# Application for Financial Assistance

**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:** Wood County

**Subdivision Code:** 173-00173

**District Number:** 5  **County:** Wood

**Date:** 08/27/2018

**Contact:** Joanie Cherry, P.E., Phone: (419) 354-9060

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

**Email:** jcherry@co.wood.oh.us  **FAX:** (419) 354-1409

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**Project Name:** Hull Prairie Road Bridge No. 2-97C Replacement

**Zip Code:** 43402

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**Subdivision Type**

<table>
<thead>
<tr>
<th>(Select one)</th>
<th>Project Type</th>
<th>(Select single largest component by $)</th>
<th>(Automatically populates from page 2)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. County</td>
<td>1. Road</td>
<td>Total Project Cost: 695,832.00</td>
<td></td>
</tr>
<tr>
<td>2. City</td>
<td>2. Bridge/Culvert</td>
<td>1. Grant: 325,000.00</td>
<td></td>
</tr>
<tr>
<td>3. Township</td>
<td>3. Water Supply</td>
<td>2. Loan: 0.00</td>
<td></td>
</tr>
<tr>
<td>4. Village</td>
<td>4. Wastewater</td>
<td>3. Loan Assistance/Credit Enhancement: 0.00</td>
<td></td>
</tr>
<tr>
<td>5. Water (6119 Water District)</td>
<td>5. Solid Waste</td>
<td>Funding Requested: 325,000.00</td>
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</tr>
<tr>
<td></td>
<td>6. Stormwater</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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**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 Amount: .00</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Capital Improvement Program</td>
<td></td>
</tr>
<tr>
<td>Local Transportation Improvement Program</td>
<td></td>
</tr>
<tr>
<td>Revolving Loan Program</td>
<td></td>
</tr>
<tr>
<td>Small Government Program</td>
<td></td>
</tr>
</tbody>
</table>

**District SG Priority:**

Loan Assistance / Credit Enhancement: Amount: .00

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**For OPWC Use Only**

**STATUS**

<table>
<thead>
<tr>
<th>Grant Amount: .00</th>
<th>Loan Type: SCI P RLP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Number:</td>
<td>Loan Amount: .00</td>
</tr>
<tr>
<td></td>
<td>Total Funding: .00</td>
</tr>
</tbody>
</table>

**Release Date:**

Local Participation: %  **Rate:** %

**OPWC Approval:**

OPWC Participation: %  **Term:** Yrs
1.0 Project Financial Information  (All Costs Rounded to Nearest Dollar)

1.1 Project Estimated Costs

Engineering Services

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

Total Engineering Services:  a.)  _____________ 0 .00  0 %
Right of Way:  b.)  _____________ .00
Construction:  c.)  _____________ 632,575 .00
Materials Purchased Directly:  d.)  _____________ .00
Permits, Advertising, Legal:  e.)  _____________ .00
Construction Contingencies:  f.)  _____________ 63,257 .00  10 %
Total Estimated Costs:  g.)  _____________ 695,832 .00

1.2 Project Financial Resources

Local Resources

Local In-Kind or Force Account:  a.)  _____________ .00
Local Revenues:  b.)  _____________ 370,832 .00
Other Public Revenues:

ODOT / FHWA PID:  _____________
USDA Rural Development:  c.)  _____________ .00
d.)  _____________ .00
e.)  _____________ .00
OEPA / OWDA:  f.)  _____________ .00
g.)  _____________ .00
CDBG:
□ County Entitlement or Community Dev. "Formula"
□ Department of Development
Other:  _____________  h.)  _____________ .00

Subtotal Local Resources:  i.)  _____________ 370,832 .00  53 %

OPWC Funds  (Check all requested and enter Amount)

Grant:  __100 % of OPWC Funds  j.)  _____________ 325,000 .00
Loan:  __0 % of OPWC Funds  k.)  _____________ .00
Loan Assistance / Credit Enhancement:  l.)  _____________ 0 .00

Subtotal OPWC Funds:  m.)  _____________ 325,000 .00  47 %
Total Financial Resources:  n.)  _____________ 695,832 .00  100 %
1.3 Availability of Local Funds

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

2.0 Repair / Replacement or New / Expansion

2.1 Total Portion of Project Repair / Replacement: 695,832.00 100 %
2.2 Total Portion of Project New / Expansion: 0.00 0 %
2.3 Total Project: 695,832.00 100 %

3.0 Project Schedule

3.1 Engineering / Design / Right of Way
   Begin Date: 09/03/2018     End Date: 04/30/2019

3.2 Bid Advertisement and Award
   Begin Date: 05/31/2019     End Date: 06/14/2019

3.3 Construction
   Begin Date: 07/22/2019     End Date: 11/15/2019

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: 65 Years     Age: 1938 (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 1,947 Year 2017     Projected ADT Year

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

Residential Water Rate
   Current $ Proposed $

Number of households served: 

Residential Wastewater Rate
   Current $ Proposed $

Number of households served: 

Stormwater: Number of households served: 

Form OPWC0001 Rev. 12.15
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.

Hull Prairie Road bridge number 2-97C is located over the Plain Trustee Ditch in Perrysburg Township, Wood County, Ohio. The bridge is located 0.30 miles north of the intersection of Hull Prairie Road and Roachton Road.

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

The existing bridge will be removed and replaced with a new single span composite prestressed box beam bridge on stub abutments and driven foundations. The bridge will be widened to accommodate 2 – 12 foot lanes plus 4 foot shoulders. This will match the new lane with after Perrysburg Township and the City of Perrysburg improve Hull Prairie Road.

