C-1

2

APPLICATION FOR FINANCIAL ASSISTANCE
Revised 4/99

CB 02 I

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 8 / 26 /2004

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 pwdroaddiv@coleraintwp.org

PROJECT NAME: Charles Eath's Subdivision Reconstruction and Bridge Rehabilitation

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 $1,357,230
__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: $1,967,000 FUNDING REQUESTED: $1,357,230

OFFICE OF NEW BURLINGTON COUNTY ENGINEER
04 SEP 17 PM 2:54

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT: $1,357,230 LOAN ASSISTANCE: $_____
SCIP LOAN: $_____ RATE: _____% TERM: _____yrs.
RLP LOAN: $_____ RATE: _____% TERM: _____yrs.

(Check Only 1)
X State Capital Improvement Program
__Small Government Program
__Local Transportation Improvements Program

FOR OPWC USE ONLY

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

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

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:
(Round to Nearest Dollar)

			MBE $	Force Account $
a.)	Project Engineering Costs:			
	1. Preliminary Engineering	$ N/A .00		
	2. Final Design	$ N/A .00		
	3. Other Engineer Services *	$ N/A .00		
	Supervision	$ N/A .00		
	Miscellaneous	$ N/A .00		
b.)	Acquisition Expenses:			
	1. Land	$ N/A .00		
	2. Right-of-Way	$ N/A .00		
c.)	Construction Costs:	$ 1,357,230 .00		
d.)	Equipment Purchased directly:	$ N/A .00		
e.)	Other Direct Expenses:	$ N/A .00		
f.)	Contingencies:	$ 609,770 .00		
g.)	TOTAL ESTIMATED COSTS:	$ 1,967,000 .00		

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

			%
a.)	Local In-Kind Contributions	$ N/A .00	
b.)	Local Public Revenues	$ 590,100 .00	30%
c.)	Local Private Revenues	$ N/A .00	
d.)	Other Public Revenues		
	1. ODOT PID# _____	$ N/A .00	
	2. EPA/OWDA	$ N/A .00	
	3. OTHER Hamilton County Engineers	$ 19,670 .00	1%
SUB TOTAL LOCAL RESOURCES:		$ 609,770 .00	31%
e.)	OPWC Funds		
	1. Grant	$ 1,357,230 .00	69%
	2. Loan	$ N/A .00	
	3. Loan Assistance	$ N/A .00	
SUB TOTAL OPWC RESOURCES:		$ 1,357,230 .00	69%
f.) TOTAL FINANCIAL RESOURCES:		$ 1,967,000 .00	100%

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

1.3 AVAILABILITY OF LOCAL FUNDS:

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

2.0 PROJECT INFORMATION

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

2.1 PROJECT NAME: Charles Fath's Subdivision Reconstruction and Bridge Rehabilitation

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

a: SPECIFIC LOCATION:

Jonrose is located from the intersection of Colerain Avenue (US 27) and Banning Road then north 1 block on Colerain Avenue (US 27) then east onto Jonrose Avenue approximately 1100' east is bridge Col-0021. Also Memory Lane is located from the intersection of Banning Road and Pippin Road then west one block on Banning then north on Memory. Longwood Court intersects with Jonrose. Please see location map.

PROJECT ZIP CODE: 45239

b: PROJECT COMPONENTS:

1) Remove existing asphalt surface and concrete base and curbs
2) undercut subgrade as necessary
3) Catch basin reconstruction, repair or new
4) Install new concrete curbs
5) Construct new curb ramps
6) Adjust catch basins, manholes, water works, items, etc. as necessary
7) Install bituminous aggregate base material
8) Pavement fabric
9) Install new asphaltic concrete surface
10) Reclamite
11) Seeding and mulching as necessary
12) Pipe underdrain/edgedrain
13) Replace the deteriorated existing bridge superstructure and upgrade guardrail to current standards.
14) New storm lines
15) Turn lane on Jonrose Avenue at Colerain Avenue
16) Thermoplastic lane markings/crosswalks

c: PHYSICAL DIMENSIONS / CHARACTERISTICS:

These are 25' back to back of curb streets with an average age of 49 years old. These streets are asphalt over a deteriorated concrete base with concrete curb and gutter plates. The pavements have an extremely rough rideability and poor drainage. The base has failed throughout and the curbs are badly deteriorated. These streets have a high deterioration rate due to their age and the numerous load and climate related distresses. These streets were patched and tar and chipped in 1989 as a maintenance action to prolong the pavement until we would be able to receive funding to reconstruct. This was 15 years ago and these streets have no life left. The tar and chip surface disguises many of the pavement distresses. Our pavement management program "Micro Paver" rates these streets with a very poor to failed condition rating – see attached inspection reports. These streets serve an elementary school and several businesses along with numerous apartments and houses. On Jonrose Avenue 1100' east of Colerain Avenue is a bridge, Col-0021. The bridge was built in 1951, the deck is 36' wide 24' between the curbs and the span is 20'. The existing bridge superstructure is deteriorated, and the guardrail needs to be upgraded to current standards – see attached bridge inspection report. Please see attachment "A" for the project dimensions and limits.

d: DESIGN SERVICE CAPACITY:

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

The ADT for these streets is 1074. These streets provide the only access to Struble Elementary School. There are several businesses and numerous apartments in the subdivision. These streets are used as a cut through from a state road (US 27) to a county road (Banning). There is a lot of non residential traffic, a heavy amount of school bus traffic, and a lot of heavy truck traffic for delivery to businesses.

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

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

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	$1,967,000.00	100%
State Funds Requested for Repair and Replacement	$1,357,230.00	69%
TOTAL PORTION OF PROJECT NEW/EXPANSION	$ 0.00	0%
State Funds Requested for New and Expansion	$ 0.00	0%

4.0 PROJECT SCHEDULE: *

		BEGIN DATE	END DATE
4.1	Engineering/Design:	11 / 1 / 04	7 / 30 / 05
4.2	Bid Advertisement:	11 /15/ 05	12 / 15 / 05
4.3	Construction:	3 / 1/ 06	12 / 31 / 06

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

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE OFFICER: David L. Foglesong
TITLE: Administrator
STREET: 4200 Springdale Road
CITY/ZIP: Colerain Township, Ohio 45251
PHONE: (513) 385 - 7500
FAX: (513) 245 - 6503

5.2 CHIEF FINANCIAL OFFICER: Heather E. Harlow
TITLE: Clerk Colerain Township
STREET: 4200 Springdale Road
CITY/ZIP: Colerain Township, Ohio 45251
PHONE: (513) 385 - 7500
FAX: (513) 245 - 6503

5.3 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

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

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

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

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

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

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

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

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

_X_ Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), and other information to assist your district committee in ranking your project.

