



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)

Funding Type Requested	SCIP Loan - Rate: _____ % Term: _____ Yrs	Amount: _____ .00
<small>(Select one)</small>		
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

STATUS	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

1.0 Project Financial Information (All Costs Rounded to Nearest Dollar)

1.1 Project Estimated Costs

Engineering Services

Preliminary / Final Design: _____ .00

Construction Administration: _____ .00

Total Engineering Services: a.) _____ .00 _____ %

Right of Way: b.) _____ .00

Construction: c.) _____ .00

Permits, Advertising, Legal: e.) _____ .00

Construction Contingencies: f.) _____ .00

Total Estimated Costs: g.) _____ .00

1.2 Project Financial Resources

Local Resources

Local In-Kind or Force Account: a.) _____ .00

Local Revenues: b.) _____ .00

Other Public Revenues:

Local / ODOT - Let: _____ d.) _____ .00

ODOT PID: _____

OEPA / OWDA: e.) _____ .00

CDBG: f.) _____ .00

Other: _____ g.) _____ .00

Subtotal Local Resources: i.) _____ .00 _____ %

OPWC Funds (Check all requested and enter Amount)

Grant: _____ % of OPWC Funds j.) _____ .00

Loan: _____ % of OPWC Funds k.) _____ .00 _____ yrs

Loan Assistance / Credit Enhancement: l.) _____ .00

Subtotal OPWC Funds: m.) _____ .00 _____ %

Total Financial Resources: n.) _____ .00 _____ %

OPWC Project Financial Information

LTIP Financials

Subdivision: Montgomery County

Project Name: Lutheran Church Road, JEF-19-3.83, Bridge Replacement

Project Estimated Costs

(All Costs Rounded to Nearest Dollar)

Engineering Services

Estimated Engineering:	<u>0</u>	.00		
Construction Administration:	<u>13,000</u>	.00		
Total Engineering Services:		<u>13,000</u>	.00	<u>6.5</u> %
Right of Way:		<u>4,300</u>	.00	
Construction:		<u>200,000</u>	.00	
Permits, Advertising, Legal:		<u>0</u>	.00	
Construction Contingencies:		<u>20,000</u>	.00	<u>10.0</u> %
Total Estimated Costs:		<u>237,300</u>	.00	

Project Financial Resources

Local Resources

Local In-Kind or Force Account:		<u>0</u>	.00	
Local Revenues:		<u>118,650</u>	.00	
Other Public Revenues:				
ODOT / FHWA PID:	<u>0</u>		.00	
OEPA / OWDA:			.00	
Other:	<u>0</u>		.00	
Subtotal Local Resources:		<u>118,650</u>	.00	<u>50.0</u> %

OPWC Funds

Grant:	<u>100</u> % of OPWC Funds	<u>118,650</u>	.00	
Loan:	<u>0</u> % of OPWC Funds		.00	
Loan Assistance / Credit Enhancement:		<u>0</u>	.00	
Subtotal OPWC Funds:		<u>118,650</u>	.00	<u>50.0</u> %
Total Financial Resources:		<u>237,300</u>	.00	<u>100.0</u> %

1.3 Availability of Local Funds

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local resources required for the project will be available on or before the earliest date listed in the Project Schedule section. The OPWC Agreement will not be released until the local resources are certified. Failure to meet local share may result in termination of the project. Applicant needs to provide written confirmation for funds coming from other funding sources.

2.0 Repair / Replacement or New / Expansion

2.1 Total Portion of Project New / Expansion: _____ .00

3.0 Project Schedule

3.1 Engineering / Design / Right of Way Begin Date: _____ End Date: _____

3.2 Bid Advertisement and Award Begin Date: _____ End Date: _____

3.3 Construction Begin Date: _____ End Date: _____

Construction cannot begin prior to release of executed Project Agreement and issuance of Notice to Proceed. Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by project official of record and approved by the Commission once the Project Agreement has been executed.

4.0 Project Information

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

4.1 Useful Life / Cost Estimate / Age of Infrastructure

Project Useful Life: _____ Years Age: _____ (Year built or year of last major improvement)

Attach Registered Professional Engineer's statement, with seal or stamp and signature confirming the project's useful life indicated above and detailed cost estimate.

