APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99 CT03D

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

SUBDIVISION: VILLAGE OF LINCOLN HEIGHTS CODE# 061-43722

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 08 / 31 / 99

CONTACT: MARK A. KLUESENER, P.E. 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 mkluesener@cds-assoc.com

PROJECT NAME: MANGHAM DRIVE IMPROVEMENTS

SUBDIVISION TYPE
(Check Only 1)
__1. County
__2. City
__3. Township
x 4. Village
__5. Water/Sanitary District (Section 6119 O.R.C.)

FUNDING TYPE REQUESTED
(Check All Requested & Enter Amount)
x 1. Grant $90,000.00
__ 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: $ 150,000.00 FUNDING REQUESTED: $ 90,000.00

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT: $ 90,000.00 LOAN ASSISTANCE: $_____

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

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

(Check Only 1)
___State Capital Improvement Program
___Local Transportation Improvements Program
X Small Government Program

FOR OPWC USE ONLY

PROJECT NUMBER: C_____/C_____
Local Participation_____%
OPWC Participation _____%
Project Release Date: ___/___/___
OPWC Approval: _____

APPROVED FUNDING: $_____
Loan Interest Rate: _____%
Loan Term: _____years
Maturity Date: _____
Date Approved: ___/___/___
SCIP Loan _____ RLP Loan_____

1.0 PROJECT FINANCIAL INFORMATION

1.1	PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)		TOTAL DOLLARS	FORCE ACCOUNT DOLLARS
a.)	Basic Engineering Services:		$ .00	
	Preliminary Design	$. 00		
	Final Design	$. 00		
	Bidding	$. 00		
	Construction Phase	$. 00		
	Additional Engineering Services *Identify services and costs below.		$ .00	
b.)	Acquisition Expenses: Land and/or Right-of-Way		$ .00	
c.)	Construction Costs:		$ 136,452.00	
d.)	Equipment Purchased Directly:		$ .00	
e.)	Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)		$ .00	
f.)	Construction Contingencies:		$ 13,548.00	
g.)	TOTAL ESTIMATED COSTS:		$ 150,000.00	

*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	$ .00	
c.)	Other Public Revenues	$ .00	
	ODOT	$ .00	
	Rural Development	$ .00	
	OEPA	$ .00	
	OWDA	$ .00	
	CDBG	$ .00	
	OTHER MRF (2000)	$ 60,000.00	40%
	SUBTOTAL LOCAL RESOURCES:	$ 60,000.00	40%
d.)	OPWC Funds		
	1. Grant	$ 90,000.00	60%
	2. Loan	$ .00	
	3. Loan Assistance	$ .00	
	SUBTOTAL OPWC RESOURCES:	$ 90,000.00	60%
e.)	TOTAL FINANCIAL RESOURCES:	$ 150,000.00	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: MANGHAM DRIVE IMPROVEMENTS

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

A: SPECIFIC LOCATION:

Mangham Drive is a north-south collector located on the east side of Lincoln Heights. It is immediately west of and parallel to I-75. It terminates at Shepherd Lane, which is an east-west collector, which forms the southern boundary to Lincoln Heights.

PROJECT ZIP CODE: 45215

B: PROJECT COMPONENTS:

Repair concrete pavement (full depth joint repair and partial depth repair). Replace existing cracked and deteriorated curb and gutter. Add new curb and gutter where non-existent. Reconstruct and/or repair existing catch basins. Replace and/or repair existing concrete blockouts at catch basins. Add new catch basins and storm sewer pipe to improve drainage. Construct curb ramps where non-existent. Replace and upgrade existing guardrail. Resurface pavement 20' to 24' wide with 3" 402 / 404 with new pavement markings.

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

Mangham Drive has varying pavement width from 20' to 24'. The project will extend from the intersection with Chamberlain Street to Adams Street, approximately 1,300 LF.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT 2.638 Year: 1996 Projected ADT: 2.800 Year: 2000

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: _____

Mangham Drive serves as a major collector in the project area. It receives the majority of its traffic from the I-75 Shepherd Lane interchange and the Lincoln Heights exit / entrance ramps on Neuman Way.

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.

CDS
engineers
architects
planners
surveyors

MEMO

TO: Mr. Joe Cottrill
Hamilton County Engineer's Office

FROM: Mark Kluesener, P.E.
Village Engineer

RE: Mangham Drive SCIP
99018-06

DATE: November 23, 1999

The following is in answer to your questions regarding the Mangham Drive SCIP Application:

1. **Storm Sewers**

   a. Three catch basins are being added.
   b. 60 LF of 12" storm is being added.
   c. The additional storm sewer items are required to control storm water after curbing is added to the portion of the street that is currently uncurbed (1,000' on the east side and, 600' on the west side). In the uncurbed areas storm sewer flows off the edge of pavement creating the potential for undermining and rutting.

2. **Guardrail**

   The entire length of guardrail (650') along the project is in very poor condition (bent, rusted, rotten posts), and is being replaced in its entirety.

3. **Pavement Repair**

   Yes, extensive full depth and partial depth pavement (joint) repair is needed to maintain pavement integrity. These areas have been patched several times and their condition worsens noticeably each year.

4. **Local Share**

   Yes, Lincoln Heights will contribute $1,500 to the project to bring the total local share to 41%.

