

APPLICATION FOR FINANCIAL ASSISTANCE

C-1

Revised 4/99

CBOBD

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

SUBDIVISION: Colerain Township CODE# 061-16616

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 9 / 9 / 99

CONTACT: Dennis B.Chapman PHONE # (513) 385 - 7502

(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) 245-6163 E-MAIL

PROJECT NAME: Compton Estates Subdivision Reconstruction

SUBDIVISION TYPE

(Check Only 1)

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

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- X 1. Grant \$ 878,400
2. Loan \$
3. Loan Assistance \$

PROJECT TYPE

(Check Largest Component)

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

TOTAL PROJECT COST: \$ 1,098,000 FUNDING REQUESTED: \$ 878,400

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT: \$ 878,400.00 LOAN ASSISTANCE: \$
SCIP LOAN: \$ RATE: % TERM: yrs.
RLP LOAN: \$ RATE: % TERM: yrs.

(Check Only 1)

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

FOR OPWC USE ONLY

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

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

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

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u> N/A .00</u>	_____
b.) Local Revenues	\$ <u> 219,600.00</u>	<u> 20%</u>
c.) Other Public Revenues	\$ <u> N/A .00</u>	_____
ODOT	\$ <u> N/A .00</u>	_____
Rural Development	\$ <u> N/A .00</u>	_____
OEPA	\$ <u> N/A .00</u>	_____
OWDA	\$ <u> N/A .00</u>	_____
CDBG	\$ <u> N/A .00</u>	_____
OTHER _____	\$ <u> N/A .00</u>	_____
SUBTOTAL LOCAL RESOURCES:	\$ <u> 219,600.00</u>	<u> 20%</u>
d.) OPWC Funds		
1. Grant	\$ <u> 878,400.00</u>	<u> 80%</u>
2. Loan	\$ <u> 0 .00</u>	_____
3. Loan Assistance	\$ <u> 0 .00</u>	_____
SUBTOTAL OPWC RESOURCES:	\$ <u> 878,400.00</u>	<u> 80%</u>
e.) TOTAL FINANCIAL RESOURCES:	\$ <u> 1,098,000.00</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: Compton Estates Subdivision Reconstruction

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

A: SPECIFIC LOCATION: Chopin Drive and Orangewood Drive are located from southern intersection of Compton Road and Pippin Road then east on Compton Road to first left (north) onto Coogan Drive then to stop sign at Chopin Drive. Orangewood Drive crosses Chopin Drive. See location map.

PROJECT ZIP CODE: 45251

B: PROJECT COMPONENTS: The project components are as follows:

- 1) Remove existing pavement and curbs
- 2) Remove concrete/gravel base
- 3) Undercut subgrade as necessary
- 4) Catch basin reconstruction and/or repair
- 5) Pipe underdrains
- 6) Install new concrete curbs
- 7) Construct new curb ramps
- 8) Adjust catch basins, manholes, water works items, etc. as necessary
- 9) Install bituminous aggregate base material
- 10) Install new asphaltic base concrete surface
- 11) Pavement fabric
- 12) Reclimate
- 13) Seeding and mulching as necessary

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

<u>STREETS</u>	<u>LIMITS</u>		<u>LENGTH</u>	<u>WIDTH BACK OF CURB</u>
	<u>FROM</u>	<u>TO</u>		
Chopin Drive	West End	East End	1,112	25
Orangewood Drive	Coogan	Culdesac	1,755	25

As listed these are the physical dimensions and limits per each street. These are 25' back of curb streets with an age of 39 years. These streets are asphalt with concrete curb and gutter plates, some areas of Chopin were overlayed in 1967 and 1981, these overlays have failed. One overlay is over concrete approximately 300'. These streets have been tar and chipped several times over the years. The streets inadequate thickness of asphalt has led to failure of the base, throughout. The pavement is only 2-3 inches thick over a gravel base. The curbs are badly deteriorated, patched and uneven and thus are holding water. There are an uncountable number of potholes, patches, alligator cracking, and weathering, and raveling of the pavement. The overall pavement condition is horrendous. This pavement is compromised of numerous load and climate related distress. Water stands on the streets causing added deterioration and safety hazards. The rideability is extremely rough. These streets can no longer be maintained, but need to be replaced. Our pavement management program, " Micro Paver", rates these streets as poor and failed conditions.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Estimated ADT is 832. Chopin Drive is heavily traveled due the fact that it is the only access route for this part of the subdivision of approximately 150 homes. Many area school buses use these streets. A major thoroughfare that crosses Chopin Drive is a highly used metro stop.

Road or Bridge: Current ADT 832 Year: 1999 Projected ADT: 832 Year: 2000

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

Stormwater: Number of households served: N/A

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 \$ 1,098,000.00
TOTAL PORTION OF PROJECT NEW/EXPANSION \$ 0.00

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>11 / 1 / 99</u>	<u>7 / 30 / 00</u>
4.2 Bid Advertisement and Award:	<u>11 / 15 / 00</u>	<u>12 / 15 / 00</u>
4.3 Construction:	<u>3 / 1 / 01</u>	<u>12 / 31 / 01</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 David Foglesong
TITLE Administrator
STREET 4200 Springdale Road

CITY/ZIP Colerain Township Ohio 45251
PHONE (513) 385 - 7500
FAX (513) 245 - 6503
E-MAIL dfoglesong@coleraintownship.org

5.2 CHIEF FINANCIAL

OFFICER Kathy Mohr
TITLE Clerk Colerain Township
STREET 4200 Springdale Road

CITY/ZIP Colerain Township Ohio 45251
PHONE (513) 385 - 7500
FAX (513) 245 - 6503
E-MAIL kmohr@coleraintownship.org

5.3 PROJECT MANAGER

TITLE Dennis B. Chapman
STREET Road Superintendent
4725 Springdale Road

CITY/ZIP Colerain Township Ohio 45251
PHONE (513) 385 - 7502
FAX (513) 245 - 6163
E-MAIL N/A

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

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

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

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

7.0 APPLICANT CERTIFICATION:

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

David L. Foglesong, Administrator Colerain Township
Certifying Representative (Type or Print Name and Title)

David L. Foglesong 9/23/99
Signature/Date Signed

PROJECT: Compton Estates Subdivision Reconstruction
 ENG. EST.: \$1,098,000

OPWC PROJECT
 PREPARED BY : Colerain Township Public Works Department

NO.	REF. NO.	ITEM DESCRIPTION	UNIT	QUANT.	ENGINEER'S ESTIMATE	
					UNIT	TOTAL
1	201	CLEARING AND GRUBBING	LS	1	20,000.00	\$20,000.00
2	202	ASPHALT PAVEMENT REMOVED	SY	8,998	8.00	\$71,984.00
3	202	CONCRETE DRIVE REMOVED	SY	950	8.00	\$7,600.00
4	202	CURB AND GUTTER REMOVED	LF	5,984	10.00	\$59,840.00
5	202	CATCH BASIN REMOVED	EA	12	250.00	\$3,000.00
6	202	CONC. WALK REMOVED, AS DIRECT. BY ENG.	SF	950	5.00	\$4,750.00
7	203	EXCAVA. N/INCLUDE. EMBANK.	CY	500	12.00	\$6,000.00
8	203	EMBANKMENT CONSTRUCTION	CY	100	12.00	\$1,200.00
9	203	SUBGRADE COMPACTION	SY	9,000	1.00	\$9,000.00
10	301	BITUMINOUS AGGREGATE BASE	CY	1,519	55.00	\$83,545.00
11	304	AGGREGATE BASE, AS DIRECTED BY ENG.	CY	200	40.00	\$8,000.00
12	402	ASPHALT CONCRETE, AC-20	CY	880	60.00	\$52,800.00
13	404	ASPHALT CONCRETE, AC-20	CY	608	65.00	\$39,520.00
14	452	P.P. CEMENT CONC. PAVEMENT (7" DRIVES)	SY	950	35.00	\$33,250.00
15	603	3" CONDUIT, TYPE E, PVC & COUPLINGS	LF	400	20.00	\$8,000.00
16	604	MODIFY & ADJ. WATER VALVE TO GRADE	EA	1	750.00	\$750.00
17	604	CATCH BASIN, CB-3	EA	1	1,500.00	\$1,500.00
18	604	CATCH BASIN, CB-3A	EA	11	1,500.00	\$16,500.00
19	604	SAN. MANHOLE ADJ. TO GRADE	EA	13	750.00	\$9,750.00
20	604	STORM MANHOLE ADJ. TO GRADE	EA	7	750.00	\$5,250.00
21	605	PIPE UNDERDRAIN	LF	6,200	20.00	\$124,000.00
22	608	CURB RAMPS, TYPE 1	EA	19	600.00	\$11,400.00
23	609	CONCRETE CURB, TYPE 6	LF	5,984	10.00	\$59,840.00
24	614	MAINTAINING TRAFFIC	LS	1	15,000.00	\$15,000.00
25	619	FIELD OFFICE	LS	1	10,000.00	\$10,000.00
26	623	CONSTRUCTION LAYOUT STAKES	LS	1	15,000.00	\$15,000.00
27	659	SEEDING AND MULCHING	SY	6,087	4.50	\$27,391.50
28	SPL	UNDERCUTTING	CY	5,100	45.00	\$229,500
29	SPL	RECLIMATE	SY	8,998	0.60	\$5,398.80
30	SPL	PAVEMENT FABRIC	SY	9,000	1.00	\$9,000.00
31	SPL	CINCINNATI WATER WORKS ITEMS	LS	1	50,000	\$50,000.00
32	SPL	SUPPLEMENTAL ITEMS	LS	1	99,230.70	\$99,230.70
					TOTAL	\$1,098,000.00

USEFUL LIFE: This is to certify that upon satisfactory completion of this work, the useful life of the streets on this project will be at least 20 years.

Signed: William W. Brayshaw P.E.
 WILLIAM BRAYSHAW



COLERAIN TOWNSHIP

Trustees
KEITH N. CORMAN
DIANA LYNN RIELAGE
JOSEPH R. WOLTERMAN

Clerk
KATHY MOHR

Administrator
DAVID L. FOGLESONG

PUBLIC WORKS DEPARTMENT, ROAD DIVISION • DENNIS B. CHAPMAN, ROAD SUPERINTENDENT
4725 Springdale Road • Cincinnati, Ohio 45251-1834 • (513) 385-7502 FAX (513) 245-6163 • www.coleraintwp.org

September 16, 1999

STATUS OF FUNDS REPORT

ATTACHMENT C

Project: Compton Estates Subdivision Reconstruction

This is to certify that the sum of \$ 219,600 is available as the local matching funds in connections with Colerain Townships' application for State Capital Improvement Program (SCIP) Funds for the above mentioned project.

