

## District Eight 2002 / PY 17 PROJECT EVALUATION FORM

This form is to be used for both **SCIP** and **LTIP** projects. **Remember** that only transportation projects (roads, bridges, and culverts) are eligible under LTIP.

PROJECT NAME: \_\_\_\_\_ APPLICANT: \_\_\_\_\_

POINTS     Please circle number of points and write in space provided.

**\_\_\_ 1. For projects other than resurfacing or ditches, determine the readiness of this project to proceed. If an engineer has been hired, what is the status of plans as of project submittal date?**

- |                                                      |                                  |
|------------------------------------------------------|----------------------------------|
| <b>15</b> - Plans completed, approved (ready to bid) | <b>7</b> - Plans 40-54% complete |
| <b>13</b> - Plans 85-100% complete                   | <b>5</b> - Plans 25-39% complete |
| <b>11</b> - Plans 70-84% complete                    | <b>3</b> - Plans 10-24% complete |
| <b>9</b> - Plans 55-69% complete                     | <b>0</b> - Plans 0-10% complete  |

**Is the Engineer's Progress Certification attached? \_\_\_ Yes No**

To receive 15 points all plans have to be signed and stamped, permits received or applied for, rights of way purchased or in process. (Submit supporting documentation) For projects with the ODOT, plans are considered complete if ODOT has approved the project; final mylars have been submitted; rights of way have been purchased or are in the process of being purchased; and a sale date has been set by ODOT. Plans must be submitted at the time of application.

**\_\_\_ 2. What type of project is proposed?**

- |                                       |                                      |
|---------------------------------------|--------------------------------------|
| <b>15</b> - Repair/replacement only   | <b>6</b> - 40-59% repair/replacement |
| <b>12</b> - 80-99% repair/replacement | <b>3</b> - 20-39% repair/replacement |
| <b>9</b> - 60-79% repair/replacement  | <b>0</b> - 0-19% repair/replacement  |

All new attributes are to be considered "new" in calculating #2. Additional lanes to an existing road are "new". Additional sewer capacity to serve development is "new". Construction of new storm sewers or sidewalks where none existed is "new". The replacement of infrastructure that is not intended to serve additional area or increase capacity but that results in an increase in size due to current design standards is "repair/replacement". For example, if an existing road has 10' wide lanes and it is to be widened to 12' to meet current standards, the additional 2' is "repair/replacement".

**\_\_\_ 3. Using averages when necessary, what is the age of the infrastructure to be replaced?**

**12** - 50 years or greater      **8** - 25-49 years      **4** - 1-24 years      **0** - new project

This refers to time since the last like repair. For example, if a road is to be reconstructed, the age would be to when the road was originally built or reconstructed. If the road were to be re-surfaced, the age would be to when the existing road surface was installed. "New" appurtenances that do not total more than 10% of the total construction cost of the project shall not be used to determine the age of the existing infrastructure.

**\_\_\_ 4. Is the existing infrastructure designated a risk to health or safety by an independent government agency (state, federal, etc.)?**

**6** - Use of infrastructure is currently banned  
**3** - Use of infrastructure is currently restricted  
**0** - No

This requires a letter from a federal, state or appropriate county official enforcing a ban or limitation on the infrastructure. For example, an EPA letter that places a hook-up ban on a sewage treatment plant that was originally designed for more flow, or a ban on water hook ups in a system that does not have adequate pressure, or a weight limit on a road that was originally designed to handle more traffic. If the restriction is a load limit placed on a road by a local government, the applicant should document that the load limit was imposed because of a structural or design problem and the proposed project will eliminate the problem resulting in the load limit being lifted. A classification of inadequate given to a road by the Akron Metropolitan Traffic Study (AMATS) is not acceptable.

**\_\_\_ 5. Estimated useful life of project in years?  
(Minimum seven years useful life for project)**

**15** - 50 yrs. & Over                      **6** - 20-29 yrs.  
**12** - 40-49 yrs.                            **3** - 7 – 19 yrs.  
**9** - 30-39 yrs.                              **0** - less than 7 yrs.

New underground water or sewer pipes - 50 years; insituform lining - 35 yrs. corrugated pipes - 20 yrs.; total road reconstruction inc. base - 40 yrs.; road re-surfacing and/or re-ditching - 10 years; curbs, road under drain - 30 yrs.; sidewalks - 30 yrs; Water treatment plant structure - 50 yrs., internal equipment - 25 years; new bridge - 50 yrs., bridge deck replacement - 25 years; Pump stations and internal equipment - 25 years; Traffic signals - 25 years.

