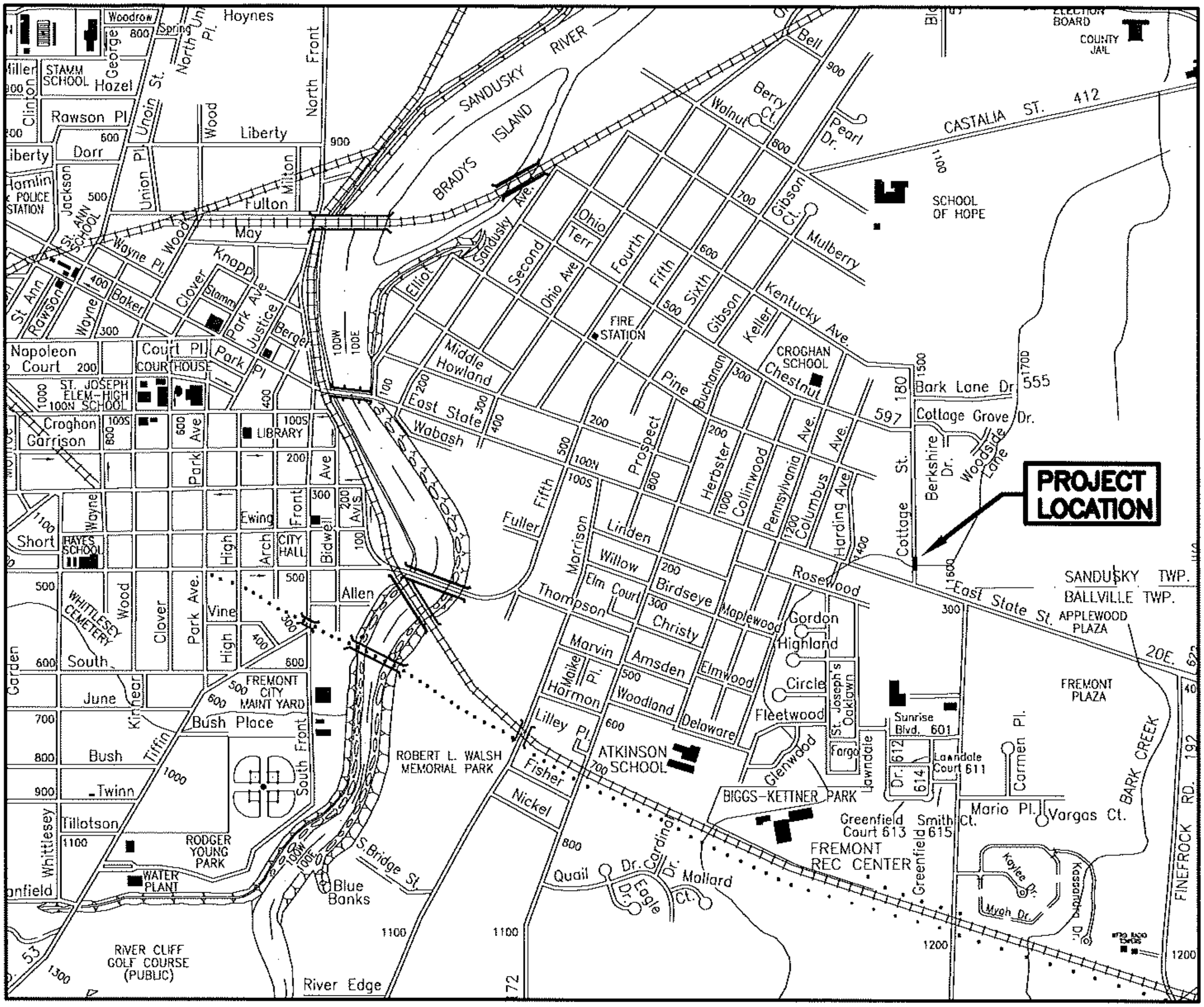

LOCATION

COTTAGE ST BRIDGE REPLACEMENT (STRUCTURE 7260156)

CITY OF FREMONT
ENGINEER'S DEPARTMENT
TUCKER FREDERICKSEN P.E.
CITY ENGINEER

AUGUST 2022

OHIO PUBLIC WORKS FOR YOU

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: City of Fremont Subdivision Code: 143-28826

District Number: 5 County: Sandusky Date: 09/09/2021

Contact: Tucker Fredericksen Phone: (419) 334-8963
(The individual who will be available during business hours and who can best answer or coordinate the response to questions)

Email: tfredericksen@fremontohio.org FAX: (419) 552-5029

Project

Project Name: Cottage St. Bridge Replacements Zip Code: 43420

Subdivision Type (Select one)

- ☐ 1. County
- ☒ 2. City
- ☐ 3. Township
- ☐ 4. Village
- ☐ 5. Water (6119 Water District)

Project Type (Select single largest component by $)

- ☐ 1. Road
- ☒ 2. Bridge/Culvert
- ☐ 3. Water Supply
- ☐ 4. Wastewater
- ☐ 5. Solid Waste
- ☐ 6. Stormwater

Funding Request Summary (Automatically populates from page 2)

Total Project Cost:	290,587 .00
1. Grant:	145,293 .00
2. Loan:	0 .00
3. Loan Assistance/ Credit Enhancement:	0 .00
Funding Requested:	145,293 .00

District Recommendation (To be completed by the District Committee)

Funding Type Requested (Select one)

- ☐ State Capital Improvement Program
- ☐ Local Transportation Improvement Program
- ☐ Revolving Loan Program
- ☐ Small Government Program

District SG Priority: _____

SCIP Loan - Rate: ____ % Term: ____ Yrs	Amount:	.00
RLP Loan - Rate: ____ % Term: ____ Yrs	Amount:	.00
Grant:	Amount:	.00
LTIP:	Amount:	.00
Loan Assistance / Credit Enhancement:	Amount:	.00

For OPWC Use Only

STATUS

Project Number: _____

Release Date: _____

OPWC Approval: _____

Grant Amount: _____.00

Loan Amount: _____.00

Total Funding: _____.00

Local Participation: _____ %

OPWC Participation: _____ %

Loan Type: ☐ SCIP ☐ RLP

Date Construction End: _____

Date Maturity: _____

Rate: _____ %

Term: _____ Yrs

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

1.1 Project Estimated Costs

Engineering Services

Preliminary Design:	0 .00		
Final Design:	0 .00		
Construction Administration:	0 .00		
Total Engineering Services:	a.)	0 .00	0 %
Right of Way:	b.)	0 .00	
Construction:	c.)	290,587 .00	
Materials Purchased Directly:	d.)	0 .00	
Permits, Advertising, Legal:	e.)	0 .00	
Construction Contingencies:	f.)	0 .00	0 %
Total Estimated Costs:	g.)	290,587 .00	

