Applicant: Defiance County

District Number: 5  County: Defiance  Date: 08/24/2018

Contact: Warren Schlater, P.E., P.S.
(The individual who will be available during business hours and who can best answer or coordinate the response to questions)

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

Project Name: Powers, Farmer Mark and Buckskin Rd Widening and Paving  Zip Code: 43512

<table>
<thead>
<tr>
<th>Subdivision Type</th>
<th>Project Type</th>
<th>Funding Request Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Select one)</td>
<td>(Select single largest component by $)</td>
<td>(Automatically populates from page 2)</td>
</tr>
<tr>
<td>☒ 1. County</td>
<td>☒ 1. Road</td>
<td>Total Project Cost: 649,797.00</td>
</tr>
<tr>
<td></td>
<td>2. Bridge/Culvert</td>
<td>1. Grant: 324,898.00</td>
</tr>
<tr>
<td></td>
<td>3. Water Supply</td>
<td>2. Loan: 0.00</td>
</tr>
<tr>
<td></td>
<td>4. Wastewater</td>
<td>3. Loan Assistance/ Credit Enhancement: 0.00</td>
</tr>
<tr>
<td></td>
<td>5. Solid Waste</td>
<td>Funding Requested: 324,898.00</td>
</tr>
<tr>
<td></td>
<td>6. Stormwater</td>
<td></td>
</tr>
</tbody>
</table>

District Recommendation (To be completed by the District Committee)

Funding Type Requested

<table>
<thead>
<tr>
<th>(Select one)</th>
<th>SCIP Loan - Rate: __% Term: ___ Yrs</th>
<th>Amount: ____________00</th>
</tr>
</thead>
<tbody>
<tr>
<td>☐ State Capital Improvement Program</td>
<td>RLP Loan - Rate: __% Term: ___ Yrs</td>
<td>Amount: ____________00</td>
</tr>
<tr>
<td>☐ Local Transportation Improvement Program</td>
<td>Grant:</td>
<td>Amount: ____________00</td>
</tr>
<tr>
<td>☐ Revolving Loan Program</td>
<td>LTIP:</td>
<td>Amount: ____________00</td>
</tr>
<tr>
<td>☐ Small Government Program</td>
<td>Loan Assistance / Credit Enhancement:</td>
<td>Amount: ____________00</td>
</tr>
<tr>
<td>District SG Priority:</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

For OPWC Use Only

STATUS

Grant Amount: ____________00  Loan Type: ☐ SCIP  ☐ RLP
Project Number: C

Loan Amount: ____________00  Date Construction End:
C
Total Funding: ____________00  Date Maturity:

Release Date: ____________________  Rate: ______ %
OPWC Approval: ____________________  Term: ______ Yrs
OPWC Participation: ______ %

Form OPWC0001 Rev. 5.11
1.0 Project Financial Information  (All Costs Rounded to Nearest Dollar)

1.1 Project Estimated Costs

Engineering Services

Preliminary Design: .............................................. .00
Final Design: .................................................... .00
Construction Administration: .................................... .00

Total Engineering Services: ...........................................

Right of Way:

Construction:

Materials Purchased Directly:

Permits, Advertising, Legal:

Construction Contingencies:

Total Estimated Costs: ..........................................

1.2 Project Financial Resources

Local Resources

Local In-Kind or Force Account:

Local Revenues:

Other Public Revenues:

ODOT / FHWA PID: ...................................................

USDA Rural Development:

OEPA / OWDA:

CDBG:

☐ County Entitlement or Community Dev. “Formula”
☐ Department of Development

Other: ........................................................................

Subtotal Local Resources: .........................................

OPWC Funds (Check all requested and enter Amount)

Grant: ......................................................... 100 % of OPWC Funds

Loan: ............................................................... 0 % of OPWC Funds

Loan Assistance / Credit Enhancement:

Subtotal OPWC Funds: ...........................................

Total Financial Resources: ........................................
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: $649,797.00 100%

2.2 Total Portion of Project New / Expansion: $0.00 0%

2.3 Total Project: $649,797.00 100%

3.0 Project Schedule

3.1 Engineering / Design / Right of Way
   Begin Date: 06/01/2019  End Date: 03/15/2020

3.2 Bid Advertisement and Award
   Begin Date: 03/15/2020  End Date: 03/28/2020

3.3 Construction
   Begin Date: 04/15/2020  End Date: 10/30/2020

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

4.0 Project Information

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

4.1 Useful Life / Cost Estimate / Age of Infrastructure

Project Useful Life: 15 Years  Age: 2033 (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 1,581  Year 2018  Projected ADT 2,500  Year 2038

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

   Residential Water Rate
   Current $          Proposed $
   Number of households served: 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.

Powers Rd is located in Defiance Township between Krouse and Canal Rd.
Farmer Mark Rd is located in Mark Township between Fountain Street Rd to SR 18.
Buckskin Rd is located in Delaware Township between Fickinger Rd to The Bend Rd.

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

Powers Road will be paved and widened.
Farmer Mark Road will be paved and widened.
Buckskin Road will be paved and widened.

