

# APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99

CT03D

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

SUBDIVISION: VILLAGE OF LINCOLN HEIGHTS CODE# 061-43722

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 08/31/99

CONTACT: MARK A. KLUESENER, P.E. PHONE # (513) 791-1700 (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) 791-1936 E-MAIL mkluesener@cds-assoc.com

PROJECT NAME: MANGHAM DRIVE 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 \$90,000.00
- 2. Loan \$ \_\_\_\_\_
- 3. Loan Assistance \$ \_\_\_\_\_

**PROJECT TYPE**

(Check Largest Component)

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

TOTAL PROJECT COST: \$ 150,000.00 FUNDING REQUESTED: \$ 90,000.00

**DISTRICT RECOMMENDATION**  
To be completed by the District Committee ONLY

GRANT: \$ 90,000.00 LOAN ASSISTANCE: \$ \_\_\_\_\_

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

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

(Check Only 1)

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

**FOR OPWC USE ONLY**

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

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

# 1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)	TOTAL DOLLARS	FORCE ACCOUNT DOLLARS
a.) Basic Engineering Services:	\$ _____	_____
Preliminary Design	\$ _____	
Final Design	\$ _____	
Bidding	\$ _____	
Construction Phase	\$ _____	
Additional Engineering Services *Identify services and costs below.	\$ _____	_____
b.) Acquisition Expenses: Land and/or Right-of-Way	\$ _____	_____
c.) Construction Costs:	\$ 136,452.00	_____
d.) Equipment Purchased Directly:	\$ _____	_____
e.) Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)	\$ _____	_____
f.) Construction Contingencies:	\$ 13,548.00	_____
g.) TOTAL ESTIMATED COSTS:	\$ 150,000.00	_____

\*List Additional Engineering Services here:  
 Service: \_\_\_\_\_ Cost: \_\_\_\_\_

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

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u>          .00</u>	<u>          </u>
b.) Local Revenues	\$ <u>          .00</u>	<u>          </u>
c.) Other Public Revenues	\$ <u>          .00</u>	<u>          </u>
ODOT	\$ <u>          .00</u>	<u>          </u>
Rural Development	\$ <u>          .00</u>	<u>          </u>
OEPA	\$ <u>          .00</u>	<u>          </u>
OWDA	\$ <u>          .00</u>	<u>          </u>
CDBG	\$ <u>          .00</u>	<u>          </u>
OTHER <u>MRF (2000)</u>	\$ <u>    60,000.00</u>	<u>    40%</u>
 SUBTOTAL LOCAL RESOURCES:	 \$ <u>    60,000.00</u>	 <u>    40%</u>
d.) OPWC Funds		
1. Grant	\$ <u>    90,000.00</u>	<u>    60%</u>
2. Loan	\$ <u>          .00</u>	<u>          </u>
3. Loan Assistance	\$ <u>          .00</u>	<u>          </u>
 SUBTOTAL OPWC RESOURCES:	 \$ <u>    90,000.00</u>	 <u>    60%</u>
e.) TOTAL FINANCIAL RESOURCES:	\$ <u>   150,000.00</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: MANGHAM DRIVE IMPROVEMENTS**

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

**A: SPECIFIC LOCATION:**

Mangham Drive is a north-south collector located on the east side of Lincoln Heights. It is immediately west of and parallel to I-75. It terminates at Shepherd Lane, which is an east-west collector, which forms the southern boundary to Lincoln Heights.

**PROJECT ZIP CODE: 45215**

**B: PROJECT COMPONENTS:**

Repair concrete pavement (full depth joint repair and partial depth repair). Replace existing cracked and deteriorated curb and gutter. Add new curb and gutter where non-existent. Reconstruct and/or repair existing catch basins. Replace and/or repair existing concrete blockouts at catch basins. Add new catch basins and storm sewer pipe to improve drainage. Construct curb ramps where non-existent. Replace and upgrade existing guardrail. Resurface pavement 20' to 24' wide with 3" 402 / 404 with new pavement markings.

**C: PHYSICAL DIMENSIONS / CHARACTERISTICS:**

Mangham Drive has varying pavement width from 20' to 24'. The project will extend from the intersection with Chamberlain Street to Adams Street, approximately 1,300 LF.

**D: DESIGN SERVICE CAPACITY:**

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT 2.638 Year: 1996 Projected ADT: 2.800 Year: 2000

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

Stormwater: Number of households served:                   

Mangham Drive serves as a major collector in the project area. It receives the majority of its traffic from the I-75 Shepherd Lane interchange and the Lincoln Heights exit / entrance ramps on Neuman Way.

**2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 15 Years - Roadway  
20 Years - Curb  
50 Years - Storm Sewer**

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

## MEMO

TO: Mr. Joe Cottrill  
Hamilton County Engineer's Office

FROM: Mark Kluesener, P.E.  
Village Engineer

RE: **Mangham Drive SCIP**  
**99018-06**

DATE: November 23, 1999

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The following is in answer to your questions regarding the Mangham Drive SCIP Application:

1. **Storm Sewers**

- a. Three catch basins are being added.
- b. 60 LF of 12" storm is being added.
- c. The additional storm sewer items are required to control storm water after curbing is added to the portion of the street that is currently uncurbed (1,000' on the east side and, 600' on the west side). In the uncurbed areas storm sewer flows off the edge of pavement creating the potential for undermining and rutting.

2. **Guardrail**

The entire length of guardrail (650') along the project is in very poor condition (bent, rusted, rotten posts), and is being replaced in its entirety.

3. **Pavement Repair**

Yes, extensive full depth and partial depth pavement (joint) repair is needed to maintain pavement integrity. These areas have been patched several times and their condition worsens noticeably each year.

4. **Local Share**

Yes, Lincoln Heights will contribute \$1,500 to the project to bring the total local share to 41%.

