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: Defiance County
Subdivision Code: 039-00039

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

Contact: Warren Schlatter, P.E., P.S.
(Th e individual who will be available during business hours and who can best answer or coordinate the response to questions)
Phone: (419) 782-4751
Fax: (419) 782-3031

Email: doe@defiance-county.com

Project Name: Harris and Weichman Rd Widening & Paving
Zip Code: 43512

Subdivision Type
(Select one)
- 1. County
- 2. City
- 3. Township
- 4. Village
- 5. Water (6119 Water District)

Project Block
(Select single largest component by $)
- 1. Road
- 2. Bridge/Culvert
- 3. Water Supply
- 4. Wastewater
- 5. Solid Waste
- 6. Stormwater

Funding Request Summary
(Automatically populates from page 2)
Total Project Cost: 360,000.00
1. Grant: 289,000.00
2. Loan: 0.00
3. Loan Assistance/Credit Enhancement: 0.00
Funding Requested: 289,000.00

District Recommendation
(To be completed by the District Committee)

Funding Type Requested
(Select one)
- State Capital Improvement Program
- Local Transportation Improvement Program
- Revolving Loan Program
- Small Government Program

District SG Priority:

SCIP Loan - Rate: % Term: Yrs Amount:

RLP Loan - Rate: % Term: Yrs Amount:

Grant:
Amount:

LTIP:
Amount:

Loan Assistance / Credit Enhancement:
Amount:

For OPWC Use Only

STATUS
Grant Amount: 0.00 Loan Type: □ SCIP □ RLP
Project Number: C
Loan Amount: 0.00
C
Total Funding: 0.00

Release Date: Local Participation: %
OPWC Approval: OPWC Participation: %
Date Construction End:
Date Maturity:
Rate: %
Term: Yrs

Form OPWC0001 Rev. 8.11
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: a) ___________________ 0 .00 0%
Right of Way: b) ___________________ .00
Construction: c) ___________________ 360,000 .00
Materials Purchased Directly: d) ___________________ .00
Permits, Advertising, Legal: e) ___________________ .00
Construction Contingencies: f) ___________________ .00 0%
Total Estimated Costs: g) ___________________ 360,000 .00

1.2 Project Financial Resources

Local Resources

Local In-Kind or Force Account: a) ___________________ .00
Local Revenues: b) ___________________ 71,000 .00
Other Public Revenues:

ODOT / FHWA PID: ___________________ 
USDA Rural Development: g) ___________________ .00
OEPA / OWDA: f) ___________________ .00
CDBG:

□ County Entitlement or Community Dev. "Formula"  h) ___________________ .00 20%
□ Department of Development

Other: ___________________ 
Subtotal Local Resources: i) ___________________ 71,000 .00

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: 

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
</table>
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: ___________ 360,000.00 ___________ 100 %

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

2.3 Total Project: ___________ 360,000.00 ___________ 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 _______ 285 _______ Year _______ 2012 _______ Projected ADT _______ 570 _______ 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.

Harris Rd is located in Richland Township between SR 18 and Standley Rd. Weichman is located in Richland Township a half mile North of SR 281 and the Defiance Henry County Line Rd.

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

Harris Road will be paved and widened.

Item 411-Aggregate Berm
Item 441- Asphalt Concrete Surface Course Type 1
Item 624- Mobilization
Special-Earthwork Grading
Special-Portland Cement

Weichman Road will be paved and widened.

Item 202-Pavement Removed
Item 411-Berm Stone
Item 441-Asphalt Concrete Surface Course Type 1
Item 624-Mobilization
Special- Earthwork Grading
Special-Portland Cement
Special-Full Depth Chemical Stabalized Base Course

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

Harris Road is currently 15' and will be widened to a 18' and 2,220' in length between SR 18 and Standley Rd. Weichman Rd is currently 15' and will be widened to a 18' and 6,200' in length a half mile North of SR 281 and the Defiance Henry County Line Rd.
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: Bruce Colwell
Title: President
Address: PO Box 30144
City: Jewell State: OH Zip: 43530
Phone: (419) 497-2045
FAX: (419) 782-3408
E-Mail: 

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

Name: Tammy Flory
Title: Fiscal Officer
Address: PO Box 30144
City: Jewell State: OH Zip: 43530
Phone: (419) 497-2045
FAX: (419) 782-3408
E-Mail: 

5.3 Project Manager

Name: Bruce Colwell
Title: President
Address: PO Box 30144
City: Jewell State: OH Zip: 43530
Phone: (419) 497-2045
FAX: (419) 782-3408
E-Mail: 

Form CPWC0001 Rev. 8.11
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.

