

PERKINS TOWNSHIP
BOARD OF TRUSTEES
2610 COLUMBUS AVENUE
SANDUSKY, OH 44870

ROUND 36 OPWC SCIP & LTIP
APPLICATION

EAST STRUB ROAD
RESURFACING PROJECT

Ohio Public WorksWise Portal

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A/P-SYS-041205

Instructions

Infrastructure Instructions

District Specific Instructions <https://www.pwc.ohio.gov/InfrastructureFake>

Information

Status Not Submitted Application / Project ID APP-041206

Status Description Has not yet been submitted for district review and scoring

Project

Project Name	East Strub Road Resurfacing Project	Project Type	Road
Subdivision	Perkins Township	Subdivision Code	043-61714
County	Erie	District Number	5
Are Multiple Subdivisions Involved	No	District	District 05
Project Zip Code	44870		

Project Financial Information - Project Estimated Costs

Estimated Engineering	\$3,700		
Estimated Construction Administration	\$0		
Estimated Total Engineering Services	\$3,700	Percentage Total Engineering Services	1.6%
Estimated Right of Way	\$0	Total Engineering Services Exceeds 20%	
Estimated Construction	\$232,727		
Estimated Permits, Advertising, Etc	\$100		
Estimated Construction Contingencies	\$23,643	Percentage Construction Contingencies	10.2%
Total Estimated Costs	\$260,170		

Project Financial Resources - Local Resources

Local In-Kind or Force Account	\$0		
Local Revenues	\$156,042		
Public Revenue: ODOT / FHWA	\$0	Public Revenue: ODOT / FHWA Type	
ODOT PID			

Public Revenue: OEPA / OWDA \$0
 Public Revenue: Other \$0
 Subtotal Local Resources \$156,042

Public Revenue: Other Description
 Percentage Local Resources 60.0%

Project Financial Resources - OPWC Funds

Grant Request	\$104,027	Grant - Percentage of OPWC Funds	100.0%
Loan Request	\$0	Loan - Percentage of OPWC Funds	0.0%
Loan Term			
Loan Assistance Request	\$0		
Subtotal OPWC Funds	\$104,027	Percentage OPWC Funds	40.0%
Total Financial Resources	\$260,069	Percentage Total Financial Resources	100.0%

New / Expansion

Portion of Project New / Expansion	\$0	Percentage Project New / Expansion	0.0%
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Project Schedule

Engineering / Design / RoW Begin Date	7/1/2021	Engineering / Design / RoW End Date	9/3/2021
Bid Advertisement and Award Begin Date	1/3/2022	Bid Advertisement and Award End Date	1/24/2022
Construction Begin Date	6/1/2022	Construction End Date	8/1/2022

NOTE: Construction Begin

Project Information

NOTE: Useful Life

Project Useful Life	15	Estimated Year of Last Improvement	2009
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User Information

Road or Bridge Current ADT		Road or Bridge ADT Year Taken	
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NOTE: Water / Wastewater

Current Residential Water Rate	\$0	Residential Water - # Households	
Current Residential Wastewater Rate	\$0	Residential Wastewater - # Households	
Stormwater - # Households	24		

Project Descriptions

Specific Location	East Strub Road is located in Perkins Township and the road runs east/west. Project limits are Milan Rd. to the west and East Perkins Ave. to the east.
Identify The Problem	Road is deteriorating at roads edge, center seams and road patches from utility repairs done over the years.
Project Scope	Will be removing 3" of asphalt concrete, concrete collar for monument box and manholes. Replacing with 1 3/4" asphalt concrete intermediate course type 2 and 1 1/4" asphalt concrete surface type 1, totaling 3902 feet. 8" non-reinforced concrete collar around monument boxes and manholes.
Additional Notes from Applicant	
Project Notes	

Project Officials

NOTE: Project Officials

Chief Executive Officer	Timothy Coleman
Chief Financial Officer	Diane Schaefer
Project Manager	Brad Link

