

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

**Curtice East TR #70, Graytown TR #19 &
West Shore TR #270 Roads Resurfacing**



**Allen Township
Ottawa County, Ohio**

Curtice East TR #70, Graytown TR #19 & West Shore TR #270 Roads Resurfacing

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**West Shore Blvd TR #270
Resurfacing Project
Put-in-Bay Township, Ottawa County, Ohio**

West Shore Blvd, TR#270, is a local road that carries a verified 1107+ ADT. It is a main route around downtown Put-in-Bay and provides sole access to the PIB Township maintenance garage, the Township garbage/recycling collection facility, and several other businesses and residential properties in the community.

West Shore Blvd. was originally constructed to be about 14 feet wide. Much of the roadway was widened over the years by paving over the berm stone. As a result, the edges are breaking down now and need to be reconstructed to meet the needs of the larger trucks/trailers, boats, and traffic volumes in general. As you can see from the pictures, the structural integrity of the road has failed and has led us to discussions of using reserve funds to make temporary repairs in order to ensure the road will be able to provide service to island residents throughout this upcoming winter.

By serving as the main route for traffic to the above mentioned facilities, this funding is imperative in order to maintain access and service to the businesses and residents of South Bass Island. This project will remove the top failed layer of asphalt, repair the majority of the road base where failures have surfaced, and provide a leveling and surface course of asphalt. The improvement will provide a safe and long-lasting roadway which will positively impact the businesses and community for years to come.

Allen Township Trustees
Ottawa County
P.O. Box 440
Williston, Ohio 43468-0440
(419) 836-4204

Ernest E. Cottrell
22095 West Honeysuckle
Curtice, Ohio 43412 (419) 340-7013

Scott R. Everhardt
22459 Bittersweet Lane
Curtice, Ohio 43412 (419) 836-9614

Craig Blausey
4907 N. Martin Williston Road
Martin, Ohio 43445 (419) 855-9056

Sonia Eischen
4683 North Martin Williston Road
Martin, Ohio 43445 (419) 855-9886

August 22, 2018

Ohio Public Works Commission
District 5 Committee
Issue 1 Round 33
Re; "Resolution # SM-2018-03"

Dear Committee Members,

The Allen Township Trustees are pleased to submit an OPWC Issue I, Round 33 LTIP Grant application for financial assistance to resurface approximately .98 miles of road work resurfacing within the township. Allen Township is submitting the narrative for the CM-150 resurfacing of Curtice Road TR#70. The road area to be resurfaced begins east at Opfer Lentz and will end at the intersection of Nissen Road. The balance of this grant application narrative will include miles in both Harris and Put-In-Bay Townships.

Curtice EW Road (TR#70 .98 mile) is in extremely poor condition with spider cracking throughout (see pictures). The road has many potholes that are continuously cleaned and filled. The road is also experiencing major edge peel erosion. The entire mile of this road has a poor or nonexistent base and is failing in many sections. The township will provide the berm after the overlay is completed. The township will chip seal the entire mile one year after the repaving is completed. A CM-150 overlay will add a seven to ten-year solution for road use without incurring additional costs of repair. Genoa School's and OCTA buses travel this road daily to serve students and elderly residents in Allen Township.

The township received letters of support from The Ottawa County Sheriff, The Allen-Clay Joint Fire District and The Genoa Schools. I have included the original letters within the application for your consideration. The township is applying for a LTIP grant and the township will appropriate the additional matching monies from the township's 2019 budget for this project.

If you have any questions, please contact me at 419-836-9614 or by email at scott.apr@outlook.com.

Best Regards,

Scott R. Everhardt
Allen Township Trustee,
Ottawa County, Ohio

Harris Township Board of Trustees

321 Rice Street, PO Box 341

Elmore, OH 43416

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

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

Fiscal Officer: Laura Hazel

August 20, 2018

Ohio Public Works Commission

District 5 Committee

Re: Harris Township and Other Roads Resurfacing

Dear Committee Members:

The Harris Township Trustees are pleased to submit a joint OPWC application with Allen, and Put-In-Bay Townships for financial assistance to resurface roads in all three townships. The Harris Township portion of the application is for Graytown Road (T-19) from State Route 105 to State Route 163. The project will reinforce the road edges and complete resurfacing of 1.51 miles of road with hot mix, berm stone and line painting.

Graytown's road edges were wedge coated in 2001, and the road was resurfaced with chip and seal in 2008. The life of those maintenance measures has come to an end. The road edges are breaking and have repeatedly been patched with hot/cold mix. Drivers are forced to use narrowed lanes as the patches near the edges no longer provide a safe traveling surface.

Graytown Road is heavily traveled by school busses, farmers, emergency vehicles, and local residents. Busses not only transport Woodmore District students but also special needs students to North Point Educational Services in Graytown. Farmers in the area subject the road to heavy loads traveling to Graytown's Luckey Farmers grain elevators. Harris Township has a fire/EMS emergency service contract with Benton Township. An average of nineteen percent of HEFD calls respond to Benton emergencies, primarily using Graytown Road. A road in poor condition affects response times when lives are in the balance. Therefore, it is imperative that edge reconstruction and road resurfacing be done to return Graytown Road to safe condition.

Limited finances make it necessary for the township to seek OPWC funding. The total cost of this project is \$243,328. Harris Township is requesting a grant of 50% with a local cash outlay of 50%.

Respectfully,

Harris Township Board of Trustees

Curtice East & West Road TR #70



Photos 1, 2, 3, & 4 – Weathered Wearing Surface with Delaminations

Curtice East & West Road TR #70



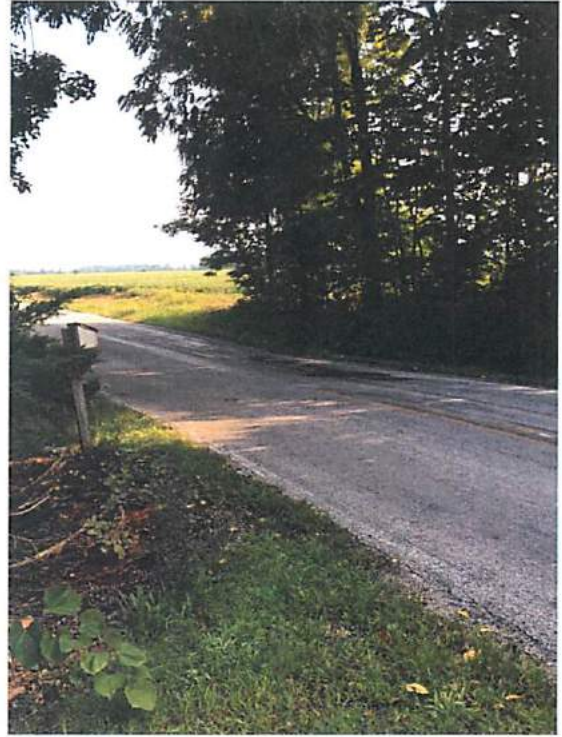
Photos 5, 6, 7, & 8 – Pavement Bleeding and Edge Failures

Curtice East & West Road TR #70



Photos 9 & 10 – Serious Pavement Failures at Isolated Locations

Graytown Road TR #19



Photos 1 & 2 – Pavement Settlement with Potholes



Photos 3 & 4 – Edge Delaminations

Graytown Road TR #19



Photos 5, 6, 7, & 8 – Widespread Edge Failures

Graytown Road TR #19



Photos 9, 10, 11, & 12 – Weathered Wearing Surface with Bleeding

West Shore Road TR #270



Photos 1, 2, 3, & 4 – Patched Pavement Failure Areas with Potholes and Ruts

West Shore Road TR #270



Photos 5, 6, 7, & 8 – Patched and Sealed Edge Failures

West Shore Road TR #270



Photos 9 & 10 – Longitudinal Cracking & Pavement Patches



Photos 11 & 12 – Sealed Edge Failures



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: Allen Township Trustees Subdivision Code: 123-01322
 District Number: 5 County: Ottawa Date: 09/07/2018
 Contact: Ronald P Lajti, Jr., P.E., P.S. Phone: (419) 734-6777
(The individual who will be available during business hours and who can best answer or coordinate the response to questions)
 Email: rlajti@co.ottawa.oh.us FAX: (419) 734-6768

Project

Project Name: Curtice East TR #70, Graytown TR #19 & West Shore TR #270 Roads Resurfacing Zip Code: 43412

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>551,188.00</u>
<input type="checkbox"/> 2. City	<input type="checkbox"/> 2. Bridge/Culvert	1. Grant: <u>275,000.00</u>
<input checked="" type="checkbox"/> 3. Township	<input type="checkbox"/> 3. Water Supply	2. Loan: <u>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>275,000.00</u>
	<input type="checkbox"/> 6. Stormwater	

District Recommendation (To be completed by the District Committee)

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

For OPWC Use Only

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

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

1.1 Project Estimated Costs

Engineering Services

Preliminary Design:	_____	.00	
Final Design:	_____	.00	
Construction Administration:	_____	.00	
Total Engineering Services:	a.) _____	<u>0</u> .00	<u>0</u> %
Right of Way:	b.) _____	.00	
Construction:	c.) _____	<u>528,065</u> .00	
Materials Purchased Directly:	d.) _____	.00	
Permits, Advertising, Legal:	e.) _____	<u>2,000</u> .00	
Construction Contingencies:	f.) _____	<u>21,123</u> .00	<u>4</u> %
Total Estimated Costs:	g.) _____	<u>551,188</u> .00	

1.2 Project Financial Resources

Local Resources

Local In-Kind or Force Account:	a.) _____	.00	
Local Revenues:	b.) _____	<u>276,188</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>276,188</u> .00	<u>50</u> %

OPWC Funds (Check all requested and enter Amount)

Grant: <u>100</u> % of OPWC Funds	j.) _____	<u>275,000</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>275,000</u> .00	<u>50</u> %
Total Financial Resources:	n.) _____	<u>551,188</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:	_____ 551,188 .00	_____ 100 %
2.2 Total Portion of Project New / Expansion:	_____ 0 .00	_____ 0 %
2.3 Total Project:	_____ 551,188 .00	_____ 100 %

A Farmland Preservation letter is required for any impact to farmland

3.0 Project Schedule

3.1 Engineering / Design / Right of Way	Begin Date: <u>02/01/2019</u>	End Date: <u>06/30/2019</u>
3.2 Bid Advertisement and Award	Begin Date: <u>07/01/2019</u>	End Date: <u>08/15/2019</u>
3.3 Construction	Begin Date: <u>08/16/2019</u>	End Date: <u>12/31/2019</u>

Construction cannot begin prior to release of executed Project Agreement and issuance of Notice to Proceed. Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by project official of record and approved by the Commission once the Project Agreement has been executed.

4.0 Project Information

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

4.1 Useful Life / Cost Estimate / Age of Infrastructure

Project Useful Life: 12 Years Age: 1995 (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 1,496 Year 2018 Projected ADT 1,825 Year 2038

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

Residential Water Rate Current \$ _____ Proposed \$ _____

Number of households served: _____

Residential Wastewater Rate Current \$ _____ Proposed \$ _____

Number of households served: _____

Stormwater: Number of households served: _____

4.3 Project Description

- A: SPECIFIC LOCATION** (Supply a written location description that includes the project termini; a map does not replace this requirement.) 500 character limit.

Allen Township - Sections 25 & 36
Curtice East Road TR #70 - Opfer-Lentz to Nissen Road

Harris Township - Sections 4, 5, 8 & 9
Graytown Road TR #19 - State Route 163 to State Route 105

Put-In-Bay Township - Lots 14, 15 & 27 - 34 North of the County Road
West Shore Blvd (Trenton) TR #270 - Catawba Avenue to 90 degree curve

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

Curtice East Road

1. Overlay entire road with cold mix leveling course.
2. Apply compacted aggregate berm stone.

Graytown Road

1. Perform full length edge repair down the east side of the road to repair and slightly widen.
2. Perform other spot pavement repairs as necessary to fix isolated pavement failures.
3. Apply 0.75" asphalt concrete scratch/leveling course to profile and smooth the roadway surface.
4. Overlay with 1.25" asphalt concrete surface course.

West Shore Blvd.

1. Perform pavement planing to remove the existing weathered wearing surface.
2. Perform spot pavement repairs as necessary to fix isolated pavement failures.
3. Apply 0.75" asphalt concrete scratch/leveling course to profile and smooth the roadway surface.
4. Overlay with 1.25" asphalt concrete surface course.

- 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.

Curtice East Road TR #70 - 0.98 miles long, 18 feet wide
Graytown Road TR #19 - 1.51 miles long, 18 feet wide
West Shore Blvd TR #270 - 0.56 miles long, 21 feet wide

5.0 Project Officials

Changes in Project Officials must be submitted in writing from an officer of record.

