

**Ohio Public Works Commission
District 5 Round 33**

**Walbridge East TR #68, Fritchie TR #131
& Lickert-Harder TR #22 Roads Resurfacing**



**Benton Township
Ottawa County, Ohio**

Walbridge East TR #68, Fritchie TR #131 & Lickert-Harder TR #22 Roads Resurfacing

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Benton Township Trustees
1670 N Walker St PO Box 7
Graytown, Ohio 43432
419-862-3774

James Buhro, Trustee President
David Millinger, Trustee
William Belkofer, Trustee

Gayle Millinger, Fiscal Officer

August 29, 2018

Ohio Public Works Commission
District 5 Committee, Issue 1
Re: Walbridge Road East between Stange and St. Rt. 590

The Board of Benton Township Trustees is asking for your consideration with financial assistance to resurface the pavement on 1.00 mile of Walbridge E Road between Stange Road and St. Rt. 590.

Included in this package are photographs which show the breaking down and pulling-out of the existing pavement, water holes, and repaired cross-over bumps, and tar bleeding through. Over the years Benton Township has patched over many of the asphalt problems in an attempt to extend the life of the pavement on this road. However, the roadway is in need of more than just patches. We have school buses and many children that live on this road and we are very concerned about unsafe travel conditions.

For Walbridge Road E Road we are proposing a hot mix scratch course with overlay of cold mix leveling course be applied in order to level the road surface and fill in low spots. This will alleviate ponding on the road which cause dangerous driving conditions. In addition winter prompts the formation of ice; the result of freezing and thawing cycle causes the pavements to crack and break. The surface of the roads also have tar bleeding which results in very slippery, unsafe conditions when the roadway is wet due to rain, heat or snow, There is little or no stone protruding to help with traction.

Benton Township has received letters of support from Benton-Carroll-Salem Schools, The Ottawa County Sheriff, The Ottawa County Commissioners, and Benton Township residents. I have included them in the application for your consideration.

Limited finances and anticipated reductions in township finances have encouraged us to file this application. Benton Township is requesting OPWC assist with 41% Grant with 59 % with matching township sources (10% OPWC loan funds). Please help us in returning these roads to safe condition for traveling for the public, emergency vehicles, and busses.

If you have any questions, please contact me at 419-340-2584.

Sincerely,



David R. Millinger
Benton Township Trustee, Vice-President
Ottawa County, Ohio

ERIE TOWNSHIP TRUSTEES

Ottawa County, Ohio

BOARD OF TRUSTEES

Anthony Wells
Alfred Wozniak, Jr.
Frederick Bice

Louise Toris, Fiscal Officer
P.O. Box 312
LaCarme, Ohio 43439
(419) 635-2010

August 27, 2018

Ohio Public Works Commission
District 5 Committee
Issue I, Round 33

Re: Erie Township, Harris Township and Benton Township Joint Application

The Erie Township Trustees are pleased to submit a joint OPWC application with Harris and Benton Townships for financial assistance to resurface roads in all three (3) townships. The Erie Township portion of the application is for Fritchie Road (TR #131) from Carroll-Erie Road to Tettau Road.

Fritchie Road is a local road that carries a verified traffic volume of 794 vehicles per day. When combined with the Harris and Benton Township roads, the verified traffic volume is 1000 vehicles per day. It is a through road that connects Carroll-Erie Road (CR #26) and Tettau Road (CR #14). Fritchie Road is heavily traveled by school busses, Ottawa County Transportation Agency (OCTA), as well as passenger vehicles and farm machinery. Busses not only transport Port Clinton City School students, but also special needs students to Riverview Industries (RVI) and other services. Farmers in the area subject the road to heavy loads traveling to Graytown's Luckey Farmer grain elevators. In the event that State Route #163, to the south, or State Route #2, to the north, are closed due to a vehicular accident or detour, Fritchie Road is a well-known local option. The improvements, proposed for the portion of road between Carroll-Erie Road (CR #26) to Tettau Road (CR #14), will be approximately 1.49 miles.

Work proposed for the project will include pavement edge base repairs, an asphalt concrete overlay to provide a new wearing surface, and compacted aggregate berm placement to provide a safe shoulder for vehicular wheels that may temporarily leave the pavement surface. A leveling course of asphalt will be placed to provide a consistent profile and cross slope on the road. A surface course of asphalt will then be placed to finish the pavement improvements with a 3" total thickness. Stone berm approximately 1.5' in width will be placed on both sides of the road to complete the project. These improvements will return Fritchie Road to a safe condition and enable Erie Township Trustees to maintain the road for many years. The last time any significant work, beyond annual crack sealing, was completed on Fritchie Road was in 2003.

As with many small townships in Ohio, Erie Township has limited financial resources. Without funding, such as this OPWC Grant, we will be forced to limit the repairs we can make to Fritchie Road and take the risk of putting our township residents, along with residents of surrounding townships, in danger while driving on a compromised roadway. The total estimate for this project is \$284,973.39, and we are requesting 50% in the form of a grant, with the remainder funded through a 0% loan and Township funding.

Thank you for your consideration of this project in Erie Township. We respectfully request that you contact us if you have any questions or require further information.

Sincerely,

Erie Township Trustees
Anthony Wells
Alfred Wozniak Jr.
Fred Bice

Harris Township Board of Trustees

321 Rice Street, PO Box 341

Elmore, OH 43416

419-862-3332 phone 419-862-2854 fax

Trustees: Beverly Haar, Chair; Jerry Haar; Carol Baker,

Fiscal Officer: Laura Hazel

August 20, 2018

Ohio Public Works Commission

District 5 Committee

Re: Harris Township and Other Roads Resurfacing

Dear Committee Members:

The Harris Township Trustees are pleased to submit a joint OPWC application with Benton and Erie Townships for financial assistance to resurface roads in all three townships. The Harris Township portion of the application is for complete resurfacing of Lickert-Harder Road (T-22) from State Route 105 to State Route 163. The project will resurface 1.3 miles of road with hot mix, berm stone and line painting.

Lickert-Harder was last surfaced in 1996. The road has an "S" curve that proves a challenge to maintaining safe road edges. A variety of patching has been done to extend its longevity. However, it is now in need of resurfacing.

Licket-Harder is travelled by Woodmore School District busses, and it is the farthest road from township fire/EMS services. There are a number of older citizens with various medical issues living on it. Length of time answering emergency calls is a serious consideration for responders. Vehicles are required to significantly reduce speed due to Lickert's "S" curve and poor road conditions. This affects reaching emergencies in adequate time. Therefore, it is imperative that resurfacing be done to return Lickert-Harder to safe condition.

Limited finances make it necessary for the township to seek OPWC funding. The total cost of this project is \$127,238. Harris Township is requesting a grant of \$62,204, with a loan of \$12,440 for a total of \$74,644 with a local cash outlay of \$52,594.

Respectfully,

Harris Township Board of Trustees

Walbridge East Road TR #68



Photo 1 – Edge Failures with Bleeding



Photo 2 – Failed Edge Repairs

Walbridge East Road TR #68



Photos 3 & 4 – Rutting and Ponding at Pavement Edge



Photos 5, 6, 7, 8 – Widespread Bleeding and Map Cracking

Walbridge East Road TR #68



Photos 9, 10, 11, 12– Repairs Required at Crossover Pipes



Photo 13 & 14 – Misc. Edge Repairs and Failures

Fritchie Road TR #131



Photos 1 & 2 – Widespread Map Cracking



Photos 3 & 4 – Edge Failures

Fritchie Road TR #131



Photos 5 & 6 – Failed Pavement Repairs



Photos 7 & 8 – Pavement Rutting

Fritchie Road TR #131



Photo 9 – Failed Patch at Culvert Crossover



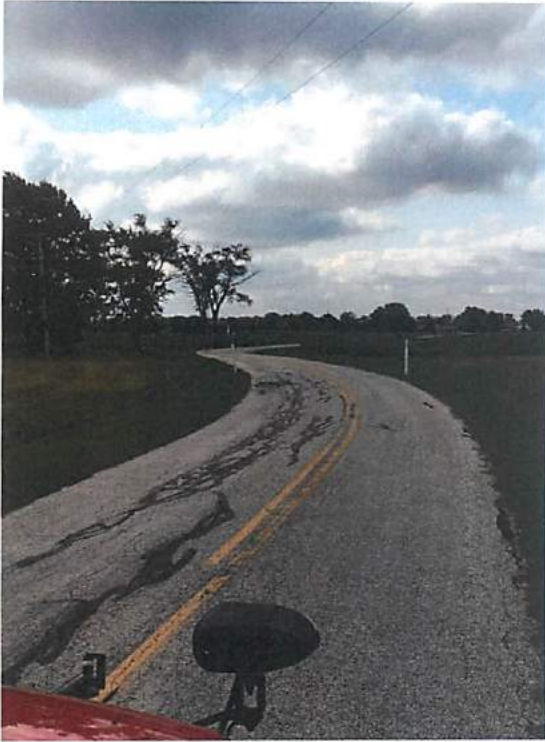
Photo 10 & 11 – Failed Edge Repairs

Lickert-Harder Road TR #22



Photos 1, 2, 3, & 4 – Widespread Edge Failures

Lickert-Harder Road TR #22



Photos 5, 6, 7, & 8 – Widespread Map Cracking

Lickert-Harder Road TR #22



Photos 9, 10, 11, & 12 – Local Map Cracking Failures

Lickert-Harder Road TR #22



Photos 13 & 14 – Local Failures at Pavement Repairs and Patches



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: Benton Township Subdivision Code: 123-05620

District Number: 5 County: Ottawa Date: 09/07/2018

Contact: Ronald P. Lajti, Jr., P.E., P.S. 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: rlajti@co.ottawa.oh.us FAX: (419) 734-6768

Project Name: Walbridge East TR 68, Fritchie TR 131 & Lickert-Harder TR 22 Roads Resurfacing Zip Code: 43432

Project

Subdivision Type <small>(Select one)</small>	Project Type <small>(Select single largest component by \$)</small>	Funding Request Summary <small>(Automatically populates from page 2)</small>	
<input type="checkbox"/> 1. County	<input checked="" type="checkbox"/> 1. Road	Total Project Cost:	<u>562,516 .00</u>
<input type="checkbox"/> 2. City	<input type="checkbox"/> 2. Bridge/Culvert	1. Grant:	<u>275,000 .00</u>
<input checked="" type="checkbox"/> 3. Township	<input type="checkbox"/> 3. Water Supply	2. Loan:	<u>55,000 .00</u>
<input type="checkbox"/> 4. Village	<input type="checkbox"/> 4. Wastewater	3. Loan Assistance/ Credit Enhancement:	<u>0 .00</u>
<input type="checkbox"/> 5. Water (6119 Water District)	<input type="checkbox"/> 5. Solid Waste	Funding Requested:	<u>330,000 .00</u>
	<input type="checkbox"/> 6. Stormwater		

District Recommendation (To be completed by the District Committee)

Funding Type Requested <small>(Select one)</small>	SCIP Loan - Rate: _____ % Term: _____ Yrs	Amount: _____ .00
<input type="checkbox"/> State Capital Improvement Program	RLP Loan - Rate: _____ % Term: _____ Yrs	Amount: _____ .00
<input type="checkbox"/> Local Transportation Improvement Program	Grant:	Amount: _____ .00
<input type="checkbox"/> Revolving Loan Program	LTIP:	Amount: _____ .00
<input type="checkbox"/> Small Government Program	Loan Assistance / Credit Enhancement:	Amount: _____ .00
District SG Priority: _____		

For OPWC Use Only

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

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

1.1 Project Estimated Costs

Engineering Services

Preliminary Design:	_____	.00	
Final Design:	_____	.00	
Construction Administration:	_____	.00	
Total Engineering Services:	a.) _____	0 .00	0 %
Right of Way:	b.) _____	.00	
Construction:	c.) _____	509,560 .00	
Materials Purchased Directly:	d.) _____	.00	
Permits, Advertising, Legal:	e.) _____	2,000 .00	
Construction Contingencies:	f.) _____	50,956 .00	10 %
Total Estimated Costs:	g.) _____	562,516 .00	

1.2 Project Financial Resources

Local Resources

Local In-Kind or Force Account:	a.) _____	232,516 .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.) _____	232,516 .00	41 %

OPWC Funds (Check all requested and enter Amount)

Grant: <u>83</u> % of OPWC Funds	j.) _____	275,000 .00	
Loan: <u>17</u> % of OPWC Funds	k.) _____	55,000 .00	
Loan Assistance / Credit Enhancement:	l.) _____	0 .00	
Subtotal OPWC Funds:	m.) _____	330,000 .00	59 %
Total Financial Resources:	n.) _____	562,516 .00	100 %

1.3 Availability of Local Funds

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

2.0 Repair / Replacement or New / Expansion

2.1 Total Portion of Project Repair / Replacement:	_____ 562,516 .00	_____ 100 %
2.2 Total Portion of Project New / Expansion:	_____ 0 .00	_____ 0 %
2.3 Total Project:	_____ 562,516 .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>02/01/2019</u>	End Date: <u>06/30/2019</u>
3.2 Bid Advertisement and Award	Begin Date: <u>07/01/2019</u>	End Date: <u>08/15/2019</u>
3.3 Construction	Begin Date: <u>08/16/2019</u>	End Date: <u>12/31/2019</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: 12 Years Age: 1994 (Year built or year of last major improvement)

Attach Registered Professional Engineer's statement, with seal or stamp and signature confirming the project's useful life indicated above and detailed cost estimate.

4.2 User Information

Road or Bridge: Current ADT 1,000 Year 2018 Projected ADT 1,220 Year 2038

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.

Benton Township - Sections 3 & 10
Walbridge East Road TR#68 - Stange Road to State Route 590

Erie Township - Section 29, 30, 31 & 32
Fritchie Road TR#131 - Carroll-Erie Road to Tettau Road

Harris Township - Sections 1, 2, 11 & 12
Lickert-Harder Road TR#22 - State Route 105 to State Route 163

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

Walbridge East Road

- The existing road pavement will be improved by placing a cold mix asphalt overlay. The existing stone berms will be improved.

