

APPLICATION FOR FINANCIAL ASSISTANCE  
Revised 4/99

#12 SCIP

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

SUBDIVISION: Delhi Township CODE# 061-21504

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 9 / 1 / 09

CONTACT: Robert W. Bass PHONE # (513) 922 - 8609

(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) 347-2874 E-MAIL rbass@delhi.oh.us

PROJECT NAME: Palisades Subdivision Improvement Project

SUBDIVISION TYPE

(Check Only 1)

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

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- 1. Grant \$318,500.00
- 2. Loan \$ \_\_\_\_\_
- 3. Loan Assistance \$ \_\_\_\_\_

PROJECT TYPE

(Check Largest Component)

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

TOTAL PROJECT COST: \$ 650,000.00

FUNDING REQUESTED: \$ 318,500.00

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 318,500 LOAN ASSISTANCE: \$ \_\_\_\_\_

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

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

(Check Only 1)

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

2009 SEP 11 PM 2:03

OFFICE OF NEW BURLINGTON COUNTY ENGINEER

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)

<b>a.) Project Engineering Costs:</b>	
1. Preliminary Engineering	\$ <u>0.00</u>
2. Final Design	\$ <u>0.00</u>
3. Other Engineer Services *	\$ <u>0.00</u>
Supervision	\$ <u>0.00</u>
Miscellaneous	\$ <u>0.00</u>
<b>b.) Acquisition Expenses:</b>	
1. Land	\$ <u>0.00</u>
2. Right-of-Way	\$ <u>0.00</u>
<b>c.) Construction Costs:</b>	\$ <u>616,173.36</u>
<b>d.) Equipment Purchased directly:</b>	\$ <u>0.00</u>
<b>e.) Other Direct Expenses:</b>	\$ <u>0.00</u>
<b>f.) Contingencies:</b>	\$ <u>33,826.64</u>
<b>g.) TOTAL ESTIMATED COSTS:</b>	\$ <u>650,000.00</u>

<b>MBE</b>	<b>Force Account</b>
<b>\$</b>	<b>\$</b>
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

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

	<b>DOLLARS</b>	<b>%</b>
<b>a.) Local In-Kind Contributions</b>	\$ <u>0.00</u>	<u>0</u>
<b>b.) Local Public Revenues</b>	\$ <u>325,000.00</u>	<u>50</u>
<b>c.) Local Private Revenues</b>	\$ <u>0.00</u>	<u>0</u>
<b>d.) Other Public Revenues</b>		
1. HCE 20% FUNDS	\$ <u>6,500.00</u>	<u>1</u>
2. EPA/OWDA	\$ <u>0.00</u>	<u>0</u>
<b>SUB TOTAL LOCAL RESOURCES:</b>	\$ <u>331,500.00</u>	<u>51</u>
<b>e.) OPWC Funds</b>		
1. Grant	\$ <u>318,500.00</u>	<u>49</u>
2. Loan	\$ <u>0.00</u>	<u>0</u>
3. Loan Assistance	\$ <u>0.00</u>	<u>0</u>
<b>SUB TOTAL OPWC RESOURCES:</b>	\$ <u>318,500.00</u>	
<b>f.) TOTAL FINANCIAL RESOURCES:</b>	\$ <u>650,000.00</u>	<u>100</u>

\*Other Engineer's Services must be outlined in detail on the required certified engineer's estimate.

**1.3 AVAILABILITY OF LOCAL FUNDS:**

Attach a summary from the Chief Financial Officer listed in section 5.2 listing all local share funds budgeted for the project and the date they are anticipated to be available.

## 2.0 PROJECT INFORMATION

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

2.1 PROJECT NAME: Palisades Subdivision Improvement Project

2.2 BRIEF PROJECT DESCRIPTION - (Sections a through d):

**a: SPECIFIC LOCATION:**

The streets in this project are located in the Palisades Subdivision which is located in south-central Delhi Township.

**PROJECT ZIP CODE:** 45238

**b: PROJECT COMPONENTS:**

This partial reconstruction project consists of curb replacement, extensive full depth (10% of total surface) repairs, milling the existing overlay and a new asphalt surface. Drainage corrections will be made as needed utilizing underdrains.

**c: PHYSICAL DIMENSIONS / CHARACTERISTICS:**

Roadway widths are 25 feet from back-to-back of curb. Pavements are original, brittle and exhibit severe cracking, weathering and raveling to the original surface. Water collects as ponds on the roadway surfaces (see photos) due to uneven and broken pavements. Surface and subgrade level water intrusion causes base failures throughout. See additional support information for pavement management system ratings and roadway deficiencies. Photo documentation backs up the pavement management results (photos were taken in August, 2008).

**d: DESIGN SERVICE CAPACITY:**

**IMPORTANT:** Detail shall be included regarding current service capacity vs. proposed service level. If road or bridge project, include ADT. If water or wastewater project, include both current residential rates based on monthly usage of 7,756 gallon per household. Attach current rate ordinance.

Current service capacity design is adequate for the existing use. Maximum ADT = 429 vehicles per day x 1.2 = 515 total users.

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

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

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

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	\$ 650,000.00	100%
State Funds Requested for Repair and Replacement	\$ 318,500.00	49%

TOTAL PORTION OF PROJECT NEW/EXPANSION	\$ 0.00	0%
State Funds Requested for New and Expansion	\$ 0.00	0%

### 4.0 PROJECT SCHEDULE: \*

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>01/01/10</u>	<u>02/28/10</u>
4.2 Bid Advertisement:	<u>03/01/10</u>	<u>03/31/10</u>
4.3 Construction:	<u>04/01/10</u>	<u>09/15/10</u>

\* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be approved in writing by the Commission once the Project Agreement has been executed. Dates should assume project agreement approval/release on July 1st of the Program Year applied for.

### 5.0 APPLICANT INFORMATION:

#### 5.1 CHIEF EXECUTIVE

OFFICER	<u>Jerome F. Luebbbers</u>
TITLE	<u>Trustee – C.E.O.</u>
STREET	<u>934 Neeb Road</u>
CITY/ZIP	<u>Cincinnati, Ohio 45233</u>
PHONE	<u>(513) 922 - 3111</u>
FAX	<u>(513) 922 - 9315</u>
E-MAIL	<u>N/A</u>

#### 5.2 CHIEF FINANCIAL

OFFICER	<u>Kenneth J. Ryan</u>
TITLE	<u>Clerk– C.F.O.</u>
STREET	<u>934 Neeb Road</u>
CITY/ZIP	<u>Cincinnati, Ohio 45233</u>
PHONE	<u>(513) 922 - 3111</u>
FAX	<u>(513) 922 - 9315</u>
E-MAIL	<u>ken.ryan@fortwashington.com</u>

#### 5.3 PROJECT MANAGER

TITLE	<u>Robert W. Bass</u>
TITLE	<u>Highway Supt.-Project Manager</u>
STREET	<u>665 Neeb Road</u>
CITY/ZIP	<u>Cincinnati, Ohio 45233</u>
PHONE	<u>(513) 922 - 8609</u>
FAX	<u>(513) 347 - 2874</u>
E-MAIL	<u>rbass@delhi.oh.us</u>

## 6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Check each section below, confirming that all required information is included in this application.

A certified copy of the legislation by the governing body of the applicant authorizing a designated Official to submit this application and execute contracts. (Attach)

A summary from the applicant's Chief Financial Officer listing all local share funds budgeted for the project and the date they are anticipated to be available. (Attach)

A registered professional engineer's estimate of projects useful life and cost estimate, as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimates shall contain engineer's original seal and signature. (Attach)

A copy of the cooperation agreement(s) if this project involves more than one subdivision or district. (Attach)

Capital Improvements Report: (Required by 164 O.R.C. on standard form)

A: Attached.

B: Report/Update Filed with the Commission within the last twelve months.

Floodplain Management Permit: Required if project is in 100-year floodplain. See Instructions.

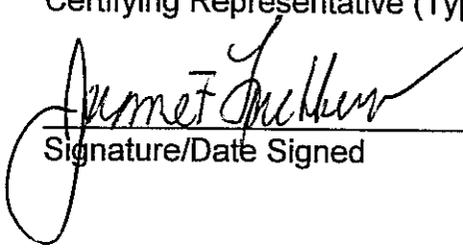
Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), and other information to assist your district committee in ranking your project.

## 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) that to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) that 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 minority business utilization, Buy Ohio, and prevailing wages.