5.1 Chief Executive Officer

(Person authorized in legislation to sign project agreements)

Name: Scott Everhardt
Title: Allen Township Trustees
Address: 21030 W Toledo Street
P. O. Box 440
City: Williston State: OH Zip: 43468
Phone: (419) 836-9614
FAX: (419) 836-4204
E-Mail: scott.apr@outlook.com

5.2 Chief Financial Officer

(Can not also serve as CEO)

Name: Sonia Eischen
Title: Allen Township Fiscal Officer
Address: 21030 W Toledo Street
P. O. Box 440
City: Williston State: OH Zip: 43468
Phone: (419) 836-4204
FAX: (419) 836-4204
E-Mail: radlady@aol.com

5.3 Project Manager

Name: Ronald P. Lajti, Jr., P.E., P.S.
Title: Ottawa County Engineer
Address: 8247 W. State Route #163

City: Oak Harbor State: OH Zip: 43449
Phone: (419) 734-6777
FAX: (419) 734-6768
E-Mail: rlajti@co.ottawa.oh.us

6.0 Attachments / Completeness review

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

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

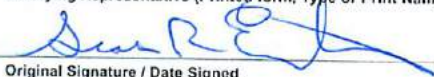
7.0 Applicant Certification

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

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

Scott Everhardt, Allen Township Trustee

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



Original Signature / Date Signed

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

Allen Township: Ernest Cottrell, Scott Everhardt, Sonia Eischen
Harris Township: Carol Baker, Beverly Haar, Jerald Haar
Put-In-Bay Twp.: Christopher Cooper, Eric Engel, Joanne Wolf
Ottawa County: Ron Lajti, Craig Miller, Tina Molnar

Eric Engel, Put-In-Bay Township made the motion, second by **Carol Baker, Harris Township** to adopt the following resolution:

Resolution Number: **SM-2018-03**
Curtice East TR #70, Graytown TR #19 & West Shore TR #270 Roads Resurfacing
Issue I Round 33 Ohio Public Works Grant/Loan Application
Cooperation Agreement
Date **August 21, 2018**

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

Whereas, Allen Township, Harris Township and Put-In-Bay Township are planning to make capital improvements to various roads in their respective townships, and

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

Whereas Allen, Harris, and Put-In-Bay Townships will execute a cooperation agreement for a joint road resurfacing project under Ohio Public Works Commission Issue 1, Round 33, in the amount of \$551,188.00.

Be it resolved, Allen Township, Harris Township and Put-In-Bay Township, all of Ottawa County, Ohio, agree to enter into a cooperative agreement to submit an application to the Ohio Public Works Commission for the Curtice East TR #70, Graytown TR #19 & West Shore TR #270 Roads Resurfacing Project, and

Resolved, further agree to the following:

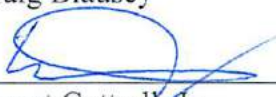
1. Allen, Harris and Put-In-Bay Townships agree to provide a percentage of the total project costs based upon the Engineer's Estimates for their individual road projects. The preliminary ratio of cost sharing is:


Allen Township:	\$ 83,763 or 15%
Harris Township:	\$245,684 or 45%
Put-In-Bay Twp.:	\$221,741 or 40%
2. All participants agree that the proportions listed above are preliminary and subject to change based upon the final construction costs of each road in the application. It is further agreed that any loan funding received through this application will be split among the townships according to the percentage of final construction costs for this project.
3. Allen, Harris and Put-In-Bay Townships will be responsible for cost overages for only their roads.
4. Allen, Harris and Put-In-Bay Townships agree to pay their portion of the costs as invoiced by the County Engineer.
5. Harris Township and Put-In-Bay Township agree to submit their loan payments, if any, to Allen Township a minimum of 30 days prior to the Ohio Public Works loan repayment due date.

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

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

Allen Township:

 Craig Blausey


 Ernest Cottrell, Jr.


 Scott Everhardt

Harris Township:

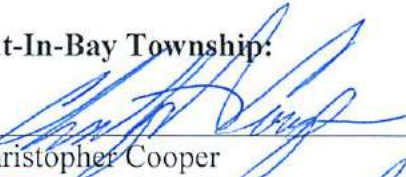


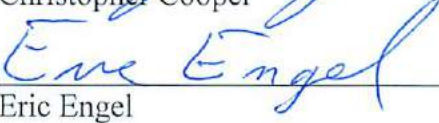
 Carol Baker


 Beverly Haar


 Jerald Haar

Put-In-Bay Township:



 Christopher Cooper


 Eric Engel

 Mattew Miller

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



 Sonia Eischen
 Allen Township Fiscal Officer

Allen Township Trustees
P.O. Box 440, Williston, Ohio 43468-0440
Phone/Fax (419) 836-4204

Scott Everhardt
22459 Bittersweet Lane
Curtice, OH 43412 419 836-9614

Ernest Cottrell
22095 Honeysuckle Lane
Curtice, OH 43412 419 340-7013

Craig Blausey
4907 N. Martin-Williston Road
Martin, OH 43445 419 855-9056


Sonia Eischen, Fiscal Officer
4683 N. Martin-Williston Road
Martin, OH 43445 419 855-9886

OPWC ROUND 33 GRANT MATCHING FUNDS

I, Sonia Eischen, Fiscal Officer of Allen Township, hereby certify that Allen Township will have the amount of \$41,972 in the Road and Bridge fund and that this amount will be used to pay the local share for the Curtice East TR #70, Graytown TR #19 & West Shore TR #270 Roads Resurfacing Project when it is required.



Sonia Eischen
Allen Township Fiscal Officer



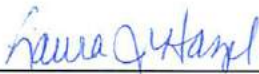
Date

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

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

August 21, 2018

I, Laura Hazel, Fiscal Officer of Harris Township, hereby certify that Harris Township will have the amount of \$123,107 in the Gas Tax Fund and Motor Vehicle License Tax Fund and that this amount will be used to pay the local share for the Curtice East TR #70, Graytown TR #19 & West Shore TR #270 Roads Resurfacing Project when it is required.



Laura Hazel
Harris Township Fiscal Officer



Date

Put-in-Bay Township, Ottawa County, Ohio

Office of the Fiscal Officer

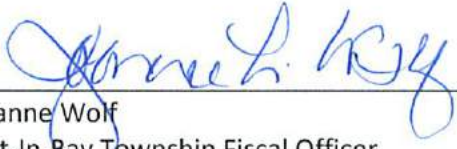
624 Trenton Ave., P.O. Box 127, Put-in-Bay, OH 43456

419-285-2292 (office)

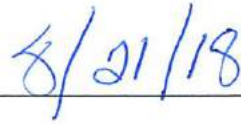
www.pibtownship.com

pibtwp@cros.net (e-mail)

I, Joanne Wolf, Fiscal Officer of Put-In-Bay Township, hereby certify that Put-In-Bay Township will have the amount of \$111,109 in the General Fund 1000 (25%), MVL 2011 (25%) and 2021 Gas Tax (50%) and that this amount will be used to pay the local share for the Curtice East TR #70, Graytown TR #19 & West Shore TR #240 Roads Resurfacing Project when it is required.



Joanne Wolf
Put-In-Bay Township Fiscal Officer



Date

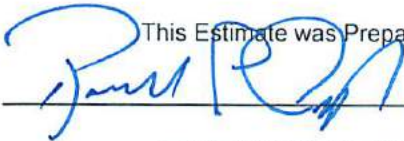
Curtice East TR #70, Graytown TR #19 & West Shore TR #270 Roads Resurfacing

Item	Qty	Units	Description	Unit Price	Total
Curtice East Road TR #70 (Allen Twp)					
405	811	TONS	#67 MIX	\$ 47.00	\$ 38,117.00
405	65	TONS	CHOKE COAT	\$ 52.00	\$ 3,380.00
405	10054	GALS	CM-150, BITUMINOUS MATERIAL	\$ 3.40	\$ 34,184.00
614	LUMP	SUM	MAINTENANCE OF TRAFFIC	\$ 3,000.00	\$ 3,000.00
103.05	LUMP	SUM	CONTRACT BOND	\$ 1,181.00	\$ 1,181.00
Subtotal - Curtice East Road					\$ 79,900.00
Graytown Road TR #19 (Harris Twp)					
253	645	CY	PAVEMENT REPAIR	\$ 160.00	\$ 103,200.00
407	1196	GALS	TACK COAT (SCRATCH)	\$ 2.10	\$ 2,512.00
407	638	GALS	TACK COAT (SURFACE)	\$ 2.10	\$ 1,340.00
441	665	TON	0.75" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1	\$ 65.00	\$ 43,225.00
441	1108	TON	1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22	\$ 68.00	\$ 75,344.00
441	24	TON	2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22	\$ 68.00	\$ 1,632.00
642	1.51	MILE	CENTERLINE, TYPE 1	\$ 900.00	\$ 1,359.00
614	LUMP	SUM	MAINTENANCE OF TRAFFIC	\$ 3,500.00	\$ 3,500.00
103.05	LUMP	SUM	CONTRACT BOND	\$ 3,482.00	\$ 3,482.00
Subtotal - Graytown Road					\$ 235,594.00
West Shore Blvd TR #270 (Put-In-Bay)					
254	3733	SY	PAVEMENT PLANING	\$ 2.50	\$ 9,333.00
253	243	CY	PAVEMENT REPAIR	\$ 340.00	\$ 82,620.00
407	557	GALS	TACK COAT (SCRATCH)	\$ 4.00	\$ 2,228.00
407	418	GALS	TACK COAT (SURFACE)	\$ 4.00	\$ 1,672.00
441	677	TON	1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2	\$ 88.00	\$ 59,576.00
441	483	TON	1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22	\$ 98.00	\$ 47,334.00
441	17	TON	1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22	\$ 98.00	\$ 1,666.00
614	LUMP	SUM	MAINTENANCE OF TRAFFIC	\$ 5,000.00	\$ 5,000.00
103.05	LUMP	SUM	CONTRACT BOND	\$ 3,142.00	\$ 3,142.00
Subtotal - West Shore Blvd					\$ 212,571.00

Curtice East TR #70, Graytown TR #19 & West Shore TR #270 Roads Resurfacing

Item	Qty	Units	Description	Unit Price	Total
			SUBTOTAL		\$528,065.00
			ENGINEERING		\$ -
			PERMITS, LEGAL, ADVERTISING		\$ 2,000.00
			CONTINGENCIES	4.0%	\$ 21,123.00

Total \$551,188.00

This Estimate was Prepared by :


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





ROAD RESURFACING 2019 - COST ESTIMATE

ALLEN TOWNSHIP - CURTICE EAST AND WEST ROAD (TR#70)
 ESTIMATOR: CRM
 DATE: 6/26/2018

ROAD NAME	LENGTH		AREA		BITUMINOUS MATERIAL				AGGREGATE, MATERIAL OR PROCESS							REMARKS			
	MILES	LENGTH (FT)	WIDTH (FT)	SQ YDS	KINDS	APPLIED RATE	TOTAL GALLONS	UNIT COST	APPLIED COST	STONE SIZE	LBS PER SQ YD	THICKNESS (IN)	TOTAL CU YDS	TOTAL TONS	UNIT COST		APPLIED COST	TOTAL COST	
CURTICE EAST AND WEST ROAD FROM OPFER-LENTZ TO NISSEN	0.98	5195	18.0	10390	CM-150	0.93	9662.7	\$ 3.40	\$ 32,853.18	#67	150			779	\$ 47.00	\$ 36,524.75	\$ 69,477.93	DRAG COAT	
	0.98	5195	18.0	10390						#9	12			62.3	\$ 52.00	\$ 3,241.68	\$ 3,241.68	CHOKE COAT	
				420	CM-150	0.93	390.6	\$ 3.40	\$ 1,328.04	#67	150			32	\$ 47.00	\$ 1,480.50	\$ 2,808.54	DRAG COAT (INTERSECTION AND DRIVES)	
				420						#9	12			2.5	\$ 52.00	\$ 131.04	\$ 131.04	CHOKE COAT (INTERSECTION AND DRIVES)	
																		\$ 3,000.00	MAINTENANCE OF TRAFFIC
																		\$ 1,180.00	BOND PREMIUM
																	\$ 79,839.19	ROAD TOTAL	

NOTICE TO BIDDERS:

DRIVEWAY APRONS AND MAILBOX APPROACHES SHALL BE MILLED AND PAVED UP TO 6 FEET FROM THE EDGE OF PAVEMENT. ESTIMATE INCLUDES MILLING OF ABUTTING JOINTS AT ALL ASPHALT & CONCRETE DRIVES, THIS WILL NOT BE A SEPERATELY PAID ITEM. THERE ARE A TOTAL OF ±42 DRIVES, QUANTITIES ON ESTIMATE WERE COMPUTED AS FOLLOWS:

TOTAL LENGTH	WIDTH	SY
1260	3	420

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

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

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

PAVEMENT IS ON AN AVERAGE OF 17' IN WIDTH. 18' WAS USED FOR MATERIAL PADDING DUE TO INCONSISTENCIES IN THE CROSS-SECTIONAL SLOPE OF THE EXISTING PAVEMENT. FINISH PAVEMENT WIDTH WILL VARY SLIGHTLY.

ROAD IS TO BE PAVED FULL WIDTH. LOCAL TRAFFIC SHALL BE MAINTAINED. FLAGGERS WILL BE REQUIRED DURING CLOSURE.

