SCIP CONTINGENCY #1
GRANT

APPLICATION FOR FINANCIAL ASSISTANCE
Revised 4/99

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

SUBDIVISION: Village of Evendale **CODE#** 061-25802

DISTRICT NUMBER: 2 **COUNTY:** Hamilton **DATE** 09 / 18 / 2008

CONTACT: Mr. James Jeffers, Village Engineer **PHONE #** (513) 543 - 5183

(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 (866) 781-6072 **E-MAIL** jjeffers@pegroupllc.com

PROJECT NAME: GLENDALE MILFORD ROAD IMPROVEMENTS

SUBDIVISION TYPE
(Check Only 1)
__1. County
__2. City
__3. Township
_x_4. Village
__5. Water/Sanitary District (Section 6119 O.R.C.)

FUNDING TYPE REQUESTED
(Check All Requested & Enter Amount)
_x_1. Grant $ 560,000.00
__2. Loan $_____
__3. Loan Assistance $_____

PROJECT TYPE
(Check Largest Component)
_x_1. Road
__2. Bridge/Culvert
__3. Water Supply
__4. Wastewater
__5. Solid Waste
__6. Stormwater

TOTAL PROJECT COST: $ ~~1,011,570.00~~ 1,142,295 **FUNDING REQUESTED:** $ ~~505,785.00~~ 560,000

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT: $ 560,000 **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

OFFICE OF NEW BURLINGTON
COUNTY ENGINEER
2008 SEP 19 PM 3:52

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:		$ 0.00	
	Preliminary Design	$ 0. 00		
	Final Design	$ 0. 00		
	Bidding	$ 0. 00		
	Construction Phase	$ 0. 00		
	Additional Engineering Services *Identify services and costs below.		$ 0.00	
b.)	Acquisition Expenses: Land and/or Right-of-Way		$ 0.00	
c.)	Construction Costs:		$ 1,038,450.00	
d.)	Equipment Purchased Directly:		$ 0.00	
e.)	Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)		$ 0.00	
f.)	Construction Contingencies:		$ 103,845.00	
g.)	TOTAL ESTIMATED COSTS:		$ 1,142,295.00	

*List Additional Engineering Services here:

Service: Cost:

N/A

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

		DOLLARS	%
a.)	Local In-Kind Contributions	$ 0.00	
b.)	Local Revenues	$ 582,295.00	51%
c.)	Other Public Revenues	$ 0.00	
	ODOT	$ 0.00	
	Rural Development	$ 0.00	
	OEPA	$ 0.00	
	OWDA	$ 0.00	
	CDBG	$ 0.00	
	OTHER _____	$ 0.00	
	SUBTOTAL LOCAL RESOURCES:	$ 582,295.00	
d.)	OPWC Funds		
	1. Grant	$ 560,000.00	49%
	2. Loan	$ 0.00	
	3. Loan Assistance	$ 0.00	
	SUBTOTAL OPWC RESOURCES:	$ 560,000.00	
e.)	TOTAL FINANCIAL RESOURCES:	$ 1,142,295.00	100%

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ Sale Date:

STATUS: (Check one)

Traditional

Local Planning Agency (LPA)

State Infrastructure Bank

2.0 PROJECT INFORMATION

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

2.1 PROJECT NAME: _Glendale Milford Road Improvements

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

A: SPECIFIC LOCATION:

The Glendale Milford Road (formally State Route 126) project limits shall be begin at the intersection of Cunningham Drive just west of Reading Road(State Route 42) and continue to the west to just beyond the North on-ramp for Interstate 75 including approximately 3,500 lineal feet of roadway.

PROJECT ZIP CODE: __45241_____

B: PROJECT COMPONENTS:

Improvements would include; 1) repairs of the pavement surface and concrete base; 2) repairs/replacement of the concrete median islands; 3) repairs and replacement of catch basins and storm sewer system 3) repairs to the three bridge decks, abutments and parapet walls; 4) replacement of the guardrail; and 5) repainting of the structural steel of Bridge No. 00GMR-1358.

This project shall be a continuation project to complete the western section of Glendale Milford through the Village. Currently, the intersection of Glendale Milford and Reading Road is being rehabiliatated through a safety studies grant from the Ohio Department of Transportation

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

Length of project = 3,500 l.f.
Width of project (varies) = 60 to 84 feet
Number of lanes (varies) = 4 lanes to 6 lanes

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT 28,925 Year: 2008 Projected ADT: 33,954 Year: 2028

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

Stormwater: Number of households served:

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: __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 $_____.00

TOTAL PORTION OF PROJECT NEW/EXPANSION $_____.00

4.0 PROJECT SCHEDULE: *

		BEGIN DATE	END DATE
4.1	Engineering/Design:	01 /02 /2009	05 /30 /2009
4.2	Bid Advertisement and Award:	06 /11 /2009	07 /09 /2009
4.3	Construction:	07 /20 /2009	05 /31 /2010
4.4	Right-of-Way/Land Acquisition:	/ /	/ /