4.2 User Information

Road or Bridge: Current ADT _____ Year _____

Water / Wastewater: Based on monthly usage of 4,500 gallons per household; attach current ordinances.

Residential Water Rate Current \$ _____ Number of households served: _____

Residential Wastewater Rate Current \$ _____ Number of households served: _____

Stormwater: Number of households served: _____

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

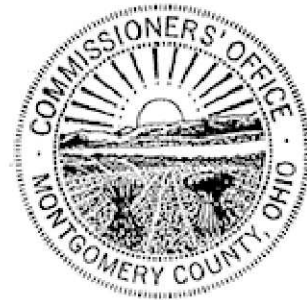


Exhibit A

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**

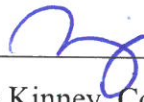
I, Ronelle Kinney, Comptroller of the Montgomery County Engineer's Office, hereby certify that the Montgomery County Engineer's Office will have the amount of \$150,000.00 available in the Road A&G Fund and that this amount will be used to repay the SCIP or RLP loan requested for the Lutheran Church Road, JEF-19-3.83, Bridge Replacement Project over a 5-year term.

Round: FY25

Project Name: Lutheran Church Road, JEF-19-3.83, Bridge Replacement Project

Loan Amount:	\$150,000.00
Grant Amount:	\$50,000.00
Road A&G:	\$37,300.00

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 \$118,650.00 available in the Road A&G Fund. This amount will be added to the LTIP grant amount of \$118,650.00 requested for the Lutheran Church Road, JEF-19-3.83, Bridge Replacement Project.

Round: FY25

Project Name: Lutheran Church Road, JEF-19-3.83, Bridge Replacement Project

Grant Amount:	\$118,650.00
Road A&G:	\$118,650.00

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



Ronelle Kinney, Comptroller
Montgomery County Engineer's Office

Date: 7/31/2023

ENGINEER'S ESTIMATE

REF NO.	ITEM	ITEM EXT	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL PRICE
ROADWAY							
1	201	11000	CLEARING AND GRUBBING	LS		\$	7,000.00
2	202	23000	PAVEMENT REMOVED	SY	67	\$ 39.40	\$ 2,626.67
3	202	38000	GUARDRAIL REMOVED	FT	150	\$ 3.42	\$ 513.00
4	202	42000	ANCHOR ASSEMBLY REMOVED, TYPE A	EACH	4	\$ 431.03	\$ 1,724.12
5	203	10000	EXCAVATION	CY	12	\$ 30.46	\$ 372.29
6	203	20000	EMBANKMENT	CY	111	\$ 22.11	\$ 2,448.48
7	204	10000	SUBGRADE COMPACTION	SY	73	\$ 3.71	\$ 272.07
8	606	15050	GUARDRAIL, TYPE MGS	FT	150	\$ 26.63	\$ 3,994.50
9	606	26150	ANCHOR ASSEMBLY, MGS TYPE E	EACH	4	\$ 2,907.34	\$ 11,629.36
EROSION CONTROL							
10	659	300	TOPSOIL	CY	7	\$ 111.80	\$ 828.15
11	659	500	SEEDING AND MULCHING, CLASS 1	SY	67	\$ 65.99	\$ 4,399.33
12	659	20000	COMMERCIAL FERTILIZER	TON	0.01	\$ 1,009.22	\$ 6.06
13	659	35000	WATER	MGAL	0.18	\$ 2.95	\$ 0.53
14	832	30000	EROSION CONTROL	EACH	5000	\$ 1.00	\$ 5,000.00
PAVEMENT							
15	301	56000	ASPHALT CONCRETE BASE, PG64-22, (449)	CY	9	\$ 374.98	\$ 3,194.27
16	304	20000	AGGREGATE BASE	CY	13	\$ 131.96	\$ 1,734.54
17	407	10000	TACK COAT	GAL	8	\$ 3.28	\$ 27.66
18	441	50000	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22	CY	3	\$ 765.83	\$ 1,950.03
19	441	50300	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449)	CY	4	\$ 501.67	\$ 1,788.36
TRAFFIC CONTROL							
20	642	50020	PAVEMENT MARKING, MISC.: CENTERLINE, TYPE 1	FT	40	\$ 2.85	\$ 114.00
MAINTENANCE OF TRAFFIC							
21	614	12420	DETOUR SIGNING	LS		\$	5,000.00
STRUCTURE OVER 20 FT SPAN							
22	202	11200	PORTIONS OF STRUCTURE REMOVED	LS		\$	25,000.00
23	503	21300	EXCAVATION	LS		\$	2,000.00
24	503	11100	COFFERDAMS AND EXCAVATION BRACING	LS		\$	15,000.00
25	509	10000	EPOXY COATED STEEL REINFORCEMENT	LB	1600	\$ 3.26	\$ 5,216.00
26	511	46210	CLASS QC1 CONCRETE, RETAINING/WINGWALL INCLUDING FOOTING	CY	11	\$ 1,326.50	\$ 14,149.33
27	512	33000	TYPE 2 WATERPROOFING	SY	75	\$ 17.94	\$ 1,339.52
28	512	33010	TYPE 3 WATERPROOFING	SY	87	\$ 37.80	\$ 3,292.80
29	601	32100	ROCK CHANNEL PROTECTION, TYPE B WITH FILTER	CY	50	\$ 171.43	\$ 8,571.50
30	611	94800	8" X 4" CONDUIT, TYPE A, 706.05	FT	56	\$ 844.29	\$ 47,280.24
INCIDENTALS							
31	614	11000	MAINTAINING TRAFFIC	LS		\$	10,000.00
32	623	10000	CONSTRUCTION LAYOUT STAKES AND SURVEYING	LS		\$	5,000.00
33	624	10000	MOBILIZATION	LS		\$	10,000.00