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

ROAD RESURFACING 2019 - COST ESTIMATE

HARRIS TOWNSHIP - GRAYTOWN RD. (TR#19)
 ESTIMATOR: CRM
 DATE: 7/20/18

ROAD NAME	LENGTH		AREA		BITUMINOUS MATERIAL				AGGREGATE, MATERIAL OR PROCESS						REMARKS				
	MILES	LENGTH (FT)	WIDTH (FT)	SQ YDS	KINDS	APPLIED RATE	TOTAL GALLONS	UNIT COST	APPLIED COST	STONE SIZE	LBS PER SQ YD	THICKNESS (IN)	TOTAL CU YDS	TOTAL TONS		UNIT COST	APPLIED COST	TOTAL COST	
GRAYTOWN ROAD FROM SR 105 TO SR 163											5	621.0			\$ 160.00	\$ 99,360.00	\$ 99,360.00	253 - PAVEMENT REPAIR (MINOR WIDENING)	
											5	24.0			\$ 160.00	\$ 3,840.00	\$ 3,840.00	253 - PAVEMENT REPAIR	
	1.51	7973	18.0	15946	Tack	0.075	1196	\$ 2.10	\$ 2,511.50								\$ 2,511.50	TACK COAT (SCRATCH)	
	1.51	7973	18.0	15946	Tack	0.04	637.84	\$ 2.10	\$ 1,339.46								\$ 1,339.46	TACK COAT (SURFACE)	
	1.51	7973	18.0	15946	PG64-22					448	2.00		23.67		\$ 68.00	\$ 1,609.33	\$ 1,609.33	2" 448 SURFACE TYPE 1 (DRIVES)	
	1.51	7973	18.0	15946	PG64-22					448	0.75		664.42		\$ 65.00	\$ 43,187.08	\$ 43,187.08	0.75" 448 SCRATCH COURSE, TYPE 1 (INTERMEDIATE)	
	1.51	7973	18.0	15946	PG64-22					448	1.25		1107.36		\$ 68.00	\$ 75,300.56	\$ 75,300.56	1.25" 448 SURFACE TYPE 1 (SURFACE)	
	1.51														\$ 900.00	\$ 1,359.00	\$ 1,359.00	CENTER LINE	
																\$ 3,500.00	\$ 3,500.00	\$ 3,500.00	MAINTENANCE OF TRAFFIC
																	\$ 3,481.00	\$ 3,481.00	CONTRACT BOND
																\$ 235,487.93	\$ 235,487.93	ROAD TOTAL	

NOTICE TO BIDDERS:

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

TOTAL LENGTH	WIDTH	SY
240	8	213.3

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

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

FINISHED PAVEMENT WIDTH WILL BE 18'

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

LOCAL TRAFFIC SHALL BE MAINTAINED DURING CONSTRUCTION.

SEE SUPPLEMENTAL SPECIFICATIONS FOR ASPHALT CONCRETE PAVEMENT

EDGE REPAIRS / MINOR WIDENING

RT SIDE	LENGTH	DEPTH (IN)	WIDTH (FT)	CY'S
STA. 0+00 TO 55+98	5598	5	5	431.94
55+98 TO 63+90	792	5	3	36.67
65+83 TO 75+65	982	5	3	45.46
75+65 TO 76+85	120	5	6	11.11
LT SIDE				
STA. 55+98 TO 76+57	2059	5	3	95.32
	TOTAL:			620.51

ROAD RESURFACING 2019 - COST ESTIMATE

PUT-IN-BAY TOWNSHIP - WEST SHORE BLVD. (TR#270)

ESTIMATOR: CRM

DATE: 8/10/2018

ROAD NAME	LENGTH		AREA		BITUMINOUS MATERIAL				AGGREGATE, MATERIAL OR PROCESS						TOTAL COST	REMARKS	
	MILES	LENGTH (FT)	WIDTH (FT)	SQ YDS	KINDS	APPLIED RATE	TOTAL GALLONS	UNIT COST	APPLIED COST	STONE SIZE	LBS PER SQ YD	THICKNESS (IN)	TOTAL CU YDS	TOTAL TONS			UNIT COST
WEST SHORE BLVD. (TRENTON AVENUE) FROM CATAWBA AVENUE TO CURVE	0.30	1600.0	21.0	3733.3							1.75	181.5	362.96	\$ 2.50	\$ 9,333.33	\$ 9,333.33	252 - PAVEMENT PLANING (1.75")
		3000.0	6.0	2000.0							4	222.2		\$ 340.00	\$ 75,555.56	\$ 75,555.56	253 - PAVEMENT REPAIR
		400.0	4.0	177.8							4	19.8		\$ 340.00	\$ 6,716.05	\$ 6,716.05	253 - PAVEMENT REPAIR
		0.56	2980	21.0	6953	Tack	0.080	556.27	\$ 4.00	\$ 2,225.07						\$ 2,225.07	TACK COAT FOR INTERMEDIATE
		0.56	2980	21.0	6953	Tack	0.060	417.2	\$ 4.00	\$ 1,668.80						\$ 1,668.80	TACK COAT
					200	PG64-22					448	1.50	16.67	\$ 98.00	\$ 1,633.33	\$ 1,633.33	1.5" 448 SURFACE TYPE 1 (DRIVES)
		0.56	2980	21.0	6953	PG64-22					448	1.25	482.87	\$ 98.00	\$ 47,321.30	\$ 47,321.30	1.25" 448 SURFACE TYPE 1 (SURFACE)
		0.56	2980	21.0	6953	PG64-22					448	1.75	676.02	\$ 88.00	\$ 59,489.63	\$ 59,489.63	1.75" 448 INTERMEDIATE TYPE 2
															\$ 5,000.00	\$ 5,000.00	MAINTENANCE OF TRAFFIC
															\$ 3,135.00	\$ 3,135.00	CONTRACT BOND
															\$ 212,078.06	\$ 212,078.06	ROAD TOTAL

NOTICE TO BIDDERS:

**Curtice East TR #70, Graytown TR #19 and West Shore TR #270
Roads Resurfacing**

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

Road Name	Road Number	Begin	End	ADT actual	ADT 2038 est.
Curtice East & West Road	TR #70	Opfer-Lentz	Nissen	145	177
Graytown Road	TR #19	SR 105	SR 163	244	298
West Shore Road	TR #240	Catawba Avenue	bend in road	1107	1351
			Total	1496	1825

Estimates are based on actual 2018 traffic counts.

MetroCount Traffic Executive Vehicle Counts (Virtual Day)

VirtVehicleCount-112 -- English (ENU)

Datasets:

Attribute: Curtice E&W
Direction: 6 - West bound A>B, East bound B>A. Lane: 2
Survey Duration: 14:00 Thursday, June 7, 2018 => 12:45 Thursday, June 14, 2018,
Zone:
File: ALL-TR70-5.70.EC2 (Plus)
Identifier: DH81S60X MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v5.02)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 14:00 Thursday, June 7, 2018 => 12:45 Thursday, June 14, 2018 (6.948)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 5 - 100 mph.
Direction: North, East, South, West (bound), P = East, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 300 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 999 / 1004 (99.50%)

* Virtual Day - Total=145, 15 minute drops

	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200
2300	2	0	0	0	1	1	3	4	5	6	8	8	10	10	10	12	11	12	9	9	8	7	
5	2	0	0	0	0	0	1	1	1	1	2	2	2	2	2	2	3	3	2	3	2	2	
2	0	0	0	0	0	0	0	1	1	2	2	1	2	2	3	3	3	4	3	2	1	2	
1	1	0	0	0	1	1	2	1	2	2	2	2	2	3	2	4	2	3	1	3	2	2	
1	0	0	0	0	0	1	0	1	0	2	2	2	3	3	3	3	2	2	2	2	2	2	
1	1	0	0	0	0	1	0	1	0	2	2	2	3	3	3	3	2	2	2	2	2	2	

AM Peak 1145 - 1245 (8), AM PHF=0.87 PM Peak 1530 - 1630 (14), PM PHF=0.86

Numbers have been rounded to the nearest integer.

MetroCount Traffic Executive Vehicle Counts (Virtual Day)

VirtVehicleCount-113 -- English (ENU)

Datasets:

Site: [006] HAR-TR19-1.15
Attribute: GRAYTOWN
Direction: 7 - North bound A>B, South bound B>A. Lane: 0
Survey Duration: 12:00 Thursday, July 5, 2018 => 10:14 Friday, July 13, 2018,
Zone:
File: HAR-TR19-1.15.EC0 (Plus)
Identifier: DH68A3TH MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v5.02)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 12:00 Thursday, July 5, 2018 => 10:14 Friday, July 13, 2018 (7.92648)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 5 - 100 mph.
Direction: North, East, South, West (bound), P = North, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 300 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 1925 / 1925 (100.00%)

*** Virtual Day - Total=244, 15 minute drops**

	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200
2300	0	1	0	1	2	6	7	8	10	14	14	13	15	15	17	18	17	21	19	14	15	11	
6	0	1	0	0	1	1	2	2	1	3	3	4	3	4	3	4	4	3	6	5	5	6	2
2	0	1	0	0	0	1	1	1	2	2	3	3	3	4	4	4	4	5	5	6	3	3	4
2	0	0	0	0	0	2	1	4	3	4	3	3	3	4	4	4	4	4	4	5	3	3	3
1	0	0	0	0	0	2	1	4	3	4	3	3	3	4	4	4	4	4	4	5	3	3	3
2	0	0	0	1	0	1	3	2	2	4	4	3	4	5	6	5	4	6	4	3	2	2	

AM Peak 0930 - 1030 (16), AM PHF=0.89 PM Peak 1700 - 1800 (21), PM PHF=0.88

Numbers have been rounded to the nearest integer.

MetroCount Traffic Executive Vehicle Counts (Virtual Day)

VirtVehicleCount-138 -- English (ENU)

Datasets:

Site: [008] PIB-TR270-0.30
Attribute: TRENTON AVE
Direction: 7 - North bound A>B, South bound B>A. Lane: 0
Survey Duration: 10:00 Friday, August 10, 2018 => 9:44 Friday, August 17, 2018,
Zone:
File: PIB-TR270-0.30 (WHOLE WEEK).ECO (Plus)
Identifier: DH81S60X MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v5.02)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 10:00 Friday, August 10, 2018 => 9:44 Friday, August 17, 2018 (6.9889)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 5 - 100 mph.
Direction: North, East, South, West (bound), P = North, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 300 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 7732 / 7737 (99.94%)

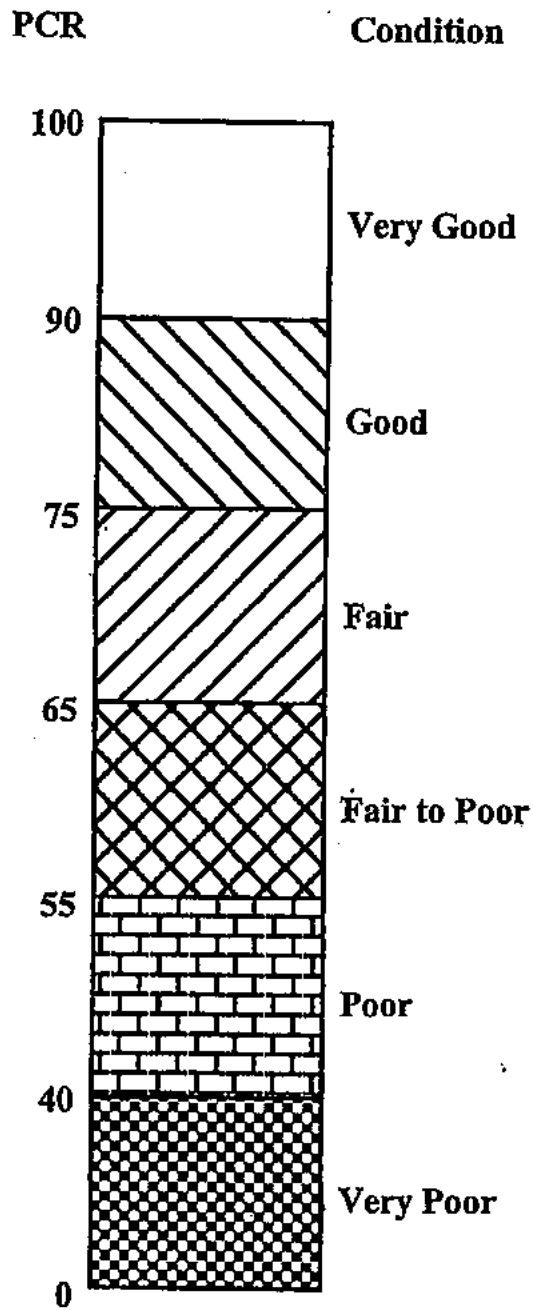
*** Virtual Day - Total=1107, 15 minute drops**

	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200
2300	5	6	5	2	1	1	5	16	27	42	56	79	86	102	114	115	114	102	84	64	45	19	
0	2	2	0	1	0	0	1	4	6	7	14	18	20	27	28	33	32	29	24	18	13	7	
3	1	2	2	1	0	0	0	2	7	9	12	17	22	26	28	28	31	25	21	19	13	4	
2	3	1	1	2	0	0	0	1	4	6	11	16	23	21	24	27	27	26	24	22	13	10	5
2	2	1	1	1	0	0	0	2	6	9	15	15	22	24	25	31	28	25	23	17	14	8	3
1	2																						

AM Peak 1130 - 1230 (86), AM PHF=0.95 PM Peak 1415 - 1515 (119), PM PHF=0.91

Numbers have been rounded to the nearest Integer.

