APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99 CB16D

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

SUBDIVISION: GREEN TOWNSHIP CODE # 061-31752

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 9/21/99

CONTACT: Fred B. Schlimm, Jr. PHONE # (513) 574-8832 (THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE DURING BUSINESS HOURS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX: (513) 574-6260 E-MAIL _____

PROJECT NAME: Perinwood Ln.& Spechtview Dr. Reconstruction

SUBDIVISION TYPE
(Check Only 1)
__ 1.County
__ 2.City
__ 3.Township
__ 4.Village
__ 5.Water/Sanitary District
(Section 6119 or 6117 O.R.C.)

FUNDING TYPE REQUESTED
(Check All Requested & Enter Amount)
_X_ 1. Grant $220,780.00
__ 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: $315,400.00 FUNDING REQUESTED: $220,780.00

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT: $_____ LOAN ASSISTANCE: $_____
SCIP LOAN: $_____ RATE:_____% TERM:_____yrs.
RLP LOAN: $_____ RATE:_____% TERM:_____yrs.

(Check Only 1)
__ State Capital Improvement Program
__ Local Transportation Improvements Program
___ Small Government Program

FOR OPWC USE ONLY

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

APPROVED FUNDING: $_____
Loan Interest Rate: _____%
Loan Term: _____years
Maturity Date: _____
Date Approved: _____
SCIP Loan _____ RLP Loan _____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:
(Round to Nearest Dollar)

		TOTAL DOLLARS	Force Account Dollars
a.)	Basic Engineering Services:	$_____.00	_____
	Preliminary Design $_____		
	Final Design $_____		
	Bidding $_____		
	Construction Phase $_____		
	Additional Engineering Services *Identify services and costs below.	$_____.00	_____
b.)	Acquisition Expenses: Land and/or Right of Way	$_____.00	_____
c.)	Construction Costs:	$315,400.00	_____
d.)	Equipment Purchased Directly:	$_____.00	
e.)	Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)	$_____.00	
f.)	Construction Contingencies:	$_____.00	
g.)	TOTAL ESTIMATED COSTS:	$315,400.00	

*List Additional Engineering Services here:

Service: Cost:

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

		DOLLARS	%
a.)	Local In-Kind Contributions	$ .00	
b.)	Local Revenues	$ 94,620 .00	30%
c.)	Other Public Revenues		
	ODOT	$ .00	
	Rural Development	$ .00	
	OEPA	$ .00	
	OWDA	$ .00	
	CDBG	$ .00	
	OTHER_____	$ .00	
	SUBTOTAL LOCAL RESOURCES:	$ .00	
d.)	OPWC Funds		
	1. Grant	$ 220,780 .00	70%
	2. Loan	$ .00	
	3. Loan Assistance	$ .00	
	SUBTOTAL OPWC FUNDS:	$ .00	
e.)	TOTAL FINANCIAL RESOURCES:	$ 315,400 .00	100%

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 the project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Perinwood Ln. & Spechtview Dr. Reconstruction

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

A: SPECIFIC LOCATION:

Spechtview Drive - Hearne Rd. to Perinwood Ln. (entire length)

Perinwood Lane - Spechtview Dr. to House #6819

PROJECT ZIP CODE: 45248

B: PROJECT COMPONENTS:

Removal of existing pavement to sub-grade. Undercut and repair sub-grade. Rebuild catch basins. Rebuild pavement with 13" crushed stone, geogrid fabric, overlay with 7" asphalt. Reconstruct curb where needed.

C: PHYSICAL DIMENSIONS:

Perinwood Lane - 2 Lanes
28' Width
620' Length

Spechtview Drive - 2 Lanes
28' Width
470' Length

D: DESIGN SERVICE CAPACITY:

Detail current service capacity versus proposed service level.

Reconstruction to maintain present service capacity.

