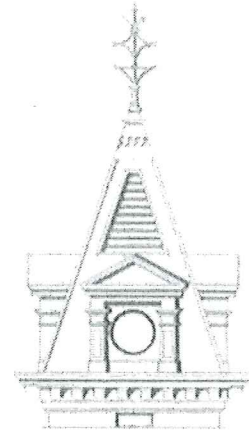


Milan Township Erie County, Ohio

Daniel Frederick, Trustee
Gerald Nickoli, Trustee
Mike Shover, Trustee
Zachary Rospert, Fiscal Officer



OPWC ROUND 35 APPLICATION FOR FINANCIAL ASSISTANCE

SEMINARY ROAD GUARDRAIL REPLACEMENT PROGRAM

SEPTEMBER 2020

ERIE COUNTY COMMISSIONERS
20 SEP -9 PM 12: 14



State of Ohio
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: Milan Township Subdivision Code: 043-50148
 District Number: 5 County: Erie County, Ohio Date: 09/02/2020
 Contact: Michael Shover, Township Trustee Phone: (440) 986-0515
(The individual who will be available during business hours and who can best answer or coordinate the response to questions)
 Email: Shover.MilanTrustee@gmail.com FAX: (419) 499-3240

Project Name: Seminary Road Guardrail Project Zip Code: _____

Project

Subdivision Type <small>(Select one)</small>	Project Type <small>(Select single largest component by \$)</small>	Funding Request Summary <small>(Automatically populates from page 2)</small>
<input type="checkbox"/> 1. County	<input checked="" type="checkbox"/> 1. Road	Total Project Cost: <u>132,900 .00</u>
<input type="checkbox"/> 2. City	<input type="checkbox"/> 2. Bridge/Culvert	1. Grant: <u>66,450 .00</u>
<input checked="" type="checkbox"/> 3. Township	<input type="checkbox"/> 3. Water Supply	2. Loan: <u>0 .00</u>
<input type="checkbox"/> 4. Village	<input type="checkbox"/> 4. Wastewater	3. Loan Assistance/ Credit Enhancement: <u>0 .00</u>
<input type="checkbox"/> 5. Water (6119 Water District)	<input type="checkbox"/> 5. Solid Waste	Funding Requested: <u>66,450 .00</u>
	<input type="checkbox"/> 6. Stormwater	

District Recommendation (To be completed by the District Committee)

Funding Type Requested <small>(Select one)</small>	SCIP Loan - Rate: _____ % Term: _____ Yrs	Amount: _____ .00
<input type="checkbox"/> State Capital Improvement Program	RLP Loan - Rate: _____ % Term: _____ Yrs	Amount: _____ .00
<input type="checkbox"/> Local Transportation Improvement Program	Grant:	Amount: _____ .00
<input type="checkbox"/> Revolving Loan Program	LTIP:	Amount: _____ .00
<input type="checkbox"/> 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 Design:	_____	1,000 .00	
Final Design:	_____	9,500 .00	
Construction Administration:	_____	10,900 .00	
Total Engineering Services:	a.) _____	21,400 .00	20 %
Right of Way:	b.) _____	1,000 .00	
Construction:	c.) _____	109,000 .00	
Materials Purchased Directly:	d.) _____	.00	
Permits, Advertising, Legal:	e.) _____	1,500 .00	
Construction Contingencies:	f.) _____	.00	0 %
Total Estimated Costs:	g.) _____	132,900 .00	

1.2 Project Financial Resources

Local Resources

Local In-Kind or Force Account:	a.) _____	.00	
Local Revenues:	b.) _____	66,450 .00	
Other Public Revenues:	c.) _____	.00	
ODOT / FHWA PID: _____	d.) _____	.00	
USDA Rural Development:	e.) _____	.00	
OEPA / OWDA:	f.) _____	.00	
CDBG:	g.) _____	.00	
<input type="checkbox"/> County Entitlement or Community Dev. "Formula"			
<input type="checkbox"/> Department of Development			
Other: _____	h.) _____	.00	
Subtotal Local Resources:	i.) _____	66,450 .00	50 %

OPWC Funds (Check all requested and enter Amount)

Grant: <u>100</u> % of OPWC Funds	j.) _____	66,450 .00	
Loan: <u>0</u> % of OPWC Funds	k.) _____	.00	
Loan Assistance / Credit Enhancement:	l.) _____	0 .00	
Subtotal OPWC Funds:	m.) _____	66,450 .00	50 %
Total Financial Resources:	n.) _____	132,900 .00	100 %

1.3 Availability of Local Funds

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local 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: _____ 132,900 .00 _____ 100 %
 2.2 Total Portion of Project New / Expansion: _____ 0 .00 _____ 0 %
 2.3 Total Project: _____ 132,900 .00 _____ 100 %

A Farmland Preservation letter is required for any impact to farmland

3.0 Project Schedule

3.1 Engineering / Design / Right of Way Begin Date: 07/01/2020 End Date: 05/31/2021
 3.2 Bid Advertisement and Award Begin Date: 06/01/2021 End Date: 07/20/2021
 3.3 Construction Begin Date: 07/21/2021 End Date: 10/31/2021

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: 15 Years Age: 1993 (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 586 Year 2020 Projected ADT 700 Year 2020 *
HIGH
** WHEN SCHOOL IN SESSION*

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

Residential Water Rate Current \$ _____ Proposed \$ _____

Number of households served: _____

Residential Wastewater Rate Current \$ _____ Proposed \$ _____

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.

Two S-Curve hills on Seminary Rd. with limited visibility, and no shoulders. Existing guardrails are located right at road's edge. Resurfacing has resulted in lowering rails below acceptable/effective standards. Rails are damaged and posts are badly deteriorated and lacking support required due to erosion of the embankments they are moored in. Road is a main route to Edison High School during school season and is driven by young, very inexperienced drivers.

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

Remove old railings. Excavate, reshape and rebuild embankments which have eroded into current rail moorings. Rebuild and extend shoulder of roadway to provide necessary width of safe passage on roadway. Reinforce railing with new posts at half-post spacing (current spacing not acceptable). Install new guardrails, and additional rails where required on Hill #2. Ensure that new rails are at safe, acceptable height from roadway surface. Current guardrails do not meet safety specification.

- 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.

950 feet Type MGS guardrail
825 feet Type MGS guardrail with 1/2 post spacing
80 MGS Guardrail posts, long posts
8 Type E Anchor Assemblies
4 Type T Anchor Assemblies

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: Gerald Nickoli
Title: Chairman Milan Township Trustees
Address: 1518 State Route 113 E.

City: Milan State: OH Zip: 44846
Phone: (419) 499-2354
FAX: (419) 499-3240
E-Mail: Gerald.nickoli@gmail.com

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

Name: Zachary Rospert
Title: Fiscal Officer
Address: 1518 State Route 113 E.

City: Milan State: OH Zip: 44846
Phone: (419) 499-2354
FAX: (419) 499-3240
E-Mail: Zrospert@gmail.com

5.3 Project Manager

Name: Michael Shover
Title: Trustee
Address: 1518 State Route 113 E.

City: Milan State: OH Zip: 44846
Phone: (419) 499-2354
FAX: (419) 499-3240
E-Mail: Shover.MilanTrustee@gmail.com

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-IV, "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.

Michael P. Shover, Milan Twp. Trustee

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



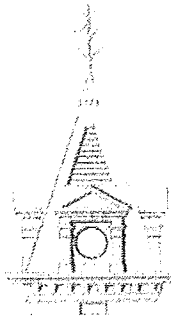
Original Signature / Date Signed

BOARD OF TRUSTEES

Daniel Frederick
Gerald Nickoli
Mike Shover

MILAN TOWNSHIP

1518 State Route 113 E
Milan, Ohio 44846
419-499-2354



FISCAL OFFICER

Zachary Rospert

ZONING INSPECTOR

Patrick Landoll

MILAN TOWNSHIP

www.milantwp.org

RESOLUTION #2020-12

RESOLUTION OF THE BOARD OF TOWNSHIP TRUSTEES OF MILAN TOWNSHIP, ERIE COUNTY, OHIO, FOR THE PURPOSE OF AUTHORIZING THE TOWNSHIP FISCAL OFFICER TO SUBMIT AN APPLICATION TO THE OHIO PUBLIC WORKS COMMISSION AND TO EXECUTE CONTRACTS AS REQUIRED FOR THE SEMINARY ROAD GUARDRAIL PROJECT PROPOSED BY THE ERIE COUNTY ENGINEER.

The Milan Township Board of Trustees met in an open public meeting on August 19, 2020 with trustees Gerald Nickoli, Mike Shover and Daniel Frederick present. Trustee Frederick moved the adoption of the following resolution:

Mr. Nickoli moved to appoint the Authorize the Fiscal Officer to submit the Ohio Public Works Commission application and execute necessary contracts.

WHEREAS, Milan Township is seeking to improve the infrastructure on Seminary Road; and

WHEREAS, in an effort to fund the improvement project, Milan Township intends to apply for the Ohio Public Works Commission Grant.

NOW, THEREFORE BE IT RESOLVED, That the Milan Township Board of Trustees do hereby authorize the Township Fiscal Officer to submit the Ohio Public Works Commission application, and to execute necessary contracts associated with the project.

Mr. Shover seconded the motion. The Fiscal Officer called the roll resulting as follows: Mr. Nickoli, aye; and Mr. Shover, aye; Mr. Frederick, aye. The motion carried.

Resolution #2020-12 was adopted by a unanimous vote on August 19, 2020 and effective immediately.

CERTIFICATE

I, Zachary J. Rospert, Fiscal Officer of the Milan Township Trustees in Erie County, whose custody of the files, journals, and records of the Milan Township Board of Trustees are required to, by the laws of the State of Ohio, be kept, do hereby certify that the foregoing resolution 2020-12 concerning the Ohio Public Works Commission Application is taken from the original resolutions on file with Milan Township. That the foregoing resolutions have been compared by me with said originals and that the same is a true and exact copy thereof.

Witness by signature this the Nineteenth day of August, Two Thousand, Twenty.