Item 301 Asphalt Concrete Base
Item 411-Aggregate Berm
Item 448- Asphalt Concrete-Type 1 PG64-22

C: PHYSICAL DIMENSIONS (Describe the physical dimensions of the existing facility and the proposed facility. Include length, width, quantity and sizes, mgd capacity, etc in detail.) 500 character limit.

Powers Rd is currently 18' and will be widened to 22' and 7650’ in length between Krouse and Canal Road.
Farmer Mark Road is currently 20' and will be widened to 23' and 5280’ in length between SR 18 to Fountain Street Road.
Buckskin Rd is currently 18' and will be widened to 22' and 10,520’ in length between Fickinger Road to The Bend Road.
5.0 Project Officials

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

5.1 Chief Executive Officer
(Person authorized in legislation to sign project agreements)

Name: Warren Schlatter
Title: Engineer
Address: 510 Court St, Suite 201
City: Defiance State: OH Zip: 43512
Phone: (419) 782-4751
FAX: (419) 782-3031
E-Mail: 

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

Name: Jill Little
Title: Auditor
Address: 500 W. Second St, Suite 301
City: Defiance State: OH Zip: 43512
Phone: (419) 782-1926
FAX: (419) 782-2761
E-Mail: 

5.3 Project Manager

Name: Warren Schlatter
Title: Engineer
Address: 510 Court St, Suite 201
City: Defiance State: OH Zip: 43512
Phone: (419) 782-4751
FAX: (419) 782-3031
E-Mail: 

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 Farmland Preservation statement for projects that have an impact on farmland.

☑ Capital Improvements Report. CIR Required by O.R.C. Chapter 164.06 on standard form.

☑ Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your local District Public Works Integrating Committee.

7.0 Applicant Certification

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

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

Warren Schlatter, Defiance County Engineer
Certifying Representative (Printed form, Type or Print Name and Title)

[Signature]
Original Signature / Date Signed

Form: OPWC0001 Rev. 8.11
RESOLUTION: IN THE MATTER OF: AUTHORIZING THE COUNTY ENGINEER TO PREPARE AND SUBMIT AN APPLICATION TO PARTICIPATE IN THE OHIO PUBLIC WORKS COMMISSION STATE CAPITAL IMPROVEMENT AND/OR LOCAL TRANSPORTATION IMPROVEMENT PROGRAM(S) AND TO EXECUTE CONTRACTS AS REQUIRED

DATE: THURSDAY, AUGUST 16, 2018

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

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

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

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

WHEREAS, the Defiance County Engineer is planning to make capital improvements to Powers Rd (Canal and Krouse Rd), Farmer Mark Rd (SR 18 and Fountain Street Rd), and Buckskin Rd (Flickinger Rd to The Bend Rd) and,

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

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

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

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

BE IT FURTHER RESOLVED, that it is found and determined that all formal actions of this Board concerning and relating to the adoption of this Resolution were so adopted in an open meeting of this Board and that all deliberations of this Board and of any of its committees that resulted in such formal action were in meetings open to the public in compliance with all legal requirements, including Section 121.22 of the Ohio Revised Code.
I, Jill Little, County Auditor, Defiance County, Ohio hereby certify that Defiance County has the required local share for the proposed **Powers, Farmer Mark and Buckskin Road Widening and Paving** project or is in the process of collecting such funds and that such funds will be appropriated to the County Engineer’s budget to pay the local share for the 2018 Local Transportation Improvement Program project in the amount of **$324,898** for which funding is requested from the Ohio Public Works Commission.

Jill Little  
County Auditor  

Date  
9-5-2018
# Powers, Farmer Mark & Buckskin Rd Widening and Paving

## Project Cost Estimate

### Powers Rd

<table>
<thead>
<tr>
<th>Item</th>
<th>Qty</th>
<th>Units</th>
<th>Description</th>
<th>Unit $</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>301</td>
<td>1652</td>
<td>Tons</td>
<td>Asphalt Concrete Base</td>
<td>$65.00</td>
<td>$107,380.00</td>
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<tr>
<td>411</td>
<td>377</td>
<td>Tons</td>
<td>Aggregate Berm</td>
<td>$36.00</td>
<td>$13,572.00</td>
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<tr>
<td>448</td>
<td>1558</td>
<td>Tons</td>
<td>Asphalt Concrete - Type 1 PG64-22</td>
<td>$74.00</td>
<td>$115,292.00</td>
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</tbody>
</table>

Subtotal: $236,244.00

### Farmer Mark Rd

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<tr>
<th>Item</th>
<th>Qty</th>
<th>Units</th>
<th>Description</th>
<th>Unit $</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
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<td>456</td>
<td>Tons</td>
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<td>$29,640.00</td>
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<tr>
<td>411</td>
<td>260</td>
<td>Tons</td>
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<td>$9,360.00</td>
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<tr>
<td>448</td>
<td>1124</td>
<td>Tons</td>
<td>Asphalt Concrete Type 1 PG 64-22</td>
<td>$74.00</td>
<td>$83,176.00</td>
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</table>

