



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: Erie County Engineer Subdivision Code: 043-00043  
 District Number: 5 County: Erie Date: \_\_\_\_\_  
 Contact: Michael Farrell, P.E., P.S. Phone: (419) 627-7715  
(The individual who will be available during business hours and who can best answer or coordinate the response to questions)  
 Email: mfarrell@eriecounty.oh.gov FAX: (419) 625-9622

Project Name: Bardshar Road Widening Zip Code: 44824

**Project**

| Subdivision Type<br><small>(Select one)</small>         | Project Type<br><small>(Select single largest component by \$)</small> | Funding Request Summary<br><small>(Automatically populates from page 2)</small> |
|---|--|---|
| <input checked="" type="checkbox"/> 1. County           | <input checked="" type="checkbox"/> 1. Road                            | Total Project Cost: <u>625,000.00</u>   |
| <input type="checkbox"/> 2. City                        | <input type="checkbox"/> 2. Bridge/Culvert                             | 1. Grant: <u>175,000.00</u>   |
| <input 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/<br>Credit Enhancement: <u>0.00</u>                          |
| <input type="checkbox"/> 5. Water (6119 Water District) | <input type="checkbox"/> 5. Solid Waste                                | Funding Requested: <u>175,000.00</u>  |
|   | <input type="checkbox"/> 6. Stormwater                                 |   |

**District Recommendation** (To be completed by the District Committee)

| Funding Type Requested<br><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:                 | _____     | 8,760   | .00            |
| Construction Administration:  | _____     | 11,000  | .00            |
| Total Engineering Services:   | a.) _____ | 19,760  | .00 <u>3</u> % |
| Right of Way:                 | b.) _____ | 3,000   | .00            |
| Construction:                 | c.) _____ | 602,000 | .00            |
| Materials Purchased Directly: | d.) _____ |         | .00            |
| Permits, Advertising, Legal:  | e.) _____ | 240     | .00            |
| Construction Contingencies:   | f.) _____ |         | .00 <u>0</u> % |
| Total Estimated Costs:        | g.) _____ | 625,000 | .00            |

## 1.2 Project Financial Resources

### Local Resources

|   |           |         |                 |
|---|-----------|---------|-----------------|
| Local In-Kind or Force Account:   | a.) _____ | 19,760  | .00             |
| Local Revenues:   | b.) _____ | 430,240 | .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.) _____ | 450,000 | .00 <u>72</u> % |

### OPWC Funds (Check all requested and enter Amount)

|                                       |           |         |                  |
|---------------------------------------|-----------|---------|------------------|
| Grant: <u>100</u> % of OPWC Funds     | j.) _____ | 175,000 | .00              |
| Loan: <u>0</u> % of OPWC Funds        | k.) _____ |         | .00              |
| Loan Assistance / Credit Enhancement: | l.) _____ | 0       | .00              |
| Subtotal OPWC Funds:                  | m.) _____ | 175,000 | .00 <u>28</u> %  |
| Total Financial Resources:            | n.) _____ | 625,000 | .00 <u>100</u> % |

### 1.3 Availability of Local Funds

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

### 2.0 Repair / Replacement or New / Expansion

|  |                    |              |   |
|--|--------------------|--------------|---|
| 2.1 Total Portion of Project Repair / Replacement: | <u>625,000</u> .00 | <u>100</u> % | A Farmland Preservation letter is required for any impact to farmland |
| 2.2 Total Portion of Project New / Expansion:      | <u>0</u> .00       | <u>0</u> %   |   |
| 2.3 Total Project:                                 | <u>625,000</u> .00 | <u>100</u> % |   |

### 3.0 Project Schedule

|   |                               |                             |
|---|-------------------------------|-----------------------------|
| 3.1 Engineering / Design / Right of Way | Begin Date: <u>07/01/2021</u> | End Date: <u>05/31/2022</u> |
| 3.2 Bid Advertisement and Award         | Begin Date: <u>06/01/2022</u> | End Date: <u>07/20/2022</u> |
| 3.3 Construction                        | Begin Date: <u>07/01/2022</u> | End Date: <u>11/30/2022</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: 27 Years      Age: 2001 (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 1,196      Year 2021      Projected ADT 1,321      Year 2041

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

Residential Water Rate      Current \$ \_\_\_\_\_      Proposed \$ \_\_\_\_\_

Number of households served: 0

Residential Wastewater Rate      Current \$ \_\_\_\_\_      Proposed \$ \_\_\_\_\_

Number of households served: 0

Stormwater:      Number of households served: 0

## 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.

Bardshar Road, in Margareta Township, from the south leg of Homegardner Road to the City of Sandusky Corporation line.

Zip Code: 44824

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

Replace existing culvert, concrete headwalls, concrete footings, rebar, waterproofing

New catch basins

New storm sewer

Pavement planing, as per plan (includes widening excavation)

301 Asphalt base, full depth for widening

407 Tack coat

Asphalt concrete intermediate course

Tack coat

448 Asphalt concrete surface course

Place topsoil

Seed and mulch

Widening lanes from 10' to 11' with 2' paved shoulder. Lane width widened to comply with ODOT Location and Design Manual, Volume 1.

Replace existing culvert with new, wider box culvert.

Per the District 5 Capital Improvement Project Questionnaire, this is a Resurfacing, Restoration, Rehabilitation and Reconstruction (4R) of a major access road.

- 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.

Exist. Pvmt: 2x10' travel lanes. Variable stone berms. Steep drop to ditches. 0.57 miles long. ADT 1196 vpd. ODOT Funct. Class is Urban Local. Last resurfaced in 2001. Pavement heavily oxidized. Edge cracks and stone berm degradation indicate inadequate pvmt width. Lane widths do not meet standards based on ADT, speed and funct. class.

New Pvmt: 2x11' travel lanes. 2' pvmt berms. Length funct. class remains the same. Travel lane width per ODOT Location & Design Manual Vol. 1. ADT is 1196.

## 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: Hank Solowiej  
Title: County Administrator  
Address: 2700 Columbus Avenue  
  
City: Sandusky State: OH Zip: 44870  
Phone: (419) 627-7549  
FAX: (419) 627-7692  
E-Mail: hsolowiej@eriecounty.oh.gov

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

Name: Richard Jeffrey  
Title: Auditor  
Address: 247 Columbus Avenue  
  
City: Sandusky State: OH Zip: 44870  
Phone: (419) 627-7746  
FAX: (419) 627-7740  
E-Mail: rjeffrey@eriecounty.oh.gov

### 5.3 Project Manager

Name: Michael Farrell, P.E., P.S.  
Title: Project Engineer  
Address: 2700 Columbus Avenue  
  
City: Sandusky State: OH Zip: 44870  
Phone: (419) 627-7715  
FAX: (419) 625-9622  
E-Mail: mfarrell@eriecounty.oh.gov

## 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.**

Hank Solowiej

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

  
Original Signature / Date Signed

9-10-21

OFFICE OF  
 ERIE COUNTY ENGINEER  
 HIGHWAY DEPARTMENT  
 ENGINEER'S ESTIMATE OF COST

For:

BARDSHAR ROAD WIDENING AND RESURFACING  
 HOMEGARDNER ROAD TO CITY OF SANDUSKY CORPORATION LINE

| No.                              | DESCRIPTION   | Items   | Quantities      | Unit    | Unit Price   | Total                |
|----------------------------------|---|---------|-----------------|---------|--------------|----------------------|
| <b>ROADWAY</b>                   |   |         |                 |         |              |                      |
| 1                                | Excavation  | 203     | 1100.0          | Cu. Yd. | \$ 8.00      | \$ 8,800.00          |
| 2                                | Embankment  | 203     | 1500.0          | Cu. Yd. | \$ 12.00     | \$ 18,000.00         |
| 3                                | Subgrade Compaction                                   | 204     | 2867.0          | Sq. Yd. | \$ 1.00      | \$ 2,867.00          |
| 4                                | Pavement Planing, As Per Plan                         | 254     | 850.0           | Sq. Yd. | \$ 4.50      | \$ 3,825.00          |
| 5                                | Asphalt Concrete Base                                 | 301     | 365.0           | Cu. Yd. | \$ 125.00    | \$ 45,625.00         |
| 6                                | Aggregate Base  | 304     | 825.0           | Cu. Yd. | \$ 30.00     | \$ 24,750.00         |
| 7                                | Tack Coat   | 407     | 1211.0          | Gallon  | \$ 2.00      | \$ 2,422.00          |
| 8                                | Asphalt Concrete Intermediate Course, Type 2, PG64-22 | 448     | 415.0           | Cu. Yd. | \$ 130.00    | \$ 53,950.00         |
| 9                                | Asphalt Concrete Surface Course, Type 1, PG64-22      | 448     | 350.0           | Cu. Yd. | \$ 140.00    | \$ 49,000.00         |
| 10                               | Conduit, Type C                                       | 603     | 3600.0          | Foot    | \$ 50.00     | \$ 180,000.00        |
| 11                               | Catch Basin, 2-3                                      | 604     | 10.0            | Each    | \$ 1,100.00  | \$ 11,000.00         |
| 12                               | Monument Box Adjusted to Grade, as per plan           | 604     | 2.0             | Each    | \$ 550.00    | \$ 1,100.00          |
| 13                               | Monument Box, as per plan                             | 604     | 1.0             | Each    | \$ 850.00    | \$ 850.00            |
| 14                               | Maintenance of Traffic                                | 614     | 1.0             | L.S.    | \$ 17,597.75 | \$ 17,597.75         |
| 15                               | Water Valve Adjusted to Grade, As Per Plan            | 638     | 1.0             | Each    | \$ 225.00    | \$ 225.00            |
| 16                               | Topsoil Furnished and Placed                          | 653     | 925.0           | Cu. Yd. | \$ 25.00     | \$ 23,125.00         |
| 17                               | Seeding and Mulching                                  | 659     | 8333.0          | Sq. Yd. | \$ 1.00      | \$ 8,333.00          |
| 18                               | Commercial Fertilizer                                 | 659     | 1.1             | Ton     | \$ 650.00    | \$ 728.00            |
| 19                               |   | 832     | 1.0             | L.S.    | \$ 1,000.00  | \$ 1,000.00          |
| 20                               |   | 832     | 1.0             | L.S.    | \$ 1,500.00  | \$ 1,500.00          |
| 21                               | Storm Water Pollution Protection Plan                 | 832     | 1.0             | L.S.    | \$ 3,500.00  | \$ 3,500.00          |
| 22                               | Erosion Control                                       | 832     | 5000.0          | Each    | \$ 1.00      | \$ 5,000.00          |
| 23                               | Rock Excavation                                       | Special | 310.0           | CY      | \$ 50.00     | \$ 15,500.00         |
|                                  |   |         | <b>Subtotal</b> |         |              | <b>\$ 478,697.75</b> |
| <b>STRUCTURES UNDER 20' SPAN</b> |   |         |                 |         |              |                      |
| 24                               | Clearing and Grubbing, as Per Plan                    | 201     | 1.0             | L.S.    | \$ 1,000.00  | \$ 1,000.00          |
| 25                               | Structure Removed, Under 20' Span                     | 202     | 1.0             | L.S.    | \$ 2,500.00  | \$ 2,500.00          |
| 26                               | Cofferdams and Excavation Bracing                     | 503     | 1.0             | L.S.    | \$ 3,000.00  | \$ 3,000.00          |
| 27                               | Unclassified Excavation                               | 503     | 1.0             | L.S.    | \$ 5,000.00  | \$ 5,000.00          |
| 28                               | Epoxy Coated Reinforcing                              | 509     | 5375.0          | Lbs.    | \$ 1.75      | \$ 9,406.25          |
| 29                               | Class C Concrete, Footing                             | 511     | 34.0            | Cu. Yd. | \$ 400.00    | \$ 13,600.00         |
| 30                               | Class C Concrete, Headwall Not Including Footing      | 511     | 20.0            | Cu. Yd. | \$ 500.00    | \$ 10,000.00         |
| 31                               | Sealing of Concrete Surfaces (Epoxy Urethane)         | 512     | 40.0            | Sq. Yd. | \$ 30.00     | \$ 1,200.00          |
| 32                               | Type 2 Waterproofing                                  | 512     | 240.0           | Sq. Yd. | \$ 25.00     | \$ 6,000.00          |
| 33                               | Porous Backfill with Filter Fabric                    | 518     | 60.0            | Cu. Yd. | \$ 50.00     | \$ 3,000.00          |
| 34                               | 6" Pipe, 707.41, Including Specials                   | 518     | 200.0           | Foot    | \$ 12.00     | \$ 2,400.00          |
| 35                               | 6" Pipe, 707.45, Including Specials                   | 518     | 8.0             | Foot    | \$ 12.00     | \$ 96.00             |
| 36                               | Rock Channel Protection, Type C                       | 601     | 32.0            | Cu. Yd. | \$ 50.00     | \$ 1,600.00          |
| 37                               | 8' X 6' Conduit, Type A, 706.05                       | 603     | 78.0            | Foot    | \$ 750.00    | \$ 58,500.00         |
|                                  |   |         | <b>Subtotal</b> |         |              | <b>\$ 117,302.25</b> |
| <b>MISCELLANEOUS</b>             |   |         |                 |         |              |                      |
| 38                               | Premium for Contract Performance Bond/ Maint. Bond    | 103.05  | 1.0             | L.S.    | \$ 3,500.00  | \$ 3,500.00          |
| 39                               | Construction Layout Stakes, As Per Plan               | 623     | 1.0             | L.S.    | \$ 2,500.00  | \$ 2,500.00          |
|                                  |   |         | <b>Subtotal</b> |         |              | <b>\$ 6,000.00</b>   |
|                                  | <b>Engineer's Estimate of Construction Cost</b>       |         |                 |         |              | <b>\$ 602,000.00</b> |
|                                  | Design Engineering                                    |         |                 |         |              | <b>\$ 8,760.00</b>   |
|                                  | Right-of-Way  |         |                 |         |              | <b>\$ 3,000.00</b>   |
|                                  | Advertising   |         |                 |         |              | <b>\$ 240.00</b>     |
|                                  | Construction Inspection                               |         |                 |         |              | <b>\$ 5,000.00</b>   |
|                                  | Testing   |         |                 |         |              | <b>\$ 6,000.00</b>   |
|                                  | <b>Engineer's Estimate of Total Project Cost</b>      |         |                 |         |              | <b>\$ 625,000.00</b> |


