APPLICATION FOR FINANCIAL ASSISTANCE

C-1

Revised 4/99 CB08D

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

SUBDIVISION: Colerain Township **CODE#** 061- 16616

DISTRICT NUMBER: 2 **COUNTY:** Hamilton **DATE** 9 / 9 / 99

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 BASISDURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 245-6163 **E-MAIL** _____

PROJECT NAME: Compton Estates Subdivision Reconstruction

SUBDIVISION TYPE
(Check Only 1)
__1. County
__2. City
X 3. Township
__4. Village
__5. Water/Sanitary District (Section 6119 O.R.C.)

FUNDING TYPE REQUESTED
(Check All Requested & Enter Amount)
X 1. Grant $ 878,400
__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: $ 1,098,000 **FUNDING REQUESTED:** $ 878,400

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT: $ 878.400.00 **LOAN ASSISTANCE:** $ _____
SCIP LOAN: $ _____ **RATE:** _____ % **TERM:** _____ yrs.
RLP LOAN: $ _____ **RATE:** _____ % **TERM:** _____ yrs.

(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:		$ N/A .00	
	Preliminary Design	$ N/A . 00		
	Final Design	$ N/A . 00		
	Bidding	$ N/A . 00		
	Construction Phase	$ N/A . 00		
	Additional Engineering Services *Identify services and costs below.		$ N/A .00	
b.)	Acquisition Expenses: Land and/or Right-of-Way		$ N/A .00	
c.)	Construction Costs:		$ 878,400.00	
d.)	Equipment Purchased Directly:		$ N/A .00	
e.)	Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)		$ N/A .00	
f.)	Construction Contingencies:		$ 219,600. 00	
g.)	TOTAL ESTIMATED COSTS:		$ 1,098,000.00	

*List Additional Engineering Services here:
Service: Cost:

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

		DOLLARS	%
a.)	Local In-Kind Contributions	$ N/A .00	
b.)	Local Revenues	$ 219,600.00	20%
c.)	Other Public Revenues	$ N/A .00	
	ODOT	$ N/A .00	
	Rural Development	$ N/A .00	
	OEPA	$ N/A .00	
	OWDA	$ N/A .00	
	CDBG	$ N/A .00	
	OTHER _____	$ N/A .00	
	SUBTOTAL LOCAL RESOURCES:	$ 219,600.00	20%
d.)	OPWC Funds		
	1. Grant	$ 878,400.00	80%
	2. Loan	$ 0 .00	
	3. Loan Assistance	$ 0 .00	
	SUBTOTAL OPWC RESOURCES:	$ 878,400.00	80%
e.)	TOTAL FINANCIAL RESOURCES:	$ 1,098,000.00	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: Compton Estates Subdivision Reconstruction

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

A: SPECIFIC LOCATION: Chopin Drive and Orangewood Drive are located from southern intersection of Compton Road and Pippin Road then east on Compton Road to first left (north) onto Coogan Drive then to stop sign at Chopin Drive. Orangewood Drive crosses Chopin Drive. See location map.

PROJECT ZIP CODE: 45251

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

1) Remove existing pavement and curbs
2) Remove concrete/gravel base
3) Undercut subgrade as necessary
4) Catch basin reconstruction and/or repair
5) Pipe underdrains
6) Install new concrete curbs
7) Construct new curb ramps
8) Adjust catch basins, manholes, water works items, etc. as necessary
9) Install bituminous aggregate base material
10) Install new asphaltic base concrete surface
11) Pavement fabric
12) Reclimate
13) Seeding and mulching as necessary

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

	LIMITS			WIDTH
STREETS	FROM	TO	LENGTH	BACK OF CURB
Chopin Drive	West End	East End	1,112	25
Orangewood Drive	Coogan	Culdesac	1,755	25

As listed these are the physical dimensions and limits per each street. These are 25' back of curb streets with an age of 39 years. These streets are asphalt with concrete curb and gutter plates, some areas of Chopin were overlayed in 1967 and 1981, these overlays have failed. One overlay is over concrete approximately 300'. These streets have been tar and chipped several times over the years. The streets inadequate thickness of asphalt has led to failure of the base, throughout. The pavement is only 2-3 inches thick over a gravel base. The curbs are badly deteriorated, patched and uneven and thus are holding water. There are an uncountable number of potholes, patches, alligator cracking, and weathering, and raveling of the pavement. The overall pavement condition is horrendous. This pavement is compromised of numerous load and climate related distress. Water stands on the streets causing added deterioration and safety hazards. The rideability is extremely rough. These streets can no longer be maintained, but need to be replaced. Our pavement management program, " Micro Paver", rates these streets as poor and failed conditions.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Estimated ADT is 832. Chopin Drive is heavily traveled due the fact that it is the only access route for this part of the subdivision of approximately 150 homes. Many area school buses use these streets. A major thoroughfare that crosses Chopin Drive is a highly used metro stop.

Road or Bridge: Current ADT 832 **Year:** 1999 **Projected ADT:** 832 **Year:** 2000

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: $ N/A **Proposed Rate: $** N/A

Stormwater: Number of households served: N/A

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	$ 1,098,000.00
TOTAL PORTION OF PROJECT NEW/EXPANSION	$ 0.00

4.0 PROJECT SCHEDULE: *

		BEGIN DATE	END DATE
4.1	**Engineering/Design:**	11 / 1 / 99	7 /30 / 00
4.2	**Bid Advertisement and Award:**	11 / 15 /00	12/15 / 00
4.3	**Construction:**	3 / 1 /01	12 / 31 / 01
4.4	**Right-of-Way/Land Acquisition:**	/ N/A /	/ N/A /

* 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	David Foglesong
TITLE	Administrator
STREET	4200 Springdale Road
CITY/ZIP	Colerain Township Ohio 45251
PHONE	(513) 385 - 7500
FAX	(513) 245 - 6503
E-MAIL	dfoglesong@coleraintownship.org

5.2 CHIEF FINANCIAL OFFICER

OFFICER	Kathy Mohr
TITLE	Clerk Colerain Township
STREET	4200 Springdale Road
CITY/ZIP	Colerain Township Ohio 45251
PHONE	(513) 385 - 7500
FAX	(513) 245 - 6503
E-MAIL	kmohr@coleraintownship.org

5.3 PROJECT MANAGER

PROJECT MANAGER	Dennis B. Chapman
TITLE	Road Superintendent
STREET	4725 Springdale Road
CITY/ZIP	Colerain Township Ohio 45251
PHONE	(513) 385 - 7502
FAX	(513) 245 - 6163
E-MAIL	N/A

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.

David L. Foglesong, Administrator Colerain Township

Certifying Representative (Type or Print Name and Title)

David L Foglesong 9/23/99

Signature/Date Signed

SCIP ROUND 14
SEPTEMBER 9, 1999

PROJECT: Compton Estates Subdivision Reconstruction
ENG. EST.: $1,098,000

OPWC PROJECT
PREPARED BY : Colerain Township Public Works Department

NO.	REF. NO.	ITEM DESCRIPTION	UNIT	QUANT.	ENGINEER'S ESTIMATE UNIT	TOTAL
1	201	CLEARING AND GRUBBING	LS	1	20,000.00	$20,000.00
2	202	ASPHALT PAVEMENT REMOVED	SY	8,998	8.00	$71,984.00
3	202	CONCRETE DRIVE REMOVED	SY	950	8.00	$7,600.00
4	202	CURB AND GUTTER REMOVED	LF	5,984	10.00	$59,840.00
5	202	CATCH BASIN REMOVED	EA	12	250.00	$3,000.00
6	202	CONC. WALK REMOVED, AS DIRECT. BY ENG.	SF	950	5.00	$4,750.00
7	203	EXCAVA. N/INCLUDE. EMBANK.	CY	500	12.00	$6,000.00
8	203	EMBANKMENT CONSTRUCTION	CY	100	12.00	$1,200.00
9	203	SUBGRADE COMPACTION	SY	9,000	1.00	$9,000.00
10	301	BITUMINOUS AGGREGATE BASE	CY	1,519	55.00	$83,545.00
11	304	AGGREGATE BASE, AS DIRECTED BY ENG.	CY	200	40.00	$8,000.00
12	402	ASPHALT CONCRETE, AC-20	CY	880	60.00	$52,800.00
13	404	ASPHALT CONCRETE, AC-20	CY	608	65.00	$39,520.00
14	452	P.P. CEMENT CONC. PAVEMENT (7" DRIVES)	SY	950	35.00	$33,250.00
15	603	3" CONDUIT, TYPE E, PVC & COUPLINGS	LF	400	20.00	$8,000.00
16	604	MODIFY & ADJ. WATER VALVE TO GRADE	EA	1	750.00	$750.00
17	604	CATCH BASIN, CB-3	EA	1	1,500.00	$1,500.00
18	604	CATCH BASIN, CB-3A	EA	11	1,500.00	$16,500.00
19	604	SAN. MANHOLE ADJ. TO GRADE	EA	13	750.00	$9,750.00
20	604	STORM MANHOLE ADJ. TO GRADE	EA	7	750.00	$5,250.00
21	605	PIPE UNDERDRAIN	LF	6,200	20.00	$124,000.00
22	608	CURB RAMPS, TYPE 1	EA	19	600.00	$11,400.00
23	609	CONCRETE CURB, TYPE 6	LF	5,984	10.00	$59,840.00
24	614	MAINTAINING TRAFFIC	LS	1	15,000.00	$15,000.00
25	619	FIELD OFFICE	LS	1	10,000.00	$10,000.00
26	623	CONSTRUCTION LAYOUT STAKES	LS	1	15,000.00	$15,000.00
27	659	SEEDING AND MULCHING	SY	6,087	4.50	$27,391.50
28	SPL	UNDERCUTTING	CY	5,100	45.00	$229,500
29	SPL	RECLIMATE	SY	8,998	0.60	$5,398.80
30	SPL	PAVEMENT FABRIC	SY	9,000	1.00	$9,000.00
31	SPL	CINCINNATI WATER WORKS ITEMS	LS	1	50,000	$50,000.00
32	SPL	SUPPLEMENTAL ITEMS	LS	1	99,230.70	$99,230.70
					TOTAL	$1,098,000.00