5. **Useful Life**

   Use 20 years as an overall useful life for the proposed improvements.

cc: Herman Dantzler, Village Manager

MAK:lw\OPWC\99-SCIPS:COTTRILL112399M (Mangham SCIP)

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT $ 150,000.00

TOTAL PORTION OF PROJECT NEW/EXPANSION $ .00

4.0 PROJECT SCHEDULE: *

		BEGIN DATE	END DATE
4.1	Engineering/Design:	02 / 07 / 00	05 / 01 / 00
4.2	Bid Advertisement and Award:	07 / 03 / 00	08 / 07 / 00
4.3	Construction:	09 / 04 / 00	06 / 01 / 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
TITLE
STREET
CITY/ZIP
PHONE
FAX
E-MAIL

Ms. Lovey B. Andrews
Mayor
Village of Lincoln Heights
1201 Steffens Avenue
Village of Lincoln Heights, Ohio 45215
(513) 733-5900
(513) 733-4190

5.2 CHIEF FINANCIAL OFFICER
TITLE
STREET
CITY/ZIP
PHONE
FAX
E-MAIL

Ms. Carnell Matthews
Finance Director
Village of Lincoln Heights
1201 Steffens Avenue
Village of Lincoln Heights, Ohio 45215
(513) 733-5900
(513) 733-4190

5.3 PROJECT MANAGER
TITLE
STREET
CITY/ZIP
PHONE
FAX
E-MAIL

Mr. Herman Dantzler
Village Manager
Village of Lincoln Heights
1201 Steffens Avenue
Village of Lincoln Heights, Ohio 45215
(513) 733-5900
(513) 733-4190

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.

Herman Dantzler, Village Manager
Certifying Representative (Type or Print Name and Title)

Herman Dantzler 9/22/99
Signature/Date Signed

USEFUL LIFE: UPON SATISFACTORY COMPLETION OF THE WORK, THE USEFUL LIFE OF THE MANGHAM DRIVE IMPROVEMENTS WILL BE 20 YEARS FOR THE CONCRETE CURB, 15 YEAR FOR THE ASPHALT CONCRETE COURSE, AND 50 YEARS FOR STORM SEWER IMPROVEMENTS.

THE ABOVE OPINION OF CONSTRUCTION COST IS SUBJECT TO ADJUSTMENT UPON DETAILED CONSTRUCTION PLAN, AND CURRENT CONSTRUCTION COSTS. ACTUAL COST IS SUBJECT TO ADJUSTMENT DUE TO CONSTRUCTION SCHEDULES AND BIDS FROM QUALIFIED CONTRACTORS.

Mark A. Kluesener | 9-16-99

Mark A. Kluesener, P.E., #48151 Date

STATE OF OHIO
MARK A. KLUESENER #48151
REGISTERED
PROFESSIONAL ENGINEER

CDS Associates, Inc.

PROJECT: Mangham Drive Resurfacing
Chamberlain Avenue to Adams Street
Village of Lincoln Heights, Ohio

Date: 8/31/99
Project #: 99018-06

SCIP

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
1	251	Partial Depth Pavement Repair	100	SY	$30.00	$3,000.00
2	252	Pavement / Subgrade Repair	80	SY	$45.00	$3,600.00
3	254	Pavement Planing	442	SY	$8.00	$3,536.00
4	255	Full Depth Pavement Removal and Rigid Replacement	400	SY	$50.00	$20,000.00
5	403	Asphalt Concrete Leveling Course	65	CY	$70.00	$4,550.00
6	404	Asphalt Concrete Surface Course	175	CY	$70.00	$12,250.00
7	407	Tack Coat	365	GAL	$1.00	$365.00
8	452	Concrete Driveway Aprons	250	SF	$6.00	$1,500.00
9	603	12" Conduit	60	LF	$50.00	$3,000.00
10	604	Catch Basin Reconstructed to Grade	1	EA	$750.00	$750.00
11	602	Headwall	2	EA	$1,200.00	$2,400.00
12	604	New Catch Basin	3	EA	$1,800.00	$5,400.00
13	604	Manhole Adjusted to Grade	9	EA	$250.00	$2,250.00
14	606	Guardrail Removed and Replaced	650	LF	$15.00	$9,750.00
15	606	Anchor Assembly, Type "A"	3	EA	$750.00	$2,250.00

CDS Associates, Inc.

PROJECT: Mangham Drive Resurfacing
Chamberlain Avenue to Adams Street
Village of Lincoln Heights, Ohio

Date: 8/31/99
Project #: 99018-06

SCIP

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
16	608	Concrete Sidewalk	275	SF	$5.00	$1,375.00
17	608	Curb Ramps	5	EA	$100.00	$500.00
18	609	Concrete Curb and Gutter	1,800	LF	$20.00	$36,000.00
19	614	Maintaining Traffic	1	LS	$10,000.00	$10,000.00
20	621	Pavement Markings	1	LS	$3,400.00	$3,400.00
21	653	Topsoil Furnished and Replaced	65	CY	$35.00	$2,275.00
22	659	Seeding and Mulching	362	SY	$1.50	$543.00
23	SPL	Water Valve Adjusted	3	EA	$150.00	$450.00
24	SPL	SAMI	3,654	SY	$2.00	$7,308.00
		TOTAL				**$136,452.00**
		CONTINGENCIES AT 10% ±				**$13,548.00**
		TOTAL ESTIMATED CONSTRUCTION COSTS				**$150,000.00**

CDS
engineers
architects
planners
surveyors

M E M O

TO: Mr. William Brayshaw, P.E., P.S.
Chairman, District 2 Committee

FROM: Mark A. Kluesener, Village Engineer
Village of Lincoln Heights

DATE: September 13, 1999

RE: **Certification of Local Funds**
Mangham Drive Improvements

The Village of Lincoln Heights has applied for a grant of $60,000.00 from Municipal Road Funds to serve as a 40% local share of the State Capital Improvement Program funding application. See enclosed application.

