Ottawa County Engineer's Office State of Ohio



Ohio Public Works Commission District 5 Round 31

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Gypsum Road CR #33 Pavement and Drainage Improvements Portage Township, Ottawa County, Ohio

Gypsum Road CR #33 is a high volume Rural Major Collector that carries a verified 1350 VPD traffic. Approximately 11% of this volume is made up of Trucks. The road services both residential and industrial properties. The US Gypsum Company operates and industrial facility with direct access onto Gypsum Road and generates the bulk of the truck traffic on this road. The entire length of Gypsum Road will be improved from the terminus of Plasterbed Road TR #34 north to the intersection with State Road CR #8, a total distance of 1.19 miles.

Work proposed for the project will include pavement repairs, minimal road widening, and resurfacing of the initial 3,700 feet of road from the commencement of the project north to the location of the outlet of Dwelle Ditch. Roadside drainage improvements and an outlet to Sandusky Bay will be included in this section to solve flooding issues associated with the water from Dwelle Ditch.

From the Dwelle Ditch north a distance of approximately 2,600 feet pavement repairs and resurfacing will be performed. Existing underground storm water sewers will be upgraded to alleviate drainage issues associated with the Village of Gypsum. Additionally, the intersection at State Road CR #8 will be prepped for installation of a left hand turn lane to accommodate increasing truck traffic generated by US Gypsum as well as additional traffic that is being generated by the Erie-Ottawa-Sandusky International Airport.



Photo 1 – Failed Pavement Surface



Photo 2 – Failed Pavement Surface and Repair Areas





Photos 3 & 4 - Pavement Edge Repairs





Photos 5 & 6 – Widespread Map Cracking at Pavement Centerline Page 2 of 4



Photo 7 – Pavement Failure Area at USG Facility



Photo 8 - Pavement Bleed Though at Curve



Photo 9 – Shoulder Rutting with Water Retention at Curve

	OHIO CHIO CUBLEC WORKS	State of Ohio Public Works Commis Application for Financial Assista	nce
IMPC	ORTANT: Please consult "Instructions for	Financial Assistance for Capital Infrastructure Projects" for g	juidance in completion of this form.
rt	Applicant: <u>Ottawa County - Enginee</u>		ion Code: <u>123-00123</u>
ical	District Number: <u>5</u> County:	Ottawa	Date: 09/09/2016
Applicant	Contact: <u>Ronald P Lajti, Jr., P.E., P.</u> (The individual who will be available during	S. business hours and who can best answer or coordinate the response to questions)	Phone: <u>(419) 734-6777</u>
	Email: <u>rlajti@co.ottawa.oh.us</u>		FAX: <u>(419) 734-6768</u>
	Project Name: <u>Gypsum Road CR #3</u>	33 Pavement and Drainage Improvements	Zip Code:43433
	Subdivision Type	Project Type Funding	Request Summary
بب	(Select one)	(Select single largest component by \$) (Automatically populates f	
Project	X 1. County	1. Road Total Project Cost:	<u> </u>
Pro	2. City	2. Bridge/Culvert 1. Grant:	<u> </u>
	3. Township	3. Water Supply 2. Loan:	0000
	4. Village5. Water (6119 Water District)	4. Wastewater 3. Loan Assist 5. Solid Waste Credit Enha	
		6. Stormwater Funding Requested:	
D	istrict Recommendation	(To be completed by the District Committee)	
	Funding Type Requested	SCIP Loan - Rate:% Term: Yrs	Amount:00
(3e)	State Capital Improvement Program	RLP Loan - Rate: % Term: Yrs	Amount:00
	Local Transportation Improvement Program	Grant:	Amount:00
	Revolving Loan Program		
	Small Government Program		Amount:00
	District SG Priority:	Loan Assistance / Credit Enhancement:	Amount:00
Fo	or OPWC Use Only		
	STATUS	Grant Amount:00 Loan Ty	ype: 🗌 SCIP 📋 RLP
Proje	ect Number:	Loan Amount:00 Date Co	onstruction End:
		Total Funding:00 Date M	aturity:
Rele	ase Date:	Local Participation: % Rate:	%
OPV	/C Approval:	OPWC Participation: % Term:	Yrs

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

1.1 Project Estimated Costs

Engineering Services	
Preliminary Design:00	
Final Design:00	
Construction Administration: <u>34,300</u> .00	
Total Engineering Services:	a.) <u>34,300</u> .00 <u>4</u> %
Right of Way:	b.)00
Construction:	c.) <u>857,380</u> .00
Materials Purchased Directly:	d.)00
Permits, Advertising, Legal:	e.) 1,000 .00
Construction Contingencies:	f.)85,800 .000 %
Total Estimated Costs:	g.)978,48000
1.2 Project Financial Resources	
Local Resources	
Local In-Kind or Force Account:	a.) <u>378,480</u> .00
Local Revenues:	b.)00
Other Public Revenues:	c.)00
ODOT / FHWA PID:	d.)00
USDA Rural Development:	e.)00
OEPA / OWDA:	f.)00
CDBG: County Entitlement or Community Dev. "Formula" Department of Development	g.)250,00000
Other:	h.)00
Subtotal Local Resources:	i.) <u>628,480</u> .00 <u>64</u> %
OPWC Funds (Check all requested and enter Amount)	
Grant:79_% of OPWC Funds	j.)275,000 .00
Loan: <u>21</u> % of OPWC Funds	k.)75,000 .00
Loan Assistance / Credit Enhancement:	l.)0.00
Subtotal OPWC Funds:	m.) <u>350,000</u> .00 <u>36</u> %
Total Financial Resources:	n.) 978,48000100_%

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 Repair / Replacement:	978,480 .00	100 % A Farmland Preservation letter is
2.2 Total Portion of Project New / Expansion:	.00. 0	0 % required for any impact to farmland
2.3 Total Project:	<u> </u>	<u> 100</u> %

3.0 Project Schedule

3.1 Engineering / Design / Right of Way	Begin Date: 01/01/2017	End Date: 03/31/2018
3.2 Bid Advertisement and Award	Begin Date: 04/01/2018	End Date: <u>05/15/2018</u>
3.3 Construction	Begin Date: 05/16/2018	End Date: <u>11/30/2018</u>

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: ____10___ Years Age: _____2004 (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 <u>1,352</u>	Year <u>2015</u>	Projected ADT	1,650 Year 2035
Water / Wastewater:	Based on monthly usag	e of 4,500 gallons	per household; attac	h current ordinances.
	. .			

