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**Ottawa County**  
**Engineer's Office**  
State of Ohio

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**Fostoria Road CR #2**  
**Rehabilitation Project**

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Ohio Public Works Commission  
District 5      Round 36

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# **Fostoria Road CR #2 Rehabilitation Project**

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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: Ottawa County - Engineer's Office Subdivision Code: 123-00123

District Number: 5 County: Ottawa Date: 8.27.21

Contact: Ronald P Lajti Jr., PE, PS, Ottawa County Engineer Phone: (419) 734-6777  
(The individual who will be available during business hours and who can best answer or coordinate the response to questions)

Email: OttawaCoEng@co.ottawa.oh.us FAX: (419) 734-6768

**Project**

Project Name: Fostoria Road CR #2 Zip Code: 43447

| Subdivision Type  | Project Type   | Funding Request Summary                              |                   |
|---|--|--|-------------------|
| <small>(Select one)</small>                             | <small>(Select single largest component by \$)</small> | <small>(Automatically populates from page 2)</small> |                   |
| <input checked="" type="checkbox"/> 1. County           | <input checked="" type="checkbox"/> 1. Road            | Total Project Cost:                                  | <u>609,061.00</u> |
| <input type="checkbox"/> 2. City                        | <input type="checkbox"/> 2. Bridge/Culvert             | 1. Grant:  | <u>175,000.00</u> |
| <input 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/<br>Credit Enhancement:           | <u>0.00</u>       |
| <input type="checkbox"/> 5. Water (6119 Water District) | <input type="checkbox"/> 5. Solid Waste                | Funding Requested:                                   | <u>175,000.00</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 |
|---|---|-------------------|
| <small>(Select one)</small>                                       |   |                   |
| <input type="checkbox"/> State Capital Improvement Program        | RLP Loan - Rate: _____ % Term: _____ Yrs  | Amount: _____ .00 |
| <input type="checkbox"/> Local Transportation Improvement Program | Grant:                                    | Amount: _____ .00 |
| <input type="checkbox"/> Revolving Loan Program                   | LTIP:                                     | Amount: _____ .00 |
| <input type="checkbox"/> Small Government Program                 | Loan Assistance / Credit Enhancement:     | Amount: _____ .00 |
| District SG Priority: _____                                       |   |                   |

**For OPWC Use Only**

|                       |                              |   |
|-----------------------|------------------------------|---|
| STATUS                | Grant Amount: _____ .00      | Loan Type: <input type="checkbox"/> SCIP <input type="checkbox"/> RLP |
| Project Number: _____ | Loan Amount: _____ .00       | Date Construction End: _____  |
|                       | Total Funding: _____ .00     | Date Maturity: _____  |
| Release Date: _____   | Local Participation: _____ % | Rate: _____ %   |
| OPWC Approval: _____  | OPWC Participation: _____ %  | Term: _____ Yrs   |

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

## 1.1 Project Estimated Costs

### Engineering Services

|                               |           |                    |            |
|-------------------------------|-----------|--------------------|------------|
| Preliminary Design:           | _____     | .00                |            |
| Final Design:                 | _____     | .00                |            |
| Construction Administration:  | _____     | .00                |            |
| Total Engineering Services:   | a.) _____ | <u>0</u> .00       | <u>0</u> % |
| Right of Way:                 | b.) _____ | .00                |            |
| Construction:                 | c.) _____ | <u>608,061</u> .00 |            |
| Materials Purchased Directly: | d.) _____ | .00                |            |
| Permits, Advertising, Legal:  | e.) _____ | <u>1,000</u> .00   |            |
| Construction Contingencies:   | f.) _____ | .00                | <u>0</u> % |
| Total Estimated Costs:        | g.) _____ | <u>609,061</u> .00 |            |

## 1.2 Project Financial Resources

### Local Resources

|   |           |                    |             |
|---|-----------|--------------------|-------------|
| Local In-Kind or Force Account:   | a.) _____ | <u>434,061</u> .00 |             |
| Local Revenues:   | b.) _____ | .00                |             |
| Other Public Revenues:  | c.) _____ | .00                |             |
| ODOT / FHWA PID: _____  | d.) _____ | .00                |             |
| USDA Rural Development:   | e.) _____ | .00                |             |
| OEPA / OWDA:  | f.) _____ | .00                |             |
| CDBG:   | 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>434,061</u> .00 | <u>71</u> % |

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

|                                       |           |                    |              |
|---------------------------------------|-----------|--------------------|--------------|
| Grant: <u>100</u> % of OPWC Funds     | j.) _____ | <u>175,000</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>175,000</u> .00 | <u>29</u> %  |
| Total Financial Resources:            | n.) _____ | <u>609,061</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: | _____ 609,061 .00 | _____ 100 % |
| 2.2 Total Portion of Project New / Expansion:      | _____ 0 .00       | _____ 0 %   |
| 2.3 Total Project:                                 | _____ 609,061 .00 | _____ 100 % |

A Farmland Preservation letter is required for any impact to farmland

### 3.0 Project Schedule

|   |                               |                             |
|---|-------------------------------|-----------------------------|
| 3.1 Engineering / Design / Right of Way | Begin Date: <u>01/03/2022</u> | End Date: <u>07/01/2022</u> |
| 3.2 Bid Advertisement and Award         | Begin Date: <u>07/01/2022</u> | End Date: <u>08/31/2022</u> |
| 3.3 Construction                        | Begin Date: <u>09/01/2022</u> | End Date: <u>06/30/2023</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: 20 Years      Age: 1982 (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 2,430    Year 2018      Projected ADT 3,025    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.

Ottawa County - Allen Township - Sections 7 & 18, T7N R13E  
Fostoria Road, CR #2 from State Route 795 to Walbridge East Road

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

1. Mill off 3" of the existing deteriorated asphalt pavement.
2. Perform pavement repairs as necessary to strengthen pavement edges.
3. Apply 0.5" average thickness asphalt concrete type 1 intermediate scratch course to smooth and prepare milled surface.
4. Apply 1.75" asphalt concrete type 2 intermediate course to strengthen, leveling and smooth the roadway.
5. Overlay with 1.25" asphalt concrete surface course.
6. Apply berm stone and final pavement markings.

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.

Fostoria Road CR #2 -

Existing Facility - 1.99 miles long, 22-25 feet wide (average width = 23.5 feet)

Proposed Facility - 1.99 miles long, 22-25 feet wide (average width = 23.5 feet)

## 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: Donald A. Douglas  
Title: Ottawa County Commissioner  
Address: 315 Madison Street  
Room 103  
City: Port Clinton State: OH Zip: 43452  
Phone: (419) 734-6710  
FAX: (419) 734-6898  
E-Mail: DDouglas@co.ottawa.oh.us

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

Name: Jennifer Widmer  
Title: Ottawa County Auditor  
Address: 315 Madison Street  
Room 202  
City: Port Clinton State: OH Zip: 43452  
Phone: (419) 734-6740  
FAX: (419) 734-6592  
E-Mail: JWidmer@co.ottawa.oh.us

### 5.3 Project Manager

Name: Ronald P Lajti Jr, PE PS  
Title: Ottawa County Engineer  
Address: 8247 W State Route #163  
  
City: Oak Harbor State: OH Zip: 43449  
Phone: (419) 734-6777  
FAX: (419) 734-6768  
E-Mail: OttawaCoEng@co.ottawa.oh.us

## 6.0 Attachments / Completeness review

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

- A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- A certification signed by the applicant's chief financial officer stating the amount of 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.**

Donald A. Douglas, Ottawa Co Commissioner

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

  
Original Signature / Date Signed



RESOLUTION NO. 21-31

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

The Board of County Commissioners of the County of Ottawa, Ohio, met in regular session at the office of the Board of County Commissioners, Ottawa County Courthouse, Port Clinton, Ohio on the 27<sup>th</sup> day of July, 2021, at the regular place of meeting with the following members present:

Donald A. Douglas

Mark E. Coppeler

Mark W. Stahl

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

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

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

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


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

SECTION 1: That the members of the Board shall be and are hereby designated as signatory designees.

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

Vote on Motion: Donald A. Douglas, yes; Mark E. Coppeler, yes; Mark W. Stahl, yes.

I, Rhonda Slauterbeck, County Administrator/Clerk of the Board of Commissioners of Ottawa County, Ohio, hereby do certify that the above is a true and correct copy of a resolution adopted by said Board under said date and as same appears in Commissioners' Journal, Volume 104.

  
Rhonda Slauterbeck, County Administrator/Clerk  
Board of Ottawa County Commissioners

Prepared by: Sanitary Engineering Dept.

cc: Sanitary Engineering Dept.  
County Engineer

Jennifer J Widmer  
Ottawa County Auditor




315 Madison St., Room 202  
Port Clinton, Ohio 43452  
Office: (419)734-6740  
Fax: (419) 734-6592  
www.ottawacountyauditor.org

CHIEF FINANCIAL OFFICER CERTIFICATION STATEMENT

**Fostoria Road CR #2 Rehabilitation Project**

I, Jennifer J Widmer, Auditor of Ottawa County, hereby certify that Ottawa County will collect the amount of \$434,061 in the Road & Bridge fund and that this amount will be used to pay the matching funds as stated in the application for the Fostoria Road CR #2 Rehabilitation Project.