Subtotal: $122,176.00

### Buckskin Rd

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<tr>
<th>Item</th>
<th>Qty</th>
<th>Units</th>
<th>Description</th>
<th>Unit $</th>
<th>Amount</th>
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</thead>
<tbody>
<tr>
<td>301</td>
<td>1755</td>
<td>Tons</td>
<td>Asphalt Concrete Base</td>
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<td>$114,075.00</td>
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<tr>
<td>411</td>
<td>520</td>
<td>Tons</td>
<td>Aggregate Berm</td>
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<td>$18,720.00</td>
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<tr>
<td>448</td>
<td>2143</td>
<td>Tons</td>
<td>Asphalt Concrete Type 1 PG 64-22</td>
<td>$74.00</td>
<td>$158,582.00</td>
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</tbody>
</table>

Subtotal: $291,377.00

### Estimated Useful Life of Project: 15 Years $649,797.00

Registered Engineer's Estimate of Cost and Certification of the Useful Life of the Project:

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

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

Date: 7-5-2018

[State of Ohio Certified Engineer Seal]
Supplementary Information
Powers and Farmer Mark Road

Powers Road

Looking east on Powers Road.
The roadway has a dip and wheel rutting.

Looking west on Powers Road. The pavement has chunks missing and some patching.
Looking north on Farmer Mark Rd. The pavement has wheel rutting and the edge is cracked.

Looking south on Farmer Mark Road. The pavement has patches and the edge is missing.
Supplementary Information
Buckskin Road

Buckskin Road

Looking west on Buckskin Rd. The pavement has chunks of road missing.

Looking east on Buckskin Rd. The pavement has wheel rutting.
DISTRICT 5
CAPITAL IMPROVEMENT PROJECTS
QUESTIONNAIRE
ROUND 33

Name of Applicant: ___Defiance County Engineer__________
Project Title: Powers, Farmer Mark and Buckskin Rd Widening and Paving

The following questions are to be answered for each application submitted for State Issue II SCIP, LTIP and Loan Projects. Please provide specific information using the best documentation available to you. Justification of your responses to these questions will be required if your project is selected for funding, so please provide correct and accurate responses.

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

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

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

2. Give the physical condition rating from the Capital Improvements Report (CIR) Inventory:

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

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

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

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

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

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

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

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

**ROADS**

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

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

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

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

**Minimal:** Preventative Maintenance of a Major Access Road.

**No Impact:** Preventative Maintenance of a Minor Access Road.

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

**Road/Street Classifications:**

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

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

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

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

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

Extremely Critical: 0-25, or a General Appraisal rating of 3 or less.


Major: 51-65 or a General Appraisal rating of 5 or 6.


Minimal: 81-100 or a General Appraisal rating of more than 7.

No Impact: Bridge on a new roadway.

WASTEWATER TREATMENT PLANTS

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

Critical: Improvements ordered by the Environmental Protection Agency (EPA) in the form of NPDES Orders.

Major: Replace deficient appurtenances. Update existing processes due to EPA recommendations.

Moderate: Increase capacity to meet current needs or update processes to improve effluent quality.

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

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

WATER TREATMENT PLANT

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

Critical: Improvements to meet Environmental Protection Agency (EPA) Safe Drinking Water Regulations and/or NPDES Orders.

Major: Replace deficient appurtenances. Update existing processes due to EPA recommendations.

Moderate: Increase capacity to meet current needs or update processes to improve water quality.

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

No Impact: New/Expansion to meet future or projected needs.
COMBINED SEWER SEPARATIONS (May be construction of either new storm or sanitary sewer as long as the result is two separate sewer systems.)

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

Critical: Separate, due to chronic backup or flooding in basements.

Major: Separate, due to documented water quality impairment, or due to EPA recommendations.

Moderate: Separate, due to specific development proposal within or upstream of the combined system area.

Minimal: Separate, to conform to current design standards.

No Impact: No positive health effect.

STORM SEWERS

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

Critical: Chronic flooding (structure damage).

Major: Inadequate capacity (land damage).

Moderate: Inadequate capacity with no associated damage.

Minimal: New/Expansion to meet current needs.

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

CULVERTS

Extremely Critical: Structurally deficient or functionally obsolete. Deterioration has already caused a safety Critical: hazard to the public.

Critical: Inadequate capacity with land damage and the existing or high probability of property damage.

Major: Inadequate capacity (land damage).

Moderate: Inadequate capacity with no associated damage.

Minimal: New/Expansion to meet current needs.

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

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

Critical: Replace, due to chronic pipe failure, chronic backup or flooding in basements. Improvements ordered by the Environmental Protection Agency (EPA) in the form of NPDES Orders.

Major: Replace, due to inadequate capacity or infiltration, or due to EPA recommendations.

Moderate: Rehabilitate to increase capacity to meet current needs or to reduce inflow and infiltration.

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

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

SANITARY LIFT STATIONS AND FORCE MAINS

Extremely Critical: Structurally deficient. Deterioration has already caused a safety/health hazard to the public, or, EPA orders in the form of a consent decree, findings and orders or court order.

