SCIP PROJECT #9

APPLICATION FOR FINANCIAL ASSISTANC
Revised 4/99

IMPORTANT: Please consult the "Instructions for Completing the Project Applica completion of this form.

CB 12 J

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

DISTRICT NUMBER: 2 **COUNTY:** Hamilton **DATE** 8 / 30 / 2005

CONTACT: Bruce E. McClain **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: Royal Glen Drive 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 $ 828,000
__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: $ 1,200,000 **FUNDING REQUESTED:** $828,000

OFFICE OF NEW BURLINGTON COUNTY ENGINEER
2005 SEP -9 PM 12: 03

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT:$ 828,000 LOAN ASSISTANCE:$_____
SCIP LOAN: $_____ RATE:_____% TERM: _____yrs.
RLP LOAN: $_____ RATE:_____% TERM: _____yrs.

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

FOR OPWC USE ONLY

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

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

1.0 PROJECT FINANCIAL INFORMATION

1.1	PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)		TOTAL DOLLARS	FORCE ACCOUNT DOLLARS
a.)	Basic Engineering Services:		$ N/A .00	
	Preliminary Design	$ N/A .00		
	Final Design	$ N/A .00		
	Bidding	$ N/A .00		
	Construction Phase	$ N/A .00		
	Additional Engineering Services *Identify services and costs below.		$ N/A .00	
b.)	Acquisition Expenses: Land and/or Right-of-Way		$ N/A .00	
c.)	Construction Costs:		$ 828,000.00	
d.)	Equipment Purchased Directly:		$ N/A .00	
e.)	Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)		$ N/A .00	
f.)	Construction Contingencies:		$ 372,000.00	
g.)	TOTAL ESTIMATED COSTS:		$ 1,200,000.00	

*List Additional Engineering Services here:

Service: Cost:

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

		DOLLARS	%
a.)	Local In-Kind Contributions	$ N/A .00	____
b.)	Local Revenues	$ 360,000.00	30%
c.)	Other Public Revenues	$ N/A .00	____
	ODOT	$ N/A .00	____
	Rural Development	$ N/A .00	____
	OEPA	$ N/A .00	____
	OWDA	$ N/A .00	____
	CDBG	$ N/A .00	____
	OTHER Hamilton County Engineers	$ 12,000.00	1%
	SUBTOTAL LOCAL RESOURCES:	$ 372,000.00	31%
d.)	OPWC Funds		
	1. Grant	$ 828,000.00	69%
	2. Loan	$ N/A .00	____
	3. Loan Assistance	$ N/A .00	____
	SUBTOTAL OPWC RESOURCES:	$ 828,000.00	69%
e.)	TOTAL FINANCIAL RESOURCES:	$ 1,200,000.00	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. (SEE ATTACHMENT "E")

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: Royal Glen Drive Reconstruction And Bridge Rehabilitation

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

A: SPECIFIC LOCATION: Royal Glen Drive is located from the intersection of Colerain Avenue (US27) and Sheldon Avenue then 1block east then south onto Royal Glen Drive – approximately 1000' southeast is bridge COL – 0018. Royal Glen Drive is also located from the intersection of Galbraith Road and Pippin Road then 1 block south to west onto Royal Glen Drive. 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 curb
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) Pipe liner
16) Thermoplastic pavement markings/crosswalks

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

Royal Glen Drive and the dead end of Peacock Drive are 25' back to back of curb streets that are 54 years old. Royal Glen is an asphalt over a deteriorated and voided concrete base with concrete curb and gutter. Peacock Drive is a concrete street with concrete curb and gutter that has been patched but never resurfaced. The pavements have a rough rideability, uneven and voided slabs, and poor drainage. Nearly all of the storm lines are in need of replacement. The base is failed and voided throughout, the curbs are badly deteriorated. These streets have a high deterioration rate from age and the numerous load and climate related distresses. Royal Glen Drive was last resurfaced in 1973. The streets were surface treated in 1989 as a maintenance action to prolong the life of the pavement. The surface treating disguises many of the load and climate related distresses. Royal Glen Drive near Blanchetta Drive has a history of flooding the street and homes. Our pavement management program "Micro Paver" rates these streets with a very poor to failed condition rating – see attached inspection reports.. On Royal Glen Drive 1000' east of Sheldon Avenue is a bridge, Col-0018. The bridge was built in 1952, the deck is 33' wide 24' between the curbs. The span is 32'. 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:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT 1825 Year: 2005 Projected ADT: 1900 Year: 2006

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:

The ADT for these streets is 1825. There are apartments in the subdivision. These streets are used as a cut through from a state road Colerain Avenue (US 27) to two county roads (Pippin) and (Galbraith). There is a lot of non residential traffic using Royal Glen Drive as a cut through, to avoid traffic congestion at the intersections of Colerain and Galbraith and Galbraith and Pippin.

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

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

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	$ 1,200,000.00
TOTAL PORTION OF PROJECT NEW/EXPANSION	$ 0.00

4.0 PROJECT SCHEDULE: *

		BEGIN DATE	END DATE
4.1	Engineering/Design:	11 / 1/ 05	7 / 30 / 06
4.2	Bid Advertisement and Award:	11/ 15/ 06	12 / 15 / 06
4.3	Construction:	3/ 1/ 07	12 / 31 / 07
4.4	Right-of-Way/Land Acquisition:	/N/A /	/ N/A /

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE OFFICER

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

5.2 CHIEF FINANCIAL OFFICER

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
E-MAIL	hharlow@coleraintwp.org

5.3 PROJECT MANAGER

PROJECT MANAGER	Bruce E. McClain
TITLE	Road Superintendent
STREET	4160 Springdale Road
CITY/ZIP	Colerain Township, Ohio 45251
PHONE	(513) 385 - 7502
FAX	(513) 245 - 6163
E-MAIL	bmcclain@coleraintwp.org

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.

[X] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.

[ ] 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.

[ ] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)

[X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

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

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

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

David L. Foglesong 7/8/05
Signature/Date Signed

SCIP ROUND 20
August 30, 2005

PROJECT: Royal Glen Drive Reconstruction & Bridge Rehabilitation
ENG. EST.: $1,200,000
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	8,051	$ 8.00	$ 64,408.00
3	202	CONCRETE DRIVE REMOVED	SY	976	$ 8.00	$ 7,808.00
4	202	PIPE REMOVED	LF	1,744	$ 15.00	$ 26,160.00
5	202	CURB AND GUTTER REMOVED	LF	5,717	$ 5.00	$ 28,585.00
6	202	CATCH BASIN REMOVED	EA	18	$ 250.00	$ 4,500.00
7	202	CONC. WALK REMOVED, AS DIRECT. BY ENG.	SF	849	$ 7.50	$ 6,367.50
8	202	STRUCTURE REMOVED	LS	1	$ 10,000.00	$ 10,000.00
9	203	EXCAVA. N/INCLUDE. EMBANK.	CY	500	$ 11.00	$ 5,500.00
10	203	EMBANKMENT CONSTRUCTION	CY	100	$ 11.00	$ 1,100.00
11	203	SUBGRADE COMPACTION	SY	8,051	$ 1.00	$ 8,051.00
12	301	BITUMINOUS AGGREGATE BASE, pg 64-22	CY	1,200	$ 120.00	$ 144,000.00
13	304	AGGREGATE BASE, AS DIRECTED BY ENG.	CY	1,398	$ 45.00	$ 62,910.00
14	448	ASPHALT CONCRETE INTERMEDIATE COURSE TYPE 2, pg 64-22	CY	500	$ 120.00	$ 60,000.00
15	448	ASPHALT CONCRETE SURFACE COURSE TYPE 1, pg 64-22	CY	250	$ 120.00	$ 30,000.00
16	452	P.P. CEMENT CONC. PAVEMENT (7" DRIVES)	SY	1,350	$ 40.00	$ 54,000.00
17	509	REINFORCING STEEL, GRADE 60	LB	10,000	$ 0.50	$ 5,000.00
18	511	CLASS C CONCRETE A.P.P.	CY	57	$ 400.00	$ 22,800.00
19	512	DECK WATERPROOFING A.P.P.	SY	61	$ 15.00	$ 915.00
20	517	BRIDGE RAILING	LF	60	$ 50.00	$ 3,000.00
21	603	12" CONDUIT, TYPE B, 706.02, CLIV	LF	711	$ 55.00	$ 39,105.00
22	603	3" CONDUIT, TYPE E, PVC & COUPLINGS	LF	140	$ 20.00	$ 2,800.00
23	603	15" CONDUIT, TYPE B, 706.02, CLIV	LF	897	$ 60.00	$ 53,820.00
24	603	18" CONDUIT, TYPE B, 706.02, CLIV	LF	136	$ 70.00	$ 9,520.00
25	604	MH-3 MH W/ FLAT SLAB TOP	EA	1	$ 1,500.00	$ 1,500.00
26	604	MODIFY & ADJ. WATER VALVE TO GRADE	EA	1	$ 750.00	$ 750.00
27	604	CATCH BASIN, CB-3	EA	12	$ 1,500.00	$ 18,000.00
28	604	CATCH BASIN, CB-3A	EA	6	$ 1,500.00	$ 9,000.00
29	604	SAN. MANHOLE ADJ. TO GRADE	EA	7	$ 750.00	$ 5,250.00
30	604	STORM MANHOLE ADJ. TO GRADE	EA	9	$ 750.00	$ 6,750.00
31	605	UNCLASIFIED PIPE UNDERDRAIN, as directed by eng.	LF	1,000	$ 20.00	$ 20,000.00
32	605	UNCLASIFIED PIPE EDGEDRAIN, as directed by eng.	LF	1,500	$ 15.00	$ 22,500.00
33	606	GUARDRAIL TYPE 5 MODIFIED	LF	50	$ 15.00	$ 750.00
34	608	CURB RAMPS, TYPE 1	EA	12	$ 600.00	$ 7,200.00
35	609	CONCRETE CURB, TYPE 6	LF	5,717	$ 9.00	$ 51,453.00
36	614	MAINTAINING TRAFFIC	LS	1	$ 15,000.00	$ 15,000.00
37	619	FIELD OFFICE	LS	1	$ 10,000.00	$ 10,000.00
38	623	CONSTRUCTION LAYOUT STAKES	LS	1	$ 10,000.00	$ 10,000.00
39	659	SEEDING AND MULCHING	SY	5,000	$ 4.50	$ 22,500.00
40	SPL	STORM PIPE LINER	LF	218	$ 450.00	$ 98,100.00
41	SPL	UNDERCUTTING	CY	1,900	$ 25.00	$ 47,500.00
42	SPL	RECLAMITE	SY	9,030	$ 0.70	$ 6,321.00
43	SPL	PAVEMENT FABRIC	SY	8,051	$ 1.50	$ 12,076.50
44	SPL	CINCINNATI WATER WORKS	LS	1	$ 40,000.00	$ 40,000.00
45	SPL	SUPPLEMENTAL ITEMS	LS	1	$ 120,000.00	$ 120,000.00
					TOTAL	$ 1,200,000.00

