

211P#4

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 09/05/08

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: DELHI ROAD THOROUGHFARE IMPROVEMENTS

SUBDIVISION TYPE

(Check only 1)

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

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- 1. Grant \$ 1,530,000.00
- 2. Loan \$.00
- 3. Loan Assistance \$

PROJECT TYPE

(Check Largest Component)

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

TOTAL PROJECT COST: \$ 1,700,000.00

FUNDING REQUESTED: \$ 1,530,000.00

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 1,530,000 LOAN ASSISTANCE: \$
 SCIP LOAN: \$ RATE: % TERM: yrs.
 RLP LOAN: \$ RATE: % TERM: yrs.

(Check only 1)

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

OFFICE OF NEW BURLINGTON
COUNTY ENGINEER
2008 SEP 16 PM 3:10

FOR OPWC USE ONLY

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

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

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

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u> .00</u>	<u>0%</u>
b.) Local Revenues	\$ <u> 0.00</u>	<u>0%</u>
c.) Other Public Revenues	\$ <u> .00</u>	
ODOT	\$ <u> -170,000.00</u>	<u>-10%</u>
Rural Development	\$ <u> .00</u>	
OEPA	\$ <u> .00</u>	
OWDA	\$ <u> .00</u>	
CDBG	\$ <u> .00</u>	
OTHER TIF	\$ <u> 170,000 .00</u>	<u>10%</u>
SUBTOTAL LOCAL RESOURCES:	\$ <u> 170,000 .00</u>	<u>10%</u>
d.) OPWC Funds		
1. Grant	\$ <u> 1,530,000 .00</u>	<u>90%</u>
2. Loan	<u> </u>	
3. Loan Assistance	\$ <u> .00</u>	
SUBTOTAL OPWC RESOURCES:	\$ <u> 1,530,000.00</u>	<u>90%</u>
e.) TOTAL FINANCIAL RESOURCES:	\$ <u> 1,700,000.00</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: DELHI ROAD THOROUGHFARE IMPROVEMENTS

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

A: SPECIFIC LOCATION: *(Please see the attached location map).*
The project is located in Delhi Township. The construction limits are as follows:

From: Anderson Ferry Road to: Greenwell Road

PROJECT ZIP CODE: 45238

B: PROJECT COMPONENTS:

This project consists of numerous safety and access improvements including the closure and reconfiguring of driveway entrances/exits with installed structures that will virtually prohibit left turn movements into and out of driveway approaches; the construction of a new public roadway to Delhi Park with access from same to abutting businesses; widening the northwest corner intersection of Delhi Pike and Anderson Ferry Road and other safety improvements at that intersection; the installation of a new traffic signal at Klemme Drive and Delhi Road and traffic signal upgrades at all intersections within the project area; minor repairs to and overlaying of Delhi Road pavement and installation of new pavement markings.

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

PARK

The project length is 3590 feet (0.68 miles) of Delhi Road extending from 150 feet west of Anderson Ferry Road to Greenwell Road 470 feet of reconstructed Delhi Road entrance. Pavement is 23 years ^{OLD} and is showing signs of wear from heavy traffic and age. Under designed capacity issues are evident corrective work is necessary. Crash data shows the need for safety enhancements

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT: 2007 Projected ADT: Year:

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

Current service capacity design is adequate for the existing use. Maximum ADT = 29,270 vehicles per day x 1.2 = 35,124 average daily users.

Stormwater: Number of households served:

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

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

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	\$ <u>1,397,500.00</u>
TOTAL PORTION OF PROJECT NEW/EXPANSION	\$ <u>302,500.00</u>

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>06 / 30 / 08</u>	<u>08 / 31 / 09</u>
4.2 Bid Advertisement and Award:	<u>11 / 30 / 09</u>	<u>12 / 31 / 09</u>
4.3 Construction:	<u>02 / 15 / 10</u>	<u>12 / 31 / 10</u>
4.4 Right-of-Way/Land Acquisition:	<u>N/A</u>	<u>N/A</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

TITLE William W. Brayshaw
STREET Hamilton County Engineer
CITY/ZIP 10480 Burlington Road
PHONE Cincinnati, OH 45231
FAX (513) 946 - 8902
E-MAIL (513) 946 - 8901
william.brayshaw@hamilton-co.org

5.2 CHIEF FINANCIAL

OFFICER

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

5.3 PROJECT MANAGER

TITLE Timothy Gilday
STREET Planning & Design Engineer
CITY/ZIP 10480 Burlington Road
PHONE Cincinnati, OH 45231
FAX (513) 946 - 8914
E-MAIL (513) 946 - 8901
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 9-16-08
Signature/Date Signed