SUBTOTAL = \$ 200,000.00
 Contingencies = 10.00% \$ 20,000.00
 Right of Way = \$4,300.00
 Grand Total = \$ 224,300.00

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



Lutheran Church Road Bridge Replacement, Job No. 2022-27

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				25	
Full-depth road construction w/o drainage	64.7	100	6470	25	1617.5
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	155.3	100	15530	75	11647.5
Pumps, Lift Stations				15	
Sidewalks				25	
Bike Facility				7	

Totals	220		22000		13265
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Weighted Useful Life: 60.3 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

Lutheran Church Road Bridge Replacement, Job No. 2022-27

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Partial-depth road construction w/o drainage				15	
Storm Sewers				40	
Sanitary Sewers				40	
Water Lines				40	
Bridge	155.3	100	15530	75	11647.5
Pumps, Lift Stations				15	
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Portion Repair / Replace 100 %
 Portion New / Expansion %

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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: Lutheran Church Road Bridge Replacement, Project No. 2022-27

Application Summary:

Briefly describe the project:

The Lutheran Church Bridge Replacement project concerns the single-span pipe arch structure crossing a tributary stream of Little Bear Creek. This structure is located on Lutheran Church Road between two discontinuous sections of Forney Road. The proposed work includes the complete removal and replacement of the existing structure with a four-sided reinforced concrete box of equivalent hydraulic capacity. Associated roadway work consists of updating the guardrail and repairs of the roadway immediately before and after the bridge. The proposed dimensions and 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?
The bridge inspection conducted on October 10th, 2022, reports a general appraisal of 4 – Poor Condition for the whole structure. This condition rating is due to the advanced deterioration of the pipe arch near the foundation of the structure. This deterioration is present along over 90% of the length on both the North and South sides and consists of heavy rusting, and advanced section loss, with many perforations through the metal where backfill is spilling through. Additionally, the walls of the structure can easily be deformed or punctured using a chipping hammer. Left unaddressed, these perforations will likely worsen and spread, enabling more backfill to infiltrate and compromising the structural capacity of the flexible pipe arch.

