

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: Hamilton County CODE# 061- 00061

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 09 / 08 / 06

CONTACT: Tim Gilday PHONE # (513) 946 - 8914

(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) 946-8901 E-MAIL tim.gilday@hamilton-co.org

PROJECT NAME: WINTON ROAD IMPROVEMENT PHASE II

SUBDIVISION TYPE <small>(Check only 1)</small>	FUNDING TYPE REQUESTED <small>(Check All Requested & Enter Amount)</small>	PROJECT TYPE <small>(Check Largest Component)</small>
<input checked="" type="checkbox"/> 1. County	<input checked="" type="checkbox"/> 1. Grant \$ <u>1,275,773.00</u>	<input checked="" type="checkbox"/> 1. Road
<input type="checkbox"/> 2. City	<input type="checkbox"/> 2. Loan \$ _____	<input type="checkbox"/> 2. Bridge/Culvert
<input type="checkbox"/> 3. Township	<input type="checkbox"/> 3. Loan Assistance \$ _____	<input type="checkbox"/> 3. Water Supply
<input type="checkbox"/> 4. Village		<input type="checkbox"/> 4. Wastewater
<input type="checkbox"/> 5. Water/Sanitary District <small>(Section 6119 O.R.C.)</small>		<input type="checkbox"/> 5. Solid Waste
		<input type="checkbox"/> 6. Stormwater

TOTAL PROJECT COST: \$2,657,859.00

FUNDING REQUESTED: \$1,275,773.00

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT: \$ 1,275,773.00 LOAN ASSISTANCE: \$ _____
SCIP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.
RLP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

(Check only 1)
 State Capital Improvement Program Small Government Program
 Local Transportation Improvements Program

FOR OPWC USE ONLY

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

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

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:
(Round to Nearest Dollar)

TOTAL DOLLARS

**FORCE ACCOUNT
DOLLARS**

a.) Basic Engineering Services:		\$_____.	00
Preliminary Design	\$_____.	00	
Final Design	\$_____.	00	
Bidding	\$_____.	00	
Construction Phase	\$_____.	00	
 Additional Engineering Services		\$_____.	00
*Identify services and costs below.			
 b.) Acquisition Expenses:			
Land and/or Right-of-Way		\$_____.	00
 c.) Construction Costs:		\$_____.	2,657,859.00
 d.) Equipment Purchased Directly:		\$_____.	00
 e.) Permits, Advertising, Legal:		\$_____.	00
(Or Interest Costs for Loan Assistance Applications Only)			
 f.) Construction Contingencies:		\$_____.	00
 g.) TOTAL ESTIMATED COSTS:		\$_____.	2,657,859.00

*List Additional Engineering Services here:
Service:

Cost:

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

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u> .00</u>	
b.) Local Revenues (Hamilton County)	\$ <u> 1,328,930.00</u>	<u> 50</u>
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 (Springfield Twp.)	\$ <u> 53,157.00</u>	<u> 2</u>
SUBTOTAL LOCAL RESOURCES:	\$ <u> 1,382,087.00</u>	<u> 52</u>
d.) OPWC Funds		
1. Grant	\$ <u> 1,275,773.00</u>	<u> 48</u>
2. Loan	\$ <u> .00</u>	
3. Loan Assistance	\$ <u> .00</u>	
SUBTOTAL OPWC RESOURCES:	\$ <u> 1,275,773.00</u>	<u> 48</u>
e.) TOTAL FINANCIAL RESOURCES:	\$ <u> 2,657,859.00</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: WINTON ROAD IMPROVEMENT PHASE II

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

A: SPECIFIC LOCATION:

The project is located in Springfield Township. The construction limits are as follows:

From: a point 120' north of North Hill Lane to: Cloverview Avenue

PROJECT ZIP CODE: 45231

B: PROJECT COMPONENTS:

Rehabilitate existing pavement using full depth repair as necessary, approximately 1,875 SY; remove and replace existing curb and sidewalk; rebuild/repair existing catch basins; construct additional left and right turn lanes at the intersection with Galbraith Road.

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

Project length is 2,115 LF (0.4005 miles). This project does not include or count the recently constructed areas at Ronald Reagan Highway. The normal width will be 57 feet curb to curb.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT: 38,351 Year: 2006 Projected ADT: Year:

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	\$2,657,859.00
TOTAL PORTION OF PROJECT NEW/EXPANSION	\$0.00

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>11 / 30 / 02</u>	<u>01 / 31 / 04</u>
4.2 Bid Advertisement and Award:	<u>11 / 30 / 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 / 07</u>	<u>11 / 30 / 07</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 William W. Brayshaw
TITLE Hamilton County Engineer
STREET 10480 Burlington Road
CITY/ZIP Cincinnati, OH 45231
PHONE (513) 946 - 8902
FAX (513) 946 - 8901
E-MAIL william.brayshaw@hamilton-co.org

5.2 CHIEF FINANCIAL

OFFICER Dusty Rhodes
TITLE Hamilton County Auditor
STREET 138 East Court Street
Room 304, CAB
CITY/ZIP Cincinnati, OH 45202
PHONE (513) 946 - 4045
FAX (513) 946 - 4043
E-MAIL auditor@fuse.net

5.3 PROJECT MANAGER

TITLE Timothy Gilday
Planning & Design Engineer
STREET 10480 Burlington Road
CITY/ZIP Cincinnati, OH 45231
PHONE (513) 946 - 8914
FAX (513) 946 - 8901
E-MAIL tim.gilday@hamilton-co.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.
- [] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [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.

William W. Brayshaw, P.E., P.S., Hamilton County Engineer
Certifying Representative (Type or Print Name and Title)

William W. Brayshaw 9-11-06
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 Winton Road Improvement Phase II 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

CDS ASSOCIATES, INC.

PROJECT: WINTON ROAD, PHASE 2
SPRINGFIELD TOWNSHIP, HAMILTON COUNTY, OHIO

9/16/2006
2002074-000

ITEM NO.	SPEC NO.	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT COST	ITEM COST
WINTON PHASE II						
REMOVALS						
1	E 11001	CLEARING AND GRUBBING, AS PER PLAN	LUMP SUM	1	\$5,000.00	\$5,000.00
2	E 30000	WALK REMOVED	SQUARE FOOT	22655	\$1.25	\$28,318.75
3	E 32000	CURB REMOVED	FOOT	5375	\$5.00	\$26,875.00
4	E 35100	PIPE REMOVED, 24" AND UNDER	FOOT	286	\$15.00	\$4,290.00
5	E 38000	REMOVE AND REPLACE A PORTION OF EXISTING GUARDRAIL	FOOT	14	\$15.00	\$210.00
6	E	SLOTTED DRAIN TO BE REMOVED	EACH	1	\$125.00	\$125.00
7	E	TRENCH DRAIN TO BE REMOVED	EACH	2	\$250.00	\$500.00
8	E 58100	MANHOLE REMOVED	EACH	1	\$800.00	\$800.00
9	E 58100	CATCH BASIN REMOVED	EACH	10	\$250.00	\$2,500.00
10	E 75000	REMOVE, SALVAGE AND REINSTALL OR RELOCATE FENCE, AS PER PLAN	FOOT	35	\$25.00	\$875.00
11	E	REMOVE AND REPLACE EXISTING MAILBOX	EACH	1	\$500.00	\$500.00
12	E 98100	PRIVATE SIGN AND PRIVATE SIGN FOUNDATION REMOVED BY ROADWAY CONTRACTOR.	EACH	11	\$1,500.00	\$16,500.00
13	E 202	PRIVATE LIGHT POLE REMOVED BY OTHERS PRIOR TO ROADWAY CONSTRUCTION. LIGHT FOUNDATION REMOVED BY ROADWAY CONTRACTOR	EACH	1	\$1,000.00	\$1,000.00
14	E 98200	REMOVE AND REPLACE EXISTING WALL	FOOT	15	\$15.00	\$225.00
15	E 98200	REMOVE EXISTING WALL	FOOT	20	\$10.00	\$200.00
16	E	PLUG EXISTING PIPE	EACH	3	\$50.00	\$150.00
17	E	REMOVE PORTION OF EXISTING HANDRAIL AND ADJUST NEW ENDS AS PER PLAN IN COORDINATION	FOOT	5	\$25.00	\$125.00
18	* E	PAVEMENT REMOVAL (INTERSECTIONS AND BUS PAD)	SQUARE YARD	4077	\$20.00	\$81,540.00
REMOVALS SUBTOTAL						\$169,733.75

ITEM NO.	SPEC NO.	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT COST	ITEM COST
		ROADWAY				
19	203 E 12000	EXCAVATION, AS PER PLAN	CUBIC YARD	3164	\$15.00	\$47,460.00
20	203 E 20000	EMBANKMENT	CUBIC YARD	556	\$10.00	\$5,560.00
21	204 E	SUBGRADE COMPACTION	SQUARE YARD	12865	\$1.50	\$19,297.50
22	254 E 01000	PAVEMENT PLANING, ASPHALT CONCRETE (1.5")	SQUARE YARD	6875	\$2.50	\$17,187.50
23	254 E 01000	PAVEMENT PLANING, ASPHALT CONCRETE (VARIABLE THICKNESS)	SQUARE YARD	6618	\$2.50	\$16,545.00
24	301 E 46000	ASPHALT CONCRETE BASE	CUBIC YARD	905	\$100.00	\$90,500.00
25	301 E 46000	ASPHALT CONCRETE BASE (DRIVEWAYS & PARKING LOTS)	CUBIC YARD	120	\$180.00	\$21,600.00
26	448 E 50000	ASPHALT CONCRETE, SURFACE COURSE, TYPE 1H (1.5")	CUBIC YARD	871	\$135.00	\$117,585.00
27	448 E 50000	ASPHALT CONCRETE, SURFACE COURSE, TYPE 1H (VARIABLE THICKNESS)	CUBIC YARD	827	\$135.00	\$111,645.00
28	448 E 46048	ASPHALT CONCRETE, SURFACE COURSE, TYPE 1 PG64-22 (DRIVEWAYS & PARKING LOTS)	CUBIC YARD	60	\$180.00	\$10,800.00
29	448 E	ASPHALT CONCRETE INTERMEDIATE COURSE	CUBIC YARD	1489	\$135.00	\$201,015.00
30	407 E 10000	TACK COAT @ 0.10 GAL/SY (ROADWAY)	GAL	1872	\$1.00	\$1,872.00
31	452 E	12" CONCRETE PAVEMENT (INTERSECTIONS, BUS STOPS, AND CROSS WALK)	SQUARE YARD	4857	\$65.00	\$315,705.00
32	452 E 12000	CONCRETE DRIVE REPLACEMENT	SQUARE YARD	112	\$60.00	\$6,720.00
33	608 E 12000	CONCRETE WALK (5" THICK) - INCLUDE RAMPS	SQUARE FOOT	24116	\$5.00	\$120,580.00
34	608 E 12000	CONCRETE WALK (7" THICK)	SQUARE FOOT	9990	\$7.00	\$69,930.00

