



Public Works Commission

Application for Financial Assistance

IMPORTANT: Please consult "Instructions for Financial Assistance for Capital Infrastructure Projects" for guidance in completion of this form.

Applicant	Applicant: _____	Subdivision Code: _____
	District Number: _____ County: _____	Date: _____
	Contact: _____ <small>(The individual who will be available during business hours and who can best answer or coordinate the response to questions)</small>	Phone: _____
	Email: _____	FAX: _____

Project	Project Name: _____	Zip Code: _____	
	Subdivision Type	Project Type	Funding Request Summary
	_____	<small>(Select single largest component by \$)</small>	<small>(Automatically populates from page 2)</small>
	SFN	1. Road	Total Project Cost: _____ .00
	_____	2. Bridge/Culvert	1. Grant: _____ .00
	_____	3. Water Supply	2. Loan: _____ .00
_____	4. Wastewater	3. Loan Assistance/ Credit Enhancement: _____ .00	
_____	5. Solid Waste		
_____	6. Stormwater	Funding Requested: _____ .00	

District Recommendation (To be completed by the District Committee)

<u>Funding Type Requested</u> <small>(Select one)</small>	SCIP Loan - Rate: _____ % Term: _____ Yrs	Amount: _____ .00
State Capital Improvement Program	RLP Loan - Rate: _____ % Term: _____ Yrs	Amount: _____ .00
Local Transportation Improvement Program	Grant:	Amount: _____ .00
Revolving Loan Program	LTIP:	Amount: _____ .00
Small Government Program	Loan Assistance / Credit Enhancement:	Amount: _____ .00
District SG Priority: _____		

For OPWC Use Only

<u>STATUS</u>	Grant Amount: _____ .00	Loan Type: <input type="checkbox"/> SCIP <input type="checkbox"/> RLP
Project Number: _____	Loan Amount: _____ .00	Date Construction End: _____
_____	Total Funding: _____ .00	Date Maturity: _____
Release Date: _____	Local Participation: _____ %	Rate: _____ %
OPWC Approval: _____	OPWC Participation: _____ %	Term: _____ Yrs

OPWC Project Financial Information

LTIP Financials

Subdivision: Montgomery County

Project Name: Amity Road, PER-56-2.00, Bridge Reconstruction

Project Estimated Costs

(All Costs Rounded to Nearest Dollar)

Engineering Services

Estimated Engineering:	0	.00	
Construction Administration:	24,000	.00	
Total Engineering Services:	24,000	.00	5.9 %

Right of Way:	8,500	.00	
Construction:	410,000	.00	
Permits, Advertising, Legal:	0	.00	
Construction Contingencies:	41,000	.00	10.0 %
Total Estimated Costs:	483,500	.00	

Project Financial Resources

Local Resources

Local In-Kind or Force Account:	_____	.00	
Local Revenues:	362,625	.00	
Other Public Revenues:			
ODOT / FHWA PID: _____	_____	.00	
OEPA / OWDA: _____	_____	.00	
Other: _____	_____	.00	
Subtotal Local Resources:	362,625	.00	75.0 %

OPWC Funds

Grant: <u>100</u> % of OPWC Funds	120,875	.00	
Loan: <u>0</u> % of OPWC Funds	_____	.00	
Loan Assistance / Credit Enhancement:	0	.00	
Subtotal OPWC Funds:	120,875	.00	25.0 %
Total Financial Resources:	483,500	.00	100.0 %

4.3 Project Description

A: SPECIFIC LOCATION (Supply a written location description that includes the project termini; a map does not replace this requirement.) 2000 character limit.

B: IDENTIFY THE PROBLEM (Describe the issue to be addressed) 2000 character limit.

C: PROJECT SCOPE (Describe the work to be completed) 2000 character limit.

D. How do you intend to promote this project? 1000 character limit.

E: Additional Notes From Applicant - 1000 character limit.

5.0 Project Officials

Changes in Project Officials must be submitted in writing from an officer of record.

5.1 Chief Executive Officer (Person authorized in legislation to sign project agreements)

Name: _____

Title: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____

FAX: _____

E-Mail: _____

5.2 Chief Financial Officer (Can not also serve as CEO)

Name: _____

Title: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____

FAX: _____

E-Mail: _____

5.3 Project Manager

Name: _____

Title: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____

FAX: _____

E-Mail: _____

6.0 Attachments / Completeness review

Confirm in the boxes below that each item listed is attached (Check each box)

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.

A certification signed by the applicant's chief financial officer stating the amount of 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.

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 seal or stamp and signature.

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

Farmland Preservation Review - The Governor's Executive Order 98-IIV, "Ohio Farmland Protection Policy" requires the Commission to establish guidelines on how it will take protection of productive agricultural and grazing land into account in its funding decision making process. Please include a Farm Land Preservation statement for projects that have an impact on farmland.

Capital Improvements Report. CIR Required by O.R.C. Chapter 164.06 on standard form.

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.

Certifying Representative (Printed form, Type or Print Name and Title)

Original Signature / Date Signed

**RESOLUTION NO. 23-1027
AUGUST 08, 2023**

RESOLUTION AUTHORIZING THE MONTGOMERY COUNTY ENGINEER’S OFFICE TO PREPARE AND SUBMIT APPLICATIONS TO PARTICIPATE IN THE OHIO PUBLIC WORKS COMMISSION (OPWC) STATE CAPITAL IMPROVEMENT PROGRAM (SCIP) OR THE LOCAL TRANSPORTATION IMPROVEMENT PROGRAM (LTIP), AND TO EXECUTE CONTRACTS AS REQUIRED FOR PROJECT APPLICATIONS TO BE SUBMITTED FOR FISCAL YEAR 2025, AS SHOWN IN ATTACHED EXHIBIT “A”.

WHEREAS, the Montgomery County Engineer’s Office has been notified that OPWC Program Funds will be available to jurisdictions within the area covered by the District 4 Public Works Integrating Committee for Fiscal Year 2025; and

WHEREAS, the OPWC’s State Capital Improvement Program and the Local Transportation Improvement Program both provide financial assistance to political subdivisions for public infrastructure projects; and

WHEREAS, the Montgomery County Engineer’s Office is planning to construct the capital improvements listed in Exhibit “A”; and

WHEREAS, the Montgomery County Engineer’s Office commits to funding all local share project costs exceeding the total of the OPWC’s grants and/or loans received; and

WHEREAS, the County Administrator is the County’s authorized agent to sign the OPWC applications and subsequent contracts for project applications to be submitted for Fiscal Year 2025; and

WHEREAS, the Montgomery County Engineer’s Office is authorized to provide additional information concerning the projects listed in Exhibit “A” and commits to meeting the reporting requirements for OPWC.