Required Documentation

Required Document List	ADT Report Authorizing Legislation Bridge Sufficiency Ratings CFO Certification Cooperative Agreement Design Service Capacity District Application Supplement Economic Development Supporting Documentation Engineer's Estimate Engineer's Project Status Certification Farmland Preservation Review Funding Commitment Letters Health and Safety Documentation Loan Repayment Letter OEPA Orders/Recommendations PTI Photographs Physical Condition Documentation Project Map Public Health Documentation Public Safety Documentation Self-score Sheet Water Main Break Documentation Water and Wastewater Affordability Worksheet Water and Wastewater Ordinances Weighted Useful Life Statement
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Files

<p>Authorizing Legislation: Resolution 2</p> <hr/> Last Modified 9/9/2021, 1:21 PM Created By Brad Link	<p>Authorizing Legislation: Resolution 1</p> <hr/> Last Modified 9/9/2021, 1:21 PM Created By Brad Link
<p>Self-score Sheet: Questionnaire</p> <hr/> Last Modified 9/9/2021, 1:17 PM Created By Brad Link	<p>Photographs: IMG_1966</p> <hr/> Last Modified 9/8/2021, 3:13 PM Created By Brad Link

Photographs: IMG_1963

Last Modified 9/8/2021, 3:13 PM
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Photographs: IMG_1962

Last Modified 9/8/2021, 3:13 PM
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Photographs: IMG_1955

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Photographs: IMG_1954

Last Modified 9/8/2021, 3:13 PM
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Photographs: IMG_1952

Last Modified 9/8/2021, 3:12 PM
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Photographs: IMG_1951

Last Modified 9/8/2021, 3:12 PM
Created By Brad Link

Photographs: IMG_1950

Last Modified 9/8/2021, 3:12 PM
Created By Brad Link

Photographs: IMG_1948

Last Modified 9/8/2021, 3:12 PM
Created By Brad Link

Photographs: Project Pictures

Last Modified 9/8/2021, 3:11 PM
Created By Brad Link

Self-score Sheet: Self rating scale

Last Modified 9/8/2021, 2:55 PM
Created By Brad Link

Project Map: 21-331 SITE MAP

Last Modified 9/8/2021, 2:24 PM
Created By Brad Link

CFO Certification: CFO Certificate of Local Funds

Last Modified 9/8/2021, 1:11 PM
Created By Brad Link

ADT Report: East Strub traffic count_09082021093331

Last Modified 9/8/2021, 9:45 AM
Created By Brad Link

Engineer's Estimate: 20-371 E. Strub Rd. Estimate-8.31.21

Last Modified 9/8/2021, 9:16 AM
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**Nu-Metrics Traffic Analyzer Study
Computer Generated Summary Report
City: 2622
Street: E. Strub Rd (east of US 250)**

A study of vehicle traffic was conducted with HI-STAR unit number 2918. The study was done in the EB lane at E. Strub Rd (east of US 250) in 2622, in 2622 county. The study began on May/19/2021 at 08:00:00 PM and concluded on May/20/2021 at 08:00:00 PM, lasting a total of 24.00 hours. Traffic statistics were recorded in 30 minute time periods. The total recorded volume showed 2869 vehicles passed through the location with a peak volume of 154 on May/20/2021 at [17:00-17:30] and a minimum volume of 1 on May/20/2021 at [01:00-01:30]. The AADT count for this study was 2,869.

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 32 MPH with 10.20% vehicles exceeding the posted speed of 35 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 39.15 MPH.

<	10	15	20	25	30	35	40	45	50	55	60	65	70	75					
to	to	to	to	to	to	to	to	to	to	to	to	to	to	to					
9	14	19	24	29	34	39	44	49	54	59	64	69	74	>					
4	35	145	286	471	813	816	249	39	4	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 1960 which represents 68 percent of the total classified vehicles. The number of Vans & Pickups in the study was 825 which represents 29 percent of the total classified vehicles. The number of Busses & Trucks in the study was 43 which represents 2 percent of the total classified vehicles. The number of Tractor Trailers in the study was 34 which represents 1 percent of the total classified vehicles.