5. **Useful Life**

Use 20 years as an overall useful life for the proposed improvements.

cc: Herman Dantzler, Village Manager

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

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 150,000.00

TOTAL PORTION OF PROJECT NEW/EXPANSION \$ .00

### 4.0 PROJECT SCHEDULE: \*

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>02 / 07 / 00</u>	<u>05 / 01 / 00</u>
4.2 Bid Advertisement and Award:	<u>07 / 03 / 00</u>	<u>08 / 07 / 00</u>
4.3 Construction:	<u>09 / 04 / 00</u>	<u>06 / 01 / 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 Ms. Lovey B. Andrews  
TITLE Mayor  
STREET Village of Lincoln Heights  
1201 Steffens Avenue  
CITY/ZIP Village of Lincoln Heights, Ohio 45215  
PHONE (513) 733-5900  
FAX (513) 733-4190  
E-MAIL \_\_\_\_\_

#### 5.2 CHIEF FINANCIAL

OFFICER Ms. Carnell Matthews  
TITLE Finance Director  
STREET Village of Lincoln Heights  
1201 Steffens Avenue  
CITY/ZIP Village of Lincoln Heights, Ohio 45215  
PHONE (513) 733-5900  
FAX (513) 733-4190  
E-MAIL \_\_\_\_\_

#### 5.3 PROJECT MANAGER

TITLE Mr. Herman Dantzler  
STREET Village Manager  
Village of Lincoln Heights  
1201 Steffens Avenue  
CITY/ZIP Village of Lincoln Heights, Ohio 45215  
PHONE (513) 733-5900  
FAX (513) 733-4190  
E-MAIL \_\_\_\_\_

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.

Herman Dantzer, Village Manager

Certifying Representative (Type or Print Name and Title)

Herman Dantzer 9/22/99  
Signature/Date Signed

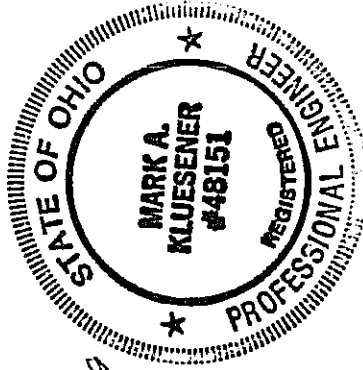
USEFUL LIFE: UPON SATISFACTORY COMPLETION OF THE WORK, THE USEFUL LIFE OF THE MANGHAM DRIVE IMPROVEMENTS WILL BE 20 YEARS FOR THE CONCRETE CURB, 15 YEAR FOR THE ASPHALT CONCRETE COURSE, AND 50 YEARS FOR STORM SEWER IMPROVEMENTS.

THE ABOVE OPINION OF CONSTRUCTION COST IS SUBJECT TO ADJUSTMENT UPON DETAILED CONSTRUCTION PLAN, AND CURRENT CONSTRUCTION COSTS. ACTUAL COST IS SUBJECT TO ADJUSTMENT DUE TO CONSTRUCTION SCHEDULES AND BIDS FROM QUALIFIED CONTRACTORS.

*Mark A. Kluesener* 9-16-99

Mark A. Kluesener, P.E., #48151

Date



**CDS Associates, Inc.**

**PROJECT:** Mangham Drive Resurfacing  
Chamberlain Avenue to Adams Street  
Village of Lincoln Heights, Ohio

**Date:** 8/31/99  
**Project #:** 99018-06

**SCIP**

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
1	251	Partial Depth Pavement Repair	100	SY	\$30.00	\$3,000.00
2	252	Pavement / Subgrade Repair	80	SY	\$45.00	\$3,600.00
3	254	Pavement Planing	442	SY	\$8.00	\$3,536.00
4	255	Full Depth Pavement Removal and Rigid Replacement	400	SY	\$50.00	\$20,000.00
5	403	Asphalt Concrete Leveling Course	65	CY	\$70.00	\$4,550.00
6	404	Asphalt Concrete Surface Course	175	CY	\$70.00	\$12,250.00
7	407	Tack Coat	365	GAL	\$1.00	\$365.00
8	452	Concrete Driveway Aprons	250	SF	\$6.00	\$1,500.00
9	603	12" Conduit	60	LF	\$50.00	\$3,000.00
10	604	Catch Basin Reconstructed to Grade	1	EA	\$750.00	\$750.00
11	602	Headwall	2	EA	\$1,200.00	\$2,400.00
12	604	New Catch Basin	3	EA	\$1,800.00	\$5,400.00
13	604	Manhole Adjusted to Grade	9	EA	\$250.00	\$2,250.00
14	606	Guardrail Removed and Replaced	650	LF	\$15.00	\$9,750.00
15	606	Anchor Assembly, Type "A"	3	EA	\$750.00	\$2,250.00

**CDS Associates, Inc.**

**PROJECT:** Mangham Drive Resurfacing  
Chamberlain Avenue to Adams Street  
Village of Lincoln Heights, Ohio

Date: 8/31/99  
Project #: 99018-06

SCIP

Item No	Spec. No	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
16	608	Concrete Sidewalk	275	SF	\$5.00	\$1,375.00
17	608	Curb Ramps	5	EA	\$100.00	\$500.00
18	609	Concrete Curb and Gutter	1,800	LF	\$20.00	\$36,000.00
19	614	Maintaining Traffic	1	LS	\$10,000.00	\$10,000.00
20	621	Pavement Markings	1	LS	\$3,400.00	\$3,400.00
21	653	Topsoil Furnished and Replaced	65	CY	\$35.00	\$2,275.00
22	659	Seeding and Mulching	362	SY	\$1.50	\$543.00
23	SPL	Water Valve Adjusted	3	EA	\$150.00	\$450.00
24	SPL	SAMI	3,654	SY	\$2.00	\$7,308.00
		<b>TOTAL</b>				\$136,452.00
		<b>CONTINGENCIES AT 10% ±</b>				\$13,548.00
		<b>TOTAL ESTIMATED CONSTRUCTION COSTS</b>				\$150,000.00

M E M O

**TO:** Mr. William Brayshaw, P.E., P.S.  
Chairman, District 2 Committee

**FROM:** Mark A. Kluesener, Village Engineer  
Village of Lincoln Heights

**DATE:** September 13, 1999

**RE:** **Certification of Local Funds**  
**Mangham Drive Improvements**

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The Village of Lincoln Heights has applied for a grant of \$60,000.00 from Municipal Road Funds to serve as a 40% local share of the State Capital Improvement Program funding application. See enclosed application.



