

PROUDFOOT



— ASSOCIATES, INC. —
CONSULTING ENGINEERS

August 31, 2016

Raymond A. Huber, P.E., P.S.
Wood County Engineer
One Courthouse Square
Bowling Green, OH 43402

**Re: OPWC Application for Bates Road Improvement – Perrysburg
Township**

Dear Sir:

Please find enclosed one original and three copies of the application for the subject project. An email copy will be sent to Ms. Nancy Dennis.

If you have any questions or require additional information, please contact me.

Sincerely,

Thomas H. Yurysta, P.E.
Project Manager

cc: Walter Celley





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: Perrysburg Township Subdivision Code: 173-62162

District Number: 5 County: Wood Date: 08/24/2016

Contact: Walter Celley, Township Administrator Phone: (419) 887-6914
(The individual who will be available during business hours and who can best answer or coordinate the response to questions)

Email: WCALLEY@PERRYSBURGTOWNSHIP.US FAX: (419) 872-8889

Project Name: Bates Road Improvement Zip Code: 43551

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>653,655.00</u>
<input type="checkbox"/> 2. City	<input type="checkbox"/> 2. Bridge/Culvert	1. Grant: <u>325,000.00</u>
<input checked="" type="checkbox"/> 3. Township	<input type="checkbox"/> 3. Water Supply	2. Loan: <u>0.00</u>
<input type="checkbox"/> 4. Village	<input type="checkbox"/> 4. Wastewater	3. Loan Assistance/ Credit Enhancement: <u>0.00</u>
<input type="checkbox"/> 5. Water (6119 Water District)	<input type="checkbox"/> 5. Solid Waste	Funding Requested: <u>325,000.00</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: <u> </u>		

For OPWC Use Only

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

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

1.1 Project Estimated Costs

Engineering Services

Preliminary Design:	<u>6,000</u>	.00	
Final Design:	<u>5,000</u>	.00	
Construction Administration:	<u>7,900</u>	.00	
Total Engineering Services:	a.)	<u>18,900</u>	.00 <u>3</u> %
Right of Way:	b.)	_____	.00
Construction:	c.)	<u>589,755</u>	.00
Materials Purchased Directly:	d.)	_____	.00
Permits, Advertising, Legal:	e.)	<u>5,000</u>	.00
Construction Contingencies:	f.)	<u>20,000</u>	.00 <u>3</u> %
Total Estimated Costs:	g.)	<u>633,655</u>	.00

1.2 Project Financial Resources

Local Resources

Local In-Kind or Force Account:	a.)	_____	.00
Local Revenues:	b.)	<u>308,655</u>	.00
Other Public Revenues:	c.)	_____	.00
ODOT / FHWA PID: _____	d.)	_____	.00
USDA Rural Development:	e.)	_____	.00
OEPA / OWDA:	f.)	_____	.00
CDBG:	g.)	_____	.00
<input type="checkbox"/> County Entitlement or Community Dev. "Formula"			
<input type="checkbox"/> Department of Development			
Other: _____	h.)	_____	.00
Subtotal Local Resources:	i.)	<u>308,655</u>	.00 <u>49</u> %

OPWC Funds (Check all requested and enter Amount)

Grant: <u>100</u> % of OPWC Funds	j.)	<u>325,000</u>	.00
Loan: <u>0</u> % of OPWC Funds	k.)	_____	.00
Loan Assistance / Credit Enhancement:	l.)	<u>0</u>	.00
Subtotal OPWC Funds:	m.)	<u>325,000</u>	.00 <u>51</u> %
Total Financial Resources:	n.)	<u>633,655</u>	.00 <u>100</u> %

1.3 Availability of Local Funds

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

2.0 Repair / Replacement or New / Expansion

2.1 Total Portion of Project Repair / Replacement:	<u>633,655</u> .00	<u>100</u> %
2.2 Total Portion of Project New / Expansion:	<u>0</u> .00	<u>0</u> %
2.3 Total Project:	<u>633,655</u> .00	<u>100</u> %

A Farmland Preservation letter is required for any impact to farmland

3.0 Project Schedule

3.1 Engineering / Design / Right of Way	Begin Date: <u>06/01/2016</u>	End Date: <u>12/01/2016</u>
3.2 Bid Advertisement and Award	Begin Date: <u>06/15/2017</u>	End Date: <u>07/12/2017</u>
3.3 Construction	Begin Date: <u>08/01/2017</u>	End Date: <u>11/15/2017</u>

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

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

4.0 Project Information

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

4.1 Useful Life / Cost Estimate / Age of Infrastructure

Project Useful Life: 20 Years Age: 1986 (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 1,909 Year 2014 Projected ADT 2,571 Year 2036

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.