**Delhi Township
Public Works Department
Delhi Road Thoroughfare Project**

ITEM	SPL. UTILITIES	SPL. WIDENING COSTS	SPL. TRAFFIC SIGNALS	SPL. TRAFFIC STRIPING	SPL. RET. WALL	SPL. MEDIAN		TOTAL COST
						L.S.	EA.	
MEASURE		L.F.	L.S.	L.S.	EA.	EA.		
		@12 ft.						
UNIT COST	\$100,000.00	\$500.00	\$286,000.00	\$50,000.00	\$50,000.00	\$10,000.00	\$10,000.00	
STREET								
Delhi	1.00	400.00	1.00	1.00	0.00	1.00	1.00	
Subtotal	\$100,000.00	\$200,000.00	\$286,000.00	\$50,000.00	\$0.00	\$10,000.00	\$10,000.00	\$1,334,978.90
Park Road	0.75	150.00	0.00	0.00	1.00	0.00	0.00	
Subtotal	\$75,000.00	\$75,000.00	\$0.00	\$0.00	\$50,000.00	\$0.00	\$0.00	\$211,336.90
Contingencies	0.18	55.00	0.10	0.10	0.10	0.10	0.10	
Subtotal	\$17,500.00	\$27,500.00	\$28,600.00	\$5,000.00	\$5,000.00	\$1,000.00	\$1,000.00	\$153,684.20
Total Quantity	1.93	605.00	1.10	1.10	1.10	1.10	1.10	1,700,000.00
Total Price	\$192,500.00	\$302,500.00	\$314,600.00	\$55,000.00	\$55,000.00	\$11,000.00	\$11,000.00	

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. Boyer P.E., P.S.

Delhi Township
Public Works Department
Delhi Road Thoroughfare Project

ITEM	254 PMT. PLANING S.Y.	442 RE. CON. PMT(APRONS) S.Y.	442 RE. CON. PMT(STRUCT) EA.	448 A.C. CON. INT. C.Y.	448 A.C. CON. SUR. C.Y.	603 12" CON. PIPE L.F.	604 C.B. CONST. EA.	608 SIDE WALK S.F.	609 CON CURB L.F.	614 TRAFFIC MAINT. L.S.
UNIT COST	\$2.00	\$15.00	\$5,000.00	\$150.00	\$150.00	\$50.00	\$1,500.00	\$6.00	\$15.00	\$9,473.80
STREET										
Delhi	26,666.00	10,000.00	15.00	833.00	833.00	500.00	10.00	16,000.00	1,334.00	0.50
Subtotal	\$53,332.00	\$150,000.00	\$75,000.00	\$124,950.00	\$124,950.00	\$25,000.00	\$15,000.00	\$96,000.00	\$20,010.00	\$4,736.90
Park Road	0.00	0.00	0.00	20.00	24.00	0.00	0.00	0.00	0.00	0.50
Subtotal	\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,600.00	\$0.00	\$0.00	\$0.00	\$0.00	\$4,736.90
Contingencies	2,666.60	1,000.00	1.50	85.30	85.70	50.00	1.00	1,600.00	133.40	0.00
Subtotal	\$5,333.20	\$15,000.00	\$7,500.00	\$12,795.00	\$12,855.00	\$2,500.00	\$1,500.00	\$9,600.00	\$2,001.00	\$0.00
Total Quantity	29,332.60	11,000.00	16.50	938.30	942.70	550.00	11.00	17,600.00	1,467.40	1.00
Total Price	\$58,665.20	\$165,000.00	\$82,500.00	\$140,745.00	\$141,405.00	\$27,500.00	\$16,500.00	\$105,600.00	\$22,011.00	\$9,473.80

County of Hamilton

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

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

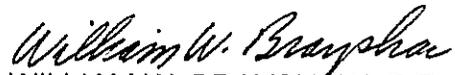
CINCINNATI, OHIO 45202-1232

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 Delhi Road Thoroughfare Improvements 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



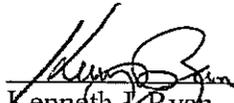
Michael Davis, Trustee
Albert Duebber, Trustee
Jerome Luebbers, Trustee

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, 2009.