Critical: Inadequate capacity with actual or a high probability of property damage. Improvements ordered by the Environmental Protection Agency (EPA) in the form of NPDES Orders.

Major: EPA recommendations, or, reduces a probable health and/or safety problem.

Moderate: Rehabilitate to increase capacity to meet current needs.

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

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

WATER PUMP STATIONS

Extremely Critical: Structurally deficient. Deterioration has already caused a safety hazard to the public, or, EPA orders in the form of a consent decree, findings and orders or court order.

Critical: Inadequate capacity with the inability to maintain pressure required for fire flows.

Major: Replace due to inadequate capacity or EPA recommendations.

Moderate: Rehabilitate to increase capacity to meet current needs.
Minimal: New/Expansion to meet a specific development proposal.

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

**WATER LINES/WATER TOWERS**

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

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

Major: Replace undersized water lines as upgrading process.

Moderate: Increase capacity to meet current needs.

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

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

**OTHER**

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

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

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

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

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

No Impact: No health and/or safety effect.

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

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

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

________________________________________________________________________

(Additional narrative, charts and/or pictures should be attached to questionnaire)
4. Identify the amount of local funds that will be used on the project as a percentage of the total project cost.
   A.) Amount of Local Funds = $324,898
   B.) Total Project Cost = $649,797

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

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

5. Identify the amount of other funding sources to be used on the project, excluding State Issue II or LTIP Funds, as a percentage of the total project cost.
   Grants ____% Gifts ____%, Contributions ____%
   Other ____% (explain)____________________, Total ____%

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

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

   ______ $500,001 or More
   ______ $400,001-$500,000
   ______ $325,001-$400,000
   x ______ $275,001-$325,000
   ______ $175,001-$275,000
   ______ $175,000 or Less

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

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

7. If the proposed project is funded, will its completion directly result in the creation of permanent full-time equivalent (FTE) jobs (FTE jobs shall be defined as 35 hours/week)? Yes ____ No ____X__. If yes, how many jobs within eighteen months? __ Will the completed project retain jobs that would otherwise be
permanently lost? Yes __ No ___. If yes, how many jobs __ will be created/retrained__ within 18 months following the completion of the improvements?

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

8. What is the total number of existing users that will directly benefit from the proposed project if completed? 1,581___ (Use households served, traffic counts, etc. and explain the basis by which you arrived at your number.)

9. Is subdivision's population less than 5,000 Yes ___ No _x_ ___

If yes, continue. You may want to design your project per Small Government Project Evaluation Criteria, released for the current OPWC Round to assist in evaluating your project for potential Small Government Funding. The Small Government Criteria is available on the OPWC website at http://www.pwc.state.oh.us/Meth.SG.PDF If No, skip to Question 11.

10. OHIO PUBLIC WORKS COMMISSION SMALL GOVERNMENT PROGRAM GUIDELINES

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

**Only infrastructure that is village- or township- owned is eligible for assistance.** The following policies have been adopted by the Small Government Commission:

- District Integrating Committees may submit up to seven (7) applications for consideration by the Commission. All 7 must be ranked, however, only the top five (5) will be scored. The remaining two (2) will be held as contingency projects should an application be withdrawn.

- Grants are limited to $500,000. Any assistance above that amount must be in the form of a loan.

  - Grants for new or expanded infrastructure cannot exceed 50% of the project estimate.

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

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

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

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

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

If you desire to have your Round 28 project considered for Small Government Funding please download the Small Government Evaluation Criteria applicable to Round 28 by accessing the OPWC Website at http://www.pwc.state.oh.us/Meth.SG.PDF. Please complete the Small Government Evaluation Criteria and attach all required supporting documentation and attach it to the District 5 Questionnaire for Round 28.

11. MANDATORY INFORMATION, DISTRICT 5, DISCRETIONARY RANKING POINTS

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

<table>
<thead>
<tr>
<th>Permissive license fee</th>
<th>Amount or Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>4504.02 or 4504.06</td>
<td>$5.00</td>
</tr>
<tr>
<td>4504.15 or 4504.17</td>
<td>$5.00</td>
</tr>
<tr>
<td>4504.16 or 4504.171</td>
<td>$5.00</td>
</tr>
<tr>
<td>4504.172</td>
<td></td>
</tr>
<tr>
<td>4504.18</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Special property taxes</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>5555.48</td>
<td></td>
</tr>
<tr>
<td>5555.49</td>
<td></td>
</tr>
</tbody>
</table>
Municipal Income Tax _______
County Sales Tax  6.75 _______

Others ____________________________________________________________

(DO NOT INCLUDE SCHOOL TAXES)

SPECIFIC PROJECT AREA INFORMATION.

