

LTIP

# APPLICATION FOR FINANCIAL ASSISTANCE

PROJECT  
CBRO4 #4

Revised 4/99

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

SUBDIVISION: CITY OF SHARONVILLE CODE# 061-71892

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 09/09/05

CONTACT: MARK A. KLUESENER, P.E. PHONE # (513) 791-1700 (THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING BUSINESS HOURS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 791-1936 E-MAIL mkluesener@cds-assoc.com

PROJECT NAME: MOSTELLER ROAD / I-275 IMPROVEMENTS

**SUBDIVISION TYPE**

(Check Only 1)

- 1. County
- 2. City
- 3. Township
- 4. Village
- 5. Water/Sanitary District

(Section 6119 or 6117 O.R.C.)

**FUNDING TYPE REQUESTED**

(Check All Requested & Enter Amount)

- 1. Grant \$ 725,835.00
- 2. Loan \$ \_\_\_\_\_
- 3. Loan Assistance \$ \_\_\_\_\_

**PROJECT TYPE**

(Check Largest Component)

- 1. Road
- 2. Bridge/Culvert
- 3. Water Supply
- 4. Wastewater
- 5. Solid Waste
- 6. Stormwater

TOTAL PROJECT COST: \$ 4,547,670.00 FUNDING REQUESTED: \$ 814,670.00

**DISTRICT RECOMMENDATION**  
To be completed by the District Committee ONLY

GRANT: \$ 814,670 LOAN ASSISTANCE: \$ \_\_\_\_\_

SCIP LOAN: \$ \_\_\_\_\_ RATE: \_\_\_\_\_ % TERM: \_\_\_\_\_ yrs.

RLP LOAN: \$ \_\_\_\_\_ RATE: \_\_\_\_\_ % TERM: \_\_\_\_\_ yrs.

(Check Only 1)

- State Capital Improvement Program
- Local Transportation Improvements Program
- Small Government Program

OFFICE OF NEW BURLINGTON  
COUNTY ENGINEER  
2005 SEP 16 PM 2:58

### 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 \_\_\_\_\_



**1.2 PROJECT FINANCIAL RESOURCES:**

(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u>                  .00</u>	<u>          </u>
b.) Local Revenues	\$ <u>  637,000.00</u>	<u>  14%</u>
c.) Other Public Revenues (OKI)	\$ <u> 3,096,000.00</u>	<u> 68%</u>
ODOT	\$ <u>                  .00</u>	<u>          </u>
Rural Development	\$ <u>                  .00</u>	<u>          </u>
OEPA	\$ <u>                  .00</u>	<u>          </u>
OWDA	\$ <u>                  .00</u>	<u>          </u>
CDBG	\$ <u>                  .00</u>	<u>          </u>
OTHER _____	\$ <u>                  .00</u>	<u>          </u>
<b>SUBTOTAL LOCAL RESOURCES:</b>	<b>\$ <u> 3,821,835.00</u></b>	<b><u> 84%</u></b>
d.) OPWC Funds		
1. Grant	\$ <u>  814,670.00</u>	<u>  18%</u>
2. Loan	\$ <u>                  .00</u>	<u>          </u>
3. Loan Assistance	\$ <u>                  .00</u>	<u>          </u>
<b>SUBTOTAL OPWC RESOURCES:</b>	<b>\$ <u>  814,670.00</u></b>	<b><u> 18%</u></b>
e.) <b>TOTAL FINANCIAL RESOURCES:</b>	<b>\$ <u> 4,547,670.00</u></b>	<b><u>100%</u></b>

**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: MOSTELLER ROAD / I-275 IMPROVEMENTS

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

#### A: SPECIFIC LOCATION:

Mosteller Road is a north-south minor arterial in the western third of Sharonville. The proposed project is located at the Mosteller Road / I-275 interchange. The project limits are from just south of the Mosteller-Kemper intersection to just north of the 275 westbound ramps. The project includes work on the ramps and on both approaches of Kemper Road (see vicinity map).