Fritchie Road

- The existing road pavement will be rehabilitated by use of pavement planing, placement of an asphalt concrete scratch course for the purpose of profile and crown correction, and placement of a new asphalt concrete surface course. Existing stone berms will be improved and new edge and center pavement marking will be provided.

Lickert-Harder Road

- The existing road pavement will be improved by providing select full depth pavement repairs, an asphalt concrete scratch course for the purpose of profile and crown correction, and placement of a new asphalt concrete surface course. New centerline pavement markings will be provided.

- 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.

Walbridge East Road - 1.00 miles long, 18.5 feet wide

Fritchie Road - 1.49 miles long, 21 feet wide

Lickert-Harder Road - 1.29 miles long, 16.5 feet wide

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: David Millinger
Title: Benton Township Trustee
Address: 1670 Walker Street
P. O. Box 7
City: Graytown State: OH Zip: 43432
Phone: (419) 340-2584
FAX: (419) 862-1738
E-Mail: millingerfarms@gmail.com

5.2 Chief Financial Officer

(Can not also serve as CEO)

Name: Gayle Millinger
Title: Benton Township Fiscal Officer
Address: 1670 Walker Street
P. O. Box 7
City: Graytown State: OH Zip: 43432
Phone: (419) 898-8526
FAX: (419) 862-1738
E-Mail: _____

5.3 Project Manager

Name: Ronald P. Lajti, Jr., P.E. P.S.
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: rlajti@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.

David Millinger, Benton Township Trustee

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

David Millinger

Original Signature / Date Signed

The Board of Trustees of Benton Township, Erie Township, and Harris Township, Ottawa County, Ohio, met in special session at the Ottawa County Engineer's Office, 8247 W State Route #163, Oak Harbor, Ohio on August 21, 2018 with the following in attendance:

Benton Township: William Belkofer, James Buhro, David Millinger, Gayle Millinger
Erie Township: Frederick Bice, Anthony Wells, Alfred Wozniak, Louise Toris
Harris Township: Carol Baker, Beverly Haar, Jerald Haar
Ottawa County: Ron Lajti, Craig Miller, Tina Molnar

Beverly Haar, Harris Township made the motion, second by **Jerald Haar, Harris Township** to adopt the following resolution:

Resolution Number: **SM-2018-01**
Walbridge East TR #68, Fritchie TR #131 & Lickert-Harder TR #22 Roads Resurfacing
Issue I Round 33 Ohio Public Works Grant/Loan Application
Cooperation Agreement
Date **August 21, 2018**

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, Benton Township, Erie Township and Harris Township are planning to make capital improvements to various roads in their respective townships, and

Whereas, the infrastructure improvements are considered to be a priority need for the communities and are qualified under the OPWC program, and

Whereas Benton, Erie and Harris Townships will execute a cooperation agreement for a joint road resurfacing project under Ohio Public Works Commission Issue 1, Round 33, in the amount of \$562,516.00.

Be it resolved, Benton Township, Erie Township, and Harris Township, all of Ottawa County, Ohio, agree to enter into a cooperative agreement to submit an application to the Ohio Public Works Commission for the Walbridge East TR #68, Fritchie TR #131 & Lickert-Harder TR #22 Roads Resurfacing Project, and

Resolved, further agree to the following:

1. Benton, Erie and Harris Townships agree to provide a percentage of the total project costs based upon the Engineer's Estimates for their individual road projects. The preliminary ratio of cost sharing is:

Benton Township: \$121,007 or 21%
Erie Township: \$314,271 or 56%
Harris Township: \$127,238 or 23%
2. All participants agree that the proportions listed above are preliminary and subject to change based upon the final construction costs of each road in the application. It is further agreed that any loan funding received through this application will be split among the townships according to the percentage of final construction costs for this project.
3. Benton, Erie and Harris Townships will be responsible for cost overages for only their roads.
4. Benton, Erie and Harris Townships agree to pay their portion of the costs as invoiced by the County Engineer.
5. Erie Township and Harris Township agree to submit their loan payments, if any, to Benton Township a minimum of 30 days prior to the Ohio Public Works loan repayment due date.

6. Benton Township agrees to submit loan payments, if any, to the Ohio Public Works Commission on behalf of all parties by the due date.
7. Benton Township, Erie Township and Harris Township authorize the following:
 - Section 1: Benton Township to serve as lead applicant
 - Section 2: David Millinger, Benton Township Trustee, is hereby authorized and directed to apply to the OPWC for funds for the above described project.
 - Section 3: David Millinger, Benton Township Trustee, is further authorized to enter into any agreements as may be necessary and appropriate for obtaining this financial assistance.

The resolution was duly adopted this 21st day of August, 2018.

Benton Township:



 William Belkofer

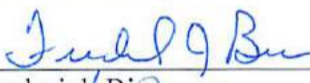


 James Buhro



 David Millinger

Erie Township:



 Frederick Bice



 Anthony Wells



 Alfred Wozniak

Harris Township:



 Carol Baker



 Beverly Haar



 Jerald Haar

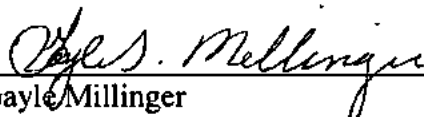
I, Gayle Millinger, Fiscal Officer of Benton Township, Ottawa County, Ohio, hereby do certify that the above Joint Board entered into this agreement this 21st day of August 2018 in a special meeting as stated.



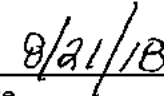
 Gayle Millinger
 Benton Township Fiscal Officer

Benton Township Board Of Trustees, Ottawa County, Ohio
1670 N Walker St. PO BOX 7
Graytown, Ohio 43432

I, Gayle Millinger, Fiscal Officer of Benton Township, hereby certify that Benton Township will have the amount of \$50,018 in the Gas Fund or Road and Bridge and that this amount will be used to pay the local share for the Walbridge East TR #68, Fritchie TR #131 & Lickert-Harder TR #22 Roads Resurfacing Project when it is required.



Gayle Millinger
Benton Township Fiscal Officer



Date

ERIE TOWNSHIP TRUSTEES
Ottawa County, Ohio

BOARD OF TRUSTEES

Anthony Wells
Alfred Wozniak, Jr.
Frederick Bice

Louise Toris, Fiscal Officer
P.O. Box 312
LaCarne, Ohio 43439
(419) 635-2010

I, Louise Toris, Fiscal Officer of Erie Township, hereby certify that Erie Township will have the amount of \$129,904 in the General and that this amount will be used to pay the local share for the Walbridge East TR #68, Fritchie TR #131 & Lickert-Harder TR #22 Roads Resurfacing Project when it is required.



Louise Toris
Erie Township Fiscal Officer

8/21/2018

Date

Harris Township, Ottawa County
Offices in the Harris-Elmore Fire & EMS Station
321 Rice St., P.O. Box 341
Elmore, Ohio 43416
www.harristownshipohio.com Ph. 419-862-3332

Trustees: Beverly K. Haar, Chairman, Jerald A. Haar, Carol A. Baker
Fiscal Officer: Laura J. Hazel

August 21, 2018

I, Laura Hazel, Fiscal Officer of Harris Township, hereby certify that Harris Township will have the amount of \$52,594 in the Gas Tax Fund, Motor Vehicle License Tax Fund, and Road and Bridge Fund and that this amount will be used to pay the local share for the Walbridge East TR #68, Fritchie TR #131 & Lickert-Harder TR #22 Roads Resurfacing Project when it is required.



Laura Hazel
Harris Township Fiscal Officer

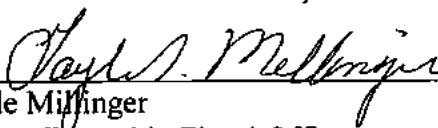


Date

Benton Township Board Of Trustees, Ottawa County, Ohio
1670 N Walker St. PO BOX 7
Graytown, Ohio 43432

I, Gayle Millinger, Fiscal Officer of Benton Township, hereby certify that Benton Township will collect the amount of \$55,000 in the Gas Fund or Road and Bridge that this amount will be used to repay the Ohio Public Works Commission SCIP or RLP loan requested for the Walbridge East TR #68, Fritchie TR #131 & Lickert-Harder TR #22 Roads Resurfacing Project over a term of ten years.

Benton Township will collect loan payments from Erie Township and Harris Township, co- applicants for this application, thirty days prior to the Ohio Public Works due date. Benton Township will submit payments to the Ohio Public Works Commission on the behalf of all three townships.



Gayle Millinger
Benton Township Fiscal Officer

Date 8/21/18

ERIE TOWNSHIP TRUSTEES
Ottawa County, Ohio

BOARD OF TRUSTEES

Anthony Wells
Alfred Wozniak, Jr.
Frederick Bice

Louise Toris, Fiscal Officer
P.O. Box 312
LaCarne, Ohio 43439
(419) 635-2010

I, Louise Toris, Fiscal Officer of Erie Township, hereby certify that Erie Township will collect the amount of \$30,728 in the General and that this amount will be used to repay the Ohio Public Works Commission SCIP or RLP loan requested for the Walbridge East TR #68, Fritchie TR #131 & Lickert-Harder TR #22 Roads Resurfacing Project over a term of ten years.

Erie Township will submit loan payments to Benton Township, the lead applicant for this application, thirty days prior to the Ohio Public Works due date. Benton Township will submit payments to the Ohio Public Works Commission on our behalf.



Louise Toris
Erie Township Fiscal Officer

8/21/2018

Date


Harris Township, Ottawa County
Offices in the Harris-Elmore Fire & EMS Station
321 Rice St., P.O. Box 341
Elmore, Ohio 43416
www.harristownshipohio.com Ph. 419-862-3332

Trustees: Beverly K. Haar, Chairman, Jerald A. Haar, Carol A. Baker
Fiscal Officer: Laura J. Hazel

August 21, 2018

I, Laura Hazel, Fiscal Officer of Harris Township, hereby certify that Harris Township will collect the amount of \$12,441 in the Road and Bridge Fund and that this amount will be used to repay the Ohio Public Works Commission SCIP or RLP loan requested for the Walbridge East TR #68, Fritchie TR #131 & Lickert-Harder TR #22 Roads Resurfacing Project over a term of ten years.

Harris Township will submit loan payments to Benton Township, the lead applicant for this application, thirty days prior to the Ohio Public Works due date. Benton Township will submit payments to the Ohio Public Works Commission on our behalf.



Laura Hazel
Harris Township Fiscal Officer

8-21-2018

Date

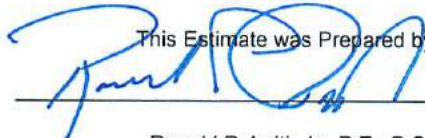
Walbridge East TR #68, Fritchie TR #131 & Lickert-Harder TR #22 Roads Resurfacing

Item	Qty	Units	Description	Unit Price	Total
Walbridge East Road TR #68 (Benton Twp)					
405	836	TONS	#67 MIX	\$ 48.00	\$ 40,128.00
405	67	TONS	CHOKE COAT	\$ 52.00	\$ 3,484.00
405	10363	GALS	CM-150, BITUMINOUS MATERIAL	\$ 3.40	\$ 35,235.00
441	239	TON	ASPHALT CONCRETE INTERMEDIATE (SCRATCH), TYPE 1	\$ 84.00	\$ 20,076.00
411	244	TONS	BERM STONE	\$ 24.00	\$ 5,856.00
614	LUMP	SUM	MAINTENANCE OF TRAFFIC	\$ 3,000.00	\$ 3,000.00
103.05	LUMP	SUM	CONTRACT BOND	\$ 1,617.00	\$ 1,617.00
Subtotal - Walbridge East Road					\$ 109,400.00
Fritchie Road TR #131 (Erie Twp)					
254	18410	SY	PAVEMENT PLANING	\$ 1.50	\$ 27,615.00
253	37	CY	PAVEMENT REPAIR	\$ 200.00	\$ 7,400.00
407	1473	GALS	TACK COAT (SCRATCH)	\$ 2.10	\$ 3,094.00
407	921	GALS	TACK COAT (SURFACE)	\$ 2.10	\$ 1,935.00
441	2046	TON	2" ASPHALT CONCRETE INTERMEDIATE (SCRATCH), TYPE 1	\$ 64.00	\$ 130,944.00
441	1279	TON	1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22	\$ 72.00	\$ 92,088.00
441	45	TON	2.25" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22	\$ 72.00	\$ 3,240.00
411	220	TON	BERM STONE	\$ 24.00	\$ 5,280.00
642	1.49	MILE	CENTERLINE, TYPE 1	\$ 900.00	\$ 1,341.00
642	2.99	MILE	WHITE EDGELINE, TYPE 1	\$ 650.00	\$ 1,943.50
614	LUMP	SUM	MAINTENANCE OF TRAFFIC	\$ 6,000.00	\$ 6,000.00
103.05	LUMP	SUM	CONTRACT BOND	\$ 4,214.00	\$ 4,214.00
Subtotal - Fritchie Road					\$ 285,094.50
Lickert-Harder Road TR #22 (Harris Twp)					
253	67	CY	PAVEMENT REPAIR	\$ 200.00	\$ 13,400.00
407	939	GALS	TACK COAT (SCRATCH)	\$ 2.10	\$ 1,972.00
407	501	GALS	TACK COAT (SURFACE)	\$ 2.10	\$ 1,053.00
441	348	TON	0.75" ASPHALT CONCRETE INTERMEDIATE (SCRATCH), TYPE 1	\$ 74.00	\$ 25,752.00
441	870	TON	1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22	\$ 74.00	\$ 64,380.00
441	29	TON	2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22	\$ 74.00	\$ 2,146.00
642	1.29	MILE	CENTERLINE, TYPE 1	\$ 900.00	\$ 1,161.00
614	LUMP	SUM	MAINTENANCE OF TRAFFIC	\$ 3,500.00	\$ 3,500.00
103.05	LUMP	SUM	CONTRACT BOND	\$ 1,701.00	\$ 1,701.00
Subtotal - Lickert-Harder Road					\$ 115,065.00

Walbridge East TR #68, Fritchie TR #131 & Lickert-Harder TR #22 Roads Resurfacing