  
 Date: 8-31-2021
  
 Approved: Michael T. Farrell
  
 P.E., P.S.

8-31-2021

A weighted useful life statement stamped/sealed and signed by a licensed professional engineer must be included with the project application.

This spreadsheet has formulas to make a weighted useful life calculation and is populated with an example for illustrative purposes. Items can be added to column a.

**Weighted Useful Life & Design Service Capacity Calculations**

| Major Component                              | Cost (\$1,000) | Portion Repair / Replacement (%) | Repair / Replace Product | Useful Life (Years) | Useful Life Product |
|--|----------------|----------------------------------|--------------------------|---------------------|---------------------|
| Full-depth road construction w/ drainage     |                |                                  |                          | 25                  |                     |
| Full-depth road construction w/o drainage    |                |                                  |                          | 25                  |                     |
| Partial-depth road construction w/ drainage  | 293.7          | 100                              | 29370                    | 15                  | 4405.5              |
| Partial-depth road construction w/o drainage |                |                                  |                          | 15                  |                     |
| Storm Sewers                                 | 304.3          | 100                              | 30430                    | 40                  | 12172               |
| Sanitary Sewers                              |                | 100                              |                          | 40                  |                     |
| Water Lines                                  |                |                                  |                          | 40                  |                     |
| Bridge                                       |                |                                  |                          | 75                  |                     |
| Pumps, Lift Stations                         |                |                                  |                          | 15                  |                     |
| Sidewalks                                    |                | 100                              |                          | 25                  |                     |
| Bike Facility                                |                | 100                              |                          | 7                   |                     |

|               |            |  |              |  |                |
|---------------|------------|--|--------------|--|----------------|
| <b>Totals</b> | <b>598</b> |  | <b>59800</b> |  | <b>16577.5</b> |
|---------------|------------|--|--------------|--|----------------|

Weighted Useful Life: 27.7 Years

Design Service Capacity (Project Application, Section 2.0):

Portion Repair / Replace 100 %  
 Portion New / Expansion %





**RESOLUTION NO. 21-276**

**RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF ERIE COUNTY, OHIO, FOR THE PURPOSE OF AUTHORIZING THE COUNTY ADMINISTRATOR TO SUBMIT AN APPLICATION TO THE OHIO PUBLIC WORKS COMMISSION AND TO EXECUTE CONTRACTS AS REQUIRED FOR PROJECTS PROPOSED BY THE ERIE COUNTY ENGINEER**

The Board of County Commissioners of Erie County, Ohio, met this 1st day of September, 2021, in regular session with the following members present:

Patrick J. Shenigo, Mathew R. Old, and Stephen L. Shoffner.

Mr. Shoffner introduced the following resolution and moved its adoption.

**BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF ERIE COUNTY, OHIO:**

**THAT**, this Board hereby authorizes the County Administrator to submit an Ohio Public Works Commission application for the Bardshar Road widening and resurfacing project (Homegardner Road to City of Sandusky Corporation) on behalf of the Erie County Engineer, and to execute contracts; and

**THAT**, this Board of County Commissioners hereby finds and determines that all formal actions relative to the adoption of this resolution were taken in an open meeting of this Board; and that all deliberations of this Board and of its committees, if any, which resulted in formal action, were taken in meetings open to the public in full compliance with applicable legal requirements, including Section 121.22 of the Revised Code.

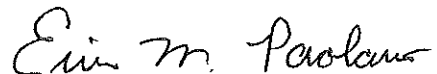
Mr. Old seconded the motion for the adoption of said resolution; and the roll being called upon its adoption, the vote resulted as follows:

**Roll Call:** Mr. Shoffner, Aye; Mr. Old, Aye; Mr. Shenigo, Aye

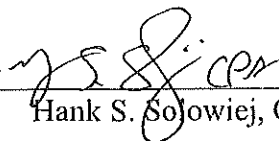
**Adopted:** September 1, 2021

**CERTIFICATE**

I, Erin M. Paolano, Clerk of the Board of County Commissioners of Erie County, Ohio, hereby do certify that the above is a true and correct copy of resolution adopted by said Board under said date, and as same appears in Commissioners' Journal Volume #227.

 Clerk  
Board of County Commissioners  
of Erie County, Ohio

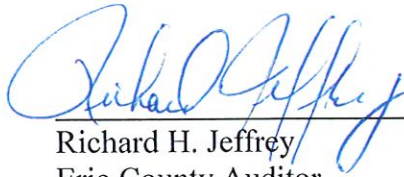
Approved by County Administrator

 CPA  
Hank S. Sojowiej, CPA

FISCAL OFFICER'S CERTIFICATE

I, Richard H. Jeffrey, Auditor of Erie County, hereby certify that Erie County has the amount of \$450,000.00 in the Motor Vehicle and Gas Tax Fund account and that this amount will be used to pay the local share for the Bardshar Road Widening and Resurfacing (Homegardner Road and City of Sandusky Corporation) project when it is required.

Signed this 31<sup>ST</sup> day of August, 2021.

  
Richard H. Jeffrey  
Erie County Auditor

**DISTRICT 5  
CAPITAL IMPROVEMENT PROJECTS  
QUESTIONNAIRE  
ROUND 36**

Name of Applicant: Erie County Engineer's Office

Project Title: Bardshar Road Widening and 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. Villages and Townships under 5,000 in population should also complete the Small Government Criteria.

1. What percentage of the project in repair A= 0%, replacement B=100%, expansion C= 0%, and new D= 0%? (Use dollar amounts of project to figure percentages and make sure the total equals one hundred(100) percent) A+B= 100% C+D= 0% ORC Reference(s):164.06(B)(1); 164.14(E)(10)

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

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

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

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

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

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

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

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

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

## ROADS

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

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

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

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

## BRIDGES SUFFICIENCY RATING

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

## WASTEWATER TREATMENT PLANTS

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

## WATER TREATMENT PLANT

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

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

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

## STORM SEWERS

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

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

### **CULVERTS**

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

### **SANITARY SEWERS**

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

### **SANITARY LIFT STATIONS AND FORCE MAINS**

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

form of NPDES permit requirements.

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

### **WATER PUMP STATIONS**

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

### **WATER LINES/WATER TOWERS**

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

### **OTHER**

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



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

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

No Impact: No health and/or safety effect.

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

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

Extremely Critical , Critical , Major , Moderate , Minimal , No Impact . Explain your answer. Lane widening to meet ODOT L & D Standards

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

4. Identify the amount of local funds that will be used on the project as a percentage of the total project cost. ORC Reference 164.06(B)(6); 164.06(B)(7); 164.06(B)(3); 164.14(E)(4)

A.) Amount of Local Funds = \$ 450,000

B.) Total Project Cost = \$ 625,000

RATIO OF LOCAL FUNDS DIVIDED by TOTAL PROJECT COSTS (A/B)= 72 %

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

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

Grants 0 % Gifts 0 %, Contributions 0 %

Other 0 % (explain) \_\_\_\_\_ , Total 0 %

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

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

- \_\_\_\_\_ \$500,001 or More
- \_\_\_\_\_ \$400,001-\$500,000
- \_\_\_\_\_ \$325,001-\$400,000
- \_\_\_\_\_ \$275,001-\$325,000

\$175,001-\$275,000  
  X   \$175,000 or Less

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

YES        NO   X  

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

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

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

(Supporting documentation in the form of letter from affected industrial or commercial enterprises that specify full time 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?   1196   (Use households served, traffic counts, etc. and explain the basis by which you arrived at your number.) **\_ORC Reference 164.14(E)(7); 164.06(B)(10)**

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

What is the Local Median Household Income as a percentage of the District Median Household Income?

  N/A   %. Please utilize the Economic Distress Scoring Criteria based on ACS 2013-2017 Data provided in Exhibit A.

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

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

  X   Plans have not begun yet (0 Points)

- \_\_\_\_\_ Preliminary Engineering Complete (1 Point)  
\_\_\_\_\_ Final Design Complete (2 Points)

11. Base Score Total for Questions 1-10= \_\_\_\_\_  
12. County Subcommittee Priority Points= \_\_\_\_\_  
(25-20-15 Points for each of the SCIP and LTIP Project Categories)

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13. DISCRETIONARY POINTS (BY DISTRICT COMMITTEE ONLY)

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

**ORC Reference 164.14(E)(7)**

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

14. **Grand Total of Points** \_\_\_\_\_

15. Is subdivision's population less than 5,000 Yes No  If yes, continue. You may want to design your project per Small Government Project Evaluation Criteria, released for the current OPWC Round to assist in evaluating your project for potential Small Government Funding. The Small Government Criteria is available on the OPWC website at

<https://www.pwc.ohio.gov/Portals/0/Data/SmallGovernment%20Round%2036%20Methodology.pdf?ver=2019-08-07-071749-143>

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

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

<https://www.pwc.ohio.gov/Programs/Infrastructure-Programs/Small-Government>

- Should there be more projects that meet the “annual score” than there is funding, the tie breaker is those projects which scored highest under Health & Safety, with the second tie breaker being Condition. If multiple projects have equivalent Health & Safety and Condition scores they are arranged according to the amount of assistance from low to high. Once the funded projects are announced, “contingency 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 36 project considered for Small Government Funding please download the Small Government Evaluation Criteria applicable to Round 36 by accessing the OPWC Website at

<https://www.pwc.ohio.gov/Portals/0/Data/SmallGovernment%20Round%2036%20Methodology.pdf?ver=2019-08-07-071749-143>. Please follow the Small Government Evaluation Criteria and

**include supporting documentation to receive points. Specifically, include the Auditor's Certification of funds for your entity and documentation supporting the age of the infrastructure.**

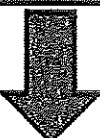
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Please complete the Small Government Evaluation Criteria and attach all required supporting documentation and attach it to the District 5 Questionnaire for Round 36.