PROJECT ZIP CODE: 45241

#### B: PROJECT COMPONENTS:

The project will consist of the following:

- Provide northbound and southbound left turn lanes at the Kemper / Mosteller Road intersection as well as dual left turn lanes eastbound on Kemper and a right turn only lane westbound.
- Widen the I-275 westbound off-ramp to provide four stacking lanes at Mosteller.
- Reconstruction of all ramps from Mosteller to gore areas.
- Widen the eastbound I-275 off-ramp and elimination of continuous ramp lane to northbound Mosteller Road.
- Replacement of traffic signal at westbound off-ramp and Kemper Road / Mosteller Road intersection.
- Installation of new traffic signal at eastbound ramp intersection with Mosteller Road.
- Replacement of the 25' x 7.5' bridge on Mosteller, at the Kemper intersection
- Widening the 30' x 6' bridge on Kemper, just east of Mosteller.

#### C: PHYSICAL DIMENSIONS:

Typical pavement width on Mosteller is 60' and on Kemper is 48'. Proposed pavement width where turn lanes are being added will range to 85' ± on Mosteller and to 65' ± on Kemper. The westbound off-ramp is being widened from 24' to 48' and the eastbound off-ramp is being widened from 24' to 36', at Mosteller.

The proposed length along Mosteller Road is 2,200' (from 500' south of Kemper to 150' north of the westbound off-ramp).

Work on Kemper Road will extend 640' and 750' east and west of the intersection, respectively.

The length of work on the interstate ramps is approximately 700' each.

#### D: DESIGN SERVICE CAPACITY:

Detail current service capacity versus proposed service level.

Road or Bridge: Current ADT 30,174 Year: 1999 Projected ADT: 30,930 Year: 2025 \*

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.

\*Per ODOT certified traffic in IMS

**3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:**

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 2,082,200.00

TOTAL PORTION OF PROJECT NEW/EXPANSION \$ 2,465,469.00

**4.0 PROJECT SCHEDULE: \***

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>12 / 16 / 03</u>	<u>11 / 30 / 05</u>
4.2 Bid Advertisement and Award:	<u>10 / 10 / 06</u>	<u>11 / 10 / 06</u>
4.3 Construction:	<u>12 / 04 / 06</u>	<u>06 / 30 / 08</u>
4.4 Right-of-Way/Land Acquisition:	<u>10 / 01 / 05</u>	<u>03 / 24 / 06</u>

\* 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 PROJECT OFFICIALS:**

**5.1 CHIEF EXECUTIVE**

OFFICER Honorable Virgil G. Lovitt, II  
TITLE Mayor  
STREET City of Sharonville  
10900 Reading Road  
CITY/ZIP City of Sharonville, Ohio 45241  
PHONE (513) 563-1144  
FAX (513) 563-0617  
E-MAIL Vlovitt@cityofsharonville.com

**5.2 CHIEF FINANCIAL**

OFFICER Ms. Janet L. North  
TITLE Auditor  
STREET City of Sharonville  
10900 Reading Road  
CITY/ZIP City of Sharonville, Ohio 45241  
PHONE (513) 563-1144  
FAX (513) 563-0617  
E-MAIL Jnorth@cityofsharonville.com

**5.3 PROJECT MANAGER**

TITLE Mr. Al Ledbetter  
STREET Safety Service Director  
City of Sharonville  
10900 Reading Road  
CITY/ZIP City of Sharonville, Ohio 45241  
PHONE (513) 563-1144  
FAX (513) 661-5854  
E-MAIL Al Ledbetter@cityofsharonville.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.

- [ x ] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [ x ] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO, which identifies a specific revenue source for repaying the loan also, must be attached. Both certifications can be accomplished in the same letter.
- [ x ] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- [ N/A ] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [ N/A ] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [ x ] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [ x ] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements, which may be required by your *local* District Public Works Integrating Committee.

## 7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission as identified in the attached legislation; (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 from the project.