The Bates Road Improvement begins at the end of the northerly approach slab for the overpass over I-75 and ends at River Road for a total length of 7,435 feet. The improvement will suspend work at the recently completed bridge replacement project over Grassy Creek, which will deduct 451 feet from the overall project work length, leaving a project length of 6,984 feet.

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

The project work items include the following:

- Pavement milling the asphalt pavement
- Undercutting poor sections of stone base and replacing with aggregate base or pavement repairs within concrete base sections.
- Resurfacing with 6 1/2 inches of asphalt pavement
- Replacing an 820 foot long by 2.5 foot wide section of sloughing pavement
- Install 2 foot wide stone berms
- Drive and lawn restoration work
- Install new pavement markings
- Flatten the pavement approaches to the CSX Railroad crossing

- 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.

Project length is 6,984 feet. The proposed and existing pavement width varies from 26 feet to 20 feet, with 20 feet being typical.

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: Walter Celley
Title: Township Administrator
Address: 26609 Lime City Road

City: Perrysburg State: OH Zip: 43551
Phone: (419) 887-6914
FAX: (419) 872-8889
E-Mail: WCELLEY@PERRYSBURGTOWNSHIP.US

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

Name: Shirley Haar
Title: Fiscal Officer
Address: 26609 Lime City Road

City: Perrysburg State: OH Zip: 43551
Phone: (419) 872-8861
FAX: (419) 872-8889
E-Mail: SHAAR@PERRYSBURGTOWNSHIP.US

5.3 Project Manager

Name: Thomas H. Yurysta
Title: Project Manager
Address: 2005 Michael Owens Way

City: Perrysburg State: OH Zip: 43551
Phone: (419) 865-7195
FAX:
E-Mail: tyurysta@proudfootassociates.com

6.0 Attachments / Completeness review

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

- A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- A certification signed by the applicant's chief financial officer stating the amount of all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's seal or stamp and signature.
- A cooperative agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- Farmland Preservation Review - The Governor's Executive Order 98-IV, "Ohio Farmland Protection Policy" requires the Commission to establish guidelines on how it will take protection of productive agricultural and grazing land into account in its funding decision making process. Please include a Farm Land Preservation statement for projects that have an impact on farmland.
- Capital Improvements Report. CIR Required by O.R.C. Chapter 164.06 on standard form.
- Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your local District Public Works Integrating Committee.

7.0 Applicant Certification

The undersigned certifies: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission as identified in the attached legislation; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement for this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding from the project.

Walter Celley, Township Administrator

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

Walter Celley 8/29/16
Original Signature / Date Signed

Attachments

Bates Road Improvement Perrysburg Township

1. Township Resolution
2. Fiscal Officers Certification
3. Engineer's Cost Estimate
4. Rossford's Ordinance
5. Cooperative Agreement
6. Summary Form
7. Five Year Capital Improvement Plan
- 8 Site Map
9. Traffic Count Data
10. District 5 Questionnaire and Question 3 Response
- 11. Site Photographs**



Perrysburg Township, *Established 1823*
26609 Lime City Road Perrysburg, Ohio 43551
Phone: 419.872.8861 Fax: 419.872.8889
www.perrysburgtownship.us

RESOLUTION 2016-14

Authorizing Township Administrator to prepare & submit an application to participate in the Ohio Public Works Commission State Capital Improvement and/or local transportation improvement program(s) and to execute contracts as required

The Board of Trustees of Perrysburg Township, Wood County, Ohio met in a regular meeting of the Board, on July 20, 2016; whereupon the following was placed in consideration:

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;