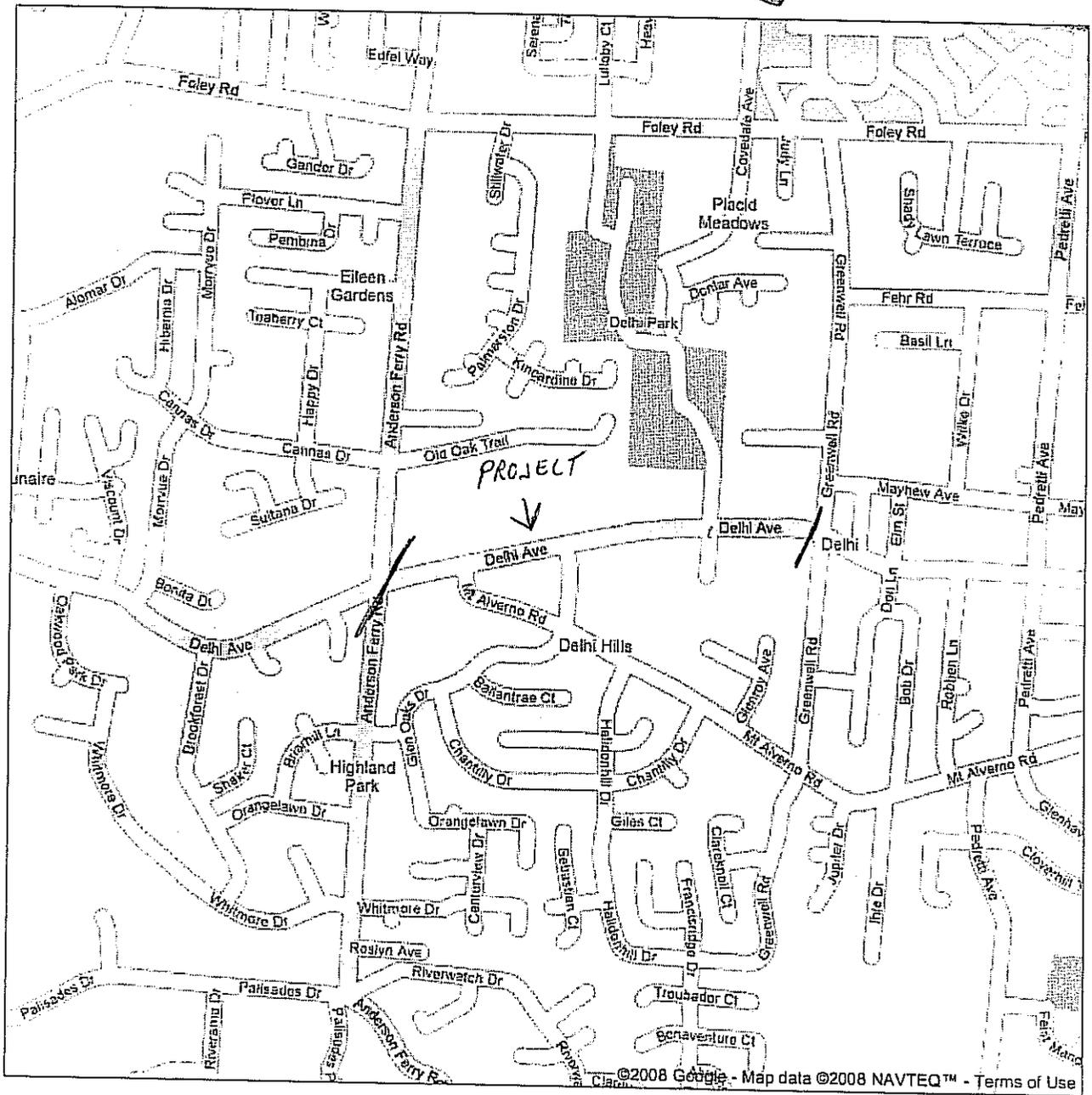


Kenneth J. Ryan

Township Chief Fiscal & Financial Officer



Get Google Maps on your phone
Text the word "GMAPS" to 466453





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

Kenneth Ryan, Fiscal Officer

Gerard Schroeder, Administrator

First Reading: August 6, 2008
Second Reading: dispensed

RESOLUTION NO. 2008-120
RESOLUTION AUTHORIZING JOINT APPLICATION WITH HAMILTON COUNTY, OHIO
FOR A GRANT FROM THE STATE OF OHIO, OHIO PUBLIC WORKS COMMISSION
TO ASSIST IN THE COST OF THE DELHI PIKE THOROUGHFARE PROJECT, AUTHORIZING THE
TOWNSHIP ADMINISTRATOR TO EXECUTE ANY REQUIRED DOCUMENTS IN CONNECTION
WITH THE GRANT APPLICATION
AND
DISPENSING WITH THE SECOND READING

WHEREAS, Hamilton County and Delhi Township desire to jointly apply for Grant funding to the State of Ohio, Ohio Public Works Commission to assist in the project known as Delhi Pike Thoroughfare Project located in Delhi Township, Hamilton County, Ohio; and

WHEREAS, Hamilton County will be the lead agency on this Project since it involves proposed improvements within the County right-of-way; and

WHEREAS, Hamilton County and Delhi Township shall file the application with the State of Ohio, Ohio Public Works Commission jointly for the Delhi Pike Thoroughfare Project; and

WHEREAS, the Board of Trustees acknowledges it will be responsible to pay the 10% matching funds, plus engineering expenses and costs of Project improvements not covered by the Grant, which funds will be appropriated when the expenses are incurred; and to enter into an appropriate agreement with Hamilton County, Ohio for payment of the Project costs by Delhi Township if the Grant is awarded.