Al Ledbetter, Safety Service Director

Certifying Representative (Type or Print Name and Title)



Original Signature/Date Signed

# CDS Associates, Inc.

PROJECT: CDS Associates, Inc.  
 HAM - 275 - 23.50

BID DATE: \_\_\_\_\_  
 PROJECT: 2003108

Item No.	EXT. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
		ROADWAY				\$2,116,245.00
		STRUCTURAL				\$900,000.00
		TRAFFIC				\$500,000.00
		MAINTENANCE OF TRAFFIC				\$318,000.00
		UTILITIES				\$300,000.00
		SUBTOTAL				\$4,134,245.00
		10% CONTINGENCIES				\$413,424.50
		<b>PROJECT GRAND TOTAL</b>				<b>\$4,547,669.50</b>

# CDS Associates, Inc.

PROJECT: CDS Associates, Inc.

HAM - 275 - 23.50

BID DATE: \_\_\_\_\_  
PROJECT: 2003108

Item No.	EXT No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
201	11000	CLEARING AND GRUBBING	1	LUMP	50,000.00	\$50,000.00
202	23000	PAVEMENT REMOVED	5905	SQ. YD.	15.00	\$88,575.00
202	30600	CONCRETE MEDIAN REMOVED	3000	SQ. FT.	15.00	\$45,000.00
202	32000	CURB REMOVED	2100	LIN. FT.	15.00	\$31,500.00
202	323500	CURB AND GUTTER REMOVED	1540	LIN. FT.	15.00	\$23,100.00
202	35100	PIPE REMOVED, 24" AND UNDER	600	LIN. FT.	30.00	\$18,000.00
202	38000	GUARDRAIL REMOVED	2770	LIN. FT.	10.00	\$27,700.00
202	58100	CATCH BASIN REMOVED	9	EACH	500.00	\$4,500.00
202	75000	FENCE REMOVED	30	LIN. FT.	10.00	\$300.00
203	12000	EXCAVATION NOT INCLUDING EMBANKMENT CONSTRUCTION	3483	CU. YD.	20.00	\$69,660.00
203	20000	EMBANKMENT	5372	CU. YD.	20.00	\$107,440.00
203	50000	SUBGRADE COMPACTION	16400	SQ. YD.	2.00	\$32,800.00
254		PAVEMENT PLANING, BITUMINOUS	16400	SQ. YD.	2.00	\$32,800.00
302	46000	BITUMINOUS AGGREGATE BASE, PG64-22	2648	CU. YD.	85.00	\$225,080.00

# CDS Associates, Inc.

PROJECT: CDS Associates, Inc.

HAM - 275 - 23.50

BID DATE: \_\_\_\_\_

PROJECT: 2003108

Item No.	EXT. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
407	14000	TACK COAT @ 0.10 GAL/SY	1000	GAL	1.00	\$1,000.00
446	46040	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG 64-28 (1 1/2")	1397	CU. YD.	100.00	\$139,700.00
446	50000	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 70-22 (1 1/2")	1397	CU. YD.	100.00	\$139,700.00
452	11500	NONREINFORCED CONCRETE PAVEMENT (13")	6613	SQ. YD.	80.00	\$529,040.00
603	04400	12" CONDUIT, TYPE B	358	LIN. FT.	50.00	\$17,900.00
603		12" CONDUIT, TYPE C	10	LIN. FT.	50.00	\$500.00
603		15" CONDUIT, TYPE B	1080	LIN. FT.	60.00	\$64,800.00
603	08100	15" CONDUIT, TYPE C	0	LIN. FT.	60.00	\$0.00
603		18" CONDUIT, TYPE B	75	LIN. FT.	65.00	\$4,875.00
603		18" CONDUIT, TYPE C	172	LIN. FT.	65.00	\$11,180.00
603		24" CONDUIT, TYPE B	52	LIN. FT.	70.00	\$3,640.00
604	00400	CATCH BASIN, NO. 3	12	EACH	1,750.00	\$21,000.00

# CDS Associates, Inc.

PROJECT: CDS Associates, Inc.