  
\_\_\_\_\_  
Jennifer J. Widmer  
Ottawa County Auditor

  
\_\_\_\_\_  
Date

# Fostoria Road CR #2 Rehabilitation

| Item   | QTY   | Units | Description   | Unit Price  | Total         |
|--------|-------|-------|---|-------------|---------------|
| 253    | 334   | Cu Yd | Pavement Repair   | \$ 200.00   | \$ 66,800.00  |
| 254    | 27445 | Sq Yd | Pavement Planing, As Per Plan   | \$ 2.50     | \$ 68,612.50  |
| 407    | 5490  | Gal   | Tack Coat, As Per Plan  | \$ 2.10     | \$ 11,529.00  |
| 411    | 390   | Ton   | Compacted Aggregate (Berm)  | \$ 26.00    | \$ 10,140.00  |
| 441    | 763   | Ton   | Asphalt Concrete Intermediate Course, Type 1, 64-22 (0.5" Avg. Scratch) | \$ 78.00    | \$ 59,514.00  |
| 441    | 2765  | Ton   | Asphalt Concrete Intermediate Course, Type 2 (448)                      | \$ 70.00    | \$ 193,550.00 |
| 441    | 1976  | Ton   | Asphalt Concrete Surface Course, Type 1, PG64-22 (448)                  | \$ 76.00    | \$ 150,176.00 |
| 642    | 1.99  | Miles | Centerline, Type 1  | \$ 1,600.00 | \$ 3,184.00   |
| 642    | 3.98  | Miles | Edgeline, 4 Inch, Type 1  | \$ 1,400.00 | \$ 5,572.00   |
| 614    | Lump  | Sum   | Maintaining Traffic, As Per Plan  | Lump Sum    | \$ 30,000.00  |
| 103.05 | Lump  | Sum   | Premium for Contract Bond   | Lump Sum    | \$ 8,983.00   |
|        |       |       | Subtotal  |             | \$ 608,061.00 |
|        |       |       | Engineering   |             | \$ -          |
|        |       |       | Permits, Legal, Advertising   |             | \$ 1,000.00   |
|        |       |       | Contingencies   | 0%          | \$ -          |

**Total**      **\$ 609,061.00**

This Estimate was Prepared by :

Ronald P. Lajti, Jr., P.E., P.S.  
Ottawa County Engineer  
Project Life will be 20 years




## Fostoria Road CR #2 Rehabilitation

Traffic Counts - Actual and Estimated  
Ottawa County - Issue I 2021

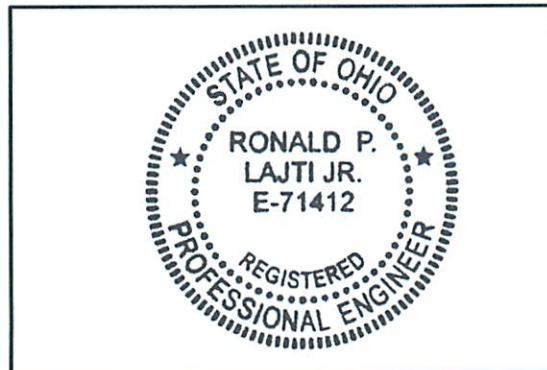
| Road Name | Road Number | Begin           | End       | Year  | ADT actual | ADT 2040 est. |
|-----------|-------------|-----------------|-----------|-------|------------|---------------|
| Fostoria  | CR #2       | State Route 795 | Walbridge | 2018  | 2430       | 3025          |
|           |             |                 |           | Total | 2430       | 3025          |

Estimates are based on actual 2018 traffic counts.

Traffic Counts were obtained by the Ottawa County Engineer's Office using mechanical counters.  
(see attached reports)



Ronald P. Lajti, Jr., P.E., P.S.  
Ottawa County Engineer



## MetroCount Traffic Executive Vehicle Counts (Virtual Day)

**Datasets:**

**Site:** [2] ALL-CR2-1.50  
**Attribute:** FOSTORIA  
**Direction:** 5 - South bound A>B, North bound B>A. **Lane:** 2  
**Survey Duration:** 0:00 Thursday, May 31, 2018 => 13:01 Thursday, June 07, 2018  
**Zone:**  
**File:** ALL-CR2-1.80.EC0 (Plus)  
**Identifier:** DH81S60X MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default (v3.21 - 15275)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Filter time:** 0:00 Thursday, May 31, 2018 => 0:00 Thursday, June 07, 2018  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 5 - 100 mph.  
**Direction:** North, East, South, West (bound)  
**Separation:** All - (Gap)  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 17012 / 18135 (93.81%)

| Virtual Day - Total=2430, 15 minute drops |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|---|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 0000                                      | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
| 14  | 8    | 6    | 4    | 20   | 62   | 130  | 124  | 110  | 116  | 109  | 128  | 137  | 145  | 164  | 187  | 212  | 220  | 157  | 113  | 109  | 78   | 48   | 29   |
| 4   | 2    | 1    | 0    | 2    | 10   | 27   | 28   | 29   | 24   | 26   | 25   | 34   | 30   | 41   | 42   | 55   | 54   | 43   | 29   | 29   | 22   | 13   | 9    |
| 5   | 3    | 2    | 1    | 4    | 13   | 33   | 28   | 26   | 28   | 30   | 33   | 37   | 39   | 38   | 51   | 53   | 65   | 45   | 28   | 28   | 21   | 11   | 6    |
| 4   | 2    | 1    | 1    | 6    | 18   | 43   | 35   | 27   | 31   | 26   | 34   | 32   | 38   | 43   | 43   | 50   | 55   | 35   | 26   | 28   | 18   | 12   | 7    |
| 2   | 2    | 1    | 1    | 8    | 20   | 27   | 33   | 29   | 33   | 27   | 37   | 34   | 38   | 42   | 52   | 54   | 45   | 34   | 29   | 24   | 17   | 12   | 7    |

AM Peak 1130 - 1230 (142), AM PHF=0.95 PM Peak 1645 - 1745 (229), PM PHF=0.88

Numbers have been rounded to the nearest integer.

SPECIAL FEATURES

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# OTTAWA COUNTY

## COUNTY ENGINEERING DEPARTMENT

### COUNTY AND TOWNSHIP ROAD SYSTEM CONSTRUCTION PROJECT AND LOG RECORD

ROAD NO. C-2  
 ROAD NAME Fostoria Rd.  
 SECTION 0.00 To 6.00  
 NET LENGTH 8.07/ODOT=3.99  
 R/W WIDTH 60'  
 DATE ESTAB. Sec. E - 1856  
Sec. A - 1864

CARD 1 OF 2

LOCATION Begins at T-4 at Sandusky-Wood County line in Clay Twp. thence north crossing S.R. 163, S.R. 795, S.R. 120, and S.R. 579 and ending at T-70 in Allen Twp.

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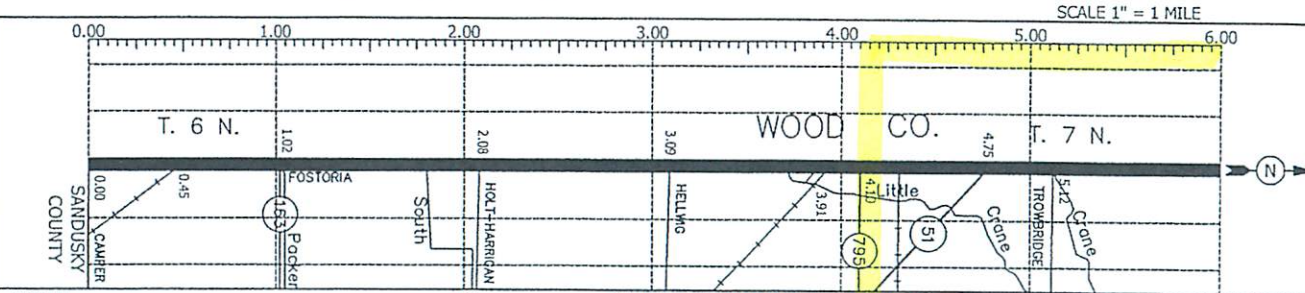
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ODOT mileage as of April 2008