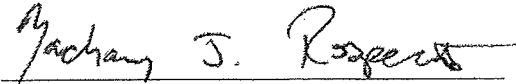


Zachary J. Rospert, Fiscal Officer, Milan Township

FISCAL OFFICER'S CERTIFICATE

I, Zachary J. Rospert, Fiscal Officer of Milan Township, hereby certify that Milan Township has the amount of \$66,450.00 in the Motor Vehicle and Gas Tax Fund account and that this amount will be used to pay the local share for the Seminary Road (project) when it is required.

Signed this 19th day of August, 2020



Zachary J. Rospert
Fiscal Officer, Milan Township



ERIE COUNTY SHERIFF'S OFFICE

PAUL A. SIGSWORTH
SHERIFF

2800 Columbus Avenue
Sandusky, Ohio 44870
Ph: 419-625-7951
Fax: 419-627-7547

Email: sheriff@eriecounty.oh.gov

September 8, 2020

Milan Township Trustees
Attn: Trustee Mike Shover
1518 State Route 113 East
Milan, Ohio 44846

via email: shover.milantrustee@gmail.com

Mike:

I fully support the grant application being submitted by the Milan Township Trustees that, if successfully awarded, would result in the replacement and/or lengthening of guardrails on the two hills on Seminary Road.

The guardrail on the hill near the Milan Cemetery on the south side of the roadway is extremely low in height above the pavement surface—so low in height that I'm not sure that a vehicle leaving the roadway at any appreciable speed would actually be stopped by the guardrail. In addition, many of the wooden posts to which the guardrail is attached appear to be decaying to the point that, if the vehicle was solidly hit by an out of control vehicle, I'm not sure that the posts would withstand the force of such a collision and may render the guardrail useless as the posts would either shear off at ground level or be pulled from the ground.

The guardrail on the hill near the Erie/Huron County line is very deficient due to its age and the fact that it is not sufficient in length. There are many gaps in this guardrail that allow vehicles that have left the roadway to miss the guardrail entirely and to travel down into the adjacent ravine. I know of at least two traffic crashes of this nature that have happened on this hill within the past 3-4 years. One of those crashes involved a vehicle that left the roadway, missed the guardrail, flipped over and landed on its top in the rain-swollen creek. An occupant of that vehicle would have drowned had she not been pulled out by another individual, who received a life-saving commendation from our agency.



ERIE COUNTY SHERIFF'S OFFICE

PAUL A. SIGSWORTH
SHERIFF

2800 Columbus Avenue
Sandusky, Ohio 44870
Ph: 419-625-7951
Fax: 419-627-7547

Email: sheriff@eriecounty.oh.gov

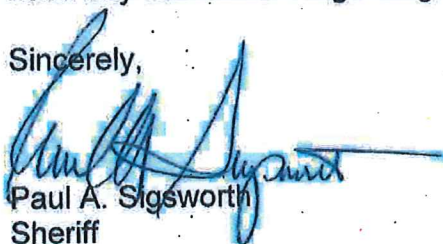
Milan Township Trustee Mike Shover
September 8, 2020
Page 2

Both hills have steep grades and sharp curves. While the Milan Township Road Department employees do an outstanding job of salting and plowing these hills in the winter, there are times when the road surfaces on these hills become extremely treacherous from snow and/or ice, increasing the chances of vehicles sliding off of the roadway.

The installation of properly constructed and elevated guardrails, of continuous and appropriate length, will do much to increase the safety of the motoring public traveling on these Seminary Road hills.

Thank you for asking for my input. Please contact me if you have any questions or need any clarification regarding my input on this topic.

Sincerely,



Paul A. Sigsworth
Sheriff

**ERIE COUNTY ENGINEER'S OFFICE
ENGINEER'S ESTIMATE OF COST**

**SEMINARY ROAD GUARDRAIL
MILAN TOWNSHIP, ERIE COUNTY**

Item	Quantity	Unit	Description	Unit Price	Total
103.05	1.00	L.S.	Premium For Contract Performance And Maintenance Bond	\$ 1,000.00	\$ 1,000.00
201	1.00	L.S.	Clearing And Grubbing, As Per Plan	\$ 5,000.00	\$ 5,000.00
202	987.50	Ft.	Guardrail Removed	\$ 2.50	\$ 2,468.75
203	617.00	C.Y.	Embankment	\$ 25.00	\$ 15,425.00
203	150.00	C.Y.	Excavation	\$ 35.00	\$ 5,250.00
209	22.00	Sta.	Reshaping Under Guardrail	\$ 85.00	\$ 1,870.00
411	20.00	C.Y.	Stabilized Crushed Aggregate	\$ 100.00	\$ 2,000.00
606	950.00	Ft.	Guardrail, Type MGS	\$ 19.00	\$ 18,050.00
606	825.00	Ft.	Guardrail, Type MGS Half Post Spacing	\$ 30.00	\$ 24,750.00
606	80.00	Ea.	Guardrail Post, MGS Long Post	\$ 30.00	\$ 2,400.00
606	8.00	Ea.	Anchor Assembly, MGS Type E	\$ 2,350.00	\$ 18,800.00
606	4.00	Ea.	Anchor Assembly, MGS Type T	\$ 1,150.00	\$ 4,600.00
626	86.00	Ea.	Barrier Reflector	\$ 11.00	\$ 946.00
614	1.00	L.S.	Maintaining Traffic	\$ 5,057.75	\$ 4,532.75
659	0.16	Ton	Commercial Fertilizer	\$ 1,000.00	\$ 160.00
659	1,165.00	S.Y.	Seeding And Mulching, Class 1	\$ 1.50	\$ 1,747.50
				CONSTRUCTION TOTAL	\$ 109,000.00

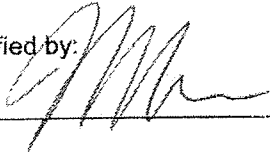
CONSTRUCTION COST ESTIMATE	\$ 109,000.00
PRELIMINARY ENGINEERING	\$ 1,000.00
FINAL DESIGN	\$ 9,500.00
RIGHT-OF-WAY (INCLUDING UTILITY RELOCATIONS)	\$ 1,000.00
PERMITS, ADVERTISING, LEGAL:	\$ 1,500.00
CONSTRUCTION ADMINISTRATION (INSPECTION, TESTING, AND CONSTRUCTION ENGINEERING)	\$ 10,900.00
TOTAL PROJECT COST	\$ 132,900.00

Certification:

I hereby certify that the estimated useful life of the above-referenced improvements is 15 years.

Certified by:

Date:



08-14-2020



**DISTRICT 5
CAPITAL IMPROVEMENT PROJECTS
QUESTIONNAIRE
ROUND 35**

Name of Applicant: MILAN TOWNSHIP
Project Title: SEMINARY ROAD GUARDRAIL REPLACEMENT

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. **Communities and Townships under 5,000 in population should also complete the Small Government Criteria.**

1. What percentage of the project in repair A= 100%, replacement B= __%, expansion C= __%, and new D= __%? (Use dollar amounts of project to figure percentages and make sure the total equals one hundred(100) percent) A+B=100% C+D= __% ORC Reference(s):164.06(B)(1); 164.14(E)(10)

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.

- 2a. Existing Physical Condition of Infrastructure ORC Reference(s):164.06(B)(2);164.14(E)(9);164.14(E)(2); 164.14(E)(8)

Points	Category	Description	Examples
10	Failing	Infrastructure has reached a point where it requires replacement, reconstruction or reconfiguration to fulfill its purpose <i>- COMPLETE REBUILDING OF EMBANKMENT TO PROVIDE ACCEPTABLE SHOULDER OF ROADWAY - CURRENT GUARDRAIL SYSTEM IS AT PAVEMENT EDGE W/ NO SHOULDER - (SEE PICTURES)</i>	-Intersection Reconfiguration due to accident problem - Structural paving of 3.5" or greater of additional pavement - Pavement Widening to meet ODOT L&D Standards - Complete Pavement Reconstruction - Water or Sewer Line Replacement - Water or Sewer Plant Replacement - Widening graded shoulder width - Complete Bridge or Culvert replacement
8	Poor	The condition is substandard and requires repair or restoration in order to return to the intended level of service and comply with current design standards. Infrastructure contains deficiency and is functioning at a diminished capacity.	-Multiple course of paving - Structural Culvert Lining - Bridge Deck Replacement - Replacement of a significant part of a water or sewer plant - Single course of paving with 25% base repair - Widening graded shoulder width to less than ODOT L&D Standards

6	Fading	The condition requires reconditioning to continue to function as originally intended.	-Single course of paving -Sewer Lining Projects -Water tower painting -Replacement of pumps, hydrants, valves, filters, etc in existing water and sewer systems-Widening aggregate berm on existing graded shoulder width
4	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	
2	Good	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	
0	Excellent	The condition is new, or requires no repair. Or, no supporting documentation has been submitted	

2b. Age of Infrastructure **ORC Reference(s):164.06(B)(2)**

Life	20	30	50
Project Type	Road	Wastewater and Water Treatment	Bridge/Culvert, Sanitary Sewer, Water Supply, Storm Water, Solid Waste
Points			
0	0-4 Years	0-6 Years	0-10 Years
1	5-8 Years	7-12 Years	11-20 Years
2	9-12 Years	13-18 Years	21-30 Years
3	13-16 Years	19-24 Years	31-40 Years
4	17-20 Years	25-30 Years	41-50 Years
5	20+ Years	30+ Years	50+ Years

3. Health and Safety Rating: **ORC Reference(s):164.06(B)(4),164.14(E)(1); 164.14(E)(10)**

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 LOWEST category of work contained in the Construction Estimate.

Road/Street Classifications:

Major 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.

Minor Access Road: 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, micro-surfacing, 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. **(Surface and Intermediate layer Mill and Fills, overlays with less than or equal to 3" of additional pavement, etc....)**

*(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, **overlays with greater than 3" of additional pavement.** 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 TREATMENT 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 TREATMENT 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.

COMBINED SEWER SEPARATIONS (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.

CULVERTS

- 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).
- Moderate: Inadequate capacity with no associated damage.
- Minimal: New/Expansion to meet current needs.
- No Impact: New/Expansion to meet future or projected needs.

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.
- 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.