ITEM NO.	SPEC NO.	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT COST	ITEM COST
35	608	CONCRETE STEPS	EACH	3	\$50.00	\$150.00
36	609 E	COMBINATION CURB AND GUTTER, TYPE 2	FOOT	20	\$30.00	\$600.00
37	609 E	CURB, TYPE 6	FOOT	5049	\$20.00	\$100,980.00
38	609 E	CURB, MODIFIED TYPE 6	FOOT	261	\$20.00	\$5,220.00
39	609 E	CURB, MODIFIED TYPE 7	FOOT	80	\$20.00	\$1,600.00
40	*204 E	PROOF ROLLING	HOURL	25	\$100.00	\$2,500.00
41	*252	FULL DEPTH RIGID PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT	SQUARE YARD	250	\$55.00	\$13,750.00
42	*304	GRANULAR MATERIAL FOR SUBGRADE REPAIR	CUBIC YARD	250	\$35.00	\$8,750.00
43	SPL	CRACK SEALING	GALLON	50	\$100.00	\$5,000.00
44	SPL	JOINT FABRIC, AS PER PLAN	FOOT	250	\$3.00	\$750.00
		ROADWAY SUBTOTAL				\$1,313,302.00
		DRAINAGE/ SANITARY				
45	518 E	DOWNSPOUT	FOOT	250	\$5.00	\$1,250.00
46	603 E	10200 8" CONDUIT, TYPE A, 707.02	FOOT	14	\$45.00	\$630.00
47	603 E	10200 12" CONDUIT, TYPE A, 707.02	FOOT	296	\$50.00	\$14,800.00
48	603 E	10200 15" CONDUIT, TYPE A, 707.02	FOOT	4	\$55.00	\$220.00
49	603 E	10200 18" CONDUIT, TYPE A, 707.02	FOOT	25	\$60.00	\$1,500.00
50	603 E	10200 24" CONDUIT, TYPE A, 707.02	FOOT	13	\$65.00	\$845.00
51	604 E	31500 MANHOLE, NO. 3	EACH	3	\$1,250.00	\$3,750.00
52	604 E	34500 STORM MANHOLE ADJUSTED TO GRADE	EACH	3	\$500.00	\$1,500.00
53	604 E	34500 SANITARY MANHOLE ADJUSTED TO GRADE	EACH	6	\$500.00	\$3,000.00
54	604 E	35500 STORM MANHOLE RECONSTRUCTED TO GRADE	EACH	2	\$500.00	\$1,000.00
55	604 E	35500 CATCH BASIN RECONSTRUCTED TO GRADE	EACH	1	\$250.00	\$250.00
56	604 E	35500 SANITARY MANHOLE RECONSTRUCTED TO GRADE	EACH	9	\$250.00	\$2,250.00

ITEM NO.	SPEC NO.	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT COST	ITEM COST
57	604 E	ADJUST OR RECONSTRUCT STORM MANHOLE / CATCH BASIN / COMBINED CATCH BASIN TO GRADE AS DIRECTED BY THE ENGINEER.	EACH	8	\$500.00	\$4,000.00
58	604 E	ADJUST OR RECONSTRUCT SANITARY MANHOLE TO GRADE AS DIRECTED BY THE ENGINEER.	EACH	9	\$500.00	\$4,500.00
59	604 E	RECONSTRUCT EXISTING STORM MANHOLE TO GRADE WITH OFFSET CONE.	EACH	1	\$1,000.00	\$1,000.00
60	604 E	RECONSTRUCT EXISTING SANITARY MANHOLE TO GRADE WITH OFFSET CONE.	EACH	3	\$500.00	\$1,500.00
61	604 E	00400 CATCH BASIN, NO. 3	EACH	6	\$2,000.00	\$12,000.00
62	604 E	00800 CATCH BASIN, NO. 3A	EACH	5	\$750.00	\$3,750.00
63	604 E	00800 CATCH BASIN, NO.2-2-B	EACH	4	\$1,000.00	\$4,000.00
64	604 E	04500 CATCH BASIN, NO.6	EACH	1	\$750.00	\$750.00
65	604 E	60000 SPECIAL - TRENCH DRAIN	FOOT	71	\$55.00	\$3,881.90
66	SPL	12"X18"X18" TEE	EACH	1	\$750.00	\$750.00
67	SPL	12"X12"X12" TEE	EACH	1	\$750.00	\$750.00
68	*603 E	SLOTTED DRAINS	FOOT	5	\$100.00	\$500.00
69	*603 E	FARM DRAIN	FOOT	250	\$15.00	\$3,750.00
70	*603 E	6" TO 6" CONDUIT, TYPE B, 706.01- 706.02, 706.08, WITH JOINTS AS PER 706.11 OR 706.12	FOOT	50	\$40.00	\$2,000.00
71	*603 E	6" TO 8" CONDUIT, TYPE C, 706.01- 706.02, 706.08, WITH JOINTS AS PER 706.11 OR 706.12	FOOT	50	\$40.00	\$2,000.00
72	*603 E	4" TO 8" CONDUIT, TYPE B FOR DRAINAGE CONNECTION	FOOT	75	\$40.00	\$3,000.00
73	*603 E	4" TO 8" CONDUIT, TYPE C FOR DRAINAGE CONNECTION	FOOT	75	\$40.00	\$3,000.00
74	*604 E	SANITARY MANHOLE RECONSTRUCTED TO GRADE WITH HEAVY DUTY FRAME AND GRATE	EACH	5	\$250.00	\$1,250.00
75	*605 E	UNCLASSIFIED PIPE UNDERDRAIN, 707.15 (6")	FOOT	250	\$10.00	\$2,500.00
		DRAINAGE/SANITARY SUBTOTAL				\$85,876.90
		ROADSIDE/ EROSION CONTROL				
76	207 E	PERIMETER FILTER FABRIC FENCE	FOOT	2500	\$2.00	\$5,000.00
77	207 E	INLET PROTECTION	FOOT	750	\$1.25	\$937.50

ITEM NO.	SPEC NO.	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT COST	ITEM COST
78	653 E	3" TOPSOIL FURNISHED AND PLACED	CUBIC YARD	522	\$20.00	\$10,431.90
79	659 E	COMMERCIAL FERTILIZER	TON	25	\$50.00	\$1,250.00
80	659 E	WATER	MGAL	125	\$2.50	\$312.50
81	660 E	SODDING, STAKED	SQUARE YARD	3129	\$6.00	\$18,774.00
82	*659 E	REPAIR SEEDING AND MULCHING	SQUARE YARD	250	\$0.80	\$200.00
		ROADSIDE/EROSION CONTROL SUBTOTAL				\$36,905.90
		MAINTENANCE OF TRAFFIC				
83	614 E	MAINTAINING TRAFFIC	LUMP SUM	1	\$150,000.00	\$150,000.00
84	614 E	TEMPORARY SIGNALS	LUMP SUM	1	\$100,000.00	\$100,000.00
85	616 E	CALCIUM CHLORIDE	TON	5	\$75.00	\$375.00
86	616 E	WATER	MGAL	25	\$5.00	\$125.00
87	619 E	FIELD OFFICE, TYPE A	MONTH	12	\$500.00	\$6,000.00
88	624 E	MOBILIZATION	LUMP SUM	1	\$10,000.00	\$10,000.00
89	642 E	EDGE LINES	MILE	3	\$1,200.00	\$3,600.00
90	642 E	CENTER LINES	MILE	5	\$750.00	\$3,750.00
91	642 E	STOP LINES	FOOT	200	\$1.50	\$300.00
92	642 E	LANE LINE	MILE	3	\$1,200.00	\$3,600.00
93	642 E	LANE ARROWS	EACH	40	\$85.00	\$3,400.00
94	*302 E	ASPHALT CONCRETE BASE FOR MAINTAINING DRIVEWAYS (4")	CUBIC YARD	120	\$115.00	\$13,800.00
95	*615 E	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B	SQUARE YARD	600	\$30.00	\$18,000.00
		MAINTENANCE OF TRAFFIC SUBTOTAL				\$312,950.00
		STRIPING AND SIGNAGE				

ITEM NO.	SPEC NO.	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT COST	ITEM COST
96	E 00100	RAISED PAVEMENT MARKER	EACH	380	\$10.00	\$3,800.00
97	E 32000	GROUND ROD	EACH	1	\$75.00	\$75.00
98	E 03100	GROUND MOUNTED SUPPORT, NO. 3 POST	FOOT	935	\$3.00	\$2,805.00
99	E 20400	OVERHEAD SIGN SUPPORT, TYPE TC-12.30, DESIGN 4	EACH	1	\$4,000.00	\$4,000.00
100	E 80100	SIGN, FLAT SHEET	SQUARE	294	\$7.50	\$2,205.00
101	E 80224	SIGN, OVERHEAD, EXTRUSHEET	SQUARE	40	\$16.00	\$640.00
102	E 80500	SIGN, DOUBLE FACED, STREETNAME	EACH	1	\$93.00	\$93.00
103	E 84510	RIGID OVERHEAD SIGN SUPPORT FOUNDATION	EACH	1	\$1,500.00	\$1,500.00
104	E 87400	REMOVAL OF OVERHEAD SIGN AND DISPOSAL	EACH	1	\$60.00	\$60.00
105	E 84900	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	EACH	55	\$4.50	\$247.50
106	E 86002	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	EACH	10	\$11.00	\$110.00
107	E 89706	REMOVAL OF OVERHEAD MOUNTED SIGN SUPPORT AND DISPOSAL, TYPE TC-12.30	EACH	1	\$400.00	\$400.00
108	E 97700	SIGNING, MISC.: PARKING CONTROL SIGN MOUNTING BRACKET	EACH	13	\$120.00	\$1,560.00
109	E 00200	LANE LINE	MILE	1.661	\$400.00	\$664.40
110	E 00300	CENTER LINE, 4" DOUBLE SOLID YELLOW	MILE	1.051	\$1,750.00	\$1,856.75
111	E 00300	CENTER LINE, 4", DOUBLE SOLID YELLOW/DASHED	MILE	0.277	\$1,760.00	\$484.75
112	E 00400	CHANNELIZING LINE, 8" SOLID WHITE	FOOT	2085	\$1.25	\$2,606.25
113	E 00500	STOP LINE, 24" SOLID WHITE	FOOT	312	\$5.75	\$1,794.00
114	E 00600	CROSSWALK LINE, 12" SOLID WHITE	FOOT	1080	\$2.50	\$2,700.00
115	E 00700	TRANSVERSE/DIAGONAL LINE, 24" SOLID YELLOW	FOOT	710	\$2.00	\$1,420.00
116	E 00700	TRANSVERSE/DIAGONAL LINE, 24" SOLID WHITE	FOOT	45	\$4.00	\$180.00
117	E 01300	LANE ARROW	EACH	26	\$85.00	\$2,210.00
118	E 01410	WORD ON PAVEMENT, 96"	EACH	15	\$55.00	\$825.00
119	E 01500	DOTTED LINE	FOOT	160	\$1.50	\$240.00
		STRIPING AND SIGNAGE SUBTOTAL				\$32,476.65

ITEM NO.	SPEC NO.	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT COST	ITEM COST
		WINTON AT GALBRAITH - TRAFFIC SIGNAL				
120	E 00500	CONNECTOR KIT, TYPE II	EACH	2	\$70.00	\$140.00
121	E 00600	CONNECTOR KIT, TYPE III	EACH	2	\$70.00	\$140.00
122	E 00950	CONNECTOR KIT, TYPE VII	EACH	2	\$70.00	\$140.00
123	E 23304	NO. 8 AWG 600 VOLT DISTRIBUTION CABLE	FOOT	870	\$1.00	\$870.00
124	E 23400	NO. 10 AWG POLE AND BRACKET CABLE	FOOT	85	\$1.00	\$85.00
125	E 25403	2" CONDUIT, 725.05, AS PER PLAN	FOOT	51	\$5.50	\$280.50
126	E 25503	3" CONDUIT, 725.05, AS PER PLAN	FOOT	20	\$7.75	\$155.00
127	E 25603	4" CONDUIT, 725.05, AS PER PLAN	FOOT	10	\$8.75	\$87.50
128	E 25901	4" CONDUIT, 725.05, JACKED OR DRILLED UNDER PAVEMENT, AS PER PLAN	FOOT	182	\$25.00	\$4,550.00
129	E 29000	TRENCH	FOOT	76	\$6.50	\$494.00
130	E 30700	PULLBOX, 18", 725.08	EACH	1	\$287.00	\$287.00
131	E 30706	PULLBOX, 24", 725.08	EACH	5	\$350.00	\$1,750.00
132	E 32000	GROUND ROD	EACH	5	\$75.00	\$375.00
133	E 79101	SIGN HANGER ASSEMBLY, MAST ARM, AS PER PLAN	EACH	11	\$137.00	\$1,507.00
134	E 79500	SIGN SUPPORT ASSEMBLY, POLE MOUNTED	EACH	2	\$75.00	\$150.00
135	E 80100	SIGN FLAT SHEET	SQUARE	19	\$15.00	\$285.00
136	E 83000	COVERING OF SIGN	SQUARE	19	\$6.50	\$123.50
137	E 88000	PHOTOELECTRIC CONTROL	EACH	1	\$75.00	\$75.00
138	E 90501	INTERNALLY ILLUMINATED FIXED MESSAGE SIGN, AS PER PLAN	EACH	2	\$1,750.00	\$3,500.00
139	E 05001	VEH. SIGNAL HEAD WITH (LED), 3 SECTION, 12" LENS, 1-WAY, AS PER PLAN	EACH	6	\$850.00	\$5,100.00
140	E 05081	VEH. SIGNAL HEAD WITH (LED) 5 SECTION, 12" LENS, 1-WAY, AS PER PLAN	EACH	3	\$600.00	\$1,800.00
141	E 20500	PEDESTRIAN SIGNAL HEAD WITH LED LAMP UNITS, TYPE A2	EACH	4	\$550.00	\$2,200.00
142	E 25000	COVERING OF VEHICULAR SIGNAL HEAD	EACH	8	\$25.00	\$200.00
143	E 25010	COVERING OF PEDESTRIAN SIGNAL HEAD	EACH	4	\$20.00	\$80.00
144	E 26000	PEDESTRIAN PUSH BUTTON	EACH	2	\$150.00	\$300.00

