



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: Richland Township Subdivision Code: 039-66670
 District Number: 5 County: Defiance Date: 09/06/2019
 Contact: Bruce Colwell Phone: (419) 770-2626
(The individual who will be available during business hours and who can best answer or coordinate the response to questions)
 Email: _____ FAX: (419) 782-3408

Project

Project Name: Weichman Rd Widening and Paving Zip Code: _____

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>306,000.00</u>
<input type="checkbox"/> 2. City	<input type="checkbox"/> 2. Bridge/Culvert	1. Grant: <u>136,000.00</u>
<input checked="" type="checkbox"/> 3. Township	<input type="checkbox"/> 3. Water Supply	2. Loan: <u>59,000.00</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>195,000.00</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:	.....	.00	
Final Design:	.....	.00	
Construction Administration:	.....	.00	
Total Engineering Services:	a.)	<u>0</u>	.00 <u>0</u> %
Right of Way:	b.)	.....	.00
Construction:	c.)	<u>306,000</u>	.00
Materials Purchased Directly:	d.)	.....	.00
Permits, Advertising, Legal:	e.)	.....	.00
Construction Contingencies:	f.)	.....	.00 <u>0</u> %
Total Estimated Costs:	g.)	<u>306,000</u>	.00

1.2 Project Financial Resources

Local Resources

Local In-Kind or Force Account:	a.)	.....	.00
Local Revenues:	b.)	<u>111,000</u>	.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.)	<u>111,000</u>	.00 <u>36</u> %

OPWC Funds (Check all requested and enter Amount)

Grant: <u>70</u> % of OPWC Funds	j.)	<u>136,000</u>	.00
Loan: <u>30</u> % of OPWC Funds	k.)	<u>59,000</u>	.00
Loan Assistance / Credit Enhancement:	l.)	<u>0</u>	.00
Subtotal OPWC Funds:	m.)	<u>195,000</u>	.00 <u>64</u> %
Total Financial Resources:	n.)	<u>306,000</u>	.00 <u>100</u> %

1.3 Availability of Local Funds

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

2.0 Repair / Replacement or New / Expansion

2.1 Total Portion of Project Repair / Replacement:	306,000 .00	100 %	A Farmland Preservation letter is required for any impact to farmland
2.2 Total Portion of Project New / Expansion:	0 .00	0 %	
2.3 Total Project:	306,000 .00	100 %	

3.0 Project Schedule

3.1 Engineering / Design / Right of Way	Begin Date: 06/01/2020	End Date: 03/15/2021
3.2 Bid Advertisement and Award	Begin Date: 03/15/2021	End Date: 03/29/2021
3.3 Construction	Begin Date: 04/19/2021	End Date: 10/29/2021

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: 2034 (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 203 Year 2019 Projected ADT 450 Year 2039

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.

Weichman Rd is located in Richland Township a half mile North of SR 281 and the Defiance Henry County Line Rd.

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

Weichman Rd will be paved and widened.

Item 202-Pavement Removed
Item 411-Aggregate Berm
Item 441-Asphalt Concrete Surface Type 1
Item 624-Mobilization
Item 614-Traffic Control
Special-Full Depth Chemical Stabilized Base Course
Special-Portland Cement
Special-Earthwork Grading

- 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.

Weichman Rd is currently 15' and will be widened to 18' and 6,200' in length a half mile North of SR 281 and the Defiance Henry County Line Rd.

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: Bruce Colwell
Title: Trustee
Address: PO Box 30144

City: Jewell State: OH Zip: 43530
Phone: (419) 770-2626
FAX: (419) 782-3408
E-Mail: _____

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

Name: Tammy Flory
Title: Fiscal Officer
Address: PO Box 30144

City: Jewell State: OH Zip: 43530
Phone: (419) 497-2045
FAX: (419) 782-3408
E-Mail: _____

5.3 Project Manager

Name: Bruce Colwell
Title: Trustee
Address: PO Box 30144

City: Jewell State: OH Zip: 43530
Phone: (419) 770-2626
FAX: (419) 782-3408
E-Mail: _____

6.0 Attachments / Completeness review

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

- A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- A certification signed by the applicant's chief financial officer stating the amount of all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's seal or stamp and signature.
- A cooperative agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- Farmland Preservation Review - The Governor's Executive Order 98-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.