CASH BASIS SUMMARY FINANCIAL REPORT

FOR THE FISCAL YEAR ENDED DECEMBER 31, 1998

*Lorain Heights*

CITY/VILLAGE *Hamilton*

COUNTY

	GOVERNMENTAL FUND TYPES	EXPENDABLE TRUST FUNDS	PROPRIETARY FUNDS	NON-EXPEND. TRUST FUNDS	AGENCY FUNDS	TOTAL MEMORANDUM ONLY
<b>RECEIPTS</b>		<b>REVENUE RECEIPTS:</b>		<b>OPERATING REVENUES:</b>		
Local Taxes	1143013.78	6110.87				1,149,124.65
Intergovernmental Revenue	432521.99	720.42				433,242.41
Special Assessments	78573.84					78,573.84
Charges for Services	55739.01					55,739.01
Fines, Licenses, & Permits	74713.20					74,713.20
Miscellaneous	102736.31					102,736.31
<b>TOTAL RECEIPTS</b>	<b>1889903.12</b>	<b>6831.29</b>				<b>1,896,734.41</b>
<b>DISBURSEMENTS</b>		<b>EXPENDITURE DISBURSEMENTS:</b>		<b>OPERATING EXPENSES:</b>		
Current:						
Security of Persons & Property	729080.67	17263.27				746,343.94
Public Health Services	1507.82					1,507.82
Leisure Time Activities	5275.68					5,275.68
Community Environment	297103.87					297,103.87
Basic Utility Services	48264.03					48,264.03
Transportation	313400.54					313,400.54
General Government	418728.53					418,728.53
Personal Services						
Travel Transportation						
Contractual Services						
Supplies and Materials						
Capital Outlay	88488.07					88,488.07
Debt Service	15950.02					15,950.02
<b>TOTAL DISBURSEMENTS</b>	<b>2081406.51</b>	<b>17263.27</b>				<b>2,098,669.78</b>
Total Receipts over/(under) Disbursements	(191506.33)	(10431.48)				(201937.81)
<b>OTHER FINANCING SOURCES/(USES)</b>		<b>NON-OPERATING REVENUES/(EXPENSES):</b>				
Local Taxes						
Intergovernmental Revenues						
Proceeds from Sale of Debt						
Sale of Bonds						
Sale of Notes						
Other Proceeds						
Miscellaneous						
Sale of Fixed Assets	15306.00					15,306.00
Other Sources/Nonoperating Rev.						
Transfers-In	387656.25					387,656.25
Advances-In						
Transfers-Out	(387656.25)					(387,656.25)
Advances-Out						
Debt Service						
Other (Uses) Nonop. Expenditures	3731.06					3,731.06
<b>TOTAL OTHER FIN. SOURCES/(USES)</b>	<b>19037.06</b>					<b>19,037.06</b>
Excess Receipts and Other Financing Sources Over/(Under) Expend. Disb. & Other Uses/Net Fund Cash Balance January 1	(172469.27)	(10431.48)				(182,900.75)
Fund Cash Balance December 31	1198571.58	16032.78				1,214,604.36
Reserve for Encumbr. December 31	1026108.31	560130				1,586,126.61
	808986					808,986
Treasury Balance						1031709.61
Investments						1,228,850.71
Cash on Hand						242,858.87
Total Treasury Balance						1,031,709.61
Outstanding Checks						(808,986)
<b>TOTAL BALANCE</b>						<b>1,023,619.75</b>
<b>Summary of Indebtedness</b>	<b>OUTSTANDING</b> Jan 1, 1998	<b>NEW ISSUES</b>	<b>RETIRED</b>	<b>OUTSTANDING</b> Dec. 31, 1998		
Mortgage Revenue						
GO Bonds	88,000.00		11,000.00	77,000.00		
GO Notes						
Revenue Anticipation Notes						
O.W.D.A. Loans						
Industrial Dev. Bonds						
Other Bonds & Notes						
<b>TOTAL</b>	<b>88,000.00</b>		<b>11,000.00</b>	<b>77,000.00</b>		

Memoranda Data:  
Assessed Valuation  
Property Tax Levies:  
    Inside 10 Mill  
    Outside 10 Mill  
Municipal Income Tax  
Estimated Population  
Federal Census Population

22,213,000.  
3.08  
17.00  
707411.14  
5014  
4865

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

*Carnell Mathews* 2/10/99 *Finance Director*  
(Chief Fiscal Officer Sign Above) (Date) (Chief Fiscal Officer Title)  
1201 Stephens Ave *Lorain Heights* 45215  
(Street Address) (City or Village) (Zip)  
*Carnell Mathews* 513-733-5900  
(Print or Type Name) Telephone

PROJECT APPLICATION - MUNICIPAL ROAD FUND

**INSTRUCTIONS:** Use one form for each project.  
Assign priority to projects.  
The application cost estimate shall be prepared: By the Municipality's  
Engineer or a Registered Engineer of the Municipality's choosing.  
Submit before August 6.