WHEREAS, Perrysburg Township is planning to make infrastructure capital improvements with the Perrysburg Township 2017 Roadway Resurfacing Program;

WHEREAS, said infrastructure improvements are considered to be a priority need for the community and are a qualified project under the OPWC programs; and

WHEREAS, the proceedings and hearings on this Resolution, and any necessary notices of such proceedings and hearings have all been undertaken, conducted and given in accordance with applicable law;

IT IS HEREBY RESOLVED, by the Board of Trustees for Perrysburg Township, who voted as certified below:

1. That the Perrysburg Township Administrator, Walter Celley, is hereby authorized to apply to the OPWC for funds as described herein.
2. That the Perrysburg Township Administrator, Walter Celley, is authorized to enter into any agreements as may be necessary and appropriate for obtaining this financial assistance.

WHEREUPON Trustee Britten moved and Trustee Mack seconded the adoption of the Resolution; and the roll was called on the question of adoption thereof; resulting as follows:


Gary Britten, YES

Robert P. Mack, YES

Joseph Schaller, YES

ATTEST:

I certify that the foregoing is a true and accurate copy of Resolution No. 2016-14, passed in a regular meeting of the Perrysburg Township Board of Trustees on July 20, 2016.


Shirley A. Haar
Township Fiscal Officer

FISCAL OFFICER'S CERTIFICATION OF LOCAL FUNDS

I, Shirley A. Haar, the duly elected Fiscal Officer of Perrysburg Township, Wood County, Ohio, hereby certify that Perrysburg Township has the amount of \$308,655.00 in the Township General Fund and that this amount will be used to pay the local share for the Bates Road 2017 repaving project, when it is required.

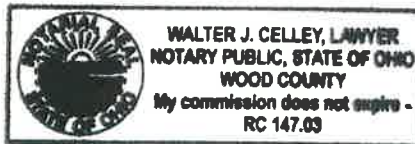
By: Shirley A. Haar
Shirley A. Haar, Fiscal Officer

Date: August 24, 2016

STATE OF OHIO, WOOD COUNTY, ss:

Sworn to and subscribed before me by Shirley A. Haar, Fiscal Officer of Perrysburg Township, on August 24, 2016.