USEFUL LIFE: This is to certify that upon satisfactory completion of this work, the useful life of the streets on this project will be at least 20 years.

Signed: William W. Brayshaw P.E.
WILLIAM BRAYSHAW

COLERAIN TOWNSHIP

Trustees
KEITH N. CORMAN
DIANA LYNN RIELAGE
JOSEPH R. WOLTERMAN
Clerk
KATHY MOHR
Administrator
DAVID L. FOGLESONG

PUBLIC WORKS DEPARTMENT, ROAD DIVISION • DENNIS B. CHAPMAN, ROAD SUPERINTENDENT
4725 Springdale Road • Cincinnati, Ohio 45251-1834 • (513) 385-7502 FAX (513) 245-6163• www.coleraintwp.org

September 16, 1999

STATUS OF FUNDS REPORT

ATTACHMENT C

Project: Compton Estates Subdivision Reconstruction

This is to certify that the sum of $ 219,600 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 Foglesong
David Foglesong, Administrator
Colerain Township

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

COLERAIN TOWNSHIP

Trustees
KEITH N. CORMAN
DIANA LYNN RIELAGE
JOSEPH R. WOLTERMAN
Clerk
KATHY MOHR
Administrator
DAVID L. FOGLESONG

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RESOLUTION No. 15-99

Hamilton *County, Ohio*

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

WHEREAS Colerain Township has the opportunity to apply in 1999 for SCIP/LTIP funds from the State of Ohio for Round 14 for reconstruction on various streets in Colerain Township as noted on the attached list, and

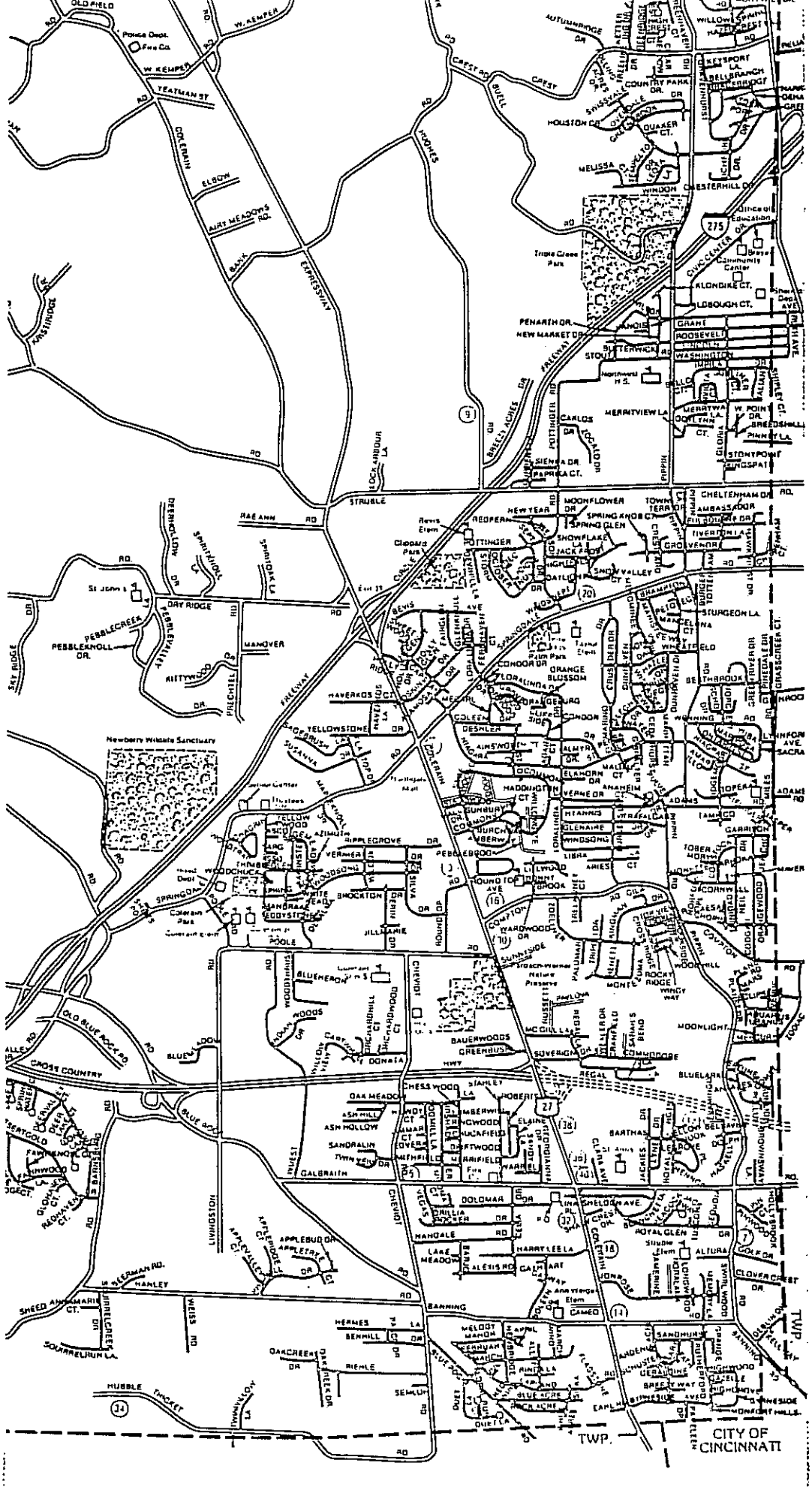
WHEREAS A Chief Executive Officer, a Financial Officer, and a Contact Person must be appointed to enter into a contract with the Ohio Public Works Commission; now therefore,