* 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: Don Apking
TITLE: Mayor
STREET: 10500 Reading Road
CITY/ZIP: Evendale, Ohio 45241
PHONE: (513) 563-2244 -
FAX: (513) 563-4636 -
E-MAIL: don.apking@evendaleohio.org

5.2 CHIEF FINANCIAL OFFICER: George Snyder
TITLE: Chief Fiscal Officer
STREET: 10500 Reading Road
CITY/ZIP: Evendale, Ohio 45241
PHONE: (513) 563-2244 -
FAX: (513) 563-4636 -
E-MAIL: george.snyder@evendaleohio.org

5.3 PROJECT MANAGER: James Jeffers
Professional Engineering Group, LLC
TITLE: Village Engineer
STREET: 1246 Old State Route 74, Suite D
CITY/ZIP: Batavia, Ohio 45103
PHONE: (513) 543-5183 -
FAX: (866) 781-6072 -
E-MAIL: Ljeffers@pegroupllc.com

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [ ] below that each item listed is attached.

[✓] **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.**

[✓] **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.**

[✓] **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.**

[ ] **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)**

[✓] **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.

Don Apking, Mayor

Certifying Representative (Type or Print Name and Title)

Don Apking 9-19-2008

Signature/Date Signed

Professional Engineering Group, LLC

• Civil/Structural Engineering • Surveying • Planning • Construction Management

September 18, 2008

Mr. William W. Brayshaw, Chairman
District 2 Integrating Committee
700 County Administration Building
138 East Court Street
Cincinnati, Ohio 45202-1258

Re: SCIP Application
Village of Evendale
Glendale Milford Road Improvements

Mr. Brayshaw:

I hereby certify that the following Engineer's Estimate (attached) for the Glendale Milford Road Improvements, Village of Evendale has been determined in accordance with generally accepted construction cost and practices within the State of Ohio taking into account the specific climate and other environmental conditions of the infrastructure's site including prevailing wage requirements and other state/local requirements. I also hereby certify that this estimate reflects the design to assure a useful life expectancy of 20 years.

Sincerely,

James R. Jeffers, P.E.
Project Manager
Village Engineer

STATE OF OHIO
JAMES R. JEFFERS
E-61767
REGISTERED
PROFESSIONAL ENGINEER

Attachment: (Estimate)

1246 Old State Route 74, Suite D, Batavia, OH 45103 Phone & Fax: 1-866-781-6072

ENGINEER'S ESTIMATE
FOR
VILLAGE OF EVENDALE
GLENDALE MILFORD ROAD

SEPTEMBER 2008

ITEM No.	SPEC No.	DESCRIPTION	UNIT	QUANT.	UNIT PRICE BID LABOR	MATERIAL	COMBINED	ESTIMATED COST
1	201	CLEARING AND GRUBBING	L.S.	1			5,000.00	5,000.00
2	202	CONCRETE MEDIAN ISLAND REMOVED	S.Y.	1,000			10.00	10,000.00
3	202	PIPE REMOVED	L.F.	700			10.00	7,000.00
4	202	REMOVE CATCH BASIN, TYPE 3	EA.	7			300.00	2,100.00
5	202	REMOVE CATCH BASIN, TYPE 3A	EA.	6			300.00	1,800.00
6	202	CURB & GUTTER REMOVED	L.F.	600			5.00	3,000.00
7	203	EXCAVATION - BASE REPAIR	C.Y.	200			35.00	7,000.00
8	254	PAVEMENT PLANING	S.Y.	33,500			1.50	50,250.00
9	255	CONCRETE JOINT REPAIR	S.Y.	2,000			25.00	50,000.00
10	301	6" BITUMINOUS AGGREGATE BASE BASE REPAIR	C.Y.	200			125.00	25,000.00
11	301	TRAFFIC LOOP	EA.	9			1,000.00	9,000.00
12	304	AGGREGATE BASE - BASE REPAIR	C.Y.	15			50.00	750.00
13	446	ASPHALT CONCRETE, INTERMEDIATE	C.Y.	950			120.00	114,000.00
14	446	ASPHALT CONCRETE, 1H- SURFACE	C.Y.	1,425			120.00	171,000.00
15	452	CONCRETE MEDIAN ISLAND	S.Y.	1,000			35.00	35,000.00