ITEM NO.	SPEC NO.	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT COST	ITEM COST
145	E 26500	DETECTOR LOOP	EACH	6	\$1,000.00	\$6,000.00
146	E 40500	SIGNAL CABLE, 5 CONDUCTOR, NO 14 AWG	FOOT	791	\$1.45	\$1,146.95
147	E 40700	SIGNAL CABLE, 7 CONDUCTOR, NO 14 AWG	FOOT	922	\$1.75	\$1,613.50
148	E 65300	LOOP DETECTOR LEAD-IN CABLE, 2 CONDUCTOR, NO. 14AWG	FOOT	942	\$1.25	\$1,177.50
149	E 68200	POWER CABLE, 2 CONDUCTOR, NO 6 AWG.	FOOT	25	\$2.75	\$68.75
150	E 68300	POWER CABLE, 3 CONDUCTOR, NO 6 AWG.	FOOT	25	\$3.00	\$75.00
151	E 70001	POWER SERVICE, GROUND MOUNTED, AS PER PLAN	EACH	1	\$2,000.00	\$2,000.00
152	E 70400	CONDUIT RISER, 2" DIAMETER	EACH	1	\$200.00	\$200.00
153	E 80700	SIGNAL SUPPORT MISC: SPECIAL DESIGN SIGNAL SUPPORT	EACH	2	\$10,500.00	\$21,000.00
154	E 90101	REMOVAL OF TRAFFIC SIGNAL INSTALLATION, AS PER PLAN	EACH	1	\$875.00	\$875.00
155	E 90400	SIGNALIZATION MISC: SPECIAL DESIGN SIGNAL SUPPORT FOUNDATION	EACH	2	\$5,000.00	\$10,000.00
156	E 01601	CONTROLLER UNIT, TYPE 170E, WITH CABINET TYPE 332, AS PER PLAN	EACH	1	\$5,000.00	\$5,000.00
157	E 67100	CABINET FOUNDATION	EACH	1	\$550.00	\$550.00
158	E 67200	CONTROLLER WORKPAD	EACH	1	\$200.00	\$200.00
		WINTON AT GALBRAITH - TRAFFIC SIGNAL SUBTOTAL				\$73,206.20
		WINTON AT CLOVERVIEW - TRAFFIC SIGNAL				
159	E 25403	2" CONDUIT, 725.05, AS PER PLAN	FOOT	20	\$5.50	\$110.00
160	E 25503	3" CONDUIT, 725.05, AS PER PLAN	FOOT	10	\$7.75	\$77.50
161	E 29000	TRENCH	FOOT	25	\$6.50	\$162.50
162	E 30700	PULL BOX, 18", 725.08	EACH	3	\$287.00	\$861.00
163	E 32000	GROUND ROD	EACH	1	\$150.00	\$150.00
164	E 79001	SIGN HANGER ASSEMBLY, SPAN WIRE, AS PER PLAN	EACH	4	\$200.00	\$800.00
165	E 80100	SIGN FLAT SHEET	SQUARE	15	\$15.00	\$225.00
166	E 80101	SIGN FLAT SHEET, AS PER PLAN	SQUARE	20	\$20.00	\$400.00
167	E 83000	COVERING OF SIGN	SQUARE	15	\$6.50	\$97.50

ITEM NO.	SPEC NO.	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT COST	ITEM COST
168	E 05001	VEH. SIGNAL HEAD WITH (LED), 3 SECTION, 12" LENS, 1-WAY, AS PER PLAN	EACH	3	\$850.00	\$2,550.00
169	E 05081	VEH. SIGNAL HEAD WITH (LED) 5 SECTION, 12" LENS, 1-WAY, AS PER PLAN	EACH	1	\$1,200.00	\$1,200.00
170	E 20500	PEDESTRIAN SIGNAL HEAD WITH LED LAMP UNITS, TYPE A2	EACH	4	\$550.00	\$2,200.00
171	E 25000	COVERING OF VEHICULAR SIGNAL HEAD	EACH	4	\$25.00	\$100.00
172	E 25010	COVERING OF PEDESTRIAN SIGNAL HEAD	EACH	4	\$20.00	\$80.00
173	E 26000	PEDESTRIAN PUSH BUTTON	EACH	2	\$150.00	\$300.00
174	E 26500	DETECTOR LOOP	EACH	5	\$500.00	\$2,500.00
175	E 30200	MESSENGER WIRE, 7 STRAND, 3/8" DIAMETER, WITH ACCESSORIES	FOOT	305	\$3.00	\$915.00
176	E 40500	SIGNAL CABLE, 5 CONDUCTOR, NO 14 AWG	FOOT	675	\$1.45	\$978.75
177	E 40700	SIGNAL CABLE, 7 CONDUCTOR, NO 14 AWG	FOOT	280	\$1.75	\$490.00
178	E 64000	STRAIN SUPPORT FOUNDATION	EACH	1	\$2,500.00	\$2,500.00
179	E 65300	LOOP DETECTOR LEAD-IN CABLE, 2 CONDUCTOR, NO. 14AWG	FOOT	600	\$1.25	\$750.00
180	E 68200	POWER CABLE, 2 CONDUCTOR, NO 6 AWG.	FOOT	27	\$2.75	\$74.25
181	E 68300	POWER CABLE, 3 CONDUCTOR, NO 6 AWG.	FOOT	15	\$3.00	\$45.00
182	E 70001	POWER SERVICE, AS PER PLAN	EACH	1	\$1,250.00	\$1,250.00
183	E 70400	CONDUIT RISER, 2" DIAMETER	EACH	1	\$200.00	\$200.00
184	E 75191	STRAIN POLE, TYPE TC-81.10, DESIGN 6, AS PER PLAN	EACH	1	\$3,700.00	\$3,700.00
185	E 90101	REMOVAL OF TRAFFIC SIGNAL INSTALLATION, AS PER PLAN	EACH	1	\$875.00	\$875.00
186	E 90208	REUSE OF STRAIN POLE	EACH	1	\$250.00	\$250.00
187	E 67200	CONTROLLER ITEM MISC.: MODIFICATION OF EXISTING CONTROLLER AND EQUIPMENT	EACH	1	\$2,500.00	\$2,500.00
		WINTON AT CLOVERVIEW - TRAFFIC SIGNAL SUBTOTAL				\$0.00
		TRAFFIC CONTROL SUBTOTAL				\$173,542.85
		ELECTRICAL				
250	E	CONDUIT, 1", 725.05	FOOT	87	\$1.50	\$130.50

ITEM NO.	SPEC NO.	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT COST	ITEM COST
251	625 E	CONDUIT, 3", 725.05	FOOT	7971	\$3.50	\$27,898.50
252	625 E	CONDUIT, 3" 725.04	FOOT	208	\$15.00	\$3,120.00
253	625 E	TRENCH	FOOT	4281	\$2.00	\$8,562.00
254	625 E	LIGHT POLE FOUNDATIONS, TYPE A, AS PER PLAN	EACH	4	\$500.00	\$2,000.00
255	625 E	LIGHT POLE FOUNDATION, TYPE B, AS PER PLAN	EACH	5	\$500.00	\$2,500.00
256	625 E	LIGHT POLE FOUNDATION, TYPE C, AS PER PLAN	EACH	18	\$500.00	\$9,000.00
257	625 E	PULLBOX, 13"x17", 725.06, AS PER PLAN	EACH	19	\$400.00	\$7,600.00
258	625 E	PULLBOX, 17"x30", 725.06, AS PER PLAN	EACH	8	\$600.00	\$4,800.00
259	625 E	GROUND ROD	EACH	26	\$125.00	\$3,250.00
		ELECTRICAL SUBTOTAL				\$68,861.00
		STRUCTURAL				
260	610 E	50010 SPECIAL-RETAINING WALL, MISC.: MODULAR WALL - WALL "A"	SQUARE FOOT	548	\$45.00	\$24,660.00
261	610 E	50010 SPECIAL-RETAINING WALL, MISC.: MODULAR WALL - WALL "B"	SQUARE FOOT	80	\$45.00	\$3,600.00
		STRUCTURAL SUBTOTAL				\$28,260.00
SPL		CONTINGENCIES	LS	1	\$218,896.00	\$437,792.00
SPL		CINCINNATI WATER WORKS ITEMS	LS	1	\$250,000.00	\$500,000.00
		TOTAL BASE BID				\$2,657,859.00

County of Hamilton

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

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 946-1250 FAX (513) 946-4288

November 17, 2006

STATUS OF FUNDS REPORT

Project: WINTON ROAD IMPROVEMENT PHASE II

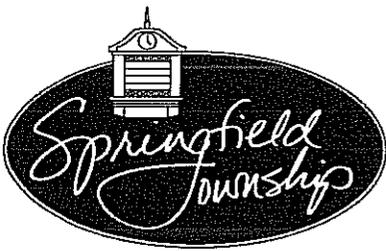
This is to certify that the sum of \$1,382,087.00 is available as the local matching funds in connection with the application for State Capital Improvement Program Funds for the above-mentioned project.

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, Auditor
Hamilton County



HAMILTON COUNTY, OHIO
Founded 1795

ADMINISTRATION

9150 WINTON ROAD
CINCINNATI, OHIO 45231
Phone (513) 522-1410
Fax (513) 729-0818
www.springfieldtwp.org

Trustee
Tom Bryan

Trustee
Joseph Honerlaw

Trustee
Gwen McFarlin

Fiscal Officer
John Waksmundski

Township Administrator
Michael T. Hinnenkamp

Law Director
Laura A. Abrams

Police Chief
David J. Heimpold

Recreation Director
Melanie McNulty

Service Director
John B. Musselman

Development Services Director
Christopher D. Gilbert

Fire Chief
Robert Leininger

Senior/Community
Services Director
Sally Scigliulo

STATUS OF FUNDS REPORT

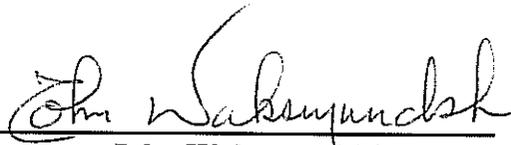
WINTON ROAD IMPROVEMENT PHASE II

This is to certify that the sum of \$53,157.00 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 Springfield Township Funds. Local matching funds will be encumbered and certified upon completion of the Project Agreement with the Ohio Public Works Commission.

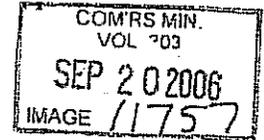
SPRINGFIELD TOWNSHIP

Chief Financial Officer:


John Waksmundski

Date: November 20, 2006

A RESOLUTION AUTHORIZING THE COUNTY ENGINEER TO PREPARE AND SUBMIT AN APPLICATION TO PARTICIPATE IN THE OHIO PUBLIC WORKS COMMISSION (OPWC) STATE CAPITAL IMPROVEMENT AND/OR LOCAL TRANSPORTATION IMPROVEMENT PROGRAM(S) AND TO EXECUTE CONTRACTS AS REQUIRED.



BY THE BOARD:

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

WHEREAS, the County of Hamilton, State of Ohio, is planning to make capital improvements Blue Rock Road, Dry Fork Road, Galbraith Road, Kenwood Road, Loveland Madeira Road, Miles Road, Rapid Run Road, Remington Road, Winton Road and Sewer No.5787 and "550-700 Storage and Treatment Facility; and

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

NOW, THEREFORE BE IT RESOLVED by the Board of County Commissioners of Hamilton County, State of Ohio as follows:

SECTION I

The Hamilton County Engineer, William W. Brayshaw, P.E.-P.S., is hereby authorized to apply to the OPWC for funds as described above.