<	18	24	28	32	38	44	62												
to	to	to	to	to	to	to	to												
17	23	27	31	37	43	61	>												
1960	825	27	16	18	12	4	0												

CHART 2

HEADWAY

During the peak traffic period, on May/20/2021 at [17:00-17:30] the average headway between vehicles was 11.613 seconds. During the slowest traffic period, on May/20/2021 at [01:00-01:30] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 70.00 and 119.00 degrees F.

**Nu-Metrics Traffic Analyzer Study
Computer Generated Summary Report
City: 2622
Street: E. Strub Rd (east of US 250)**

A study of vehicle traffic was conducted with HI-STAR unit number 2923. The study was done in the WB lane at E. Strub Rd (east of US 250) in 2622, in 2622 county. The study began on May/19/2021 at 08:00:00 PM and concluded on May/20/2021 at 08:00:00 PM, lasting a total of 24.00 hours. Traffic statistics were recorded in 30 minute time periods. The total recorded volume showed 2709 vehicles passed through the location with a peak volume of 185 on May/20/2021 at [15:30-16:00] and a minimum volume of 0 on May/20/2021 at [06:30-07:00]. The AADT count for this study was 2,709.

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 32 MPH with 4.43% vehicles exceeding the posted speed of 35 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 30MPH and the 85th percentile was 37.93 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	11	49	288	611	935	693	101	16	3	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 2087 which represents 77 percent of the total classified vehicles. The number of Vans & Pickups in the study was 548 which represents 20 percent of the total classified vehicles. The number of Busses & Trucks in the study was 35 which represents 1 percent of the total classified vehicles. The number of Tractor Trailers in the study was 37 which represents 1 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 >												
2087	548	17	18	28	8	1	0												

CHART 2

HEADWAY

During the peak traffic period, on May/20/2021 at [15:30-16:00] the average headway between vehicles was 9.677 seconds. During the slowest traffic period, on May/20/2021 at [06:30-07:00] the average headway between vehicles was 1800 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 70.00 and 121.00 degrees F.



Perkins Township Board of Trustees

Timothy Coleman, Jeffrey Ferrell, James Lang

PERKINS TOWNSHIP, ERIE COUNTY

RESOLUTION 2021-154

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 East Strub Road, and

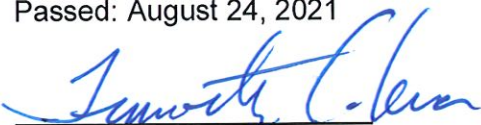
WHEREAS, the infrastructure improvement herein above described is considered to be a priority need for the community and is a qualified project under the OPWC programs,

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

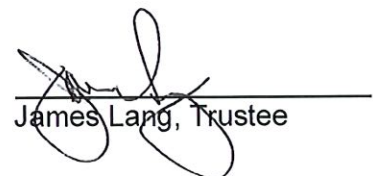
Section 1: Timothy Coleman, Chairman, is hereby authorized to apply to the OPWC for funds as described above.

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 24, 2021


Timothy Coleman, Chairman


Jeffery Ferrell, Trustee


James Lang, Trustee



Perkins Township

Diane Schaefer
Fiscal Officer

419-609-1431
dianes@perkinstownship.com

CHIEF FINANCIAL OFFICER'S CERTIFICATION OF LOCAL FUNDS

September 8, 2021

I, Diane Schaefer, Fiscal Officer of Perkins Township, hereby certify that Perkins Township has the amount of \$156,042.00 in the Road Reconditioning Levy Fund and that this amount will be used to pay the local share for the East Strub Road Resurfacing Project when it is required.

