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: Defiance County — Subdivision Code: 039-00039

District Number: 5 — County: Defiance — Date: 08/28/2019

Contact: Warren Schlatter, P.E., P.S. — Phone: (419) 782-4751

(The individual who will be available during business hours and who can best answer or coordinate the response to questions)

Email: dce@defiance-county.com — FAX: (419) 782-3031

Project

Project Name: Conkle, Kramer and Fountain Street Rd Paving — Zip Code: 43512

Subdivision Type (Select one)

- [X] 1. County
- [ ] 2. City
- [ ] 3. Township
- [ ] 4. Village
- [ ] 5. Water (6119 Water District)

Project Type (Select single largest component by $)

- [X] 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:	648,650 .00
1. Grant:	324,325 .00
2. Loan:	0 .00
3. Loan Assistance/ Credit Enhancement:	0 .00
Funding Requested:	324,325 .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:		.00	
Final Design:		.00	
Construction Administration:		.00	
Total Engineering Services:	a.)	0 .00	0 %
Right of Way:	b.)	.00	
Construction:	c.)	648,650 .00	
Materials Purchased Directly:	d.)	.00	
Permits, Advertising, Legal:	e.)	.00	
Construction Contingencies:	f.)	.00	0 %
Total Estimated Costs:	g.)	648,650 .00	

1.2 Project Financial Resources

Local Resources

Local In-Kind or Force Account:	a.)	.00	
Local Revenues:	b.)	324,325 .00	
Other Public Revenues:	c.)	.00	
ODOT / FHWA PID:	d.)	.00	
USDA Rural Development:	e.)	.00	
OEPA / OWDA:	f.)	.00	
CDBG: ☐ County Entitlement or Community Dev. "Formula" ☐ Department of Development	g.)	.00	
Other:	h.)	.00	
Subtotal Local Resources:	i.)	324,325 .00	50 %

OPWC Funds (Check all requested and enter Amount)

Grant: 100 % of OPWC Funds	j.)	324,325 .00	
Loan: 0 % of OPWC Funds	k.)	.00	
Loan Assistance / Credit Enhancement:	l.)	0 .00	
Subtotal OPWC Funds:	m.)	324,325 .00	50 %
Total Financial Resources:	n.)	648,650 .00	100 %

1.3 Availability of Local Funds

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

2.0 Repair / Replacement or New / Expansion

2.1 Total Portion of Project Repair / Replacement:	648,650 .00	100 %	A Farmland Preservation letter is required for any impact to farmland
2.2 Total Portion of Project New / Expansion:	0 .00	0 %	
2.3 Total Project:	648,650 .00	100 %	

3.0 Project Schedule

3.1 Engineering / Design / Right of Way	Begin Date:	06/01/2020	End Date:	03/15/2021
3.2 Bid Advertisement and Award	Begin Date:	03/15/2021	End Date:	03/29/2021
3.3 Construction	Begin Date:	04/19/2021	End Date:	10/29/2021

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: 15 Years Age: 2034 (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 441 Year 2019 Projected ADT 1,000 Year 2039

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.

Conkle Rd is located in Milford Township between SR 249 and the Defiance Williams County Line Rd.
Kramer Rd is located in Milford Township between SR 49 and Cicero Rd.
Fountain Street Rd is located in Hicksville Township between Clemmer and Rosedale Rd.

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

Conkle Rd will be paved.
Kramer Rd will be paved.
Fountain Street Rd will be paved.

Item 411-Aggregate Berm
Item 448-Asphalt Concrete Type 1 PG 64-22

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.

Conkle Rd is currently 18' and 16,370' in length between SR 249 and the Defiance Williams County Line Rd.
Kramer Rd is currently 18' and 11,200' in length between SR 49 and Cicero Rd.
Fountain Street Rd is currently 18' and 15,650' in length between Clemmer and Rosedale Rd.
The stone berm on all 3 roads will be widened to 2' per side.

