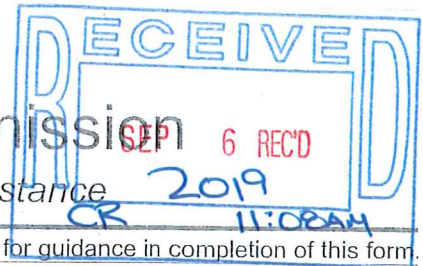




State of Ohio  
Public Works Commission  
Application for Financial Assistance



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

Applicant

Applicant: Perkins Township Board of Trustees Subdivision Code: 043-61714

District Number: 5 County: Erie Date: \_\_\_\_\_

Contact: Richard Crawford Phone: (419) 366-8818  
(The individual who will be available during business hours and who can best answer or coordinate the response to questions)

Email: rcrawford@perkinstownship.com FAX: (419) 609-1410

Project

Project Name: Marshall Avenue Resurfacing Project Zip Code: 44870

Subdivision Type	Project Type	Funding Request Summary
(Select one)	(Select single largest component by \$)	(Automatically populates from page 2)
<input type="checkbox"/> 1. County	<input checked="" type="checkbox"/> 1. Road	Total Project Cost: <u>212,012 .00</u>
<input type="checkbox"/> 2. City	<input type="checkbox"/> 2. Bridge/Culvert	1. Grant: <u>84,805 .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>84,805 .00</u>
	<input type="checkbox"/> 6. Stormwater	

**District Recommendation** (To be completed by the District Committee)

Funding Type Requested	SCIP Loan - Rate: _____ % Term: _____ Yrs	Amount: _____ .00
(Select one)		
<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		
District SG Priority: _____	Loan Assistance / Credit Enhancement:	Amount: _____ .00

**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:	<u>1,000</u> .00	
Final Design:	<u>5,000</u> .00	
Construction Administration:	<u>1,500</u> .00	
Total Engineering Services:	a.) <u>7,500</u> .00	<u>4</u> %
Right of Way:	b.) _____ .00	
Construction:	c.) <u>185,920</u> .00	
Materials Purchased Directly:	d.) _____ .00	
Permits, Advertising, Legal:	e.) _____ .00	
Construction Contingencies:	f.) <u>18,592</u> .00	<u>10</u> %
Total Estimated Costs:	g.) <u>212,012</u> .00	

### 1.2 Project Financial Resources

#### Local Resources

Local In-Kind or Force Account:	a.) _____ .00	
Local Revenues:	b.) <u>127,207</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>127,207</u> .00	<u>60</u> %

#### OPWC Funds (Check all requested and enter Amount)

Grant: <u>100</u> % of OPWC Funds	j.) <u>84,805</u> .00	
Loan: <u>0</u> % of OPWC Funds	k.) _____ .00	
Loan Assistance / Credit Enhancement:	l.) <u>0</u> .00	
Subtotal OPWC Funds:	m.) <u>84,805</u> .00	<u>40</u> %
Total Financial Resources:	n.) <u>212,012</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:	<u>212,012</u> .00	<u>100</u> %
2.2 Total Portion of Project New / Expansion:	<u>0</u> .00	<u>0</u> %
2.3 Total Project:	<u>212,012</u> .00	<u>100</u> %

A Farmland  
Preservation letter is  
required for any  
impact to farmland

### 3.0 Project Schedule

3.1 Engineering / Design / Right of Way	Begin Date: <u>05/01/2020</u>	End Date: <u>06/01/2020</u>
3.2 Bid Advertisement and Award	Begin Date: <u>06/01/2020</u>	End Date: <u>07/01/2020</u>
3.3 Construction	Begin Date: <u>07/15/2020</u>	End Date: <u>09/01/2020</u>

Construction cannot begin prior to release of executed Project Agreement and issuance of Notice to Proceed.

Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by project official of record and approved by the Commission once the Project Agreement has been executed.

### 4.0 Project Information

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

#### 4.1 Useful Life / Cost Estimate / Age of Infrastructure

Project Useful Life: 15 Years      Age: 1995 (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 1,095      Year 2019      Projected ADT 1,660      Year 2040

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.

Marshall Avenue is centrally located in Perkins Township, and is a main east/west thoroughfare connecting Columbus Avenue and Campbell Street. Marshall Avenue has five connecting streets; Stonyridge Drive, Matthes Avenue, South Avenue, Stonewood Drive, and Rods Drive. Matthes Avenue and South Avenue connect to Briar Drive where Briar Middle School is located.

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

Pavement Planing (3") of existing asphalt. Asphalt concrete intermediate course (1-3/4"), Asphalt concrete surface course (1-1/4"), tack coats, sealing joints, concrete collars around manholes, crushed aggregate for berms, and stop bar, edge line & center line striping.

- 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.

Existing road has approximately 5" of asphalt that is proposed to be milled 3" and resurfaced with new intermediate and surface courses of asphalt (3" total) for a length of 3,803 feet of roadway that is 21 feet in width.



## 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: Timothy Coleman  
Title: Trustee Chairman  
Address: 2610 Columbus Avenue  
  
City: Sandusky State: OH Zip: 44870  
Phone: (419) 609-1400  
FAX: (419) 609-1410  
E-Mail: tcoleman@perkinstownship.com

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

Name: Diane Schaefer  
Title: Fiscal Officer  
Address: 2610 Columbus Avenue  
  
City: Sandusky State: OH Zip: 44870  
Phone: (419) 609-1400  
FAX: (419) 609-1410  
E-Mail: dianes@perkinstownship.com

### 5.3 Project Manager

Name: Richard Crawford  
Title: Public Works Director  
Address: 2610 Columbus Avenue  
  
City: Sandusky State: OH Zip: 44870  
Phone: (419) 366-8818  
FAX: (419) 609-1410  
E-Mail: rcrawford@perkinstownship.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.**

*Timothy A. Coleman*

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

*Timothy A. Coleman*

Original Signature / Date Signed

9/04/19



# Perkins Township Board of Trustees

Timothy Coleman, Jeffrey Ferrell, James Lang

PERKINS TOWNSHIP, ERIE COUNTY

RESOLUTION 2019- 142

## AUTHORIZING LEGISLATION

A RESOLUTION AUTHORIZING TIMOTHY COLEMAN, CHAIRMAN, TO PREPARE AND SUBMIT AN APPLICATION TO PARTICIPATE IN THE OHIO PUBLIC WORKS COMMISSION STATE CAPITAL IMPROVEMENT AND / OR LOCAL TRANSPORTATION IMPROVEMENT PROGRAM(S) 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, Perkins Township is planning to make capital improvements to Marshall Avenue, and

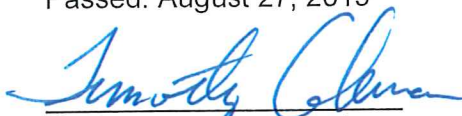
WHEREAS, the infrastructure improvement herein above described is considered to be a priority need for the community and is a qualified project under the OPWC programs,

NOW THEREFORE, BE IT RESOLVED by the Perkins Township Board of Trustees:


Section 1: Timothy Coleman, Chairman, is hereby authorized to apply to the OPWC for funds as described above.