Diane Schaefer

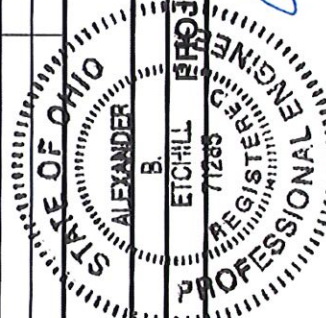
Fiscal Officer

**E. Strub Rd. Resurfacing Project between US 250 and E. Perkins Ave.
Perkins Township, Erie County, Ohio**

Construction Estimate - Contractors Design Engineering

August 31, 2021

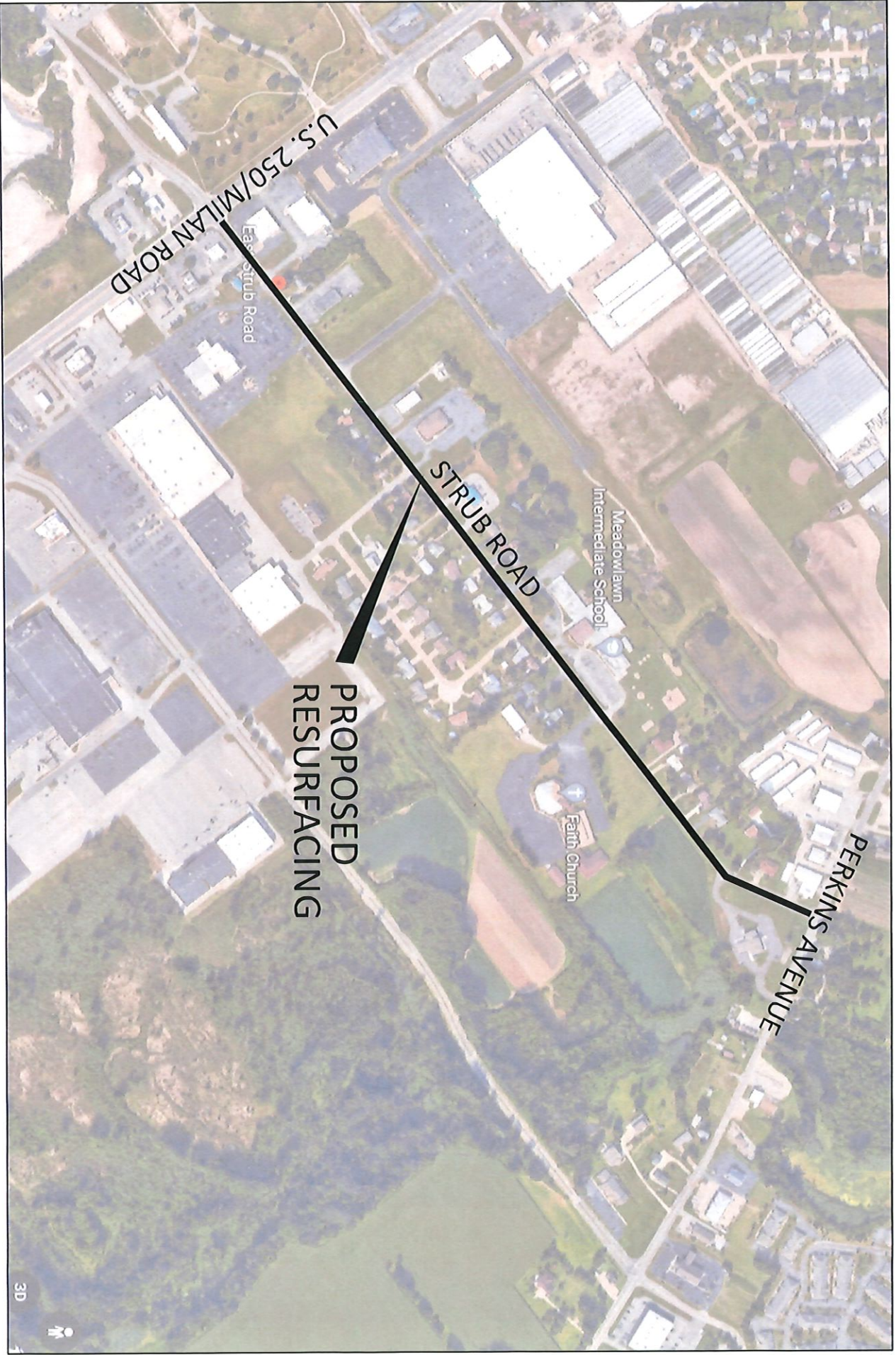
ITEM NO.	ODOT ITEM	DESCRIPTION	UNIT	TOTAL QUANTITIES	UNIT PRICE	TOTAL COST
Removals						
1	254	Pavement Planing, asphalt concrete, 3" depth	SY	11.535	\$2.50	\$28,837.50
2	202	Concrete Collar Removed for Monument Box	EA	2	\$150.00	\$300.00
3	202	Concrete Collar Removed for Manhole	EA	3	\$200.00	\$600.00
				REMOVALS TOTAL =		\$29,737.50
Pavement						
5	407	Tack Coat (0.075 gal/SY)	GAL	865	\$3.00	\$2,595.00
6	407	Tack Coat (0.04 gal/SY)	GAL	462	\$3.00	\$1,386.00
7	409	Sealing, misc. (joints)	LF	2,000	\$2.00	\$4,000.00
8	411	Stabilized Crushed Aggregate (Berms - incidental to project)	CY	35	\$50.00	\$1,750.00
9	441	1 3/4" Asphalt Concrete Intermediate Course, Type 2 (448), PG64-22	CY	561	\$175.00	\$98,175.00
10	441	1 1/4" Asphalt Concrete Surface Course, Type 1 (448), PG64-22	CY	401	\$175.00	\$70,175.00
11	452	8" Non-reinforced concrete, collar around Monument Box	EA	2	\$350.00	\$700.00
12	452	8" Non-reinforced concrete, collar around Manhole	EA	3	\$450.00	\$1,350.00
13	646	Stop Line Marking	LF	68	\$25.50	\$1,734.00
14	646	4" Edge Line Marking and Channelizing Lines	MI.	1.60	\$4,000.00	\$6,400.00
15	646	School Zone Pavement Marking	LS	1	\$800.00	\$800.00
16	646	Crosswalk Pavement Marking	LS	1	\$500.00	\$500.00