Residential Water Rate Current \$_____ Proposed \$ _____

Number of households served: _____

Residential Wastewater Rate	Current \$	Proposed \$
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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.) 500 character limit.

Ottawa County, Portage Township Section 2 & 11 Gypsum Road, CR #33 - From Road Commencement at the Shore of Sandusky Bay to State Road CR #8

B: PROJECT COMPONENTS (Describe the specific work to be completed; the engineer's estimate does not replace this requirement) 1,000 character limit.

Partial widening and resurfacing of 1.19 miles of road with asphalt concrete material. Milling and pavement repairs to be completed where applicable.

Drainage improvements along Gypsum Road CR #33 to include upgrades to existing storm water sewers within the unincorporated Village of Gypsum as well as development of open storm water drainage ditches from Dwelle Ditch south to Sandusky Bay.

C: PHYSICAL DIMENSIONS (Describe the physical dimensions of the existing facility and the proposed facility. Include length, width, quantity and sizes, mgd capacity, etc in detail.) 500 character limit.

Gypsum Road CR #33 - 1.19 miles long varies from 22' tp 26' wide

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:	James M. Sass
	Title:	Ottawa County Commissioners
	Address:	315 Madison Street
		Courthouse Room 103
	City:	Port Clinton State: OH Zip: 43452
	Phone:	(419) 734-6720
	FAX:	(419) 734-6898
	E-Mail:	jsass@co.ottawa.oh.us
5.2 Chief Financial Officer	(Can not a	lso serve as CEO)
	Name:	Lawrence Hartlaub
	Title:	Ottawa County Auditor
	Address:	315 Madison Street
		Courthouse Room 202
	City:	Port Clinton State: OH Zip: 43452
	Phone:	(419) 734-6742
	FAX:	(419) 734-6592
	E-Mail:	Ihartlaub@co.ottawa.oh.us
5.3 Project Manager		
	Name:	Ronald P. Lajti, Jr., P.E., P.S.
	Title:	Ottawa County Engineer
	Address:	8247 W. State Route #163
	City:	Oak Harbor State: OH Zip: 43449
	Phone:	(419) 734-6777
	FAX:	(419) 734-6768
	E-Mail:	rlajti@co.ottawa.oh.us

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 <u>all local share</u> 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 <u>seal or stamp and signature.</u>

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.

James M Sass, Ottawa County Commissioner

Certifying Representative (Printed form, Type or Print Name and Title) 9/8/10 M. an emer nal Signature / Date Signed

Resolution No. 16-36

A RESOLUTION BY THE BOARD OF COUNTY COMMISSIONERS OF OTTAWA COUNTY, OHIO DESIGNATING AND AUTHORIZING THE MEMBERS OF THE BOARD OF COUNTY COMMISSIONERS AS THE SIGNATORY FOR ALL FORMS AND DOCUMENTS RELATED TO THE STATE ISSUE II FUNDING APPLICATIONS TO THE OHIO PUBLIC WORKS COMMISSION

The Board of County Commissioners of the County of Ottawa, Ohio, met in regular session at the office of the Board of County Commissioners, Ottawa County Courthouse, Port Clinton, Ohio on the 14th day of July, 2016, at the regular place of meeting with the following members present:

James M. Sass Mark W. Stahl Jo Ellen Regal

Commissioner Stahl offered the following resolution and moved its passage, which was duly seconded by Commissioner Regal.

WHEREAS, the State Capital Improvement Program and the Local Transportation Improvement Program both provide financial assistance to political subdivisions for capital improvements to public infrastructure, and

WHEREAS, Ottawa County is eligible to receive financial assistance from the Ohio Public Works Commission to finance capital improvements, and

WHEREAS, the Ohio Public Works Commission requires individuals to be designated and authorized to sign all forms and documents associated with applications to the Ohio Public Works Commission.

NOW THEREFORE, BE IT RESOLVED by the Board of County Commissioners of Ottawa County, Ohio:

- SECTION 1: That the members of the Board shall be and are hereby designated as signatory designees.
- SECTION 2: That the members of said Board shall be and are hereby authorized to sign all forms and documents associated with applying for financial assistance to the Ohio Public Works Commission.

Vote on Motion: James M. Sass, yes; Mark W. Stahl, yes; Jo Ellen Regal, yes.

I, Theresa Elder, Assistant Clerk of the Board of Commissioners of Ottawa County, Ohio, hereby do certify that the above is a true and correct copy of a resolution adopted by said Board under said date and as same appears in Commissioners' Journal, Volume 94.

Theresa Elder

Theresa Elder, Assistant Clerk Board of Ottawa County Commissioners

Prepared by: Sanitary Engineering Dept.

cc: Sanitary Engineering Dept. County Engineer

CHIEF FINANCIAL OFFICER CERTIFICATION STATEMENT

Gypsum Road CR #33 Pavement and Drainage Improvements

I, Lawrence Hartlaub, Auditor of Ottawa County, hereby certify that Ottawa County will collect the amount of \$378,480.00 in the Road & Bridge fund and that this amount will be used to pay the matching funds as stated in the application for the Gypsum Road CR #33 Pavement and Drainage Improvements Project.

Lawrence Hartlaub Ottawa County Auditor

9-8-16

Date

CHIEF FINANCIAL OFFICER CERTIFICATION STATEMENT

Gypsum Road CR #33 Pavement and Drainage Improvements

I, Lawrence Hartlaub, Auditor of Ottawa County, hereby certify that Ottawa County will collect the amount of \$75,000.00 in the Road & Bridge fund and that this amount will be used to repay the SCIP or RLP loan requested for the Gypsum Road CR #33 Pavement and Drainage Improvement Project over a 10 year term.