PROFESSIONAL ENGINEERING GROUP
1246 OLD STATE ROUTE 74, SUITE D
BATAVIA, OHIO 45103

TOTAL THIS SHEET $490,900.00

STATE OF OHIO JAMES JEFFERS E-61767 REGISTERED PROFESSIONAL ENGINEER

ENGINEER'S ESTIMATE
FOR
VILLAGE OF EVENDALE
GLENDALE MILFORD ROAD

SEPTEMBER 2008

ITEM No.	SPEC No.	DESCRIPTION	UNIT	QUANT.	UNIT PRICE BID LABOR	MATERIAL	COMBINED	ESTIMATED COST
16	603	12" CONDUIT, TYPE B	L.F.	700			50.00	35,000.00
17	603	CATCH BASIN, TYPE 3	EA.	7			1,300.00	9,100.00
18	603	CATCH BASIN, TYPE 3A	EA.	6			1,300.00	7,800.00
19	604	WATER VALVE CHAMBER / MANHOLE ADJUST TO GRADE	EA.	18			200.00	3,600.00
20	SPEC	SAMI SEAL MEMBRANE	S.Y.	43,000			2.00	86,000.00
21	609	CURB AND GUTTER, STD. TYPE 3	L.F.	600			11.00	6,600.00
22	614	MAINTAINING TRAFFIC	L.S.	1			20,000.00	20,000.00
23	606	REMOVE AND REPLACE TYPE 5 GUARDRAIL	L.F.	9,000			14.00	126,000.00
24	606	ANCHOR ASSEMBLY, TYPE A	EACH	12			1,500.00	18,000.00
25	606	ANCHOR ASSEMBLY, TYPE B	EACH	4			1,000.00	4,000.00
26	606	ANCHOR ASSEMBLY, TYPE T	EACH	8			250.00	2,000.00
27	606	BRIDGE TERMINAL ASSEMBLY, TYPE 2	EACH	16			500.00	8,000.00
28	617	PREP SHOULDERS	L.F.	12,000			0.20	2,400.00
29	617	COMPACTED AGGREGATE	TN	400			30.00	12,000.00
30	408	PRIME COAT	GAL	1,000			1.00	1,000.00

PROFESSIONAL ENGINEERING GROUP
1246 OLD STATE ROUTE 74, SUITE D
BATAVIA, OHIO 45103

TOTAL THIS SHEET $341,500.00

STATE OF OHIO
JAMES
E-61767
REGISTERED
PROFESSIONAL ENGINEER

ENGINEER'S ESTIMATE
FOR
VILLAGE OF EVENDALE
GLENDALE MILFORD ROAD

SEPTEMBER 2008

ITEM No.	SPEC No.	DESCRIPTION	UNIT	QUANT.	UNIT PRICE BID LABOR	MATERIAL	COMBINED	ESTIMATED COST
31	409	SEAL COAT	GAL	1,000			1.00	1,000.00
32	409	COVER AGGREGATE	TN	180			30.00	5,400.00
		BRIDGE PAINTING						
1	614	MAINTAINING TRAFFIC - RAILROAD	L.S.	1			30,000.00	30,000.00
2	815	SURFACE PREPERATION OF EXISTING STRUCTURAL STEEL	L.S.	1			25,000.00	25,000.00
3	815	FIELD PAINTING EXISTING STRUCTURAL STEEL PRIME COAT	L.S.	1			40,000.00	40,000.00
4	815	FIELD PAINTING EXISTING STRUCTURAL STEEL INTERMEDIATE COAT	L.S.	1			40,000.00	40,000.00
5	815	FIELD PAINTING EXISTING STRUCTURAL STEEL FINISH COAT	L.S.	1			40,000.00	40,000.00