OTHER

- 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 , Major , Moderate , Minimal , No Impact . Explain

your answer. *GUARDRAIL IS CURRENTLY AT ASPHALT ROAD EDGE - THERE IS NO ROAD SHOULDER... EMBANKMENT HAS ERODED AND IS AFFECTING INTEGRITY OF GUARDRAIL EFFECTIVENESS. GUARDRAIL HEIGHT AND POST SEPARATION DO NOT MEET REQUIRED SPECIFICATIONS, (SEE PICTURES)*

4. Identify the amount of local funds that will be used on the project as a percentage of the total project cost. **ORC Reference 164.06(B)(6); ORC 164.06(B)(7); ORC 164.06(B)(3); ORC 164.14(E)(4)**

A.) Amount of Local Funds = \$ 64,450

B.) Total Project Cost = \$ 132,900

RATIO OF LOCAL FUNDS DIVIDED BY TOTAL PROJECT COSTS (A/B) = 50 %

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 SCIP or LTIP Funds, as a percentage of the total project cost. **ORC Reference(s): 164.06(B)(7); 164.14(E)(4)**

Grants 0 % Gifts 0 %, Contributions 0 %

Other 0 % (explain) _____, Total 0 %

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. **ORC Reference(s): 164.14(E)(10); 164.06(B)(5)**

_____	\$500,001 or More
_____	\$400,001-\$500,000
_____	\$325,001-\$400,000
_____	\$275,001-\$325,000
_____	\$175,001-\$275,000
<u>X</u>	\$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 _____ NO X

(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 X. If yes, how many jobs _____ will be created/retrained within 18 months following the completion of the improvements?

ORC Reference(s): 164.14(E)(3);164.14(E)(10)

(Supporting documentation in the form of letter from affected industrial or commercial enterprises that specify full time equivalent 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? 586 * (Use households served, traffic counts, etc. and explain the basis by which you arrived at your number.) **ORC Reference 164.14(E)(7); 164.06(B)(10)**

** NOTE - TRAFFIC COUNT WAS TAKEN IN SUMMER - SEMINARY RD. IS A MAIN ROUTE TO EDISON HIGH SCHOOL - WE FEEL THIS NUMBER IS OVER HIGHER DURING DAYS WHEN SCHOOL IS IN SESSION - YOUNG, INEXPERIENCED DRIVERS . . .*

9. Economic Distress Criteria **ORC Reference 164.06(B)(8)**

What is the Local Median Household Income as a percentage of the District Median Household Income?

152.19 %. Please utilize the Economic Distress Scoring Criteria based on ACS 2013-2017 Data provided in Exhibit A.

10. Readiness to Proceed Criteria **ORC Reference 164.06(B)(9); ORC 164.14(E)(5)**

Please categorize the status of planning and design elements for the project.

- _____ Plans have not begun yet (0 Points)
- _____ Preliminary Engineering Complete (1 Point)
- _____ Final Design Complete (2 Points)

11. Base Score Total for Questions 1-10= 92

12. County Subcommittee Priority Points= _____
(25-20-15 Points for each of the SCIP and LTIP Project Categories)

13. **DISCRETIONARY POINTS (BY DISTRICT COMMITTEE ONLY)**

13a. A **District Discretionary Point** may be awarded to projects that demonstrate significant Area-wide, County, or Community Impact. (Include documentation to support the claim of significance)
(Maximum of 1 Point at the discretion of the District Executive Committee) _____

ORC Reference 164.14(E)(7)

13b. A **District Discretionary Point** may be awarded to projects that demonstrate that the entity has maximized local financial resources including assessments. Provide a Fund Status Report and/or the water and sanitary waste utility rate structures are at least 2.5% of area median household income for combined systems and 1.5% of the area median household income for water and sanitary only systems. Please provide rate ordinances for water and sanitary sewer to be considered for discretionary points. (Maximum of 1 Point at the discretion of the District 5 Executive Committee) _____ **ORC Reference 164.06(B)(3)**

14. **Grand Total of Points** _____

15. Is subdivision's population less than 5,000 Yes No ____ 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

<https://www.pwc.ohio.gov/Portals/0/Data/SmallGovernment%20Round%2035%20Methodology.pdf?ver=2019-08-07-071749-143>

16. **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 Supplement 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 <https://www.pwc.ohio.gov/Programs/Infrastructure-Programs/Small-Government>**
- 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 projects” 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 35 project considered for Small Government Funding please download the Small Government Evaluation Criteria applicable to Round 35 by accessing the OPWC Website at <https://www.pwc.ohio.gov/Portals/0/Data/SmallGovernment%20Round%2035%20Methodology.pdf?>

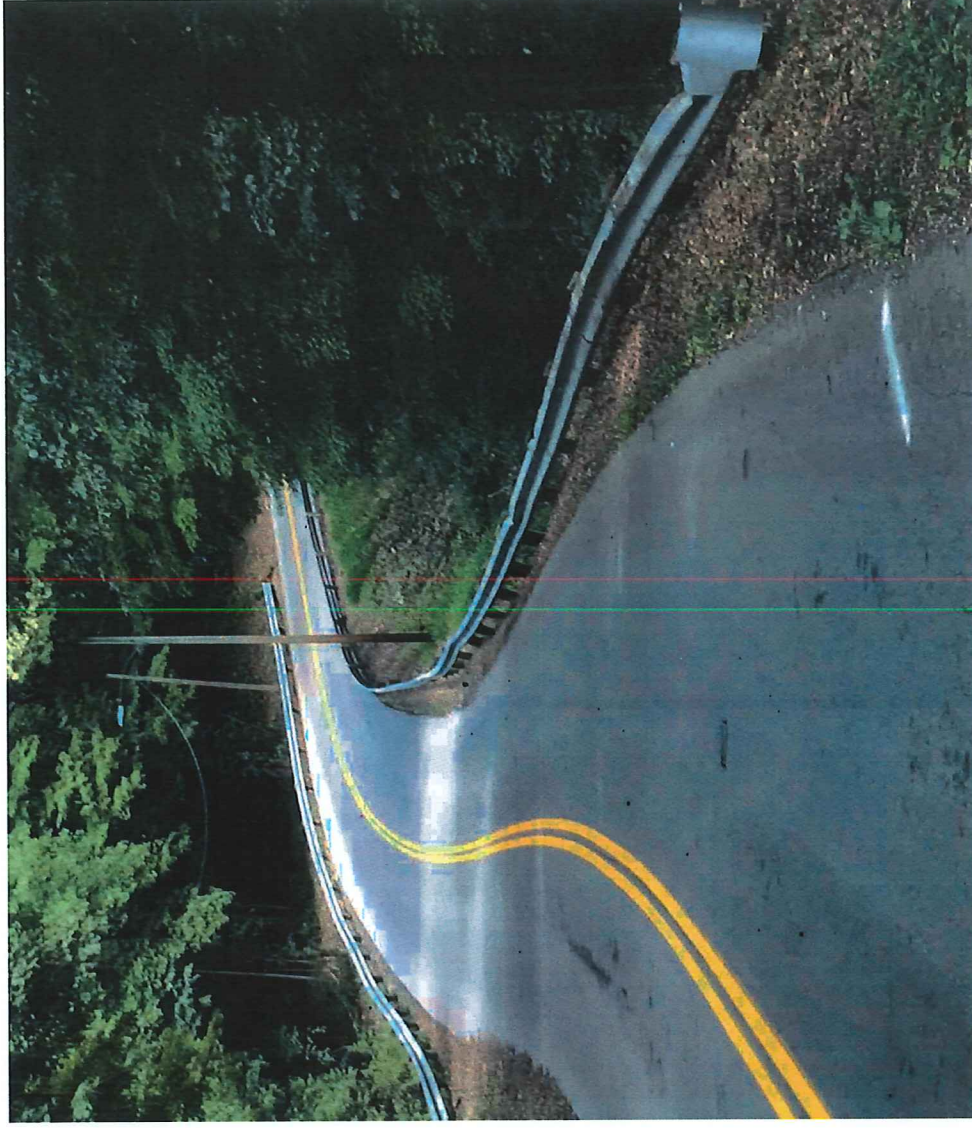
District 5
Capital Improvement Project
Priority Rating Sheet, Round 35