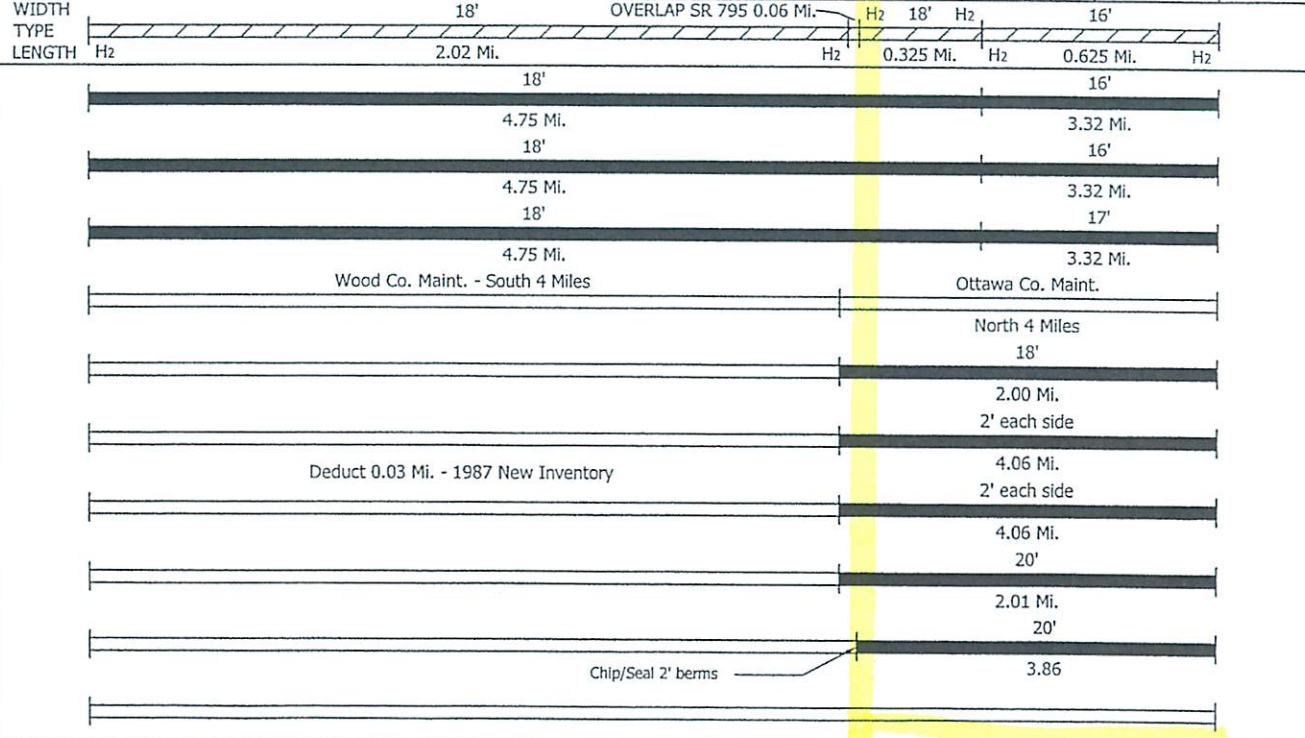
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| YEAR BUILT | DESCRIPTION OF WORK   | COST                                 |
|------------|---|--------------------------------------|
| 1965       | 1" drag MC-5 @ 0.75 #46 @ 85 lb.                                    | \$25,658.21*                         |
| 1972       | Single seal 0.50 gal RS-2 30 lb. #8 (50/50 w/ Wood Co.)             | \$18,061.64                          |
| 1976       | Single seal Wood Co. forces Lake Twp. did own side contract (50/50) | \$8,357.59                           |
| 1981       |   |                                      |
| 1982       | 2" - 404 + drives + MB AC-120                                       | \$10,551.63 (REVISED)<br>\$84,332.05 |
| 1985       | 2' - sealed berms each side 0.50 gal. MWS-90, 30 lb. #8             | \$8,062.00                           |
| 1996       | 2' sealed berms each side 0.50 gal. MWS-90, 30 lb. #8               | \$9,636.00                           |
| 1999       | Single seal, 0.50 gal. HFRS-2, 30 lb. #8                            | \$14,312.63                          |
| 2013       | Chip seal, 0.42 gal. HFRS-2, 25 lb. #8, 0.15 gal. fog seal          | \$97,221.30                          |



| SYMBOLS FOR ROAD TYPES |  |                             |  |
|------------------------|--|-----------------------------|--|
| PRIMITIVE              |  | GRAVEL OR STONE             |  |
| UNIMPROVED             |  | BIT. SURFACE-TREATED        |  |
| GRADED AND DRAINED     |  | MIXED BITUMINOUS            |  |
| SOIL-SURFACED          |  | BITUMINOUS PENETRATION      |  |
|                        |  | BIT. CONC. OR SHEET ASPHALT |  |
|                        |  | CONCRETE                    |  |
|                        |  | BRICK                       |  |
|                        |  | BLOCK                       |  |

REMARKS

Section "B" is from south county line north to S.R. #120.  
 Section "A" is from S.R. #120 north to Lucas County line.

\* \$12,829.10 per county

SPECIAL FEATURES

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# OTTAWA COUNTY

## COUNTY ENGINEERING DEPARTMENT

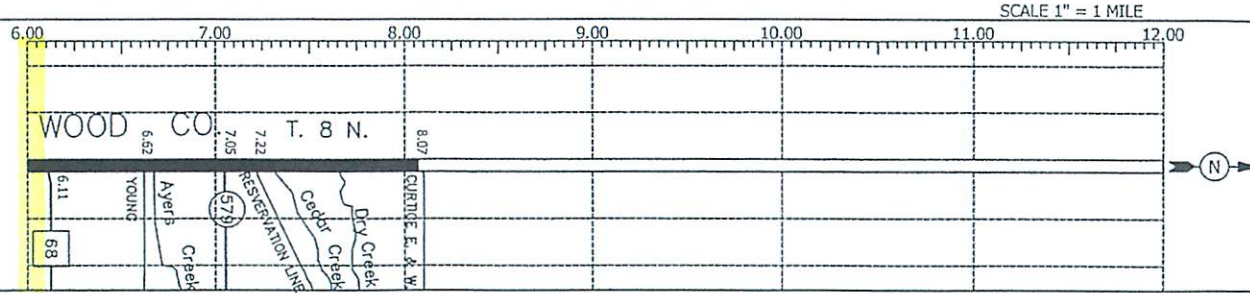
### COUNTY AND TOWNSHIP ROAD SYSTEM CONSTRUCTION PROJECT AND LOG RECORD

ROAD NO. C-2  
 ROAD NAME Fostoria Rd.  
 SECTION 6.00 To 8.07  
 NET LENGTH 8.07/ODOT=3.99  
 R/W WIDTH 60'  
 DATE ESTAB. Sec. E - 1856  
Sec. A - 1864

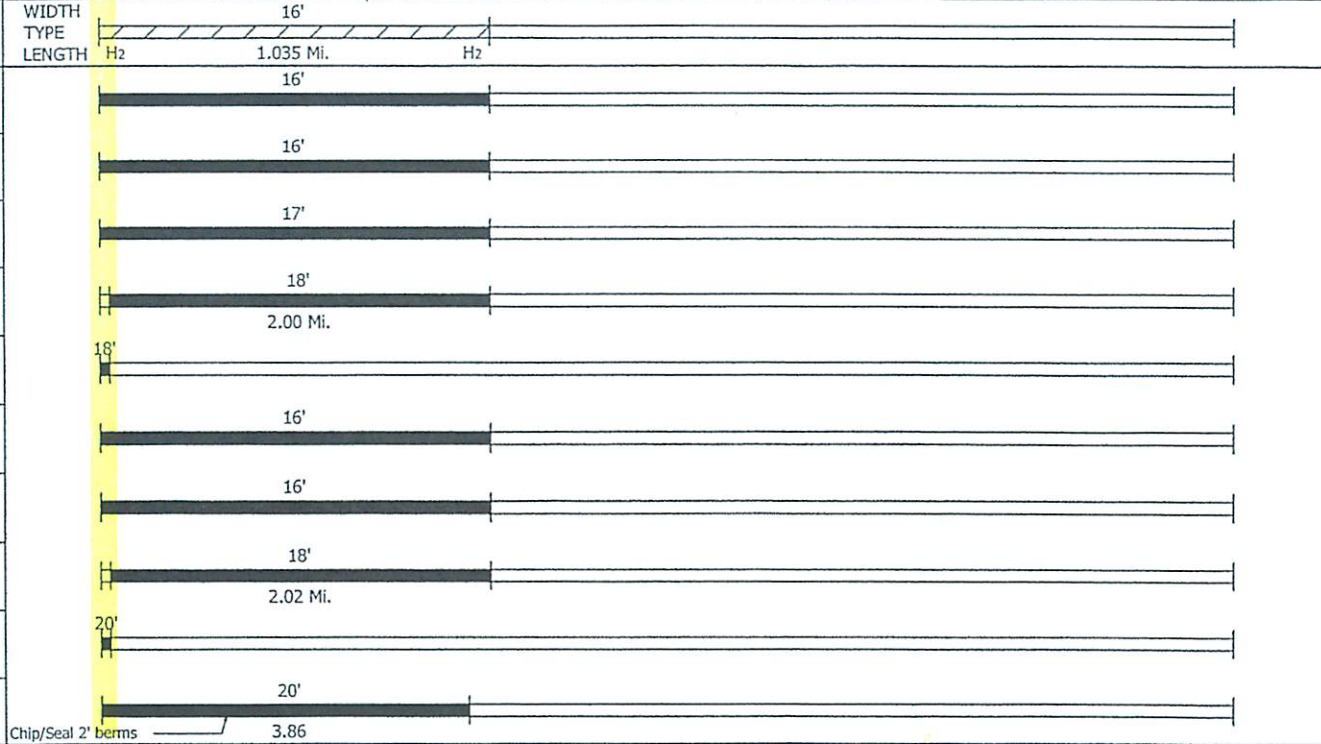
CARD 2 OF 2

LOCATION Begins at T-4 at Sandusky-Wood County line in Clay Twp. thence north crossing S.R. 163, S.R. 795, S.R. 120, and S.R. 579 and ending at T-70 in Allen Twp.

