

LTP GRANT #1

GREEN TOWNSHIP
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: GREEN TOWNSHIP CODE# 061-31752

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 9/8/06

CONTACT: Fred B. Schlimm, Jr. PHONE # (513) 574-8832

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 598-3097 E-MAIL fschlimm@green twp.org

PROJECT NAME: HARRISON AVENUE / RYBOLT ROAD

SUBDIVISION TYPE

(Check Only 1)

- 1. County
- 2. City
- 3. Township
- 4. Village
- 5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- 1. Grant \$ 1,151,227.00
- 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: \$ 1,988,035.00

FUNDING REQUESTED: \$ 1,151,227.00

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT: \$ 1,151,227.00 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
2006 SEP 15 PM 1:40

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:		\$	<u> .00</u>
	Preliminary Design	\$	<u> .00</u>	
	Final Design	\$	<u> .00</u>	
	Bidding	\$	<u> .00</u>	
	Construction Phase	\$	<u> .00</u>	
	Additional Engineering Services		\$	<u> .00</u>
	*Identify services and costs below.			
b.)	Acquisition Expenses:			
	Land and/or Right-of-Way		\$	<u> .00</u>
c.)	Construction Costs:		\$	<u> 1,988,035.00</u>
d.)	Equipment Purchased Directly:		\$	<u> .00</u>
e.)	Permits, Advertising, Legal:		\$	<u> .00</u>
	(Or Interest Costs for Loan Assistance Applications Only)			
f.)	Construction Contingencies:		\$	<u> .00</u>
g.)	TOTAL ESTIMATED COSTS:		\$	<u> 1,988,035.00</u>

*List Additional Engineering Services here:
Service:

Cost:

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

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u> .00</u>	
b.) Local Revenues <u>GREEN</u>	\$ <u> 101,808.00</u>	5%
c.) Other Public Revenues	\$ <u> .00</u>	
ODOT	\$ <u> .00</u>	
Rural Development	\$ <u> .00</u>	
OEPA	\$ <u> .00</u>	
OWDA	\$ <u> .00</u>	
CDBG	\$ <u> .00</u>	
OTHER <u>HAMILTON COUNTY</u>	\$ <u> 735,000.00</u>	37%
SUBTOTAL LOCAL RESOURCES:	\$ <u> 836,808 .00</u>	42%
d.) OPWC Funds		
1. Grant	\$ <u> 1,151,227.00</u>	58%
2. Loan	\$ <u> .00</u>	
3. Loan Assistance	\$ <u> .00</u>	
SUBTOTAL OPWC RESOURCES:	\$ <u> 1,151,227.00</u>	
e.) TOTAL FINANCIAL RESOURCES:	\$ <u> 1,988,035.00</u>	<u>100%</u>

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: HARRISON AVENUE / RYBOLT ROAD

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

A: SPECIFIC LOCATION:

The project is located on Rybolt Road in northwest Green Township in the immediate vicinity of the I-74 – Harrison Avenue interchange. The construction limits are as follows: Beginning at a point 400' south of Russell Heights Drive to a point on Harrison Avenue for a length of 1,500'.

PROJECT ZIP CODE: 45247

B: PROJECT COMPONENTS:

Rybolt Road will be relocated to the east beginning at a point 400' south of Russell Heights Drive. It will intersect Harrison Avenue at a point 1,500' south of the present intersection with Harrison Avenue. A new traffic control system will be installed.

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

Relocated Rybolt Road is approximately 2,200' long. The Road starts as two 11' lanes and widens to three 13' lanes at the intersection with Russell Heights Drive. Past the intersection, the road widens out to five 10' lanes at the intersection with Old Rybolt Road. The road remains five lanes until its new intersection with Harrison Avenue.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT: 29,640 Year: 2005 Projected ADT: 36,453 Year: 2010

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: 30 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	\$ <u>150,000.00</u>
TOTAL PORTION OF PROJECT NEW/EXPANSION	\$ <u>1,838,035.00</u>

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>06 / 20 / 03</u>	<u>06 / 30 / 04</u>
4.2 Bid Advertisement and Award:	<u>12 / 01 / 07</u>	<u>12 / 31 / 07</u>
4.3 Construction:	<u>02 / 15 / 08</u>	<u>12 / 31 / 09</u>
4.4 Right-of-Way/Land Acquisition:	<u>01 / 15 / 06</u>	<u>11 / 30 / 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 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE

OFFICER Kevin T. Celerek
TITLE Administrator
STREET 6303 Harrison Avenue
CITY/ZIP Cincinnati, OH 45247
PHONE (513).574 - 4848
FAX (513).574 - 6260
E-MAIL kcelerek@greentwp.org

5.2 CHIEF FINANCIAL

OFFICER Thomas Straus
TITLE Fiscal Officer
STREET 6303 Harrison Avenue
CITY/ZIP Cincinnati, OH 45247
PHONE (513).574 - 4848
FAX (513).574 - 6260
E-MAIL tstraus@greentwp.org

5.3 PROJECT MANAGER

TITLE Fred B. Schlimm, Jr.
Director of Public Services
STREET 6303 Harrison Avenue
CITY/ZIP Cincinnati, OH 45247
PHONE (513).574 - 8832
FAX (513).574 - 3097
E-MAIL fschlimm@greentwp.org

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

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

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

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

7.0 APPLICANT CERTIFICATION:

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

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

Kevin T. Celarek, Administrator

Certifying Representative (Type or Print Name and Title)

 Sept 15, 2006

Signature/Date Signed

County of Hamilton

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

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 946-4250

FAX (513) 946-4288

STATEMENT OF USEFUL LIFE

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the Rybolt Road Relocation project will have a useful life of at least 30 years.

CONSTRUCTION COSTS:

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



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

RYBOLT ROAD ESTIMATE

ITEM	DESCRIPTION	QUANTITY	UNIT	COST/UNIT	COST
201	CLEARING & GRUBBING	1	LUMP	\$100,000	\$100,000
202	PAVEMENT REMOVED	750	SY	\$5	\$3,750
202	RPM REMOVED FOR STORAGE	75	EACH	\$5	\$375
202	GUARDRAIL REMOVED	500	FEET	\$2	\$1,000
202	ANCHOR ASSEMBLY REMOVED	4	EACH	\$150	\$600
202	PIPE REMOVED, 24" AND UNDER	30	FEET	\$10	\$300
202	CURB REMOVED	2000	FEET	\$3	\$6,000
202	CATCH BASIN ABANDONED	8	EACH	\$300	\$2,400
203	EXCAVATION & EMBANKMENT	60000	CY	\$5	\$300,000
204	SUBGRADE COMPACTION	10000	SY	\$1	\$10,000
255	FULL DEPTH PAVEMENT SAWING	2300	FEET	\$2	\$4,600
301	BITUMINOUS AGGREGATE BASE	1220	CY	\$80	\$97,600
304	AGGREGATE BASE	850	CY	\$30	\$25,500
408	PRIME COAT	2300	GAL	\$1	\$2,300
448	ASPHALT CONCRETE INTERMEDIATE COURSE	1000	CY	\$125	\$125,000
448	ASPHALT CONCRETE SURFACE COURSE	400	CY	\$125	\$50,000
602	CONCRETE MASONRY	0.2	CY	\$650	\$130
603	12" CONDUIT, TYPE B	30	FEET	\$40	\$1,200
603	24" CONDUIT, TYPE B	30	FEET	\$60	\$1,800
604	CATCH BASIN TYPE 3	7	EACH	\$2,000	\$14,000
604	CATCH BASIN TYPE 2-2B	1	EACH	\$1,000	\$1,000
604	MANHOLE, NO. 3	1	EACH	\$2,000	\$2,000
604	CATCH BASIN ADJUSTED TO GRADE	5	EACH	\$350	\$1,750
604	MANHOLE ADJUSTED TO GRADE	11	EACH	\$300	\$3,300
604	GAS VALVE BOX ADJUSTED TO GRADE	2	EACH	\$150	\$300
605	6" SHALLOW PIPE UNDERDRAIN	1000	FEET	\$5	\$5,000
606	GUARDRAIL, TYPE 5	550	FEET	\$10	\$5,500
606	ANCHOR ASSEMBLY, TYPE B-98	4	EACH	\$1,250	\$5,000
609	CURB, TYPE 6	1000	FEET	\$15	\$15,000
610	CELLULAR RETAINING WALL	2000	SF	\$25	\$50,000
614	MAINTENANCE OF TRAFFIC	1	LUMP	\$100,000	\$100,000
619	FIELD OFFICE, TYPE B	1	EACH	\$4,000	\$4,000
620	DELINEATOR, TYPE D, POST MOUNTED	10	EACH	\$30	\$300
620	DELINEATOR REMOVED FOR DISPOSAL	10	EACH	\$5	\$50
621	RAISED PAVEMENT MARKERS	185	EACH	\$20	\$3,700
623	CONSTRUCTION LAYOUT STAKES	1	LUMP	\$15,000	\$15,000
624	MOBILIZATION	1	LUMP	\$10,000	\$10,000
625	REMOVE AND REERECT EX. LIGHT POLE	5	EACH	\$300	\$1,500
630	GROUND MOUNTED SUPPORT, NO. 3 POST	360	FEET	\$5	\$1,800
630	SIGN HANGER ASSEMBLY, MAST ARM	4	EACH	\$200	\$800
630	SIGN, FLAT SHEET, TYPE G	145	SF	\$10	\$1,450
630	REM OF GR MOUNT SIGN AND STORAGE	6	EACH	\$15	\$90
630	REMOVAL OF GR MT SIGN FOR REERECTION	4	EACH	\$45	\$180
630	REM OF GR MT MAJOR SIGN & REERECTION	1	EACH	\$300	\$300
630	REM OF GR MT MAJOR SIGN AND DISPOSAL	1	EACH	\$70	\$70
630	REM OF GROUND MT POST SUPP & DISP	14	EACH	\$10	\$140
630	REM OF OVHEAD MT SIGN AND STORAGE	1	EACH	\$40	\$40
630	REM OF OHEAD MT SIGN AND REERECTION	1	EACH	\$200	\$200
632	REMOVAL OF TRAFFIC SIGNAL INSTALLATION	3	EACH	\$2,000	\$6,000
632	NEW TRAFFIC SIGNAL INSTALLATION	3	EACH	\$80,000	\$240,000
638	FIRE HYDRANT ADJUSTED TO GRADE	2	EACH	\$800	\$1,600
638	WATER VALVE BOX ADJUSTED TO GRADE	6	EACH	\$150	\$900
642	EDGE LINE	0.67	MILE	\$325	\$218
642	CENTER LINE	0.03	MILE	\$520	\$16
642	DOTTED LINE, 4"	50	FEET	\$1	\$50

