Ohio Public Works Commission
District 5        Round 33

Walbridge East TR #68, Fritchie TR #131 & Lickert-Harder TR #22 Roads Resurfacing

Benton Township
Ottawa County, Ohio
Walbridge East TR #68, Fritchie TR #131 & Lickert-Harder TR #22 Roads Resurfacing

Table of Contents

- Project Narratives
- Photos
- OPWC Application
- Resolution
- Financial Certifications
- Engineer’s Estimate
- Road Detail Sheets
- Condition Ratings
- Traffic Counts
- Road Cards
- Questionnaire
- Engineer’s Statement of Plans
- Maps
- Letters of Support
- Priority Rating Sheet
August 29, 2018

Ohio Public Works Commission
District 5 Committee, Issue 1
Re: Walbridge Road East between Stange and St. Rt. 590

The Board of Benton Township Trustees is asking for your consideration with financial assistance to resurface the pavement on 1.00 mile of Walbridge E Road between Stange Road and St. Rt. 590.

Included in this package are photographs which show the breaking down and pulling-out of the existing pavement, water holes, and repaired cross-over bumps, and tar bleeding through. Over the years Benton Township has patched over many of the asphalt problems in an attempt to extend the life of the pavement on this road. However, the roadway is in need of more than just patches. We have school buses and many children that live on this road and we are very concerned about unsafe travel conditions.

For Walbridge Road E Road we are proposing a hot mix scratch course with overlay of cold mix leveling course be applied in order to level the road surface and fill in low spots. This will alleviate ponding on the road which cause dangerous driving conditions. In addition winter prompts the formation of ice; the result of freezing and thawing cycle causes the pavements to crack and break. The surface of the roads also have tar bleeding which results in very slippery, unsafe conditions when the roadway is wet due to rain, heat or snow, There is little or no stone protruding to help with traction.

Benton Township has received letters of support from Benton-Carroll-Salem Schools, The Ottawa County Sheriff, The Ottawa County Commissioners, and Benton Township residents. I have included them in the application for your consideration.

Limited finances and anticipated reductions in township finances have encouraged us to file this application. Benton Township is requesting OPWC assist with 41% Grant with 59 % with matching township sources (10% OPWC loan funds). Please help us in returning these roads to safe condition for traveling for the public, emergency vehicles, and busses.

If you have any questions, please contact me at 419-340-2584.

Sincerely,

David R. Millinger
Benton Township Trustee, Vice-President
Ottawa County, Ohio
August 27, 2018

Ohio Public Works Commission
District 5 Committee
Issue I, Round 33

Re: Erie Township, Harris Township and Benton Township Joint Application

The Erie Township Trustees are pleased to submit a joint OPWC application with Harris and Benton Townships for financial assistance to resurface roads in all three (3) townships. The Erie Township portion of the application is for Fritchie Road (TR #131) from Carroll-Erie Road to Tettau Road.

Fritchie Road is a local road that carries a verified traffic volume of 794 vehicles per day. When combined with the Harris and Benton Township roads, the verified traffic volume is 1000 vehicles per day. It is a through road that connects Carroll-Erie Road (CR #26) and Tettau Road (CR #14). Fritchie Road is heavily traveled by school buses, Ottawa County Transportation Agency (OCTA), as well as passenger vehicles and farm machinery. Busses not only transport Port Clinton City School students, but also special needs students to Riverview Industries (RVI) and other services. Farmers in the area subject the road to heavy loads traveling to Graytown’s Luckey Farmer grain elevators. In the event that State Route #163, to the south, or State Route #2, to the north, are closed due to a vehicular accident or detour, Fritchie Road is a well-known local option. The improvements, proposed for the portion of road between Carroll-Erie Road (CR #26) to Tettau Road (CR #14), will be approximately 1.49 miles.