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: Warren Schlatter

Title: Engineer

Address: 510 Court St., Suite 201

City: Defiance State: OH Zip: 43512

Phone: (419) 782-4751

FAX: (419) 782-3031

E-Mail: dce@defiance-county.com

5.2 Chief Financial Officer

(Can not also serve as CEO)

Name: Jill Little

Title: Auditor

Address: 500 W. Second St., Suite 301

City: Defiance State: OH Zip: 43512

Phone: (419) 782-1926

FAX: (419) 782-3031

E-Mail: dce@defiance-county.com

5.3 Project Manager

Name: Warren Schlatter

Title: Engineer

Address: 510 Court St., Suite 201

City: Defiance State: OH Zip: 43512

Phone: (419) 782-4751

FAX: (419) 782-3031

E-Mail: dce@defiance-county.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-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.

Warren Schlatter, Defiance County Engineer

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

Warren Schlatter 9-5-2019

Original Signature / Date Signed

BOARD OF DEFIANCE COUNTY COMMISSIONERS

RESOLUTION: IN THE MATTER OF: **AUTHORIZING THE COUNTY ENGINEER TO PREPARE AND SUBMIT AN APPLICATION TO PARTICIPATE IN THE OHIO PUBLIC WORKS COMMISSION STATE CAPITAL IMPROVEMENT AND/OR LOCAL TRANSPORTATION IMPROVEMENT PROGRAM(S) AND TO EXECUTE CONTRACTS AS REQUIRED**

DATE: MONDAY, AUGUST 19, 2019

The Board of Commissioners, County of Defiance, State of Ohio met in regular session on the above date in the Defiance County Commissioners' Conference Room with the following members present:

Gary Plotts: PRESENT Michael Pocratsky: PRESENT Ryan Mack: PRESENT

Commissioner POCRATSKY moved and Commissioner MACK seconded the adoption of the following Resolution:

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

WHEREAS, the Defiance County Engineer is planning to make capital improvements to Conkle Rd (SR 249 and the Defiance Williams County Line Rd) and Kramer Rd (SR 49 and Cicero rd) and Fountain Street Road (Clemmer and Rosedale Rd) and,

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

THEREFORE, BE IT RESOLVED, that the Board of Defiance County Commissioners, Defiance County, Ohio:

Section 1 Hereby authorizes Warren J. Schlatter, P.E., P.S., County Engineer, to apply to the OPWC for funds as described above;

Section 2 That Warren J. Schlatter, P.E., P.S. is authorized to enter into any agreements as may be necessary and appropriate for obtaining this financial assistance.

BE IT FURTHER RESOLVED, that it is found and determined that all formal actions of this Board concerning and relating to the adoption of this Resolution were so adopted in an open meeting of this Board and that all deliberations of this Board and of any of its committees that resulted in such formal action were in meetings open to the public in compliance with all legal requirements, including Section 121.22 of the Ohio Revised Code.

DEFIANCE COUNTY

CHIEF FINANCIAL OFFICER'S CERTIFICATION

I, Jill Little, County Auditor, Defiance County, Ohio hereby certify that Defiance County has the required local share for the proposed **Conkle, Kramer and Fountain Street Road Paving** project or is in the process of collecting such funds and that such funds will be appropriated to the County Engineer's budget to pay the local share for the 2019 State Capital Improvement Program project in the amount of **$324,325** for which funding is requested from the Ohio Public Works Commission.

Jill R. Little

Jill Little
County Auditor

8-27-19
Date

Conkle, Kramer and Fountain Street Road Paving

Project Cost Estimate

Conkle Road

Item	Qty	Units	Description	Unit $	Amount
411	380	Tons	Aggregate Berm	$34.00	$12,920.00
448	2728	Tons	Asphalt Concrete Type 1 PG 64-22	$82.00	$223,696.00
			Subtotal:		$236,616.00

Kramer Road

Item	Qty	Units	Description	Unit $	Amount
411	553	Tons	Aggregate Berm	$34.00	$18,802.00
448	1867	Tons	Asphalt Concrete Type 1 PG 64-22	$82.00	$153,094.00
			Subtotal:		$171,896.00

Fountain Street Road

Item	Qty	Units	Description	Unit $	Amount
411	773	Tons	Aggregate Berm	$34.00	$26,282.00
448	2608	Tons	Asphalt Concrete Type 1 PG 64-22	$82.00	$213,856.00
			Subtotal:		$240,138.00