**EXHIBIT A Economic Distress Scoring Criteria**

District 5 will use ACS 2013-2017 data below to score criteria #7 of the Scoring Methodology. Information is listed for each county, municipality and township. The Median Household Income (MHI) for each entity was divide by the District 5 Mean MHI to produce an Economic Distress Factor. District 5 then assigned points as follows: for each entity having an Economic Distress Factor of 80% or less a score of 2 is awarded; for entities with an Economic Distress Score of 80.1% to 100.0% 1 point was awarded; for entities in excess of 100.1% a score of 0 was awarded.

| County              | Municipality                  | 2017 Median Household Income | 2010 Population | 2017 Economic Distress Factor |
|---------------------|-------------------------------|------------------------------|-----------------|-------------------------------|
| District 5 Mean MHI |                               | \$55,893                     |                 |                               |
| Paulding            | Cecil village                 | \$33,750                     | 188             | 60.38%                        |
| Wood                | Bowling Green city            | \$33,794                     | 30,028          | 60.46%                        |
| Paulding            | Haviland village              | \$33,908                     | 215             | 60.66%                        |
| Wood                | Fostoria city                 | \$36,125                     | 13,441          | 62.84%                        |
| Sandusky            | Fremont city                  | \$36,296                     | 16,734          | 63.15%                        |
| Williams            | Bryan city                    | \$36,815                     | 8,546           | 64.08%                        |
| Erie                | Sandusky city                 | \$36,117                     | 25,793          | 64.62%                        |
| Defiance            | Sherwood village              | \$36,250                     | 827             | 64.86%                        |
| Paulding            | Broughton village             | \$36,667                     | 120             | 65.60%                        |
| Henry               | McClure village               | \$36,875                     | 725             | 65.97%                        |
| Paulding            | Oakwood village               | \$37,273                     | 608             | 66.69%                        |
| Williams            | Blakeslee village             | \$38,125                     | 96              | 68.21%                        |
| Wood                | Walbridge village             | \$38,613                     | 3,019           | 69.08%                        |
| Wood                | West Millgrove village        | \$39,000                     | 174             | 69.78%                        |
| Paulding            | Grover Hill village           | \$39,107                     | 402             | 69.97%                        |
| Williams            | West Unity village            | \$39,260                     | 1,671           | 70.22%                        |
| Ottawa              | Rocky Ridge village           | \$39,375                     | 417             | 70.45%                        |
| Ottawa              | Portage township              | \$40,000                     | 1,291           | 71.57%                        |
| Defiance            | Ney village                   | \$41,111                     | 354             | 73.55%                        |
| Wood                | Hoytville village             | \$41,471                     | 303             | 74.20%                        |
| Paulding            | Paulding village              | \$41,490                     | 3,605           | 74.23%                        |
| Wood                | Risingsun village             | \$41,771                     | 606             | 74.73%                        |
| Paulding            | Antwerp village               | \$41,827                     | 1,736           | 74.83%                        |
| Paulding            | Lally township (Remainder of) | \$42,188                     | 615             | 75.48%                        |
| Ottawa              | Clay Center village           | \$42,321                     | 276             | 75.72%                        |
| Paulding            | Payne village                 | \$42,339                     | 1,194           | 75.75%                        |
| Paulding            | Scott village                 | \$42,500                     | 286             | 76.04%                        |
| Ottawa              | Bay township                  | \$42,969                     | 1,458           | 76.88%                        |
| Ottawa              | Oak Harbor village            | \$43,466                     | 2,769           | 77.75%                        |
| Ottawa              | Port Clinton city             | \$43,554                     | 6,056           | 77.92%                        |
| Williams            | Pioneer village               | \$43,667                     | 1,380           | 78.13%                        |
| Williams            | Montpellier village           | \$43,955                     | 4,072           | 78.64%                        |
| Fulton              | Fayette village               | \$44,120                     | 1,283           | 78.94%                        |
| Williams            | Edon village                  | \$44,338                     | 834             | 79.33%                        |



2 Points



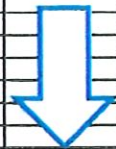
|          |                                    |          |        |         |
|----------|------------------------------------|----------|--------|---------|
| Williams | Northwest township                 | \$44,732 | 1,236  | 80.03%  |
| Wood     | Liberty township (Remainder of)    | \$44,846 | 1,633  | 80.23%  |
| Fulton   | Metamora village                   | \$45,000 | 627    | 80.51%  |
| Paulding | Latty village                      | \$45,000 | 193    | 80.51%  |
| Wood     | Wayne village                      | \$45,000 | 887    | 80.51%  |
| Ottawa   | Erie township                      | \$45,500 | 1,221  | 81.41%  |
| Williams | St. Joseph township (Remainder of) | \$45,833 | 815    | 82.00%  |
| Williams | Madison township (Remainder of)    | \$46,079 | 976    | 82.44%  |
| Paulding | Melrose village                    | \$46,250 | 275    | 82.75%  |
| Wood     | Bradner village                    | \$46,429 | 985    | 83.07%  |
| Henry    | Napoleon city                      | \$46,786 | 8,749  | 83.71%  |
| Wood     | Cygnets village                    | \$46,917 | 597    | 83.94%  |
| Henry    | New Bavaria village                | \$47,500 | 99     | 84.98%  |
| Paulding | Paulding township (Remainder of)   | \$47,531 | 1,046  | 85.04%  |
| Defiance | Defiance city                      | \$47,716 | 16,494 | 85.37%  |
| Defiance | Hicksville village                 | \$47,841 | 3,581  | 85.59%  |
| Fulton   | Wauseon city                       | \$47,885 | 7,332  | 85.67%  |
| Henry    | Deshler village                    | \$48,015 | 1,799  | 85.91%  |
| Sandusky | Green Springs village              | \$48,173 | 1,368  | 86.19%  |
| Ottawa   | Salem township (Remainder of)      | \$48,227 | 2,612  | 86.28%  |
| Henry    | Hamler village                     | \$48,452 | 576    | 86.69%  |
| Sandusky | Riley township                     | \$48,520 | 1,226  | 86.81%  |
| Williams | Stryker village                    | \$48,750 | 1,335  | 87.22%  |
| Williams | Pulaski township                   | \$49,199 | 2,357  | 88.02%  |
| Fulton   | Lyons village                      | \$49,250 | 562    | 88.11%  |
| Williams | Edgerton village                   | \$49,375 | 2,012  | 88.34%  |
| Sandusky | Rice township                      | \$49,461 | 1,370  | 88.49%  |
| Wood     | Weston village                     | \$49,702 | 1,590  | 88.92%  |
| Williams | Mill Creek township                | \$49,760 | 802    | 89.03%  |
| Williams | Brady township (Remainder of)      | \$49,919 | 931    | 89.31%  |
| Ottawa   | Danbury township (Remainder of)    | \$50,067 | 4,264  | 89.58%  |
| Sandusky | Clyde city                         | \$50,240 | 6,325  | 89.89%  |
| Wood     | Troy township (Remainder of)       | \$50,313 | 2,858  | 90.02%  |
| Fulton   | Dover township                     | \$50,400 | 1,578  | 90.17%  |
| Sandusky | Gibsonburg village                 | \$50,603 | 2,581  | 90.54%  |
| Paulding | Auglaize township                  | \$51,202 | 1,454  | 91.61%  |
| Fulton   | Chesterfield township              | \$51,563 | 1,012  | 92.25%  |
| Wood     | Milton Center village              | \$51,667 | 144    | 92.44%  |
| Henry    | Holgate village                    | \$51,700 | 1,109  | 92.50%  |
| Erie     | Berlin Heights village             | \$51,719 | 714    | 92.53%  |
| Erie     | Bellevue city                      | \$51,875 | 8,202  | 92.81%  |
| Sandusky | Bellevue city                      | \$51,875 | 8,202  | 92.81%  |
| Williams | Superior township                  | \$52,022 | 1,393  | 93.07%  |
| Henry    | Bartlow township (Remainder of)    | \$52,159 | 568    | 93.32%  |
| Fulton   | Franklin township                  | \$52,321 | 743    | 93.61%  |
| Wood     | Custar village                     | \$52,500 | 179    | 93.93%  |
| Wood     | Portage village                    | \$53,068 | 438    | 94.95%  |
| Fulton   | Archbold village                   | \$53,106 | 4,346  | 95.01%  |
| Sandusky | Lindsey village                    | \$53,523 | 446    | 95.76%  |
| Paulding | Brown township (Remainder of)      | \$53,548 | 1,249  | 95.81%  |
| Erie     | Huron city                         | \$53,555 | 7,149  | 95.82%  |
| Henry    | Florida village                    | \$53,750 | 232    | 96.17%  |
| Wood     | Bairdstown village                 | \$53,750 | 130    | 96.17%  |
| Williams | Bridgewater township               | \$53,859 | 1,474  | 96.36%  |
| Ottawa   | Genoa village                      | \$54,321 | 2,336  | 97.19%  |
| Sandusky | Helena village                     | \$54,375 | 224    | 97.28%  |
| Wood     | North Baltimore village            | \$54,435 | 3,432  | 97.39%  |
| Henry    | Pleasant township (Remainder of)   | \$54,520 | 871    | 97.54%  |
| Wood     | Milton township (Remainder of)     | \$54,556 | 656    | 97.61%  |
| Paulding | Emerald township (Remainder of)    | \$54,655 | 789    | 97.79%  |
| Erie     | Vermilion city                     | \$54,730 | 10,594 | 97.92%  |
| Erie     | Bay View village                   | \$55,357 | 632    | 99.04%  |
| Fulton   | Gorham township (Remainder of)     | \$55,366 | 977    | 99.06%  |
| Williams | Jefferson township (Remainder of)  | \$55,384 | 1,879  | 99.09%  |
| Sandusky | Green Creek township               | \$55,587 | 3,646  | 99.45%  |
| Sandusky | Woodville village                  | \$55,652 | 2,135  | 99.57%  |
| Sandusky | Woodville township (Remainder of)  | \$55,690 | 1,256  | 99.64%  |
| Ottawa   | Elmore village                     | \$55,804 | 1,410  | 99.84%  |
| Sandusky | Elmore village                     | \$55,804 | 1,410  | 99.84%  |
| Wood     | Bloomdale village                  | \$55,893 | 678    | 100.00% |