**IMPORTANT: 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.**

Jerome F. Luebbers – Chief Executive Officer  
Certifying Representative (Type or Print Name and Title)

  
Signature/Date Signed

September 10, 2009

Delhi Township  
Public Works Department  
Rehabilitation and Repair Project  
Pailsades Subdivision

ITEM	203	253	254	254	448	448	604	604	604	604	604	604	604	604	604	604	604	604
MEASURE	EXC. W/ EMB. C. Y.	F.D.PMT.REP. (FLEX.BASE) S.Y.	PMT. PLANNING S.Y.	PATCH PLAN. SURF. S.Y.	A.C. CON. INT. C.Y.	A.C. CON. SUR. C.Y.	C.B. ADJ.(SGI) EA.	C.B. REP. (SGI) EA.	C.B. REC. (SGI) EA.	C.B. ADJ. (DGI) EA.	C.B. REP. (DGI) EA.	C.B. REC. (DGI) EA.	STM. MH. ADJ.(SHM) EA.	SAN. MH. ADJ.(SHM) EA.	STM. MH. ADJ.(B&M) EA.	SAN. MH. ADJ.(B&M) EA.		
UNIT COST	5% of 253	15.00%	\$1.40	2% of 254	1.5"	1.5"	\$361.00	\$315.00	\$620.00	\$464.00	\$618.00	\$722.00	\$105.00	\$105.00	\$412.00	\$412.00		
STREET	\$61.80	\$46.50		\$3.50	\$150.00	\$150.00												
Pailsades Subtotal	56	1,128	7,519	150	313	313	4	3	1	4	3	2	6	7	6	7		
Riverama Subtotal	25	499	3,925	67	139	139	0	1	0	1	1	0	0	3	0	3		
Timbershadows Subtotal	12	238	1,896	32	65	65	0	1	0	1	1	0	0	1	0	1		
Solarama Subtotal	13	260	1,736	35	72	72	1	1	0	1	1	0	1	1	1	2		
Contingencies-10% Subtotal	11	212	1,417	28	59	59	0	0	0	0	0	0	0	0	0	0		
Total Quantity	117	2,337	15,583	312	649	649	5	8	1	7	6	2	7	12	7	13		
Total Price	\$7,222.54	\$108,688.64	\$21,815.64	\$1,090.78	\$97,350.00	\$97,350.00	\$1,885.00	\$3,090.00	\$620.00	\$3,248.00	\$3,708.00	\$1,444.00	\$735.00	\$1,260.00	\$2,884.00	\$5,356.00		

Delhi Township  
Public Works Department  
Rehabilitation and Repair Project  
Palisades Subdivision

ITEM	604 V.V./CHMB. ADJ.(B&M) EA.	604 V.V./CHMB. ADJ.(SHM.) EA.	604 V.V./CHMB. REP.to GR. EA.	605 UNDER DRAIN L.F.	609 30" CURB REPLACE L.F.	614 MAINT. TRAFFIC L.S.	SPL SAMI S.Y.	SPL HYDRO- SEED L.F.	SPL DWNSPT. ADJ.(as Dir.) L.F.	TOTAL COST
UNIT COST	\$412.00	\$300.00	\$450.00	\$16.50	\$24.00	\$12,615.99	\$2.20	\$1.04	\$7.25	
STREET										
Palisades	0	0	0	150	5,414	0	7,519	1,715	100	
Subtotal	\$0.00	\$0.00	\$0.00	\$2,475.00	\$129,936.00	\$3,154.00	\$16,541.89	\$1,783.60	\$725.00	\$330,982.41
Riverama	1	1	1	0	2,166	0	3,325	315	30	
Subtotal	\$412.00	\$300.00	\$450.00	\$0.00	\$51,984.00	\$3,154.00	\$7,315.00	\$327.60	\$217.50	\$139,628.85
Timber shadows	0	0	0	0	1,086	0	1,586	224	40	
Subtotal	\$0.00	\$0.00	\$0.00	\$0.00	\$25,584.00	\$3,154.00	\$3,489.20	\$232.96	\$290.00	\$68,793.04
Solarama	0	0	0	0	1,250	0	1,736	105	30	
Subtotal	\$0.00	\$0.00	\$0.00	\$0.00	\$30,000.00	\$3,154.00	\$3,819.20	\$109.20	\$217.50	\$77,789.05
Contingencies-10%	0	0	0	0	0	0	1,417	236	20	
Subtotal	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,116.52	\$245.34	\$145.00	\$33,826.64
Total Quantity	1	1	1	150	9,896	1	15,583	2,595	220	
Total Price	\$412.00	\$300.00	\$450.00	\$2,475.00	\$237,504.00	\$12,615.99	\$34,281.72	\$2,698.70	\$1,595.00	\$650,000.00

This is to certify that upon the satisfactory completion of this work,  
the useful life of the streets on this project will be at least 30 years.

Signed: William W. Prager P.E., P.S.



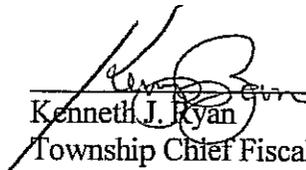
Michael Davis, Trustee  
Albert Duebber, Trustee  
Jerome Luebbers, Trustee

Kenneth Ryan, Fiscal Officer

Robert Bass, Public Works Director

## STATUS OF FUNDS

This is to certify that Delhi Townships portion for the funding of this project is available or will become available on January 1, 2010.

  
Kenneth J. Ryan  
Township Chief Fiscal & Financial Officer



Michael Davis, Trustee  
Albert Duebber, Trustee  
Jerome Luebbers, Trustee

Kenneth Ryan, Fiscal Officer

Robert Bass, Public Works Director

## ENABLING LEGISLATION

Trustee Luebbers moved and Trustee Davis seconded to apply to the District 2 Integrating Committee for the below mentioned projects (in the priority order listed) and to appoint Jerome F. Luebbers as Chief Executive Officer, Kenneth J. Ryan as Chief Financial Officer and Robert W. Bass as Project Manager.

Projects being requested for SCIP Funding for Program Year 2010

1.) Palisades Subdivision Improvement Project \$ 650,000.00

**Grand Project Totals** **\$ 650,000.00**

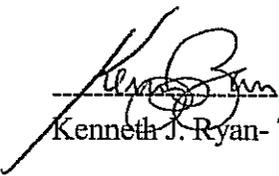
Trustees Duebber, Davis and Luebbers voted aye at roll call. **Motion Carried.**

---

### Certificate of Clerk

It is hereby certified that the foregoing is a true and correct copy of a motion passed by the Delhi Township Board of Trustees in session on September 9, 2009.