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
--------------------------------------	-------

Other Factors

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

N/A

LUTHERAN CHURCH ROAD, JEF-T0019-0383 BRIDGE REPLACEMENT LOCATION MAP



LUTHERAN CHURCH ROAD, JEF-19-3.83
BRIDGE REPLACEMENT
CONDITION STATE OBSERVATIONS

OPWC FY24 DISTRICT 4
APPLICATION



Profile view of the bridge as seen from the West looking East

LUTHERAN CHURCH ROAD, JEF-19-3.83
BRIDGE REPLACEMENT

OPWC FY24 DISTRICT 4
APPLICATION



North Edge General Condition



North Edge Detailed View

Heavy scaling and rusting have been observed along 90% of the length of the bottom edge where the pipe arch meets the north side of the concrete foundation. Perforations are present in several locations and the corrugated metal walls are easily deformed or punctured with a chipping hammer.

LUTHERAN CHURCH ROAD, JEF-19-3.83
BRIDGE REPLACEMENT

OPWC FY24 DISTRICT 4
APPLICATION



South Edge General Condition



South Edge Detailed View

The south edge is in the same condition as the north edge with heavy scaling, rusting, and perforations along 90% of the length. Similarly, the walls are easily deformed or punctured with a chipping hammer.

Inspector: Schaub,Mark
 Inspection Date: 10/12/2022

Structure Number: 5740193
 Facility Carried: Lutheran Chrch C19

Bridge Inspection Report

Ohio Bridge Inspection Summary Report

MOT-C0019-0383 (5740193)

2: District 38738 - JEFFERSON TWP (MOT county)
 District 07

5A: Inventory Route 1 C0019

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 JEF

7: Facility On Lutheran Chrch C19
 6: Feature Ints Trib to Little Bear Crk.
 9: Location 1.4 MILES SOUTH OF SR35
 Lat, Lon 39.725136 , -84.347567

Condition	Structure Type
-----------	----------------

58: Deck N - Not Applicable
 58.01 Wearing Surface 9 - Excellent
 58.02 Joint N- Not Applicable
59: Superstructure N - Not Applicable
 59.01 Paint & PCS N - Not Applicable
60: Substructure N - Not Applicable
61: Channel 7
 61.01 Scour 7 - Good
62: Culverts 4 - Large spalls, heavy scaling, wide cracks
67.01 GA 4

43: Bridge Type 3 - Steel
 19 - Culvert (includes frame culverts)
 N- Not Applicable
 45: Spans Main / Approach 1 / 0
 107: Deck Type N - Not Applicable
 408: Composite Deck X - Not Applicable
 414A Joint Type 1 N - None
 414B: Joint Type 2 N - None
 108A: Wearing Surface 6 - Bituminous
 N- Not Applicable

Appraisal

Sufficiency Rating 72.9 SD/FO 1 - SD
 36: Rail, Tr, Gd, Term Std N N 1 1
 72: Approach Alignment 8 - Equal to present desirable criteria
 113: Scour Critical 5 - Scour within limits of footing or piles
 71: Waterway Adequacy 7 - Slight Chance of Overtopping Bridge

422: WS Date 07/01/2020
 423: WS Thick (in) 0.0
 482: Protective Coating N - None or Not Applicable
 483: PCS Date
 453: Bearing Type 1 N - None
 455: Bearing Type 2 N - None
 528: Foundn: Abut Fwd N - None (Such as most Culverts)
 533: Foundn: Abut Rear N - None (such as most Culverts)
 536: Foundn: Pier 1 N - None (Such as most Culverts)
 539: Foundn: Pier 2 N - None (Such as most Culverts)

Geometric

48: Max Span Length (ft) 13.0
 49: Structure Length (ft) 13.0
 52: Deck Width, Out-To-Out (ft) 0.0
 424: Deck Area (sf) 260
 32: Appr Roadway Width (ft) 20.0
 51: Road Width, Curb-Curb (ft) 0.0
 50A: Curb/SW Width: Left (ft) 0
 50A: Curb/SW Width: Right (ft) 0
 34: Skew (deg) 0
 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) 56