Section 2: Timothy Coleman, Chairman, is authorized to enter into any agreements as may be necessary and appropriate for obtaining this financial assistance.

Passed: August 27, 2019

  
Timothy Coleman, Chairman

  
Jeffrey Ferrell, Trustee

  
James Lang, Trustee



# Perkins Township

Board of Trustees

Fiscal Officer

Timothy Coleman  
Jeffrey Ferrell  
James Lang  
Diane Schaefer

## CHIEF FINANCIAL OFFICER'S CERTIFICATION OF LOCAL FUNDS

August 28, 2019

I, Diane Schaefer, Fiscal Officer of Perkins Township, hereby certify that Perkins Township will have the amount of \$127,207.00 in the Ohio Public Works Commission Fund and that this amount will be used to pay the local share for the Marshall Avenue Resurfacing Project when it is required.

Diane Schaefer  
Fiscal Officer



# Marshall Avenue Resurfacing Project Perkins Township, Erie County, Ohio

Construction Estimate - Contractors Design Engineering

August 19, 2019

ITEM NO.	ODOT ITEM	DESCRIPTION	UNIT	TOTAL QUANTITIES	UNIT PRICE	TOTAL COST
<b>Pavement Removals</b>						
1	254	Pavement Planing, asphalt concrete, 3" depth	SY	8,874	\$2.50	\$22,185.00
				<b>TOTAL =</b>		<b>\$22,185.00</b>
<b>Pavement</b>						
2	407	Tack Coat (0.075 gal/SY)	GAL	665	\$3.00	\$1,995.00
3	407	Tack Coat (0.04 gal/SY)	GAL	355	\$3.00	\$1,065.00
4	409	Sealing, misc. (joints)	LF	2,000	\$2.00	\$4,000.00
5	411	Stabilized Crushed Aggregate (Berms - incidental to project)	CY	35	\$50.00	\$1,750.00
6	441	1 3/4" Asphalt Concrete Intermediate Course, Type 2 (448), PG64-22	CY	432	\$175.00	\$75,600.00
7	441	1 1/4" Asphalt Concrete Surface Course, Type 1 (448), PG64-22	CY	309	\$190.00	\$58,710.00
8	452	8" Non-reinforced concrete, collar around Monument Box	EA	3	\$350.00	\$1,050.00
9	452	8" Non-reinforced concrete, collar around Manhole	EA	6	\$450.00	\$2,700.00
10	646	Stop Line Marking	LF	30	\$25.50	\$765.00
11	646	4" Edge Line Marking	MI.	1.40	\$4,000.00	\$5,600.00
12	646	Double Yellow Centerline Marking	MI.	0.70	\$6,000.00	\$4,200.00
				<b>TOTAL =</b>		<b>\$157,435.00</b>
<b>Misc.</b>						
13	103.05	Premium for Contract Performance & Maintenance Bond	LS	1	\$1,800.00	\$1,800.00
14	614	Maintenance of Traffic, One Lane Closure on Two Lane Highway	LS	1	\$3,000.00	\$3,000.00
15	624	Mobilization	LS	1	\$1,500.00	\$1,500.00
				<b>TOTAL =</b>		<b>\$6,300.00</b>
<b>Design Services</b>						
16		Preliminary Design Cost	LS	1	\$1,000.00	\$1,000.00
17		Final Design Cost	LS	1	\$5,000.00	\$5,000.00
18		Construction Administration	LS	1	\$1,500.00	\$1,500.00
				<b>TOTAL =</b>		<b>\$7,500.00</b>
				<b>10% CONTINGENCY =</b>		<b>\$193,420.00</b>
				<b>PROJECT TOTAL COST =</b>		<b>\$212,012.00</b>

Length of road from Campbell St. to Columbus Ave. = 3,803 feet +/-

Projected useful life of project = 15 years

Year of last major improvement = 1995 +/-



**Nu-Metrics Traffic Analyzer Study**  
**Computer Generated Summary Report**  
**City: Sandusky**  
**Street: Marshall Ave (E. of Stonyridge)**

A study of vehicle traffic was conducted with HI-STAR unit number 2918. The study was done in the EB lane at Marshall Ave (E. of Stonyridge) in Sandusky, in Erie county. The study began on May/07/2019 at 11:00:00 AM and concluded on May/09/2019 at 11:00:00 AM, lasting a total of 48.00 hours. Traffic statistics were recorded in 60 minute time periods. The total recorded volume showed 2282 vehicles passed through the location with a peak volume of 132 on May/09/2019 at [07:00-08:00] and a minimum volume of 0 on May/08/2019 at [23:00-00:00]. The AADT count for this study was 1,141.

**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 35 - 40 MPH range or lower. The average speed for all classified vehicles was 36 MPH with 93.02% vehicles exceeding the posted speed of 25 MPH. The HI-STAR found 0.00 percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 35MPH and the 85th percentile was 41.24 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 >					
0	2	9	21	127	664	1025	358	61	9	3	0	0	0	0					

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Problem with the battery detected. Try discharging and fully charging it

Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 1488 which represents 65 percent of the total classified vehicles. The number of Vans & Pickups in the study was 711 which represents 31 percent of the total classified vehicles. The number of Busses & Trucks in the study was 28 which represents 1 percent of the total classified vehicles. The number of Tractor Trailers in the study was 52 which represents 2 percent of the total classified vehicles.

< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >												
1488	711	23	5	38	11	3	0												

CHART 2

**HEADWAY**

During the peak traffic period, on May/09/2019 at [07:00-08:00] the average headway between vehicles was 27.068 seconds. During the slowest traffic period, on May/08/2019 at [23:00-00:00] the average headway between vehicles was 3600 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 52.00 and 91.00 degrees F.

**Nu-Metrics Traffic Analyzer Study**  
**Computer Generated Summary Report**  
**City: Sandusky**  
**Street: Marshall Ave (E. of Stonyridge)**

A study of vehicle traffic was conducted with HI-STAR unit number 2917. The study was done in the WB lane at Marshall Ave (E. of Stonyridge) in Sandusky, in Erie county. The study began on May/07/2019 at 11:00:00 AM and concluded on May/09/2019 at 11:00:00 AM, lasting a total of 48.00 hours. Traffic statistics were recorded in 60 minute time periods. The total recorded volume showed 2568 vehicles passed through the location with a peak volume of 157 on May/09/2019 at [07:00-08:00] and a minimum volume of 0 on May/09/2019 at [03:00-04:00]. The AADT count for this study was 1,284.