Walter J. Celley
Notary Public

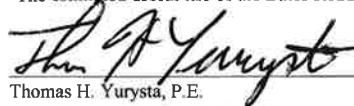


Proudfoot Associates, Inc.
Engineer's Cost Estimate

Project: Bates Road Improvement August 24, 2016

ODOT					
Item	Item	Quantity	Unit	Unit Price	Amount
202	Pavement Removed (Concrete Drives)	63	SY	\$ 20.00	\$ 1,260.00
203	Embankment	20	CY	30.00	600.00
203	Excavation	444	CY	30.00	13,320.00
204	Subgrade Compaction	228	SY	2.00	456.00
204	Excavation of Subgrade / Stone Base	100	CY	40.00	4,000.00
204	Granular Material, Type B	100	CY	40.00	4,000.00
202	Walk Removed	25	SF	10.00	250.00
204	Aggregate Base Compaction	11,000.00	SY	1.00	11,000.00
253	Pavement Repair (Concrete Base)	100	SY	40.00	4,000.00
254	Pavement Planing, Asphalt Concrete	17,170	SY	2.00	34,340.00
301	Asphalt Concrete Base	1,733	CY	120.00	207,960.00
407	Tack Coat	700	GAL	2.00	1,400.00
407	Tack Coat for Intermediate Course	696	GAL	2.00	1,392.00
410	Traffic Compacted Surface Type A or B	25	CY	50.00	1,250.00
448	Asph. Conc. Intermed. Course, Type 2, PG 64-22	850	CY	146.00	124,100.00
448	Asph. Conc. Surf. Course, Type 1, PG 64-22	610	CY	160.00	97,600.00
448	Asph. Conc. Surf. Course, Type 1, PG 64-22 (Drives)	9	CY	300.00	2,700.00
452	6" Non-reinforced Concrete Pavement (Drives)	63	SY	60.00	3,780.00
608	4" Concrete Walk	25	SF	10.00	250.00
638	Valve Box Adjusted to Grade	2	EACH	300.00	600.00
611	Manhole Adjusted to Grade	2	EACH	750.00	1,500.00
611	Catch Basin Adjusted to Grade	1	EACH	750.00	750.00
614	Maintaining Traffic	1	L SUM	25,000.00	25,000.00
614	Asphalt Concrete for Maintaining Traffic	5	CY	200.00	1,000.00
614	Work Zone Center Line, Class 1	3	MILES	1,000.00	2,820.00
614	Work Zone Stop Line, Class 1	30	FT	10.00	300.00
642	Centerline, Type 1	3	MILES	1,000.00	2,820.00
642	Edge Line, 4 Inch, Type 1	3	MILES	800.00	2,256.00
642	Stop Line, Type 1	30	FT	10.00	300.00
	Railroad Symbol Marking, Type 1	2	EACH	400.00	800.00
653	Topsoil Furnished and Placed	50	CY	50.00	2,500.00
659	Seeding and Mulching, as per plan	435	SY	2.00	870.00
659	Commercial Fertilizer	0.05	TON	620.00	31.00
659	Water	1	M. GAL	100.00	100.00
SPECIAL	High Early Concrete	10	CY	25.00	250.00
SPECIAL	Mail Box Removed and Re-erected	25	EACH	100.00	2,500.00
SPECIAL	310 Bern Stone (Source: Cardinal Aggregate)	454	CY	50.00	22,700.00
SPECIAL	Premium on Railroad's Protective Public Liability and Property Damage Liability Insurance	1	L SUM	9,000.00	9,000.00
Subtotal					\$ 589,755.00
Contingency					\$ 20,000.00
Total Constructon					\$ 609,755.00
Engineering Design					\$ 11,000.00
Inspection					\$ 7,900.00
RR Permit & Flagger					\$ 5,000.00
Grand Total					\$ 633,655.00

The estimated useful life of the Bates Road Improvement is 20 years.


 Thomas H. Yurysta, P.E.



ORDINANCE NO. 2016 - 38

AN ORDINANCE AUTHORIZING A JOINT COOPERATION AGREEMENT FOR THE REPAVING OF BATES ROAD BETWEEN THE CITY OF ROSSFORD AND PERRYSBURG TOWNSHIP; AND DECLARING AN EMERGENCY

WHEREAS, This Ordinance is recommended by the Administration; and

WHEREAS, The City of Rossford and Perrysburg Township have determined that it would be beneficial for the residents of Rossford and Wood County to repave Bates Road; and

WHEREAS, Perrysburg Township has applied for a grant for the repaving project; and

WHEREAS, A portion of Bates Road is within the City of Rossford, with the remaining portion within Perrysburg Township; and

WHEREAS, The City of Rossford and Perrysburg Township desire to collaborate on the project and share the costs of the project; and

WHEREAS, Towards that end, the parties have proposed a Cooperation Agreement, a copy of which is attached hereto as Exhibit "A".

NOW THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF ROSSFORD, WOOD COUNTY, OHIO, THAT:

SECTION 1. That the City Administrator is authorized to execute the Cooperation Agreement attached hereto as Exhibit "A".


SECTION 2. All formal actions of Council relating to the adoption of this Ordinance and all deliberations of Council and any of its committees leading to such action were in meetings open to the public in compliance with law.

SECTION 3. This ordinance is deemed an emergency measure, necessary for the immediate preservation of the public health, safety and welfare, and for the further reason that it is immediately necessary to allow for the timely delivery construction of this project to meet the grant requirements and time line for the project.


Council Persons voting aye: Staszek, Mowbray, Wagner, Ruse, Marquette, Eckert, Oberdorff

Council Persons voting no: _____

Passed this 22nd day of August, 2016.