Item	Qty	Units	Description	Unit Price	Total
			SUBTOTAL		\$ 509,560.00
			ENGINEERING		\$ -
			PERMITS, LEGAL, ADVERTISING		\$ 2,000.00
			CONTINGENCIES	10.0%	\$ 50,956.00

Total **\$ 562,516.00**

This Estimate was Prepared by :


Ronald P. Lajti, Jr., P.E., P.S.
 Ottawa County Engineer
 Project Life will be 12 years





ROAD RESURFACING 2019 - COST ESTIMATE

BENTON TOWNSHIP - WALBRIDGE EAST ROAD (TR#68)
 ESTIMATOR: CRM
 DATE: 7/24/2018

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 TONS	UNIT COST		APPLIED COST	TOTAL COST
WALBRIDGE EAST ROAD FROM STAGE TO SR 590	1.00	5265	18.5	10823	CM-150	0.93	10064.9	\$ 3.40	\$ 34,220.75	#67	150			812	\$ 48.00	\$ 38,961.00	\$ 73,181.75	DRAG COAT
	1.00	5265	18.5	10823						#9	12			64.9	\$ 52.00	\$ 3,376.62	\$ 3,376.62	CHOKE COAT
				320	CM-150	0.93	297.6	\$ 3.40	\$ 1,011.84	#67	150			24	\$ 48.00	\$ 1,152.00	\$ 2,163.84	DRAG COAT (INTERSECTION AND DRIVES)
				320						#9	12			1.9	\$ 52.00	\$ 99.84	\$ 99.84	CHOKE COAT (INTERSECTION AND DRIVES)
	0.81	4300	9.0	4300								1.00		238.89	\$ 84.00	\$ 20,066.67	\$ 20,066.67	441 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448)
	1.99	10530	1.5	1755								411	2.5	243.8	\$ 24.00	\$ 5,850.00	\$ 5,850.00	COMPACTED AGGREGATE (411 BERM)
																	\$ 3,000.00	MAINTENANCE OF TRAFFIC
																	\$ 1,617.00	BOND PREMIUM
																	\$ 109,355.71	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 (4 TOTAL) & CONCRETE DRIVES, THIS WILL NOT BE A SEPERATELY PAID ITEM. THERE ARE A TOTAL OF ±18 DRIVES, QUANTITIES ON ESTIMATE WERE COMPUTED AS FOLLOWS:

TOTAL LENGTH	WIDTH	SY
720	4	320

ESTIMATE ALSO TO INCLUDE THE MILLING OF ABUTTING JOINTS AT ALL INVOLVED INTERSECTIONS. JOINTS SHALL BE THE FULL WIDTH OF PAVEMENT, 10 FEET IN LENGTH IN INTERSECTIONS, AND AT A DEPTH EQUAL TO THE DEPTH OF PROPOSED ASPHALT OVERLAYMENT.

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

DRAG COAT LISTED ABOVE SHALL BE MIXED IN A PUGMILL AT THE CONTRACTOR'S SITE. INSPECTOR SHALL BE NOTIFIED OF DATE, TIME, AND LOCATION, 48 HOUR IN ADVANCE OF MIXING. MATERIAL IS TO BE PLACED WITH A CONVENTIONAL PAVER WITH A 3/16" PER FOOT CROSS SLOPE.

448 SURFACE TYPE 1, SCRATCH COURSE LISTED ABOVE WILL BE LAYED IN VARIOUS LOCATIONS TO CORRECT SEVERE CROSS-SECTIONAL SLOPE ISSUES. THE ESTIMATED AMOUNT ABOVE IS FOR ESTIMATING PURPOSES ONLY AND THE ENTIRE QUANTITY IS NOT GAURANTEED. EXACT LOCATIONS WILL BE MARKED OUT ONSITE BY THE ENGINEER AT THE TIME OF CONSTRUCTION. ESTIMATE INCLUDES 4300 LF OF HALF WIDTH SCRATCH COURSE WITH AN AVERAGE THICKNESS OF 1" (ZERO AT CENTERLINE, VARYING AT EDGE OF PAVEMENT).

PAVEMENT IS ON AN AVERAGE OF 18.0' IN WIDTH. 18.5' WAS USED FOR MATERIAL PADDING DUE TO INCONSISTENCIES IN THE CROSS-SECTIONAL SLOPE OF THE EXISTING PAVEMENT. FINISH PAVEMENT WIDTH SHALL BE 18.5'.

TRAFFIC SHALL BE MAINTAINED.

SEE OTTAWA COUNTY SUPPLEMENTAL SPECIFICATIONS FOR COLD MIX AND HOT MIX.

ROAD SHALL BE COLD MIX PAVED FULL WIDTH.

ROAD RESURFACING 2019 - COST ESTIMATE

ERIE TOWNSHIP - FRITCHIE RD. (TR131)
 ESTIMATOR: CRM
 DATE: 7/6/18

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 TONS		UNIT COST	APPLIED COST	TOTAL COST		
FRITCHIE ROAD FROM CARROLL-ERIE TO TETTAU	1.49	7890	21.0	18410							1.75				\$ 1.50	\$ 27,615.00	\$ 27,615.00	254 - PAVEMENT PLANING		
		400.0	6.0	266.7							5	37.0			\$ 200.00	\$ 7,407.41	\$ 7,407.41	253 - PAVEMENT REPAIR		
	1.49	7890	21.0	18410	Tack	0.080	1472.8	\$ 2.10	\$ 3,092.88								\$ 3,092.88	\$ 3,092.88	TACK COAT (INTERMEDIATE)	
	1.49	7890	21.0	18410	Tack	0.05	920.5	\$ 2.10	\$ 1,933.05								\$ 1,933.05	\$ 1,933.05	TACK COAT (SURFACE)	
				400	PG64-22						448	2.00	44.44	\$ 72.00	\$ 3,200.00	\$ 3,200.00	\$ 3,200.00	\$ 3,200.00	2.25" 448 SURFACE TYPE 1 (DRIVES)	
	1.49	7890	21.0	18410	PG64-22						448	2.00	2045.56	\$ 64.00	\$ 130,915.56	\$ 130,915.56	\$ 130,915.56	\$ 130,915.56	2" 448 INTERMEDIATE COURSE, TYPE 2 (INTERMEDIATE)	
	1.49	7890	21.0	18410	PG64-22						448	1.25	1278.47	\$ 72.00	\$ 92,050.00	\$ 92,050.00	\$ 92,050.00	\$ 92,050.00	1.25" 448 SURFACE TYPE 1 (SURFACE)	
	2.99	15780	1.5	2630							411	1.5	219.2	\$ 24.00	\$ 5,260.00	\$ 5,260.00	\$ 5,260.00	\$ 5,260.00	BERM STONE	
	1.49														\$ 900.00	\$ 1,344.89	\$ 1,344.89	\$ 1,344.89	CENTER LINE	
	2.99														\$ 650.00	\$ 1,942.61	\$ 1,942.61	\$ 1,942.61	WHITE EDGELINE	
																\$ 6,000.00	\$ 6,000.00	\$ 6,000.00	MAINTENANCE OF TRAFFIC	
																	\$ 4,212.00	\$ 4,212.00	\$ 4,212.00	CONTRACT BOND
																	\$ 284,973.39	\$ 284,973.39	\$ 284,973.39	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 & CONCRETE DRIVES, THIS WILL NOT BE A SEPERATELY PAID ITEM. THERE ARE A TOTAL OF ±20 (±NEED MILLING) DRIVES, QUANTITIES ON ESTIMATE WERE COMPUTED AS FOLLOWS:

TOTAL LENGTH	WIDTH	SY
1200	3	400

ESTIMATE ALSO TO INCLUDE ABUTTING JOINTS AT ALL INVOLVED INTERSECTIONS. JOINTS SHALL BE THE FULL WIDTH OF PAVEMENT, 10 FEET IN LENGTH IN INTERSECTIONS, AND AT A DEPTH EQUAL TO THE DEPTH OF PROPOSED ASPHALT OVERLAYMENT (NOTE - THESE QUANTITIES ARE INCLUDED IN THE DRIVES ABOVE).

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

ROAD WIDTH VARIES SLIGHTLY, 21' IS THE AVERAGE WIDTH.

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

ROAD RESURFACING 2018 - COST ESTIMATE

HARRIS TOWNSHIP - LICKERT-HARDER RD. (TR#22)

ESTIMATOR: CRM

DATE: 6/28/17

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 TONS		UNIT COST	APPLIED COST	TOTAL COST	
LICKERT-HARDER ROAD FROM S.R. 105 TO S.R. 163		900.0	6.0	600.0							4	66.7			\$ 200.00	\$ 13,333.33	\$ 13,333.33	253 - PAVEMENT REPAIR	
	1.29	6826	16.5	12514	Tack	0.075	938.58	\$ 2.10	\$ 1,971.01								\$ 1,971.01	TACK COAT (INTERMEDIATE)	
	1.29	6826	16.5	12514	Tack	0.04	500.57	\$ 2.10	\$ 1,051.20								\$ 1,051.20	TACK COAT (SURFACE)	
				253	PG64-22					448	2.00		28.11	\$ 74.00	\$ 2,080.22	\$ 2,080.22	2" 448 SURFACE TYPE 1 (DRIVES)		
	1.29	6828	16.5	12518	PG64-22					448	0.50		347.72	\$ 74.00	\$ 25,731.44	\$ 25,731.44	0.75" 448 INTERMEDIATE COURSE, TYPE 1 (INTERMEDIATE)		
	1.29	6826	16.5	12514	PG64-22					448	1.25		869.05	\$ 74.00	\$ 64,309.77	\$ 64,309.77	1.25" 448 SURFACE TYPE 1 (SURFACE)		
		1.29													\$ 900.00	\$ 1,161.00	\$ 1,161.00	CENTER LINE	
																\$ 3,500.00	\$ 3,500.00	MAINTENANCE OF TRAFFIC	
																	\$ 1,698.00	\$ 1,698.00	CONTRACT BOND
																	\$ 114,835.98		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 & CONCRETE DRIVES, THIS WILL NOT BE A SEPERATELY PAID ITEM. THERE ARE A TOTAL OF ±19 DRIVES, QUANTITIES ON ESTIMATE WERE COMPUTED AS FOLLOWS:

TOTAL LENGTH	WIDTH	SY
570	4	253.3

ESTIMATE ALSO TO INCLUDE ABUTTING JOINTS AT ALL INVOLVED INTERSECTIONS. JOINTS SHALL BE THE FULL WIDTH OF PAVEMENT, 10 FEET IN LENGTH IN INTERSECTIONS, AND AT A DEPTH EQUAL TO THE DEPTH OF PROPOSED ASPHALT OVERLAYMENT (NOTE - THESE QUANTITIES ARE INCLUDED IN THE DRIVES ABOVE).

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

ROAD WIDTH VARIES, 16.5' IS THE AVERAGE WIDTH. 15.75' IS THE MINIMUM WIDTH.

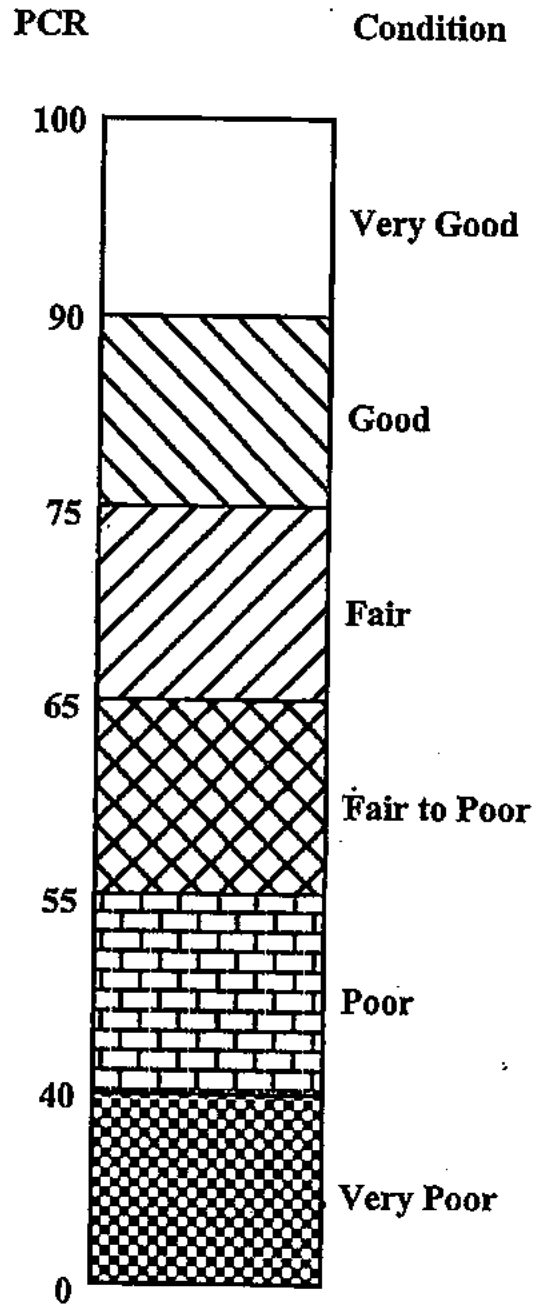
QUANTITIES ON PROPOSAL ARE SLIGHTLY HIGHER THAN ON COST ESTIMATE DUE TO ROUNDING

LOCAL TRAFFIC SHALL BE MAINTAINED DURING CONSTRUCTION.

SEE SUPLIMENTAL SPECIFICATIONS FOR APSHALT CONCRETE PAVEMENT

THE SCRATCH COURSE IS TO BE INCREASED IN THICKNESS TO AN AVERAGE OF 1.5" THROUGH THE CURVES ROUGHLY 1600 LF NORTH OF SR 105. THE 700' LONG SECTION IS FROM APPROXIMATLY STA 12+50 TO STA 19+50. EXTACT LOCATION WILL BE MARKED OUT ONSITE AT THE TIME OF CONSTRUCTION.