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of Montgomery County, Ohio, that the resolution authorizing the transmittal of the applications and entering into of any agreements necessary and appropriate for obtaining OPWC funds as described above for the projects listed in Exhibit “A”, be and is hereby approved.

BE IT FURTHER RESOLVED that the Clerk shall certify a copy of this resolution to the County Engineer. The County Engineer shall forward a copy of the certified resolution to the OPWC’s District 4 Public Works Integrating Committee. The resolution is also available on Montgomery County, Ohio’s website at <http://www.mcoho.org>.

GES:th

**RESOLUTION NO: 23-1027
AUGUST 08, 2023**

CERTIFICATE

Ms. Dodge moved the adoption of the foregoing resolution. It was seconded by Mrs. Rice, and upon call of the roll the following vote resulted:

Ms. Dodge, aye; Mrs. Rice, aye; Mrs. Lieberman, aye: Carried.



I hereby certify that the foregoing is a true and correct copy of a resolution duly adopted by the Board of County Commissioners of Montgomery County, Ohio, on the 8th day of August, 2023.

THE BOARD OF COUNTY COMMISSIONERS HEREBY FINDS AND DETERMINES THAT ALL FORMAL ACTIONS RELATIVE TO THE ADOPTION OF THIS RESOLUTION WERE TAKEN IN AN OPEN MEETING OF THIS BOARD OF COUNTY COMMISSIONERS, AND THAT ALL DELIBERATIONS OF THIS BOARD OF COUNTY COMMISSIONERS, AND OF ITS COMMITTEES, IF ANY WHICH RESULTED IN FORMAL ACTION, WERE TAKEN IN MEETINGS OPEN TO THE PUBLIC, IN FULL COMPLIANCE WITH APPLICABLE LEGAL REQUIREMENTS, INCLUDING SECTION 121.22 OF THE REVISED CODE.



Emily Bradford, Clerk
Board of County Commissioners
Montgomery County, Ohio

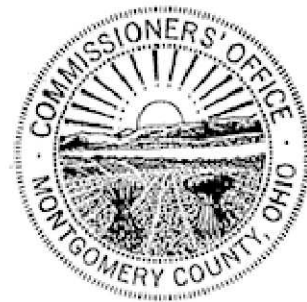


Exhibit A

Ohio Public Works Commission (OPWC) Round 2023-2024 State Capital Improvement Program (SCIP) and Local Transportation Improvement Project (LTIP) Applications

OPWC SCIP Project Application	Job Number	Program Manager	SCIP Total Project Costs	Total SCIP Request	SCIP Grant Request	SCIP Loan Request	MCEO Road A&G	Funds for Others Sources	SCIP Loan Term
Dayton-Cincinnati Retaining Wall	2020-07	Rick Splawinski	\$ 1,300,000	\$ 500,000	\$ 325,000	\$ 175,000	\$ 800,000	\$ -	10-years
Shank (MOR-44-4.80; PID 113925)	2020-23	Cedric McGhee	\$ 1,613,000	\$ 200,000	\$ 100,000	\$ 100,000	\$ 373,000	\$ 1,040,000	5-years
Wilmington Pike (KET-85-1.59)	2023-10	Henry Brierton	\$ 1,084,000	\$ 500,000	\$ 125,000	\$ 375,000	\$ 584,000	\$ -	10-years
Lutheran Church Road (JEF-19-3.83)	2022-27	David Shields	\$ 237,300	\$ 200,000	\$ 50,000	\$ 150,000	\$ 37,300	\$ -	5-years
Wellbaum Road (CLY-T0223-02.05)	2023-08	Brierton	\$ 430,000	\$ 200,000	\$ 100,000	\$ 100,000	\$ 230,000	\$ -	5-years
Amity Road (PER-T0056-2.00)	2023-05	Shields	\$ 483,500	\$ 200,000	\$ 100,000	\$ 100,000	\$ 283,500	\$ -	5-years
Social Row Road Widening, Phases 1 & 2 (PID 113360)	2020-17	Joe Dura	\$ 7,700,000	\$ 2,000,000	\$ 1,500,000	\$ 500,000	\$ 1,125,812	\$ 4,574,188	10-years

OPWC LTIP Project Application	Job Number	Program Manager	LTIP Total Project Costs	LTIP Grant Request		MCEO Road A&G	Funds for Others Sources	
Dayton-Cincinnati Retaining Wall	2020-07	Rick Splawinski	\$ 1,300,000	\$ 400,000		\$ 900,000	\$ -	
Shank (MOR-44-4.80; PID 113925)	2020-23	Cedric McGhee	\$ 1,613,000	\$ 400,000		\$ 173,000	\$ 1,040,000	
Wilmington Pike (KET-85-1.59)	2023-10	Henry Brierton	\$ 1,084,000	\$ 400,000		\$ 684,000	\$ -	
Lutheran Church Road (JEF-19-3.83)	2022-27	David Shields	\$ 237,300	\$ 118,650		\$ 118,650	\$ -	
Wellbaum Road (CLY-T0223-02.05)	2023-08	Henry Brierton	\$ 430,000	\$ 107,500		\$ 322,500	\$ -	
Amity Road (PER-T0056-2.00)	2023-05	David Shields	\$ 483,500	\$ 120,875		\$ 362,625	\$ -	
Social Row Road Widening, Phases 1 & 2 (PID 113360)	2019-10	Joe Dura	\$ 7,700,000	\$ 1,100,000		\$ 2,025,812	\$ 4,574,188	

**MONTGOMERY COUNTY ENGINEER'S OFFICE
CHIEF FINANCIAL OFFICERS CERTIFICATION**

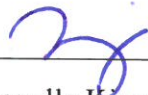
I, Ronelle Kinney, Comptroller of the Montgomery County Engineer's Office, hereby certify that the Montgomery County Engineer's Office will have the amount of \$100,000.00 available in the Road A&G Fund and that this amount will be used to repay the SCIP or RLP loan requested for the Amity Road MOT-PER-56-2.00, Bridge Replacement Project over a 5-year term.