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

CASH BASIS SUMMARY FINANCIAL REPORT

FOR THE FISCAL YEAR ENDED DECEMBER 31, 1998

Lincoln Heights CITY/VILLAGE Hamilton COUNTY

	GOVERNMENTAL FUND TYPES	EXPENDABLE TRUST FUNDS	PROPRIETARY FUNDS	NON-EXPEND. TRUST FUNDS	AGENCY FUNDS	TOTAL MEMORANDUM ONLY
	REVENUE RECEIPTS:		OPERATING REVENUES:			
RECEIPTS						
Local Taxes	1143613.78	6110.87				1,148,229.65
Intergovernmental Revenue	433252.99	720.92				434,254.91
Special Assessments	79573.89					79,573.89
Charges for Services	55739.01					55,739.01
Fines, Licenses, & Permits	74703.20					74,703.20
Miscellaneous	102736.31					102,736.31
TOTAL RECEIPTS	1889018.18	6931.79				1,896,731.97
	EXPENDITURE DISBURSEMENTS:		OPERATING EXPENSES:			
DISBURSEMENTS						
Current:						
Security of Persons & Property	729080.67	17263.27				746,343.94
Public Health Services	1507.88					1,507.88
Leisure Time Activities	5275.68					5,275.68
Community Environment	297103.80					297,103.80
Basic Utility Services	148264.03					148,264.03
Transportation	313607.54					313,607.54
General Government	481728.82					481,728.82
Personal Services						
Travel Transportation						
Contractual Services						
Supplies and Materials						
Capital Outlay	88888.07					88,888.07
Debt Service	15950.02					15,950.02
TOTAL DISBURSEMENTS	2,081,406.51	17,263.27				2,098,669.78
Total Receipts over/(under) Disbursements	(191,506.33)	(10431.48)				(201,937.81)
	OTHER FINANCING SOURCES/(USES)		NON-OPERATING REVENUES/(EXPENSES):			
Local Taxes						
Intergovernmental Revenues						
Proceeds from Sale of Debt						
Sale of Bonds						
Sale of Notes						
Other Proceeds						
Miscellaneous						
Sale of Fixed Assets	15306.00					15,306.00
Other Sources/Nonoperating Rev.						
Transfers-In	387656.25					387,656.25
Advances-In						
Transfers-Out	(387656.25)	( )	( )	( )	( )	(387,656.25)
Advances-Out	( )	( )	( )	( )	( )	( )
Debt Service						
Other (Uses) Nonop. Expenditures	3731.06					3,731.06
TOTAL OTHER FIN. SOURCES/(USES)	19037.06					19,037.06
Excess Receipts and Other Financing Sources Over/(Under)	(172469.27)	(10431.48)				
Expend. Disb. & Other Uses/Net	1,198,577.58	16037.78				1,214,610.36
Fund Cash Balance January 1	1,026,108.31	5602.30				1,031,709.61
Fund Cash Balance December 31	8089.86					8,089.86
Reserve for Encumbr. December 31						

Treasury Balance	1031709.61
Investments	188850.74
Cash on Hand	842858.87
Total Treasury Balance	1031709.61
Outstanding Checks	(8089.86)
TOTAL BALANCE	1,023619.75

Summary of Indebtedness	OUTSTANDING Jan 1, 1998	NEW ISSUES	RETIRED	OUTSTANDING Dec. 31, 1998
Mortgage Revenue				
G O Bonds	88,000.00		11,000.00	77,000.00
G O Notes				
Revenue Anticipation Notes				
O.W.D.A. Loans				
Industrial Dev. Bonds				
Other Bonds & Notes				
TOTAL	88,000.00		11,000.00	77,000.00

Memoranda Data:	
Assessed Valuation	22,263,000.
Property Tax Levies:	
Inside 10 Mill	3.08
Outside 10 Mill	17.00
Municipal Income Tax	707411.14
Estimated Population	5010
Federal Census Population	4605

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

Carrell Matthews 2/10/99 Finance Director
(Chief Fiscal Officer Sign Above) (Date) (Chief Fiscal Officer Title)

1201 Steffens Ave Lincoln Heights 45215
(Street Address) (City or Village) (Zip)

Carrell Matthews 513-733-5900
(Print or Type Name) Telephone

AUD-4000 REV.4/97

THIS IS UNAUDITED FINANCIAL STATEMENT

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 Village of Lincoln Heights

(2) Road Name Mangham Drive

(3) Project Limits Chamberlain Avenue to Adams Street

(4) Project Priority (1) 2000

(5) Present Roadway Data:

(a) Pav't. Width 20' to 24' (b) R/W Width 50' (c) Curb Type Type 2

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

(g) Shldr. Width 1' (h) Year Last Resurfaced Unknown

(6) Present condition of project area: **List deficiencies and reasons for improvement.**

The concrete portion of Mangham Drive has severe longitudinal and transverse joint failure. The existing curb and gutter is badly cracked and deteriorated. There are portions of Mangham Drive where there are no existing curb and gutter, which leads to poor drainage and pavement undermining. The existing catch basins and concrete blockouts at the catch basins are very badly cracked and deteriorated. The existing guardrail is in very poor condition.

(7) Project description or statement of work to be done: **Include width and type of new pavement and other project particulars.**

Repair concrete pavement (full depth joint repair and partial depth repair). Replace existing cracked and deteriorated curb and gutter. Add new curb and gutter where non-existent. Reconstruct and/or repair existing catch basins. Replace and/or repair existing concrete blockouts at catch basins. Add new catch basins and storm sewer pipe to improve drainage. Construct curb ramps where non-existent. Replace and upgrade existing guardrail. Resurface pavement 20' to 24' wide with 3" 402/404 with new pavement markings.