COUNTY: <u>DALE</u>		PROJECT: <u>SEMI-ANNUAL ROAD CURB/DITCH REPLACEMENT</u>		PROJECT NUMBER																
EST. COST: <u>\$132,400</u>																				
No.	CRITERIA TO BE CONSIDERED	PRIORITY FACTORS					PRIORITY FACTORS						No.							
		0	2	4	6	8	10	0	2	4	6	8		10						
1	(REPAIR OR REPLACE) vs. (NEW OR EXPANSION)						10	0%+	20%+	40%+	60%+	80%+	100%+	Repair or Replacement	Repair or Replacement	Repair or Replacement	Repair or Replacement	Repair or Replacement	Repair or Replacement	
2A	EXISTING PHYSICAL CONDITION Please refer to Criteria #2 of the Round 35 Scoring Methodology. Must submit substantiating documentation. (100% New or Expansion = 0 Points)						10	Excellent	Good	Fair	Fading	Poor	Failing	Excellent	Good	Fair	Fading	Poor	Failing	
2B	AGE						5	Type	0	1	2	3	4	5	0-4 Yrs	5-8 Yrs	9-12 Yrs	13-16 Yrs	17-20 Yrs	20+ Yrs
								Read	0.4 Yrs	5-8 Yrs	9-12 Yrs	13-16 Yrs	17-20 Yrs	20+ Yrs	0.4 Yrs	5-8 Yrs	9-12 Yrs	13-16 Yrs	17-20 Yrs	20+ Yrs
								Wastewater	0.6 Yrs	7-12 Yrs	13-16 Yrs	19-24 Yrs	25-30 Yrs	30+ Yrs	0.6 Yrs	7-12 Yrs	13-16 Yrs	19-24 Yrs	25-30 Yrs	30+ Yrs
								Bridge/Culvert	0-10 Yrs	11-20 Yrs	21-30 Yrs	31-40 Yrs	41-50 Yrs	50+ Yrs	0-10 Yrs	11-20 Yrs	21-30 Yrs	31-40 Yrs	41-50 Yrs	50+ Yrs
								Sanitary Sewer, Water Supply, Storm Water, Solid Waste	0-10 Yrs	11-20 Yrs	21-30 Yrs	31-40 Yrs	41-50 Yrs	50+ Yrs	0-10 Yrs	11-20 Yrs	21-30 Yrs	31-40 Yrs	41-50 Yrs	50+ Yrs
3	PUBLIC HEALTH AND/OR SAFETY CONCERNS Submittals without supporting documentation will receive 0 points for this question.						20	No Impact	Minimal	Moderate	Major	Critical	Extremely Critical	No Impact	Minimal	Moderate	Major	Critical	Extremely Critical	
4	LOCAL MATCHING FUNDS Percentage of Local Share (Local funds are funds derived from the applicant budget or a loan to be paid back through the applicant budget, assessments, rates or tax revenues)						20	0%	10%	20%	30%	40%	50%	0%	10%	20%	30%	40%	50%	
5	OTHER FUNDING (Excluding Issue II Funds) (Grants and other revenues not contributed or collected through taxes by the applicant, including Gifts, Contributions, etc. - must submit copy of award or status letter.)						0	0%	10%	20%	30%	40%	50%	0%	10%	20%	30%	40%	50%	
6	OPWC GRANT AND LOAN FUNDS REQUESTED Please refer to Criteria #6 of the Round 35 Methodology for clarification						20													
	Grant or Loan Only						0													
	Grant/Loan Combination						0													
	Grant/Loan Only						0	\$500,001 or more	\$400,001 to \$500,000	\$325,001 to \$400,000	\$275,001 to \$325,000	\$175,001 to \$275,000	\$175,000 or less	\$400,001 or more	\$325,001 to \$400,000	\$275,001 to \$325,000	\$175,001 to \$275,000	\$175,000 or less	\$175,000 or less	
	Grant/Loan Combination						0	\$750,000 or more	\$600,001 to \$750,000	\$487,501 to \$600,000	\$412,501 to \$487,500	\$262,501 to \$412,500	\$262,500 or less	\$600,001 or more	\$487,501 to \$600,000	\$412,501 to \$487,500	\$262,501 to \$412,500	\$262,500 or less	\$262,500 or less	
When scoring a project that is only grant or only loan, please use the chart labeled "Grant or Loan Only". When scoring a grant/loan combination, score the project for the grant in the first chart, then use the second chart labeled "Grant/Loan Combination" to score the total (grant and loan combined). Use the lower of the two as the score.																				
7	JOB CREATION/RETENTION Indicate full time equivalent jobs. Include supporting documentation in the form of a commitment letter from business or third party entity						0	0-6 Jobs	7-14 Jobs	15-24 Jobs	25+ Jobs			0-6 Jobs	7-14 Jobs	15-24 Jobs	25+ Jobs			
8	BENEFIT TO EXISTING USERS (households or traffic counts) Excludes existing users with connections. Traffic Counts within two years with certified documentation, etc.						6	0-99 Users	100-349 Users	350-499 Users	500-749 Users	750-1000 Users	1000+ Users	0-99 Users	100-349 Users	350-499 Users	500-749 Users	750-1000 Users	1000+ Users	
9	ECONOMIC DISTRESS Local MHI as a percentage of the District Median MHI						0	100%+	80%-100%	Less Than 80%			100%+	80%-100%	Less Than 80%					
10	READINESS TO PROCEED						1	Plans Not Begun Yet	Preliminary Engineering Complete	Final Design Complete				Plans Not Begun Yet	Preliminary Engineering Complete	Final Design Complete				
11	SUBTOTAL RANKING POINTS (MAX = 116)	92					Other Info Does this project have a significant impact on productive farmland? YES NO Attach impact statement if yes. Is the Applicant ready to proceed to bids after State Approval within 6 months? YES NO													
12	COUNTY SUBCOMMITTEE PRIORITY POINTS (25-28-16)																			
13A	DISCRETIONARY POINTS (BY DISTRICT ONLY) (MAX=1)																			
13B	DISCRETIONARY POINTS (BY DISTRICT ONLY) (MAX=1)																			
14	GRAND TOTAL RANKING POINTS																			

* Applicants must certify local and other share contributions. Specify, all funding sources to be utilized as local share at the time of application submittal.

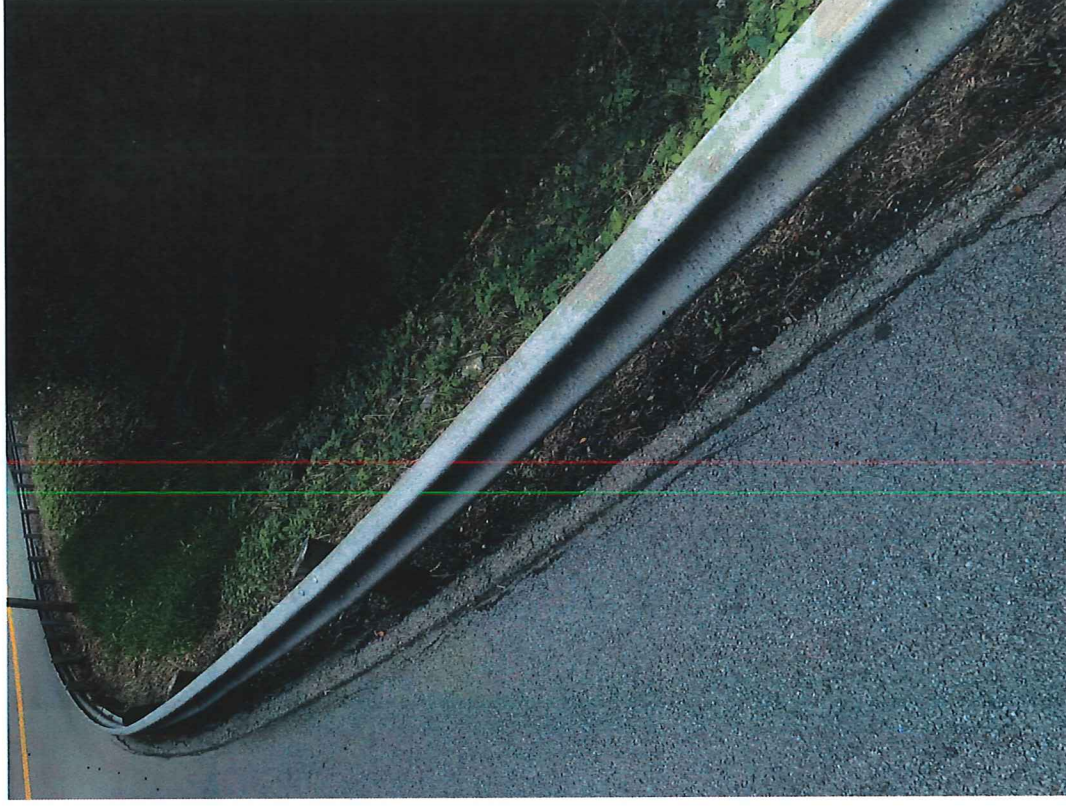
Seminary Road-Hill #1

- S-Curve with Limited Visibility
- Severely Damaged
- Hill Erosion
- Deteriorated and Leaning Posts



Seminary Road-Hill #1

- Embankment has eroded away
 - Limited Support For Guardrail Posts
- Posts are No Longer Upright
 - Leaning into Embankment
- No Roadway Shoulder
- Guardrail Up Against Road Surface
- Very Narrow at Base of Hill



Seminary Road-Hill #1

- Guardrail Severely Damaged
- Posts Decayed and Leaning Severely



Seminary Road-Hill #1

- Guardrails are too Low to Be Effective



Seminary Road-Hill #2

- MVA and Snowplow Damage
- Severe Post Deterioration



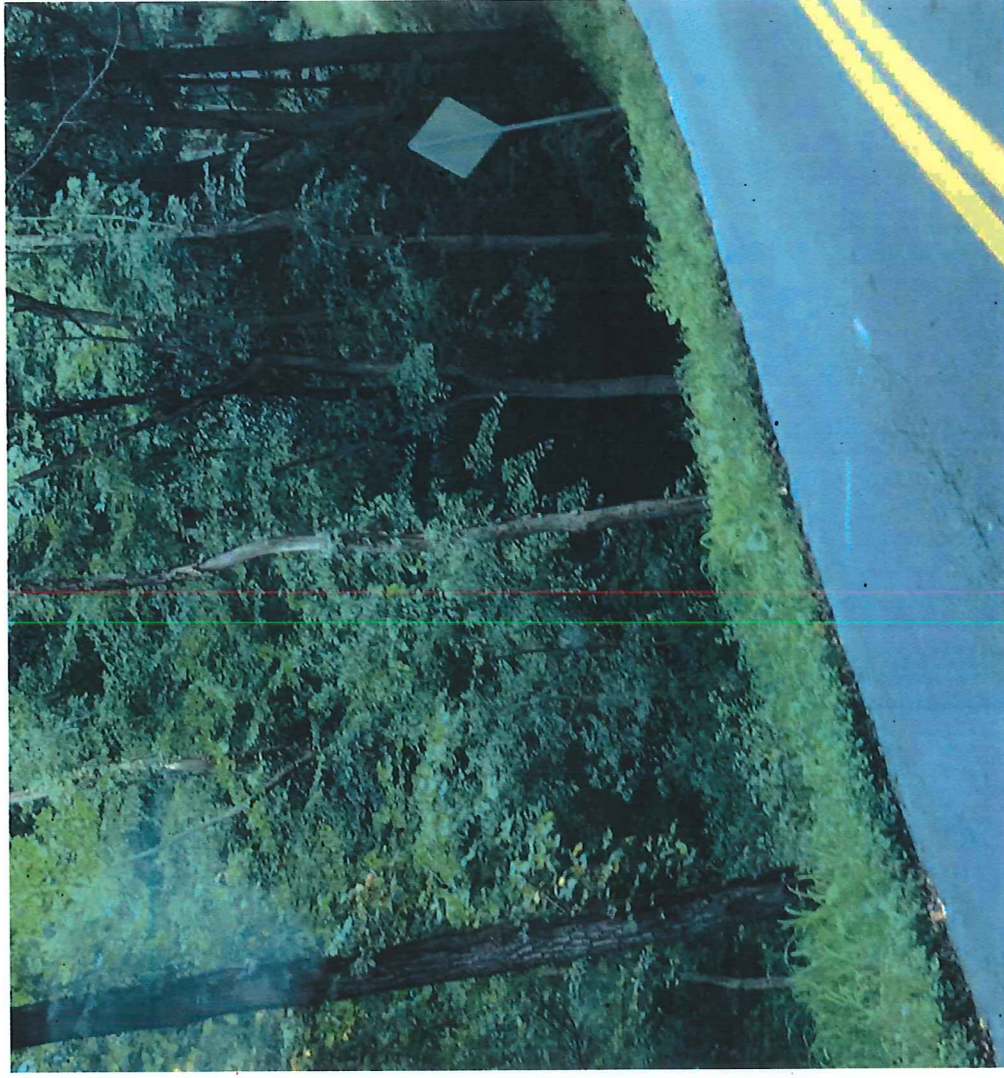
Seminary Road-Hill #2

- Bank Erosion and Deterioration
- No Effective Shoulder
- Ineffective Guardrail Height