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

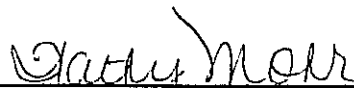
COLERAIN TOWNSHIP

Chief Executive Officer:



David Foglesong, Administrator
Colerain Township

Chief Financial Officer:



Kathy Mohr, Clerk
Colerain Township



COLERAIN TOWNSHIP

Trustees
 KEITH N. CORMAN
 DIANA LYNN RIELAGE
 JOSEPH R. WOLTERMAN
 Clerk
 KATHY MOHR
 Administrator
 DAVID L. FOGLESONG

PUBLIC WORKS DEPARTMENT, ROAD DIVISION • DENNIS B. CHAPMAN, ROAD SUPERINTENDENT
 4725 Springdale Road • Cincinnati, Ohio 45251-1834 • (513) 385-7502 FAX (513) 245-6163 • www.coleraintwp.org

RESOLUTION No. 15-99

Hamilton County, Ohio

Be It Resolved by the Township Trustees of Colerain Township,
 that

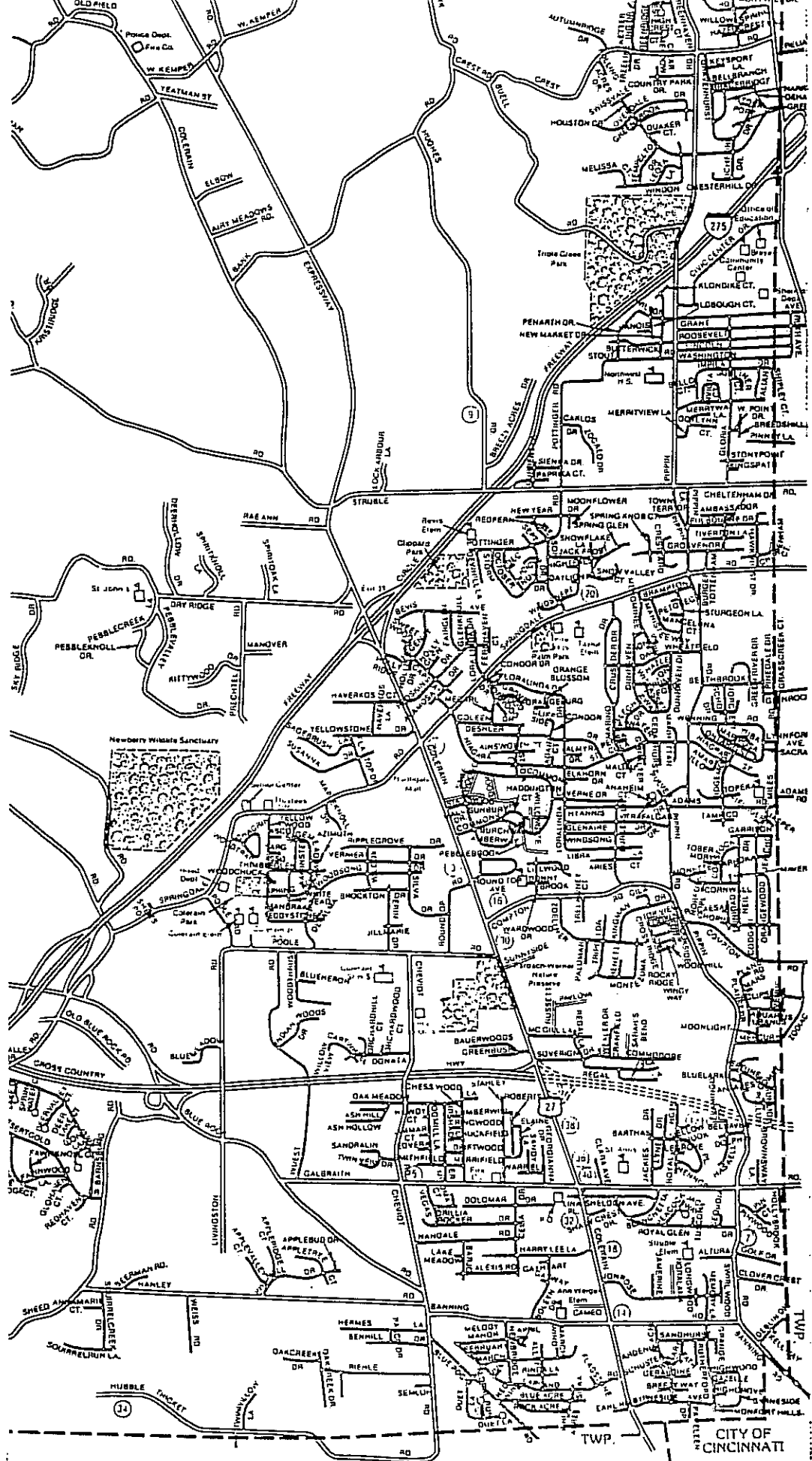
WHEREAS Colerain Township has the opportunity to apply in 1999 for SCIP/LIIP funds from the State of Ohio for Round 14 for reconstruction on various streets in Colerain Township as noted on the attached list, and

WHEREAS A Chief Executive Officer, a Financial Officer, and a Contact Person must be appointed to enter into a contract with the Ohio Public Works Commission; now therefore,

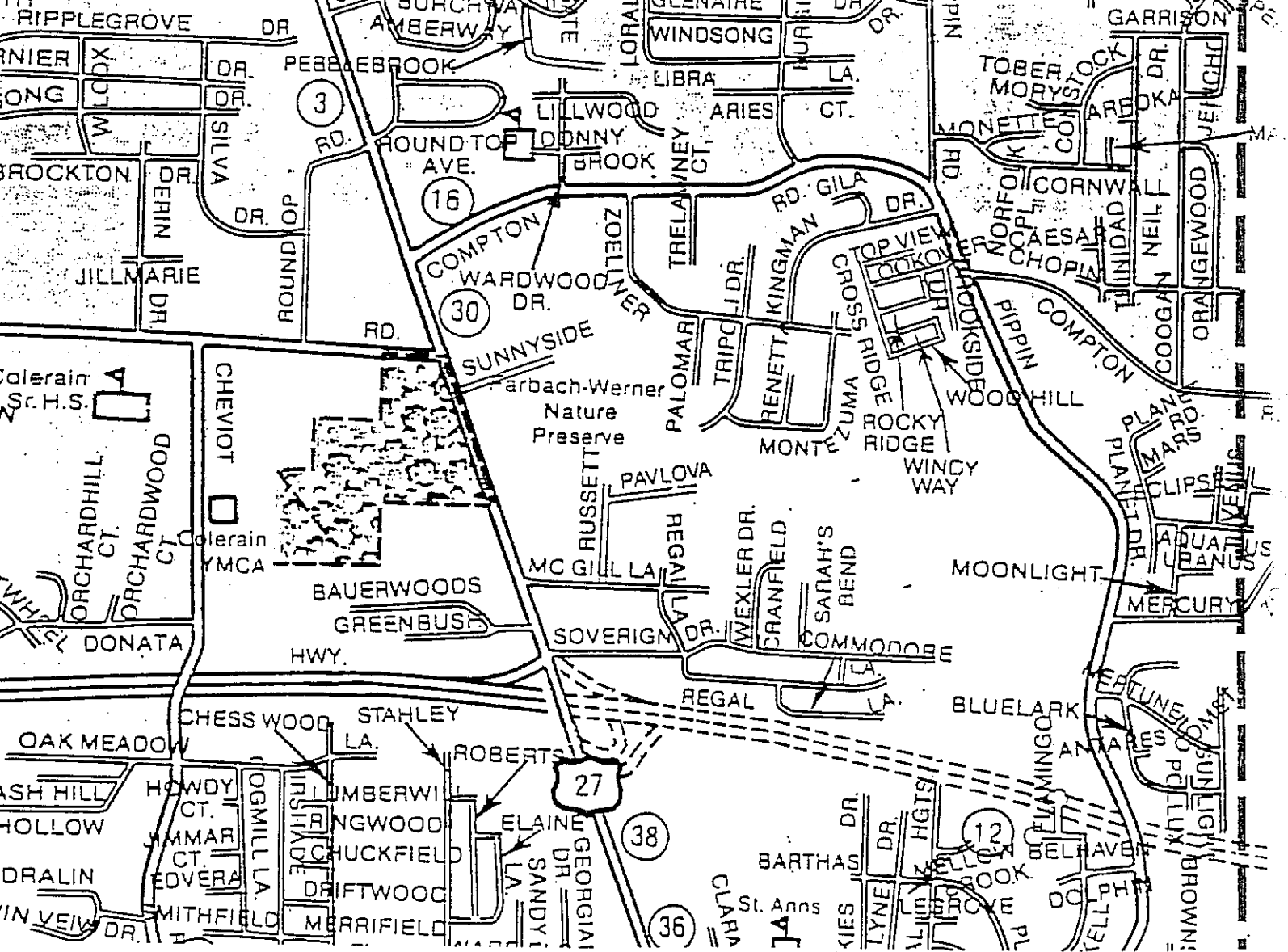
BE IT RESOLVED that the Colerain Township Board of Trustees hereby appoints Colerain Township Administrator David L. Fogleson as Chief Executive Officer; Colerain Township Clerk Kathy Mohr as Financial Officer, and Colerain Township Public Works Director Dennis Chapman as Project Manager.