Round: FY25

Project Name: Amity Road MOT-PER-56-2.00, Bridge Replacement Project

Loan Amount:	\$100,000.00
Grant Amount:	\$100,000.00
Road A&G:	\$283,500.00

These funds will be available for use July 1, 2025, immediately after formal project approval.



Ronelle Kinney, Comptroller
Montgomery County Engineer's Office

Date: 7/31/23

**MONTGOMERY COUNTY ENGINEER'S OFFICE
CHIEF FINANCIAL OFFICERS CERTIFICATION**

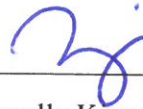
I, Ronelle Kinney, Comptroller of the Montgomery County Engineer's Office, hereby certify that the Montgomery County Engineer's Office will have the amount of \$362,625.00 available in the Road A&G Fund. This amount will be added to the LTIP grant amount of \$120,875.00 requested for the Amity Road MOT-PER-56-2.00, Bridge Replacement Project.

Round: FY25

Project Name: Amity Road MOT-PER-56-2.00, Bridge Replacement Project

Grant Amount:	\$120,875.00
Road A&G:	\$362,625.00

These funds will be available for use July 1, 2025, immediately after formal project approval.



Ronelle Kinney, Comptroller
Montgomery County Engineer's Office

Date: 7/31/23

ENGINEER'S ESTIMATE

REF NO.	ITEM	ITEM EXT	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL PRICE
ROADWAY							
1	201	11000	CLEARING AND GRUBBING	0	LS		\$ 7,000.00
2	202	23000	PAVEMENT REMOVED	SY	444	\$ 23.99	\$ 10,662.22
3	202	38000	GUARDRAIL REMOVED	FT	175	\$ 3.38	\$ 591.50
4	202	42000	ANCHOR ASSEMBLY REMOVED, TYPE A	EACH	4	\$ 431.03	\$ 1,724.12
5	203	10000	EXCAVATION	CY	74	\$ 32.42	\$ 2,401.48
6	203	20000	EMBANKMENT	CY	58	\$ 30.96	\$ 1,806.00
7	204	10000	SUBGRADE COMPACTION	SY	444	\$ 2.49	\$ 1,106.67
8	606	15050	GUARDRAIL, TYPE MGS	FT	175	\$ 26.31	\$ 4,604.25
9	606	26150	ANCHOR ASSEMBLY, MGS TYPE E, MASH 2016	EACH	3	\$ 2,928.70	\$ 8,786.10
10	606	26550	ANCHOR ASSEMBLY, MGS TYPE T	EACH	1	\$ 1,364.64	\$ 1,364.64
11	606	35002	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	EACH	4	\$ 2,598.95	\$ 10,395.80
12	SPECIAL	690F50350	MAILBOX REMOVED AND RESET	EACH	1	\$ 227.72	\$ 227.72
EROSION CONTROL							
13	659	00300	TOPSOIL	CY	6	\$ 116.70	\$ 756.39
14	659	00500	SEEDING AND MULCHING, CLASS 1	SY	58	\$ 65.99	\$ 3,849.42
15	659	20000	COMMERCIAL FERTILIZER	TON	0.01	\$ 1,009.22	\$ 5.30
16	659	35000	WATER	MGAL	0.16	\$ 2.99	\$ 0.47
17	832	30000	EROSION CONTROL	EACH	5000	\$ 1.00	\$ 5,000.00
DRAINAGE							
18	611	00400	4" CONDUIT, TYPE E	FT	20	\$ 12.72	\$ 254.40
19	611	01400	6" CONDUIT, TYPE E	FT	20	\$ 21.42	\$ 428.40
20	611	04900	12" CONDUIT, TYPE D	FT	20	\$ 62.33	\$ 1,246.60
PAVEMENT							
21	301	56000	ASPHALT CONCRETE BASE, PG64-22, (449)	CY	49	\$ 270.21	\$ 13,343.70
22	304	20000	AGGREGATE BASE	CY	74	\$ 104.65	\$ 7,751.85
23	407	10000	TACK COAT	GAL	18	\$ 3.26	\$ 57.96
24	441	70000	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22	CY	15	\$ 479.00	\$ 7,391.98
25	441	70300	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449)	CY	22	\$ 368.48	\$ 7,960.99
TRAFFIC CONTROL							
26	626	00102	BARRIER REFLECTOR, TYPE 1, BI-DIRECTIONAL	EACH	11	\$ 11.29	\$ 120.35
27	642	50020	PAVEMENT MARKING, MISC.; EDGE LINE, 4", TYPE 1	FT	494	\$ 2.85	\$ 1,407.90
28	642	50020	PAVEMENT MARKING, MISC.; CENTER LINE, TYPE 1	FT	247	\$ 2.85	\$ 703.95
STRUCTURE OVER 20 FT SPAN							
29	202	11203	PORTIONS OF STRUCTURE REMOVED, OVER 20 FT SPAN, AS PER PLAN	0	LS		\$ 50,000.00
30	202	23500	WEARING COURSE REMOVED	SY	125	\$ 25.31	\$ 3,172.19
31	202	38500	BRIDGE RAILING REMOVED	FT	94	\$ 13.03	\$ 1,224.82
32	503	21300	UNCLASSIFIED EXCAVATION	0	LS		\$ 10,000.00
33	509	10000	EPOXY COATED STEEL REINFORCEMENT	LB	4842	\$ 2.41	\$ 11,669.76
34	510	10000	DOWEL HOLES WITH NONSHRINK, NONMETALIC GROUT	EACH	213	\$ 20.37	\$ 4,345.60
35	511	34444	CLASS QC2 CONCRETE, BRIDGE DECK	CY	24	\$ 1,733.10	\$ 42,236.29
36	511	45710	CLASS QC1 CONCRETE, ABUTMENT	CY	8	\$ 1,785.48	\$ 14,125.13
37	512	10100	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	SY	20	\$ 42.31	\$ 846.98
38	512	33000	TYPE 2 WATERPROOFING	SY	12	\$ 17.94	\$ 223.25
39	515	12030	PRESTRESSED CONCRETE COMPOSITE BOX BEAM BRIDGE MEMBERS, LEVEL 1, CB17-48, 47'-0"	EACH	7	\$ 9,701.21	\$ 67,908.47
40	516	13600	1" PREFORMED EXPANSION JOINT FILLER	SF	12	\$ 10.27	\$ 118.11
41	516	43100	ELASTOMERIC BEARING WITH INTERNAL LAMINATES ONLY (NEOPRENE), 6"x6"	EACH	28	\$ 119.12	\$ 3,335.36
42	517	70100	RAILING (THREE STEEL TUBE BRIDGE RAILING)	FT	94	\$ 612.00	\$ 57,528.00
43	518	21200	POROUS BACKFILL WITH GEOTEXTILE FABRIC	CY	17	\$ 94.20	\$ 1,563.02
44	601	32200	ROCK CHANNEL PROTECTION, TYPE C WITH FILTER	CY	10	\$ 245.57	\$ 2,455.70
45	843	50000	PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR	SF	16	\$ 136.53	\$ 2,184.48
46	846	00110	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM	CF	11	\$ 562.31	\$ 5,904.26
INCIDENTALS							
47	614	11000	MAINTAINING TRAFFIC	0	LS		\$ 10,000.00
48	614	12420	DETOUR SIGNING	0	LS		\$ 10,000.00
49	623	10000	CONSTRUCTION LAYOUT STAKES AND SURVEYING	0	LS		\$ 5,000.00
50	624	10000	MOBILIZATION	0	LS		\$ 10,000.00