1.2 Project Financial Resources

Local Resources

Local In-Kind or Force Account:	a.)	0 .00	
Local Revenues:	b.)	145,294 .00	
Other Public Revenues:	c.)	0 .00	
ODOT / FHWA PID: 0	d.)	0 .00	
USDA Rural Development:	e.)	0 .00	
OEPA / OWDA:	f.)	0 .00	
CDBG: ☐ County Entitlement or Community Dev. "Formula" ☐ Department of Development	g.)	0 .00	
Other: 0	h.)	0 .00	
Subtotal Local Resources:	i.)	145,294 .00	50 %

OPWC Funds (Check all requested and enter Amount)

Grant: 100 % of OPWC Funds	j.)	145,293 .00	
Loan: 0 % of OPWC Funds	k.)	0 .00	
Loan Assistance / Credit Enhancement:	l.)	0 .00	
Subtotal OPWC Funds:	m.)	145,293 .00	50 %
Total Financial Resources:	n.)	290,587 .00	100 %

1.3 Availability of Local Funds

Attach a statement signed by the <u>Chief Financial Officer</u> listed in section 5.2 certifying <u>all local resources</u> 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:	290,587 .00	100 %
2.2 Total Portion of Project New / Expansion:	0 .00	0 %
2.3 Total Project:	290,587 .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: 08/02/2021	End Date: 03/25/2022
3.2 Bid Advertisement and Award	Begin Date: 06/01/2022	End Date: 08/05/2022
3.3 Construction	Begin Date: 08/29/2022	End Date: 10/28/2022

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: 91 Years Age: 1930 (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 898 Year 2006 Projected ADT 950 Year 2031

Water / Wastewater: Based on monthly usage of 4,500 gallons per household; attach current ordinances.

Residential Water Rate Current $ ________ Proposed $ ________

Number of households served: 0

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.

Cottage St- From 160' north of E. State st, 60' to the north.

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

Project Consists of:

Demolition of existing bridge structure
Pouring of new concrete foundations
Placement of new 3-sided pre-cast concrete culvert
Pouring of new concrete wing walls
Reconnection of drain tile through new wing walls
Placement of new intermediate and surface courses of asphalt
Replacement of waterline bored under creek bed (current line is exposed and regularly freezes)
Installation of new signage and safety rail

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.

Current bridge has a 20' span with a 20' wide traffic surface + guard rail. The proposed 3-sided culvert would have a 20' span and 24' wide traffic surface + new twin-tube safety rail.

Additionally, new waterline would be 8" C900 plastic, bored so as not to disturb creek bed.

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: Daniel Sanchez

Title: Mayor

Address: 323 S Front St

City: Fremont State: OH Zip: 43420

Phone: (419) 334-8963

FAX: (419) 334-8434

E-Mail: dsanchez@fremontohio.org

5.2 Chief Financial Officer

(Can not also serve as CEO)

Name: Paul Grahl

Title: Auditor

Address: 323 S. Front St

City: Fremont State: OH Zip: 43420

Phone: (419) 334-3867

FAX: (419) 552-5067

E-Mail: pgrahl@fremontohio.org

5.3 Project Manager

Name: Tucker Fredericksen

Title: City Engineer

Address: 323 S. Front St

City: Fremont State: OH Zip: 43420

Phone: (419) 334-8963

FAX: (419) 552-5029

E-Mail: tfredericksen@fremontohio.org

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-IIV, "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.

Daniel Sanchez, Mayor

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

9/9/2021

Original Signature / Date Signed

RESOLUTION NO. 2106

A RESOLUTION AUTHORIZING THE MAYOR TO PREPARE, SIGN, AND ENTER INTO CONTRACTS FOR SUBMISSION TO THE OHIO PUBLIC WORKS COMMISSION FOR THE STATE CAPITAL IMPROVEMENT PROGRAM (SCIP) AND THE LOCAL TRANSPORTATION IMPROVEMENT PROGRAM (LTIP) FOR 2021 FUNDING AND DECLARING AN EMERGENCY.

WHEREAS, the State of Ohio has State Capital Improvement Program ("SCIP") and Local Transportation Improvement Program ("LTIP") funds available through the Ohio Public Works Commission for allocation to eligible counties, townships, and municipalities; and

WHEREAS, Council finds that public infrastructure and capital improvements are essential in the preservation of Fremont. By taking steps to promote public health, safety, and welfare the economic vitality of Fremont is fostered; and

WHEREAS, the Ohio Public Works Commission is accepting applications for these counties, townships, and municipalities to access funds;

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF FREMONT, STATE OF OHIO:

SECTION 1. The Mayor is authorized to prepare, sign, and enter into contracts for submission to the Ohio Public Works Commission for SCIP and LTIP funding.

SECTION 2. The immediate operation of the provisions of this resolution is necessary for the immediate preservation of the public peace, health, safety and welfare of the citizens of the City of Fremont. Said emergency being the need to meet the application deadline of September 11, 2020.

This resolution, provided it receives a two-thirds yea or nay vote of all the members elected to the Fremont City Council, is hereby declared to be an emergency measure and this resolution shall be in full force and effect from and after its passage by the Council of the City of Fremont, approval by the Mayor, and publication and posting as required by law.

Jamie Hafford
President of Council

PASSED: 8-20-20

Effective date: 8-20-20

YEAS: 7 NAYS: 0

Stephanie L. Martin, City Council Clerk

Daniel R. Sanchez, Mayor

RES606

Approved as to form:

James F. Melle, Director of Law
City of Fremont, Ohio

2021 COTTAGE ST BRIDGE REPLACEMENT
CERTIFICATE OF OWNER'S FINANCIAL OFFICER

SEPTEMBER 9, 2021

ATTEST:

I, City Auditor of the City of Fremont, hereby certify that the City of Fremont has the amount of $290,587.00 in the Capital Improvement Fund and that this amount will be used to pay the local share for the 2021 Cottage St. Bridge Replacement when it is required.

Paul D. Grahl

Paul Grahl
City Auditor

2021 COTTAGE ST BRIDGE REPLACEMENT
ENGINEER'S ESTIMATE

To do and perform all work and other service, to furnish all necessary equipment, and to do all things required for the conformance of said Contract.

Total ---------- **$290,587.00**

See attached for breakdown by item.