Seminary Road-Hill #2

- Additional Guardrail Necessary
- Steep Embankment
- Situation Exacerbated by Erosion



Milan Township
Seminary Road
Geographic Replacement
PROJECT

McIntyre Rd



Seminary Rd

Perrin Rd

S Main St

County Road 52 N



OH-61

Berlin St

S Edison Dr

S Main St

MILAN

S Huron St

250

Lockwood Rd

Birch Dr

Search for a place or address

**MH Corbin Traffic Analyzer Study
 Computer Generated Summary Report
 City: MILAN TWP
 Street: SEMINARY RD (MILAN CORP-PERRIN)**

A study of vehicle traffic was conducted with the device having serial number 404905. The study was done in the EB& WB lane at SEMINARY RD (MILAN CORP-PERRIN) in MILAN TWP, OH in ERIE county. The study began on 07/28/2020 at 12:00 AM and concluded on 07/29/2020 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 586 vehicles passed through the location with a peak volume of 20 on 07/28/2020 at [04:15 PM-04:30 PM] and a minimum volume of 0 on 07/28/2020 at [11:30 PM-11:45 PM]. The AADT count for this study was 586.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 35 MPH range or lower. The average speed for all classified vehicles was 34 MPH with 40.55% vehicles exceeding the posted speed of 35 MPH. 1.39% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 30MPH and the 85th percentile was 39.13 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
1	4	7	24	95	212	178	39	9	0	1	2	4	0	1

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Vans & Pickups. The number of Passenger Vehicles in the study was 210 which represents 36 percent of the total classified vehicles. The number of Vans & Pickups in the study was 337 which represents 58 percent of the total classified vehicles. The number of Busses & Trucks in the study was 23 which represents 4 percent of the total classified vehicles. The number of Tractor Trailers in the study was 7 which represents 1 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
210	281	56	12	9	3	3	3							

CHART 2

HEADWAY

During the peak traffic period, on 07/28/2020 at [04:15 PM-04:30 PM] the average headway between vehicles was 42.857 seconds. During the slowest traffic period, on 07/28/2020 at [11:30 PM-11:45 PM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 70.00 and 102.00 degrees F.

**MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: MILAN TWP
Street: SEMINARY RD (PERRIN-MCINTYRE)**

A study of vehicle traffic was conducted with the device having serial number 404906. The study was done in the EB & WB lane at SEMINARY RD (PERRIN-MCINTYRE) in MILAN TWP, OH in ERIE county. The study began on 07/28/2020 at 12:00 AM and concluded on 07/29/2020 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 369 vehicles passed through the location with a peak volume of 14 on 07/28/2020 at [05:45 PM-06:00 PM] and a minimum volume of 0 on 07/28/2020 at [11:00 PM-11:15 PM]. The AADT count for this study was 369.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 40 - 45 MPH range or lower. The average speed for all classified vehicles was 42 MPH with 82.60% vehicles exceeding the posted speed of 35 MPH. 7.18% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 40MPH and the 85th percentile was 51.55 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
1	2	4	9	17	30	69	91	71	42	19	2	1	2	2

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 177 which represents 49 percent of the total classified vehicles. The number of Vans & Pickups in the study was 173 which represents 48 percent of the total classified vehicles. The number of Busses & Trucks in the study was 6 which represents 2 percent of the total classified vehicles. The number of Tractor Trailers in the study was 6 which represents 2 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
177	152	21	2	3	4	1	2							

CHART 2

HEADWAY

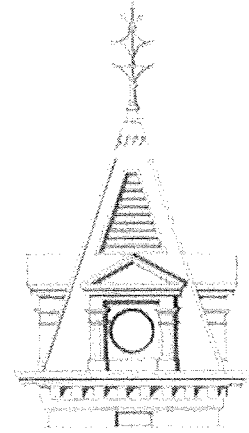
During the peak traffic period, on 07/28/2020 at [05:45 PM-06:00 PM] the average headway between vehicles was 60 seconds. During the slowest traffic period, on 07/28/2020 at [11:00 PM-11:15 PM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 73.00 and 135.00 degrees F.

Milan Township Erie County, Ohio

Daniel Frederick, Trustee
Gerald Nickoli, Trustee
Mike Shover, Trustee
Zachary Rospert, Fiscal Officer



OPWC ROUND 35 SMALL GOVERNMENT CAPITAL IMPROVEMENT APPLICATION

SEMINARY ROAD GUARDRAIL REPLACEMENT PROGRAM

SEPTEMBER 2020

Complete and compliant support documentation must be provided for a criterion to be awarded points. See Applicant Manual for more information.

1. Ability and Effort of the Applicant to Finance the Project (Maximum 10 points)

A. Roads, Bridges/Culverts, Storm Water, Solid Waste Projects Only – “Auditor’s Certificate of Estimated Resources” showing fund detail, as provided in ORC sections 5705.35 and 5705.36 is used to determine potential financial resources available for the project. Score is based on the project’s total cost as a percentage of financial resources.

- 0 Total project cost represents 0 to 20% of subdivision's total combined funds legally eligible for infrastructure type
- 2 Total project cost represents 21 to 40% of subdivision's total combined funds legally eligible for infrastructure type
- 4 Total project cost represents 41 to 60% of subdivision's total combined funds legally eligible for infrastructure type
- 6 Total project cost represents 61 to 80% of subdivision's total combined funds legally eligible for infrastructure type
- 8 Total project cost represents 81 to 100% of subdivision's total combined funds legally eligible for infrastructure type
- 10 Total project cost exceeds 100% of subdivision's total combined funds legally eligible for infrastructure type, or subdivision is in fiscal emergency

B. Water and Wastewater Projects Only – Determined by SG Administrator according to the Water & Wastewater Ability & Effort calculation described in Applicants Manual. Information is obtained from both water and wastewater rate ordinances, Small Government Water & Wastewater Ability & Effort Supplemental, and data from the *U.S. Census Bureau*. Points are provided for the hours worked to pay for water and wastewater services according to the highest of two variances as a percentage above or below State Averages: weighted average of household income or percentage of households making less than \$25,000.

- 0 More than 50% above state average
- 2 25.1% - 50% above state average
- 4 0 - 25% above state average
- 6 0.1% - 25% below state average
- 8 25.1% to 50% below state average
- 10 More than 50% below state average

2. Importance of Project to Health and Safety of Citizens – Score is assigned according to the application project description and any pertinent supplemental documentation. (Maximum 10 points)

A. Road, Bridge, Culvert

- 0 New infrastructure to meet future or projected needs
- 2 New infrastructure to meet current needs; Roadway surface paving less than 2 inches; Bridges with General Appraisal of 6 or above or with a Sufficiency Rating of 81-100

- 4 Roadway surface paving equal to or greater than 2 inches with/without milling; Replace or install signal where warranted; Bridges with a General Appraisal of 5 or Sufficiency Rating of 66-80; Culvert replacement with no associated damage
- 6 Road widening to add paved shoulders or for safe passage, and/or roadway paving with full-depth base repair equal to or greater than 5% of roadway surface area; Intersection improvement to add turn lanes or realignment; Bridges with a General Appraisal of 4 or Sufficiency Rating of 51-65; Culverts with inadequate flow capacity
- ⑧ Complete roadway full-depth reconstruction (includes removal/replacement of base) or reclamation with/without drainage; Widening to add travel lanes; Intersection improvements to address excessive accident rate and/or inadequate level of service with Crash Reduction Factor ($0.0 < CRF < 0.2$); Bridges with a General Appraisal of 3 or Sufficiency Rating of 26-50; Culverts with inadequate flow capacity and property damage (i.e. flooding)
- 10 Complete roadway reconstruction or reclamation with/without drainage with widening to add travel lanes; Intersection improvement to address excessive accident rate and/or inadequate level of service with Crash Reduction Factor ($CRF \geq 0.2$); Bridges with General Appraisal of 2 or less, or Sufficiency Rating of less than 26; Culverts that are structurally deficient

B. Water, Wastewater, Storm Water, Solid Waste

- 0 Infrastructure to meet future or projected needs
- 2 Expanded infrastructure to meet specific development proposal
- 4 Infrastructure to meet current needs; Update processes to improve effluent or water quality; To remain in compliance with permit due to increased standards; Increase storm sewer capacity in which there is no associated land damage; Increase sanitary sewer capacity; Replace water meters as part of an upgrade
- 6 OEPA recommendations; District health board recommendations; Increase storm sewer capacity that has associated land damage; Replace undersized waterlines as part of upgrade; Install new meters or replace meters that have exceeded useful life
- 8 Replacement of storm or sanitary sewers due to chronic flooding, back-up, or property damage; Inflow and/or Infiltration; Inadequate capacity to maintain pressure required for fire flows; Replacement of waterlines or towers due to excessive corrosion
- 10 OEPA Findings & Orders, OEPA orders contained in permit, Consent Decree or Court Order; Structural separations (CSOs) Age and Condition of System to be repaired or replaced. This is a two-part criterion. (Maximum 10 points)

3. **Age & Condition of System to be repaired or replaced**

Part I – Age: This uses provided documentation for existing infrastructure. Documentation pertains to source documentation or from a compliant letter written by an eligible local official who can vouch for the time period during his/her term in office. If no documentation the default score is 1 point. (Maximum 5 points)