1 Point



|          |                                     |          |        |         |          |
|----------|-------------------------------------|----------|--------|---------|----------|
| Ottawa   | Put-in-Bay township (Remainder of)  | \$56,000 | 495    | 100.19% |          |
| Sandusky | Sandusky township                   | \$56,317 | 3,619  | 100.76% |          |
| Erie     | Vermilion township                  | \$56,699 | 4,945  | 101.44% |          |
| Wood     | Montgomery township (Remainder of)  | \$56,845 | 1,752  | 101.70% |          |
| Wood     | Millbury village                    | \$56,932 | 1,200  | 101.86% |          |
| Wood     | Grand Rapids village                | \$57,014 | 965    | 102.01% |          |
| Wood     | Perrysburg township                 | \$57,165 | 12,612 | 102.26% |          |
| Henry    | Liberty Center village              | \$57,303 | 1,180  | 102.52% |          |
| Fullon   | Swanton village                     | \$57,446 | 3,690  | 102.78% |          |
| Sandusky | York township                       | \$57,500 | 2,532  | 102.88% |          |
| Williams | County                              | \$57,551 | 35,801 | 102.97% |          |
| Defiance | Highland township                   | \$57,841 | 2,372  | 103.49% |          |
| Paulding | Jackson township (Remainder of)     | \$58,055 | 853    | 103.87% |          |
| Paulding | Crane township (Remainder of)       | \$58,061 | 1,232  | 103.88% |          |
| Williams | Center township                     | \$58,504 | 2,874  | 104.67% |          |
| Erie     | Margaretta township (Remainder of)  | \$58,792 | 4,497  | 105.19% |          |
| Henry    | Liberty township (Remainder of)     | \$58,964 | 1,317  | 105.49% |          |
| Wood     | Northwood city                      | \$59,009 | 5,265  | 105.57% |          |
| Henry    | Monroe township (Remainder of)      | \$59,318 | 877    | 106.13% |          |
| Defiance | Delaware township (Remainder of)    | \$59,561 | 1,307  | 106.56% |          |
| Sandusky | Scott township                      | \$59,643 | 1,437  | 106.71% |          |
| Sandusky | County                              | \$59,753 | 58,269 | 106.91% |          |
| Defiance | Mark township                       | \$59,770 | 908    | 106.94% |          |
| Henry    | Harrison township (Remainder of)    | \$59,893 | 1,025  | 107.16% |          |
| Defiance | Tiffin township                     | \$60,192 | 1,612  | 107.69% |          |
| Sandusky | Washington township (Remainder of)  | \$60,680 | 1,795  | 108.56% |          |
| Fullon   | Delta village                       | \$60,927 | 3,103  | 109.01% |          |
| Erie     | Perkins township                    | \$61,293 | 12,202 | 109.66% |          |
| Wood     | Rossford city                       | \$61,682 | 6,293  | 110.36% |          |
| Wood     | Luckey village                      | \$61,705 | 1,012  | 110.40% |          |
| Henry    | Malinta village                     | \$61,875 | 265    | 110.70% |          |
| Defiance | Defiance township (Remainder of)    | \$62,404 | 1,792  | 111.65% |          |
| Fullon   | Swan Creek township (Remainder of)  | \$62,576 | 6,013  | 111.96% |          |
| Henry    | Damascus township (Remainder of)    | \$62,614 | 1,076  | 112.02% |          |
| Henry    | Freedom township                    | \$62,750 | 946    | 112.27% |          |
| Wood     | Pemberville village                 | \$62,885 | 1,371  | 112.51% |          |
| Sandusky | Ballville township                  | \$62,904 | 5,985  | 112.54% |          |
| Erie     | Kelleys Island village              | \$63,000 | 312    | 112.72% |          |
| Paulding | County                              | \$63,122 | 18,863 | 112.93% |          |
| Wood     | Jerry City village                  | \$63,158 | 427    | 113.00% |          |
| Williams | Springfield township (Remainder of) | \$63,548 | 1,812  | 113.70% |          |
| Fullon   | Clinton township (Remainder of)     | \$63,622 | 2,222  | 113.83% |          |
| Wood     | Bloom township (Remainder of)       | \$64,017 | 1,003  | 114.53% | 0 Points |
| Wood     | Henry township (Remainder of)       | \$64,074 | 743    | 114.64% |          |
| Wood     | Jackson township (Remainder of)     | \$64,219 | 489    | 114.90% |          |
| Erie     | County                              | \$64,384 | 74,039 | 115.19% |          |
| Paulding | Blue Creek township (Remainder of)  | \$64,464 | 447    | 115.34% |          |
| Defiance | County                              | \$64,689 | 37,694 | 115.70% |          |
| Williams | Florence township (Remainder of)    | \$64,821 | 1,096  | 115.97% |          |
| Defiance | Farmer township                     | \$64,886 | 963    | 116.09% |          |
| Paulding | Benton township (Remainder of)      | \$65,230 | 671    | 116.70% |          |
| Defiance | Richland township (Remainder of)    | \$65,245 | 1,719  | 116.73% |          |
| Sandusky | Townsend township                   | \$65,306 | 1,620  | 116.84% |          |
| Ottawa   | Marblehead village                  | \$65,417 | 903    | 117.04% |          |
| Defiance | Washington township (Remainder of)  | \$65,526 | 1,263  | 117.24% |          |
| Williams | Holiday City village                | \$65,625 | 52     | 117.41% |          |
| Ottawa   | Carroll township                    | \$65,769 | 2,135  | 117.67% |          |
| Erie     | Milan village                       | \$65,833 | 1,367  | 117.78% |          |
| Erie     | Castalia village                    | \$66,146 | 852    | 118.34% |          |
| Wood     | Tontogany village                   | \$66,786 | 367    | 119.49% |          |
| Defiance | Noble township (Remainder of)       | \$66,885 | 2,419  | 119.67% |          |
| Fullon   | Pike township                       | \$67,115 | 1,854  | 120.08% |          |
| Paulding | Carryall township (Remainder of)    | \$67,151 | 1,244  | 120.14% |          |
| Erie     | Florence township                   | \$67,300 | 2,448  | 120.41% |          |
| Fullon   | County                              | \$67,327 | 41,824 | 120.46% |          |
| Fullon   | Royalton township (Remainder of)    | \$67,929 | 953    | 121.53% |          |
| Henry    | County                              | \$68,866 | 27,027 | 123.39% |          |
| Wood     | Lake township (Remainder of)        | \$69,148 | 6,753  | 123.72% |          |
| Ottawa   | County                              | \$69,155 | 39,946 | 123.73% |          |
| Ottawa   | Harris township (Remainder of)      | \$69,186 | 1,608  | 123.78% |          |
| Ottawa   | Clay township (Remainder of)        | \$69,750 | 2,722  | 124.79% |          |
| Defiance | Hicksville township (Remainder of)  | \$69,830 | 1,398  | 124.94% |          |
| Ottawa   | Catawba Island township             | \$70,000 | 3,599  | 125.24% |          |
| Sandusky | Burgoon village                     | \$70,000 | 172    | 125.24% |          |



|          |                                      |           |         |         |  |
|----------|--------------------------------------|-----------|---------|---------|--|
| Erie     | Groton township                      | \$70,959  | 1,427   | 126.96% |  |
| Henry    | Ridgeville township                  | \$71,615  | 1,091   | 128.13% |  |
| Wood     | Weston township (Remainder of)       | \$71,739  | 746     | 128.35% |  |
| Henry    | Marion township (Remainder of)       | \$72,708  | 721     | 130.08% |  |
| Wood     | Grand Rapids township (Remainder of) | \$72,717  | 642     | 130.10% |  |
| Henry    | Washington township (Remainder of)   | \$72,849  | 1,794   | 130.34% |  |
| Sandusky | Jackson township (Remainder of)      | \$73,061  | 1,303   | 130.72% |  |
| Fullton  | German township (Remainder of)       | \$73,214  | 2,097   | 130.99% |  |
| Fullton  | Amboy township (Remainder of)        | \$73,816  | 1,219   | 132.07% |  |
| Wood     | Webster township                     | \$74,063  | 1,283   | 132.51% |  |
| Fullton  | Fullton township (Remainder of)      | \$74,073  | 1,519   | 132.53% |  |
| Wood     | Freedom township (Remainder of)      | \$74,477  | 1,356   | 133.25% |  |
| Sandusky | Madison township (Remainder of)      | \$75,000  | 1,273   | 134.18% |  |
| Wood     | County                               | \$76,876  | 122,541 | 137.54% |  |
| Fullton  | York township (Remainder of)         | \$77,742  | 1,678   | 139.09% |  |
| Ottawa   | Pul-in-Bay village                   | \$78,250  | 138     | 140.00% |  |
| Wood     | Plain township                       | \$78,333  | 1,663   | 140.15% |  |
| Paulding | Harrison township (Remainder of)     | \$78,340  | 640     | 140.16% |  |
| Ottawa   | Benton township (Remainder of)       | \$79,140  | 2,224   | 141.59% |  |
| Erie     | Huron township (Remainder of)        | \$79,225  | 3,548   | 141.74% |  |
| Henry    | Flatrock township (Remainder of)     | \$80,236  | 962     | 143.55% |  |
| Erie     | Oxford township                      | \$80,375  | 1,201   | 143.80% |  |
| Paulding | Washington township                  | \$80,461  | 719     | 143.96% |  |
| Erie     | Berlin township (Remainder of)       | \$80,497  | 3,009   | 144.02% |  |
| Ottawa   | Allen township (Remainder of)        | \$80,752  | 3,504   | 144.48% |  |
| Defiance | Adams township                       | \$81,579  | 947     | 145.96% |  |
| Wood     | Haskins village                      | \$81,705  | 1,188   | 146.18% |  |
| Defiance | Millford township                    | \$83,750  | 1,081   | 149.84% |  |
| Wood     | Middleton township (Remainder of)    | \$84,802  | 3,266   | 151.72% |  |
| Erie     | Milan township (Remainder of)        | \$85,062  | 2,602   | 152.19% |  |
| Wood     | Perrysburg city                      | \$87,947  | 20,623  | 157.35% |  |
| Wood     | Perry township (Remainder of)        | \$88,081  | 1,431   | 157.59% |  |
| Henry    | Richfield township                   | \$92,500  | 682     | 165.49% |  |
| Wood     | Washington township (Remainder of)   | \$96,023  | 1,474   | 171.80% |  |
| Wood     | Portage township (Remainder of)      | \$96,456  | 1,083   | 172.57% |  |
| Wood     | Center township                      | \$97,337  | 1,206   | 174.15% |  |
| Henry    | Napoleon township (Remainder of)     | \$106,710 | 1,551   | 190.92% |  |





Date: 9-10-2021  
Signature: Michael F. Farrell  
Title: Project Engineer  
Address: 2700 Columbus Avenue, Sandusky, Ohio 44870  
Phone: 419-627-7715  
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Email: mfarrell@eriecounty.oh.gov

| COUNTY: Erie  |                   | PROJECT: Bardshar Road Widening and Resurfacing  |                      |   |   |   |   |    |   |   |   | PROJECT NUMBER: |   |                                  |                               |                               |                               |                                |         |    |
|---|-------------------|--|----------------------|---|---|---|---|----|---|---|---|-----------------|---|----------------------------------|-------------------------------|-------------------------------|-------------------------------|--------------------------------|---------|----|
| EST. COST: \$625,000  |                   |  |                      |   |   |   |   |    |   |   |   |                 |   |                                  |                               |                               |                               |                                |         |    |
| No  | 'A' WEIGHT FACTOR | 'B' CRITERIA TO BE CONSIDERED  | 'B' PRIORITY FACTORS |   |   |   |   |    |   |   |   |                 | 'A' x 'B'   | No                               |                               |                               |                               |                                |         |    |
|   |                   |  | 0                    | 2 | 4 | 6 | 8 | 10 | 0 | 2 | 4 | 6               |   |                                  | 8                             | 10                            |                               |                                |         |    |
| 1   | 1                 | REPAIR OR REPLACE) vs. NEW OR EXPANSION)   |                      |   |   |   |   |    |   |   | X | 10              | 0%+<br>Repair or Replacement  | 20%+<br>Repair or Replacement    | 40%+<br>Repair or Replacement | 60%+<br>Repair or Replacement | 80%+<br>Repair or Replacement | 100%+<br>Repair or Replacement | 1       |    |
| 2A  | 1                 | EXISTING PHYSICAL CONDITION<br><small>Please refer to Criteria #2 of the Round 36 Scoring Methodology. Must submit substantiating documentation. (100% New or Expansion = 0 Points)</small>  |                      |   |   |   |   |    |   |   | X | 10              | 0   | 2                                | 4                             | 6                             | 8                             | 10                             | 2A      |    |
| 2B  | 1                 | AGE  |                      |   |   |   |   |    |   |   | X | 5               | Type  | 0                                | 1                             | 2                             | 3                             | 4                              | 5       | 2B |
|   |                   |  |                      |   |   |   |   |    |   |   |   |                 | Road  | 0-4 Yrs                          | 5-8 Yrs                       | 9-12 Yrs                      | 13-18 Yrs                     | 17-20 Yrs                      | 20+ Yrs |    |
|   |                   |  |                      |   |   |   |   |    |   |   |   |                 | Wastewater  | 0-6 Yrs                          | 7-12 Yrs                      | 13-18 Yrs                     | 19-24 Yrs                     | 25-30 Yrs                      | 30+ Yrs |    |
|   |                   |  |                      |   |   |   |   |    |   |   |   |                 | Bridges/Culvert, Sanitary Sewer, Water Supply, Storm Water, Solid Waste   | 0-10 Yrs                         | 11-20 Yrs                     | 21-30 Yrs                     | 31-40 Yrs                     | 41-50 Yrs                      | 50+ Yrs |    |
| 3   | 2                 | PUBLIC HEALTH AND/OR SAFETY CONCERNS<br><small>Submitters without supporting documentation will receive 0 points for this question.</small>  |                      |   |   |   |   |    |   |   | X | 20              | 0   | 2                                | 4                             | 6                             | 8                             | 10                             | 3       |    |
|   |                   |  |                      |   |   |   |   |    |   |   |   |                 | No Impact   | Minimal                          | Moderate                      | Major                         | Critical                      | Extremely Critical             |         |    |
| 4   | 2                 | LOCAL MATCHING FUNDS<br><small>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)*</small>                                   |                      |   |   |   |   |    |   |   | X | 20              | 0   | 2                                | 4                             | 6                             | 8                             | 10                             | 4       |    |
|   |                   |  |                      |   |   |   |   |    |   |   |   |                 | 0%  | 10%                              | 20%                           | 30%                           | 40%                           | 50%                            |         |    |
| 5   | 1                 | OTHER FUNDING<br><small>(Excluding Items 8 Funds)<br/><small>(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.)</small></small> |                      |   |   |   |   |    |   |   |   | 0               | 0%  | 10%                              | 20%                           | 30%                           | 40%                           | 50%                            | 5       |    |
| 6   |                   | GRANT AND LOAN FUNDS REQUESTED. Please refer to Criteria #6 of the Round 36 Methodology for clarification.   |                      |   |   |   |   |    |   |   |   |                 |   |                                  |                               |                               |                               |                                | 6       |    |
|   | 2                 | Grant or Loan Only   |                      |   |   |   |   |    |   |   |   |                 | -9  | -8                               | 0                             | 8                             | 9                             | 10                             | 6       |    |
|   |                   |  |                      |   |   |   |   |    |   |   |   |                 | \$500,001 or more   | \$400,001 to \$500,000           | \$325,001 to \$400,000        | \$275,001 to \$325,000        | \$175,001 to \$275,000        | \$175,000 or less              |         |    |
|   | 2                 | Grant/Loan Combination   |                      |   |   |   |   |    |   |   |   |                 | \$750,000 or more   | \$500,001 to \$750,000           | \$497,501 to \$500,000        | \$412,501 to \$497,500        | \$262,501 to \$412,500        | \$262,500 or less              |         |    |
| 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. |                   |  |                      |   |   |   |   |    |   |   |   |                 |   |                                  |                               |                               |                               |                                |         |    |
| 7   | 1                 | JOB CREATION/RETENTION<br><small>Indicate full time equivalent jobs. Include supporting documentation in the form of a commitment letter from business or third party entity.</small>  |                      |   |   |   |   |    |   |   |   | 0               | 0-6 Jobs  | 7-14 Jobs                        | 15-24 Jobs                    | 25+ Jobs                      |                               | 7                              |         |    |
| 8   | 1                 | BENEFIT TO EXISTING USERS<br><small>(households or traffic counts)<br/>Equivalent dwelling unit direct connections. Traffic Counts within three years with certified documentation, etc.</small>   |                      |   |   |   |   |    |   |   |   | 10              | 0-99 Users  | 100-349 Users                    | 350-499 Users                 | 500-749 Users                 | 750-1000 Users                | 1000+ Users                    | 8       |    |
| 9   | 1                 | ECONOMIC DISTRESS<br><small>Local MHI as a percentage of the District Median MHI</small>   |                      |   |   |   |   |    |   |   |   | 0               | 100%+   | 80%-100%                         | Less Than 80%                 |                               |                               | 9                              |         |    |
| 10  | 1                 | READINESS TO PROCEED   |                      |   |   |   |   |    |   |   |   |                 | Plans Not Begun Yet   | Preliminary Engineering Complete | Final Design Complete         |                               |                               | 10                             |         |    |
| 11  |                   | SUBTOTAL RANKING POINTS (MAX = 115)  |                      |   |   |   |   |    |   |   |   | 95              | Other Info:<br>Does this project have a significant impact on productive farmland?<br>YES NO<br>Attach Impact statement if yes.<br>Is PH Applicant ready to proceed to bids after State Approval w/in 6 months?<br>YES NO |                                  |                               |                               |                               |                                |         |    |
| 12  |                   | COUNTY SUBCOMMITTEE PRIORITY POINTS (15-20-15)   |                      |   |   |   |   |    |   |   |   |                 |   |                                  |                               |                               |                               |                                |         |    |
| 13A   |                   | DISCRETIONARY POINTS (BY DISTRICT ONLY) (MAX=1)  |                      |   |   |   |   |    |   |   |   |                 | District Discretionary Point may be awarded to projects that demonstrate significant Area-wide, County, or Community Impact. Includes documentation to support the claim of significance.                                 |                                  |                               |                               |                               |                                |         |    |
| 13B   |                   | DISCRETIONARY POINTS (BY DISTRICT ONLY) (MAX=1)  |                      |   |   |   |   |    |   |   |   |                 | District Discretionary Point may be awarded to projects that demonstrate that the entity has maximized financial resources including assessments and utility rate structure.  |                                  |                               |                               |                               |                                |         |    |
| 14  |                   | GRAND TOTAL RANKING POINTS   |                      |   |   |   |   |    |   |   |   |                 |   |                                  |                               |                               |                               |                                |         |    |