HAM - 275 - 23.50

BID DATE: \_\_\_\_\_

PROJECT: 2003108

Item No.	EXT. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
604		SINGLE SLOPE BARRIER INLET	10	EACH	5,000.00	\$50,000.00
604		CATCH BASIN, NO. 2-5	1	EACH	3,000.00	\$3,000.00
604	31500	MANHOLE, NO. 3	1	EACH	2,500.00	\$2,500.00
604	34500	MANHOLE, ADJUSTED TO GRADE	3	EACH	250.00	\$750.00
605	11100	6" SHALLOW PIPE UNDERDRAIN	3000	LIN. FT.	5.00	\$15,000.00
606	13000	GUARDRAIL, TYPE 5	3953	LIN. FT.	15.00	\$50,295.00
606	25000	ANCHOR ASSEMBLY, TYPE A	9	EACH	600.00	\$5,400.00
		SINGLE SLOPE BARRIER	1600	LIN. FT.	50.00	\$80,000.00
609	12000	COMBINATION CURB AND GUTTER, TYPE 2	2817	LIN. FT.	20.00	\$56,340.00
609	26000	CURB, TYPE 6	338	LIN. FT.	15.00	\$5,070.00
659	10000	SEEDING AND MULCHING	14225	SQ. YD.	2.00	\$28,450.00
690	98400	SPECIAL MISC.; SOILS CONSULTANT AND FIELD TESTING	1	LUMP	25,000.00	\$25,000.00
		SPECIAL MISC.; WORK INVOLVING PETROLEUM	200	CU. YD	50.00	\$10,000.00
<b>ROADWAY GRAND TOTAL</b>					<b>TOTAL</b>	<b>\$2,116,245.00</b>



# CDS Associates, Inc.

PROJECT: CDS Associates, Inc.

HAM - 275 - 23.50

BID DATE: 1  
PROJECT: 2003108

Item No.	Spec No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
630		SIGNAGE	1	LUMP	\$40,000.00	\$40,000.00
632		PROPOSED SIGNAL @ MOSTELLER/KEMPER (Mast Arm)	1	LUMP	\$150,000.00	\$150,000.00
632		PROPOSED SIGNAL @ MOSTELLER/EB RAMP (Span Wire)	1	LUMP	\$125,000.00	\$125,000.00
632		PROPOSED SIGNAL @ MOSTELLER/WB RAMP (Span Wire)	1	LUMP	\$125,000.00	\$125,000.00
632		INTERCONNECT SYSTEM - MOSTELLER ROAD	2000	LIN. FT.	\$5.00	\$10,000.00
642		STRIPING	1	LUMP	\$50,000.00	\$50,000.00
TRAFFIC CONTROL TOTAL						
					TOTAL	\$500,000.00

# CDS Associates, Inc.

PROJECT: CDS Associates, Inc.

HAM - 275 - 23.50

BID DATE: \_\_\_\_\_

PROJECT: 2003108

Item No	EXT No	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost	
614	10001	TEMPORARY PAVEMENT, AS PER PLAN	3,200.00	SY	40.00	\$128,000.00	
614	11100	MAINTAINING TRAFFIC	1.00	LUMP	50,000.00	\$50,000.00	
622	40020	PORTABLE CONCRETE BARRIER, 32"	4,000.00	LF	35.00	\$140,000.00	
MAINTENANCE OF TRAFFIC GRAND TOTAL						TOTAL	\$318,000.00

USEFUL LIFE: UPON SATISFACTORY COMPLETION OF THE WORK, THE USEFUL LIFE OF THE MOSTELLER ROAD / I-275 IMPROVEMENTS WILL BE 20 YEARS.

THE ABOVE OPINION OF CONSTRUCTION COST IS SUBJECT TO ADJUSTMENT UPON DETAILED CONSTRUCTION PLANS, AND THEN CURRENT CONSTRUCTION COSTS. ACTUAL COST IS SUBJECT TO ADJUSTMENT DUE TO CONSTRUCTION SCHEDULES AND BIDS BY QUALIFIED.

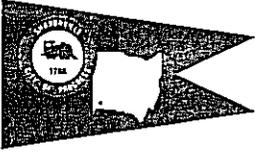
*Mark A. Kluesener*

Mark A. Kluesener, P.E.  
Ohio Registration # 48151

*18-31-05*

Date





CITY  
OF  
SHARONVILLE

10900 Reading Road  
Sharonville, Ohio 45241  
(513) 563-1144  
FAX (513) 563-0617

ADMINISTRATIVE OFFICES

SAFETY/SERVICE DIRECTOR  
Al Ledbetter

MAYOR  
Virgil G. Lovitt, II

ASSISTANT TO THE MAYOR  
Christine M. Thompson

**CERTIFICATION OF FUNDS**

Concerning the **Mosteller / I-275 Improvement Project**, the City of Sharonville will contribute **\$637,000** toward the project, an amount equal to 14% local contribution.