SECTION II

The Hamilton County Engineer, William W. Brayshaw, P.E.-P.S., is further authorized to enter into any agreements as may be necessary and appropriate for obtaining this financial assistance.

SECTION III

It is found and determined that all formal action of this Board of Hamilton County Commissioners concerning or related to the adoption of this resolution were adopted in an open meeting of this Board of Hamilton County Commissioners and all deliberations of this Board of Hamilton County Commissioners and any of its committees, if any, that resulted in such formal actions were adopted in meetings open to the public, in compliance with all applicable legal requirements of the Ohio Revised Code.

This resolution shall be in full force and effect from and immediately after its adoption.

BE IT RESOLVED that the Clerk of this Board be, and she is hereby authorized and directed to certify a copy of this Resolution to the County Engineer, County Auditor, County Recorder and Hamilton County Regional Planning Commission.

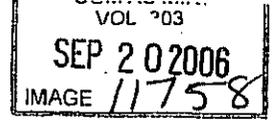
ADOPTED at a regular meeting of the Board of County Commissioners of Hamilton County, Ohio this 20th day of September, 2006.

Mr. DeWine, AYE

Mr. Heimlich, ABSENT
EXCUSED

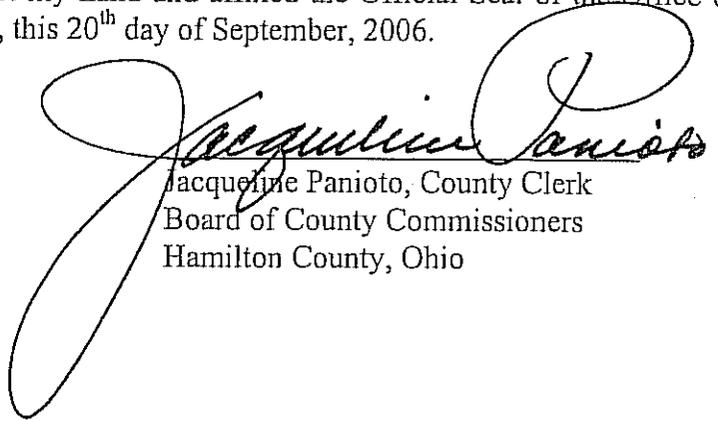
Mr. Portune, AYE

CERTIFICATE OF CLERK



IT IS HEREBY CERTIFIED that the foregoing is a true and correct transcript of a Resolution adopted by this Board of County Commissioners of Hamilton County, Ohio, this 20th day of September, 2006.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Official Seal of the Office of the County Commissioners of Hamilton County, Ohio, this 20th day of September, 2006.



Handwritten signature of Jacqueline Panioto in cursive script.

Jacqueline Panioto, County Clerk
Board of County Commissioners
Hamilton County, Ohio

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 WINTON ROAD IMPROVEMENT PHASE II 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

PAVEMENT CORES
WINTON, GALBRAITH, KENWOOD &
BLUE ROCK ROADS
HAMILTON COUNTY, OHIO

Prepared for: County of Hamilton
Hamilton County Engineers
Thelen Project No.: 060699NE



THELEN ASSOCIATES, INC.

Geotechnical • Testing Engineers

1398 Cox Avenue / Erlanger, Kentucky 41018-1002 / 859-746-9400 / Fax 859-746-9408
 2140 Waycross Road / Cincinnati, Ohio 45240-2719 / 513-825-4350 / Fax 513-825-4756
www.thelenassoc.com

WINTON PHASE II



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August 18, 2006
Revised: August 23, 2006

County of Hamilton
Hamilton County Engineer
223 W. Galbraith Road
Cincinnati, Ohio 45215

Attention: Mr. Eric Beck, P.E.

Re: Pavement Cores
Winton, Galbraith, Kenwood &
Blue Rock Roads
Hamilton County, Ohio

Ladies and Gentlemen:

Contained herein are the results of pavement cores performed along Winton, Galbraith, Kenwood & Blue Rock Roads in Hamilton County, Ohio. This work was requested and authorized by Mr. Eric Beck, P.E., County of Hamilton, during a telephone conversation with our Ms. Nancy M. Goins on July 11, 2006.

The purpose of our services were to sample the depth and composition of the existing pavement along the specific sections of these project streets. An evaluation of the soil subgrade was not requested.

The pavement core locations were determined by the County of Hamilton and staked in the field by their office. The pavement cores were offset as required due to overhead power lines. Ground surface elevations were not determined. The location of the cores are noted on the Pavement Core Summaries enclosed with this report.

The cores were obtained by our personnel by coring through the existing pavement utilizing 3-1/4, 4 and 6 inch diameter diamond bit core barrels. The recovered samples were marked in the field for future identification and field measurements of the total pavement depth was documented. Mr. Pat Ashcraft, County of Hamilton, was present during the coring process and recorded the pavement cores with the use of a camera.

Upon receipt of the samples to our Construction Materials Laboratory, the samples were measured and reviewed for composition. The Pavement Core Summaries were developed at this time.

For Phase I of Winton Road, which extends from North Bend Road to Denier Place included Pavement Cores 1, 2, 3, 9, 10 and 11. Pavement Cores 1 and 2 encountered full depth asphalt pavement consisting of 7-1/2 and 5-1/4 inches, respectively. Pavement Cores 3, 9, 10 and 11 encountered 3 to 5-1/2 inches of asphaltic concrete underlain by 7-7/8 to 10-7/8 inches of Portland cement concrete. Total pavement thickness ranged between 5-1/4 inches in Pavement Core 2 to 15-7/8 inches in Pavement Core 10.

For Phase II of Winton Road between North Hill Lane and Reynard Avenue, Pavement Cores 4 through 8 and 12 through 18 were performed. These pavement cores encountered 3-1/2 to 12-1/2 inches of asphaltic concrete underlain by 7 to 15 inches of Portland cement concrete. Total pavement thicknesses ranged between 11-1/4 inches in Pavement Core 7 to 27-1/2 inches in Pavement Core 18.

For Galbraith Road between Winton Road and Bobolink Drive eight (8) cores were performed. These cores encountered 1-1/2 to 2-7/8 inches of asphaltic concrete underlain by 7 to 9 inches of Portland cement concrete. Total pavement thicknesses ranged between 9-1/4 inches in Pavement Core 4 to 11-3/4 inches in Pavement Core 6.

For Kenwood Road between Montgomery Road to Euclid Road four (4) pavement cores were performed. Pavement Cores 2 and 3 encountered 15 inches and 12 inches of full-

depth asphalt pavement, respectively. Pavement Cores 1 and 4 encountered 4 inches and 3-1/2 inches of asphaltic concrete underlain by 8 inches and 6 inches of Portland cement concrete, respectively. Total pavement thicknesses ranged between 9-1/2 inches in Pavement Core 4 to 15 inches in Pavement Core 2.

For Blue Rock Road between Galbraith Road and Sheed Road four (4) pavement cores were performed. These pavement cores encountered full-depth asphalt pavement ranging from 10-1/4 inches in Pavement Core 4 to 13 inches in Pavement Core 3.

Enclosed with this report are the Pavement Core Summaries, which provide additional information, concerning the condition of the pavement core and composition of the pavements encountered. The pavement cores are available for review in our Forest Park, Ohio office.

For pavements which are underlain by fractured to disintegrated concrete, the pavement section will have two (2) major issues. The first issue is that the concrete will continue to disintegrate with each freeze/thaw cycle. This weakening of the rigid pavement beneath the flexible pavement will result in continued and worsening reflective cracking within the asphalt overlays.

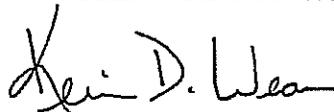
The second issue is that the surface drainage and runoff will not be completely controlled and diverted to the storm sewer inlets. Water will filter down through any unsealed fractured pavement and pond on the clayey subgrade. This water is likely not outletted by gravity with a crowned subgrade and granular base which will result in a saturation and softening of the subgrade soils. This condition will become more pronounced once the rigid concrete pavement has fractured to the point that it is not dissipating the loads as originally designed, and will ultimately result in rutted pavements and depressions in areas where the subgrade soils have become weakened. These soft saturated soils will also be an issue if the existing pavement sections are to be removed. The subgrade soils will be above their optimum moisture contents and will be required to be moisture-

conditioned or removed and replaced to prepared a suitable soil subgrade for placing new pavements.

These issues will result in the pavement deterioration to accelerate to their design service life. These issues can only be remediated with a replacement of a new pavement section.

We appreciate the opportunity to be of service to you on this project. Should you have any questions concerning the data presented, or if we may be of additional assistance, please do not hesitate to contact us.

Respectfully submitted,
THELEN ASSOCIATES, INC.



8-24-06

Kevin D. Weaver, P.E.
Staff/Materials Engineer



KDW:ph
060699NE

- Enclosure: Pavement Core Summary, Winton Road Phase I
Pavement Core Summary, Winton Road Phase II
Pavement Core Summary, Galbraith Road
Pavement Core Summary, Kenwood Road
Pavement Core Summary, Blue Rock Road

Copies submitted: 2 - Client



THELEN ASSOCIATES, INC.

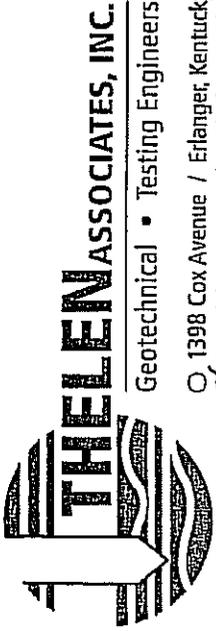
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COUNTY OF HAMILTON
PAVEMENT CORES
WINTON, GALBRAITH, KENWOOD
& BLUE ROCK ROADS
HAMILTON COUNTY, OHIO
0606999NE

**PAVEMENT CORE SUMMARY
WINTON ROAD PHASE II**

- Core No. 4 Western northbound lane in front of 7990 Winton Road
5-1/2" Asphaltic Concrete: Intact, 2 apparent courses
±8" Portland Cement Concrete: Disintegrated during coring
Total Pavement Thickness: 13-1/2"
- Core No. 5 Western northbound lane in front of 8238 Winton Road
4" Asphaltic Concrete: Disintegrated during coring
8" Portland Cement Concrete: Heavily fractured to disintegrated
Total Pavement Thickness: 12"
- Core No. 6 Eastern northbound lane in front of 8444 Winton Road
3-1/2" Asphaltic Concrete: Disintegrated during coring
9" Portland Cement Concrete: Intact
Total Pavement Thickness: 12-1/2"
- Core No. 7 Eastern northbound lane in front of 8550 Winton Road
2-1/4" Asphaltic Concrete: Intact, 1 apparent course
9" Portland Cement Concrete: Intact, 1/4" diameter wire mesh 8-1/4" below pavement surface
Total Pavement Thickness: 11-1/4"
- Core No. 8 Western northbound lane in front of 8601 Winton Road
7-1/2" Asphaltic Concrete: Bottom 2-1/2" fractured, 2 apparent course
11-1/2" Portland Cement Concrete: Bottom 1-1/2" disintegrated during coring
Total Pavement Thickness: 19"



THELEN ASSOCIATES, INC.
Geotechnical • Testing Engineers

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COUNTY OF HAMILTON
PAVEMENT CORES
WINTON, GALBRAITH, KENWOOD
& BLUE ROCK ROADS
HAMILTON COUNTY, OHIO
0606999NE

**PAVEMENT CORE SUMMARY
WINTON ROAD PHASE II**

Core No. 12	Eastern southbound lane in front of 8085 Winton Road 4-1/2" Asphaltic Concrete: 1 apparent course 12" Portland Cement Concrete: Heavily fractured	Total Pavement Thickness: 16-1/2"
Core No. 13	Eastern southbound lane in front of 8220 Winton Road 5" Asphaltic Concrete: 2 apparent courses 10-1/4" Portland Cement Concrete: Intact	Total Pavement Thickness: 15-1/4"
Core No. 14	Eastern southbound lane in front of 8270 Winton Road 4-1/2" Asphaltic Concrete: 3 apparent courses 7" Portland Cement Concrete: Heavily fractured to disintegrated	Total Pavement Thickness: 13-1/2"
Core No. 15	Eastern southbound lane in front of 8474 Winton Road 4-5/8" Asphaltic Concrete: 3 apparent courses 9" Portland Cement Concrete: Heavily fractured to disintegrated	Total Pavement Thickness: 13-5/8"
Core No. 16	Eastern southbound lane in front of 8520 Winton Road 3-3/4" Asphaltic Concrete: 3 apparent courses 10-1/2" Portland Cement Concrete: 8" intact, 2-1/2" disintegrated	Total Pavement Thickness: 14-1/4"



THELEN ASSOCIATES, INC.