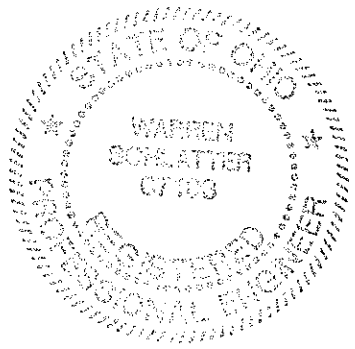
TOTAL COST ESTIMATE: **$648,650.00**

Estimated Useful Life of Project: **15 Years**

Registered Engineer's Estimate of Cost and Certification of the Useful Life of the Project: This is to certify that I, Warren J. Schlatter, Professional Engineer, Ohio Registration No. 67103 have examined the above project being submitted to the Ohio Public Works Commission for funding and do certify the cost and useful life of the project to be as accurate as possible at this time.

Warren J. Schlatter, P.E., P.S.

9-5-2019
Date



Supplementary Information
Conkle and Kramer Road

Conkle Road

Looking West on Conkle Rd. The pavement is cracked and broken.

Looking West on Conkle Rd. There is wheel rutting across the road.

Kramer Road

Looking East on Kramer Rd. There is a hole in the pavement.

Looking West on Kramer Rd. The pavement is cracking and there is whee rutting across the road.

Supplementary Information
Fountain Street Road

Fountain Street Road

Looking West on Ft St Road.
The edge of pavement is cracking.

Looking West on Ft St Road.
There is wheel rutting across the road.

Revised: June 18, 2018

DISTRICT 5
CAPITAL IMPROVEMENT PROJECTS
QUESTIONNAIRE
ROUND 34

Name of Applicant: Defiance County Engineer
Project Title: Conkle, Kramer and Fountain Street Road Paving

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= ___% 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 _X_, Critical ___, Major ___, Moderate ___, Minimal ___, No Impact ___. Explain your answer.

_____

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

4. Identify the amount of local funds that will be used on the project as a percentage of the total project cost.

A.) Amount of Local Funds = $ 324,325

B.) Total Project Cost = $ 648,650

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 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
__x__	$275,001-$325,000
_____	$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 _____ 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 35 hours/week)? Yes ___ No __X__. If yes, how many jobs within eighteen months? __ Will the completed project retain jobs that would otherwise be

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

(Supporting documentation in the form of letter from affected industrial or commercial enterprises that specify full time 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? 441 (Use households served, traffic counts, etc. and explain the basis by which you arrived at your number.)

9. Is subdivision's population less than 5,000 Yes ____ No _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 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 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% 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 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 28 project considered for Small Government Funding please download the Small Government Evaluation Criteria applicable to Round 28 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 28.

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	$5.00
	4504.15 or 4504.17	$5.00
	4504.16 or 4504.171	$5.00
	4504.172	
	4504.18	
Special property taxes	5555.48	
	5555.49	

Municipal Income Tax _____

County Sales Tax 6.75

Others _____

_____

_____

(DO NOT INCLUDE SCHOOL TAXES)

SPECIFIC PROJECT AREA INFORMATION.

Median household income $55,295

Monthly utility rate: Water _____

Sewer _____

Other _____

List any special user fees or assessment (be specific)

_____

_____

_____

POLITICAL SUBDIVISION= _____

COUNTY= DEFIANCE

DISCRETIONARY POINTS (BY DISTRICT COMMITTEE ONLY)= _____

(25-20-15)

Date: 9-5-2019

Signature: Wam Scott

Title: Defiance County Engineer's Office

Address: 510 Court Street, Suite 201 Defiance, OH 43512

Phone: 419.782.4751

FAX: 419.7823031

Email: dcestaff@defiance-county.com

District 5

Capital Improvement Project

Priority Rating Sheet, Round 34

Revised 06/18/18

PROJECT NUMBER

COUNTY: Defiance

PROJECT: Conkle, Kramer & Ft St Rd Paving

EST. COST:

No.	"A" WEIGHT FACTOR	CRITERIA TO BE CONSIDERED	"B" PRIORITY FACTORS						"A" x "B"	Priority Factors						No.
										0	2	4	6	8	10	
1	1	(Repair or Replace) vs. (New or Expansion)	0	2	4	6	8	10	**10**	0% + Repair or Replacement	20% + Repair or Replacement	40% + Repair or Replacement	60%+ Repair or Replacement	80%+ Repair or Replacement	**100%+ Repair or Replacement**	1
2	1.5	Existing Physical Condition: Must submit substantiating documentation and CIR (100% New or Expansion = 0 Points)	0	2	4	6	8	10	**9**	Excellent	Good	Fair	**Poor**	Critical	Closed or Not Operating	2
3	2	Public Health and/or Public Safety Concerns Submittals without supporting documentation will receive 0 points for this question.	0	2	4	6	8	10	**20**	No Impact	Minimal	Moderate	Major	Critical	**Extremely Critical**	3
4	2	Percentage of Local Share (Local funds are funds derived from the applicant budget or a loan to be paid back through the applicant budget, assessments, rates or tax revenues)	0	2	4	6	8	10	**20**	0%+	10%+	20%+	30%+	40%+	**50%+**	4
5	1	OTHER FUNDING SOURCES (Excluding Issue II Funds) (Grants and other revenues not contributed or collected through taxes by the applicant; including Gifts, Contributions, etc. – must submit copy of award or status letter.)	0	2	4	6	8	10	**0**	**0%+**	10%+	20%+	30%+	40%+	50%+	5

No.	"A" WEIGHT FACTOR	CRITERIA TO BE CONSIDERED	"B" PRIORITY FACTORS						"A"x"B"	Priority Factors						No.
										-9	-8	0	8	9	10	
										Grant or Loan Only						
6	2	OPWC Grant and Loan Funding Requested. Please refer to Item 6 on Questionnaire for Clarification.	-9	-8	0	8	9	10	**16**	$500,001 or more	$400,001 to $500,000	$325,001 to $400,000	**$275,001 to $325,000**	$175,001 to $275,000	$175,000 or less	6
										Grant/Loan Combination						
	2		-9	-8	0	8	9	10		$750,000 or more	$600,001 to $750,000	$487,501 to $600,000	$412,501 to $487,500	$262,501 to $412,500	$262,500 or less	6

When scoring a project that is only grant or only loan. Please use the chart labeled "Grant or Loan Only". When scoring a grant/loan combination, score the project for the grant in the first chart, then use the second chart labeled "Grant/Loan Combination" to score the total (grant and loan combined). Use the lower of the two as the score.

No.	"A" WEIGHT FACTOR	CRITERIA TO BE CONSIDERED	"B" PRIORITY FACTORS						"A" x "B"	Priority Factors						No.
										0	2	4	6	8	10	
7	1	Will the Proposed Project Create Permanent jobs or retain jobs that would otherwise be permanently lost (Written Documentation Required)	0	2	4	6	8	10	**0**	**0+ jobs**	7+ jobs	15 + jobs	25 + jobs	50 + jobs	100 + jobs	8
8	1	Benefits to Existing Users such as households, (Equivalent dwelling units), traffic Counts, etc.	0	2	4	6	8	10	**10**	0+	100+	350+	500+	750+	**1000+**	9
9		SUBTOTAL RANKING POINTS (MAX. = 115)							**85**	Other Info: Does this project have a significant impact on productive farmland? YES NO *Attach impact statement if yes.* Is the Applicant ready to proceed to bids after State Approval within 6 months? YES NO						
10		**COUNTY PRIORITY POINTS (25-20-15)**														
11		DISCRETIONARY POINTS (BY DISTRICT ONLY) (MAX.=12)														
12		GRAND TOTAL RANKING POINTS														

NU-METRICS Traffic Analyzer Study
Computer Generated Summary Report
Route: CONKLE NORTH OF ST RT 249
Location: CONKLE NORTH OF ST RT 249