BE IT RESOLVED, by the Trustees of Delhi Township, Hamilton County, Ohio as follows:

SECTION 1-A:

That the Board of Trustees of Delhi Township hereby approves the adoption of this Resolution for the purpose of authorizing application with Hamilton County, Ohio to the State of Ohio, Ohio Public Works Commission for a Grant to assist in the cost of the Delhi Pike Thoroughfare Project.

SECTION 1-B:

That Gerard G. Schroeder, Township Administrator, be and hereby is authorized to submit and execute any documents required in connection with the grant application authorized herein.

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.

COM'RS MIN.
VOL 311
SEP 03 2008
IMAGE 14132

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 to Blue Rock Road, Galbraith Road, Winton Road, Cheviot Road, Delhi Road, Five Mile Road, Ridge Road, Highland Road, Shady Brook Road, Sharon Road and Brehm Road;

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.

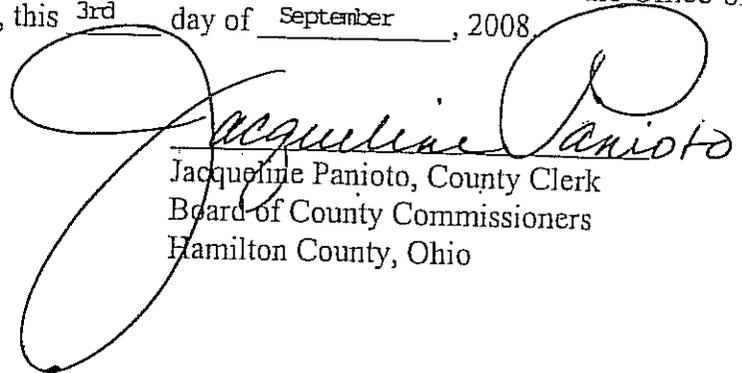
ADOPTED at a regular meeting of the Board of County Commissioners of Hamilton County, Ohio this 3rd day of September, 2008.

Mr. DeWine, Absent/Excused Mr. Pepper, YES Mr. Portune, YES

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 3rd day of September, 2008.

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 3rd day of September, 2008.


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

DELHI ROAD PAVEMENT MANAGEMENT DISTRESS DATA

DELHI #196 SEC C INSP DATE 08/07/2008 PCI 45							
Sample #	Distress	Description	Severity	Qty	Units	Density	Deduct
4	1	ALLIGATOR CR	L	3	SqFt	0.09	3.32
4	6	DEPRESSION	M	8	SqFt	0.24	8.62
4	7	EDGE CR	L	56	Ft	1.65	3.54
4	10	L & T CR	L	870	Ft	25.59	26.74
4	10	L & T CR	M	121	Ft	3.56	19.05
4	15	RUTTING	L	500	SqFt	14.71	32.31
4	15	RUTTING	M	100	SqFt	2.94	28.81
4	19	WEATH/RAVEL	L	525	SqFt	15.44	6.78
13	7	EDGE CR	L	19	Ft	0.56	2.14
13	8	JT REF. CR	M	63	Ft	1.85	11.44
13	8	JT REF. CR	L	132	Ft	3.88	7.48
13	10	L & T CR	L	755	Ft	22.21	25.09
13	15	RUTTING	M	100	SqFt	2.94	28.81
13	15	RUTTING	L	300	SqFt	8.82	26.79
13	19	WEATH/RAVEL	L	600	SqFt	17.65	7.31
22	7	EDGE CR	L	5	Ft	0.15	1.07
22	10	L & T CR	L	727	Ft	21.38	24.66
22	10	L & T CR	M	67	Ft	1.97	13.62
22	15	RUTTING	L	300	SqFt	8.82	26.79
22	15	RUTTING	M	200	SqFt	5.88	37.23
22	19	WEATH/RAVEL	L	436	SqFt	12.82	6.11
31	4	BUMPS/SAGS	L	12	Ft	0.35	2.58
31	7	EDGE CR	L	10	Ft	0.29	1.79
31	8	JT REF. CR	M	84	Ft	2.47	14.38
31	8	JT REF. CR	L	101	Ft	2.97	6.14
31	10	L & T CR	L	629	Ft	18.5	23.02
31	15	RUTTING	L	500	SqFt	14.71	32.31
31	19	WEATH/RAVEL	L	250	SqFt	7.35	4.42
A04	7	EDGE CR	L	64	Ft	2.46	4.59
A04	10	L & T CR	M	43	Ft	1.65	12.17
A04	10	L & T CR	L	687	Ft	26.42	27.12
A04	11	PATCH/UT CUT	M	30	SqFt	1.15	10.35
A04	15	RUTTING	M	150	SqFt	5.77	36.98
A04	15	RUTTING	L	750	SqFt	28.85	39.56
A04	19	WEATH/RAVEL	M	10	SqFt	0.38	6.89
A04	19	WEATH/RAVEL	L	250	SqFt	9.62	5.17
A13	4	BUMPS/SAGS	L	24	Ft	0.92	6.4
A13	6	DEPRESSION	L	16	SqFt	0.62	4.43
A13	7	EDGE CR	L	23	Ft	0.88	2.53
A13	8	JT REF. CR	M	52	Ft	2	12.18
A13	8	JT REF. CR	L	88	Ft	3.38	6.77
A13	10	L & T CR	L	226	Ft	8.69	15.25
A13	15	RUTTING	L	300	SqFt	11.54	29.67
A13	19	WEATH/RAVEL	M	16	SqFt	0.62	7.47
A13	19	WEATH/RAVEL	L	310	SqFt	11.92	5.86
A22	7	EDGE CR	L	71	Ft	2.73	4.92
A22	10	L & T CR	M	35	Ft	1.35	10.56
A22	10	L & T CR	L	609	Ft	23.42	25.71
A22	11	PATCH/UT CUT	L	36	SqFt	1.38	3.3
A22	15	RUTTING	L	500	SqFt	19.23	35.23
A22	19	WEATH/RAVEL	L	235	SqFt	9.04	4.99
A31	7	EDGE CR	L	86	Ft	3.31	5.58
A31	8	JT REF. CR	L	64	Ft	2.46	5.3
A31	8	JT REF. CR	M	76	Ft	2.92	16.29
A31	10	L & T CR	L	154	Ft	5.92	11.88
A31	15	RUTTING	L	400	SqFt	15.38	32.8
A31	19	WEATH/RAVEL	L	250	SqFt	9.62	5.17