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

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

PROJECT : ROYAL GLENN BRIDGE REPLACEMENT COL-0018
ENG. EST.: $50,675.00

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	57	400.00	$22,800.00
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	6610.00	$6,610.00
			TOTAL			$50,675.00

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 **ROYAL GLENN DRIVE BRIDGE REPLACEMENT COL-0018** 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

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
Bruce McClain, Public Works Director
4160 Springdale Road • Colerain Township, Ohio 45251-1834
(513) 385-7502 • FAX (513) 245-6163 • www.coleraintwp.org

September 1, 2005

STATUS OF FUNDS REPORT

ATTACHMENT E

Project: Royal Glen Drive Reconstruction/Bridge Rehabilitation

This is to certify that the sum of $360,000 is available as the local matching funds in connections with Colerain Townships' application for State Capital Improvement Program (SCIP) Funds for the above mentioned project.

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

COLERAIN TOWNSHIP

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

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

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 16, 2005

STATUS OF FUNDS REPORT

Project: **ROYAL GLENN DRIVE COL-0018**

This is to certify that the sum of $12,000.00 is available as the local matching funds in connection with the application for State Capital Improvement Funds for the above mentioned project.

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

Chief Executive Officer: _____
WILLIAM W. BRAYSHAW, P.E.-P.S.
HAMILTON COUNTY ENGINEER

Chief Financial Officer: _____
DUSTY RHODES
HAMILTON COUNTY AUDITOR

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 16, 2005

Bruce E. McClain
Colerain Township Road Superintendent
4725 Springdale Road
Cincinnati, Ohio 45251-1419

Project: **ROYAL GLEN DRIVE COL-0018**

Dear Bruce:

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 extimated 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 particioate with the one percent (1%) local share.

Sincerely,

William W. Brayshaw

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

WWW/SJM/tab
Attachment

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
Bruce McClain, Public Works Director
4160 Springdale Road • Colerain Township, Ohio 45251-1834
(513) 385-7502 • FAX (513) 245-6163 • www.coleraintwp.org

RESOLUTION No. 32-05

Hamilton *County, Ohio*

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

WHEREAS — Colerain Township has the opportunity to apply in 2005 for SCIP / LTIP funds from the Ohio Public Works Commission for Round 20 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 Bruce E. McClain to apply for the SCIP / LTIP funds for Round 20 and appoints Colerain Township Administrator David L. Foglesong as Chief Executive Officer; Colerain Township Clerk Heather Harlow as Financial Officer, and Colerain Township Public Works Director Bruce E. McClain as Project Manager.

Adopted the 9th *day of* August 20 05

Attest: Heather E. Harlow
Township Clerk

Township Trustees

STATE OF OHIO DEPARTMENT OF TRANSPORTATION

BRIDGE INSPECTION REPORT

BR-86 REV. 02-95

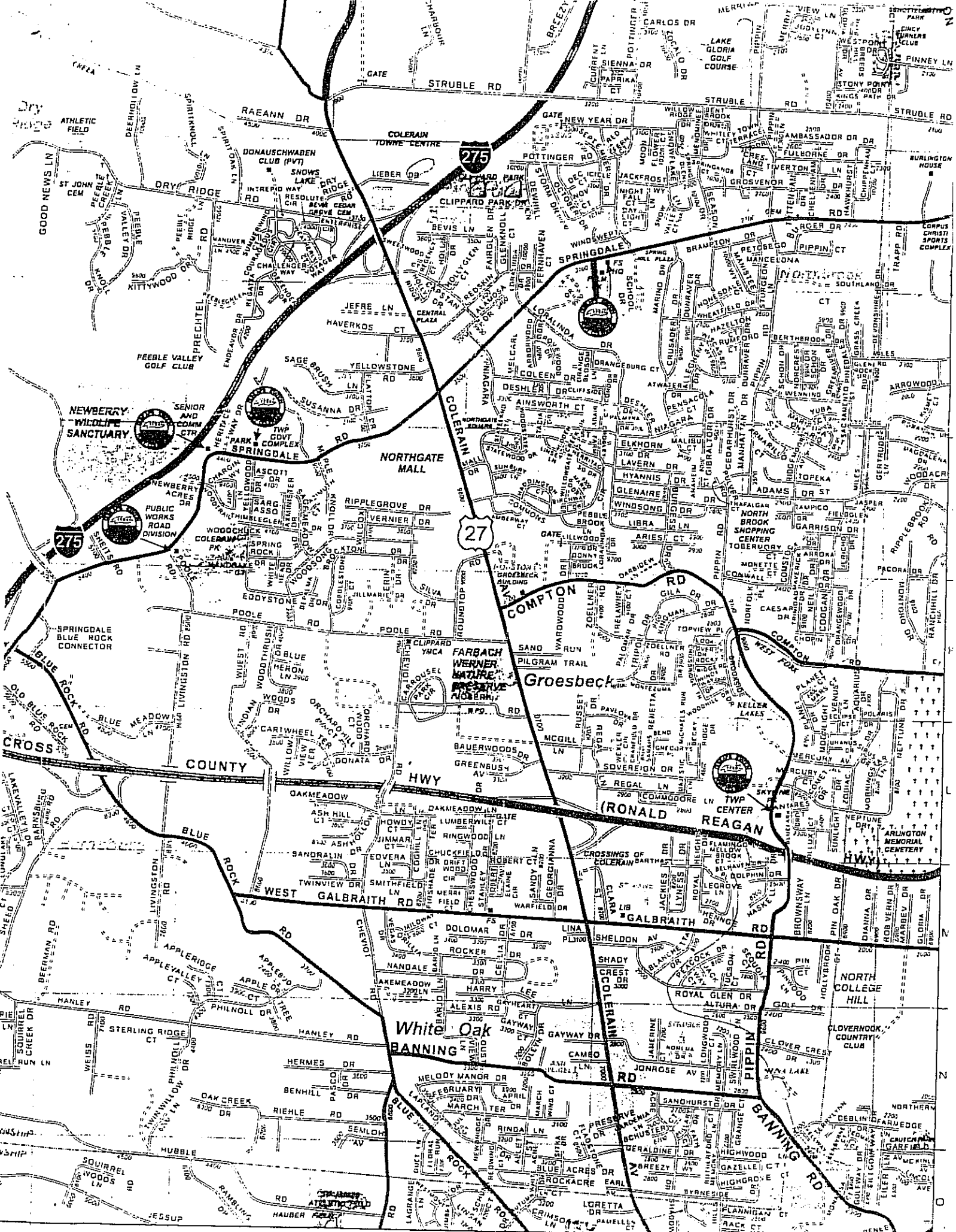
3 1 3 9 3 0 1
1 STRUCTURE FILE NUMBER 7

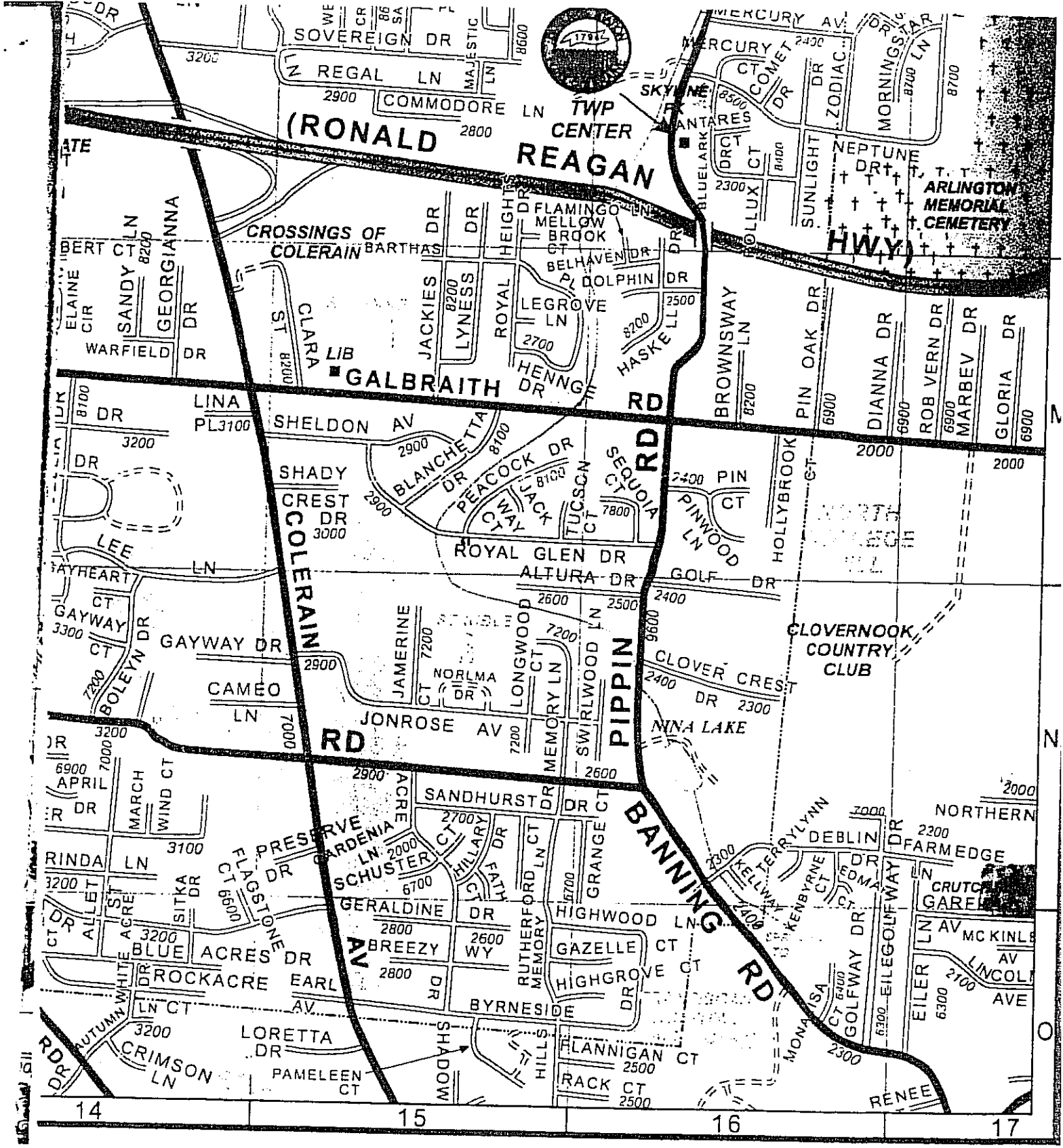
BRIDGE NUMBER HAM (CO) T012B (ROUTE) 0018COL (UNIT)