Age and Service

27: Year Built/ 106 Rehab 1975 / 0000
 42A: Service On 1 - Highway
 42B: Service Under 5 - Waterway
 28A: Lanes on 02
 28B: Lanes Under 00
 19: Bypass Length 3
 29: ADT 374
 109: % Trucks (%) 4

Load Posting

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 (%) 150
 704: Analysis Date 07/01/1983
 63: Analysis Method 5 - No rating analysis or evaluation performed

Inspections

	<i>Months</i>	
90: Routine Insp.	12	10/12/2022
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 Schaub,Mark

Inspector: Schaub,Mark
Inspection Date: 10/12/2022

Structure Number: 5740193
Facility Carried: Lutheran Chrch C19

Bridge Inspection Report

Inspector: Schaub,Mark
Inspection Date: 10/12/2022

Structure Number: 5740193
Facility Carried: Lutheran Chrch C19

Bridge Inspection Report

ODOT District: District 07

MOT-C0019-0383 __(5740193)

Date Built: 07/01/1975

Major Maint: 02 - County Highway Agency

Facility Carried: Lutheran Chrch C19

Traffic On: 1 - Highway

Rehab Date:

Routine Maint: 02 - County Highway Agency

Feature Inters: Trib to Little Bear Crk.

Traffic Under: 5 - Waterway

Insp. 02 - County Highway

FIPS Code: 38738 - JEFFERSON TWP (MOT county)

Location: JEF

1.4 MILES SOUTH OF SR35

Resp A: Agency

Insp
Resp B:

Inspector

Schaub,Mark

Inspection Date

10/12/2022

Reviewer Shields,David

Inspector Comments - Deck and Approach

Deck

Approach

Approach Wearing Surface (EA)

-New asphalt in 2020.

Approach Guardrail (EA)

- The backside of approach rail rusting on Northeast and Southeast corners of structure.
- Railing has rusted through in a few several areas.

Inspector Comments - General Appraisal

Superstructure

Substructure

Culvert

Culvert General (LF)

- Heavy rusting and advanced section loss with many perforations at the first 8"H from the bottom edges x 90% of the length on each side of the metal culvert. Metal can be deformed and punctured easily with chipping hammer.
- Infiltration through perforations.
- Recommend to program for replacement. Substructure in in very good condition and would be a excellent candidate to reuse with a new multiplate culvert. *Scheduled for replacement 2025.*