7.0 APPLICANT CERTIFICATION:

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

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

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

David Foglesong 9/14/04
Signature/Date Signed

SCIP ROUND 19
August 26, 2004

PROJECT: Charles Fath's Subdivision Reconstruction/Bridge Rehabilitation
ENG. EST.: $1,967,000
PREPARED BY: Colerain Township Public Works Department

ENGINEER'S ESTIMATE

REF. NO.	ITEM NO.	DESCRIPTION	UNIT	QUANT.	UNIT $	TOTAL
1	201	CLEARING AND GRUBBING	LS	1	$ 25,000.00	$ 25,000.00
2	202	ASPHALT/CONCRETE PAVEMENT REMOVED	SY	14,941	$ 8.00	$ 119,528.00
3	202	CONCRETE DRIVE REMOVED	SY	1,300	$ 8.00	$ 10,400.00
4	202	CURB AND GUTTER REMOVED	LF	10,318	$ 10.00	$ 103,180.00
5	202	CATCH BASIN REMOVED	EA	24	$ 250.00	$ 6,000.00
6	202	CONC. WALK REMOVED, AS DIRECT. BY ENG.	SF	1,050	$ 5.00	$ 5,250.00
7	202	STRUCTURE REMOVED A.P.P.	LS	1	$ 10,000.00	$ 10,000.00
8	203	EXCAVA. N/INCLUDE. EMBANK.	CY	500	$ 12.00	$ 6,000.00
9	203	EMBANKMENT CONSTRUCTION	CY	100	$ 12.00	$ 1,200.00
10	203	SUBGRADE COMPACTION	SY	14,941	$ 1.00	$ 14,941.00
11	301	BITUMINOUS AGGREGATE BASE, pg 64-22	CY	2,835	$ 75.00	$ 212,625.00
12	304	AGGREGATE BASE, AS DIRECTED BY ENG.	CY	2,000	$ 40.00	$ 80,000.00
13	448	ASPHALT CONCRETE INTERMEDIATE COURSE TYPE 2, pg 64-22	CY	5	$ 200.00	$ 1,000.00
14	448	ASPHALT CONCRETE SURFACE COURSE TYPE 1, pg 64-22	CY	3	$ 200.00	$ 600.00
15	448	ASPHALT CONCRETE INTERMEDIATE COURSE TYPE 2, pg 64-22	CY	1,656	$ 70.00	$ 115,920.00
16	448	ASPHALT CONCRETE SURFACE COURSE TYPE 1, pg 64-22	CY	968	$ 80.00	$ 77,440.00
17	452	P.P. CEMENT CONC. PAVEMENT (7" DRIVES)	SY	1,300	$ 35.00	$ 45,500.00
18	509	REINFORCING STEEL, GRADE 60	LB	10,000	$ 0.50	$ 5,000.00
19	511	CLASS C CONCRETE A.P.P.	CY	42	$ 400.00	$ 16,800.00
20	512	DECK WATERPROOFING A.P.P.	SY	61	$ 15.00	$ 915.00
21	517	BRIDGE RAILING	LF	60	$ 50.00	$ 3,000.00
22	603	12" CONDUIT, TYPE B, 706.02, CLIV	LF	200	$ 50.00	$ 10,000.00
23	603	24" CONDUIT, TYPE B, 706.02, CLIV	LF	160	$ 75.00	$ 12,000.00
24	603	3" CONDUIT, TYPE E, PVC & COUPLINGS	LF	600	$ 20.00	$ 12,000.00
25	604	MH-3 MH W/ FLAT SLAB TOP	EA	3	$ 1,500.00	$ 4,500.00
26	604	MODIFY & ADJ. WATER VALVE TO GRADE	EA	3	$ 750.00	$ 2,250.00
27	604	CATCH BASIN, CB-3	EA	6	$ 1,500.00	$ 9,000.00
28	604	CATCH BASIN, CB-3A	EA	18	$ 1,500.00	$ 27,000.00
29	604	SAN. MANHOLE ADJ. TO GRADE	EA	24	$ 750.00	$ 18,000.00
30	604	STORM MANHOLE ADJ. TO GRADE	EA	19	$ 750.00	$ 14,250.00
31	605	PIPE UNDERDRAIN	LF	10,500	$ 20.00	$ 210,000.00
32	606	GUARDRAIL TYPE 5 MODIFIED	LF	50	$ 15.00	$ 750.00
33	608	CURB RAMPS, TYPE 1	EA	20	$ 600.00	$ 12,000.00
34	609	CONCRETE CURB, TYPE 6	LF	10,318	$ 10.00	$ 103,180.00
35	614	MAINTAINING TRAFFIC	LS	1	$ 25,000.00	$ 25,000.00
36	619	FIELD OFFICE	LS	1	$ 15,000.00	$ 15,000.00
37	623	CONSTRUCTION LAYOUT STAKES	LS	1	$ 20,000.00	$ 20,000.00
38	659	SEEDING AND MULCHING	SY	4,586	$ 4.50	$ 20,637.00
39	SPL	UNDERCUTTING	CY	9,370	$ 45.00	$ 421,650.00
40	SPL	RECLIMATE	SY	14,941	$ 0.60	$ 8,964.60
41	SPL	PAVEMENT FABRIC	SY	15,000	$ 1.00	$ 15,000.00
42	SPL	CINCINNATI WATER WORKS	LS	1	$ 75,000.00	$ 75,000.00
43	SPL	SUPPLEMENTAL ITEMS	LS	1	$ 70,519.40	$ 70,519.40
					TOTAL	$ 1,967,000.00

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: Theodore B Hubbard 9/17/04 P.E.

~~WILLIAM BRAYSHAW~~

Theodore B Hubbard
Chief Deputy Ham-Co. Engineer

County of Hamilton

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

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 946-4250 FAX (513) 946-4288

STATEMENT OF USEFUL LIFE

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the **JONROSE AVENUE BRIDGE B-COL-0021 REPLACEMENT** project will have a useful life of at least **50** years.

CONSTRUCTION COSTS:

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

William W. Brayshaw

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

PROJECT : JONROSE BRIDGE REPLACEMENT COL-0021
ENG. EST.: $47,915.00

REF NO	ITEM NO.	DESCRIPTION	UNIT	QUANT	ENGINEER'S ESTIMATE UNIT	TOTAL
1	202	STRUCTURE REMOVED	EA	1	10000.00	$10,000.00
2	403	ASPHALT CONCRETE, AC-20	CY	5	200.00	$1,000.00
3	404	ASPHALT CONCRETE, AC-20	CY	3	200.00	$600.00
4	509	REINFORCING STEEL	LBS	10000	0.50	$5,000.00
5	511	CLASS C CONC. A.P.P.	CY	51	400.00	$20,400.00
6	512	DECK WATERPROOFING	SY	61	15.00	$915.00
7	517	BRIDGE RAILING	LF	60	50.00	$3,000.00
8	606	GUARDRAIL, TYPE 5, MODIFIED	LF	50	15.00	$750.00
9	SPL	CONTINGENCIES	LS	1	6250.00	$6,250.00
			TOTAL			$47,915.00

Colerain Township

Trustees
KEITH N. CORMAN
BERNARD A. FIEDELDEY JR.
DIANA LYNN RIELAGE
Clerk
HEATHER E. HARLOW
Administrator
DAVID L. FOGLESONG