SECTION LIMITS: Anderson Ferry to Greenwell



McDonald's USA, LLC
 2 Easton Oval, Suite 200
 Columbus, Ohio 43219
 David Warren
 Phone: (614) 418-3382
 FAX: (614) 418-3346

LETTER OF TRANSMITTAL

Date: July 24, 2008	Site Code: 034-0220
Attention: Jennifer Vatter	
Re: McDonald's	
Delhi Park Drive	

TO: _____
 JMA Consultants, Inc.
 4357 Harrison Ave.
 Cincinnati, OH 45211

SENDING YOU: Attached Hand Delivered

Express Mail Fax
 Under separate cover via the following items:

Prints Plans Reproducibles Computer Disk Storm Calculations
 Sealed Drawings (Dated:) Boring Reports Site Checks Specifications
 Other: As listed

COPIES	DATE	DESCRIPTION
1	7-24-08	Alternative B revised

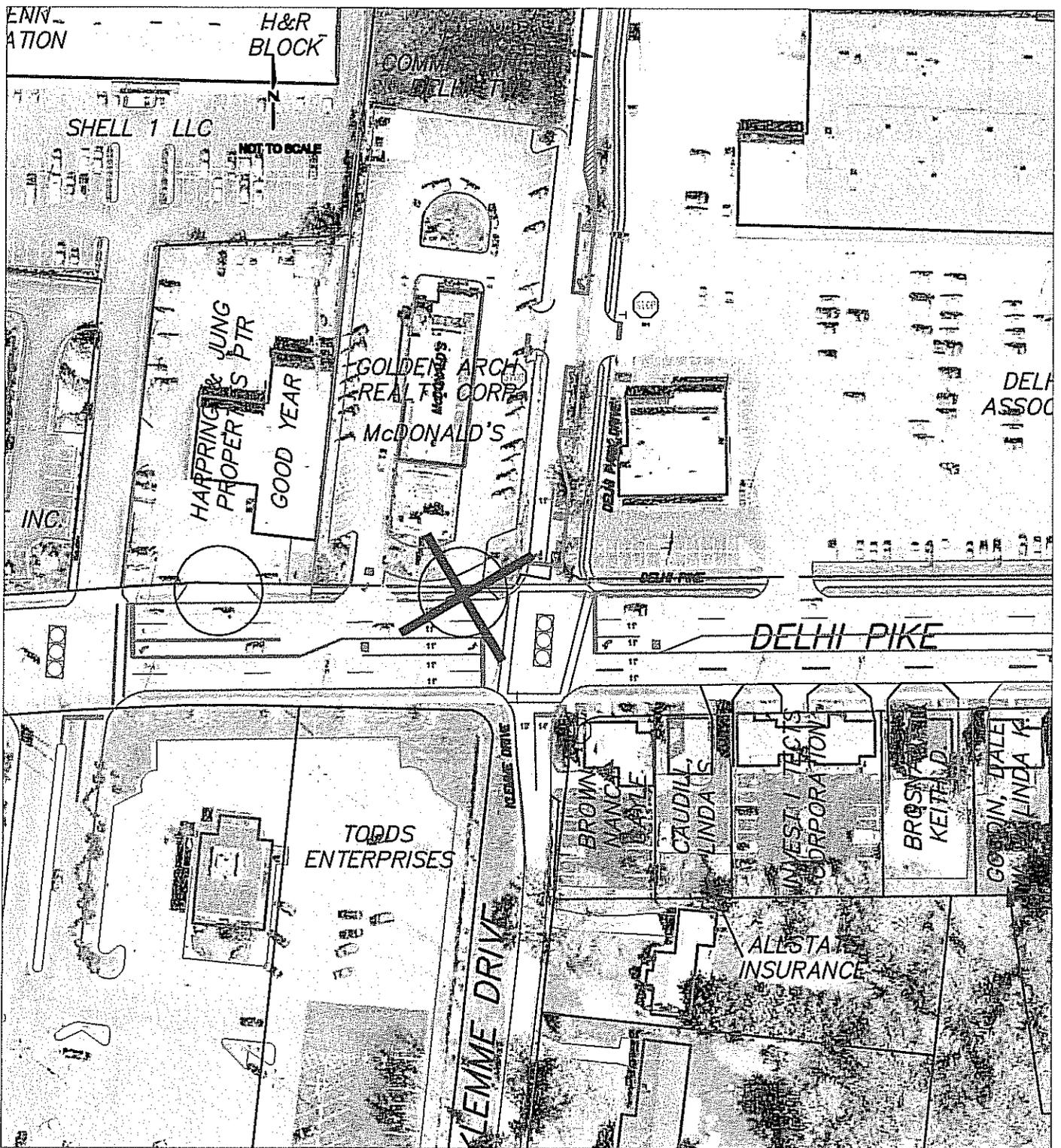
THESE ARE TRANSMITTED as checked below:

For Your Use Per Request
 As Requested Return with Corrections
 For Approval Destroy Previously Sent Drawings
 For Review/Comment For Bids Due

REMARKS:

SIGNED: DAVID WARREN

CC: FILE



-  High Priority Driveway Removal
-  Low Priority Driveway Removal
-  Driveway Layout Alterations

September 9, 2008

Jennifer L. Vatter, Principal
JMA Consultants, Inc.
4357 Harrison Avenue, Suite 100
Cincinnati, Ohio 45211

As the property management company for Delhi Plaza, we would like to indicate our general support for the Delhi Pike Thoroughfare Project.

Our company manages/owns many properties throughout the Midwest United States. We have seen first-hand the benefits that these types of public improvement projects have on their business corridors, and believe that Delhi Township is taking a step in the right direction to help revitalize this business district.

It is our understanding that the proposed improvements for Delhi Pike will improve the safety and traffic flow, and also improve the overall appearance of the corridor. We currently have approximately 66,000 square feet available and see the value of this project as it will play a role in helping us to market those spaces and enhance our efforts in redeveloping the shopping center.

We look forward to working through the details with the Township on this worthwhile project.

Sincerely,

DELHI PLAZA ASSOCIATES LIMITED

By: Paran Management Company, Ltd.



Joseph J. Del Balso
Director of Leasing



Telephone: (513) 782-3463
Fax: (513) 782-8426

KROGER

130 Tri-County Pkwy., Suite 324
P.O. Box 46234, Cincinnati, Ohio 45246

REAL ESTATE DEPARTMENT
Cincinnati/Dayton KMA

September 5, 2008

Ms. Jennifer L. Vatter
Principal
JMA Consultants, Inc.
4357 Harrison Avenue
Suite 100
Cincinnati, Ohio 45211

RE: Delhi Pike Thoroughfare Project

Dear Ms. Vatter:

This letter is to provide support for the proposed Delhi Pike Thoroughfare Project.

The Kroger Company has a store located at 5080 Delhi Pike. Kroger is currently exploring the options including a possible expansion and/or remodel of this store.

Whenever a city or township undertakes a project such as the one proposed for Delhi, it plays a role in our store strategy. Improved safety, traffic flow and aesthetics make this corridor more attractive for new development and/or redevelopment.

Sincerely,

A handwritten signature in cursive script that reads "Christy Snelling".

Christy Snelling
Real Estate Manager



Jennifer Vatter

From: david.warren@us.mcd.com
Sent: Monday, July 28, 2008 8:48 AM
To: Jennifer Vatter
Subject: Re: Delhi Pike Thoroughfare Plan Public Hearing

Yes

David Warren
Construction Project Manager
Ohio Region
614-418-3382 Office
614-330-5192 Cell
614-418-3346 Fax

"Jennifer Vatter" <jvatter@jmaconsult.com>

To <david.warren@us.mcd.com>

cc

07/25/2008 12:07 PM

Subject Re: Delhi Pike Thoroughfare Plan Public Hearing

I hate to bother you again - but just very quickly, so that I don't speak out of turn at my meetings on Monday - based on our previous conversations and that previous sketch you had sent, you are OK with Alternative B, with the closest driveway to the Park being closed, and the other driveway being a right-out?