Lawrence Hartlaub Ottawa County Auditor

9-8-16

Date



August 29, 2016

Ron Lajti County Engineer Ottawa County Engineer's Office 8247 West State Route 163 Oak Harbor, Ohio 43449

Dear Mr. Lajti:

The Ohio Development Services Agency (Development), in conjunction with JobsOhio, welcomes the opportunity to assist the Ottawa County Engineer's Office with its public roadwork development project in support of the United States Gypsum Company (USG) project in Portage Township.

Enclosed with this letter is a Summary of Assistance with program information for the Roadwork Development (629) Grant being offered by Development. We believe that this offer of assistance, coupled with additional local and State resources available, allows the Ottawa County Engineer's Office to address all of the public roadwork needs for the USG project. Good luck as you proceed with this important project.

Please continue to work with Chase Eikenbary at the Regional Growth Partnership. Chase may be reached at (419) 722-4427 or by e-mail at eikenbary@rgp.org.

Sincerel

Jøhn Minor President and Chief Investment Officer JobsOhio JobsOhio

David Goodman Director Development Services Agency



Cc: Bill St. Leger, Plant Manager, United States Gypsum Company



Ohio

Summary of Assistance for United States Gypsum Company and the Ottawa County Engineer's Office

Project Assumptions:

- The primary focus of the Roadwork Development (629) Grant is to complete an eligible roadwork project in support of United States Gypsum Company's (USG) project in your community.
- The total estimated eligible roadwork costs related to the project are \$857,350.
- USG's Project Details:
 - Project Site: USG will expand at 121 South Lake Road in Portage Township, Ottawa County.
 - Jobs Created: USG will create 10 new jobs with an associated created payroll of \$424,320, exclusive of benefits.
 - **Jobs Retained:** USG will retain 233 existing jobs with an associated baseline payroll for the previous twelve-month period of \$15,341,000, exclusive of benefits.
 - The state of Ohio is in competition with the states of Indiana and Maryland for USG's proposed project.
 - Any relocation of positions within the state of Ohio will require USG to notify the impacted community in the form of a relocation letter.
- Basic project information will become public once the State Controlling Board approves the project.

Proposed State Assistance

Roadwork Development (629) Grant

Estimated Total Value of Assistance

*This commitment is current as of August 29, 2016. It will remain in effect until November 30, 2016. **"Jobs" - both retained and created - are calculated on a full time equivalent (FTE) basis, obtained by dividing the total number of hours for which employees were compensated for employment in the Project by two-thousand eighty.

Next Steps:

Chase Eikenbary, Lead Project Manager, will need to receive a response from USG by **November 30, 2016**, accepting this assistance and confirming our understanding of the project. *Please note that this offer is contingent upon further due diligence, completion of an application, State Controlling Board approval and execution of an agreement(s)*. Chase Eikenbary may be reached at (419) 722-4427 or by e-mail at eikenbary@rgp.org. We look forward to hearing from you again soon.



\$250,000

Estimated Value

\$250,000



Roadwork Development (629) Grant

Estimated Value: Up to \$250,000, covering 30 percent of eligible roadwork costs

The Roadwork Development (629) Grant provides funding to the Ottawa County Engineer's Office and Highway Maintenance Facility for public roadway improvements, including engineering and design costs, related to the job creation project of USG. Funds are available for projects primarily involving manufacturing, research and development, high technology, corporate headquarters, and distribution activity. Learn More

Grant Program Benefits:

 Multiple Beneficiaries – Proportional funding to local communities for public roadwork infrastructure that directly benefit your project.



Item	Quantity	Units	Description	U	nit Price		Total
202	14911	Sq Yd	Pavement Planing (4"), As Per Plan	\$	3.20	\$	47,715.20
202	977		Pipe Removed, 24" and Under	\$	5.00	\$	4,885.00
202		Each	Catch Basin Removed	\$	5.00	<u> </u>	90.00
203		Cu Yd	Roadway Excavation	\$	16.00		46,992.00
204		Each	Mailbox Removed and Reset, As Per Plan	\$	75.00	<u> </u>	750.00
659	10000	Sq Yd	Seeding and Mulching	\$	1.00	\$	10,000.00
832	Lump	Sum	Erosion Control, As Per Plan		Imp Sum	\$	10,000.00
832	40	Ton	Rock Channel Protection, Type C, Without Filter	\$	45.00	\$	1,800.00
Special	1469	ÇY	Recycled Asphalt Millings, As Per Plan	\$	25.00	\$	36,725.00
301	2938	Ton	Asphalt Concrete Base	\$	54.00	\$ ·	158,652.00
304	300	Ton	Aggregate Base, As Per Plan	\$	30.00	\$	9,000.00
407	733	Gal	Tack Coat	\$	2.00	\$	1,466.00
407	1284	Gal	Tack Coat For Intermediate	\$	2.00	\$	2,568.00
411	905	Ton	Stabilized Crushed Aggregate	\$	24.00	\$	21,720.00
448	2803	Ton	Asphalt Concrete Intermediate Course, Type 2, PG64-22	\$	70.00	\$	196,210.00
448	1274	Ton	Asphalt Concrete Surface Course, Type 1, PG64-22	\$	75.00	\$	95,550.00
603	100	Ft	4" Conduit, Type E	\$	10.00	\$	1,000.00
603	100	Ft	6" Conduit, Type E	\$	15.00	\$	1,500.00
603	50	Ft	8" Conduit, Type E	\$	10.00	\$	500.00
603	25	Ft	10" Conduit, Type E	\$	20.00	\$	500.00
603	138	Ft	12" Conduit, Type B, 706.02	\$	42.00	\$	5,796.00
603	537	Ft	12" Conduit, Type C, 706.02	\$	35.00	\$	18,795.00
603	2161	Ft	12" Conduit, Type C, 707.33	\$	35.00	\$	75,635.00
_603	52	Ft	18" Conduit, Type B, 706.02	\$	60.00	\$	3,120.00
603	583	Ft	18" Conduit, Type C, 707.33	\$	50.00	\$	29,150.00
604	24	Each	Catch Basin, No. 2-2B	\$	1,200.00	\$	28,800.00
604	3	Each	Catch Basin, No. 2-3	\$	1,200.00	\$	3,600.00
642	1.20	Mile	Edge Line	\$	800.00	\$	960.00
642	1.20	Mile	Center Line	\$	1,000.00	\$	1,200.00