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

September 14, 2004

STATUS OF FUNDS REPORT

ATTACHMENT E

Project: Charles Fath's Subdivision Reconstruction/Bridge Rehabilitation

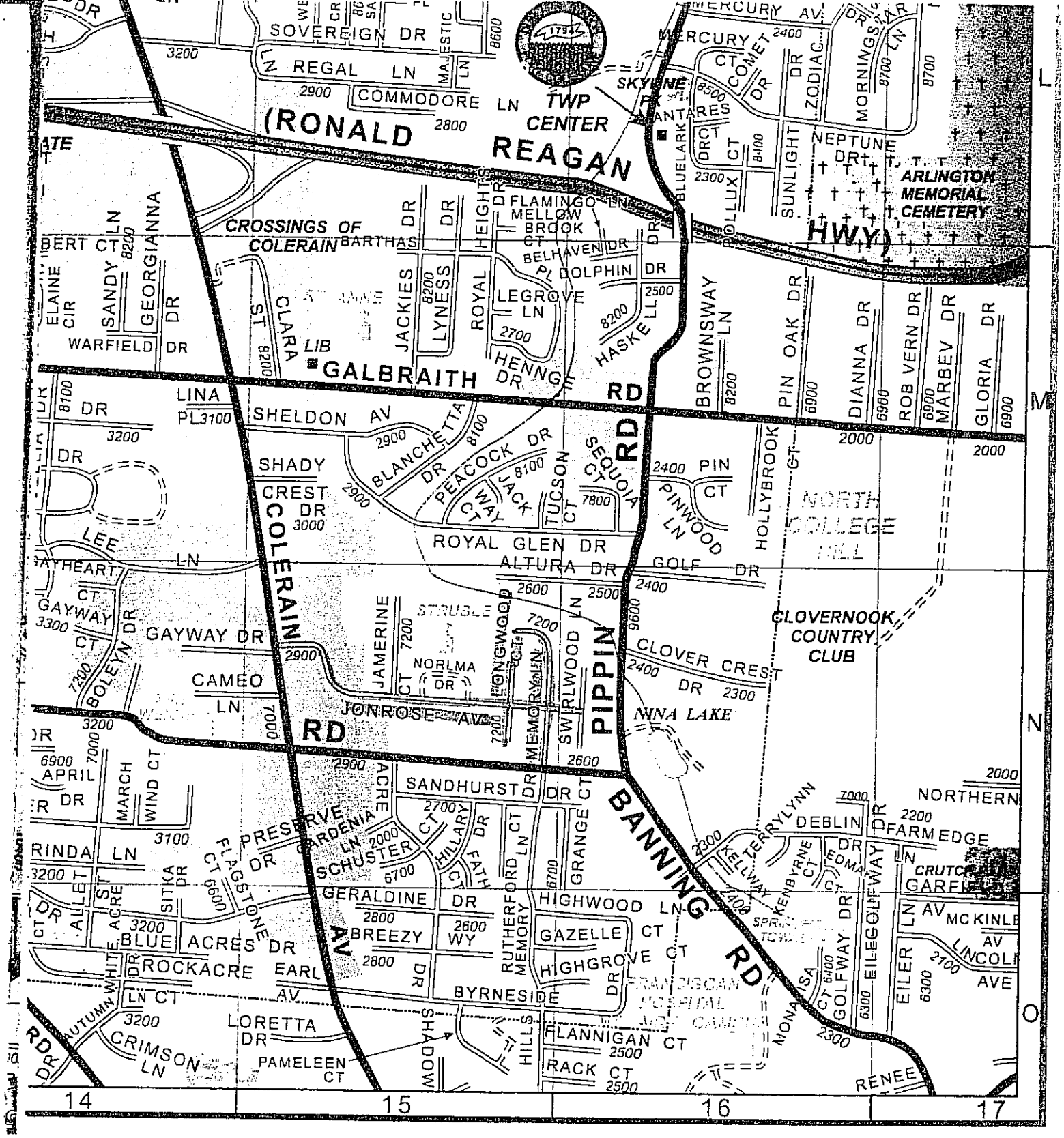
This is to certify that the sum of $590,100 Is available as the local matching funds in connections with Colerain Townships' application for State Capital Improvement Program (SCIP) Funds for the above mentioned project.

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

COLERAIN TOWNSHIP

Chief Executive Officer: David L. Foglesong 9/14/04
David L. Foglesong, Administrator
Colerain Township

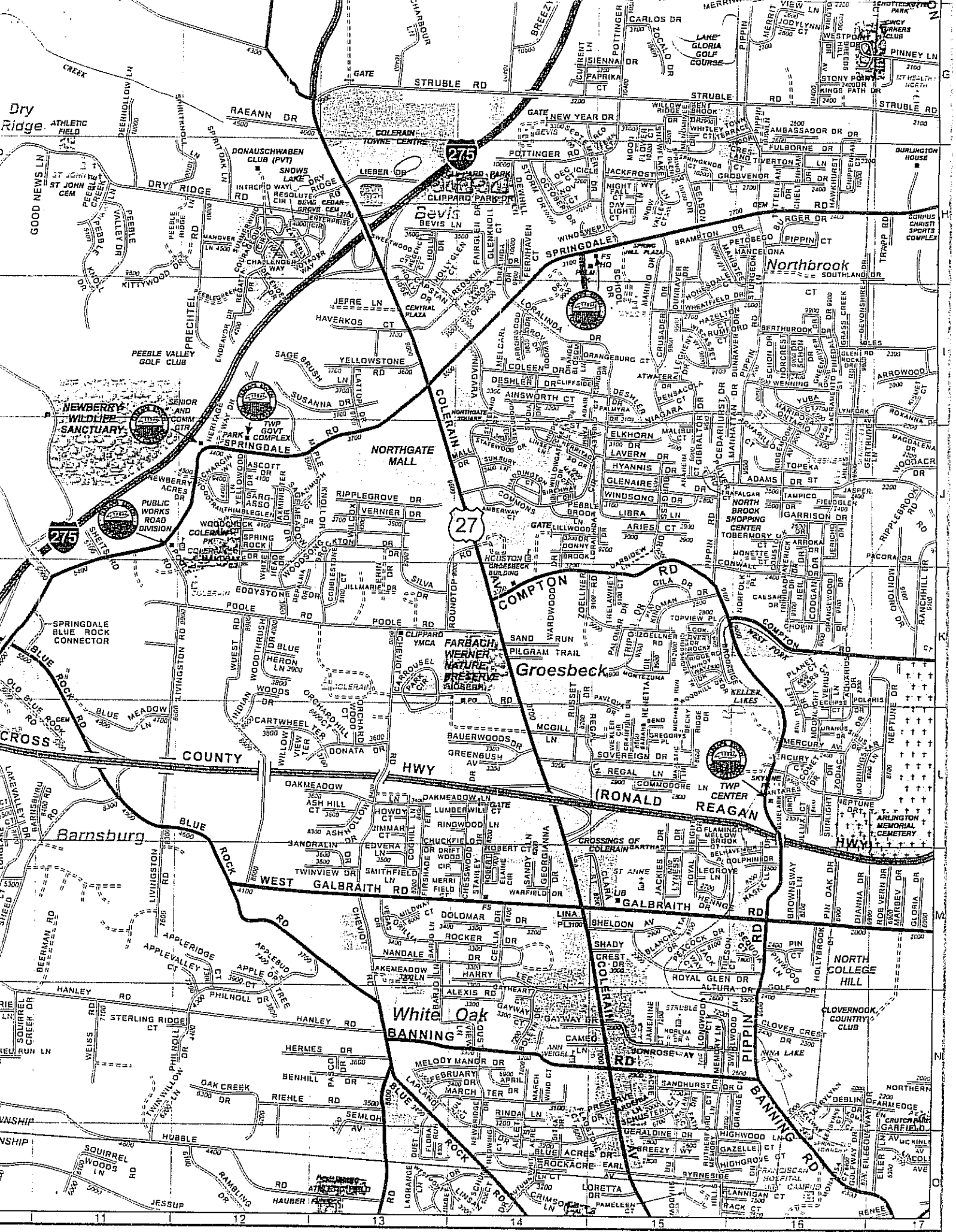
Chief Financial Officer: Heather E. Harlow
Heather E. Harlow, Clerk
Colerain Township



