Permissive Motor Vehicle License Fee

ADDITIONAL SUPPORT INFORMATION

PRIORITY LISTS OF PROJECTS
PROGRAM YEAR 2000
ROUND 14

Name of Jurisdiction: **CITY OF FOREST PARK**

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

Priority	Name of Project (as listed on the application)
1	NORTHLAND BOULEVARD REPAIR AND RESURFACING
2	WINTON ROAD AND SMILEY AVENUE INTERSECTION IMPROVEMENTS
3	MILL ROAD REPAIR AND IMPROVEMENTS
4	
5	

SCIP/LTIP PROGRAM
ROUND 14 - PROGRAM YEAR 2000
PROJECT SELECTION CRITERIA
JULY 1, 2000 TO JUNE 30, 2001

NAME OF APPLICANT: FOREST PARK

NAME OF PROJECT: WINTON & SMILEY INT.

SCIP	LTIP
FIELD SCORE: 298	FIELD SCORE: 275
APPEAL SCORE:	APPEAL SCORE:
FINAL SCORE:	FINAL SCORE:

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

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

SCIP 10 X 5 = 50
LTIP 10 X 1 = 10

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

ADD LANES SOUTHBOUND WESTBOUND
NO MENTION OF SAFETY PROBLEMS

SCIP 10 X 1 = 10
LTIP 10 X 4 = 40

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

SCIP 0 X 1 = 0
LTIP 0 X 0 = 0

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

SCIP 20 X 3 = 60
LTIP 20 X 1 = 20

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

10 - No
0 - Yes

SCIP 10 x 5 = 50
LTIP 10 x 0 = 0

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

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

SCIP 3 x 0 = 0
LTIP 3 x 4 = 12

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%

57%

SCIP 10 x 5 = 50
LTIP 10 x 1 = 10

8) Matching Funds - OTHER

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

3% MRF

SCIP 1 x 2 = 2
LTIP 1 x 5 = 5

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.

SCIP 8 x 0 = 0
LTIP 8 x 10 = 80

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

SCIP 5 x 5 = 25
LTIP 5 x 5 = 25

5 - Will be under contract by December 31, 2000 and no delinquent projects in Rounds 11 & 12

3 - Will be under contract by March 31, 2001 and/or one delinquent project in Rounds 11 & 12

0 - Will not be under contract by March 31, 2001 and/or more than one delinquent project in Rounds 11 & 12

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

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

NOT STATE ROUTE

SCIP 9 x 0 = 0
LTIP 8 x 1 = 8

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

10 Points
8 Points
6 Points
4 Points
2 Points

SCIP 8 x 2 = 16
LTIP 8 x 0 = 0

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

SCIP 0 x 2 = 0
LTIP 0 x 2 = 0

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

49,320

SCIP 10 x 2 = 20
LTIP 10 x 5 = 50

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 certification of which fees have been enacted.)*

5 - Two or more of the above
3 - One of the above
0 - None of the above

SCIP 3 x 5 = 15
LTIP 3 x 5 = 15

ADDENDUM TO THE RATING SYSTEM

General Statement

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 below 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, or health and 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

Definitions:

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

Note: Examples listed above are not a complete list, but only a small sampling of situations that may be relevant to a given project. Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 3 – Health

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

Note: Examples listed above are not a complete list, but only a small sampling of situations that may be relevant to a given project. Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 4 – Jurisdiction's Priority Listing

The jurisdiction ***shall*** 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 for the usage of the facility or its products once the project is completed (example: rates for water or sewer). ***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 employers: 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 employers: 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 employers: 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.

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 directly from outside funding sources.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, describing 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:

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.

Criterion 9 – Alleviate Traffic Problems - continued

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

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 jurisdiction's economic health is predetermined by the District 2 Integrating Committee. 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 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. Appropriate 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 provide documentation to show which fees, levies or taxes is dedicated toward the type of infrastructure being applied for.