YEAR BUILT 52

DIST. 08 BRIDGE TYPE CONCR/SLAB/SIMP TYPE SERVICE 1 55 CREEK--COL(ROYAL GLEN DR) HAM

DECK					
1. FLOOR	OUT/OUT = 33.0 1-CONC 8	1	2. WEARING SURFACE	THCK = 2.0 6-ASPHALT 41	1
3. CURBS, SIDEWALKS & WALKWAYS	1-CONC/1-CONC 9	1	4. MEDIAN	W.S. DATE= 00/00/00 42	
5. RAILING	4-CONC POST&STL 10	2	6. DRAINAGE	3-SCPRS DWN SPT 43	2
7. EXPANSION JOINTS	4-POURED 11	2	8. SUMMARY	44	7
SUPERSTRUCTURE					
9. ALIGNMENT	MAX.SPAN=30 12	1	10. BEAMS/GIRDERS/SLAB	spalling of deck C-SLAB 45	4
11. DIAPHRAGMS or CROSSFRAMES	TOT.LGTH=32 13		12. JOISTS/STRINGERS	exposing rebar at SE drain pipe reinforcing severely rusted 46	
13. FLOOR BEAMS	14		14. FLOOR BEAM CONNECTIONS	1993 - 4 bars ~~1996 - 6 bars~~ 47	
15. VERTICALS	15		16. DIAGONALS	1997 - 6 bars ~~1999 - 7 bars~~ 48	
17. END POSTS	16		18. TOP CHORD	2001 - 7 bars 49	
19. LOWER CHORD	17		20. LOWER LATERAL BRACING	NE drain 3 bars exposed 50	
21. TOP LATERAL BRACING	18		22. SWAY BRACING	51	
23. PORTALS	19		24. BEARING DEVICES	N-NONE 52	
25. ARCH	20		26. ARCH COLUMNS or HANGERS	53	
27. SPANDREL WALLS	21		28. PAINT	TYPE: N YEAR= 54	
29. PINS/HANGERS/HINGES	22		30. FATIGUE PRONE CONNECTIONS	55	
31. LIVE LOAD RESPONSE	23	S	32. SUMMARY	56	5
SUBSTRUCTURE					
33. ABUTMENTS	severe efflorescence at west abutment 2-CONC 24	3	34. ABUTMENT SEATS	57	
35. PIERS	N-NONE 25		36. PIER SEATS	58	
37. BACKWALLS	severe efflorescence & cracking in abutment backwalls 26	3	38. WINGWALLS	cracking NW wing wall at top of wall 59	2
39. FENDERS and DOLPHINS	SPANS=1 PIERS=0 27		40. SCOUR	6-SCOUR POSS. 60	1 3
41. SLOPE PROTECTION	28		42. SUMMARY	ABUTMENT: UNKNOWN FOUND DIVE DT= N/A 62	5
CULVERTS					
43. GENERAL	29		44. ALIGNMENT	63	
45. SHAPE	30		46. SEAMS	64	
47. HEADWALLS or ENDWALLS	31		48. SCOUR	65	
49.	32		50. SUMMARY	66	
CHANNEL					
51. ALIGNMENT	33	2	52. PROTECTION	5-STN 67	2
53. WATERWAY ADEQUACY	34	1	54. SUMMARY	68	7
APPROACHES					


STRUBLE RD
RAEANN DR
ATHLETIC FIELD
COLERAIN TOWNE CENTRE
DONAUSCHWABEN CLUB (PVT)
SNOWS LAKE
DRY RIDGE RD
GOOD NEWS LN
ST JOHN CEM
PEEBLE CREEK
PEEBLE VALLEY DR
KITTYWOOD DR
PEEBLE VALLEY GOLF CLUB
PRECHTEL
LIEBER DR
CLIPPARD PARK DR
POTTINGER RD
LAKE GLORIA GOLF COURSE
CARLOS DR
SIENNA DR
PAPRIKA CT
NEW YEAR DR
AMBASSADOR DR
FULBORNE DR
TIVERTON LN
GROSVENOR
JACKFROST
NIGHT FALL CT
DEC ICE CT
OCTOBER CT
BEVIS LN
WINDSWEPT
SPRINGDALE
BRAMPTON DR
PETOBEGO
PIPPIN CT
MANCELONA
NORTHBROOK
SOUTHLAND DR
BURLINGTON HOUSE
CORPUS CHRISTI SPORTS COMPLEX
TRAPP RD
JEFRE LN
HAVERKOS CT
CENTRAL PLAZA
SAGE BRUSH
YELLOWSTONE RD
SUSANNA DR
NEWBERRY WILDLIFE SANCTUARY
SENIOR AND COMM CTR
TWP GOVT COMPLEX
PARK
SPRINGDALE
NORTHGATE MALL
COLERAIN
ORANGEBURG CT
COLEEN DR
DESHLER
AINSWORTH CT
ELKHORN
LAVERN DR
HYANNIS DR
GLENAIRE
WINDSONG
PEBBLE BROOK
LIBRA
ARIES CT
ADAMS ST
TOPEKA
NORTH BROOK SHOPPING CENTER
TOBERVORY
GARRISON DR
ASCOTT DR
NEWBERRY ACRES DR
PUBLIC WORKS ROAD DIVISION
WOODCHUCK COLERAIN PK
SPRING ROCK
RIPPLEGROVE DR
VERNIER DR
EDDYSTONE
POOLE RD
SPRINGDALE BLUE ROCK CONNECTOR
COMPTON RD
WEST FORK
CLIPPARD YMCA
FARBACH WERNER NATURE PRESERVE
Groesbeck
SAND RUN
PILGRAM TRAIL
BLUE HERON LN
WOODS DR
CARTWHEEL TER
DONATA DR
BAUERWOODS DR
GREENBUSH AV
MCGILL LN
SOVEREIGN DR
REGAL LN
COMMODORE LN
TWP CENTER
SKYLINE
ARLINGTON MEMORIAL CEMETERY
KELLER LAKES
CROSS COUNTY HWY
(RONALD REAGAN HWY)
OAKMEADOW LN
ASH HILL CT
HOWDY CT
LUMBERWILL CT
RINGWOOD LN
JIMMAR CT
SANDRALIN DR
EDVERA LN
CHUCKEIE DR
DRIFTWOOD CIR
ROBERT CT
CROSSINGS OF COLERAIN
TWINVIEW DR
SMITHFIELD LN
WEST GALBRAITH RD
GALBRAITH RD
DOLOMAR DR
ROCKER DR
NANDALE
OAKEMEADOW LN
HARRY LEE LN
ALEXIS RD
SHELDON AV
SHADY CREST DR
ROYAL GLEN DR
ALTURA DR
NORTH COLLEGE HILL
CLOVERNOOK COUNTRY CLUB
APPLEVALLEY CT
APPLERIDGE
HANLEY RD
PHILNOLL DR
STERLING RIDGE CT
White Oak
BANNING RD
GAYWAY DR
CAMEO
JONROSE AV
PIPPIN RD
HERMES DR
MELODY MANOR DR
BENHILL DR
OAK CREEK DR
RIEHLE RD
SEMLOH AV
HUBBLE
SQUIRREL WOODS LN
JESSUP
HAUBER RD
BLUE ROCK RD
SANDHURST DR
BLUE ACRES DR
BROCKACRE
LORETTA DR
BYRNESIDE
PLANNIGAN CT
GAZELLE CT
HIGHGROVE
HIGHWOOD
BREEZY
GERALDINE DR
PRESERVE
DEBLIN DR
ARMEDGE
GARFIELD
NORTHRAN
BRUCKNER
COLERAIN
BANNING RD
PIPPIN RD
275
27



ROYAL GLEN DRIVE

PEACOCK DRIVE

Royal Glen Drive COL-0018
MT. HEALTHY
GROESBECK
WYOMING
NORTH COLLEGE
WHITE OAK
FINNEYTOWN
COLLEGE HILL
MONFORT HEIGHTS
MT. AIRY
CARTHAGE
ELMWOOD PLACE
IVORYDALE
WINTON PLACE
BOND HILL
ST. BERNARD
CUMMINSVILLE
CLIFTON
AVONDALE
NORWOOD
WESTWOOD
EVANSTON
WALNUT HILLS
PRICE HILL
SEDAMSVILLE
RIVERSIDE
CINCINNATI