ODOT mileage as of April 2008



| YEAR BUILT | DESCRIPTION OF WORK   | COST                                  |
|------------|---|---------------------------------------|
| 1965       | 1" drag MC-5 @ 0.75 #46 @ 85 lb.                            | \$25,658.21*                          |
| 1972       | Single seal 0.50 gal RS-2 30 lb. #8 (50/50 w/ Wood Co.)     | \$18,061.64                           |
| 1976       | Single seal Wood Co. forces Lake Twp. did own side contract | \$8,357.59 (50/50)                    |
| 1981       | Wedges by county forces 1-1/2" 404 by contract              | \$56,389.60                           |
| 1982       | 2" - 404 + drives + MB AC-120                               | \$10,551.63 (net cost)<br>\$84,332.05 |
| 1985       | 2' - sealed berms each side 0.50 gal. MWS-90, 30 lb. #8     | \$8,062.00                            |
| 1996       | 2' sealed berms each side 0.50 gal. MWS-90, 30 lb. #8       | \$9,636.00                            |
| 1997       | 1-3/4" Item 404 hot mix w/ 2' berms (\$5,741.58)            | \$50,871.04                           |
| 1999       | Single seal, 0.50 gal. HFRS-2, 30 lb. #8                    | \$14,312.63                           |
| 2013       | Chip seal, 0.42 gal. HFRS-2, 25 lb. #8, 0.15 gal. fog seal  | \$97,221.30                           |



**SYMBOLS FOR ROAD TYPES**

|                    |  |                        |  |                             |  |
|--------------------|--|------------------------|--|-----------------------------|--|
| PRIMITIVE          |  | GRAVEL OR STONE        |  | BIT. CONC. OR SHEET ASPHALT |  |
| UNIMPROVED         |  | BIT. SURFACE-TREATED   |  | CONCRETE                    |  |
| GRADED AND DRAINED |  | MIXED BITUMINOUS       |  | BRICK                       |  |
| SOIL-SURFACED      |  | BITUMINOUS PENETRATION |  | BLOCK                       |  |

REMARKS

Section "B" is from south county line north to S.R. #120.  
 Section "A" is from S.R. #120 north to Lucas County line.

\* \$12,829.10 per county

# Fostoria Road PCR

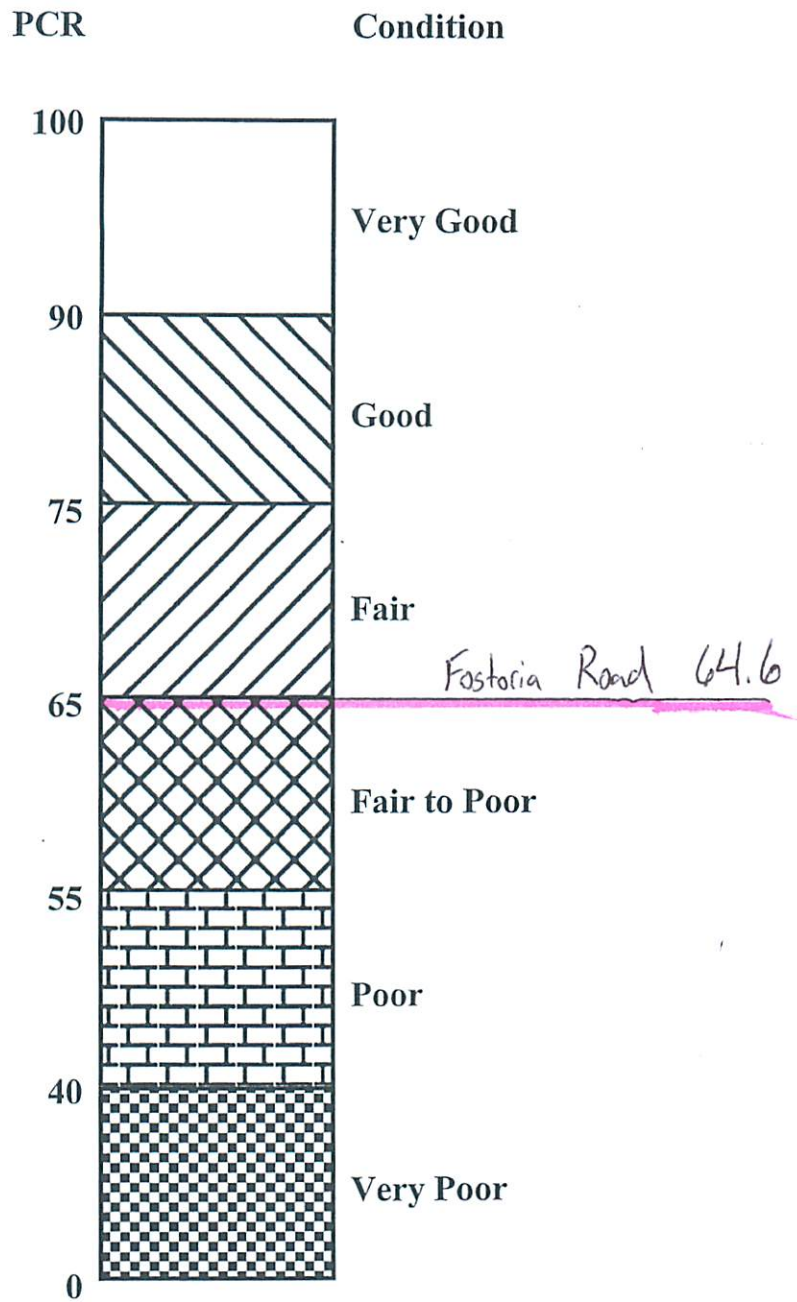


Figure 1. Pavement Condition Rating (PCR) Scale



ROAD NAME: FOSTORIA ROAD  
 LOG MILE: STATE ROUTE 795  
 TO: WALBRIDGE EAST ROAD

|  |
|--|
| <b>FLEXIBLE PAVEMENT<br/>CONDITION RATING FORM</b> |
|--|

DATE: 8/5/2021  
 RATED BY: CRM

| DISTRESS                          | DISTRESS WEIGHT | SEVERITY WT.* |     |     |   | EXTENT WT.* |     |     |   | DEDUCT POINTS*** |
|-----------------------------------|-----------------|---------------|-----|-----|---|-------------|-----|-----|---|------------------|
|                                   |                 |               | L   | M   | H |             | O   | F   | E |                  |
| RAVELING                          | 10              | -             | 0.3 | 0.6 | 1 | -           | 0.5 | 0.8 | 1 |                  |
| BLEEDING                          | 5               | H             | 0.8 | 0.8 | 1 | E           | 0.6 | 0.9 | 1 | 5.0              |
| PATCHING                          | 5               | L             | 0.3 | 0.6 | 1 | O           | 0.6 | 0.8 | 1 | 0.9              |
| POTHOLE/DEBONDING                 | 10              | L             | 0.4 | 0.7 | 1 | O           | 0.5 | 0.8 | 1 | 2.0              |
| CRACK SEALING DEFICIENCY          | 5               | L             | 1   | 1   | 1 | O           | 0.5 | 0.8 | 1 | 2.5              |
| RUTTING                           | 10              | H             | 0.3 | 0.7 | 1 | E           | 0.6 | 0.8 | 1 | 10.0             |
| SETTLEMENT                        | 10              | M             | 0.5 | 0.7 | 1 | E           | 0.5 | 0.8 | 1 | 7.0              |
| CORRUGATIONS                      | 5               | -             | 0.4 | 0.8 | 1 | -           | 0.5 | 0.8 | 1 |                  |
| WHEEL TRACK CRACKING              | 15              | L             | 0.4 | 0.7 | 1 | O           | 0.5 | 0.7 | 1 | 3.0              |
| BLOCK AND TRANSVERSE CRACKING     | 10              | L             | 0.4 | 0.7 | 1 | O           | 0.5 | 0.7 | 1 | 2.0              |
| LONGITUDINAL JOINT CRACKING       | 5               | L             | 0.4 | 0.7 | 1 | O           | 0.5 | 0.7 | 1 | 1.0              |
| EDGE CRACKING                     | 5               | L             | 0.4 | 0.7 | 1 | O           | 0.5 | 0.7 | 1 | 1.0              |
| RANDOM CRACKING                   | 5               | L             | 0.4 | 0.7 | 1 | O           | 0.5 | 0.7 | 1 | 1                |
| TOTAL DEDUCT =                    |                 |               |     |     |   |             |     |     |   | 35.4             |
| SUM OF STRUCTURAL DEDUCT (BOLD) = |                 |               |     |     |   |             |     |     |   | 18               |
| 100 - TOTAL DEDUCT = PCR =        |                 |               |     |     |   |             |     |     |   | 64.6             |

\*L = LOW  
 M = MEDIUM  
 H = HIGH  
 \*\*O = OCCASIONAL  
 F = FREQUENT  
 E = EXTENSIVE

\*\*\*DEDUCT POINTS = DISTRESS WEIGHT x SEVERITY WT. x EXTENT WT.