Bruce Colwell, Trustee

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

Bruce J. Colwell 8-30-2019

Original Signature / Date Signed

Richland Township Trustees

PO Box 30144 Jewell, Ohio 43530

P - 419.497.2045 F - 419.782.3408

Joel Martin – President, Bruce Colwell – Trustee,

Joe Schindler – Trustee, Tammy Flory – Fiscal Officer

Richland Township of Defiance County

By Resolution, Richland Township authorizes Bruce J. Colwell Trustee to prepare and submit an application to participate in the Ohio Public Works Commission State Capitol Improvement and/or Local Transportation Improvement Programs and to Execute Contracts as required.

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, Richland Township is planning to make capital improvements to Weichman Road, and

WHEREAS, the infrastructure improvement herein above described is considered to be a priority need for the community and is a qualified project under the OPWC programs,


NOW THEREFORE, BE IT RESOLVED by Richland Township:

Section 1: Bruce J. Colwell Trustee is hereby authorized to apply to the OPWC for funds as described above.

Section 2: Bruce J. Colwell Trustee is authorized to enter into any agreements as may be necessary and appropriate for obtaining this financial assistance.

Passed: 8-19-19

Signatures:



Joel Martin, President



Joe Schindler, Vice President



Bruce J. Colwell, Trustee

DEFIANCE COUNTY

CHIEF FINANCIAL OFFICER'S CERTIFICATION

I, Tammy Flory, Fiscal Officer, Richland Township, Defiance County, Ohio hereby certify that Richland Township has the required local share for the proposed **Weichman Road Widening and Paving** project or is in the process of collecting such funds and that such funds will be appropriated to the Richland Township budget to pay the local share for the 2019 State Capital Improvement Program project in the amount of **\$111,000, and the \$59,000 loan** for which funding is requested from the Ohio Public Works Commission.



Tammy Flory
Fiscal Officer

8-30-19
Date

Project Cost Estimate
Weichman Road Reconstruction

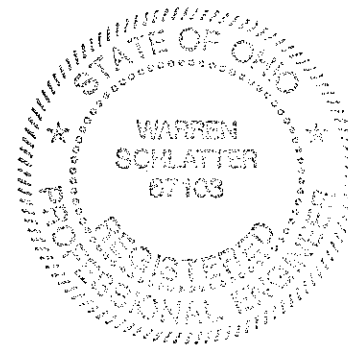
Item	Description	Quantity	Unit	Unit Cost	Total Cost
202	Pavement Removed	12400.00	Sq Yd	\$3.00	\$37,200.00
Special	Full Depth Chemical Stabilized Base Course	13800.00	Sq Yd	\$2.60	\$35,880.00
Special	Portland Cement	440.00	Tons	\$160.00	\$70,400.00
441	Asphalt Concrete Surface Course Type 1	1210.00	Tons	\$80.00	\$96,800.00
624	Mobilization	1.00	Lump	\$5,000.00	\$5,000.00
614	Traffic Control	1.00	Lump	\$2,210.00	\$2,210.00
411	Berm Stone	270.00	Tons	\$33.00	\$8,910.00
Special	Earthwork Grading	12400.00	Lin Ft	\$4.00	\$49,600.00
Total					\$306,000.00

Estimated Useful Life of Project: 15 Years

Registered Engineer's Estimate of Cost and Certification of the Useful Life of the Project: This is to certify that I, Warren J. Schlatter, Professional Engineer, Ohio Registration No. 67103 have examined the above project being submitted to the Ohio Public Works Commission for funding and do certify the cost and useful life of the project to be as accurate as possible at this time.