A study of vehicle traffic was conducted with HI-STAR unit number 5390. The study was done in the NORTH lane on CONKLE NORTH OF ST RT 249 in MILFORD, OH in DEFIANCE county. The study began on 04/15/2019 at 11:00 AM and concluded on 04/16/2019 at 11:00 AM, lasting a total of 24 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 99 vehicles passed through the location with a peak volume of 12 on 04/15/2019 at 03:00 PM and a minimum volume of 0 on 04/15/2019 at 10:00 PM. The AADT Count for this study was 99.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

Chart 1

< 10	10	15	20	25	30	35	40	45	50	55	60	65	70	> 75
0	1	0	0	1	2	2	8	22	28	16	13	4	2	0

Half of the vehicles were traveling at 50 Mph or a lower speed. The average speed for all classified vehicles was 50 Mph with 19.1 percent exceeding the posted speed of 55 Mph. The HI-STAR found 19.1 percent of the total vehicles were traveling in excess of 55 Mph. The mode speed for this traffic study was 50 Mph and the 85th percentile was 57.1 Mph.

CLASSIFICATION

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

Chart 2

< 21	21	28	40	50	60	70	> 80
90	5	3	0	0	0	0	1

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 95 which represents 96.00 percent of the total classifed vehicles. The number of Small Trucks in the study was 3 which represents 3.00 percent of the total classifed vehicles. The number of Trucks/Busses in the study was 0 which represents 0.00 percent of the total classifed vehicles. The number of Tractor Trailers in the study was 1 which represents 1.00 percent of the total classifed vehicles.

HEADWAY

During the peak time period, on 04/15/2019 at 03:00 PM the average headway between the vehicles was 276.92 seconds. The slowest traffic period was on 04/15/2019 at 10:00 PM. During this slowest period, the average headway was 3600.0 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 48 and 80 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

NU-METRICS Traffic Analyzer Study
Computer Generated Summary Report
Route: CONKLE NORTH OF ST RT 249
Location: CONKLE NORTH OF ST RT 249

A study of vehicle traffic was conducted with HI-STAR unit number 5573. The study was done in the SOUTH lane on CONKLE NORTH OF ST RT 249 in MILFORD, OH in DEFIANCE county. The study began on 04/15/2019 at 11:00 AM and concluded on 04/16/2019 at 11:00 AM, lasting a total of 24 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 112 vehicles passed through the location with a peak volume of 14 on 04/16/2019 at 07:00 AM and a minimum volume of 0 on 04/15/2019 at 11:00 PM. The AADT Count for this study was 112.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

Chart 1

< 10	10	15	20	25	30	35	40	45	50	55	60	65	70	> 75
0	0	1	0	0	1	6	15	15	30	25	15	4	0	0

Half of the vehicles were traveling at 50 Mph or a lower speed. The average speed for all classified vehicles was 50 Mph with 16.9 percent exceeding the posted speed of 55 Mph. The HI-STAR found 16.9 percent of the total vehicles were traveling in excess of 55 Mph. The mode speed for this traffic study was 50 Mph and the 85th percentile was 56.23 Mph.

CLASSIFICATION

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

Chart 2

< 21	21	28	40	50	60	70	> 80
94	11	2	2	1	2	0	0

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 105 which represents 93.80 percent of the total classifed vehicles. The number of Small Trucks in the study was 2 which represents 1.80 percent of the total classifed vehicles. The number of Trucks/Busses in the study was 2 which represents 1.80 percent of the total classifed vehicles. The number of Tractor Trailers in the study was 3 which represents 2.70 percent of the total classifed vehicles.

HEADWAY

During the peak time period, on 04/16/2019 at 07:00 AM the average headway between the vehicles was 240.0 seconds. The slowest traffic period was on 04/15/2019 at 11:00 PM. During this slowest period, the average headway was 3600.0 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 46 and 80 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

NU-METRICS Traffic Analyzer Study
Computer Generated Summary Report
Route: KRAMER EAST OF ST RT 49
Location: KRAMER EAST OF ST RT 49

A study of vehicle traffic was conducted with HI-STAR unit number 1891. The study was done in the EAST lane on KRAMER EAST OF ST RT 49 in MILFORD, OH in DEFIANCE county. The study began on 04/15/2019 at 11:00 AM and concluded on 04/16/2019 at 11:00 AM, lasting a total of 24 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 45 vehicles passed through the location with a peak volume of 6 on 04/15/2019 at 11:00 AM and a minimum volume of 0 on 04/15/2019 at 04:00 PM. The AADT Count for this study was 45.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