I hereby certify the **\$637,000** portion of the local share for the above project will be available and appropriated on or before the date listed in the Project Schedule Section.

Janet L. North                      9/7/05  
Janet L. North, Auditor                      Date  
City of Sharonville, Ohio

CITY OF SHARONVILLE  
HAMILTON COUNTY, OHIO

RESOLUTION NO. 2004 – R – 21

TO APPOINT A CHIEF EXECUTIVE OFFICER, A CHIEF FINANCIAL OFFICER, AND A PROJECT MANAGER; TO SUBMIT A STATE CAPITAL IMPROVEMENT PROGRAM APPLICATION TO THE STATE DISTRICT PUBLIC WORKS INTEGRATING COMMITTEE, AND AUTHORIZING THE EXECUTION OF AN AGREEMENT WITH THE OHIO PUBLIC WORKS COMMISSION.

WHEREAS, the Council of the City of Sharonville has identified several infrastructure projects which are in need of corrective repairs; and

WHEREAS, the City of Sharonville wishes to undertake such repairs by means of funds available as part of the SCIP/LTIP Grant Program; and

WHEREAS, the Safety Service Director shall be authorized to recommend such repairs and execute such contracts as are necessary for such repairs; and

WHEREAS, the City of Sharonville wishes to submit a SCIP/LTIP Grant Application to the Ohio Public Works Commission; and

WHEREAS, the Safety Service Director shall be authorized to enter into contracts on behalf of the City of Sharonville.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE COUNCIL OF THE CITY OF SHARONVILLE, HAMILTON COUNTY, OHIO, THAT:

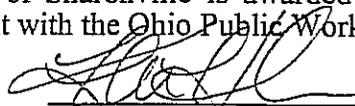
Section I. For purposes of the State Capital Improvement Program:

- a) the Mayor of the City of Sharonville shall be its Chief Executive Officer,
- b) the Auditor of the City of Sharonville shall be its Chief Financial Officer,
- c) the Safety Service Director of the City of Sharonville shall be its Project Manager.

Section II. The Safety Service Director is hereby authorized to submit an application to the District 2 Integrating Committee for SCIP/LTIP funds for the following project:

- a) Mosteller Road (Kemper to 275) Improvement Project.

Section III. In the event that the City of Sharonville is awarded said funds, the Mayor is hereby authorized to execute a project agreement with the Ohio Public Works Commission.



Kevin Hardman  
President of Council

Passed: September 14, 2004

Attest: Martha Cross Funk  
Clerk of Council – Martha Cross Funk

Approved: September 14, 2004

  
MAYOR – VIRGIL G. LOVITT, II

## 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 shall 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  NO (ANSWER REQUIRED)

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

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

Give a brief statement 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.

There are chronic problems with pavement rutting / shoving on the I-275 ramps and on Mosteller Road due to the heavy truck volume accessing adjacent industrial parks and Valley Asphalt. There are also severe drainage problems at this interchange and at the Kemper-Mosteller intersection resulting in stormwater overtopping the roadways on nearly an annual basis resulting in the closure of Mosteller at the ramps and of the Kemper-Mosteller intersection.

### 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.

#### Mosteller – I-275 Interchange:

The Mosteller interchange was included in a Hot Spot Safety Study conducted by ODOT District 8 in 2003. The Hot Spot location was I-275 from I-75 to Mosteller Road and included both interchanges. Accident data from 2001 through 2003 was analyzed and revealed that the Mosteller interchange was one of four sections where crashes were concentrated. 92 of the 543 crashes within the study limits occurred at the I-275 Mosteller interchange. Of these 92 crashes, just over one-third (37) were rear end collisions. A likely contributing factor is the queuing on the exit ramps. Angle crashes were the next most frequent type (18) representing 20% of the accidents at this location. The study made note of this frequency of angle collisions which is twice that of the study area overall, in which angle collisions accounted for 9% of the total. As congestion and the resulting delays increase, crashes are likely to be more common in response to the inefficiency of the interchange.