614	Lump	Sum	Maintaining Traffic	Lump Sum	\$ 20,000.00
623	Lump	Sum	Construction Layout Staking	Lump Sum	\$ 5,000.00
624	Lump	Sum	Mobilization	Lump Sum	\$ 5,000.00
103.5	Lump	Sum	Premium for Contract Bond	Lump Sum	\$ 12,700.00
			Subtotal		\$ 857,379.20
			Engineering		\$ 34,300.00
			Permits, Legal, Advertising		\$ 1,000.00
			Contingencies		\$ 85,800.00

Total

\$ 978,479.20

This Estimate was Prepared by : m

James M. Moore, P.E. Ottawa County - Bridge Engineer Project Life will be 10 years



Traffic Counts - Actual and Estimated Ottawa County - Issue I 2016

Road Name	Road Number	Begin	End	ADT actual	ADT 2036 est.
Gypsum Road	CR #33	Plasterbed Road CR #34	State Road CR #8	1352	1650
			Total	1352	1650

Estimates are based on actual 2015 traffic counts.

Daily Classes

DailyClass-121	
Site:	Gypsum Rd0.0SN
Description:	<25mph>
Filter time:	10:52 Monday, August 17, 2015 => 17:39 Thursday, August 20, 2015
Scheme:	Vehicle classification (Scheme F)
Filter:	Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NESW) Sp(5,100) Headway(>0)

Monday,	Augus	t 17,	2015											
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
Mon*	12	550	211	9	1	48	0	0	113	0	0	0	2	946
(%)	1.3	58.1	22.3	1.0	0.1	5.1	0.0	0.0	11.9	0.0	0.0	0.0	0.2	
Tue	22	709	325	16	0	51	1	4	148	0	0	0	2	1278
(%)	1.7	55.5	25.4	1.3	0.0	4.0	0.1	0.3	11.6	0.0	0.0	0.0	0.2	
Wed	15	844	333	24	5	59	0	5	143	0	0	0	0	1428
(%)	1.1	59.1	23.3	1.7	0.4	4.1	0.0	0.4	10.0	0.0	0.0	0.0	0.0	
Thu*	17	563	246	16	5	44	0.0	0	121	0.0	0	0	1	1013
(%)	1.7	55.6	24.3	1.6	0.5	4.3	0.0	0.0	11.9	0.0	0.0	0.0	0.1	
Fri*	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0 0.0	0 0.0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Sat*	0	0	0	0	0 0.0	0 0.0	0 0.0	0	0 0.0	0 0.0	0 0.0	0	0	0
<u>Sat*</u> (१)	0.0	0 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Sun*	0	0	0	0.0	0 0.0	0.0	0 0.0	0.0	0.0	0.0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Average	daily	volu	ne											
Entire		226	200	20	2	55	0	4	145	0	0	0	0	1352

(%)			329 24.3		2 0.1	55 4.1	0.0	4 0.3	145 10.7	0.0	0.0		0.0	1352
Weekdays (१)	18	776 57.4	329 24.3	20 1.5	2 0.1	55 4.1	0 0.0	4 0.3	145 10.7	0.0	0.0	0.0	0.0	1352

Weekend No complete days.

* - Incomplete

MetroCount Traffic Executive Daily Classes

DailyClass-121 -- English (ENU)

Datasets: Site: Direction: Survey Duration: Zone: File: Identifier: Algorithm: Data type:	[Gypsum Rd.] <25mph> 5 - South bound A>B, North bound B>A. Lane: 0 10:51 Monday, August 17, 2015 => 17:39 Thursday, August 20, 2015 Gypsum Rd.20Aug2015.EC0 (Plus) DH578K2B MC56-L5 [MC55] (c)Microcom 19Oct04 Factory default (v3.21 - 15275) Axle sensors - Paired (Class/Speed/Count)
Profile: Filter time: Included classes: Speed range: Direction: Separation: Name: Scheme: Units: In profile:	10:52 Monday, August 17, 2015 => 17:39 Thursday, August 20, 2015 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13 5 - 100 mph. North, East, South, West (bound) All - (Headway) Default Profile Vehicle classification (Scheme F) Non metric (ft, mi, ft/s, mph, lb, ton) Vehicles = 4665 / 4667 (99.96%)

		1					
	2XAAMBA	стланчга тэзнг Тланчга тэзнг	BIT. CONC. OR ENICK ENICK	-1-8-9- 1-8-9-	nous penetration Reace-treated Bituminous Nous penetration	ITTVE CARAVEL C	NNN DARD
1		L		JEAN U	BOLS FOR ROV	1WAS	·
			50,	4	96.7245 \$	2%, hot mx AC-20 & AC-10 2' berns	1661
	1987 hot mix 8.8% tracks & 2 U.S. Gypsu 1988 hot mix & 301 8 State Rd Intersec		ļ	4	\$35,425.00	051-JA ^S rabro 98norj	† 861
	······································		50,	4	92.795,28	Single Seal 23 lb 8's 0.50gal RS-2	1982
			0762 50,	4	\$50,449.80	1001b drog w/8's 1.20gol CHS & CBAE	1861
			1718 50,	4	£6'£98 '9 \$	Single Seal Q.60gal HWS-90 Single Seal Q.60gal HWS-90	8261
(02	(5, perms - 1974 & tru work - \$2,877.	1001 pà achool	1718 50,	4	S9198'SI\$	1.10801 CBAE 1001b drag #8'S	¥26I
		······	1718 50,	4	\$5,022.44	MC-3000 21/18/6 260/ 30 192 #8	6961
			178 50,	(64.142,72	1% 132195 #24 170801 HC800	L96I
			211	1	\$1,385.46	Surfacer 1° seal	1923
		0, 18,	217 78, S	(Surfacei 2º S.T.	9461
		052,050 50, 18, 18 	1117	HTOW BAYT HTOW	COST	DESCRIPTION OF WORK	SABY TJIU8
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500, 00€6		100 100 100 100 100 100 100 100 100 100	ģ				
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2000 E U WIFE		1.00	Q	bo l	.GWT 9003	N Begins at C-34 in Port	LOCATIO
04 HTIQIW W/A	ID FOG KECOKD SOVD SASTEM	R AND TOWNSHIP R UCTION PROJECT AN	CONSTR				CNBT C
NET LENGTH 1.10 4.1.12 NET LENGTH 0.00 40 1.12		ENGINEERING)			
ROAD NAME Gypsum		IOD AWATTO)				SPECIA