Median household income  $50,822

Monthly utility rate:  
Water  _________________
Sewer  _________________
Other  _________________

List any special user fees or assessment (be specific)

_________________________________________________________________

POLITICAL SUBDIVISION= _______________________________________
COUNTY=  DEFIANOE
DISCRETIONARY POINTS (BY DISTRICT COMMITTEE ONLY)= _______________
(25-20-15)

Date:  9-5-2018
Signature:  Wm. Scott
Title:  Defiance County Engineer’s Office
Address:  510 Court Street, Suite 201 Defiance, OH 43512
Phone:  419.782.4751
FAX:  419.782.3031
Email:  deestaff@defiance-county.com
A study of vehicle traffic was conducted with HI-STAR unit number 5390. The study was done in the SOUTH lane on FARMERMARK SOUTH OF ST RT 18 in MARK, OH in DEFANCE county. The study began on 05/02/2018 at 10:00 AM and concluded on 05/03/2018 at 10:00 AM, lasting a total of 24 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 319 vehicles passed through the location with a peak volume of 36 on 05/02/2018 at 03:00 PM and a minimum volume of 0 on 05/03/2018 at 01:00 AM. The AADT Count for this study was 319.

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

<table>
<thead>
<tr>
<th>Speed Bin</th>
<th>&lt; 10</th>
<th>10</th>
<th>15</th>
<th>20</th>
<th>25</th>
<th>30</th>
<th>35</th>
<th>40</th>
<th>45</th>
<th>50</th>
<th>55</th>
<th>60</th>
<th>65</th>
<th>70&gt; 75</th>
</tr>
</thead>
<tbody>
<tr>
<td>Volume</td>
<td>9</td>
<td>8</td>
<td>14</td>
<td>34</td>
<td>57</td>
<td>98</td>
<td>59</td>
<td>31</td>
<td>6</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

Half of the vehicles were traveling at 40 Mph or a lower speed. The average speed for all classified vehicles was 39 Mph with 61.9 percent exceeding the posted speed of 35 Mph. The HI-STAR found 0.94 percent of the total vehicles were traveling in excess of 55 Mph. The mode speed for this traffic study was 40 Mph and the 85th percentile was 44.85 Mph.

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

<table>
<thead>
<tr>
<th>Classification</th>
<th>&lt; 21</th>
<th>21</th>
<th>28</th>
<th>40</th>
<th>50</th>
<th>60</th>
<th>70</th>
<th>&gt; 80</th>
</tr>
</thead>
<tbody>
<tr>
<td>Volume</td>
<td>269</td>
<td>22</td>
<td>16</td>
<td>3</td>
<td>3</td>
<td>2</td>
<td>3</td>
<td>0</td>
</tr>
</tbody>
</table>

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 291 which represents 91.50 percent of the total classified vehicles. The number of Small Trucks in the study was 16 which represents 5.00 percent of the total classified vehicles. The number of Trucks/Busses in the study was 3 which represents 0.90 percent of the total classified vehicles. The number of Tractor Trailers in the study was 8 which represents 2.50 percent of the total classified vehicles.

**HEADWAY**
During the peak time period, on 05/02/2018 at 03:00 PM the average headway between the vehicles was 97.3 seconds. The slowest traffic period was on 05/03/2018 at 01:00 AM. During this slowest period, the average headway was 3600.0 seconds.

**WEATHER**
The roadway surface temperature over the period of the study varied between 66 and 105 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.
A study of vehicle traffic was conducted with HI-STAR unit number 1891. The study was done in the NORTH lane on FARMERMARK SOUTH OF ST RT 18 in MARK, OH in DEFIANCE county. The study began on 05/02/2018 at 10:00 AM and concluded on 05/03/2018 at 10:00 AM, lasting a total of 24 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 275 vehicles passed through the location with a peak volume of 30 on 05/03/2018 at 07:00 AM and a minimum volume of 0 on 05/03/2018 at 12:00 AM. The AADT Count for this study was 275.

**SPEED**

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

<table>
<thead>
<tr>
<th>Speed Bin</th>
<th>&lt; 10</th>
<th>10</th>
<th>15</th>
<th>20</th>
<th>25</th>
<th>30</th>
<th>35</th>
<th>40</th>
<th>45</th>
<th>50</th>
<th>55</th>
<th>60</th>
<th>65</th>
<th>70 &gt; 75</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Volume</td>
<td>1</td>
<td>2</td>
<td>8</td>
<td>8</td>
<td>26</td>
<td>45</td>
<td>82</td>
<td>54</td>
<td>33</td>
<td>11</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>0</td>
</tr>
</tbody>
</table>

Half of the vehicles were traveling at 40 Mph or a lower speed. The average speed for all classified vehicles was 40 Mph with 57.2 percent exceeding the posted speed of 35 Mph. The HI-STAR found 1.09 percent of the total vehicles were traveling in excess of 55 Mph. The mode speed for this traffic study was 40 Mph and the 85th percentile was 46.61 Mph.

**CLASSIFICATION**

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

<table>
<thead>
<tr>
<th>Classification</th>
<th>&lt; 21</th>
<th>21</th>
<th>28</th>
<th>40</th>
<th>50</th>
<th>60</th>
<th>70</th>
<th>&gt; 60</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Volume</td>
<td>21</td>
<td>8</td>
<td>8</td>
<td>6</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 259 which represents 94.20 percent of the total classified vehicles. The number of Small Trucks in the study was 9 which represents 3.30 percent of the total classified vehicles. The number of Trucks/Busses in the study was 6 which represents 2.20 percent of the total classified vehicles. The number of Tractor Trailers in the study was 1 which represents 0.40 percent of the total classified vehicles.