Life	20	30	50
Project Type	Road	Wastewater	Bridge/Culvert. Sanitary Sewer, Water, Storm Water, Solid Waste
Points			
0	New / Expansion	New / Expansion	New / Expansion
1	2015-2020	2012-2020	2005-2020
2	2010-2014	2005-2011	1994-2004
3	2005-2009	1997-2004	1982-1993
4	2000-2004	1990-1996	1970-1981
5	1999 or before	1989 or before	1969 or before

- LATE 80^{'s} / EARLY 90^{'s}

Part II – Condition (Maximum 5 points)

- 1 New/Expansion: New or expansion project components represent at least 50% of improvements
- 2 Expansion: New or expansion project components represent between 25% and 49% of improvements
- 3 Poor: Infrastructure requires repair to continue functioning as originally intended and/or upgrade to meet current design standards.
- 4 Critical: Infrastructure requires replacement to continue functioning as originally intended.
- 5 Failed: Not functioning

4. **Leveraging Ratio** – Local and all non-OPWC funding sources as a percentage of total funding. (Maximum 10 points)

	Repair/Replacement (Poor/Critical/Failed in Criterion 3)	New/Expansion (New/Expansion &/or Expansion in Criterion 3)
0	10 or less	50 or less
1	11-15	51-55
2	16-20	56-60
3	21-25	61-65
4	26-30	66-70
5	31-35	71-75
6	36-40	76-80
7	41-45	81-85
8	46-50	86-90
9	51-55	91-95
10	56 or more	96 or more

5. **Population Benefit** – Number of those to benefit directly from the improvement as a percentage of applicant's total population. (Maximum 5 points)

- 0 10% or less
- 1 25% - 11%
- 2 35% - 26%
- 3 45% - 36%
- 4 55% - 46%
- 5 56% or more

- NOTE: TRAFFIC STUDY WAS TAKEN IN SUMMER - w/ SCHOOL NOT IN SESSION .. THIS IS A MAIN ROUTE TO EDISON HIGH SCHOOL DURING

6. **District Priority Ranking as provided by District** (Maximum 10 points)

SCHOOL YEAR - MUCH MORE TRAVELED w/ YOUNG, INEXPERIENCED DRIVERS.

- 6 5th ranked district project
- 7 4th ranked district project
- 8 3rd ranked district project
- 9 2nd ranked district project
- 10 1st ranked district project

7. **Amount of OPWC funding requested** (Maximum 10 points)

- 0 \$500,000 or more
- 5 \$250,000 - \$499,999
- 10 249,999 or less

8. **Loan Request as a percentage of OPWC assistance** (Maximum 10 points)

- 1 15 - 29% of OPWC assistance
- 5 30 - 49% of OPWC assistance
- 10 50 - 100% of OPWC assistance

9. **Useful Life of Project** – Taken from engineer's useful life statement. (Maximum 5 points)

- 1 7 - 9 years
- 2 10 - 14 years
- 3 15 - 19 years
- 4 20 - 24 years
- 5 25 years or more

10. **Median Household Income** – Applicant's MHI as a percentage of the statewide MHI. Information derived from the most recent 5-year American Community Survey as published by the Ohio Development Services Agency. (Maximum 10 points)

- 2 110% or more
- 4 100% - 109%
- 6 90% - 99%
- 8 80% - 89%
- 10 79% or less

11. **Readiness to Proceed** (Maximum 10 points)

Part I – Status of Plans – This uses the Small Government Commission’s Engineer’s Plan Status Certification. (Maximum 5 points)

- 0 Plans not yet begun
- 2 Surveying through Preliminary Design Completed (Items A-C)
- 5 Surveying through final construction plans, and secured permits and right-of-way as appropriate (Items A-H)

Part II – Status of Funding Sources – This uses source documentation including CFO certifications and loan letters. (Maximum 5 points)

- 0 All funds not yet committed
- 3 Applications submitted to funding entities
- 5 All funding committed

Small Government Self-Score

(Input Score in box for each criterion; will total automatically)

Applicant:

SCORE

1 Ability & Effort (Use A or B according to project type)

A. *Roads, Bridges/Culverts, Storm Water, Solid Waste Projects ONLY*

0 2 4 6 8 10

B. *Water & Wastewater Projects ONLY*

Calculated by Administrator

2 Health & Safety (Use A or B according to project type)

A. *Road, Bridge, Culvert*

0 2 4 6 8 10

B. *Water, Wastewater, Storm Water, Solid Waste*

0 2 4 6 8 10

3 Age & Condition

I. *Age*

0 1 2 3 4 5

II. *Condition*

1 2 3 4 5

4 Leveraging Ratio

0 1 2 3 4 5 6 7 8 9 10

5 Population Benefit

0 1 2 3 4 5

6 District Priority Ranking - Completed by Administrator

7 OPWC Funds Requested

0 5 10

8 Loan Request (Default 0 points if no loan requested)

1 5 10

9 Useful Life

1 2 3 4 5

10 Median Household Income

2 4 6 8 10

11 Readiness to Proceed

I. *Status of Plans*

0 2 5

II. *Status of Funding*

0 3 5

TOTAL

BOARD OF TRUSTEES

Daniel Frederick
Gerald Nickoli
Mike Shover



MILAN TOWNSHIP

1518 State Route 113 E
Milan, Ohio 44846
419-499-2354

FISCAL OFFICER

Zachary Rospert

ZONING INSPECTOR

Patrick Landoll

MILAN TOWNSHIP

www.milantwp.org

RESOLUTION #2020-12

RESOLUTION OF THE BOARD OF TOWNSHIP TRUSTEES OF MILAN TOWNSHIP, ERIE COUNTY, OHIO, FOR THE PURPOSE OF AUTHORIZING THE TOWNSHIP FISCAL OFFICER TO SUBMIT AN APPLICATION TO THE OHIO PUBLIC WORKS COMMISSION AND TO EXECUTE CONTRACTS AS REQUIRED FOR THE SEMINARY ROAD GUARDRAIL PROJECT PROPOSED BY THE ERIE COUNTY ENGINEER.

The Milan Township Board of Trustees met in an open public meeting on August 19, 2020 with trustees Gerald Nickoli, Mike Shover and Daniel Frederick present. Trustee Frederick moved the adoption of the following resolution:

Mr. Nickoli moved to appoint the Authorize the Fiscal Officer to submit the Ohio Public Works Commission application and execute necessary contracts.

WHEREAS, Milan Township is seeking to improve the infrastructure on Seminary Road; and

WHEREAS, in an effort to fund the improvement project, Milan Township intends to apply for the Ohio Public Works Commission Grant.

NOW, THEREFORE BE IT RESOLVED, That the Milan Township Board of Trustees do hereby authorize the Township Fiscal Officer to submit the Ohio Public Works Commission application, and to execute necessary contracts associated with the project.

Mr. Shover seconded the motion. The Fiscal Officer called the roll resulting as follows: Mr. Nickoli, aye; and Mr. Shover, aye; Mr. Frederick, aye. The motion carried.

Resolution #2020-12 was adopted by a unanimous vote on August 19, 2020 and effective immediately.

CERTIFICATE

I, Zachary J. Rospert, Fiscal Officer of the Milan Township Trustees in Erie County, whose custody of the files, journals, and records of the Milan Township Board of Trustees are required to, by the laws of the State of Ohio, be kept, do hereby certify that the foregoing resolution 2020-12 concerning the Ohio Public Works Commission Application is taken from the original resolutions on file with Milan Township. That the foregoing resolutions have been compared by me with said originals and that the same is a true and exact copy thereof.

Witness by signature this the Nineteenth day of August, Two Thousand, Twenty.

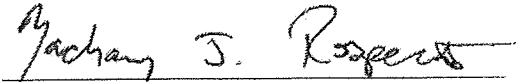


Zachary J. Rospert, Fiscal Officer, Milan Township

FISCAL OFFICER'S CERTIFICATE

I, Zachary J. Rospert, Fiscal Officer of Milan Township, hereby certify that Milan Township has the amount of \$66,450.00 in the Motor Vehicle and Gas Tax Fund account and that this amount will be used to pay the local share for the Seminary Road (project) when it is required.

Signed this 19th day of August, 2020



Zachary J. Rospert
Zachary J. Rospert
Fiscal Officer, Milan Township

MILAN TOWNSHIP

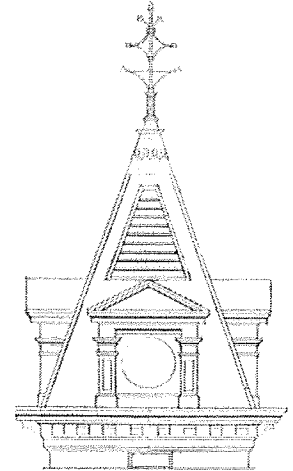
Erie County, Ohio

Daniel Frederick, Trustee

Gerald Nickoli, Trustee

Mike Shover, Trustee

Zachary Rospert, Fiscal Officer



MILAN TOWNSHIP CERTIFICATION FOR AGE OF INFRASTRUCTRE IMPROVEMENTS

Please accept this letter as certification that no improvements have taken place on Seminary Road from Broad Street to McIntyre Road since my term as township fiscal officer began on April 1, 2016.

It should be further noted that my accounting software goes back to calendar year 2013, and no guardrail work at these locations was paid for.

Signed this 3rd day of September, 2020

A handwritten signature in cursive script, reading "Zachary J. Rospert". The signature is written in black ink and is positioned above a horizontal line.

Zachary J. Rospert
Fiscal Officer, Milan Township



ERIE COUNTY SHERIFF'S OFFICE

PAUL A. SIGSWORTH
SHERIFF

2800 Columbus Avenue

Sandusky, Ohio 44870

Ph: 419-625-7951

Fax: 419-627-7547

Email: sheriff@eriecounty.oh.gov

September 8, 2020

Milan Township Trustees
Attn: Trustee Mike Shover
1518 State Route 113 East
Milan, Ohio 44846

via email: shover.milantrustee@gmail.com

Mike:

I fully support the grant application being submitted by the Milan Township Trustees that, if successfully awarded, would result in the replacement and/or lengthening of guardrails on the two hills on Seminary Road.