President of Council

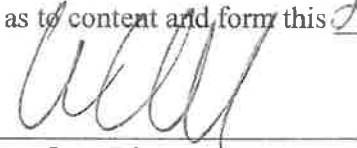
ATTEST:


Clerk of Council

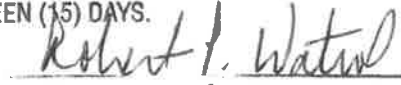
APPROVED:


Mayor

Approved as to content and form this 22 day of August, 2016


Kevin Heban, Law Director

**I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE
COPY OF Ord. 2016-38 PASSED BY THE COUNCIL OF
THE CITY OF ROSSFORD, OHIO ON August 22 2016
AND PUBLISHED BY POSTING A COPY THEREOF IN A
CONSPICUOUS PLACE IN THE ROSSFORD MUNICIPAL BUILDING
FOR A PERIOD OF FIFTEEN (15) DAYS.**


Clerk of Council

COOPERATIVE AGREEMENT

This Agreement is made by and between Perrysburg Township ("Township") and the City of Rossford ("Rossford").

Township and Rossford do hereby enter into this cooperative agreement to submit an application to the Ohio Public Works Commission ("OPWC") for the Bates Road 2017 repaving project.

Township will serve as the lead agency for said application and subsequent phases of the Bates Road 2017 repaving project and Rossford authorizes Township to sign any necessary documents.

Township will fund the Bates Road 2017 repaving project and Rossford agrees to reimburse Township in an amount equal to 6.51% of the total project cost, which is estimated to be \$633,655.00.

Any funds received from OPWC will be prorated between the parties by the percentage of funds received relative to the total project cost; e.g.: if funds received equal 50% of the total project cost, the reimbursement amount otherwise due Township would be reduced by 50%.

The amount due to be reimbursed shall be paid at the conclusion of the project. Township shall provide an invoice and accounting of all funds paid and received.

PERRYSBURG TOWNSHIP

CITY OF ROSSFORD

By: Walter J. Celley
Walter J. Celley, Administrator
8/23/16

By: Michael A. Scott
Michael A. Scott, Administrator
8/23/16

Ohio Public Works Commission
SUMMARY FORM

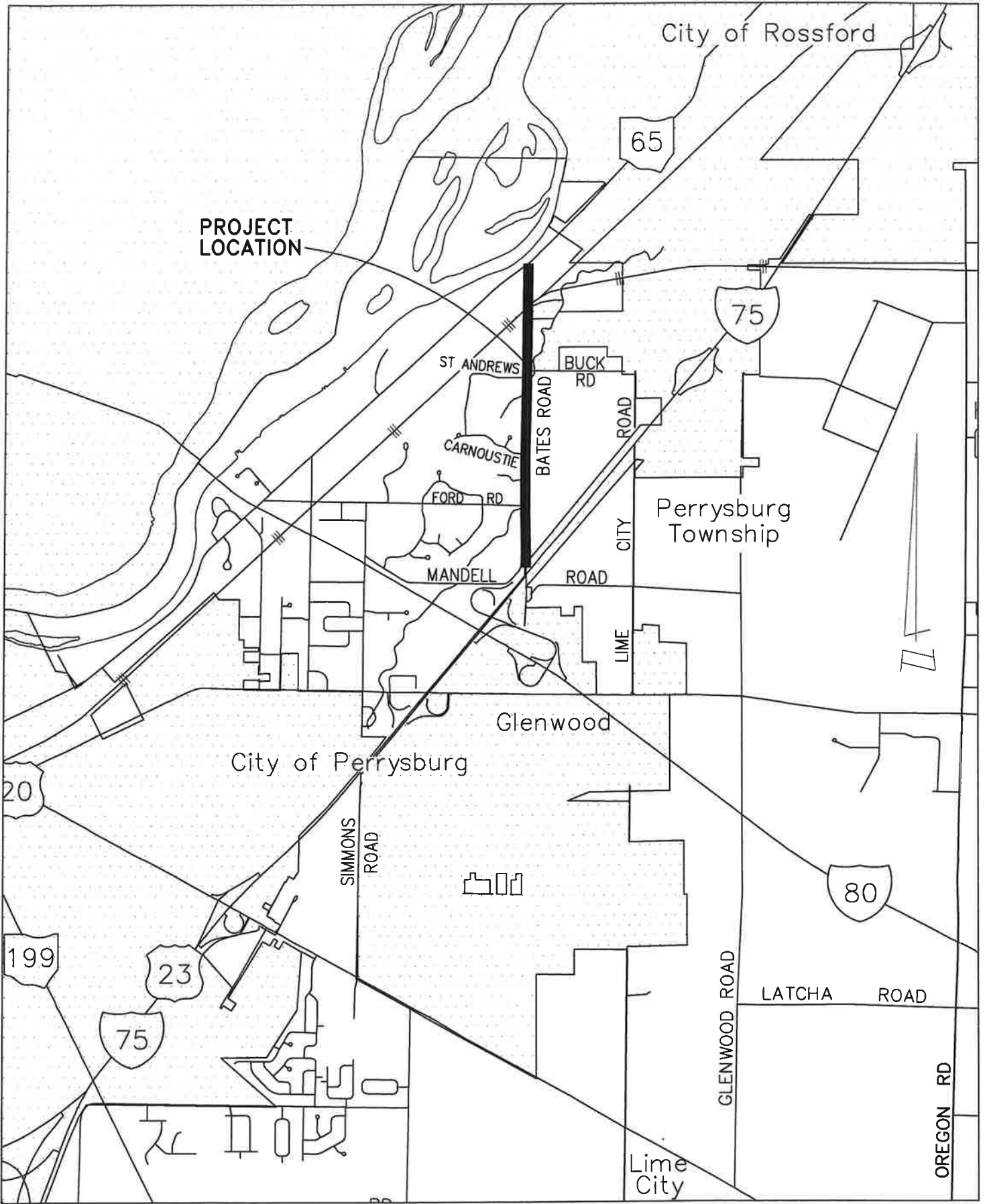
Perrysburg Township 173-62162 Wood 08/30/16
 Subdivision Code County Date