Pavement Condition Rating (PCR) Scale



ROAD NAME: WALBRIDGE EAST RD
 LOG MILE: SR-590
 TO: STANGE RD

**FLEXIBLE PAVEMENT
 CONDITION RATING FORM**

DATE: 8/7/2018
 RATED BY: VPS

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.*			DEDUCT POINTS***		
		L	M	H	O	F	E			
RAVELING	10	M	0.3	0.6	1	E	0.5	0.8	1	6.0
BLEEDING	5	H	0.8	0.8	1	E	0.6	0.9	1	5.0
PATCHING	5	L	0.3	0.6	1	F	0.6	0.8	1	1.2
POTHoles/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	L	0.3	0.7	1	O	0.6	0.8	1	1.8
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	-	0.4	0.7	1	-	0.5	0.7	1	
LONGITUDINAL JOINT CRACKING	5	-	0.4	0.7	1	-	0.5	0.7	1	
EDGE CRACKING	5	L	0.4	0.7	1	F	0.5	0.7	1	1.4
RANDOM CRACKING	5	L	0.4	0.7	1	F	0.5	0.7	1	1
TOTAL DEDUCT =									31.3	
SUM OF STRUCTURAL DEDUCT (BOLD) =									8.2	
100 - TOTAL DEDUCT = PCR =									68.7	

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

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

NOTES: THE OUTSIDE FEW FEET OF THE LANES ARE THE WORST PART OF THIS ROAD, THEY ARE SETTLING AND CRACKING. THE TOWNSHIP HAS TAR AND CHIPPED THESE AREAS WHICH HAS HELD THE ROAD TOGETHER, BUT TYPICAL MAINTENANCE CAN NOT DO ANYTHING FOR THE SETTLING THAT IS OCCURRING. THE ROAD IS BLEEDING AS WELL. IN A FEW AREAS WHERE THE ROAD HAS SETTLED, WATER IS NO POOLING DURING RAINS.

ROAD NAME: FRITCHIE RD
 LOG MILE: TETTAU RD
 TO: SALEM-CARROLL RD

**FLEXIBLE PAVEMENT
 CONDITION RATING FORM**

DATE: 8/7/2018
 RATED BY: VPS

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.*			DEDUCT POINTS***		
		L	M	H	O	F	E			
RAVELING	10	L	0.3	0.6	1	F	0.5	0.8	1	2.4
BLEEDING	5	-	0.8	0.8	1	-	0.6	0.9	1	
PATCHING	5	-	0.3	0.6	1	-	0.6	0.8	1	
POTHoles/DEBONDING	10	-	0.4	0.7	1	-	0.5	0.8	1	
CRACK SEALING DEFICIENCY	5	L	1	1	1	E	0.5	0.8	1	5.0
RUTTING	10	-	0.3	0.7	1	-	0.6	0.8	1	
SETTLEMENT	10	L	0.5	0.7	1	O	0.5	0.8	1	2.5
CORRUGATIONS	5	-	0.4	0.8	1	-	0.5	0.8	1	
WHEEL TRACK CRACKING	15	M	0.4	0.7	1	E	0.5	0.7	1	10.5
BLOCK AND TRANSVERSE CRACKING	10	L	0.4	0.7	1	E	0.5	0.7	1	4.0
LONGITUDINAL JOINT CRACKING	5	L	0.4	0.7	1	F	0.5	0.7	1	1.4
EDGE CRACKING	5	M	0.4	0.7	1	E	0.5	0.7	1	3.5
RANDOM CRACKING	5	L	0.4	0.7	1	F	0.5	0.7	1	1
									TOTAL DEDUCT =	30.7
									SUM OF STRUCTURAL DEDUCT (BOLD) =	15.9
									100 - TOTAL DEDUCT = PCR =	69.3

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

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

NOTES: THIS ROAD IS HEAVILY CRACK SEAL DEFICIENT, THERE ARE SIMPLY TOO MANY CRACKS TO SEAL THEM WITH CRACK SEAL. THERE ARE AREAS WHERE THE EDGE OF THIS ROAD IS CRUMBLING. IN THOSE AREAS, AS WELL AS FEW MORE, THE ROAD IS STARTING TO SETTLE. THERE IS NOT A MAJOR ISSUE WITH POTHOLES OR PATCHING ON THIS ROAD, IT IS JUST CRACKING HEAVILY. EDGE CRACKING IS VERY PREVELANT, WITH GRASS GROWING IN THESE CRACKS IN SOME SPOTS.

ROAD NAME: LICKERT-HARDER RD
 LOG MILE: SR-163
 TO: SR-105

**FLEXIBLE PAVEMENT
 CONDITION RATING FORM**

DATE: 8/7/2018
 RATED BY: VPS

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*				EXTENT WT.*				DEDUCT POINTS***
			L	M	H		O	F	E	
RAVELING	10	M	0.3	0.6	1	F	0.5	0.8	1	4.8
BLEEDING	5	L	0.8	0.8	1	O	0.6	0.9	1	2.4
PATCHING	5	L	0.3	0.6	1	O	0.6	0.8	1	0.9
POTHOLE/DEBONDING	10	-	0.4	0.7	1	-	0.5	0.8	1	
CRACK SEALING DEFICIENCY	5	H	1	1	1	E	0.5	0.8	1	5.0
RUTTING	10	-	0.3	0.7	1	-	0.6	0.8	1	
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	F	0.5	0.7	1	4.2
BLOCK AND TRANSVERSE CRACKING	10	M	0.4	0.7	1	F	0.5	0.7	1	4.9
LONGITUDINAL JOINT CRACKING	5	-	0.4	0.7	1	-	0.5	0.7	1	
EDGE CRACKING	5	M	0.4	0.7	1	E	0.5	0.7	1	3.5
RANDOM CRACKING	5	M	0.4	0.7	1	E	0.5	0.7	1	4
TOTAL DEDUCT =										36.2
SUM OF STRUCTURAL DEDUCT (BOLD) =										12.6
100 - TOTAL DEDUCT = PCR =										63.8

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

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

NOTES: THE EDGES ARE CRACKING EXTENSIVELY, GRASS IS GROWING IN THESE CRACKS IN SOME AREAS. 90% OF THE CRACKS DO NOT HAVE CRACK SEAL IN THEM. THERE ARE A FAIR AMOUNT OF LONGITUDINAL CRACKS, BUT THEY ARE A COUPLE FEET IN FROM THE EDGE OF PAVEMENT. THE EDGES ARE THE WORST PART OF THIS ROAD.

Walbridge East TR #68, Fritchie TR #131 & Lickert-Harder TR #22 Roads Resurfacing

Traffic Counts - Actual and Estimated
Ottawa County - Issue I 2018

Road Name	Road Number	Begin	End	ADT actual	ADT 2038 est.
Walbridge East	TR #68	Stange	SR 590	118	144
Fritchie	TR #131	Carroll-Erie	Tettau	794	969
Lickert-Harder	TR #22	SR 105	SR 163	88	107
			Total	1000	1220

Estimates are based on actual 2018 traffic counts.

MetroCount Traffic Executive Vehicle Counts (Virtual Day)

VirtVehicleCount-107 -- English (ENU)

Datasets:

Site: [] BEN-TR68-5.35
Attribute: WALBRIDGE EAST
Direction: 8 - East bound A>B, West bound B>A. Lane: 0
Survey Duration: 11:00 Friday, July 13, 2018 => 11:52 Monday, July 23, 2018,
Zone:
File: BEN-TR68-5.35.EC0 (Plus)
Identifier: DH68A3TH MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v5.02)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 11:00 Friday, July 13, 2018 => 11:52 Monday, July 23, 2018 (10.0366)
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), P = East, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 300 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 1183 / 1183 (100.00%)

* Virtual Day - Total=118, 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	1	0	0	0	1	1	3	5	5	6	6	7	10	8	7	9	8	11	11	7	6	4	
3	1																						
1	0	0	0	0	0	0	1	1	1	1	1	2	2	2	2	2	3	3	3	2	2	1	
1	0	0	0	0	0	0	1	1	1	2	1	2	3	2	2	2	1	3	2	2	1	1	
1	1																						
1	0	0	0	0	0	1	1	2	2	1	2	1	2	2	2	2	2	3	3	2	2	1	
1	0	0	0	0	0	0	1	1	1	1	2	2	3	2	1	2	3	2	2	2	1	1	

AM Peak 1145 - 1245 (9), AM PHF=0.71 PM Peak 1645 - 1745 (11), PM PHF=0.92

Numbers have been rounded to the nearest Integer.

MetroCount Traffic Executive Vehicle Counts (Virtual Day)

VirtVehicleCount-108 -- English (ENU)

Datasets:

Site: [002] ERI-TR131-0.55
Attribute: FRITCHIE
Direction: 8 - East bound A>B, West bound B>A. Lane: 0
Survey Duration: 14:00 Thursday, June 28, 2018 => 12:27 Thursday, July 5, 2018,
Zone:
File: ERI-TR131-0.55.EC0 (Plus)
Identifier: DH81S60X MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v5.02)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 14:00 Thursday, June 28, 2018 => 12:27 Thursday, July 5, 2018 (6.93598)
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), P = East, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 300 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 5488 / 5489 (99.98%)

* Virtual Day - Total=794, 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	7	4	3	4	6	17	43	43	39	34	40	39	48	45	39	68	64	58	43	43	31	27	
31	18																						
2	1	1	1	1	2	8	13	9	8	10	10	11	11	12	18	17	15	12	11	7	7		
5	2	1	1	1	3	11	9	9	7	11	9	13	10	8	16	15	14	10	13	7	11		
6	2	1	1	1	2	6	13	13	11	10	10	11	11	13	8	18	18	14	12	10	8	7	
12	1	1	0	2	2	7	12	9	9	10	9	10	13	11	10	16	14	15	9	9	8	3	
8	3																						

AM Peak 0615 - 0715 (49), AM PHF=0.96 PM Peak 1500 - 1600 (68), PM PHF=0.95

Numbers have been rounded to the nearest integer.

MetroCount Traffic Executive Vehicle Counts (Virtual Day)

VirtVehicleCount-109 -- English (ENU)

Datasets:

Site: □ HAR-TR22
Attribute: LICKERT-HARDER
Direction: 7 - North bound A>B, South bound B>A. Lane: 0
Survey Duration: 11:00 Wednesday, July 12, 2017 => 9:55 Wednesday, July 19, 2017,
Zone:
File: HAR-TR22-0.50.EC0 (Plus)
Identifier: DH578K2B MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v5.02)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 11:00 Wednesday, July 12, 2017 => 9:55 Wednesday, July 19, 2017 (6.95488)
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), P = North, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 300 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 611 / 613 (99.67%)

* Virtual Day - Total=88, 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
1	0	0	1	0	1	2	3	3	3	5	6	4	6	6	7	7	8	7	6	4	4	3		
2	0	0	0	0	0	0	0	2	1	1	2	1	1	1	1	2	1	2	2	1	1	2	2	
0	0	0	0	0	0	0	0	1	0	1	2	2	2	2	2	2	1	2	2	2	1	0	0	
0	0	0	0	0	0	1	1	1	1	1	1	1	1	2	1	2	1	3	2	1	1	1	0	
0	0	0	0	0	0	0	0	0	2	1	1	2	1	1	2	2	2	2	2	2	1	1	0	

AM Peak 1000 - 1100 (6), AM PHF=0.67 PM Peak 1545 - 1645 (8), PM PHF=0.74

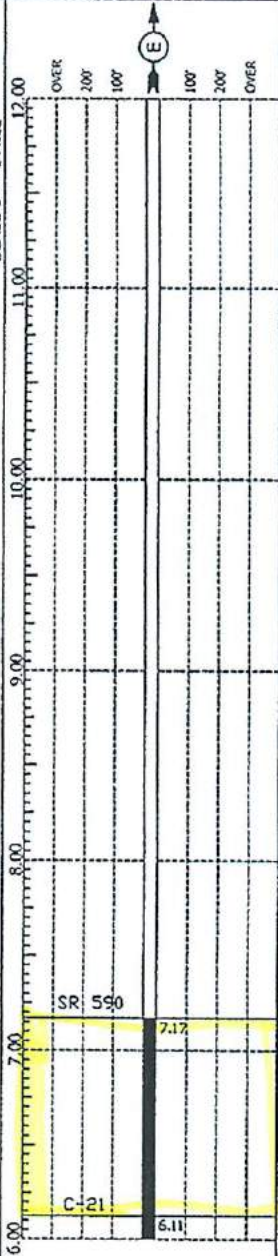
Numbers have been rounded to the nearest integer.

ROAD NO. I-68
 ROAD NAME Walbridge East
 SECTION 0.0-7.17
 NET LENGTH 7.17 / DDOT Benton=4.03
DDOT Allen=3.06
 R/W WIDTH _____
 DATE ESTAB. _____

OTTAWA COUNTY
COUNTY ENGINEERING DEPARTMENT
 COUNTY AND TOWNSHIP ROAD SYSTEM
 CONSTRUCTION PROJECT AND LOG RECORD

SPECIAL FEATURES _____

CARD 2 OF 2



YEAR BUILT	DESCRIPTION OF WORK	COST	WIDTH TYPE LENGTH
1948	Surface: 1'	\$4,410.45	12' E2
1950	Surface: 1' MC-1 MC-4 RS-2	\$889.51	9' 2.02
1970	Single seal by Twp. forces		14' 0.25
1992	Seal by Twp.		16' 0.30
1995	150lb drag CM150 by contract #67 W/12lbs #9	\$7,770.80	16' 0.30
1996	seal 0.50gal RS-2 30lbs 8's	\$2,225.00	17' 0.25

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

ROAD NO. T-131
 ROAD NAME Fritchie
 SECTION 0.0-1.47
 NET LENGTH 1.47
 R/W WIDTH west 1/2m = 50'
 DATE ESTAB.