**HEADWAY**

During the peak time period, on 05/03/2018 at 07:00 AM the average headway between the vehicles was 116.13 seconds. The slowest traffic period was on 05/03/2018 at 12:00 AM. During this slowest period, the average headway was 3600.0 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 64 and 103 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 95.83 percent of the time.
A study of vehicle traffic was conducted with HI-STAR unit number 5573. The study was done in the EAST lane on BUCKSKIN EAST OF THE BEND in DELAWARE, OH in DEFIANCE county. The study began on 05/16/2018 at 11:00 AM and concluded on 05/17/2018 at 11:00 AM, lasting a total of 24 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 295 vehicles passed through the location with a peak volume of 37 on 05/16/2018 at 04:00 PM and a minimum volume of 0 on 05/17/2018 at 01:00 AM. The AADT Count for this study was 295.

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

<table>
<thead>
<tr>
<th>Speed Bin</th>
<th>10</th>
<th>15</th>
<th>20</th>
<th>25</th>
<th>30</th>
<th>35</th>
<th>40</th>
<th>45</th>
<th>50</th>
<th>55</th>
<th>60</th>
<th>65</th>
<th>70</th>
<th>75</th>
</tr>
</thead>
<tbody>
<tr>
<td>Volume</td>
<td>2</td>
<td>7</td>
<td>3</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>7</td>
<td>6</td>
<td>3</td>
<td>4</td>
<td>1</td>
<td>1</td>
<td>3</td>
</tr>
</tbody>
</table>

Half of the vehicles were traveling at 55 Mph or a lower speed. The average speed for all classified vehicles was 52 Mph with 20.0 percent exceeding the posted speed of 55 Mph. The HI-STAR found 20.0 percent of the total vehicles were traveling in excess of 55 Mph. The mode speed for this traffic study was 55 Mph and the 85th percentile was 57.1 Mph.

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

<table>
<thead>
<tr>
<th>Classification</th>
<th>&lt; 21</th>
<th>21</th>
<th>28</th>
<th>40</th>
<th>50</th>
<th>60</th>
<th>70</th>
<th>&gt; 80</th>
</tr>
</thead>
<tbody>
<tr>
<td>Volume</td>
<td>264</td>
<td>12</td>
<td>8</td>
<td>6</td>
<td>1</td>
<td>0</td>
<td>4</td>
<td>0</td>
</tr>
</tbody>
</table>

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 276 which represents 93.60 percent of the total classified vehicles. The number of Small Trucks in the study was 8 which represents 2.70 percent of the total classified vehicles. The number of Trucks/Busses in the study was 6 which represents 2.00 percent of the total classified vehicles. The number of Tractor Trailers in the study was 5 which represents 1.70 percent of the total classified vehicles.

HEADWAY
During the peak time period, on 05/16/2018 at 04:00 PM the average headway between the vehicles was 94.74 seconds. The slowest traffic period was on 05/17/2018 at 01:00 AM. During this slowest period, the average headway was 3600.0 seconds.

WEATHER
The roadway surface temperature over the period of the study varied between 58 and 113 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.
A study of vehicle traffic was conducted with HI-STAR unit number 5390. The study was done in the WEST lane on BUCKSKIN EAST OF THE BEND in DELAWARE, OH in DEFANCE county. The study began on 05/16/2018 at 11:00 AM and concluded on 05/17/2018 at 11:00 AM, lasting a total of 24 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 275 vehicles passed through the location with a peak volume of 39 on 05/17/2018 at 07:00 AM and a minimum volume of 0 on 05/17/2018 at 03:00 AM. The AADT Count for this study was 275.

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

<table>
<thead>
<tr>
<th>Chart 1</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 10</td>
</tr>
<tr>
<td>0</td>
</tr>
</tbody>
</table>

Half of the vehicles were traveling at 55 Mph or a lower speed. The average speed for all classified vehicles was 55 Mph with 40.8 percent exceeding the posted speed of 55 Mph. The HI-STAR found 40.8 percent of the total vehicles were traveling in excess of 55 Mph. The mode speed for this traffic study was 55 Mph and the 85th percentile was 61.66 Mph.

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

<table>
<thead>
<tr>
<th>Chart 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 21</td>
</tr>
<tr>
<td>246</td>
</tr>
</tbody>
</table>

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 258 which represents 94.20 percent of the total classified vehicles. The number of Small Trucks in the study was 9 which represents 3.30 percent of the total classified vehicles. The number of Trucks/Busses in the study was 5 which represents 1.80 percent of the total classified vehicles. The number of Tractor Trailers in the study was 2 which represents 0.70 percent of the total classified vehicles.

**HEADWAY**
During the peak time period, on 05/17/2018 at 07:00 AM the average headway between the vehicles was 90.0 seconds. The slowest traffic period was on 05/17/2018 at 03:00 AM. During this slowest period, the average headway was 3600.0 seconds.