NOTES: ROADWAY IS BLEEDING SEVERELY. THIS IS A SAFETY CONCERN WHEN ROADWAY IS WET. SUBSTANTIAL RUTTING IS PRESENT THROUGHOUT THE ENTIRE LENGTH. ROADWAY HAS BEEN PATCHED THROUGHOUT THE YEARS. THIS HAS KEPT CRACKING IN CHECK BUT THE RIDE QUALITY IS POOR.

**FARMLAND PRESERVATION REVIEW LETTER**

**FARMLAND PRESERVATION REVIEW  
FOR THE OHIO PUBLIC WORKS COMMISSION**

**Fostoria Road CR #2 Rehabilitation**

This review is to comply with Farmland Preservation Review Advisory of the Ohio Public Works Commission and the Governor's Executive Order 98-IIV. This review was accomplished by [insert name of subdivision / agency that conducted the review].

1. The immediate impact the project will have on productive agricultural and grazing land related to land acquisition.

none

2. Indirect impact that will result in the loss of productive agricultural and grazing land from development related to the project.

none

3. Mitigation measures that could be implemented when alternative sites or locations are not feasible.

n/a



Ronald P. Lajti, Jr., P.E., P.S.,  
Ottawa County Engineer

8/26/21

Date

## **Fostoria Road C.R. #2 Rehabilitation Project Allen Township, Ottawa County, Ohio**

Fostoria Road C.R. #2, is a high volume facility with a verified >2400 ADT and is located in Allen Township. Fostoria Road C.R. #2 is a Major Collector as identified in the ODOT Current Functional Classification System. This section of Fostoria Road has continued to see an increase of traffic over recent years. The last major improvement on this section of roadway was in 1982. In an effort to meet the demands we have completed multiple maintenance projects to extend the life of the existing roadway. The current roadway has been, patched, extensively wedged and tar and chipped multiple times over the past few decades. This work was essential in order to keep this highly traveled roadway functioning at a minimal level of service. These maintenance treatments have reached their useful life and without a major rehabilitation project the condition of this roadway will rapidly deteriorate. The currently measured ADT of 2430 vehicles per day illustrates the importance of this valuable link. The accompanying photographs accurately depict a visual perspective of the conditions to be remedied by this project.

The existing surface has severe bleeding, rutting and settlement distresses. The project, as proposed, consists of the rehabilitation of 2.00 miles of asphaltic concrete pavement from the intersection of S.R. #795 north to the intersection of Walbridge East Road. This is phase 1 of 2 phase improvement project. The Fostoria Road Rehabilitation is intended to extend an additional 2 miles to the north in the coming years. In addition to milling of 3 inches of the existing deteriorating surface course, we intend to remove the outside 4-6 foot wide sections of pavement to its full depth and install at least 4 inches of asphaltic base. The entire roadway will then be overlaid with a total of 3.5 inches of new asphalt. This improvement will increase the structural capacity, smooth and profile the roadway while strengthening the pavement edges to provide a high quality facility that will better serve the community for years to come.

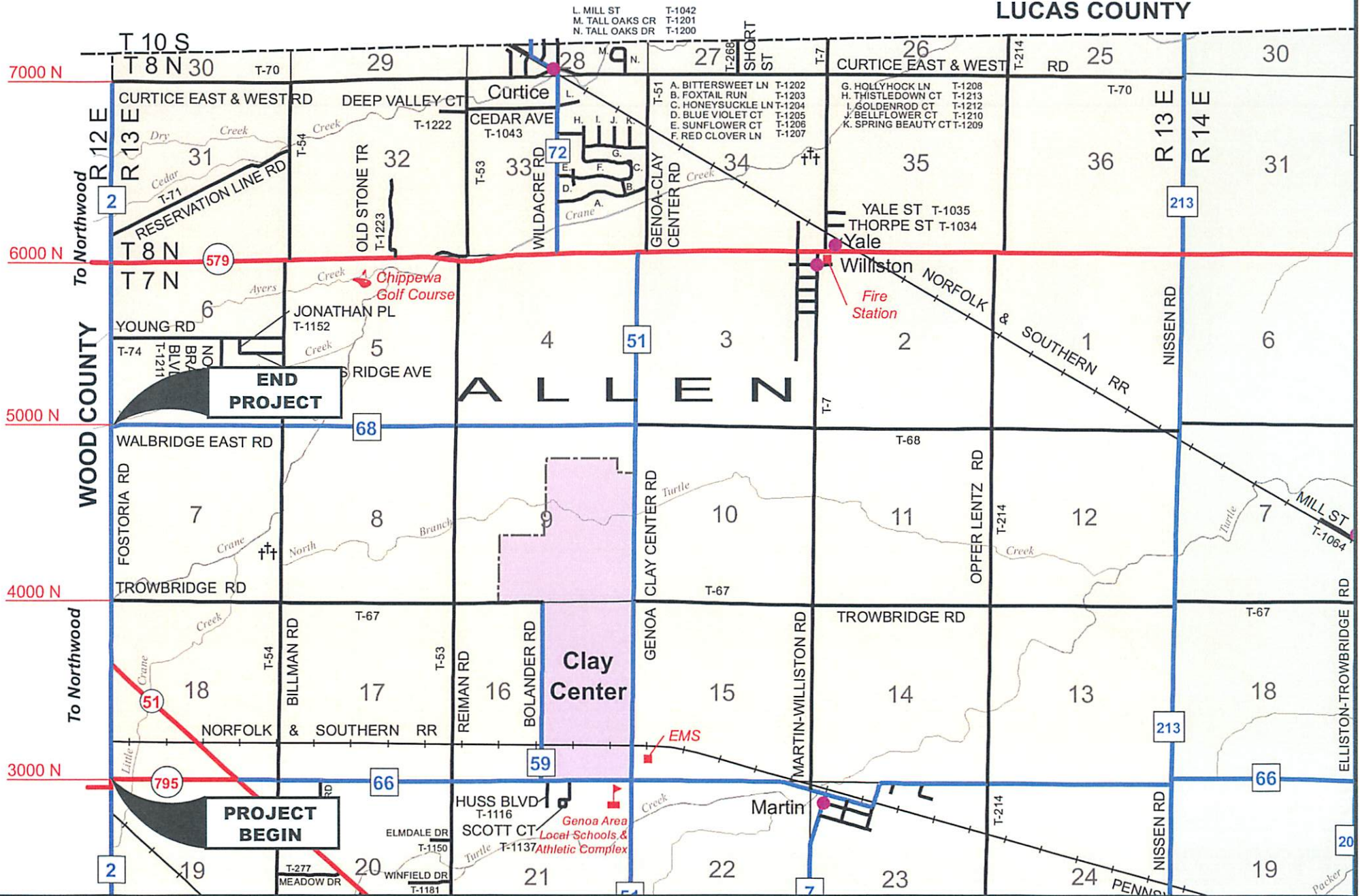


**PROJECT LOCATION - STATE MAP**  
**FOSTORIA ROAD CR #2 REHABILITATION PROJECT**

**LOCATION PROJECT**

40 Chains = 160 Rods = 2460  
S.W. CORNER SOUTH QUARTER POST S.E. CORNER  
80 Rods Post 1320'  
80 Chains = 320 Rods = 1 Mile

LUCAS COUNTY



**PROJECT LOCATION - COUNTY MAP**  
**FOSTORIA ROAD CR #2 REHABILITATION PROJECT**



## Fostoria Road CR #2 Rehabilitation

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Photos 1 & 2 – Extensive Bleeding, Random Cracking, Patching, Etc.