Work proposed for the project will include pavement edge base repairs, an asphalt concrete overlay to provide a new wearing surface, and compacted aggregate berm placement to provide a safe shoulder for vehicular wheels that may temporarily leave the pavement surface. A leveling course of asphalt will be placed to provide a consistent profile and cross slope on the road. A surface course of asphalt will then be placed to finish the pavement improvements with a 3” total thickness. Stone berm approximately 1.5’ in width will be placed on both sides of the road to complete the project. These improvements will return Fritchie Road to a safe condition and enable Erie Township Trustees to maintain the road for many years. The last time any significant work, beyond annual crack sealing, was completed on Fritchie Road was in 2003.
As with many small townships in Ohio, Erie Township has limited financial resources. Without funding, such as this OPWC Grant, we will be forced to limit the repairs we can make to Fritchie Road and take the risk of putting our township residents, along with residents of surrounding townships, in danger while driving on a compromised roadway. The total estimate for this project is $284,973.39, and we are requesting 50% in the form of a grant, with the remainder funded through a 0% loan and Township funding.

Thank you for your consideration of this project in Erie Township. We respectfully request that you contact us if you have any questions or require further information.

Sincerely,

Erie Township Trustees
Anthony Wells
Alfred Wozniak Jr.
Fred Bice
August 20, 2018

Ohio Public Works Commission
District 5 Committee
Re: Harris Township and Other Roads Resurfacing

Dear Committee Members:

The Harris Township Trustees are pleased to submit a joint OPWC application with Benton and Erie Townships for financial assistance to resurface roads in all three townships. The Harris Township portion of the application is for complete resurfacing of Lickert-Harder Road (T-22) from State Route 105 to State Route 163. The project will resurface 1.3 miles of road with hot mix, berm stone and line painting.

Lickert-Harder was last surfaced in 1996. The road has an “S” curve that proves a challenge to maintaining safe road edges. A variety of patching has been done to extend its longevity. However, it is now in need of resurfacing.

Licket-Harder is travelled by Woodmore School District busses, and it is the farthest road from township fire/EMS services. There are a number of older citizens with various medical issues living on it. Length of time answering emergency calls is a serious consideration for responders. Vehicles are required to significantly reduce speed due to Lickert’s “S” curve and poor road conditions. This affects reaching emergencies in adequate time. Therefore, it is imperative that resurfacing be done to return Lickert-Harder to safe condition.

Limited finances make it necessary for the township to seek OPWC funding. The total cost of this project is $127,238. Harris Township is requesting a grant of $62,204, with a loan of $12,440 for a total of $74,644 with a local cash outlay of $52,594.

Respectfully,

Harris Township Board of Trustees
Photo 1 – Edge Failures with Bleeding

Photo 2 – Failed Edge Repairs
Photos 3 & 4 – Rutting and Ponding at Pavement Edge

Photos 5, 6, 7, 8 – Widespread Bleeding and Map Cracking
Photos 9, 10, 11, 12 – Repairs Required at Crossover Pipes

Photo 13 & 14 – Misc. Edge Repairs and Failures
Fritchie Road TR #131

Photos 1 & 2 – Widespread Map Cracking

Photos 3 & 4 – Edge Failures
Photos 5 & 6 – Failed Pavement Repairs

Photos 7 & 8 – Pavement Rutting
Photo 9 – Failed Patch at Culvert Crossover

Photo 10 & 11 – Failed Edge Repairs
Photos 1, 2, 3, & 4 – Widespread Edge Failures
Photos 5, 6, 7, & 8 – Widespread Map Cracking
Photos 9, 10, 11, & 12 – Local Map Cracking Failures
Photos 13 & 14 – Local Failures at Pavement Repairs and Patches
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: Benton Township
Subdivision Code: 123-05620

District Number: 5
County: Ottawa
Date: 09/07/2018

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

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

Project Name: Walbridge East TR 68, Frithio TR 131 & Lickert-Harder TR 22 Roads Resurfacing
Zip Code: 43432

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<td>6. Stormwater</td>
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District Recommendation (To be completed by the District Committee)

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For OPWC Use Only

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

1.1 Project Estimated Costs

Engineering Services
- Preliminary Design: ____________ .00
- Final Design: ____________ .00
- Construction Administration: ____________ .00

**Total Engineering Services:**

- Right of Way: b.) ____________ .00
- Construction: c.) ____________ 509,560 .00
- Materials Purchased Directly: d.) ____________ .00
- Permits, Advertising, Legal: e.) ____________ 2,000 .00
- Construction Contingencies: f.) ____________ 50,956 .00
- **Total Estimated Costs:** g.) ____________ 562,516 .00