17	646	Double Yellow Centerline Marking	MI.	0.75	\$3,500.00	\$2,625.00
				PAVEMENT TOTAL =		\$192,190.00
Misc.						
18	103.05	Premium for Contract Performance & Maintenance Bond	LS	1	\$2,000.00	\$2,000.00
19	614	Maintenance of Traffic, One Lane Closure on Two Lane Highway	LS	1	\$4,000.00	\$4,000.00
20	MISC.	General Contractor Layout	LS	1	\$3,000.00	\$3,000.00
21	624	Mobilization	LS	1	\$1,800.00	\$1,800.00
				MISC. TOTAL =		\$10,800.00
Design Services						
22		Preliminary Design Cost	LS	1	\$1,200.00	\$1,200.00
23		Final Design Cost	LS	1	\$1,000.00	\$1,000.00
24		Construction Administration	LS	1	\$1,500.00	\$1,500.00
				TOTAL =		\$3,700.00
				TOTAL =		\$236,427.50
				10% CONTINGENCY =		\$23,642.75
				PROJECT TOTAL COST =		\$260,070.25



Length of road from U.S. 250/Milan Rd. to Perkins Ave. = 3,902 feet +/-
 Projected useful life of project = 15 years
 Year of last major improvement = 2009 +/-

Alexander B. Etchill 8/31/21

E. STRUB ROAD PAVEMENT IMPROVEMENTS



**PROPOSED
RESURFACING**

SITE MAP
Not To Scale



**DISTRICT 5
CAPITAL IMPROVEMENT PROJECTS
QUESTIONNAIRE
ROUND 36**

Name of Applicant: Perkins Township
Project Title: East Strub Rd 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. Villages 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= __% ORC Reference(s):164.06(B)(1); 164.14(E)(10)

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

New/Expansion = Replacement of privately owned wells, septic systems, private water or wastewater systems, etc.