Pavement Condition Rating (PCR) Scale



ROAD NAME: CURTICE E&W RD
 LOG MILE: NISSEN RD
 TO: OPFER-LENZ RD

**FLEXIBLE PAVEMENT
 CONDITION RATING FORM**

DATE: 8/7/2018
 RATED BY: VPS

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*				EXTENT WT.*			DEDUCT POINTS***	
			L	M	H		O	F		E
RAVELING	10	M	0.3	0.6	1	E	0.5	0.8	1	6.0
BLEEDING	5	M	0.8	0.8	1	F	0.6	0.9	1	3.6
PATCHING	5	M	0.3	0.6	1	O	0.6	0.8	1	1.8
POTHoles/DEBONDING	10	M	0.4	0.7	1	F	0.5	0.8	1	5.6
CRACK SEALING DEFICIENCY	5	-	1	1	1	-	0.5	0.8	1	
RUTTING	10	-	0.3	0.7	1	-	0.6	0.8	1	
SETTLEMENT	10	-	0.5	0.7	1	-	0.5	0.8	1	
CORRUGATIONS	5	-	0.4	0.8	1	-	0.5	0.8	1	
WHEEL TRACK CRACKING	15	L	0.4	0.7	1	F	0.5	0.7	1	4.2
BLOCK AND TRANSVERSE CRACKING	10	M	0.4	0.7	1	E	0.5	0.7	1	7.0
LONGITUDINAL JOINT CRACKING	5	-	0.4	0.7	1	-	0.5	0.7	1	
EDGE CRACKING	5	M	0.4	0.7	1	E	0.5	0.7	1	3.5
RANDOM CRACKING	5	L	0.4	0.7	1	F	0.5	0.7	1	1
									TOTAL DEDUCT =	33.1
									SUM OF STRUCTURAL DEDUCT (BOLD) =	18.2
									100 - TOTAL DEDUCT = PCR =	66.9

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

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

NOTES: POT HOLES ARE A BIG PROBLEM IN A COUPLE AREAS OF THIS ROAD, THEY HAVE BEEN PATCHED SEVERAL TIMES. THE EDGE IS ALSO CRUMBLING IN SOME AREAS. THE CRACKS IN THIS ROAD ARE FAIRLY EXTENSIVE.

ROAD NAME: GRAYTOWN RD
 LOG MILE: SR-163
 TO: SR-105

**FLEXIBLE PAVEMENT
 CONDITION RATING FORM**

DATE: 7/31/2018
 RATED BY: VPS

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*				EXTENT WT.*			DEDUCT POINTS***	
			L	M	H		O	F		E
RAVELING	10	M	0.3	0.6	1	O	0.5	0.8	1	3.0
BLEEDING	5	L	0.8	0.8	1	O	0.6	0.9	1	2.4
PATCHING	5	H	0.3	0.6	1	F	0.6	0.8	1	4.0
POTHOLE/DEBONDING	10	M	0.4	0.7	1	F	0.5	0.8	1	5.6
CRACK SEALING DEFICIENCY	5	H	1	1	1	E	0.5	0.8	1	5.0
RUTTING	10	-	0.3	0.7	1	-	0.6	0.8	1	
SETTLEMENT	10	M	0.5	0.7	1	F	0.5	0.8	1	5.6
CORRUGATIONS	5	-	0.4	0.8	1	-	0.5	0.8	1	
WHEEL TRACK CRACKING	15	-	0.4	0.7	1	-	0.5	0.7	1	
BLOCK AND TRANSVERSE CRACKING	10	M	0.4	0.7	1	E	0.5	0.7	1	7.0
LONGITUDINAL JOINT CRACKING	5	L	0.4	0.7	1	O	0.5	0.7	1	1.0
EDGE CRACKING	5	H	0.4	0.7	1	E	0.5	0.7	1	5.0
RANDOM CRACKING	5	L	0.4	0.7	1	O	0.5	0.7	1	1
TOTAL DEDUCT =									39.6	
SUM OF STRUCTURAL DEDUCT (BOLD) =									13.6	
100 - TOTAL DEDUCT = PCR =									60.4	

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

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

NOTES:

THE EDGE OF THE ROAD IS COMPLETELY DESTROYED IN SOME AREAS. RAVELING IS PREVELANT FOR MOST OF THE ROAD. HEAVY AMOUNTS OF PATCHING HAS BEEN DONE TO ATTEMPT TO REPAIR THE EDGE, BUT IT NEEDS A SIGNIFICANT IMPROVEMENT. IN SOME OF THE AREAS WHERE THE EDGE OF PAVEMENT IS DESTROYED, THE ROAD EDGE HAS RUTTED AND SETTLED. EXTREMELY CRACK SEAL DEFICIENT, BUT I BELIEVE THE ROAD IS BEYOND THAT SCOPE OF MAINTENANCE.

ROAD HAS A SUBSTANTIAL AMOUNT OF POTHOLES.

ROAD NAME: WEST SHORE BLVD (Trenton)
 LOG MILE: CATAWBA AVE
 TO: CURVE IN THE ROAD

**FLEXIBLE PAVEMENT
 CONDITION RATING FORM**

DATE: 8/10/2018
 RATED BY: VPS

DISTRESS	DISTRESS WEIGHT		SEVERITY WT.*			EXTENT WT.*			DEDUCT POINTS***	
			L	M	H	O	F	E		
RAVELING	10	M	0.3	0.6	1	O	0.5	0.8	1	3.0
BLEEDING	5	L	0.8	0.8	1	O	0.6	0.9	1	2.4
PATCHING	5	M	0.3	0.6	1	F	0.6	0.8	1	2.4
POTHoles/DEBONDING	10	H	0.4	0.7	1	F	0.5	0.8	1	8.0
CRACK SEALING DEFICIENCY	5	M	1	1	1	F	0.5	0.8	1	4.0
RUTTING	10	L	0.3	0.7	1	O	0.6	0.8	1	1.8
SETTLEMENT	10	M	0.5	0.7	1	F	0.5	0.8	1	5.6
CORRUGATIONS	5	-	0.4	0.8	1	-	0.5	0.8	1	
WHEEL TRACK CRACKING	15	M	0.4	0.7	1	F	0.5	0.7	1	7.4
BLOCK AND TRANSVERSE CRACKING	10	L	0.4	0.7	1	F	0.5	0.7	1	2.8
LONGITUDINAL JOINT CRACKING	5	M	0.4	0.7	1	F	0.5	0.7	1	2.5
EDGE CRACKING	5	M	0.4	0.7	1	F	0.5	0.7	1	2.5
RANDOM CRACKING	5	M	0.4	0.7	1	F	0.5	0.7	1	2
TOTAL DEDUCT =									44.7	
SUM OF STRUCTURAL DEDUCT (BOLD) =									22.4	
100 - TOTAL DEDUCT = PCR =									55.3	

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

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

NOTES: THERE ARE AREAS OF THE ROAD WHERE THE MICROSURFACE HAS COMPLETELY WORN OFF. THE ROAD IS FAIRLY DEPRIVED OF CRACK SEAL IN SOME AREAS, BUT THERE ARE OTHER AREAS WHERE THE ROAD HAS BEEN FALLING APART FOR A PERIOD OF TIME THAT HAS A LOT OF CRACK SEAL. THERE ARE SECTIONS OF THE ROAD WHERE THE ROAD HAS DEVELOPED POTHoles AND AREAS WHERE THE TOP LAYER OF ASPHALT HAS DETERIORATED TO A POINT WHERE THE UNDERLYING LAYER OF ASPHALT IS EXPOSED. THERE ARE SECTIONS OF THE ROAD WHERE THE EDGE OF PAVEMENT IS CRUMBLING. THE ROAD HAS SETTLED IN THESE AREAS, AS WELL AS OTHERS. CRACKING OF ALL KINDS IS A PROBLEM THROUGHOUT MOST OF THE ROAD.

OTTAWA COUNTY COUNTY ENGINEERING DEPARTMENT

COUNTY AND TOWNSHIP ROAD SYSTEM CONSTRUCTION PROJECT AND LOG RECORD

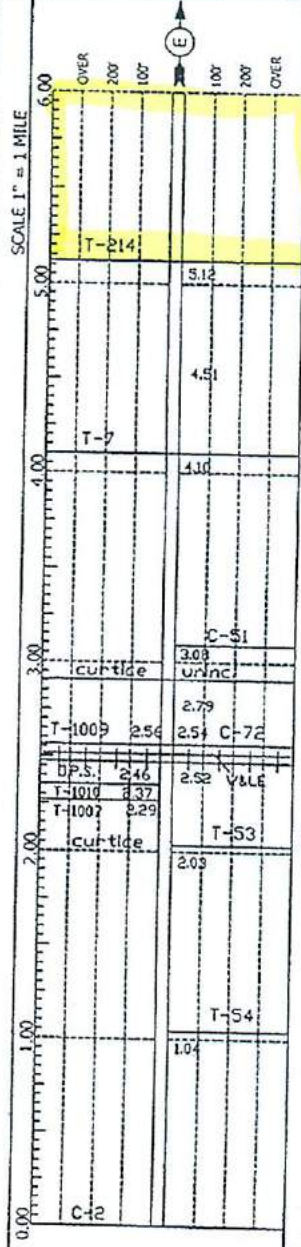
ROAD NO. T-70
 ROAD NAME Curtice East & West
 SECTION 0.0-6.12
 NET LENGTH 6.02 / ODDT = 6.0
 R/W WIDTH _____
 DATE ESTAB. _____

SPECIAL FEATURES _____

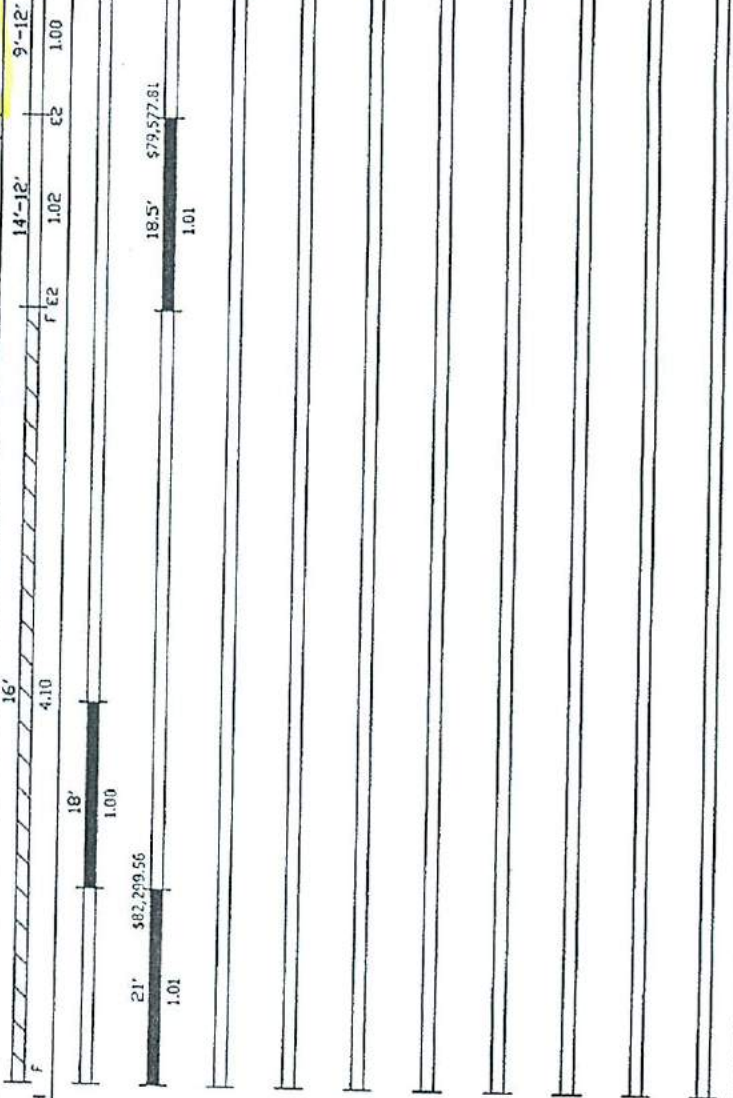
CARD 1 OF 2

LOCATION Begin at C-2 in Allen Twp.
thence east ending in C-213

ODDT mileage as of April 2008 _____



YEAR BUILT	DESCRIPTION OF WORK	COST
2007	150lb #67, 12lb #9, w/93gal. CH-150	\$55,404.65
2008	150lb #67, 12lb #9, w/93gal. CM-150	Net vol. = 332,299.56 Cost / gal. = \$79,577.81 Total = \$461,877.37