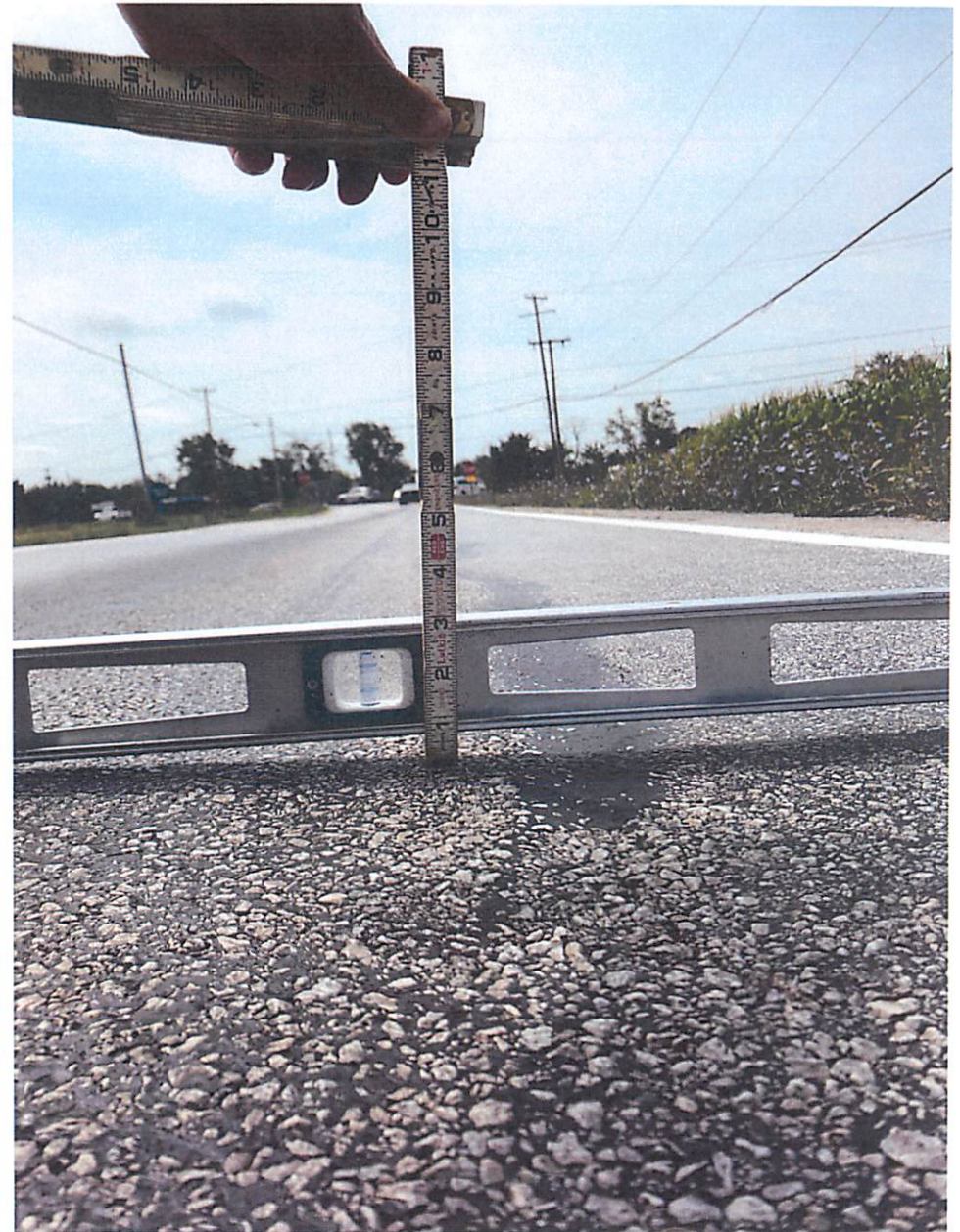
## Fostoria Road CR #2 Rehabilitation

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Photos 3 & 4 – Extensive Bleeding, Random Cracking, Patching, Rutting, Etc.

## Fostoria Road CR #2 Rehabilitation



Photos 5 & 6 – Extensive Bleeding, Edge Cracking, Rutting, Etc.



**ROAD RESURFACING 2022 - COST ESTIMATE**

ALLEN TOWNSHIP - FOSTORIA ROAD (CR#2)  
 ESTIMATOR: CRM  
 DATE: 5/11/21

| ROAD NAME   | LENGTH |             | AREA       |        | BITUMINOUS MATERIAL |              |               |           | AGGREGATE, MATERIAL OR PROCESS |            |               |                |              |                    |               | REMARKS       |  |                                |
|---|--------|-------------|------------|--------|---------------------|--------------|---------------|-----------|--------------------------------|------------|---------------|----------------|--------------|--------------------|---------------|---------------|--|--------------------------------|
|   | MILES  | LENGTH (FT) | WIDTH (FT) | SQ YDS | KINDS               | APPLIED RATE | TOTAL GALLONS | UNIT COST | APPLIED COST                   | STONE SIZE | LBS PER SQ YD | THICKNESS (IN) | TOTAL CU YDS | TOTAL / TOTAL TONS | UNIT COST     |               | APPLIED COST   | TOTAL COST                     |
| FOSTORIA ROAD FROM S.R. 795 TO NORTH SIDE OF WALBRIDGE EAST ROAD INTERSECTION |        | 1500.0      | 4.0        | 667    |                     |              |               |           |                                | 301        |               | 4              | 74.1         |                    | \$ 200.00     | \$ 14,814.81  | \$ 14,814.81   | 253 - PAVEMENT REPAIR          |
|   |        | 3500.0      | 6.0        | 2333   |                     |              |               |           |                                | 301        |               | 4              | 259.3        |                    | \$ 200.00     | \$ 51,851.85  | \$ 51,851.85   | 253 - PAVEMENT REPAIR          |
|   | 1.99   | 10511       | 23.5       | 27445  |                     |              |               |           |                                |            |               | 3.00           |              |                    | \$ 2.50       | \$ 68,613.47  | \$ 68,613.47   | 254 - PAVEMENT PLANING         |
|   | 1.99   | 10511       | 23.5       | 27445  | Tack                | 0.080        | 2195.6        | \$ 2.10   | \$ 4,610.83                    |            |               |                |              |                    |               |               | \$ 4,610.83  | 407 - TACK COAT (SCRATCH)      |
|   | 1.99   | 10511       | 23.5       | 27445  | Tack                | 0.060        | 1646.7        | \$ 2.10   | \$ 3,458.12                    |            |               |                |              |                    |               |               | \$ 3,458.12  | 407 - TACK COAT (INTERMEDIATE) |
|   | 1.99   | 10511       | 23.5       | 27445  | Tack                | 0.060        | 1646.7        | \$ 2.10   | \$ 3,458.12                    |            |               |                |              |                    |               |               | \$ 3,458.12  | 407 - TACK COAT (SURFACE)      |
|   | 1.99   | 10511       | 23.5       | 27445  | PG64-22             |              |               |           |                                | 448-1      |               | 0.50           | 762.37       | \$ 78.00           | \$ 59,465.01  | \$ 59,465.01  | 441 - ASPHALT INTERMEDIATE COURSE, TYPE 1 (448), PG64-22 (SCRATCH) |                                |
|   |        |             |            |        | 996                 | PG64-22      |               |           |                                | 448-2      |               | 1.75           | 96.83        | \$ 70.00           | \$ 6,778.33   | \$ 6,778.33   | 441 - ASPHALT CONCRETE INTERMEDIATE, TYPE 2 (DRIVES)               |                                |
|   | 1.99   | 10511       | 23.5       | 27445  | PG64-22             |              |               |           |                                | 448-2      |               | 1.75           | 2668.30      | \$ 70.00           | \$ 186,781.12 | \$ 186,781.12 | 441 - ASPHALT CONCRETE INTERMEDIATE, TYPE 2 (448)                  |                                |
|   |        |             |            |        | 996                 | PG64-22      |               |           |                                | 448-1      |               | 1.25           | 69.17        | \$ 76.00           | \$ 5,256.67   | \$ 5,256.67   | 441 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1 (DRIVES)             |                                |
|   | 1.99   | 10511       | 23.5       | 27445  | PG64-22             |              |               |           |                                | 448-1      |               | 1.25           | 1905.93      | \$ 76.00           | \$ 144,850.66 | \$ 144,850.66 | 441 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1 (448), PG64-22       |                                |
|   | 3.98   | 21022       | 1.5        | 3503.7 |                     |              |               |           |                                | 411        |               | 2              | 389.3        | \$ 26.00           | \$ 10,121.70  | \$ 10,121.70  | 411 - COMPACTED AGGREGATE (411 BERM)                               |                                |
|   | 1.99   |             |            |        |                     |              |               |           |                                |            |               |                |              |                    | \$ 1,600.00   | \$ 3,184.00   | \$ 3,184.00  | 642 - CENTER LINE, TYPE 1      |
|   | 3.98   |             |            |        |                     |              |               |           |                                |            |               |                |              |                    | \$ 1,400.00   | \$ 5,572.00   | \$ 5,572.00  | 642 - EDGELINE, 4", TYPE 1     |
|   |        |             |            |        |                     |              |               |           |                                |            |               |                |              |                    | \$ 30,000.00  | \$ 30,000.00  | \$ 30,000.00   | 614 - MAINTENANCE OF TRAFFIC   |
|   |        |             |            |        |                     |              |               |           |                                |            |               |                |              | \$                 | \$ 8,983.00   | \$ 8,983.00   | 103.05 - CONTRACT BOND   |                                |
|   |        |             |            |        |                     |              |               |           |                                |            |               |                |              | \$                 | \$ 607,800.00 | \$ 607,800.00 | ROAD TOTAL   |                                |

NOTICE TO BIDDERS:

DRIVEWAY APRONS AND MAILBOX APPROACHES SHALL BE MILLED AND PAVED UP TO 6 FEET FROM THE EDGE OF PAVEMENT. ESTIMATE INCLUDES MILLING OF ABUTTING JOINTS AT ALL ASPHALT DRIVES. THIS WILL NOT BE A SEPARATELY PAID ITEM. THERE ARE A TOTAL OF ±56 DRIVES AND MAILBOX APPROACHES. QUANTITIES ON ESTIMATE WERE COMPUTED AS FOLLOWS:

|              |             |       |
|--------------|-------------|-------|
| TOTAL LENGTH | WIDTH (AVG) | SY    |
| 2240         | 4           | 995.6 |

QUANTITIES FOR DRIVES WILL BE LUMPED TOGETHER WITH ROADWAY QUANTITIES IN PROPOSAL. THEY ARE SHOWN SEPARATE IN THIS ESTIMATE SHEET FOR QUANTITY CLARITY.