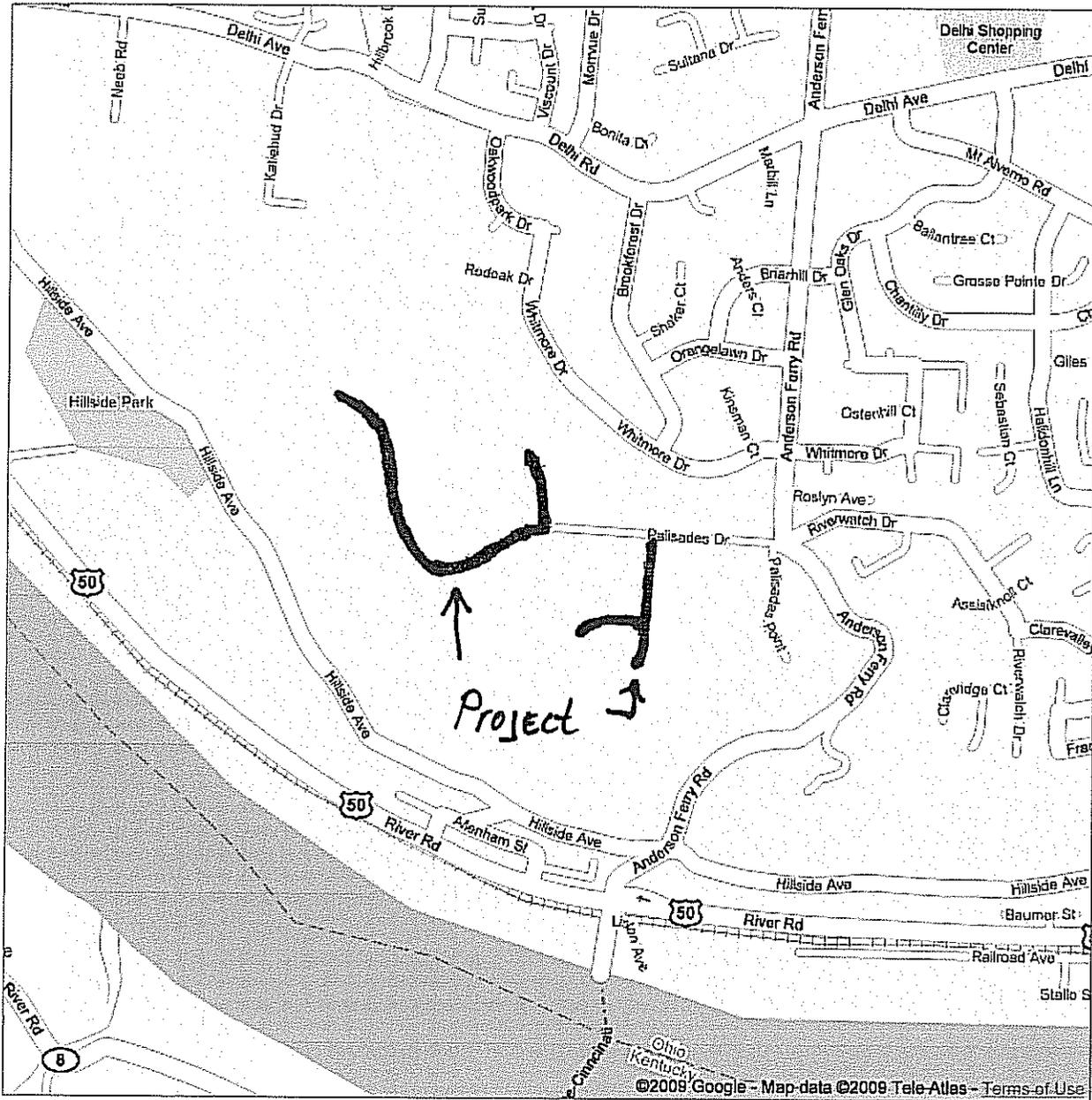
In witness whereof I have hereunto set my hand this 9th day of September, 2009.

  
-----  
Kenneth J. Ryan- Township Clerk

# Google maps

Get Google Maps on your phone

Text the word "GMAPS" to 466453



©2009 Google - Map data ©2009 Tele-Atlas - Terms of Use



Michael Davis, Trustee  
Albert Duebber, Trustee  
Jerome Luebbers, Trustee

Kenneth Ryan, Fiscal Officer

Robert Bass, Public Works Director

## CERTIFICATION OF TRAFFIC VOLUME

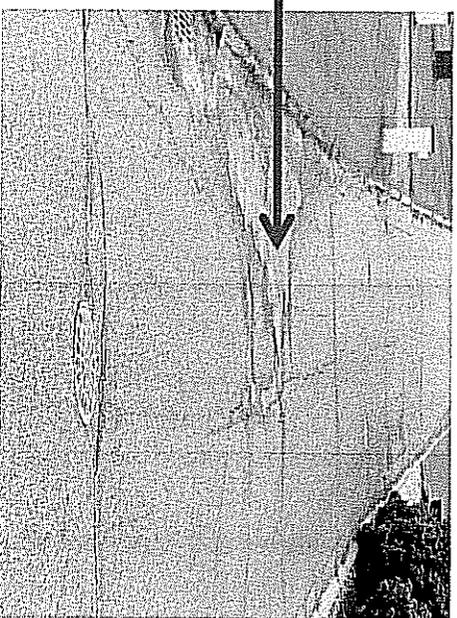
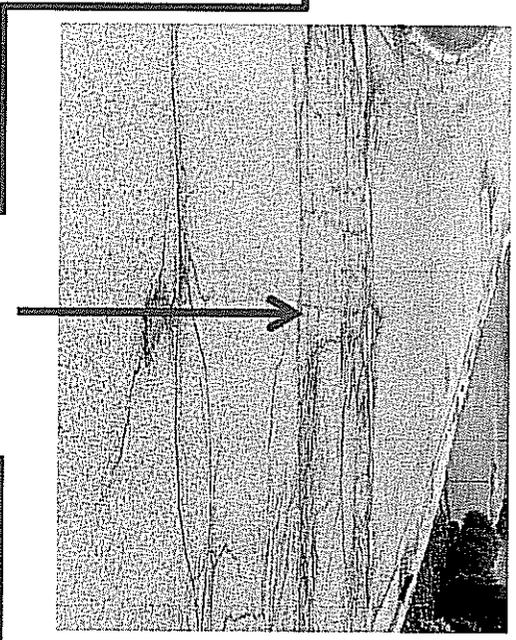
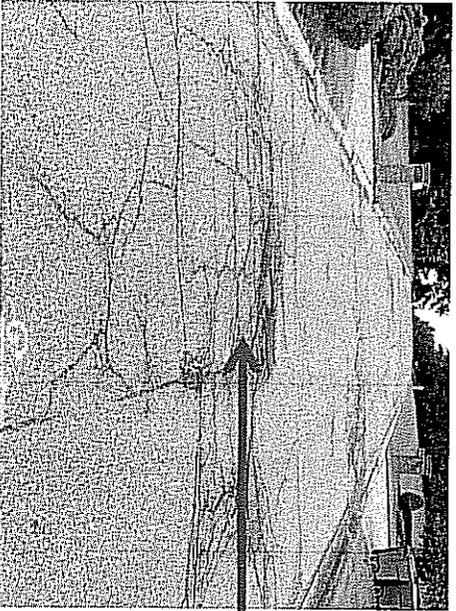
This statement is to certify that traffic volumes noted for this project are true and correct to the best of my knowledge.



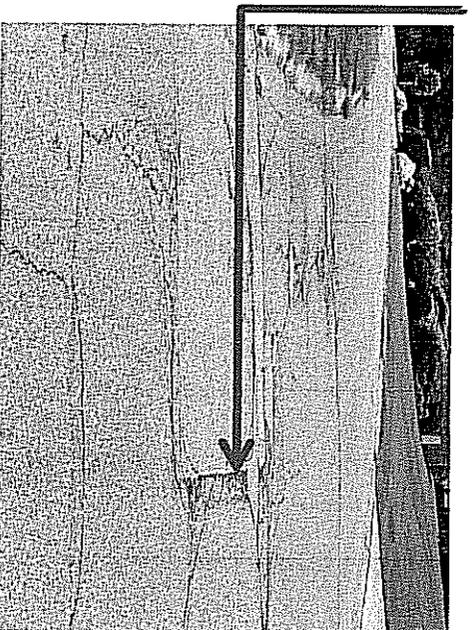
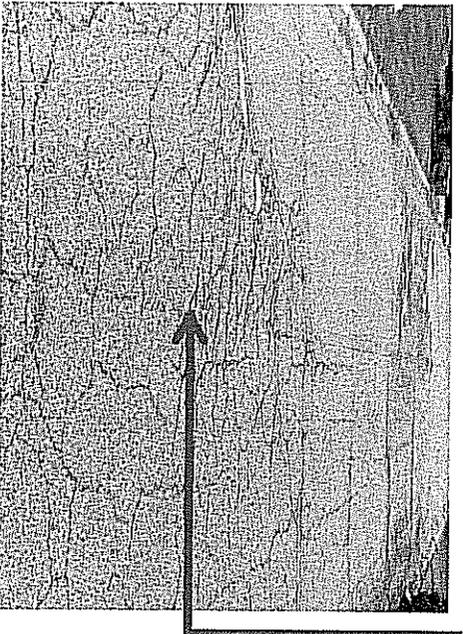
---