	AL FEATURES OF ON Begins at C-34 @ Sand rtage Twp. then North to		0.0		IGINE	WNSHIP R ROJECT AN	DEPARTME ROAD SYSTEM ID LOG RECORD	ROAD N ROAD N SECTIO NET LE R/W W DATE E	IAME N NGTH IDTH STAB SCAL	C-33 Gypsum 0.00-1.18 1.18/DDD 40'	3 T≕1.17
<u>n TODO</u>	nileage as of April 2008			a second s	I State State 2 I						1007
YEAR BUILT	DESCRIPTION OF WORK	COST	WIDTH TYPE LENGTH		<u>`</u>						1
1996	Hilled 4' PRR, used 3.01 nilled 2½' rest of way 2¾' hot nix and berns	\$38,150.72	ŧ	22'		So. edge to	0¥n	 			1
2004	Hilled 2° c 8 2050 Gypsun 1½° Iten 402 & 1½° Iten 404 w/ 24° berns	\$93,756.56	 	22 [,] 1.19				-			1
			‡					 			1
			F F] }
			 								
UNI GRA	SYMBOLS FOR ROAD TYPES REMARKS										

Revised: June 14, 2016

DISTRICT 5 CAPITAL IMPROVEMENT PROJECTS QUESTIONNAIRE ROUND 31

Name of Applicant:	Ottawa County	
Project Title:	Gypsum Road CR #33 Pavement & Drainage Improvements	

The following questions are to be answered for each application submitted for State Issue II SCIP, LTIP and Loan Projects. Please provide specific information using the best documentation available to you. Justification of your responses to these questions will be required if your project is selected for funding, so please provide correct and accurate responses.

What percentage of the project in repair A= <u>100</u>%, replacement B= <u>%</u>, expansion C= <u>%</u>, and new D= <u>%</u>? (Use dollar amounts of project to figure percentages and make sure the total equals one hundred(100) percent) A+B= 100 % C+D= %

Repair/Replacement = Repair or Replacement of public facilities owned by the government (any subdivision of the state).

- New/Expansion = Replacement of privately owned wells, septic systems, private water or wastewater systems, etc.
- 2. Give the physical condition rating from the Capital Improvements Report (CIR) Inventory :

Closed or Not Operating: The condition is unusable, dangerous and unsafe. The primary components have failed. The infrastructure is not functioning at all.

The condition is causing or contributing to a serious non-compliance situation and is threatening the intended design level of service. The infrastructure is functioning at seriously diminished capacity. Imminent failure is anticipated within 18 months. Repair and/or replacement is required to eliminate the critical condition and meet current design standards. (For Road Projects structural repair items would represent a minimum of 25% of the total Project Cost).

Poor: The condition is substandard and requires repair/replacement in order to return to the intended level of service and comply with current design standards. Infrastructure contains a major deficiency and is functioning at a diminished capacity.

Fair: The condition is average, not good or poor. The infrastructure is still functioning as originally intended. Minor deficiencies exist requiring repair to continue to function as originally intended and/or to meet current design standards.

Good:

Critical:

The condition is safe and suitable to purpose. Infrastructure is functioning as

originally intended, but requires minor repairs and/or upgrades to meet current design standards.

Excellent: The condition is new, or requires no repair. Or, no supporting documentation has been submitted.

The CIR must be included with the application in order to receive points along with supporting documentation (e.g. photos or a narrative) justifying the rating.

3. If the proposed project is not approved what category would best represent the impact on the general health and/or public safety?

ROADS

Extremely Critical:	Resurfacing, Restoration, Rehabilitation and Reconstruction (4R) of a Major Access Road.*
Critical:	Resurfacing, Restoration and Rehabilitation (3R) of a Major Access Road.*
Major:	Resurfacing, Restoration, Rehabilitation and Reconstruction (4R) of a Minor Access Road.*
Moderate:	Resurfacing, Restoration and Rehabilitation (3R) of a Minor Access Road.*
Minimal:	Preventative Maintenance of a Major Access Road.
No Impact:	Preventative Maintenance of a Minor Access Road.

Projects that have a variety of work will be scored in the <u>LOWEST</u> category of work contained in the Construction Estimate.

Road/Street Classifications:

Major Access Road:

Minor Access Road:

Roads or streets that have a dual function of providing access to adjacent properties and providing through or connecting service between other roads.

Roads or streets that primarily provide access to adjacent properties without through continuity, such as cul-de-sacs or loop roads or streets.

Preventative Maintenance:

Non Structural Pavement work such as chip sealing, cape sealing, microsurfacing, crack sealing, etc.

*(3R) Resurfacing, Restoration and Rehabilitation - Improvements to existing roadways, which have as their main purpose, the restoration of the physical features (pavement, curb, guardrail, etc.) without altering the original design elements.

*(4R) Resurfacing, Restoration, Rehabilitation and Reconstruction - Much like 3R, except that 4R allows for the complete reconstruction of the roadway and alteration of certain design elements (i.e., lane widths, shoulder width, SSD, etc.).