Road or Bridge: Current ADT 300 Year: 99 Projected ADT:_____ Year:_____

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

Stormwater: Number of households served:_____

2.3 USEFUL LIFE/COST ESTIMATE: Project Useful Life: 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 $ 315,400.00

TOTAL PORTION OF PROJECT NEW/EXPANSION $ _____

4.0 PROJECT SCHEDULE:*

		BEGIN DATE	END DATE
4.1	Engineering/Design:	1/10/00	6/30/00
4.2	Bid Advertisement and Award:	7/1/00	7/28/00
4.3	Construction:	8/15/00	12/15/00
4.4	Right-of-Way/Land Acquisition:	/ /	/ /

* 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 PROJECT OFFICIALS:

5.1 CHIEF EXECUTIVE OFFICER: Thomas R. Maley
TITLE: Administrator
STREET: 6303 Harrison Avenue
CITY/ZIP: Cincinnati, Ohio 45247
PHONE: (513) 574 - 4848
FAX: (513) 574- - 6260
E-MAIL:

5.2 CHIEF FINANCIAL OFFICER: Stephen E. Grote
TITLE: Clerk
STREET: 6303 Harrison Avenue
CITY/ZIP: Cincinnati, Ohio 45247
PHONE: (513) 574 - 4848
FAX: (513) 574 - 6260
E-MAIL:

5.3 PROJECT MANAGER: Fred B. Schlimm, Jr.
TITLE: Supt. of Roads.,Maint.,Public Works
STREET: 6303 Harrison Avenue
CITY/ZIP: Cincinnati, Ohio 45247
PHONE: (513) 574 - 8832
FAX: (513) 574 - 6260
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.

[ ] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.

[ ] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.

[X] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)

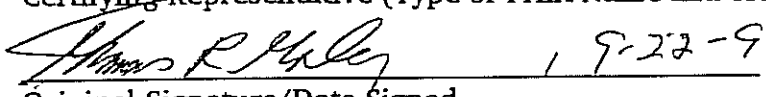
[X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission as identified in the attached legislation; (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 for 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 from the project.

Thomas R. Maley, Administrator
Certifying Representative (Type or Print Name and Title)



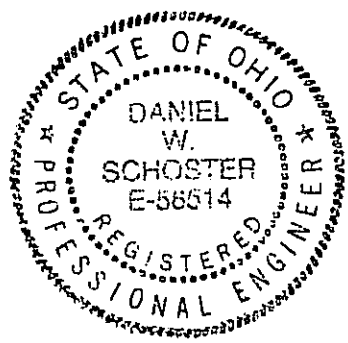
, 9-22-99
Original Signature/Date Signed

PROJECT: SPECHTVIEW AND PERINWOOD DRIVES
ENG. EST.: $315,400

DESCRIPTION	UNIT	ENGINEER'S ESTIMATE QUAN	UNIT	TOTAL
REMOVE EX. PAVEMENT	SY	5,100	6.00	$ 30,600.00
UNDERCUT, REMOVE & REPLACE	CY	1,000	50.00	$ 50,000.00
CURB TYPE 6 (SPOT REPLACEMENT)	LF	2,500	10.00	$ 25,000.00
REMOVE & REPLACE CONCRETE DRIVE APRONS	SY	300	35.00	$ 10,500.00
CATCH BASIN CB-3	EA	9	1,500.00	$ 13,500.00
STORM MANHOLE TYPE 3	EA	4	1,800.00	$ 7,200.00
12" RCP	LF	200	45.00	$ 9,000.00
24" RCP	LF	200	80.00	$ 16,000.00
ODOT 304 STONE	CY	800	40.00	$ 32,000.00
ODOT 301 ASPHALT BASE	CY	350	70.00	$ 24,500.00
ODOT 404 ASPHALT SURFACE	CY	350	70.00	$ 24,500.00
TENSAR GEOGRID	SY	400	2.00	$ 800.00
EMBANKMENT	CY	300	3.00	$ 900.00
EXCAVATION	CY	300	3.00	$ 900.00
TOPSOIL & SODDING	SY	1,400	5.00	$ 7,000.00
ADJUSTING EX. UTILITIES	LS	1	20,000	$ 20,000.00
WATERWORKS	LS	1	30,000	$ 30,000.00
MAINTAIN TRAFFIC	LS	1	5,000	$ 5,000.00
CONSTRUCTION LAYOUT	LS	1	8,000	$ 8,000.00
	TOTAL ESTIMATED COST			$ 315,400.00

I HEREBY CERTIFY THIS TO BE AN ACCURATE ESTIMATE OF THE PROPOSED PROJECT.
THE USEFUL LIFE OF THIS PROJECT IS 20 YEARS.