Bruce Colwell, President

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

Original Signature / Date Signed

Bruce Colwell 09-06-2018
Richland Township Trustees
PO Box 30144 Jewell, Ohio 43530
P - 419.497.2045 F - 419.782.3408
Bruce Colwell - President, Joel Martin - Trustee,
Joe Schindler - Trustee, Tammy Flory - Fiscal Officer

Richland Township of Defiance County

By Resolution, Richland Township authorizes Bruce J. Colwell President to prepare and submit an application to participate in the Ohio Public Works Commission State Capitol Improvement and/or Local Transportation Improvement Programs and to Execute Contracts as required.

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, Richland Township is planning to make capital improvements to Weichman/Harris Roads, 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,

NOW THEREFORE, BE IT RESOLVED by Richland Township:

Section 1: Bruce J. Colwell President is hereby authorized to apply to the OPWC for funds as described above.

Section 2: Bruce J. Colwell President is authorized to enter into any agreements as may be necessary and appropriate for obtaining this financial assistance.

Passed: 08-20-2018

Signatures:

[Signatures]
DEFIANCE COUNTY

CHIEF FINANCIAL OFFICER’S CERTIFICATION

I, Tammy Flory, Fiscal Officer, Richland Township, Defiance County, Ohio hereby certify that Richland Township has the required local share for the proposed Harris and Weichman 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 State Capital Improvement Program project in the amount of $71,000 for which funding is requested from the Ohio Public Works Commission.

Tammy Flory
Fiscal Officer

Date
9-6-18
# Project Cost Estimate

## Weichman Road Reconstruction

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Quantity</th>
<th>Unit</th>
<th>Unit Cost</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>202</td>
<td>Pavement Removed</td>
<td>12400.00</td>
<td>Sq Yd</td>
<td>$3.00</td>
<td>$37,200.00</td>
</tr>
<tr>
<td>Special</td>
<td>Full Depth Chemical Stabalized Base Course</td>
<td>13800.00</td>
<td>Sq Yd</td>
<td>$2.20</td>
<td>$30,360.00</td>
</tr>
<tr>
<td>Special</td>
<td>Portland Cement</td>
<td>440.00</td>
<td>Tons</td>
<td>$145.00</td>
<td>$63,800.00</td>
</tr>
<tr>
<td>441</td>
<td>Asphalt Concrete Surface Course Type 1</td>
<td>1210.00</td>
<td>Tons</td>
<td>$75.00</td>
<td>$90,750.00</td>
</tr>
<tr>
<td>624</td>
<td>Mobilization</td>
<td>1.00</td>
<td>Lump</td>
<td>$5,000.00</td>
<td>$5,000.00</td>
</tr>
<tr>
<td>614</td>
<td>Traffic Control</td>
<td>1.00</td>
<td>Lump</td>
<td>$1,990.00</td>
<td>$1,990.00</td>
</tr>
<tr>
<td>411</td>
<td>Berm Stone</td>
<td>270.00</td>
<td>Tons</td>
<td>$33.00</td>
<td>$8,910.00</td>
</tr>
<tr>
<td>Special</td>
<td>Earthwork Grading</td>
<td>12400.00</td>
<td>Lin Ft</td>
<td>$4.00</td>
<td>$49,600.00</td>
</tr>
</tbody>
</table>

**Total** $287,610.00

## Harris Road Widening

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Quantity</th>
<th>Unit</th>
<th>Unit Cost</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Widening</td>
<td>Portland Cement</td>
<td>163.00</td>
<td>CY</td>
<td>$130.00</td>
<td>$21,190.00</td>
</tr>
<tr>
<td>441</td>
<td>Asphalt Concrete Surface Course Type 1</td>
<td>428.00</td>
<td>Tons</td>
<td>$75.00</td>
<td>$32,100.00</td>
</tr>
<tr>
<td>624</td>
<td>Mobilization</td>
<td>1.00</td>
<td>Lump</td>
<td>$5,000.00</td>
<td>$5,000.00</td>
</tr>
<tr>
<td>614</td>
<td>Traffic Control</td>
<td>1.00</td>
<td>Lump</td>
<td>$2,000.00</td>
<td>$2,000.00</td>
</tr>
<tr>
<td>411</td>
<td>Berm Stone</td>
<td>100.00</td>
<td>Tons</td>
<td>$33.00</td>
<td>$3,300.00</td>
</tr>
<tr>
<td>Special</td>
<td>Earthwork Grading</td>
<td>2200.00</td>
<td>Lin Ft</td>
<td>$4.00</td>
<td>$8,800.00</td>
</tr>
</tbody>
</table>

**Total** $72,390.00

**Total Cost Estimate** $360,000.00

---

Estimated Useful Life of Project: 15 Years

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

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

Date: 9-7-2018
Supplementary Information
Harris and Weichman Road

Harris Road

Looking north on Harris Road. The pavement is cracking and chipped.

Looking south on Harris Road. There is wheel rutting across the road.
Weichman Road

Looking west on Weichman Rd. The pavement is deteriorating and has been replaced with stone.