TOTAL THIS SHEET $181,400.00

STATE OF OHIO
JAMES B. JEFFERS
61767
REGISTERED
PROFESSIONAL ENGINEER

PROFESSIONAL ENGINEERING GROUP
1246 OLD STATE ROUTE 74, SUITE D
BATAVIA, OHIO 45103

ENGINEER'S ESTIMATE
FOR
VILLAGE OF EVENDALE
GLENDALE MILFORD ROAD

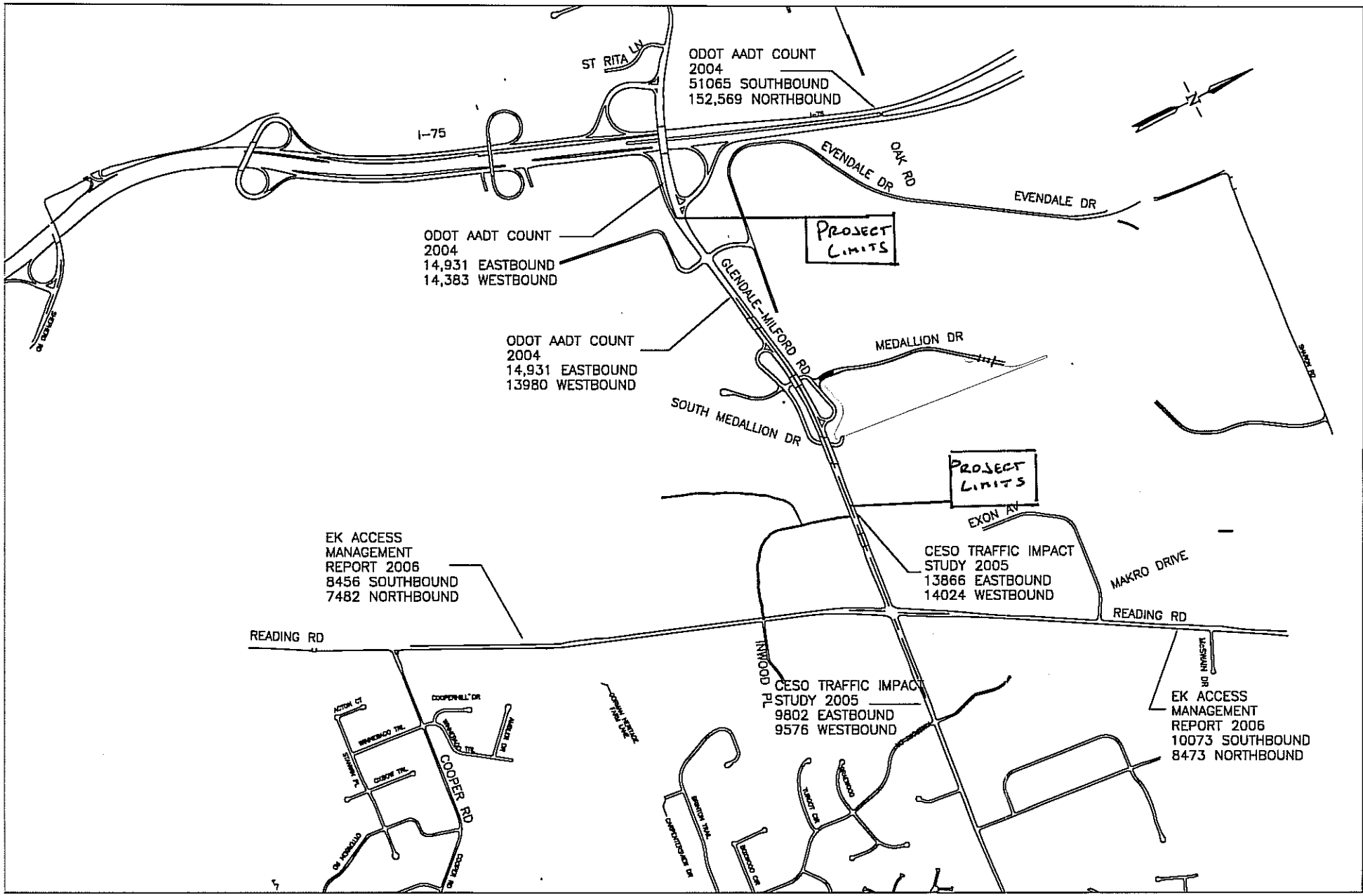
SEPTEMBER 2008

ITEM No.	SPEC No.	DESCRIPTION	UNIT	QUANT.	UNIT PRICE BID LABOR	UNIT PRICE BID MATERIAL	UNIT PRICE BID COMBINED	ESTIMATED COST
S-1	642	4" YELLOW DOUBLE CENTERLINE	L.F.	2,000			0.10	200.00
S-2	642	4" YELLOW SINGLE CENTERLINE	L.F.	20,000			0.10	2,000.00
S-3	642	4" WHITE EDGE LINE	L.F.	24,000			0.10	2,400.00
S-4	642	4" WHITE LANE LINE	L.F.	24,000			0.10	2,400.00
S-5	642	4" WHITE CHANNEL LINE	L.F.	1,000			0.10	100.00
S-6	642	12" YELLOW TRANSVERSE LINES	L.F.	1,000			1.30	1,300.00
S-7	642	DIRECTIONAL ARROWS	EA.	15			50.00	750.00
S-8	642	"ONLY"	EA.	10			50.00	500.00
S-9	642	RAISED PAVEMENT MARKERS	EA.	600			25.00	15,000.00

STATE OF OHIO
JAMES
JEFFERS
E-61767
REGISTERED
PROFESSIONAL ENGINEER

PROFESSIONAL ENGINEERING GROUP
1246 OLD STATE ROUTE 74, SUITE D
BATAVIA, OHIO 45103

TOTAL THIS SHEET	$24,650.00
TOTAL CONSTRUCTION COST	$1,038,450.00
CONTINGENCY	$103,845.00
TOTAL	$1,142,295.00



VICINITY MAP

EVENDALE COMMONS

TRAFFIC COUNTS

VILLAGE OF EVENDALE, OHIO

Horizontal Scale in Feet

Professional Engineering Group, LLC
• Civil/Site Engineering • Structural Engineering
• Planning • Construction Management
1246 Old State Route 74, Suite D, Batavia, OH 45103
Phone: (513) 987-1181 Fax: (513) 987-1183 www.pegroupllc.com

Job Number
07001.02

Revisions

Date Issued
5-30-2007

1
1

THE VILLAGE OF EVENDALE

10500 Reading Road · Evendale, Ohio 45241-2574

DON J. APKING
Mayor

TELEPHONE:
513/563-2244
FAX:
513/563-4636

CHIEF FISCAL OFFICER'S
CERTIFICATION OF LOCAL FUNDS

September 18, 2008

Mr. William Brayshaw, Chairman
700 County Administration Building
138 East Court Street
Cincinnati, Ohio 45202

RE: SCIP Application
Village of Evendale
Glendale Milford Road Improvements

Mr. Brayshaw:

I hereby certify that the Village of Evendale will have the local match portion of this project included in the 2009 Village of Evendale annual budget and that the funds will be available by January 2, 2009.