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

**MH Corbin Traffic Analyzer Study  
 Computer Generated Summary Report  
 City: MARGARETTA TWP  
 Street: BARDSHAR (HOMEGARDNER-CORP)**

A study of vehicle traffic was conducted with the device having serial number 134562. The study was done in the NB & SB lane at BARDSHAR (HOMEGARDNER-CORP) in MARGARETTA TWP, OH in ERIE county. The study began on 07/27/2021 at 12:00 AM and concluded on 07/28/2021 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 1,196 vehicles passed through the location with a peak volume of 36 on 07/27/2021 at [05:45 PM-06:00 PM] and a minimum volume of 0 on 07/27/2021 at [01:00 AM-01:15 AM]. The AADT count for this study was 1,196.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 45 - 50 MPH range or lower. The average speed for all classified vehicles was 42 MPH with 9.72% vehicles exceeding the posted speed of 55 MPH. 9.72% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 45MPH and the 85th percentile was 53.35 MPH.

| <<br>to<br>9 | 10<br>to<br>14 | 15<br>to<br>19 | 20<br>to<br>24 | 25<br>to<br>29 | 30<br>to<br>34 | 35<br>to<br>39 | 40<br>to<br>44 | 45<br>to<br>49 | 50<br>to<br>54 | 55<br>to<br>59 | 60<br>to<br>64 | 65<br>to<br>69 | 70<br>to<br>74 | 75<br>to<br>> |
|--------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|---------------|
| 1            | 8              | 30             | 130            | 81             | 49             | 115            | 212            | 245            | 188            | 73             | 29             | 7              | 3              | 2             |

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 722 which represents 62 percent of the total classified vehicles. The number of Vans & Pickups in the study was 380 which represents 32 percent of the total classified vehicles. The number of Busses & Trucks in the study was 58 which represents 5 percent of the total classified vehicles. The number of Tractor Trailers in the study was 12 which represents 1 percent of the total classified vehicles.

| <<br>to<br>17 | 18<br>to<br>20 | 21<br>to<br>23 | 24<br>to<br>27 | 28<br>to<br>31 | 32<br>to<br>37 | 38<br>to<br>43 | 44<br>to<br>> |  |  |  |  |  |  |  |
|---------------|----------------|----------------|----------------|----------------|----------------|----------------|---------------|--|--|--|--|--|--|--|
| 722           | 291            | 89             | 35             | 13             | 16             | 1              | 6             |  |  |  |  |  |  |  |

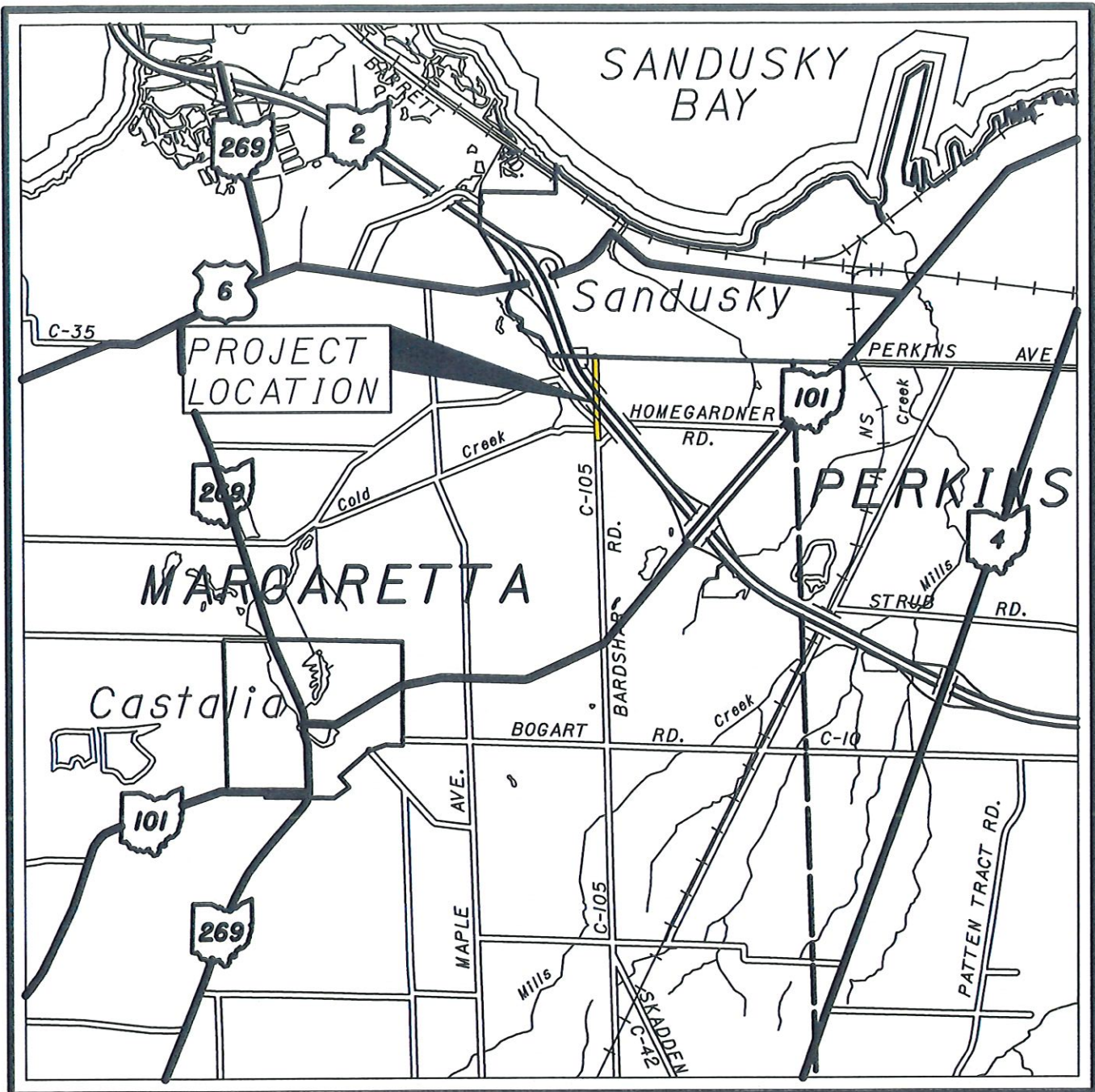
CHART 2

**HEADWAY**

During the peak traffic period, on 07/27/2021 at [05:45 PM-06:00 PM] the average headway between vehicles was 24.324 seconds. During the slowest traffic period, on 07/27/2021 at [01:00 AM-01:15 AM] the average headway between vehicles was 900 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 73.00 and 131.00 degrees F.



### LOCATION MAP

SCALE IN MILES



- PORTION TO BE IMPROVED —————
- INTERSTATE & DIVIDED HIGHWAYS —————
- UNDIVIDED STATE & FEDERAL ROUTES —————
- OTHER ROADS —————

STATE OF OHIO DEPARTMENT OF TRANSPORTATION  
CONDUIT INSPECTION REPORT

CR-86 2021

|  |  |  |  |  |  |
|--|--|--|--|--|--|
|  |  |  |  |  |  |
|--|--|--|--|--|--|

CONDUIT FILE NUMBER

COUNTY ROUTE SLM ERI 105 4.49 DISTRICT 3

SPAN 72" SHAPE CIRCULAR MATERIAL CORRUGATED METAL LENGTH 49'

ENTRY CLASS  NUMBER OF CELLS 1

LATITUDE 41.426267 LONGITUDE 82.772119

FEATURE INTERSECTION BROWN-KUEBELER DITCH

| <b>CONDUIT</b>         |          |                |          |
|------------------------|----------|----------------|----------|
| 1. Level of Inspection | <b>M</b> | 2. Material    | <b>3</b> |
| 3. Conduit Alignment   | <b>7</b> | 4. Shape       | <b>6</b> |
| 5. Seams or Joints     | <b>5</b> | 6. Slab        |          |
| 7. Abutments           |          | 8. Headwalls * | <b>7</b> |
| 9. End Structure       |          |                |          |

| <b>CHANNEL</b>                |          |                |          |
|-------------------------------|----------|----------------|----------|
| 10. Channel Alignment         | <b>8</b> | 11. Protection | <b>6</b> |
| 12. Conduit Waterway Blockage | <b>8</b> | 13. Scour **   | <b>5</b> |

| <b>APPROACHES</b> |          |               |  |
|-------------------|----------|---------------|--|
| 14. Pavement      | <b>7</b> | 15. Guardrail |  |
| 16. Embankment    | <b>5</b> |               |  |

GENERAL APPRAISAL & OPERATIONAL STATUS 3 A

The lowest bold box item controls the General Appraisal.

\* Refer to Figure 5 of CMM to determine if this is a Headwall Critical Conduit.

\*\* Refer to Conduit Management Manual Inspection Item 13. Scour to determine if conduit is Scour Critical.