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

OTTAWA COUNTY

COUNTY ENGINEERING DEPARTMENT

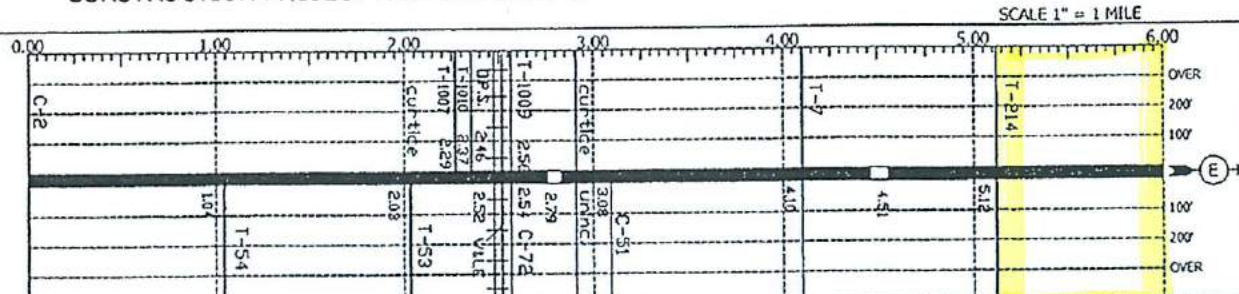
COUNTY AND TOWNSHIP ROAD SYSTEM CONSTRUCTION PROJECT AND LOG RECORD

ROAD NO. T-70
 ROAD NAME Curtice East & West
 SECTION 0.0-6.12
 NET LENGTH 6.02
 R/W WIDTH _____
 DATE ESTAB. _____

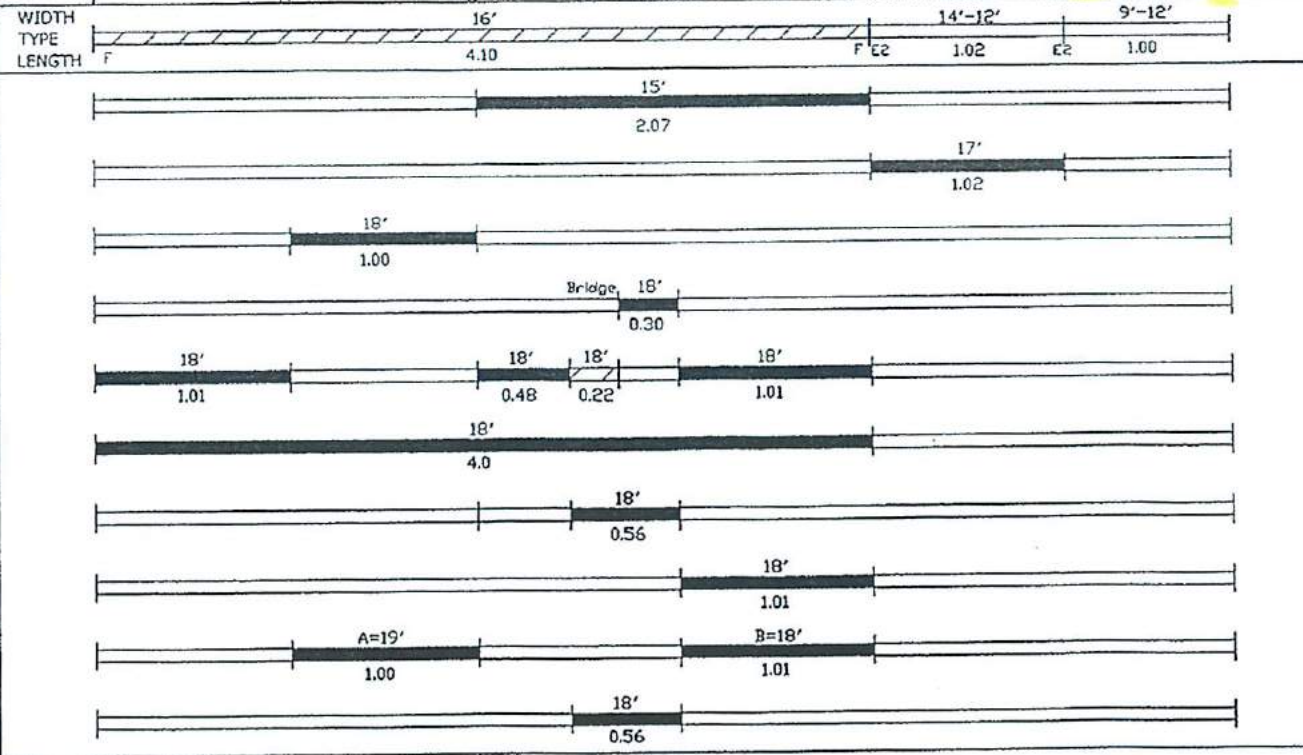
SPECIAL FEATURES _____

CARD 1 OF 2

LOCATION Begin at C-2 in Allen Twp.
thence east ending in C-213



YEAR BUILT	DESCRIPTION OF WORK	COST
1953		\$1,722.50
1960	Seal	
1965	New Construction 1.0gal MC-5 130lbs #46	\$6,817.68
1967	1.10gal CBAE 135lb #46 1 1/2'	\$1,787.59
1968	1.10gal MC-800 135lbs #67 (4 sections)	\$17,257.92
1970	single seal by Twp.	
1975	100lb drag w/8's CBAE 1.10gal	\$6,379.13
1994	150lb drag CM150 LTIP grant	\$29,871.87 + berns
1996	seal 0.50gal HFRS-2 30lbs 8's	A=\$10,077.65 B=\$9,716.38
1998	200lb drag CM-150 1' bern each side-town to creek 2' bern each side-creek to T-51	\$18,860.20



SYMBOLS FOR ROAD TYPES

PRIMITIVE
 UNIMPROVED
 GRADED AND DRAINED
 SOIL-SURFACED



GRAVEL OR STONE
 BIT. SURFACE-TREATED
 MIXED BITUMINOUS
 BITUMINOUS PENETRATION



BIT. CONC. OR SHEET ASPHALT
 CONCRETE
 BRICK
 BLOCK



REMARKS

SPECIAL FEATURES

OTTAWA COUNTY

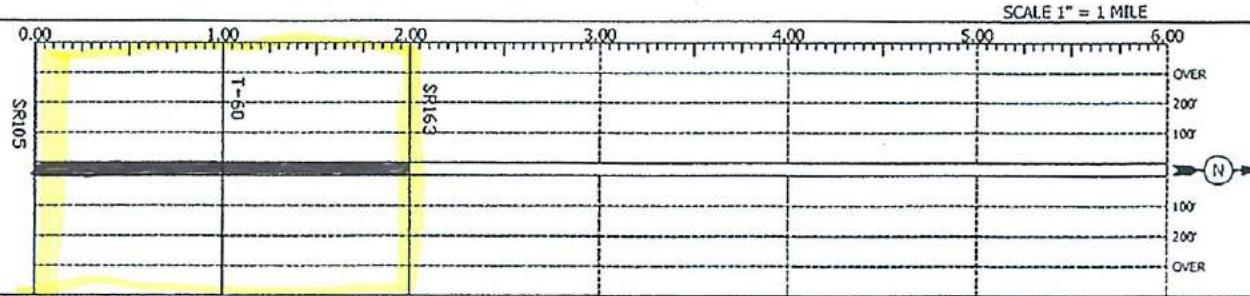
COUNTY ENGINEERING DEPARTMENT

COUNTY AND TOWNSHIP ROAD SYSTEM
CONSTRUCTION PROJECT AND LOG RECORD

ROAD NO. T-19
 ROAD NAME Graytown
 SECTION _____
 NET LENGTH 1.51
 R/W WIDTH _____
 DATE ESTAB. _____

CARD 1 OF 1

LOCATION Begins at S.R. 105 thence
North between Sections 8 & 9 and 5 &
6 in Harris Tp. to S.R. 163

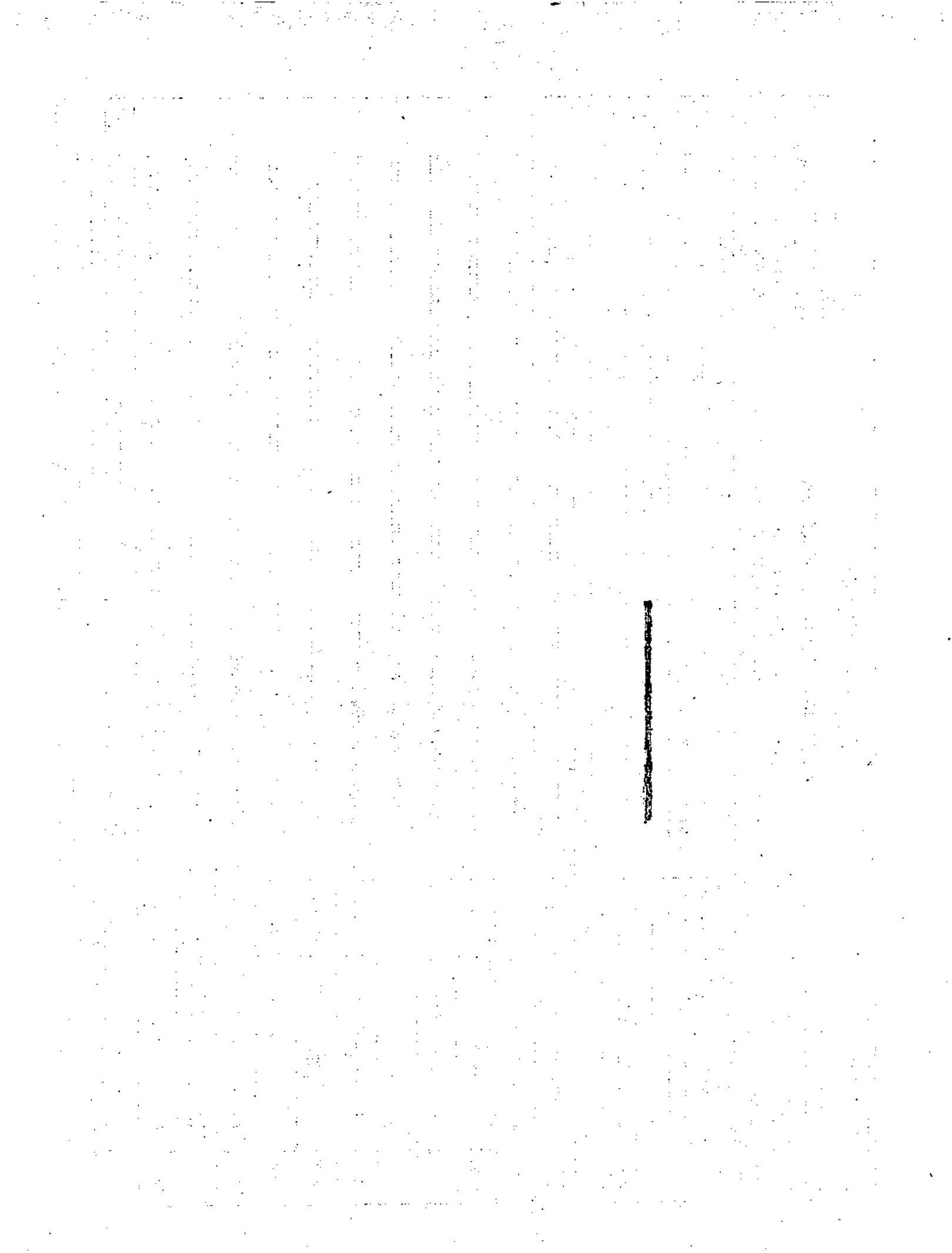


YEAR BUILT	DESCRIPTION OF WORK	COST	WIDTH	TYPE	LENGTH
			16'		1.51
1953	Surfacer 1 1/2' Base 6' Tp. Drag	\$6,774	16'		1.51
1958	Seal RS-2	\$1,882.19	16'		1.51
1962	MC-5 1.0gal #46 120lbs	\$5,906.31	16'		1.51
1967	RS-2 0.40gal 30lbs #8 single seal	\$1,968.26	16'		1.51
1971	100lb drag CBAE @1.00	\$7,659.20	16'		1.50
1974	single seal 25lbs #8 0.50gal RS-2	\$4,610.47	16'		1.50
1979	100lb drag 1.20gal CBAE	\$22,189.85	17'		1.50
1984	Seal MWS-90 0.60gal 30lbs	\$13,242.50	17'		1.50
2001	Wedge Co 47 - east side 150lb drag #67's 1.20gal CM-150	\$12,444.14	4' wedge		1.50
2008	chip & seal w/30lbs. #8 0.50 gal. HFRS-2	\$26,162.41	17'		1.51