- (1) Municipality Village of Lincoln Heights
- (2) Road Name Mangham Drive
- (3) Project Limits Chamberlain Avenue to Adams Street
- (4) Project Priority (1) 2000
- (5) Present Roadway Data:
- (a) Pav't. Width 20' to 24' (b) R/W Width 50' (c) Curb Type Type 2
- (d) Type Surface Concrete & Asphalt (e) Type Base Gravel (f) Shldr. Type Grass
- (g) Shldr. Width 1' (h) Year Last Resurfaced Unknown
- (6) Present condition of project area: List deficiencies and reasons for improvement.
- The concrete portion of Mangham Drive has severe longitudinal and transverse joint failure. The existing curb and gutter is badly cracked and deteriorated. There are portions of Mangham Drive where there are no existing curb and gutter, which leads to poor drainage and pavement undermining. The existing catch basins and concrete blockouts at the catch basins are very badly cracked and deteriorated. The existing guardrail is in very poor condition.
- (7) Project description or statement of work to be done: Include width and type of new pavement and other project particulars.
- Repair concrete pavement (full depth joint repair and partial depth repair). Replace existing cracked and deteriorated curb and gutter. Add new curb and gutter where non-existent. Reconstruct and/or repair existing catch basins. Replace and/or repair existing concrete blockouts at catch basins. Add new catch basins and storm sewer pipe to improve drainage. Construct curb ramps where non-existent. Replace and upgrade existing guardrail. Resurface pavement 20' to 24' wide with 3" 402/404 with new pavement markings.
- (8) Traffic Data: (a) Present Volume 2,638 (b) Date of Count 1996
- (9) Cost Estimate:
- When engineering plans are necessary, list the following costs:
- |   |                      |
|---|----------------------|
| (a) Preparation of preliminary plans & estimates, etc.  | \$ <u>-0-</u>        |
| (b) Preparation of final plans & estimates, etc.        | \$ <u>12,000.00</u>  |
| Construction Cost Estimate                              | \$ <u>150,000.00</u> |
| Other Costs (specify)                                   | \$ <u>---</u>        |
| Total Project Cost for which application to MRF is made | \$ <u>60,000.00</u>  |
- (10) Estimated date construction can be started after approval Four (4) months
- (11) Estimated date construction can be started if not funded 100% from Municipal Road Fund  
No local funds available
- (12) Cost Estimate Prepared By: John L. Eisenmann, P.E., P.S. Date: 8/03/99
- (13) Application Prepared By: CDS Associates, Inc. Date: 8/03/99

Application for MRF construction dollars is being made as the 40% match for a Program Year 2000 SCIP funding application.

VILLAGE OF LINCOLN HEIGHTS  
HAMILTON COUNTY, OHIO  
ORDINANCE NO. 99-O-54

**AUTHORIZING THE VILLAGE MANAGER TO  
SUBMIT APPLICATIONS FOR STATE  
CAPITAL IMPROVEMENT PROGRAM FUNDS  
AND TO EXECUTE ANY PROJECT  
AGREEMENT RELATIVE THERETO, AND  
DECLARING AN EMERGENCY**

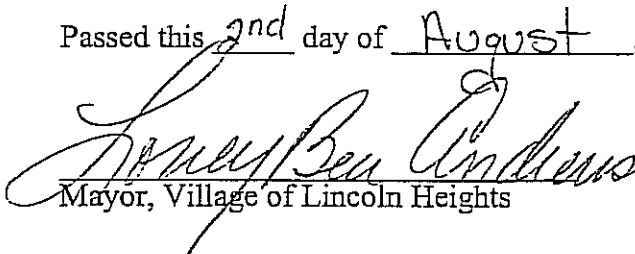
**BE IT ORDAINED** by the Council for the Village of Lincoln Heights, Hamilton County, Ohio:

**SECTION I** The Village Manager is hereby authorized to submit the necessary application(s) to District 2 (Hamilton County) Public Works Integrating Committee for State Capital Improvement Program Funds for the improvements to Mangham Drive, McIntosh Avenue, and Lindy Avenue.

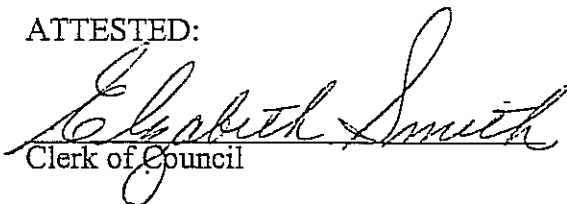
**SECTION II** If the Village of Lincoln Heights is awarded said funds, the Village Manager is hereby authorized and directed to enter into a project agreement with the Ohio Public Works Commission.