The new bridge will have sidewalks to accommodate a rapid increase in residential subdivisions in the area as well as the new Perrysburg Intermediate School which was built approximately 0.3 miles south of the bridge.

Channel protection, roadway embankment and approach guardrail will also be part of the project. The project will be designed per the AASHTO LRFD Specifications and the ODOT Bridge Design Manual.

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.

The existing bridge is a single span reinforced concrete slab supported on stone abutments built in 1938. It has a span length of 16.83 feet and a 32 degree skew. The clear width is 20 feet from face to face of curb with 17 feet of the width paved.

The proposed bridge will be 32 feet wide plus additional 5 foot wide sidewalks on each side. There will be 2 – 12 foot vehicle lanes with 4 foot shoulders. The proposed bridge will be a single span composite box beam bridge on stub abutments.
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: Doris I. Herringshaw, Ed.D
Title: Wood County Commissioner
Address: One Courthouse Square

City: Bowling Green  State: OH  Zip: 43402
Phone: (419) 354-9100
FAX: (419) 354-1522
E-Mail: commissioners@co.wood.oh.us

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

Name: Matthew Cestreich
Title: Wood County Auditor
Address: One Courthouse Square

City: Bowling Green  State: OH  Zip: 43402
Phone: (419) 354-9150
FAX: (419) 354-9370
E-Mail: auditor@co.wood.oh.us

5.3 Project Manager

Name: Joanie Cherry, P.E.
Title: Bridge Project Manager
Address: One Courthouse Square

City: Bowling Green  State: OH  Zip: 43402
Phone: (419) 354-9060
FAX: (419) 354-1402
E-Mail: jcherry@co.wood.oh.us
6.0 Attachments / Completeness review

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

- A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.

- A certification signed by the applicant’s chief financial officer stating the amount of all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.

- A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's seal or stamp and signature.

- A cooperative agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.

- Farmland Preservation Review - The Governor's Executive Order 98-IV, "Ohio Farmland Protection Policy" requires the Commission to establish guidelines on how it will take protection of productive agricultural and grazing land into account in its funding decision making process. Please include a Farm Land Preservation statement for projects that have an impact on farmland.

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

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

7.0 Applicant Certification

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

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

John M. Musteric, P.E., P.S.

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

Signature / Date Signed
RESOLUTION NO. 18-1001

In the matter of application for State Issue I financing for projects within Wood County. County Commissioners' Office, Wood County, Ohio, September 4, 2018.

WHEREAS, State Issue I financing may be available to partially fund the projects listed below within Wood County; and

1. Hull Prairie Road Bridge No. 2-97C Replacement Project, Perrysburg Township
2. Luckey Road (CR 11A) Pavement Reconstruction Project, Freedom and Webster Townships

therefore be it

RESOLVED, by the Board of County Commissioners of Wood County, Ohio, that John M. Musteric, Wood County Engineer, be and is hereby authorized to file an application for Issue I funds, to help finance said projects, and Doris I. Herringshaw, Ed.D., President, Board of County Commissioners is hereby authorized to sign and submit applications and execute contracts and related documentation for said funding.

Commissioner LaHote moved and Commissioner Bowius seconded the foregoing resolution, and the roll being called on its adoption, the vote resulted as follows:

DR. THEODORE H. BOWLUS, CRAIG LAHOTE, DORIS I. HERRINGSHAW, Ed.D.

Attest: Sarah Nalam
acting Clerk of said Board.

dms

cc: Certified Copy - Engineer, Joan Cherry & Jason Sisco
File

I hereby certify that the foregoing is a true and exact copy of Resolution No. 18-1001 duly passed by the Board of County Commissioners, Wood County, Ohio, at its meeting on 9/4/18.

Sarah Nalam
Clerk of the Board, acting
September 5, 2018

I, Matthew Oestreich, Wood County Auditor hereby certify that the Wood County Engineer has the unencumbered amount of $6,958,550 in the 060 MV & GT Fund and that sufficient funds shall be available for the local share required for the following projects:

<table>
<thead>
<tr>
<th>Project</th>
<th>Grant</th>
<th>Local Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Luckey Road Reconstruction</td>
<td>$320,282.00</td>
<td>$320,282.00</td>
</tr>
<tr>
<td>Hull Prairie Road Bridge 2-976 Replacement</td>
<td>$325,000.00</td>
<td>$370,832.00</td>
</tr>
</tbody>
</table>