Looking east on Weichman Rd. The pavement is cracking and there is wheel rutting.
DISTRICT 5
CAPITAL IMPROVEMENT PROJECTS
QUESTIONNAIRE
ROUND 33

Name of Applicant:  Defiance County Engineer__________________________
Project Title:  Harris and Weichman Road Paving and Widening________________

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 = $71,000
   B.) Total Project Cost = $360,000

   RATIO OF LOCAL FUNDS DIVIDED by TOTAL PROJECT COSTS (A/B)= 20 %

   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
   ______ $275,001 -$325,000
   ______ $175,001 -$275,000
   ______ X $175,000 or Less

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

   YES ______ NO ___X____

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

7. If the proposed project is funded, will its completion directly result in the creation of permanent full-time equivalent (FTE) jobs (FTE jobs shall be defined as 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? 285___ (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 _x_ No ___

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

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

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

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

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

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

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

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

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

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

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

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

11. MANDATORY INFORMATION, DISTRICT 5, DISCRETIONARY RANKING POINTS

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

Permissive license fee
4504.02 or 4504.06 $5.00
4504.15 or 4504.17 $5.00
4504.16 or 4504.171 $5.00
4504.172
4504.18 $5.00

Special property taxes
5555.48 2.1 mill Full Rate
5555.49


Municipal Income Tax

County Sales Tax 6.75

Others

(Do not include school taxes)

Specific project area information.

Median household income $58,558

Monthly utility rate: Water

Sewer

Other

List any special user fees or assessment (be specific)

Political subdivision = Richland Township

County = Defiance

Discretionary points (by district committee only) = (25-20-15)

Date: 09-08-2018

Signature: Bruce J. Caldwell

Title: President

Address: PO Box 30144 Jewell, OH 43530

Phone: 419.497.2045

Fax: 419.782.3408

Email:
Small Government Self-Score
(Input Score in box for each criterion; will total automatically)

Applicant:

1 Ability & Effort (Use A or B according to project type)
   A. Roads, Bridges/Culverts, Storm Water, Solid Waste Projects ONLY
      0 2 4 6 8 10
      SCORE 8
   B. Water & Wastewater Projects ONLY
      Cannot be self-scored; uses blind factor based on all project applications

2 Health & Safety (Use A or B according to project type)
   A. Road, Bridge, Culvert
      0 2 4 6 8 10
      SCORE 10
   B. Water, Wastewater, Storm Water, Solid Waste

3 Age & Condition
   I. Age
      0 1 2 3 4 5
      SCORE 4
   II. Condition
      1 3 5
      SCORE 5

4 Leveraging Ratio
   0 1 2 3 4 5 6 7 8 9 10
   SCORE 2

5 Population Benefit
   0 1 2 3 4 5
   SCORE 0

6 District Priority Ranking - Completed by Administrator

7 OPWC Funds Requested
   0 2 4 6 8 10
   SCORE 6

8 Loan Request (Default 0 points if no loan requested)
   1 5 10
   SCORE 0

9 Useful Life
   1 2 3 4 5
   SCORE 3

10 Median Household Income
   2 4 6 8 10
   SCORE 2

11 Readiness to Proceed
   I. Status of Plans
      0 2 5
      SCORE 2
   II. Status of Funding
      0 3 5
      SCORE 5

TOTAL 47
A study of vehicle traffic was conducted with HI-STAR unit number 5573. The study was done in the NORTH lane on WIECHMAN NORTH OF 281 in RICHLAND, OH in DEFIANCE county. The study began on 08/27/2018 at 11:00 AM and concluded on 08/28/2018 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 45 vehicles passed through the location with a peak volume of 10 on 08/27/2018 at 05:00 PM and a minimum volume of 0 on 08/27/2018 at 11:00 PM. The AADT Count for this study was 45.

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

<table>
<thead>
<tr>
<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>0</td>
<td>0</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>12</td>
<td>10</td>
<td>9</td>
<td>2</td>
<td>1</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

Half of the vehicles were traveling at 35 Mph or a lower speed. The average speed for all classified vehicles was 33 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 30 Mph and the 85th percentile was 39.53 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>&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>42</td>
<td>1</td>
<td>2</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 43 which represents 95.60 percent of the total classified vehicles. The number of Small Trucks in the study was 2 which represents 4.40 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 08/27/2018 at 05:00 PM the average headway between the vehicles was 327.27 seconds. The slowest traffic period was on 08/27/2018 at 11:00 PM. During this slowest period, the average headway was 3600.0 seconds.

**WEATHER**
The roadway surface temperature over the period of the study varied between 76 and 115 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 SOUTH lane on WIECHMAN NORTH OF 281 in RICHLAND, OH in DEFIANCE county. The study began on 08/27/2018 at 11:00 AM and concluded on 08/28/2018 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 38 vehicles passed through the location with a peak volume of 6 on 08/27/2018 at 05:00 PM and a minimum volume of 0 on 08/27/2018 at 10:00 PM. The AADT Count for this study was 38.