Warren Schlatter
Warren J. Schlatter, P.E., P.S.

8-30-2019
Date

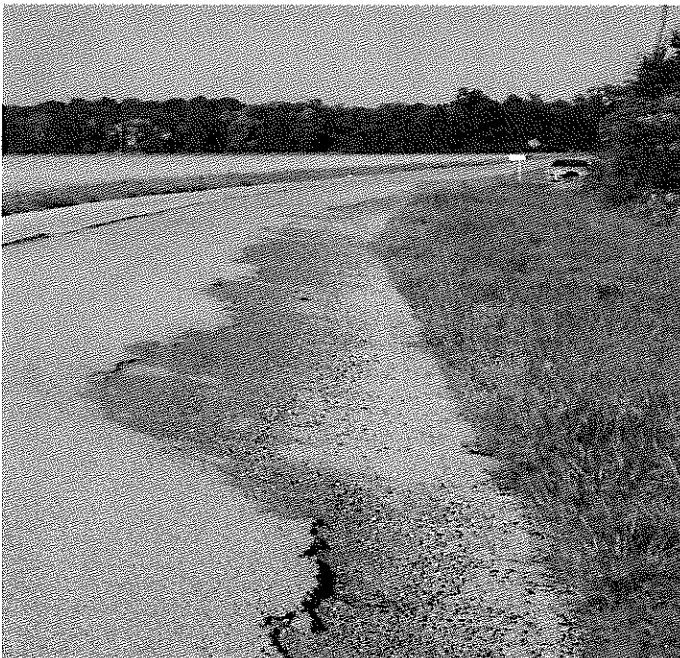


Supplementary Information
Weichman Road

Weichman Road



Looking east on Weichman Rd. The pavement is cracking and there is wheel rutting.



Looking east on Weichman Rd. The pavement is cracking.

Revised: June 18, 2018

**DISTRICT 5
CAPITAL IMPROVEMENT PROJECTS
QUESTIONNAIRE
ROUND 34**

Name of Applicant: Defiance County Engineer

Project Title: Weichman Road Paving and Widening

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.

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= ___% 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.

Critical: 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: 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 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, 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 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 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 X , Critical ___ , 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 = \$ 111,000

B.) Total Project Cost = \$ 306,000

RATIO OF LOCAL FUNDS DIVIDED by TOTAL PROJECT COSTS (A÷B)= 36 %

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 State Issue II or LTIP Funds, as a percentage of the total project cost.

Grants ___% Gifts ___%, Contributions ___%

Other ___% (explain) _____ , Total ___%

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 _____ 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 ___. 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 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? 203 (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 x 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 <http://www.pwc.state.oh.us/Meth.SG.PDF> 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 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 <http://www.pwc.state.oh.us/SmallGovernment.html>**

• 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 28 project considered for Small Government Funding please download the Small Government Evaluation Criteria applicable to Round 28 by accessing the OPWC Website at <http://www.pwc.state.oh.us/Meth.SG.PDF>. Please complete the Small Government Evaluation Criteria and attach all required supporting documentation and attach it to the District 5 Questionnaire for Round 28.

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	<u>\$5.00</u>
	4504.15 or 4504.17	<u>\$5.00</u>
	4504.16 or 4504.171	<u>\$5.00</u>
	4504.172	<u> </u>
	4504.18	<u>\$5.00</u>

Special property taxes	5555.48	<u>2.1 mill Full Rate</u>
	5555.49	<u> </u>

Municipal Income Tax _____

County Sales Tax 6.75

Others _____

(DO NOT INCLUDE SCHOOL TAXES)

SPECIFIC PROJECT AREA INFORMATION.