Adopted the 14 day of September 19 99

Attest: Kathy Mohr Township Clerk
David L. Fogleson
Keith N. Corman
Joseph R. Wolterman
 Township Trustees



CITY OF CINCINNATI



ORANGEWOOD DRIVE

CHOPIN DRIVE



COLERAIN TOWNSHIP

Trustees
 KEITH N. CORMAN
 DIANA LYNN RIELAGE
 JOSEPH R. WOLTERMAN
 Clerk
 KATHY MOHR
 Administrator
 DAVID L. FOGLESONG

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STATE OF OHIO
 OFFICE OF THE AUDITOR
 JIM PETRO, AUDITOR OF STATE

FINANCIAL REPORT OF TOWNSHIP

For Fiscal Year Ending December 31, 1998

Colerain Township, County of Hamilton

SUMMARY OF CASH BALANCES, RECEIPTS AND EXPENDITURES

Line No.	SOURCE DESCRIPTION	GOVERNMENTAL FUNDS	TOTAL EXPENDABLE TRUST FUNDS	NON-EXPENDABLE TRUST FUNDS AND AGENCY FUNDS	TOTALS FUND BALANCE
01	RECEIPTS:				
02	Taxes	5,330,939.73			5,330,939.73
03	Charges for Services				
04	Licenses, Permits and Fees	803,892.30			803,892.30
05	Fines and Penalties	870.00			870.00
06	Intergovernmental Receipts	3,334,220.11			3,334,220.11
07	Special Assessments	70,966.71			70,966.71
08	Interest	143,733.00			143,733.00
09	Gifts				
10	All Other Revenue	407,277.70			407,277.70
11	TOTAL RECEIPTS	10,090,129.54			10,090,129.54
	DISBURSEMENTS:				
12	General Government	1,026,140.37			1,026,140.37
13	Public Safety	6,001,501.77			6,001,501.77
14	Public Works	7,104,179.82			7,104,179.82
15	Health	74,321.14			74,321.14
16	Human Services	.00			.00
17	Conservation/Recreation	122,351.74			122,351.74
18	Miscellaneous	.00			.00
19	Capital Outlay	2,370,831.71			2,370,831.71
20	Debt Service	.00			.00
21	Bond Principal Payment	270,000.00			270,000.00
22	Note Principal Payment	.00			.00
23	Interest and Fiscal Charges	57,946.35			57,946.35
	Personal Services				
	Contract Services				
	Supplies and Materials				
	TOTAL DISBURSEMENTS	15,400,000.01			15,400,000.01
	Other Financing Sources (Uses):				
24	Proceeds of Bonds				
25	Proceeds of Notes	.00			.00
26	Operating Transfers-In	430,700.40			430,700.40
27	Operating Transfers-Out	(362,700.40)			(362,700.40)
28	Advances-In	.00			.00
29	Advances-Out	.00			.00
30	Other Sources/Receipts	.00			.00
31	Other Uses/Disbursements	.00			.00
32	TOTAL OTHER FINANCING SOURCES (USES)	57,000.00			57,000.00
33	Total of Receipts & Other Sources Over (Under)				
34	Disbursements & Other Uses	.00			.00
35	Fund Cash Balance, January 1, 1998	14,260,710.88			14,260,710.88
36	Fund Cash Balance, December 31, 1998	12,411,890.30			12,411,890.30
37	Reserve for Encumbrances, December 31, 1998	2,010,406.02			2,010,406.02

SUMMARY OF INDEBTEDNESS	OUTSTANDING Jan 1, 1998	NEW ISSUES	RETIRED	OUTSTANDING Dec. 31, 1998	Fund Cash Balance
TOTAL	1,777,776.00			1,777,776.00	Depository Balance: 427,776.71 Investments: 1,350,000.74 Cash on Hand: .00 Total Treasury Balance: 1,777,776.00 Less Outstanding Checks: 1,411,201.51 TOTAL BALANCE: 366,574.49

I certify the following report to be correct and true, to the best of my knowledge:

Kathy Mohr 3/18/99
 (Chief Fiscal Officer Sign Above) (Date)

Kathy Mohr, Clerk
 (Chief Fiscal Officer Title)
 4200 Springdale Road
 (Street Address)

Kathy Mohr 385-7500
 (Type or Print Name) Telephone Cincinnati Ohio 45251
 (City or Village) (Zip)

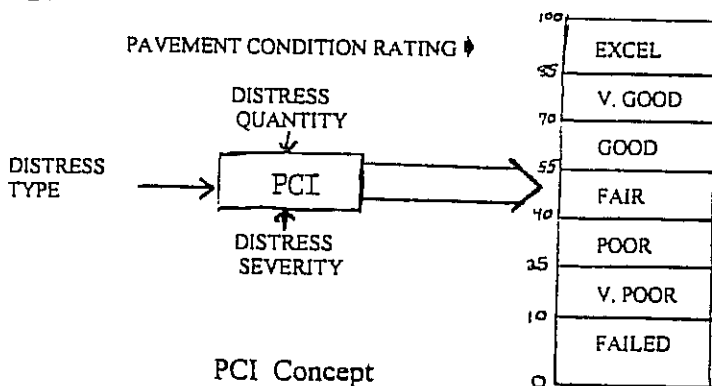
AUD-4254 A-96

COLERAIN TOWNSHIP PAVEMENT MANAGEMENT SYSTEM MICRO PAVER

Colerain Township uses Micro Paver, a computerized Pavement Management System. It is a decision making tool which allows the Township to develop cost effective maintenance and repair alternatives for Township roads. Hamilton County Engineers also use micro paver as their Pavement Management System.

The computerized system consists of a database to store the information, programs and procedures to search, retrieve and analyze the data. The data for this is taken from field inspections by a qualified inspector.

The U.S. Army Construction Engineering Research Laboratory (USACERL) developed the Micro Paver Pavement Management System to optimize the use of pavement repair funds. The system, which uses state-of-the-art management techniques, was developed through funding from the U.S. Army, U.S. Air Force, Federal Aviation Administration (FAA) and Federal Highway Administration (FHWA). The American Public Works Association (APWA) provides and made available the micro paver system to public agencies, providing educational training courses, distribution, and full technical support of the system for established fees. APWA has contributed significantly through monitoring paver field testing by many cities and providing feedback to the development team. An important factor in optimizing the use of pavement repair funds is the pavement condition, which is determined by using the Pavement Condition Index (PCI).



The PCI is an objective and repeatable rating of pavement condition based on observed distress. The PCI provides a consistent measure of a pavement's structural integrity and operational condition. The condition prediction will give a predicted PCI, which in turn shows the rate at which these pavements deteriorate. The combination of the PCI and predicted PCI generated these streets applied for on this SCIP application.

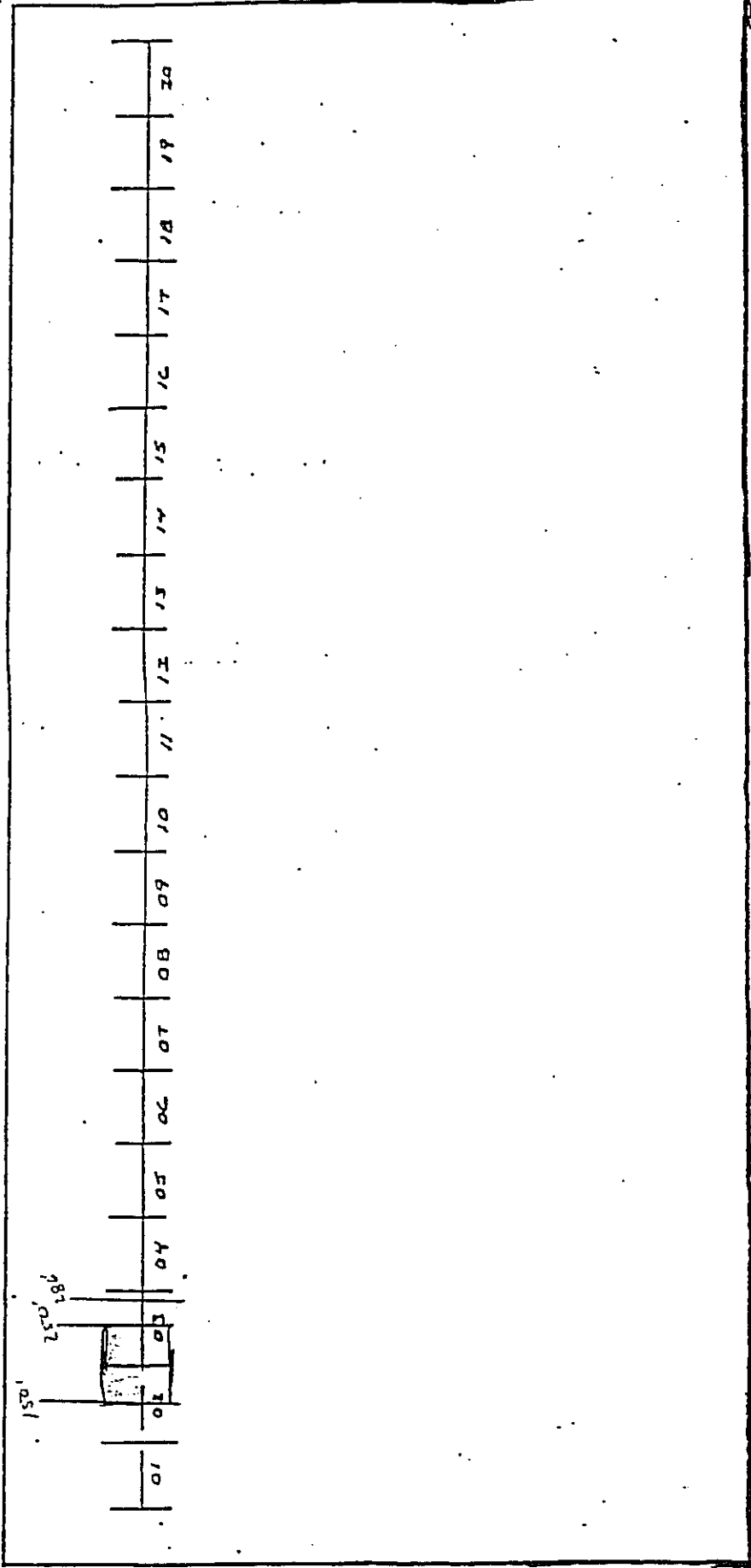
The rating methods described here were developed over many years by the U.S. Army Construction Engineers Research Lab (CERL). The methods are designed to result in a composite pavement "index" which would reflect the rating given by a very experienced and knowledgeable pavement engineer. The definitions have gone through scores of iterations of rewriting and field testing and those presented here have been field tested by the APWA Research Foundation, during the cooperatively funded project "Optimizing Pavement Investments." The APWA study found that these methods result in consistent PCI ratings regardless of inspector, provided that the inspector is properly trained. Colerain Township has been working with micro paver since 1990. It has been an asset to our Pavement Management.