JONROSE AVENUE

MEMORY LANE

LONGWOOD COURT



Dry Ridge
ATHLETIC FIELD
DONAUSCHWABEN CLUB (PVT)
SNOWS LAKE
ST JOHN CEM
DRY RIDGE RD
PEEBLE VALLEY GOLF CLUB
PRECHTEL
NEWBERRY WILDLIFE SANCTUARY
SENIOR AND COMM CTR
TWP GOVT COMPLEX
PARK
SPRINGDALE RD
PUBLIC WORKS ROAD DIVISION
275
NORTHGATE MALL
COLERAIN TOWNE CENTRE
GATE
STRUBLE RD
RAEANN DR
LIEBER DR
CLIPPARD PARK DR
Bevis
BEVIS LN
CENTRAL PLAZA
SPRINGDALE
Northbrook
SOUTHLAND DR
BURLINGTON HOUSE
CORPUS CHRISTI SPORTS COMPLEX
LAKE GLORIA GOLF COURSE
CINCY TURNERS CLUB
PINNEY LN
STONY POINT DR
KINGS PATH DR
AMBASSADOR DR
FULBORNE DR
TIVERTON LN
GROSVENOR
JACKFROST
NEW YEAR DR
POTTINGER RD
CARLOS DR
SIENNA DR
PAPRIKA CT
WINDSWEPT
BRAMPTON DR
PETOBEGO
MANCELONA
PIPPIN CT
BURGER DR
TRAPP RD
LORALINDA DR
ORANGEBURG CT
COLEEN DR
DESHLER DR
AINSWORTH CT
NIAGARA
ELKHORN DR
LAVERN DR
HYANNIS DR
GLENAIRE DR
WINDSONG DR
LIBRA LN
ARIES CT
ADAMS DR
TOPEKA
TAMPICO
GARRISON DR
NORTH BROOK SHOPPING CENTER
TOBERMORY CT
ARROWOOD
ROXANNA DR
MAGDALENA DR
WOODACRE DR
RIPPLEBROOK RD
PACORA DR
RANCHHILL DR
MONTORO DR
COMPTON RD
WEST FORK
GILA DR
TOPVIEW PL
ZOELLNER RD
SAND RUN
PILGRAM TRAIL
Groesbeck
MONTEZUMA
KELLER LAKES
MERCURY AV
NEPTUNE DR
ARLINGTON MEMORIAL CEMETERY
SKYLINE
TWP CENTER
CROSS COUNTY HWY
(RONALD REAGAN HWY)
BLUE ROCK RD
BLUE MEADOW LN
OLD BLUE ROCK RD
CARTWHEEL TER
DONATA DR
BAUERWOODS DR
GREENBUSH AV
MCGILL LN
SOVEREIGN DR
REGAL LN
COMMODORE LN
OAKMEADOW LN
ASH HILL CT
HOWDY CT
JIMMAR CT
LUMBERWILL CT
RINGWOOD LN
CHUCKFIELD DR
SANDRALIN DR
EDVERA LN
SMITHFIELD LN
TWINVIEW DR
WEST GALBRAITH RD
GALBRAITH RD
CROSSINGS OF COLERAIN
ST ANNE
DOLPHIN DR
LEGROVE LN
HENNGE DR
SHELDON AV
SHADY CREST DR
ROYAL GLEN DR
ALTURA DR
GOLF DR
NORTH COLLEGE HILL
CLOVERNOOK COUNTRY CLUB
CLOVER CREST DR
NINA LAKE
PIPPIN RD
BANNING RD
COLERAIN AV
White Oak
BANNING RD
HANLEY RD
STERLING RIDGE CT
HERMES DR
BENHILL DR
OAK CREEK DR
RIEHLE RD
SEMLOH AV
HUBBLE
SQUIRREL WOODS LN
RAMBLING DR
JESSUP
HAUBER
LAKEVALLEY DR
BARNSBURG RD
APPLERIDGE CT
APPLEVALLEY CT
APPLEBUD
APPLE DR
TREE
PHILNOLL DR
MELODY MANOR DR
FEBRUARY DR
APRIL
MARCH TER
RINDA LN
BLUE ACRES DR
ROCKACRE
EARL AV
BYRNESIDE
LORETTA DR
CRIMSON LN
PAMELEEN CT
GERALDINE DR
HIGHWOOD LN
GAZELLE CT
HIGHGROVE CT
FLANNIGAN CT
RACK CT
RENEE
GARFIELD
NORTHERN
DEBLIN
FARMEDGE
CRUTCH PARK
MCKINLEY AV
EILEGOUFWAY DR
EILER LN
LINCOLN AVE
FRANCISCAN HOSPITAL CAMPUS
SHEED
BEERMAN RD
LIVINGSTON RD
WEST RD
WOODTHRUSH DR
BLUE HERON LN
INDIAN WOODS DR
ORCHARD HILL CT
ORCHARD WOOD CT
CARROUSEL PARK CIR
CHEVIOT RD
ROUNDTOP RD
CLIPPARD YMCA
FARBACH WERNER NATURE PRESERVE
COLERAIN
SPRINGDALE BLUE ROCK CONNECTOR
POOLE RD
EDDYSTONE DR
JILLMARIE DR
SILVA DR
RIPPLEGROVE DR
VERNIER DR
WOODCHOCK
SPRING ROCK
ASCOTT DR
SARG-ASSO
THIMBLEGLEN
NEWBERRY ACRES DR
SHEITS RD
GOOD NEWS LN
PEEBLE VALLEY DR
PEEBLE CREEK
KITTYWOOD DR
ENDEAVOR DR
SAGE BRUSH LN
YELLOWSTONE RD
SUSANNA DR
FLATTOP DR
HERITAGE WAY DR
CHARGIN WAY
YELLOWOOD DR
SPIRITKNOLL LN
SPIRIT OAK LN
DEERHOLLOW LN
CHARBOUR LN
BREEZY
MERRIT
VIEW LN
JODYLYNN CT
WESTPOINT DR
STONY POINT DR
KINGS PATH DR
MT HEALTHY NORTH
CREEK

County of Hamilton

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

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 946-4250 FAX (513) 946-4288

September 1, 2004

STATUS OF FUNDS REPORT

Project: **JONROSE AVENUE BRIDGE COL-0021**

This is to certify that the sum of $19,670.00 is available as the local matching funds in connection with the application for State Capital Improvement Program Funds for the above-mentioned project.