SUBTOTAL = \$ 410,000.00
 Contingencies = 10.0% \$ 41,000.00
 Right of Way = \$ 88,500.00
 Grand Total = \$ 459,500.00

CERTIFICATION

I hereby certify the above estimate to be realistic based on the level of detail currently available for this project; in evidence whereof, I have set my signature and seal as of this date.

David D. Shields 6/23/2023
 David D. Shields
 Ohio Engineer's License #76828

Date



Amity Road Bridge Replacement, Job No. 2023-05

A weighted useful life statement stamped/sealed and signed by a licensed professional engineer must be included with the project application.

This spreadsheet has formulas to make a weighted useful life calculation and is populated with an example for illustrative purposes. Items can be added to column a.

Weighted Useful Life & Design Service Capacity Calculations

Major Component	Cost (\$1,000)	Portion Repair / Replacement (%)	Repair / Replace Product	Useful Life (Years)	Useful Life Product
Full-depth road construction w/ drainage	121.8	100	12180	25	3045
Full-depth road construction w/o drainage				25	
Partial-depth road construction w/ drainage				15	
Partial-depth road construction w/o drainage				15	
Storm Sewers				40	
Sanitary Sewers				40	
Water Lines				40	
Bridge	329.2	100	32920	75	24690
Pumps, Lift Stations				15	
Sidewalks				25	
Bike Facility				7	
Totals	451		45100		27735

Weighted Useful Life: 61.5 Years

Design Service Capacity (Project Application, Section 2.0):

Portion Repair / Replace 100 %
 Portion New / Expansion %

USEFUL LIFE CERTIFICATION

I hereby certify that this project has an expected useful life of normal usage in this specific situation; in evidence, whereof, I have set my signature and seal as of this date.

David Shields

David D. Shields
 Ohio Engineer's License #76828



6/23/2023
 Date

OHIO PUBLIC WORKS COMMISSION

DISTRICT 4

FY25 Supplemental Questionnaire

Applicant: Montgomery County Engineer

Project Title: Amity Road Bridge Reconstruction, Project No. 2023-05

Application Summary:

Briefly describe the project:

The Amity Road Bridge Reconstruction project concerns the single-span non-composite prestressed concrete box beam structure over Toms Run between N. Sulphur Springs Rd. and Crawford Toms Run Rd in Perry Township, Ohio. Proposed work regarding this structure includes the complete removal and replacement of the superstructure and patching of the abutment walls. Associated roadway work consists of the removal and replacement of the guardrail and full-depth repair of the roadway immediately before and after the bridge. The proposed dimensions as well as the hydraulic opening of the structure will not differ from the existing conditions.

Priority:

Is this application your priority project? (Circle One)	
Yes <input type="radio"/>	No <input checked="" type="radio"/>

Generation of Revenue:

Will new user fees or assessments be assessed as part of this project? (Circle One)	
Yes <input type="radio"/>	No <input checked="" type="radio"/>
What will the new user fees or assessments be used for?	
N/A	

Additional Funding:

Will OPWC match, in part, a committed grant or loan? (Circle One)	
Yes <input type="radio"/>	No <input checked="" type="radio"/>
If no, was the project submitted to an appropriate agency for funding, but denied due to lack of funding? (Circle One)	
Yes – Appropriate Documentation Attached <input type="radio"/>	No <input checked="" type="radio"/>

Readiness of Project:

Will this project be <u>substantially</u> underway on or before June 1, 2025? (Circle One)	
Yes <input checked="" type="radio"/>	No <input type="radio"/>

Health & Safety:

Describe the specific health or safety issue being addressed by this project. What deficiency or condition is causing the health or safety issue?
Bridge inspections conducted on November 10th, 2022, show a superstructure appraisal of 5 resulting in an overall general appraisal of 5 – Fair Condition. Recent inspection reports document the need for a superstructure replacement primarily due to the condition of the fascia beams. These beams have heavily deteriorated with longitudinal cracking, efflorescence, and stalactites along the sides and undersides of the beams. The fascia beams also have spalling and delamination with exposed steel compromising the strength of the members. Evidence of moisture within the fascia beams is present near the weep holes given the wetness and staining. This moisture is detrimental to the concrete box beams as it will continue to seep into the concrete and cause damage from the inside out. Given the narrowness of this bridge, these fascia beams fall directly under the wheel path of traffic and are especially important to the safety of this structure. If left unaddressed, the observed deterioration will worsen eventually resulting in a reduced live load capacity. Large areas of delamination have been detected on the abutments. Patching of these areas is highly recommended to preserve the substructure for as long as possible.