**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 35 - 40 MPH range or lower. The average speed for all classified vehicles was 38 MPH with 94.89% vehicles exceeding the posted speed of 25 MPH. The HI-STAR found 0.31 percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 35MPH and the 85th percentile was 43.67 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 >					
0	3	9	20	99	532	1062	621	172	30	10	6	1	1	0					

CHART 1

**CLASSIFICATION**

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

Problem with the battery detected. Try discharging and fully charging it

Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 1301 which represents 51 percent of the total classified vehicles. The number of Vans & Pickups in the study was 1121 which represents 44 percent of the total classified vehicles. The number of Busses & Trucks in the study was 89 which represents 3 percent of the total classified vehicles. The number of Tractor Trailers in the study was 55 which represents 2 percent of the total classified vehicles.

< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >												
1301	1121	77	12	30	22	2	1												

CHART 2

**HEADWAY**

During the peak traffic period, on May/09/2019 at [07:00-08:00] the average headway between vehicles was 22.785 seconds. During the slowest traffic period, on May/09/2019 at [03:00-04:00] the average headway between vehicles was 3600 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 52.00 and 89.00 degrees F.



**Nu-Metrics Traffic Analyzer Study**  
**Computer Generated Summary Report**  
**City: Sandusky**  
**Street: Marshall (South - Stonewood)**

A study of vehicle traffic was conducted with HI-STAR unit number 2925. The study was done in the EB lane at Marshall (South - Stonewood) in Sandusky, in Erie county. The study began on May/07/2019 at 11:00:00 AM and concluded on May/09/2019 at 11:00:00 AM, lasting a total of 48.00 hours. Traffic statistics were recorded in 60 minute time periods. The total recorded volume showed 2390 vehicles passed through the location with a peak volume of 134 on May/07/2019 at [16:00-17:00] and a minimum volume of 0 on May/09/2019 at [06:00-07:00]. The AADT count for this study was 1,195.

**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 35 - 40 MPH range or lower. The average speed for all classified vehicles was 34 MPH with 77.40% vehicles exceeding the posted speed of 25 MPH. The HI-STAR found 0.00 percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 35MPH and the 85th percentile was 40.68 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 >					
0	3	30	189	318	612	834	322	71	8	2	0	0	0	0					

CHART 1

**CLASSIFICATION**

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

Problem with the battery detected. Try discharging and fully charging it

Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 1117 which represents 47 percent of the total classified vehicles. The number of Vans & Pickups in the study was 1117 which represents 47 percent of the total classified vehicles. The number of Busses & Trucks in the study was 99 which represents 4 percent of the total classified vehicles. The number of Tractor Trailers in the study was 56 which represents 2 percent of the total classified vehicles.

< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >												
1117	1117	85	14	14	29	12	1												

CHART 2

**HEADWAY**

During the peak traffic period, on May/07/2019 at [16:00-17:00] the average headway between vehicles was 26.667 seconds. During the slowest traffic period, on May/09/2019 at [06:00-07:00] the average headway between vehicles was 3600 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 52.00 and 87.00 degrees F.

**Nu-Metrics Traffic Analyzer Study**  
**Computer Generated Summary Report**  
**City: Sandusky**  
**Street: Marshall (South - Stonewood)**

A study of vehicle traffic was conducted with HI-STAR unit number 2923. The study was done in the WB lane at Marshall (South - Stonewood) in Sandusky, in Erie county. The study began on May/07/2019 at 11:00:00 AM and concluded on May/09/2019 at 11:00:00 AM, lasting a total of 48.00 hours. Traffic statistics were recorded in 60 minute time periods. The total recorded volume showed 2372 vehicles passed through the location with a peak volume of 123 on May/08/2019 at [07:00-08:00] and a minimum volume of 1 on May/08/2019 at [01:00-02:00]. The AADT count for this study was 1,186.

**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 31 MPH with 63.06% vehicles exceeding the posted speed of 25 MPH. The HI-STAR found 0.04 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 37.36 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	12	103	309	450	913	476	91	10	2	1	1	0	0	0					

CHART 1

**CLASSIFICATION**

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

Problem with the battery detected. Try discharging and fully charging it

Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 1689 which represents 71 percent of the total classified vehicles. The number of Vans & Pickups in the study was 614 which represents 26 percent of the total classified vehicles. The number of Busses & Trucks in the study was 23 which represents 1 percent of the total classified vehicles. The number of Tractor Trailers in the study was 43 which represents 2 percent of the total classified vehicles.

< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >												
1689	614	18	5	34	8	1	0												

CHART 2

**HEADWAY**

During the peak traffic period, on May/08/2019 at [07:00-08:00] the average headway between vehicles was 29.032 seconds. During the slowest traffic period, on May/08/2019 at [01:00-02:00] the average headway between vehicles was 1800 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 52.00 and 89.00 degrees F.

**Nu-Metrics Traffic Analyzer Study**  
**Computer Generated Summary Report**  
**City: Sandusky**  
**Street: Marshall (Campbell-Rods)**

---

A study of vehicle traffic was conducted with HI-STAR unit number 4551. The study was done in the EB lane at Marshall (Campbell-Rods) in Sandusky, in Erie county. The study began on May/07/2019 at 11:00:00 AM and concluded on May/09/2019 at 11:00:00 AM, lasting a total of 48.00 hours. Traffic statistics were recorded in 60 minute time periods. The total recorded volume showed 1850 vehicles passed through the location with a peak volume of 119 on May/07/2019 at [14:00-15:00] and a minimum volume of 0 on May/08/2019 at [04:00-05:00]. The AADT count for this study was 925.

#### **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 25 - 30 MPH range or lower. The average speed for all classified vehicles was 29 MPH with 37.44% vehicles exceeding the posted speed of 25 MPH. The HI-STAR found 0.05 percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 25MPH and the 85th percentile was 33.46 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 >					
2	7	25	248	871	596	87	5	0	0	1	1	0	0	0					

CHART 1

#### **CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Problem with the battery detected. Try discharging and fully charging it  
Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 1256 which represents 68 percent of the total classified vehicles. The number of Vans & Pickups in the study was 524 which represents 28 percent of the total classified vehicles. The number of Busses & Trucks in the study was 24 which represents 1 percent of the total classified vehicles. The number of Tractor Trailers in the study was 6 which represents 0.3 percent of the total classified vehicles.

< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >												
1256	524	18	6	29	7	3	0												

CHART 2

#### **HEADWAY**

During the peak traffic period, on May/07/2019 at [14:00-15:00] the average headway between vehicles was 30 seconds. During the slowest traffic period, on May/08/2019 at [04:00-05:00] the average headway between vehicles was 3600 seconds.

#### **WEATHER**

The roadway surface temperature over the period of the study varied between 52.00 and 85.00 degrees F.