(8) Traffic Data: (a) Present Volume 2,638 (b) Date of Count 1996

(9) Cost Estimate:

When engineering plans are necessary, list the following costs:

(a) Preparation of preliminary plans & estimates, etc.	$ -0-
(b) Preparation of final plans & estimates, etc.	$ 12,000.00
Construction Cost Estimate	$ 150,000.00
Other Costs (specify)	$ ----
Total Project Cost for which application to MRF is made	$ 60,000.00

(10) Estimated date construction can be started after approval Four (4) months

(11) Estimated date construction can be started if not funded 100% from Municipal Road Fund
No local funds available

(12) Cost Estimate Prepared By: John L. Eisenmann, P.E., P.S. Date: 8/03/99

(13) Application Prepared By: CDS Associates, Inc. Date: 8/03/99

Application for MRF construction dollars is being made as the 40% match for a Program Year 2000 SCIP funding application.

VILLAGE OF LINCOLN HEIGHTS
HAMILTON COUNTY, OHIO
ORDINANCE NO. 99-O-54

AUTHORIZING THE VILLAGE MANAGER TO SUBMIT APPLICATIONS FOR STATE CAPITAL IMPROVEMENT PROGRAM FUNDS AND TO EXECUTE ANY PROJECT AGREEMENT RELATIVE THERETO, AND DECLARING AN EMERGENCY

BE IT ORDAINED by the Council for the Village of Lincoln Heights, Hamilton County, Ohio:

SECTION I The Village Manager is hereby authorized to submit the necessary application(s) to District 2 (Hamilton County) Public Works Integrating Committee for State Capital Improvement Program Funds for the improvements to Mangham Drive, McIntosh Avenue, and Lindy Avenue.

SECTION II If the Village of Lincoln Heights is awarded said funds, the Village Manager is hereby authorized and directed to enter into a project agreement with the Ohio Public Works Commission.

SECTION III This ordinance is hereby determined to be an emergency measure necessary for the health, safety, and general welfare of the Village of Lincoln Heights. The reason for said emergency is the necessity to make improvement to Mangham Drive, McIntosh Avenue, and Lindy Avenue.

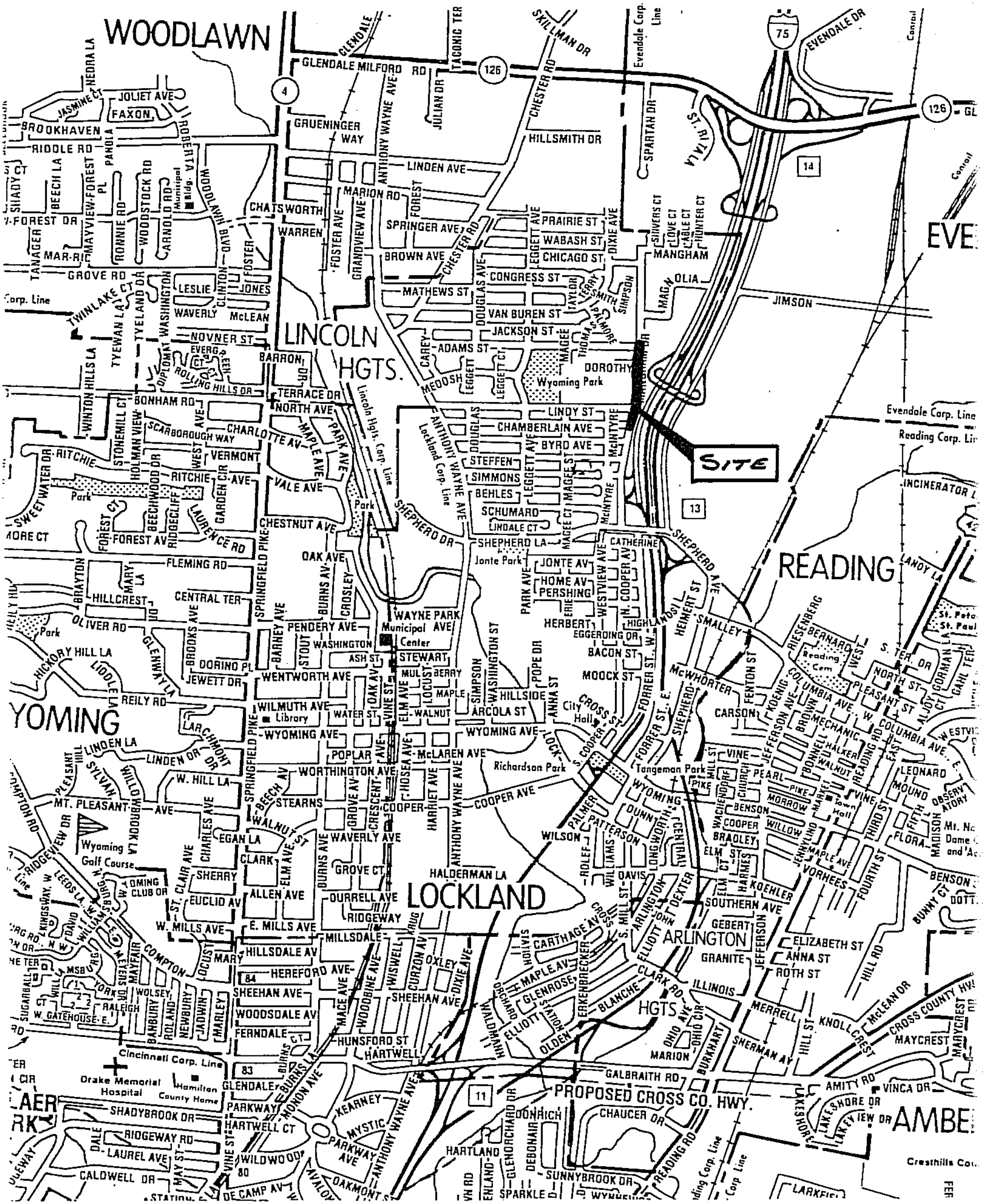
Passed this 2nd day of August, 1999.