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

Points	Category	Description	Examples
10	Failing	Infrastructure has reached a point where it requires replacement, reconstruction or reconfiguration to fulfill its purpose	-Intersection Reconfiguration due to accident problem- Structural paving of 3.5" or greater of additional pavement - Pavement Widening to meet ODOT L&D Standards - Complete Pavement Reconstruction - Water or Sewer Line Replacement - Water or Sewer Plant Replacement - Widening graded shoulder width to ODOT L&D Standard -Complete Bridge or Culvert replacement- Replacement of a major component of a water and/or sewer treatment plant which would result in a failure in meeting WQ Standards
8	Poor	The condition is substandard and requires repair or restoration in order to return to the intended level of service and comply with current design standards. Infrastructure contains deficiency and is functioning at a diminished capacity.	-Multiple course of paving - Structural Culvert Lining - Bridge Deck Replacement - Replacement of a component such as a control mechanism, pumps, hydrants, valves, filters,

			etc of a water or sewer plant - Single course of paving with 25% base repair-Widening graded shoulder width to less than ODOT L&D Standard
6	Fading	The condition requires reconditioning to continue to function as originally intended.	-Single course of paving -Sewer Lining Projects -Water tower painting -Repair of a tank to maintain structural integrity in existing water and sewer systems-Widening aggregate berm on existing graded shoulder width
4	Fair	The condition is average, not good or poor. The infrastructure is still functioning as originally intended. Minor deficiencies exist requiring repair to continue to function as originally intended and/or to meet current design standards	
2	Good	The condition is safe and suitable to purpose. Infrastructure is functioning as originally intended, but requires minor repairs and/or upgrades to meet current design standards	
0	Excellent	The condition is new or requires no repair. Or, no supporting documentation has been submitted	

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

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

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

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

ROADS

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

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

Road/Street Classifications:

Major Access Road:

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

Minor Access Road:

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

Preventative Maintenance:

Non Structural Pavement work such as chip sealing, cape sealing, micro-surfacing, crack sealing, etc.

*(3R) Resurfacing, Restoration and Rehabilitation - Improvements to existing roadways, which have as their main purpose, the restoration of the physical features (pavement, curb, guardrail, etc.) without altering the original design elements. (Surface and Intermediate layer Mill and Fills, overlays with less than or equal to 3.5" of additional pavement, etc....)

*(4R) Resurfacing, Restoration, Rehabilitation and Reconstruction - Much like 3R, except that 4R allows for the complete reconstruction of the roadway and alteration of certain design elements (i.e., lane widths, shoulder width, SSD, overlays with greater than 3.5" 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: Improvements required by the Environmental Protection Agency (EPA) in the form of a consent decree, finding and orders or court order, and Health Department Construction Ban.
- Critical: Improvements required by the Environmental Protection Agency (EPA) in the form of NPDES permit requirements or Notice of Violations.
- 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 Notice of Violations.
- 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: Improvements ordered by the Environmental Protection Agency (EPA) in the form of a consent decree, findings and orders or court order.

Critical:	Chronic flooding (structure damage) or improvements required by the Environmental Protection Agency (EPA) in the form of NPDES permit requirements or Notice of Violations.
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 critical 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, sewer system overflows, and/or improvements required by the Environmental Protection Agency (EPA) in the form of NPDES permit requirements or Notice of Violations.
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; or improvements required by the Environmental Protection Agency (EPA) in the

form of NPDES permit requirements.

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: Replace to solve low potable water pressure or excessive incidents of main breaks in project area.