WOOD COUNTY AUDITOR

Matthew Oestreich

MS:JB
## DETAILED ENGINEER'S ESTIMATE / USEFUL LIFE STATEMENT

### WOOD COUNTY BRIDGE REPLACEMENT

**HULL PRAIRIE ROAD BRIDGE 2-97C**

<table>
<thead>
<tr>
<th>ITEM</th>
<th>QUANTITY</th>
<th>UNIT</th>
<th>PRICE</th>
<th>AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ROADWAY</strong></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>201-11000 Clearing and Grubbing</td>
<td>1</td>
<td>Lump</td>
<td>$10,000.00</td>
<td>$10,000.00</td>
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<tr>
<td>202-23010 Pavement Removed, Asphalt</td>
<td>435</td>
<td>SY</td>
<td>$10.11</td>
<td>$4,397.85</td>
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<tr>
<td>203-10000 Excavation</td>
<td>300</td>
<td>CY</td>
<td>$17.79</td>
<td>$5,337.00</td>
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<tr>
<td>203-20000 Embankment</td>
<td>400</td>
<td>CY</td>
<td>$17.84</td>
<td>$7,136.00</td>
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<tr>
<td>204-10000 Subgrade Compaction</td>
<td>600</td>
<td>CY</td>
<td>$2.53</td>
<td>$1,518.00</td>
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<tr>
<td>204-45000 Proof Rolling</td>
<td>1</td>
<td>Hour</td>
<td>$181.57</td>
<td>$181.57</td>
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<tr>
<td>505-15100 Guardrail, Type MGS with Long Posts</td>
<td>100</td>
<td>FT</td>
<td>$19.98</td>
<td>$1,998.00</td>
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<tr>
<td>506-26150 Anchor Assembly, MGS Type E (NCHRP 350 or MASH 2016)</td>
<td>4</td>
<td>Each</td>
<td>$2,075.22</td>
<td>$8,301.88</td>
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<tr>
<td>506-35002 MGS Bridge Terminal Assembly, Type 1</td>
<td>4</td>
<td>Each</td>
<td>$2,055.86</td>
<td>$8,223.44</td>
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<td><strong>EROSION</strong></td>
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<tr>
<td>601-32204 Rock Channel Protection, Type C with Geotextile Fabric</td>
<td>125</td>
<td>CY</td>
<td>$101.79</td>
<td>$12,716.75</td>
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<td>659-00300 Toppell</td>
<td>115</td>
<td>CY</td>
<td>$30.25</td>
<td>$4,378.75</td>
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<tr>
<td>659-10000 Seeding and Mulching</td>
<td>1000</td>
<td>SY</td>
<td>$1.15</td>
<td>$3,150.00</td>
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<td>659-14000 Repair Seeding and Mulching</td>
<td>50</td>
<td>SY</td>
<td>$0.95</td>
<td>$47.50</td>
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<td>659-20000 Commercial Fertilizer</td>
<td>0.13</td>
<td>Ton</td>
<td>$660.78</td>
<td>$85.90</td>
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<td>659-31000 Lime</td>
<td>0.21</td>
<td>Acre</td>
<td>$54.01</td>
<td>$11.34</td>
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<tr>
<td>659-35000 Water</td>
<td>6</td>
<td>Mgal</td>
<td>$1.84</td>
<td>$11.04</td>
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<td>812-30000 Erosion Control</td>
<td>7000</td>
<td>Each</td>
<td>$1.00</td>
<td>$7,000.00</td>
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<tr>
<td><strong>DRAINAGE</strong></td>
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<tr>
<td>605-31100 Aggregate Drains</td>
<td>120</td>
<td>FT</td>
<td>$11.94</td>
<td>$1,432.80</td>
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<tr>
<td>611-01400 6&quot; Conduit, Type E</td>
<td>25</td>
<td>FT</td>
<td>$15.95</td>
<td>$398.75</td>
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<tr>
<td>611-01500 6&quot; Conduit, Type F</td>
<td>25</td>
<td>FT</td>
<td>$12.16</td>
<td>$304.00</td>
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<tr>
<td>611-02600 8&quot; Conduit, Type F</td>
<td>25</td>
<td>FT</td>
<td>$8.19</td>
<td>$204.75</td>
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<tr>
<td>611-04400 12&quot; Conduit, Type B</td>
<td>25</td>
<td>FT</td>
<td>$92.84</td>
<td>$2,321.00</td>
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<tr>
<td>613-41200 Low Strength Mortar Backfill</td>
<td>105</td>
<td>CY</td>
<td>$106.78</td>
<td>$11,281.90</td>
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<tr>
<td><strong>PAVEMENT</strong></td>
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<tr>
<td>251-01010 Partial Depth Pavement Repair (441)</td>
<td>20</td>
<td>CY</td>
<td>$299.10</td>
<td>$5,982.00</td>
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<tr>
<td>301-46000 Asphalt Concrete Base, PG64-22</td>
<td>80</td>
<td>CY</td>
<td>$189.08</td>
<td>$15,126.40</td>
</tr>
<tr>
<td>304-20000 Aggregate Base</td>
<td>100</td>
<td>CY</td>
<td>$71.16</td>
<td>$7,136.00</td>
</tr>
<tr>
<td>407-10000 Tack Coat</td>
<td>60</td>
<td>Gal</td>
<td>$2.00</td>
<td>$120.00</td>
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<tr>
<td>411-10000 Stabilized Crushed Aggregate</td>
<td>20</td>
<td>CY</td>
<td>$105.46</td>
<td>$2,109.20</td>
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<tr>
<td>441-50100 Asphalt Concrete Surface Course, Type 1, (448), PG70-22M</td>
<td>45</td>
<td>CY</td>
<td>$265.02</td>
<td>$11,925.90</td>
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<tr>
<td>617-10100 Compacted Aggregate</td>
<td>30</td>
<td>CY</td>
<td>$77.45</td>
<td>$2,323.50</td>
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<tr>
<td><strong>TRAFFIC CONTROL</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>626-00110 Barrier Reflector, Type 2 (Bidirectional)</td>
<td>6</td>
<td>Each</td>
<td>$7.58</td>
<td>$45.48</td>
</tr>
<tr>
<td>630-85000 Removal of Ground Mounted Sign and Storage</td>
<td>4</td>
<td>Each</td>
<td>$16.49</td>
<td>$65.96</td>
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<tr>
<td>630-86002 Removal of Ground Mounted Post Support and Disposal</td>
<td>4</td>
<td>Each</td>
<td>$14.54</td>
<td>$58.16</td>
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<tr>
<td>642-00280 Center Line</td>
<td>0.05</td>
<td>Mile</td>
<td>$11,761.52</td>
<td>$588.18</td>
</tr>
</tbody>
</table>

KOHLI & KALIHER ASSOCIATES, INC.