Mitron Systems Volume Count Report

Site Name	Royal Glen Drive @ Bridge 0018
Jurisdiction	Colerain Township
Study Type	Volume (ch1)
Location Code	18
Direction	None
Date	9/7/05
Real Time	10:50
Start Date	9/7/05
Start Time	11:00
Sample Time	00:15
Operator Number	2
Machine Number	35

Wednesday, September 07, 2005

	9/7/05				
HR Begin	HR Total	00-15	15-30	30-45	45-00
11	42	4	15	13	10
12	33	7	7	7	12
13	42	5	8	19	10
14	51	8	13	14	16
15	83	22	20	17	24
16	63	13	15	16	19
17	73	16	18	23	16
18	62	19	14	13	16
19	62	14	23	16	9
20	61	18	14	14	15
21	35	8	8	14	5
22	18	5	6	2	5
23	16	6	5	2	3
00	13	2	1	3	7
01	3	0	0	0	3
02	4	1	0	0	3
03	2	1	0	1	0
04	6	0	2	3	1
05	12	1	2	5	4
06	24	4	2	6	12
07	49	10	14	18	7
08	43	19	7	6	11
09	24	5	7	9	3
10	27	6	7	7	7
	848	Total			

AM Peak Hour Start	07:15
AM Peak Hour Total	58
AM Peak Hour Factor	76.32 %
PM Peak Hour Start	15:00
PM Peak Hour Total	83
PM Peak Hour Factor	86.46 %

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

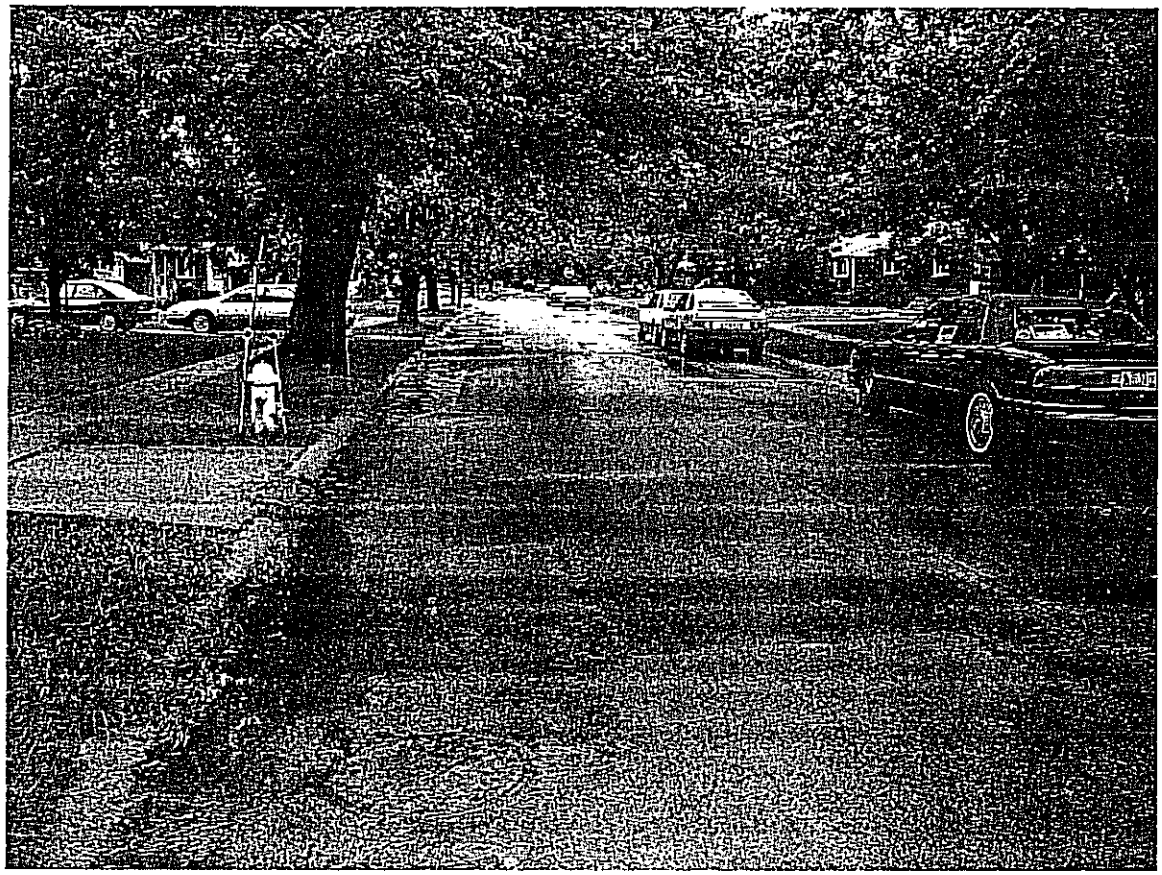
CERTIFICATION OF TRAFFIC COUNT

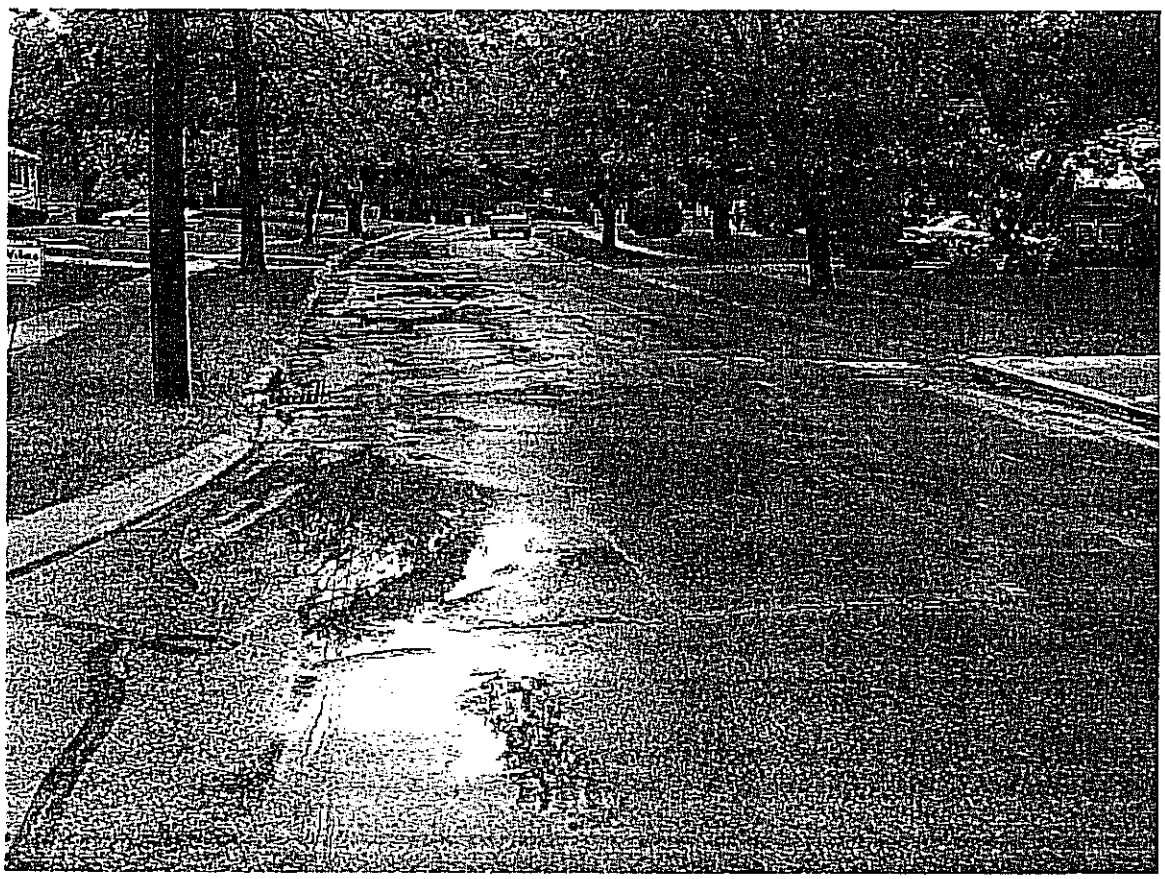
As required by the District 2 Integrating Committee, I hereby certify that the traffic counts herein attached to the **Royal Glen Drive COL-0018** project application are a true and accurate count done by the Hamilton County Engineer's Office, Traffic Division.