**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; 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></td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>4</td>
<td>7</td>
<td>7</td>
<td>3</td>
<td>5</td>
<td>4</td>
<td>3</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
</tbody>
</table>

Half of the vehicles were traveling at 30 Mph or a lower speed. The average speed for all classified vehicles was 34 Mph with 2.70 percent exceeding the posted speed of 55 Mph. The HI-STAR found 2.70 percent of the total vehicles were traveling in excess of 55 Mph. The mode speed for this traffic study was 25 Mph and the 85th percentile was 44.81 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; 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></td>
<td>32</td>
<td>3</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
</tbody>
</table>

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 35 which represents 94.60 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 1 which represents 2.70 percent of the total classified vehicles. The number of Tractor Trailers in the study was 1 which represents 2.70 percent of the total classified vehicles.

**HEADWAY**
During the peak time period, on 08/27/2018 at 05:00 PM the average headway between the vehicles was 514.29 seconds. The slowest traffic period was on 08/27/2018 at 10:00 PM. During this slowest period, the average headway was 3600.0 seconds.

**WEATHER**
The roadway surface temperature over the period of the study varied between 76 and 117 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 WEICHMAN WEST OF DEF HENRY CO LN in RICHLAND, OH in DEFANCE county. The study began on 09/05/2018 at 11:00 AM and concluded on 09/06/2018 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 27 vehicles passed through the location with a peak volume of 4 on 09/05/2018 at 05:00 PM and a minimum volume of 0 on 09/05/2018 at 01:00 PM. The AADT Count for this study was 27.

**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; 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+75</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>5</td>
<td>10</td>
<td>5</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>0</td>
</tr>
</tbody>
</table>

Half of the vehicles were traveling at 35 Mph or a lower speed. The average speed for all classified vehicles was 34 Mph with 7.41 percent exceeding the posted speed of 55 Mph. The HI-STAR found 7.41 percent of the total vehicles were traveling in excess of 55 Mph. The mode speed for this traffic study was 35 Mph and the 85th percentile was 38.45 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; 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>0</td>
<td>23</td>
<td>0</td>
<td>3</td>
<td>0</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 23 which represents 85.20 percent of the total classified vehicles. The number of Small Trucks in the study was 3 which represents 11.10 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 1 which represents 3.70 percent of the total classified vehicles.

**HEADWAY**
During the peak time period, on 09/05/2018 at 05:00 PM the average headway between the vehicles was 720.0 seconds. The slowest traffic period was on 09/05/2018 at 01:00 PM. During this slowest period, the average headway was 3600.0 seconds.

**WEATHER**
The roadway surface temperature over the period of the study varied between 78 and 126 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 WEICHMAN WEST OF DEF HENRY CO LN in RICHLAND, OH in DEFIANCE county. The study began on 09/05/2018 at 11:00 AM and concluded on 09/06/2018 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 19 vehicles passed through the location with a peak volume of 3 on 09/05/2018 at 01:00 PM and a minimum volume of 0 on 09/05/2018 at 04:00 PM. The AADT Count for this study was 19.

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

<table>
<thead>
<tr>
<th>Speed (Mph)</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 10</td>
<td>1</td>
</tr>
<tr>
<td>10 - 15</td>
<td>1</td>
</tr>
<tr>
<td>15 - 20</td>
<td>0</td>
</tr>
<tr>
<td>20 - 25</td>
<td>2</td>
</tr>
<tr>
<td>25 - 30</td>
<td>4</td>
</tr>
<tr>
<td>30 - 35</td>
<td>2</td>
</tr>
<tr>
<td>35 - 40</td>
<td>0</td>
</tr>
<tr>
<td>40 - 45</td>
<td>0</td>
</tr>
<tr>
<td>45 - 50</td>
<td>0</td>
</tr>
<tr>
<td>50 - 55</td>
<td>0</td>
</tr>
<tr>
<td>55 - 60</td>
<td>1</td>
</tr>
<tr>
<td>60 - 65</td>
<td>1</td>
</tr>
<tr>
<td>65 - 70</td>
<td>0</td>
</tr>
<tr>
<td>70+</td>
<td>2</td>
</tr>
</tbody>
</table>

Half of the vehicles were traveling at 35 Mph or a lower speed. The average speed for all classified vehicles was 40 Mph with 21.0 percent exceeding the posted speed of 55 Mph. The HI-STAR found 21.0 percent of the total vehicles were traveling in excess of 55 Mph. The mode speed for this traffic study was 35 Mph and the 85th percentile was 66.25 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>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 21</td>
<td>17</td>
</tr>
<tr>
<td>21 - 28</td>
<td>2</td>
</tr>
<tr>
<td>28 - 40</td>
<td>0</td>
</tr>
<tr>
<td>40 - 50</td>
<td>0</td>
</tr>
<tr>
<td>50 - 60</td>
<td>0</td>
</tr>
<tr>
<td>60 - 70</td>
<td>0</td>
</tr>
<tr>
<td>70+</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 19 which represents 100.00 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/Busse 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 09/05/2018 at 01:00 PM the average headway between the vehicles was 900.0 seconds. The slowest traffic period was on 09/05/2018 at 04:00 PM. During this slowest period, the average headway was 3600.0 seconds.