**Nu-Metrics Traffic Analyzer Study**  
**Computer Generated Summary Report**  
**City: Sandusky**  
**Street: Marshall (Campbell-Rods)**

A study of vehicle traffic was conducted with HI-STAR unit number 4552. The study was done in the WB lane at Marshall (Campbell-Rods) in Sandusky, in Erie county. The study began on May/07/2019 at 11:00:00 AM and concluded on May/09/2019 at 11:00:00 AM, lasting a total of 48.00 hours. Traffic statistics were recorded in 60 minute time periods. The total recorded volume showed 1675 vehicles passed through the location with a peak volume of 126 on May/08/2019 at [07:00-08:00] and a minimum volume of 0 on May/08/2019 at [01:00-02:00]. The AADT count for this study was 838.

**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 25 - 30 MPH range or lower. The average speed for all classified vehicles was 30 MPH with 48.42% vehicles exceeding the posted speed of 25 MPH. The HI-STAR found 0.00 percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 25MPH and the 85th percentile was 34.43 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 >					
0	12	43	155	653	631	165	11	3	0	0	0	0	0	0					

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Problem with the battery detected. Try discharging and fully charging it  
Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 1004 which represents 60 percent of the total classified vehicles. The number of Vans & Pickups in the study was 588 which represents 35 percent of the total classified vehicles. The number of Busses & Trucks in the study was 42 which represents 3 percent of the total classified vehicles. The number of Tractor Trailers in the study was 39 which represents 2 percent of the total classified vehicles.

< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >												
1004	588	30	12	20	10	7	2												

CHART 2

**HEADWAY**

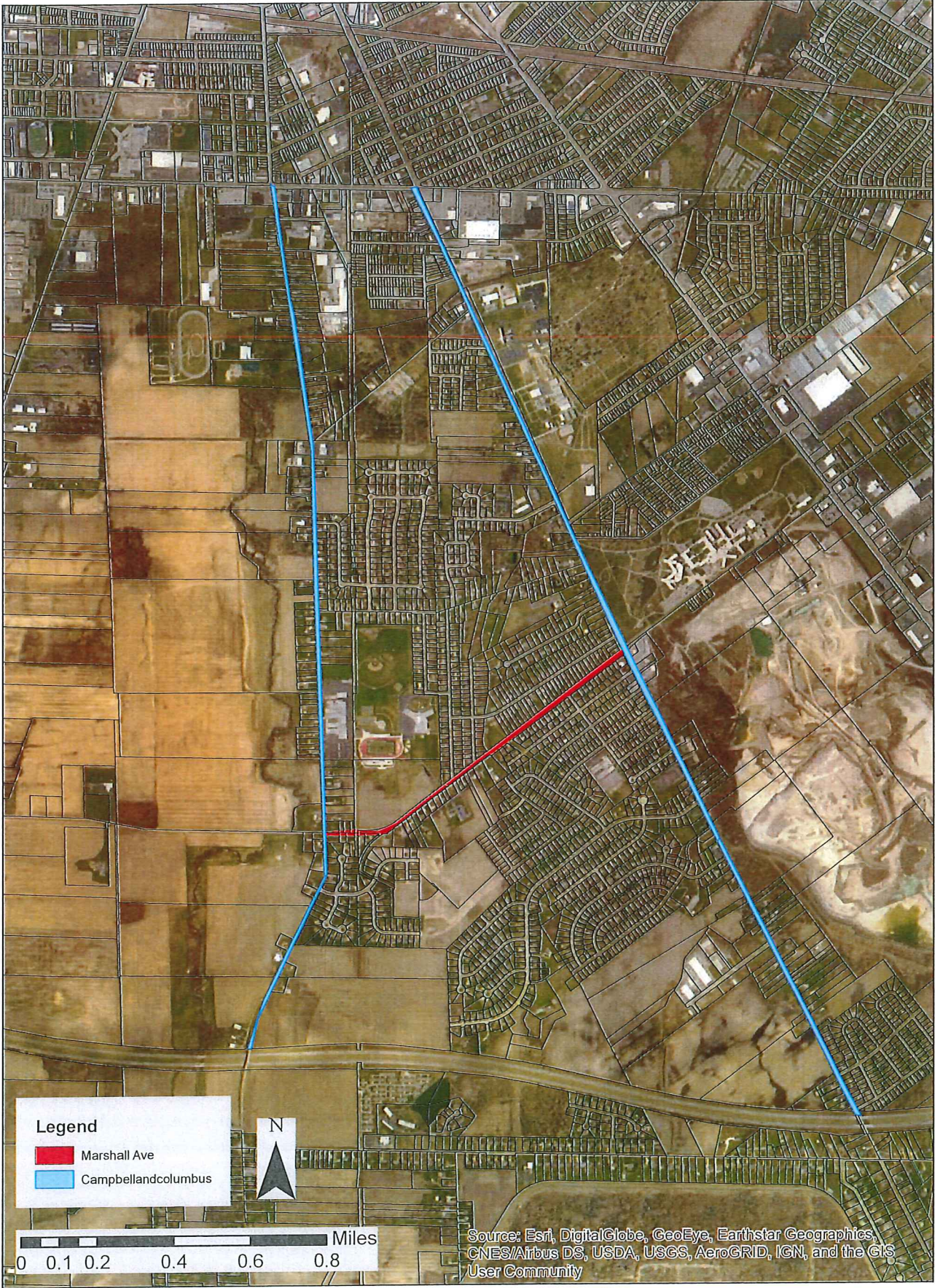
During the peak traffic period, on May/08/2019 at [07:00-08:00] the average headway between vehicles was 28.346 seconds. During the slowest traffic period, on May/08/2019 at [01:00-02:00] the average headway between vehicles was 3600 seconds.