OTTAWA COUNTY
COUNTY ENGINEERING DEPARTMENT
 COUNTY AND TOWNSHIP ROAD SYSTEM
 CONSTRUCTION PROJECT AND LOG RECORD

SPECIAL FEATURES



CARD 1 OF 1
 LOCATION Begin at T-26 in Erie Twp.
 thence east ending at C-14

YEAR BUILT	DESCRIPTION OF WORK	COST	WIDTH TYPE LENGTH
1941	Surface: 1' S.T. Base: 5'±		12' E2 0.50 E2 F 0.97
1944	Surface: 1' S.T. RT-8 20.30 #6 stone 22lbs		
1949	Surface: 1' S.T. Base: 5' MS-1a RS-3	\$27,100	
1960	30lb seal RS-2 0.40	\$1,995	
1969	100lb drag #8 CHS	\$7,721.62	
1972	Single seal 0.40gal RS-2 30lbs #8	\$3,145.26	
1979	100lb drag & sealed berms 1.20gal CBAE #8's	\$7,304.10 \$24,921.22	
1981	2-6' wedge courses each side single seal 0.50gal w/25lbs	\$35,781.66	
1992	L TIP 2 3/4 hot mix AC-20 & AC-10	\$56,846.07	
1996	sealed berms	\$3,405.81	2' x 1.50 x 2

SYMBOLS FOR ROAD TYPES

	PRIMITIVE		GRAVEL OR STONE
	UNIMPROVED		BIT. SURFACE-TREATED
	GRADED AND DRAINED		MIXED BITUMINOUS
	SOIL-SURFACED		BITUMINOUS PENETRATION

REMARKS

BIT. CONC. OR SHEET ASPHALT
 CONCRETE
 BRICK
 BLOCK

SPECIAL FEATURES

OTTAWA COUNTY

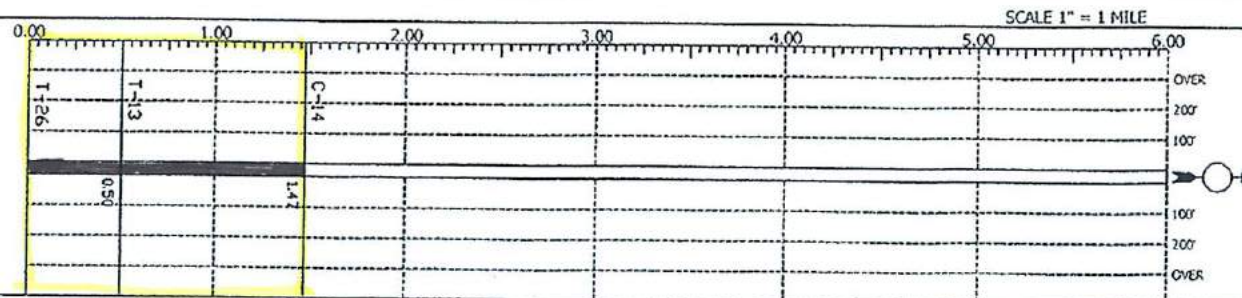
COUNTY ENGINEERING DEPARTMENT

ROAD NO. T-131
 ROAD NAME Fritchie
 SECTION 0.0-1.47
 NET LENGTH 1.47 / ODDT=1.51
 R/W WIDTH west 1/2 m = 50'
 DATE ESTAB. _____

CARD 2 OF _____

LOCATION Begin at T-26 in Erie Twp. thence east ending at C-14

ODDT mileage as of April 2008



YEAR BUILT	DESCRIPTION OF WORK	COST	WIDTH	TYPE LENGTH
1998	Sealed berms 1 foot on each side	\$1,390.00		
2000	Sealed berms 30lbs #8's 0.50gal HFRS-2 (2' wide)	\$834.51		
2001	Sealed berms 30lbs #8's 0.50gal HFRS-2 (2' wide)	\$2,224.01		

SYMBOLS FOR ROAD TYPES

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

REMARKS

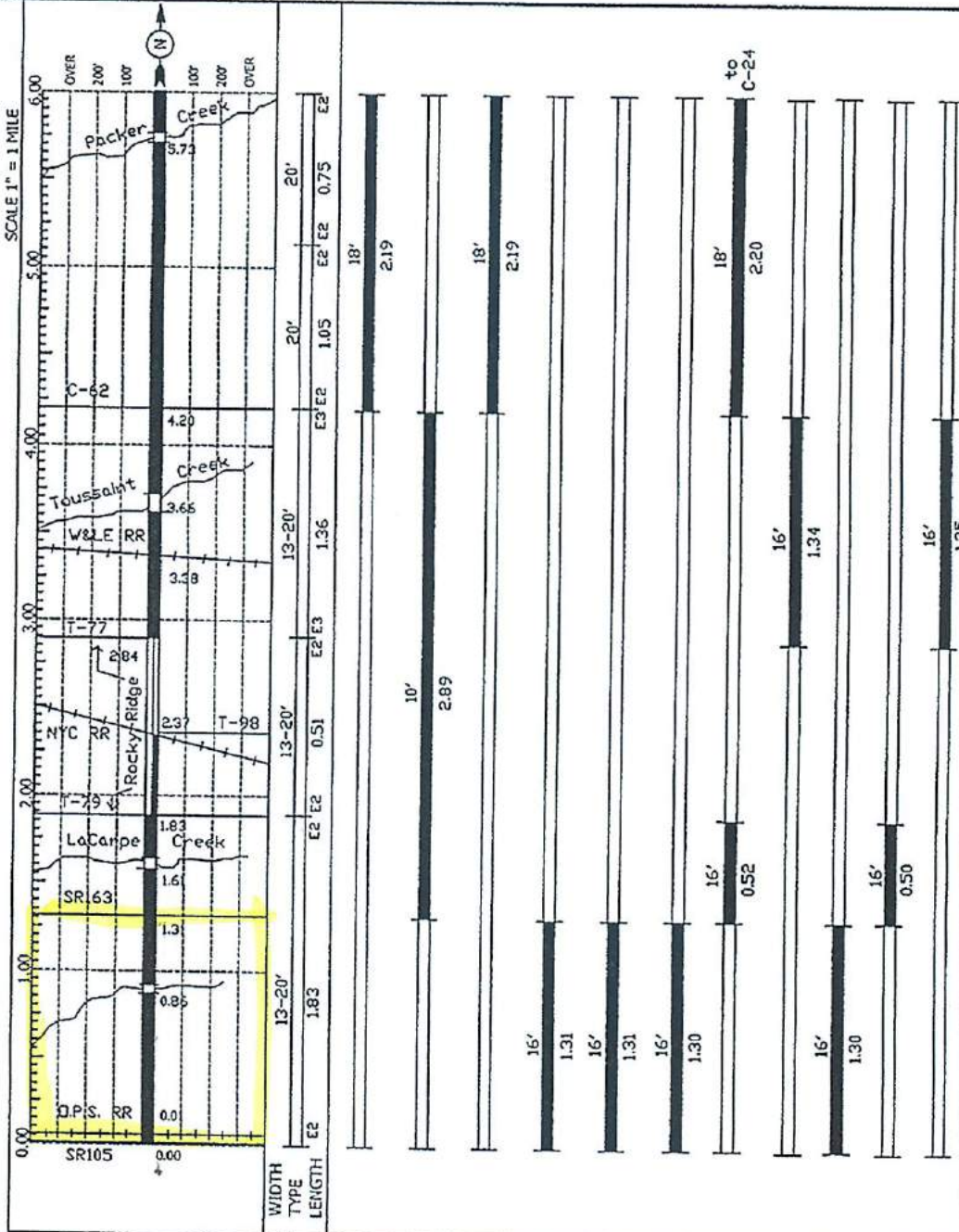
1

ROAD NO. T-22
 ROAD NAME Lickert-Harder
 SECTION 0.00 to 7.90
 NET LENGTH 6.41
 R/W WIDTH _____
 DATE ESTAB. _____

OTTAWA COUNTY
COUNTY ENGINEERING DEPARTMENT
 COUNTY AND TOWNSHIP ROAD SYSTEM
 CONSTRUCTION PROJECT AND LOG RECORD

SPECIAL FEATURES _____

CARD 1 OF 2
 LOCATION Begins at S.R. 105 in Harris Twp. thence North into Benton Twp. and crossing S.R. 163 thence North thru corporation of Rocky River thence to C-24. overlap C-22 to S.R. 2 0.52 mile and ending in Private Property



YEAR BUILT	DESCRIPTION OF WORK	COST	WIDTH TYPE LENGTH
1944	Surface 1' S.T. 0.33gal RT-8 25lbs #6		13-20' 1.83
1947	1.11gal MS-1a 0.18gal RS-3 76lbs #46, 10lbs #9, 25lbs #6	\$6,068.16	13-20' 0.51
1948	Surface 1' S.T.	\$2,070.13	E2' E2' 0.51
1954	Co. drag	\$6,626.56	13-20' 1.05
1963	85lbs #46 0.75gal MC-5	\$4,075.90	E2' E2' 1.05
1968	single seal 0.40gal RS-2 30lbs #8	\$1,737.98	20' 0.75
1969	single seal By Twp. forces		E2' E2' 0.75
1972	single seal by Benton Twp.		20' 0.75
1977	100lb drag CMS 1.10gal	\$14,953.87	18' 2.19
1980	Seal by Twp.		18' 2.19
1981	Seal by Twp.	\$10,554.50	18' 2.20

SYMBOLS FOR ROAD TYPES

	GRAVEL OR STONE
	BIT. SURFACE-TREATED
	MIXED BITUMINOUS
	BITUMINOUS PENETRATION
	PRIMITIVE
	UNIMPROVED
	GRADED AND DRAINED
	SOIL-SURFACED

REMARKS

	BIT. CONC. OR SHEET ASPHALT
	CONCRETE
	BRICK
	BLOCK

SPECIAL FEATURES

OTTAWA COUNTY

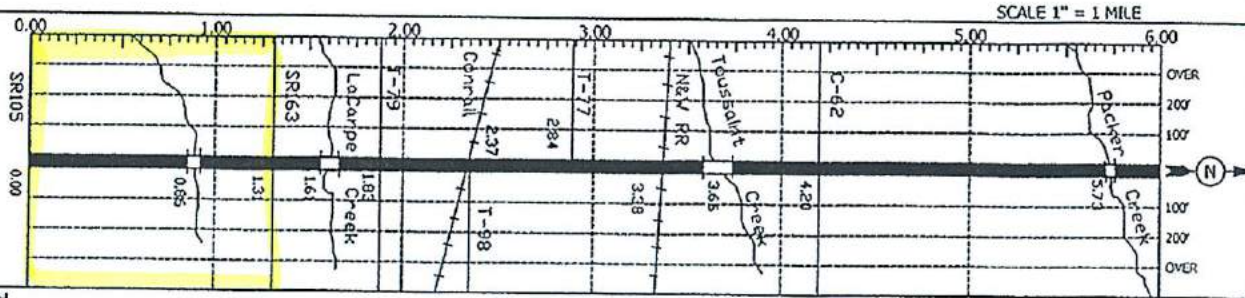
COUNTY ENGINEERING DEPARTMENT

COUNTY AND TOWNSHIP ROAD SYSTEM CONSTRUCTION PROJECT AND LOG RECORD

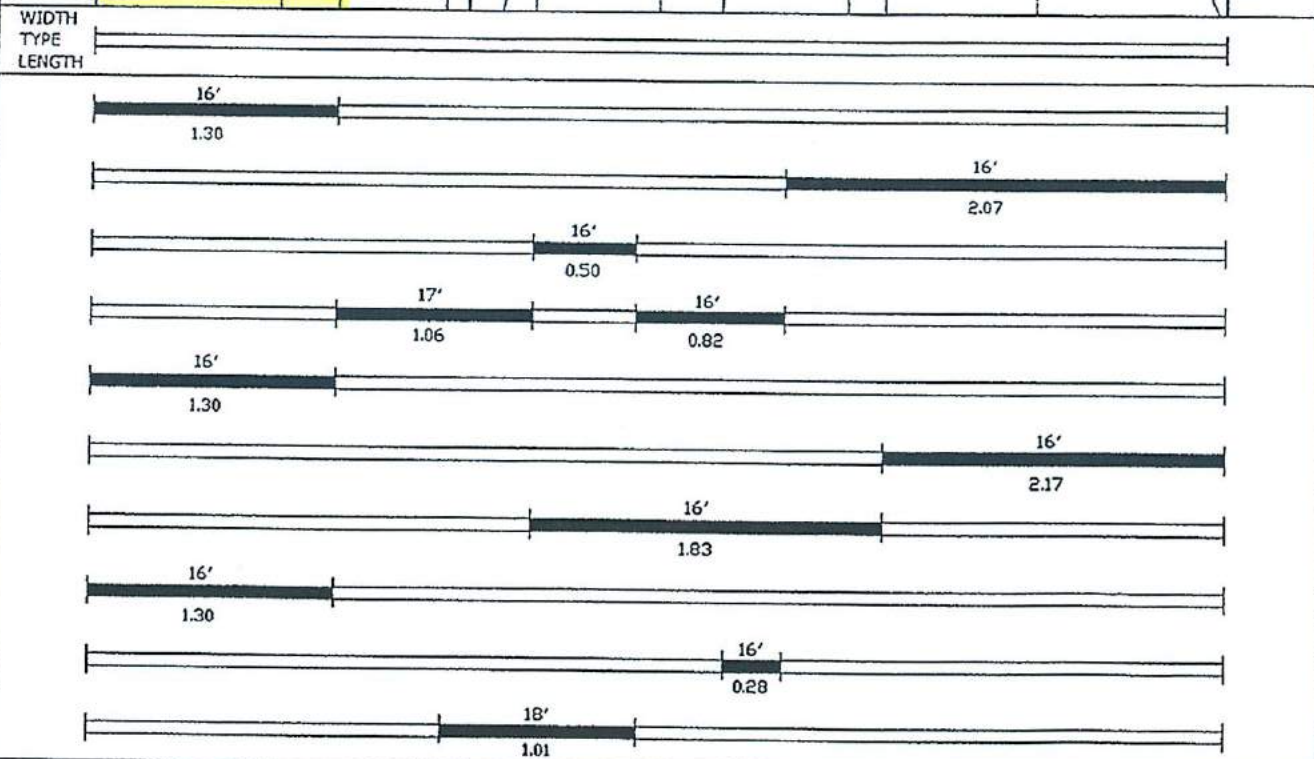
ROAD NO. T-22
 ROAD NAME Lickert-Harder
 SECTION 0.00-7.90
 NET LENGTH _____
 R/W WIDTH _____
 DATE ESTAB. _____

CARD 1 OF 2

LOCATION Harris & Benton



YEAR BUILT	DESCRIPTION OF WORK	COST
1981	Single seal 0.60gal MWS-90 30lbs #8's	\$10,102.93
1982	Seal	\$16,404.20
1984	Seal by Twp.	
1985	Seal by Twp.	
1989	MWS-90 Seal 20.50gal 30lbs #8 stone	\$10,053.66
1991	Seal by Twp.	Est. \$16,280.40
1993	Seal by Twp.	Est. \$14,099.40
1996	Seal 0.50gal HFRS-2 30lbs 8's	\$11,232.54
1998	Seal by Twp.	Est. \$7,970.48 for drag
2001	Seal by Twp.	