SECTION IDENTIFICATION SKETCH

Installation Name	Date	Branch Name/Branch No.	Section No.	Zone	Length	Width	Area
0144	8-14-98	CHOPIN DK	1	B	286 ft.	23 ft.	6578 sq. ft.
Branch Use	Section Cat.	Pavement Rank	Surface Type	Slab	Length	Width	Last Const. Date
Roadway Runway Halfpad	A B C D	P S T X H	AC AAC APC				
Parking Taxiway Malapool	E F G H	or	ST ABR PCC		Length		8 / 23 / 60
Other Apron Storage	I J K L	A B C D E	GR BR X	Total No.	Slabs		mm dd yy

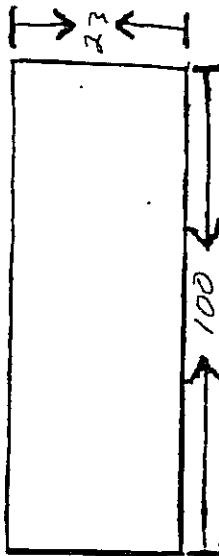
From WEST END To 2520 CHOPIN Total No. of Sample Units /

On sketch: note any Drainage Structures (type, location) and Secondary Structures, such as Manholes, Water Valves, etc.



ASPHALT SURFACED ROADS AND PARKING LOTS
CONDITION SURVEY DATA SHEET
FOR SAMPLE UNIT

SKETCH:



BRANCH CHASPIN DR SECTION 1 SAMPLE UNIT 2
SURVEYED BY Tim DATE 8-14-98 SAMPLE AREA 2300

- | | | | |
|-----------------------|------------------------------|----------------------------------|-------------------------|
| 1. Alligator Cracking | 6. Depression | 11. Patching & Util Cut Patching | 16. Shoving |
| 2. Bleeding | * 7. Edge Cracking | 12. Polished Aggregate | 17. Slippage Cracking |
| 3. Block Cracking | * 8. Jt. Reflection Cracking | * 13. Potholes | 18. Swell |
| * 4. Bumps and Sags | * 9. Lane/Shoulder Drop Off | 14. Railroad Crossing | 19. Weathering/Raveling |
| 5. Corrugation | * 10. Long & Trans Cracking | 15. Rutting | |

DISTRESS SEVERITY	QUANTITY										TOTAL	DENSITY %	DEDUCT VALUE		
	1L	1M	4L	4M	7L	7M	8L	8M	10L	10M				19L	19M
	5x3	15x3	10x2	10x4	9x3	17x2	11x3	10x4	8x2				250		
	11x3	10x2											53		
	60												60		
	25												25		
	160												160		
	40												40		
	235												235		
	75												75		
	215												215		
	10												10		
	5x20	30x4											220		
	8x4	7x2		10x4	4x3	40x3							156		

* All Distresses Are Measured In Square Feet Except Distresses 4,7,8,9

Network ID: Branch ID: Section ID:
 Branch Name: Section Width: Section Area: SF
 Section Length: L.F. Section Width: L.F. Section Area: SF

Percentages
 Load:
 Climate:
 Other:

Samples
 Random Surveyed:
 Additional Surveyed:
 Total Samples:
 Recommended For Project Level:

Inspection
 Date:
 Section PCI:
 Std Dev.:

Individual Distresses

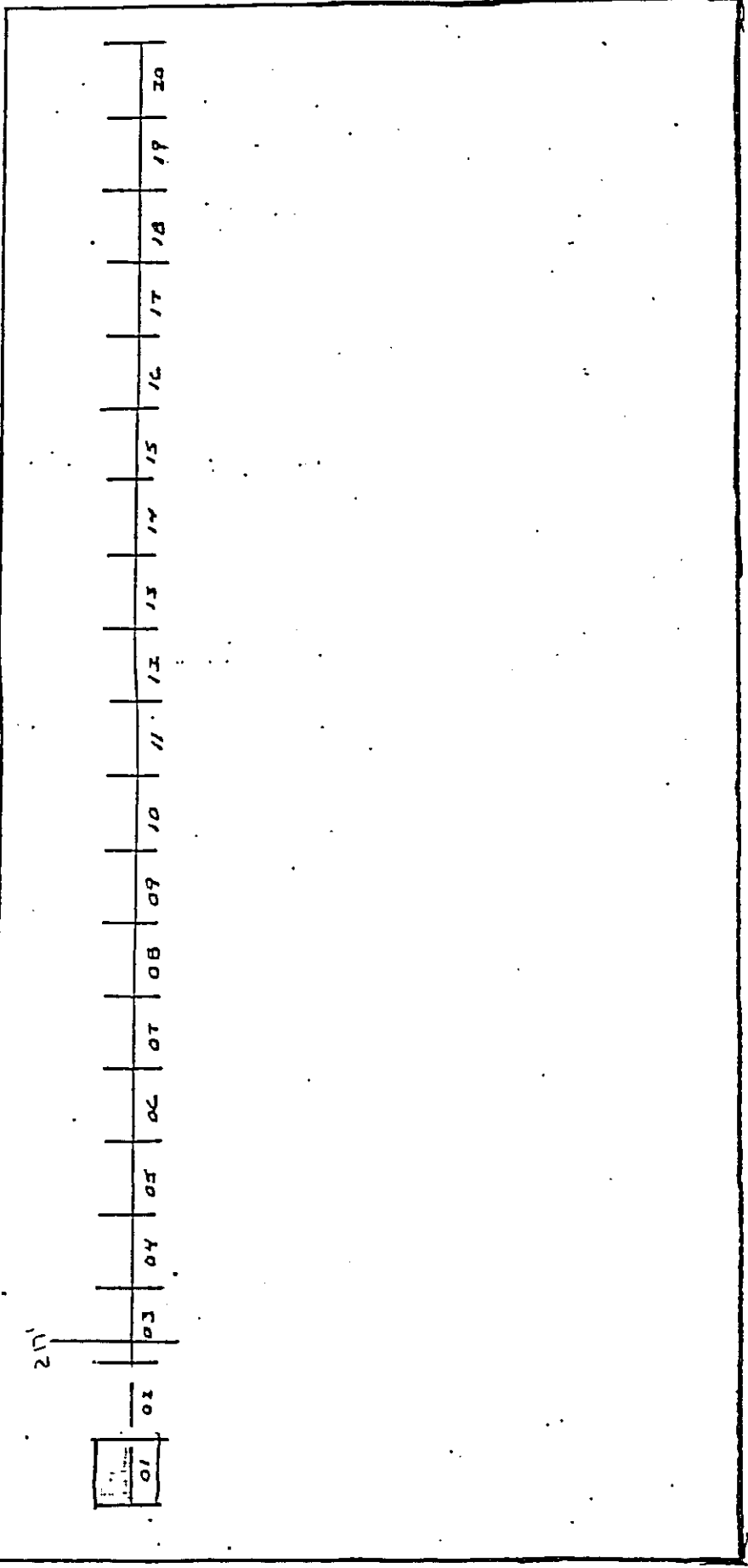
Distress	Severity	Quantity	Area	Rate	Notes
2	Low	250	SF	10.85	
2	Medium	53	SF	2.3	
2	Low	60	LF	2.61	
2	Medium	25	LF	1.09	
2	Low	160	LF	6.95	
2	Medium	40	LF	1.74	

SECTION IDENTIFICATION SKETCH

Installation Name 0144	Date 8-14-98	Branch Name/Branch No. CHOPIN DR	Section No. Z	Zone B	Length 217 ft.	Width 23 ft.	Area 4991 S.F.
Branch Use Runway Hallpad Parking Apron Storage	Section Cat. A B C D E F G H	Pavement Rank P S T X N or A B C D E	Surface Type AC AAC (APC) ST ABR PCC GR BR X	Slab Width Length Total No. Slabs	Last Const. Date 8 / 23 / 60 mm dd yy		

From 2520 CHOPIN DR To 83' EAST OF NEIL DR Total No. of Sample Units 1

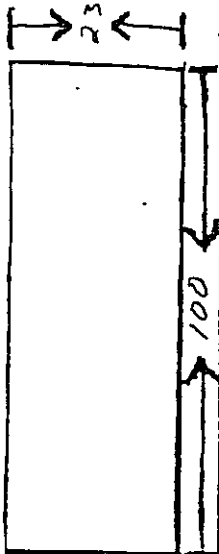
On sketch: note any Drainage Structures (type, location) and Secondary Structures, such as Manholes, Water Valves, etc.



ASPHALT SURFACED ROADS AND PARKING LOTS
CONDITION SURVEY DATA SHEET
FOR SAMPLE UNIT

BRANCH Chopin Dr SECTION 2 SAMPLE UNIT 1
SURVEYED BY Tim DATE 8-14-98 SAMPLE AREA 2300

SKETCH:



- | | | | |
|-----------------------|------------------------------|-------------------------------------|--------------------------|
| 1. Alligator Cracking | 6. Depression | 11. Patching & Utility Cut Patching | 16. Shoving |
| 2. Bleeding | * 7. Edge Cracking | 12. Polished Aggregate | 17. Slippage Cracking |
| 3. Block Cracking | * 8. Jt. Reflection Cracking | * 13. Potholes | 18. Swell |
| * 4. Bumps and Sags | * 9. Lane/Shoulder Drop Off | 14. Railroad Crossing | 19. Weathering/Ravelling |
| 5. Corrugation | * 10. Long & Trans Cracking | 15. Rutting | |

DISTRESS SEVERITY	QUANTITY										TOTAL	DENSITY %	DEDUCT VALUE			
	1L	1M	2L	4L	4M	7L	7M	8L	8M	10L				10M	19L	19M
	15x4	15x3	16x3											153		
	12x3													36		
	15x12	50x2	9x8	3x2	30x2									418		
	100													100		
	39													39		
	95													95		
	45													45		
	200													200		
	75													75		
	275													275		
	10													10		
	9x8	15x10												222		
	4x3	8x4												44		

* All Distresses Are Measured In Square Feet Except Distresses 4,7,8,9 and 10 Which Are Measured In Linear Feet

Network ID: Branch ID: Section ID:
 Branch Name: Section Width: Section Area: SF
 Section Length: LF Section Width: LF Section Area: SF