Addresses District Infrastructure Needs:

Is this project located in more than one community? (Circle One)		
Yes <input type="radio"/>		No <input checked="" type="radio"/>
What percentage of the community will be served by this project? (Circle One)		
Less than 25% <input checked="" type="radio"/>	25% to 40% <input type="radio"/>	More than 40% <input type="radio"/>

Economic Development

How many jobs are being created as a result of this project?	N/A
How many jobs will be retained as a result of this project?	N/A
Why is it necessary to fund this improvement to secure this development?	
N/A	
What type of industry is proposed in this development?	
N/A	

Relieve Existing Traffic Congestion:

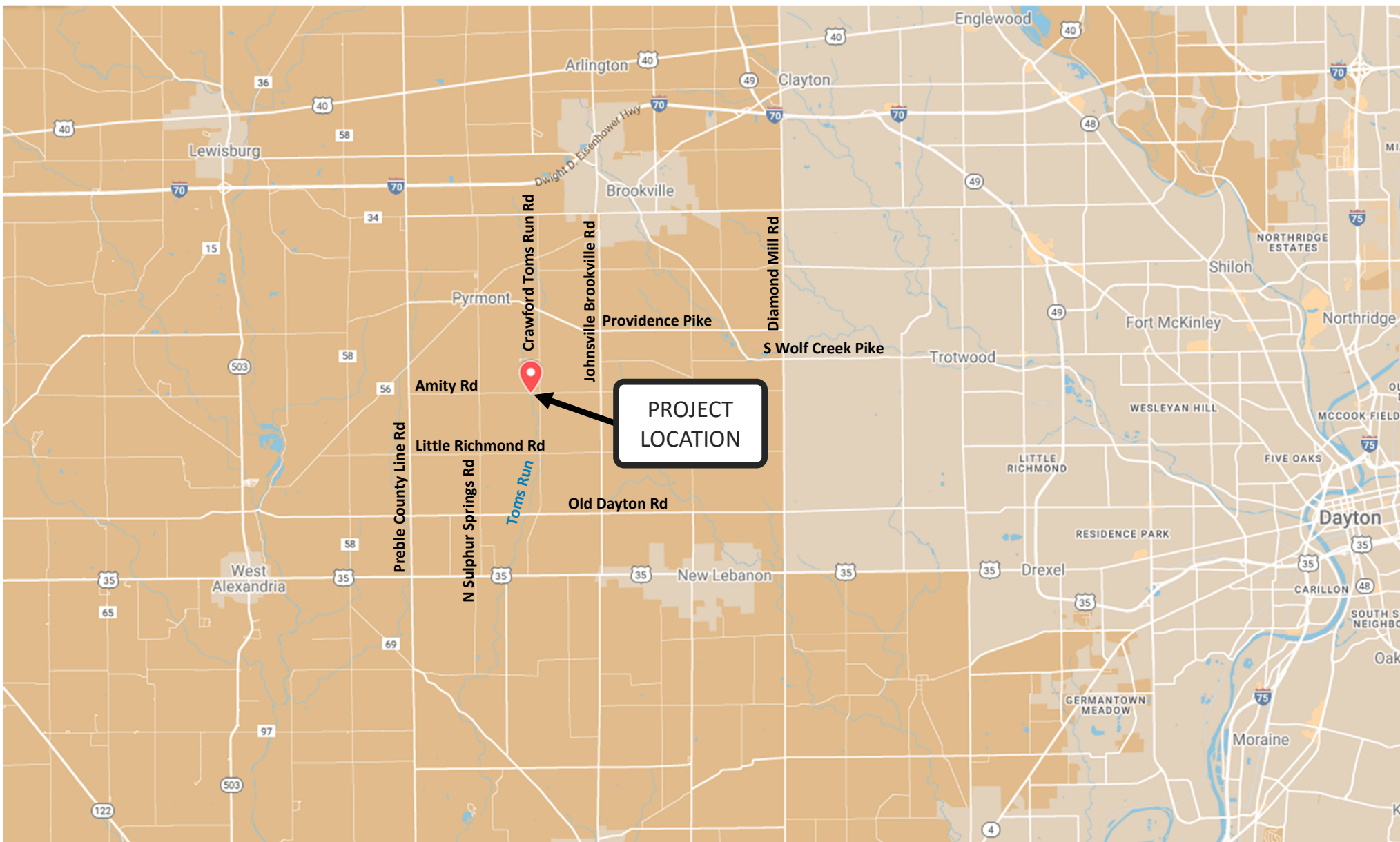
What is the level of service?	LOS A
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Other Factors

What other factors exist that make this project more important than other like projects?

N/A

AMITY ROAD, PER-T0056-0200 BRIDGE RECONSTRUCTION LOCATION MAP



AMITY ROAD, PER-56-2.00
BRIDGE RECONSTRUCTION
CONDITION STATE OBSERVATIONS

OPWC FY24 DISTRICT 4
APPLICATION



View of the bridge as seen from the East looking West



Longitudinal cracking, delamination, and efflorescence are present along the whole length of the right fascia beam. Exposed steel reinforcement can also be observed along the underside of the beam with spalling at the midspan.



In addition to the right fascia beam, longitudinal cracking, delamination, and efflorescence can be seen along the whole length of the left fascia beam.



Moisture buildup in the voids of the fascia beams is evident by the wetness and staining around the weep holes.



Horizontal cracking, delamination, and efflorescence are present on all four corners of the substructure as seen above. In order to preserve the useful life of the abutments, these areas should be patched or repaired.

Inspector: Poston,Jay
 Inspection Date: 11/10/2022

Structure Number: 5748305
 Facility Carried: Amity Road T0056

Bridge Inspection Report

Ohio Bridge Inspection Summary Report

MOT-T0056-0200 (5748305)

2: District 61966 - PERRY TWP (MOT county)
 District 07

5A: Inventory Route 1 T0056

21: Major Maint A/B 02 - County Highway Agency /
 225 Routine Main A/B 02 - County Highway Agency /
 221 Inspection A/B 02 - County Highway Agency /
 220: Inv. Location PER

7: Facility On Amity Road T0056
 6: Feature Ints Tom's Run
 9: Location 750 FT W OF CRAWFORD RD
 Lat, Lon 39.788583 , -84.445272

Condition	Structure Type
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58: Deck **5 - Fair Condition**
 58.01 Wearing Surface 7 - Good (1% distress)
 58.02 Joint N- Not Applicable
59: Superstructure **5 - Fair Condition**
 59.01 Paint & PCS N - Not Applicable
60: Substructure **7 - Good Condition**
61: Channel **6**
 61.01 Scour **7 - Good**
62: Culverts **N - Not Applicable**
67.01 GA **5**

43: Bridge Type 5 - Prestressed concrete
 05 - Box Beam or Girders - Multiple
 N- Not Applicable
 45: Spans Main / Approach 1 / 0
 107: Deck Type 1 - Concrete Cast-in-Place
 408: Composite Deck N - Non-composite Construction
 414A Joint Type 1 N - None
 414B: Joint Type 2 N - None
 108A: Wearing Surface 6 - Bituminous
 N- Not Applicable