Infrastructure Component	Replacement Cost	Repair Cost	Total Units <small>Center Line Miles</small>	Units/Physical Condition					
				Excellent	Good	Fair	Poor	Critical	Unknown
Roads	86,796,900	38,558,300	84.15	12.50	20.00	39.65	10.00	2.00	
Bridges			<small>Number of Bridges</small> 0						
Culverts			<small>Number of Culverts</small> 0						
Water Supply Systems			<small>Number of Facilities</small> 0						
Water Distribution			<small>Linear Feet (Thousands)</small> 0.00						
Wastewater Systems			<small>Number of Facilities</small> 0						
Wastewater Collection			<small>Linear Feet (Thousands)</small> 0.00						
Stormwater Collection	11,383,000	1,729,000	<small>Linear Feet (Thousands)</small> 96.10	63.40	15.80	11.70	4.00	1.20	
Solid Waste Disposal			<small>Capacity (Tons per Day)</small> 0						
Totals	98,179,896	40,287,300							

Subdivision Socio-Economic Characteristics

Current		Census Information			
Population	12,512	Population Total	12,512	% LMI	31.50%
Total Households	5,460	Households	5,259	% Poverty	2.60%
% Unemployment	7%	MHI	\$58,016	% Unemploy	7.20%

Preparer's Name, Phone Number, email :



PROJECT LOCATION

City of Rossford

65

75

ST ANDREWS

BUCK RD

BATES ROAD

CARNOUSTIE

FORD RD

MANDELL

Perrysburg Township

Glenwood

City of Perrysburg

20

SIMMONS ROAD

80

199

23

75

GLENWOOD ROAD

LATCHA ROAD

OREGON RD

Lime City

165115 OPWC Title Sheet Bates



PERRYSBURG TOWNSHIP
 OPWC ISSUE 1 APPLICATION
 BATES ROAD
 IMPROVEMENT



List View All DIRs

Record	1	of 1	Goto Record	go
Location ID	4028798	MPO ID		
Type	SPOT	HPMS ID		
On NHS		On HPMS		
LRS ID	TWOOTR00322**C	LRS Loc Pt.	0.839	
SF Group	Urban Minor Arterial (4),Collector(5-6),Local(7)	Route Type	TR	
AF Group	URBAN_LOCAL	Route	00322	
GF Group	URBAN_LOCAL			
Class Dist Grp				
WIM Group				
QC Group	Default			
Funct'l Class	Local	Milepost		
Located On	BATES RD			
Loc On Alias				
	PR	MP	PT	
More Detail				
STATION DATA				