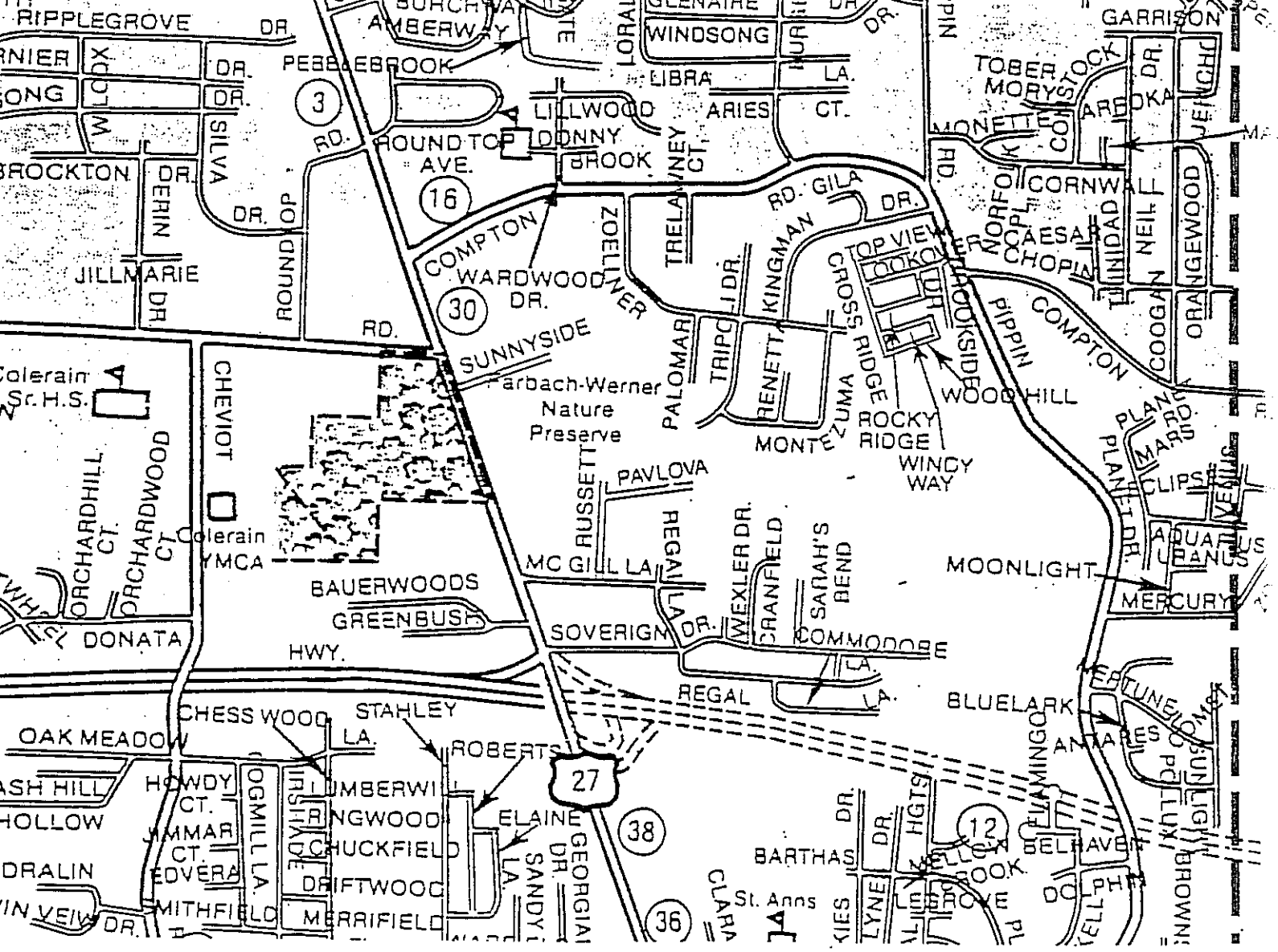
BE IT RESOLVED that the Colerain Township Board of Trustees hereby appoints Colerain Township Administrator David L. Foglesong as Chief Executive Officer; Colerain Township Clerk Kathy Mohr as Financial Officer, and Colerain Township Public Works Director Dennis Chapman as Project Manager.

Adopted this 14 *day of* September *19* 99

Attest: Kathy Mohr
Township Clerk.

Township Trustees


Newberry Wildlife Sanctuary
TWP.
CITY OF CINCINNATI



ORANGEWOOD DRIVE

CHOPIN DRIVE

COLERAIN TOWNSHIP

Trustees
KEITH N. CORMAN
DIANA LYNN RIELAGE
JOSEPH R. WOLTERMAN
Clerk
KATHY MOHR
Administrator
DAVID L. FOGLESONG

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STATE OF OHIO
OFFICE OF THE AUDITOR
JIM PETRO, AUDITOR OF STATE

FINANCIAL REPORT OF TOWNSHIP

For Fiscal Year Ending December 31, 1998

Colerain Township, County of Hamilton

SUMMARY OF CASH BALANCES, RECEIPTS AND EXPENDITURES

Line No.	SOURCE DESCRIPTION	GOVERNMENTAL FUNDS	TOTAL EXPENDABLE TRUST FUNDS		NON-EXPENDABLE TRUST FUNDS AND AGENCY FUNDS	TOTALS FUND BALANCE
01	RECEIPTS:	REVENUE RECEIPTS			OPERATING	
02	Taxes	8,330,929.73			RECEIPTS	8,330,929.73
03	Charges for Services					
04	Licenses, Permits and Fees	803,892.30				803,892.30
05	Fines and Forfeitures	870.00				870.00
06	Intergovernmental Receipts	3,339,228.13				3,339,228.13
07	Special Assessments	70,966.31				70,966.31
08	Interest	793,733.00		04		793,733.00
	Gifts			05		
09	All Other Revenue	607,327.79		06		607,327.79
10	TOTAL RECEIPTS	14,943,947.92		08		14,943,947.92
	DISBURSEMENTS	EXPENDITURE DISBURSEMENTS			OPERATING	
11	General Government	1,020,140.27			DISBURSEMENTS	1,020,140.27
12	Public Safety	6,001,501.77				6,001,501.77
13	Public Works	7,108,173.82				7,108,173.82
14	Health	74,321.14				74,321.14
15	Human Services	.00				.00
16	Conservation-Recreation	44,331.74				44,331.74
17	Miscellaneous	.00				.00
18	Capital Outlay	2,870,831.71		13		2,870,831.71
19	Debt Service	.00				.00
20	Bond Principal Payment	270,000.00				270,000.00
21	Note Principal Payment	.00				.00
22	Interest and Fiscal Charges	87,944.36				87,944.36
	Personal Services			10		
	Contract Services			11		
	Supplies and Materials			12		
	TOTAL DISBURSEMENTS	15,907,050.51				15,907,050.51
23	Total Receipts Over/Under Disb	(963,102.59)		17		(963,102.59)
		OTHER FINANCING SOURCES (USES)			NON-OPERATING	
24	Proceeds of Bonds	.00			RECEIPTS (USES)	
25	Proceeds of Notes	.00				
26	Operating Transfers-In	434,708.48		35		434,708.48
27	Operating Transfers-Out	(382,708.48)		36		(382,708.48)
28	Advances-In	.00				.00
29	Advances-Out	.00				.00
30	Other Sources/Receipts	.00		29		.00
31	Other Uses/Disbursements	.00		30		.00
32	TOTAL OTHER FINANCING SOURCES (USES)	52,000.00				52,000.00
33	Total of Receipts & Other Sources Over (Under)					
34	Disbursements & Other Uses	.00		40		.00
35	Fund Cash Balance, January 1, 1998	14,380,710.88		41		14,380,710.88
36	Fund Cash Balance, December 31, 1998	12,417,890.30		42		12,417,890.30
37	Reserve for Encumbrances, December 31, 1998	2,020,406.02		43		2,020,406.02

SUMMARY OF INDEBTEDNESS	OUTSTANDING Jan 1, 1998	NEW ISSUES	RETIRED	OUTSTANDING Dec. 31, 1998
TOTAL	1,777,776.00			1,777,776.00

Fund Cash Balance	
Depository Balance	427,[illegible]
Investments	[illegible]
Cash on Hand	.00
Total Treasury Balance	[illegible]
Less Outstanding Checks	[illegible]
TOTAL BALANCE	[illegible]

I certify the following report to be correct and true, to the best of my knowledge:

[signature] 3/18/99
(Chief Fiscal Officer Sign Above) (Date)

Kathy Mohr, Clerk
(Chief Fiscal Officer Title)

4200 Springdale Road
(Street Address)

Kathy Mohr 385-7500
(Type or Print Name) Telephone

Cincinnati Ohio 45251
(City or Village) (Zip)

AUD-4254 A-96

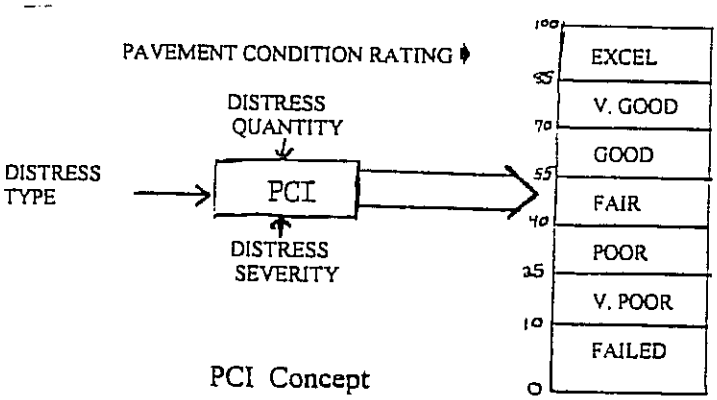
"This is an Unaudited Financial Report"

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 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.