Geotechnical • Testing Engineers

○ 1398 Cox Avenue / Erlanger, Kentucky 41018-1002 / 859-746-9400 / Fax 859-746-9408
☑ 2140 Waycross Road / Cincinnati, Ohio 45240-2719 / 513-825-4350 / Fax 513-825-4756

COUNTY OF HAMILTON
PAVEMENT CORES
WINTON, GALBRAITH, KENWOOD
& BLUE ROCK ROADS
HAMILTON COUNTY, OHIO
060699NE

PAVEMENT CORE SUMMARY WINTON ROAD PHASE II

Core No. 17 Eastern southbound lane in front of 8581 Winton Road
3-1/2" Asphaltic Concrete: 1 course intact, 1" disintegrated
9" Portland Cement Concrete: 6" intact, 3" heavily fractured

Total Pavement Thickness: 12-1/2"

Core No. 18 Eastern southbound lane in front of 8640 Winton Road
12-1/2" Asphaltic Concrete: Heavily fractured to disintegrated
15" Portland Cement Concrete: 10" intact, 5" heavily fractured and disintegrated

Total Pavement Thickness: 27-1/2"

Key of Terms

Fractured: Generally intact, few random cracks

Heavily Fractured: Generally cracked into several pieces

Disintegrated: Broken to aggregate size with some matrix remaining



H₁



H₂



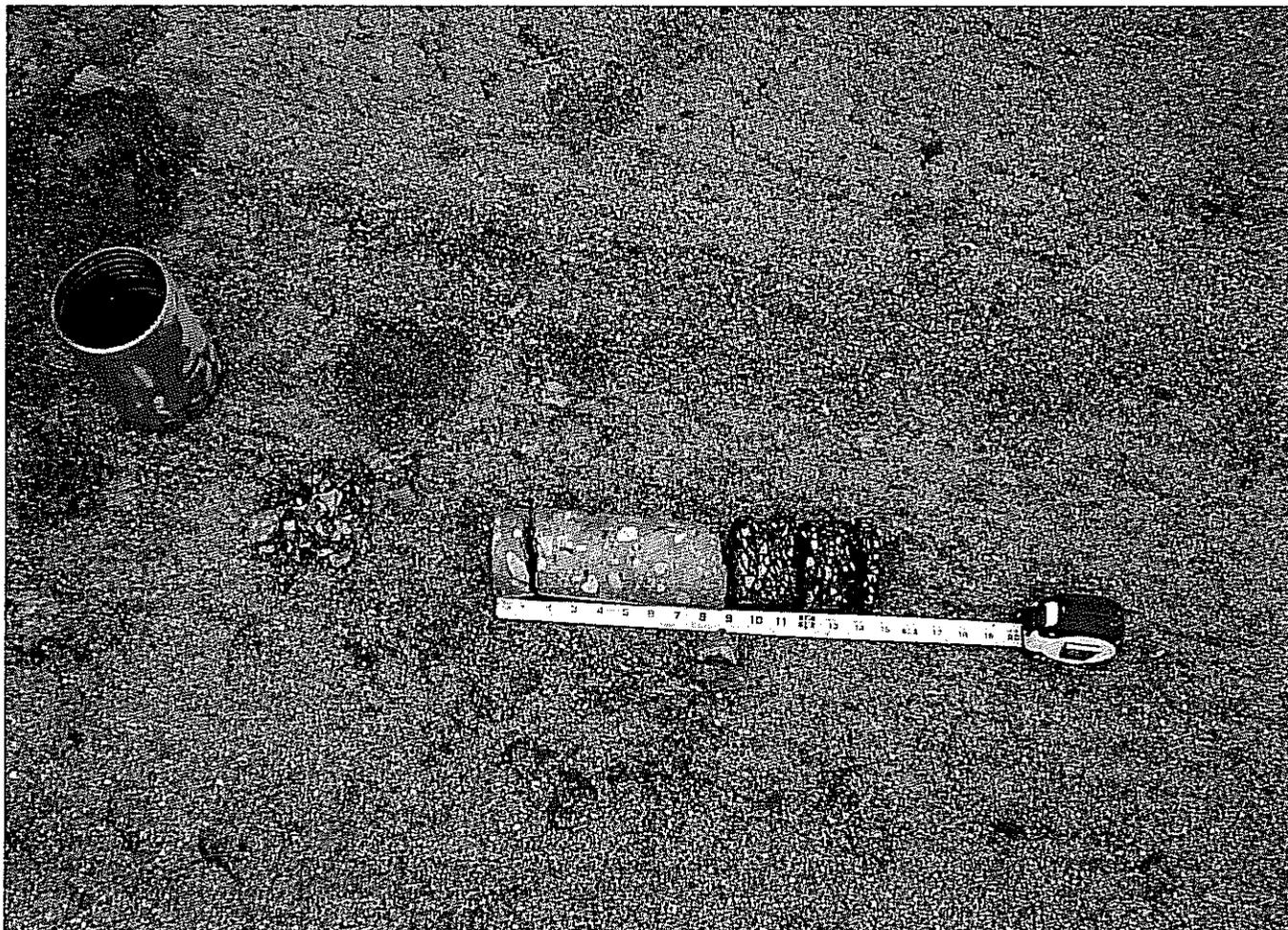
#3



#4



H5



H6



H
7



H
8



Hg

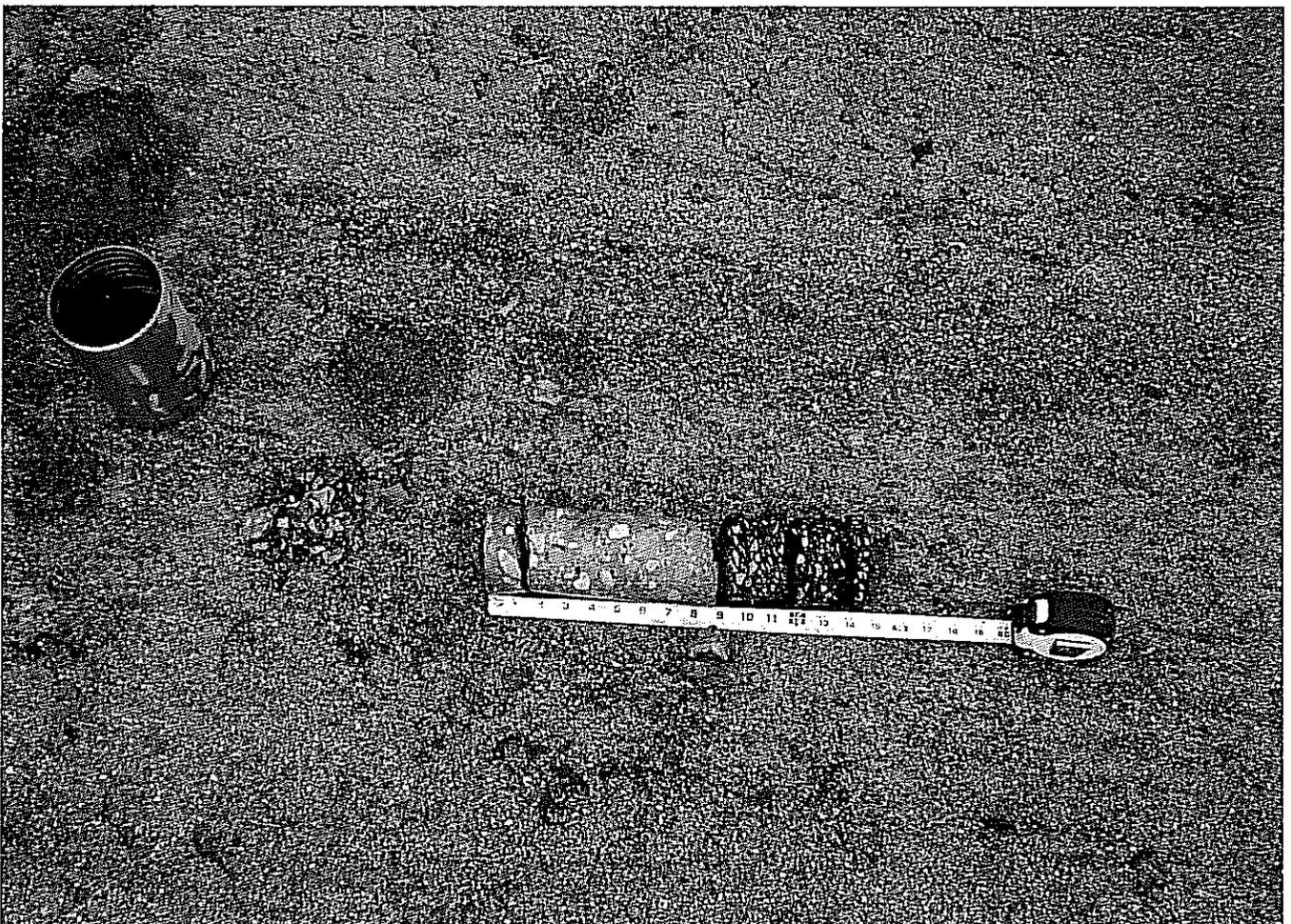


17
10





A11



A12
DOR



13







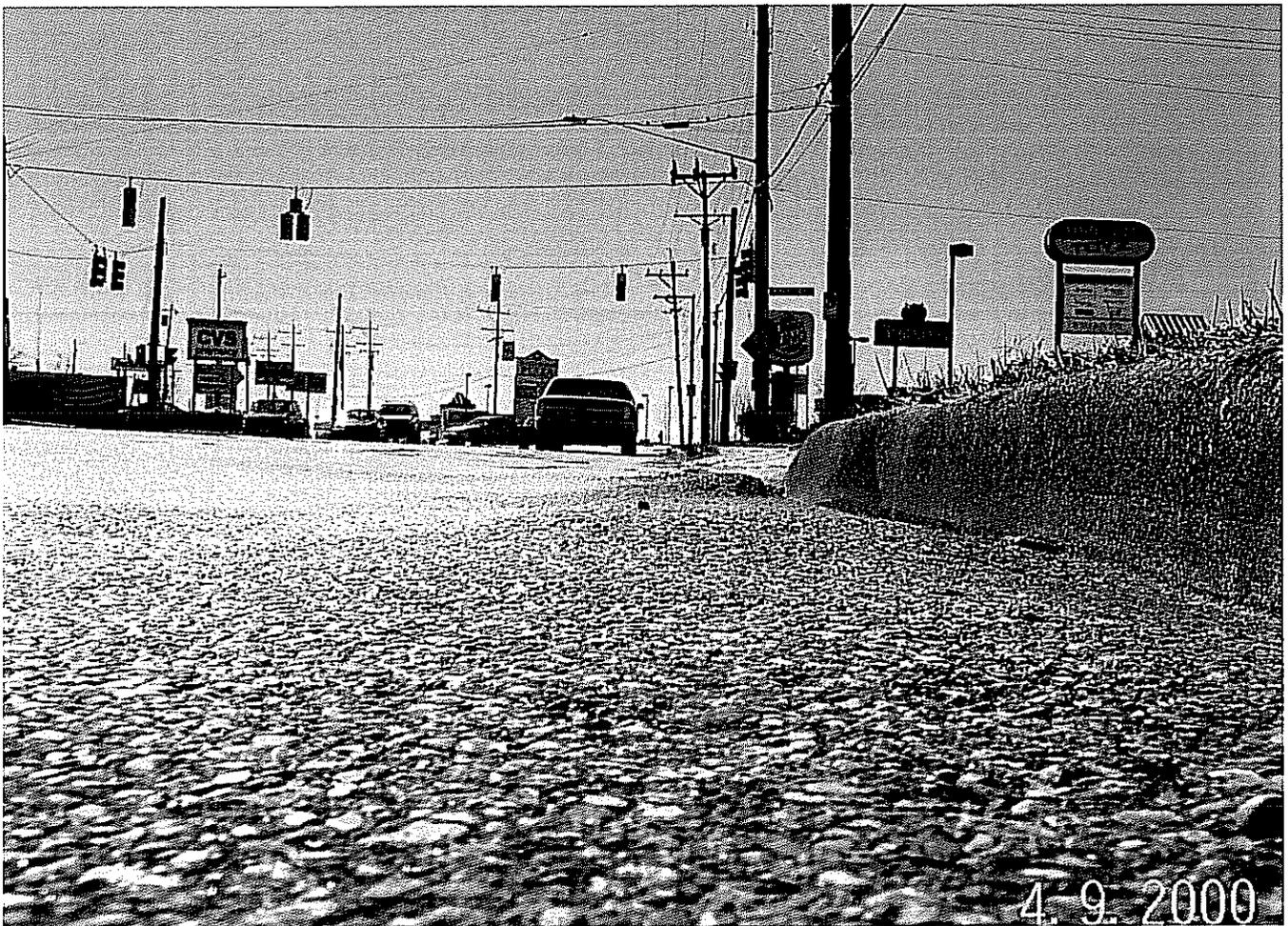


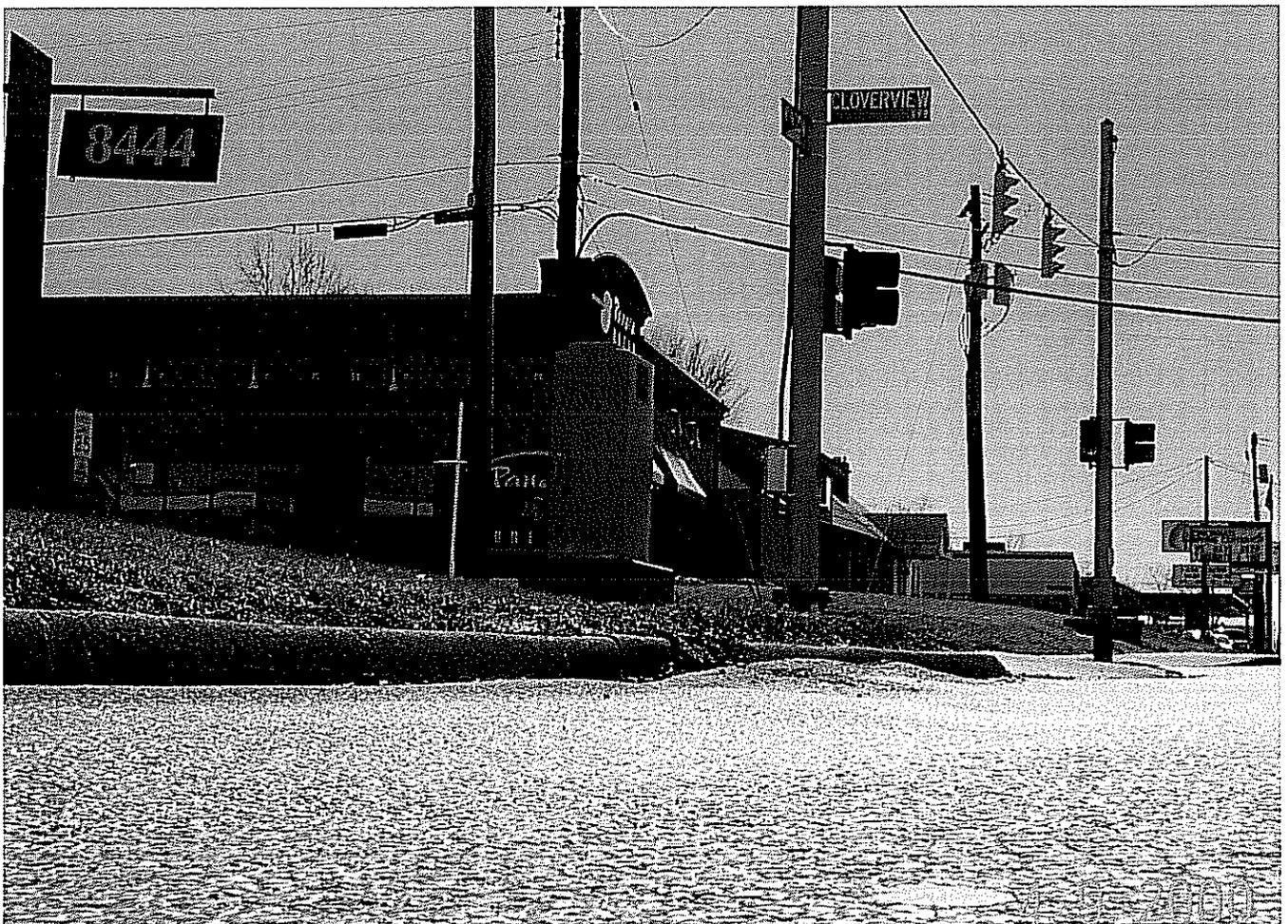
















Calculations

The rankings in this report only reflect the frequency of crashes and not the rate of crashes. By using the number of crashes in conjunction with the average daily traffic through the intersection an Intersection Crash Rate may be calculated. As outlined in the Fifth Edition of the Traffic Engineering Handbook a rate per million entering vehicles can be calculated. This number can be used to give a more useful comparison of intersection crashes. Below is a comparison of the top ten intersections by both frequencies of crashes and by crash rate.

Ranking based on 2005 crash data.
Intersection Crash Frequency:

Ranking	Intersection	Number of Crashes	Intersection ADT	Intersection Crash Rate	Number of Injuries
→ 1	Winton & Galbraith	47	48,832	2.64	2
2	Ridge & Highland	37	53,917	1.88	1
3	Harrison & Race	28	34,062	2.25	8
4	Winton & Compton (North)	26	39,400	1.81	2
5	Winton & North Bend	24	39,736	1.65	3
6	Fields Ertel & Union Cemetery	20	39,846	1.38	2
7	Loveland Madeira & Hopewell	19	42,863	1.21	0
8	Cheviot & Jessup	18	30,739	1.60	0
9	North Bend & West Fork	17	45,879	1.02	0
9	North Bend & W.W. Northern	17	36,523	1.28	2
10	Mason Montgomery & Fields Ertel	14	59,194	0.65	0
10	Kenwood & Galbraith	14	36,231	1.06	3
10	Galbraith & Pippin	14	31,290	1.23	3

Intersection Crash Rate:

Ranking	Intersection	Number of Crashes	Intersection ADT	Intersection Crash Rate	Number of Injuries
→ 1	Winton & Galbraith	47	48,832	2.64	2
2	Harrison & Race	28	34,062	2.25	8
3	Ridge & Highland	37	53,917	1.88	1
4	Winton & Compton (North)	26	39,400	1.81	2
5	Winton & North Bend	24	39,736	1.65	3
6	Cheviot & Jessup	18	30,739	1.60	0
7	Fields Ertel & Union Cemetery	20	39,846	1.38	2
8	North Bend & W.W. Northern	17	36,523	1.28	2
9	Galbraith & Pippin	14	31,290	1.23	3
10	Loveland Madeira & Hopewell	19	42,863	1.21	0
11	Kenwood & Galbraith	14	36,231	1.06	3
12	North Bend & West Fork	17	45,879	1.02	0