Sonny Ben Anderson
Mayor, Village of Lincoln Heights

ATTESTED:

Elizabeth Smith
Clerk of Council

N:\CLIENTS\lincolnh\49716.WAM.wpd-wlh



WOODLAWN
LINCOLN HGTS.
LOCKLAND
READING
ARLINGTON HGTS
YOMING
EVE
AMBE
SITE
Evendale Corp. Line
Reading Corp. Line
Lockland Corp. Line
Lincoln Hgts. Corp. Line
Cincinnati Corp. Line
PROPOSED CROSS CO. HWY.
GLENDALE MILFORD RD
SHEPHERD AVE
SHEPHERD DR
ANTHONY WAYNE AVE
SPRINGFIELD PIKE
CHESTER RD
GALBRAITH RD
CROSS COUNTY HWY
READING RD
Wyoming Park
Richardson Park
Tangeman Park
Jonte Park
Municipal Center
City Hall
Town Hall
Library
Wyoming Golf Course
Drake Memorial Hospital
Hamilton County Home
Reading Cem
75
126
4
14
13
11
83
84
80

RESULTING EMPLOYMENT OPPORTUNITIES

A. **Temporary Employment:** It is anticipated that 10 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.

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.

Mark A. Kluesener 9-17-99

Mark A. Kluesener, P.E. Date

CDS Associates, Inc.
15 MINUTE, 1 CHANNEL VEHICLE COUNT
CORRECTION FACTOR: 1.00

REFERENCE: 9-01E-0c
LOCATION: Mangram Drive south of Chicago Lincoln Heights, Ohio
WEATHER:
OPERATOR: RSCH

FILENAME: 9-01806A
TUESDAY 7 / 30 / 96

HOUR BEGINS	SB 0	15	30	45	HOUR TOTAL	NB 0	15	30	45	HOUR TOTAL	COMBINED TOTAL
AM											
12	9	5	7	11	32	13	7	7	9	36	68
1	3	6	4	7	20	4	4	7	3	18	38
2	6	4	4	4	18	7	8	5	2	22	40
3	5	0	2	2	9	1	3	1	5	10	19
4	3	2	2	0	7	6	4	1	5	16	23
5	7	3	0	8	18	1	2	3	4	10	28
6	4	7	12	16	39	5	5	4	5	19	58
7	12	16	6	12	46	5	6	4	9	24	70
8	12	7	18	14	51	11	6	4	10	31	82
9	11	12	13	13	49	6	14	12	4	36	85
10	9	13	11	15	48	9	6	7	14	36	84
11	12	13	11	9	45	6	6	9	10	31	76
PM											
12	14	21	12	9	56	12	18	20	13	63	119
1	23	5	14	18	60	16	14	17	16	63	123
2	11	23	14	22	70	18	15	23	24	80	150
3	18	20	19	21	78	16	20	25	22	83	161
4	21	23	19	18	81	17	25	22	22	86	167
5	22	25	15	26	88	28	21	27	27	103	191
6	27	15	22	16	80	31	25	21	23	100	180
7	28	34	22	23	107	29	27	29	32	117	224
8	20	20	18	17	75	20	17	33	16	86	161
9	18	25	35	22	100	23	23	17	16	79	179
10	19	18	30	26	93	12	22	12	14	60	153
11	26	26	20	21	93	10	23	15	18	66	159
TOTALS					1363					1275	2638

AM PEAK HOUR IS 8:45 TO 9:45

VOLUME	SB :	50	NB :	42	COMBINED:	92
DIRECTIONAL SPLIT		54%		46%		
PEAK HOUR FACTOR		0.89		0.75		0.88

PM PEAK HOUR IS 7:00 TO 8:00

VOLUME	SB :	107	NB :	117	COMBINED:	224
DIRECTIONAL SPLIT		48%		52%		
PEAK HOUR FACTOR		0.79		0.91		0.92

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.

Mark A. Klusence 9-25-96
SIGNATURE DATE

MASS TRANSIT UTILIZATION OF MANGHAM DRIVE

As per the attached letter from Metro, 38 buses utilize the above corridor per day during the weekdays. The average number of riders is 12 per trip, (based on the noted range of 5 to 20 passengers).

Based on the above, an average number of bus passengers per day (during the week day) is 456.

Planning
and
Development
Department
(513) 632-7543
FAX (513) 632-7694

September 18, 1996

Mr. David Emerick
CDS Associates, Inc.
11120 Kenwood Road
Cincinnati, Ohio 45242

Dear Mr. Emerick:

The Southwest Ohio Regional Transit Authority (SORTA), more commonly known as The Metro, operates fixed route public transit service on five of the seven street segments included in the fax that you sent to us. This service is as follows:

On State Route 4 between State Route 126 and State Route 747

This segment is served by Metro Route 78 Tri-County. Metro operates 31 one-way trips on weekdays, 27 one-way trips on Saturdays and 21 one-way trips on Sundays and holidays on this portion of the route. There are usually between 5 to 25 passengers on board on each trip on this street segment.

On Sharon Road between Ballinger Road and State Route 4

This segment is served by Metro Route 20 Tri-County. Metro operates 31 one-way trips on weekdays and 23 one-way trips on Saturdays on this part of the route. There are usually between 5 to 20 passengers on board on this street segment.

On East Kemper Road between State Route 747 and the CSX railroad bridge to the east

This segment is served by Metro Route 20 Tri-County and Metro Route 78 Tri-County. Combined, Metro operates 62 one-way trips on weekdays, 50 one-way trips on Saturdays and 21 one-way trips on Sundays and holidays on this part of the route. There are usually between 5 and 20 passengers on board on this street segment.