SYMBOLS FOR ROAD TYPES

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

REMARKS



SPECIAL FEATURES

OTTAWA COUNTY

COUNTY ENGINEERING DEPARTMENT

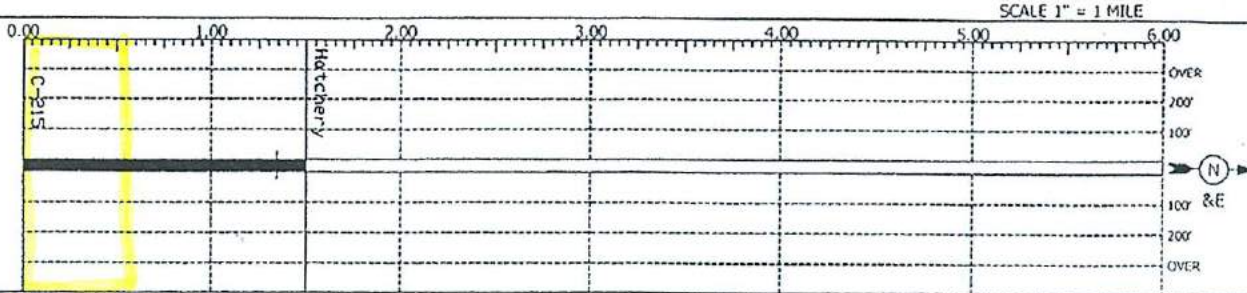
COUNTY AND TOWNSHIP ROAD SYSTEM
CONSTRUCTION PROJECT AND LOG RECORD

ROAD NO. T-270
 ROAD NAME West Shore
 SECTION _____
 NET LENGTH 1.50 mi
 R/W WIDTH 30'
 DATE ESTAB. _____

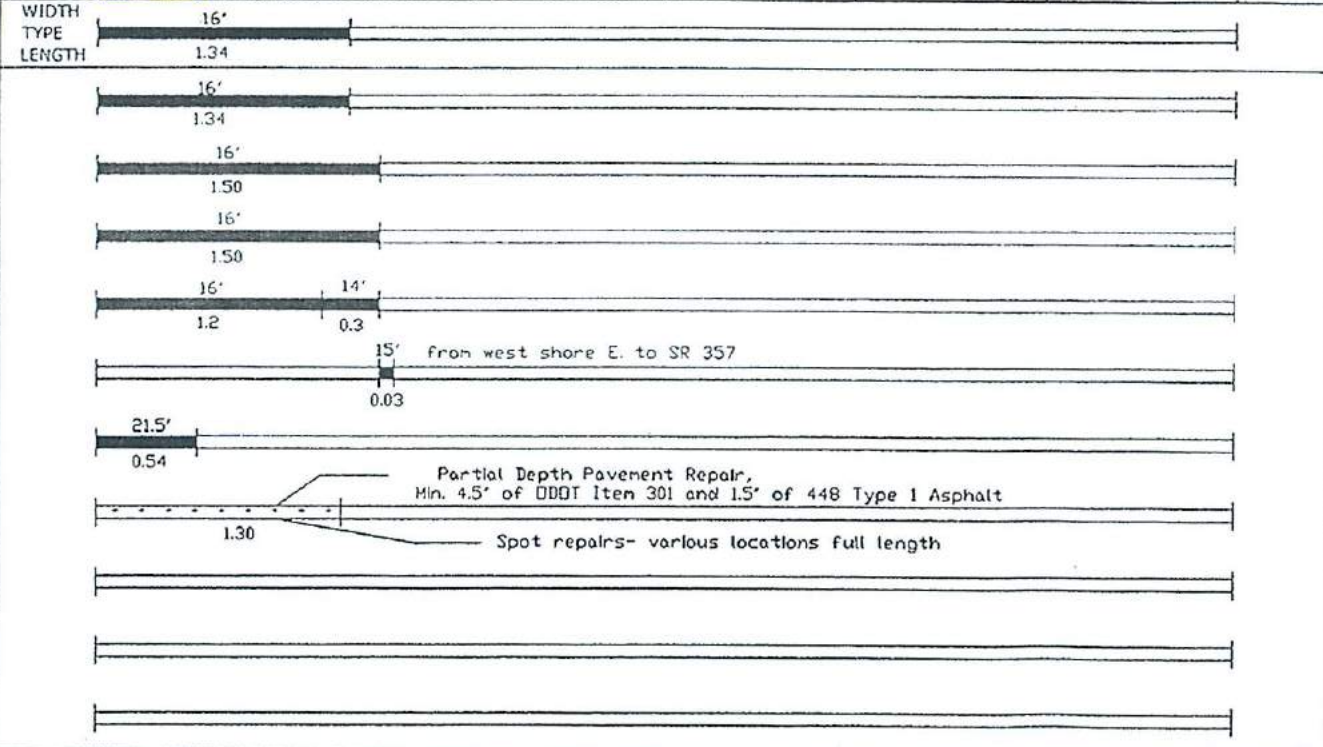
CARD 1 OF 2

LOCATION Put-In-Bay So. Bass Is. from fish hatcheries to Co. Rd #215

a.k.a Trenton Ave. along Victory Park to curve.



YEAR BUILT	DESCRIPTION OF WORK	COST
1956	30lb seal CBAC	\$1,789
1967	See card 2	
1980	single seal 0.50gal RS-2 25lbs #8	\$8,500.00
1991	2 1/2' hot mix & sealed berms	\$100,298.50
1993	2 3/4' hot mix & sealed berms	
2008	Microsurfacing, Type A - Surface Course	\$21,833.16
2010	6' wide, Ploned 2", 448 2" Surface Type 1, PG64-22, tack coat	\$10,790.53



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

REMARKS* Does not include cost of hauling stone over.

Revised: April 17, 2018

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

Name of Applicant: Allen Township
Project Title: Curtice East TR #70, Graytown TR #19 & West Shore TR #270 Roads Resurfacing

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

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

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

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

2. Give the physical condition rating:

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

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

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

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

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

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

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

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

ROADS

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

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

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

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

Minimal: Preventative Maintenance of a Major Access Road.

No Impact: Preventative Maintenance of a Minor Access Road.

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

Road/Street Classifications:

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

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

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

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

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

BRIDGES SUFFICIENCY RATING

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

WASTEWATER TREATMENT PLANTS

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

WATER TREATMENT PLANT

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

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

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

STORM SEWERS

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

CULVERTS

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

SANITARY SEWERS

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

SANITARY LIFT STATIONS AND FORCE MAINS

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

WATER PUMP STATIONS

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

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

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

WATER LINES/WATER TOWERS

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

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

Major: Replace undersized water lines as upgrading process.

Moderate: Increase capacity to meet current needs.

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

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

OTHER

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

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

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

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

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

No Impact: No health and/or safety effect.

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

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

Extremely Critical ____, Critical X ____, Major ____, Moderate ____, Minimal ____, No Impact ____. Explain your answer. _____

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

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

A.) Amount of Local Funds = \$ 551,188

B.) Total Project Cost = \$ 276,188

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 0 %

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

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

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

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

YES X NO _____

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

7. If the proposed project is funded, will its completion directly result in the creation of permanent full-time equivalent (FTE) jobs (FTE jobs shall be defined as 35 hours/week) ? Yes ___ No X . If yes, how many jobs within eighteen months? ___ Will the completed project retain jobs that would otherwise be

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

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

8. What is the total number of existing users that will directly benefit from the proposed project if completed? 1,496 ADT (Use households served, traffic counts, etc. and explain the basis by which you arrived at your number.)
9. Is subdivision's population less than 5,000 Yes ___ No ___
If yes, continue. You may want to design your project per Small Government Project Evaluation Criteria, released for the current OPWC Round to assist in evaluating your project for potential Small Government Funding. The Small Government Criteria is available on the OPWC website at <http://www.pwc.state.oh.us/Meth.SG.PDF> If No, skip to Question 11.

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

All projects that are sponsored by a subdivision with a population of 5,000 or less, and not earning enough points for District Funding from SCIP or LTIP Funds, are then rated using the Small Government Program Rating Criteria for the corresponding funding round. In order to be rated the entity must submit the Small Government Supplement and their required budgets with their application. **Only infrastructure that is village- or township- owned is eligible for assistance.** The following policies have been adopted by the Small Government Commission:

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

cost-effective if regionalized.

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

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

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

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

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

11. MANDATORY INFORMATION, DISTRICT 5, DISCRETIONARY RANKING POINTS

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

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

Special property taxes	5555.48 _____
	5555.49 _____

Municipal Income Tax _____

County Sales Tax _____

Others _____

(DO NOT INCLUDE SCHOOL TAXES)

SPECIFIC PROJECT AREA INFORMATION.

Median household income _____

Monthly utility rate: Water _____

Sewer _____

Other _____

List any special user fees or assessment (be specific)

POLITICAL SUBDIVISION= _____

COUNTY= _____

DISCRETIONARY POINTS (BY DISTRICT COMMITTEE ONLY)= _____

(25-20-15)

Date: September 7, 2018

Signature:  _____

Title: Scott Everhardt, Allen Township Trustee

Address: P. O. Box 440, Williston, Ohio 43468

Phone: (419) 836-9614

FAX: (419) 836-4204

Email: scott.apr@outlook.com

Ottawa County Engineer's Office

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

8247 W. State Route 163
Oak Harbor, Ohio 43449

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

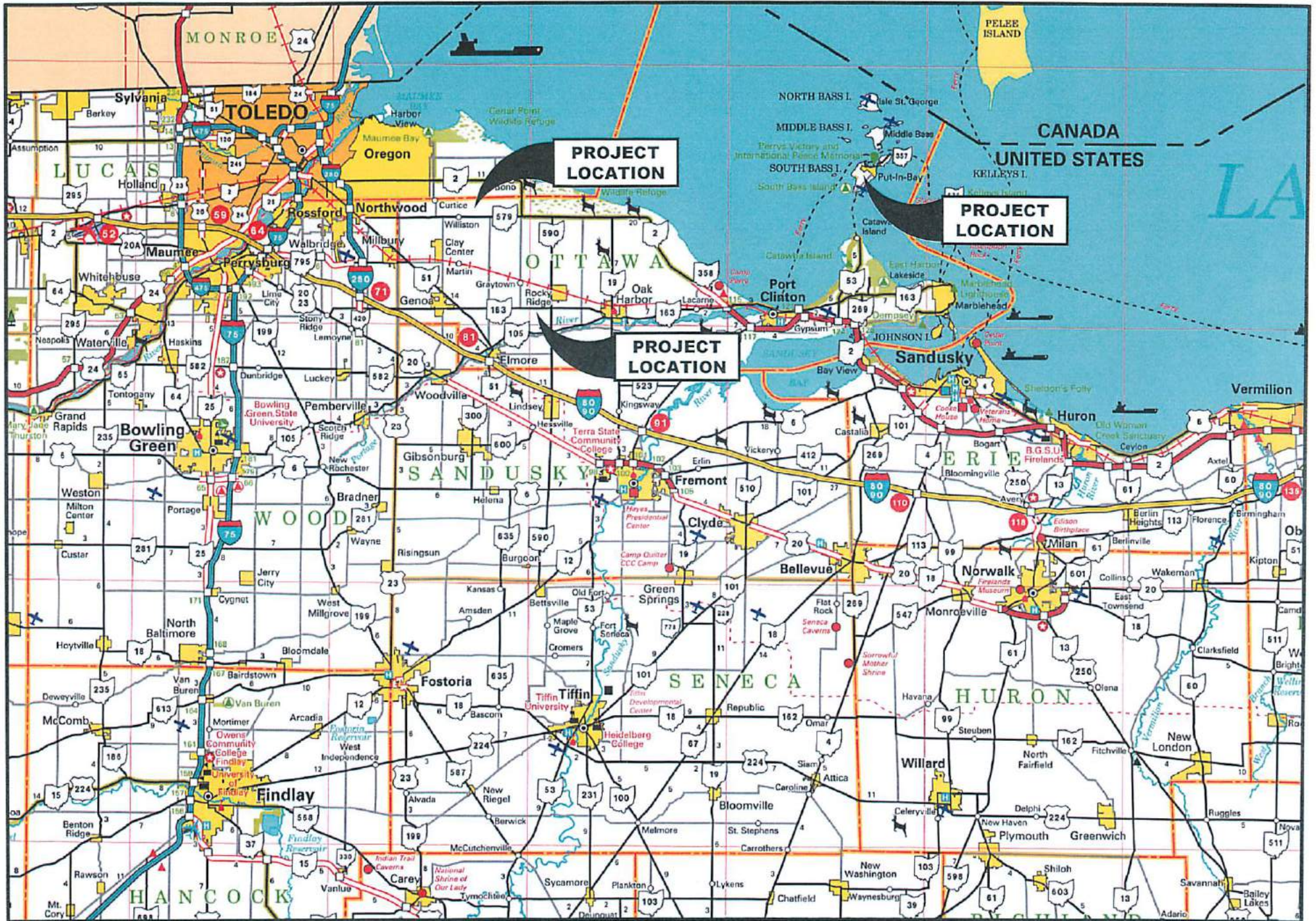
TO: Ohio Public Works
FROM: Ronald P. Lajti, Jr., P.E., P.S., Ottawa County Engineer
DATE: September 7, 2018
SUBJECT: Curtice East TR #70, Graytown TR #19 & West Shore TR #270
Roads Resurfacing