Inspector Comments - Waterway

Inspector: Schaub,Mark
Inspection Date: 10/12/2022

Structure Number: 5740193
Facility Carried: Lutheran Chrch C19

Bridge Inspection Report

Waterway Adequacy

Channel

Scour Critical

Montgomery County Engineer's Office Traffic Department

Location : Lutheran Church Road
 Cross Street : at JEF.19-3.83
 By : KRL

Site: 23 Lutheran Church
 3/20/2023
 Monday

24 Hour Volume

Interval Start	Northbound	Southbound	Combined	Interval Start	Northbound	Southbound	Combined																																																																									
10:00 AM	3	8	11	10:00 PM	1	2	3	<div style="text-align: right; font-weight: bold; margin-bottom: 10px;">Volume Totals</div> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 30%;"></th> <th style="width: 30%; text-align: right;">Northbound</th> <th style="width: 30%; text-align: right;">Southbound</th> <th style="width: 10%;"></th> </tr> </thead> <tbody> <tr> <td>12:00 AM - 12:00 PM</td> <td style="text-align: right;">59</td> <td style="text-align: right;">49</td> <td style="text-align: right;">108</td> </tr> <tr> <td></td> <td style="text-align: right;">(54.6%)</td> <td style="text-align: right;">(45.4%)</td> <td></td> </tr> <tr> <td>12:00 PM - 12:00 AM</td> <td style="text-align: right;">100</td> <td style="text-align: right;">80</td> <td style="text-align: right;">180</td> </tr> <tr> <td></td> <td style="text-align: right;">(55.6%)</td> <td style="text-align: right;">(44.4%)</td> <td></td> </tr> <tr> <td>24 Hours</td> <td style="text-align: right;">159</td> <td style="text-align: right;">129</td> <td style="text-align: right;">288</td> </tr> <tr> <td></td> <td style="text-align: right;">(55.2%)</td> <td style="text-align: right;">(44.8%)</td> <td></td> </tr> <tr> <td colspan="4" style="text-align: center; font-weight: bold; margin-top: 10px;">Peak Hours</td> </tr> <tr> <td colspan="4" style="text-align: center; font-weight: bold; margin-bottom: 5px;">12:00 AM - 12:00 PM</td> </tr> <tr> <td></td> <td style="text-align: right;">Started</td> <td style="text-align: right;">Started</td> <td style="text-align: right;">Started</td> </tr> <tr> <td></td> <td style="text-align: right;">7:30 AM</td> <td style="text-align: right;">11:00 AM</td> <td style="text-align: right;">11:00 AM</td> </tr> <tr> <td></td> <td style="text-align: right;">Volume</td> <td style="text-align: right;">13</td> <td style="text-align: right;">11</td> </tr> <tr> <td></td> <td style="text-align: right;">Factor</td> <td style="text-align: right;">0.54</td> <td style="text-align: right;">0.39</td> </tr> <tr> <td colspan="4" style="text-align: center; font-weight: bold; margin-top: 10px;">12:00 PM - 12:00 AM</td> </tr> <tr> <td></td> <td style="text-align: right;">Started</td> <td style="text-align: right;">Started</td> <td style="text-align: right;">Started</td> </tr> <tr> <td></td> <td style="text-align: right;">12:15 PM</td> <td style="text-align: right;">1:45 PM</td> <td style="text-align: right;">4:45 PM</td> </tr> <tr> <td></td> <td style="text-align: right;">Volume</td> <td style="text-align: right;">16</td> <td style="text-align: right;">13</td> </tr> <tr> <td></td> <td style="text-align: right;">Factor</td> <td style="text-align: right;">0.57</td> <td style="text-align: right;">0.41</td> </tr> </tbody> </table>		Northbound	Southbound		12:00 AM - 12:00 PM	59	49	108		(54.6%)	(45.4%)		12:00 PM - 12:00 AM	100	80	180		(55.6%)	(44.4%)		24 Hours	159	129	288		(55.2%)	(44.8%)		Peak Hours				12:00 AM - 12:00 PM					Started	Started	Started		7:30 AM	11:00 AM	11:00 AM		Volume	13	11		Factor	0.54	0.39	12:00 PM - 12:00 AM					Started	Started	Started		12:15 PM	1:45 PM	4:45 PM		Volume	16	13		Factor	0.57	0.41
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Montgomery County Engineer's Office Traffic Department

Location : Lutheran Church Road
 Cross Street : at JEF.19-3.83
 By : KRL

Site: 23 Lutheran Church
 3/20/2023
 Monday

24 Hour Classification

Northbound

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
10:00 AM	8	0	5	0	0	2	1	0	0	0	0	0	0	0
11:00 AM	11	0	8	1	0	2	0	0	0	0	0	0	0	0
12:00 PM	9	0	2	3	0	4	0	0	0	0	0	0	0	0
1:00 PM	14	0	8	1	0	5	0	0	0	0	0	0	0	0
2:00 PM	12	0	6	3	0	3	0	0	0	0	0	0	0	0
3:00 PM	11	0	7	2	0	2	0	0	0	0	0	0	0	0
4:00 PM	9	0	4	3	0	2	0	0	0	0	0	0	0	0
5:00 PM	16	0	7	5	0	4	0	0	0	0	0	0	0	0
6:00 PM	12	0	5	5	0	2	0	0	0	0	0	0	0	0
7:00 PM	7	0	4	2	0	1	0	0	0	0	0	0	0	0
8:00 PM	5	0	1	4	0	0	0	0	0	0	0	0	0	0
9:00 PM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0
3:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
4:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	3	0	1	2	0	0	0	0	0	0	0	0	0	0
6:00 AM	4	0	0	0	0	4	0	0	0	0	0	0	0	0
7:00 AM	10	0	7	1	0	1	1	0	0	0	0	0	0	0
8:00 AM	12	0	7	5	0	0	0	0	0	0	0	0	0	0
9:00 AM	8	0	4	2	0	2	0	0	0	0	0	0	0	0
Total	159	0	81	41	0	35	2	0	0	0	0	0	0	0
%		0.0	50.9	25.8	0.0	22.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Montgomery County Engineer's Office Traffic Department