PAVEMENT WIDTHS VARY SLIGHTLY, 23.5' IS THE AVERAGE WIDTH. 22.0' IS THE MINIMUM.

QUANTITIES ON PROPOSAL ARE SLIGHTLY HIGHER THAN ON COST ESTIMATE DUE TO ROUNDING

TRAFFIC SHALL BE MAINTAINED DURING CONSTRUCTION.

SEE SUPPLEMENTAL SPECIFICATIONS FOR ASPHALT CONCRETE PAVEMENT

THE USE OF THE ENTIRE PAVEMENT REPAIR ITEM IS NOT GUARANTEED. QUANTITIES AND LOCATIONS WILL BE DETERMINED ON SITE AFTER MILLING IS COMPLETED. THIS IS NOT GUARANTEED ITEM AND IT MAY NOT BE PERFORMED. REPAIRS WILL BE LAID OUT AT 4' OR 6' IN WIDTH. NO ADDITIONAL COMPENSATION WILL BE MADE FOR A REDUCTION IN QUANTITY.

PAVEMENT REPAIRS SHALL BE COMPLETED PRIOR TO THE SCRATCH COURSE. THE CONTRACTOR SHALL HAVE SCRATCH COURSE APPLIED WITHIN 10 DAYS OF MILLING.



# Ottawa County Sheriff's Office

**Stephen J. Levorchick**  
Sheriff

**Brad M. York**  
Chief Deputy

**ADDRESS/PHONE/FAX**

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Port Clinton, Ohio 43452  
Phone (419) 734-4404  
FAX (419) 732-8311  
[www.ottawacountysheriff.org](http://www.ottawacountysheriff.org)

**SHERIFF**

Stephen J. Levorchick  
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**CHIEF DEPUTY**

Brad M. York  
Phone (419) 734-6826

**CAPTAIN OF OPERATIONS**

Zach Bowling  
Phone (419) 734-6827

**JAIL ADMINISTRATOR**

Captain Kent Davis  
Full Service Facility  
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**MSJ Facility**

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**COMMUNICATIONS**

Sergeant James Lucas  
Corporal John Knecht  
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**DIRECTOR OF ADMINISTRATION**

Deputy Heather K. Moss  
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**DIRECTOR OF FINANCE**

Deputy Callie D. McConahay  
Phone (419) 734-6829

**CIVIL**

Deputy Rhonda Reiter  
Deputy Kendra Berlin  
Phone (419) 734-6824

Ottawa County Engineer, Ron Lajti  
8247 W. S.R. 163  
Oak Harbor, Ohio 43449

August 6, 2021

Dear Mr. Lajti,

I am submitting this letter as support of your efforts to make Ottawa County roads and highways the safest traveled by our citizens and visitors anywhere.

It is my understanding that you are currently attempting to receive funding from outside grant sources to assist in your highway paving projects, as well as improvement projects throughout Ottawa County, particularly Fostoria Rd.. Without those grant opportunities, The Ottawa County Engineer's Office would be unable to commit to making the roadways within our county as safe as you would with the funding.

The roadways within Ottawa County are heavily traveled by local citizens, transient workers, as well as visitors and tourists. As Ottawa County Engineer, it is obvious that you are doing everything that you can to keep the residents of Ottawa County, as well as our visitors safe, at home, at work, and in their cars. Knowing you on a personal level, I am fortunate to see the passion that you have for providing the safest highway environment for our motoring public possible. It really does make me feel good to work with someone who cares so much about his community.

As Sheriff of Ottawa County, I am honored to write this letter of support in your efforts to maintain the high quality of safety within Ottawa County. Through the established partnerships that you have in place in Ottawa County, the residents should take great pride in their community and also have a peace of mind that their Ottawa County Engineer is attempting to keep his community safe.

Sincerely,

Stephen J. Levorchick,  
Sheriff, Ottawa County

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

Name of Applicant: Ottawa County Engineer's Office  
 Project Title: Fostoria Road CR#2 Rehabilitation 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= 100 %, replacement B=     %, expansion C=     %, and new D=     %? (Use dollar amounts of project to figure percentages and make sure the total equals one hundred(100) percent) A+B= 100 % C+D=     % **ORC Reference(s):164.06(B)(1); 164.14(E)(10)**

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

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

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

| Points | Category | Description  | Examples   |
|--------|----------|--|--|
| 10     | Failing  | Infrastructure has reached a point where it requires replacement, reconstruction or reconfiguration to fulfill its purpose | -Intersection Reconfiguration due to accident problem-<br>Structural paving of 3.5" or greater of additional pavement -<br>Pavement Widening to meet ODOT L&D Standards -<br>Complete Pavement Reconstruction -Water or Sewer Line Replacement - Water or Sewer Plant Replacement -<br>Widening graded shoulder width to ODOT L&D Standard<br>-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   X  , Major \_\_\_\_, Moderate \_\_\_\_, Minimal \_\_\_\_, No Impact \_\_\_\_. Explain your answer.

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

4. Identify the amount of local funds that will be used on the project as a percentage of the total project cost. **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 = \$ 434,061.00

B.) Total Project Cost = \$ 609,061.00

RATIO OF LOCAL FUNDS DIVIDED by TOTAL PROJECT COSTS (A/B)= 71 %

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 \_\_\_% Gifts \_\_\_%, Contributions \_\_\_%

Other \_\_\_% (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   X   NO \_\_\_\_\_

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

7. If the proposed project is funded, will its completion directly result in the creation of permanent full-time equivalent (FTE) jobs (FTE jobs shall be defined as 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?   2,430 Average Daily Traffic Count   (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?

123.73 %. 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)

  X   Final Design Complete (2 Points)

11. Base Score Total for Questions 1-10= 91

12. County Subcommittee Priority Points=                     

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

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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>

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

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

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

- District Integrating Committees may submit up to seven (7) applications for consideration by the Commission. All 7 must be ranked, however, only the top five (5) will be scored. The remaining two (2) will be held as contingency projects should an application be withdrawn.
- Grants are limited to \$500,000. Any assistance above that amount must be in the form of a loan.
- Grants for new or expanded infrastructure cannot exceed 50% of the project estimate.
- The Commission may deny funding for water and sewer systems that are deemed to be more cost-effective if regionalized.
- If a water or sewer project is determined to be affordable, the project will be offered a loan rather than

a grant. Pay special attention to the **Water & Wastewater Affordability Supplemental and the Small Government Water & Wastewater Affordability Calculation Worksheet**. Both are available on the **Small Government Program Tab** at <https://www.pwc.ohio.gov/Programs/Infrastructure-Programs/Small-Government>


- Should there be more projects that meet the “annual score” than there is funding, the tie breaker is those projects which scored highest under Health & Safety, with the second tie breaker being Condition. If multiple projects have equivalent Health & Safety and Condition scores they are arranged according to the amount of assistance from low to high. Once the funded projects are announced, “contingency projects” may be funded from project under-runs by continuing down the approved project list.
- Supplemental assistance is not provided to projects previously funded by the Commission.
- Applicants have 30 days from receipt of application by OPWC without exception to provide additional documentation to make the application more competitive under the Small Government criteria. Applications will be scored after the 30-day period has expired. The applicants for each District's two (2) contingency projects will have the same 30-day period to submit supplemental information but these applications will not be scored unless necessary to do so. **It is each applicant’s responsibility for determining the need for supplemental material. The applicant will not be asked for or notified of missing information unless the Commission has changed the project type and it affects the documentation required. Important information may include, but is not limited to: age of infrastructure, traffic counts or utility users, median income information, user rates ordinances, and the Auditor’s Certificate of Estimated Revenues or documentation from the Auditor of State that subdivision is in a state of fiscal emergency.**

If you desire to have your Round 36 project considered for Small Government Funding please download the Small Government Evaluation Criteria applicable to Round 36 by accessing the OPWC Website at

<https://www.pwc.ohio.gov/Portals/0/Data/SmallGovernment%20Round%2036%20Methodology.pdf?ver=2019-08-07-071749-143>. **Please follow the Small Government Evaluation Criteria and include supporting documentation to receive points. Specifically, include the Auditor’s Certification of funds for your entity and documentation supporting the age of the infrastructure.**

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Please complete the Small Government Evaluation Criteria and attach all required supporting documentation and attach it to the District 5 Questionnaire for Round 36.