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

Chief Financial Officer: R. J. A. Clousek, Acting Auditor, for
DUSTY RHODES
HAMILTON COUNTY AUDITOR

Colerain Township

Trustees
KEITH N. CORMAN
BERNARD A. FIEDELDEY JR.
DIANA LYNN RIELAGE
Clerk
HEATHER E. HARLOW
Administrator
DAVID L. FOGLESONG

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

RESOLUTION No. 27-04

...Hamilton.....*County, Ohio*

Be It Resolved *by the Township Trustees of* .....Colerain.....*Township, That*

WHEREAS	Colerain Township has the opportunity to apply in 2004 for SCIP / LTIP funds from the Ohio Public Works Commission for Round 19 for reconstruction on various streets in Colerain Township as listed on Attachment "A", and
WHEREAS	A Chief Executive Officer, a Financial Officer, and a Project Manager 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 authorizes Dennis B. Chapman to apply for the SCIP / LTIP funds for Round 19 and appoints Colerain Township Administrator David L. Foglesong as Chief Executive Officer; Colerain Township Clerk Heather E. Harlow as Financial Officer, and Colerain Township Public Works Director Dennis B. Chapman as Project Manager.

Adopted the ...10th.....*day of* .....August.....20.04...

Attest: .....
Township Clerk

Township Trustees

Colerain Township

Trustees
KEITH N. CORMAN
BERNARD A. FIEDELDEY JR.
DIANA LYNN RIELAGE
Clerk
HEATHER E. HARLOW
Administrator
DAVID L. FOGLESONG

ADMINISTRATION
4200 Springdale Road • Colerain Township, Ohio 45251-1419
(513) 385-7500 • FAX (513) 245-6503 • www.coleraintwp.org

September 15, 2004

Mr. Bill Brayshaw
Hamilton County Engineer
10480 Burlington Road
Cincinnati, OH 45231

Dear Mr. Brayshaw:

We have set aside the amounts listed below for the following projects:

C1 – Charles Fath Subdivision Reconstruction and Bridge Rehabilitation -- $590,100.00

C2 – Royal Glen Drive Reconstruction and Bridge Rehabilitation -- $102,600.00

C3 – Cincinnati Homes Subdivision Reconstruction -- $110,000.00

These funds are currently available.

Sincerely,

Heather E. Harlow

Heather E. Harlow
Colerain Township Clerk

County of Hamilton

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

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 946-4250 FAX (513) 946-4288

September 17, 2004

Mr. Dennis Chapman
Colerain Township Road Superintendent
4725 Springdale Road
Cincinnati, Ohio 45251-1419

Project: **JONROSE AVENUE COL-0021**

Dear Mr. Chapman:

This letter is to confirm our intent to participate in the above referenced project to the extent of the bridge items. See the attached quantities sheet for the estimated cost of the project. The application for OPWC funding shall be for a sixty-nine percent (69%) grant with a thirty percent (30%) local share by Colerain Township and Hamilton County will participate with the one percent (1%) local share.

Sincerely,

William W. Brayshaw

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

WWB/SJM/tab
Attachment

C:projects/2001bridge/SCIP application/jonrose

County of Hamilton

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

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

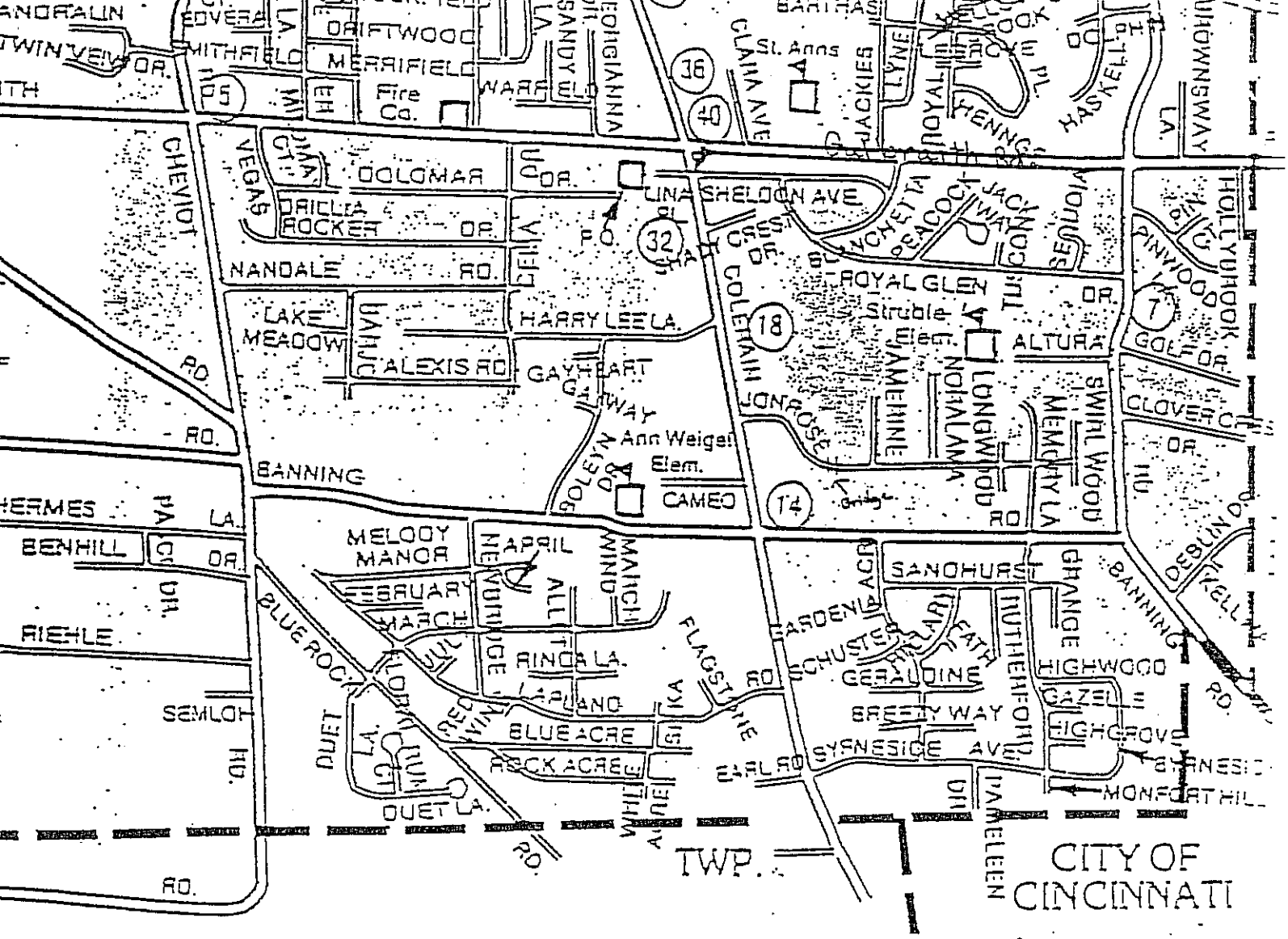
PHONE (513) 946-4250 FAX (513) 946-4288

CERTIFICATION OF TRAFFIC COUNT

As required by the District 2 Integrating Committee, I hereby certify that the traffic counts herein attached to the **Jonrose Avenue COL-0021** project application are a true and accurate count done by the Hamilton County Engineer's Office, Traffic Division.