Jerome F. Luebbers,  
Delhi Township Trustee and Chief Executive Officer

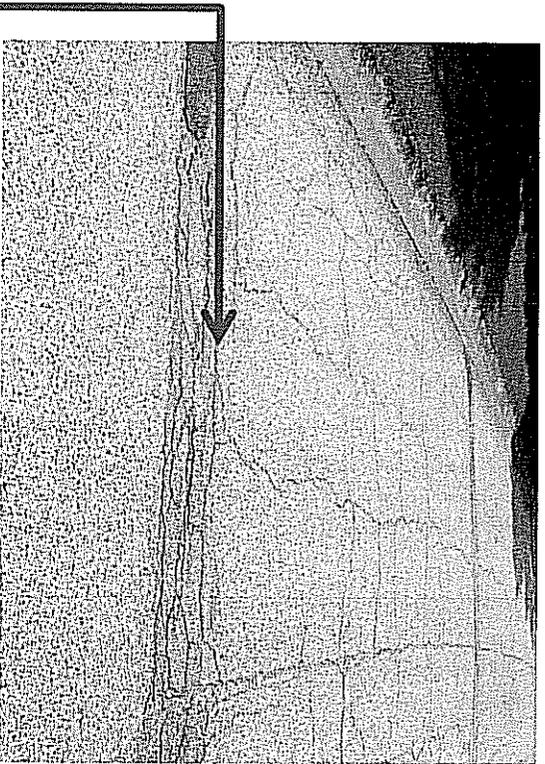
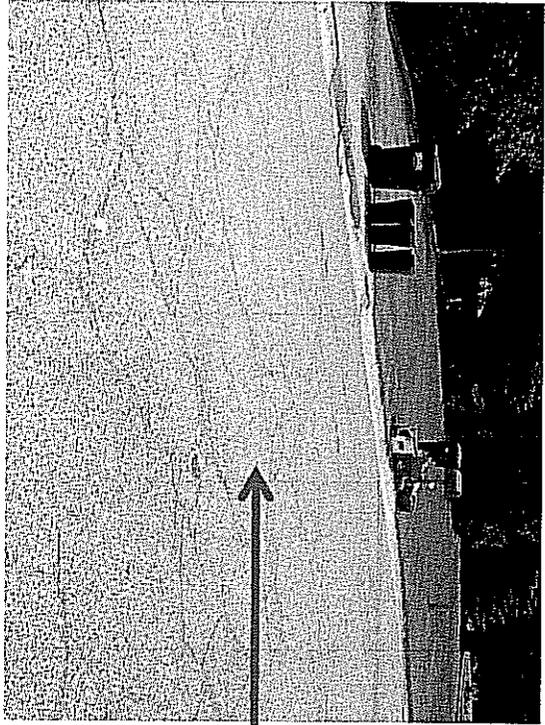
# PALISADES DRIVE



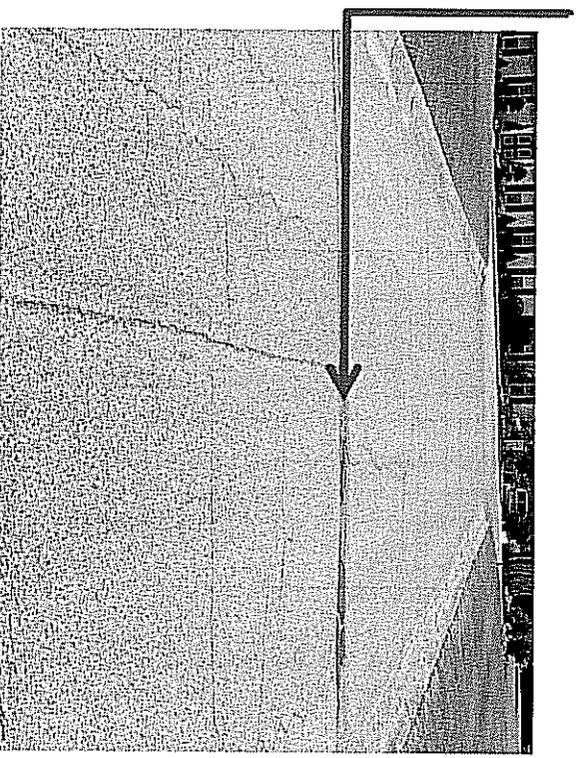
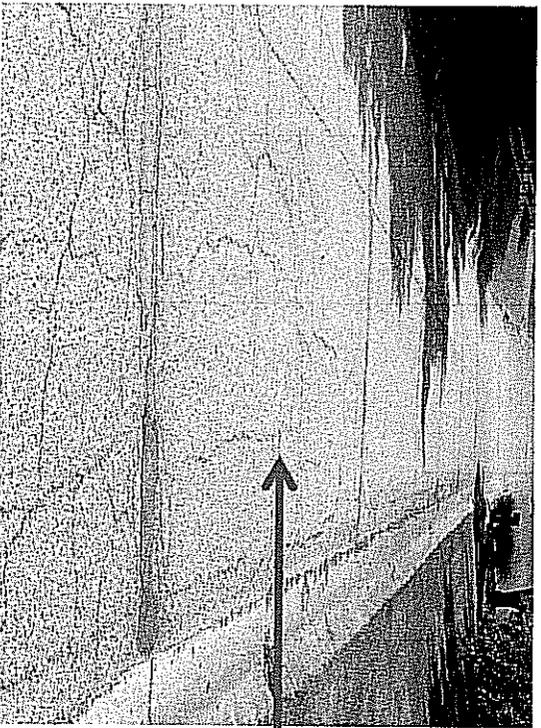
Alligator and block cracking and faulty patches



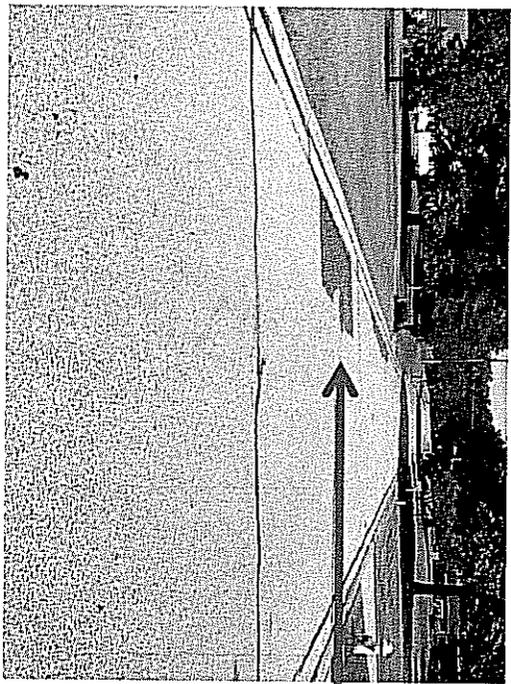
SOLARAMA COURT



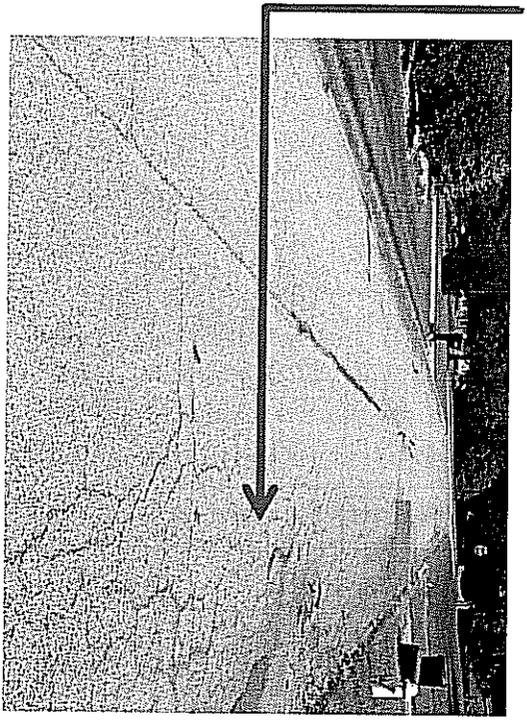
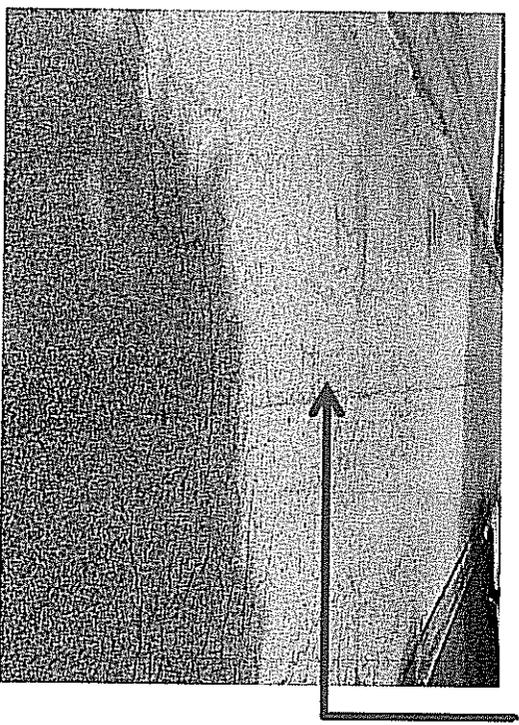
Block and alligator cracking