RYBOLT ROAD ESTIMATE

ITEM	DESCRIPTION	QUANTITY	UNIT	COST/UNIT	COST
642	PAVEMENT MARKINGS REMOVED	3	EACH	\$50	\$150
642	PAVEMENT MARKINGS REMOVED	100	FEET	\$0.50	\$50
644	CHANNELIZING LINE	3200	FEET	\$1	\$3,200
644	STOP LINE	205	FEET	\$5	\$1,025
644	TRANSVERSE LINE	900	FEET	\$5	\$4,500
644	LANE ARROW	30	EACH	\$70	\$2,100
644	WORD ON PAVEMENT	19	EACH	\$100	\$1,900
659	SEEDING & MULCHING	8500	SY	\$0.50	\$4,250
659	COMMERCIAL FERTILIZER	0.85	TON	\$350	\$298
				TOTAL	\$1,241,281
SPECIAL	UTILITY POLE RELOCATED BY OTHERS	8	EACH	\$5,000	\$40,000
SPECIAL	RELOCATE EX. FIBER OPTIC LINE	800	FEET	\$100	\$80,000
				TOTAL	\$1,361,281
SPECIAL	CONSTRUCTION CONTINGENCIES	1	LUMP	\$354,498	\$354,498
SPECIAL	ENGINEERING FEES	1	LUMP	\$272,256	\$272,256
				TOTAL	\$1,988,035

County of Hamilton

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

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

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

November 8, 2006

STATUS OF FUNDS REPORT

Project: RYBOLT ROAD / HARRISON ROAD

This is to certify that the sum of \$735,000.00 is available as the local matching funds in connection with the application for State Capital Improvement Program Funds for the above-mentioned project.

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

Chief Financial Officer:



DUSTY RHODES
HAMILTON COUNTY AUDITOR

Administration Offices:
6303 Harrison Avenue
Cincinnati, Ohio 45247-7818



(513) 574-4848
Fax: (513) 574-6260
E-mail: admin@greentwp.org
Website: www.greentwp.org

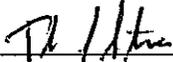
September 11, 2006

STATUS OF FUNDS REPORT

Project: *Rybolt Road*
~~HARRISON AVENUE~~ IMPROVEMENTS PROJECT

This document certifies that the sum of \$101,808.00 is available as the local matching funds for the Harrison Avenue/Rybolt Road & I-74 Improvement Project for which this LTIP application is being filed.