William W. Brayshaw

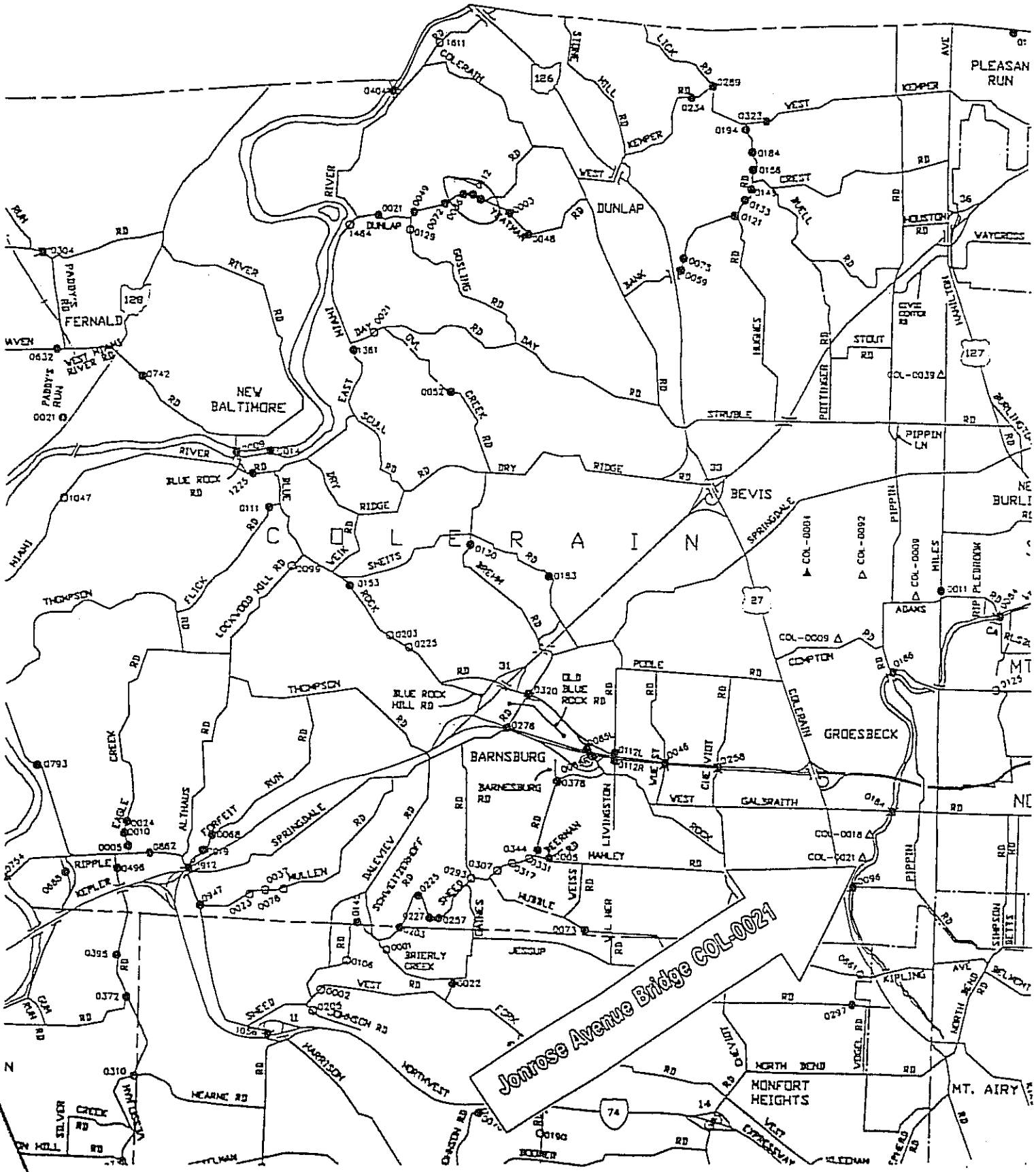
WILLIAM W. BRAYSHAW, P.E.-P.S.
HAMILTON COUNTY ENGINEER



JONROSE AVENUE

MEMORY LANE

LONGWOOD COURT



Jonrose Avenue Bridge COL-0021
C O L E R A I N
NEW BALTIMORE
FERNALD
DUNLAP
BEVIS
BARNSBURG
GROESBECK
MONFORT HEIGHTS
MT. AIRY
PLEASAN RUN
BLUE ROCK RD
BLUE ROCK HILL RD
OLD BLUE ROCK RD
BARNESBURG RD
BRIERLY CREEK
COLERAIN
KEMPER
WEST
CREST
HOUSTON RD
WAYCROSS
STOUT RD
STRUBLE
PIPPIN LN
SPRINGDALE
COMPTON
ADAMS
GALBRAITH
HAMLEY
JESSUP
NORTH BEND
KIPLING AVE
HARRISON
NORTHWEST
HEARNE RD
THOMPSON
LOCKWOOD HILL RD
FLICK
ALTHAUS
FORFEIT RUN
RIPPLE
KEPLER
EAGLE
CREEK
SPRINGDALE
MULLEN
DALEVIEW
SCHWEITZERHOFF RD
SHEED
HUBBLE
WEISS
LIVINGSTON
CHEVIOT
WEST
EXPRESSWAY
COL-0001
COL-0092
COL-0009
COL-0039
COL-0018
COL-0021
126
127
128
27
74

County of Hamilton

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

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

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William W. Brayshaw

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

ADDITIONAL SUPPORT INFORMATION

For Program Year 2005 (July 1, 2005 through June 30, 2006), 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, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? _____YES __X__NO (ANSWER REQUIRED)

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): 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. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

See Attachment "B"

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

See Attachment "C"

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. 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. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

See Attachment "D"

4) **Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?**

The jurisdiction must 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.

Priority 1 Charles Fath's Subdivision Reconstruction And Bridge Rehabilitation

Priority 2 Royal Glen Drive Reconstruction And Bridge Rehabilitation

Priority 3 Cincinnati Homes Subdivision Reconstruction

Priority 4 _____

Priority 5 _____

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

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.).

No X Yes _____ If yes, what user fees and/or assessments will be utilized?

6) **Economic Growth – How will the completed project enhance economic growth**

Give a statement of the projects effect on the economic growth of the service area (be specific).

This project will permit more development. The road improvements, especially the improvements of the intersection of Colerain Avenue and Jonrose Avenue will attract additional business development for the unoccupied buildings and be attractive for Colerain Townships largest employer (Clippard Industries) to expand their operations.

7) **Matching Funds - LOCAL**

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) **Matching Funds - OTHER**

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 31st of this year for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

Hamilton County Engineers

9) **Will the project alleviate serious capacity problems or respond to the future level of service needs of the district?**

Describe how the proposed project will alleviate serious capacity problems (be specific).

See attachment "F"

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 design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

10) **If SCIP/LTIP funds were granted, when would the construction contract be awarded?**

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 5

a.) Are preliminary plans or engineering completed? Yes _____ No X N/A _____

b.) Are detailed construction plans completed? Yes _____ No X N/A _____

c.) Are all utility coordination's completed? Yes _____ No _____ N/A X

d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No _____ N/A X

If no, how many parcels needed for project? _____ Of these, how many are: Takes _____

Temporary _____

Permanent _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

e.) Give an estimate of time needed to complete any item above not yet completed. 9 Months.

11) Does the infrastructure have regional impact?

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 motorists and the residents on these streets. One example is the installation of curb and sidewalk ramps, another is rehabilitation to the bridge, and the turn lane improvement at Ionrose Avenue and Colerain Avenue. Residential moral should increase reflecting on home and yard improvements sparking economic growth for the community. These streets will give residents a minimum 20 years of useful life.