9/10/21
Date

Tucker Fredericksen, P.E.
City Engineer
P.E. License #E-67639

2022 OPWC Application	EST QTY	UNIT	DESCRIPTION	UNIT PRICE	TOTAL ITEM PRICE
1	1	Lump Sum	#624 Mobilization	$ 10,000.00	$10,000.00
2	1	Lump Sum	#623 Construction Layout Stakes	$ 3,000.00	$3,000.00
3	1	Lump Sum	Demolition of Existing Bridge and Abutments	$ 50,000.00	$50,000.00
4	12	CY	Concrete Foundation (QC1) for Culvert	$ 2,250.00	$27,000.00
5	8	CY	Concrete Wing Walls	$ 2,000.00	$16,000.00
6	10	LF	4" Drainage Tile	$ 60.00	$600.00
7	10	LF	12" Drainage Tile	$ 80.00	$800.00
8	30	CY	Rock Channel Protection with Filter, Type C	$ 75.00	$2,250.00
9	1	Each	3-Sided Culvert (includes design)	$ 90,000.00	$90,000.00
10	100	SY	Mill Asphalt (3" average Depth)	$ 3.50	$350.00
11	6	Tons	#301 Asphalt Base 6" Thick	$ 110.00	$660.00
	30	Gal	#407 Tack Coat 0.10 Gallon per Square Yard	$ 3.00	$90.00
12	13	Tons	#448 Asphalt Concrete 1.5 inch Thickness Surface Course, Type 1, PG 64-22,	$ 120.00	$1,560.00
13	13	Tons	#448 Asphalt Concrete 1.5 inch Average Intermediate Course Type 2, PG 64-22,	$ 120.00	$1,560.00
14	80	LF	Twin Steel Tube Railing	$ 140.00	$11,200.00
15	60	LF	#638 Waterline Work Eight (8) inch PVC Plastic Pipe AWWA C-900 Class 150 DR-18 including Fittings, Blocking, Tracer Wire	$ 225.00	$13,500.00
16	2	Each	# 638 Waterline Work Eight (8) inch Gate Valve and Valve Box	$ 5,000.00	$10,000.00
17	1	Each	#638 Waterline Work Fire Hydrant Assembly including Pipe, Valve, Valve Box and Fittings	$ 7,500.00	$7,500.00
18	2	Each	Utility Pole Stabilization/Relocation	$ 2,500.00	$5,000.00
19	12	SF	Flat Sheet, Signage	$ 50.00	$600.00
20	1	Lump Sum	#659 Seeding and Mulching	$ 5,000.00	$5,000.00
21	1	Lump Sum	#614 Maintaining Traffic	$ 7,500.00	$7,500.00
				SUB-TOTAL	$264,170.00
				CONTINGENCY	$26,417.00
				GRAND TOTAL	$290,587.00

COTTAGE STREET BRIDGE REPLACEMENT
DESIGN USEFUL LIFE

This project includes the replacement of the Cottage St. Bridge just north of E. State St. in Fremont. Plans include the following: Removal of existing bridge structure, installation of 3-sided culvert, demolition and replacement of wing walls, installation of new concrete surface course and new guardrail. Existing traffic counts will be projected into the future for design ADT including truck traffic. Design life of the proposed culvert is 100 years with the surface course projected life being 20 years.

The City of Fremont utilizes funds available thru the Ohio Public Works Commission to help repair and replace aging infrastructure. As the owners and operators for the public roads, it is our responsibility to maintain safety. Cottage Street falls on a main bus route for Croghan School and is also a main residential route to area neighborhoods for individuals traveling west on E. State St. It is imperative to our residents that they have a safe and effective bridge/roadway for the crossing of Little Bark Creek at Cottage St.

Based on experience with similar streets and structures, past performance of existing pavement, and current typical maintenance practices, the estimated useful life of this proposal is twenty (20) years for the surface course and one hundred (100) years for the bridge culvert structure.

9/10/21
Date

Tucker Fredericksen, P. E.
City Engineer
P. E. License #E-67639

FARMLAND PRESERVATION REVIEW LETTER

FARMLAND PRESERVATION REVIEW
FOR THE OHIO PUBLIC WORKS COMMISSION

Cottage St. Bridge Replacement
9/9/21

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

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

   No Impact

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

   No Impact

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

   No impact, no mitigation measures required.

Kevin Held
Asst. Engineer
City of Fremont

2022 COTTAGE ST BRIDGE REPALCEMENT
TRAFFIC AND PAVEMENT CONDITION

The Cottage St. Bridge is a short span, steel superstructure bridge with wood timber deck, asphalt driving surface, and concrete abutments constructed in 1930. In spring of 2021 as part of the State Bridge Inspection program, the Cottage St. Bridge was inspected by Mannik and Smith Group. The result of this inspection was the reduction in rating of the Cottage St. Bridge from poor (rating of 5) in 2011 to Critical (rating of 2). In response to this designation, a weight limit of 8000 lbs. was implemented and planning commenced for the replacement of this bridge.

In 2020, the new Croghan Elementary School was constructed on Chestnut St. approximately a quarter mile west of Cottage St. The presence of this school has led to a significant amount of school bus traffic. Included in this traffic is a bus serving special needs students in the immediate vicinity of the bridge. Because of weight limitations for the bridge, this bus must now reverse 500' down Cottage St. from the north to pick up this student. This presents a significant safety issue and further demonstrates the immediate need for replacement.

The ADT recorded on the bridge inspection report is 839. A traffic count after the weight limitations were put in place yielded an ADT of 716 vehicles. It is believed that the reduction in traffic can be attributed to the weight restrictions and therefore the previous report of 839 vehicles has been used for this application.

In addition to the structural integrity of the bridge, various aspects will be improved providing a higher degree of safety. New, extended safety railing and signage will be installed and better channel control will be facilitated by new wing walls and riprap. In addition, a waterline which regularly freezes at this crossing will be replaced as part of this project.


PIPELINE
09/01/2021 09:37


Ameritech
09/01/2021 09:38


BRIDGE
WEIGHT
LIMIT
3 TON
SPEED LIMIT
25
09/01/2021 09:38


09/01/2021 09:37


09/01/2021 09:37

STATE OF OHIO
BRIDGE INSPECTION REPORT

Structure File Number: 7260156

Inventory Bridge Number: SAN-T0180-0010 _(7260156)

COTTAGE STREET over LITTLE BARK CREEK

Inspection Type: Routine

Inspection Date: 05/06/2021

District: 02

County: 72 - Sandusky

Place Code (FIPS): 28826

Bridge Type:

3 - Steel

02 - Stringer/Multi-beam or Girder

N- Not Applicable

Type of Service:

1 - Highway

Maintenance Responsibility:

04 - City or Municipal Highway Agency

Inspection Responsibility:

04 - City or Municipal Highway Agency

Routine Maintenance Responsibility:

04 - City or Municipal Highway Agency

Lead Inspector: Homan,Christo pher

Reviewed by: Spino,Richard

TABLE OF CONTENTS

Ohio Bridge Inspection Summary Report

SAN-T0180-0010 _(7260156)

2: District	02 28826 - FREMONT (SAN county)	5A: Inventory Route	1 T0180
21: Major Maint A/B	04 - City or Municipal Highway Agency /	7: Facility On	COTTAGE STREET
225 Routine Main A/B	04 - City or Municipal Highway Agency /	6: Feature Ints	LITTLE BARK CREEK
221 Inspection A/B	04 - City or Municipal Highway Agency /	9: Location	160' N OFUS20 (ALT)
220: Inv. Location	SA		