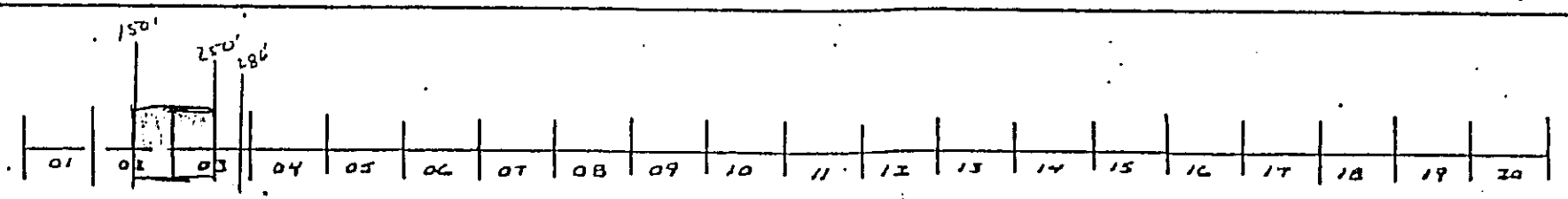
SECTION IDENTIFICATION SKETCH

Installation Name	Date	Branch Name/Branch No.	Section No.	Zone	Length	Width	Area
0144	8-14-98	CHOPIN DR	1	B	286 ft.	23 ft.	6578 S.F

Branch Use	Section Cat.	Pavement Rank	Surface Type	Slab	Last Consl. Date
(Roadway) Runway Helipad Parking Taxiway Motorpool Other Apron Storage	A B C D E F G H I J K H	P (S) T X H or A B C D E	AC AAC (APC) ST ABR PCC GR BR X	Width ft Length ft Total No. Slabs	8 / 23 / 60 mm dd yy

From WEST END To 2520 CHOPIN Total No. of Sample Units 1

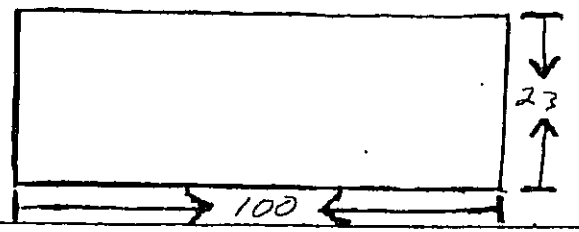
On sketch: note any Drainage Structures (type, location) and Secondary Structures, such as Manholes, Water Valves, etc.



ASPHALT SURFACED ROADS AND PARKING LOTS CONDITION SURVEY DATA SHEET FOR SAMPLE UNIT

BRANCH Chopin Dr SECTION 1 SAMPLE UNIT 2
SURVEYED BY Tim DATE 8-14-98 SAMPLE AREA 2300

SKETCH:



1. Alligator Cracking
2. Bleeding
3. Block Cracking
*4. Bumps and Sags
5. Corrugation
6. Depression
*7. Edge Cracking
*8. Jt. Reflection Cracking
*9. Lane/Shoulder Drop Off
*10. Long & Trans Cracking
11. Patching & Util Cut Patching
12. Polished Aggregate
*13. Potholes
14. Railroad Crossing
15. Rutting
16. Shoving
17. Slippage Cracking
18. Swell
19. Weathering/Raveling

DISTRESS SEVERITY	QUANTITY									TOTAL	DENSITY %	DEDUCT VALUE
1L	5x3	15x3	10x4	9x3	17x2	11x3	10x4	8x2		250		
1M	11x3	10x2								53		
4L	60									60		
4M	25									25		
7L	160									160		
7M	40									40		
8L	235									235		
8M	75									75		
10L	215									215		
10M	10									10		
19L	5x20	30x4								220		
19M	8x4	7x2	10x4	4x3	20x3					158		

* All Distresses Are Measured In Square Feet Except Distresses 4,7,8,9

FIGURE 5

Network ID: 1 Branch ID: 0144 Section ID: 1

Branch Name: CHOPIN DR.

Section Length: 286. LF Section Width: 23. LF Section Area: 6,578. SF

Percentages

Load: 43

Climate: 37

Other: 20

Samples

Random Surveyed: 1

Additional Surveyed: 0

Total Samples: 1

Recommended For Project Level: 5

Inspection

Date: 8/14/98

Section PCI: 29

Std Dev.: 10

Individual Distresses | Extrapolated Distresses | Measures / Sample Info

Sample	Distress	Description	Severity	Quantity	Units	Density	Deduct
2	1	ALLIGATOR CR	Low	250	SF	10.85	33.08
2	1	ALLIGATOR CR	Medium	53	SF	2.3	29.59
2	4	BUMPS/SAGS	Low	60	LF	2.61	14.77
2	4	BUMPS/SAGS	Medium	25	LF	1.09	24.57
2	7	EDGE CR	Low	160	LF	6.95	8.06
2	7	EDGE CR	Medium	40	LF	1.74	10.8

Print Close Help

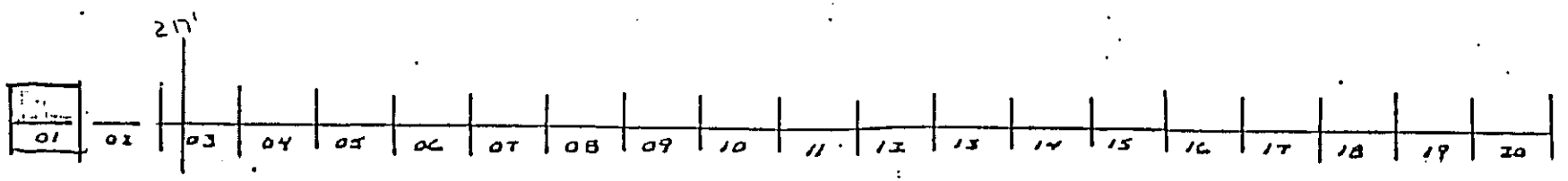
SECTION IDENTIFICATION SKETCH

Installation Name	Date	Branch Name/Branch No.	Section No.	Zone	Length	Width	Area
0144	8-14-98	CHOPIN DR.	2	B	217 ft.	23 ft.	4991 S.F

Branch Use	Section Cat.	Pavement Rank	Surface Type	Slab	Last Const. Date
(Roadway) Runway Helipad Parking Taxiway Motorpool Other Apron Storage	A B C D E F G H I J Z H	P (S) T X N or A B C D E	AC AAC (APC) ST ABR PCC GR BR X	Width ft. Length ft. Total No. Slabs	8 / 23 / 60 mm / dd / yy

From 2520 CHOPIN DR To 83' EAST OF NEIL DR Total No. of Sample Units 1

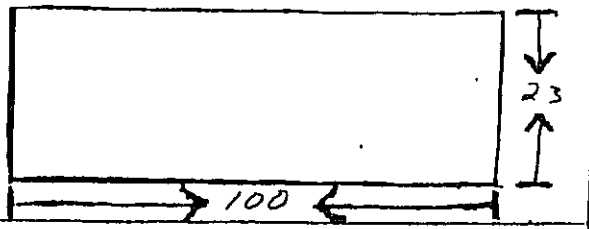
On sketch: note any Drainage Structures (type, location) and Secondary Structures, such as Manholes, Water Valves, etc.



ASPHALT SURFACED ROADS AND PARKING LOTS CONDITION SURVEY DATA SHEET FOR SAMPLE UNIT

BRANCH Chopin Dr SECTION 2 SAMPLE UNIT 1
SURVEYED BY Tim DATE 8-14-98 SAMPLE AREA 2300

SKETCH:



1. Alligator Cracking
2. Bleeding
3. Block Cracking
*4. Bumps and Sags
5. Corrugation
6. Depression
*7. Edge Cracking
*8. Jt. Reflection Cracking
*9. Lane/Shoulder Drop Off
*10. Long & Trans Cracking
11. Patching & Util Cut Patching
12. Polished Aggregate
*13. Potholes
14. Railroad Crossing
15. Rutting
16. Shoving
17. Slippage Cracking
18. Swell
19. Weathering/Raveling

DISTRESS SEVERITY	QUANTITY									TOTAL	DENSITY %	DEDUCT VALUE
1L	15x4	15x3	16x3							153		
1M	12x3									36		
2L	15x12	50x2	9x8	3x2	30x2					418		
4L	100									100		
4M	39									39		
7L	95									95		
7M	45									45		
8L	200									200		
8M	75									75		
10L	275									275		
10M	10									10		
19L	9x8	15x10								222		
19M	4x3	8x4								44		

*All Distresses Are Measured In Square Feet Except Distresses 4,7,8,9 and 10 Which Are Measured In Linear Ft. Distress 13 Is Measured In

FIGURE 5

Network ID: 1 Branch ID: 0144 Section ID: 2

Branch Name: CHOPIN DR.