Sincerely,

George Snyder
Chief Fiscal & Accounting Officer

VILLAGE OF EVENDALE, OHIO
RESOLUTION #08-10

RESOLUTION AUTHORIZING THE MAYOR OF THE VILLAGE OF EVENDALE TO PREPARE AND SUBMIT AN APPLICATION TO PARTICIPATE IN OHIO PUBLIC WORKS COMMISSION STATE CAPITAL IMPROVEMENT AND/OR LOCAL TRANSPORTATION IMPROVEMENT PROGRAM(S) AND TO EXECUTE CONTRACTS AS REQUIRED

WHEREAS, The State Capital Improvement Program and the Local Transportation Improvement Program both provide financial assistance to political subdivisions for capital improvements to public infrastructure; and

WHEREAS, The Village of Evendale is planning to make capital improvement to Glendale Milford Road through the Issue 2 State Capital Improvement Program; and

WHEREAS, The infrastructure improvement herein above described is considered to be a priority need for the community and is a qualified project under the OPWC programs; now, therefore,

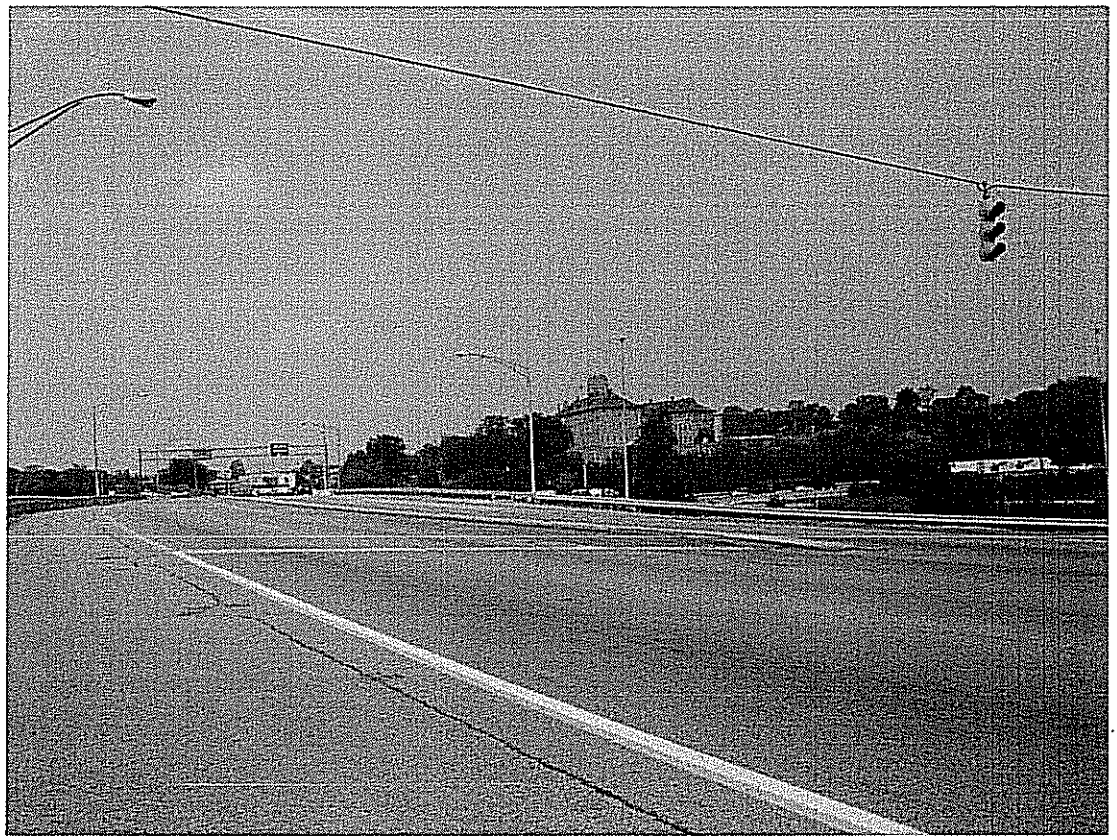
BE IT THEREFORE RESOLVED BY THE COUNCIL OF THE VILLAGE OF EVENDALE, STATE OF OHIO, six members concurring, that:

SECTION 1: The Mayor of Evendale is hereby authorized to apply to the OPWC for funds as described above.