13	Mason Montgomery & Fields Ertel	14	59,194	0.65	0

Crash Rate may be calculated using the following formula:

$$\text{Rate per MEV} = (\text{number of Crashes} * 1,000,000) / (24\text{-hr total intersection entering volume} * 365)$$

The rankings in this report only reflect the frequency of crashes and not the rate of crashes. By using the number of crashes in conjunction with the average daily traffic through the intersection an Intersection Crash Rate may be calculated. As outlined in the Fifth Edition of the Traffic Engineering Handbook a rate per million entering vehicles can be calculated. This number can be used to give a more useful comparison of intersection crashes. Below is a comparison of the top ten intersections by both frequencies of crashes and by crash rate.

Crash Rate may be calculated using the following formula:

$$\text{Rate per MEV} = (\text{number of crashes} * 1,000,000) / (\text{24-hr total intersection entering volume} * 365)$$

Ranking Based on Number of Crashes
from 2004 Crash Analysis Report

Ranking	Intersection Crash Frequency: Intersection	Number of Crashes	Intersection ADT	Intersection Crash Rate	Number of Injuries
	1 Five Mile & Beechmont SR 125	46	64,541	1.95	4
	2 Springdale & Colerain US 27	39	56,942	1.88	4
	3 Kenwood & Montgomery US 22-3	37	38,000	2.67	4
→	4 Winton & Galbraith	34	48,832	1.91	13
	5 Dry Ridge, Colerain & Wal-Mart	34	47,496	1.96	4
	6 Ronald Reagan, Colerain & K-Mart	34	No Count		11
	7 Race, Bridgetown & Glenway	33	54,287	1.67	4
	8 Ronald Reagan West & Colerain	31	No Count		6
	9 Harrison, Rybolt & I-74 East	30	44,564	1.84	11
	10 Ridge & Highland	29	51,870	1.53	2
	11 Houston, Hamilton & I-275 West	28	23,000	3.34	0
	12 Kemper & Montgomery US 22-3	27	38,990	1.90	1

Ranking	Intersection Crash Rate: Intersection	Number of Crashes	Intersection ADT	Intersection Crash Rate	Number of Injuries
	1 Houston, Hamilton & I-275 West	28	23,000	3.34	0
	2 Kenwood & Montgomery US 22-3	37	38,000	2.67	4
	3 Dry Ridge, Colerain & Wal-Mart	34	47,496	1.96	4
	4 Five Mile & Beechmont SR 125	46	64,541	1.95	4
→	5 Winton & Galbraith	34	48,832	1.91	13
	6 Kemper & Montgomery US 22-3	27	38,990	1.90	1
	7 Springdale & Colerain US 27	39	56,942	1.88	4
	8 Harrison, Rybolt & I-74 East	30	44,564	1.84	11
	9 Race, Bridgetown & Glenway	33	54,287	1.67	4
	10 Ridge & Highland	29	51,870	1.53	2
	11 Ronald Reagan, Colerain & K-Mart	34	No Count		11
	12 Ronald Reagan West & Colerain	31	No Count		6

Crash Rate May be calculated using the following formula:

$$\text{Rate per MEV} = (\text{number of crashes} * 1,000,000) / (\text{24-hr total intersection entering volume} * 365)$$

Calculations

The rankings in this report only reflect the frequency of crashes and not the rate of crashes. By using the number of crashes in conjunction with the average daily traffic through the intersection an Intersection Crash Rate may be calculated. As outlined in the Fifth Edition of the Traffic Engineering Handbook a rate per million entering vehicles can be calculated. This number can be used to give a more useful comparison of intersection crashes. Below is a comparison of the top ten intersections by both frequencies of crashes and by crash rate.