Section Length: 217. LF Section Width: 23. LF Section Area: 4,991. SF

Percentages

Load:	37
Climate:	34
Other:	29

Samples

Random Surveyed	1
Additional Surveyed	0
Total Samples	1
Recommended For Project Level	5

Inspection

Date:	8/14/98
Section PCI:	27
Std Dev.:	10

Individual Distresses | Extrapolated Distresses | Mostrucex Sample Info

Sample	Distress	Description	Severity	Quantity	Units	Density	Deduct
1	1	ALLIGATOR CR	Low	153	SF	6.64	27.58
1	1	ALLIGATOR CR	Medium	36	SF	1.56	25.49
1	2	BLEEDING	Low	418	SF	18.15	5.33
1	4	BUMPS/SAGS	Low	100	LF	4.34	21.85
1	4	BUMPS/SAGS	Medium	39	LF	1.69	30.2
1	7	EDGE CR	Low	95	LF	4.13	6.44

Print Close Help

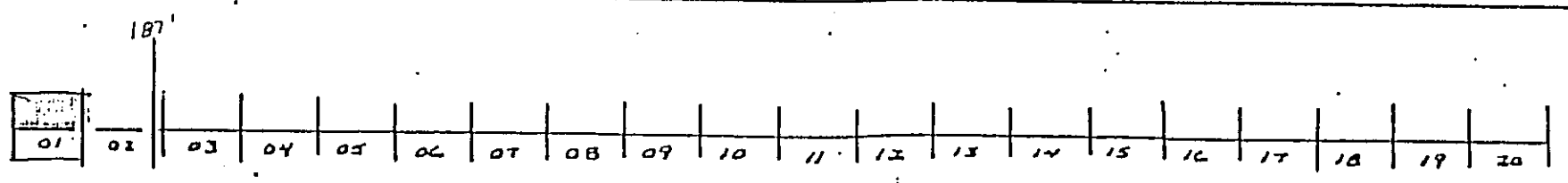
SECTION IDENTIFICATION SKETCH

Installation Name	Date	Branch Name/Branch No.	Section No.	Zone	Length	Width	Area
0144	8-14-98	CHOPIN DR	3	B	187 ft.	23 ft.	4301 S.F

Branch Use	Section Cat.	Pavement Rank	Surface Type	Slab	Last Consl. Date
(Roadway) Runway Helipad Parking Taxiway Motorpool Other Apron Storage	A B C D E F G H I J Z N	P (S) T X N or A B C D E	AC (AAC) APC ST ABR PCC GR BR X	Width ___ ft. Length ___ ft. Total No. ___ Slabs	4 / 24 / 62 mm / dd / yy

From 83' EAST OF NEIL DR. To COOGAN DR Total No. of Sample Units 1

On sketch: note any Drainage Structures (type, location) and Secondary Structures, such as Manholes, Water Valves, etc.

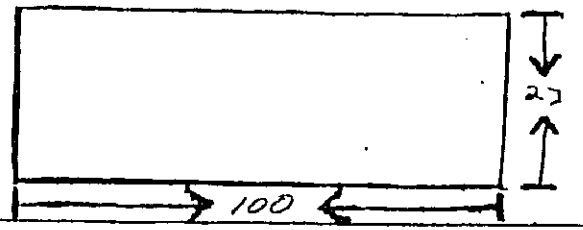


ASPHALT SURFACED ROADS AND PARKING LOTS CONDITION SURVEY DATA SHEET FOR SAMPLE UNIT

BRANCH CHOPIN DR. SECTION 3 SAMPLE UNIT 1

SURVEYED BY Tim DATE 8-14-98 SAMPLE AREA 2300

SKETCH:



1. Alligator Cracking
2. Bleeding
3. Block Cracking
*4. Bumps and Sags
5. Corrugation
6. Depression
*7. Edge Cracking
*8. Jt. Reflection Cracking
*9. Lane/Shoulder Drop Off
*10. Long & Trans Cracking
11. Patching & Util Cut Patching
12. Polished Aggregate
*13. Potholes
14. Railroad Crossing
15. Rutting
16. Shoving
17. Slippage Cracking
18. Swell
19. Weathering/Raveling

DISTRESS SEVERITY	QUANTITY									TOTAL	DENSITY %	DEDUCT VALUE
1L	14x4	28x4								168		
1M	20x4	30x6	40x3							380		
2L	17x6	10x3	40x3	45x3						387		
2M	3x3	12x4								57		
4L	75									75		
4M	100									100		
7L	45									45		
7M	155									155		
10L	450									450		
10M	95									95		
11L	60x23									1380		
13L	40									40		
19L	10x8									80		
19M	15x2	5x4								50		
19H	6x2	3x2	7x7							67		

* All Distresses Are Measured In Square Feet Except Distresses 4,7,8,9 and 10 Which Are Measured In Linear Ft; Distress 13 Is Measured In

FIGURE 5

Network ID: 1 Branch ID: 0144 Section ID: 9

Branch Name: CHOPIN DR.

Section Length: 187. LF Section Width: 23. LF Section Area: 4,301. SF

Percentages

Load: 48

Climate: 22

Other: 30

Samples

Random Surveyed: 1

Additional Surveyed: 0

Total Samples: 1

Recommended For Project Level: 5

Inspection

Date: 8/14/90

Section PCI: 1

Std Dev.: 10

Individual Distresses | Extrapolated Distresses | Messages / Sample Info

Sample	Distress	Description	Severity	Quantity	Units	Density	Deduct
1	1	ALLIGATOR CR	Low	168	SF	7.29	28.59
1	1	ALLIGATOR CR	Medium	380	SF	16.5	52.82
1	2	BLEEDING	Low	387	SF	16.8	4.97
1	2	BLEEDING	Medium	57	SF	2.47	5.67
1	4	BUMPS/SAGS	Low	75	LF	3.26	17.55
1	4	BUMPS/SAGS	Medium	100	LF	4.34	48.86

Print Close Help

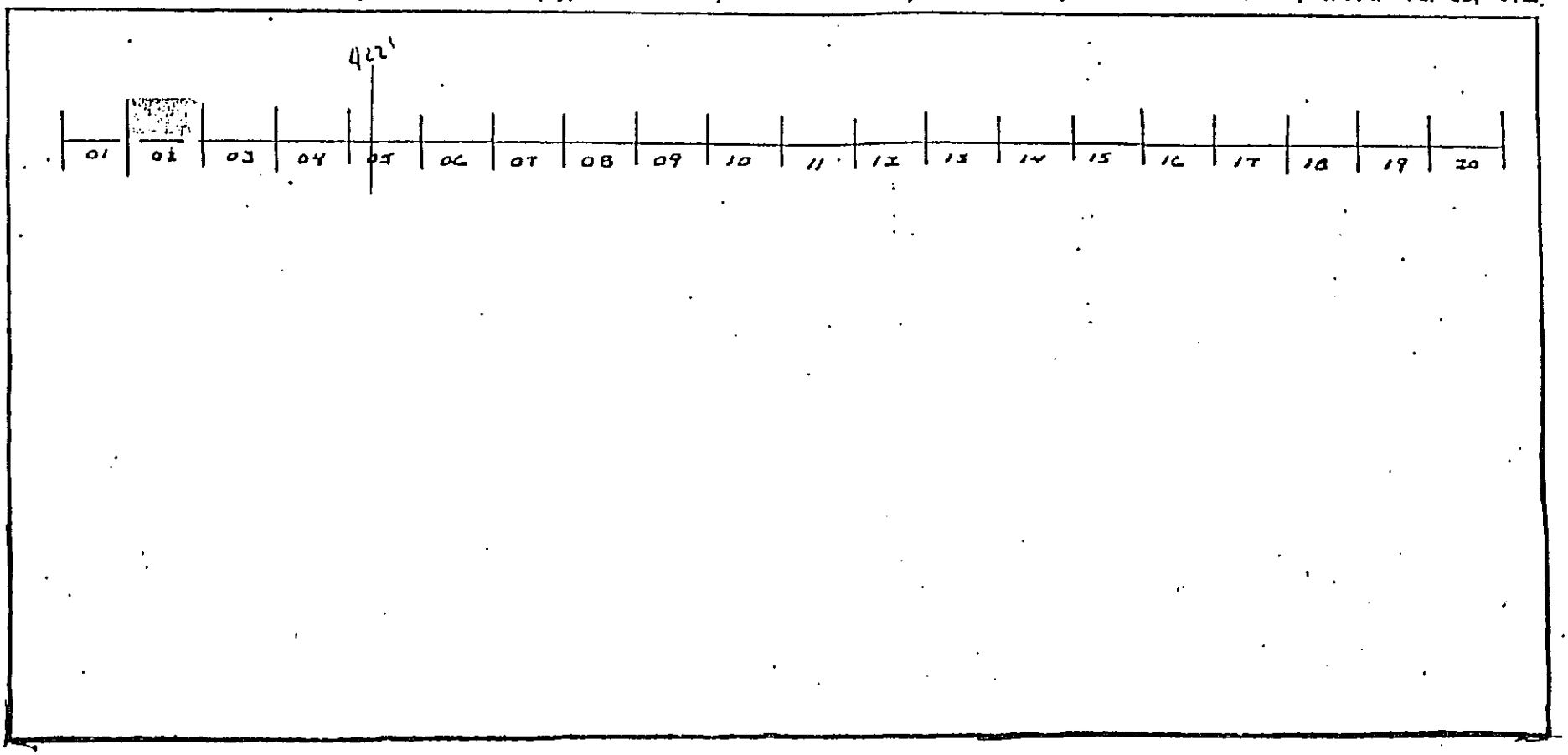
SECTION IDENTIFICATION SKETCH

Installation Name	Date	Branch Name/Branch No.	Section No.	Zone	Length	Width	Area
O144	8-14-98	CHOPIN DR.	4	B	422 ft.	20 ft.	8440 S.F

Branch Use	Section Cat.	Pavement Rank	Surface Type	Slab	Last Const. Date
(Roadway) Runway Helipad Parking Taxiway Motorpool Other Apron Storage	A B C D E F G H I J Z H	P (S) T X N or A B C D E	(AC) AAC APC ~~(ST)~~ ABR PCC ~~GR~~ BR X	Width 7L Length 7L Total No. _____ Slabs	6 / 19 / 62 mm dd yy

From COOGAN DR To EAST END Total No. of Sample Units 1

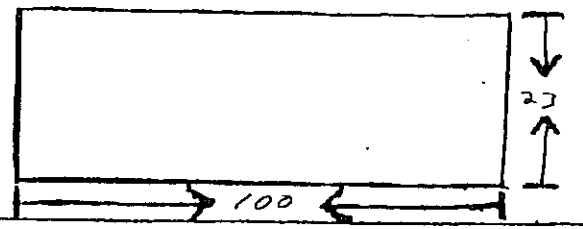
On sketch: note any Drainage Structures (type, location) and Secondary Structures, such as Manholes, Water Valves, etc.