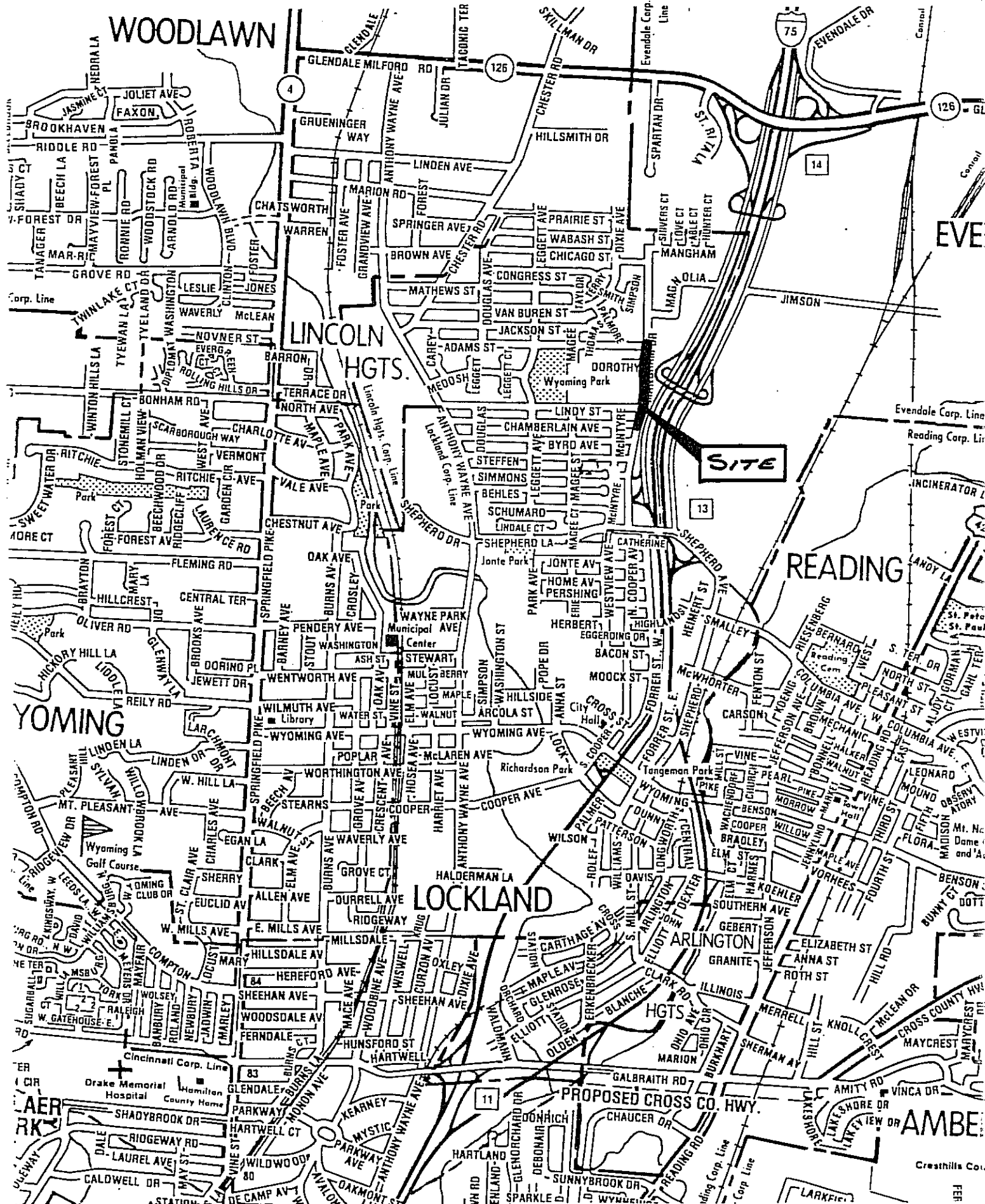
**SECTION III** This ordinance is hereby determined to be an emergency measure necessary for the health, safety, and general welfare of the Village of Lincoln Heights. The reason for said emergency is the necessity to make improvement to Mangham Drive, McIntosh Avenue, and Lindy Avenue.

Passed this 2nd day of August, 1999.

  
Mayor, Village of Lincoln Heights

ATTESTED:

  
Clerk of Council



# WOODLAWN

# LINCOLN HGT'S.

# READING

# LOCKLAND

**SITE**

13

11

PROPOSED CROSS CO. HWY.

Cresthills Col.

FER

## RESULTING EMPLOYMENT OPPORTUNITIES

- A. **Temporary Employment:** It is anticipated that 10 temporary construction jobs will be created as a result of this project.
  
- B. **Full-time Employment:** It is not anticipated that any new full-time employment will result from the proposed infrastructure activity.

## TRAFFIC CERTIFICATION STATEMENT

This is to certify that the attached documentation regarding 24-hour traffic volume has been obtained by an actual mechanical count taken at the location and date noted on the traffic count printout.

*Mark A. Kluesener* 9-17-99  
Mark A. Kluesener, P.E. Date

CDS Associates, Inc.  
 15 MINUTE, 2 CHANNEL VEHICLE COUNT  
 CORRECTION FACTOR: 1.00

REFERENCE: 9-012-02

LOCATION: Mangram Drive south of Chicago Lincoln Heights, Ohio

WEATHER:

OPERATOR: RSCH

FILENAME: 9-01206A

TUESDAY 9 / 30 / 96

HOUR BEGINS	SB				HOUR TOTAL	NB				HOUR TOTAL	COMBINED TOTAL
	0	15	30	45		0	15	30	45		
AM											
12	9	5	7	11	32	13	7	7	9	36	68
1	3	6	4	7	20	4	4	7	3	18	38
2	6	4	4	4	18	7	8	5	2	22	40
3	5	0	2	2	9	1	3	1	5	10	19
4	3	2	2	0	7	6	4	1	5	16	23
5	7	3	0	8	18	1	2	3	4	10	28
6	4	7	12	16	39	5	5	4	5	19	58
7	12	16	6	12	46	5	6	4	9	24	70
8	12	7	18	14	51	11	6	4	10	31	82
9	11	12	13	13	49	6	14	12	4	36	85
10	9	13	11	15	48	9	6	7	14	36	84
11	12	13	11	9	45	6	6	9	10	31	76
PM											
12	14	21	12	9	56	12	18	20	13	53	119
1	23	5	14	18	60	16	14	17	16	63	123
2	11	23	14	22	70	18	15	23	24	80	150
3	18	20	19	21	78	16	20	25	22	83	161
4	21	23	19	18	81	17	25	22	22	86	167
5	22	25	15	26	88	29	21	27	27	103	191
6	27	15	22	16	80	31	25	21	23	100	180
7	28	34	22	23	107	29	27	29	32	117	224
8	20	20	18	17	75	20	17	33	16	86	161
9	18	25	35	22	100	23	23	17	16	79	179
10	19	18	30	26	93	12	22	12	14	60	153
11	26	26	20	21	93	10	23	15	18	66	159
TOTALS					1363					1275	2638

AM PEAK HOUR IS 8:45 TO 9:45

VOLUME SB : 50 NB : 42 COMBINED: 92  
 DIRECTIONAL SPLIT 54% 46%  
 PEAK HOUR FACTOR 0.89 0.75 0.88

PM PEAK HOUR IS 7:00 TO 8:00

VOLUME SB : 107 NB : 117 COMBINED: 224  
 DIRECTIONAL SPLIT 48% 52%  
 PEAK HOUR FACTOR 0.79 0.91 0.92

This is to certify that the attached documentation regarding 24-hour traffic volume has been obtained by an actual mechanical count taken at the location and date noted on the traffic count printout.