Daniel W. Schoster, P.E.



green township

ROADS & MAINTENANCE DEPARTMENT
PARKS
6303 HARRISON AVENUE • CINCINNATI, OHIO 45247-6498 • (513) 574-8832

I Stephen E. Grote, hereby certify as Green Township Clerk, that the funds being used as the local share for the Perinwood Lane & Spechtview Drive Reconstruction project will be encumbered in January, 2000 and will be available July 1, 2000. These funds total thirty-percent (30%) of the estimated cost or $94,620.00.

SIGNATURE _____

TITLE _____

DATE 9/1/99

green township

administration offices

6303 harrison avenue · cincinnati, ohio 45247-6498 · (513) 574-4848/fax 574-6260

RESOLUTION #99-0913-D

DIRECTING ROAD SUPERINTENDENT TO APPLY FOR FINANCIAL ASSISTANCE IN 1999 FROM OHIO PUBLIC WORKS COMMISSION

BY THE BOARD:

WHEREAS, the Hamilton County Engineer has notified all Hamilton County Jurisdictions that the District #2 (Hamilton County) Integrating Committee will be accepting applications for 2000 Ohio Public Works Commission financial assistance through September 24, 1999; and

WHEREAS, the Superintendent of Roads and Maintenance feels the Perinwood Lane & Spechtview Drive Reconstruction Project will qualify for financial assistance; and

WHEREAS, the Road Superintendent prepared the following project construction cost estimate:

PROJECT NAME & STREET INCLUDED	EST. TWP. COST $	EST. GRANT COST $	EST. TOTAL COST $
Perinwood Lane & Spechtview Drive Reconstruction Project Perinwood (east terminus to house number 6819) Spechtview (entire length-Hearne Rd. to Perinwood)	94,620.00	220,780.00	315,400.00

WHEREAS, Ohio Revised Code 5571.01 gives the Township Trustees authority to construct, reconstruct, resurface or improve any public road or part thereof under their jurisdiction; and

WHEREAS, Perinwood Lane and Spechtview Drive are a part of the Township Road System under the jurisdiction of this Board of Trustees.

NOW THEREFORE BE IT RESOLVED that this Board does hereby order its Superintendent of Roads and Maintenance to prepare the necessary application for Ohio Public Works Commission financial assistance in the amount of $220,780.00 for the Perinwood Lane & Spechtview Drive Reconstruction Project and further directs its Administrator, as Chief Executive Officer for the Township, to execute this application and submit it to the proper authorities.