**WEATHER**
The roadway surface temperature over the period of the study varied between 80 and 126 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.
NU-METRICS Traffic Analyzer Study
Computer Generated Summary Report
Route: HARRIS NORTH OF STANDELEY
Location: HARRIS NORTH OF STANDELEY

A study of vehicle traffic was conducted with HI-STAR unit number 4686. The study was done in the NORTH lane on HARRIS NORTH OF STANDELEY in RICHLAND, OH in DEFIANCE county. The study began on 09/05/2018 at 11:00 AM and concluded on 09/06/2018 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 80 vehicles passed through the location with a peak volume of 11 on 09/05/2018 at 03:00 PM and a minimum volume of 0 on 09/06/2018 at 12:00 AM. The AADT Count for this study was 80.

**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>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>Count</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>3</td>
<td>2</td>
<td>4</td>
<td>2</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>2</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>Classification</th>
<th>&lt; 0</th>
<th>0</th>
<th>0</th>
<th>0</th>
<th>0</th>
<th>0</th>
<th>0</th>
<th>0</th>
</tr>
</thead>
<tbody>
<tr>
<td>Count</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 09/05/2018 at 03:00 PM the average headway between the vehicles was 300.0 seconds. The slowest traffic period was on 09/06/2018 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 78 and 123 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 SOUTH lane on HARRIS NORTH OF STANDELEY in RICHLAND, OH in DEFANCE county. The study began on 09/05/2018 at 11:00 AM and concluded on 09/06/2018 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 76 vehicles passed through the location with a peak volume of 8 on 09/05/2018 at 02:00 PM and a minimum volume of 0 on 09/06/2018 at 12:00 AM. The AADT Count for this study was 76.

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

<table>
<thead>
<tr>
<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>0</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>18</td>
<td>17</td>
<td>20</td>
<td>8</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
</tbody>
</table>

Half of the vehicles were traveling at 45 Mph or a lower speed. The average speed for all classified vehicles was 44 Mph with 2.63 percent exceeding the posted speed of 55 Mph. The HI-STAR found 2.63 percent of the total vehicles were traveling in excess of 55 Mph. The mode speed for this traffic study was 50 Mph and the 85th percentile was 50.15 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>&lt; 21</th>
<th>21</th>
<th>26</th>
<th>40</th>
<th>50</th>
<th>60</th>
<th>70</th>
<th>&gt;80</th>
</tr>
</thead>
<tbody>
<tr>
<td>71</td>
<td>3</td>
<td>1</td>
<td>0</td>
<td>1</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 74 which represents 97.40 percent of the total classified vehicles. The number of Small Trucks in the study was 1 which represents 1.30 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 1 which represents 1.30 percent of the total classified vehicles.

**HEADWAY**
During the peak time period, on 09/05/2018 at 02:00 PM the average headway between the vehicles was 400.0 seconds. The slowest traffic period was on 09/06/2018 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 78 and 126 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

**Revised 06/18/18**

<table>
<thead>
<tr>
<th>No.</th>
<th>Category to Be Considered</th>
<th>Property Factors</th>
<th>Priority Factors</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.1</td>
<td>Project Status</td>
<td>0 2 4 6 8 10</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(Repair or Replacing) Vs. (New or Expansion)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Excellent</td>
<td>0% + Repair or Replacement</td>
<td>20% + Repair or Replacement</td>
<td>40% + Repair or Replacement</td>
</tr>
<tr>
<td>2</td>
<td>Existing Physical Condition</td>
<td>0 2 4 6 8 10</td>
<td>9</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Must submit satisfactory documentation and CIP (100% New 10% Expansion)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Public Health and/or Public Safety Concerns</td>
<td>0 2 4 6 8 10</td>
<td>20</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Submittals without supporting documentation will receive 0 points</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>In operation</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Percentage of Local Share (Local funds are funds derived from the applicant's budget or loan to be paid back through the applicant's budget, assessments, fees or tax revenues)</td>
<td>0 2 4 6 8 10</td>
<td>8</td>
<td></td>
</tr>
<tr>
<td></td>
<td>0% +</td>
<td>10% +</td>
<td>20% +</td>
<td>30% +</td>
</tr>
<tr>
<td>5</td>
<td>Other Funding Sources</td>
<td>0 2 4 6 8 10</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(Excluding State Funds)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Grants and other revenues not contributed or collected through state by the applicant, including CIP, Contributions, etc.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Must submit copy of award or status</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>No.</th>
<th>Criteria to Be Considered</th>
<th>Priority Factors</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>Grant or Loan Available</td>
<td>0 2 4 6 8 10</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or not</td>
<td>$500,001</td>
<td>100% +</td>
</tr>
<tr>
<td></td>
<td>or less</td>
<td>$275,000</td>
<td>80% +</td>
</tr>
<tr>
<td></td>
<td>or more</td>
<td>$275,000</td>
<td>60% +</td>
</tr>
<tr>
<td></td>
<td>or less</td>
<td>$275,000</td>
<td>40% +</td>
</tr>
<tr>
<td></td>
<td>or more</td>
<td>$275,000</td>
<td>20% +</td>
</tr>
<tr>
<td></td>
<td>or less</td>
<td>$275,000</td>
<td>0% +</td>
</tr>
</tbody>
</table>