*Mark A. Kluesener* 9-25-96  
 SIGNATURE DATE

## **MASS TRANSIT UTILIZATION OF MANGHAM DRIVE**

As per the attached letter from Metro, 38 buses utilize the above corridor per day during the weekdays. The average number of riders is 12 per trip, (based on the noted range of 5 to 20 passengers).

Based on the above, an average number of bus passengers per day (during the week day) is 456.



Planning  
and  
Development  
Department  
(513) 632-7543  
FAX (513) 632-7694

September 18, 1996

Mr. David Emerick  
CDS Associates, Inc.  
11120 Kenwood Road  
Cincinnati, Ohio 45242

Dear Mr. Emerick:

The Southwest Ohio Regional Transit Authority (SORTA), more commonly known as The Metro, operates fixed route public transit service on five of the seven street segments included in the fax that you sent to us. This service is as follows:

On State Route 4 between State Route 126 and State Route 747

This segment is served by Metro Route 78 Tri-County. Metro operates 31 one-way trips on weekdays, 27 one-way trips on Saturdays and 21 one-way trips on Sundays and holidays on this portion of the route. There are usually between 5 to 25 passengers on board on each trip on this street segment.

On Sharon Road between Ballinger Road and State Route 4

This segment is served by Metro Route 20 Tri-County. Metro operates 31 one-way trips on weekdays and 23 one-way trips on Saturdays on this part of the route. There are usually between 5 to 20 passengers on board on this street segment.

On East Kemper Road between State Route 747 and the CSX railroad bridge to the east

This segment is served by Metro Route 20 Tri-County and Metro Route 78 Tri-County. Combined, Metro operates 62 one-way trips on weekdays, 50 one-way trips on Saturdays and 21 one-way trips on Sundays and holidays on this part of the route. There are usually between 5 and 20 passengers on board on this street segment.

Metro is a non-profit  
public service of  
Southwest Ohio Regional  
Transit Authority

Emerick letter  
page -2-

On Mangham Drive in Lincoln Heights

This segment is served by Route 78 Lincoln Heights. Metro operates 38 one-way trips on weekdays, 28 one-way trips on Saturdays and 23 one-way trips on Sundays and holidays on this part of the route. There are usually between 5 to 20 passengers on board on this street segment.

On Chicago Avenue in Lincoln Heights

This segment is also served by Route 78 Lincoln Heights. Metro operates 38 one-way trips on weekdays, 28 one-way trips on Saturdays and 23 one-way trips on Sundays and holidays on this part of the route. There are usually between 5 to 20 passengers on board on this street segment.

Metro does not operate any fixed route bus service on Kemper Road between Reed Hartman Highway and Snyder Road or on Northland Blvd. between Waycross Road and the Forest Park east corporation line.

Thanks for your interest in Metro service. If I can be of any further assistance, please let me know.

Sincerely,

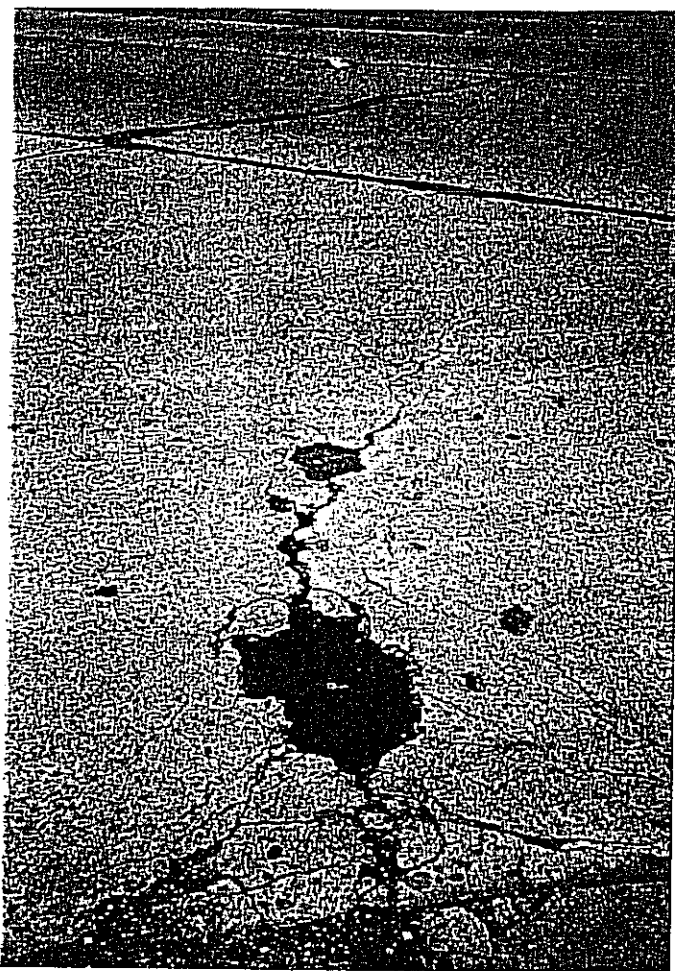


Ted C. Meyer  
Manager of Planning & Scheduling



*THE CONCRETE PORTION OF MANGHAM DRIVE HAS SEVERE JOINT FAILURE ALONG THE CENTERLINE, AND ALSO AT THE TRANSVERSE JOINTS. THE JOINTS HAVE BEEN REPAIRED SEVERAL TIMES.*