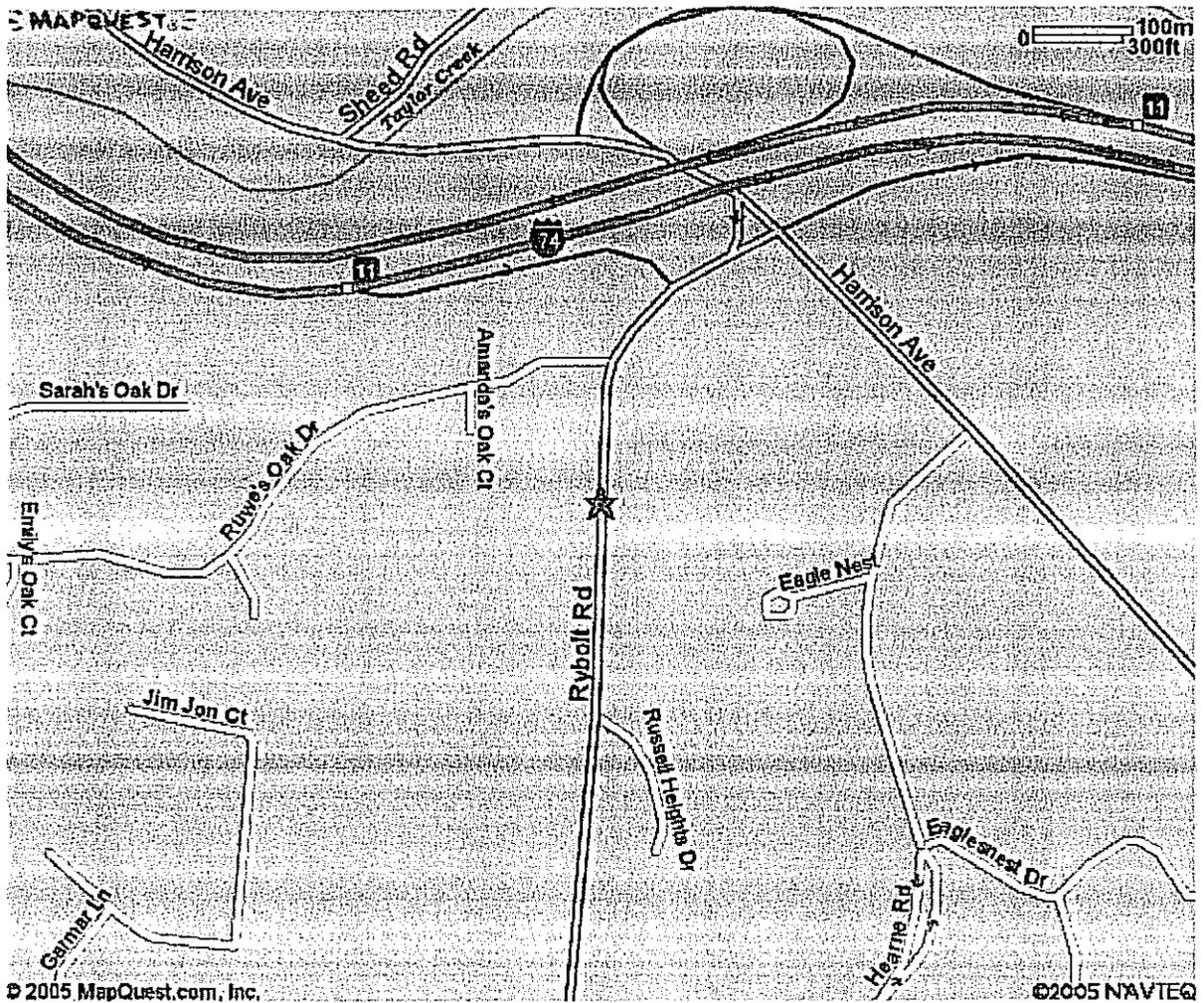
The source of the local match is to be the Green Township T.I.F. Fund. Local matching funds will be encumbered and certified upon completion of the Project Agreement with the Ohio Public Works Commission.