1.2 Project Financial Resources

Local Resources
- Local In-Kind or Force Account: a.) ____________ 232,516 .00
- Local Revenues: b.) ____________ .00
- Other Public Revenues:
  - CDOT / FHWA PID: c.) ____________ .00
  - USDA Rural Development: e.) ____________ .00
  - OEPA / OWDA: f.) ____________ .00
  - CDBG:
    - County Entitlement or Community Dev. “Formula”
    - Department of Development
- Other: ____________
- **Subtotal Local Resources:** h.) ____________ 232,516 .00

OPWC Funds  (Check all requested and enter Amount)
- Grant: 83 % of OPWC Funds
  - ____________ 275,000 .00
- Loan: 17 % of OPWC Funds
  - ____________ 55,000 .00
- Loan Assistance / Credit Enhancement:
  - ____________ 0 .00

**Subtotal OPWC Funds:** m.) ____________ 330,000 .00

**Total Financial Resources:** n.) ____________ 562,516 .00
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: 562,516.00 100 %

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

2.3 Total Project: 562,516.00 100 %

3.0 Project Schedule

3.1 Engineering / Design / Right of Way
Begin Date: 02/01/2019  End Date: 06/30/2019

3.2 Bid Advertisement and Award
Begin Date: 07/01/2019  End Date: 08/15/2019

3.3 Construction
Begin Date: 08/16/2019  End Date: 12/31/2019

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: 12 Years  Age: 1984  (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 __1,000__ Year __2018__  Projected ADT __1,220__ Year __2038__

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

Residential Water Rate  Current $ _________  Proposed $ _________

Number of households served: _________

Residential Wastewater Rate  Current $ _________  Proposed $ _________

Number of households served: _________

Stormwater:  Number of households served: _________
4.3 Project Description

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

- Benton Township - Sections 3 & 10
  Walbridge East Road TR#68 - Stange Road to State Route 590

- Erie Township - Section 29, 30, 31 & 32
  Fritchie Road TR#131 - Carroll-Erie Road to Tettau Road

- Harris Township - Sections 1, 2, 11 & 12
  Lickert-Harder Road TR#22 - State Route 105 to State Route 163

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

- Walbridge East Road
  - The existing road pavement will be improved by placing a cold mix asphalt overlay. The existing stone berms will be improved.

- Fritchie Road
  - The existing road pavement will be rehabilitated by use of pavement planing, placement of an asphalt concrete scratch course for the purpose of profile and crown correction, and placement of a new asphalt concrete surface course. Existing stone berms will be improved and new edge and center pavement marking will be provided.

- Lickert-Harder Road
  - The existing road pavement will be improved by providing select full depth pavement repairs, an asphalt concrete scratch course for the purpose of profile and crown correction, and placement of a new asphalt concrete surface course. New centerline pavement markings will be provided.

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.

- Walbridge East Road - 1.00 miles long, 18.5 feet wide
- Fritchie Road - 1.49 miles long, 21 feet wide
- Lickert-Harder Road - 1.29 miles long, 16.5 feet wide
5.0 Project Officials

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

5.1 Chief Executive Officer

(Person authorized in legislation to sign project agreements)

Name: David Millinger
Title: Benton Township Trustee
Address: 1670 Walker Street
P. O. Box 7
City: Graytown State: OH Zip: 43432
Phone: (419) 340-2584
FAX: (419) 862-1738
E-Mail: millingerfarms@gmail.com

5.2 Chief Financial Officer

(Can not also serve as CEO)

Name: Gayle Millinger
Title: Benton Township Fiscal Officer
Address: 1670 Walker Street
P. O. Box 7
City: Graytown State: OH Zip: 43432
Phone: (419) 898-8526
FAX: (419) 862-1738
E-Mail:

5.3 Project Manager

Name: Ronald P. Lajiti, Jr., P.E. P.S.
Title: Ottawa County Engineer
Address: 8247 W State Route #163
City: Oak Harbor State: OH Zip: 43449
Phone: (419) 734-6777
FAX: (419) 734-6768
E-Mail: rlajiti@co.ottawa.oh.us
6.0 Attachments / Completeness review

Confirm in the boxes below that each item listed is attached [Check each box]

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

☐ A certification signed by the applicant’s chief financial officer stating the amount of all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RPL or SCLP), 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.