BRIDGES SUFFICIENCY RATING

Extremely Critical:	0-25, or a General Appraisal rating of 3 or less.
Critical:	27-50, or a General Appraisal rating of 4.
Major:	51-65 or a General Appraisal rating of 5 or 6.
Moderate:	66-80 or a General Appraisal rating of 7.
Minimal:	81-100 or a General Appraisal rating of more than 7.
No Impact:	Bridge on a new roadway.
WASTEWATER TR	REATMENT PLANTS
Extremely Critical:	Environmental Protection Agency (EPA) orders in the form of a consent decree, findings and orders or court order. Health Department Construction Ban.
Critical:	Improvements ordered by the Environmental Protection Agency (EPA) in the form of NPDES Orders.
Major:	Replace deficient appurtenances. Update existing processes due to EPA recommendations.
Moderate:	Increase capacity to meet current needs or update processes to improve effluent quality.
Minimal:	New/Expansion project to meet a specific development proposal.
No Impact:	New/Expansion to meet future or projected needs.
WATER TREATME	NT PLANT
Extremely Critical:	EPA orders in the form of a consent decree, findings and orders or court order.
Critical:	Improvements to meet Environmental Protection Agency (EPA) Safe Drinking Water Regulations and/or NPDES Orders.
Major:	Replace deficient appurtenances. Update existing processes due to EPA recommendations.
Moderate:	Increase capacity to meet current needs or update processes to improve water quality.
Minimal:	New/Expansion project to meet a specific development proposal.
No Impact:	New/Expansion to meet future or projected needs.

<u>COMBINED SEWER SEPARATIONS</u> (May be construction of either new storm or sanitary sewer as long as the result is two separate sewer systems.)

Extremely Critical:	EPA orders in the form of a consent decree, findings and orders or court order. Health Department Construction Ban.
Critical:	Separate, due to chronic backup or flooding in basements.
Major:	Separate, due to documented water quality impairment, or due to EPA recommendations.
Moderate:	Separate, due to specific development proposal within or upstream of the combined system area.
Minimal:	Separate, to conform to current design standards.
No Impact:	No positive health effect.

STORM SEWERS

Extremely Critical:	EPA orders in the form of a consent decree, findings and orders or court order.
Critical:	Chronic flooding (structure damage).
Major:	Inadequate capacity (land damage).
Moderate:	Inadequate capacity with no associated damage.
Minimal:	New/Expansion to meet current needs.
No Impact:	New/Expansion to meet future or project needs.
<u>CULVERTS</u>	
Extremely Critical:	Structurally deficient or functionally obsolete. Deterioration has already caused a safety Critical: hazard to the public.
Critical:	Inadequate capacity with land damage and the existing or high probability of property damage.
Major:	Inadequate capacity (land damage).
	The expect of the during of the second
Moderate:	Inadequate capacity with no associated damage.
Moderate: Mínimal:	

SANITARY SEWERS

Extremely Critical:	EPA orders in the form of a consent decree, findings and orders or court order. Health Department Construction Ban.
Critical:	Replace, due to chronic pipe failure, chronic backup or flooding in basements. Improvements ordered by the Environmental Protection Agency (EPA) in the form of NPDES Orders.
Major:	Replace, due to inadequate capacity or infiltration, or due to EPA recommendations.
Moderate:	Rehabilitate to increase capacity to meet current needs or to reduce inflow and infiltration.
Minimal:	New/Expansion project to meet a specific development proposal.
No Impact:	New/Expansion to meet future or projected needs.

SANITARY LIFT STATIONS AND FORCE MAINS

Extremely Critical:	Structurally deficient. Deterioration has already caused a safety/health hazard to the public, or, EPA orders in the form of a consent decree, findings and orders or court order.										
Critical:	Inadequate capacity with actual or a high probability of property damage. Improvements ordered by the Environmental Protection Agency (EPA) in the form of NPDES Orders.										
Major:	EPA recommendations, or, reduces a probable health and/or safety problem.										
Moderate:	Rehabilitate to increase capacity to meet current needs.										
Minimal:	New/Expansion to meet a specific development proposal.										
No Impact:	New/Expansion to meet future or projected needs.										
WATER PUMP STATIONS											
Extremely Critical:	Structurally deficient. Deterioration has already caused a safety hazard to the public, or, EPA orders in the form of a consent decree, findings and orders or court order.										
Critical:	Inadequate capacity with the inability to maintain pressure required for fire flows.										
Major:	Replace due to inadequate capacity or EPA recommendations.										
Moderate:	Rehabilitate to increase capacity to meet current needs.										

Minimal:	New/Expansion to meet a specific development proposal.
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No Impact: New/Expansion to meet future or projected needs.

WATER LINES/WATER TOWERS

Extremely Critical:	Solve low water pressure or excessive incidents of main breaks in project area.								
Critical:	Replace, due to deficiency such as excessive corrosion, etc.								
Major:	Replace undersized water lines as upgrading process.								
Moderate:	Increase capacity to meet current needs.								
Minimal:	New/Expansion project to meet a specific development proposal.								
No Impact:	New/Expansion to meet future or projected needs.								
<u>OTHER</u>									
Extremely Critical:	There is a present health and/or safety threat.								
Critical:	The project will provide immediate health and/or safety benefit.								
Major:	The project will reduce a probable health and/or safety problem.								
Moderate:	The project will delay a health and/or safety problem.								
Minimal:	A possible future health and/or safety problem mitigation.								
No Impact:	No health and/or safety effect.								
NOTE: Combined projects that can be rated in more than one subset may be rated in the other category at the discretion of the District 5 Executive Committee. In general, the majority of the cost or scope of the project shall determine the category under which the project will be scored.									
(Submittals without supporting documentation will receive 0 Points for this question.)									
Extremely Critical, Critical _X_, Major, Moderate, Minimal, No Impact Explain									
your answer									

(Additional narrative, charts and/or pictures should be attached to questionnaire)

- 4. Identify the amount of local funds that will be used on the project as a percentage of the total project cost.
 - A.) Amount of Local Funds = $\frac{453,480.00}{1000}$
 - B.) Total Project Cost = $\$_{978,480.00}$

RATIO OF LOCAL FUNDS DIVIDED by TOTAL PROJECT COSTS (A/B)= <u>46</u>%

Note: Local funds should be considered funds derived from the applicant budget or loans funds to be paid back through local budget, assessments, rates or tax revenues collected by the applicant.