**WEATHER**
The roadway surface temperature over the period of the study varied between 58 and 113 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.
A study of vehicle traffic was conducted with HI-STAR unit number 5573. The study was done in the EAST lane on POWERS EAST OF KROUSE in DEFIANCE, OH in DEFIANCE county. The study began on 05/01/2018 at 10:00 AM and concluded on 05/02/2018 at 10:00 AM, lasting a total of 24 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 203 vehicles passed through the location with a peak volume of 20 on 05/01/2018 at 04:00 PM and a minimum volume of 0 on 05/02/2018 at 02:00 AM. The AADT Count for this study was 203.

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

<table>
<thead>
<tr>
<th>Speed Bin</th>
<th>0</th>
<th>10</th>
<th>15</th>
<th>20</th>
<th>25</th>
<th>30</th>
<th>35</th>
<th>40</th>
<th>45</th>
<th>50</th>
<th>55</th>
<th>60</th>
<th>65</th>
<th>70-75</th>
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<tbody>
<tr>
<td>Count</td>
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<td>2</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>6</td>
<td>9</td>
<td>11</td>
<td>40</td>
<td>62</td>
<td>41</td>
<td>13</td>
<td>12</td>
<td>3</td>
</tr>
</tbody>
</table>

Half of the vehicles were traveling at 55 Mph or a lower speed. The average speed for all classified vehicles was 54 Mph with 33.9 percent exceeding the posted speed of 55 Mph. The HI-STAR found 33.9 percent of the total vehicles were traveling in excess of 55 Mph. The mode speed for this traffic study was 55 Mhp and the 85th percentile was 60.2 Mhp.

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

<table>
<thead>
<tr>
<th>Classification</th>
<th>0</th>
<th>21</th>
<th>28</th>
<th>40</th>
<th>50</th>
<th>60</th>
<th>70</th>
<th>&gt; 80</th>
</tr>
</thead>
<tbody>
<tr>
<td>Count</td>
<td>160</td>
<td>11</td>
<td>6</td>
<td>9</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 191 which represents 94.10 percent of the total classified vehicles. The number of Small Trucks in the study was 6 which represents 3.00 percent of the total classified vehicles. The number of Trucks/Busses in the study was 5 which represents 2.50 percent of the total classified vehicles. The number of Tractor Trailers in the study was 1 which represents 0.50 percent of the total classified vehicles.

**HEADWAY**
During the peak time period, on 05/01/2018 at 04:00 PM the average headway between the vehicles was 171.43 seconds. The slowest traffic period was on 05/02/2018 at 02:00 AM. During this slowest period, the average headway was 3600.0 seconds.

**WEATHER**
The roadway surface temperature over the period of the study varied between 58 and 107 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.
A study of vehicle traffic was conducted with HI-STAR unit number 4686. The study was done in the WEST lane on POWERS EAST OF KROUSE in DEFIANCE, OH in DEFIANCE county. The study began on 05/01/2018 at 10:00 AM and concluded on 05/02/2018 at 10:00 AM, lasting a total of 24 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 214 vehicles passed through the location with a peak volume of 22 on 05/01/2018 at 03:00 PM and a minimum volume of 0 on 05/02/2018 at 01:00 AM. The AADT Count for this study was 214.

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

<table>
<thead>
<tr>
<th></th>
<th>&lt; 0</th>
<th>0-15</th>
<th>20-25</th>
<th>30-35</th>
<th>40-45</th>
<th>50-55</th>
<th>60-65</th>
<th>65-70</th>
<th>70-75</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
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<td>1</td>
<td>1</td>
<td>0</td>
<td>8</td>
<td>9</td>
<td>11</td>
<td>40</td>
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<tr>
<td></td>
<td>41</td>
<td>13</td>
<td>12</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

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

<table>
<thead>
<tr>
<th></th>
<th>&lt; 0</th>
<th>0-15</th>
<th>20-25</th>
<th>30-35</th>
<th>40-45</th>
<th>50-55</th>
<th>60-65</th>
<th>65-70</th>
<th>70-75</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

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

**HEADWAY**
During the peak time period, on 05/01/2018 at 03:00 PM the average headway between the vehicles was 156.52 seconds. The slowest traffic period was on 05/02/2018 at 01:00 AM. During this slowest period, the average headway was 3600.0 seconds.

**WEATHER**
The roadway surface temperature over the period of the study varied between 60 and 103 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.
District 5