Location : Lutheran Church Road
 Cross Street : at JEF.19-3.83
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Site: 23 Lutheran Church
 3/20/2023
 Monday

24 Hour Classification

Southbound

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
10:00 AM	7	0	4	1	0	2	0	0	0	0	0	0	0	0
11:00 AM	11	0	6	4	0	1	0	0	0	0	0	0	0	0
12:00 PM	8	0	2	3	0	3	0	0	0	0	0	0	0	0
1:00 PM	5	0	3	0	0	2	0	0	0	0	0	0	0	0
2:00 PM	12	0	9	2	0	1	0	0	0	0	0	0	0	0
3:00 PM	8	0	5	2	0	1	0	0	0	0	0	0	0	0
4:00 PM	11	0	9	0	0	2	0	0	0	0	0	0	0	0
5:00 PM	10	0	3	4	0	3	0	0	0	0	0	0	0	0
6:00 PM	8	0	5	2	0	1	0	0	0	0	0	0	0	0
7:00 PM	6	0	5	1	0	0	0	0	0	0	0	0	0	0
8:00 PM	4	0	1	0	0	3	0	0	0	0	0	0	0	0
9:00 PM	7	0	4	3	0	0	0	0	0	0	0	0	0	0
10:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3/21/2023														
12:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	2	0	2	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	1	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	5	0	2	3	0	0	0	0	0	0	0	0	0	0
7:00 AM	9	0	6	1	0	2	0	0	0	0	0	0	0	0
8:00 AM	6	0	4	1	0	0	0	0	1	0	0	0	0	0
9:00 AM	7	0	4	2	0	1	0	0	0	0	0	0	0	0
Total	129	0	76	30	0	22	0	0	1	0	0	0	0	0
%		0.0	58.9	23.3	0.0	17.1	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0

Montgomery County Engineer's Office Traffic Department

Location : Lutheran Church Road
 Cross Street : at JEF.19-3.83
 By : KRL

Site: 23 Lutheran Church
 3/20/2023
 Monday

24 Hour Speed

		Northbound														
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.	
10:00 AM	8	0	0	0	3	0	0	1	1	2	0	1	0	0	42.4	
11:00 AM	11	0	0	1	0	2	1	2	2	0	2	0	1	0	43.8	
12:00 PM	9	0	0	1	0	1	1	1	2	2	1	0	0	0	44.3	
1:00 PM	14	0	0	0	0	1	2	0	2	5	4	0	0	0	48.9	
2:00 PM	12	0	0	0	1	0	2	2	3	2	1	0	1	0	46.8	
3:00 PM	11	0	0	1	1	0	1	0	2	3	0	3	0	0	47.5	
4:00 PM	9	0	0	0	0	0	1	1	1	4	1	1	0	0	51.7	
5:00 PM	16	0	0	0	0	0	0	6	3	4	2	0	1	0	49.1	
6:00 PM	12	0	0	0	0	3	1	1	0	6	0	1	0	0	46.2	
7:00 PM	7	0	0	0	0	0	0	0	4	1	0	0	1	1	54.7	
8:00 PM	5	0	0	0	0	0	1	2	1	1	0	0	0	0	45.0	
9:00 PM	3	0	0	0	0	0	0	0	1	0	2	0	0	0	54.7	
10:00 PM	2	0	0	0	0	0	0	0	0	0	0	1	1	0	63.4	
11:00 PM	0	0	0	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	1	0	0	0	0	0	0	0	0	1	0	0	0	0	52.9	
3:00 AM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	54.1	
4:00 AM	1	0	0	0	0	0	0	1	0	0	0	0	0	0	44.7	
5:00 AM	3	0	0	0	0	0	0	2	1	0	0	0	0	0	44.9	
6:00 AM	4	0	0	0	0	0	0	2	1	0	0	0	0	1	50.4	
7:00 AM	10	0	0	0	0	0	1	1	1	2	2	2	1	0	54.4	
8:00 AM	12	0	0	0	1	1	2	3	0	2	0	2	1	0	46.7	
9:00 AM	8	0	0	0	0	1	0	1	1	2	2	1	0	0	50.6	
Total	159	0	0	3	6	9	13	26	26	38	17	12	7	2	48.4	
%		0.0	0.0	1.9	3.8	5.7	8.2	16.4	16.4	23.9	10.7	7.5	4.4	1.3		
Average (Mean)		48.4 mph			Minimum 23.1 mph			Maximum 73.7 mph			Pace Range 44.3 - 54.3 mph			66 vehicles (41.5%)		
Percentile Speeds		<u>10%</u>	<u>15%</u>	<u>50%</u>	<u>85%</u>	<u>90%</u>										
(mph)		34.1	36.9	48.6	59.1	61.3										
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>									
		98.1% (156)	88.7% (141)	64.2% (102)	23.9% (38)	5.7% (9)	0% (0)									