Critical: Replacement/Rehabilitation due to structural deficiency such as excessive corrosion and/or safety upgrades, etc.

Major: Replace undersized water mains as part of an overall upgrade process. Replace water meters that have exceeded their useful life.

Moderate: Increase capacity to meet current needs. Spot repairs/recoating to restore moderate corrosion of water components.

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.

(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. **ORC Reference 164.06(B)(6); ORC 164.06(B)(7); ORC 164.06(B)(3); ORC 164.14(E)(4)**

A.) Amount of Local Funds = \$ 156,042
B.) Total Project Cost = \$ 260,170

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

Grants 0 % Gifts 0 %, Contributions 0 %

Other 0 % (explain) _____, Total 0 %

Note: Grant funds and other revenues not contributed or collected through taxes by the applicant should be considered other funds. The Scope of Work for each Funding Source must be the same.

6. Total Amount of SCIP and Loan Funding Requested- An Applicant can request a grant per the categories below for points as indicated on the Priority Rating Sheet. If the Applicant is including a loan request equal to, but not exceeding 50% of the OPWC funding amounts listed below, there will be no point penalty. If loan funds requested are more than 50%, points as listed in the Priority Rating Sheet will apply. **ORC Reference(s): 164.14(E)(10); 164.06(B)(5)**

_____ \$500,001 or More
_____ \$400,001-\$500,000
_____ \$325,001-\$400,000
_____ \$275,001-\$325,000

\$175,001-\$275,000
X \$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 36 hours/week) ? Yes ___ No X. If yes, how many jobs within eighteen months? Will the completed project retain jobs that would otherwise be permanently lost? Yes ___ No X. If yes, how many jobs **will be created/retrained** within 18 months **following the completion of the improvements?**

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

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

8. What is the total number of existing users that will directly benefit from the proposed project if completed? 28169 (Use households served, traffic counts, etc. and explain the basis by which you arrived at your number.) **ORC Reference 164.14(E)(7); 164.06(B)(10)**

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

What is the Local Median Household Income as a percentage of the District Median Household Income? 109.66 %. Please utilize the Economic Distress Scoring Criteria based on ACS 2013-2017 Data provided in Exhibit A.

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

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

 Plans have not begun yet (0 Points)

_____ Preliminary Engineering Complete (1 Point)

2 Final Design Complete (2 Points)

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

12. County Subcommittee Priority Points= _____

(25-20-15 Points for each of the SCIP and LTIP Project Categories)

13. DISCRETIONARY POINTS (BY DISTRICT COMMITTEE ONLY)

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

ORC Reference 164.14(E)(7)

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

14. **Grand Total of Points** _____

15. Is subdivision's population less than 5,000 Yes No ____ If yes, continue. You may want to design your project per Small Government Project Evaluation Criteria, released for the current OPWC Round to assist in evaluating your project for potential Small Government Funding. The Small Government Criteria is available on the OPWC website at

<https://www.pwc.ohio.gov/Portals/0/Data/SmallGovernment%20Round%2036%20Methodology.pdf?ver=2019-08-07-071749-143>

16. **OHIO PUBLIC WORKS COMMISSION SMALL GOVERNMENT PROGRAM GUIDELINES**

All projects that are sponsored by a subdivision with a population of 5,000 or less, and not earning enough points for District Funding from SCIP or LTIP Funds, are then rated using the Small Government Program Rating Criteria for the corresponding funding round. In order to be rated the entity must submit the Small Government Supplement and their required budgets with their application.

Only infrastructure that is village- or township- owned is eligible for assistance. The following policies have been adopted by the Small Government Commission:

- District Integrating Committees may submit up to seven (7) applications for consideration by the

Date: 9/9/21
Signature: *Timothy D. Coleman*
Title: CHAIRMAN
Address: 2610 Columbus Ave Sandusky, Ohio 44870
Phone: 419-609-1900
FAX: 419-609-1410
Email: tcoleman@perkins-township.com