Thomas J. Straus
Green Township Fiscal Officer
Hamilton County, Ohio

PROJECT LOCATION MAP

Harrison Avenue, Rybolt Road & I-74 Improvement Project



County of Hamilton

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

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

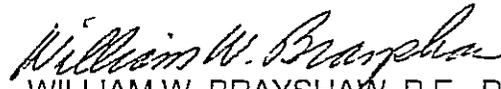
CINCINNATI, OHIO 45202-1232

PHONE (513) 946-4250

FAX (513) 946-4288

CERTIFICATION OF TRAFFIC COUNT

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


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

Administration Offices:
 6505 Harrison Avenue
 Cincinnati, Ohio 45247-7818
 (513) 574-4848
 Fax: (513) 574-6260
 E-mail: admin@greentwp.org
 Website: www.greentwp.org



Board of Trustees:
 Chuck Mitchell, *Chairman*
 Tony Upton, *Vice Chairman*
 Steve Grote, *Trustee*
 Clerk:
 Tom Straus

RESOLUTION #05-0912-H

DIRECTING THE DIRECTOR OF PUBLIC SERVICES TO APPLY FOR
 FINANCIAL ASSISTANCE IN 2005 FROM OHIO PUBLIC WORKS COMMISSION

BY THE BOARD:

WHEREAS, the Hamilton County Engineer has notified all Hamilton County Jurisdictions that the District #2 (Hamilton County) Integrating Committee will be accepting applications for 2005 Ohio Public Works Commission financial assistance through September 16, 2005; and

WHEREAS, the Director of Public Services feels the Harrison Avenue & Rybolt Road Improvement Project and the Jessup Road Improvement Project will qualify for financial assistance; and

WHEREAS, the Director of Public Services prepared the following project construction cost estimates:

<u>PROJECT NAME & STREET INCLUDED</u>	<u>EST. TWP. COST \$</u>	<u>EST. GRANT COST \$</u>	<u>EST. TOTAL COST \$</u>
Harrison Avenue & Rybolt Road Improvement Project	\$1,000,000	\$2,302,455	\$6,606,515
Jessup Road (Gaines Rd. to Brierly Creek) Improvement Project	\$ 152,020	\$ 152,020	\$ 304,040

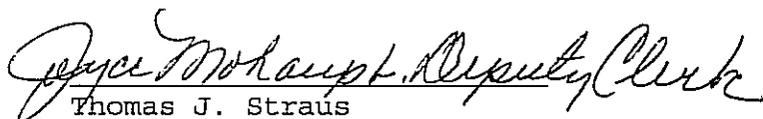
NOW THEREFORE BE IT RESOLVED that this Board does hereby order its Director of Public Services to prepare the necessary application for Ohio Public Works Commission financial assistance in the amount of \$2,302,455 for the Harrison Avenue & Rybolt Road Improvement Project and \$152,020 for the Jessup Road Improvement Project and further directs its Administrator, as Chief Executive Officer for the Township, to execute this application and submit it to the proper authorities.

ADOPTED AT THE REGULAR MEETING of the Board of Township Trustees of Green Township, Hamilton County, Ohio the 12th day of September, 2005.

Mr. Grote Yes Mr. Upton Yes Mr. Mitchell Yes

CERTIFICATE OF CLERK

IT IS HEREBY CERTIFIED that the foregoing is a true and correct transcription of a resolution adopted by the Board of Trustees in session this 12th day of September, 2005.

A handwritten signature in cursive script, appearing to read "Thomas J. Straus, Deputy Clerk".

Thomas J. Straus
Green Township Clerk
Hamilton County, Ohio

**SCIP/LTIP PROGRAM
ROUND 21 - PROGRAM YEAR 2007
PROJECT SELECTION CRITERIA
JULY 1, 2007 TO JUNE 30, 2008**

NAME OF APPLICANT: GREEN TOWNSHIP

NAME OF PROJECT: RYBOLT ROAD

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 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

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.

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

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

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

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 5 - Poorly documented importance
- 0 - No measurable impact

Appeal Score

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, 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 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 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 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 _____%

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 _____%

- 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.
- 2 - 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 accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

<u>Design Year</u>	<u>Design year factor</u>		
	<u>Urban</u>	<u>Suburban</u>	<u>Rural</u>
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, 2007 and no delinquent projects in Rounds 18 & 19
- 3 - Will be under contract by March 31, 2008 and/or one delinquent project in Rounds 18 & 19
- 0 - Will not be under contract by March 31, 2008 and/or more than one delinquent project in Rounds 18 & 19

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

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 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 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 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 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 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 Appeal Score
- 3 - One of the above _____
- 0 - None of the above

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.