Inspection
 Date:
 Section PCI:
 Std Dev.:

Sample*
 Random Surveyed:
 Additional Surveyed:
 Total Samples:
 Recommended For Project Level:

Percentages
 Load:
 Climate:
 Other:

Individual Distresses

Distress	Count	Level	Area	Density
1 ALLIGATOR CR	1	Low	153	6.64
1 ALLIGATOR CR	1	Medium	36	1.56
2 BLEEDING	2	Low	418	18.15
4 BUMPS/SAGS	4	Low	100	4.34
4 BUMPS/SAGS	4	Medium	39	1.69
7 EDGE CR	7	Low	95	4.13

Print

Close

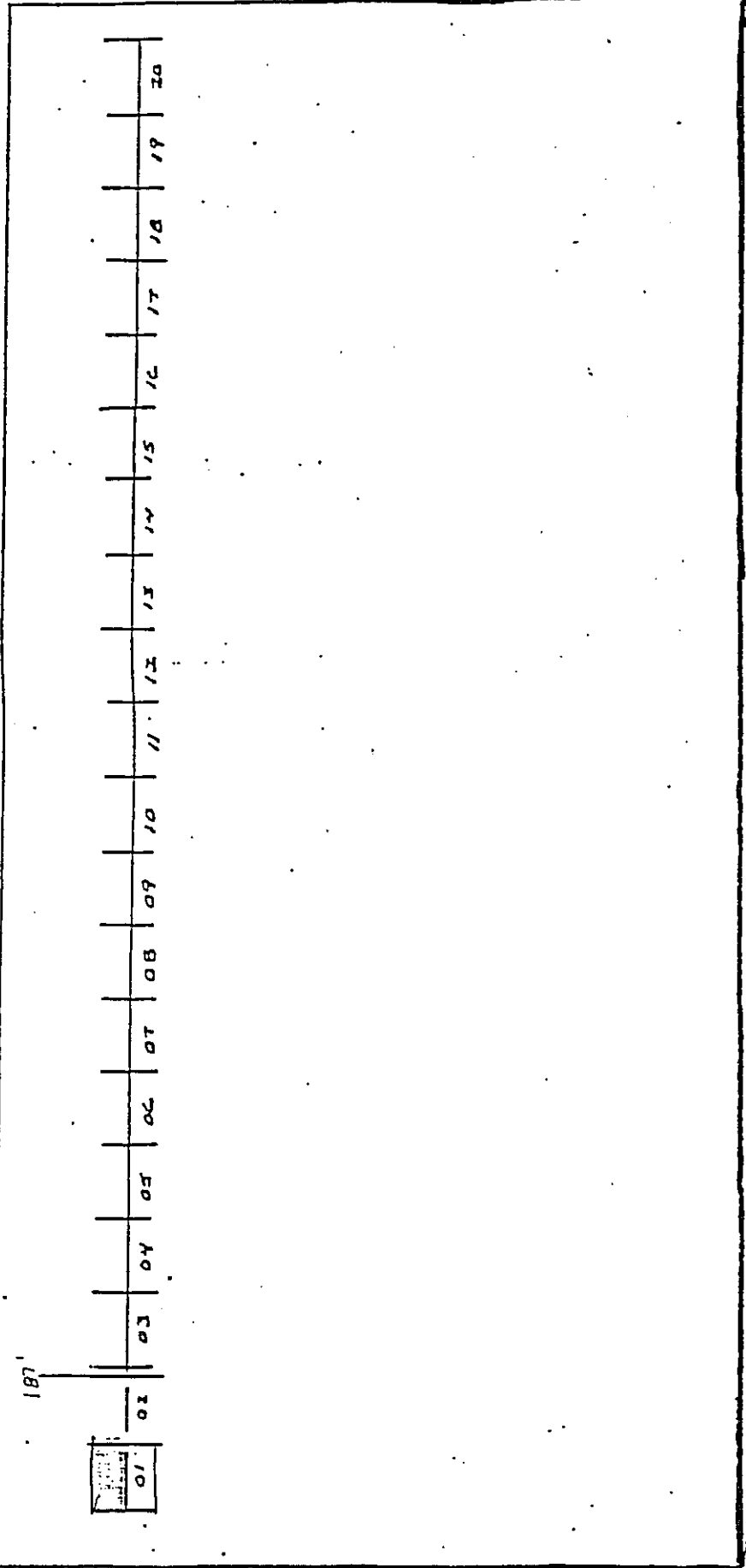
Help

SECTION IDENTIFICATION SKETCH

Installation Name 0144	Date 8-14-98	Branch Name/Branch No. CHOPIN DICK	Sacillon No. 3	Zone B3	Length 187 ft.	Width 23 ft.	Area 4301 S.F.
Branch Use Runway Hallpad Parking Other	Section Cat. A B C D E F G H I J K L	Payement Rank P (S) T X H or A B C D E	Surface Type AC (AAC) APC ST ABR PCC GR BR X	Slab Width ft. Length ft. Total No. Slabs	Last Const. Date 4 / 24 / 62 mm / dd / yy		

From 03 EAST OF NEIL DICK To COOPER DICK Total No. of Sample Units 1

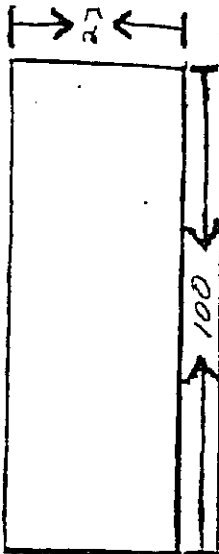
On sketch: note any Drainage Structures (Type, location) and Secondary Structures, such as Manholes, Water Valves, etc.



ASPHALT SURFACED ROADS AND PARKING LOTS
CONDITION SURVEY DATA SHEET
FOR SAMPLE UNIT

BRANCH CHOPIN DR. SECTION 3 SAMPLE UNIT 1
SURVEYED BY Tim DATE 8-14-98 SAMPLE AREA 2300

SKETCH:



- | | | | |
|-----------------------|------------------------------|---------------------------------|-------------------------|
| 1. Alligator Cracking | 6. Depression | 11. Patching & Ull Cut Patching | 16. Shoving |
| 2. Bleeding | * 7. Edge Cracking | 12. Polished Aggregate | 17. Slippage Cracking |
| 3. Block Cracking | * 8. Jt. Reflection Cracking | * 13. Potholes | 18. Swell |
| * 4. Bumps and Sags | * 9. Lane/Shoulder Drop Off | 14. Railroad Crossing | 19. Weathering/Raveling |
| 5. Corrugation | * 10. Long & Trans Cracking | 15. Rutting | |

DISTRESS SEVERITY	QUANTITY										TOTAL	DENSITY %	DEDUCT VALUE
1L	14x4	28x4									168		
1M	20x4	30x6	40x3								360		
2L	19x6	10x3	40x3	45x3							387		
2M	3x3	12x4									57		
4L	75										75		
4M	100										100		
7L	45										45		
7M	155										155		
10L	450										450		
10M	95										95		
11L	60x23										1380		
13L	40										40		
19L	10x8										80		
19M	15x2	5x4									50		
19H	6x2	3x2	9x7								67		

* All Distresses Are Measured In Square Feet Except Distresses 4, 7, 8, 9 and 10 Which Are Measured In Linear Ft.; Distress 13 Is Measured In

Network ID: Branch ID: Section ID:
 Branch Name: Section Length: L.F. Section Width: L.F. Section Area: SF

Percentages
 Load:
 Climate:
 Other:

Samples
 Random Surveyed:
 Additional Surveyed:
 Total Samples:
 Recommended For Project Level:

Inspection
 Date:
 Section PCI:
 Std Dev.:

Individual Distresses

Distress	Count	Severity	Quantity	Line	Depth	Depth
1 ALLIGATOR CR	1	Low	168	SF	7.29	28.59
1 ALLIGATOR CR	1	Medium	380	SF	16.5	52.82
2 BLEEDING	2	Low	387	SF	16.8	4.97
2 BLEEDING	2	Medium	57	SF	2.47	5.67
4 BUMPS/SAGS	4	Low	75	LF	3.26	17.55
4 BUMPS/SAGS	4	Medium	100	LF	4.34	48.86