Median household income \$58,558

Monthly utility rate: Water _____

Sewer _____

Other _____

List any special user fees or assessment (be specific)

POLITICAL SUBDIVISION= RICHLAND TOWNSHIP

COUNTY= DEFIANCE

DISCRETIONARY POINTS (BY DISTRICT COMMITTEE ONLY)= _____

(25-20-15)

Date: 08-30-2019

Signature: B. J. Colwell

Title: Trustee

Address: PO Box 30144 Jewell, OH 43530

Phone: 419.770.2626

FAX: 419.782.3408

Email: _____

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. <i>Roads, Bridges/Culverts, Storm Water, Solid Waste Projects ONLY</i> 0 2 4 6 8 10	<input type="text" value="10"/>
B. <i>Water & Wastewater Projects ONLY</i> Calculated by Administrator	<input type="text" value="N/A"/>
2 Health & Safety (Use A or B according to project type)	
A. <i>Road, Bridge, Culvert</i> 0 2 4 6 8 10	<input type="text" value="10"/>
B. <i>Water, Wastewater, Storm Water, Solid Waste</i> 0 2 4 6 8 10	<input type="text" value="N/A"/>
3 Age & Condition	
I. <i>Age</i> 0 1 2 3 4 5	<input type="text" value="4"/>
II. <i>Condition</i> 1 2 3 4 5	<input type="text" value="4"/>
4 Leveraging Ratio 0 1 2 3 4 5 6 7 8 9 10	<input type="text" value="6"/>
5 Population Benefit 0 1 2 3 4 5	<input type="text" value="0"/>
6 District Priority Ranking - Completed by Administrator	<input type="text" value="N/A"/>
7 OPWC Funds Requested 0 5 10	<input type="text" value="10"/>
8 Loan Request (Default 0 points if no loan requested) 1 5 10	<input type="text" value="5"/>
9 Useful Life 1 2 3 4 5	<input type="text" value="3"/>
10 Median Household Income 2 4 6 8 10	<input type="text" value="4"/>
11 Readiness to Proceed	
I. <i>Status of Plans</i> 0 2 5	<input type="text" value="2"/>
II. <i>Status of Funding</i> 0 3 5	<input type="text" value="5"/>
TOTAL	<input type="text" value="63"/>

**NU-METRICS Traffic Analyzer Study
 Computer Generated Summary Report
 Route: WEICHMAN WEST OF DEF HENRY CO LN
 Location: WEICHMAN WEST OF DEF HENRY CO LN**

A study of vehicle traffic was conducted with HI-STAR unit number 5390. The study was done in the WEST lane on WEICHMAN WEST OF DEF HENRY CO LN in RICHLAND, OH in DEFIANCE county. The study began on 09/05/2018 at 11:00 AM and concluded on 09/06/2018 at 11:00 AM, lasting a total of 24 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 19 vehicles passed through the location with a peak volume of 3 on 09/05/2018 at 01:00 PM and a minimum volume of 0 on 09/05/2018 at 04:00 PM. The AADT Count for this study was 19.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

Chart 1

< 10	10	15	20	25	30	35	40	45	50	55	60	65	70	> 75
0	1	1	0	3	2	4	2	2	0	0	0	1	1	2

Half of the vehicles were traveling at 35 Mph or a lower speed. The average speed for all classified vehicles was 40 Mph with 21.0 percent exceeding the posted speed of 55 Mph. The HI-STAR found 21.0 percent of the total vehicles were traveling in excess of 55 Mph. The mode speed for this traffic study was 35 Mph and the 85th percentile was 66.25 Mph.

CLASSIFICATION

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

Chart 2

< 21	21	28	40	50	60	70	> 80
17	2	0	0	0	0	0	0

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 19 which represents 100.00 percent of the total classified vehicles. The number of Small Trucks in the study was 0 which represents 0.00 percent of the total classified vehicles. The number of Trucks/Busses in the study was 0 which represents 0.00 percent of the total classified vehicles. The number of Tractor Trailers in the study was 0 which represents 0.00 percent of the total classified vehicles.