Mark A. Droll, P.E.
8/29/2018
## Detailed Engineer's Estimate / Useful Life Statement

**Wood County Bridge Replacement**

**Hull Prairie Road Bridge 2-97C**

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<table>
<thead>
<tr>
<th>ITEM</th>
<th>QUANTITY</th>
<th>UNIT</th>
<th>PRICE</th>
<th>AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Structure Over 20 Foot Span</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>262-11202 Portions of Structure Removed, Over 20 Foot Span</td>
<td>1</td>
<td>Lump</td>
<td>$50,000.00</td>
<td>$50,000.00</td>
</tr>
<tr>
<td>262-23500 Wearing Course Removed</td>
<td>51</td>
<td>SY</td>
<td>$15.25</td>
<td>$777.75</td>
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<tr>
<td>503-11100 Cofferdams and Excavation Bracing</td>
<td>1</td>
<td>Lump</td>
<td>$15,000.00</td>
<td>$15,000.00</td>
</tr>
<tr>
<td>503-21300 Undisplaced Excavation</td>
<td>1</td>
<td>Lump</td>
<td>$15,000.00</td>
<td>$15,000.00</td>
</tr>
<tr>
<td>505-11100 Pile Driving Equipment Mobilization</td>
<td>1</td>
<td>Lump</td>
<td>$20,000.00</td>
<td>$20,000.00</td>
</tr>
<tr>
<td>507-00500 12&quot; Cast-In-Place Reinforced Concrete Piles, Driven</td>
<td>770</td>
<td>FI</td>
<td>$13.22</td>
<td>$10,179.40</td>
</tr>
<tr>
<td>507-00550 12&quot; Cast-In-Place Reinforced Concrete Piles, Furnished</td>
<td>840</td>
<td>FI</td>
<td>$42.01</td>
<td>$35,289.40</td>
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<tr>
<td>509-10000 Epoxy Coated Reinforcing Steel</td>
<td>24000</td>
<td>Pound</td>
<td>$1.37</td>
<td>$32,880.00</td>
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<tr>
<td>511-31610 Class C2 Concrete, Superstructure</td>
<td>75</td>
<td>CY</td>
<td>$76.75</td>
<td>$5,756.25</td>
</tr>
<tr>
<td>511-34469 Class C2 Concrete, Bridge Deck (Parapet), As Per Plan</td>
<td>16</td>
<td>CY</td>
<td>$1,400.00</td>
<td>$22,400.00</td>
</tr>
<tr>
<td>511-43510 Class C1 Concrete, Abutment Including Footing</td>
<td>120</td>
<td>CY</td>
<td>$439.26</td>
<td>$52,711.20</td>
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<tr>
<td>512-10050 Sealing of Concrete Surfaces (Non-Epoxy)</td>
<td>70</td>
<td>SY</td>
<td>$14.21</td>
<td>$994.70</td>
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<tr>
<td>512-10150 Sealing of Concrete Surfaces (Epoxy-Urethane)</td>
<td>175</td>
<td>SY</td>
<td>$24.79</td>
<td>$4,338.25</td>
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<tr>
<td>515-12030 Prestressed Concrete Composite Box Beam Bridge Members, Level 1, CB17-48 (40&quot;)</td>
<td>11</td>
<td>Each</td>
<td>$10,300.00</td>
<td>$113,300.00</td>
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<tr>
<td>516-13600 1&quot; Performed Expansion Joint Filler</td>
<td>24</td>
<td>SF</td>
<td>$5.77</td>
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<td>516-20010 1&quot; Elastomeric Erection Strip</td>
<td>88</td>
<td>SF</td>
<td>$120.00</td>
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<td>516-31011 2&quot; Deep Joint Sealer, As Per Plan</td>
<td>88</td>
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<td>518-21230 Porous Backfill with Geotextile Fabric</td>
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<td>Lump</td>
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<td>518-40000 5&quot; Perforated Corrugated Plastic Pipe</td>
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<td>518-40010 5&quot; Non-Perforated Corrugated Plastic Pipe, Including Specials</td>
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<td>523-20000 Dynamic Load Testing</td>
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<td>$4,390.26</td>
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**Maintenance of Traffic**

| 516-10000 Water | 1 | Mgal | $10.72 | $10.72 |

**Incidentals**

| 614-31000 Maintaining Traffic | 1 | Lump | $5,000.00 | $5,000.00 |
| 619-16010 Field Office, Type B | 4 | Month | $1,354.80 | $5,419.20 |
| 623-10000 Construction Layout Stakes and Surveying | 1 | Lump | $10,000.00 | $10,000.00 |
| 624-10000 Mobilization | 1 | Lump | $20,000.00 | $20,000.00 |

**Subtotal**

$563,524.53

**Contingency (10%)**

$63,257.45

**Total Estimate of Construction Costs**

$626,781.98

---

The above estimate of construction costs is based on available information using the State prevailing wage rates and the engineer's experience and qualifications and represents the engineer's best judgment as an experienced and qualified professional engineer familiar with bridge replacement projects. Since the engineer has no control over the cost of labor, materials, equipment or services furnished by others or over competitive bidding or market conditions, the engineer cannot and does not guarantee that the actual construction costs will not exceed the above estimate of construction costs.

The estimated useful life of this bridge replacement project is 65.3 years.

Mark A. Droll, P.E.

8/29/2018

[Signature]
Hull Prairie Road Bridge No. 2-97C Replacement, Perrysburg Township
Narrative

Bridge No. 2-97C on Hull Prairie Road over the Plain Township Trustee Ditch is located 0.30 miles north of Roachton Road in Perrysburg Township, Wood County, Ohio.