5. Identify the amount of other funding sources to be used on the project, excluding <u>State Issue II or LTIP</u> <u>Funds</u>, as a percentage of the total project cost.

Grants 25 % Gifts %, Contributions %

Other ___% (explain)______, Total 25_%

Note: Grant funds and other revenues not contributed or collected through taxes by the applicant

should be considered other funds. The Scope of Work for each Funding Source must be the same.

6. Total Amount of SCIP and Loan Funding Requested- An Applicant can request a grant per the categories below for points as indicated on the Priority Rating Sheet. If the Applicant is including a loan request equal to, but not exceeding 50% of the OPWC funding amounts listed below, there will be no point penalty. If loan funds requested are more than 50%, points as listed in the Priority Rating Sheet will apply.

 \$500,001 or More

 \$400,001-\$500,000

 \$325,001-\$400,000

 \$275,001-\$325,000

 X
 \$175,001-\$275,000

 \$175,000 or Less

There are times when the District spends all of the grant money and has loan money remaining. When this happens, the district makes a loan offer in the amount of the requested grant to the communities that were not funded. The offers are made in the order of scoring. We need to know if you are not successful in obtaining grant dollars for your project if you would be interested in loan money:

YES X NO

(This will only be considered if you are not funded with grant money and there is remaining loan money.) Please note: if you answer "no" you will not be contacted, only if you answer "yes" will an offer be made in the event that there is loan money remaining.

7. If the proposed project is funded, will its completion directly result in the creation of permanent full-time equivalent (FTE) jobs (FTE jobs shall be defined as 35 hours/week)? Yes _____ No __X_. If yes, how many jobs within eighteen months? ___ Will the completed project retain jobs that would otherwise be

permanently lost? Yes ____ No ____. If yes, how many jobs _____ will be created/retrained within 18 months following the completion of the improvements?

(Supporting documentation in the form of letter from affected industrial or commercial enterprises that specify full time equivlent jobs that will be retained or created directly by the installation or improvement of Public infrastructure. Additional items such as; 1) newspaper articles or other media news accounts, 2) public meeting minutes, and/or 3) a letter from the County Economic Development Director or State of Ohio Economic Development Professional that alludes to the requirement for the infrastructure improvement to support the business. Submittals without supporting documentation will receive 0 points for this question.)

- 8. What is the total number of existing users that will directly benefit from the proposed project if completed? <u>1352 Average Daily Traffic Count</u> (Use households served, traffic counts, etc. and explain the basis by which you arrived at your number.)
- 9. Is subdivision's population less than 5,000 Yes No X If yes, continue. You may want to design your project per Small Government Project Evaluation Criteria, released for the current OPWC Round to assist in evaluating your project for potential Small Government Funding. The Small Government Criteria is available on the OPWC website at <u>http://www.pwc.state.oh.us/Meth.SG.PDF</u> If No, skip to Question 11.

10. OHIO PUBLIC WORKS COMMISSION SMALL GOVERNMENT PROGRAM GUIDELINES

All projects that are sponsored by a subdivision with a population of 5,000 or less, and not earning enough points for District Funding from SCIP or LTIP Funds, are then rated using the Small Government Program Rating Criteria for the corresponding funding round. In order to be rated the entity must submit the Small Government Suppliment and their required budgets with their application. **Only infrastructure that is village- or township- owned is eligible for assistance.** The following policies have been adopted by the Small Government Commission:

•District Integrating Committees may submit up to seven (7) applications for consideration by the Commission. All 7 must be ranked, however, only the top five (5) will be scored. The remaining two (2) will be held as contingency projects should an application be withdrawn.

•Grants are limited to \$500,000. Any assistance above that amount must be in the form of a loan.

•Grants for new or expanded infrastructure cannot exceed 50% of the project estimate.

•The Commission may deny funding for water and sewer systems that are deemed to be more

cost-effective if regionalized.

•If a water or sewer project is determined to be affordable, the project will be offered a loan rather than a grant. Pay special attention to the Water & Wastewater Affordability Supplemental and the Small Government Water & Wastewater Affordability Calculation Worksheet. Both are available on the Small Government Program Tab at <u>http://www.pwc.state.oh.us/SmallGovernment.html</u>

•Should there be more projects that meet the "annual score" than there is funding, the tie breaker is those projects which scored highest under Health & Safety, with the second tie breaker being Condition. If multiple projects have equivalent Health & Safety and Condition scores they are arranged according to the amount of assistance from low to high. Once the funded projects are announced, "contingency protects" may be funded from project under-runs by continuing down the approved project list.

• Supplemental assistance is not provided to projects previously funded by the Commission.

•Applicants have 30 days from receipt of application by OPWC without exception to provide additional documentation to make the application more competitive under the Small Government criteria. Applications will be scored after the 30-day period has expired. The applicants for each District's two (2) contingency projects will have the same 30-day period to submit supplemental information but these applications will not be scored unless necessary to do so. It is each applicant's responsibility for determining the need for supplemental material. The applicant will not be asked for or notified of missing information unless the Commission has changed the project type and it affects the documentation required. Important information may include, but is not limited to: age of infrastructure, traffic counts or utility users, median income information, user rates ordinances, and the Auditor's Certificate of Estimated Revenues or documentation from the Auditor of State that subdivision is in a state of fiscal emergency.

If you desire to have your Round 31 project considered for Small Government Funding please download the Small Government Evaluation Criteria applicable to Round 31 by accessing the OPWC Website at <u>http://www.pwc.state.oh.us/Meth.SG.PDF</u>. Please complete the Small Government Evaluation Criteria and attach all required supporting documentation and attach it to the District 5 Questionnaire for Round 31.