Appraisal	Inspection
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Sufficiency Rating 74.9 SD/FO 0 - ND
 36: Rail, Tr, Gd, Term Std 0 0 0 0
 72: Approach Alignment 6 - Equal to present minimum criteria
 113: Scour Critical 5 - Scour within limits of footing or piles
 71: Waterway Adequacy 6 - Occasional Overtopping of Approaches

422: WS Date 07/01/2013
 423: WS Thick (in) 7
 482: Protective Coating N - None or Not Applicable
 483: PCS Date
 453: Bearing Type 1 4 - Elastomeric (Plain)
 455: Bearing Type 2 N - None
 528: Foundn: Abut Fwd 4 - Spread Footing (on soil)
 533: Foundn: Abut Rear 4 - Spread Footing (on Soil)
 536: Foundn: Pier 1 N - None (Such as most Culverts)
 539: Foundn: Pier 2 N - None (Such as most Culverts)

Geometric	Age and Service
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48: Max Span Length (ft) 44.0
 49: Structure Length (ft) 47.0
 52: Deck Width, Out-To-Out (ft) 24.0
 424: Deck Area (sf) 1128
 32: Appr Roadway Width (ft) 21.0
 51: Road Width, Curb-Curb (ft) 24.0
 50A: Curb/SW Width: Left (ft) 0
 50A: Curb/SW Width: Right (ft) 0
 34: Skew (deg) 5
 33: Bridge Median 0 - No median
 54B: Min Vert Underclearance (ft) 0
 336A: Min Vert Clrnce IR Cardinal (ft) 99
 336B: Min V Clr IR Non-Cardinal (ft) 0
 578: Culvert Length (ft) 0

Age and Service	Inspections
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27: Year Built/ 106 Rehab 1964 / 0000
 42A: Service On 1 - Highway
 42B: Service Under 5 - Waterway
 28A: Lanes on 02
 28B: Lanes Under 00
 19: Bypass Length 2
 29: ADT 341
 109: % Trucks (%) 4

Load Posting	Inspections
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41: Op/Post/Closed A - Open
 70: Posting 5 - Equal to or above legal loads
 70.01: Date
 70.02: Sign Type
 734: Percent Legal (%) 140
 704: Analysis Date 01/29/2019
 63: Analysis Method 6 - Load Factor (LF) rating reported by rating factor (RF) method using MS18

Inspections	Months
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90: Routine Insp. 12 11/10/2022
 92A: FCM Insp. N 0
 92B: Dive Insp. N 0
 92C: Special Insp. N 0
 92D: UBIT Insp. N 0
 92E: Drone Insp. N 0
 Inspector Poston,Jay

Inspector: Poston, Jay
Inspection Date: 11/10/2022

Structure Number: 5748305
Facility Carried: Amity Road T0056

Bridge Inspection Report

loading.

Inspector: Poston,Jay
Inspection Date: 11/10/2022

Structure Number: 5748305
Facility Carried: Amity Road T0056

Bridge Inspection Report

ODOT District: District 07

MOT-T0056-0200_(5748305)

Date Built: 07/01/1964

Major Maint: 02 - County Highway Agency

Facility Carried: Amity Road T0056

Traffic On: 1 - Highway

Rehab Date:

Routine Maint: 02 - County Highway Agency

Feature Inters: Tom's Run

Traffic Under: 5 - Waterway

Insp: 02 - County Highway

FIPS Code: 61966 - PERRY TWP (MOT county)

Location: PER

750 FT W OF CRAWFORD RD

Resp A: Agency

Inspector Poston,Jay

Inspection Date 11/10/2022

Reviewer Shields,David

Insp

Resp B:

Inspector Comments - Deck and Approach

Deck

Beware of loose dogs (mean) at NE residence.

Bridge Wearing Surface (SF)

- New asphalt 2013.
- Most minor cracking has been sealed.

Bridge Railing (LF)

- Railing average height is only 17".

Approach

Approach Wearing Surface (EA)

- New asphalt 2013.
- Most minor cracking has been sealed.

Approach Guardrail (EA)

- Minor impacts, no repairs necessary.

Inspector Comments - General Appraisal

Superstructure

Beams/Girders (LF)

* Recommended to plan for replacement of superstructure, recommend to widen 1 extra beam for pedestrian safety.

- Left and right fascia beams have hairline horizontal cracks with efflorescence.
- Left fascia beam bottom edge at forward edge has longitudinal cracks with efflorescence and stalactites, drain holes of both fascia beams wet and stained.
- Right fascia beam, spall at the West end under the drip edge, 12"L x 4"H x 3"D.

Inspector: Poston, Jay
Inspection Date: 11/10/2022

Structure Number: 5748305
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Bridge Inspection Report

- Right fascia beam, spall/delam area at West 1/3 of beam under drip edge, 4'L x 4"H x 3"D.
- Right fascia beam has a spall/delam area with exposed steel (6'L x 1'H x 6"D) at the top of beam under the drip edge mid span, hole through beam in the middle of spall 8" in diameter.
- Right fascia beam has spall delam area East 1/3 of beam under drip edge 6'L x 6"H x 3"D.
- Both left and right fascia beams have leakage from the top, weep holes wet and stained.

Substructure

Abutment Walls (LF)

- Spall, 6"W x 12"H x 1"D with exposed vertical rebar, forward right under Bm #6.
- Add rock to E abutment during future rehab, Minimal cover over footing (this is stable).

Wingwalls (EA)

- Random cracks with efflorescence near the top at right rear and forward left and right. Recommend to repair (or cut off and replace) these areas with rehab of bridge.

Culvert

Inspector Comments - Waterway

Waterway Adequacy

Channel

photos are on file for viewing upon request.

Channel Hydraulic Opening (EA)

- Sediment buildup with vegetation and brush growth along rear bank.
- Remnants of prior bridge substructure still present under bridge.

Channel

- Stagnant manure present in channel in 2022. Recommend to avoid contact with water during inspection if possible.

Channel Alignment (LF)

- Channel turns into structure at an 80 degree angle (as built).

Inspector: Poston, Jay
Inspection Date: 11/10/2022

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Bridge Inspection Report

- Channel runs along forward abutment.