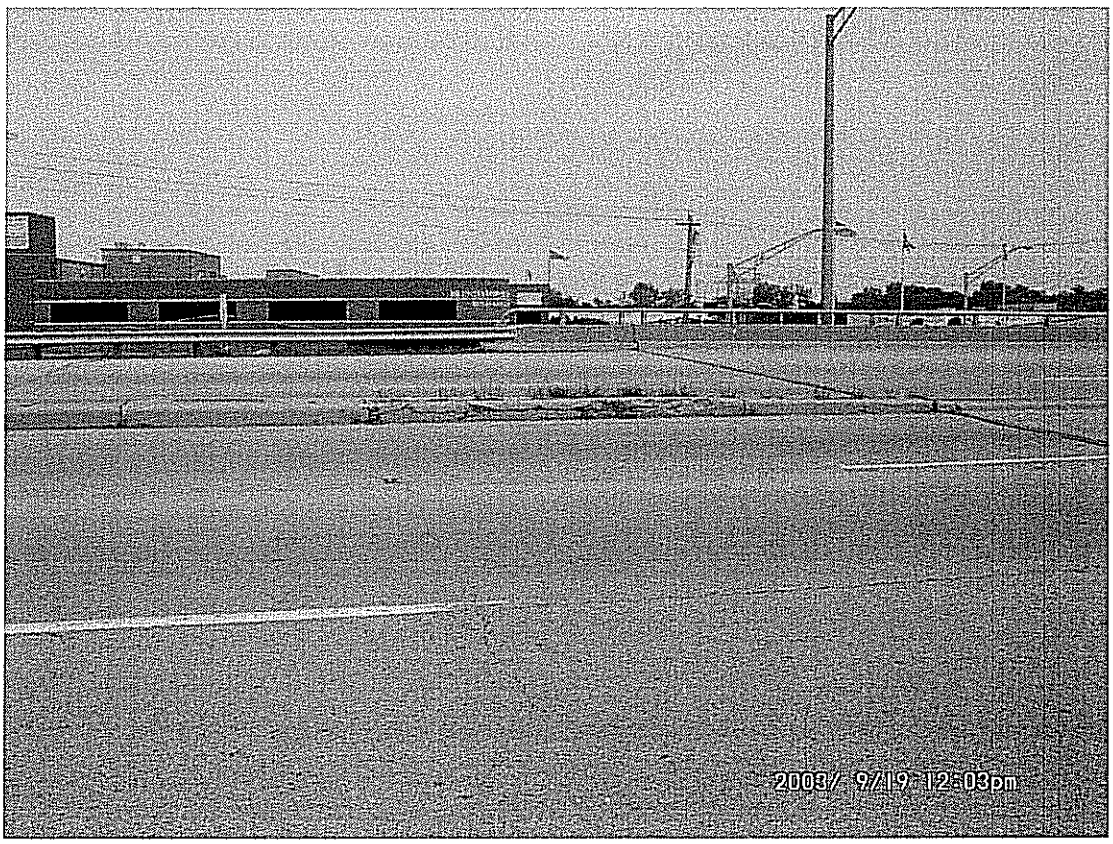
SECTION 2: The Mayor of Evendale is further authorized to enter into any agreements as may be necessary and appropriate for obtaining this financial assistance.