William W. Brayshaw

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

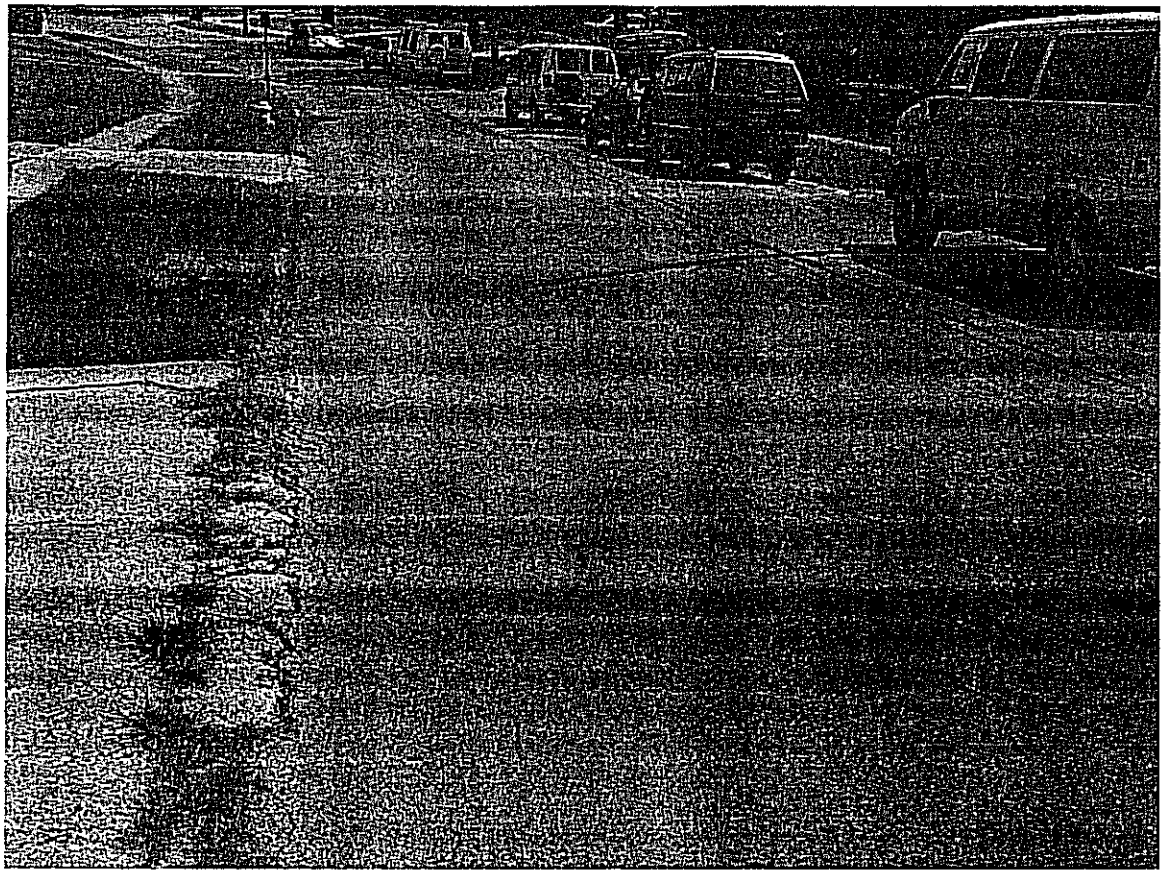
ROYAL GLEN DRIVE

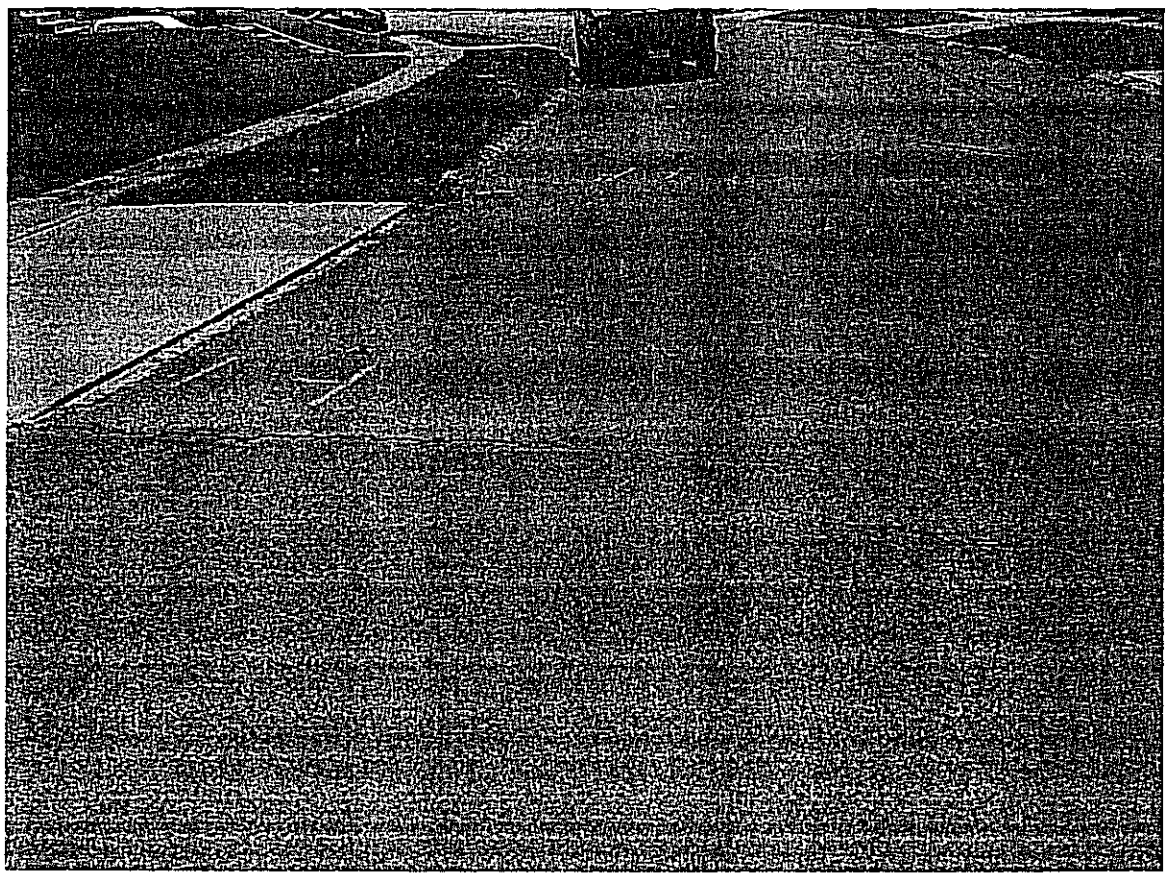




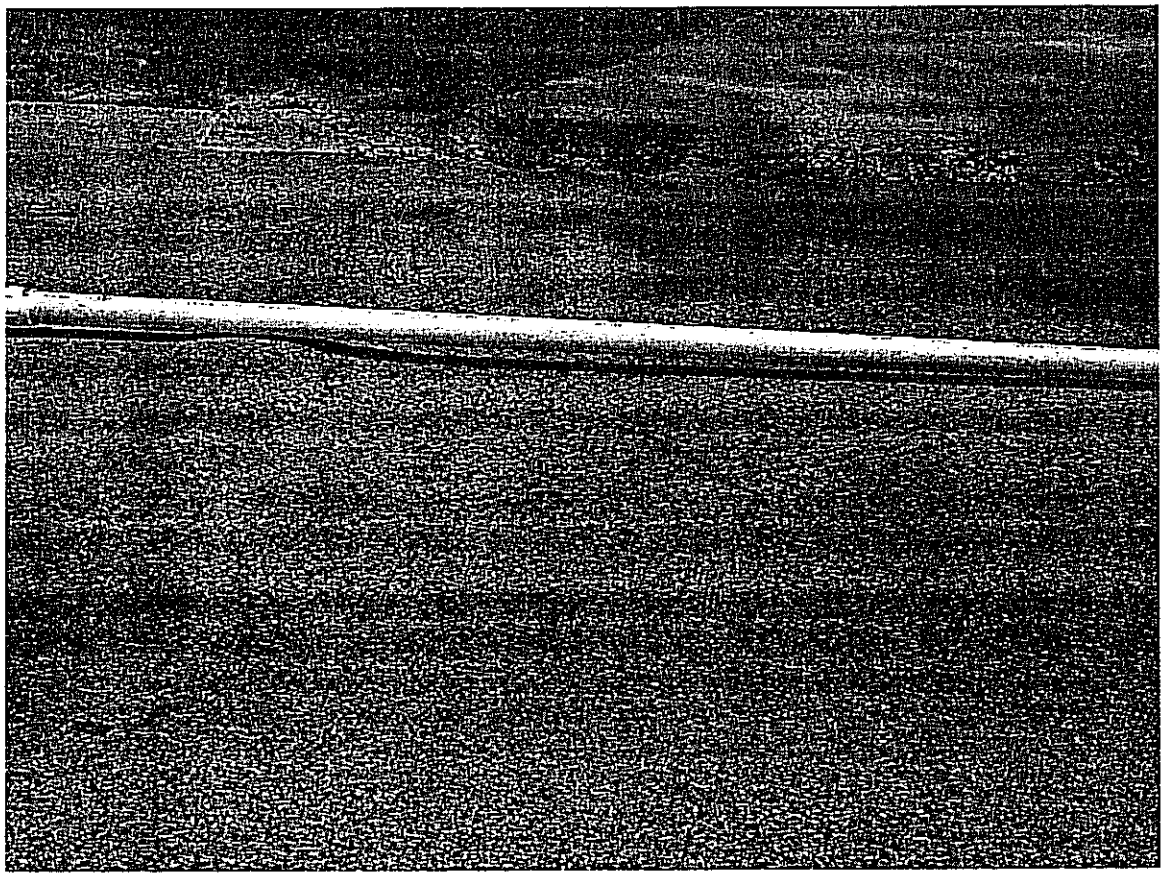
ROYAL GLEN DRIVE

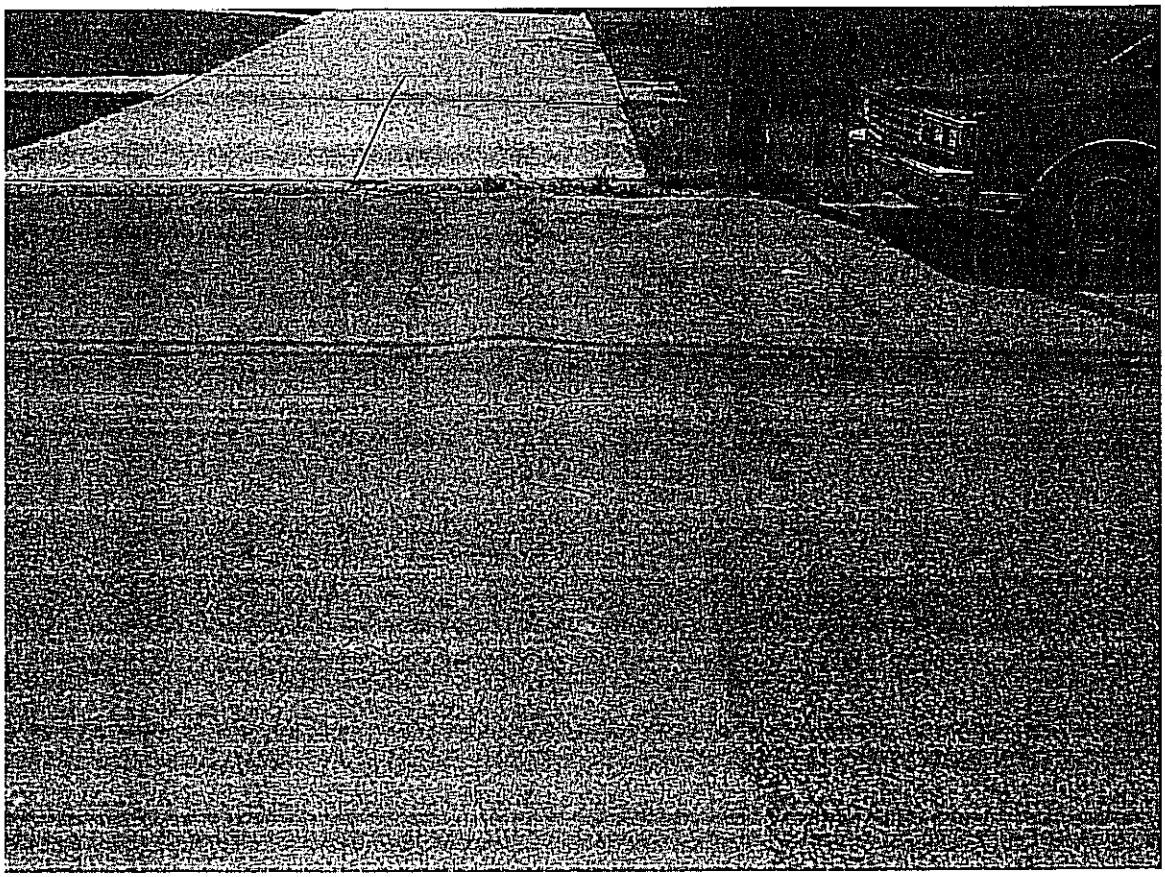
ROYAL GLEN DRIVE



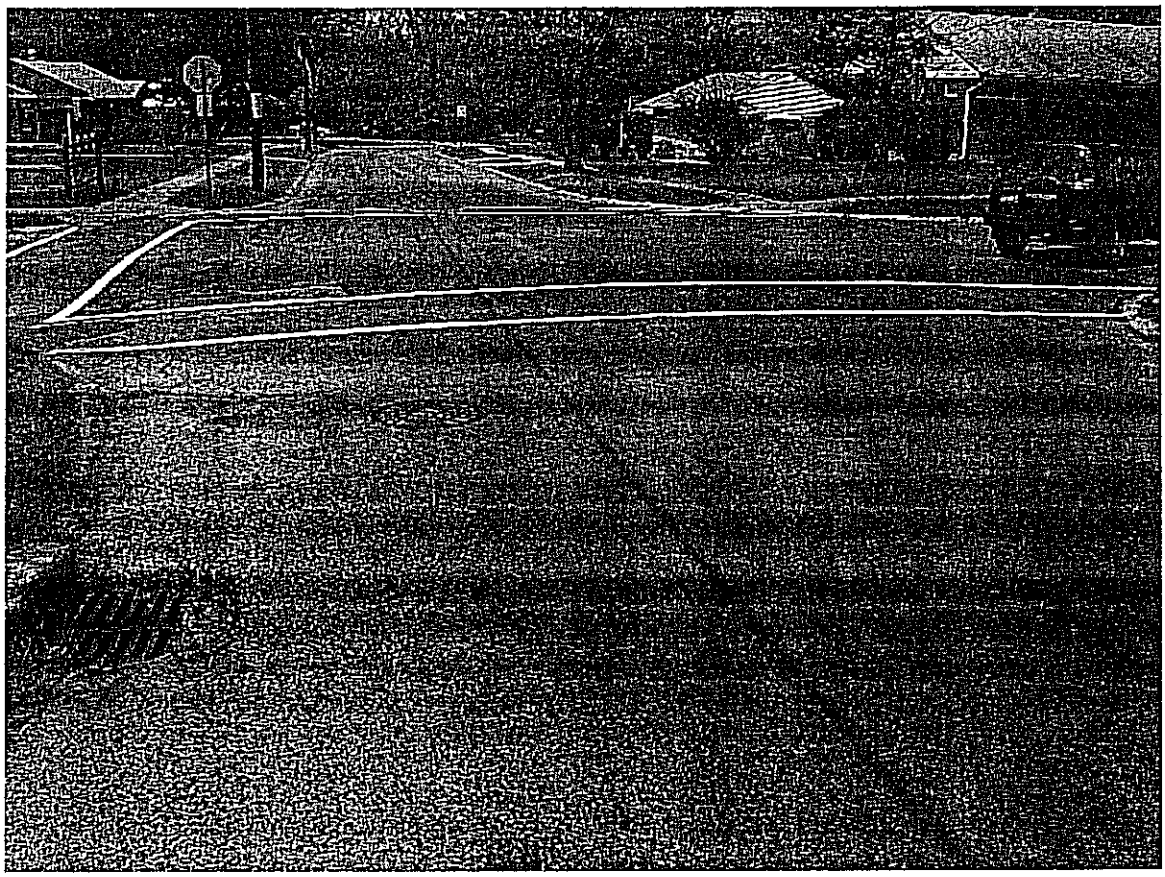


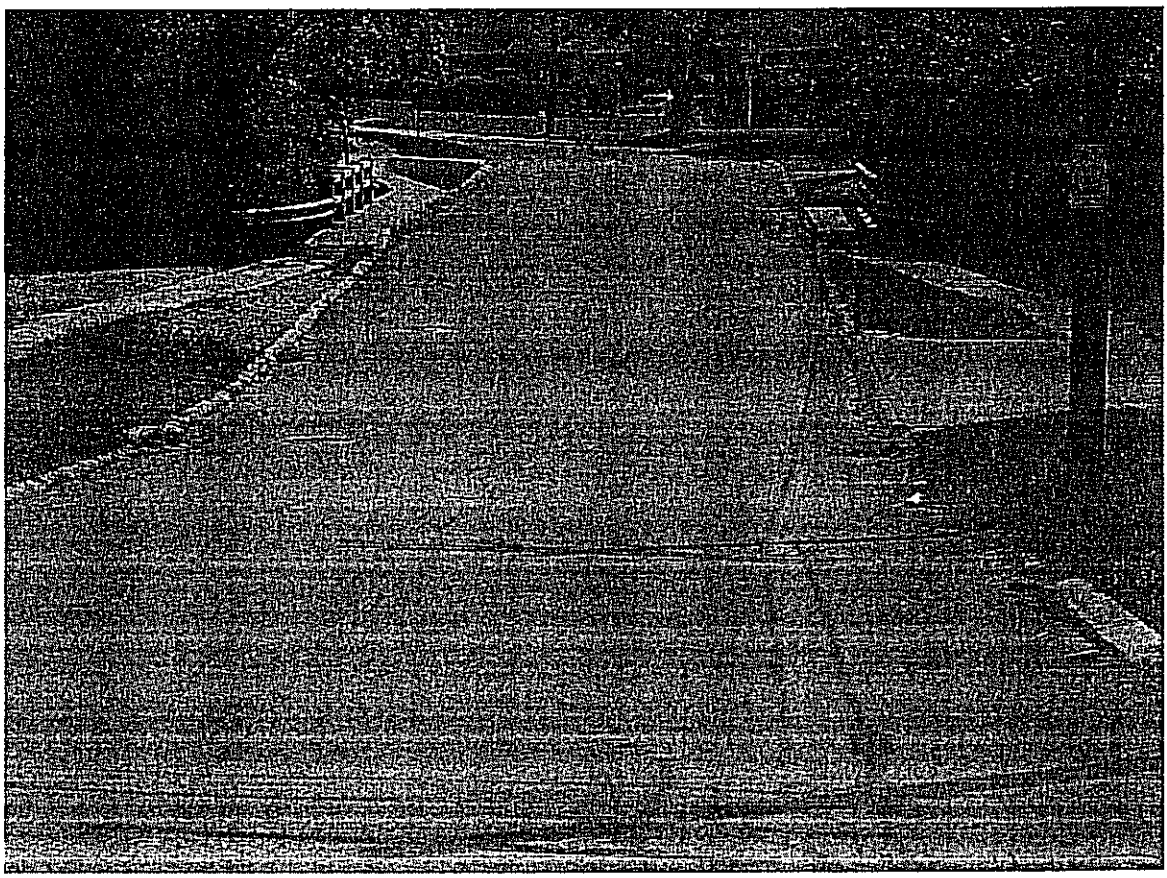
ROYAL GLEN DRIVE



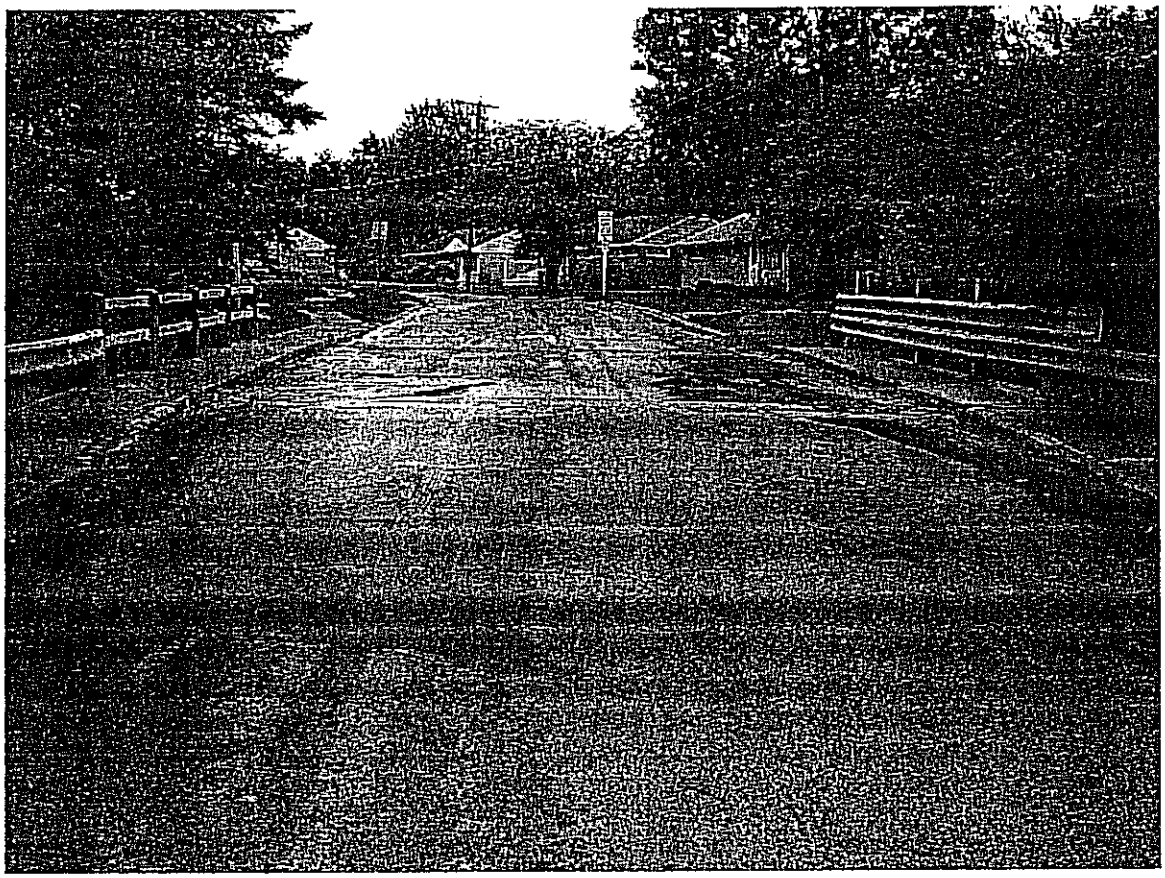


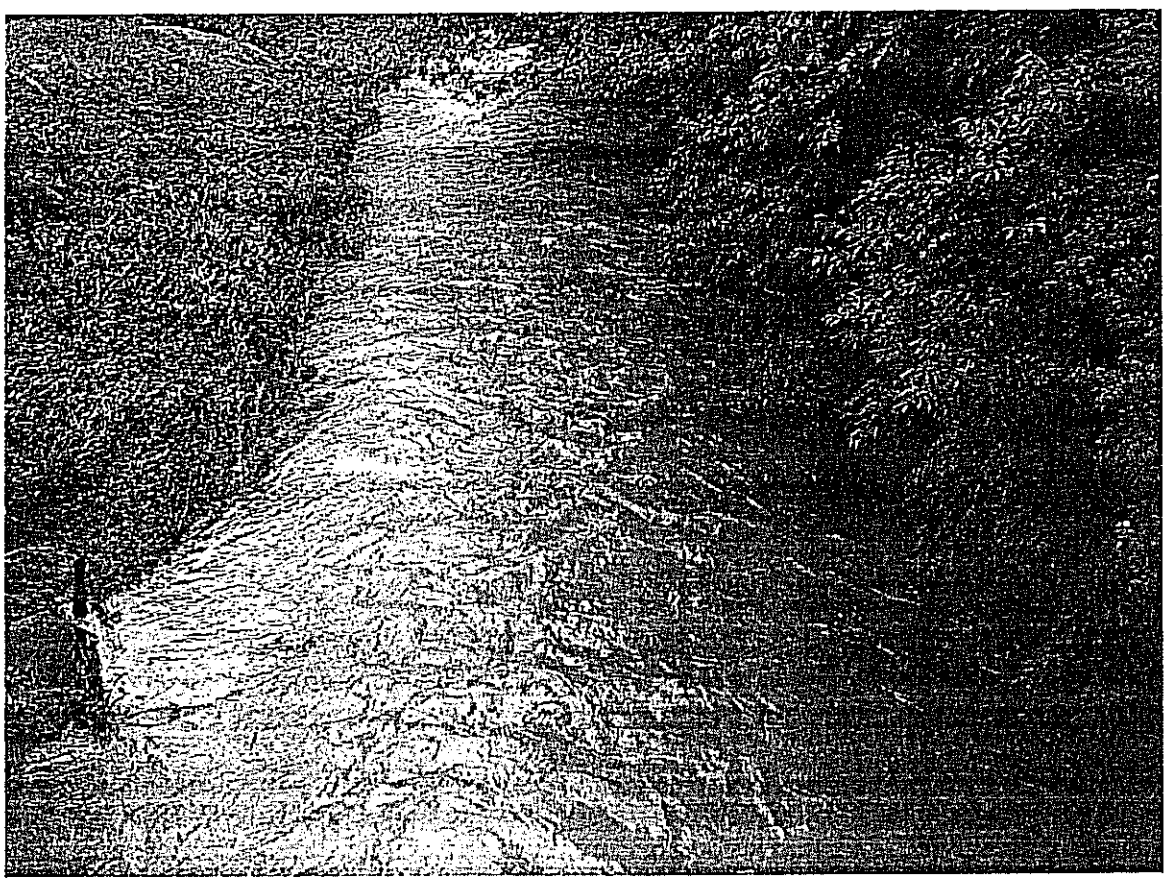
ROYAL GLEN DRIVE



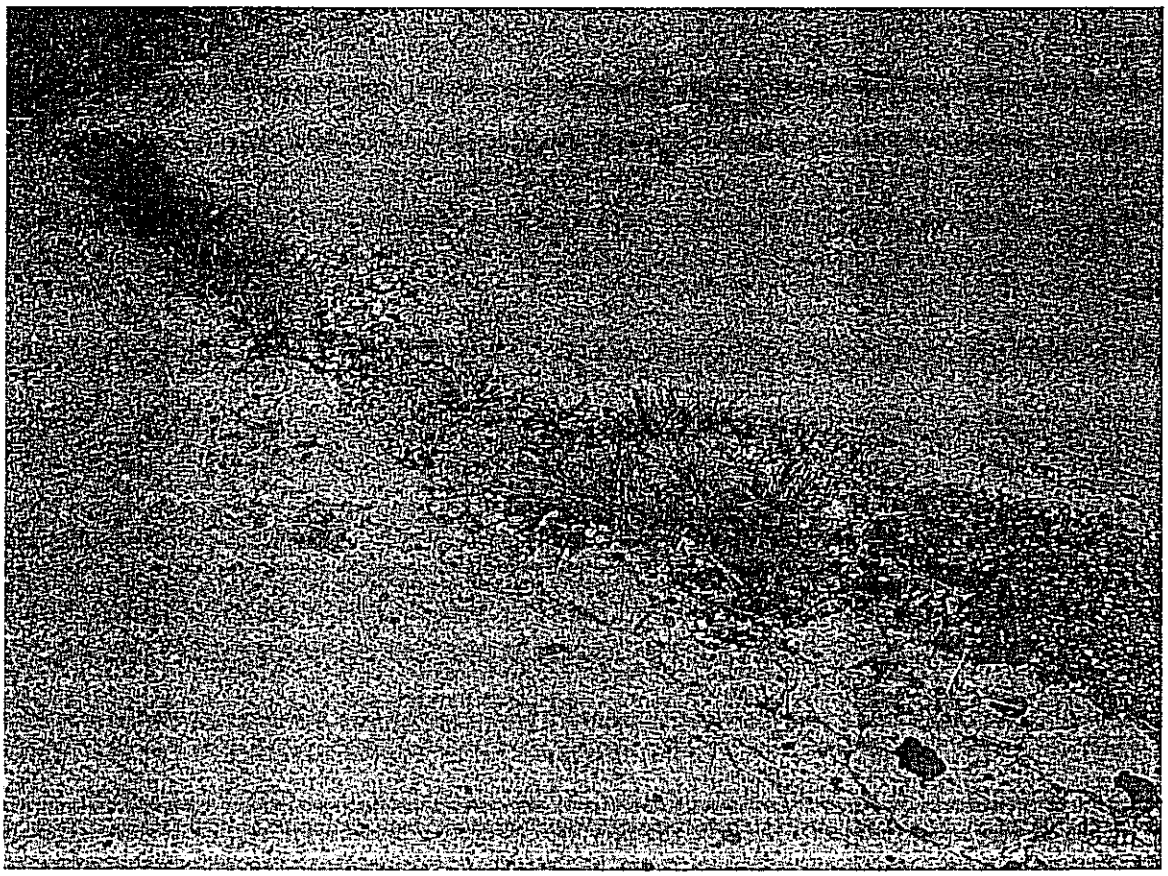


ROYAL GLEN DRIVE

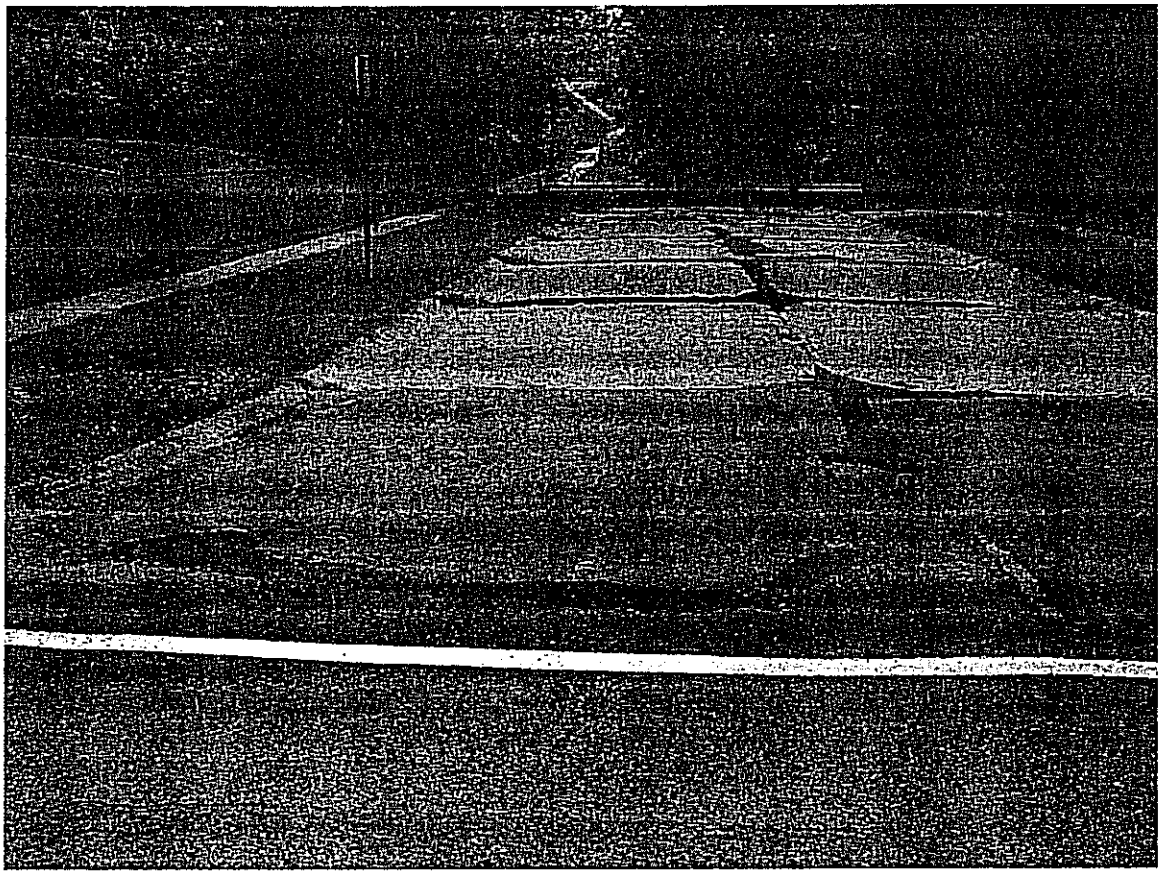


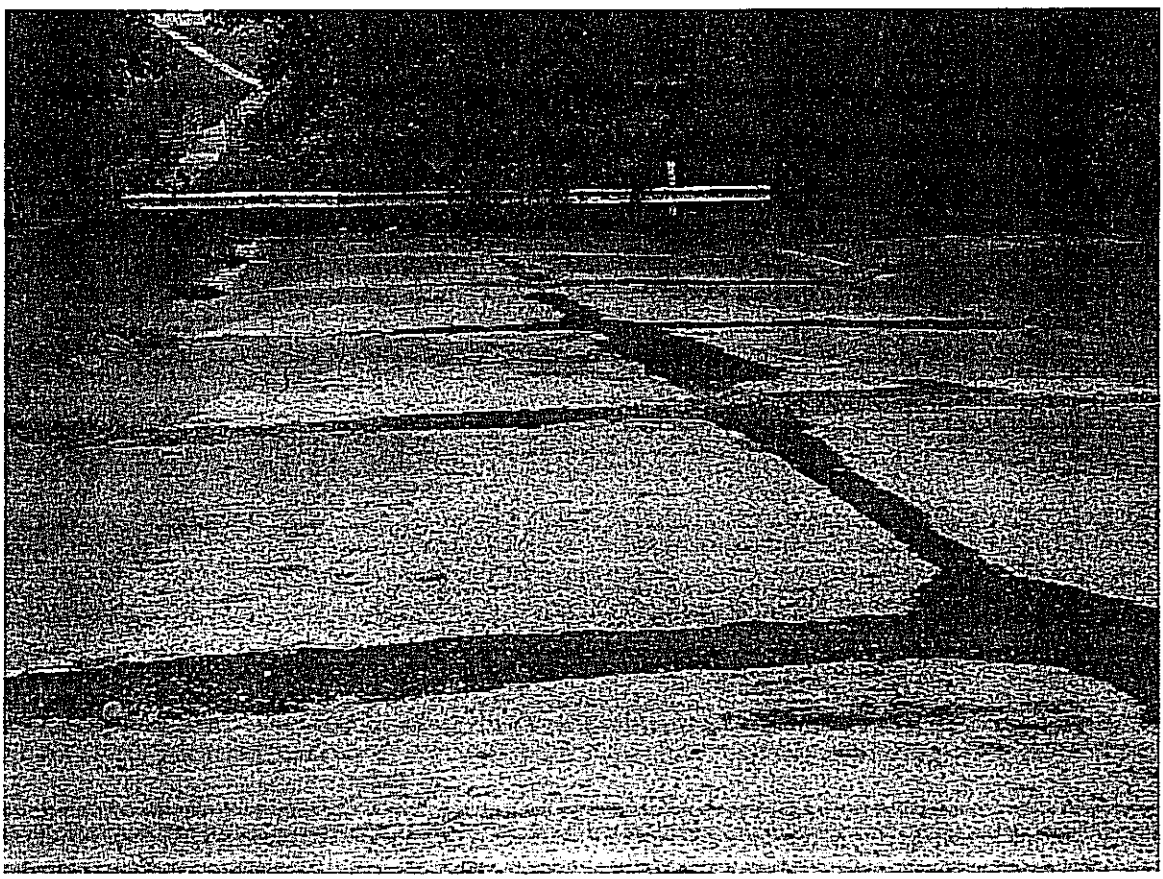


PEACOCK DRIVE



PEACOCK DRIVE





ROYAL GLEN DRIVE COL-0018

1.) Looking west.
2.) Water main mounted to north side.
3.) Looking northwest.
4.) Closeup of delaminated area, rusting resteel at scuppers.

ADDITIONAL SUPPORT INFORMATION

For Program Year 2006 (July 1, 2006 through June 30, 2007), 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 Royal Glen Drive Reconstruction and Bridge Rehabilitation

Priority 2 Clara Avenue Reconstruction

Priority 3 Schuster Court Recontruction

Priority 4 _____

Priority 5 _____

5) To what extent will the user fee funded agency be participating in the funding of the project?

(example: rates for water or sewer, frontage assessments, etc.).

_____

_____

_____

_____

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).

The project will not impact business development

_____

_____

_____

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 Royal Glen Drive Reconstruction and Bridge Rehabilitation project does have regional impact. This projects regional significance being replaced reflects a **Minor Impact** being a minor collector road. Royal Glen Drive serves as a main circulation street within a large residential neighborhood of a couple hundred residences. This is a through street used as a cut through from the state