Ranking based on 2003 crash data.
Intersection Crash Frequency:

Ranking	Intersection	Number of Accidents	Intersection ADT	Intersection Crash Rate	Number of Injuries
→ 1	Winton & Galbraith	38	48,832	2.13	5
2	Ridge & Highland	29	53,917	1.47	1
2	Harrison & Race	29	34,062	2.33	9
3	Winton & North Bend	23	39,736	1.59	13
4	North Bend & Westwood Northern Blvd	20	36,523	1.50	1
5	North Bend & Daly	18	25,368	1.94	2
6	Harrison, Johnson & Wesselman	17	32,600	1.43	5
6	Loveland Madeira & Kemper	17	36,393	1.28	1
7	North Bend & West Fork	16	45,879	0.96	0
7	Clough & Five Mile	16	21,259	2.06	2
8	Werk & Westbourne	15	37,923	1.08	4
9	Loveland Madeira & Hopewell	14	42,863	0.89	3
10	Fields Ertel & Mason Montgomery	13	59,194	0.60	1
10	Kenwood & Galbraith	13	36,231	0.98	0
10	Race & Reemelin	13	8,130	4.38	5
10	Kenwood & Kugler Mill	13	20,463	1.74	2

Intersection Crash Rate:

Ranking	Intersection	Number of Accidents	Intersection ADT	Intersection Crash Rate	Number of Injuries
1	Race & Reemelin	13	8,130	4.38	5
2	Harrison & Race	29	34,062	2.33	9
→ 3	Winton & Galbraith	38	48,832	2.13	5
4	Clough & Five Mile	16	21,259	2.06	2
5	North Bend & Daly	18	25,368	1.94	2
6	Kenwood & Kugler Mill	13	20,463	1.74	2
7	Winton & North Bend	23	39,736	1.59	13
8	North Bend & Westwood Northern Blvd.	20	36,523	1.50	1
9	Ridge & Highland	29	53,917	1.47	1
10	Harrison, Johnson & Wesselman	17	32,600	1.43	5
11	Loveland Madeira & Kemper	17	36,393	1.28	1
12	Werk & Westbourne	15	37,923	1.08	4
13	Kenwood & Galbraith	13	36,231	0.98	0
14	North Bend & West Fork	16	45,879	0.89	3
15	Loveland Madeira & Hopewell	14	42,863	0.89	3
16	Fields Ertel & Mason Montgomery	13	59,194	0.60	1

Crash Rate is calculated using the following formula: Rate per MEV = (number of accidents * 1,000,000)/(24-hr total intersection entering volume*365)

	Existing Traffic/Existing Geometrics		Existing Traffic/Proposed Geometrics	
	Intersection LOS	Intersection Delay	Intersection LOS	Intersection Delay
1999	F	91.5 Sec	D	42.3 Sec
2009	F	123 Sec	D	51.7 Sec
2019	F	162.7 Sec	E	66.0 Sec

54% decrease in delay
58% decrease in delay
59% decrease in delay

28% decrease in delay from existing to 2019 improvements.

HCS2000™ DETAILED REPORT

General Information	Site Information
Analyst Agency or Co. <i>CDS & Associates, Inc.</i> Date Performed <i>9/5/2003</i> Time Period <i>4:00 PM - 5:00 PM</i>	Intersection <i>Winton Rd @ Galbraith Rd</i> Area Type <i>All other areas</i> Jurisdiction <i>Hamilton County</i> Analysis Year <i>1999</i> Project ID <i>2002074 Galbraith Rd Ex Traffic Prop Laning</i>

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N_1	2	2	0	2	2	1	1	2	1	2	2	0
Lane group	L	TR		L	T	R	L	T	R	L	TR	
Volume, V (vph)	145	328	55	267	572	396	124	1113	160	313	775	176
% Heavy vehicles, %HV	0	0	0	0	0	0	0	0	0	0	0	0
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed (P) or actuated (A)	A	A	A	A	A	A	A	P	P	A	P	P
Start-up lost time, l_1	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Extension of effective green, e	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Arrival type, AT	3	3		3	3	3	3	3	3	3	3	
Unit extension, UE	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Filtering/metering, I	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Initial unmet demand, Q_b	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Ped / Bike / RTOR volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking maneuvers, N_m												
Buses stopping, N_B	0	0		0	0	0	0	0	0	0	0	
Min. time for pedestrians, G_p	3.2			3.2			3.2			3.2		
Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	NS Perm	07	08				
Timing	G = 14.0	G = 29.0	G =	G =	G = 16.0	G = 45.0	G =	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y = 4	Y =	Y =				
Duration of Analysis, T = 0.25							Cycle Length, C = 120.0					

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v	161	425		297	636	440	138	1237	178	348	1057	
Lane group capacity, c	409	855		409	874	659	308	1357	848	467	1319	
v/c ratio, X	0.39	0.50		0.73	0.73	0.67	0.45	0.91	0.21	0.75	0.80	

Total green ratio, g/C	0.12	0.24		0.12	0.24	0.41	0.54	0.38	0.52	0.13	0.38	
Uniform delay, d_1	49.1	39.2		51.2	41.9	28.9	20.0	35.6	15.2	50.0	33.5	
Progression factor, PF	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Delay calibration, k	0.11	0.11		0.29	0.29	0.24	0.11	0.50	0.11	0.30	0.50	
Incremental delay, d_2	0.6	0.5		6.4	3.1	2.6	1.0	10.8	0.1	6.4	5.2	
Initial queue delay, d_3												
Control delay	49.7	39.7		57.5	45.0	31.5	21.0	46.4	15.3	56.5	38.7	
Lane group LOS	D	D		E	D	C	C	D	B	E	D	
Approach delay	42.4			43.4			40.6			43.1		
Approach LOS	D			D			D			D		
Intersection delay	42.3			$X_c = 0.81$			Intersection LOS			D		

HCS2000™ DETAILED REPORT

General Information				Site Information			
Analyst	Ehimes			Intersection	Winton Rd @ Galbraith Rd		
Agency or Co.	CDS & Associates, Inc.			Area Type	All other areas		
Date Performed	9/5/2003			Jurisdiction	Hamilton County		
Time Period	4:00 PM - 5:00 PM			Analysis Year	1999		
				Project ID	2002074 Galbraith Rd Ex Traffic Ex Laning		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N _i	1	2	0	1	2	0	1	2	0	1	2	0
Lane group	L	TR		L	TR		L	TR		L	TR	
Volume, V (vph)	145	328	55	267	572	396	124	1113	160	313	775	176
% Heavy vehicles, %HV	0	0	0	0	0	0	0	0	0	0	0	0
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed (P) or actuated (A)	A	A	A	A	A	A	A	P	P	A	P	P
Start-up lost time, l _i	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Extension of effective green, e	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival type, AT	3	3		3	3		3	3		3	3	
Unit extension, UE	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Filtering/metering, I	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Initial unmet demand, Q _b	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Ped / Bike / RTOR volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking maneuvers, N _m												
Buses stopping, N _B	0	0		0	0		0	0		0	0	
Min. time for pedestrians, G _p	3.2			3.2			3.2			3.2		
Phasing	Excl. Left	EW Perm	03	04	Excl. Left	NS Perm	07	08				
Timing	G = 14.0	G = 29.0	G =	G =	G = 16.0	G = 45.0	G =	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y = 4	Y =	Y =				
Duration of Analysis, T = 0.25						Cycle Length, C = 120.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT									
Adjusted flow rate, v	161	425		297	1076		138	1415		348	1057	
Lane group capacity, c	274	855		372	821		308	1331		304	1319	
v/c ratio, X	0.59	0.50		0.80	1.31		0.45	1.06		1.14	0.80	

Total green ratio, g/C	0.39	0.24		0.39	0.24		0.54	0.38		0.54	0.38	
Uniform delay, d_1	28.2	39.2		35.2	45.5		20.0	37.5		38.5	33.5	
Progression factor, PF	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Delay calibration, k	0.18	0.11		0.34	0.50		0.11	0.50		0.50	0.50	
Incremental delay, d_2	3.3	0.5		11.6	148.5		1.0	43.3		96.7	5.2	
Initial queue delay, d_3												
Control delay	31.5	39.7		46.9	194.0		21.0	80.8		135.1	38.7	
Lane group LOS	C	D		D	F		C	F		F	D	
Approach delay	37.4			162.2			75.5			62.6		
Approach LOS	D			F			E			E		
Intersection delay	91.5			$X_c = 1.31$			Intersection LOS			F		

HCS2000™ DETAILED REPORT

General Information	Site Information
Analyst <i>Ehimes</i>	Intersection <i>Winton Rd @ Galbraith</i>
Agency or Co. <i>CDS & Associates, Inc.</i>	Area Type <i>All other areas</i>
Date Performed <i>9/5/2003</i>	Jurisdiction <i>Hamilton County</i>
Time Period <i>4:00 PM - 5:00 PM</i>	Analysis Year 2009
	Project ID <i>2002074 Galbraith Rd 2009</i>
	<i>Traffic Ex Laning</i>

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N_i	1	2	0	1	2	0	1	2	0	1	2	0
Lane group	L	TR		L	TR		L	TR		L	TR	
Volume, V (vph)	160	362	61	295	632	437	137	1229	177	346	856	194
% Heavy vehicles, %HV	0	0	0	0	0	0	0	0	0	0	0	0
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed (P) or actuated (A)	A	A	A	A	A	A	A	P	P	A	P	P
Start-up lost time, l_i	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Extension of effective green, e	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival type, AT	3	3		3	3		3	3		3	3	
Unit extension, UE	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Filtering/metering, I	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Initial unmet demand, Q_b	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Ped / Bike / RTOR volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking maneuvers, N_m												
Buses stopping, N_B	0	0		0	0		0	0		0	0	
Min. time for pedestrians, G_p	3.2			3.2			3.2			3.2		
Phasing	Excl. Left	EW Perm	03	04	Excl. Left	NS Perm	07	08				
Timing	G = 14.0	G = 29.0	G =	G =	G = 16.0	G = 45.0	G =	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y = 4	Y =	Y =				
Duration of Analysis, T = 0.25							Cycle Length, C = 120.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT									
Adjusted flow rate, v	178	470		328	1188		152	1563		384	1167	
Lane group capacity, c	274	855		353	821		304	1331		304	1319	
v/c ratio, X	0.65	0.55		0.93	1.45		0.50	1.17		1.26	0.88	

Total green ratio, g/C	0.39	0.24		0.39	0.24		0.54	0.38		0.54	0.38	
Uniform delay, d_1	28.5	39.8		40.4	45.5		21.6	37.5		38.5	35.1	
Progression factor, PF	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Delay calibration, k	0.23	0.15		0.44	0.50		0.11	0.50		0.50	0.50	
Incremental delay, d_2	5.3	0.8		30.4	208.0		1.3	86.7		142.1	8.9	
Initial queue delay, d_3												
Control delay	33.8	40.6		70.9	253.5		22.9	124.2		180.6	44.0	
Lane group LOS	C	D		E	F		C	F		F	D	
Approach delay	38.7			214.0			115.2			77.8		
Approach LOS	D			F			F			E		
Intersection delay	123.0			$X_c = 1.57$			Intersection LOS			F		

HCS2000™ DETAILED REPORT

General Information	Site Information
Analyst <i>Ehimes</i>	Intersection <i>Winton Rd @ Galbraith</i>
Agency or Co. <i>CDS & Associates, Inc.</i>	Area Type <i>All other areas</i>
Date Performed <i>9/5/2003</i>	Jurisdiction <i>Hamilton County</i>
Time Period <i>4:00 PM - 5:00 PM</i>	Analysis Year <i>2009</i>
	Project ID <i>prop2002074 Galbraith Rd</i>
	<i>2009 Traffic Prop. Laning</i>

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N_i	2	2	0	2	2	1	1	2	1	2	2	0
Lane group	L	TR		L	T	R	L	T	R	L	TR	
Volume, V (vph)	160	362	61	295	632	437	137	1229	177	346	856	194
% Heavy vehicles, %HV	0	0	0	0	0	0	0	0	0	0	0	0
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed (P) or actuated (A)	A	A	A	A	A	A	A	P	P	A	P	P
Start-up lost time, l_i	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Extension of effective green, e	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Arrival type, AT	3	3		3	3	3	3	3	3	3	3	
Unit extension, UE	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Filtering/metering, I	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Initial unmet demand, Q_b	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Ped / Bike / RTOR volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking maneuvers, N_m												
Buses stopping, N_B	0	0		0	0	0	0	0	0	0	0	
Min. time for pedestrians, G_p	3.2			3.2			3.2			3.2		
Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	NS Perm	07	08				
Timing	G = 19.0	G = 29.0	G =	G =	G = 16.0	G = 50.0	G =	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y = 4	Y =	Y =				
Duration of Analysis, T = 0.25							Cycle Length, C = 130.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v	178	470		328	702	486	152	1366	197	384	1167	
Lane group capacity, c	512	789		512	807	609	281	1392	907	431	1353	
v/c ratio, X	0.35	0.60		0.64	0.87	0.80	0.54	0.98	0.22	0.89	0.86	