SYMBOLS FOR ROAD TYPES

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

REMARKS

Revised: April 17, 2018

**DISTRICT 5
CAPITAL IMPROVEMENT PROJECTS
QUESTIONNAIRE
ROUND 33**

Name of Applicant: Benton Township
Project Title: Walbridge East TR #68, Fritchie TR #131 & Lickert-Harder TR #22 Roads Resurfacing

The following questions are to be answered for each application submitted for State Issue II SCIP, LTIP and Loan Projects. Please provide specific information using the best documentation available to you. Justification of your responses to these questions will be required if your project is selected for funding, so please provide correct and accurate responses. **Communities and Townships under 5,000 in population should also complete the Small Government Criteria.**

1. What percentage of the project in repair A= 100%, replacement B= %, expansion C= %, and new D= %? (Use dollar amounts of project to figure percentages and make sure the total equals one hundred(100) percent) A+B= 100% C+D= 0 %

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

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

2. Give the physical condition rating:

Closed or Not Operating: The condition is unusable, dangerous and unsafe. The primary components have failed. The infrastructure is not functioning at all.

Critical: The condition is causing or contributing to a serious non-compliance situation and is threatening the intended design level of service. The infrastructure is functioning at seriously diminished capacity. Imminent failure is anticipated within 18 months. Repair and/or replacement is required to eliminate the critical condition and meet current design standards. **(For Road Projects structural repair items would represent a minimum of 25% of the total Project Cost).**

Poor: The condition is substandard and requires repair/replacement in order to return to the intended level of service and comply with current design standards. Infrastructure contains a major deficiency and is functioning at a diminished capacity.

Fair: The condition is average, not good or poor. The infrastructure is still functioning as originally intended. Minor deficiencies exist requiring repair to continue to function as originally intended and/or to meet current design standards.

Good: The condition is safe and suitable to purpose. Infrastructure is functioning as originally intended, but requires minor repairs and/or upgrades to meet current design standards.

Excellent: The condition is new, or requires no repair. Or, no supporting documentation has been submitted.

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

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

ROADS

Extremely Critical: Resurfacing, Restoration, Rehabilitation and Reconstruction (4R) of a Major Access Road.*

Critical: Resurfacing, Restoration and Rehabilitation (3R) of a Major Access Road.*

Major: Resurfacing, Restoration, Rehabilitation and Reconstruction (4R) of a Minor Access Road.*

Moderate: Resurfacing, Restoration and Rehabilitation (3R) of a Minor Access Road.*

Minimal: Preventative Maintenance of a Major Access Road.

No Impact: Preventative Maintenance of a Minor Access Road.

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

Road/Street Classifications:

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

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

Preventative Maintenance: Non Structural Pavement work such as chip sealing, cape sealing, microsurfacing, crack sealing, etc.

*(3R) Resurfacing, Restoration and Rehabilitation - Improvements to existing roadways, which have as their main purpose, the restoration of the physical features (pavement, curb, guardrail, etc.) without altering the original design elements.

*(4R) Resurfacing, Restoration, Rehabilitation and Reconstruction - Much like 3R, except that 4R allows for the complete reconstruction of the roadway and alteration of certain design elements (i.e., lane widths, shoulder width, SSD, etc.).

BRIDGES SUFFICIENCY RATING

Extremely Critical:	0-25, or a General Appraisal rating of 3 or less.
Critical:	27-50, or a General Appraisal rating of 4.
Major:	51-65 or a General Appraisal rating of 5 or 6.
Moderate:	66-80 or a General Appraisal rating of 7.
Minimal:	81-100 or a General Appraisal rating of more than 7.
No Impact:	Bridge on a new roadway.

WASTEWATER TREATMENT PLANTS

Extremely Critical:	Environmental Protection Agency (EPA) orders in the form of a consent decree, findings and orders or court order. Health Department Construction Ban.
Critical:	Improvements ordered by the Environmental Protection Agency (EPA) in the form of NPDES Orders.
Major:	Replace deficient appurtenances. Update existing processes due to EPA recommendations.
Moderate:	Increase capacity to meet current needs or update processes to improve effluent quality.
Minimal:	New/Expansion project to meet a specific development proposal.
No Impact:	New/Expansion to meet future or projected needs.

WATER TREATMENT PLANT

Extremely Critical:	EPA orders in the form of a consent decree, findings and orders or court order.
Critical:	Improvements to meet Environmental Protection Agency (EPA) Safe Drinking Water Regulations and/or NPDES Orders.
Major:	Replace deficient appurtenances. Update existing processes due to EPA recommendations.
Moderate:	Increase capacity to meet current needs or update processes to improve water quality.
Minimal:	New/Expansion project to meet a specific development proposal.
No Impact:	New/Expansion to meet future or projected needs.

COMBINED SEWER SEPARATIONS (May be construction of either new storm or sanitary sewer as long as the result is two separate sewer systems.)

- Extremely Critical: EPA orders in the form of a consent decree, findings and orders or court order. Health Department Construction Ban.
- Critical: Separate, due to chronic backup or flooding in basements.
- Major: Separate, due to documented water quality impairment, or due to EPA recommendations.
- Moderate: Separate, due to specific development proposal within or upstream of the combined system area.
- Minimal: Separate, to conform to current design standards.
- No Impact: No positive health effect.

STORM SEWERS

- Extremely Critical: EPA orders in the form of a consent decree, findings and orders or court order.
- Critical: Chronic flooding (structure damage).
- Major: Inadequate capacity (land damage).
- Moderate: Inadequate capacity with no associated damage.
- Minimal: New/Expansion to meet current needs.
- No Impact: New/Expansion to meet future or project needs.

CULVERTS

- Extremely Critical: Structurally deficient or functionally obsolete. Deterioration has already caused a safety Critical: hazard to the public.
- Critical: Inadequate capacity with land damage and the existing or high probability of property damage.
- Major: Inadequate capacity (land damage).
- Moderate: Inadequate capacity with no associated damage.
- Minimal: New/Expansion to meet current needs.
- No Impact: New/Expansion to meet future or projected needs.

SANITARY SEWERS

- Extremely Critical: EPA orders in the form of a consent decree, findings and orders or court order. Health Department Construction Ban.
- Critical: Replace, due to chronic pipe failure, chronic backup or flooding in basements. Improvements ordered by the Environmental Protection Agency (EPA) in the form of NPDES Orders.
- Major: Replace, due to inadequate capacity or infiltration, or due to EPA recommendations.
- Moderate: Rehabilitate to increase capacity to meet current needs or to reduce inflow and infiltration.
- Minimal: New/Expansion project to meet a specific development proposal.
- No Impact: New/Expansion to meet future or projected needs.

SANITARY LIFT STATIONS AND FORCE MAINS

- Extremely Critical: Structurally deficient. Deterioration has already caused a safety/health hazard to the public, or, EPA orders in the form of a consent decree, findings and orders or court order.
- Critical: Inadequate capacity with actual or a high probability of property damage. Improvements ordered by the Environmental Protection Agency (EPA) in the form of NPDES Orders.
- Major: EPA recommendations, or, reduces a probable health and/or safety problem.
- Moderate: Rehabilitate to increase capacity to meet current needs.
- Minimal: New/Expansion to meet a specific development proposal.
- No Impact: New/Expansion to meet future or projected needs.

WATER PUMP STATIONS

- Extremely Critical: Structurally deficient. Deterioration has already caused a safety hazard to the public, or, EPA orders in the form of a consent decree, findings and orders or court order.
- Critical: Inadequate capacity with the inability to maintain pressure required for fire flows.
- Major: Replace due to inadequate capacity or EPA recommendations.
- Moderate: Rehabilitate to increase capacity to meet current needs.

Minimal: New/Expansion to meet a specific development proposal.

No Impact: New/Expansion to meet future or projected needs.

WATER LINES/WATER TOWERS

Extremely Critical: Solve low water pressure or excessive incidents of main breaks in project area.

Critical: Replace, due to deficiency such as excessive corrosion, etc.

Major: Replace undersized water lines as upgrading process.

Moderate: Increase capacity to meet current needs.

Minimal: New/Expansion project to meet a specific development proposal.

No Impact: New/Expansion to meet future or projected needs.

OTHER

Extremely Critical: There is a present health and/or safety threat.

Critical: The project will provide immediate health and/or safety benefit.

Major: The project will reduce a probable health and/or safety problem.

Moderate: The project will delay a health and/or safety problem.

Minimal: A possible future health and/or safety problem mitigation.

No Impact: No health and/or safety effect.

NOTE: Combined projects that can be rated in more than one subset may be rated in the other category at the discretion of the District 5 Executive Committee. In general, the majority of the cost or scope of the project shall determine the category under which the project will be scored.

(Submittals without supporting documentation will receive 0 Points for this question.)

Extremely Critical ____, Critical 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.

A.) Amount of Local Funds = \$ 287,516

B.) Total Project Cost = \$ 562,516

RATIO OF LOCAL FUNDS DIVIDED by TOTAL PROJECT COSTS (A/B)= 51 %

Note: Local funds should be considered funds derived from the applicant budget or loans funds to be paid back through local budget, assessments, rates or tax revenues collected by the applicant.

5. Identify the amount of other funding sources to be used on the project, excluding State Issue II or LTIP Funds, as a percentage of the total project cost.

Grants ___% Gifts ___%, Contributions ___%

Other ___% (explain) _____ , Total 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.

- _____ \$500,001 or More
- _____ \$400,001-\$500,000
- _____ \$325,001-\$400,000
- _____ \$275,001-\$325,000
- X \$175,001-\$275,000
- _____ \$175,000 or Less

There are times when the District spends all of the grant money and has loan money remaining. When this happens, the district makes a loan offer in the amount of the requested grant to the communities that were not funded. The offers are made in the order of scoring. We need to know if you are not successful in obtaining grant dollars for your project if you would be interested in loan money:

YES 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 35 hours/week)? Yes ___ No X . If yes, how many jobs within eighteen months? ___ Will the completed project retain jobs that would otherwise be

permanently lost? Yes ___ No ___. If yes, how many jobs _____ **will be created/retrained** within 18 months **following the completion of the improvements?**

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

8. What is the total number of existing users that will directly benefit from the proposed project if completed? 1,000 ADT (Use households served, traffic counts, etc. and explain the basis by which you arrived at your number.)

9. Is subdivision's population less than 5,000 Yes ___ No ___

If yes, continue. You may want to design your project per Small Government Project Evaluation Criteria, released for the current OPWC Round to assist in evaluating your project for potential Small Government Funding. The Small Government Criteria is available on the OPWC website at <http://www.pwc.state.oh.us/Meth.SG.PDF> If No, skip to Question 11.

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

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

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

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

cost-effective if regionalized.

•If a water or sewer project is determined to be affordable, the project will be offered a loan rather than a grant. Pay special attention to the **Water & Wastewater Affordability Supplemental and the Small Government Water & Wastewater Affordability Calculation Worksheet**. Both are available on the **Small Government Program Tab** at <http://www.pwc.state.oh.us/SmallGovernment.html>

•Should there be more projects that meet the “annual score” than there is funding, the tie breaker is those projects which scored highest under Health & Safety, with the second tie breaker being Condition. If multiple projects have equivalent Health & Safety and Condition scores they are arranged according to the amount of assistance from low to high. Once the funded projects are announced, “contingency projects” may be funded from project under-runs by continuing down the approved project list.

• Supplemental assistance is not provided to projects previously funded by the Commission.

•Applicants have 30 days from receipt of application by OPWC without exception to provide additional documentation to make the application more competitive under the Small Government criteria. Applications will be scored after the 30-day period has expired. The applicants for each District's two (2) contingency projects will have the same 30-day period to submit supplemental information but these applications will not be scored unless necessary to do so. **It is each applicant's responsibility for determining the need for supplemental material. The applicant will not be asked for or notified of missing information unless the Commission has changed the project type and it affects the documentation required. Important information may include, but is not limited to: age of infrastructure, traffic counts or utility users, median income information, user rates ordinances, and the Auditor's Certificate of Estimated Revenues or documentation from the Auditor of State that subdivision is in a state of fiscal emergency.**

If you desire to have your Round 33 project considered for Small Government Funding please download the Small Government Evaluation Criteria applicable to Round 33 by accessing the OPWC Website at <http://www.pwc.state.oh.us/Meth.SG.PDF>. Please complete the Small Government Evaluation Criteria and attach all required supporting documentation and attach it to the District 5 Questionnaire for Round 32.

11. MANDATORY INFORMATION, DISTRICT 5, DISCRETIONARY RANKING POINTS

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

Permissive license fee	4504.02 or 4504.06 _____
	4504.15 or 4504.17 _____
	4504.16 or 4504.171 _____
	4504.172 _____
	4504.18 _____

Special property taxes	5555.48 _____
	5555.49 _____

Municipal Income Tax _____

County Sales Tax _____

Others _____

(DO NOT INCLUDE SCHOOL TAXES)

SPECIFIC PROJECT AREA INFORMATION.