Thanks again,
Jennifer

----- Original Message -----

From: david.warren@us.mcd.com
To: Jennifer Vatter
Sent: Thursday, July 24, 2008 4:12 PM
Subject: Re: Delhi Pike Thoroughfare Plan Public Hearing

Jennifer,
Delhi Park Drive - Alternative B w/ a drive added across from the plaza's drive would be acceptable with McDonald's existing bldg & site.

I mailed a copy of the marked up site plan to your attention - I will try to scan & e-mail you the plan.

David Warren
Construction Project Manager
Ohio Region

9/19/2008

September 9, 2008

Jennifer L. Vatter, Principal
JMA Consultants, Inc.
4357 Harrison Avenue, Suite 100
Cincinnati, Ohio 45211

As the property management company for Delhi Plaza, located in the 4900 block of Delhi Pike adjacent to Delhi Park, we support the concept for the improvements to the entrance to Delhi Park (attached to this letter) and look forward to working towards achieving a final plan.

We have had several discussions and meetings with the Township and their representatives regarding this project, and are prepared to work with them to make this project a success.

Sincerely,
DELHI PLAZA ASSOCIATES LIMITED
By: Paran Management Company, Ltd.
Managing Agent



Joseph J. Del Balso
Director of Leasing

ADDITIONAL SUPPORT INFORMATION

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

The Hamilton County Engineers' Pavement Management System rates this segment of Delhi Road with an overall pavement condition index (PCI) of 45. This 22 year old pavement (last reconstructed in 1986) is showing advance signs of longitudinal/transverse and alligator cracking, weathering/raveling, and pavement rutting. It has many failed or failing utility cuts which are contributing to the poor PCI. Under the County system, a roadway with a PCI between 40 and 55 is subject to major rehabilitation which is an adequate description of the needs of this pavement section.

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.

This corridor of Delhi Pike has experienced 170 reported crashes over the past three years, many of these crashes can be attributed to the high number of driveway accesses available to businesses, non-coordinated traffic signals, and driver anxiety. Crash reports from the years 2005 – 2007 as well as traffic safety study conducted by TEC Engineering, Inc. accompany this application. The various aspects of the TEC "Delhi Pike Safety Study" which deal with safety are highlighted throughout in yellow. Section 3 (pages 5-8) is a "Corridor Accident Analysis" of the limits of this project. One of the most important issues discussed in the "Corridor Accident Analysis" (page 5) shows the crash rate for this segment of Delhi Road at 9.5 crashes per million vehicle miles. This crash rate is 62% higher than the state average of 3.64 per million vehicle miles for similar urban-minor-arterials.

Hamilton County Access Management Regulations provide for proper roadway access

Not correct

2.69

and flow which extends the life of the street, reduces traffic conflicts, congestion and delay, and improves public safety. A description of some other important aspects of these regulations can be found on page 14 of the TEC "Delhi Pike Safety Study". Removal of driveways adjacent to intersections and within segment mid-blocks which are hindering the safety and operating efficiency of the study area will be removed or altered to mandate right turn-right turn out traffic movement. A set of drawings which detail the removal or alteration of driveway approaches and the elimination of the facilities "suicide lane" throughout the project is submitted with the application. The access management principles being applied to this project will reduce and in some cases eliminate the high number of rear-end and angle crashes outlined on page 7 of the TEC "Delhi Pike Safety Study".

As a result of the high number of rear end and angle collisions, the TEC "Delhi Pike Safety Study" recommends several modifications to the traffic signal system of this corridor. In addition to the new traffic signal added to the intersection of Delhi Road and Klemme Drive (justified in the Conclusions/Recommendations portion of Section 6.5 (pages 48-52) of the TEC "Delhi Pike Safety Study"), all traffic signals will be optimally timed and coordinated using a spread spectrum radio installed at each intersection to provide interconnectivity between the signals (Section 6 – "Analysis by Intersection" in the TEC "Delhi Pike Safety Study"). This will allow for more efficient vehicle movement throughout the project area and improve safety by reducing the number of rear-end and angle crashes in all intersections.

Additionally, a new access road will be built to provide access to Delhi Park, the Delhi Plaza Shopping Center and McDonald's restaurant. The high percentage of angle crashes within this intersection are directly attributed to access points to the various businesses at those intersections. The removal of driveway approaches in that intersection as well as additional lanes which will allow for smoother traffic flow will reduce the number of rear-end and angle crashes (justified in the Conclusions/Recommendations portion of Section 6.5 (pages 48-52) of the TEC "Delhi Pike Safety Study").