SEE PICTURES WITH COMMENTS

INSPECTED BY: *Michael J. Farrell*

DATE: 9-09-2021

**Material - Corrugated Metal Conduit or Casing**

| <b>Material Code</b> | <b>Category</b> | <b>Description</b>  |
|----------------------|-----------------|---|
| 9                    | Excellent       | New condition. Galvanizing intact. No corrosion.  |
| 8                    | Very Good       | Discoloration of surface. Galvanizing partially gone along invert. Casing pipe may show surface rust.   |
| 7                    | Good            | Discoloration of surface. Galvanizing gone along invert but no layers of rust. Minor section loss at ends of pipe not located beneath roadway.  |
| 6                    | Satisfactory    | Galvanizing gone along invert with layers of rust. Moderate section loss at ends of pipe not located beneath roadway. Moderate section loss: Less than 6 in <sup>2</sup> /ft <sup>2</sup> or 4% of invert area.                         |
| 5                    | Fair            | Heavy rust and scale throughout. Heavy section loss with perforations/ holes in invert not located under the roadway. Heavy section loss: Up to 15 in <sup>2</sup> /ft <sup>2</sup> or 10% of invert area.                              |
| 4                    | Poor            | Extensive heavy rust and scaling throughout. Perforations/holes throughout invert. Perforation/hole area less than 30 in <sup>2</sup> /ft <sup>2</sup> or 20%. Overall thin metal, which allows for easy puncture with chipping hammer. |

|   |                  |   |
|---|------------------|---|
| 3 | Serious          | Extensive heavy rust and scaling throughout. Perforations/holes, throughout invert. Perforation/hole area less than 36 in <sup>2</sup> /ft <sup>2</sup> or 25%. |
| 2 | Critical         | Perforations/holes throughout invert. Perforation/hole area greater than 36 in <sup>2</sup> /ft <sup>2</sup> or greater than 25%.                               |
| 1 | Imminent Failure | Pipe partially collapsed.   |
| 0 | Failed           | Conduit collapsed.  |

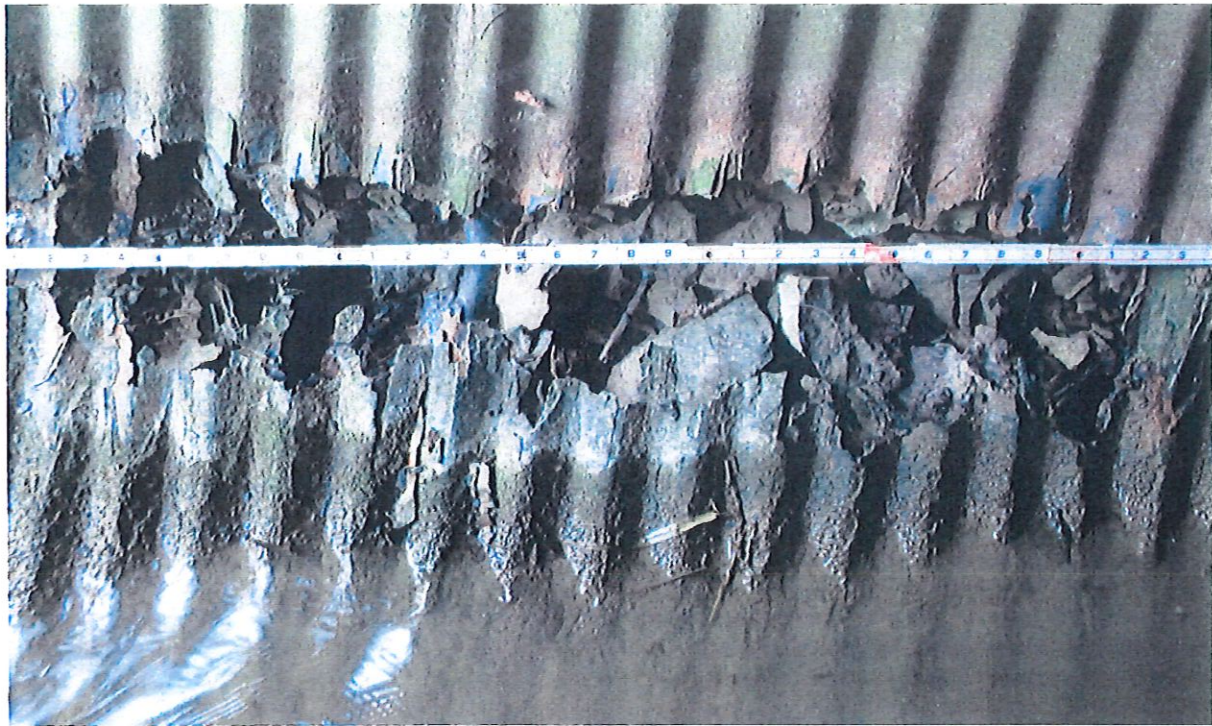


Slight shape deflection in top of corrugated metal culvert with heavy rust.





Extensive heavy rust and scaling throughout pipe bottom. Holes and perforations thought out on both sides along flow line around 25% of the total area. Large holes in multiple locations on South side of pipe.



Large areas of complete section loss in multiple locations in pipe allowing backfill to infiltrate in from behind culvert. Backfill material missing from behind pipe in areas of large holes.



Inadequate lane width and no shoulder. Steep drop off to deep roadside ditches does not meet clear zone requirements. Pavement will be widened and ditches filled with new storm sewer to meet lane width and clear zone requirements of the ODOT Location and Design Manual, Volume 1.



Inadequate lane width and no shoulder. Drop off at pipe does not meet clear zone requirements. Pavement will be widened and culvert replaced with a longer culvert to meet clear zone requirements of the ODOT Location and Design Manual, Volume 1.

|   |   |
|---|---|
| <b>RURAL LANE WIDTHS <sup>(A)</sup></b> | <b>301-2</b><br><b>REFERENCE SECTIONS</b><br><b>301.1.2</b> |
|---|---|

| Functional Classification                   | Traffic         | Minimum Lane Widths (ft.) |    |    |    |    |    |    |                   |                   |    |         |
|---|-----------------|---------------------------|----|----|----|----|----|----|-------------------|-------------------|----|---------|
|   | Design Year ADT | Design Speed (mph)        |    |    |    |    |    |    |                   |                   |    |         |
|   |                 | 20                        | 25 | 30 | 35 | 40 | 45 | 50 | 55                | 60                | 65 | 70 or > |
| Interstate, Other Freeways, and Expressways | ALL             | --                        | -- | -- | -- | -- | -- | 12 | 12                | 12                | 12 | 12      |
| Arterial                                    | > 2000          | --                        | -- | -- | -- | 12 | 12 | 12 | 12                | 12                | 12 | 12      |
|   | 400 to 2000     | --                        | -- | -- | -- | 11 | 11 | 11 | 12                | 12                | 12 | 12      |
|   | < 400           | --                        | -- | -- | -- | 10 | 10 | 11 | 11                | 11                | 11 | 11      |
| Collector                                   | > 2000          | 11                        | 11 | 11 | 11 | 11 | 11 | 11 | 11 <sup>(C)</sup> | 11 <sup>(C)</sup> | -- | --      |
|   | 400 to 2000     | 10                        | 10 | 10 | 11 | 11 | 11 | 11 | 11                | 11                | 11 | --      |
|   | < 400           | 10                        | 10 | 10 | 10 | 10 | 10 | 10 | 11                | 11                | 11 | --      |
| Local                                       | > 2000          | 11                        | 11 | 11 | 11 | 11 | 11 | 11 | 11 <sup>(C)</sup> | 11 <sup>(C)</sup> | -- | --      |
|   | 400 to 2000     | 10                        | 10 | 10 | 10 | 10 | 11 | 11 | 11                | 11                | -- | --      |
|   | < 400           | 9                         | 9  | 9  | 9  | 9  | 10 | 10 | 11                | 11                | -- | --      |

NOTES:

- (A) There may be some rural locations that are urban in character. An example would be a village where adjacent development and other conditions resemble and urban area. In such cases, urban design criteria (Figure 301-4) may be used.
- (B) The number of lanes should be determined by a capacity analysis.
- (C) Consider using a 12' lane width where substantial truck volumes are present or agricultural equipment frequently use the road.
- (D) For National Network lane width requirements, see Section 105.3

Note: For the design criteria pertaining to Collectors and Local Roads with ADT's of 2000 or less, refer to the **AASHTO publication Guidelines for Geometric Design of Low-Volume Roads (2nd Edition 2019)**

|                          |                             |
|--------------------------|-----------------------------|
| <b>CLEAR ZONE WIDTHS</b> | <b>600-1</b>                |
|                          | REFERENCE SECTIONS<br>600.2 |

| Design Speed   | Design ADT | Foreslope      |                         | Backslope      |                         |                  |
|----------------|------------|----------------|-------------------------|----------------|-------------------------|------------------|
|                |            | 6:1 or Flatter | Steeper than 6:1 to 4:1 | 6:1 or Flatter | Steeper than 6:1 to 4:1 | Steeper than 4:1 |
| 40 mph or less | <750       | 8 ft           | 8 ft                    | 8 ft           | 8 ft                    | 8 ft             |
|                | 750-1500   | 11             | 13                      | 11             | 11                      | 11               |
|                | 1501-6000  | 13             | 15                      | 13             | 13                      | 13               |
|                | >6000      | 15             | 17                      | 15             | 15                      | 15               |
| 45-50 mph      | <750       | 11             | 13                      | 11             | 9                       | 9                |
|                | 750-1500   | 13             | 18                      | 15             | 13                      | 11               |
|                | 1501-6000  | 17             | 23                      | 17             | 15                      | 13               |
|                | >6000      | 19             | 26                      | 21             | 19                      | 15               |
| 55 mph         | <750       | 13             | 16                      | 11             | 11                      | 9                |
|                | 750-1500   | 17             | 22                      | 17             | 15                      | 11               |
|                | 1501-6000  | 21             | 27                      | 21             | 17                      | 15               |
|                | >6000      | 23             | 29                      | 23             | 21                      | 17               |
| 60 mph         | <750       | 17             | 22                      | 15             | 13                      | 11               |
|                | 750-1500   | 22             | 29                      | 21             | 17                      | 13               |
|                | 1501-6000  | 28             | 36*                     | 25             | 21                      | 16               |
|                | >6000      | 31*            | 40*                     | 27             | 25                      | 21               |
| 65-70 mph      | <750       | 19             | 23                      | 15             | 15                      | 11               |
|                | 750-1500   | 25             | 32*                     | 21             | 19                      | 14               |
|                | 1501-6000  | 30             | 38*                     | 27             | 23                      | 18               |
|                | >6000      | 32*            | 42*                     | 28             | 28                      | 23               |

\* Use a maximum clear zone of 30 feet unless a site-specific investigation or accident history indicates a high potential of continuing accidents. When the potential for continuing accidents is high, the widths in the above chart should be multiplied by the following curve correction factors to extend the clear zone on the outside of curves having a Degree of Curvature of 2 degrees or sharper.

| Degree of Curvature | HORIZONTAL CURVE CORRECTION FACTORS |     |     |     |     |     |     |
|---------------------|-------------------------------------|-----|-----|-----|-----|-----|-----|
|                     | Design Speed (mph)                  |     |     |     |     |     |     |
|                     | 40                                  | 45  | 50  | 55  | 60  | 65  | 70  |
| 2.0                 | 1.1                                 | 1.1 | 1.1 | 1.2 | 1.2 | 1.2 | 1.3 |
| 2.5                 | 1.1                                 | 1.1 | 1.2 | 1.2 | 1.2 | 1.3 | 1.3 |
| 3.0                 | 1.1                                 | 1.2 | 1.2 | 1.2 | 1.3 | 1.3 | 1.4 |
| 3.5                 | 1.1                                 | 1.2 | 1.2 | 1.3 | 1.3 | 1.4 | 1.5 |
| 4.0                 | 1.2                                 | 1.2 | 1.2 | 1.3 | 1.4 | 1.4 |     |
| 4.5                 | 1.2                                 | 1.2 | 1.3 | 1.3 | 1.4 | 1.5 |     |
| 5.0                 | 1.2                                 | 1.2 | 1.3 | 1.4 | 1.5 |     |     |
| 6.0                 | 1.2                                 | 1.3 | 1.4 | 1.4 | 1.5 |     |     |
| 7.0                 | 1.3                                 | 1.3 | 1.4 | 1.5 |     |     |     |
| 8.0                 | 1.3                                 | 1.4 | 1.5 |     |     |     |     |
| 9.0                 | 1.3                                 | 1.4 | 1.5 |     |     |     |     |
| 10.0                | 1.4                                 | 1.5 |     |     |     |     |     |
| 15.0                | 1.5                                 |     |     |     |     |     |     |



Oxidized and raveling pavement showing distresses in pavement surface course.



Drop off in berm from edge of pavement. The drop off in berm shows the difficulty in holding the berm in place indicating the need for wider travel lanes that meet the requirements of the ODOT Location and Design Manual, Volume 1. The road will also receive a paved berm with Safety Edge.