HEADWAY

During the peak time period, on 09/05/2018 at 01:00 PM the average headway between the vehicles was 900.0 seconds. The slowest traffic period was on 09/05/2018 at 04:00 PM. During this slowest period, the average headway was 3600.0 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 80 and 126 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

NU-METRICS Traffic Analyzer Study
Computer Generated Summary Report
Route: WEICHMAN WEST OF DEF HENRY CO LN
Location: WEICHMAN WEST OF DEF HENRY CO LN

A study of vehicle traffic was conducted with HI-STAR unit number 5573. The study was done in the EAST lane on WEICHMAN WEST OF DEF HENRY CO LN in RICHLAND, OH in DEFIANCE county. The study began on 09/05/2018 at 11:00 AM and concluded on 09/06/2018 at 11:00 AM, lasting a total of 24 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 27 vehicles passed through the location with a peak volume of 4 on 09/05/2018 at 05:00 PM and a minimum volume of 0 on 09/05/2018 at 01:00 PM. The AADT Count for this study was 27.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

Chart 1

< 10	10	15	20	25	30	35	40	45	50	55	60	65	70	> 75
0	1	1	1	2	5	10	5	0	0	0	1	1	0	0

Half of the vehicles were traveling at 35 Mph or a lower speed. The average speed for all classified vehicles was 34 Mph with 7.41 percent exceeding the posted speed of 55 Mph. The HI-STAR found 7.41 percent of the total vehicles were traveling in excess of 55 Mph. The mode speed for this traffic study was 35 Mph and the 85th percentile was 38.45 Mph.

CLASSIFICATION

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

Chart 2

< 21	21	28	40	50	60	70	> 80
23	0	3	0	0	1	0	0

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 23 which represents 85.20 percent of the total classified vehicles. The number of Small Trucks in the study was 3 which represents 11.10 percent of the total classified vehicles. The number of Trucks/Busses in the study was 0 which represents 0.00 percent of the total classified vehicles. The number of Tractor Trailers in the study was 1 which represents 3.70 percent of the total classified vehicles.

HEADWAY

During the peak time period, on 09/05/2018 at 05:00 PM the average headway between the vehicles was 720.0 seconds. The slowest traffic period was on 09/05/2018 at 01:00 PM. During this slowest period, the average headway was 3600.0 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 78 and 126 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

**NU-METRICS Traffic Analyzer Study
 Computer Generated Summary Report
 Route: WIECHMAN WEST OF DEF HENRY CO LN
 Location: WIECHMAN WEST OF DEF HENRY CO LN**

A study of vehicle traffic was conducted with HI-STAR unit number 4686. The study was done in the EAST lane on WIECHMAN WEST OF DEF HENRY CO LN in RICHLAND, OH in DEFIANCE county. The study began on 08/27/2018 at 11:00 AM and concluded on 08/27/2018 at 08:00 PM, lasting a total of 9 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 21 vehicles passed through the location with a peak volume of 7 on 08/27/2018 at 06:00 PM and a minimum volume of 1 on 08/27/2018 at 01:00 PM. The AADT Count for this study was 56.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

Chart 1

< 0	0	15	20	25	30	35	40	45	50	55	60	65	70	> 75
0	1	1	1	2	5	10	5	0	0	0	1	1	0	0

Half of the vehicles were traveling at 0 Mph or a lower speed. The average speed for all classified vehicles was 0 Mph with 0.00 percent exceeding the posted speed of 55 Mph. The HI-STAR found 0 percent of the total vehicles were traveling in excess of 55 Mph. The mode speed for this traffic study was 0 Mph and the 85th percentile was 0.5 Mph.

CLASSIFICATION

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

Chart 2

< 0	0							
0	0	0	0	0	0	0	0	0

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 0 which represents 0.00 percent of the total classified vehicles. The number of Small Trucks in the study was 0 which represents 0.00 percent of the total classified vehicles. The number of Trucks/Busses in the study was 0 which represents 0.00 percent of the total classified vehicles. The number of Tractor Trailers in the study was 0 which represents 0.00 percent of the total classified vehicles.