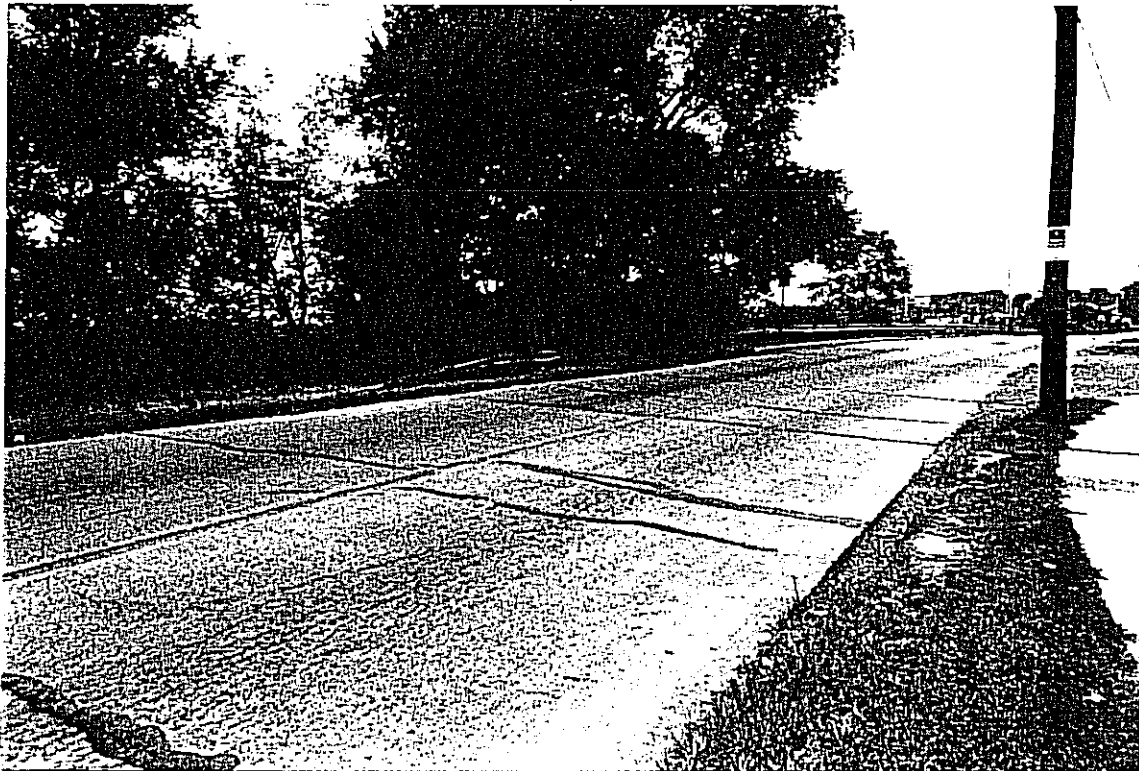
*THE INTERSECTION OF CHAMBERLAIN HAS MEDIUM SEVERITY D-CRACKING AND SPALLING. NOTE THERE IS NO JOINT IN THIS CORNER SLAB.*



*TYPICAL HIGH SEVERITY TRANSVERSE JOINT FAILURE. CURRENTLY, THE SPACING BETWEEN TRANSVERSE JOINTS AVERAGES 50 FEET.*



*THE EXISTING GUARDRAIL IS BADLY RUSTED AND DAMAGED. NEED TO ADD NEW CURB AND GUTTER, CATCH BASINS AND STORM SEWER PIPE TO IMPROVE AND CONTROL DRAINAGE.*

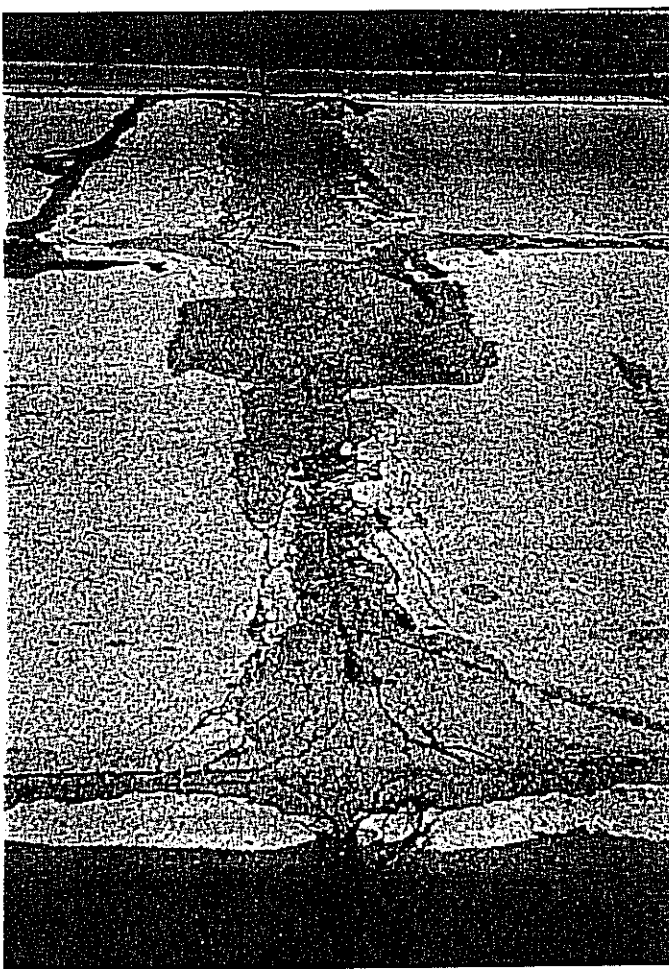




*MORE TYPICAL HIGH SEVERITY TRANSVERSE JOINT FAILURE. THE EXISTING GUARDRAIL IS BADLY RUSTED AND DAMAGED.*



*THE ASPHALT AT THE INTERSECTION OF LINDY DRIVE NEEDS TO BE PLANED OFF TO MEET GRADE.*



*TYPICAL HIGH SEVERITY TRANSVERSE JOINT FAILURE.*



*TYPICAL HIGH SEVERITY TRANSVERSE JOINT FAILURE. TYPICAL MEDIUM-HIGH LONGITUDINAL JOINT FAILURE. NOTE THAT THERE ARE TWO TRANSVERSE CRACKS THAT RUN COMPLETELY ACROSS THE PAVEMENT BEFORE THE NEXT JOINT. THIS IS TYPICAL DUE TO THE SPACING BETWEEN JOINTS, WHICH AVERAGES 50 FEET.*

## 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 <u>  X  </u>
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.