**WEATHER**

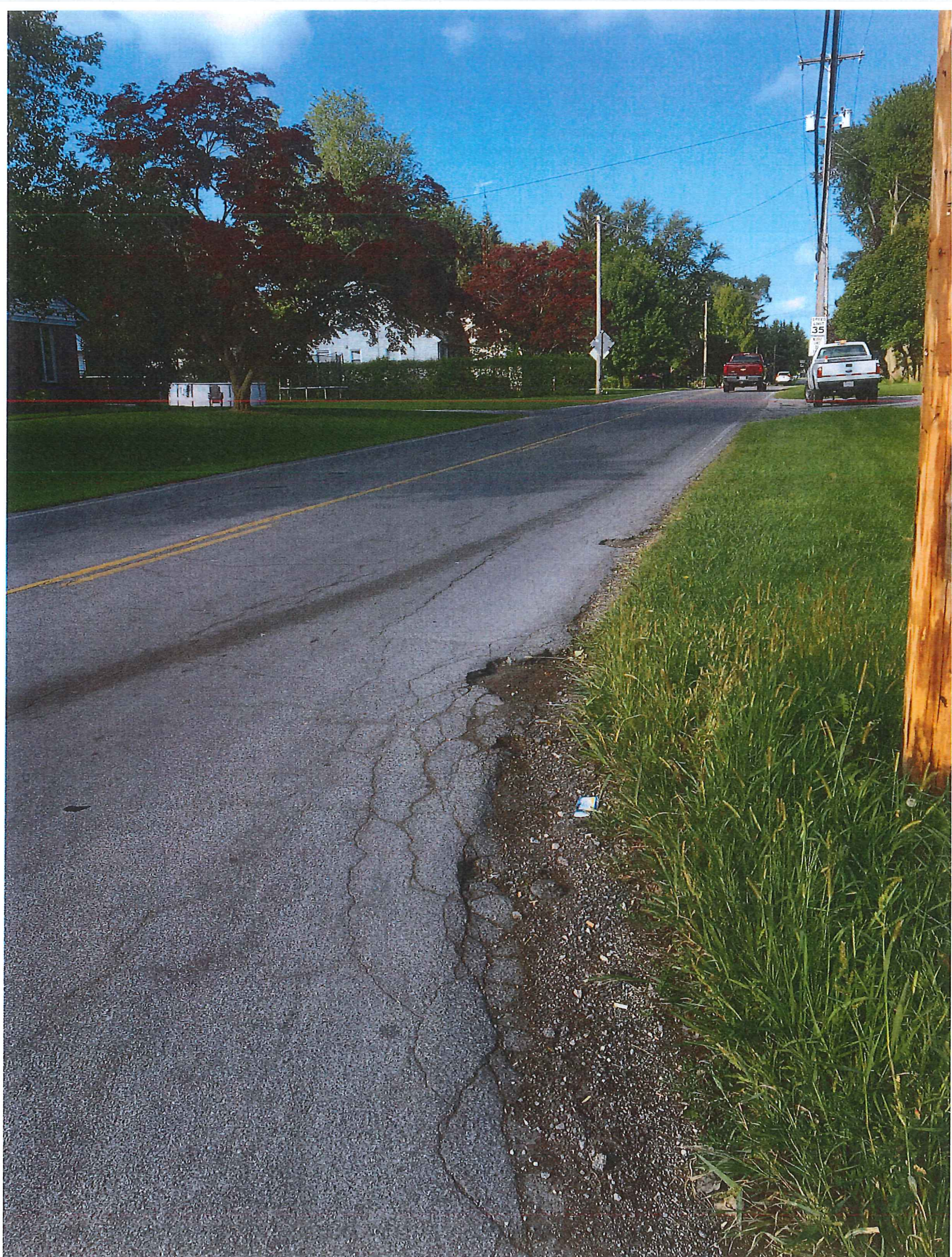
The roadway surface temperature over the period of the study varied between 52.00 and 85.00 degrees F.