The guardrail on the hill near the Milan Cemetery on the south side of the roadway is extremely low in height above the pavement surface—so low in height that I'm not sure that a vehicle leaving the roadway at any appreciable speed would actually be stopped by the guardrail. In addition, many of the wooden posts to which the guardrail is attached appear to be decaying to the point that, if the vehicle was solidly hit by an out of control vehicle, I'm not sure that the posts would withstand the force of such a collision and may render the guardrail useless as the posts would either shear off at ground level or be pulled from the ground.

The guardrail on the hill near the Erie/Huron County line is very deficient due to its age and the fact that it is not sufficient in length. There are many gaps in this guardrail that allow vehicles that have left the roadway to miss the guardrail entirely and to travel down into the adjacent ravine. I know of at least two traffic crashes of this nature that have happened on this hill within the past 3-4 years. One of those crashes involved a vehicle that left the roadway, missed the guardrail, flipped over and landed on its top in the rain-swollen creek. An occupant of that vehicle would have drowned had she not been pulled out by another individual, who received a life-saving commendation from our agency.



ERIE COUNTY SHERIFF'S OFFICE

PAUL A. SIGSWORTH
SHERIFF

2800 Columbus Avenue
Sandusky, Ohio 44870
Ph: 419-625-7951
Fax: 419-627-7547

Email: sheriff@eriecounty.oh.gov

Milan Township Trustee Mike Shover
September 8, 2020
Page 2

Both hills have steep grades and sharp curves. While the Milan Township Road Department employees do an outstanding job of salting and plowing these hills in the winter, there are times when the road surfaces on these hills become extremely treacherous from snow and/or ice, increasing the chances of vehicles sliding off of the roadway.

The installation of properly constructed and elevated guardrails, of continuous and appropriate length, will do much to increase the safety of the motoring public traveling on these Seminary Road hills.

Thank you for asking for my input. Please contact me if you have any questions or need any clarification regarding my input on this topic.

Sincerely,

A handwritten signature in blue ink that reads "Paul A. Sigsworth".

Paul A. Sigsworth
Sheriff

**ERIE COUNTY ENGINEER'S OFFICE
ENGINEER'S ESTIMATE OF COST**

**SEMINARY ROAD GUARDRAIL
MILAN TOWNSHIP, ERIE COUNTY**

Item	Quantity	Unit	Description	Unit Price	Total
103.05	1.00	L.S.	Premium For Contract Performance And Maintenance Bond	\$ 1,000.00	\$ 1,000.00
201	1.00	L.S.	Clearing And Grubbing, As Per Plan	\$ 5,000.00	\$ 5,000.00
202	987.50	Ft.	Guardrail Removed	\$ 2.50	\$ 2,468.75
203	617.00	C.Y.	Embankment	\$ 25.00	\$ 15,425.00
203	150.00	C.Y.	Excavation	\$ 35.00	\$ 5,250.00
209	22.00	Sta.	Reshaping Under Guardrail	\$ 85.00	\$ 1,870.00
411	20.00	C.Y.	Stabilized Crushed Aggregate	\$ 100.00	\$ 2,000.00
606	950.00	Ft.	Guardrail, Type MGS	\$ 19.00	\$ 18,050.00
606	825.00	Ft.	Guardrail, Type MGS Half Post Spacing	\$ 30.00	\$ 24,750.00
606	80.00	Ea.	Guardrail Post, MGS Long Post	\$ 30.00	\$ 2,400.00
606	8.00	Ea.	Anchor Assembly, MGS Type E	\$ 2,350.00	\$ 18,800.00
606	4.00	Ea.	Anchor Assembly, MGS Type T	\$ 1,150.00	\$ 4,600.00
626	86.00	Ea.	Barrier Reflector	\$ 11.00	\$ 946.00
614	1.00	L.S.	Maintaining Traffic	\$ 5,057.75	\$ 4,532.75
659	0.16	Ton	Commercial Fertilizer	\$ 1,000.00	\$ 160.00
659	1,165.00	S.Y.	Seeding And Mulching, Class 1	\$ 1.50	\$ 1,747.50
				CONSTRUCTION TOTAL	\$ 109,000.00

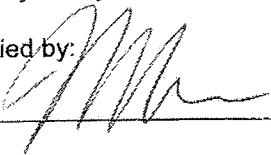
CONSTRUCTION COST ESTIMATE	\$ 109,000.00
PRELIMINARY ENGINEERING	\$ 1,000.00
FINAL DESIGN	\$ 9,500.00
RIGHT-OF-WAY (INCLUDING UTILITY RELOCATIONS)	\$ 1,000.00
PERMITS, ADVERTISING, LEGAL:	\$ 1,500.00
CONSTRUCTION ADMINISTRATION (INSPECTION, TESTING, AND CONSTRUCTION ENGINEERING)	\$ 10,900.00
TOTAL PROJECT COST	\$ 132,900.00

Certification:

I hereby certify that the estimated useful life of the above-referenced improvements is 15 years.

Certified by:

Date:



08-14-2020



Small Government Commission
 Engineer's Plan Status Certification
 Required for Criterion No. 11, Part I

Applicant: Milan Township Trustees

District No.: 5

Project Name: Seminary Road - Guardrail Replacement Program

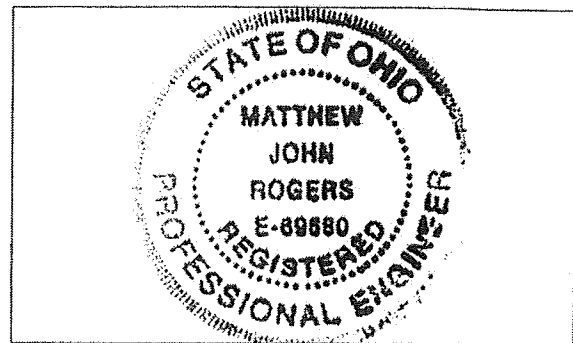
Item	Necessary for project?	Status	Completion Date
Met Completion dates for Items A - C (2 points)			
A	Surveying Y <input checked="" type="checkbox"/> N/A <input type="checkbox"/>	NOT STARTED	
B	R/W Acquisition Identified Y <input type="checkbox"/> N/A <input checked="" type="checkbox"/>		
C	Preliminary Design Y <input checked="" type="checkbox"/> N/A <input type="checkbox"/>	NOT STARTED	
Met Completion dates for Items A - H (5 points)			
D	Final Construction Plans Y <input checked="" type="checkbox"/> N/A <input type="checkbox"/>	NOT STARTED	
E	Permit to Install Issued Y <input type="checkbox"/> N/A <input checked="" type="checkbox"/>		
F	NPDES Issued Y <input type="checkbox"/> N/A <input checked="" type="checkbox"/>		
G	Other Permits Issued Y <input type="checkbox"/> N/A <input checked="" type="checkbox"/>		
H	Executed Right of Way Option or Agreement Y <input type="checkbox"/> N/A <input checked="" type="checkbox"/>		

I hereby certify that the information above is true and correct to the best of my knowledge and belief.

MATTHEW J. ROGERS
 Engineer's Printed Name

[Signature]
 Engineer's Signature

09-03-2020
 Date



Engineer's Stamp/Seal

OFFICIAL CERTIFICATE OF ESTIMATED RESOURCES

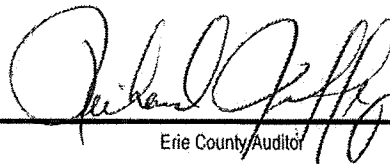
Ohio Revised Code Section 5705.36

Office of the Budget Commission,
Sandusky, Erie County, Ohio, August 26, 2020


To the Taxing Authority of **Milan Township**:

The following is the official certificate of estimated resources for the fiscal year beginning January 1, 2021, as made by the Budget Commission of Erie County, which shall govern the total of appropriations made at any time during such fiscal year.


FUND	Unencumbered Balance January 1, 2021	Taxes	Other Sources	TOTAL
General Fund	724,312	187,120	304,767	1,216,199
Special Revenue Funds	246,219	649,265	230,050	1,125,534
Debt Service Funds	-	-	-	-
Capital Projects Funds	22,638	-	-	22,638
Special Assessment Funds	-	-	-	-
Enterprise Funds	-	-	-	-
Internal Service Funds	-	-	-	-
Fiduciary Funds	-	-	-	-
TOTAL	993,169	836,385	534,817	2,364,371