ASPHALT SURFACED ROADS AND PARKING LOTS CONDITION SURVEY DATA SHEET FOR SAMPLE UNIT

BRANCH CHOPIN DR. SECTION 4 SAMPLE UNIT 2
SURVEYED BY Tim DATE 8-14-98 SAMPLE AREA 2000

SKETCH:



1. Alligator Cracking
2. Bleeding
3. Block Cracking
*4. Bumps and Sags
5. Corrugation
6. Depression
*7. Edge Cracking
*8. Jt. Reflection Cracking
*9. Lane/Shoulder Drop Off
*10. Long & Trans Cracking
11. Patching & Util Cut Patching
12. Polished Aggregate
*13. Potholes
14. Railroad Crossing
15. Rutting
16. Shoving
17. Slippage Cracking
18. Swell
19. Weathering/Raveling

DISTRESS SEVERITY	QUANTITY									TOTAL	DENSITY %	DEDUCT VALUE
1L	8x3	25x3	9x4	16x3						183		
1M	25x4									100		
2L	17x4	16x2	15x14	23x3	25x3					454		
4L	100									100		
4M	20									20		
7L	75									75		
7M	75									75		
10L	290									290		
19L	6x3	10x7								88		
19M	3x3	8x3	9x4	8x3	11x3	12x10				246		

* All Distresses Are Measured In Square Feet Except Distresses 4,7,8,9 and 10 Which Are Measured In Linear Ft. Distress 13 Is Measured In

FIGURE 5

Network ID: 1 Branch ID: 0144 Section ID: 4

Branch Name: CHOPIN DR.

Section Length: 422. LF Section Width: 20. LF Section Area: 8,440. SF

Percentages

Load:	48
Climate:	23
Other:	29

Samples

Random Surveyed	1
Additional Surveyed	0
Total Samples	1
Recommended For Project Level	5

Inspection

Date:	8/14/98
Section PCI:	23
Std Dev.:	10

Individual Distresses | Extrapolated Distresses | Nearness / Sample Info

Sample	Distress	Description	Severity	Quantity	Units	Density	Deduct
2	1	ALLIGATOR CR	Low	183	SF	9.14	31.1
2	1	ALLIGATOR CR	Medium	100	SF	4.99	38.35
2	2	BLEEDING	Low	454	SF	22.68	6.49
2	4	BUMPS/SAGS	Low	100	LF	5.	24.28
2	4	BUMPS/SAGS	Medium	20	LF	1.	23.66
2	7	EDGE CR	Low	75	LF	3.75	6.05

Print Close Help

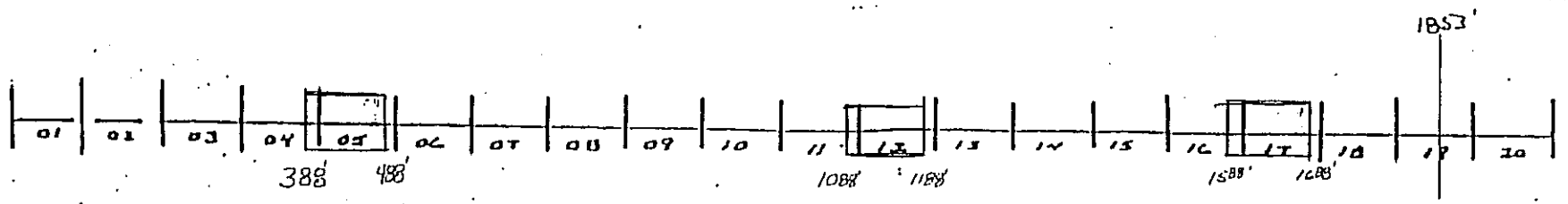
SECTION IDENTIFICATION SKETCH

Installation Name	Date	Branch Name/Branch No.	Section No.	Zone	Length	Width	Area
0145	8-14-98	ORANGE WOOD DR	1	B	1853 ft.	23 ft.	42619 S.F

Branch Use	Section Cat.	Pavement Rank	Surface Type	Slab	Last Const. Date
(Roadway) Runway Hellpad Parking Taxiway Motorpool Other Apron Storage	A B C D E F G H I J K L	P S (T) X N or A B C D E	AC AAC APC (ST) ADR PCC GR DR X	Width ft. Length ft. Total No. Slabs	8/23/60 mm dd yy

From COOGAN DR To CULDESAC Total No. of Sample Units 3

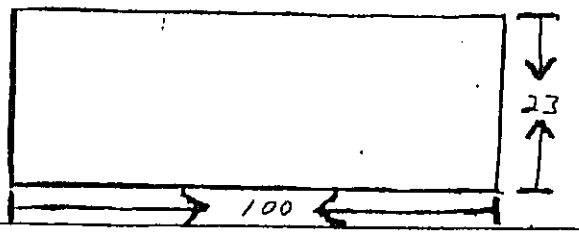
On sketch: note any Drainage Structures (type, location) and Secondary Structures, such as Manholes, Water Valves, etc.



ASPHALT SURFACED ROADS AND PARKING LOTS CONDITION SURVEY DATA SHEET FOR SAMPLE UNIT

BRANCH Orangewood Dic. SECTION 1 SAMPLE UNIT 5
SURVEYED BY Tim DATE 8-14-98 SAMPLE AREA 2300

SKETCH:



1. Alligator Cracking
2. Bleeding
3. Block Cracking
*4. Bumps and Sags
5. Corrugation
6. Depression
*7. Edge Cracking
*8. Jt. Reflection Cracking
*9. Lane/Shoulder Drop Off
*10. Long & Trans Cracking
11. Patching & Util Cut Patching
12. Polished Aggregate
*13. Potholes
14. Railroad Crossing
15. Rutting
16. Shoving
17. Slippage Cracking
18. Swell
19. Weathering/Raveling

DISTRESS SEVERITY	QUANTITY									TOTAL	DENSITY %	DEDUCT VALUE
1L	7x3	6x2	9x5	11x2	20x4	10x2				200		
1M	10x3	20x4								110		
4L	100L									100		
4M	35									35		
7L	95									95		
7M	45									45		
10L	220									220		
10M	20									20		
11L	2x2	4x1	1x1	15x3	6x2	5x4	2x3			92		
15L	6x4	10x4								64		
19L	40x6									240		

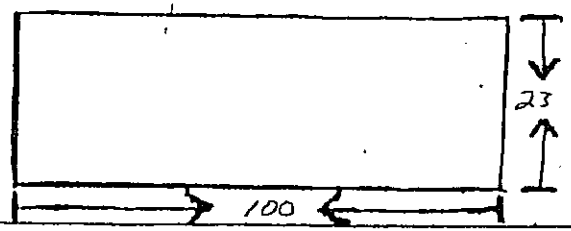
** All Distresses Are Measured In Square Feet Except Distresses 4,7,8,9 and 10 Which Are Measured In Linear Ft; Distress 13 Is Measured In*

FIGURE 5

ASPHALT SURFACED ROADS AND PARKING LOTS CONDITION SURVEY DATA SHEET FOR SAMPLE UNIT

BRANCH ORANGEWOOD SECTION 1 SAMPLE UNIT 17
SURVEYED BY Tim DATE 8-14-98 SAMPLE AREA 2300

SKETCH:



1. Alligator Cracking
2. Bleeding
3. Block Cracking
*4. Bumps and Sags
5. Corrugation
6. Depression
*7. Edge Cracking
*8. Jt. Reflection Cracking
*9. Lane/Shoulder Drop Off
*10. Long & Trans Cracking
11. Patching & Util Cut Patching
12. Polished Aggregate
*13. Potholes
14. Railroad Crossing
15. Rutting
16. Shoving
17. Slippage Cracking
18. Swell
19. Weathering/Raveling