Approved September 11, 2008

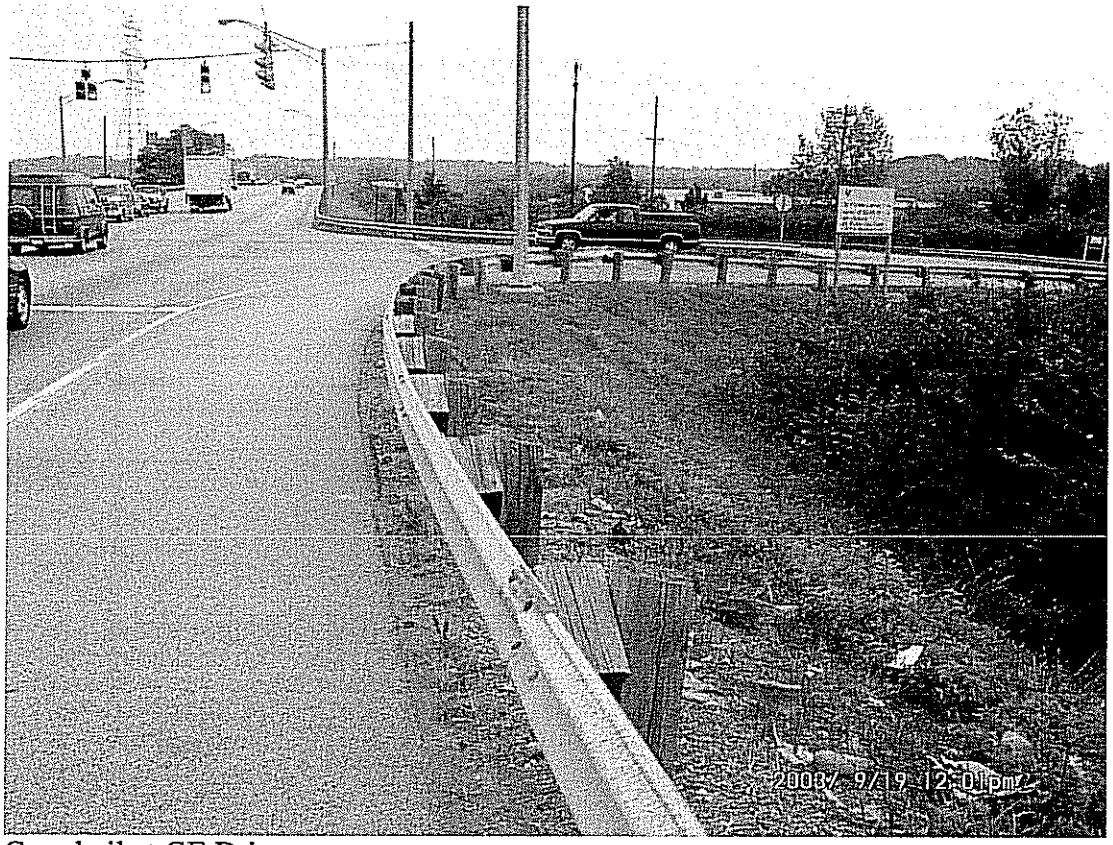
Mayor



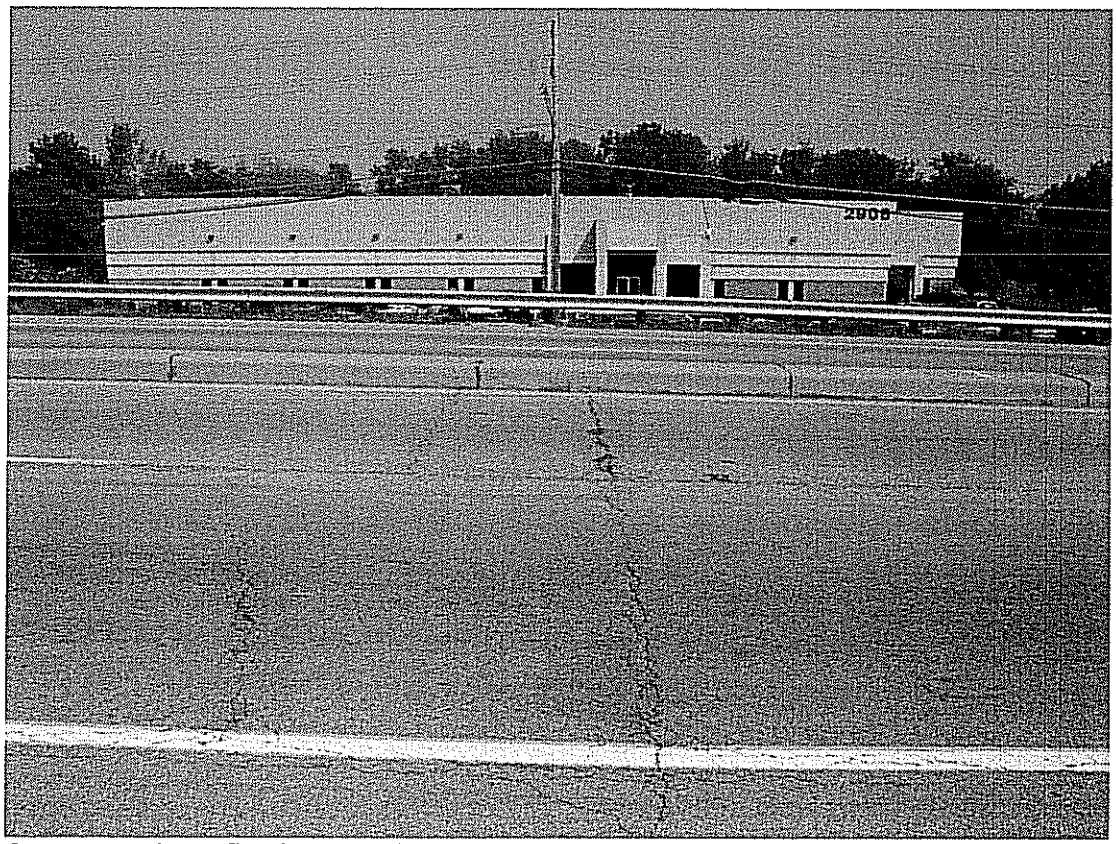
Washboarding at Evendale Drive and Glendale Milford



Concrete Median deterioration at Medallion Drive overpass



Guardrail at GE Drive



Concrete Joint reflective cracking (typical throughout project)

ADDITIONAL SUPPORT INFORMATION

For Program Year 2009 (July 1, 2009 through June 30, 2010), 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.