Montgomery County Engineer's Office Traffic Department

Location : Lutheran Church Road
 Cross Street : at JEF.19-3.83
 By : KRL

Site: 23 Lutheran Church
 3/20/2023
 Monday

24 Hour Speed

		Southbound														
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.	
10:00 AM	7	0	0	0	1	0	1	2	1	1	1	0	0	0	44.0	
11:00 AM	11	0	0	1	2	1	0	1	2	4	0	0	0	0	41.3	
12:00 PM	8	0	0	0	0	1	0	1	2	2	2	0	0	0	49.7	
1:00 PM	5	0	0	1	0	1	1	0	1	1	0	0	0	0	39.3	
2:00 PM	12	0	0	0	0	2	0	1	4	3	2	0	0	0	47.2	
3:00 PM	8	0	0	0	0	1	1	1	2	2	1	0	0	0	46.4	
4:00 PM	11	0	0	0	0	0	1	1	3	4	2	0	0	0	49.5	
5:00 PM	10	0	0	0	0	0	0	0	2	3	2	1	0	2	57.8	
6:00 PM	8	0	0	0	0	0	0	1	2	3	1	0	0	1	52.6	
7:00 PM	6	0	0	0	0	0	2	2	0	0	1	1	0	0	46.0	
8:00 PM	4	0	0	0	0	0	1	0	1	1	0	1	0	0	49.7	
9:00 PM	7	0	0	0	0	0	0	2	2	3	0	0	0	0	48.0	
10:00 PM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	58.9	
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
3/21/2023																
12:00 AM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	47.9	
1:00 AM	2	0	0	0	0	1	0	0	1	0	0	0	0	0	39.1	
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	0	0	1	0	0	0	0	0	47.6	
6:00 AM	5	0	0	0	0	0	0	1	0	1	2	1	0	0	55.2	
7:00 AM	9	0	0	0	0	0	0	2	0	4	2	1	0	0	52.2	
8:00 AM	6	0	0	0	1	0	0	0	1	3	0	1	0	0	48.9	
9:00 AM	7	0	0	0	0	0	2	0	3	0	2	0	0	0	47.5	
Total	129	0	0	2	4	7	9	15	29	35	19	6	0	3	48.5	
%		0.0	0.0	1.6	3.1	5.4	7.0	11.6	22.5	27.1	14.7	4.7	0.0	2.3		
Average (Mean)		48.5 mph			Minimum 23.5 mph			Maximum 76.9 mph			Pace Range 44.6 - 54.6 mph			64 vehicles (49.6%)		
Percentile Speeds		<u>10%</u>	<u>15%</u>	<u>50%</u>	<u>85%</u>	<u>90%</u>										
(mph)		33.9	37.6	48.3	57.5	58.9										
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>									
		98.4% (127)	89.9% (116)	71.3% (92)	21.7% (28)	2.3% (3)	1.6% (2)									