The bridge has a general appraisal of a 3A indicating that the bridge is in serious condition. The sufficiency rating of the bridge is 8.0% and is structurally deficient. The ADT is 1,947 vehicles per day per a traffic count performed by the Wood County Engineers Office in September 2018.

The existing reinforced concrete simple span bridge was built in 1938 and has a span length of 18.83 feet with a 32 degree left forward skew. The existing clear width on the bridge is 20 feet measured from face to face of curb. The current paved roadway width on the bridge is 17 feet.

This area of Wood County has undergone a great deal of change in the last decade. Numerous residential subdivisions have been and are continuing to be built within one mile of the bridge location. Also, Perrysburg School District has recently built a new intermediate school, Hull Prairie Intermediate (HPI) just 0.3 mile south of the bridge on the southeast corner of the intersection of Hull Prairie and Roachton Road. Last year was the first year the school was open for students. Traffic has increased dramatically on Hull Prairie Road. This includes local, through and bus traffic. The Wood County Engineers Office improved the intersection of Roachton and Hull Prairie Round in 2017 by installing a roundabout to increase safety.

Perrysburg Township and the City of Perrysburg recognize the growth of the area and acknowledge improvements need to be made to Hull Prairie Road. They are working together to improve and widen Hull Prairie Road between Roachton Road and State Route 65. The current road width is approximately 17 feet wide. The new roadway will be 24 feet wide with berm shoulders.

With the new improvements made to the road, the existing bridge, as well as the bridge to the south of it, will become extreme bottlenecks on Hull Prairie Road. The speed limit is 55 miles per hour on Hull Prairie Road and the existing bridge widths make it impossible for a bus and any other oncoming traffic to pass on the bridge.

Sidewalks will be added to the bridge to account for increase foot traffic that is expected due to the school and the fact that adjacent property on the east side of the bridge will be donated to the Wood County Park District in the future.

The Wood County Engineers Office has retained Kohli & Kaliher Associates as the design consultant for the project. Preliminary design has begun and will be complete in the spring of 2019. Construction is anticipated to take place summer of 2019.

Project Details:

New single span composite prestressed box beam bridge supported on reinforced concrete abutments and driven foundations. Two 12 foot lanes, 4 foot shoulders and 5 foot wide sidewalks with railing on each side for a total bridge width of 44 feet.

Minimal necessary pavement, guardrail and approach work.
Hull Prairie Road Bridge No. 2-97C Replacement, Perrysburg Township
Location Map
Hull Prairie Road Bridge No. 2-97C Replacement, Perrysburg Township

Looking North

East Profile

Abutment Deterioration

Abutment Deterioration
Hull Prairie Road Bridge No. 2-97C Replacement, Perrysburg Township

Wearing Surface

Deck Deterioration

Deck Deterioration

Slope Failure
## 24 Hour Volume

<table>
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<th>Interval Start</th>
<th>SOUTH BOUND</th>
<th>NORTH BOUND</th>
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<td>39</td>
<td>45</td>
<td>84</td>
</tr>
<tr>
<td>12:00 PM</td>
<td>50</td>
<td>48</td>
<td>98</td>
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<tr>
<td>1:00 PM</td>
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</tr>
<tr>
<td>2:00 AM</td>
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<tr>
<td>3:00 AM</td>
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</tr>
<tr>
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<td>2</td>
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<tr>
<td>5:00 AM</td>
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<td>19</td>
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<tr>
<td>10:00 AM</td>
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**Totals**

| CATRFY (49.1%) | 991 (50.9%) | 1947 |

### Peak Hours

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<tr>
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<th>End Time</th>
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<td>Volume</td>
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### Approach Items

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<td>c2. Approach Slabs (SF)</td>
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<tr>
<td>c3. Relief Joint (LF)</td>
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<tr>
<td>c4. Embankmen (EA) d</td>
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<td>c5. Guardrail (EA)</td>
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<td>N36. Safety Features: Tr, Gr, Tm</td>
<td>36)B 0 36)C 0 36)D 0</td>
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<td>c6. Approach Summary</td>
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### Deck Items

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<td>c7.1 Floor/Slab (SF)</td>
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<td>c7.2 Edge of Floor/Slab (LF)</td>
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<td>c8. Wearing Surface (SF)</td>
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<td>c9. Curb/Sidewalk/Walkway (LF)</td>
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<td>c11. Rail (LF)</td>
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### Substructure Items

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<td>c33. Abutment Walls (LF)</td>
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<tr>
<td>c34. Abutment Caps (LF)</td>
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<tr>
<td>c35. Abut. Columns/Bents (EA)</td>
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<td>c36. Pier Walls (LF)</td>
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<td>c37. Pier Caps (LF)</td>
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<td>c38. Pier Columns/Bents (EA)</td>
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<td>c39. Backwalls (LF)</td>
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<tr>
<td>c40. Wingwalls (EA)</td>
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<tr>
<td>c42. Scour (EA) d</td>
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<td>c43. Slope Protection (EA) d</td>
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### Culvert Items

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<td>c44. General (LF)</td>
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<td>c45. Alignment (LF) d</td>
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<td>c46. Shape (LF) d</td>
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<td>c47. Seams (LF)</td>
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<td>c48. Headwall/Endwall (LF)</td>
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<td>c50. Abutments (LF)</td>
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### Superstructure Items