Chart 1

< 10	10	15	20	25	30	35	40	45	50	55	60	65	70	> 75
0	0	0	0	0	1	4	8	13	5	10	3	1	0	0

Half of the vehicles were traveling at 45 Mph or a lower speed. The average speed for all classified vehicles was 47 Mph with 8.89 percent exceeding the posted speed of 55 Mph. The HI-STAR found 8.89 percent of the total vehicles were traveling in excess of 55 Mph. The mode speed for this traffic study was 45 Mph and the 85th percentile was 54.13 Mph.

CLASSIFICATION

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

Chart 2

< 21	21	28	40	50	60	70	> 80
34	6	5	0	0	0	0	0

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 40 which represents 88.90 percent of the total classifed vehicles. The number of Small Trucks in the study was 5 which represents 11.10 percent of the total classifed vehicles. The number of Trucks/Busses in the study was 0 which represents 0.00 percent of the total classifed vehicles. The number of Tractor Trailers in the study was 0 which represents 0.00 percent of the total classifed vehicles.

HEADWAY

During the peak time period, on 04/15/2019 at 11:00 AM the average headway between the vehicles was 514.29 seconds. The slowest traffic period was on 04/15/2019 at 04:00 PM. During this slowest period, the average headway was 3600.0 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 46 and 83 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

NU-METRICS Traffic Analyzer Study
Computer Generated Summary Report
Route: KRAMER EAST OF ST RT 49
Location: KRAMER EAST OF ST RT 49

A study of vehicle traffic was conducted with HI-STAR unit number 4686. The study was done in the WEST lane on KRAMER EAST OF ST RT 49 in MILFORD, OH in DEFIANCE county. The study began on 04/15/2019 at 11:00 AM and concluded on 04/15/2019 at 11:00 PM, lasting a total of 12 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 24 vehicles passed through the location with a peak volume of 7 on 04/15/2019 at 11:00 AM and a minimum volume of 0 on 04/15/2019 at 06:00 PM. The AADT Count for this study was 48.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

Chart 1

< 0	0	15	20	25	30	35	40	45	50	55	60	65	70	> 75
0	0	0	0	0	1	4	8	13	5	10	3	1	0	0

Half of the vehicles were traveling at 0 Mph or a lower speed. The average speed for all classified vehicles was 0 Mph with 0.00 percent exceeding the posted speed of 55 Mph. The HI-STAR found 0 percent of the total vehicles were traveling in excess of 55 Mph. The mode speed for this traffic study was 0 Mph and the 85th percentile was 0.5 Mph.

CLASSIFICATION

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

Chart 2

< 0	0						
0	0	0	0	0	0	0	0

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 0 which represents 0.00 percent of the total classifed vehicles. The number of Small Trucks in the study was 0 which represents 0.00 percent of the total classifed vehicles. The number of Trucks/Busses in the study was 0 which represents 0.00 percent of the total classifed vehicles. The number of Tractor Trailers in the study was 0 which represents 0.00 percent of the total classifed vehicles.

HEADWAY

During the peak time period, on 04/15/2019 at 11:00 AM the average headway between the vehicles was 450.0 seconds. The slowest traffic period was on 04/15/2019 at 06:00 PM. During this slowest period, the average headway was 3600.0 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 50 and 80 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

NU-METRICS Traffic Analyzer Study
Computer Generated Summary Report
Route: FOUNTAIN ST EAST OF CLEMMER
Location: FOUNTAIN ST EAST OF CLEMMER

A study of vehicle traffic was conducted with HI-STAR unit number 1891. The study was done in the WEST lane on FOUNTAIN ST EAST OF CLEMMER in HICKSVILLE, OH in DEFIANCE county. The study began on 04/29/2019 at 11:00 AM and concluded on 04/30/2019 at 11:00 AM, lasting a total of 24 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 81 vehicles passed through the location with a peak volume of 13 on 04/29/2019 at 04:00 PM and a minimum volume of 0 on 04/29/2019 at 08:00 PM. The AADT Count for this study was 81.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