Intersection widening to allow for additional lanes of traffic and existing lane reconfiguration will add to the safer movement of vehicles through the intersection of Delhi and Anderson Ferry Roads (the Conclusions/Recommendations portion of Section 6.1 (pages 25-30) of the TEC "Delhi Pike Safety Study"). The design alternative to facilitate the physical changes to this intersection are illustrated in figures 4b in the capacity analysis section of the TEC "Delhi Pike Safety Study".

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 Delhi Pike Improvements

Priority 2 Galbraith Road Reconstruction

Priority 3 Cheviot Road Rehabilitation

Priority 4 Ridge Road & Highland Avenue Improvement

Priority 5 Five Mile Road Rehabilitation

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

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 (be specific).

The improvements made to the various safety deficiencies on this project as well as the improved level of service will allow for a greater likelihood for redevelopment of the high number of vacant businesses within the project area. The addition of a new entry road into Delhi Park which will be shared by the McDonalds Corporation and Perin Management's Delhi Plaza. See the enclosed letters regarding McDonalds future improvements and expansion of the Delhi Kroger store.

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 **Friday, August 29, 2008** for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

Delhi Township Tax Increment Financing Funds (10%)

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 a dramatic effect on the level of service of the facility. Section 4 (pages 10-15) of the TEC "Delhi Pike Safety Study" is dedicated to the increased level of service for this project. It shows that the level of service for all intersections within the project area will be raised to a C or better for the designed life of the project. The current level of surface for the intersections can be found in Table 4-C on page 10 of the study. The two intersections currently below a level of C are Delhi Road at Klemme Drive (D) and Delhi Road at Anderson Ferry Road (E). With the improvements outlined in this study and constructed as a function of the project, the intersection of Delhi and Klemme will be raised to a level of service of A while the Delhi and Anderson Ferry intersection will be raised to a level of service of C for the designed surface life.

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 _____

*See tables below taken from Section 4 – "Capacity Analysis" of the TEC "Delhi Pike Safety Study".

Table 4c: PM Peak Hour Intersection LOS & Delay

Intersection	Existing Conditions		Optimized/Coordinated Conditions	
	LOS	Delay(sec.)	LOS	Delay (sec.)
Delhi Pike & Anderson Ferry Rd.	E	63.4	D**	50.2
Delhi Pike & Mt. Alverno Rd.	C	31.7	B	15.3
Delhi Pike & Glen Oaks Dr.	B	11.2	A	10.0
Delhi Pike & Bigg's Entrance	C	22.9	B	14.3
Delhi Pike & Klemme Dr.	D*	N/A	A	6.4
Delhi Pike & Greenwell Ave.	C	32.8	C	31.0

*Un-signalized

**Coincides with Table 4d below

Table 4d: Delhi Pike and Anderson Ferry Rd. Phases

Level of Service (LOS) For Delhi Pike at Anderson Ferry Rd.

Condition/Movement	EBL	EBTR	WBL	WBT	WBR	NBL	NBTR	SEL	SBTR	Intersection
Existing	C	C	C		B	C	D		C	E
Optimized/Coordinated	E	C	C		A	C	D		C	D**
Other Alt. Considered- Dual SB Left	D	C	B	D	A	E	D	E	E	D

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 _____ No X 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.

The Ohio Functional Roadway Classification and the Hamilton County Access Management map both classify Delhi Road as an urban minor arterial (TEC Safety Study page 4).

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 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 29,270 X 1.20 = 35,124 Users (TEC Engineering Study page 5)

Water/Sewer: Homes _____ X 4.00 = _____ Users

**SCIP/LTIP PROGRAM
ROUND 23 - PROGRAM YEAR 2009
PROJECT SELECTION CRITERIA
JULY 1, 2009 TO JUNE 30, 2010**

NAME OF APPLICANT: HAMILTON COUNTY

NAME OF PROJECT: DELHI ROAD THROUGH FARM IMPROVEMENTS

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

Appeal Score

Criterion 1 - Condition

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

Definitions:

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

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

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

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

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

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

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

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

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

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

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

*Aug code.
High #
Access management.*

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

letters from frogan & MCD stating acceptance of project

Appeal Score

0

no documentation of sponsor plans or immediate development of the project

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 0 %

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 %

- 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>DRUM TIF</u>	<u>10</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

6

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

Analysis doesn't appear to include forecasted Volumes.

Definitions:

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

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

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

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

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

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

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

Criterion 10 – Readiness to Proceed

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

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

10 – Major Impact

8 – Significant Impact

6 – Moderate Impact

4 – Minor Impact

2 – Minimal or No Impact

Appeal Score

Criterion 11 - Regional Impact

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

Definitions:

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

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

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

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

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

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

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

Criterion 12 – Economic Health

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

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

- 10 - Complete ban, facility closed 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 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.