When scoring a project that is only part of an overall project, please use the chart labeled "Grant or Loan Only." When scoring a grantile expansion project, score the project by the grant as the first chart, then use the second chart labeled "Grant or Loan Combination" to score the total grant and loan combined. Use the lower of the two as the score.

<table>
<thead>
<tr>
<th>No.</th>
<th>Criteria to Be Considered</th>
<th>Priority Factors</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>Will the Proposed Project Create Permanent jobs or retain jobs?</td>
<td>0 2 4 6 8 10</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Will the proposed be permanently built</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Will the proposed be permanently built</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>or not</td>
<td>10 jobs</td>
<td>12 + jobs</td>
</tr>
<tr>
<td>8</td>
<td>Benefits to Existing Users such as householders, businesses (meeting units), traffic, schools, etc.</td>
<td>0 2 4 6 8 10</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>in terms of parking, traffic, schools, etc.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>or not</td>
<td>100%</td>
<td>90%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>No.</th>
<th>Criteria to Be Considered</th>
<th>Priority Factors</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>9</td>
<td>Social/Incarcerating (Max. 115)</td>
<td>0 2 4 6 8 10</td>
<td>65</td>
</tr>
<tr>
<td></td>
<td>Other Info</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Does this project have a significant impact on productive farm land?</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>YES</td>
<td>NO</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Does the applicant have a significant impact on the City?</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>NO</td>
<td>YES</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Is the Applicant ready to proceed at this time?</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>NO</td>
<td>YES</td>
<td></td>
</tr>
</tbody>
</table>

| No. | Priority Points (Max-20) | | |
|-----|------------------------| | |
| 10  | 0                      | | |
| 11  | 0                      | | |
| 12  | 0                      | | |

<table>
<thead>
<tr>
<th>No.</th>
<th>Priority Total Ranking Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>12</td>
<td>0</td>
</tr>
</tbody>
</table>
AMENDED OFFICIAL CERTIFICATE OF ESTIMATED RESOURCES

OFFICE OF BUDGET COMMISSION, DEFIANCE COUNTY, OHIO.

DEFIANCE, OHIO, JANUARY 5, 2018

TO THE TAXING AUTHORITY OF RICHLAND TOWNSHIP

THE FOLLOWING IS THE AMENDED OFFICIAL CERTIFICATE OF ESTIMATED RESOURCES FOR THE FISCAL YEAR BEGINNING JANUARY 1ST, 2018, AS REVISED BY THE BUDGET COMMISSION OF SAID COUNTY, WHICH SHALL GOVERN THE TOTAL OF APPROPRIATIONS MADE AT ANY TIME DURING SUCH FISCAL YEAR:

<table>
<thead>
<tr>
<th>FUND</th>
<th>UNENCUMBERED BALANCE JAN. 1ST, 2018</th>
<th>TAXES</th>
<th>OTHER SOURCES</th>
<th>CHANGES</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>GENERAL FUND</td>
<td>$41,573.66</td>
<td>$17,000.00</td>
<td>$126,725.00</td>
<td>-</td>
<td>$185,298.66</td>
</tr>
<tr>
<td>SPECIAL REVENUE FUNDS</td>
<td>$305,005.19</td>
<td>$280,000.00</td>
<td>$119,370.00</td>
<td>-</td>
<td>$704,375.19</td>
</tr>
<tr>
<td>DEBT SERVICES FUNDS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CAPITAL PROJECT FUNDS</td>
<td>$-</td>
<td>$-</td>
<td>$-</td>
<td>-</td>
<td>$-</td>
</tr>
<tr>
<td>SPECIAL ASSESS FUNDS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ENTERPRISE FUNDS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>INTERNAL SERVICE FUNDS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FIDUCIARY FUNDS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$346,578.85</strong></td>
<td><strong>$297,000.00</strong></td>
<td><strong>$246,095.00</strong></td>
<td>-</td>
<td><strong>$889,673.85</strong></td>
</tr>
</tbody>
</table>

SIGNED:

[Signature]