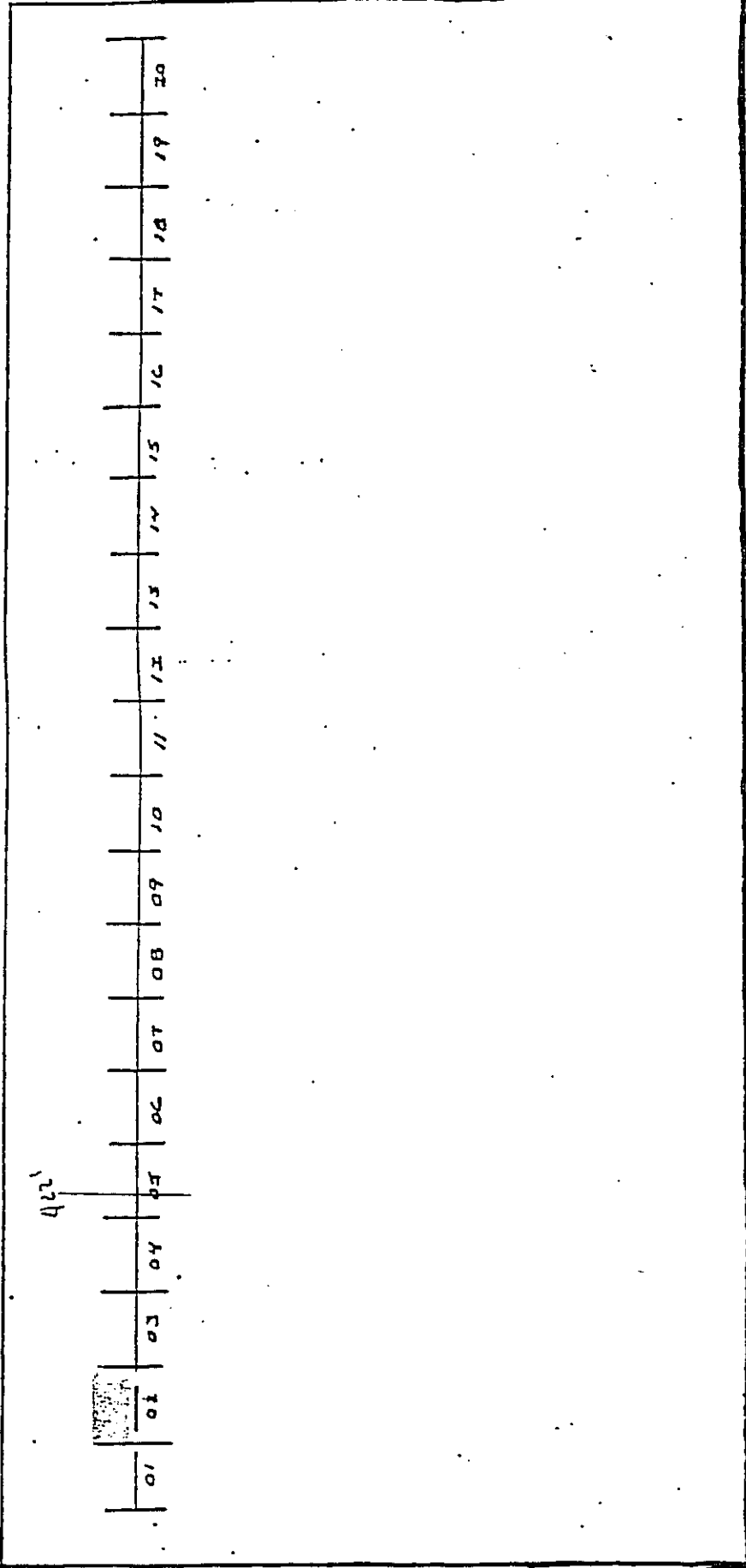
40.F4

SECTION IDENTIFICATION SKETCH

Installation Name 0144	Date 8-14-98	Branch Name/Branch No. CHOPIN DK.	Section No. 4	Zone B	Length 422 ft.	Width 20 ft.	Area 8440 sq. ft.
Branch Use Runway Hallpad Parking Other	Section Cat. A B C D E F G H I J Z H	Pavement Rank P S T X N or A B C D E	Surface Type AC AAC APC AT ABR PCC GR BR X	Slab Width ft. _____ Length ft. _____ Total No. _____ Slabs	Last Const. Date 6 / 19 / 62 mm dd yr		

From COOBAN DK To EAST END Total No. of Sample Units 1

On sketch: note any Drainage Structures (type, location) and Secondary Structures, such as Manholes, Water Valves, etc.



Network ID: Branch ID: Section ID:
 Branch Name: Section Width: Section Area: SF
 Section Length: L.F. Section Width: L.F. Section Area: SF

Inspection
 Date:
 Section PCI:
 Std Dev.:

Samples
 Random Surveyed:
 Additional Surveyed:
 Total Samples:
 Recommended For Project Level:

Percentages
 Load:
 Climate:
 Other:

Individual Distresses
 2 1 ALLIGATOR CR
 2 1 ALLIGATOR CR
 2 2 BLEEDING
 2 4 BUMPS/SAGS
 2 4 BUMPS/SAGS
 2 7 EDGE CR

Severe Distress
 183 Low
 100 Medium
 454 Low
 100 Low
 20 Medium
 75 Low

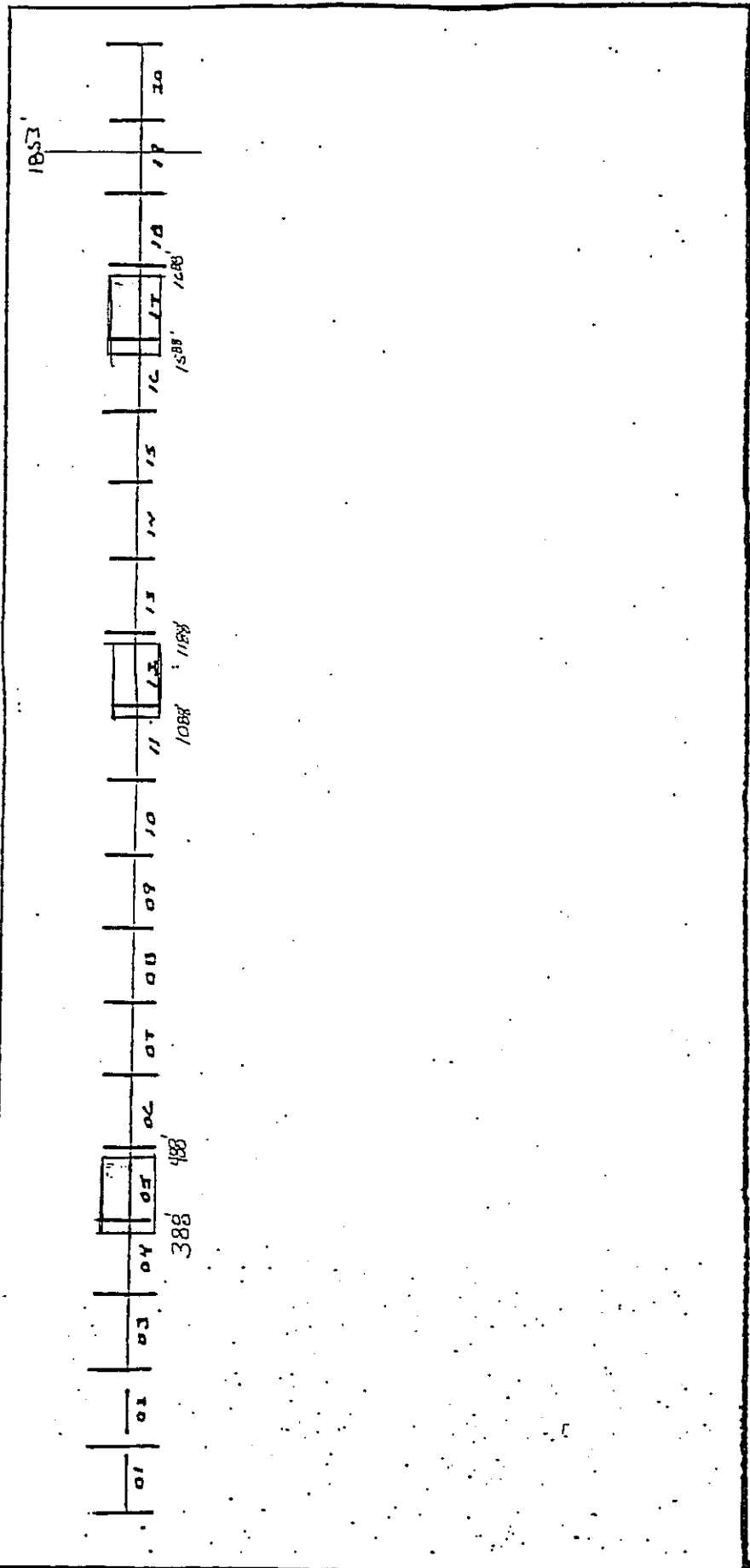
Severe Distress	Minor Distress	PCI	Std Dev
9.14	31.1	SF	9.14
4.99	30.35	SF	4.99
22.68	6.49	SF	22.68
5.	24.20	LF	5.
1.	23.66	LF	1.
3.75	6.05	LF	3.75

SECTION IDENTIFICATION SKETCH

Installation Name 0145	Date 8-14-98	Branch Name/Branch No. ORANGE woods DR	Section No. 1	Zone B	Length 1853 ft.	Width 23 ft.	Area 42619 sq. ft.
Branch Use		Section Cat.	Pavement Rank	Surface Type	Slab		Last Const. Date
<input checked="" type="checkbox"/> Runway Halfpad <input type="checkbox"/> Parking <input type="checkbox"/> Apron Storage		A B C D E F G H I J K L	P S T X H or A B C D E	AC AAC APC (ST) ABR PCC GR BR X	Width 7L Length 7L Total No. _____ Slabs		mm dd / yy 8 / 23 / 60

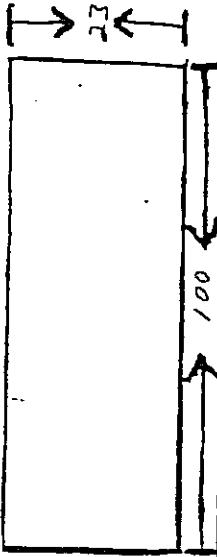
From COOGAN DR To CULDESAC Total No. of Sample Units 3

On sketch: note any Drainage Structures (type, location) and Secondary Structures, such as Manholes, Water Valves, etc.



ASPHALT SURFACED ROADS AND PARKING LOTS CONDITION SURVEY DATA SHEET FOR SAMPLE UNIT

SKETCH:



BRANCH ORANGEWOOD PIC. SECTION 1 SAMPLE UNIT 5
 SURVEYED BY TIM DATE 8-14-98 SAMPLE AREA 2300

- | | |
|---|---|
| 1. Alligator Cracking
2. Bleeding
3. Block Cracking
*4. Bumps and Sags
5. Corrugation | 6. Depression
*7. Edge Cracking
*8. Jt. Reflection Cracking
*9. Lane/Shoulder Drop Off
*10. Long & Trans Cracking |
| 11. Patching & Util Cut Patching
12. Polished Aggregate
*13. Potholes
14. Railroad Crossing
15. Rutting | 16. Shoving
17. Slippage Cracking
18. Swoll
19. Weathering/Ravelling |

DISTRESS SEVERITY	QUANTITY										TOTAL	DENSITY %	DEDUCT VALUE	
	7x3	6x2	9x5	11x2	20x4	10x2	4x1	15x3	6x2	5x4				2x3
1L												200		
1M	10x3	20x4										110		
4L	100L											100		
4M	35											35		
7L	95											95		
7M	45											45		
10L	220											220		
10M	20											20		
11L	2x2	4x1	1x1	15x3	6x2	5x4	2x3					92		
15L	6x4	10x4										64		
19L	40x6											240		

* All Distresses Are Measured In Square Feet Except Distresses 4,7,8,9 and 10 Which Are Measured In Linear Ft; Distress 13 Is Measured In

Network ID: Branch ID: Section ID:
 Branch Name: Section Width: Section Area: SF
 Section Length: LF Section Width: LF Section Area: SF

Percentages
 Load:
 Climate:
 Other:

Samples
 Random Surveyed:
 Additional Surveyed:
 Total Samples:
 Recommended For Project Level:

Inspection
 Date:
 Section PCI:
 Std Dev.:

Individual Distresses	Count	Severity	Area	Rate	Days
12	1	Low	135	5.86	26.26
12	1	Medium	115	4.99	38.34
12	4	Low	95	4.13	21.02
12	4	Medium	45	1.95	32.34
12	7	Low	170	7.38	9.10
12	7	Medium	30	1.3	9.29

STORM SEWER REPORT

Date 3/4/96 Company SWS Environmental Service Inc Locn Chopin Dr
 Crew Leader R. Williams No. Men 2 Time Start _____ Finish _____

Type of Work	Equipment Used	Maintained by.	Pipe.	Condition
Tv <input checked="" type="checkbox"/>	Tv truck <input checked="" type="checkbox"/>	Township ()	Type <u>Concrete</u>	Exel <input checked="" type="checkbox"/>
Flush ()	Flush ()	County ()	Size <u>27"</u>	Good ()
Flush Vac ()	Flush Vac ()	Private ()	Length <u>6'</u>	Fair ()
				Poor ()

From (MH/C3) DS Address 1/6 Chopin + To (MH/C3) US Address 1/6 Chopin +
Niel Dr. Trinidad Dr.
 Depth of MH/C3 DS _____ MH/C3 US _____ Weather 23° Temp _____

Distance Pipe 27"	Remarks	Distance Pipe 42"	Remarks
0.0	MH1 DS to MH2	0.0	MH2 DS to MH3
41.9	Middle of MH1	33.0-39.0	Very Lt. Gravel
288.5	Lt. Radial Crack @ TOP	39.0	Lt Debris @ joint
	Midd lead MH2	75.0-80.0	Lt. Crack @ 12:00
	End of Section	84.4	Lt. Deposits @ Pick Hole @ 12:00
		117.3-157.4	Lt. Debris + Rocks
		187.3-194.5	Very Lt Debris + Rocks
		213.3-260.0	Lt. Debris + Rocks
		269.0-273.	Lt. Crack @ 12:00
		273.-	Med. Debris + Rocks
		285.3-	Camera Flipped over
		293.5	Middle of MH3
			End of Section

Job Complete Y N Reason if not. _____

Debris Removed _____

Sketch if needed use other side.

Date 3/4/96 Company SWS Environmental Service Inc Location Chopin Dr.
 Crew Leader R. Williams No. Men 2 Time Start _____ Finish _____

Type of Work	Equipment Used	Maintained by.	Pipe.	Condition
Tv <input checked="" type="checkbox"/>	Tv truck <input checked="" type="checkbox"/>	Township ()	Type <u>Concrete</u>	Exel <input checked="" type="checkbox"/>
Flush ()	Flush ()	County ()	Size <u>42"</u>	Good ()
Flush Vac ()	Flush Vac ()	Private ()	Length <u>6'</u>	Fair ()
				Poor ()

From MH 3 DS Address To Chopin + To Cranswood To MH 3 US Address To Chopin + Coogan Dr.
 Depth of MH/CB DS _____ MH/CB US _____ Weather _____ Temp _____

Distance	Remarks	Distance	Remarks
	MH 3 DS. to MH4		MH4 DS. to Headwall
0.0	Middle of MH3	0.0	Middle of MH4
13.9 - 15.9	Hairline Crack @ 12:00	77.0 -	Water Ponding
76.1 - 81.1	Hairline Crack @ 12:00	112.0 - 120.0	Half Submerged
196.8 - 202.2	" " "	120.0 -	Submerged
214.8 - 220.8	" " "	139.5	Camera flipped over
294.0	Middle of MH4	142.0	At Head wall
	End of Section		End of Section

Job Complete Y N Reason if not. _____

Debris Removed _____

Sketch if needed use other side.

SEWER REPORT

Date 2/26/96 Company SWS Environmental Service Job on Oranewood Dr.
 Crew Leader R Williams No. Men 2 Time Start _____ Finish _____

Type of Work	Equipment Used	Maintained by.	Pipe.	Condition
Tv <input checked="" type="checkbox"/>	Tv truck <input checked="" type="checkbox"/>	Township ()	Type <u>Concrete</u>	Equal ()
Flush ()	Flush ()	County ()	Size <u>12"</u>	Good ()
Flush Vac ()	Flush Vac ()	Private ()	Length <u>4'</u>	Fair ()
				Poor ()

From MH/C3 DS Address 9128 Oranewood To MH/C3 US Address 9158 Oranewood

Depth of MH/C3 DS _____ MH/C3 US _____ Weather _____ Temp _____

Distance	Remarks	Distance	Remarks
	MH 1 DS to MH 2		
0.0	Middle of MH1	145.8-166.0	Lt. Crack @ 12:00
8.0-17.8	Med. Hardened Mat.	149.8	Slight Off set joint
9.8-17.8	Lt. Deposits @ joint	169.0	" " "
21.8	Slight Off set joint	174.2	Open Off set joint w/
	Wet w/ Lt. Deposits		Lt. Debris / Lt. Ponding Water
25.8-29.8	Wet joints	181.2-189.1	Lt Crack @ 6:00
29.8-96.5	Lt. Crack @ 12:00	220.8	Slight Off set joint
37.8	Slight Off set joint	240.8-242.4	Lt. Crack @ 12:00
47.6-49.8	Lt Hardened Material	244.7	Slight Off set joint
65.8	Slight Off set joint	256.7	" " "
73.8-77.8	" " "	268.6	" " "
93.8	" " "	273.7	Open Off set joint w/
96.5	Lt. Radial Crack @		Lt Debris
121.8	Slight Off set joint	284.7-293.8	Lt. crack @ 12:00

Job Complete Y N Reason if not. 299.8 Middle of MH 2
 End of Section

Debris Removed _____

STORM SEWER REPORT

4

Date 2/26/96, Company SWS Environmental Service Inc Location Orangetwood Dr
 Crew Leader R. Williams No. Men 2 Time Start _____ Finish _____

Type of Work	Equipment Used	Maintained by.	Pipe.	Condition
Tv <input checked="" type="checkbox"/>	Tv truck <input checked="" type="checkbox"/>	Township ()	Type <u>Concrete</u>	Exel ()
Flush ()	Flush ()	County ()	Size <u>15"</u>	Good ()
Flush Vac ()	Flush Vac ()	Private ()	Length _____	Fair ()
				Poor ()

From MH/CB DS Address Head wall Rto 9129 Orangetwood To MH/CB US Address 9129 Orangetwood

Depth of MH/CB DS _____ MH/CB US _____ Weather _____ Temp _____

Distance	Remarks	Distance	Remarks
	M.H. 2 DS to Head Wall		
0.0	Middle of M.H. 2		
2.0-9.5	Lt. crack @ 2:00		
13.5-82.5	" " @ 11:00 to 12:00		
94.5-107.0	Lt. Crack @ 6:00		
98.5-	Lt. Crack @ 12:00		
107.0	Slight off set joint		
119.7 -	Water Ponding		
124.0-	Heavy Debris		
	* Could not continue.		
	Lack only 7.0'		
132.0	At Head wall		
	End of Section		

Job Complete Y N Reason if not. _____

Debris Removed _____

Sketch if needed use other side.

ADDITIONAL SUPPORT INFORMATION

For Program Year 2000 (July 1, 2000 through June 30, 2001), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State form BR-86.

Closed _____

Poor X

Fair _____

Good _____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

See Attachment A

2) If State Capital Improvement Program funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 2000) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

5 weeks / months (Circle one)

Are preliminary plans or engineering completed? Yes No

Are detailed construction plans completed? Yes No

Are all right-of-way and easements acquired?* Yes No N/A

*Please answer the following if applicable:

No. of parcels needed for project: _____ Of these, how many are Takes
_____, Temporary _____, Permanent _____

On a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired.

Are all utility coordination's completed? Yes No N/A

Give an estimate of time, in weeks or months, to complete any item above not yet completed. 9 weeks / months

3) How will the proposed project affect the general health and safety of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, commerce, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data.

See Attachment B

4) What types of funds and what percent of the project cost are to be utilized for matching funds for this project ?

Federal _____ % ODOT _____ % Local X _____ 20%

MRF _____ % OWDA _____ % CDBG _____ %

Other _____ %

Note: If MRF funds are being used for matching funds, the MRF application must have been filed by August 6, 1999 for this project with the Hamilton County Engineer's Office.

5) Has any formal action by a federal, state, or local government agency resulted in a ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the approved legislation must be submitted with the application. THE BAN MUST HAVE BEEN CAUSED BY A STRUCTURAL/OPERATIONAL PROBLEM TO BE VALID.

Complete Ban _____ Other Ban _____
(specify)

No Ban X

Will the ban be removed after the project is completed?

Yes _____ No _____

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

ADT = 832 X 1.20 = 998 users/day

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For 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.

- 7) Has the jurisdiction prioritized PY 2000 applications from one through five? (See attached sheet to list projects.)

Yes X No _____

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

The project will improve the well being of this subdivision and overall enhance the area. It will improve the quality, structure, and soundness of these streets while increasing the level of safety for the motorists and the residents on these streets. One example is the installation of curb and sidewalk ramps. Residential moral should increase reflecting on home and yard improvements sparking economic growth for the community. These streets will give Colerain Township and the community 20 years of useful life.

- 9) For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS _____

Proposed LOS _____

If the proposed LOS is not "C" or better, explain why LOS "C" cannot be achieved. (Attach separate sheets if necessary.)

How will the proposed project alleviate serious traffic problems or hazards?

10) Will the proposed project generate user fees or assessments?

Yes _____ No X _____

If yes, what user fees and/or assessments will be utilized?

11) How will the proposed project enhance economic growth? (Please be specific)

The project will not impact business development.

12) What fees, levies or taxes pertains to the proposed project? (Note: Item must be related to the type of infrastructure applied for. Example: a road improvement project may not count fees to water customers for points, or vice-versa)

The \$5 license plate fee and our road levy pertains to this proposed reconstruction

project.

ADDITIONAL SUPPORT INFORMATION

PRIORITY LIST OF PROJECTS PROGRAM YEAR 2000 ROUND 14

Name of Jurisdiction: Colerain Township

Please supply the Integrating Committee a listing, *in order of priority*, of all projects applied for in this round of funding. A maximum of five projects may be listed for the purpose of assigning priority.