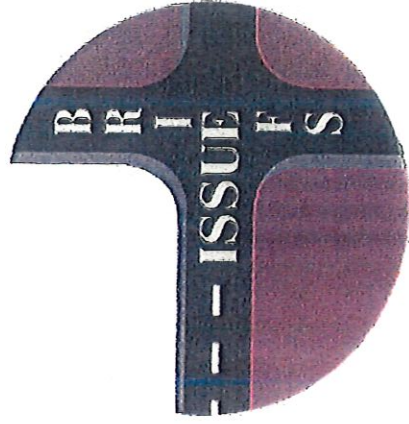
**Per report No. FHWA-SA-08-011 from the U.S. Department of Transportation Federal Highway Administration, the improvements proposed with this project will reduce accidents by the following:**

| Countermeasure                           | Crash Type   | Crash Severity | Crash Reduction Factor(CRF)/Function |
|--|--------------|----------------|--------------------------------------|
| Widen Lane (add 1 foot to both sides)    | Head-on      | All            | 16                                   |
|  | ROR          | All            | 16                                   |
|  | Sideswipe    | All            | 16                                   |
| Widen shoulder(paved) (from 0 to 2 feet) | Fixed Object | All            | 3*                                   |
|  | ROR          | All            | 3*                                   |

3\* CRF calculated from Widen shoulder (paved) (from 0 to 2 ft) minus Widen shoulder(from 0-2 ft) or (16 - 13 = 3 CRF)



# Desktop Reference for Crash Reduction Factors



Report No. FHWA-SA-08-011  
U.S. Department of Transportation  
Federal Highway Administration

September 2008

Desktop Reference for Crash Reduction Factors

Roadway Departure Crashes

| Countermeasure(s)                            | Crash Type | Crash Severity | Area Type | Road Type     | Daily Traffic Volume (veh/day) | Ref | Effectiveness  |           |       | Study Type |      |
|--|------------|----------------|-----------|---------------|--------------------------------|-----|--|-----------|-------|------------|------|
|  |            |                |           |               |                                |     | Crash Reduction Factor / Function  | Std Error | Range |            |      |
|  |            |                |           |               |                                |     |  |           | Low   |            | High |
| Vary outside shoulder width (cont'd)         | All        | All            | Rural     | Rural Highway |                                | 6   | $100(1 - ((EXP(-0.021(Ws-8)) - 1.0)(Pi/0.16) + 1.0))$ ; Ws=outside shoulder width (ft), Pi=proportion of crash type subset (for values of Pi, refer to source).  |           |       |            |      |
| Vary shoulder width                          | All        | All            | Urban     | Urban Street  |                                | 6   | $100(1 - ((EXP(-0.014(Ws-1.5)) - 1.0)(Pi/0.088) + 1.0))$ ; Ws=shoulder width (ft), Pi=proportion of crash type subset (for values of Pi, refer to source).   |           |       |            |      |
| Vary side slopes                             | All        | All            | Rural     | Rural Highway |                                | 6   | $100(1 - ((EXP(0.692(1/Ss-0.25)) - 1.0)Ps + 1.0))$ , Ss= horizontal run for a 1ft change in elevation (average for length of segment, ft), Ps=proportion of crash type subset (for values of Ps, refer to source). |           |       |            |      |
| Vary spiral transition curvature             | All        | All            | Rural     | Rural Highway |                                | 6   | $100(1 - ((1.55Lc + 80.2/R - 0.012)/(1.55Lc + 80.2/R)))$ ; Lc=length of horizontal curve (mi), R=curve radius (ft).  |           |       |            |      |
| Vary superelevation                          | All        | All            | Rural     | Rural Highway |                                | 6   | 0 through -15 according to the superelevation deficiency (refer to source).  |           |       |            |      |
| Vary uncurbed cross-sections                 | All        | All            | Urban     | Urban Street  |                                | 6   | $100(1 - ((EXP(-0.074(1-Poff-road)) + EXP(-0.225)Poff-road)))$ ; Poff-road=proportion of off-road crashes.   |           |       |            |      |
| Widen lane (add 1 ft to both sides)          | Head-on    | All            |           |               |                                | 15  |  |           |       |            |      |
|  | ROR        | All            |           |               |                                | 15  |  |           |       |            |      |
|  | Sideswipe  | All            |           |               |                                | 15  |  |           |       |            |      |
| Widen lane (add 2 ft to both sides)          | Head-on    | All            |           |               |                                | 15  |  |           |       |            |      |
|  | ROR        | All            |           |               |                                | 15  |  |           |       |            |      |
| Widen lane (add 2 ft to both sides) (cont'd) |            | All            |           |               |                                | 15  |  |           |       |            |      |
|  |            | All            |           |               |                                | 15  |  |           |       |            |      |

Safety

**Desktop Reference for Crash Reduction Factors**

< [Previous Table of Contents](#) [Next](#) >

**Tables for Roadway Departure Crash Reduction Factors**

**Table 4. Barrier Countermeasures**

| Countermeasures                | Crash Type             | Crash Severity | Area Type | Road Type | Daily Traffic Volume (veh/day) | Ref                 | Effectiveness                   |           |                | Study Type |  |
|--------------------------------|------------------------|----------------|-----------|-----------|--------------------------------|---------------------|---------------------------------|-----------|----------------|------------|--|
|                                |                        |                |           |           |                                |                     | Crash Reduction Factor/Function | Std Error | Range Low/High |            |  |
| <b>BARRIER COUNTERMEASURES</b> |                        |                |           |           |                                |                     |                                 |           |                |            |  |
| Improve guardrail              | All                    | All            |           |           | <5,000/lane (Total)            | 15                  | 18                              |           |                |            |  |
|                                | All                    | All            |           |           | >5,000/lane (Total)            | 15                  | 9                               |           |                |            |  |
|                                | All                    | All            | All       | All       |                                | 1                   | 5                               |           |                |            |  |
|                                | All                    | All            |           |           |                                | 15                  | 5                               |           |                |            |  |
|                                | All                    | All            |           |           |                                | 15                  | 6                               |           |                |            |  |
|                                | All                    | All            |           |           |                                | 15                  | 7                               |           |                |            |  |
|                                | All                    | All            |           |           |                                | 15                  | 7                               |           |                |            |  |
|                                | All                    | All            |           |           |                                | 15                  | 11                              |           |                |            |  |
|                                | All                    | All            |           |           |                                | 15                  | 15                              |           |                |            |  |
|                                | All                    | All            |           |           |                                | 15                  | 15                              |           |                |            |  |
|                                | All                    | All            |           |           |                                | 15                  | 20                              |           |                |            |  |
|                                | All                    | Fatal          | All       | All       |                                | 1                   | 50                              |           |                |            |  |
|                                | All                    | Injury         |           |           |                                | 15                  | 35                              |           |                |            |  |
|                                | All                    | Injury         | All       | All       |                                | 1                   | 35                              |           |                |            |  |
|                                | Fixed object           | All            |           |           |                                | <5,000/lane (Total) | 15                              | 23        |                |            |  |
|                                | Fixed object           | All            |           |           |                                | >5,000/lane (Total) | 15                              | 18        |                |            |  |
|                                | Fixed object           | All            |           |           |                                |                     | 15                              | 21        |                |            |  |
|                                | ROR                    | All            |           |           |                                |                     | 15                              | 26        |                |            |  |
|                                | ROR                    | All            |           |           |                                | >5,000/lane (Total) | 15                              | 32        |                |            |  |
|                                | ROR                    | All            |           |           |                                |                     | 15                              | 28        |                |            |  |
|                                | Overturn               | All            |           |           |                                | <5,000/lane (Total) | 15                              | 41        |                |            |  |
|                                | Overturn               | All            |           |           |                                | >5,000/lane (Total) | 15                              | 27        |                |            |  |
|                                | Overturn               | All            |           |           |                                |                     | 15                              | 34        |                |            |  |
|                                | Rear-end               | All            |           |           |                                | <5,000/lane (Total) | 15                              | 41        |                |            |  |
|                                | Rear-end               | All            |           |           |                                | >5,000/lane (Total) | 15                              | 27        |                |            |  |
|                                | Rear-end               | All            |           |           |                                |                     | 15                              | 34        |                |            |  |
|                                | Install animal fencing | Animal         | All       |           |                                |                     | 15                              | 80        |                |            |  |
|                                |                        | Animal         | All       | All       | All                            |                     | 1                               | 90        |                |            |  |
| Animal                         |                        | All            |           |           |                                | 15                  | 70                              |           |                |            |  |

|   |              |     |  |       |        |    |    |  |  |  |  |  |  |
|---|--------------|-----|--|-------|--------|----|----|--|--|--|--|--|--|
|   | ROR          | All |  |       |        | 15 | 60 |  |  |  |  |  |  |
|   | Ped          | All |  |       |        | 15 | 71 |  |  |  |  |  |  |
|   | Sideswipe    | All |  |       |        | 15 | 28 |  |  |  |  |  |  |
|   | Sideswipe    | All |  |       |        | 15 | 41 |  |  |  |  |  |  |
|   | Sideswipe    | All |  |       |        | 15 | 15 |  |  |  |  |  |  |
| Widen shoulder (paved) (from 0 to 2 ft)   | Fixed Object | All |  |       |        | 15 | 16 |  |  |  |  |  |  |
|   | ROR          | All |  |       |        | 15 | 16 |  |  |  |  |  |  |
| Widen shoulder (paved) (from 0 to 4 ft)   | Fixed Object | All |  |       |        | 15 | 29 |  |  |  |  |  |  |
|   | ROR          | All |  |       |        | 15 | 29 |  |  |  |  |  |  |
| Widen shoulder (paved) (from 0 to 6 ft)   | Fixed Object | All |  |       |        | 15 | 40 |  |  |  |  |  |  |
|   | ROR          | All |  |       |        | 15 | 40 |  |  |  |  |  |  |
| Widen shoulder (paved) (from 0 to 8 ft)   | Fixed Object | All |  |       |        | 15 | 49 |  |  |  |  |  |  |
|   | ROR          | All |  |       |        | 15 | 49 |  |  |  |  |  |  |
| Widen shoulder (unpaved)                  | All          | All |  | Rural | 2-lane | 15 | 15 |  |  |  |  |  |  |
|   | All          | All |  |       |        | 15 | 22 |  |  |  |  |  |  |
| Widen shoulder (unpaved) (from 0 to 2 ft) | Fixed Object | All |  |       |        | 15 | 13 |  |  |  |  |  |  |
|   | ROR          | All |  |       |        | 15 | 13 |  |  |  |  |  |  |
| Widen shoulder (unpaved) (from 0 to 4 ft) | Fixed Object | All |  |       |        | 15 | 25 |  |  |  |  |  |  |
|   | ROR          | All |  |       |        | 15 | 25 |  |  |  |  |  |  |
| Widen shoulder (unpaved) (from 0 to 6 ft) | Fixed Object | All |  |       |        | 15 | 34 |  |  |  |  |  |  |
|   | ROR          | All |  |       |        | 15 | 34 |  |  |  |  |  |  |
| Widen shoulder (unpaved) (from 0 to 8 ft) | Fixed Object | All |  |       |        | 15 | 43 |  |  |  |  |  |  |
|   | ROR          | All |  |       |        | 15 | 43 |  |  |  |  |  |  |

Table 7. Median Countermeasures

| Countermeasures        | Crash Type | Crash Severity | Area Type | Road Type | Daily Traffic Volume (veh/day) | Ref | Effectiveness                   |           |       |      | Study Type      |
|------------------------|------------|----------------|-----------|-----------|--------------------------------|-----|---------------------------------|-----------|-------|------|-----------------|
|                        |            |                |           |           |                                |     | Crash Reduction Factor/Function | Std Error | Range |      |                 |
|                        |            |                |           |           |                                |     |                                 |           | Low   | High |                 |
| MEDIAN COUNTERMEASURES |            |                |           |           |                                |     |                                 |           |       |      |                 |
| Install median         | All        | All            | All       | All       |                                | 1   | 15                              |           |       |      |                 |
|                        | All        | Fatal/Injury   | Rural     | 2-lane    |                                | 5   | -94                             | 56        |       |      | Meta-Analysis   |
|                        | All        | Fatal/Injury   | Urban     | 2-lane    |                                | 5   | 39                              | 10        |       |      | Meta-Analysis   |
|                        | All        | Injury         | Rural     | Multilane |                                | 5   | 12                              | 3         |       |      | Meta-Analysis   |
|                        | All        | Injury         | Urban     | Multilane |                                | 5   | 22                              | 2         |       |      | Meta-Analysis   |
|                        | All        | PDO            | Rural     | Multilane |                                | 5   | 18                              | 3         |       |      | Meta-Analysis   |
|                        | All        | PDO            | Rural     | 2-lane    |                                | 5   | -128                            | 55        |       |      | Meta-analysis   |
|                        | All        | PDO            | Urban     | Multilane |                                | 5   | -9                              | 2         |       |      | Meta-analysis   |
| Install median (flush) | All        | All            |           |           | <5,000/lane                    | 15  | 44                              |           |       |      |                 |
|                        | All        | All            |           |           | >5,000/lane                    | 15  | 52                              |           |       |      |                 |
|                        | All        | All            | All       | All       |                                | 1   | 25                              |           |       |      |                 |
|                        | All        | All            |           |           |                                | 15  | 15                              |           |       |      |                 |
|                        | All        | All            |           |           |                                | 15  | 15                              |           |       |      |                 |
|                        | All        | Fatal          |           |           |                                | 15  | 90                              |           |       |      |                 |
|                        | Left-turn  | All            |           |           | <5,000/lane                    | 15  | 72                              |           |       |      |                 |
|                        | Left-turn  | All            |           |           | >5,000/lane                    | 15  | 78                              |           |       |      |                 |
| Install median barrier | All        | All            | All       | All       |                                | 27  | 86                              | 3         |       |      | EB Before-After |