Condition

58: Deck	**6 - Satisfactory Condition**
58.01 Wearing Surface	6 - Satisfactory (1-10% distress)
58.02 Joint	N- Not Applicable
59: Superstructure	**2 - Critical Condition**
59.01 Paint & PCS	4 - Poor PCS (15-20% corr.)
60: Substructure	**5 - Fair Condition**
61: Channel	**6**
61.01 Scour	**5 - Fair or problems noted but they are stable or unchanged scour (Spread: no undermining, Deep: A couple piles may be visible)**
62: Culverts	**N - Not Applicable**
67.01 GA	**2**

Appraisal

Sufficiency Rating	20.6 SD/FO 1 - SD
36: Rail, Tr, Gd, Term Std	0 N 0 0
72: Approach Alignment	8 - Equal to present desirable criteria
113: Scour Critical	5 - Scour within limits of footing or piles
71: Waterway Adequacy	8 - Bridge Above Approaches

Geometric

48: Max Span Length (ft)	21.0
49: Structure Length (ft)	22.0
52: Deck Width, Out-To-Out (ft)	21.0
424: Deck Area (sf)	462
32: Appr Roadway Width (ft)	17.0
51: Road Width, Curb-Curb (ft)	21.0
50A: Curb/SW Width: Left (ft)	0
50A: Curb/SW Width: Right (ft)	0
34: Skew (deg)	0
33: Bridge Median	0 - No median
54B: Min Vert Underclearance (ft)	0
336A: Min Vert Clrnce IR Cardinal (ft)	99
336B: Min V Clr IR Non-Cardinal (ft)	0
578: Culvert Length (ft)	0

Load Posting

41: Op/Post/Closed	P - Posted for Load
70: Posting	3 - 10.0-19.9% below legal loads
70.01: Date	10/30/2019
70.02: Sign Type	2- R12-H7 ("Emergency Vehicle Weight Limit", Axle Count, 2 trucks)
734: Percent Legal (%)	85
704: Analysis Date	12/23/2016
63: Analysis Method	6 - Load Factor (LF) rating reported by rating factor (RF) method using MS18 loading.

Structure Type

43: Bridge Type	3 - Steel
	02 - Stringer/Multi-beam or Girder
	N- Not Applicable
45: Spans Main / Approach	1 / 0
107: Deck Type	8 - Wood or Timber
408: Composite Deck	U - Unknown
414A Joint Type 1	N - None
414B: Joint Type 2	N - None
108A: Wearing Surface	6 - Bituminous
	N- Not Applicable
422: WS Date	07/01/2000
423: WS Thick (in)	1.0
482: Protective Coating	0 - Other Paint
483: PCS Date	01/01/1985
453: Bearing Type 1	0 - Other
455: Bearing Type 2	N - None
528: Foundn: Abut Fwd	U - Unknown
533: Foundn: Abut Rear	U - Unknown
536: Foundn: Pier 1	N - None (Such as most Culverts)
539: Foundn: Pier 2	N - None (Such as most Culverts)

Age and Service

27: Year Built/ 106 Rehab	1930 / 1976
42A: Service On	1 - Highway
42B: Service Under	5 - Waterway
28A: Lanes on	02
28B: Lanes Under	00
19: Bypass Length	2
29: ADT	839
109: % Trucks (%)	5

Inspections

		Months	
90: Routine Insp.		6	05/04/2021
92A: FCM Insp.	N	0	
92B: Dive Insp.	N	0	
92C: Special Insp.	N	0	
92D: UBIT Insp.	N	0	
92E: Drone Insp.	N	0	

Inspector
Homan,Christopher

SAN-T0180-0010 _(7260156)

ODOT District:	02					Date Built:	07/01/1930
Major Maint:	04 - City or Municipal Highway Agency	Facility Carried:	COTTAGE STREET	Traffic On:	1 - Highway	Rehab Date:	01/01/1976
Routine Maint:	04 - City or Municipal Highway Agency	Feature Inters:	LITTLE BARK CREEK	Traffic Under:	5 - Waterway	Insp. Resp A:	04 - City or Municipal Highway Agency
FIPS Code:	28826 - FREMONT (SAN county)	Location:	SA		160' N OFUS20 (ALT)	Insp Resp B:	

Inspector Homan,Christopher Inspection Date 05/06/2021 Reviewer Spino,Richard

National Bridge Inventory

Status 1 - SD

Sufficiency Rating 20.6

Identification

(1) State Code	395 - Ohio
(8) Structure File Number (SFN)	7260156
(7) Facility Carried	COTTAGE STREET
(208) Route on the Bridge	42 - Township
(2) Highway Agency District	02
(3) County Code	72 - Sandusky
(209) Interstate Mile Marker	
(201) Special Designation	
(4) Place Code (FIPS)	28826 - FREMONT (SAN county)
(5) Inventory Route	
(A) Record Type On/Under Always "On"	1: Route carried "on" the structure
(B) Route Signing Prefix (Highway System)	4 - COUNTY HIGHWAY
(C) Designated Level of Service (Highway Designation)	1 - MAINLINE
(D) Route Number	T0180
(E) Directional Suffix	0 - NOT APPLICABLE
(6) Features Intersected	LITTLE BARK CREEK
(9) Location	160' N OFUS20 (ALT)
(11) Milepoint	00.100
(12) Base Highway Network	Inventory Route is not on the Base Network
(13A) LRS Inventory Route	
(13B) Subroute Number	
(16) Latitude	41.34219 Degrees
(17) Longitude	-83.09191 Degrees
(16.01) Latitude - Ohio	41.342194
(17.01) Longitude - Ohio	-83.091914
(98A) Border Bridge State Code	
(98B) Border Bridge State Percent Responsibility	
(99) Border Bridge Struct No.	

Inspections

(90) Inspection Date		05/04/2021
(91) Designated Inspection Frequency		6
(92) Critical Feature Inspection		(93) CFI Date
A. Fracture Critical Detail	N	0
B. Underwater Inspection	N	0
C. Other Special Inspection	N	0
D.01 Snooper Inspection	N	0
E.01 Drone Inspection	N	0

Condition

(58) Deck	6 - Satisfactory Condition
(58.01) Wearing Surface	6 - Satisfactory (1-10% distress)
(58.02) Expansion Joint	N- Not Applicable
(59) Superstructure	2 - Critical Condition
(59.01) Protective Coating System (PCS)	4 - Poor PCS (15-20% corr.)
(60) Substructure	5 - Fair Condition
(61) Channel & Channel Protection	6 - Bank slump. widespread minor damage
(61.01) Scour	5 - Fair or problems noted but they are stable or unchanged scour (Spread: no undermining, Deep: A couple piles may be visible)
(62) Culvert	N - Not Applicable
(67.01) General Appraisal	2 - Critical Condition (advance loss to primary structure, may close bridge)

SAN-T0180-0010 _(7260156)

ODOT District:	02			Date Built:	07/01/1930
Major Maint:	04 - City or Municipal Highway Agency	Facility Carried:	COTTAGE STREET	Traffic On: 1 - Highway	Rehab Date: 01/01/1976
Routine Maint:	04 - City or Municipal Highway Agency	Feature Inters:	LITTLE BARK CREEK	Traffic Under: 5 - Waterway	Insp. Resp A: 04 - City or Municipal Highway Agency
FIPS Code:	28826 - FREMONT (SAN county)	Location:	SA	160' N OFUS20 (ALT)	Insp Resp B:

Inspector Homan,Christopher Inspection Date 05/06/2021 Reviewer Spino,Richard

Structure Type and Material

(43) Main Structure Type	A.	3 - Steel
	B.	02 - Stringer/Multi-beam or Girder
	C.	N- Not Applicable
(44) Approach Type	A.	0 - Other
	B.	00 - Other
	C.	N- Not Applicable
(45) Number of Spans in Main Unit		1
(46) Number of Approach Spans		0
(107) Deck Structure Type		8 - Wood or Timber
(107.01)		
(108B) External Deck Protection		N - NA
(108C) Internal Deck Protection		N - NA
(422) Wearing Surface Date		07/01/2000
(108A) Wearing Surface Type		6 - Bituminous
(108A.01)		N- Not Applicable
(423) Wearing Surface Thickness		1.0 in
(483) Protective Coating System Date		01/01/1985

Age of Service

(27) Year Built	1930
(263) Date Built	07/01/1930
(106) Year Reconstructed	1976
(264) Major Reconstruction Date	01/01/1976
(42) Type of Service	
On	1 - Highway
Under	5 - Waterway
(28) Lanes	On 02 Under 00
(29) Average Daily Traffic	839
(30) ADT Yr.	2015
(109) Truck Percentage	5 % Truck
(114) Future Avg Daily Traffic	1165
(115) Future ADT Yr.	2035
(19) Bypass Detour Length	2 mi.

Load Rating and Posting

(31) Design Load	0 - Unknown
(63) Operating Rating Method	6 - Load Factor (LF) rating reported by rating factor (RF) method using MS18 loading.
(64) Operating Rating Factor	1.1
(65) Inventory Rating Method	6 - Load Factor (LF) rating reported by rating factor (RF) method using MS18 loading.
(66) Inventory Rating Factor	0.7
(41) Structure Open, Posted, or Closed to Traffic	P - Posted for Load
(70) Bridge Posting	3 - 10.0-19.9% below legal loads
(70.01) Date Posted	10/30/2019
(70.02) Posted Sign Type	2- R12-H7 ("Emergency Vehicle Weight Limit", Axle Count, 2 trucks)
(70.03) Posted Weight	See Posting Sign Photos

Appraisal

(67) Structural Evaluation	2 - Intolerable - high priority of replacement
(68) Deck Geometry	3 - Intolerable - high priority of corrective action
(69) Underclearances, Horizontal and Vertical	N - Not applicable
(71) Waterway Adequacy	8 - Bridge Above Approaches
(72) Approach Roadway Alignment	8 - Equal to present desirable criteria
(36) Traffic Safety Feature	
A. Bridge Railings:	0 - Does not meet acceptable standards/safety feature is required
B. Transitions:	N - NA/Safety feature not required
C. Approach Guardrail	0 - Does not meet acceptable standards/safety feature is required
D. Approach Guardrail Ends	0 - Does not meet acceptable standards/safety feature is required
(113) Scour Critical	5 - Scour within limits of footing or piles

SAN-T0180-0010 _(7260156)

ODOT District:	02			Date Built:	07/01/1930
Major Maint:	04 - City or Municipal Highway Agency	Facility Carried:	COTTAGE STREET	Traffic On: 1 - Highway	Rehab Date: 01/01/1976
Routine Maint:	04 - City or Municipal Highway Agency	Feature Inters:	LITTLE BARK CREEK	Traffic Under: 5 - Waterway	Insp. Resp A: 04 - City or Municipal Highway Agency
FIPS Code:	26826 - FREMONT (SAN county)	Location:	SA	160' N OFUS20 (ALT)	Insp Resp B:

Inspector Homan,Christopher Inspection Date 05/06/2021 Reviewer Spino,Richard

Classification

(112) NBIS Bridge	No
(104) Highway System of the Inventory Route	0 - Structure/Route is NOT on NHS
(26) Functional Classification of Inventory Route	09 - Rural - Local
(100) Strahnet Highway Designation	Not a STRAHNET route
(101) Parallel Structure Designation	N - No parallel structure
(102) Direction of Traffic	2-way traffic
(103) Temporary Structure Design	
(105) Federal Lands Highways	Not Applicable
(110) Designated National Network	Inventory route not on network
(20) Toll	3 - On Free Road
(225) Routine Maintenance Responsibility	A. 04 - City or Municipal Highway Agency B.
(21) Maintenance Responsibility	04 - City or Municipal Highway Agency
(21B) Major Maint. Responsibility B	
(221) Inspection Program Responsibility	A. 04 - City or Municipal Highway Agency B.
(22) Owner	04 - City or Municipal Highway Agency
(37) Historical Significance	5-Not Eligible

Navigation Data

(38) Navigation Control	0 - No navigation control on waterway (bridge permit not required)	
(39) Nav Vert Clearance	0.0	Ft.
(40) Nav Horizontal Clearance	0.0	Ft.
(111) Pier or Abutment Protection		
(116) Minimum Navigation Vertical Clearance, Vertical Lift Bridge	0.0	Ft.

Geometric Data

(48) Longest Span	21.0	Ft.
(49) Structure Length	22.0	Ft.
(50A) Curb/Sidewalk Left Side - Width	0	Ft.
(50B) Curb/Sidewalk Right Side - Width	0	Ft.
(51) Brdg Roadway Width Curb-to-Curb	21.0	Ft.
(52) Deck Width, Out-to-Out	21.0	Ft.
(32) Approach Roadway Width	17.0	Ft.
(33) Bridge Median	0 - No median	
(34) Skew	0	Deg.
(35) Structure Flared	0 - No flare	

Clearances

(10) Practical Maximum Vertical Clearance	99	Ft.
(53) Minimum Vertical Clearance Over Bridge Roadway	99	Ft.
(47) Total Horizontal Clearance (Inventory Route)	21	Ft.
(54) Minimum Vertical Under Clearance	B. 0	Ft.
	A. N - Feature not a highway or railroad	
(56) Minimum Lateral Under Clearance on Left	0	Ft.
(55) Minimum Lateral Under Clearance on Right	B. 0	Ft.
	A. N - Feature not a highway or railroad	

Inventory Route Clearances

NBI 005A: On/Under 1: Route carried "on" the structure

NBI 005D: Route No. T0180

	Cardinal Direction		Non-Cardinal Direction	
(336) Minimum Vertical Clearance on IR	99	Ft.	0	Ft.
(335) Minimum Horizontal Clearance on IR	21	Ft.	0	Ft.