**\_\_\_ 6. Will the project generate additional direct user fees or specific project assessments equal to a percentage of the total project costs as express below?**

- 10** - 30% or greater    **7** - 20-29%    **4** - 10-19%    **2** - 5-9%  
**0** - less than 5%

User fees must be directly connected to the improvements. They cannot be a "blanket " fee or assessment. Applications, which are to be financed with a specific assessments or user fees, must have an ENDORSED ordinance or resolution from the applicant's governing body that states the intent to assess or impose user fees and the rate at which they will be imposed.

**\_\_\_ 7. What is the number of persons benefiting from this project per one thousand dollars of State SCIP funds? (Section 2.5) X 1,000/OPWC funds)**

- 15** - 101 or more    **6** - 5-15  
**12** - 41-100    **3** - 1-4  
**9** - 16-40    **0** - Less than one.

For road, street and bridge projects use the current Average Daily Traffic (ADT). For water or sewer projects, use the number of persons directly affected by the project. This information must be submitted at the time of application.

**\_\_\_ 8. Are federal or state funds appropriated/approved for a portion of this project?**

- 5** - 20% or greater    **3** - less than 20% but greater than 5%  
**0** - less than 5%

**\_\_\_ 9. Is this project a joint application with other local jurisdictions? (Resolutions and financial participation?)**

- 20** - 4 or more jurisdictions involved    **10** - 2 jurisdictions involved  
**15** - 3 jurisdictions involved    **0** - Not a joint application

An ENDORSED ordinance or resolution from each applicant in a joint application is required. Each joint applicant must contribute at least 20% of the local cash share or a minimum of \$50,000. In-kind services are not credited as part of a local share. All joint applicants must demonstrate a substantive benefit from the project. To be considered as an eligible joint applicant, the applicant must be eligible under OPWC rules.

**\_\_\_ 10. What is community's per capita income?**

- 15** - Less than 80% of median for Summit County
- 12** - 80-95% of median for Summit County
- 9** - 96-110% of median for Summit County
- 6** - 111-125% of median for Summit County
- 3** - Greater than 125% of median for Summit County

For joint applications, pro-rate the points by the % of local share. For County projects, use the income of the local community where the project is located.

**\_\_\_ 11. What is the local revenue as portion of total project costs? (Local In-Kind + Local Public + Local Private) divided by (Total Project Costs)**

- 20** - 50% or more
- 15** - 30-49%
- 10** - 10-29%
- 0** - less than 10%

The designated local revenue portion shall be committed by ordinance or resolution and shall state the project local share and the source of the local share, or authorize the chief financial officer to certify the local share amount and source.

**\_\_\_ 12. Preferred form of funding for SCIP projects.**  
(LTIP is for grants ONLY)

- 10** - Credit enhancement
- 8** - Direct loan, 6% interest
- 6** - Direct loan, 3% interest
- 4** - Direct loan, 0% interest
- 0** - Grant

Pro-rate if combined funding requested (ex. 50% grant X 0, plus 50% direct loan, 0% interest X 4 = 2 points.)

**\_\_\_ 13. Is this project designated for a Procurement MBE set-aside?**

- Yes 2 pts**
- No 0 pts**

The value of professional design services (including engineering services) contained in project applications will no longer be considered in determining the MBE percentage requirements for contracts for construction or purchases of supplies or services. The application must identify the item(s) to be procured.

**\_\_\_ 14. Discretionary Points (Maximum 5 points)**

**NOTE:** These points will be awarded by *unanimous agreement of the Technical Advisory Committee and approval by the Integrating Committee*. The following criteria are among those considered by the District 8 TAC to determine whether a project might receive discretionary points. However, any factor that the TAC determines to be significant, but is not addressed by other questions on the Project Evaluation Form, may be considered for discretionary points. Points are awarded based on the judgment of the TAC, and no specific value is assigned to any of the listed criteria.

Flooding resulting in property damage

Undersized underground utilities or numerous breaks in underground utilities and infrastructure resulting in interruptions in service or inadequate fire service

Dangerous intersection/road section

Catastrophic event

Emergency disruptions in infrastructure

**Total possible SCIP points - 165**

**Total possible LTIP points - 155**

Total points for this project:

SCIP \_\_\_\_\_ LTIP \_\_\_\_\_

All applicants please consult the District 8 Information Packet

For assistance, contact **Robert Corlett, District 8 Liaison** at **(330) 643-2567**, FAX (330) 643-2886; E-mail [rcorlett@exec.summitoh.net](mailto:rcorlett@exec.summitoh.net). Or **Michael Miller, Ohio Public Works Commission**, **(614) 752-9343**, FAX (614) 466-4664, E-mail [michael.miller@pwc.state.oh.us](mailto:michael.miller@pwc.state.oh.us).

Additional information is available at [www.co.summit.oh.us](http://www.co.summit.oh.us) Development **Department** under **Capital Improvements** or the **Ohio Public Works Commission** at [www.pwc.state.us.oh](http://www.pwc.state.us.oh)