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

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

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?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

_____

_____

Will the ban be removed after the project is completed? Yes _____ No _____ N/A _____

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

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of 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. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 1074 X 1.20 = 1289 Users

Water/Sewer: Homes _____ X 4.00 = _____ Users

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

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Optional $5.00 License Tax X

Infrastructure Levy _____ Specify type _____

Facility Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax _____ Specify type _____

ATTACHMENT "A"

CHARLES FATH'S SUBDIVISION RECONSTRUCTION AND BRIDGE REHABILITATION

STREET	LIMITS FROM	TO	LENGTH
Jonrose Avenue	Colerain	Swirlwood	3,006
Jonrose Bridge			20
Memory Lane	Banning	Culdesac	1,476
Longwood Court	North Culdesac	South Culdesac	577
			5,079

ATTACHMENT "B"

A Description And Condition Of Charles Fath's Subdivision And Jonrose Avenue Bridge

Jonrose Avenue, Memory Lane and Longwood Court are 25 feet back to back of curb deteriorated blacktop streets over a deteriorated concrete base with concrete curb and gutter. The average age of these streets is 49 years old. Jonrose Avenue and Memory Lane are the main feeder streets for this subdivision.

These streets were last resurfaced in the late 1960's and partial depth repaired and tar and chipped in 1989 in an effort to maintain these roads as best as possible until reconstruction could happen. This was 15 years ago and there is no useful life left. Rideability of these streets is extremely poor. This road is heavily traveled due to the businesses, apartment buildings, elementary school, residential traffic and the cut through traffic. Jonrose Avenue and Memory Lane are the worst streets for rideability in Colerain Township. In the winter the joints heave and make this extremely poor rideability even worse. These streets not only have the worst rideability, but their overall physical condition is terrible.

They have a high deterioration rate and suffer from numerous load and climate related distresses. The existing base has failed, and a lot of pavement distresses are disguised by the surface treatment which makes the pavement look better than it really is. Our maintenance efforts are continuous, for example but not limited to filling potholes, patching curbs, repairing catch basins, leveling sunken areas with blacktop, flushing storm lines with debris from the offset joints and street sweeping the raveling pavement. These are all short term maintenance repairs. There is alligator cracking, heaved joints, reflective cracking, uneven and faulted slabs, voided pavement deteriorated and patched curbs, numerous potholes and patches, water stands on the pavement, and overall weathering and raveling of the pavement. Reconstruction is necessary for these streets.

Presently there are no turn lanes on Jonrose Avenue at Colerain Avenue this causes backups and puts drivers in an awkward position, causing them to make rushed left hand turns onto Colerain Avenue this is a serious safety issue – attached are pictures of this situation. Also is attached is a copy of the proposed plans for the Colerain Avenue reconstruction at Jonrose Avenue.

There are storm lines that are in need of replacement with problems such as pieces of pipe missing, cracked pipes, offset joints that catch debris and cause storm water to backup, etc. – see attached TV report for additional information.

Colerain Townships pavement management program, Micro Paver, rates these streets with a very poor to failed condition ratings. - See attached inspection reports. These streets are due to be reinspected for the micro paver program this fall and from our recent evaluation for this application it is apparent these scores will be lower than the last inspection.

On Jonrose Avenue 1100' east of Colerain Avenue is a bridge Col-0021. The bridge was built in 1951, the deck is 36' wide, 24' between curbs. The span is 20'. The existing bridge superstructure is deteriorated, and the guardrail needs to be upgraded to current standards. The wearing surface is rough with potholes and cracked, which has caused the bridge deck to deteriorate due to chloride ion penetration and freeze thaw damage. Temporary patching has been done to the sidewalks and railings due to the poor condition to maintain until rehabilitation can take place. This is a safety and health issue especially because of all the school children, seniors and physically challenged individuals - see attached bridge inspection BR-86. Hamilton County is including this bridge rehabilitation with the road reconstruction project.

Attached with this application is some supporting documentation of complaints or problems concerning the streets in this application. These are phone calls, e-mails, letters etc. from residents.

ATTACHMENT C

This Project Is Important To The Safety Of The Public And Residents Of This Area

Below is a list of items that affect the safety of the service area:

1) It is presently a difficult situation for physically challenged individuals to use the existing deteriorated high curbs at the intersections on Jonrose Avenue, Memory Lane and Longwood Court. There are no handicap ramps in this subdivision. The installation of curb and sidewalk ramps will improve safety and access to pedestrian traffic at the intersections including, the numerous amount of children walking to the elementary school, physically challenged individuals and senior citizens who walk the neighborhood and catch the metro at Colerain Avenue.

2) The existing pavement is rough and bumpy which makes the rideability extremely poor and increases the chance for accidents. This situation is worsened when the pavement is wet, especially when the standing water freezes in the winter. The elimination of the standing water problem should lessen the chance of accidents occurring especially in the wet or winter seasons. The new smoother pavement will improve the rideability and snow and ice removal efforts should be more effective which will in turn help to reduce accidents and increase emergency response time. There is no accident data available to include with our application.

3) Presently there are no turn lanes on Jonrose Avenue at Colerain Avenue. This causes backups and puts drivers in an awkward position, causing them to make rushed left hand turns onto Colerain Avenue. A turn lane on Jonrose Avenue at Colerain Avenue will provide a safer egress from Jonrose Avenue onto Colerain Avenue while also improving traffic back ups at this location. – see attached copy of Colerain Avenue reconstruction plans for improvements at the intersection of Jonrose Avenue.

4) The bridge deck is deteriorating and the walkway and railings are in very poor condition. The deteriorated walkway has been patched with blacktop and repairs made to the railings and fence. This is a problem especially for the children, seniors and physically challenged individuals. The replacement of these structures will improve this area.

5) There are numerous trees in the right of way that are tearing up the catch basins, downspouts, curbs, sidewalks, etc. and obstruct views and hang low into the street and over the sidewalk. Removal of these trees, which is included in the clearing and grubbing of the engineers estimate will eliminate all of these concerns and improve the safety of the service area.

6) Residents will take additional pride in their subdivision and make improvements to their private properties thus enhancing the overall safety of the area. An example of this is replacing the sidewalks in front of their homes that are deteriorated or faulted, lessening the chance for a pedestrian incident.

These are all factors that impact the safety of the service area. The reconstruction project should improve vehicular and pedestrian safety by promoting safer conditions. The installation of items such as the new concrete curbs, sidewalk ramps, storm lines and catch basins underdrains, asphalt pavement, turn lane on Jonrose Avenue at Colerain Avenue and the bridge rehabilitation, should correct the many problems of this service area.

ATTACHMENT D

This Project Is Important To The Health Of The Public And Residents Of This Area

This project will improve the overall condition of the facility so as to reduce or eliminate potential for disease and correct concerns regarding the environmental health of the area. These streets have areas of standing water on them due to the uneven blocks, patches, bumps and sags etc. and these streets are for the most part fairly flat and it is difficult for water too get to the basins. This is not only a safety problem but a health problem also. A person's car can hydroplane on the water or slide out of control when frozen which can result in a wreck causing personal health issues. Also a person getting out of a parked car crossing the street can trip, slip, etc. on the water or ice and cause serious health problems from a fall, etc.