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<td>c16. Diaphragm/X-Frames (EA)</td>
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<td>c17. Stringers (LF)</td>
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<td>c18. Floorbeams (LF)</td>
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<td>c23. Truss Gusset Plate (EA) d</td>
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<td>c27. Arch (LF)</td>
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<td>c28. Arch Column/Hanger (EA)</td>
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<td>c29. Arch Spandrel Walls (LF)</td>
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<td>c30. Prot. Coaling System (LF) d</td>
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<td>c31. Pins/Hangers/Hinges (EA) d</td>
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<tr>
<td>c32. Fatigue (LF) d</td>
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### Channel Items

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<td>c52. Protection (LF) d</td>
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<tr>
<td>c53. Hydraulic Opening (EA) d</td>
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<tr>
<td>c54. Navigation Lights (EA) d</td>
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<td>N61. Channel Summary</td>
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### Sign/Utility Items

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<td>c56. Sign Supports (EA) d</td>
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<td>c57. Utilities (LF) d</td>
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### Inspector Information

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<td>09/27/2017 Routine</td>
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<tr>
<td>PE Number</td>
<td>72374</td>
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<tr>
<td>Reviewer Name</td>
<td>Cherry, Joan</td>
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<tr>
<td>Review Date</td>
<td>01/26/2018</td>
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<td>PE Number</td>
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Inspection Date: 09/27/2017  
Reviewed Date: 01/26/2018
STATE OF OHIO DEPARTMENT OF TRANSPORTATION
BRIDGE INSPECTION FIELD REPORT

Structure File Number: 8748373
Inventory Bridge Number: WOO T097C 00.020
Bridge Type: 1 - CONCRETE/1 - SLAB/1 - SIMPLE
Sufficiency Rating: 8.0
Date Built: 7/1/1938
District: 02 Place Code (FIPS): PERRYSBURG TWP HULL PRAIRIE ROAD over DCH 2090 HULL PRAIRIE RD

Key: "C" = Condition; "G" = General; "LFT" = Linear Feet; "SF" = Square Feet; "EAT" = Each or count; "CR" = Condition Rating; "TRF" = Transition Rating; "W" = Weight; "N" = NBS Rating; "S" = Specific Standard Rating.

Inspection Procedures

Comments

APPROACH

c1. Approach Wearing Surface

THERE IS MAP CRACKING IN BOTH APPROACHES WITH POTHOLES; MOST FILLED WITH COLD PATCH MATERIAL.

c4. Embankment

THERE IS SETTLEMENT AT THE SOUTHWEST WINGWALL AND EROSION AT THE NORTHWEST WINGWALL.

DECK

c7.1 Floor/Slab

THERE IS A 3' WIDE BY 12' LONG SPALL WITH 7 EXPOSED BARS ON THE UNDERSIDE OF THE SLAB NEAR THE CENTERLINE OF THE SPAN. THERE IS A 5' LONG BY 1.5' WIDE SPALLED AREA WITH STEEL EXPOSED ON THE UNDERSIDE OF THE SLAB. THE EXPOSED REBAR HAS SOME SECTION LOSS.

c7.2 Edge of Floor/Slab

LONGITUDINAL CRACK AT THE WEST SIDE, SPALL FORMING AT THE EAST SIDE NEAR THE REAR ABUTMENT WITH WET SPOTS.

c8. Wearing Surface

THERE IS TRANSVERSE CRACKING OVER BOTH ABUTMENTS. OPEN MAP CRACKING IS EXHIBITED THROUGHOUT THE DECK WITH POTHOLES; FILLED WITH COLD PATCH MATERIAL.

c11. Railing

SPALL IN WEST BRIDGE RAIL CENTER POST. SPALLS AND CRACKS IN EAST RAIL WITH EXPOSED REBAR.

c12. Drainage

THERE IS DIRT/VEGETATION DEBRIS ALONG THE CURBS THAT IS RESTRICTING DRAINAGE.

SUPERSTRUCTURE

c15.2 Slab

THERE IS A 3' WIDE BY 12' LONG SPALL WITH 7 EXPOSED BARS ON THE UNDERSIDE OF THE SLAB NEAR THE CENTERLINE OF THE SPAN. THERE IS A
5' LONG BY 1.5' WIDE SPALLED AREA WITH STEEL EXPOSED ON THE UNDERSIDE OF THE SLAB. LONGITUDINAL CRACK AT THE WEST SIDE. SPALL FORMING AT THE EAST SIDE NEAR THE REAR ABUTMENT WITH WET SPOTS.

SUBSTRUCTURE

c33. Abutment Walls

HORIZONTAL CRACKS IN MASONRY STONES. VERTICAL CRACK IN CONCRETE TOPS NEAR MIDDLE OF BRIDGE AT BOTH ABUTMENTS WITH LEAKING AN EFFLORESCENCE. SOME STONE JOINTS HAVE DETERIORATED AND ARE MISSING MORTAR. STONES MISSING AT LEFT & RIGHT REAR ABUTMENT WHERE WINGWALL STARTS. CONCRETE SPALLED AT NORTHEAST CORNER. SW MASONRY BLOCKS ARE ERODING MORE THAN 1/3 DEPTH.

c40. Wingwalls

HEAVY DETERIORATION WITH EXPOSED AND CORRODED REBAR IN THE CONCRETE CAP ON SOUTHEAST WINGWALL. STONE FACES DELAMINATING.

c42. Scour

FOOTER NOT EXPOSED, NO UNDERMINING.