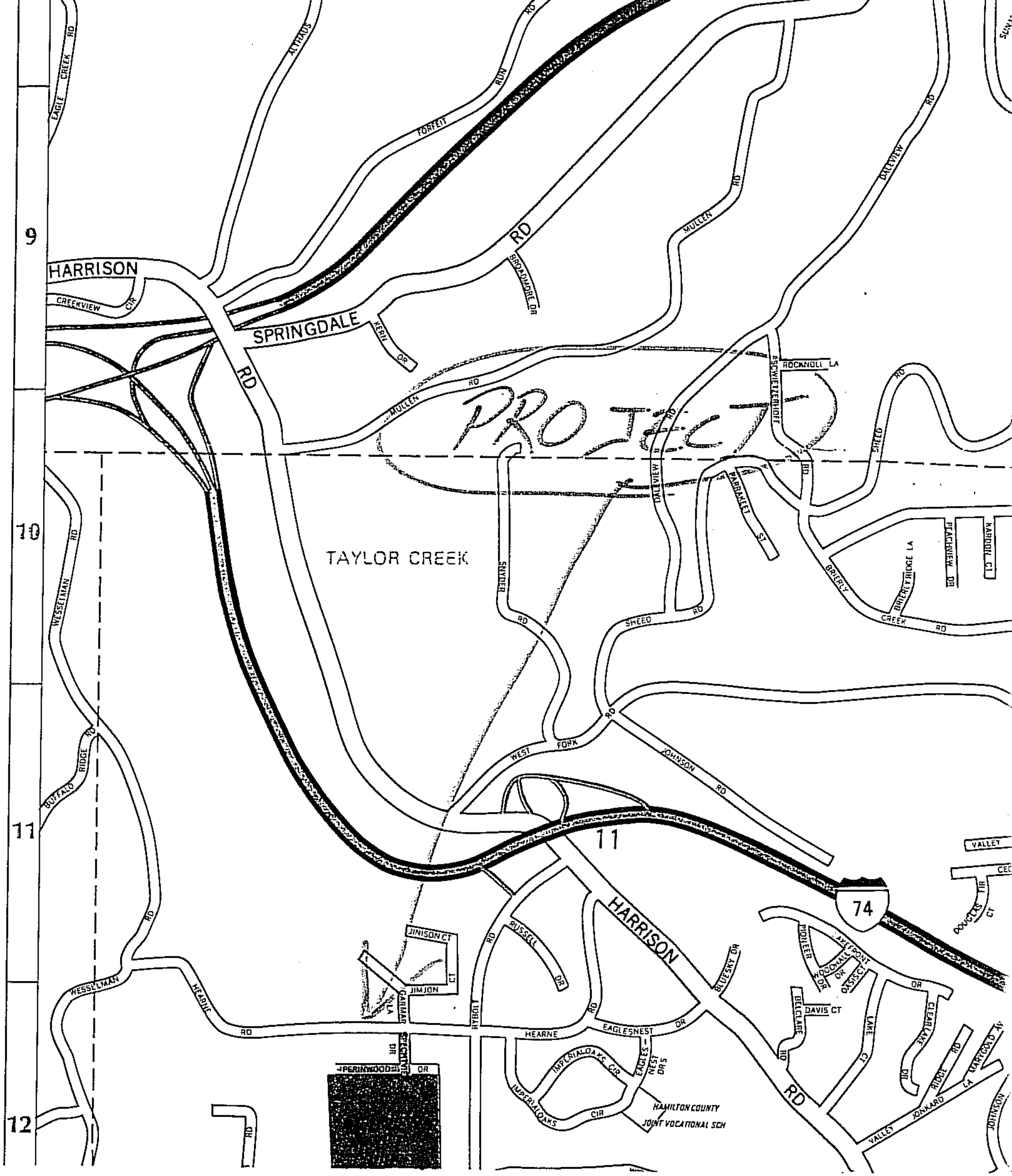
ADOPTED AT THE REGULAR MEETING of the Board of Township Trustees of Green Township, Hamilton County, Ohio the 13th day of September, 1999.

Mr. Upton Yes Mr. Proffitt Yes Mr. Seitz Yes

CERTIFICATE OF CLERK

IT IS HEREBY CERTIFIED that the foregoing is a true and correct transcription of a resolution adopted by the Board of Trustees in session this 13th day of September, 1999.

Stephen E. Grote
by Joyce McKamey-Waters, Clerk
Stephen E. Grote
Green Township Clerk
Hamilton County, Ohio


9
10
11
12
HARRISON
RD
SPRINGDALE
RD
MULLEN RD
CREEKVIEW CIR
BROADMORE DR
KERI DR
ROCKNOLL LA
SHEED RD
DALEVIEW RD
SNYDER RD
PARRAKEET ST
TAYLOR CREEK
PEACHVIEW DR
HARDIN CT
BRIERLY CREEK RD
BRIERLYRIDGE LA
WESSELMAN RD
BUFFALO RIDGE RD
WEST FORK RD
JOHNSON RD
HARRISON RD
74
VALLEY
DOUGLAS FIR CT
RUSSELL DR
JINISON CT
JIMJON CT
HEARNE RD
EAGLESNEST DR
IMPERIALOAKS CIR
HAMILTON COUNTY JOINT VOCATIONAL SCH
BLUESKY DR
DAVIS CT
CLEARLAKE DR
LAKE CT
VALLEY JONKARD RD
RIDGE RD
MARIGOLD LA
PERINWOOD DR
FORFEIT RUN
EAGLE CREEK RD
ALTHAUS
PROJECT

REDI-LETTER©

TO: JOE LAMBING FROM: TERRY GABLE

SUBJECT: STREET REPAIRS Hotbox DATE: 3/16/99

MESSAGE: WILLIAM WILSON OF 6837 PERINWOOD, 598-5980 CALLED AND ASKED WHEN AND IF REPAIRS COULD BE MADE TO HIS STREET AND TO SPECHTVIEW. HE STATES THAT THERE ARE SOME VERY LARGE POTHOLES AND RUTS IN THE STREETS.