DISTRESS SEVERITY	QUANTITY									TOTAL	DENSITY %	DEDUCT VALUE
1L	10x9	8x4	12x5	10x2	9x4	12x7	15x12			502		
1M	30x12									360		
4L	100									100		
4M	40									40		
7L	180									180		
7M	19									19		
10L	190									190		
10M	40									40		
10H	35									35		
11L	2x1	4x3	10x3	5x4	2x2	7x1				75		
19L	20x4	10x3								110		

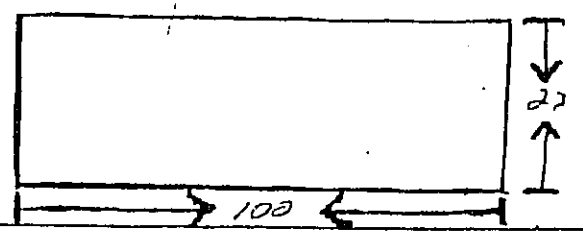
* All Distresses Are Measured In Square Feet Except Distresses 4,7,8,9 and 10 Which Are Measured In Linear Ft; Distress 13 Is Measured In

FIGURE 5

FIGURE 5

ASPHALT SURFACED ROADS AND PARKING LOTS CONDITION SURVEY DATA SHEET FOR SAMPLE UNIT

SKETCH:



BRANCH Orangewood Dr SECTION 1 SAMPLE UNIT 12

SURVEYED BY Tim DATE 8-14-98 SAMPLE AREA 2300

1. Alligator Cracking
2. Bleeding
3. Block Cracking
*4. Bumps and Sags
5. Corrugation
6. Depression
*7. Edge Cracking
*8. Jt. Reflection Cracking
*9. Lane/Shoulder Drop Off
*10. Long & Trans Cracking
11. Patching & Util Cut Patching
12. Polished Aggregate
*13. Potholes
14. Railroad Crossing
15. Rutting
16. Shoving
17. Slippage Cracking
18. Swell
19. Weathering/Raveling

DISTRESS SEVERITY	QUANTITY									TOTAL	DENSITY %	DEDUCT VALUE
1 L	3x3	5x2	6x3	14x7						135		
1 M	10x4	9x3	12x4							115		
4 L	95									95		
4 M	45									45		
7 L	170									170		
7 M	30									30		
10 L	215									215		
10 M	25									25		
11 L	1x1	2x1	3x2	6x4	15x3	5x2	6x1			94		
19 L	20x2	10x3	5x5							95		

* All Distresses Are Measured In Square Feet Except Distresses 4,7,8,9 and 10 Which Are Measured In Linear Ft; Distress 13 Is Measured In

Network ID: 1 Branch ID: 0145 Section ID: 1

Branch Name: ORANGEWOOD DR

Section Length: 1,859. LF Section Width: 20. LF Section Area: 37,060. SF

Percentages

Load:	51
Climate:	20
Other:	29

Samples

Random Surveyed	3
Additional Surveyed	0
Total Samples	3
Recommended For Project Level	5

Inspection

Date:	8/14/98
Section PCI:	24
Std Dev.:	7.526

Individual Distresses | Extrapolated Distresses | Messages / Sample Info

Sample	Distress	Description	Severity	Quantity	Units	Density	Deduct
12	1	ALLIGATOR CR	Low	135	SF	5.86	26.26
12	1	ALLIGATOR CR	Medium	115	SF	4.99	38.34
12	4	BUMPS/SAGS	Low	95	LF	4.13	21.02
12	4	BUMPS/SAGS	Medium	45	LF	1.95	32.34
12	7	EDGE CR	Low	170	LF	7.38	9.10
12	7	EDGE CR	Medium	30	LF	1.3	9.29

Print Close Help

STORM SEWER REPORT

Date 3/4/96 Company SWS Environmental Service Inc Location Chopin Dr

Crew Leader R. Williams No. Men 2 Time Start _____ Finish _____

Type of Work	Equipment Used	Maintained by.	Pipe.	Condition
Tv ☒	Tv truck ☒	Township ()	Type Concrete	Excel ☒
Flush ()	Flush ()	County ()	Size 27"	Good ()
Flush Vac ()	Flush Vac ()	Private ()	Length 6'	Fair ()
				Poor ()

From (MH/C3) DS Address I/o Chopin + Niel Dr. To (MH/C3) US Address I/o Chopin + Trinidad Dr.

Depth of MH/C3 DS _____ MH/C3 US _____ Weather 28° Temp _____

Distance Pipe 27"	Remarks MH1 DS to MH2	Distance Pipe 42"	Remarks MH2 DS to MH3
0.0	Middle of MH1	0.0	Middle of MH2
41.9	Lt. Radial Crack @ TOP	33.0-39.0	Very Lt. Gravel
288.5	Middle of MH2	39.0	Lt Debris @ joint
	End of Section	75.0-80.0	Lt. crack @ 12:00
		84.4	Lt. Deposits @ Pick Hole @ 12:
		117.3-157.4	Lt. Debris + Rocks
		187.3-194.3	Very Lt Debris + Rocks
		213.3-260.0	Lt. Debris + Rocks
		269.0-273.	Lt. Crack @ 12:00
		273.-	Med. Debris + Rocks
		285.3-	Camera Flipped over
		293.5	Middle of MH3
			End of Section

Job Complete Y N Reason if not. _____

Debris Removed _____

Sketch if needed use other side.

STORM SEWER REPORT

2

Date 3/4/96 Company SWS Environmental Service Inc. Location Chopin Dr.

Crew Leader R. Williams No. Men 2 Time Start _____ Finish _____

Type of Work	Equipment Used	Maintained by.	Pipe.	Condition
Tv ✗	Tv truck ✗	Township ()	Type Concrete	Excel ✗
Flush ()	Flush ()	County ()	Size 42"	Good ()
Flush Vac ()	Flush Vac ()	Private ()	Length 16'	Fair ()
				Poor ()

From MH/C3 DS Address I/o Chopin + Crangwood To MH/C3 US Address I/o Chopin + Coogan Dr.

Depth of MH/C3 DS _____ MH/C3 US _____ Weather _____ Temp _____

Distance	Remarks MH 3 DS. to MH4	Distance	Remarks MH4 D.S. to Headwall
0.0	Middle of MH3	0.0	Middle of MH4
13.9 - 15.8	Hairline Crack @ 12:00	77.0-	Water Ponding
76.1 - 81.1	Hairline Crack @ 12:00	112.0-120.0	Half Submerged
196.8-202.2	" " "	120.0-	Submerged
214.8-220.8	" " "	139.5	Camera flipped over
294.0	Middle of MH4	142.0	At Head wall
	End of Section		End of Section

Job Complete Y N Reason if not. _____

Debris Removed _____

Sketch if needed use other side.

STORM SEWER REPORT

Date 7/26/96 Company SWS Environmental Service inc Location Orangewood

Crew Leader R. Williams No. Men 2 Time Start _____ Finish _____

Type of Work	Equipment Used	Maintained by.	Pipe.	Condition
Tv ✓	Tv truck ✓	Township ()	Type Concrete	Excel ()
Flush ()	Flush ()	County ()	Size 12"	Good ()
Flush Vac ()	Flush Vac ()	Private ()	Length _____	Fair ()
				Poor ()

From MH/CB DS Address 9159 Orangewood To MH/CB US Address 9159 Orangewood CB2 9151 Orangewood

Depth of MH/CB DS _____ MH/CB US _____ Weather _____ Temp _____

Distance	Remarks MH1 US. to CB1	Distance	Remarks MH1 US to CB2
0.0	Middle of MH1	0.0	Middle of MH1
	Visual from MH1		Visual from MH1
	US. to CB1. Pipe		US. to CB1. Pipe
	is in good cond.		is in good cond.
	End of Visual		End of Visual

Job Complete Y N Reason if not. _____

Debris Removed _____

Sketch if needed use other side.

STORM SEWER REPORT

Date 2/26/96 Company SWS Environmental Service Inc Location Orangewood Dr.