CHANNEL

c52. Protection

THE RETAINING WALL AT THE SOUTHWEST CORNER HAS FAILED. 60% OF THE WALL IS LEANING INWARD AND ANOTHER 20% HAS BROKEN OFF AND IS LYING IN THE CHANNEL. NORTHEAST RETAINING WALL STARTING TO LEAN IN AND TOP HAS BUSTED OFF.

c53. Hydraulic Opening

THE BROKEN OFF RETAINING WALL IN SW AREA IS RESTRICTING FLOW. TREE IN DITCH ON LEFT(OUTLET) 50' FROM BRIDGE.
### Bridge Inventory and Appraisal

**Bridge Number:** WOO T097C 0020  
**DCH 2090 HULL PRAIRIE RD**  
**Report Date:** 8/30/2018  
**Bridge Status:** Active

#### Inlet Route Data
- **Route On/Under:** 1 - Route Carried “On” The Structure
- **Hwy Sys:** 4 - County Highway (Township Highway)
- **Route No:** T097C  
- **Spec Des:** (5E) Dir: Not Applic  (5C) Des: Mainline
- **Feature Int:** Dch 2090 Hull Prairie Rd
- **CL:** 00020  
- **Spec Des:** (201) Interstate Mile:
- **Avg. Daily Traffic:** (395) 1.850  
- **ADT Year:** 2015
- **Truck Mfr:** 46 (210) Corridor: N  
- **NHS:** non-rhs bridge - 0
- **Functional Class:** rural - local  
- **Strahn: Not Strahned**

#### Intersected Route Data
- **Record Type:** (370B) Hwy Sys:
- **Route No:** (370C) Dir:
- **Feature Int:** (370D) CL:
- **Special Desig:** (370E) Dir:
- **Interstate Mile:** (371)  
- **Avg. Daily Traffic:** (378)  
- **ADT Year:** (380)  
- **Truck Mfr:** (381) Corridor:
- **NHS:** Non-Nhs Bridge - 0
- **Functional Class:** (385) Strahn:

#### Clearance on the Bridge
- **Min. Hriz on Bridge:** (335) NC: 0.0 Ft  
- **Prac Max Vert On Br:** 9999.9 Ft
- **Min Vft Clr On Br:** (338) NC: 0.0 Ft  
- **Right NC:** 9.5 Ft
- **Left Clr:** (339) NC: 0.0 Ft  
- **Right Card:** 9.5 Ft

#### Load Rating Information
- **Design Load:** UNKNOWN
- **Opr Rat Fact/Ton:** 0.990
- **Inv Rat Fact/Ton:** 0.580
- **Ohio Percent of Legal Load:** 105
- **Rate Soft: Combination**
- **Opr Rat Method:** Load Factor Rating (Lfr) Reported By Rf
- **Inv Rat Method:** Load Factor Rating (Lfr) Reported By Rf
- **Load Rating:** (705) Ahmed (706) Hamid (707) PEF: 87062
- **Waterway Adequacy:** 7 Better than present minimum criteria
- **Approach Alignment:** 7 Better than present minimum criteria
- **Calc Str Apraisal:** 3: Intolerable - high priority of corrective act
- **Calc Deck Geometry:** 2: Intolerable - high priority of replacement
- **Calc Underclearance:** N - Not Applicable

#### Approach Information
- **Approach Guardrail:** None
- **Approach Pavement:** Bituminous
- **Grade:** Good
- **Culvert Information:**
- **Culvert Type:** Not A Culvert Or Rigid Frame
- **Depth of Fill:** 0.0 Ft
- **Headwalls:** None Or Not ApplicNa (Not A Culvert)
- **GENERAL INFORMATION:**
- **Main Member:** Slab
- **Expansion Joint:** None
- **Bearing Devices:** None
- **Navigation:** 0
- **Nav Vert Clr:** 0.0 Ft
- **Nav Horiz Clear:** 0.0 Ft
### Bridge Details

**Bridge Name:** WO0 T97C 00020

**Structure File Number:** 874373

**Sufficiency Rating:** 098.0

**Deficiency Rating:** SD

**Deck Type:** Reinforced Concrete

**Deck Protection:** (108B) External: Not Applicable (Only for Bridges For No

**Thickness:** 2.0 in

**Date of Wearing Surface:** 1/1/1992

**Slope Protection:** None

### Bridge Inventory and Appraisal

**Inventory Bridge Number:** WO0 T97C 00020

**DCH 2990 HULL PRAIRIE RD**

**Bridge Status:** Active

**Report Date:** 03/30/2018

**(202) Bridge (Dedicated) Name:**

**Structure File Number:** 874373

**Sufficiency Rating:** 098.0

**Deficiency Rating:** SD

**(265) Electric Line:** N

**266) Gas Line:** N

**269) Sanitary Sewer:** N

**267) Telephone Line:** N

**268) TV Cable:** N

**270) Water Line:** N

**271) Other Utilities:** N

**(283) Lighting:** N

**281) Signs-Under:** N

**282) Signs-Under:** N

**283) Light:** N

**420) Fence:** N

**421) Catwalks:** N

**422) Other-Feat:** N

**432) Signs-On:** Y

**434) Noise Barrier Walls:** N

**Inspection Summary**

**Survey Items**

**Utilities**

**Special Features**

**(265) Electric Line:** N

**266) Gas Line:** N

**269) Sanitary Sewer:** N

**267) Telephone Line:** N

**268) TV Cable:** N

**270) Water Line:** N

**271) Other Utilities:** N

**(283) Lighting:** N

**281) Signs-Under:** N

**282) Signs-Under:** N

**283) Light:** N

**420) Fence:** N

**421) Catwalks:** N

**422) Other-Feat:** N

**432) Signs-On:** Y

**434) Noise Barrier Walls:** N

**Inspection 1st:** 3 - County Agency

**2nd:**

**3rd:**

**21) Major Maint 1st:** 3 - County Agency

**2nd:**

**3rd:**

**225) Routine Maint 1st:** 3 - County Agency

**2nd:**

**3rd:**
DISTRIBUTED
CAPITAL IMPROVEMENT PROJECTS
QUESTIONNAIRE
ROUND 33

Name of Applicant: Wood County
Project Title: Hull Prairie Road Bridge No. E-297C Replacement