Median household income _____

Monthly utility rate: Water _____

 Sewer _____

 Other _____

List any special user fees or assessment (be specific)

POLITICAL SUBDIVISION= _____

COUNTY= _____

DISCRETIONARY POINTS (BY DISTRICT COMMITTEE ONLY)= _____

(25-20-15)

Date: September 7, 2018

Signature: David Millinger

Title: David Millinger, Benton Township Trustee

Address: 1670 Walker Street, P. O. Box 7, Graytown, Ohio 43432

Phone: (419) 340-2584

FAX: (419) 862-1738

Email: millingerfarms@gmail.com

Ottawa County Engineer's Office

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

8247 W. State Route 163
Oak Harbor, Ohio 43449

Phone: 419-734-6777
Fax: 419-734-6768

TO: Ohio Public Works
FROM: Ronald P. Lajti, Jr., P.E., P.S., Ottawa County Engineer
DATE: September 7, 2018
SUBJECT: Walbridge East TR #68, Fritchie TR #131 &
Lickert-Harder TR #22 Roads Resurfacing

Benton Township, in cooperation with Erie and Harris Townships, is submitting an application for funding for the above referenced project. Within the small government section of questions the petitioner is asked to define the status of the plans for this project. The scope of services for this project, road resurfacing, does not require a set of construction plans.

Respectfully Submitted

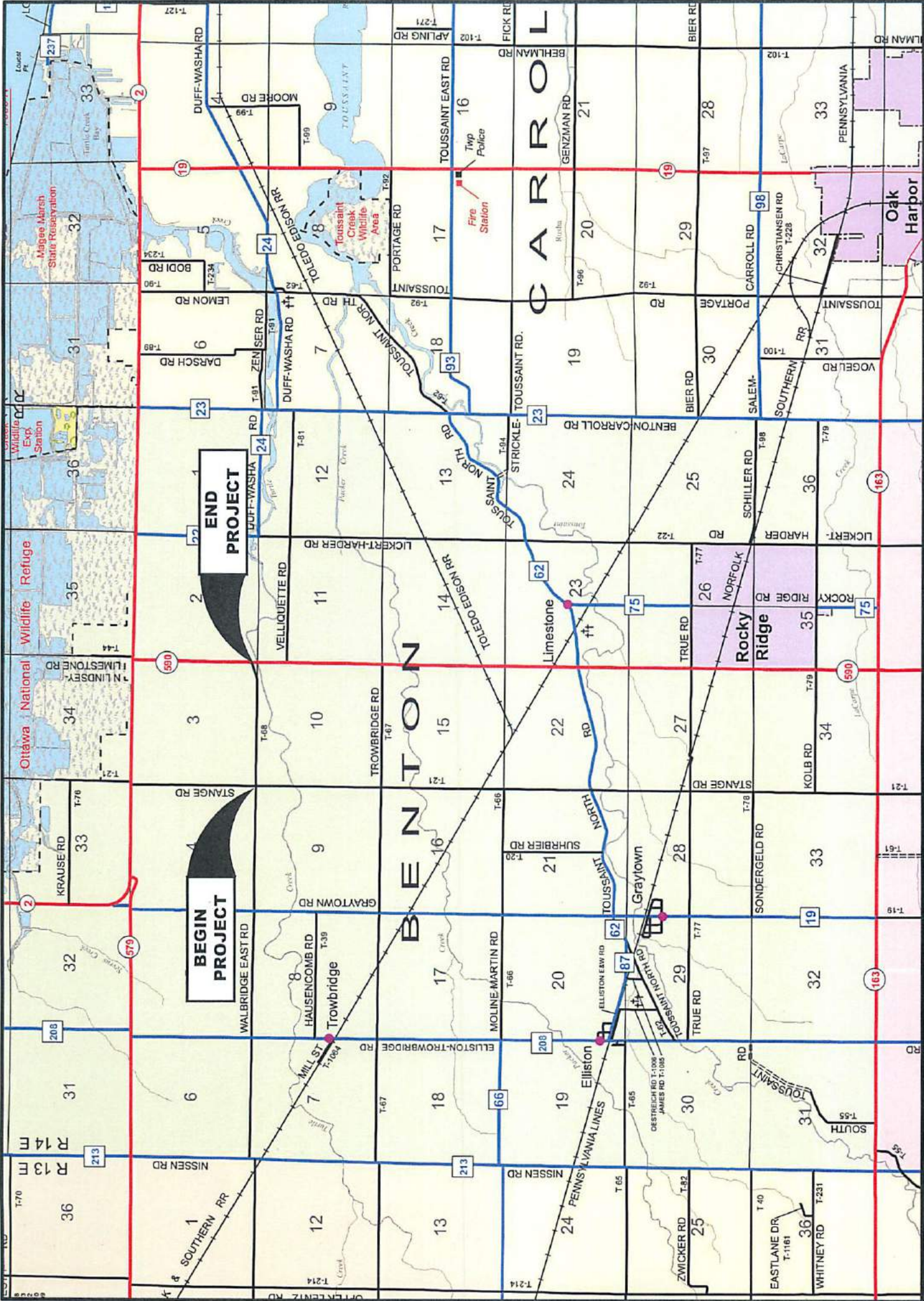
A handwritten signature in blue ink, appearing to read 'Ronald P. Lajti, Jr.', written in a cursive style.

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



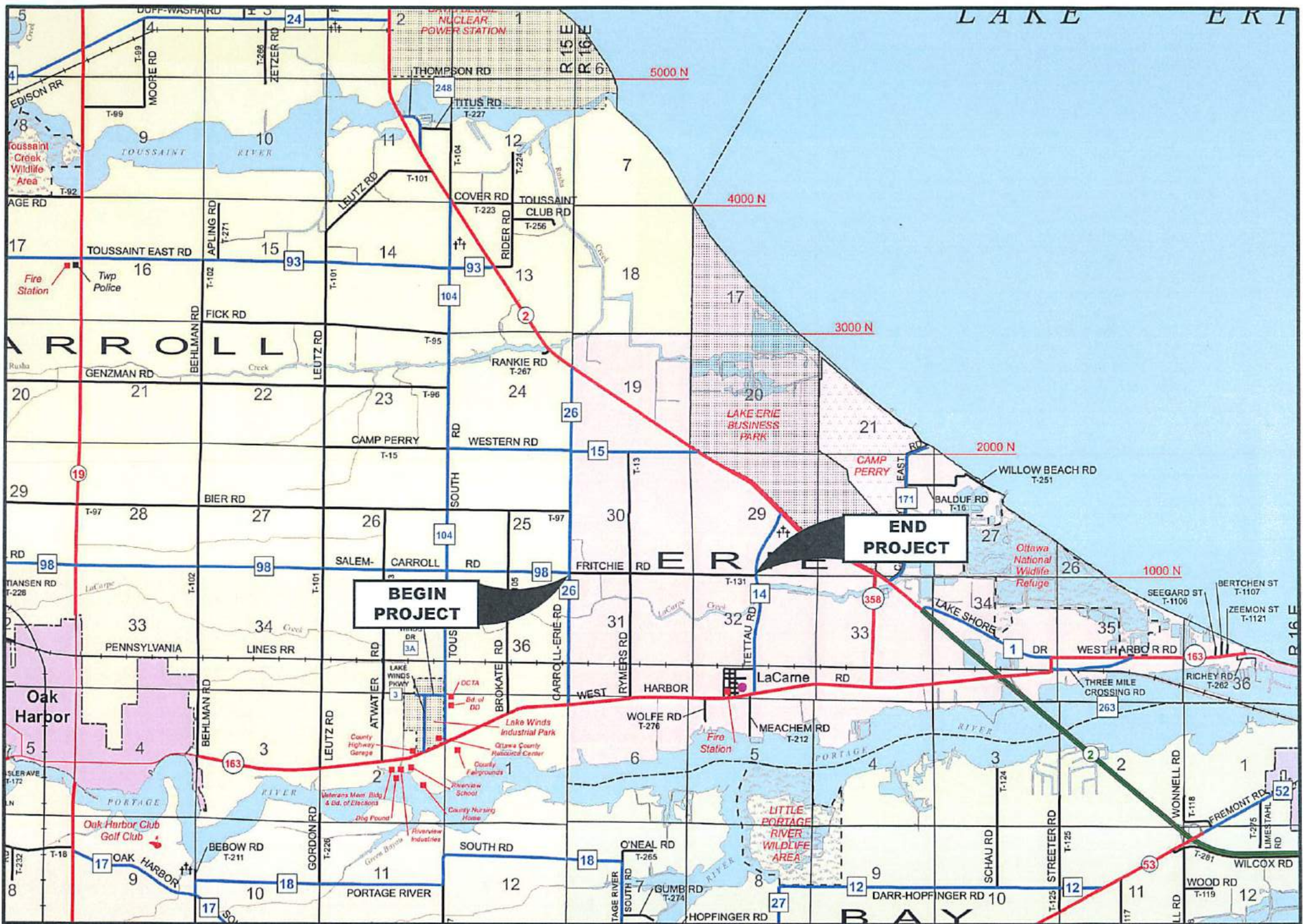
PROJECT LOCATION - STATE MAP
BENTON-ERIE-HARRIS TWP. ROAD RESURFACINGS





**PROJECT LOCATION - COUNTY MAP - BENTON TWP.
WALBRIDGE EAST ROAD (TR-68) ROAD RESURFACING**

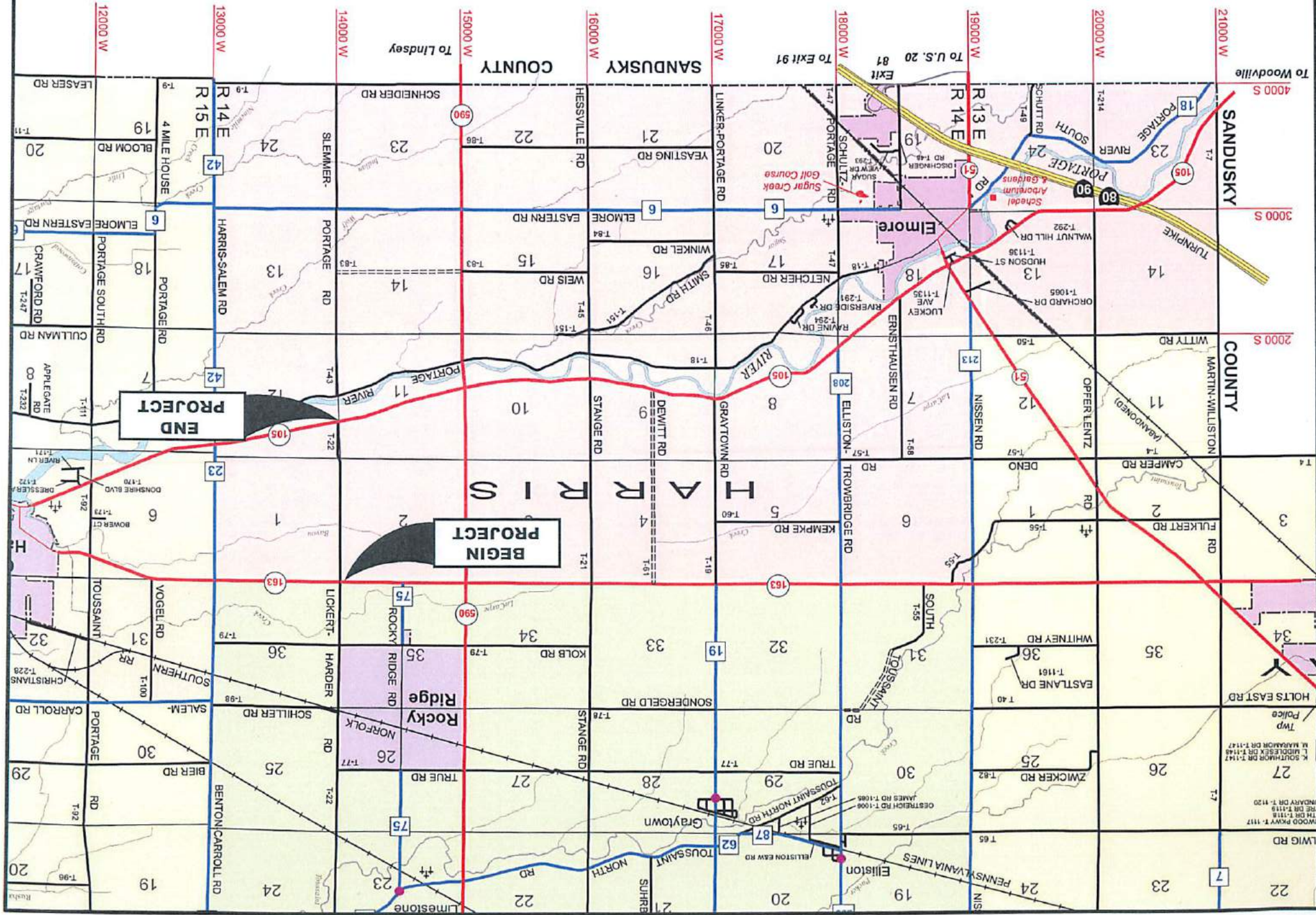




**PROJECT LOCATION - COUNTY MAP - ERIE TWP.
FRITCHIE ROAD (TR-131) RESURFACING**



PROJECT LOCATION - COUNTY MAP - HARRIS TWP. LICKERT-HARDER ROAD (TR-22) RESURFACING



END PROJECT

BEGIN PROJECT

SANDUSKY COUNTY
HARRIS TWP.
ELMORE
ROCKY RIDGE
GRAYTOWN
ELLISTON
WITTY RD
CAMPER RD
FULKERT RD
HOLTS EAST RD
ZWICKER RD
LWIG RD
TR-22
TR-18
TR-17
TR-16
TR-15
TR-14
TR-13
TR-12
TR-11
TR-10
TR-9
TR-8
TR-7
TR-6
TR-5
TR-4
TR-3
TR-2
TR-1
TR-0

OTTAWA COUNTY BOARD OF COMMISSIONERS

MARK W. STAHL
419-734-6706

MARK E. COPPELER
419-734-6707

JAMES M. SASS
419-734-6705



COUNTY ADMINISTRATOR/CLERK
RHONDA SLAUTERBECK
419-734-6720

Main Office: 419-734-6710

September 5, 2018

Benton Township Trustees
Erie Township Trustees
Harris Township Trustees

Dear Trustees:

We are submitting this letter of support in your efforts to receive funding from the Ohio Public Works Commission for the following Road Resurfacing projects located at:

Walbridge East Road TR #68
Fritchie Road TR #131
Lickert-Harder Road TR #22

The integrity of these roads is very important to our community that allows safe transportation for school buses, ambulance & fire vehicles as well as regular vehicular traffic. Maintaining these roads to allow safe travels for all is a common goal.