Crew Leader R Williams No. Men 2 Time Start _____ Finish _____

Type of Work	Equipment Used	Maintained by.	Pipe.	Condition
Tv (X)	Tv truck (X)	Township ()	Type Concrete	Excel ()
Flush ()	Flush ()	County ()	Size 12"	Good ()
Flush Vac ()	Flush Vac ()	Private ()	Length 4'	Fair ()
				Poor ()

From MH/C3 DS Address 9128 Orangewd To MH/C3 US Address 9158 Orangewood

Depth of MH/C3 DS _____ MH/C3 US _____ Weather _____ Temp _____

Distance	Remarks MH 1 DS to MH2	Distance	Remarks
0.0	Middle of MH1	145.8-166	Lt. Crack @ 12:00
8.0-17.8	Med. Hardened Mat.	149.8	Slight Off set joint
9.8-17.8	Lt. Deposits @ joint	169.0	" " "
21.8	Slight Off set joint-	174.2	Open Off Set joint w/
	Wet w/ Lt. Deposits		Lt. Debris / Lt Ponding Water
25.8-29.8	Wet joints	181.2-189.1	Lt Crack @ 6:00
29.8-96.5	Lt. Crack @ 12:00	220.0	Slight Off set joint
37.8	Slight off set joint	240.8-242.4	Lt. Crack @ 12:00
47.6-49.8	Lt Hardened Material	244.7	Slight Off set. joint
65.8	Slight Offset joint	256.7	" " "
73.8-77.8	" " "	268.6	" " "
93.8	" " "	273.7	Open Off Set joint w/
96.5	Lt. Radial Crack (B)		Lt Debris
121.8	Slight Off Set joint	284.7-293.8	Lt. crack @ 12:00

Job Complete Y N Reason if not. 299.8 Middle of MH2
End of Section

Debris Removed _____

Sketch if needed use other side.

STORM SEWER REPORT

3

Date 2/26/96 Company SWS Environmental Service Inc. Location Orangewood Dr.

Crew Leader R Williams No. Men 2 Time Start _____ Finish _____

Type of Work	Equipment Used	Maintained by.	Pipe.	Condition
Tv (X)	Tv truck (X)	Township ()	Type Concrete	Usual ()
Flush ()	Flush ()	County ()	Size _____	Good ()
Flush Vac ()	Flush Vac ()	Private ()	Length _____	Fair ()
				Poor ()

From MH/C3 DS Address 9129 Orangewood To MH/C3 CB4 US Address 9129 Orangewood 9125 Orangewood

Depth of MH/C3 DS _____ MH/C3 US _____ Weather _____ Temp _____

Distance	Remarks	Distance	Remarks
0.0	MH2 U.S. to CB3	0.0	MH.2 U.S. to CB4
	Visual from MH2		Visual from MH.2
	U.S. to CB3. Pipe		U.S. to CB3. Pipe
	is in Good cond.		is in Good cond.
	End of Visual		End of Visual

Job Complete Y N Reason if not. _____

Debris Removed _____

Sketch if needed use other side.

COLERAIN TOWNSHIP PUBLIC WORKS DEPT.

STORM SEWER REPORT

4

Date 2/26/96 Company SWS Environmental Service Inc Location Orangewood Dr.

Crew Leader R Williams No. Men 2 Time Start _____ Finish _____

Type of Work	Equipment Used	Maintained by.	Pipe.	Condition
Tv ✗	Tv truck ✗	Township ()	Type Concrete	Exel ()
Flush ()	Flush ()	County ()	Size 15"	Good ()
Flush Vac ()	Flush Vac ()	Private ()	Length _____	Fair ()
				Poor ()

From MH/C3 DS Address Head Wall R/O 9128 Orangewood To MH/C3 US Address 9128 Orangewood

Depth of MH/C3 DS _____ MH/C3 US _____ Weather _____ Temp _____

Distance	Remarks M.H.2 DS to Head Wall	Distance	Remarks
0.0	Middle of MH2		
2.0-9.5	Lt. crack @ 2:00		
13.5-82.5	" " @ 11:00 to 12:00		
94.5-107.0	Lt. Crack @ 6:00		
98.5-	Lt. Crack @ 12:00		
107.0	Slight off set joint		
119.7 -	Water Ponding		
124.0-	Heavy Debris		
	* Could not continue.		
	Lack only 7.0'		
132.0	At Head wall		
	End of Section		

Job Complete Y N Reason if not. _____

Debris Removed _____

Sketch if needed use other side.

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 __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, 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.

__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 coordination's completed? Yes No N/A

Give an estimate of time, in weeks or months, to complete any item above not yet completed. __9__ 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.

See Attachment B

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

Federal _____ _____% ODOT _____ _____% Local X 20%

MRF _____ _____% OWDA _____ _____% CDBG _____ _____%

Other _____ _____%

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 = 832 X 1.20 = 998 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.**
The project will improve the well being of this subdivision and overall enhance the area. It will improve the quality, structure, and soundness of these streets while increasing the level of safety for the motorists and the residents on these streets. One example is the installation of curb and sidewalk ramps. Residential moral should increase reflecting on home and yard improvements sparking economic growth for the community. These streets will give Colerain Township and the community 20 years of useful life.

9) **For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.**

Existing LOS _____ **Proposed LOS** _____

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

_____

_____

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

_____

_____

_____

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

Yes _____ **No** X

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

_____

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

The project will not impact business development.

_____

_____

_____

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)**

The $5 license plate fee and our road levy pertains to this proposed reconstruction project.

_____

ADDITIONAL SUPPORT INFORMATION

PRIORITY LIST OF PROJECTS
PROGRAM YEAR 2000
ROUND 14

Name of Jurisdiction: Colerain Township

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 projects may be listed for the purpose of assigning priority.

Priority	Name of Project (*as listed on the application*)
1	Compton Estates Subdivision Reconstruction
2	Dolphin Drive Reconstruction
3	Charles Fath's Subdivision Reconstruction/Bridge Rehabilitation
4	Clara Avenue Reconstruction
5	

ATTACHMENT "A"

These roads are 39 year old streets that are asphalt with concrete curb and gutter, one section is asphalt over asphalt, and one section is asphalt over a concrete base with concrete curb. The inadequate base has failed and subsequently the surface has numerous distresses. Overall these streets are in horrendous condition with multiple load and climate related distresses with an extremely rough rideability. The uneven and damaged curbs are badly deteriorated and are patched together with asphalt. The curbs along with the pavement distresses are cause for the inadequate drainage. Water pools on the pavement which not only adds to the already badly deteriorated street, but also causes hydroplaning and icy spots in the winter. The joints are heaving, busting up, and cracked up. The entire pavement consists of a numerous amount of cracking associated with weathering and raveling of the pavement. The blacktop is brittle and there is grass growing in the pavement and deteriorated curbs. There are large quantities of alligator cracking, block cracking, longitudinal and transverse cracking, too much to measure an amount. There are an uncountable number of potholes, cavities, and patches. Rideability is extremely rough. The inadequate thickness of pavement, 2 - 3 inches, on Orangewood along with the failed base has produces this poor condition street. Colerain Townships pavement management project, Micro Paver, rates these streets with a high deterioration and a pavement condition index (PCI) of poor and failed. - See attached inspection reports. The load related problems, inadequate pavement thickness, along with the inadequate drainage, and very poor rideability, are examples of why these streets are in need of reconstruction.

ATTACHMENT B

The reconstruction will impact the health and safety of the service area in several ways. From a safety standpoint the installation of sidewalk ramps will allow for safer travel for physically challenged individuals especially with wheelchairs. There is a blind person who rides the metro from the corner of Chopin and Coogan Drive. This person has to cross the street to catch the bus. The new pavement and curb ramps will improve this area and make a safer travel for this person and all other pedestrians. These ramps benefit everyone from the elderly to small children creating a safer walking environment when crossing the street, catching the school bus, or walking to businesses on Compton, Pippin or Adams Road. Another safety issue is snow and ice removal will be more affective and everyone traveling these roads will benefit. The quality of life in the area will improve. Residents will take additional pride in their subdivision and make improvements increasing property values thus enhancing the area and overall making safer conditions.

From a health standpoint the project will improve the storm drainage in this area with the new pavement and curbs and the replacement and addition of storm lines. Presently drainage problems effect the environmental health of the area.

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

NAME OF APPLICANT: Colerain Township

NAME OF PROJECT: Compton Estates Subdivision Recon.

SCIP	LTIP
FIELD SCORE: ~~359~~ 344	FIELD SCORE: ~~194~~ 1[illegible]
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	23	X	5	=	115
LTIP	23	X	1	=	23

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

SCIP	15	X	1	=	15
LTIP	15	X	4	=	60

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	10	X	1	=	10
LTIP	10	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	25	X	3	=	75
LTIP	25	X	1	=	25

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 10 X 0 = 0
LTIP 0 X 4 = 0

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%

SCIP 4 X 5 = 20
LTIP 4 X 1 = 4

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%

SCIP 0 X 2 = 0
LTIP 0 X 5 = 0

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district? *(See Addendum for definitions)*

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

SCIP 2 X 0 = 0
LTIP 2 X 10 = 20

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

SCIP 2 X 0 = 0
LTIP 2 X 1 = 2

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

10 Points
8 Points
6 Points
4 Points
2 Points

SCIP 10 X 2 = 20
LTIP 10 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

SCIP 2 X 2 = 4
LTIP 2 X 5 = 10

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 5 x 5 = 25
LTIP 5 x 5 = 25

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.