Directions: 2-WAY

AAADT

Year	AAADT	DHV-30	K %	D %	PA	BC	Src
2015	1,727 ³						Grown from 2014
2014	1,672 ³						Grown from 2013
2013	1,647						
2011	1,700						

FOR 2016 USE 2,000 AADT

Travel Demand Model										
Model Year	Model AADT	AM PHV	AM PPV	MD PHV	MD PPV	PM PHV	PM PPV	NT PHV	NT PPV	
No Data										

VOLUME COUNT			
Date	Int	Total	
No Data			

VOLUME TREND	
Year	Annual Growth
2015	3%
2014	2%
2013	-2%

SPEED					
Date	Int	Pace	85th	Total	
No Data					

CLASSIFICATION			
Date	Int	Total	
No Data			

WEIGH-IN-MOTION				
Date	Axles	Avg GVW	Total	
No Data				

PER VEHICLE				
Date	Axles	85th	Total	
No Data				

Revised: June 14, 2016

**DISTRICT 5
CAPITAL IMPROVEMENT PROJECTS
QUESTIONNAIRE
ROUND 31**

Name of Applicant: Perrysburg Township
Project Title: Bates Road Improvement

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.

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= __%

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 from the Capital Improvements Report (CIR) Inventory :

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.

The CIR must be included with the application in order to receive points along with supporting documentation (e.g. photos or a narrative) 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.

See attached project description and photos.

(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 = \$ 308,655

B.) Total Project Cost = \$ 633,655

RATIO OF LOCAL FUNDS DIVIDED by TOTAL PROJECT COSTS (A÷B)= 48.7 %

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 ___%

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	
<u> X </u>	\$275,001-\$325,000	Grant
_____	\$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 X. If yes, how many jobs ___ **will be created/retrained** within 18 months **following the completion of the improvements?**

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

8. What is the total number of existing users that will directly benefit from the proposed project if completed? 2000 (Use households served, traffic counts, etc. and explain the basis by which you arrived at your number.) **Estimated current traffic count**

9. Is subdivision's population less than 5,000 Yes ___ No X (12,512)

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 31 project considered for Small Government Funding please download the Small Government Evaluation Criteria applicable to Round 31 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 31.

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	<u>\$5.00 fee per motor vehicle</u>
	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 1.00%

Others _____

(DO NOT INCLUDE SCHOOL TAXES)

SPECIFIC PROJECT AREA INFORMATION.

Median household income \$59,028 (2012 data)

Monthly utility rate: Water _____

Sewer _____

Other _____

List any special user fees or assessment (be specific)

POLITICAL SUBDIVISION= Perrysburg Township

COUNTY= Wood

DISCRETIONARY POINTS (BY DISTRICT COMMITTEE ONLY)= _____

(25-20-15)

Date: 8/29/16

Signature: Walter Celley

Title: Township Administrator

Address: 26609 Lime City Road, Perrysburg, OH 43551

Phone: 419-887-6914

FAX: 419-872-8889

Email: wcelley@perrysburgtownship.us

Question 3 Response:

The roadway is listed as critical for the following reasons:

Bates Road is considered a Major Access Road because it collects traffic from seven local roads, a Federal Express Staging Facility, Turnpike Service Entrance and the Belmont Country Club. The road also connects with two streets on the Federal Aid System – Buck Road and River Road / State Route 65. Buck Road is classified by the Ohio Department of Transportation as a Minor Collector and River Road as a Minor Arterial. The section of Bates Road between River Road and Buck Road is classified as a Minor Collector.

The Pavement Condition is as follows:

- Severe Alligator Cracking
- Severe Edge Failures
- 820 feet of pavement edge sloughing into ditch bank
- The roadway approaches to the railroad crossing are severely humped with vehicle scrape marks at the bottom of the approaches.
- Severe longitudinal cracking
- See attached photographs



HEAVILY PATCHED PAVEMENT AREAS



ALLIGATOR CRACKING



PAVEMENT EDGE DETERIORATION



RAILROAD APPROACH WITH VEHICLE SCRAPES ON PAVEMENT



LONGITUDINAL CRACKING IN PAVEMENT



PAVEMENT EDGE SLOUGHING INTO DITCH BANK