Scour Critical

Montgomery County Engineer's Office Traffic Department

Location : Amity Road
 Cross Street : at PER.56-2.00
 By : KRL

Site: 23 Amity
 3/20/2023
 Monday

24 Hour Volume

Interval Start	Eastbound	Westbound	Combined	Interval Start	Eastbound	Westbound	Combined		
9:00 AM	2	7	0	0	2	7			
9:15 AM	1		0		1				
9:30 AM	1		0		1				
9:45 AM	3		0		3				
10:00 AM	1	1	2	6	3	7			
10:15 AM	0		1		1				
10:30 AM	0		3		3				
10:45 AM	0		0		0				
11:00 AM	1	4	1	4	2	8			
11:15 AM	1		1		2				
11:30 AM	1		1		2				
11:45 AM	1		1		2				
12:00 PM	1	6	2	8	3	14			
12:15 PM	3		3		6				
12:30 PM	2		2		4				
12:45 PM	0		1		1				
1:00 PM	1	5	1	5	2	10			
1:15 PM	2		0		2				
1:30 PM	1		4		5				
1:45 PM	1		0		1				
2:00 PM	1	4	0	8	1	12			
2:15 PM	1		1		2				
2:30 PM	1		1		2				
2:45 PM	1		6		7				
3:00 PM	1	4	3	8	4	12			
3:15 PM	2		3		5				
3:30 PM	1		2		3				
3:45 PM	0		0		0				
4:00 PM	1	8	5	13	6	21			
4:15 PM	3		0		3				
4:30 PM	2		5		7				
4:45 PM	2		3		5				
5:00 PM	2	6	1	3	3	9			
5:15 PM	1		1		2				
5:30 PM	0		1		1				
5:45 PM	3		0		3				
6:00 PM	0	2	0	5	0	7			
6:15 PM	1		2		3				
6:30 PM	1		2		3				
6:45 PM	0		1		1				
7:00 PM	2	4	1	3	3	7			
7:15 PM	1		1		2				
7:30 PM	0		0		0				
7:45 PM	1		1		2				
8:00 PM	0	1	1	2	1	3			
8:15 PM	1		1		2				
8:30 PM	0		0		0				
8:45 PM	0		0		0				
9:00 PM	1	2	0	0	1	2			
9:15 PM	0		0		0				
9:30 PM	0		0		0				
9:45 PM	1		0		1				
10:00 PM	0	0	0	0	0	0			
10:15 PM	0		0		0				
10:30 PM	0		0		0				
10:45 PM	0		0		0				
11:00 PM	0	1	1	2	1	3			
11:15 PM	0		0		0				
11:30 PM	0		1		1				
11:45 PM	1		0		1				
3/21/2023 12:00 AM	0	0	0	0	0	0			
12:15 AM	0		0		0				
12:30 AM	0		0		0				
12:45 AM	0		0		0				
1:00 AM	0	0	0	0	0	0			
1:15 AM	0		0		0				
1:30 AM	0		0		0				
1:45 AM	0		0		0				
2:00 AM	0	0	0	0	0	0			
2:15 AM	0		0		0				
2:30 AM	0		0		0				
2:45 AM	0		0		0				
3:00 AM	0	0	0	0	0	0			
3:15 AM	0		0		0				
3:30 AM	0		0		0				
3:45 AM	0		0		0				
4:00 AM	0	0	0	2	0	2			
4:15 AM	0		0		0				
4:30 AM	0		2		2				
4:45 AM	0		0		0				
5:00 AM	1	1	1	2	2	3			
5:15 AM	0		1		1				
5:30 AM	0		0		0				
5:45 AM	0		0		0				
6:00 AM	1	8	0	0	1	8			
6:15 AM	3		0		3				
6:30 AM	2		0		2				
6:45 AM	2		0		2				
7:00 AM	1	5	1	4	2	9			
7:15 AM	3		0		3				
7:30 AM	0		2		2				
7:45 AM	1		1		2				
8:00 AM	3	5	0	2	3	7			
8:15 AM	1		1		2				
8:30 AM	1		0		1				
8:45 AM	0		1		1				

Volume Totals			
Eastbound	Westbound	Combined	
12:00 AM - 12:00 PM	31 (60.8%)	20 (39.2%)	51
12:00 PM - 12:00 AM	43 (43.0%)	57 (57.0%)	100
24 Hours	74 (49.0%)	77 (51.0%)	151

Peak Hours			
12:00 AM - 12:00 PM			
Eastbound	Westbound	Combined	
Started	6:00 AM	9:45 AM	9:45 AM
Volume	8	6	10
Factor	0.67	0.50	0.83

12:00 PM - 12:00 AM			
Eastbound	Westbound	Combined	
Started	4:15 PM	2:45 PM	4:00 PM
Volume	9	14	21
Factor	0.75	0.58	0.75

Montgomery County Engineer's Office Traffic Department

Location : Amity Road
 Cross Street : at PER.56-2.00
 By : KRL

Site: 23 Amity
 3/20/2023
 Monday

24 Hour Classification

Eastbound

Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
9:00 AM	7	0	2	4	0	1	0	0	0	0	0	0	0	0
10:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0
11:00 AM	4	0	2	1	0	1	0	0	0	0	0	0	0	0
12:00 PM	6	0	0	3	0	3	0	0	0	0	0	0	0	0
1:00 PM	5	0	1	2	0	1	0	0	1	0	0	0	0	0
2:00 PM	4	0	1	0	1	1	0	0	1	0	0	0	0	0
3:00 PM	4	0	1	2	0	0	0	0	1	0	0	0	0	0
4:00 PM	8	0	4	3	0	1	0	0	0	0	0	0	0	0
5:00 PM	6	0	3	2	0	1	0	0	0	0	0	0	0	0
6:00 PM	2	0	1	0	0	1	0	0	0	0	0	0	0	0
7:00 PM	4	0	1	1	0	2	0	0	0	0	0	0	0	0
8:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
9:00 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
3/21/2023														
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6:00 AM	8	0	4	1	0	3	0	0	0	0	0	0	0	0
7:00 AM	5	0	1	3	0	1	0	0	0	0	0	0	0	0
8:00 AM	5	0	1	3	0	0	0	0	1	0	0	0	0	0
Total	74	0	25	27	2	16	0	0	4	0	0	0	0	0
%		0.0	33.8	36.5	2.7	21.6	0.0	0.0	5.4	0.0	0.0	0.0	0.0	0.0