BUDGET COMMISSION
<table>
<thead>
<tr>
<th>FUND</th>
<th>UNENCUMBERED BALANCE JAN. 1ST, 2018</th>
<th>TAXES</th>
<th>OTHER SOURCES</th>
<th>CHANGES</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>GENERAL FUND</td>
<td>$41,573.66</td>
<td>$17,000.00</td>
<td>$126,725.00</td>
<td></td>
<td>$185,298.66</td>
</tr>
<tr>
<td>SPECIAL REVENUE FUNDS</td>
<td>XXXXXXXXXXXXXXXXXX XXXXXXXXXXXXXXX XXXXXXXXXXXXXXX XXXXXXXXXXXXXXX XXXXXXXXXXXXXXXX</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Motor Vehicle License Tax</td>
<td>$1,563.98</td>
<td></td>
<td>$10,040.00</td>
<td></td>
<td>$11,603.98</td>
</tr>
<tr>
<td>Gasoline Tax</td>
<td>$81,693.18</td>
<td></td>
<td>$75,100.00</td>
<td></td>
<td>$156,793.18</td>
</tr>
<tr>
<td>Road &amp; Bridge</td>
<td>$103,573.17</td>
<td>$128,000.00</td>
<td>$4,000.00</td>
<td></td>
<td>$235,573.17</td>
</tr>
<tr>
<td>Fire District</td>
<td>$87,719.59</td>
<td>$55,000.00</td>
<td>$15,000.00</td>
<td></td>
<td>$157,719.59</td>
</tr>
<tr>
<td>Permissive Motor Vehicle</td>
<td>$18,573.20</td>
<td></td>
<td>$15,030.00</td>
<td></td>
<td>$33,603.20</td>
</tr>
<tr>
<td>Issue II</td>
<td>$</td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>2010 Fire &amp; Rescue</td>
<td>$11,882.09</td>
<td>$97,000.00</td>
<td>$200.00</td>
<td></td>
<td>$109,082.09</td>
</tr>
<tr>
<td>TOTAL SPECIAL REVENUE FUNDS</td>
<td>$305,005.19</td>
<td>$200,000.00</td>
<td>$119,370.00</td>
<td></td>
<td>$704,375.19</td>
</tr>
<tr>
<td>DEBT SERVICE FUNDS</td>
<td>XXXXXXXXXXXXXXXXXX XXXXXXXXXXXXXXX XXXXXXXXXXXXXXX XXXXXXXXXXXXXXX XXXXXXXXXXXXXXXX</td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>TOTAL DEBT SERVICE FUNDS</td>
<td>$</td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>CAPITAL PROJECTS FUNDS</td>
<td>XXXXXXXXXXXXXXXXXX XXXXXXXXXXXXXXX XXXXXXXXXXXXXXX XXXXXXXXXXXXXXX XXXXXXXXXXXXXXXX</td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>LTIP</td>
<td>$</td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>TOTAL CAPITAL PROJECTS FUNDS</td>
<td>$</td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>SPECIAL ASSESSMENT FUNDS</td>
<td>XXXXXXXXXXXXXXXXXX XXXXXXXXXXXXXXX XXXXXXXXXXXXXXX XXXXXXXXXXXXXXX XXXXXXXXXXXXXXXX</td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>TOTAL SPECIAL ASSESS FUNDS</td>
<td>$</td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>ENTERPRISE FUNDS</td>
<td>XXXXXXXXXXXXXXXXXX XXXXXXXXXXXXXXX XXXXXXXXXXXXXXX XXXXXXXXXXXXXXX XXXXXXXXXXXXXXXX</td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>TOTAL ENTERPRISE FUNDS</td>
<td>$</td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>INTERNAL SERVICE FUNDS</td>
<td>XXXXXXXXXXXXXXXXXX XXXXXXXXXXXXXXX XXXXXXXXXXXXXXX XXXXXXXXXXXXXXX XXXXXXXXXXXXXXXX</td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>TOTAL INTERNAL SERVICE FUNDS</td>
<td>$</td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>FIDUCIARY FUNDS</td>
<td>XXXXXXXXXXXXXXXXXX XXXXXXXXXXXXXXX XXXXXXXXXXXXXXX XXXXXXXXXXXXXXX XXXXXXXXXXXXXXXX</td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>TOTAL FIDUCIARY FUNDS</td>
<td>$</td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>Infrastructure Component</td>
<td>Replacement Cost</td>
<td>Repair Cost</td>
<td>Total Units</td>
<td>Units/Physical Condition</td>
<td></td>
</tr>
<tr>
<td>--------------------------</td>
<td>------------------</td>
<td>-------------</td>
<td>-------------</td>
<td>--------------------------</td>
<td></td>
</tr>
<tr>
<td>Roads</td>
<td>9,733,596</td>
<td>12,164,267</td>
<td>325.00</td>
<td>114.00  101.00  95.00  15.00</td>
<td></td>
</tr>
<tr>
<td>Bridges</td>
<td>115,211,282</td>
<td>21,639,524</td>
<td>230</td>
<td>191     17    14    7   1</td>
<td></td>
</tr>
<tr>
<td>Culverts</td>
<td>12,213,734</td>
<td>2,930,280</td>
<td>3,320</td>
<td>268     2,435  553   58   6</td>
<td></td>
</tr>
<tr>
<td>Water Supply Systems</td>
<td>225,936</td>
<td>72,628</td>
<td>32.80</td>
<td>27.00   5.80</td>
<td></td>
</tr>
<tr>
<td>Water Distribution</td>
<td>3,162,708</td>
<td>160,797</td>
<td>4</td>
<td>1       2     1</td>
<td></td>
</tr>
<tr>
<td>Wastewater Systems</td>
<td>6,066,278</td>
<td>600,271</td>
<td>108.00</td>
<td>40.00   19.00  47.00</td>
<td></td>
</tr>
<tr>
<td>Wastewater Collection</td>
<td>723,600</td>
<td>0</td>
<td>11.70</td>
<td>11.70</td>
<td></td>
</tr>
<tr>
<td>Stormwater Collection</td>
<td>412,201</td>
<td>13,528,987</td>
<td>750</td>
<td>750</td>
<td></td>
</tr>
<tr>
<td>Totals</td>
<td>147,749,335</td>
<td>51,096,754</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Subdivision Socio-Economic Characteristics**