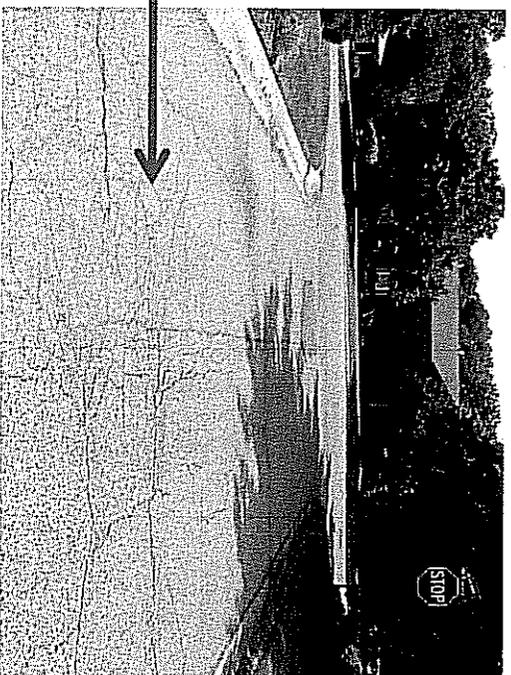
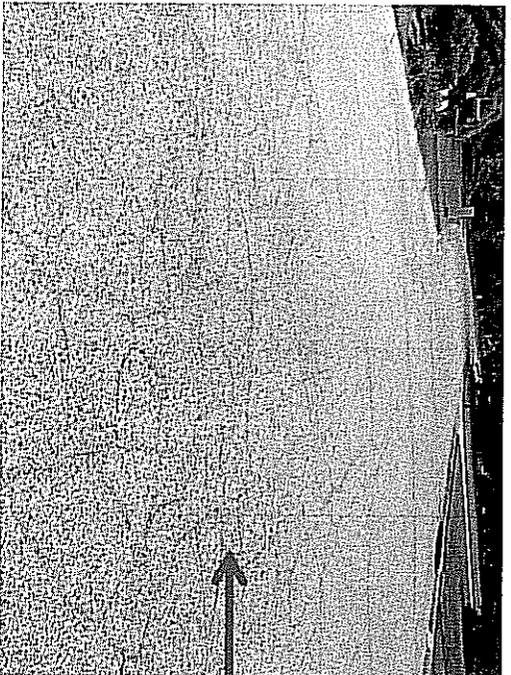
RIVERAMA DRIVE



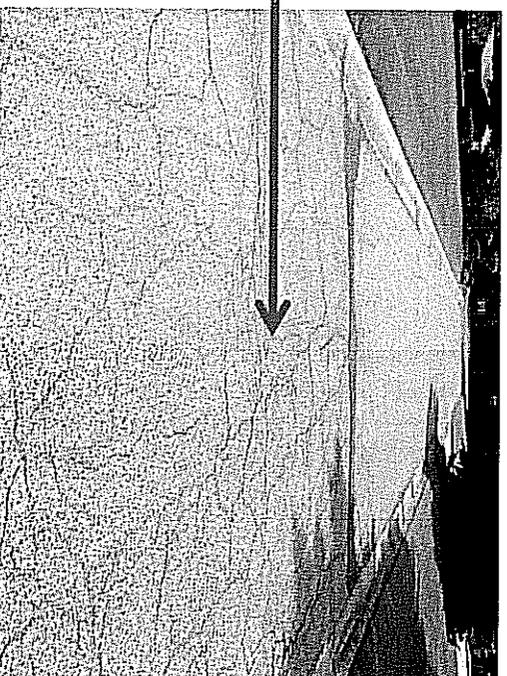
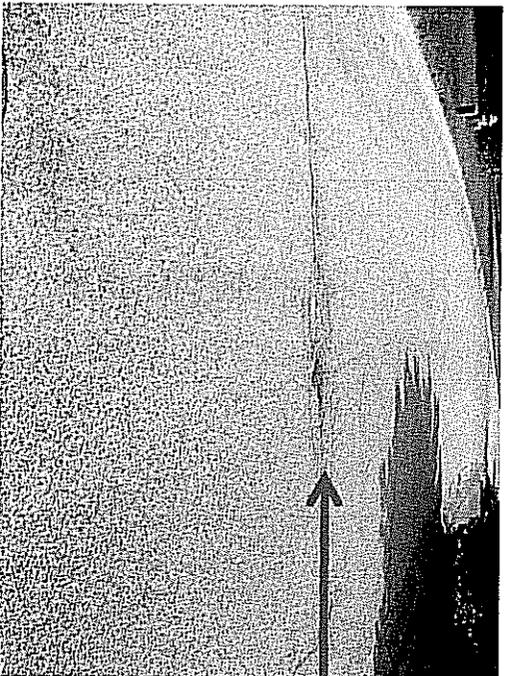
Reflective alligator cracking, faulty patches



# TIMBERSHADOWS COURT



Severe alligator cracking and potholes



Road Maintenance Department

Pavement Management System

Road Inventory Form

S  
E  
C  
T  
I  
O  
N  
  
G  
E  
N  
E  
R  
A  
L  
  
P  
A  
V  
E  
-  
-  
-  
M  
E  
N  
T

Section Number: 271	State Route: 151	Inventory Date: 2/26/1990
Name: PALISADES DRIVE	Completed By: DAS	
From: SOLARAMA COURT	Jurisdiction: Township	
To: END (WEST)	Length (ft): 2,707.0	

Direction To: NorthWest	Subdivision: PALISADES	Classification: Local
R.O.W Width (ft): 50	Salt Route: 5	Travel Lanes: 2
Type Of Median: None		Parking Lanes: 1

Pavement Type: Flexible	Width (ft): 25	No. Of Layers: 4
-------------------------	----------------	------------------

Pavement Layer:	Type:	Thickness:	Date Constructed:
Subgrade	Subgrade		9/1/1993
Subbase	Crushed Aggregate	6	9/1/1993
Basecourse	Asphalt	6	9/1/1993
Surface	Asphalt	4	9/1/1993

Area (yd^2): 7,519.44	Features:
-----------------------	-----------

S  
H  
O  
U  
L  
D  
E  
R

Type:	Width (in):	C U R B	Type:	Width (in):
Left: Earthwork	12.5		Left: Comb. Rolled	2707
Right: Earthwork	12.5		Right: Comb. Rolled	2707

T  
R  
A  
F  
F  
I  
C

Average Daily Traffic (ADT): 333		S T R U C T U R E	No. of Culverts: 0	No. of Driveways: 31
% Trucks: 0.0	Bus Route: No		No. of Bridges: 0	No. of RR_Xings: 0
Study: 2	Year: 1993		No. of Inlets: 17	No. of Manholes: 26
No. Of Traffic Signs: 0				

Remarks

Delhi Township

Road Maintenance Department  
Pavement Management System

Road Condition Report

2009

Section Number	Road Name	From	To	Class	Area (Y^2)	Length (ft)	Pavement Type	ADT	MI	PCI	Condition	ST	PI	Cost
271	PALISADES DRIVE	SOLARAMA COURT	END (WEST)	Local	7,519.4	2,707.0	Flexible	333	5.00	1.00	Failed	E	80.01	\$815,634
<p>No. Of Sections: 1    7519.4    0.51 Miles    Network PCI: 1.00    Failed    \$815,634</p>														

Report Totals:

CONDITION RATING

CONDITION RATING FORM Carried Road Name: PALISADES DRIVE 012/012

Section No: 271 Area (yd<sup>2</sup>): 7519.44 Maintenance Factor (MF): 1.50  
 Survey Date: 4/29/2009 Bus Route: No Transit Factor (TR): 1.00  
 Maintenance Index (MI): 5 Average Daily Traffic (ADT): 333 Traffic Factor (TF): 1.20  
 Ride Quality Index (RQI): 2 Classification: Local Class Factor (FC): 1.00  
 % Curb Deterioration: 5.00% Pavement Type: Flexible Unit Cost (\$): \$108.47

- First Record
- Next Record
- Previous Record
- Last Record
- Delete Record
- New Record
- Save
- End
- Browse
- Go To...
- Back to Inventory

Distress Type	Category	Severity	Extent	Deduction	PCI	Condition
>> Weathering and/or Raveling	1	3	4	25.00	Surface: 67.80	Failed
Bleeding	1	0	0	0.00	Cracking: 34.50	Failed
Patch Deterioration	1	0	0	0.00	Support: 88.00	Fair
>> Potholes	2	2	2	7.20	Structure: 61.00	Failed
Crack Seal Deficiency	1	0	0	0.00	Final: 1.00	Failed
>> Alligator Cracking	2	3	3	24.00	Priority Index (PI): 180.00	
>> Transverse Cracking	2	2	4	17.50	Strategy: E Reconstruction	
>> Longitudinal Cracking	2	2	3	11.20	Cost: \$815,634.14	
>> Block Cracking	1	2	3	7.20	Maintenance Actions:	
>> Edge or Random Cracking	2	2	3	5.60	Reconstruction	Assign Maximum Priority?
Rutting	2	0	0	0.00		<input type="radio"/> Yes
>> Settlement	2	3	1	12.00		<input checked="" type="radio"/> No
Corrosions	2	0	0	0.00		

CRACKS:  S  PS  NS  N/A

Rated By: Carried from 2008 survey.