The catch basins do not have flows lines and hold water. There are storm lines that have bellies, dropped sections, and offset joints which also hold water. All of the above items can lead to serious health problems. In a serious rain these problem areas can backup and flood the street and get into the homes. For example the culdesacs of Memory Lane and Longwood Court are two of the susceptible areas. We do not have any documentation of water getting into these homes, but we know the street has backed up with water and the possibility to flood is there. The replacement of the damaged storm lines, basins, etc. will improve the chances of flooding not occurring. Flooding is a major health issue. Another such health problem is the West Nile Virus which has been found in the Colerain Township area by the health department. The water from the above described can attract mosquitoes, which can carry the virus, bacteria's and other diseases, that kids and animals etc. can come in contact with.

There are storm lines in need of repair and replacement and there is a need for additional catch basins and storm lines throughout the project to prevent flooding of streets and basements. We have included our TV reports of the existing storm lines condition. We listed storm lines and catch basins to be replaced and underdrains to be added on the engineer's estimate and project components section of the application as a method of correction. These components will work hand-in-hand to improve the overall condition and health of the area and these problems will be eliminated only with the reconstruction project.

ATTACHMENT "F"

The reconstruction project will alleviate a serious traffic problem. That problem is the capacity to handle vehicles on Jonrose Avenue at Colerain Avenue. The intersection which has no signalization has a single lane for ingress onto Colerain Avenue to turn south or north. Vehicles turning left (south) onto Colerain Avenue are influenced to make unfavorable decisions to pull out in front of oncoming traffic because of vehicles stacked up at this location and pressure from vehicles in line that want to turn right (north) onto Colerain Avenue. The right turn vehicle will pull up next to the left turn vehicle and there is not the room and sight distances are blocked. Also right turn vehicles will cut through the Clark gas station to turn right using the Clark station drive which is only a few feet from Jonrose Avenue also causing sight distance and timing problems for the vehicle turning left (south). Needless to say, everyone using this intersection is putting themselves in jeopardy because the capacity to handle the traffic is not available.

The proposed reconstruction project will alleviate this serious traffic problem by widening Jonrose Avenue to a standard width pavement and installing a left turn lane. Also the proposed Colerain Avenue reconstruction will help with this proposed improvement. – see attached copy of Colerain Avenue reconstruction plans. This improvement will give left turn vehicles a lane with capacity to hold a few vehicles, a lane for right turns to keep traffic moving which will improve the time needed to make a safely executed left turn with proper sight distance. As part of the improvements there will be thermo plastic lane markings to clearly communicate with motorist.

For support documentation we have included photographs of this location and a traffic count that shows 1074 vehicles use this intersection daily, and this count was done in August 2003 prior to the elementary school traffic. After we improve the intersection, we will be able to begin petitioning the state to do their studies for future signalization.

SCIP/LTIP PROGRAM
ROUND 19 - PROGRAM YEAR 2005
PROJECT SELECTION CRITERIA
JULY 1, 2005 TO JUNE 30, 2006

NAME OF APPLICANT: COLERAIN TOWNSHIP

NAME OF PROJECT: CHARLES FATH'S

RATING TEAM: 3

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

CIRCLE THE APPROPRIATE RATING

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

$2m TOTAL PROJECT COST
$50K for Bridge
$75K for WW

(25) - Failed
23 - Critical
20 - Very Poor
17 - Poor
15 - Moderately Poor
10 - Moderately Fair
5 - Fair Condition
0 - Good or Better

Appeal Score _____

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
(5) - Poorly documented importance
0 - No measurable impact

Appeal Score 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
5 - Poorly documented importance
(0) - No measurable impact

Appeal Score 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

Appeal Score _____

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

Appeal Score

10 – No
0 – Yes

_____

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

10 – The project will directly secure new employment
5 – The project will permit more development
0 – The project will not impact development

Appeal Score

_____

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%

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%

9) Will the project alleviate serious capacity 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.

Appeal Score

_____

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

5 - Will be under contract by December 31, 2005 and no delinquent projects in Rounds 16 & 17
3 - Will be under contract by March 31, 2006 and/or one delinquent project in Rounds 16 & 17
0 - Will not be under contract by March 31, 2006 and/or more than one delinquent project in Rounds 16 & 17

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

10 – Major Impact
8 – Significant Impact
6 – Moderate Impact
4 – Minor Impact
2 – Minimal or No Impact

Appeal Score

_____

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

10 Points
8 Points
6 Points
4 Points
2 Points

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

Appeal Score

_____

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

1074 @ INTERSECTION
1209 USERS

Appeal Score

_____

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 documentation of which fees have been enacted.)*

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

Appeal Score

_____

ADDENDUM TO THE RATING SYSTEM

General Statement for Rating Criteria

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 in this addendum 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, health and/or 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.

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.

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.

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.

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.

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

The jurisdiction shall include in its application the type, frequency, and severity of the safety problem that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? **In all cases, specific documentation is required.** Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

Criterion 3 – Health

The jurisdiction shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? Are leaded joints involved in existing water line replacements? **In all cases, specific documentation is required.** Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

Criterion 4 – Jurisdiction's Priority Listing

The jurisdiction must 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 or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). 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:

Secure new employment: The project is specifically designed to secure development/employers, which will immediately add new permanent employees to the jurisdiction. 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.

Note: **Each project is looked at on an individual basis to determine if any aspects of this category apply.**

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 from funding sources other than those mentioned in Criterion 7.

Criterion 9 – Alleviate Capacity Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion 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:

Formula:

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.

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 status of design plans as demonstrated by the applying jurisdiction 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

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact – Roads: Major Arterial: A direct connector to an Interstate Highway; Arterials are intended to provide a greater degree of mobility rather than land access. Arterials generally convey large traffic volumes for distances greater than one mile. A major arterial is a highway that is of regional importance and is intended to serve beyond the county. It may connect urban centers with one another and/or with outlying communities and employment or shopping centers. A major arterial is intended primarily to serve through traffic.

Significant Impact – Roads: Minor Arterial: A roadway, also serving through traffic, that is similar in function to a major arterial, but operates with lower traffic volumes, serves trips of shorter distances (but still greater than one mile), and may provide a higher degree of property access than do major arterials.

Moderate Impact – Roads: Major Collector: A roadway that provides for traffic movement between local roads/streets and arterials or community-wide activity centers and carries moderate traffic volumes over moderate distances (generally less than one mile). Major collectors may also provide direct access to abutting properties, such as regional shopping centers, large industrial parks, major subdivisions and community-wide recreational facilities, but typically not individual residences. Most major collectors are also county roads and are therefore through streets.

Minor Impact – Roads: Minor Collector: A roadway similar in functions to a major collector but which carries lower traffic volumes over shorter distances and has a higher degree of property access. Minor collectors may serve as main circulation streets within large, residential neighborhoods. Most minor collectors are also township roads and streets and may, or may not, be through streets.

Minimal or No Impact - Roads: Local: A roadway that is primarily intended to provide access to abutting properties. It tends to accommodate lower traffic volumes, serves short trips (generally within neighborhoods), and provides connections preferably only to collector streets rather than arterials.

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the jurisdiction's economic health. 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 formally 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. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. 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 document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.