ODOT District:	02	**SAN-T0180-0010 _(7260156)**				Date Built:	07/01/1930
Major Maint:	04 - City or Municipal Highway Agency	Facility Carried:	COTTAGE STREET	Traffic On:	1 - Highway	Rehab Date:	01/01/1976
Routine Maint:	04 - City or Municipal Highway Agency	Feature Inters:	LITTLE BARK CREEK	Traffic Under:	5 - Waterway	Insp. Resp A:	04 - City or Municipal Highway Agency
FIPS Code:	28826 - FREMONT (SAN county)	Location:	SA		160' N OFUS20 (ALT)	Insp Resp B:	

Inspector Homan,Christopher Inspection Date 05/06/2021 Reviewer Spino,Richard

Inspector Comments - Deck and Approach

Deck

Bridge Wearing Surface (SF)

- There are transverse cracks over both abutments.
- There are multiple longitudinal and transverse cracks throughout.
- The northeast corner has recent asphalt patch.
- Both edges of deck have weatherproofing exposed.
- Timber deck sound with minor deterioration at edges w/ wet areas

Bridge Railing (LF)

- Both guardrails are slightly low and do not meet code.
  - 1-10" on the east
  - 2'-0" on the west.
- The northwest guardrail is rusted.
- The west guardrail supports are bent.
- The east side posts are rotted.

Approach

Approach Wearing Surface (EA)

- Approach pavement at bridge corners is settled.
- Northwest approach has diagonal crack.
- The south approach has a longitudinal crack approx. 20 feet from structure.

Inspector Comments - General Appraisal

Superstructure

Beams/Girders (LF)

- All beam end locations have heavy mud and rust. Some access issues exist due to height above stream bed (ladder needed) and width of beams.

See included PDF file of deck (**7260156 Deck Sketch 20210504.pdf**) for the following:

- Beam 1: is bent slightly at northwest guardrail connection. At rear abut, heavy rust w/ section loss. At fwd abut, 50%-100% loss of bottom flange near bearing.
- Beam 2: At rear abut, heavy rust w/ section loss. At fwd abut, bottom flange heaving with approx. 50% section loss.
- Beam 3: At rear abut, heavy rust w/ section loss. Locations of 100% loss of bottom flange near bearing each side. Perforations in web behind bearing.
- Beam 4: At rear abut, heavy rust w/ section loss. Locations of 100% loss of bottom flange near bearing each side. Perforations in web behind bearing.
- Beam 5: At rear abut, locations of 100% loss of bottom flange with perforated web extending to

face of abutment. Beam is beginning to buckle and is sitting on abut seat. At fwd abut, locations of 100% loss of bottom flange with perforated web behind bearing. Beam is beginning to buckle and is sitting on abut seat.

- Beam 6: At rear abut, ocations of 100% loss of bottom flange with perforated web extending to face of abutment. Beam is beginning to buckle and is sitting on abut seat. At fwd. abut, Locations of 100% loss of bottom flange with perforated web behind bearing. Beam is beginning to buckle and is sitting on abut seat.
- Beam 7: At rear abut, 100% loss of bottom flange with perforated web extending to face of abutment with bearing loss. At fwd. abut, locations of 100% loss of bottom flange with perforated web behind bearing. Beam is beginning to buckle and is sitting on abut seat.
- Beam 8: At rear abut, locations of 100% loss of bottom flange with perforated web extending to face of abutment. At fwd abut, locations of 100% loss of bottom flange at bearing each side. Perforations in web behind bearing.
- Beam 9: At rear abut, approx. 50%-75% loss of bottom flange. At fwd abut, 50%-100% loss of bottom flange near bearing.
- Beam 10: At rear abut, approx. 50%-75% loss of bottom flange. Bent up on right side near abut face. At fwd. abut, locations of 100% loss of bottom flange at bearing each side.
- Beam 11: At rear abut, approx. 50% loss of bottom flange. At fwd. abut, heavy rust with section loss.
- Beam 12: At rear abut, locations of 100% loss of bottom flange (outside). At rear abut, rusting at bearing.
- Floor beam at midspan has a 100% section loss in the web under beam 5 approx. 1/2" diameter.

Bearing Devices (EA)

- Forward bearing plate has up to 100% section loss in some areas and heavy pack rust.
- There is no bearing plate on the rear abutment (appears to be at various locations only).

Substructure

Abutment Walls (LF)

- The rear abutment has hairline vertical cracks under beams 1-2, 2-3, 3-4, 5, 6, 7, 8, 8-9 AND 9.
- The forward abutment has a horizontal crack under beams 1 & 2.
- The forward abutment has vertical cracks under beams 1, 2, 3 and 10, and between beams 4-5, 6-7.

Backwalls (LF)

- The forward backwall is cracked between beams 2-3, 6-7, 7-8, 8-9 and 10-11.
- The rear backwall has vertical cracks between beams 4-5, 5-6, 6-7, 7-8, and 10-11.

Wingwalls (EA)

- The northwest wingwall has vertical and diagonal cracks and a 1 foot x 6" spall.
- The southwest wingwall has diagonal crack.
- The southeast wingwall on the back face has a 1 foot x 6" spall.

Culvert

Inspector Comments - Waterway

Waterway Adequacy

Channel Hydraulic Opening (EA)

- Concrete encased utility upstream of structure acts as a dam and has caused water to undermine and flow beneath the utility.
- Draped utility line in water upstream side of bridge
- The southeast corner has yard debris along the rear abutment.
- There is a sandbar under the structure that covers the south 90% of span.

Channel

Channel Protection (LF)

- Channel under structure appears to have been dredged since 2012 which exposed the forward abutment footing from the northwest corner and extends to the east past the midpoint. The channel bottom is relatively level along this length. Past photos indicate minor changes from 2014 to 2021 in this area.
- The outlet pipe at the northwest corner is washing out the slope.

Scour Critical

Pictures

PHOTO 1

Description 7260156_Beam 1 Fwd 2

PHOTO 1

Description 7260156_Fwd Deck Joint 2

Pictures

PHOTO 1

Description 7260156_Deck Timber 2

PHOTO 1

Description 7260156_Fwd Abut 2

Pictures

PHOTO 1

Description 7260156_Beam 5 Fwd 2

PHOTO 1

Description 7260156_Stream Viewing West

Pictures

PHOTO 2

Description 7260156_Utility - Dam Upstream

PHOTO 2

Description 7260156_Beam 5 Fwd 3

Pictures

PHOTO 2

Description 7260156_Fwd Abut Ftg Exposed

PHOTO 2

Description 7260156_Deck Timber Edge 2

MetroCount Traffic Executive
Vehicle Counts (Virtual Day)

VirtVehicleCount-61 -- English (ENU)

Datasets:

Site:	**[Cottaghe] South of Chestnut**
Attribute:	South of Chestnut
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 2
Survey Duration:	13:30 Thursday, September 23, 2021 => 14:59 Friday, September 24, 2021,
Zone:	
File:	Cottaghe 0 2021-09-24 1500.EC2 (Plus)
Identifier:	KY41KF5A MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v4.06)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**13:31 Thursday, September 23, 2021 => 14:59 Friday, September 24, 2021 (1.06166)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	North, East, South, West (bound), P = North
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 716 / 721 (99.31%)

* Virtual Day - Total=668, 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
2	**2**	**2**	**0**	**6**	**15**	**16**	**29**	**52**	**37**	**45**	**55**	**50**	**41**	**43**	**80**	**57**	**41**	**42**	**14**	**15**	**13**	**5**	**6**
0	2	0	0	0	0	1	6	4	7	12	6	**10**	10	13	**12**	11	15	17	7	6	4	1	3
1	0	0	0	2	4	4	6	19	10	10	8	**18**	14	13	**30**	13	14	11	1	4	2	2	0
0	0	0	0	1	5	5	9	14	8	12	**18**	10	7	7	**16**	14	5	7	4	2	2	1	2
1	0	2	0	3	6	6	8	15	12	11	**23**	12	10	11	**22**	19	7	7	2	3	5	1	1

AM Peak 1130 - 1230 (69), AM PHF=0.75 PM Peak 1500 - 1600 (80), PM PHF=0.67

Numbers have been rounded to the nearest integer.