Road Maintenance Department

Pavement Management System

Road Inventory Form

**S E C T I O N**  
 Section Number: 272      State Route: 205      Inventory Date: 2/27/1990  
 Name: TIMBERSHADOWS COURT      Completed By: DAS  
 From: RIVERAMA DRIVE      Jurisdiction: Township  
 To: END (WEST)      Length (ft): 570.7

**G E N E R A L**  
 Direction To: SouthWest      Subdivision: PALISADES      Classification: Local  
 R.O.W Width (ft): 50      Salt Route: 5      Travel Lanes: 2  
 Type Of Median: None      Parking Lanes: 0

**P A V E M E N T**  
 Pavement Type: Flexible      Width (ft): 25      No. Of Layers: 3

Pavement Layer:	Type:	Thickness:	Date Constructed:
Subgrade	Subgrade		9/1/1993
Basecourse	Asphalt	4.5	9/1/1993
Surface	Asphalt	1.3	9/1/1993

**S H O U L D E R**  
 Area (yd^2): 1,585.28      Features:

Type:	Width (in):	C U R B	Type:	Width (in):
Left: Earthwork	12.5		Left: Comb. Rolled	570.7
Right: Earthwork	12.5		Right: Comb. Rolled	570.7

**T R A F F I C**  
 Average Daily Traffic (ADT): 24  
 % Trucks: 0.0      Bus Route: No  
 Study: 2      Year: 1990  
 No. Of Traffic Signs: 0

**S T R U C T U R E**  
 No. of Culverts: 0      No. of Driveways: 11  
 No. of Bridges: 0      No. of RR\_Xings: 0  
 No. of Inlets: 3      No. of Manholes: 2

Remarks

Delhi Township

Road Maintenance Department  
Pavement Management System

Road Condition Report

2009

Section Number	Road Name	From	To	Class	Area (Y^2)	Length (ft)	Pavement Type	ADT	MI	PCI	Condition	ST	PI	Cost
272	TIMBERSHADOWS COURT	RIVERAMA DRIVE	END (WEST)	Local	1,585.3	570.7	Flexible	24	4.00	1.00	Failed	E	2.84	\$171,955

No. Of Sections: 1    1585.3    0.11 Miles    Network PCI: 1.00    Failed    \$171,955

Report Totals:

CONDITION RATING

CONDITION RATING FORM

Conducted

Road Name:

TIMBERSHADOWS COURT

001/012

Section No:	272	Area (yd <sup>2</sup> ):	1585.28	Maintenance Factor (MF):	1.00
Survey Date:	11/15/1994	Bus Route:	No	Transit Factor (TR):	1.00
Maintenance Index (MI):	0	Average Daily Traffic (ADT):	24	Traffic Factor (TF):	1.00
Ride Quality Index (RQI):	0	Classification:	Local	Class Factor (FC):	1.00
% Curb Deterioration:	0.00%	Pavement Type:	Flexible	Unit Cost (\$):	\$9.56

Distress Type	Category	Severity	Extent	Deduction	PCI	Condition
>> Weathering and/or Raveling	1	3	4	25.00	Surface: 72.90	Very Poor
Bleeding	1	0	0	0.00	Cracking: 72.50	Poor
>> Patch Deterioration	1	1	1	0.90	Support: 95.20	Very Good
>> Potholes	2	1	1	1.20	Structure: 86.00	Fair
Crack Seal Deficiency	1	0	0	0.00	Final: 40.60	Poor
>> Alligator Cracking	2	1	1	3.60	Priority Index (PI):	180.00
>> Transverse Cracking	2	3	2	12.50	Strategy: D	Rehabilitation
>> Longitudinal Cracking	2	3	1	6.00	Cost:	\$15,155.26
>> Block Cracking	1	2	2	5.40	Maintenance Actions:	Assign Maximum Priority?
Edge or Random Cracking	2	0	0	0.00	Crack Sealing	<input type="checkbox"/> Yes
Rutting	2	0	0	0.00	Patch Repair	<input type="checkbox"/> No
>> Settlement	2	1	1	4.80	Overlay	
Corrugations	2	0	0	0.00		

CRACKS:  S  PS  NS  N/A

Rated By: DAS Consult, Inc - RAJ

- First Record
- Next Record
- Previous Record
- Last Record
- Delete Record
- New Record
- Save
- Find
- Browse
- Go To...
- Back to Inventory

Delhi Township

Road Maintenance Department

Pavement Management System

Road Inventory Form

S  
E  
C  
T  
I  
O  
N

Section Number: 273                      State Route: 213                      Inventory Date: 2/27/1990  
 Name: SOLARAMA COURT                      Completed By: DAS  
 From: PALISADES DRIVE                      Jurisdiction: Township  
 To: END (NORTH)                      Length (ft): 625.2

G  
E  
N  
E  
R  
A  
L

Direction To: NorthWest                      Subdivision: PALISADES                      Classification: Local  
 R.O.W Width (ft): 50                      Salt Route: 5                      Travel Lanes: 2  
 Type Of Median: None                      Parking Lanes: 0

P  
A  
V  
E  
M  
E  
N  
T

Pavement Type: Flexible                      Width (ft): 25                      No. Of Layers: 3

Pavement Layer:	Type:	Thickness:	Date Constructed:
Subgrade	Subgrade		9/1/1993
Basecourse	Asphalt	5	9/1/1993
Surface	Asphalt	1.5	9/1/1993

Area (yd^2): 1,736.67                      Features:

S  
H  
O  
U  
L  
D  
E  
R

	Type:	Width (in):	C U R B	Type:	Width (in):
Left:	Earthwork	12.5		Left: Comb. Rolled	625.2
Right:	Earthwork	12.5		Right: Comb. Rolled	625.2

T  
R  
A  
F  
F  
I  
C

Average Daily Traffic (ADT): 34		S T R U C T U R E	No. of Culverts: 0	No. of Driveways: 6
% Trucks: 0.0	Bus Route: No		No. of Bridges: 0	No. of RR_Xings: 0
Study: 2	Year: 1990		No. of Inlets: 4	No. of Manholes: 5
No. Of Traffic Signs: 0				

Remarks

Delhi Township

Road Maintenance Department

Pavement Management System

Road Condition Report

2009

Section Number	Road Name	From	To	Class	Area (Y^2)	Length (ft)	Pavement Type	ADT	MI	PCI	Condition	ST	PI	Cost
273	SOLARAMA COURT	PALISADES DRIVE	END (NORTH)	Local	1,736.7	625.2	Flexible	34	4.00	6.50	Failed	E	2.84	\$188,376
				No. Of Sections:	1	1736.7	0.12 Miles	Network PCI:	6.50	Failed				\$188,376

Report Totals:

CONDITION RATING

CONDITION RATING FORM

Conducted

Road Name:

SOLARAMA COURT

001/012

F  
A  
C  
T  
O  
R  
S  
  
C  
O  
N  
D  
I  
T  
I  
O  
N  
S  
  
A  
N  
D  
  
R  
A  
T  
I  
N  
G

Section No: 273 Area (yd<sup>2</sup>): 1736.67 Maintenance Factor (MF): 1.00  
 Survey Date: 11/15/1994 Bus Route: No Transit Factor (TR): 1.00  
 Maintenance Index (MI): 0 Average Daily Traffic (ADT): 34 Traffic Factor (TF): 1.00  
 Ride Quality Index (RQI): 0 Classification: Local Class Factor (FC): 1.00  
 % Curb Deterioration: 0.00% Pavement Type: Flexible Unit Cost (\$): 50.43