This portion of Glendale Milford Road was last resurfaced in 1983 by the Ohio Department of Transportation. Glendale Milford Road was removed as State Route 126 in 1999 and turned over maintenance to the Village. The drive lanes have rutted especially in the turn lanes for the major intersections. In addition, there are some wash boarding effects occurring at the intersections. There are numerous areas where the concrete joints have reflected to the surface and have deteriorated.

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.

As the main collector street for this region to Interstate 75 and the business community maintaining a proper and safe drive surface and roadway components is vital to our residents and business entities. Many of the access roads to I-75 are restricted by local ordinance banning truck traffic. Due to the volume of heavy commercial traffic (over 10% of ADT), components such as guardrail and medians are necessary and require replacement.

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.

Storm Sewer improvements will be part of this project, including replacement/reconstruction of existing structures and the addition of structures.

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 Glendale Milford Road Improvements

Priority 2 _____

Priority 3 _____

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).

The Village of Evendale has been aggressively acquiring underutilized or abandoned commercial properties in the community for future redevelopment. Providing a safe collector road is vital to maintaining the current commercial entities and encouraging new businesses to develop in Evendale. Furthermore, upgrades to I-75 are proposed that will divert more traffic onto the road when the access drives for General Electric are eliminated.

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).

_____

_____

_____

_____

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

Describe how the proposed project will alleviate serious traffic problems or hazards (be specific).

The roadway currently handles approximately 30,000 vehicles daily nearly 15% of which are commercial heavy vehicles. As a majority of the region is currently built out significant traffic increases are minimal. However, the Village recently had two developments constructed that have create increases in traffic flow. One is CSI waste management transfer station, which will account for approximately 150 trash vehicles daily from the region and the other is a new shopping center at the corner of Glendale Milford and Reading Road.

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 __B__ Proposed LOS __B__

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

This roadway project will not provide for expansion of the existing number of lanes.

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 __1__

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. __6__ 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.

Glendale Milford Road is the major collector road to the Interstate for the Village of Evendale and surrounding communities. According to the last census the Village has approximately 3,000 residents, but has nearly 15,000 business employees during an average working day. The adjoining sections of Glendale-Milford Road has been recently improved by the Department of Transportation from I-75 west to Woodlawn and from Reading Road to the east corporation line by the Village. Currently, the intersection of Glendale Milford and Reading Road is being rehabilitated by a grant through ODOT. This project will complete the improvements to the roadway through the corporation limits.

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.

N/A

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

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 28,295 X 1.20 = 33,954 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 23 - PROGRAM YEAR 2009
PROJECT SELECTION CRITERIA
JULY 1, 2009 TO JUNE 30, 2010

NAME OF APPLICANT: _____

NAME OF PROJECT: _____

RATING TEAM: _____

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 applying agency, 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
23 - Critical
20 - Very Poor
17 - Poor
15 - Moderately Poor
10 - Moderately Fair
5 - Fair Condition
0 - Good or Better

Calls for bridge painting - painting not needed.

Appeal Score

_____

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. Historic pavement management data based on ASTM D6433-99 rating system may be submitted as documentation. 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

_____

Criterion 2 – Safety
The applying agency shall include in its application the type of deficiency 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, generally will 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

_____

Criterion 3 – Health
The applying agency 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, generally will 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 agency?**
Note: Applying agency'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 applying agency **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 agency 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 [redacted]?

Definitions:

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

Permit more development: The project as designed will permit additional business development/employment. The applying agency 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 51 **%**

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** 0 %

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

_____ _____%
_____ _____%
_____ _____%
_____ _____%
_____ _____%

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?**

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.
0 - Project design is for no increase in capacity.

Appeal Score

_____

Criterion 9 – Alleviate Capacity Problems
The applying agency 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 must accompany the application to receive more than 4 points. Projected traffic or demand should be calculated as follows:

Formula:
Existing volume x design year factor = projected volume

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.

10) Readiness to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded?

5 - Will be under contract by December 31, 2009 and no delinquent projects in Rounds 20 & 21
3 - Will be under contract by March 31, 2010 and/or one delinquent project in Rounds 20 & 21
0 - Will not be under contract by March 31, 2010 and/or more than one delinquent project in Rounds 20 & 21

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. An applying agency 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.

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.

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

Appeal Score

_____

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.

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 applying agency'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

_____

Criterion 13 - Ban
The applying agency 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 - 30,000 or more
8 - 21,000 to 29,999
6 - 12,000 to 20,999
4 - 3,000 to 11,999
2 - 2,999 and under

33,954

DISCUSS
NO DOCUMENTATION
SUBMITTED

Appeal Score

_____

Criterion 14 - Users
The applying agency shall provide documentation. A registered professional engineer or the applying agency's 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 applying agency 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

_____

Criterion 15 – Fees, Levies, Etc.
The applying agency 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.