HEADWAY

During the peak time period, on 08/27/2018 at 06:00 PM the average headway between the vehicles was 450.0 seconds. The slowest traffic period was on 08/27/2018 at 01:00 PM. During this slowest period, the average headway was 1800.0 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 95 and 117 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

**NU-METRICS Traffic Analyzer Study
 Computer Generated Summary Report
 Route: WIECHMAN WEST OF DEF HENRY CO LN
 Location: WIECHMAN WEST OF DEF HENRY CO LN**

A study of vehicle traffic was conducted with HI-STAR unit number 1891. The study was done in the WEST lane on WIECHMAN WEST OF DEF HENRY CO LN in RICHLAND, OH in DEFIANCE county. The study began on 08/27/2018 at 11:00 AM and concluded on 08/28/2018 at 11:00 AM, lasting a total of 24 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 18 vehicles passed through the location with a peak volume of 4 on 08/27/2018 at 05:00 PM and a minimum volume of 0 on 08/27/2018 at 11:00 AM. The AADT Count for this study was 18.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

Chart 1

< 10	10	15	20	25	30	35	40	45	50	55	60	65	70	> 75
0	0	0	1	4	9	1	3	0	0	0	0	0	0	0

Half of the vehicles were traveling at 30 Mph or a lower speed. The average speed for all classified vehicles was 30 Mph with 0.00 percent exceeding the posted speed of 55 Mph. The HI-STAR found 0 percent of the total vehicles were traveling in excess of 55 Mph. The mode speed for this traffic study was 30 Mph and the 85th percentile was 36 Mph.

CLASSIFICATION

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

Chart 2

< 21	21	28	40	50	60	70	> 80
16	0	1	0	1	0	0	0

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 16 which represents 88.90 percent of the total classified vehicles. The number of Small Trucks in the study was 1 which represents 5.60 percent of the total classified vehicles. The number of Trucks/Busses in the study was 0 which represents 0.00 percent of the total classified vehicles. The number of Tractor Trailers in the study was 1 which represents 5.60 percent of the total classified vehicles.

HEADWAY

During the peak time period, on 08/27/2018 at 05:00 PM the average headway between the vehicles was 720.0 seconds. The slowest traffic period was on 08/27/2018 at 11:00 AM. During this slowest period, the average headway was 3600.0 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 76 and 117 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

**NU-METRICS Traffic Analyzer Study
Computer Generated Summary Report
Route: WIECHMAN NORTH OF 281
Location: WIECHMAN NORTH OF 281**

A study of vehicle traffic was conducted with HI-STAR unit number 5390. The study was done in the SOUTH lane on WIECHMAN NORTH OF 281 in RICHLAND, OH in DEFIANCE county. The study began on 08/27/2018 at 11:00 AM and concluded on 08/28/2018 at 11:00 AM, lasting a total of 24 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 38 vehicles passed through the location with a peak volume of 6 on 08/27/2018 at 05:00 PM and a minimum volume of 0 on 08/27/2018 at 10:00 PM. The AADT Count for this study was 38.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

Chart 1

< 10	10	15	20	25	30	35	40	45	50	55	60	65	70	> 75
0	0	2	4	7	7	3	5	4	3	1	0	0	1	0

Half of the vehicles were traveling at 30 Mph or a lower speed. The average speed for all classified vehicles was 34 Mph with 2.70 percent exceeding the posted speed of 55 Mph. The HI-STAR found 2.70 percent of the total vehicles were traveling in excess of 55 Mph. The mode speed for this traffic study was 25 Mph and the 85th percentile was 44.81 Mph.