Distress Type	Category	Severity	Extent	Deduction	PCI	Condition
>> Weathering and/or Ravelling	1	3	4	25.00	75.00	Very Poor
Bleeding	1	0	0	0.00	85.70	Good
Patch Deterioration	1	0	0	0.00	100.00	Excellent
Potholes	2	0	0	0.00	94.00	Very Good
Crack Seal Deficiency	1	0	0	0.00	60.70	Fair
Alligator Cracking	2	0	0	0.00		
>> Transverse Cracking	2	3	2	12.50		
Longitudinal Cracking	2	0	0	0.00		
>> Block Cracking	1	1	1	1.80		
Edge or Random Cracking	2	0	0	0.00		
Rutting	2	0	0	0.00		
Settlement	2	0	0	0.00		
Corrugations	2	0	0	0.00		

Surface: 75.00 Very Poor  
 Cracking: 85.70 Good  
 Support: 100.00 Excellent  
 Structure: 94.00 Very Good  
 Final: 60.70 Fair  
 Priority Index (PI): 180.00  
 Strategy: B Periodic Maintenance  
 Cost: \$746.77  
 Maintenance Actions:  
 Crack Sealing: Assign Maximum Priority?  
 Surface Seal:  Yes  No

CRACKS:  S  PS  NS  N/A Rated By: DAS Consult, Inc. - RAJ

First Record  
 Next Record  
 Previous Record  
 Last Record  
 Delete Record  
 New Record  
 Save  
 Find  
 Browse  
 Go To...  
 Back to Inventory

Road Maintenance Department

Pavement Management System

Road Inventory Form

S  
E  
C  
T  
I  
O  
N

Section Number: 425                      State Route: 160                      Inventory Date: 2/26/1990  
 Name: RIVERAMA DRIVE                      Completed By: DAS  
 From: PALISADES DRIVE                      Jurisdiction: Township  
 To: END (SOUTH)                      Length (ft): 1,068.6

G  
E  
N  
E  
R  
A  
L

Direction To: South                      Subdivision: PALISADES                      Classification: Local  
 R.O.W Width (ft): 50                      Salt Route: 5                      Travel Lanes: 2  
 Type Of Median: None                      Parking Lanes: 1

P  
A  
V  
E  
M  
E  
N  
T

Pavement Type: Flexible                      Width (ft): 28                      No. Of Layers: 3

Pavement Layer:	Type:	Thickness:	Date Constructed:
Subgrade	Subgrade		9/1/1993
Basecourse	Asphalt	4.5	9/1/1993
Surface	Asphalt	2.3	9/1/1993

Area (yd^2): 3,324.53                      Features:

S  
H  
O  
U  
L  
D  
E  
R

	Type:	Width (in):	C U R B	Type:	Width (in):
Left:	Earthwork	11		Left: Comb. Rolled	1068.6
Right:	Earthwork	11		Right: Comb. Rolled	1068.6

T  
R  
A  
F  
F  
I  
C

Average Daily Traffic (ADT): 38                      S  
T  
R  
U  
C  
T  
U  
R  
E  
 % Trucks: 0.0                      Bus Route: No                      No. of Culverts: 0                      No. of Driveways: 17  
 Study: 2                      Year: 1990                      No. of Bridges: 0                      No. of RR\_Xings: 0  
 No. Of Traffic Signs: 0                      No. of Inlets: 3                      No. of Manholes: 6

Remarks

Delhi Township

Road Maintenance Department  
Pavement Management System

Road Condition Report

2009

Section Number	Road Name	From	To	Class	Area (Y^2)	Length (ft)	Pavement Type	ADT	MI	PCI	Condition	ST	PI	Cost
425	RIVERAMA DRIVE	PALISADES DRIVE	END (SOUTH)	Local	3,324.5	1,068.6	Flexible	38	4.00	41.85	Poor	D	2.84	\$31,782
				No. Of Sections:	1	3324.5	0.20 Miles	Network PCI:	41.85		Poor			\$31,782.

Report Totals:

CONDITION RATING

CONDITION RATING FORM

Conducted

Road Name:

RIVERAMA DRIVE

0017612

Section No:	425	Area (yd <sup>2</sup> ):	3324.53	Maintenance Factor (MF):	1.00
Survey Date:	11/15/1994	Bus Route:	No	Transit Factor (TR):	1.00
Maintenance Index (MI):	0	Average Daily Traffic (ADT):	38	Traffic Factor (TF):	1.00
Ride Quality Index (RQI):	0	Classification:	Local	Class Factor (FC):	1.00
% Curb Deterioration:	0.00%	Pavement Type:	Flexible	Unit Cost (\$):	50.43

Distress Type	Category	Severity	Extent	Deduction	PCI	Condition
Weathering and/or Raveling	1	0	0	0.00	Surface: 100.00	Excellent
Bleeding	1	0	0	0.00	Cracking: 88.20	Good
Patch Deterioration	1	0	0	0.00	Support: 100.00	Excellent
Potholes	2	0	0	0.00	Structure: 94.00	Very Good
Crack Seal Deficiency	1	0	0	0.00	Final: 88.20	Very Good
>> Alligator Cracking	2	1	1	3.60	Priority Index (PI):	180.00
>> Transverse Cracking	2	1	2	5.00	Strategy: B	Periodic Maintenance
Longitudinal Cracking	2	0	0	0.00	Cost:	\$1,429.53
Block Cracking	1	0	0	0.00	Maintenance Actions:	Assign Maximum Priority?
>> Edge or Random Cracking	2	1	3	3.20	<input type="radio"/> Yes	
Rutting	2	0	0	0.00	<input type="radio"/> No	
Settlement	2	0	0	0.00		
Corrugations	2	0	0	0.00		

CRACKS:  S  PS  NS  N/A

Rated By: DAS Consult, Inc. - RAJ

# PALISADES SUBDIVISION PAVEMENT CONDITION RATINGS

STREET (SEGMENT)	LENGTH	PERCENTAGE OF TOTAL LENGTH	PAVEMENT MANAGEMENT RATINGS		
			RATING	DESCRIPTION	RATING AS A PERCENTAGE OF TOTAL LENGTH
Riverama - Palisades to End (south)	1068.60	21.49%	41.85	Poor	9.00
Solarama - Palisades to End (north)	625.20	12.58%	6.50	Failed	0.82
Timbershadows - Riverama to End (west)	570.70	11.48%	1.00	Failed	0.11
Palisades - Solarama to End (west)	2707.00	54.45%	1.00	Failed	0.54
<b>Total</b>	<b>4971.50</b>	<b>100.00%</b>	<b>10.47</b>		
<b>OVERALL PCI = 10.47 Failed</b>					

STREET (SEGMENT)	LENGTH	PERCENTAGE OF TOTAL LENGTH	SUPPORT STAFF RATING
Riverama - Palisades to End (south)	1068.60	21.49%	
Solarama - Palisades to End (north)	625.20	12.58%	
Timbershadows - Riverama to End (west)	570.70	11.48%	
Palisades - Solarama to End (west)	2707.00	54.45%	

Palisades - Riverama to Solarama - Length = 805 l.f.

Item	Quantity	Cost per	Total
Curb Replacement	1610	\$24.00 / L.F.	\$38,640.00
Milling	2236	\$1.40 / S.Y.	\$31,304.00
Asphalt Overlay	100	\$150.00 / C.Y.	\$15,000.00
<b>TOTAL</b>			<b>\$84,944.00</b>

# ADDITIONAL SUPPORT INFORMATION

For Program Year 2010 (July 1, 2010 through June 30, 2011), applying agencies 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.