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

1. What percentage of the project in repair A= __%, replacement B=100%, 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:

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

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

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

Fair: The condition is average, not good or poor. The infrastructure is still functioning as originally intended. Minor deficiencies exist requiring repair to continue to function as originally intended and/or to meet current design standards.
Good: The condition is safe and suitable to purpose. Infrastructure is functioning as originally intended, but requires minor repairs and/or upgrades to meet current design standards.

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

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

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

**ROADS**

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

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

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

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

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

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

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

**Road/Street Classifications:**

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

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

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

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

*(4R) Resurfacing, Restoration, Rehabilitation and Reconstruction - Much like 3R, except that 4R allows for the complete reconstruction of the roadway and alteration of certain design elements (i.e., lane widths, shoulder
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 ___, 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 = $370,832.00
   B.) Total Project Cost = $695,832.00

   RATIO OF LOCAL FUNDS DIVIDED by TOTAL PROJECT COSTS (A/B) = 53 %

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

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

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

8. What is the total number of existing users that will directly benefit from the proposed project if completed? 1,417. (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 33 project considered for Small Government Funding please download the Small Government Evaluation Criteria applicable to Round 33 by accessing the OPWC Website at http://www.pwc.state.oh.us/Meth.SC.PDF. Please complete the Small Government Evaluation Criteria and attach all required supporting documentation and attach it to the District 5 Questionnaire for Round 32.

11. MANDATORY INFORMATION, DISTRICT 5, DISCRETIONARY RANKING POINTS

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

<table>
<thead>
<tr>
<th>Permissive license fee</th>
<th>4504.02 or 4504.06</th>
<th>4504.15 or 4504.17</th>
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<tr>
<td></td>
<td>4504.24 and/or 4504.16 or 4504.17</td>
<td>55 County Permissive Fee</td>
</tr>
<tr>
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<td>4504.172</td>
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</tr>
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<td></td>
<td>4504.18</td>
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</tr>
<tr>
<td></td>
<td>4501.04</td>
<td>55 License Renewal Fee</td>
</tr>
</tbody>
</table>

| Special property taxes | 5555.48 |
|                       | 5555.49 |
Municipal Income Tax __________
County Sales Tax 1% ______

Others ____________________________________________

(Do not include school taxes)

Specific project area information:
Median household income $53,577 ______
Monthly utility rate: Water __________
Sewer __________
Other __________

List any special user fees or assessment (be specific)

__________________________

__________________________

__________________________

__________________________

__________________________

__________________________

__________________________

__________________________

__________________________

__________________________

POLITICAL SUBDIVISION= ___________________________
COUNTY= ____________________________
DISCRETIONARY POINTS (BY DISTRICT COMMITTEE ONLY)= ____________________________
(25-20-15)

Date: 09-07-2018
Signature: John M. Mustecic
Title: Wood County Engineer
Address: One Courthouse Square Bowling Green, OH 43402
Phone: 419-354-9060
FAX: 419-354-1402
Email: jmustering@co.wood.oh.us
## District 5
### Capital Improvement Project
#### Priority Rating Sheet, Round 33

<table>
<thead>
<tr>
<th>No.</th>
<th>WEIGHT FACTOR</th>
<th>CRITERIA TO BE CONSIDERED</th>
<th>PROPOSAL FACTORS</th>
<th>COUNTY</th>
<th>PROJECT EST. COST</th>
<th>PROJECT NUMBER</th>
<th>PROJECT NAME</th>
<th>PRIORITY RATING</th>
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<td></td>
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<tr>
<td>1</td>
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<td>Material Damage vs. Revenue or Employment</td>
<td>0% - 10%</td>
<td>B/C/D</td>
<td>Repair or Replacement</td>
<td>10</td>
<td>0% - 10%</td>
<td>20% - 40%</td>
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<td>2</td>
<td></td>
<td>Existing Physical Condition</td>
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<td>Critically Poor</td>
<td>Critical</td>
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<td>3</td>
<td></td>
<td>Public Health/Public Safety Concerns</td>
<td>No Impact</td>
<td>Minimal</td>
<td>Moderate</td>
<td>Major</td>
<td>Critically Poor</td>
<td>Critical</td>
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<td>4</td>
<td></td>
<td>Other Funding Sources (Excluding Local Funds)</td>
<td>0% - 10%</td>
<td>10% - 20%</td>
<td>20% - 30%</td>
<td>30% - 40%</td>
<td>40% - 50%</td>
<td>50% - 60%</td>
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<tr>
<td>5</td>
<td></td>
<td>Other Funding Sources (Excluding Local Funds)</td>
<td>0% - 10%</td>
<td>10% - 20%</td>
<td>20% - 30%</td>
<td>30% - 40%</td>
<td>40% - 50%</td>
<td>50% - 60%</td>
</tr>
</tbody>
</table>

**Notes:**
- Scores are given on a scale of 0-10.
- A score of 0 indicates a project that does not meet the criteria.
- A score of 10 indicates a project that meets all criteria.
- Scores are combined to determine the overall priority rating.

**Total Points:**

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