Total green ratio, g/C	0.15	0.22		0.15	0.22	0.38	0.54	0.38	0.56	0.12	0.38	
Uniform delay, d_1	49.9	45.2		52.3	48.7	36.1	25.9	39.5	14.2	56.1	36.8	
Progression factor, PF	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Delay calibration, k	0.11	0.18		0.22	0.40	0.34	0.14	0.50	0.11	0.41	0.50	
Incremental delay, d_2	0.4	1.2		2.7	10.1	7.4	2.1	20.1	0.1	20.1	7.4	
Initial queue delay, d_3												
Control delay	50.3	46.5		55.0	58.8	43.5	28.0	59.6	14.4	76.2	44.3	
Lane group LOS	D	D		D	E	D	C	E	B	E	D	
Approach delay	47.5			53.1			51.6			52.2		
Approach LOS	D			D			D			D		
Intersection delay	51.7			$X_c = 0.88$			Intersection LOS			D		

HCS2000™ DETAILED REPORT

General Information	Site Information
Analyst <i>Ehimes</i>	Intersection <i>Winton Rd @ Galbraith</i>
Agency or Co. <i>CDS & Associates, Inc.</i>	Area Type <i>All other areas</i>
Date Performed <i>9/5/2003</i>	Jurisdiction <i>Hamilton County</i>
Time Period <i>4:00 PM - 5:00 PM</i>	Analysis Year <i>2019</i>
	Project ID <i>2002074 Galbraith Rd 2019</i>
	<i>Traffic Ex Laning</i>

	EB			WB			NB			SB		
	LT	TH	RT									
Number of lanes, N ₁	1	2	0	1	2	0	1	2	0	1	2	0
Lane group	L	TR										
Volume, V (vph)	177	400	67	326	698	483	151	1358	196	382	946	214
% Heavy vehicles, %HV	0	0	0	0	0	0	0	0	0	0	0	0
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed (P) or actuated (A)	A	A	A	A	A	A	A	P	P	A	P	P
Start-up lost time, I ₁	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Extension of effective green, e	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival type, AT	3	3		3	3		3	3		3	3	
Unit extension, UE	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Filtering/metering, I	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Initial unmet demand, Q _b	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Ped / Bike / RTOR volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking maneuvers, N _m												
Buses stopping, N _B	0	0		0	0		0	0		0	0	
Min. time for pedestrians, G _p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	EW Perm	03	04	Excl. Left	NS Perm	07	08
Timing	G = 14.0	G = 29.0	G =	G =	G = 16.0	G = 45.0	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y = 4	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 120.0		

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT									
Adjusted flow rate, v	197	518		362	1313		168	1727		424	1289	
Lane group capacity, c	274	855		334	821		304	1331		304	1319	
v/c ratio, X	0.72	0.61		1.08	1.60		0.55	1.30		1.39	0.98	

Total green ratio, g/C	0.39	0.24		0.39	0.24		0.54	0.38		0.54	0.38	
Uniform delay, d_1	28.8	40.4		43.7	45.5		25.1	37.5		38.5	37.0	
Progression factor, PF	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Delay calibration, k	0.28	0.19		0.50	0.50		0.15	0.50		0.50	0.50	
Incremental delay, d_2	8.8	1.2		73.5	275.4		2.2	139.5		196.5	19.9	
Initial queue delay, d_3												
Control delay	37.7	41.7		117.2	320.9		27.3	177.0		235.0	56.9	
Lane group LOS	D	D		F	F		C	F		F	E	
Approach delay	40.6			276.9			163.8			101.0		
Approach LOS	D			F			F			F		
Intersection delay	162.7			$X_c = 1.90$			Intersection LOS			F		

HCS2000™ DETAILED REPORT

General Information	Site Information
Analyst <i>Ehimes</i>	Intersection <i>Winton Rd @ Galbraith Rd</i>
Agency or Co. <i>CDS & Associates, Inc.</i>	Area Type <i>All other areas</i>
Date Performed <i>9/5/2003</i>	Jurisdiction <i>Hamilton County</i>
Time Period <i>4:00 PM - 5:00 PM</i>	Analysis Year <i>2010</i>
	Project ID <i>2002074 Galbraith Rd 2019</i>
	<i>Traffic Prop Laning</i>

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N _i	2	2	0	2	2	1	1	2	1	2	2	0
Lane group	L	TR		L	T	R	L	T	R	L	TR	
Volume, V (vph)	177	400	67	326	698	483	151	1358	196	382	946	214
% Heavy vehicles, %HV	0	0	0	0	0	0	0	0	0	0	0	0
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed (P) or actuated (A)	A	A	A	A	A	A	A	P	P	A	P	P
Start-up lost time, I _i	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Extension of effective green, e	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Arrival type, AT	3	3		3	3	3	3	3	3	3	3	
Unit extension, UE	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Filtering/metering, I	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Initial unmet demand, Q _b	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Ped / Bike / RTOR volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking maneuvers, N _m												
Buses stopping, N _B	0	0		0	0	0	0	0	0	0	0	
Min. time for pedestrians, G _p	3.2			3.2			3.2			3.2		
Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	NS Perm	07	08				
Timing	G = 19.0	G = 29.0	G =	G =	G = 16.0	G = 50.0	G =	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y = 4	Y =	Y =				
Duration of Analysis, T = 0.25							Cycle Length, C = 130.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v	197	518		362	776	537	168	1509	218	424	1289	
Lane group capacity, c	512	790		512	807	609	281	1392	907	431	1353	
v/c ratio, X	0.38	0.66		0.71	0.96	0.88	0.60	1.08	0.24	0.98	0.95	

Total green ratio, g/C	0.15	0.22		0.15	0.22	0.38	0.54	0.38	0.56	0.12	0.38	
Uniform delay, d_1	50.2	46.0		52.8	49.9	37.8	29.9	40.0	14.4	56.9	38.9	
Progression factor, PF	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Delay calibration, k	0.11	0.23		0.27	0.47	0.41	0.19	0.50	0.11	0.49	0.50	
Incremental delay, d_2	0.5	2.0		4.5	22.7	14.2	3.5	50.4	0.1	39.0	15.5	
Initial queue delay, d_3												
Control delay	50.7	47.9		57.3	72.6	52.0	33.4	90.4	14.6	95.8	54.4	
Lane group LOS	D	D		E	E	D	C	F	B	F	D	
Approach delay	48.7			62.7			76.6			64.6		
Approach LOS	D			E			E			E		
Intersection delay	66.0			$X_c = 0.94$			Intersection LOS			E		

ADDITIONAL SUPPORT INFORMATION

For Program Year 2007 (July 1, 2007 through June 30, 2008), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? YES NO (ANSWER REQUIRED)

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

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

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

Winton Road was widened on both sides, from a two-lane to a five-lane road, over forty years ago. In the intervening time, it has been subjected to heavy use, both from heavy loads and heavy volumes. This has resulted in extensive areas of base failure and continual maintenance activity, including grinding, partial resurfacing and micro sealing. In addition numerous utility cuts, both lateral and longitudinal, have been made over the years resulting in pavement distress (settlement, separation, rutting and shoving) in the surface. A total of 3,750 SY (15.5% - see attached sheets) of full depth pavement removal/replacement will be required to correct deteriorated existing pavement. A structural overlay involving 3 1/2" (minimum) of asphaltic intermediate course and 1 1/2" of asphaltic concrete surface course is necessary over the existing portion of the pavement to bring the pavement up to sufficient load bearing capability. The curbs on both sides are severely disintegrated and have been repeatedly patched. Complete curb replacement is necessary, as no part is salvageable. Several of the catch basins are cracked (walls) and must be repaired. Please see the attached pavement core report and pictures.

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.

The improved (increased) roadway crown and the elimination of ruts and "shoved" areas at bus stops and at intersections will expedite surface run off, eliminating standing water and thus lessen the potential for icing. During the five-year period 200 thru 2005 there were - 456-recorded vehicular accidents within the limits of the project. This does not include those related to animals, running red lights, ice/snow, backing, running off the road and failure to control the vehicle. There were 65 accidents involving injuries. Please see included "Traffic Accident Analysis" prepared by the Hamilton County Engineer's Traffic Department and copies of the accident reports. The Winton-Galbraith intersection is generating the highest frequency of accidents of any county intersection in Hamilton County.

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.

There are no significant health issues involved with this project.

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 Winton Road Improvements Phase II

Priority 2 Galbraith Road Improvement

Priority 3 Blue Rock Road Improvement

Priority 4 Kenwood Road Improvement

Priority 5 Winton Road Improvements Phase I

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

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

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

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

Within this section of Winton Road are several retail/office locations that are vacant or underused and this improvement will encourage/permit economic growth.

7) Matching Funds - LOCAL

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

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 6 of this year for this project with the Hamilton County Engineer's Office. List below, the source(s) of all "other" funding.

2% - Springfield Township (See attached letter)

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

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

According to a Corridor Study (attached), an analysis of the north-south traffic patterns revealed that movement during peak hours has significantly increased since the opening of the Ronald Reagan Highway and that traffic patterns have changed. The increase in movement is approximately 8% over the past three years. Without the recommended changes, the Level of Service at intersecting streets will not be acceptable. With the improvements, by 2025 an acceptable LOS can be achieved and sustained. The Study also reveals that 57% of the accidents in the project area are intersection related. The high percentage of access related accidents is consistent with the identified roadway problems of unlimited access, inadequate access design, and congested traffic conditions. (Please see the attached Corridor Study.)

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.

PLEASE SEE THE ATTACHED SHEET SHOWING THE LOS OF THE WINTON/GALBRAITH INTERSECTION.

Existing LOS F

Proposed LOS D

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

The current configuration of the intersection of Winton and Galbraith Roads operates at a level of service of F with an intersection delay of 91.5 sec. The improvements being made will drastically reduce accident causing delay and improve level of service.

The proposed improvements improve the level of service from an F to D immediately after construction. That level of service holds for ten years out and falls to an E 20 years out. The intersection delay 20 years out, after improvements, we remain lower than the existing delay times.

Level of Service C cannot be obtained due to the lack of Right of Way to build the number of turn lanes needed.

See the attached capacity analysis and summary of LOS.

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 6

- 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 _____ No X 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? ? Of these, how many are: Takes _____
 Temporary _____
 Permanent _____

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

Once funding is secured, Hamilton County will pursue the establishment of the project that permits appropriation to acquire the needed parcels if necessary. A neutral party will appraise each parcel and RW agents will meet with owners. If negotiations are not successful, a court case will be filed and the property acquired by appropriation.

e.) Give an estimate of time needed to complete any item above not yet completed. 12 months.

11) Does the infrastructure have regional impact?

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

Winton Road is a major north-south highway extending from the industrial area of Spring Grove Avenue in Cincinnati to Gilmore Road and beyond in Butler County in the north. Winton Road connects with major east-west roads including North Bend, Galbraith, Compton, Fleming, Sharon and Kemper Roads. In addition it is a direct connection to Ronald Reagan Highway (SR 126) and Interstate 275. Winton Road is also an oversize "super-load" route from Spring Grove Avenue to I-275.

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

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

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

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

NO BAN

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 **38,351** X 1.20 = **46,021** Users

Water/Sewer: Homes _____ X 4.00 = _____ Users

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

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.

Optional \$5.00 License Tax **X**

Infrastructure Levy _____ Specify type _____

Facility Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax _____ Specify type _____

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

NAME OF APPLICANT: HAMILTON COUNTY

NAME OF PROJECT: WINTON ROAD PHASE II

RATING TEAM: 2

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

*Still with interaction "rehabbed" some
per last year.*

Appeal Score

15

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

*- high accident rate at Calhoun intersection
but improvements not citing how this
will affect rates,*

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

_____	_____ %
_____	_____ %
_____	_____ %
_____	_____ %
SPRINGFIELD TWP.	2 %

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.

Exceeding LOS F & D

Appeal Score

4

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

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

Definitions:

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

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

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

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

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

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

- 5 - Will be under contract by December 31, 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
- 8 - Significant Impact
- 6 - Moderate Impact
- 4 - Minor Impact
- 2 - Minimal or No Impact

Appeal Score

Criterion 11 - Regional Impact

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

Definitions:

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

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

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

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

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

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

- 10 Points
- 8 Points
- 6 Points
- 4 Points
- 2 Points

Criterion 12 – Economic Health

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

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

- 10 - Complete ban, facility closed 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.