road Colerain Avenue through and to county roads Galbraith Road and Pippin Road and vice versa. There are also several apartment multi plexes and individual multi family buildings. Besides the traffic for the residents, persons use this route to avoid traffic congestion at the intersection of Colerain and Galbraith and Galbraith and Pippin.

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 1,825 X 1.20 = 2,190 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 _____

SCIP/LTIP PROGRAM
ROUND 20 - PROGRAM YEAR 2006
PROJECT SELECTION CRITERIA
JULY 1, 2006 TO JUNE 30, 2007

NAME OF APPLICANT: COLERAIN TWP

NAME OF PROJECT: ROYAL GLEN

RATING TEAM: 4

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.

CIRCLE THE APPROPRIATE RATING

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

25 - Failed	.75 ROAD	23	Appeal Score
(23) - Critical	.20 DRAINAGE	20	
20 - Very Poor	.05 BRIDGE	15	_____
17 - Poor			
15 - Moderately Poor	AVG 23		
10 - Moderately Fair			
5 - Fair Condition			
0 - Good or Better			

Criterion 1 - Condition

Condition of the particular infrastructure to be repaired, reconstructed or replaced shall be a measure of the degree of reduction in condition from its original state. Capacity, serviceability, safety and health shall not be considered in this criterion. Any documentation the Applicant wishes to be considered must be included in the application package.

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 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 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.**

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

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.**

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

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? **In all cases, quantified 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.

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