J. Sabelon 4-22 99

SIGNED:

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

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.

__6__ (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. __6__ 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.

Driving the posted speed limit on these two streets is virtually impossible. Reconstruction will create a smooth, safely driveable surface. Present pavement conditions prohibit optimum drainage that has resulted in yard flooding problems, and large areas of standing water.

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 30 %

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 = 300 X 1.20 = 360 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.

Residential

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)

Numerous building lots are available at the western end of Perinwood Drive. Sales are not good due to the effect these streets have on potential buyers' impression of the area. Reconstruction will address this matter spurring development of the approximately 40 acres in question.

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)

Street Levy 1 Mill

$5 License Fee

ADDITIONAL SUPPORT INFORMATION

PRIORITY LIST OF PROJECTS
PROGRAM YEAR 2000
ROUND 14

Name of Jurisdiction: GREEN 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.

Priority	Name of Project (*as listed on the application*)
1	Moonridge Drive (North) Reconstruction
2	Perinwood Lane & Spechtview Drive Reconstruction
3	
4	
5	

ADDITIONAL SUPPORT INFORMATION

Item 1.

Perinwood Lane and Spechtview Drive are streets with a history of infrastructure related problems. At the root of these problems is the shoddy manner in which they were constructed. Unsuitable sub-base and base material, and/or poor compaction have resulted in massive base and pavement failures. These failures have resulted in large areas of both heaved and sunken pavement. Alligator cracking is prevalent throughout, with mud pumping through the asphalt surface in numerous areas. Simple rehabilitation of these streets is not feasible. The photos supplied with this application demonstrate vividly the conditions present. Conditions such as those shown in the photos are not isolated areas, but represent the conditions to be found on the majority of both streets.

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

NAME OF APPLICANT: GREEN TWP.

NAME OF PROJECT: PERINWOOD & SPECHTVIEW

SCIP	LTIP
FIELD SCORE: 331	FIELD SCORE: 131
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
(23) - Critical
20 - Very Poor
17 - Poor
15 - Moderately Poor
10 - Moderately Fair
5 - Fair Condition
0 - Good or Better

SCIP 23 X 5 = 115
LTIP 23 X 1 = 23

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

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
(0) - No measurable impact

SCIP 0 X 1 = 0
LTIP 0 X 4 = 0

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

YARD FLOODING
LG. AREAS OF STANDING WATER

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
(10) - Minimal importance
0 - No measurable impact

SCIP 10 X 1 = 10
LTIP 10 X 0 = 0

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
(20) - Second priority project
15 Third priority project
10 - Fourth priority project
5 - Fifth priority project or lower

SCIP 20 X 3 = 60
LTIP 20 X 1 = 20

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%

30%

SCIP 6 X 5 = 30
LTIP 6 X 1 = 6

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%

0%

SCIP 0 X 2 = 0
LTIP 0 X 5 = 0

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
8 -
6 - Moderate impact
4 -
(2) Minimal or no impact

SCIP 2 X 0 = 0
LTIP 2 X 1 = 2

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

10 Points
8 Points
(6) Points
4 Points
2 Points

SCIP 6 X 2 = 12
LTIP 6 X 0 = 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
8 – 80% reduction in legal load or 4 wheeled vehicles only
7 – Moratorium on future development, *not* functioning for current demand
6 – 60% reduction in legal load
5 - Moratorium on future development, functioning for current demand
4 – 40% reduction in legal load
2 – 20% reduction in legal load
(0) Less than 20% reduction in legal load

SCIP 0 X 2 = 0
LTIP 0 X 2 = 0

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
8 - 12,000 to 15,999
6 - 8,000 to 11,999
4 - 4,000 to 7,999
(2) 3,999 and under

360

SCIP 2 X 2 = 4
LTIP 2 X 5 = 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
3 - One of the above
0 - None of the above

ROAD LEVY
$5 P FEE

SCIP 5 x 5 = 25
LTIP 5 x 5 = 25

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:

Existing users **x** design year factor = projected users

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

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

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.