Date: 8-27-21  
Signature:   
Title: Donald A Douglas, Ottawa County Commissioner  
Address: 315 Madison Street Room 103 Port Clinton, Ohio 43452  
Phone: (419) 734-6710  
FAX: (419) 734-6798  
Email: DDouglas@co.ottawa.oh.us

District 5  
Capital Improvement Project  
Priority Rating Sheet, Round 36

Revised 06/29/2021

COUNTY: Ottawa County Engineer  
PROJECT: Fostoria Road CR #2 Rehabilitation  
EST. COST: \$609,061

PROJECT NUMBER:

| No.  | "A"<br>WEIGHT<br>FACTOR | CRITERIA TO BE CONSIDERED  | "B"<br>PRIORITY<br>FACTORS |    |   |   |   | "A" x "B" | PRIORITY FACTORS |  |                                  |                        |                        |                        | No.                    |                   |    |
|--|-------------------------|--|----------------------------|----|---|---|---|-----------|------------------|--|----------------------------------|------------------------|------------------------|------------------------|------------------------|-------------------|----|
|  |                         |  | 0                          | 2  | 4 | 6 | 8 |           | 10               | 0  | 2                                | 4                      | 6                      | 8                      |                        | 10                |    |
| 1  | 1                       | (REPAIR OR REPLACE) vs. (NEW OR EXPANSION)   |                            |    |   |   |   |           | 10               | 0% +   | 20% +                            | 40% +                  | 60%+                   | 80%+                   | 100%+                  | 1                 |    |
|  |                         |  |                            |    |   |   |   |           |                  | Repair or Replacement  | Repair or Replacement            | Repair or Replacement  | Repair or Replacement  | Repair or Replacement  | Repair or Replacement  |                   |    |
| 2A   | 1                       | EXISTING PHYSICAL CONDITION<br><small>Please refer to Criteria #2 of the Round 36 Scoring Methodology. Must submit substantiating documentation. (100% New or Expansion = 0 Points)</small>  |                            |    |   |   |   |           | 8                | 0  | 2                                | 4                      | 6                      | 8                      | 10                     | 2A                |    |
|  |                         |  |                            |    |   |   |   |           |                  | Excellent  | Good                             | Fair                   | Fading                 | Poor                   | Failing                |                   |    |
| 2B   | 1                       | AGE  |                            |    |   |   |   |           | 5                | Type   | 0                                | 1                      | 2                      | 3                      | 4                      | 5                 | 2B |
|  |                         |  |                            |    |   |   |   |           |                  | Road   | 0-4 Yrs                          | 5-8 Yrs                | 9-12 Yrs               | 13-16 Yrs              | 17-20 Yrs              | 20+ Yrs           |    |
|  |                         |  |                            |    |   |   |   |           |                  | Wastewater   | 0-6 Yrs                          | 7-12 Yrs               | 13-18 Yrs              | 19-24 Yrs              | 25-30 Yrs              | 30+ Yrs           |    |
|  |                         |  |                            |    |   |   |   |           |                  | Bridge/Culvert,<br>Sanitary Sewer, Water<br>Supply, Storm Water,<br>Solid Waste  | 0-10 Yrs                         | 11-20 Yrs              | 21-30 Yrs              | 31-40 Yrs              | 41-50 Yrs              | 50+ Yrs           |    |
| 3  | 2                       | PUBLIC HEALTH AND/OR SAFETY CONCERNS<br><br><small>Submittals without supporting documentation will receive 0 points for this question.</small>  |                            |    |   |   |   |           | 16               | 0  | 2                                | 4                      | 6                      | 8                      | 10                     | 3                 |    |
|  |                         |  |                            |    |   |   |   |           |                  | No Impact  | Minimal                          | Moderate               | Major                  | Critical               | Extremely Critical     |                   |    |
| 4  | 2                       | LOCAL MATCHING FUNDS<br><small>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) *</small>                                      |                            |    |   |   |   |           | 20               | 0  | 2                                | 4                      | 6                      | 8                      | 10                     | 4                 |    |
|  |                         |  |                            |    |   |   |   |           |                  | 0%   | 10%                              | 20%                    | 30%                    | 40%                    | 50%                    |                   |    |
| 5  | 1                       | OTHER FUNDING<br><small>(Excluding Issue II Funds)</small><br><br><small>(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.)</small> |                            |    |   |   |   |           | 0                | 0  | 2                                | 4                      | 6                      | 8                      | 10                     | 5                 |    |
|  |                         |  |                            |    |   |   |   |           |                  | 0%   | 10%                              | 20%                    | 30%                    | 40%                    | 50%                    |                   |    |
| 6  |                         | OPWC GRANT AND LOAN FUNDS REQUESTED<br><small>Please refer to Criteria #6 of the Round 36 Methodology for clarification.</small>   |                            |    |   |   |   |           | 20               |  |                                  |                        |                        |                        |                        | 6                 |    |
|  | 2                       | Grant or Loan Only   | -9                         | -8 | 0 | 8 | 9 | 10        |                  | -9   | -8                               | 0                      | 8                      | 9                      | 10                     | 6                 |    |
|  |                         |  |                            |    |   |   |   |           |                  | Grant/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 |    |
|  | 2                       | Grant/Loan Combination   | -9                         | -8 | 0 | 8 | 9 | 10        |                  |  |                                  |                        |                        |                        |                        | 6                 |    |
|  |                         |  |                            |    |   |   |   |           |                  | 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 |    |
| <small>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.</small> |                         |  |                            |    |   |   |   |           |                  |  |                                  |                        |                        |                        |                        |                   |    |
| 7  | 1                       | JOB CREATION/RETENTION<br><small>Indicate full time equivalent jobs, include supporting documentation in the form of a commitment letter from business or third party entity.</small>  |                            |    |   |   |   |           | 0                | 0  | 2                                | 4                      | 6                      |                        |                        | 7                 |    |
|  |                         |  |                            |    |   |   |   |           |                  | 0-6 Jobs   | 7-14 Jobs                        | 15-24 Jobs             | 25+ Jobs               |                        |                        |                   |    |
| 8  | 1                       | BENEFIT TO EXISTING USERS<br><small>(households or traffic counts)<br/>Equivalent dwelling unit direct connections. Traffic Counts within three years with certified documentation, etc.</small>   |                            |    |   |   |   |           | 10               | 0  | 2                                | 4                      | 6                      | 8                      | 10                     | 8                 |    |
|  |                         |  |                            |    |   |   |   |           |                  | 0-99 Users   | 100 - 349 Users                  | 350 - 499 Users        | 500 - 749 Users        | 750 - 1000 Users       | 1000+ Users            |                   |    |
| 9  | 1                       | ECONOMIC DISTRESS<br><small>Local MHI as a percentage of the District Median MHI</small>   |                            |    |   |   |   |           | 0                | 0  | 1                                | 2                      |                        |                        |                        | 9                 |    |
|  |                         |  |                            |    |   |   |   |           |                  | 100%+  | 80%-100%                         | Less Than 80%          |                        |                        |                        |                   |    |
| 10   | 1                       | READINESS TO PROCEED   |                            |    |   |   |   |           | 2                | 0  | 1                                | 2                      |                        |                        |                        | 10                |    |
|  |                         |  |                            |    |   |   |   |           |                  | Plans Not Begun Yet  | Preliminary Engineering Complete | Final Design Complete  |                        |                        |                        |                   |    |
| 11   |                         | SUBTOTAL RANKING POINTS (MAX. = 115)   |                            |    |   |   |   |           | 91               | Other Info:<br>Does this project have a significant impact on productive farmland?<br>YES NO<br>Attach impact statement if yes.<br>Is the Applicant ready to proceed to bids after State Approval within 6 months?<br>YES NO |                                  |                        |                        |                        |                        |                   |    |
| 12   |                         | COUNTY SUBCOMMITTEE PRIORITY POINTS (25-20-15)   |                            |    |   |   |   |           |                  |  |                                  |                        |                        |                        |                        |                   |    |
| 13A  |                         | DISCRETIONARY POINTS (BY DISTRICT ONLY) (MAX.=1)   |                            |    |   |   |   |           |                  | 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.                                     |                                  |                        |                        |                        |                        |                   |    |
| 13B  |                         | DISCRETIONARY POINTS (BY DISTRICT ONLY) (MAX.=1)   |                            |    |   |   |   |           |                  | District Discretionary Point may be awarded to projects that demonstrate that the entity has maximized financial resources including assessments and utility rate structure.   |                                  |                        |                        |                        |                        |                   |    |
| 14   |                         | GRAND TOTAL RANKING POINTS   |                            |    |   |   |   |           |                  |  |                                  |                        |                        |                        |                        |                   |    |

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