CLASSIFICATION

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

Chart 2

< 21	21	28	40	50	60	70	> 80
32	3	0	1	0	0	0	1

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 35 which represents 94.60 percent of the total classified vehicles. The number of Small Trucks in the study was 0 which represents 0.00 percent of the total classified vehicles. The number of Trucks/Busses in the study was 1 which represents 2.70 percent of the total classified vehicles. The number of Tractor Trailers in the study was 1 which represents 2.70 percent of the total classified vehicles.

HEADWAY

During the peak time period, on 08/27/2018 at 05:00 PM the average headway between the vehicles was 514.29 seconds. The slowest traffic period was on 08/27/2018 at 10:00 PM. During this slowest period, the average headway was 3600.0 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 76 and 117 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

**NU-METRICS Traffic Analyzer Study
Computer Generated Summary Report
Route: WIECHMAN NORTH OF 281
Location: WIECHMAN NORTH OF 281**

A study of vehicle traffic was conducted with HI-STAR unit number 5573. The study was done in the NORTH lane on WIECHMAN NORTH OF 281 in RICHLAND, OH in DEFIANCE county. The study began on 08/27/2018 at 11:00 AM and concluded on 08/28/2018 at 11:00 AM, lasting a total of 24 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 45 vehicles passed through the location with a peak volume of 10 on 08/27/2018 at 05:00 PM and a minimum volume of 0 on 08/27/2018 at 11:00 PM. The AADT Count for this study was 45.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

Chart 1

< 10	10	15	20	25	30	35	40	45	50	55	60	65	70	> 75
0	0	2	3	4	12	10	9	2	2	1	0	0	0	0

Half of the vehicles were traveling at 35 Mph or a lower speed. The average speed for all classified vehicles was 33 Mph with 0.00 percent exceeding the posted speed of 55 Mph. The HI-STAR found 0 percent of the total vehicles were traveling in excess of 55 Mph. The mode speed for this traffic study was 30 Mph and the 85th percentile was 39.53 Mph.

CLASSIFICATION

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

Chart 2

< 21	21	28	40	50	60	70	> 80
42	1	2	0	0	0	0	0

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 43 which represents 95.60 percent of the total classified vehicles. The number of Small Trucks in the study was 2 which represents 4.40 percent of the total classified vehicles. The number of Trucks/Busses in the study was 0 which represents 0.00 percent of the total classified vehicles. The number of Tractor Trailers in the study was 0 which represents 0.00 percent of the total classified vehicles.

HEADWAY

During the peak time period, on 08/27/2018 at 05:00 PM the average headway between the vehicles was 327.27 seconds. The slowest traffic period was on 08/27/2018 at 11:00 PM. During this slowest period, the average headway was 3600.0 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 76 and 115 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

Fund Status

UAN v2019.2

As Of 1/1/2019

Fund Number	Fund Name	% of Total Pooled	Fund Balance	Investments (Non-Pooled)	Checking & Pooled Investments (Pooled)
1000	General	1.897%	\$6,992.27	\$0.00	\$6,992.27
2011	Motor Vehicle License Tax	1.259%	\$4,639.66	\$0.00	\$4,639.66
2021	Gasoline Tax	25.254%	\$93,088.51	\$0.00	\$93,088.51
2031	Road and Bridge	48.786%	\$179,831.54	\$0.00	\$179,831.54
2111	Fire District	13.997%	\$51,594.27	\$0.00	\$51,594.27
2231	Permissive Motor Vehicle License Tax	6.570%	\$24,218.74	\$0.00	\$24,218.74
2281	Fire and Rescue, Ambulance and EMS Se	2.237%	\$8,244.11	\$0.00	\$8,244.11
4401	STATE SHARE OF ISSUE II AND LTIP	0.000%	\$0.00	\$0.00	\$0.00
All Funds Total			\$368,609.10	\$0.00	\$368,609.10
Pooled Investments					\$0.00
Secondary Checking Accounts					\$0.00
Available Primary Checking Balance					\$368,609.10

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