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

Preparer's Name, Phone Number, email: Bridgette Miller, 419.782.4751, dcestaff@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>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Yr 2017 Funded</td>
<td>Yr 2018 Funded</td>
</tr>
<tr>
<td>2017 Bridge Replacement Program</td>
<td>C</td>
<td>C</td>
<td>800,000</td>
<td>800,000</td>
<td></td>
</tr>
<tr>
<td>2017 Resurfacing Program</td>
<td>C</td>
<td>C</td>
<td>950,000</td>
<td>950,000</td>
<td></td>
</tr>
<tr>
<td>2017 Pavement Marking Program</td>
<td>C</td>
<td>C</td>
<td>90,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2018 Pavement Marking Program</td>
<td>LF</td>
<td>A</td>
<td>100,000</td>
<td>100,000</td>
<td></td>
</tr>
<tr>
<td>2018 Resurfacing Program</td>
<td>LF &amp; OPWC</td>
<td>A</td>
<td>800,000</td>
<td>800,000</td>
<td></td>
</tr>
<tr>
<td>2018 Bridge Replacement Program</td>
<td>LF</td>
<td>A</td>
<td>850,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2019 Pavement Marking Program</td>
<td>LF</td>
<td>P</td>
<td>85,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2019 Resurfacing Program</td>
<td>LF &amp; OPWC</td>
<td>P</td>
<td>850,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2019 Bridge Replacement Program</td>
<td>LF</td>
<td>P</td>
<td>800,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2020 Resurfacing Program</td>
<td>LF &amp; OPWC</td>
<td>P</td>
<td>950,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2020 Bridge Replacement Program</td>
<td>LF</td>
<td>P</td>
<td>975,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2020 Pavement Marking Program</td>
<td>LF</td>
<td>P</td>
<td>975,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2021 Resurfacing Program</td>
<td>LF &amp; OWPC</td>
<td>P</td>
<td>975,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2021 Bridge Replacement Program</td>
<td>LF</td>
<td>P</td>
<td>975,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2021 Pavement Marking Program</td>
<td>LF</td>
<td>P</td>
<td>125,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2022 Resurfacing Program</td>
<td>LF &amp; OPWC</td>
<td>P</td>
<td>975,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2022 Bridge Replacement Program</td>
<td>LF</td>
<td>P</td>
<td>975,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2022 Pavement Marking Program</td>
<td>LF</td>
<td>P</td>
<td>125,000</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Blank Forms Available At
www.pwc.state.oh.us
<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>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Yr 2017 Funded</td>
<td>Yr 2016 Funded</td>
</tr>
<tr>
<td>2023 Pavement Marking Program</td>
<td>LF &amp; LPA</td>
<td>P</td>
<td>125,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2023 Bridge Replacement Program</td>
<td>LF</td>
<td>P</td>
<td>975,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2023 Resurfacing Program</td>
<td>LF &amp; OPWC</td>
<td>P</td>
<td>975,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Landfill Methane Gas Collection</td>
<td>LF</td>
<td>P</td>
<td>20,000</td>
<td>20,000</td>
<td></td>
</tr>
<tr>
<td>Landfill Final Cover</td>
<td>LF</td>
<td>A</td>
<td>350,000</td>
<td>50,000</td>
<td>50,000</td>
</tr>
<tr>
<td>Landfill Expansion</td>
<td>LF</td>
<td>A</td>
<td>5,750,000</td>
<td>100,000</td>
<td>50,000</td>
</tr>
<tr>
<td>Landfill Monitoring Well Expansion</td>
<td>LF</td>
<td>A</td>
<td>300,000</td>
<td>50,000</td>
<td>50,000</td>
</tr>
</tbody>
</table>

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