Capital Improvement Project

Priority Rating Sheet, Round 33

<table>
<thead>
<tr>
<th>No.</th>
<th>CRITERIA TO BE CONSIDERED</th>
<th>WEIGHT FACTOR</th>
<th>PRIORITY FACTORS</th>
<th>K + N *</th>
<th>Priority Factor</th>
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<th>4</th>
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<th>6</th>
<th>7</th>
<th>8</th>
<th>9</th>
<th>10</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Repair or Replacement vs. New or Expansion</td>
<td>0.2</td>
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<td>2</td>
<td>3</td>
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</tr>
<tr>
<td>2</td>
<td>Existing Physical Condition</td>
<td>0.5</td>
<td>0</td>
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<tr>
<td>3</td>
<td>Public Health and/or Public Safety Concerns</td>
<td>0.2</td>
<td>0</td>
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</tr>
<tr>
<td>4</td>
<td>Percentage of Local Share (Local funds are funds derived from the applicant budget or a loan to be paid back through the applicant's budget, assessments, rates or tax increment)</td>
<td>0.2</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
<td>6</td>
<td>7</td>
<td>8</td>
<td>9</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>OTHER FUNDING SOURCES (Excluding issue of bonds)</td>
<td>0.2</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
<td>6</td>
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<table>
<thead>
<tr>
<th>No.</th>
<th>CRITERIA TO BE CONSIDERED</th>
<th>WEIGHT FACTOR</th>
<th>PRIORITY FACTORS</th>
<th>K + N *</th>
<th>Priority Factor</th>
<th>0</th>
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<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
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<th>7</th>
<th>8</th>
<th>9</th>
<th>10</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>OPPW Grant and Loan funding requested: Please refer to Form 500-101 for Guidelines for Clarification</td>
<td>0.4</td>
<td>0</td>
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<td>2</td>
<td>3</td>
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<td>7</td>
<td>8</td>
<td>9</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Will the Proposed Project Create Permanent jobs or return jobs that would otherwise be permanent (return to formerly sustainable).</td>
<td>0.2</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
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<td>7</td>
<td>8</td>
<td>9</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Benefits to Existing Users, such as school, community, traffic control, etc.</td>
<td>0.2</td>
<td>0</td>
<td>1</td>
<td>2</td>
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<td>4</td>
<td>5</td>
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<td>7</td>
<td>8</td>
<td>9</td>
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</tbody>
</table>

Other Notes:

- Does this project have a significant impact on productive farmstead?
  - YES
  - NO

- Attack impact statement if yes.
  - In the applicant ready to proceed to bids after State Approval within 6 months?
  - YES
  - NO

- COUNTY PRIORITY POINTS (25-60) | 0 |
- DISCRETIONARY POINTS BY SITE REVIEW PANEL (0-30) | 0 |
- GRAND TOTAL RANKING POINTS | 0 |
# Ohio Public Works Commission

**SUMMARY FORM**

**REQUIRED**

Submit to Commission/Update Annually

<table>
<thead>
<tr>
<th>Infrastructure Component</th>
<th>Replacement Cost</th>
<th>Repair Cost</th>
<th>Total Units</th>
<th>Units/Physical Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Excellent</td>
<td>Good</td>
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<tr>
<td>Roads</td>
<td>9,733,596</td>
<td>12,164,267</td>
<td>114.00</td>
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<tr>
<td>Bridges</td>
<td>115,211,262</td>
<td>21,639,524</td>
<td>230</td>
<td>191</td>
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<tr>
<td>Culverts</td>
<td>12,213,734</td>
<td>2,930,280</td>
<td>3,220</td>
<td>268</td>
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</table>

| Water Supply Systems     |                  |             | Number of Facilities | 0 |
| Water Distribution       | 225,936          | 72,628      | Linear Feet (Thousands) | 32.80 |
| Wastewater Systems       | 3,162,708        | 160,797     | Number of Facilities | 4 |
| Wastewater Collection    | 6,066,278        | 600,271     | Linear Feet (Thousands) | 106.00 |
| Stormwater Collection    | 723,600          | 0           | Linear Feet (Thousands) | 11.70 |
| Solid Waste Disposal     | 412,201          | 13,528,987  | Capacity (Tons per Day) | 750 |

| Totals                   | 147,749,335      | 51,096,754  |             |             |     |     |     |       |

## Subdivision Socio-Economic Characteristics

<table>
<thead>
<tr>
<th>Current</th>
<th>2010 Census Information</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>Population</td>
</tr>
<tr>
<td></td>
<td>39,037</td>
</tr>
<tr>
<td>Total Households</td>
<td>16,647</td>
</tr>
<tr>
<td>% Unemployment</td>
<td>5%</td>
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</tbody>
</table>

Preparer's Name, Phone Number, email: Bridgette Miller, 419.782.4751, dcstaff@defiance-county.com
<table>
<thead>
<tr>
<th>Project Name/Description</th>
<th>Funding Codes(s)</th>
<th>Status (A) Active (P) Pending (C) Complete</th>
<th>Total Cost</th>
<th>Two Year Effort</th>
<th>Five Year Plan</th>
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<tbody>
<tr>
<td></td>
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<td>Yr 2017</td>
<td>Yr 2018</td>
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<tr>
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<td>C</td>
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<td>2017 Resurfacing Program</td>
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<td>LF</td>
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<tr>
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<td>2020 Bridge Replacement Program</td>
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<td>2022 Bridge Replacement Program</td>
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Blank Forms Available At
www.pwc.state.oh.us
<table>
<thead>
<tr>
<th>Project Name/Description</th>
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<th>Two Year Effort</th>
<th>Five Year Plan</th>
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<td>2023 Pavement Marking Program</td>
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<td>Landfill Methane Gas Collection</td>
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