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

Respectfully Submitted

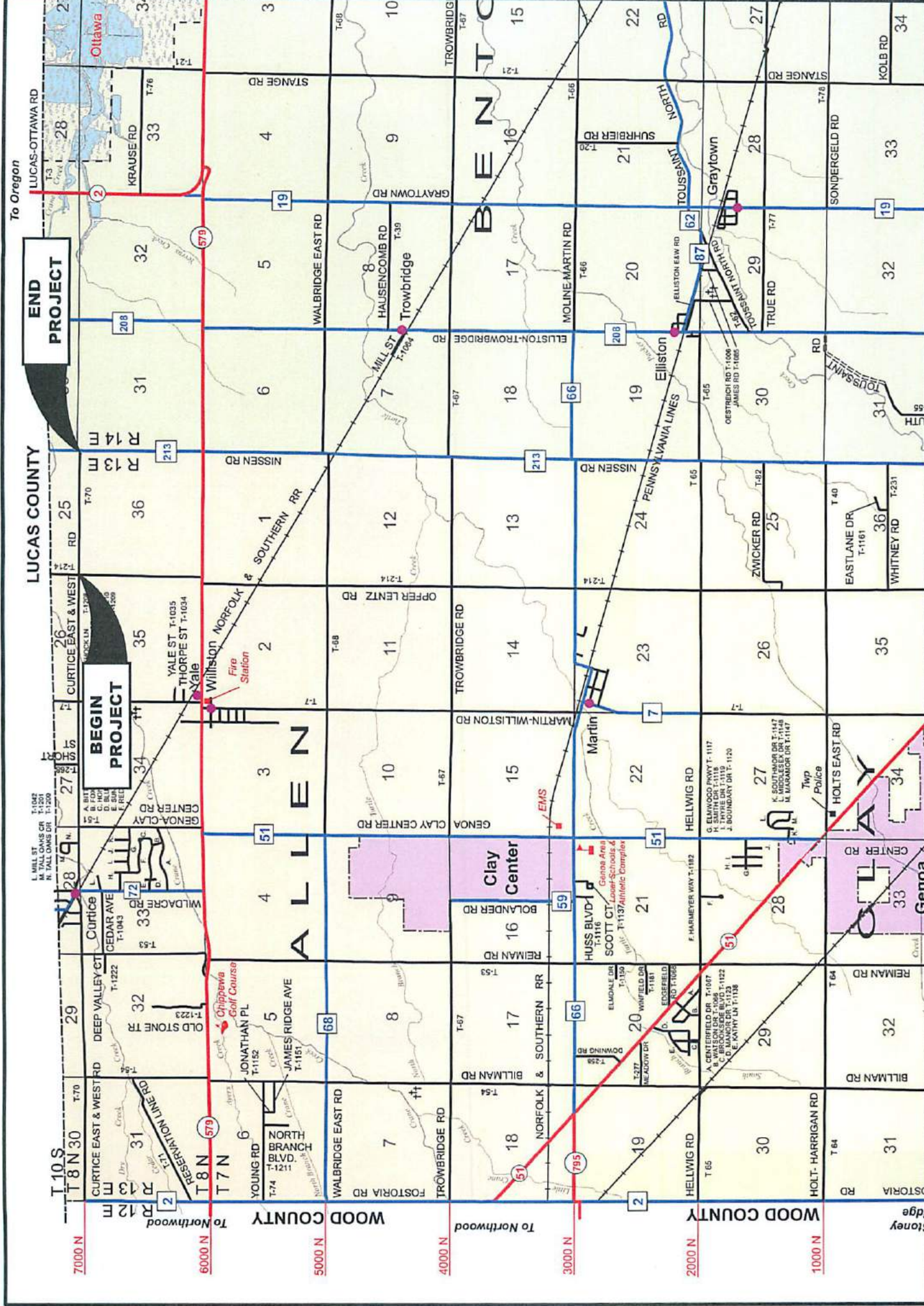
A handwritten signature in blue ink, appearing to read 'Ronald P. Lajti, Jr.', is written over a faint, larger version of the same signature.

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



PROJECT LOCATION - STATE MAP
ALLEN-HARRIS-PUT-IN-BAY TWP. ROAD RESURFACINGS



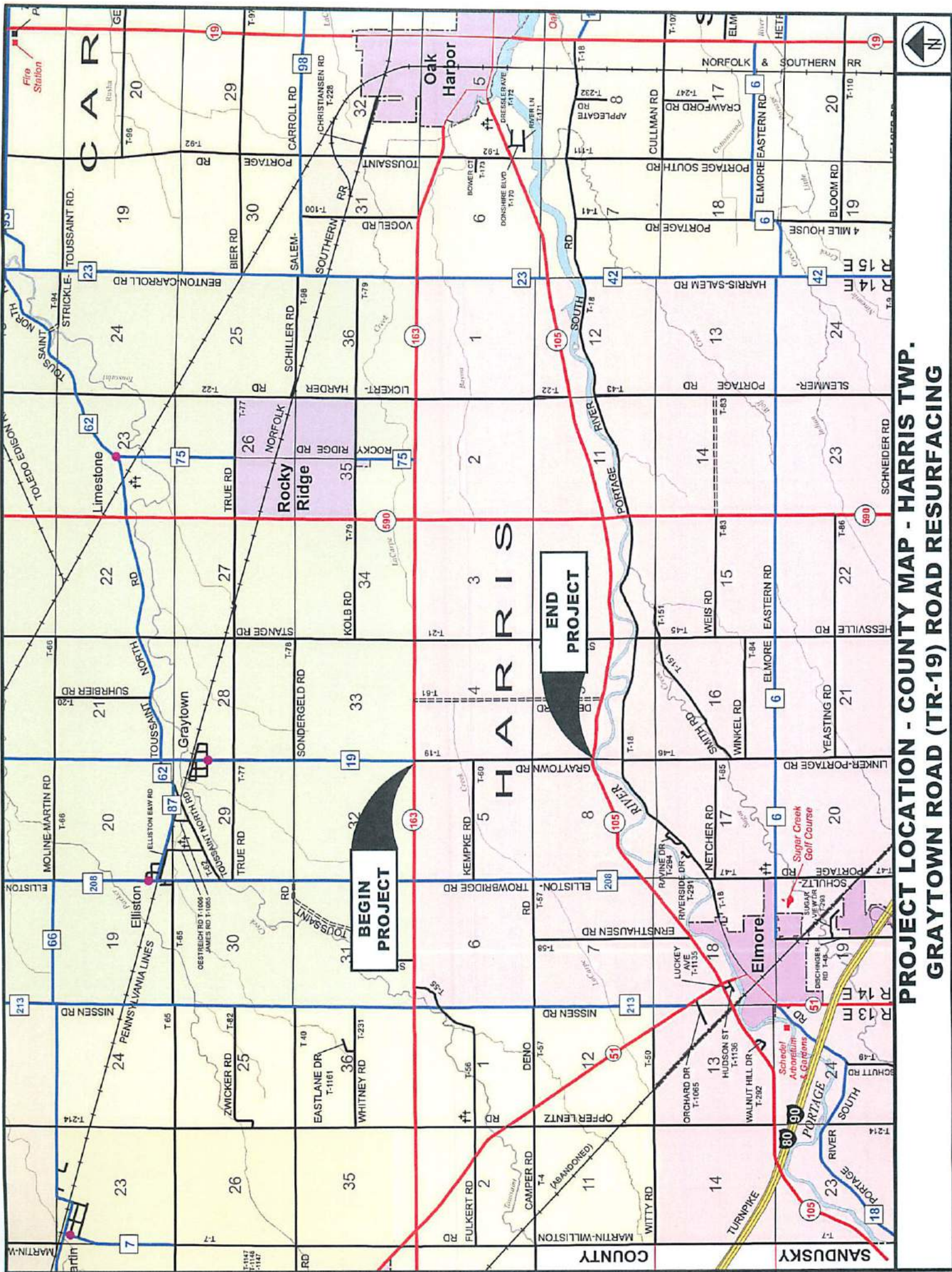


END PROJECT

BEGIN PROJECT

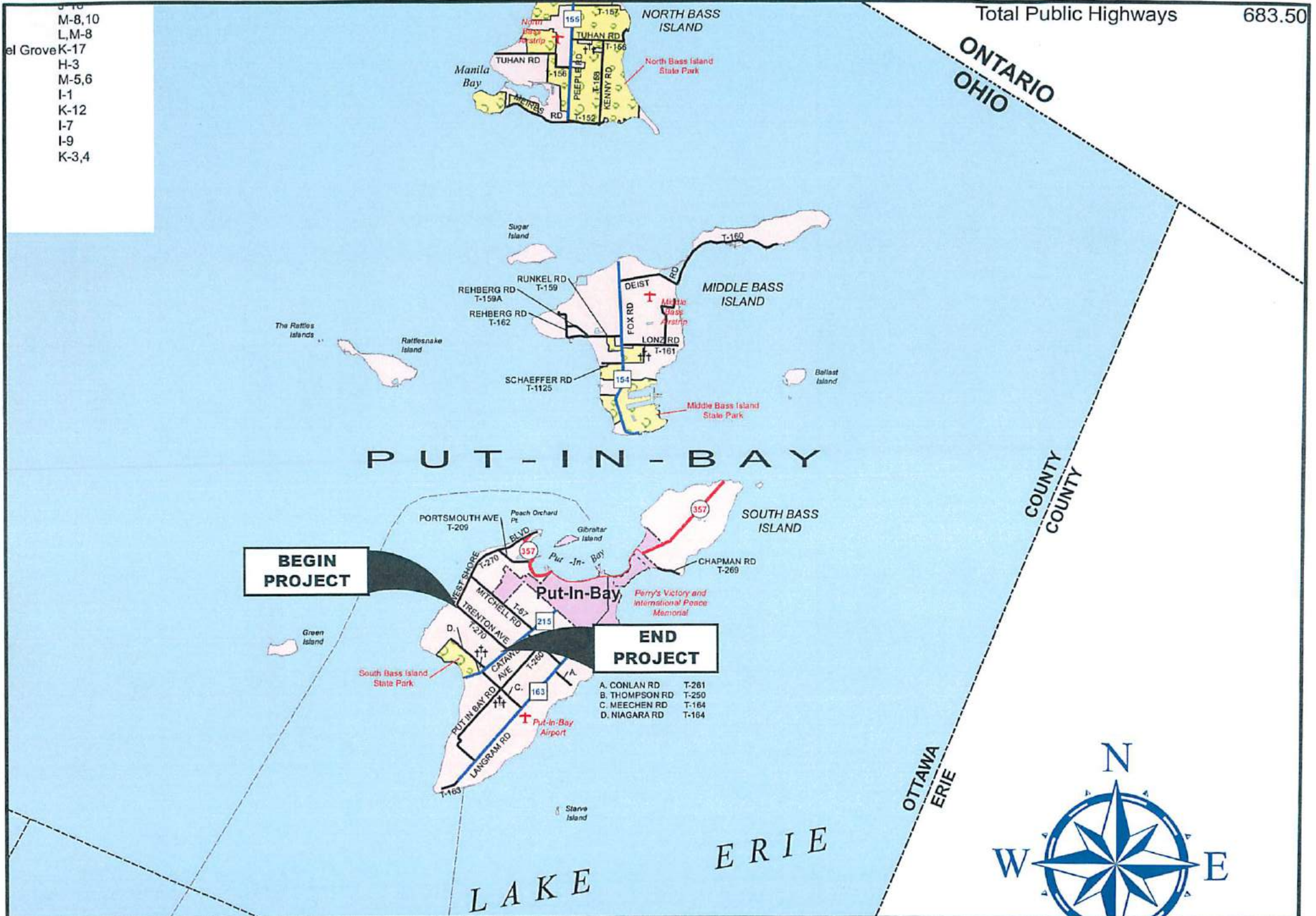
**PROJECT LOCATION - COUNTY MAP - ALLEN TWP.
CURTRICE E&W ROAD (TR-70) RESURFACING**





**PROJECT LOCATION - COUNTY MAP - HARRIS TWP.
GRAYTOWN ROAD (TR-19) ROAD RESURFACING**

M-8,10
 L,M-8
 el Grove K-17
 H-3
 M-5,6
 I-1
 K-12
 I-7
 I-9
 K-3,4



BEGIN PROJECT

END PROJECT

**PROJECT LOCATION - COUNTY MAP - PUT-IN-BAY TWP.
TRENTON AVE (TR-270) RESURFACING**



OTTAWA COUNTY BOARD OF COMMISSIONERS

MARK W. STAHL
419-734-6706

MARK E. COPPELER
419-734-6707

JAMES M. SASS
419-734-6705



COUNTY ADMINISTRATOR/CLERK
RHONDA SLAUTERBECK
419-734-6720

Main Office: 419-734-6710

September 5, 2018

Allen Township Trustees
Harris Township Trustees
Put-In-Bay Township Trustees

Dear Trustees:

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

Curtice East Road TR #70
Graytown Road TR #19
West Shore (Trenton) Road TR #270

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

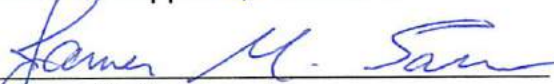
We ask that OPWC consider this as a high priority request and grant your application.

Sincerely,

BOARD OF COMMISSIONERS,
OTTAWA COUNTY, OHIO



Mark E. Coppeler, President



James M. Sass



Mark W. Stahl



Ottawa County Sheriff's Office

Stephen J. Levorchick
Sheriff

Brad M. York
Chief Deputy

ADDRESS/PHONE/FAX

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

SHERIFF

Stephen J. Levorchick
Phone (419) 734-6877

CHIEF DEPUTY

Brad M. York
Phone (419) 734-6826

CAPTAIN OF
OPERATIONS

James A. White
Phone (419) 734-6827

JAIL ADMINISTRATOR

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

MSJ Facility

Phone (419) 734-6995

COMMUNICATIONS

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

DIRECTOR OF
ADMINISTRATION

Deputy Heather Moss
Phone (419) 734-6823

DIRECTOR OF FINANCE

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

CIVIL

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

Allen Township Trustees
Harris Township Trustees
Put-In-Bay Township Trustees

August 21, 2018

Dear Trustees,

I am submitting this letter as support of your efforts to make Allen, Harris, and Put-In-Bay Townships very safe communities and a great place to raise a family.

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

Allen and Harris Townships are key farming communities within Ottawa County and Put-In-Bay Township is one of Ohio's largest tourist destinations. This contrast shows the ability of Ottawa County's townships to work together. As township trustees, it is obvious that you are doing everything that you can to keep the residents of your respective townships safe, at home, at work, on their farms, and in their cars.

As Sheriff of Ottawa County, I am honored to write this letter of support in your efforts to maintain the high quality of safety within Allen, Harris, and Put-In-Bay Townships. Through the established partnerships that you have in place in your townships, the residents should take great pride in their community and also have a peace of mind that their township trustees are attempting to keep their community safe.