The concrete portion of Mangham Drive has severe longitudinal and transverse joint failure. The existing curb and gutter is badly cracked and deteriorated. There are portions of Mangham Drive where there are no existing curb and gutter, which leads to poor drainage and pavement undermining. The existing catch basins and concrete blockouts at the catch basins are very badly cracked and deteriorated. The existing guardrail is in very poor condition. This area has been patched several times and continues to deteriorate due to base course failure.

- 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.

  2   weeks   months   (Circle one)

Are preliminary plans or engineering completed?	Yes	<input type="radio"/>	<input checked="" type="radio"/> No	
Are detailed construction plans completed?	Yes	<input type="radio"/>	<input checked="" type="radio"/> No	
Are all right-of-way and easements acquired? *	Yes	<input type="radio"/>	<input type="radio"/> No	<input checked="" type="radio"/> N/A

\* Please answer the following if applicable:

No. of parcels needed for project:   0   of these, how many are Takes   0  ,  
Temporary   0  , Permanent   0  .

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

Are all utility coordinations completed Yes  No  N/A

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

  3   weeks   months



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

ADT = 2,638 x 1.20 = 3,166 users / day

3,166 + 456 (daily mass transit users) = 3,622 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 south end of Mangham Drive handles traffic exiting and entering southbound I-75 at the Lincoln Heights exit providing interstate access for Lincoln Heights, Lockland and Reading. The northern end of Mangham Drive provides access across I-75 to G.E. and Evendale via Neuman Way. This portion of Mangham Drive has daily metro public transit service (see attached). The south end, from Shepherd to Chamberlin, and the north end from Adams to Chicago, have both been rehabilitated within the last several years. This project will complete the repair of Mangham Drive.

- 9) For roadway betterment projects, please 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.)

N/A  
\_\_\_\_\_  
\_\_\_\_\_

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 rehabilitation of Mangham Drive will have no direct impact on economic growth. However, Mangham Drive does provide interstate access to the only industrial area in Lincoln Heights, near the north end of Mangham Drive. Maintaining this access in good repair will be a factor in the industrial area remaining viable.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

12) What fees, levies or taxes pertain 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).

\$5.00 additional Motor Vehicle Permissive Fee.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



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

**NAME OF APPLICANT:** \_\_\_\_\_

**NAME OF PROJECT:** \_\_\_\_\_

**SCIP**

**LTIP**

FIELD SCORE: \_\_\_\_\_

FIELD SCORE: \_\_\_\_\_

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>20</u>	X	<u>5</u>	=	<u>100</u>
23 - Critical						
20 - Very Poor	LTIP	<u>20</u>	X	<u>1</u>	=	<u>20</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>0</u>	X	<u>1</u>	=	<u>0</u>
20 - Considerably significant importance						
15 - Moderate importance	LTIP	<u>0</u>	X	<u>4</u>	=	<u>0</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>0</u>	X	<u>1</u>	=	<u>0</u>
20 - Considerably significant importance						
15 - Moderate importance	LTIP	<u>0</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>20</u>	X	<u>3</u>	=	<u>60</u>
20 - Second priority project						
15 - Third priority project	LTIP	<u>20</u>	X	<u>1</u>	=	<u>20</u>
10 - Fourth priority project						
5 - Fifth priority project or lower						

5) Will the completed project generate user fees or assessments?  
 10 - No  
 0 - Yes

SCIP 10 X .5 = 50  
 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  
 7 - The project will directly secure new employers  
 5 – The project will secure new employers  
 3 – The project will permit more development  
 0 – The project will not impact development

SCIP 0 X 0 = 0  
 LTIP 0 X 4 = 0

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%

SCIP 0 X 5 = 0  
 LTIP 0 X 1 = 0

8) Matching Funds - OTHER  
 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%

SCIP 8 X 2 = 16  
 LTIP 8 X 5 = 40

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

SCIP 2 X 0 = 0  
 LTIP 2 X 10 = 20

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

$$\text{SCIP } \underline{4} \times \underline{0} = \underline{0}$$

8 -

6 - Moderate impact

$$\text{LTIP } \underline{4} \times \underline{1} = \underline{4}$$

4 -

2 - Minimal or no impact

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

10 Points

$$\text{SCIP } \underline{10} \times \underline{2} = \underline{20}$$

8 Points

6 Points

4 Points

2 Points

$$\text{LTIP } \underline{10} \times \underline{0} = \underline{0}$$

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

$$\text{SCIP } \underline{0} \times \underline{2} = \underline{0}$$

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

$$\text{LTIP } \underline{0} \times \underline{2} = \underline{0}$$

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

$$\text{SCIP } \underline{2} \times \underline{2} = \underline{4}$$

8 - 12,000 to 15,999

6 - 8,000 to 11,999

4 - 4,000 to 7,999

2 - 3,999 and under

$$\text{LTIP } \underline{2} \times \underline{5} = \underline{10}$$

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

$$\text{SCIP } \underline{3} \times \underline{5} = \underline{15}$$

3 - One of the above

0 - None of the above

$$\text{LTIP } \underline{3} \times \underline{5} = \underline{15}$$

## 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.