ROAD INVENTORY SYSTEM  
LISTING OF LOCAL ROADS INVENTORY SECTIONS FOR  
ERIE COUNTY

| TWP | ROUTE          | SEGMENT DESCRIPTION          | SECT<br>BEG | SECT<br>END | LEN   | SECT | FC | NHS | FAP | IND | SURF<br>TYPE | SURF<br>WIDTH | ROAD<br>WIDTH | MILEAGE<br>CLASS | ROADWAY<br>CLASS | ADJ<br>TWP | ADJ ROUTE | LANES<br>NBR | RESURFACE<br>YEAR | URBAN AREA |          |
|-----|----------------|------------------------------|-------------|-------------|-------|------|----|-----|-----|-----|--------------|---------------|---------------|------------------|------------------|------------|-----------|--------------|-------------------|------------|----------|
| 08  | CERICR00043**C | JCT T30                      | 3.481       | 4.981       | 1.500 | 5    |    |     | N   | G   | 24           | 32            | 1             | 0                |                  |            |           | 2            |                   |            |          |
| 08  | CERICR00043**C | JCT C13                      | 4.981       | 5.355       | 0.374 | 5    |    |     | N   | G   | 28           | 32            | 1             | 0                |                  |            |           | 2            |                   |            |          |
| 09  | CERICR00043**C | PERKINS TWP LINE             | 5.355       | 5.675       | 0.320 | 5    |    |     | N   | G   | 28           | 32            | 1             | 0                |                  |            |           | 2            |                   |            |          |
| 09  | CERICR00043**C |                              | 5.675       | 6.239       | 0.564 | 5    |    |     | N   | L   | 28           | 32            | 1             | 0                |                  |            |           | 2            |                   |            |          |
| 09  | CERICR00043**C | JCT T11                      | 6.239       | 6.891       | 0.652 | 5    |    |     | N   | L   | 28           | 32            | 1             | 0                |                  |            |           | 2            |                   |            |          |
| 08  | CERICR00043**C |                              | 6.891       |             |       |      |    |     |     |     |              |               |               |                  |                  |            |           |              |                   | SANDUSKY   |          |
| 09  | CERICR00043**C | JCT OLD MAS RD RT            | 6.891       | 7.935       | 1.044 | 5    |    |     | N   | L   | 28           | 32            | 1             | 0                |                  |            |           | 2            |                   |            |          |
|     |                | CERICR00043**C TOTAL MILEAGE | ***         | ***         | 7.935 |      |    |     |     |     |              |               |               |                  |                  |            |           |              |                   |            | RURAL    |
| 01  | CERICR00058**C | (ROAD NAME)                  | 0.000       |             |       |      |    |     |     |     |              |               |               |                  |                  |            |           |              |                   |            | RURAL    |
| 01  | CERICR00058**C | BEGIN JCT T202 RT            | 0.000       | 1.178       | 1.178 | 6    |    |     | N   | L   | 22           | 26            | 1             | 0                |                  |            |           | 2            |                   |            |          |
| 01  | CERICR00058**C | JCT T88 LT                   | 1.178       | 1.383       | 0.205 | 6    |    |     | N   | L   | 22           | 26            | 1             | 0                |                  |            |           | 2            |                   |            |          |
|     |                | CERICR00058**C TOTAL MILEAGE | ***         | ***         | 1.383 |      |    |     |     |     |              |               |               |                  |                  |            |           |              |                   |            | RURAL    |
| 02  | CERICR00061**C | (ROAD NAME)                  | 0.000       |             |       |      |    |     |     |     |              |               |               |                  |                  |            |           |              |                   |            | RURAL    |
| 02  | CERICR00061**C | BEGIN HUR CO LINE            | 0.000       | 0.996       | 0.996 | 7    |    |     | N   | L   | 20           | 26            | 1             | 0                |                  |            |           | 2            |                   |            |          |
| 02  | CERICR00061**C | JCT T60 LT                   | 0.996       | 1.018       | 0.022 | 7    |    |     | N   | G   | 20           | 26            | 1             | 0                |                  |            |           | 2            |                   |            |          |
| 02  | CERICR00061**C | JCT T60A LT                  | 1.018       | 1.503       | 0.485 | 7    |    |     | N   | G   | 20           | 26            | 1             | 0                |                  |            |           | 2            |                   |            |          |
| 02  | CERICR00061**C | JCT T19                      | 1.503       | 2.007       | 0.504 | 7    |    |     | N   | G   | 20           | 26            | 1             | 0                |                  |            |           | 2            |                   |            |          |
| 02  | CERICR00061**C | JCT T18 RT                   | 2.007       | 2.479       | 0.472 | 7    |    |     | N   | G   | 20           | 26            | 1             | 0                |                  |            |           | 2            |                   |            |          |
| 02  | CERICR00061**C | JCT T1062 LT                 | 2.479       | 2.700       | 0.221 | 7    |    |     | N   | G   | 20           | 26            | 1             | 0                |                  |            |           | 2            |                   |            |          |
|     |                | CERICR00061**C TOTAL MILEAGE | ***         | ***         | 2.700 |      |    |     |     |     |              |               |               |                  |                  |            |           |              |                   |            | RURAL    |
| 08  | CERICR00069**C | (ROAD NAME)                  | 0.000       |             |       |      |    |     |     |     |              |               |               |                  |                  |            |           |              |                   |            | SANDUSKY |
| 09  | CERICR00069**C | BEGIN JCT C120 LT            | 0.000       | 0.187       | 0.187 | 7    |    |     | N   | L   | 20           | 30            | 1             | 0                |                  |            |           | 2            |                   |            |          |
|     |                | CERICR00069**C TOTAL MILEAGE | ***         | ***         | 0.187 |      |    |     |     |     |              |               |               |                  |                  |            |           |              |                   |            | SANDUSKY |
| 08  | CERICR00070**C | (ROAD NAME)                  | 0.000       |             |       |      |    |     |     |     |              |               |               |                  |                  |            |           |              |                   |            | SANDUSKY |
| 09  | CERICR00070**C | BEGIN JCT C112 LT            | 0.000       | 0.246       | 0.246 | 7    |    |     | N   | L   | 24           | 36            | 1             | 0                |                  |            |           | 2            |                   |            |          |
|     |                | CERICR00070**C TOTAL MILEAGE | ***         | ***         | 0.246 |      |    |     |     |     |              |               |               |                  |                  |            |           |              |                   |            | SANDUSKY |
| 03  | CERICR00105**C | (ROAD NAME)                  | 1.183       |             |       |      |    |     |     |     |              |               |               |                  |                  |            |           |              |                   |            | RURAL    |
| 06  | CERICR00105**C | BEGIN JCT C42 RT             | 1.183       | 1.252       | 0.069 | 7    |    |     | N   | G   | 21           | 27            | 1             | 0                |                  |            |           | 2            |                   |            |          |
| 06  | CERICR00105**C | JCT T26                      | 1.252       | 2.069       | 0.817 | 7    |    |     | N   | G   | 21           | 27            | 1             | 0                |                  |            |           | 2            |                   |            |          |
| 06  | CERICR00105**C |                              | 2.069       | 2.099       | 0.030 | 7    |    |     | N   | G   | 18           | 26            | 1             | 0                |                  |            |           | 2            |                   |            |          |
| 06  | CERICR00105**C |                              | 2.099       | 2.524       | 0.425 | 7    |    |     | N   | G   | 21           | 27            | 1             | 0                |                  |            |           | 2            |                   |            |          |
| 03  | CERICR00105**C |                              | 2.524       |             |       |      |    |     |     |     |              |               |               |                  |                  |            |           |              |                   |            | SANDUSKY |
| 06  | CERICR00105**C | JCT C10                      | 2.524       | 2.566       | 0.062 | 7    |    |     | N   | G   | 26           | 30            | 1             | 0                |                  |            |           | 2            |                   |            |          |
| 06  | CERICR00105**C | JCT T1198 LT                 | 2.566       | 3.185       | 0.599 | 7    |    |     | N   | G   | 26           | 30            | 1             | 0                |                  |            |           | 2            |                   |            |          |
| 06  | CERICR00105**C | JCT SR101                    | 3.185       | 4.465       | 1.280 | 7    |    |     | N   | G   | 26           | 30            | 1             | 0                |                  |            |           | 2            |                   |            |          |
| 06  | CERICR00105**C | JCT T25 RT                   | 4.465       | 4.564       | 0.099 | 7    |    |     | N   | L   | 18           | 26            | 1             | 0                |                  |            |           | 2            |                   |            |          |
| 06  | CERICR00105**C | JCT T25 LT                   | 4.564       | 4.711       | 0.147 | 7    |    |     | N   | L   | 18           | 26            | 1             | 0                |                  |            |           | 2            |                   |            |          |
| 06  | CERICR00105**C | JCT T24 LT                   | 4.711       | 5.036       | 0.325 | 7    |    |     | N   | L   | 18           | 26            | 1             | 0                |                  |            |           | 2            |                   |            |          |
| 06  | CERICR00105**C | SANDUSKY CL                  | 5.036       | 5.474       | 0.438 | 7    |    |     | N   | L   | 18           | 26            | 2             | 0                |                  |            |           | 2            |                   |            |          |
|     |                | JCT VENICE HEIGHTS B         | 5.474       | 5.678       | 0.204 | 7    |    |     | N   | L   | 18           | 26            | 2             | 0                |                  |            |           | 2            |                   |            |          |
|     |                | CERICR00105**C TOTAL MILEAGE | ***         | ***         | 3.853 |      |    |     |     |     |              |               |               |                  |                  |            |           |              |                   |            | RURAL    |

# Ohio Department of Transportation

## Highway Functional Classification System

### Concepts, Procedures and Instructions

#### Introduction

This document provides recommended guidance for assigning functional classification to roadways and streets within Ohio. It is based on *Highway Functional Classification: Concepts, Criteria and Procedures, 2013 Edition* published by the Federal Highway Administration (FHWA), which can be downloaded from the following link:

[www.fhwa.dot.gov/planning/processes/statewide/related/highway\\_functional\\_classifications](http://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications)

#### The Purpose for Classifying Highways

Highway functional classification is used to determine which roads, streets and highways are eligible for federal transportation funds. It is used to establish design criteria for various roadway features, and also serves as a management tool to measure a route's importance in project selection and program management.

#### Highway Functional Classification Concepts

Most vehicle travel occurs through a network of interdependent roadways, with each roadway segment moving traffic through the system towards destinations. The concept of functional classification defines the role a particular roadway segment plays in serving this flow of traffic. Roadways are assigned to one of the seven (7) classifications within a hierarchy, as shown in Table 1 and Figure 1 below, according to the character of travel service each roadway provides. Note in both the table and graphic each roadway classification is color-coded. These colors are used on ODOT highway functional classification maps for easy identification.

Table 1: Highway Functional Classification Identification

| #                               | Description                    |
|---------------------------------|--------------------------------|
| <b>Principal Arterial Roads</b> |                                |
| 01                              | Interstates                    |
| 02                              | Other Freeways or Expressways  |
| 03                              | Other Principal Arterial Roads |
| <b>Minor Arterial Roads</b>     |                                |
| 04                              | Minor Arterial Roads           |
| <b>Collector Roads</b>          |                                |
| 05                              | Major Collector Roads          |
| 06                              | Minor Collector Roads          |
| <b>Local Roads</b>              |                                |
| 07                              | Local Roads                    |