# Marshall Ave



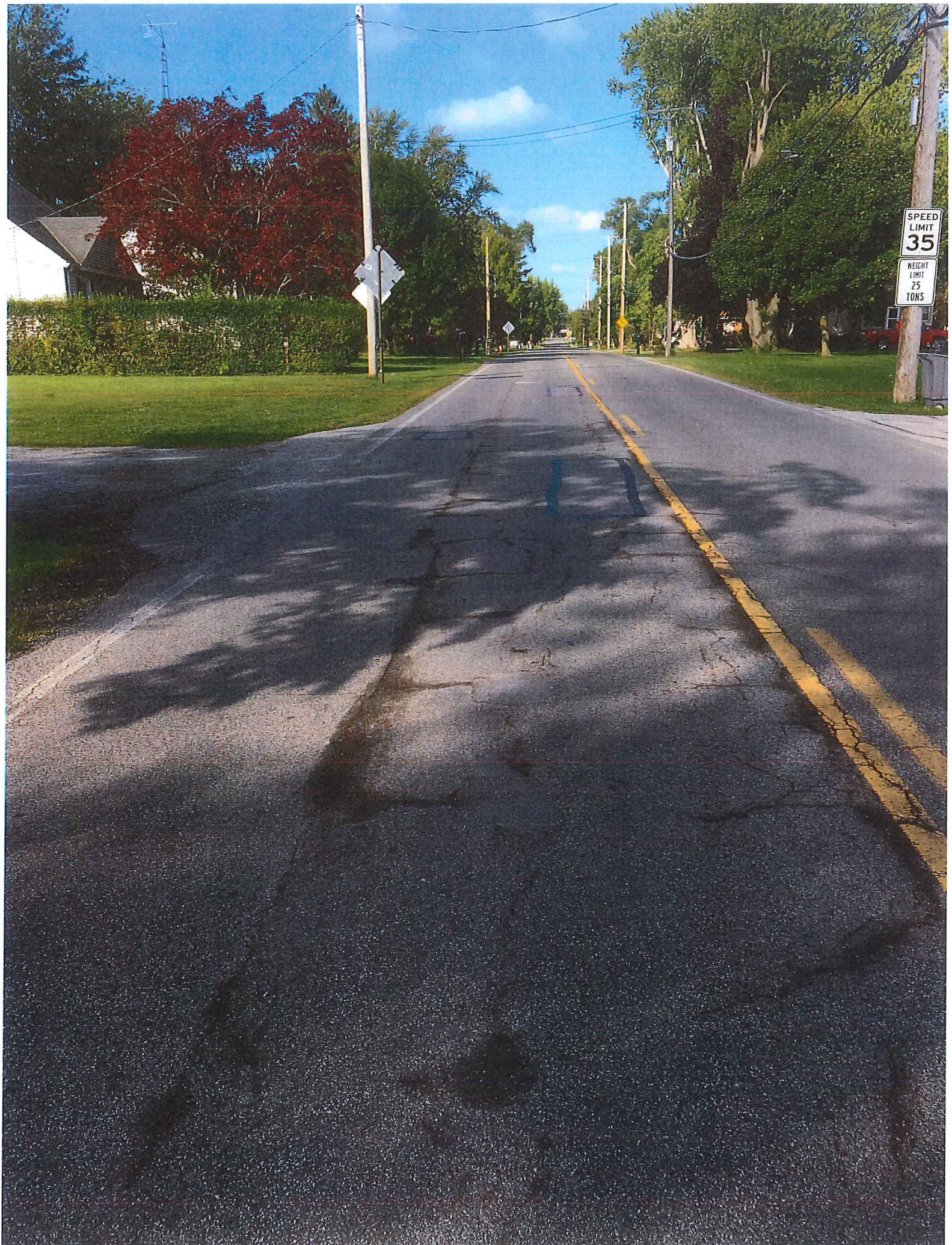












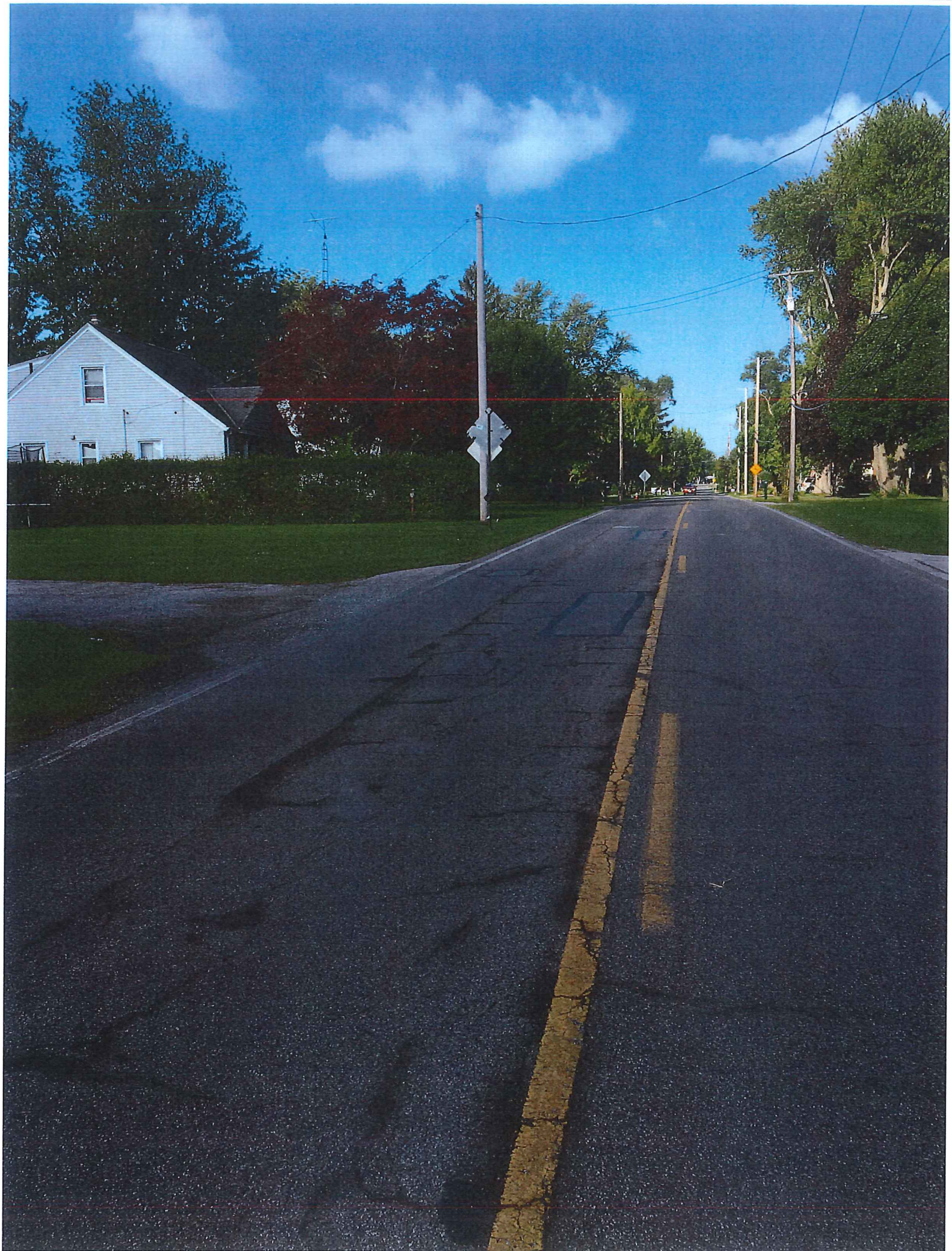
SPEED  
LIMIT  
35

WEIGHT  
LIMIT  
25  
TONS



























05/23/18

OHIO DEPARTMENT OF TRANSPORTATION - OFFICE OF TECHNICAL SERVICES  
ROAD INVENTORY SYSTEM  
LISTING OF TOWNSHIP INVENTORY SECTIONS

PAGE 0032  
RI-134B

COUNTY TWP ADM ROUTE		FED AID	IDENTIFICATION PTS	SECT BEG.	SECT LENG	SURF TYPE	SURF WDT	ROAD WDT	MI CL	RD CL	AR CD	TWP ADJ	ADJ ADJ	ADJ HP	N S	#LN	YEAR
PERKINS TOWNSHIP JAN. 1, 2018																	
ERI	09	T	00007	***	(ROAD NAME)	***	00.000	***	W	STRUB RD							
ERI	09	T	00007	N	BEGIN JCT T106		00.000	00.901	K	18	24	1	1	7	99490	02	14
ERI	09	T	00007	N	JCT SR4		00.901	01.224	K	20	28	1	1	5	99490	02	14
ERI	09	T	00007	***	(ROAD NAME)	***	03.747	***	E	STRUB RD							
ERI	09	T	00007	N	JCT US250		03.747	00.159	G	48	48	1	1	5	99490	04	14
ERI	09	T	00007	N	JCT T1357 LT		03.906	00.096	G	48	48	1	1	5	99490	04	14
ERI	09	T	00007	N	JCT T1252 RT		04.002	00.152	G	35	40	1	1	5	99490	03	14
ERI	09	T	00007	N	JCT T1273 RT		04.154	00.286	L	22	30	1	1	5	99490	02	14
ERI	09	T	00007	N	JCT T1273 RT		04.440	00.045	L	40	40	1	1	5	99490	04	14
							2.863*	ROUTE TOTAL									
ERI	09	T	00011	***	(ROAD NAME)	***	00.000	***	W	FOX RD							
ERI	09	T	00011	N	BEGIN JCT SR4		00.000	00.094	K	10	20	1	1	7	99999	01	14
ERI	09	T	00011	N	JCT C43		00.094	00.884	K	18	20	1	1	7	99999	02	14
ERI	09	T	00011	N	JCT C43		00.978	00.341	K	20	30	1	1	7	99999	02	14
ERI	09	T	00011	N	REENTER DEAD END		01.319	00.312	L	20	30	1	1	7	99999	02	14
							1.631*	ROUTE TOTAL									
ERI	09	T	00012	***	(ROAD NAME)	***	00.000	***	S	SCHIED RD							
ERI	09	T	00012	N	BEGIN JCT T112		00.000	00.762	K	16	32	1	1	7	99999	02	14
							0.381*	ROUTE TOTAL									
ERI	09	T	00026	***	(ROAD NAME)	***	02.251	***	M	MILLER RD							
ERI	09	T	00026	N	PERKINS TWP LINE		02.251	00.199	K	14	25	1	1	7	99999	02	14
							0.199*	ROUTE TOTAL									
ERI	09	T	00044	***	(ROAD NAME)	***	05.019	***	R	RANSOM RD							
ERI	09	T	00044	N	REENTER DEAD END		05.019	00.337	G	20	26	1	1	7	99490	02	14
							0.337*	ROUTE TOTAL									
ERI	09	T	00090	***	(ROAD NAME)	***	00.000	***	B	BELL AVE							
ERI	09	T	00090	N	BEGIN JCT C110		00.000	00.142	K	18	28	1	1	7	99490	02	14
ERI	09	T	00090	N	JCT T1108 RT		00.142	00.259	K	20	30	1	1	7	99490	02	14
ERI	09	T	00090	N	JCT GENERAL DR RT		00.401	00.040	K	20	30	1	1	7	99490	02	14
							0.441	00.105	K	20	30	1	1	7	99490	02	14
							0.546*	ROUTE TOTAL									
ERI	09	T	00091	***	(ROAD NAME)	***	00.000	***	M	MARSHALL AVE							
ERI	09	T	00091	N	BEGIN JCT C110		00.000	00.140	G	22	28	1	1	7	99490	02	14
ERI	09	T	00091	N	JCT T1263 LT		00.140	00.063	G	22	28	1	1	7	99490	02	14
ERI	09	T	00091	N	JCT T1231 LT		00.203	00.078	G	22	28	1	1	7	99490	02	14
ERI	09	T	00091	N	JCT T1125 RT		00.281	00.062	G	22	28	1	1	7	99490	02	14
ERI	09	T	00091	N	JCT T1182 RT		00.343	00.018	G	22	28	1	1	7	99490	02	14
ERI	09	T	00091	N	JCT T1182 LT		00.361	00.360	G	22	28	1	1	7	99490	02	14
							0.721*	ROUTE TOTAL									
ERI	09	T	00092	***	(ROAD NAME)	***	00.000	***	D	DEWITT AVE							
ERI	09	T	00092	N	BEGIN JCT C120		00.000	00.106	G	20	26	1	1	7	99490	02	14
ERI	09	T	00092	N	JCT T1005 LT		00.106	00.151	G	20	26	1	1	7	99490	02	14