Chart 1

< 10	10	15	20	25	30	35	40	45	50	55	60	65	70	> 75
0	0	0	3	0	2	7	15	18	16	9	10	1	0	0

Half of the vehicles were traveling at 45 Mph or a lower speed. The average speed for all classified vehicles was 46 Mph with 13.5 percent exceeding the posted speed of 55 Mph. The HI-STAR found 13.5 percent of the total vehicles were traveling in excess of 55 Mph. The mode speed for this traffic study was 45 Mph and the 85th percentile was 54.86 Mph.

CLASSIFICATION

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

Chart 2

< 21	21	28	40	50	60	70	> 80
76	2	3	0	0	0	0	0

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 78 which represents 96.30 percent of the total classifed vehicles. The number of Small Trucks in the study was 3 which represents 3.70 percent of the total classifed vehicles. The number of Trucks/Busses in the study was 0 which represents 0.00 percent of the total classifed vehicles. The number of Tractor Trailers in the study was 0 which represents 0.00 percent of the total classifed vehicles.

HEADWAY

During the peak time period, on 04/29/2019 at 04:00 PM the average headway between the vehicles was 257.14 seconds. The slowest traffic period was on 04/29/2019 at 08:00 PM. During this slowest period, the average headway was 3600.0 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 48 and 54 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 62.50 percent of the time.

NU-METRICS Traffic Analyzer Study
Computer Generated Summary Report
Route: FOUNTAIN ST EAST OF CLEMMER
Location: FOUNTAIN ST EAST OF CLEMMER

A study of vehicle traffic was conducted with HI-STAR unit number 1891. The study was done in the WEST lane on FOUNTAIN ST EAST OF CLEMMER in HICKSVILLE, OH in DEFIANCE county. The study began on 04/29/2019 at 11:00 AM and concluded on 04/30/2019 at 11:00 AM, lasting a total of 24 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 56 vehicles passed through the location with a peak volume of 13 on 04/29/2019 at 04:00 PM and a minimum volume of 0 on 04/29/2019 at 08:00 PM. The AADT Count for this study was 56.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

Chart 1

< 10	10	15	20	25	30	35	40	45	50	55	60	65	70	> 75
0	0	0	2	0	0	7	11	9	14	6	6	0	0	0

Half of the vehicles were traveling at 45 Mph or a lower speed. The average speed for all classified vehicles was 46 Mph with 10.9 percent exceeding the posted speed of 55 Mph. The HI-STAR found 10.9 percent of the total vehicles were traveling in excess of 55 Mph. The mode speed for this traffic study was 50 Mph and the 85th percentile was 53.63 Mph.

CLASSIFICATION

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

Chart 2

< 21	21	28	40	50	60	70	> 80
51	1	3	0	0	0	0	0

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 52 which represents 94.50 percent of the total classifed vehicles. The number of Small Trucks in the study was 3 which represents 5.50 percent of the total classifed vehicles. The number of Trucks/Busses in the study was 0 which represents 0.00 percent of the total classifed vehicles. The number of Tractor Trailers in the study was 0 which represents 0.00 percent of the total classifed vehicles.

HEADWAY

During the peak time period, on 04/29/2019 at 04:00 PM the average headway between the vehicles was 257.14 seconds. The slowest traffic period was on 04/29/2019 at 08:00 PM. During this slowest period, the average headway was 3600.0 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 50 and 54 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 93.75 percent of the time.