Metro is a non-profit public service of Southwest Ohio Regional Transit Authority

1401 Bank Street
Cincinnati, Ohio 45214-1782

On Mangham Drive in Lincoln Heights

This segment is served by Route 78 Lincoln Heights. Metro operates 38 one-way trips on weekdays, 28 one-way trips on Saturdays and 23 one-way trips on Sundays and holidays on this part of the route. There are usually between 5 to 20 passengers on board on this street segment.

On Chicago Avenue in Lincoln Heights

This segment is also served by Route 78 Lincoln Heights. Metro operates 38 one-way trips on weekdays, 28 one-way trips on Saturdays and 23 one-way trips on Sundays and holidays on this part of the route. There are usually between 5 to 20 passengers on board on this street segment.

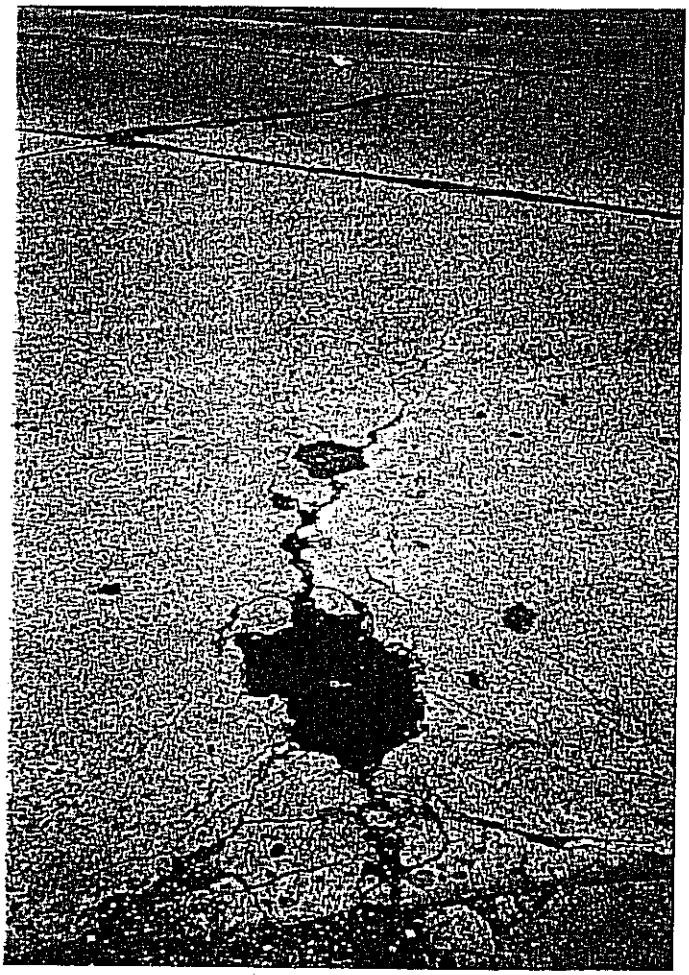
Metro does not operate any fixed route bus service on Kemper Road between Reed Hartman Highway and Snyder Road or on Northland Blvd. between Waycross Road and the Forest Park east corporation line.

Thanks for your interest in Metro service. If I can be of any further assistance, please let me know.

Sincerely,

Ted C. Meyer
Manager of Planning & Scheduling

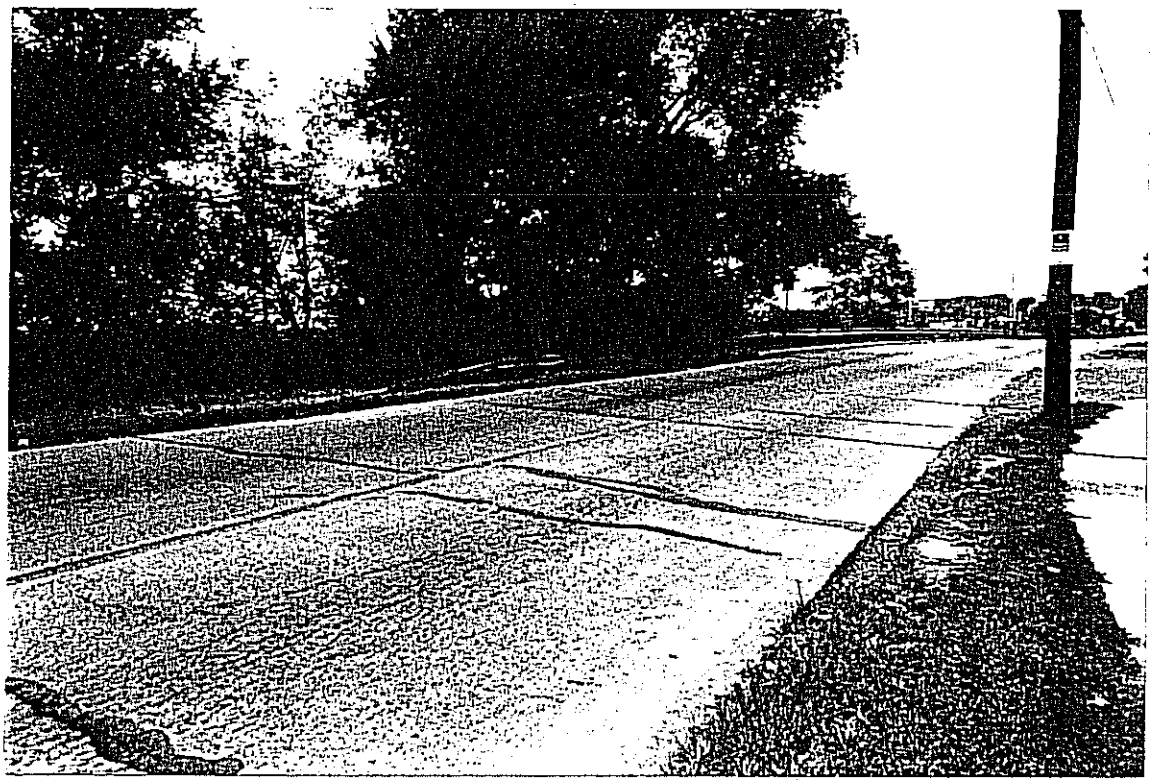
THE CONCRETE PORTION OF MANGHAM DRIVE HAS SEVERE JOINT FAILURE ALONG THE CENTERLINE, AND ALSO AT THE TRANSVERSE JOINTS. THE JOINTS HAVE BEEN REPAIRED SEVERAL TIMES.