# PERKINS TOWNSHIP

## ERIE COUNTY, OHIO

Fire Department  
3003 Campbell Street  
Sandusky, Ohio 44870  
www.perkinsfire.com  
[firechief@perkinstownship.com](mailto:firechief@perkinstownship.com)

David Murphy  
Fire Chief  
Phone: (419) 626-1334  
Fax: (419) 621-2170  
*Pride, Performance, Professionalism*

September 5, 2019

To whom it may concern:

I am writing this letter in support of Perkins Township's OPCW grant application for the Marshall Avenue resurfacing project. As you are well aware, safe and well maintained roadways are essential for emergency services. As such, the repair and resurfacing of Marshall Avenue will greatly enhance the safety of the citizens and emergency responders who frequently utilize Marshall Avenue.

Marshall Avenue serves as an access point to multiple residential areas. Major Perkins Township subdivisions such as the Stonewood subdivision and the Joseph Auerbach subdivision are frequently accessed via Marshall Avenue. Marshall Avenue is also the most direct route to reach the residents of South Avenue, Matthes Avenue, Schiller Avenue, and Scottley Drive.

While other paths of travel may be available, often times the alternate routes significantly increase the response time of emergency responders. An increased response time may negatively impact patients' outcomes during a medical emergency, or lead to increased structural damage during a house fire.

Marshall Avenue also serves as an access point for both Briar Middle School and Perkins High School. Fire and medical units responding from Perkins Fire Station 2 located at 3003 Campbell Street typically travel to Briar Middle School by way of Marshall Avenue to South Avenue. Likewise, if Campbell Street is obstructed, emergency units may also respond to Perkins High School via the same route to access Scott Fry Lane which connects Briar Middle School to the High School. It is also important to note that Marshall Avenue is the secondary access to the Ohio Veterans Home when Bell Avenue is obstructed.

In conclusion, I believe the approval of the Perkins Township OPWC grant application for the Marshall Avenue resurfacing project will not only benefit the community of Perkins Township, grant approval will also greatly enhance the safety of emergency responders traveling to multiple residential developments and local school facilities located on the Marshall Avenue corridor. If there are any questions regarding my letter of support, or if any discussion is needed regarding how this would benefit the Perkins Township Fire Department please feel free to contact this writer.

Respectfully submitted,

David A. Murphy  
Fire Chief  
Perkins Township Fire Department  
3003 Campbell Street  
Sandusky, OH 44870  
419-626-1334

# PERKINS TOWNSHIP POLICE DEPARTMENT

2610 Columbus Avenue  
Sandusky, Ohio 44870  
[www.perkinstownship.com](http://www.perkinstownship.com)

Phone: 419-627-0824  
Fax: 419-627-0827  
[www.facebook.com/perkinspd/](https://www.facebook.com/perkinspd/)



To Whom it may concern,

September 5, 2019

I would like to show support for the OPWC project on Marshall Avenue in Perkins Township. I believe this would dramatically increase safety for citizens of our community. As you know East/West thoroughfares are few and far between throughout the Township. Marshall Avenue is a heavily traveled East West road that this project would enhance and benefit the entire community especially those who travel to Briar School, Schiller Park, or those that just need to get from Campbell Street to Columbus Avenue.

As the Chief of Police of Perkins Township, I fully support the Marshall Avenue project and urge the OPWC to award the grant.

Sincerely

Chief Robb Parthemore  
Perkins Township Police Department

**Mission Statement:**

*Perkins Township Police Department is dedicated to protecting life, liberty, and justice. We are committed to providing fair and equal treatment to everyone in our community.*

*Chief of Police Robb Parthemore \* 419-627-0824 ext 6007 \* [rparthemore@perkinstownship.com](mailto:rparthemore@perkinstownship.com)*



# PERKINS

LOCAL SCHOOL DISTRICT

3714 Campbell St., Ste. B | Sandusky, OH 44870 | [www.perkinsschools.org](http://www.perkinsschools.org)

September 4, 2019

To Whom This May Concern,

Please accept this letter of support on behalf of Perkins Local Schools for Perkins Township's application for an Ohio Public Works Commission Grant to assist with costs of repairing/replacing Marshall Avenue in 2020. We were excited to hear of the application and eager to support this venture as Marshall Avenue connects several roads that serve as a main artery for our schools and community.

There are many reasons to support the grant on behalf of the township, community, and school. First and foremost, we serve in a day and age of being prompt with emergency preparedness. As mentioned, Marshall Avenue serves as a main artery to many roads that lead to our schools. This enhancement of Marshall Avenue would assist in traffic flow, safety, and quicker response time in the event of an emergency. Marshall Avenue also connects Columbus Avenue and Campbell Street which are main arteries in Perkins Township. This enhancement would allow for quicker response times to the southeast portion of the township and to our schools.

Marshall Avenue is heavily traveled and a concerning point is that we have children riding bikes and crossing over Marshall Avenue as they travel to the high school facilities and/or Windamere Homes development. We also have children walking to school and crossing Marshall Avenue early in the morning when visibility is difficult. We believe that this enhancement to Marshall Avenue would assist pedestrians and children crossing over Marshall Avenue and making it safer for our community's children and residents.