**Delhi Township's ASTM D6433-99 based Pavement Management System shows high severity deterioration in the categories of raveling over 100% and 50% of the pavement sections respectively. It also shows intermediate severity deterioration over 50% to 75% of the pavement in the following categories: transverse, longitudinal, edge, random and alligator cracking; and potholes. The pavement rating shows an immediate maintenance priority and the ride quality is at the worst possible rating. The structural PCIs and the cracking P.C.I. have failed leaving no alternative but to reconstruct. Overall pavement ratings average critical (FINAL PCI AVGs = 10.47 – Failed). Partial reconstruction is required to correct a multitude of subgrade and surface drainage problems that have caused the base to fail and roadway icing. Greater than 60% of the curbing has failed which necessitates replacement. Alligator type, block cracking throughout indicates full depth failure. The streets in this subdivision were developed simultaneously in the early 1970s.**

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 Township has received numerous complaints regarding the overall condition flaws on the streets in this application. Potholes, alligator and other types of severe pavement cracking along with differential settlement makes safe travel at the posted speed limit hazardous. The repair of failed subgrade and re-establishment of a new, smooth riding surface throughout will eliminate the need to drive to avoid potholes and faulted/settled pavements. Safety will be improved upon completion of new roadway underdrain. This drainage improvement will eliminate the constant flow of spring water onto the roadway surface and improve subgrade**

**stability. Photos confirm water encroaching the roadway which causes icing in the winter months.**

**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, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applying agency must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

**The project will have no effect on the public health.**

**4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?**

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.

**Priority 1 Palisades Subdivision Improvement Project**

**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.).

**No user fee funds anticipated on this project**

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

Give a statement of the projects effect on economic growth.

**The project will have no effect on economic growth in the area.**

**7) Matching Funds - LOCAL**

The information regarding local matching funds is to be filed by the applying agency 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 applying agency 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 Monday, August 31, 2009 for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

**Hamilton County Engineer's 20% Fund (1%)**

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

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

**The project will have no effect on the level of service of the facility.**

Level of Service (LOS) calculations shall be for the improvements being made in the application. If this project is a phase of a larger project then any preceding phases shall be considered existing conditions for LOS calculations. Any future project phases shall not be considered as part of this applications LOS calculations.

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 current edition of the Highway Capacity Manual.

No Build  
Current Year LOS \_\_\_\_  
Design Year LOS \_\_\_\_

Proposed Geometry  
Current Year LOS \_\_\_\_  
Design Year LOS \_\_\_\_

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

N/A

**10) If SCIP/LTIP funds were granted, when would the construction contract be awarded?**

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 6

- a.) Are preliminary plans or engineering completed? Yes X No \_\_\_\_\_ N/A \_\_\_\_\_
- b.) Are detailed construction plans completed? Yes \_\_\_\_\_ No X 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 \_\_\_\_\_ N/A X

If no, how many parcels needed for project? N/A 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.

N/A

e.) Give an estimate of time needed to complete any item above not yet completed. 6 Months.

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

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

Regional significance is minimal.

**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.

None

Will the ban be removed after the project is completed? Yes \_\_\_\_\_ No \_\_\_\_\_ N/A \_\_\_\_\_

**14) What is the total number of existing daily users that will benefit as a result of the proposed project?**

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a Professional Engineer (signed and sealed).

Traffic: ADT 429 X 1.20 = 515 Users

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

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

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply) Bonds are not eligible for points in this category.

Optional \$5.00 License Tax X

Infrastructure Levy X Specify type Road and Bridge

Facility Users Fee \_\_\_\_\_ Specify type \_\_\_\_\_

Dedicated Tax \_\_\_\_\_ Specify type \_\_\_\_\_

Other Fee, Levy or Tax \_\_\_\_\_ Specify type \_\_\_\_\_

**SCIP/LTIP PROGRAM  
 ROUND 24 - PROGRAM YEAR 2010  
 PROJECT SELECTION CRITERIA  
 JULY 1, 2010 TO JUNE 30, 2011**

NAME OF APPLICANT: DELHI TOWNSHIP

NAME OF PROJECT: PALISADES SUBDIVISION IMPROVEMENT

RATING TEAM: 4

**General Statement for Rating Criteria**

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the 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

~~Reconstruct~~  
 Rosarua 2/3 - 17  
 1/3 - 15  
 Timbershadows - 20  
 Palisades - 20  
 Solarama - 15

17

Appeal Score  
17

Standard rehab  
 w/ full depth  
 repairs

**Criterion 1 - Condition**

Condition of the particular infrastructure to be repaired, reconstructed or replaced shall be a measure of the degree of reduction in condition from its original state. Historic pavement management data based on ASTM D6433-99 rating system may be submitted as documentation. Capacity, serviceability, safety and health shall not be considered in this criterion. Any documentation the Applicant wishes to be considered must be included in the application package.

**Definitions:**

**Failed Condition** - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system.)

**Critical Condition** - requires partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system.)

**Very Poor Condition** - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or replacement of pipe sections.)

**Poor Condition** - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs.)

**Moderately Poor Condition** - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair.)

**Moderately Fair Condition** - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

**Fair Condition** - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

**Good or Better Condition** - little to no maintenance required to maintain integrity.

**Note:** If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

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

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

Appeal Score

\_\_\_\_\_

**Criterion 2 – Safety**

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

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

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

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

Appeal Score

\_\_\_\_\_

**Criterion 3 – Health**

The applying agency shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? **In all cases, quantified documentation is required.** Mentioned problems, which are poorly documented, generally will not receive more than 5 points.

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

4) Does the project help meet the infrastructure repair and replacement needs of the applying agency?

**Note:** Applying agency's priority listing (part of the Additional Support Information) must be filed with application(s).

- 25** - First priority project
- 20 - Second priority project
- 15 - Third priority project
- 10 - Fourth priority project
- 5 - Fifth priority project or lower

Appeal Score

\_\_\_\_\_

**Criterion 4 – Jurisdiction's Priority Listing**

The applying agency **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

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

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

Appeal Score

\_\_\_\_\_

**Criterion 5 – User Fee-funded Agency Participation**

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

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

- 10 - The project will directly secure new employment
- 5 - The project will permit more development
- 0 - The project will not impact development

Appeal Score

\_\_\_\_\_

**Criterion 6 – Economic Growth**

Will the completed project enhance economic growth and/or development?

**Definitions:**

**Secure new employment:** The project as designed will secure development/employers, which will immediately add new permanent employees. 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 1 %

- 10 – 50% or higher
- 8 – 40% to 49.99%
- 6 – 30% to 39.99%
- 4 – 20% to 29.99%
- 2 – 10% to 19.99%
- 1 – 1% to 9.99%
- 0 – Less than 1%

List below each funding source and percentage

<u>H.C.E. 20%</u>	<u>1</u>	%
_____	_____	%
_____	_____	%
_____	_____	%
_____	_____	%

Criterion 8 – Matching Funds - Other

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

9)

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

- 10 - Project design is for future demand.
- 8 - Project design is for partial future demand.
- 6 - Project design is for current demand.
- 4 - Project design is for minimal increase in capacity.
- 0 - Project design is for no increase in capacity.

Appeal Score

\_\_\_\_\_

Criterion 9 – Alleviate Capacity Problems

The applying agency shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis must accompany the application to receive more than 4 points. Projected traffic or demand should be calculated as follows:

Formula:

Existing volume x design year factor = projected volume

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

Definitions:

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

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

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

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

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

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

- 5) Will be under contract by December 31, 2010 and no delinquent projects in Rounds 21 & 22
- 3 - Will be under contract by March 31, 2011 and/or one delinquent project in Rounds 21 & 22
- 0 - Will not be under contract by March 31, 2011 and/or more than one delinquent project in Rounds 21 & 22

Criterion 10 – Readiness to Proceed

The Support Staff will assign points based on engineering experience and status of design plans. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. An applying agency receiving approval for a project and subsequently canceling the same after the bid date on the application will receive zero (0) points under this round and the following round.

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc.

10 – Major Impact

Appeal Score

8 – Significant Impact

6 – Moderate Impact

4 – Minor Impact

2) Minimal or No Impact

Criterion 11 - Regional Impact

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

Definitions:

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

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

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

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

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

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

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

**Criterion 12 – Economic Health**

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

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

- 10 - Complete ban, facility closed Appeal Score
- 8 – 80% reduction in legal load or 4-wheeled vehicles only \_\_\_\_\_
- 7 – Moratorium on future development, *not* functioning for current demand
- 6 – 60% reduction in legal load
- 5 - Moratorium on future development, functioning for current demand
- 4 – 40% reduction in legal load
- 2 – 20% reduction in legal load
- 0 – Less than 20% reduction in legal load

**Criterion 13 - Ban**

The applying agency shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

- 10 - 30,000 or more Appeal Score
- 8 - 21,000 to 29,999 \_\_\_\_\_
- 6 - 12,000 to 20,999
- 4 - 3,000 to 11,999
- 2 - 2,999 and under

**Criterion 14 - Users**

The applying agency shall provide documentation. A registered Professional Engineer must certify (sign and seal) 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. Bonds are not eligible for points in this category.