Erie County Auditor



Erie County Prosecutor



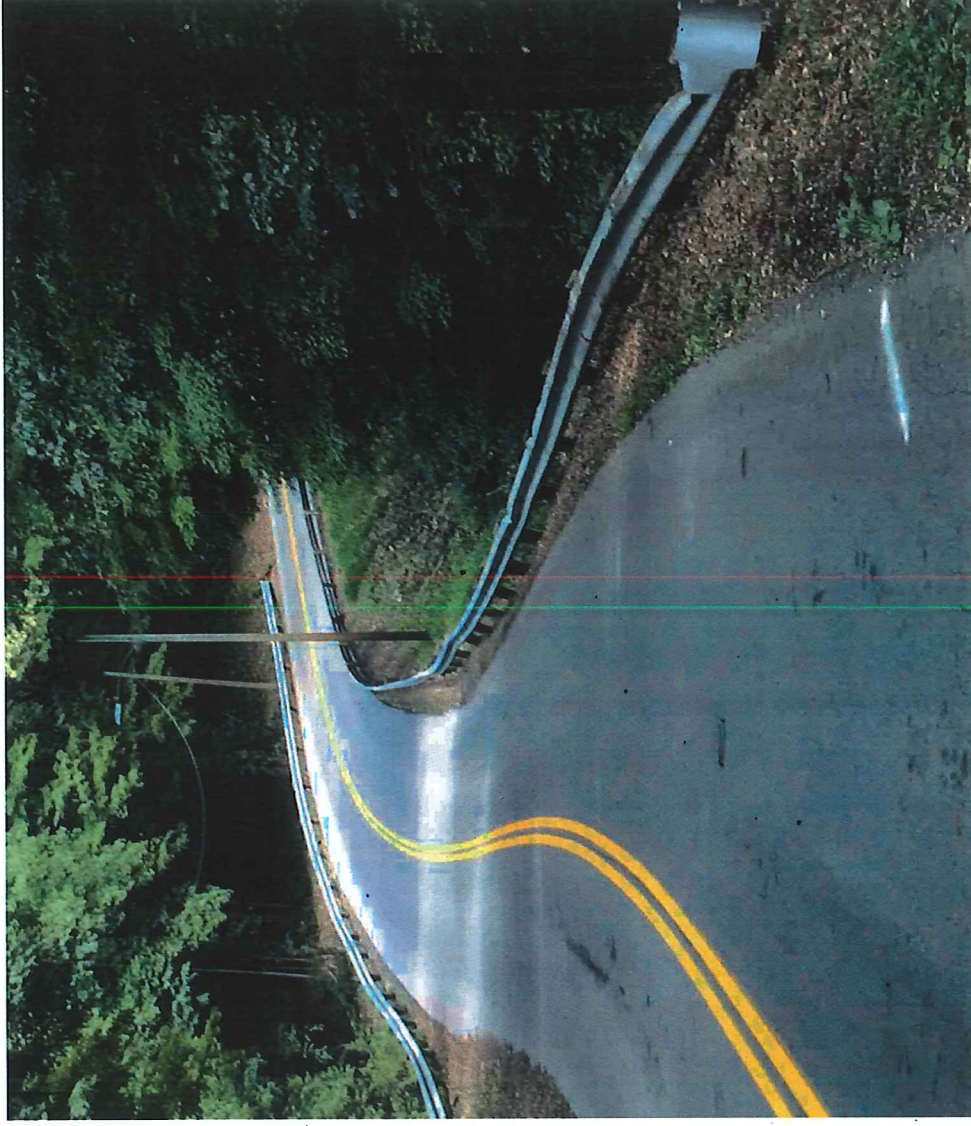
Erie County Treasurer

Erie County Budget Commission

FUND	Unencumbered Balance January 1, 2021	Taxes	Other Sources	TOTAL
Debt Service Funds				
Total Debt Service	-	-	-	-
Capital Projects Funds				
Capital Projects - 4301	22,638	-	-	22,638

Seminary Road-Hill #1

- S-Curve with Limited Visibility
- Severely Damaged
- Hill Erosion
- Deteriorated and Leaning Posts



Seminary Road-Hill #1

- Embankment has eroded away
 - Limited Support For Guardrail Posts
- Posts are No Longer Upright
 - Leaning into Embankment
- No Roadway Shoulder
- Guardrail Up Against Road Surface
- Very Narrow at Base of Hill



Seminary Road-Hill #1

- Guardrail Severely Damaged
- Posts Decayed and Leaning Severely



Seminary Road-Hill #1

- Guardrails are too Low to Be Effective



Seminary Road-Hill #2

- MVA and Snowplow Damage
- Severe Post Deterioration



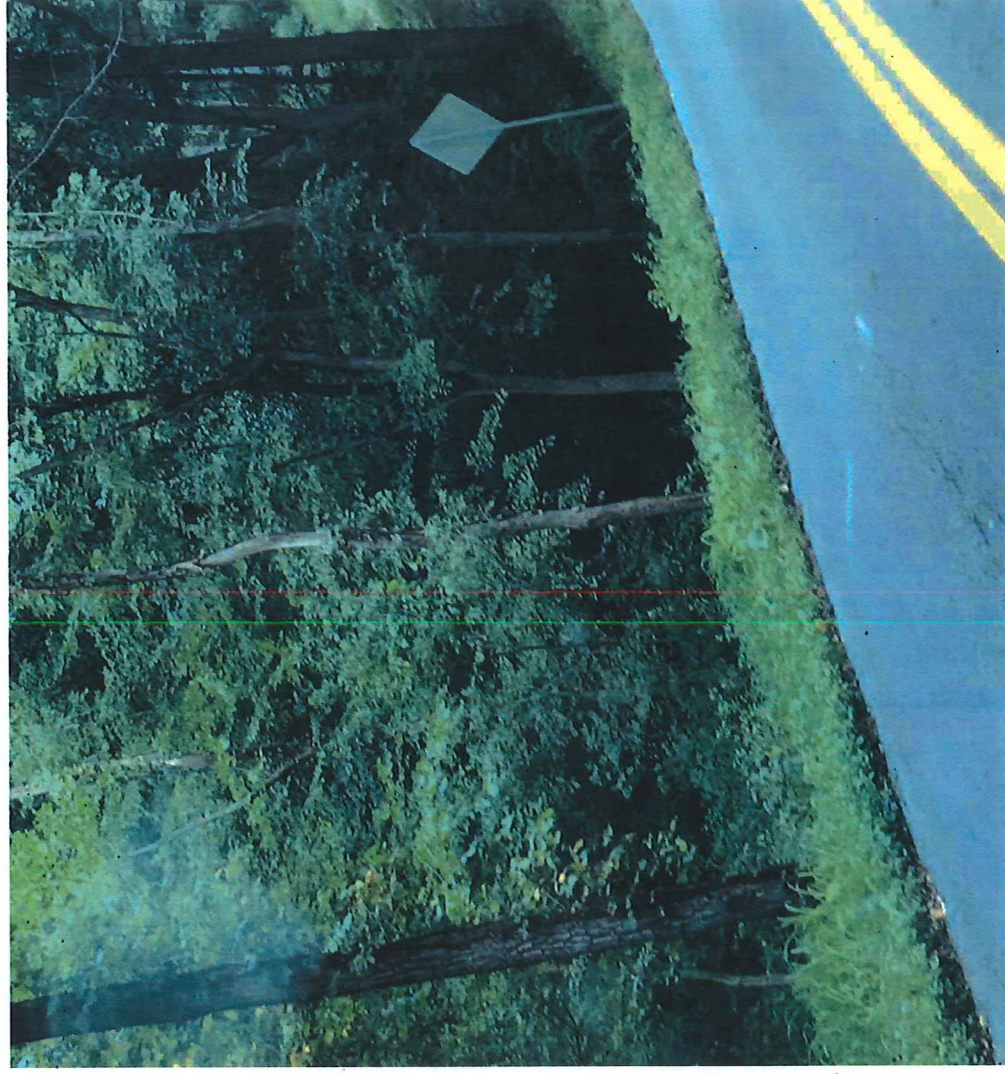
Seminary Road-Hill #2

- Bank Erosion and Deterioration
- No Effective Shoulder
- Ineffective Guardrail Height



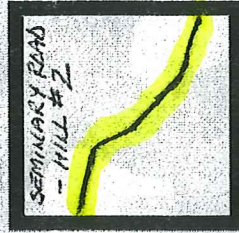
Seminary Road-Hill #2

- Additional Guardrail Necessary
- Steep Embankment
- Situation Exacerbated by Erosion



Moran Township
Seminary Road
Gaussvain Project

McIntyre Rd



OH-61

Seminary Rd

S Main St

Perrin Rd

County Road 52 N



Berlin St

S Main St

S Edison Dr

MILAN

Lockwood Rd
S Main St

250

Birch Dr

Search for a place or address

**MH Corbin Traffic Analyzer Study
 Computer Generated Summary Report
 City: MILAN TWP
 Street: SEMINARY RD (MILAN CORP-PERRIN)**

A study of vehicle traffic was conducted with the device having serial number 404905. The study was done in the EB& WB lane at SEMINARY RD (MILAN CORP-PERRIN) in MILAN TWP, OH in ERIE county. The study began on 07/28/2020 at 12:00 AM and concluded on 07/29/2020 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 586 vehicles passed through the location with a peak volume of 20 on 07/28/2020 at [04:15 PM-04:30 PM] and a minimum volume of 0 on 07/28/2020 at [11:30 PM-11:45 PM]. The AADT count for this study was 586.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 35 MPH range or lower. The average speed for all classified vehicles was 34 MPH with 40.55% vehicles exceeding the posted speed of 35 MPH. 1.39% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 30MPH and the 85th percentile was 39.13 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
1	4	7	24	95	212	178	39	9	0	1	2	4	0	1

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Vans & Pickups. The number of Passenger Vehicles in the study was 210 which represents 36 percent of the total classified vehicles. The number of Vans & Pickups in the study was 337 which represents 58 percent of the total classified vehicles. The number of Busses & Trucks in the study was 23 which represents 4 percent of the total classified vehicles. The number of Tractor Trailers in the study was 7 which represents 1 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
210	281	56	12	9	3	3	3							

CHART 2

HEADWAY

During the peak traffic period, on 07/28/2020 at [04:15 PM-04:30 PM] the average headway between vehicles was 42.857 seconds. During the slowest traffic period, on 07/28/2020 at [11:30 PM-11:45 PM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 70.00 and 102.00 degrees F.

**MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: MILAN TWP
Street: SEMINARY RD (PERRIN-MCINTYRE)**

A study of vehicle traffic was conducted with the device having serial number 404906. The study was done in the EB & WB lane at SEMINARY RD (PERRIN-MCINTYRE) in MILAN TWP, OH in ERIE county. The study began on 07/28/2020 at 12:00 AM and concluded on 07/29/2020 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 369 vehicles passed through the location with a peak volume of 14 on 07/28/2020 at [05:45 PM-06:00 PM] and a minimum volume of 0 on 07/28/2020 at [11:00 PM-11:15 PM]. The AADT count for this study was 369.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 40 - 45 MPH range or lower. The average speed for all classified vehicles was 42 MPH with 82.60% vehicles exceeding the posted speed of 35 MPH. 7.18% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 40MPH and the 85th percentile was 51.55 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
1	2	4	9	17	30	69	91	71	42	19	2	1	2	2

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 177 which represents 49 percent of the total classified vehicles. The number of Vans & Pickups in the study was 152 which represents 41 percent of the total classified vehicles. The number of Busses & Trucks in the study was 21 which represents 6 percent of the total classified vehicles. The number of Tractor Trailers in the study was 2 which represents 0.5 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
177	152	21	2	3	4	1	2							

CHART 2

HEADWAY

During the peak traffic period, on 07/28/2020 at [05:45 PM-06:00 PM] the average headway between vehicles was 60 seconds. During the slowest traffic period, on 07/28/2020 at [11:00 PM-11:15 PM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 73.00 and 135.00 degrees F.