11. MANDATORY INFORMATION, DISTRICT 5, DISCRETIONARY RANKING POINTS

List all specific user fees: Amount or ROAD & BRIDGE PROJECTS: (OHIO REVISED CODE) Percentage

Permissive license fee	4504.02 or 4504.06					
	4504.15 or 4504.17					
	4504.16 or 4504.171					
	4504.172					
	4504.18					
Special property taxes	5555.48					
	5555.49					

Municipal Ind	come Tax								
County Sales	Tax								
Others									
(DO NOT INCLUDE SCHOOL TAXES)									
	CLODE SCHOOL TAXES)								
SPECIFIC PROJECT AREA INFORMATION.									
Median house	hold income								
Monthly utilit									
,									
	Sewer								
	Other								
List any speci	al user fees or assessment (be specific)								
Dist any speer									
POLITICAL SU	BDIVISION=								
COUNTY=	BDIVISION=								
0	RY POINTS (BY DISTRICT COMMITTEE ONLY)=								
(25-20-15)									
Data	0 Sector 1 = 0.2016								
Date: Signature:	September 9, 2016								
Title:	James M. Sass Ottawa County Commissioner								
Address:	315 Madison Street Room 103 Port Clinton, Ohio 43452								
Phone:	(419) 734-6720								
FAX:	(419) 734-6898								
Email:	JSass@cCo.Ottawa.Oh.US								





District 5

Capital Improvement Project

Priority Rating Sheet, Round 31

			Revised 06/14/16												
	COUNTY:		Gypsum Road CR #33 Pavement & Drainage												
		Gypsum Road	Improvement												
No.	EST. COST: "A"	\$978,480 CRITERIA TO BE CONSIDERED		"B" "A" x "B" Priority Factors									No.		
140.	~				U			N X B			Thomy	1 401013			140.
	WEIGHT		PRI	ORIT	ΥF	ACT	ORS	6							
	FACTOR		PRIORITY FACTORS							0	4				
1	1	1 (Repair or Replace) vs. (New or			4	6	8 10		0 0% +	2 20% +	4 40% +	6 60%+ Repair or	8 80%+ Repair or	10 100%+ Repair	1
	1	Expansion)	0	2	4	0	0 10	,	078 +	2076 +	40 /6 +	Replacement	Replacement	or Replacement	'
								10	Repair or	Repair or	Repair or			\ /	
									Replacement	Replacement	Replacement				
			_			_	_		-				$\langle \rangle$		-
2	1.5	Existing Physical Condition:	0	2	4	6	8 10)	Excellent	Good	Fair	Poor	Critical	Closed or Not Operating	2
		Must submit substantiating						12						5	
		documentation and CIR (100% New or Expansion = 0 Points)											\frown		
3	2	Public Health and/or Public Safety	0	2	4	6	8 10)	No Impact	Minimal	Moderate	Major	Critical	Extremely	3
		Concerns										.,.		Critical	
		Submittals without supporting documentation will receive 0 points						16					\sim		
		for this question.											\frown		
4	2	Percentage of Local Share (Local	0	2	4	6	8 10)	0%+	10%+	20%+	30%+	40%+	50%+	4
		funds are funds derived from the applicant budget or a loan to be paid											\searrow		
		back through the applicant budget,						16							
		assessments, rates or tax revenues)													
_									00/	400/		0.001	100/	500/	-
5	1	OTHER FUNDING SOURCES	0	2	4	6	8 10)	0%+	10%+	20%+	30%+	40%+	50%+	5
		(Excluding Issue II Funds)									\sim				
		(Grants and other revenues not													
		contributed or collected through						4							
		taxes by the applicant; including Gifts, Contributions, etc. – must													
		submit copy of award or status													
		letter.)													
No.	"A"	CRITERIA TO BE CONSIDERED		"B" "A"X"B" Priority Factors									No.		
	WEIGHT FACTOR		PRIORITY FACTORS					6							
								•	-9	-8	0	8	9	10	
									Grant or						
6	2	OPWC Grant and Loan Funding	-9	-8	0	8	9 10)	Loan Only \$500,001	\$400,001 to	\$325,001	\$275,001	\$175,001	\$175,000	6
-	_	Requested; Please refer to Item 6	-	-	-	-	-			+,		•		•••••	-
		on Questionnaire for Clarification.							or more	\$500,000	\$400,000	\$325,000	\$275,000	or less	
						ľ	+		Grant/Loan						
	2		-9	-8	0	8	9 10		Combination \$750,000	\$600,001 to	\$487,501 to	\$412,501 to	\$262,501 to	\$262,500	6
	2		Ŭ	Ŭ	0	Ŭ	0 10	18	\$100,000	4000,001 10	\$407,001 to	\$412,001 to	\$202,001 10	\$202,000	Ū
								10	or more	\$750,000	\$600,000	\$487,500	\$412,500	or less	
	When scoring a project that is only o			or only	v lo	an.	Plea	se use the							
					nt or only loan. Please use the chart labeled "Grant or Loan Only". When scoring a grant/loan combination, score the project for the cond chart labeled "Grant/Loan Combination" to score the total (grant and loan combined). Use the lower of the two as the score.										
No.	"A"	CRITERIA TO BE CONSIDERED			"R"		_	"Δ" x "B"			Priority	Factors			No.
140.	~			"B" "A" x "B" Priority Factors									140.		
	WEIGHT		DDH	ORIT		AC7									
	FACTOR			ORT!	ľ	~U	ORS			\frown					
									0	2	4	6	8	10	
7	1	Will the Proposed Project Create Permanent jobs or retain jobs	0	2	4	6	8 10)	0+ jobs	7+ jobs	15 + jobs	25 + jobs	50 + jobs	100 + jobs	8
								2		\sim					
		that would otherwise be permanently lost (Written						2							
		Documentation Required)						1						\frown	
8	1	Benefits to Existing Users such as	0	2	4	6	8 10)	0+	100+	350+	500+	750+	1000+	9
		households,						10						\searrow	
		(Equivalent dwelling units), traffic						10							
		Counts, etc.					_		Others lafe:						
9		SUBTOTAL RANKING POINTS (MAX. = 115)							Other Info:						
									Does this project have a significant impact on productive farmland?						
									YES NO						
							88								
								Attach impact statement if yes.							
									Is the Applicant re	ady to proceed to	bids after State	Approval within 6	6 months?		
								1							
10									YES NO						
	20-15)														
11	DISCRETIONARY POINTS (BY				_										
12		DISTRICT ONLY) (MAX.=12) GRAND TOTAL RANKING POINTS						1	t						
		-	1					1							