The reception of this grant would allow for enhanced safety and security planning, vision planning among the township and school, and greater efficiency in traffic flow within the township. If I can be of further assistance, please don't hesitate to call me at 419.625.0484.

Sincerely,



Todd D. Boggs  
Superintendent of Schools  
Perkins Local Schools



PERKINS PROMISE

TO EMPOWER STUDENTS TO PURSUE THEIR DREAMS AND ACHIEVE SUCCESS.

Phone:  
**419-625-0484**  
Fax:  
**419-621-2052**  
Treasurer:  
**419-625-1261**

SUPERINTENDENT  
Todd Boggs

TREASURER  
Dan Bowman

BOARD OF EDUCATION  
Jason Dulaney  
Scott Hart  
Nicole Hykes  
Ted Kastor  
Brad Mitchell

DISTRICT 5  
CAPITAL IMPROVEMENT PROJECTS  
QUESTIONNAIRE

ROUND 34

Name of Applicant: PERKINS TOWNSHIP BOARD OF TRUSTEES  
Project Title: MARSHALL AVENUE RESURFACING PROJECT

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= \_\_%, replacement B= 100%, 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= \_\_%

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:

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.

\* **In order to receive points provide supporting documentation (e.g. photos, a narrative, maintenance history, or third party findings) to 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, 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, ect...)**

\*(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.

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(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 = \$ 127,207.00

B.) Total Project Cost = \$ 212,012.00

RATIO OF LOCAL FUNDS DIVIDED by TOTAL PROJECT COSTS (A÷B)= 60 %

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 0 % Gifts 0 %, Contributions 0 %

Other — % (explain) N/A , 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.

<u>      </u>	\$500,001 or More
<u>      </u>	\$400,001-\$500,000
<u>      </u>	\$325,001-\$400,000
<u>      </u>	\$275,001-\$325,000
<u>      </u>	\$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?**

(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? 1,095 (Use households served, traffic counts, etc. and explain the basis by which you arrived at your number.)

average  
daily

9. Is subdivision's population less than 5,000 Yes \_\_\_ No X  
If yes, continue. You may want to design your project per Small Government Project Evaluation Criteria, released for the current OPWC Round to assist in evaluating your project for potential Small Government Funding. The Small Government Criteria is available on the OPWC website at <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 33 project considered for Small Government Funding please download the Small Government Evaluation Criteria applicable to Round 33 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 32.

# 11. MANDATORY INFORMATION, DISTRICT 5, DISCRETIONARY RANKING POINTS

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

Permissive license fee

4504.02 or 4504.06  
4504.15 or 4504.17 \$1.50 30%  
4504.16 or 4504.171 \$1.50 30%  
4504.172  
4504.18 \$5.00



Special property taxes 5555.48  
Municipal Income Tax 5555.49 2.75 Mills - Road Levy  
County Sales Tax \_\_\_\_\_  
Others \_\_\_\_\_

(DO NOT INCLUDE SCHOOL TAXES)

SPECIFIC PROJECT AREA INFORMATION.

Median household income \$61,293.00

Monthly utility rate: Water \_\_\_\_\_

Sewer \_\_\_\_\_

Other \_\_\_\_\_

List any special user fees or assessment (be specific)

POLITICAL SUBDIVISION= Perkins Township  
COUNTY= Erie

DISCRETIONARY POINTS (BY DISTRICT COMMITTEE ONLY)= \_\_\_\_\_  
(25-20-15)

Date: 9/4/19  
Signature: Timothy J. Coleman  
Title: Chairman  
Address: 2610 Columbus Ave. Sandusky, OH 44870  
Phone: 419-609-1400  
FAX: 419-609-1410  
Email: tcoleman@perkinstownship.com



District 5

Capital Improvement Project

Priority Rating Sheet, Round 34

Revised 04/23/19

PROJECT NUMBER

COUNTY: <u>Franklin</u>		PROJECT: <u>Marshall Ave</u>		EST. COST: <u>\$212,012.00</u>		Revised 04/23/19		PROJECT NUMBER			
No.	"A" WEIGHT FACTOR	CRITERIA TO BE CONSIDERED	"B" PRIORITY FACTORS	"A" x "B"	Priority Factors						No.
					0	2	4	6	8	10	
1	1	(Repair or Replace) vs. (New or Expansion)	0 2 4 6 8 10	10	0% + Repair or Replacement	20% + Repair or Replacement	40% + Repair or Replacement	60%+ Repair or Replacement	80%+ Repair or Replacement	100%+ Repair or Replacement	1
2	1.5	Existing Physical Condition:  Must submit substantiating documentation and CIR (100% New or Expansion = 0 Points)	0 2 4 6 8 10	9	Excellent	Good	Fair	Poor	Critical	Closed or Not Operating	2
3	2	Public Health and/or Public Safety Concerns  Submittals without supporting documentation will receive 0 points for this question	0 2 4 6 8 10	16	No Impact	Minimal	Moderate	Major	Critical	Extremely Critical	3
4	2	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) *	0 2 4 6 8 10	20	0%+	10%+	20%+	30%+	40%+	50%+	4
5	1	OTHER FUNDING SOURCES  (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 2 4 6 8 10	0	0%+	10%+	20%+	30%+	40%+	50%+	5
No.	"A" WEIGHT FACTOR	CRITERIA TO BE CONSIDERED	"B" PRIORITY FACTORS	"A" x "B"	Priority Factors						No.
					-9	-8	0	8	9	10	
6	2	OPWC Grant and Loan Funding Requested; Please refer to Item 6 on Questionnaire for Clarification.	-9 -8 0 8 9 10	20	Grant or Loan Only \$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	6
	2		-9 -8 0 8 9 10		Grant/Loan Combination \$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	6
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.											
No.	"A" WEIGHT FACTOR	CRITERIA TO BE CONSIDERED	"B" PRIORITY FACTORS	"A" x "B"	Priority Factors						No.
					0	2	4	6	8	10	
7	1	Will the Proposed Project Create Permanent Jobs or retain jobs that would otherwise be permanently lost (Written Documentation Required)	0 2 4 6 8 10	0	0+ jobs	7+ jobs	15+ jobs	25+ jobs	50+ jobs	100+ jobs	8
8	1	Benefits to Existing Users such as households, (Equivalent dwelling units), traffic Counts, etc.	0 2 4 6 8 10	10	0+	100+	350+	500+	750+	1000+	9
9		SUBTOTAL RANKING POINTS (MAX = 115)		85	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						
10		COUNTY PRIORITY POINTS (25-2015)									
11		DISCRETIONARY POINTS (BY DISTRICT ONLY) (MAX = 12)									
12		GRAND TOTAL RANKING POINTS									

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