We ask that OPWC consider this as a high priority request and grant your application.

Sincerely,

BOARD OF COMMISSIONERS,
OTTAWA COUNTY, OHIO



Mark E. Coppeler, President



James M. Sass



Mark W. Stahl



Ottawa County Sheriff's Office

Stephen J. Levorchick
Sheriff

Brad M. York
Chief Deputy

ADDRESS/PHONE/FAX

315 Madison Street, Room 110
Port Clinton, Ohio 43452
Phone (419) 734-4404
FAX (419) 732-8311
www.ottawacountysheriff.org

SHERIFF

Stephen J. Levorchick
Phone (419) 734-6877

CHIEF DEPUTY

Brad M. York
Phone (419) 734-6826

CAPTAIN OF OPERATIONS

James A. White
Phone (419) 734-6827

JAIL ADMINISTRATOR

Captain Bill Marshall
Full Service Facility
Phone (419) 734-6828

MSJ Facility

Phone (419) 734-6995

COMMUNICATIONS

Sergeant James Lucas
Corporal John Knecht
Phone (419) 734-4404

DIRECTOR OF ADMINISTRATION

Deputy Heather Moss
Phone (419) 734-6823

DIRECTOR OF FINANCE

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

CIVIL

Deputy Dave Regal
Deputy Rhonda Reiter
Phone (419) 734-6824

Benton Township Trustees
Erie Township Trustees
Harris Township Trustees

August 21, 2018

Dear Trustees,

I am submitting this letter as support of your efforts to make Benton, Erie, and Harris Townships very safe communities and a great place to raise a family.

It is my understanding that you are currently attempting to receive funding from outside grant sources to assist in your highway paving projects throughout Benton, Erie, and Harris Townships. Without those grant opportunities, all three townships would be unable to commit to making the roadways within your township as safe as you would with the funding.

Your three townships together are key farming communities within Ottawa County. As township trustees, it is obvious that you are doing everything that you can to keep the residents of your respective townships safe, at home, at work, on their farms, and in their cars.

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 Benton, Erie, and Harris Townships. Through the established partnerships that you have in place in your townships, the residents should take great pride in their community and also have a peace of mind that their township trustees are attempting to keep their community safe.

Sincerely,

Stephen J. Levorchick,
Sheriff of Ottawa County

Benton-Carroll-Salem

School District

www.bcspd.com



Board of Education Office

11685 W. State Route 163

Oak Harbor, OH 43449

Phone: (419) 898-6210

August 28, 2018

To Ohio Public Works:

I am writing in support of Benton Township's grant application to complete a project to resurface the remainder of **Walbridge East Road between Stange Road and State Route 590** in 2019.

As the Superintendent of the school district who serves the children of Benton Township, I can tell you that this road construction project will greatly enhance the safety of this road, and therefore safety of our students who ride buses on this road. Currently, the road is very wavy, with tar bleeding out. Also, currently, the road is slippery when wet, and has many cracks, which degrade the integrity of the road.

Please consider funding this project to improve the safety of our students. Please do not hesitate to contact me if you have any questions.

Sincerely,

Guy L. Parmigian, Ph.D.
Superintendent

HOME OF THE OAK HARBOR ROCKETS

Guy L. Parmigian, Ph.D.
Superintendent

Cajon H. Keeton
Treasurer

Bradford Hemminger
15476 W. Walbridge East Rd
Graytown, Ohio 43432

Benton Township Trustees
Ottawa County, Ohio

August 27, 2018

Dear Sirs:

My name is Bradford Hemminger.
I live on Walbridge Road, approximately
one half mile west of State Route 590.
I believe that Walbridge Road should
be resurfaced.

There are areas on Walbridge Road
that have cracks and holes. Other
areas have been patched. The patched
areas are slippery when hot and
slippery when wet. Walbridge Road has
not been resurfaced in many years.

For the safety of all travelers on
Walbridge Road, please consider this
request for resurfacing.

Sincerely,
Bradford Hemminger

Erie Twp. Volunteer Fire Department
Erie Twp. Emergency Medical Service

P. O. Box 223 Lacarne, OH 43439
Station Phone: 419.635.2820 Fax: 419.635.2834

Letter of Support
Erie Township Trustees
August 29, 2018

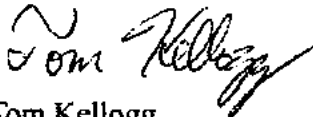
This letter is in response to the Erie Twp., Ottawa County, Board of Trustees' request for funding thru the OPWC grant to resurface Fritche Rd. Twp. Rd. 131 between Carroll-Erie Rd. and Tettau Rd. This request is in conjunction with Benton and Harris Townships.

Erie Twp. VFD & EMS provides fire and EMS services to all of Erie Twp. As such, we often use Fritchie Rd. to deliver these services to our citizens, as it is a convenient East/West road going thru the center of the township. It also is a route used for Mutual Aid responses to townships to our West and to the Village of Oak Harbor.

We agree with the Trustees that this road needs attention to make it safer for not only our residents and area citizens, but for our trucks and ambulances while using this road.

We ask that you give serious consideration to this request and ultimately fund the resurfacing.

Thank You,



Tom Kellogg
Chief
Erie Twp. VFD & EMS

August 31, 2018

Ohio Public Works Commission
c/o Ronald P Laijti, Jr., P.E., P.S.
Ottawa County Engineer
8247 W. State Route 163
Oak Harbor, OH 43449

Dear Mr. Laijti,

I am writing to convey my support for Erie Township's grant application to complete a project to repave Fritchie Road between Carroll-Erie and Tettau Roads.

As the Director of Ottawa County Transportation Agency (OCTA), I understand how road conditions contribute to the overall safety residents experience while traveling. OCTA's fleet drives over 800,000 miles per year, the majority of which is within Ottawa County. Living in a rural county means we must, on average, commute further to jobs, resources, and education making road conditions a vital part of our residents' everyday lives. This project is much needed and will help OCTA continue to provide quality, accessible, cost effective, and safe public transportation to the residents of Ottawa County.

Sincerely,



Laurie Cleaver, Director
Ottawa County Transportation Agency

Harris Township Board of Trustees

321 Rice Street, PO Box 341

Elmore, OH 43416

419-862-3332 phone 419-862-2854 fax

Trustees: Beverly Haar, Chair; Jerry Haar; Carol Baker,

Fiscal Officer: Laura Hazel

August 20, 2018

Ohio Public Works Commission

District 5 Committee

Re: Harris Township and Other Roads Resurfacing

Dear Committee Members:

The Harris Township Trustees are pleased to submit a joint OPWC application with Benton and Erie Townships for financial assistance to resurface roads in all three townships. The Harris Township portion of the application is for complete resurfacing of Lickert-Harder Road (T-22) from State Route 105 to State Route 163. The project will resurface 1.3 miles of road with hot mix, berm stone and line painting.

Lickert-Harder was last surfaced in 1996. The road has an "S" curve that proves a challenge to maintaining safe road edges. A variety of patching has been done to extend its longevity. However, it is now in need of resurfacing.

Lickett-Harder is travelled by Woodmore School District busses, and it is the farthest road from township fire/EMS services. There are a number of older citizens with various medical issues living on it. Length of time answering emergency calls is a serious consideration for responders. Vehicles are required to significantly reduce speed due to Lickert's "S" curve and poor road conditions. This affects reaching emergencies in adequate time. Therefore, it is imperative that resurfacing be done to return Lickert-Harder to safe condition.

Limited finances make it necessary for the township to seek OPWC funding. The total cost of this project is \$127,238. Harris Township is requesting a grant of \$62,204, with a loan of \$12,440 for a total of \$74,644 with a local cash outlay of \$52,594.

Respectfully,

Harris Township Board of Trustees



HARRIS-ELMORE FIRE DEPARTMENT

321 Rice Street, Elmore, Ohio 43416
Station- 419-862-3332
Fax- 419-862-2854



JAMES WILBURN, CHIEF

August 20, 2018

This letter is in support of the Harris Township Board of Trustees' request for funding through an OPWC grant to resurface Lickert-Harder Road.

Lickert-Harder has an "S" curve jog that requires frequent repairs near the sides of the road. Other patched areas on this road challenge driving safety even in good weather. Response time is very important in emergencies. Having to slow down for safety and to protect the costly investment in ambulances affects response time. Since Lickert is the township road that is farthest from the station, it is important to arrive at a scene as quickly and safely as is possible.

i ask that you give high consideration to this request and ultimately fund it.

Thank you.

Michael McGinnis, Assistant Chief
Harris Elmore Fire Department



Woodmore Local School District

349 Rice Street, P.O. Box 701,
Elmore, Ohio 43416
Phone (419) 862-1060 / Fax (419) 862-1951



BOARD OFFICE

TIM RETTIG
Superintendent

DAN RUSSOMANNO
Treasurer

WOODMORE ELEMENTARY

GARY HAAS, Principal (PreK-5)
Preschool Director
800 West Main Street
Woodville, Ohio 43469
Phone (419) 862-1070
Fax (419) 849-2132

WOODMORE MIDDLE SCHOOL

KEVIN BALL, Principal (6-8)
Special Education Director
800 W. Main Street
Woodville, Ohio 43469
Phone (419) 862-1070
Fax (419) 849-2132

WOODMORE HIGH SCHOOL

Nolan Wickard, Principal
Testing Coordinator
633 Fremont Street
Elmore, Ohio 43416
Phone (419) 862-2721
Fax (419) 862-3835

To whom it may concern:

Harris Township is applying for OPWC grants to improve the townships roads. The busses of the Woodmore School District drive on township roads on a daily basis during the school year. It is very important that the roads be maintained in good condition for both the safety of the students and drivers. It is also noted that good roads help prevent damage and extra wear and tear on our buses.

The Woodmore Local Schools support grant funding for maintenance and repairs of township roads.

Sincerely,

Tim Rettig

Superintendent,
Woodmore Local Schools

"Our Kids" Every Day!

District 5
 Capital Improvement Project
 Priority Rating Sheet, Round 33

Revised 04/17/18

PROJECT NUMBER

COUNTY: Ottawa			Walbridge East TR #68, Fritchie TR #131 & Lickert-Harder TR #22 Roads Resurfacing																			
PROJECT: Walbridge East, Fritchie, Lickert-																						
EST. COST: \$562,516																						
No.	"A" WEIGHT FACTOR	CRITERIA TO BE CONSIDERED	"B" PRIORITY 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)	0	2	4	6	8	10	0	2	4	6	8	10	10	0% + Repair or Replacement	20% + Repair or Replacement	40% + Repair or Replacement	60%+ Repair or Replacement	80%+ Repair or Replacement	100%+ Repair or Replacement	1
2	1.5	Existing Physical Condition: Must submit substantiating documentation and CIR (100% New or Expansion = 0 Points)	0	2	4	6	8	10	0	2	4	6	8	10	9	Excellent	Good	Fair	Poor	Critical	Closed or Not Operating	2
3	2	Public Health and/or Public Safety Concerns Submittals without supporting documentation will receive 0 points for this question.	0	2	4	6	8	10	0	2	4	6	8	10	16	No Impact	Minimal	Moderate	Major	Critical	Extremely Critical	3
4	2	Percentage of Local Share (Local funds are funds derived from the applicant budget or a loan to be paid back through the applicant budget, assessments, rates or tax revenues) *	0	2	4	6	8	10	0	2	4	6	8	10	20	0%+	10%+	20%+	30%+	40%+	50%+	4
5	1	OTHER FUNDING SOURCES (Excluding Issue II Funds) (Grants and other revenues not contributed or collected through taxes by the applicant; including Gifts, Contributions, etc. – must submit copy of award or status letter.)	0	2	4	6	8	10	0	2	4	6	8	10	0	0%+	10%+	20%+	30%+	40%+	50%+	5
No.	"A" WEIGHT FACTOR	CRITERIA TO BE CONSIDERED	"B" PRIORITY FACTORS										"A" x "B"	Priority Factors						No.		
			-9	-8	0	8	9	10	-9	-8	0	8		9	10							
6	2	OPWC Grant and Loan Funding Requested. Please refer to Item 6 on Questionnaire for Clarification.	-9	-8	0	8	9	10	-9	-8	0	8	9	10	18	Grant or Loan Only \$500,001 or more	\$400,001 to \$500,000	\$325,001 to \$400,000	\$275,001 to \$325,000	\$175,001 to \$275,000	\$175,000 or less	6
	2		-9	-8	0	8	9	10	-9	-8	0	8	9	10	18	Grant/Loan Combination \$750,000 or more	\$600,001 to \$750,000	\$487,501 to \$600,000	\$412,501 to \$487,500	\$262,501 to \$412,500	\$262,500 or less	6
When scoring a project that is only grant or only loan. Please use the chart labeled "Grant or Loan Only". When scoring a grant/loan combination, score the project for the grant in the first chart, then use the second chart labeled "Grant/Loan Combination" to score the total (grant and loan combined). Use the lower of the two as the score.																						
No.	"A" WEIGHT FACTOR	CRITERIA TO BE CONSIDERED	"B" PRIORITY FACTORS										"A" x "B"	Priority Factors						No.		
			0	2	4	6	8	10	0	2	4	6		8	10							
7	1	Will the Proposed Project Create Permanent jobs or retain jobs that would otherwise be permanently lost (Written Documentation Required)	0	2	4	6	8	10	0	2	4	6	8	10	0	0+ jobs	7+ jobs	15+ jobs	25+ jobs	50+ jobs	100+ jobs	8
8	1	Benefits to Existing Users such as households, (Equivalent dwelling units), traffic Counts, etc	0	2	4	6	8	10	0	2	4	6	8	10	10	0+	100+	350+	500+	750+	1000+	9
9		SUBTOTAL RANKING POINTS (MAX = 115)											83	Other Info: Does this project have a significant impact on productive farmland? YES NO Attach impact statement if yes. Is the Applicant ready to proceed to bids after State Approval within 6 months? YES NO								
10		COUNTY PRIORITY POINTS (25-20-15)																				
11		DISCRETIONARY POINTS (BY DISTRICT ONLY) (MAX =12)																				
12		GRAND TOTAL RANKING POINTS																				

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