The Hot Spot Study recommended no counter-measures since there are several studies and projects that should address the safety issues in this area, one of which is this proposed project. Others are the I-275 rehabilitation project from Winton Road to Rt. 42 (PID 22386), the recently completed I-75 widening north of I-275 (PID 10751) and the Thru The Valley Study (PID 76256). A copy of the Hot Spot Safety Study is attached.

**Kemper-Mosteller Interchange:**

The Kemper-Mosteller intersection is likewise a high accident area. Traffic accident data from the Sharonville Police Department show that there have been 21 accidents related to this intersection from January 2003 through August 2005. Of these, 2 involved injuries; there were no fatalities. 14 of the accidents were rear end collisions; 19 of the 21 accidents occurred on weekends. Of these, 15 occurred between noon and 6:00 PM when the intersection is the most congested. 3 were between 8:00 AM and noon and 1 was in the early evening. Copies of the accident reports are attached.

---

The completed project will improve safety in the service in the following ways: 1) Capacity of the Mosteller – 275 interchange and the Mosteller-Kemper intersection will be increased, minimizing congestion during peak hours. This, plus the addition of left turn lanes on Mosteller at Kemper and a signal at the eastbound off-ramp will reduce the potential for accidents. 2) Drainage improvements to reduce the frequency of roadway flooding will reduce the accident potential associated with loss of control and/or hydroplaning. 3) The Mosteller-275 interchange is used by emergency vehicles to access accidents on I-275. Traffic congestion due to under capacity roadways and grid lock due to roadway flooding impede emergency vehicle movement. The proposed improvements will help to alleviate this situation.

---

**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.

It is not anticipated that the completed project will have any adverse or beneficial impacts on the health of the public and/or citizens of the service area.

---

21 Acc  
2.5 yr

**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 Mosteller Road / I-275 Improvements

Priority 2 \_\_\_\_\_

Priority 3 \_\_\_\_\_

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.).

There will be no participation in the project by a user fee funded agency or department

\_\_\_\_\_

**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 proposed project is not related to a specific economic development or job creation plan in the City of Sharonville. The proposed project is however in response to the continued industrial and commercial development of the surrounding area both in Sharonville and Butler County during the last 10 to 20 years. There is little developable land remaining in Sharonville that would use the Mosteller-275 interchange, in comparison to the development potential north of Crescentville Road. From an economic growth standpoint, the project is important to the City of Sharonville to handle current and future traffic such that that worsening congestion from traffic outside of the City does not become a deterrent to new development or the continued presence of existing businesses within Sharonville.

**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 be filed by August 31<sup>st</sup> of this year for this project with the Hamilton County Engineer's Office. List below, the source(s) of all "other" funding

OKI STP Funds - \$3,096,000.00

\_\_\_\_\_

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 page 3a and refer to accompanying Interchange Modification Study.

The accompanying aerial photos illustrate traffic queueing on Kemper Road during a PM rush hour. Conditions are often much more severe than on this particular day, with traffic sometimes backing up at least twice as far as shown.

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 F Proposed LOS D (Mosteller and Kemper)

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

The proposed project was initiated by the City of Sharonville to relieve congestion at the Mosteller-Kemper intersection. There are several factors that limit the level of service gains that can be realized with the project.

- The existing heavy traffic volume and projected increase to the design year.
- An extremely high percentage of truck traffic (approximately 20%) which impacts the efficiency of intersection operation and reduces the number of vehicles that can be stored in a given lane length.
- The signalization of the eastbound ramp improves the ramp operation and prevents vehicles from stacking back onto the interstate, but reduces the efficiency of Mosteller.
- The proximity of the eastbound ramp to the Kemper-Mosteller intersection limits the turn lane storage available and affects the efficiency of both intersections.