DISTRICT 5
CAPITAL IMPROVEMENT PROJECTS
QUESTIONNAIRE
ROUND 36

Name of Applicant: City of Fremont
Project Title: Cottage St. Bridge Replacement

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

1. What percentage of the project in repair A= ___%, replacement B= 100%, expansion C= ___%, and new D= ___%? (Use dollar amounts of project to figure percentages and make sure the total equals one hundred(100) percent) A+B= 100 % C+D= ___% **ORC Reference(s):164.06(B)(1); 164.14(E)(10)**

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

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

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

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

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

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

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

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

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

ROADS

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

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

Road/Street Classifications:

Major Access Road:	*Roads or streets that have a dual function of providing access to adjacent properties and providing through or connecting service between other roads.*
Minor Access Road:	*Roads or streets that primarily provide access to adjacent properties without through continuity, such as cul-de-sacs or loop roads or streets.*
Preventative Maintenance:	*Non Structural Pavement work such as chip sealing, cape sealing, micro-surfacing, crack sealing, etc.*

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

*(4R) Resurfacing, Restoration, Rehabilitation and Reconstruction - Much like 3R, except that 4R allows for the complete reconstruction of the roadway and alteration of certain design elements (i.e., lane widths, shoulder width, SSD, **overlays with greater than 3.5" of additional pavement.** etc.).

BRIDGES SUFFICIENCY RATING

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

WASTEWATER TREATMENT PLANTS

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

WATER TREATMENT PLANT

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

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

Extremely Critical: EPA orders in the form of a consent decree, findings and orders or court order. Health Department Construction Ban.

Critical:	Separate, due to chronic backup or flooding in basements.
Major:	Separate, due to documented water quality impairment, or due to EPA recommendations.
Moderate:	Separate, due to specific development proposal within or upstream of the combined system area.
Minimal:	Separate, to conform to current design standards.
No Impact:	No positive health effect.

STORM SEWERS

Extremely Critical:	Improvements ordered by the Environmental Protection Agency (EPA) in the form of a consent decree, findings and orders or court order.

Critical:	Chronic flooding (structure damage) or improvements required by the Environmental Protection Agency (EPA) in the form of NPDES permit requirements or Notice of Violations.
Major:	Inadequate capacity (land damage).
Moderate:	Inadequate capacity with no associated damage.
Minimal:	New/Expansion to meet current needs.
No Impact:	New/Expansion to meet future or project needs.

CULVERTS

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

SANITARY SEWERS

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

SANITARY LIFT STATIONS AND FORCE MAINS

Extremely Critical:	Structurally deficient. Deterioration has already caused a safety/health hazard to the public, or; EPA orders in the form of a consent decree, findings and orders or court order.
Critical:	Inadequate capacity with actual or a high probability of property damage; or improvements required by the Environmental Protection Agency (EPA) in the

	form of NPDES permit requirements.
Major:	EPA recommendations, or; reduces a probable health and/or safety problem.
Moderate:	Rehabilitate to increase capacity to meet current needs.
Minimal:	New/Expansion to meet a specific development proposal.
No Impact:	New/Expansion to meet future or projected needs.

WATER PUMP STATIONS

Extremely Critical:	Structurally deficient. Deterioration has already caused a safety hazard to the public, or, EPA orders in the form of a consent decree, findings and orders or court order.
Critical:	Inadequate capacity with the inability to maintain pressure required for fire flows.
Major:	Replace due to inadequate capacity or EPA recommendations.
Moderate:	Rehabilitate to increase capacity to meet current needs.
Minimal:	New/Expansion to meet a specific development proposal.
No Impact:	New/Expansion to meet future or projected needs.

WATER LINES/WATER TOWERS

Extremely Critical:	Replace to solve low potable water pressure or excessive incidents of main breaks in project area.
Critical:	Replacement/Rehabilitation due to structural deficiency such as excessive corrosion and/or safety upgrades, etc.
Major:	Replace undersized water mains as part of an overall upgrade process. Replace water meters that have exceeded their useful life.
Moderate:	Increase capacity to meet current needs. Spot repairs/recoating to restore moderate corrosion of water components.
Minimal:	New/Expansion project to meet a specific development proposal.
No Impact:	New/Expansion to meet future or projected needs.

OTHER

Extremely Critical:	There is a present health and/or safety threat.
Critical:	The project will provide immediate health and/or safety benefit.
Major:	The project will reduce a probable health and/or safety problem.

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

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

No Impact: No health and/or safety effect.

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

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

Extremely Critical X, Critical ___, Major ___, Moderate ___, Minimal ___, No Impact ___, Explain your answer. Bridge has been was recently rated a 2 (Critical) during inspection. See attached. (Additional narrative, charts and/or pictures should be attached to questionnaire)

4. Identify the amount of local funds that will be used on the project as a percentage of the total project cost. **ORC Reference164.06(B)(6);)ORC164.06(B)(7); ORC164.06(B)(3); ORC164.14(E)(4)**

A.) Amount of Local Funds = $ 145,294

B.) Total Project Cost = $ 290,587

RATIO OF LOCAL FUNDS DIVIDED by TOTAL PROJECT COSTS (A□B)= 50 %

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

5. Identify the amount of other funding sources to be used on the project, excluding SCIP or LTIP Funds, as a percentage of the total project cost. **ORC Reference(s):164.06(B)(7);164.14(E)(4)**

Grants ___% Gifts ___%, Contributions ___%

Other ___% (explain)_____ , Total 0 %

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

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

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

_____ $175,001-$275,000
__X__ $175,000 or Less

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

YES _____ NO X

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

7. If the proposed project is funded, will its completion directly result in the creation of permanent full-time equivalent (FTE) jobs (FTE jobs shall be defined as 36 hours/week) ? Yes ___ No X. If yes, how many jobs within eighteen months? __ Will the completed project retain jobs that would otherwise be permanently lost? Yes ___ No ____. If yes, how many jobs _____ **will be created/retrained** within 18 months **following the completion of the improvements**?