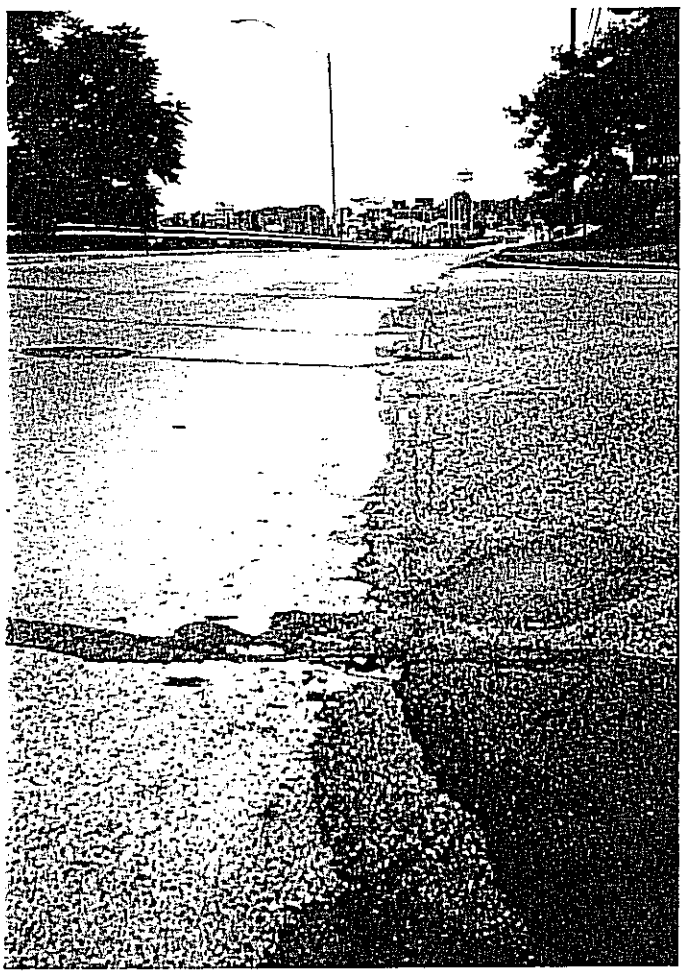
THE INTERSECTION OF CHAMBERLAIN HAS MEDIUM SEVERITY D-CRACKING AND SPALLING. NOTE THERE IS NO JOINT IN THIS CORNER SLAB.

TYPICAL HIGH SEVERITY TRANSVERSE JOINT FAILURE. CURRENTLY, THE SPACING BETWEEN TRANSVERSE JOINTS AVERAGES 50 FEET.

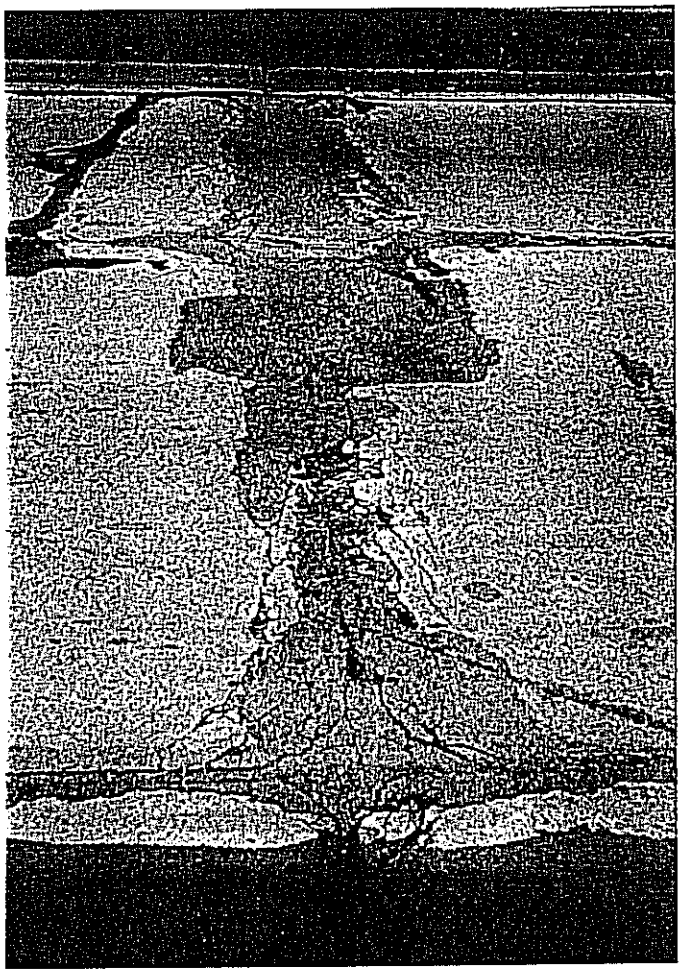
THE EXISTING GUARDRAIL IS BADLY RUSTED AND DAMAGED. NEED TO ADD NEW CURB AND GUTTER, CATCH BASINS AND STORM SEWER PIPE TO IMPROVE AND CONTROL DRAINAGE.