Montgomery County Engineer's Office Traffic Department

Location : Amity Road
 Cross Street : at PER.56-2.00
 By : KRL

Site: 23 Amity
 3/20/2023
 Monday

24 Hour Classification

Westbound

Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	6	0	4	2	0	0	0	0	0	0	0	0	0	0
11:00 AM	4	0	1	1	1	1	0	0	0	0	0	0	0	0
12:00 PM	8	0	2	2	0	3	1	0	0	0	0	0	0	0
1:00 PM	5	0	1	3	0	0	0	0	1	0	0	0	0	0
2:00 PM	8	0	1	4	0	2	0	0	1	0	0	0	0	0
3:00 PM	8	0	5	1	0	2	0	0	0	0	0	0	0	0
4:00 PM	13	0	6	4	0	2	0	0	0	1	0	0	0	0
5:00 PM	3	0	1	2	0	0	0	0	0	0	0	0	0	0
6:00 PM	5	0	2	1	0	2	0	0	0	0	0	0	0	0
7:00 PM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	2	0	1	0	0	1	0	0	0	0	0	0	0	0
3/21/2023														
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	2	0	0	1	0	1	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	4	0	1	3	0	0	0	0	0	0	0	0	0	0
8:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
Total	77	0	34	24	1	14	1	0	2	1	0	0	0	0
%		0.0	44.2	31.2	1.3	18.2	1.3	0.0	2.6	1.3	0.0	0.0	0.0	0.0

Montgomery County Engineer's Office Traffic Department

Location : Amity Road
 Cross Street : at PER.56-2.00
 By : KRL

Site: 23 Amity
 3/20/2023
 Monday

24 Hour Speed

		Eastbound														
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	Avg.	
9:00 AM	7	0	0	0	1	0	1	0	1	1	1	1	1	0	50.2	
10:00 AM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	50.4	
11:00 AM	4	0	0	0	0	0	0	1	1	0	2	0	0	0	51.0	
12:00 PM	6	0	0	0	0	1	0	2	0	2	1	0	0	0	47.3	
1:00 PM	5	0	0	0	1	2	0	2	0	0	0	0	0	0	35.6	
2:00 PM	4	0	0	0	0	0	0	0	4	0	0	0	0	0	48.0	
3:00 PM	4	0	0	0	0	1	0	0	1	1	1	0	0	0	47.2	
4:00 PM	8	0	0	0	0	1	0	1	1	4	1	0	0	0	49.3	
5:00 PM	6	0	0	0	0	1	1	0	0	1	3	0	0	0	49.1	
6:00 PM	2	0	0	0	0	0	0	0	1	1	0	0	0	0	49.0	
7:00 PM	4	0	0	0	0	0	0	0	0	1	1	1	1	0	58.9	
8:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	28.4	
9:00 PM	2	0	0	0	0	0	0	1	0	0	0	1	0	0	51.4	
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
11:00 PM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	56.2	
3/21/2023																
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
5:00 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	35.0	
6:00 AM	8	0	0	0	0	0	0	0	0	3	4	1	0	0	56.4	
7:00 AM	5	0	0	0	1	1	1	0	1	1	0	0	0	0	39.4	
8:00 AM	5	0	0	0	0	0	2	0	1	0	1	0	1	0	50.5	
Total	74	0	0	0	4	7	6	7	11	16	16	4	3	0	48.6	
%		0.0	0.0	0.0	5.4	9.5	8.1	9.5	14.9	21.6	21.6	5.4	4.1	0.0		
Average (Mean)		48.6 mph			Minimum 25.8 mph			Maximum 68.6 mph			Pace Range 48.1 - 58.1 mph			35 vehicles (47.3%)		
Percentile Speeds		10%		15%		50%		85%		90%						
(mph)		31.2		34.9		50.2		57.5		59.0						
Speeds Exceeded		25 mph		35 mph		45 mph		55 mph		65 mph		75 mph				
		100% (74)		85.1% (63)		67.6% (50)		31.1% (23)		4.1% (3)		0% (0)				

Montgomery County Engineer's Office Traffic Department

Location : Amity Road
 Cross Street : at PER.56-2.00
 By : KRL

Site: 23 Amity
 3/20/2023
 Monday

24 Hour Speed

		Westbound														
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	Avg.	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
10:00 AM	6	0	0	0	0	0	0	0	2	2	0	1	0	1	56.6	
11:00 AM	4	0	0	0	0	2	0	1	1	0	0	0	0	0	40.2	
12:00 PM	8	0	0	0	0	0	1	0	2	2	3	0	0	0	50.8	
1:00 PM	5	0	0	0	0	0	0	2	1	0	1	1	0	0	50.9	
2:00 PM	8	0	0	0	0	0	0	2	3	2	0	1	0	0	49.4	
3:00 PM	8	0	0	0	0	0	0	0	1	2	2	1	2	0	57.4	
4:00 PM	13	0	0	0	0	0	1	1	3	4	4	0	0	0	51.1	
5:00 PM	3	0	0	0	1	0	0	0	0	0	1	1	0	0	48.2	
6:00 PM	5	0	0	0	0	0	0	1	0	1	3	0	0	0	52.5	
7:00 PM	3	0	0	0	0	0	1	1	0	1	0	0	0	0	43.4	
8:00 PM	2	0	0	0	0	0	0	0	2	0	0	0	0	0	48.5	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
11:00 PM	2	0	0	0	0	0	1	0	0	1	0	0	0	0	45.7	
3/21/2023																
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
4:00 AM	2	0	0	0	0	0	0	1	0	0	1	0	0	0	48.0	
5:00 AM	2	0	0	0	0	0	0	0	0	0	1	1	0	0	59.2	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
7:00 AM	4	0	0	0	0	1	0	1	0	1	1	0	0	0	46.1	
8:00 AM	2	0	0	0	0	0	0	0	0	1	1	0	0	0	55.9	
Total	77	0	0	0	1	3	4	10	15	17	18	6	2	1	50.9	
%		0.0	0.0	0.0	1.3	3.9	5.2	13.0	19.5	22.1	23.4	7.8	2.6	1.3		
Average (Mean)		50.9 mph			Minimum 25.6 mph			Maximum 74.5 mph			Pace Range 47.0 - 57.0 mph			39 vehicles (50.6%)		
Percentile Speeds		<u>10%</u>	<u>15%</u>	<u>50%</u>	<u>85%</u>	<u>90%</u>										
(mph)		36.9	40.9	52.8	58.9	61.0										
Speeds Exceeded		<u>25 mph</u>	<u>35 mph</u>	<u>45 mph</u>	<u>55 mph</u>	<u>65 mph</u>	<u>75 mph</u>									
		100% (77)	94.8% (73)	76.6% (59)	35.1% (27)	3.9% (3)	0% (0)									