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

(Supporting documentation in the form of letter from affected industrial or commercial enterprises that specify full time equivlent 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? 839 (Use households served, traffic counts, etc. and explain the basis by which you arrived at your number.) **ORC Reference 164.14(E)(7); 164.06(B)(10)**

ADT from bridge report is 839.

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

What is the Local Median Household Income as a percentage of the District Median Household Income? 63.15 %. Please utilize the Economic Distress Scoring Criteria based on ACS 2013-2017 Data provided in Exhibit A.

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

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

_____ Plans have not begun yet (0 Points)

X Preliminary Engineering Complete (1 Point)

_____ Final Design Complete (2 Points)

11. Base Score Total for Questions 1-10= 96

12. County Subcommittee Priority Points= _____
(25-20-15 Points for each of the SCIP and LTIP Project Categories)

---

13. DISCRETIONARY POINTS (BY DISTRICT COMMITTEE ONLY)

13a. A **District Discretionary Point** may be awarded to projects that demonstrate significant Area-wide, County, or Community Impact. (Include documentation to support the claim of significance) (Maximum of 1 Point at the discretion of the District Executive Committee) _____
ORC Reference 164.14(E)(7)

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

14. **Grand Total of Points** _____

15. Is subdivision's population less than 5,000 Yes No X If yes, continue. You may want to design your project per Small Government Project Evaluation Criteria, released for the current OPWC Round to assist in evaluating your project for potential Small Government Funding. The Small Government Criteria is available on the OPWC website at
https://www.pwc.ohio.gov/Portals/0/Data/SmallGovernment%20Round%2036%20Methodology.pdf?ver=2019-08-07-071749-143

---

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

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

• The Commission may deny funding for water and sewer systems that are deemed to be more cost-effective if regionalized.

• If a water or sewer project is determined to be affordable, the project will be offered a loan rather than a grant. Pay special attention to the **Water & Wastewater Affordability Supplemental and the Small Government Water & Wastewater Affordability Calculation Worksheet. Both are available on the Small Government Program Tab at https://www.pwc.ohio.gov/Programs/Infrastructure-Programs/Small-Government**

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

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

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

If you desire to have your Round 36 project considered for Small Government Funding please download the Small Government Evaluation Criteria applicable to Round 36 by accessing the OPWC Website at https://www.pwc.ohio.gov/Portals/0/Data/SmallGovernment%20Round%2036%20Methodology.pdf?ver=2019-08-07-071749-143. **Please follow the Small Government Evaluation Criteria and include supporting documentation to receive points. Specifically, include the Auditor's Certification of funds for your entity and documentation supporting the age of the infrastructure.**

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

Date: 9/9/2021
Signature: [signature]
Title: City Engineer
Address: 323 S. Front St Fremont, OH 43420
Phone: 419-334-8963
FAX: 419-552-5029
Email: tfredericksen@fremontohio.org

District 5
Capital Improvement Project
Priority Rating Sheet, Round 36

Revised 06/29/2021

COUNTY: Sandusky | PROJECT NUMBER:
PROJECT: Cottage St. Bridge Replacement
EST. COST: $290,587.00

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)						X	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
			0	2	4	6	8	10			0	2	4	6	8	10	
2A	1	EXISTING PHYSICAL CONDITION Please refer to Criteria #2 of the Round 36 Scoring Methodology. Must submit substantiating documentation. (100% New or Expansion = 0 Points)						X	10		Excellent	Good	Fair	Fading	Poor	Failing	2A
			0	1	2	3	4	5		Type	0	1	2	3	4	5	
2B	1	AGE						X	5	Road	0-4 Yrs	5-8 Yrs	9-12 Yrs	13-16 Yrs	17-20 Yrs	20+ Yrs	2B
										Wastewater	0-6 Yrs	7-12 Yrs	13-18 Yrs	19-24 Yrs	25-30 Yrs	30+ Yrs	
										Bridge/Culvert, Sanitary Sewer, Water Supply, Storm Water, Solid Waste	0-10 Yrs	11-20 Yrs	21-30 Yrs	31-40 Yrs	41-50 Yrs	50+ Yrs	
			0	2	4	6	8	10			0	2	4	6	8	10	
3	2	PUBLIC HEALTH AND/OR SAFETY CONCERNS Submittals without supporting documentation will receive 0 points for this question.						X	20		No Impact	Minimal	Moderate	Major	Critical	Extremely Critical	3
			0	2	4	6	8	10			0	2	4	6	8	10	
4	2	LOCAL MATCHING FUNDS 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) *						X	20		0%	10%	20%	30%	40%	50%	4
			0	2	4	6	8	10			0	2	4	6	8	10	
5	1	OTHER FUNDING (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.)	X						0		0%	10%	20%	30%	40%	50%	5
6		OPWC GRANT AND LOAN FUNDS REQUESTED Please refer to Criteria #8 of the Round 36 Methodology for clarification.						X	20								6
	2	Grant or Loan Only	-9	-8	0	8	9	10			-9	-8	0	8	9	10	
											Grant or Loan Only						6
											$500,001 or more	$400,001 to $500,000	$325,001 to $400,000	$275,001 to $325,000	$175,001 to $275,000	$175,000 or less	
	2	Grant/Loan Combination	-9	-8	0	8	9	10			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.															
			0	2	4	6					0	2	4	6			
7	1	JOB CREATION/RETENTION Indicate full time equivalent jobs, include supporting documentation in the form of a commitment letter from business or third party entity.	X						0		0-6 Jobs	7-14 Jobs	15-24 Jobs	25+ Jobs			7
			0	2	4	6	8	10			0	2	4	6	8	10	
8	1	BENEFIT TO EXISTING USERS (households or traffic counts) Equivalent dwelling unit direct connections. Traffic Counts within three years with certified documentation, etc.					X		8		0-99 Users	100 - 349 Users	350 - 499 Users	500 - 749 Users	750 - 1000 Users 839	1000+ Users	8
			0	1	2						0	1	2				
9	1	ECONOMIC DISTRESS Local MHI as a percentage of the District Median MHI			X				2		100%+	80%-100%	Less Than 80%				9
			0	1	2						0	1	2				
10	1	READINESS TO PROCEED		X					1		Plans Not Begun Yet	Preliminary Engineering Complete	Final Design Complete				10
11		SUBTOTAL RANKING POINTS (MAX. = 115)							96		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						
12		COUNTY SUBCOMMITTEE PRIORITY POINTS (25-20-15)															
13A		DISCRETIONARY POINTS (BY DISTRICT ONLY) (MAX.=1)									District Discretionary Point may be awarded to projects that demonstrate significant Area-wide, County, or Community impact. Include documentation to support the claim of significance.						
13B		DISCRETIONARY POINTS (BY DISTRICT ONLY) (MAX.=1)									District Discretionary Point may be awarded to projects that demonstrate that the entity has maximized financial resources including assessments and utility rate structure.						
14		GRAND TOTAL RANKING POINTS															

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