Ohio Public Works Commission

SUMMARY FORM

REQUIRED

Submit to Commission/Update Annually

Defiance County — Subdivision

039-00039 — Code

Defiance — County

8/24/2019 — Date

Infrastructure Component	Replacement Cost	Repair Cost	Total Units	Units/Physical Condition					
				Excellent	Good	Fair	Poor	Critical	Unknown
Roads	9,832,878	24,571,819	Center Line Miles 325.00	114.00	101.00	95.00	15.00		
Bridges	116,386,437	21,860,247	Number of Bridges 230	194	16	14	6		
Culverts	12,338,314	2,960,168	Number of Culverts 3,380	290	2,424	576	84	6	
Water Supply Systems			Number of Facilities 0						
Water Distribution	228,240	727,028	Linear Feet (Thousands) 32.80	27.00	5.80				
Wastewater Systems	3,194,967	162,437	Number of Facilities 4	1	2	1			
Wastewater Collection	6,128,154	606,393	Linear Feet (Thousands) 106.00	40.00	19.00	47.00			
Stormwater Collection	730,980	0	Linear Feet (Thousands) 11.70	11.70					
Solid Waste Disposal	416,405	13,666,982	Capacity (Tons per Day) 750	750					
Totals	149,256,375	64,555,074							

Subdivision Socio-Economic Characteristics

Current		2010 Census Information			
Population	38,165	Population	38,165	% LMI	19.20%
Total Households	16,663	Total Households	16,663	% Poverty	9.50%
% Unemployment	4%	MHI	$55,295	% Unemploy	4.10%

Preparer's Name, Phone Number, email : Bridgette Miller, 419.782.4751, dcestaff@defiance-county.com

Ohio Public Works Commission
Five Year Capital Improvement Plan/Maintenance of Effort
REQUIRED
Submit to Commission/Update Annually

Defiance County
Subdivision

039-00039
Code

8/24/19
Date

Project Name/Description	Funding Codes(s)	Status (A) Active (P) Pending (C) Complete	Total Cost	Two Year Effort		Five Year Plan				
				Yr 2018	Yr 2019	Yr 2020	Yr 2021	Yr 2022	Yr 2023	Yr 2024
				Funded		*Planned*				
2018 Bridge Replacement Program	C	C	800,000	800,000						
2018 Resurfacing Program	C	C	950,000	950,000						
2018 Pavement Marking Program	C	C	90,000	90,000						
2019 Pavement Marking Program	LF	A	100,000		100,000					
2019 Resurfacing Program	LF & OPWC	A	800,000		800,000					
2019 Bridge Replacement Program	LF	A	850,000		850,000					
2020 Pavement Marking Program	LF	P	85,000			85,000				
2020 Resurfacing Program	LF & OPWC	P	850,000			850,000				
2020 Bridge Replacement Program	LF	P	800,000			800,000				
2021 Resurfacing Program	LF & OPWC	P	950,000				950,000			
2021 Bridge Replacement Program	LF	P	975,000				975,000			
2021 Pavement Marking Program	LF	P	975,000				975,000			
2022 Resurfacing Program	LF & OWPC	P	975,000					975,000		
2022 Bridge Replacement Program	LF	P	975,000					975,000		
2022 Pavement Marking Program	LF	P	125,000					125,000		
2023 Resurfacing Program	LF & OPWC	P	975,000						975,000	
2023 Bridge Replacement Program	LF	P	975,000						975,000	
2023 Pavement Marking Program	LF	P	125,000						125,000	

Blank Forms Available At
www.pwc.state.oh.us

Ohio Public Works Commission
Five Year Capital Improvement Plan/Maintenance of Effort
REQUIRED
Submit to Commission/Update Annually

Defiance County
Subdivision

039-00039
Code

8/24/19
Date

Project Name/Description	Funding Codes(s)	Status (A) Active (P) Pending (C) Complete	Total Cost	Two Year Effort		Five Year Plan				
				Yr 2018	Yr 2019	Yr 2020	Yr 2021	Yr 2022	Yr 2023	Yr 2024
				Funded		*Planned*				
2024 Pavement Marking Program	LF & LPA	P	125,000							125,000
2024 Bridge Replacement Program	LF	P	975,000							975,000
2024 Resurfacing Program	LF & OPWC	P	975,000							975,000
Landfill Methane Gas Collection	LF	P	20,000	20,000						
Landfill Final Cover	LF	A	350,000	50,000	50,000	50,000	50,000			
Landfill Expansion	LF	A	5,750,000	100,000	50,000	50,000	50,000			
Landfill Monitoring Well Expansion	LF	A	300,000	50,000	50,000	50,000				

Blank Forms Available At
www.pwc.state.oh.us