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.

5) To what extent will a user fee funded agency be participating in the funding of the project?

10 – Less than 10%
9 – 10% to 19.99%
8 – 20% to 29.99%
7 – 30% to 39.99%
6 – 40% to 49.99%
5 – 50% to 59.99%
4 – 60% to 69.99%
3 – 70% to 79.99%
2 – 80% to 89.99%
1 – 90% to 95%
0 – Above 95%

Appeal Score

_____

Criterion 5 – User Fee-funded Agency Participation
To what extent will a user fee funded agency be participating in the funding of the project? (Example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

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

_____

Criterion 6 – Economic Growth
Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Secure new employment: The project as designed will secure development/employers, which will immediately add new permanent employees to the jurisdiction. The applying agency must submit details.

Permit more development: The project as designed will permit additional business development/employment. 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.

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%

List total percentage of "Local" funds 30 %

Criterion 7 – Matching Funds – Local

The percentage of matching funds which come directly from the budget of the applying agency. Ten points shall be awarded if a loan request is at least 50% of the total project cost. (If the applying agency is not a user fee funded agency, any funds to be provided by a user fee generating agency will be considered "Matching Funds – Other")

8) Matching Funds – OTHER

List total percentage of "Other" funds ___1___%

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%

List below each funding source and percentage

Ham Co Engr.	1 %
	%
	%
	%
	%

Criterion 8 – Matching Funds - Other
The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7. A letter from the outside funding agency stating their financial participation in the project and the amount of funding is required to receive points. For MRF, a copy of the current application form filed with the Hamilton County Engineer's Office meets the requirement.

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

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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	1.50
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.

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

5 - Will be under contract by December 31, 2006 and no delinquent projects in Rounds 17 & 18
3 - Will be under contract by March 31, 2007 and/or one delinquent project in Rounds 17 & 18
0 - Will not be under contract by March 31, 2007 and/or more than one delinquent project in Rounds 17 & 18

Criterion 10 – Readiness to Proceed
The Support Staff will assign points based on engineering experience and status of design plans. 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 will receive zero (0) points under this round and the following round, unless a variance is approved by the Integrating Committee.

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

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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 township 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.

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

10 Points
8 Points
6 Points
4 Points
2 Points

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.

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

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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.

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

Appeal Score

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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.

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

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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.