<u>Priority</u>	<u>Name of Project (as listed on the application)</u>
1	<u>Compton Estates Subdivision Reconstruction</u>
2	<u>Dolphin Drive Reconstruction</u>
3	<u>Charles Fath's Subdivision Reconstruction/Bridge Rehabilitation</u>
4	<u>Clara Avenue Reconstruction</u>
5	<u>_____</u>

ATTACHMENT "A"

These roads are 39 year old streets that are asphalt with concrete curb and gutter, one section is asphalt over asphalt, and one section is asphalt over a concrete base with concrete curb. The inadequate base has failed and subsequently the surface has numerous distresses. Overall these streets are in horrendous condition with multiple load and climate related distresses with an extremely rough rideability. The uneven and damaged curbs are badly deteriorated and are patched together with asphalt. The curbs along with the pavement distresses are cause for the inadequate drainage. Water pools on the pavement which not only adds to the already badly deteriorated street, but also causes hydroplaning and icy spots in the winter. The joints are heaving, busting up, and cracked up. The entire pavement consists of a numerous amount of cracking associated with weathering and raveling of the pavement. The blacktop is brittle and there is grass growing in the pavement and deteriorated curbs. There are large quantities of alligator cracking, block cracking, longitudinal and transverse cracking, too much to measure an amount. There are an uncountable number of potholes, cavities, and patches. Rideability is extremely rough. The inadequate thickness of pavement, 2 - 3 inches, on Orangewood along with the failed base has produces this poor condition street. Colerain Townships pavement management project, Micro Paver, rates these streets with a high deterioration and a pavement condition index (PCI) of poor and failed. - See attached inspection reports. The load related problems, inadequate pavement thickness, along with the inadequate drainage, and very poor rideability, are examples of why these streets are in need of reconstruction.

ATTACHMENT B

The reconstruction will impact the health and safety of the service area in several ways. From a safety standpoint the installation of sidewalk ramps will allow for safer travel for physically challenged individuals especially with wheelchairs. There is a blind person who rides the metro from the corner of Chopin and Coogan Drive. This person has to cross the street to catch the bus. The new pavement and curb ramps will improve this area and make a safer travel for this person and all other pedestrians. These ramps benefit everyone from the elderly to small children creating a safer walking environment when crossing the street, catching the school bus, or walking to businesses on Compton, Pippin or Adams Road. Another safety issue is snow and ice removal will be more affective and everyone traveling these roads will benefit. The quality of life in the area will improve. Residents will take additional pride in their subdivision and make improvements increasing property values thus enhancing the area and overall making safer conditions.

From a health standpoint the project will improve the storm drainage in this area with the new pavement and curbs and the replacement and addition of storm lines. Presently drainage problems effect the environmental health of the area.

**SCIP/LTIP PROGRAM
 ROUND 14 - PROGRAM YEAR 2000
 PROJECT SELECTION CRITERIA
 JULY 1, 2000 TO JUNE 30, 2001**

NAME OF APPLICANT: Colerain Township

NAME OF PROJECT: Compton Estates Subdivision Recon.

SCIP

LTIP

FIELD SCORE: ~~359~~ 344

FIELD SCORE: ~~794~~ 130

APPEAL SCORE: _____

APPEAL SCORE: _____

FINAL SCORE: _____

FINAL SCORE: _____

NOTE: See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system.

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

25 - Failed	SCIP	<u>23</u>	X	<u>5</u>	=	<u>115</u>
23 - Critical						
20 - Very Poor	LTIP	<u>23</u>	X	<u>1</u>	=	<u>23</u>
17 - Poor						
15 - Moderately Poor						
10 - Moderately Fair						
5 - Fair Condition						
0 - Good or Better						

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	SCIP	<u>15</u>	X	<u>1</u>	=	<u>15</u>
20 - Considerably significant importance						
15 - Moderate importance	LTIP	<u>15</u>	X	<u>4</u>	=	<u>60</u>
10 - Minimal importance						
0 - No measurable impact						

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	SCIP	<u>10</u>	X	<u>1</u>	=	<u>10</u>
20 - Considerably significant importance						
15 - Moderate importance	LTIP	<u>10</u>	X	<u>0</u>	=	<u>0</u>
10 - Minimal importance						
0 - No measurable impact						

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

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

25 - First priority project	SCIP	<u>25</u>	X	<u>3</u>	=	<u>75</u>
20 - Second priority project						
15 - Third priority project	LTIP	<u>25</u>	X	<u>1</u>	=	<u>25</u>
10 - Fourth priority project						
5 - Fifth priority project or lower						

5) Will the completed project generate user fees or assessments?
 10 - No SCIP 10 X 5 = 50
 0 - Yes LTIP 10 X 0 = 0

6) Economic Growth – How the completed project will enhance economic growth (See definitions).
 10 – The project will directly secure significant new employers SCIP 10 X 0 = 0
 7 - The project will directly secure new employers
 5 – The project will secure new employers LTIP 0 X 4 = 0
 3 – The project will permit more development
 0 – The project will not impact development

7) Matching Funds - LOCAL
 10 - This project is a loan or credit enhancement SCIP 4 X 5 = 20
 10 – 50% or higher
 8 – 40% to 49.99% LTIP 4 X 1 = 4
 6 – 30% to 39.99%
 4 – 20% to 29.99%
 2 – 10% to 19.99%
 0 – Less than 10%

8) Matching Funds - OTHER
 10 – 50% or higher SCIP 0 X 2 = 0
 8 – 40% to 49.99%
 6 – 30% to 39.99% LTIP 0 X 5 = 0
 4 – 20% to 29.99%
 2 – 10% to 19.99%
 1 – 1% to 9.99%
 0 – Less than 1%

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district? (See Addendum for definitions)
 10 - Project design is for future demand. SCIP 2 X 0 = 0
 8 - Project design is for partial future demand.
 6 - Project design is for current demand. LTIP 2 X 10 = 20
 4 - Project design is for minimal increase in capacity.
 2 - Project design is for no increase in capacity.

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)
SCIP 5 X 5 = 25
LTIP 5 X 5 = 25

- 5 - Will be under contract by December 31, 2000 and no delinquent projects in Rounds 11 & 12
- 3 - Will be under contract by March 31, 2001 and/or one delinquent project in Rounds 11 & 12
- 0 - Will not be under contract by March 31, 2001 and/or more than one delinquent project in Rounds 11 & 12

- 11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, number of jurisdictions served, etc. (See Addendum for definitions)
- | | | | | | | |
|--------------------------|------|----------|---|----------|---|----------|
| 10 - Major impact | SCIP | <u>2</u> | X | <u>0</u> | = | <u>0</u> |
| 8 - | | | | | | |
| 6 - Moderate impact | LTIP | <u>2</u> | X | <u>1</u> | = | <u>2</u> |
| 4 - | | | | | | |
| 2 - Minimal or no impact | | | | | | |
- 12) What is the overall economic health of the jurisdiction?
- | | | | | | | |
|-----------|------|-----------|---|----------|---|-----------|
| 10 Points | SCIP | <u>10</u> | X | <u>2</u> | = | <u>20</u> |
| 8 Points | | | | | | |
| 6 Points | LTIP | <u>10</u> | X | <u>0</u> | = | <u>0</u> |
| 4 Points | | | | | | |
| 2 Points | | | | | | |
- 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 | SCIP | <u>0</u> | X | <u>2</u> | = | <u>0</u> |
| 8 - 80% reduction in legal load or 4 wheeled vehicles only | | | | | | |
| 7 - Moratorium on future development, <i>not</i> 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 | LTIP | <u>0</u> | X | <u>2</u> | = | <u>0</u> |
| 0 - Less than 20% reduction in legal load | | | | | | |
- 14) What is the total number of existing daily users that will benefit as a result of the proposed project?
- | | | | | | | |
|----------------------|------|----------|---|----------|---|-----------|
| 10 - 16,000 or more | SCIP | <u>2</u> | X | <u>2</u> | = | <u>4</u> |
| 8 - 12,000 to 15,999 | | | | | | |
| 6 - 8,000 to 11,999 | LTIP | <u>2</u> | X | <u>5</u> | = | <u>10</u> |
| 4 - 4,000 to 7,999 | | | | | | |
| 2 - 3,999 and under | | | | | | |
- 15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide certification of which fees have been enacted.)
- | | | | | | | |
|------------------------------|------|----------|---|----------|---|-----------|
| 5 - Two or more of the above | SCIP | <u>5</u> | X | <u>5</u> | = | <u>25</u> |
| 3 - One of the above | | | | | | |
| 0 - None of the above | LTIP | <u>5</u> | X | <u>5</u> | = | <u>25</u> |

ADDENDUM TO THE RATING SYSTEM

General Statement

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed below are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, or health and safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: 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.)

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; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or 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; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

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 minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

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; Hydrants: functional, but leaking and replacement parts are unavailable.)

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; Hydrants: functional and replacement parts are available.)

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.

Criterion 2 – Safety

Definitions:

The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury (e.g. widening existing roadway lanes to standard widths, adding lanes to a roadway or bridge to increase capacity or alleviate congestion, replacing non functioning hydrants, increasing capacity to a water system, etc. (*Documentation required.*))

Note: Examples listed above are not a complete list, but only a small sampling of situations that may be relevant to a given project. Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 3 – Health

Definitions:

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 (e.g. Improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.)

Note: Examples listed above are not a complete list, but only a small sampling of situations that may be relevant to a given project. Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 4 – Jurisdiction’s Priority Listing

The jurisdiction shall 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.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees for the usage of the facility or its products once the project is completed (example: rates for water or sewer). *The applying jurisdiction must submit documentation.*

Criterion 6 – Economic Growth

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

Definitions:

Directly secure significant new employers: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

Directly secure new employers: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

Secure new employers: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come directly from outside funding sources.

Criterion 9 – Alleviate Traffic Problems

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

$$\text{Existing users} \times \text{design year factor} = \text{projected users}$$

<u>Design Year</u>	<u>Design year factor</u>		
	<u>Urban</u>	<u>Suburban</u>	<u>Rural</u>
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

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

Criterion 9 – Alleviate Traffic Problems - continued

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.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes

Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

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

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been 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.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. Appropriate 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.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall provide documentation to show which fees, levies or taxes is dedicated toward the type of infrastructure being applied for.