Sincerely,

Stephen J. Levorchick,
Sheriff of Ottawa County



Genoa Area Local Schools

2810 N. Genoa-Clay Center Road
Genoa, Ohio 43430

Superintendent, Michael Ferguson
Treasurer, J. William Nye
Director of Business Services,
Lisa Cruickshank
Director of Curriculum/Testing,
Karen Witt

Telephone: 419.855.7741
Fax: 419.855.4030
www.genoaschools.com

August 22, 2018

Allen Township Trustees

As discussed, this letter supports your efforts to apply and receive additional grants/funding to improve our township roads. Specifically, the Trustees seek funding for:

Repaving of Curtice EW Township Road #70 from Opfer Lentz East to Nissen Rd.

As Superintendent of the Genoa Area Local Schools, I can confirm the need to repair, resurface and improve the roads within the community and school district. Our bus drivers, students and staff drive these roads daily and the need to resurface, widen and repair the roads is imperative to all our student's safety. We appreciate your efforts for the safety and well-being of all children who ride or drive the township roads on a daily basis. Thank you.

Regards,

Michael G. Ferguson, Superintendent
Genoa Area Local Schools

Genoa Area High School
2980 N. Genoa-Clay Center Rd.
Genoa, Ohio 43430
Principal, Cari Buehler
419.855.7741

Genoa Area Middle School
2950 N. Genoa-Clay Center Rd.
Genoa, Ohio 43430
Principal, Dir. of Transportation, Kevin Katafias
Dir. of Student Services, Assistant Principal,
Benjamin Ohlemacher
Director of Technology, Tom Baker
419.855.7741

Genoa Area Elementary School
2820 N. Genoa-Clay Center Rd.
Genoa, Ohio 43430
Principal, Brenda Murphy
Assistant Principal, Yolanda Carmony-Mies
419.855.7741





ALLEN-CLAY JOINT FIRE DISTRICT

Headquarters

3155 N. Genoa-Clay Center Rd.

Genoa, OH 43430

District Chief Michael T. Musolf

Phone: 419-855-4733

Fax: 419-855-1074

LETTER OF SUPPORT ALLEN TOWNSHIP TRUSTEES AUGUST 22, 2018


This letter is in response to the Allen Township, Ottawa County, Trustees' request for funding through the OPWC grant to resurface the following roads in Allen Township:

Curtice East & West Road between Opfer-Lentz and Nissen

The Allen-Clay Joint Fire District provides fire and EMS service to all of Allen Township. As such we often use these roads and know that they require attention to make them safer for our citizens as well as provide safe and rapid emergency vehicle access to any emergencies that occur to the residents that live on the named roads.

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

Thank you!


Michael T. Musolf
District Fire Chief



HARRIS-ELMORE FIRE DEPARTMENT

321 Rice Street, PO Box 341, Elmore, Ohio 43416

Station: 419-862-3332

Fax: 419-862-2854

Jim Wilburn, Chief



August 21, 2018

This letter is in support of the Harris Township Board of Trustees' request for funding through an OPWC grant to repair and resurface Graytown Road.

Harris Township has a contract for emergency services with Benton Township. The Harris Elmore Fire Department responds to fire and EMS calls.

Graytown Road is the primary avenue used for Benton calls. Its lanes have narrowed due to poor edge conditions. The surface is irregular. Good road surface conditions are essential to ensure timely and safe responses for fire/EMS emergency calls and to support the size and weight of fire equipment.

As we use Graytown Road, it is obvious that it requires attention to make it safer for emergency vehicles in order to provide rapid response for Benton Township citizens. It is also important that costly emergency vehicles not suffer damage from potholes and other poor road conditions.

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

Thank you.

James Wilburn, Chief
Harris-Elmore Fire Department



Woodmore Local School District

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



BOARD OFFICE

TIM RETTIG
Superintendent

DAN RUSSOMANNO
Treasurer

WOODMORE ELEMENTARY

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

WOODMORE MIDDLE SCHOOL

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

WOODMORE HIGH SCHOOL

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

To whom it may concern:

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

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

Sincerely,

Tim Rettig

Superintendent,
Woodmore Local Schools

"Our Kids" Every Day!



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

August 24th, 2018

Dear Mr. Lajti,

The Put-in-Bay Township recently applied for a grant through the Ohio Public Works Commission. This grant would help cover the cost of road resurfacing on West Shore Blvd and Trenton Avenue (TR# 240.)

The Put-in-Bay Chamber of Commerce and Visitor Bureau strongly support this effort. Good roads are a vital part of our island's economy and enables families and local business to succeed in an otherwise challenging short season.

If the township is awarded this grant, it will help free up other funds for other roads also in need for repair. We want to let the Ohio Public Works Commission know that we support this critical project for island residents and businesses.

Sincerely,

A handwritten signature in black ink, appearing to read "Peter Huston", is written over a horizontal line.

Peter Huston, Director
Put-in-Bay Chamber of Commerce
PO Box 250
Put-in-Bay, OH 43456



P. O. Box 177
Put-in-Bay, Ohio
43456
(419) 285-4772

August 27, 2019

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

Dear Mr. Laijti:

It is our understanding that the Trustees of Put-in-Bay Township, Ottawa County, Ohio, have applied to the Ohio Public Works Commission for a grant to resurface West Shore/Trenton Avenue (TR# 270).

The roadway is in need for repair. It is especially important that roads on South Bass Island be smooth and well maintained to accommodate automobiles and especially the numerous bicycles and golf carts that use these right of ways.

We fully support and encourage the Ohio Public Works Commission to award this grant to Put-in-Bay Township.

Sincerely,

Kelly Faris, Chair
Put-in-Bay Township Park District

Put-in Bay Senior Center

195 Concord Ave. (P.O. Box 525) Put-in-Bay, OH 43456
Phone: (419) 285-5501 Email: pibsenior@co.ottawa.oh.us

August 24, 2018

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

We here at the Put-in-Bay Senior Center are writing this letter to ask that you consider providing grant funding to help cover the cost of road resurfacing on West Shore/Trenton Avenue here on South Bass Island. This would help free up funds for Put-in-Bay Township to do work on other roads in the township.

Seniors particularly benefit from road upgrades where uneven and broken surfaces can cause bodily harm. Since we must do a lot of walking without sidewalks, the roads can be very dangerous for us and the vehicles avoiding the problem areas. Road repairs would also help eliminate damage to our cars, golf carts, bicycles and other modes of transportation.

Thank you for your consideration of this important issue!

Sincerely,

The Put-in-Bay Senior Center & Senior Community here on South Bass Island

David Lundback	Christine Joyce
Rose Stephens	Luella Frisch
Sally Stuckey	Dan Kelly
Maura May	Paula Fitch
Benjamin	
Bill Blough	Gay Page
John M. Tichona	Kate Plak
Maria Buchala	Thelma Davies
Valerie Rose Clough	Debbie Smith
Katherine Stuber	Don Stephens
ROSA SAJ	Clara Davies
	PO Ruten

David J. and Linda D. Frederick
PO Box 827
Put-in-Bay, OH 43456
419-285-5521

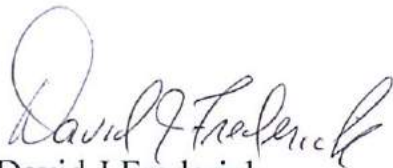
August 27, 2018

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

It has recently come to our attention, that the Put-in-Bay Township has applied for and is seeking a grant through the Ohio Public Works Commission, to help cover the cost of road resurfacing on the West Shore/Trenton Avenue ((TR#240), Put-in-Bay, Ohio. Please consider supporting and favoring approval of this grant. While one of us grew up on the island, the other has been a summer resident since 1952, and we are property owners and full-time voting residents since 1975. We are fully aware of the serious need for maintenance, and much needed current repair of our road system, not only for routine traffic enjoyment, but also for emergency and public safety.

Please support and approve this grant.

Sincerely,



David J Frederick
Resident, Put-in-Bay Township



Linda D Frederick
Put-in-Bay Township

THE UNIVERSITY OF CHICAGO
DEPARTMENT OF CHEMISTRY
5800 S. UNIVERSITY AVENUE
CHICAGO, ILLINOIS 60637

1968

RECEIVED
DEPARTMENT OF CHEMISTRY
UNIVERSITY OF CHICAGO

Dear Sirs:

I am pleased to inform you that your application for admission to the Ph.D. program in Chemistry for the fall semester of 1968 has been accepted. You will be admitted to the program on a full-time basis. Your advisor will be Professor [Name].

You should contact Professor [Name] at [Address] to discuss the details of your admission and the program. You should also contact the Graduate Office at the University of Chicago for information regarding the application process and the requirements for admission.

Very truly yours,
[Name]

THE UNIVERSITY OF CHICAGO
DEPARTMENT OF CHEMISTRY
5800 S. UNIVERSITY AVENUE
CHICAGO, ILLINOIS 60637

8/26/18

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

To Whom it may Concern:

I totally support the grant to assist with the resurfacing of West Shore/Trenton Avenue area. This section of roads needs resurfacing very badly and in such a manor as to withstand the amount of traffic it is subjected. Just patching is not the answer, as it is now a very rough 'patchwork' of patches.

This is a well traveled area by both tourists and residents. It is a main thoroughfare for local residents as well as a scenic byway for visitors. As such, it needs to be maintained properly to accommodate all.

Thank you



Luella Kacirek
920 Portsmouth Ave.
Put in Bay OH 43456

PUT-IN-BAY TOWNSHIP PORT AUTHORITY

1494 Langram Road

P.O. Box 278

Put-in-Bay, Ohio 43456

419-285-3371

Email: PIBTPortAuthority@frontier.com

August 21, 2018

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

Re: Put-in-Bay Township Grant

Dear Mr. Laijti,

The Put-in-Bay Township has recently applied for a grant through the Ohio Public Works Commission. This grant will help cover the cost to resurface the West Shore/Trenton Avenue (TR#240.) If the Township is awarded the grant it would help free up other funds for the other township roads. The roads on Put-in-Bay are in very poor condition and need resurfaced as well.

The Put-in-Bay Township Port Authority would like to show their full support to the Put-in-Bay Township to rehabilitate the West Shore/Trenton Avenue with a grant from the Ohio Public Works Commission.

On behalf of the Put-in-Bay Township Port Authority,



Rosann Keiser
Put-in-Bay Township Port Authority, Secretary

THE UNIVERSITY OF CHICAGO
DEPARTMENT OF CHEMISTRY
5708 SOUTH CAMPUS DRIVE
CHICAGO, ILLINOIS 60637

RECEIVED
JAN 15 1964

DEPARTMENT OF CHEMISTRY

RESEARCH REPORT NO. 1000
BY J. H. GOLDSTEIN AND R. L. SEXTON
DEPARTMENT OF CHEMISTRY
UNIVERSITY OF CHICAGO
CHICAGO, ILLINOIS 60637

1964

UNIVERSITY OF CHICAGO PRESS

District 5
Capital Improvement Project
Priority Rating Sheet, Round 33

Revised 04/17/18

PROJECT NUMBER

COUNTY: Ottawa			PROJECT NUMBER													
PROJECT: Curtice East, Graytown, West Shore			Curtice East TR #70, Graytown TR #19 & West Shore TR #270 Roads Resurfacing													
EST. COST: \$551,188																
No.	"A" WEIGHT FACTOR	CRITERIA TO BE CONSIDERED	"B" PRIORITY FACTORS					"A" x "B"	Priority Factors						No.	
			0	2	4	6	8		10	0	2	4	6	8		10
1	1	(Repair or Replace) vs. (New or Expansion)	0	2	4	6	8	10	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	12	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	16	No Impact	Minimal	Moderate	Major	Critical	Extremely Critical	3
4	2	Percentage of Local Share (Local funds are funds derived from the applicant budget or a loan to be paid back through the applicant budget, assessments, rates or tax revenues) *	0	2	4	6	8	10	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	-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	18	\$500,001 or more	\$400,001 to \$500,000	\$325,001 to \$400,000	\$275,001 to \$325,000	\$175,001 to \$275,000	\$175,000 or less	6
	2		-9	-8	0	8	9	10		Grant/Loan Combination \$750,000 or more	\$600,001 to \$750,000	\$487,501 to \$600,000	\$412,501 to \$487,500	\$262,501 to \$412,500	\$262,500 or less	6
When scoring a project that is only grant or only loan. Please use the chart labeled "Grant or Loan Only". When scoring a grant/loan combination, score the project for the grant in the first chart, then use the second chart labeled "Grant/Loan Combination" to score the total (grant and loan combined). Use the lower of the two as the score.																
No.	"A" WEIGHT FACTOR	CRITERIA TO BE CONSIDERED	"B" PRIORITY FACTORS					"A" x "B"	Priority Factors						No.	
			0	2	4	6	8		10	0	2	4	6	8		10
7	1	Will the Proposed Project Create Permanent jobs or retain jobs that would otherwise be permanently lost (Written Documentation Required)	0	2	4	6	8	10	0	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)						86	Other Info: Does this project have a significant impact on productive farmland? YES NO Attach impact statement if yes. Is the Applicant ready to proceed to bids after State Approval within 6 months? YES NO							
10		COUNTY PRIORITY POINTS (25-20-15)														
11		DISCRETIONARY POINTS (BY DISTRICT ONLY) (MAX =12)														
12		GRAND TOTAL RANKING POINTS														

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