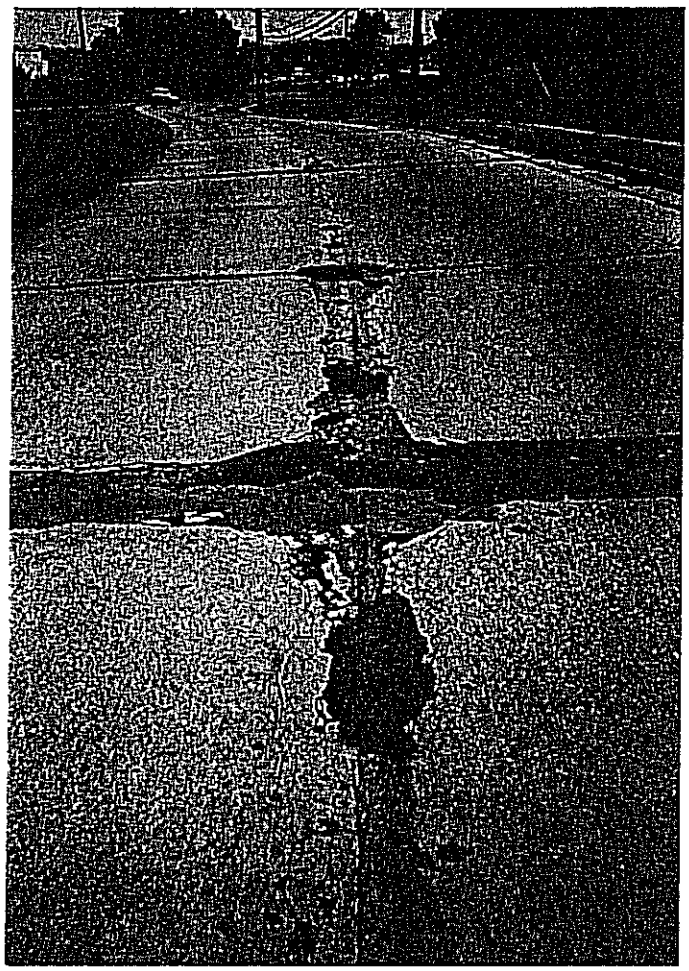
MORE TYPICAL HIGH SEVERITY TRANSVERSE JOINT FAILURE. THE EXISTING GUARDRAIL IS BADLY RUSTED AND DAMAGED.



THE ASPHALT AT THE INTERSECTION OF LINDY DRIVE NEEDS TO BE PLANED OFF TO MEET GRADE.



TYPICAL HIGH SEVERITY TRANSVERSE JOINT FAILURE.



TYPICAL HIGH SEVERITY TRANSVERSE JOINT FAILURE. TYPICAL MEDIUM-HIGH LONGITUDINAL JOINT FAILURE. NOTE THAT THERE ARE TWO TRANSVERSE CRACKS THAT RUN COMPLETELY ACROSS THE PAVEMENT BEFORE THE NEXT JOINT. THIS IS TYPICAL DUE TO THE SPACING BETWEEN JOINTS, WHICH AVERAGES 50 FEET.

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.

The concrete portion of Mangham Drive has severe longitudinal and transverse joint failure. The existing curb and gutter is badly cracked and deteriorated. There are portions of Mangham Drive where there are no existing curb and gutter, which leads to poor drainage and pavement undermining. The existing catch basins and concrete blockouts at the catch basins are very badly cracked and deteriorated. The existing guardrail is in very poor condition. This area has been patched several times and continues to deteriorate due to base course failure.

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: 0 of these, how many are Takes 0, 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.

The proposed roadway work will prevent further pavement deterioration and provide better drainage and serviceability.

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 _____ _____%

MRF ___X___ ___40%___ 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 = 2,638 x 1.20 = 3,166 users / day

3,166 + 456 (daily mass transit users) = 3,622 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 south end of Mangham Drive handles traffic exiting and entering southbound I-75 at the Lincoln Heights exit providing interstate access for Lincoln Heights, Lockland and Reading. The northern end of Mangham Drive provides access across I-75 to G.E. and Evendale via Neuman Way. This portion of Mangham Drive has daily metro public transit service (see attached). The south end, form Shepherd to Chamberlin, and the north end from Adams to Chicago, have both been rehabilitated within the last several years. This project will complete the repair of Mangham Drive.

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 _____ Proposed LOS _____

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

N/A

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 rehabilitation of Mangham Drive will have no direct impact on economic growth. However, Mangham Drive does provide interstate access to the only industrial area in Lincoln Heights, near the north end of Mangham Drive. Maintaining this access in good repair will be a factor in the industrial area remaining viable.

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 additional Motor Vehicle Permissive Fee.

ADDITIONAL SUPPORT INFORMATION

PRIORITY LISTS OF PROJECTS
PROGRAM YEAR 2000
ROUND 14

Name of Jurisdiction: **VILLAGE OF LINCOLN HEIGHTS**

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	LINDY AVENUE IMPROVEMENTS
2	MANGHAM DRIVE IMPROVEMENTS
3	MEDOSCH STREET IMPROVEMENTS
4	
5	

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

NAME OF APPLICANT: _____

NAME OF PROJECT: _____

SCIP	*LTIP*
FIELD SCORE: _____	*FIELD SCORE:* _____
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 20 X 5 = 100
LTIP 20 X 1 = 20

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 0 X 1 = 0
LTIP 0 X 4 = 0

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 0 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 0 X 5 = 0
LTIP 0 X 1 = 0

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 8 X 2 = 16
LTIP 8 X 5 = 40

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 4 x 0 = 0
LTIP 4 x 1 = 4

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 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.