10) IF SCIP / LTIP funds are 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 x No \_\_\_\_\_ N/A \_\_\_\_\_
- b.) Are detailed construction plans completed? Yes x No \_\_\_\_\_ N/A \_\_\_\_\_
- c.) Are all utility coordination's completed? Yes x No \_\_\_\_\_ N/A \_\_\_\_\_
- d.) Are all right-of-way and easements acquired (if applicable)? Yes \_\_\_\_\_ No x N/A \_\_\_\_\_

If no, how many parcels needed for project? 11 Of these, how many are: Takes 4  
Temporary 7  
Permanent \_\_\_\_\_

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

Final ROW plans were submitted to ODOT on August 31, 2005. ROW acquisition will be by ODOT and is scheduled for completion in March 2006.

e.) Give an estimate of time needed to complete any item above not yet completed. 3 months for detail plans. Stage 3 plans have been submitted to ODOT for review; final tracings will be submitted by December 2005; 1 month for ROW plans and 6 months for acquisition (see attached schedule).

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 traffic problems or hazards (be specific).

The proposed project will alleviate traffic congestion and hazards in the following manner.  
(Refer to attached preliminary signing and striping plans).

At Kemper and Mosteller provide:

- Dual left turn lanes on eastbound Kemper.
- An exclusive right turn lane on westbound Kemper.
- Exclusive left turn lanes for both northbound and southbound Mosteller
- Dual right turn lanes on southbound Mosteller

Existing LOS: F

Proposed LOS: Opening Day – C  
Design Year – D

At Mosteller and Eastbound Ramps:

- Signalize the intersection
- Widening the off-ramp to provide multiple turn lanes for stacking.
- Widen the on-ramp to two lanes; taper to one at main line.

Existing LOS: C

Proposed LOS: Opening Day – C  
Design Year – D

At Mosteller and Westbound Ramps:

- Widening the off-ramp to provide multiple turn lanes for stacking.
- Widen the on-ramp to two lanes; taper to one at main line.

Existing LOS: F

Proposed LOS: Opening Day – D  
Design Year – D

**11) Does the infrastructure have regional impact?**

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Mosteller Road is a minor north-south arterial providing direct access to I-275. Kemper Road, a major east-west arterial intersects Mosteller immediately south of the interstate ramps. Mosteller Road provides interstate access to the bulk of Sharonville's industrial area and industrial / commercial areas in Butler County between Cincinnati-Dayton Road and I-75. Kemper Road at Mosteller provides access to I-275 for traffic between US 42 to the east and the City of Springdale to the west.

**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 weigh 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 30,174 x 1.20 = 36,208 Users

Water / Sewer: Homes \_\_\_\_\_ x 4.00 = \_\_\_\_\_ Users

**15) Has the jurisdiction enacted the optional license \$5.00 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)

Operational \$5.00 License Tax	<u>YES</u>	Specify type <u>\$5.00 Permissive Motor Vehicle License Fee</u>
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: SPARONVILLE

NAME OF PROJECT: MOSTELLER ROAD / I-275 IMPROV.

RATING TEAM: 1

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

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. 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 \_\_\_\_\_

better documentation than last yr. but still not as good as it should be.

Section within ODOT hot spot for 275 where they recommend add. 4th mainline lane, but don't include study

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.

92 Acc in 3 yrs at interchange  
 21 Acc @ Kemper 2.5 yrs  
 not enough analysis, no 1.4  
 Adding LT lane & repair signaling EB on/w/E of it

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 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 14 %

**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 68 %

- 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?  
(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.

*See pg 3A.  
For desc. = LOS  
consistent w/  
last round*

Appeal Score

\_\_\_\_\_

Criterion 9 – Alleviate Capacity Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

**Future demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

**Partial future demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

**Current demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

**Minimal increase** – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

**No increase** – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

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        | Appeal Score |
| 8 - Significant Impact   |              |
| 6 - Moderate Impact      | _____        |
| 4 - Minor Impact         |              |
| 2 - Minimal or No Impact |              |

**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 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

Appeal Score

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

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

Appeal Score

8 - 12,000 to 15,999

6 - 8,000 to 11,999

4 - 4,000 to 7,999

2 - 3,999 and under

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

Appeal Score

3 - One of the above

0 - None of the above

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.