☐ Farm Land 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.

David Millinger, Benton Township Trustee

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

[Signature]

Original Signature / Date Signed
The Board of Trustees of Benton Township, Eric Township, and Harris Township, Ottawa County, Ohio, meet in special session at the Ottawa County Engineer’s Office, 8247 W State Route #163, Oak Harbor, Ohio on August 21, 2018 with the following in attendance:

Benton Township: William Belkofer, James Buhro, David Millinger, Gayle Millinger
Erie Township: Frederick Bice, Anthony Wells, Alfred Wozniak, Louise Toris
Harris Township: Carol Baker, Beverly Haar, Jerald Haar
Ottawa County: Ron Lahti, Craig Miller, Tina Molnar

Beverly Haar, Harris Township made the motion, second by Jerald Haar, Harris Township to adopt the following resolution:

Resolution Number: SM-2018-01
Walbridge East TR #68, Fritchie TR #131 & Lickert-Harder TR #22 Roads Resurfacing Issue I Round 33 Ohio Public Works Grant/Loan Application Cooperation Agreement Date August 21, 2018

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

Whereas, Benton Township, Erie Township and Harris Township are planning to make capital improvements to various roads in their respective townships, and

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

Whereas Benton, Erie and Harris Townships will execute a cooperation agreement for a joint road resurfacing project under Ohio Public Works Commission Issue 1, Round 33, in the amount of $562,516.00.

Be it resolved, Benton Township, Erie Township, and Harris Township, all of Ottawa County, Ohio, agree to enter into a cooperative agreement to submit an application to the Ohio Public Works Commission for the Walbridge East TR #68, Fritchie TR #131 & Lickert-Harder TR #22 Roads Resurfacing Project, and

Resolved, further agree to the following:

1. Benton, Erie and Harris Townships agree to provide a percentage of the total project costs based upon the Engineer’s Estimates for their individual road projects. The preliminary ratio of cost sharing is:

   Benton Township: $121,007 or 21%
   Erie Township: $314,271 or 56%
   Harris Township: $127,238 or 23%

2. All participants agree that the proportions listed above are preliminary and subject to change based upon the final construction costs of each road in the application. It is further agreed that any loan funding received through this application will be split among the townships according to the percentage of final construction costs for this project.

3. Benton, Erie and Harris Townships will be responsible for cost overages for only their roads.

4. Benton, Erie and Harris Townships agree to pay their portion of the costs as invoiced by the County Engineer.

5. Erie Township and Harris Township agree to submit their loan payments, if any, to Benton Township a minimum of 30 days prior to the Ohio Public Works loan repayment due date.
6. Benton Township agrees to submit loan payments, if any, to the Ohio Public Works Commission on behalf of all parties by the due date.

7. Benton Township, Erie Township and Harris Township authorize the following:

Section 1: Benton Township to serve as lead applicant
Section 2: David Millinger, Benton Township Trustee, is hereby authorized and directed to apply to the OPWC for funds for the above described project.
Section 3: David Millinger, Benton Township Trustee, is further authorized to enter into any agreements as may be necessary and appropriate for obtaining this financial assistance.

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

Benton Township:

[Signatures]

William Belkofer
James Buhro
David Millinger

Erie Township:

[Signatures]

Frederick Bice
Anthony Wells
Alfred Wozniak

Harris Township:

[Signatures]

Carol Baker
Beverly Haar
Jerald Haar

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

Gayle Millinger
Benton Township Fiscal Officer
I, Gayle Millinger, Fiscal Officer of Benton Township, hereby certify that Benton Township will have the amount of $50,018 in the Gas Fund or Road and Bridge and that this amount will be used to pay the local share for the Walbridge East TR #68, Fritchie TR #131 & Lickert-Harder TR #22 Roads Resurfacing Project when it is required.

[Signature]
Gayle Millinger
Benton Township Fiscal Officer

[Signature]
Date
8/21/18
I, Louise Toris, Fiscal Officer of Erie Township, hereby certify that Erie Township will have the amount of $129,904 in the General and that this amount will be used to pay the local share for the Walbridge East TR #68, Fritchie TR #131 & Lickert-Harder TR #22 Roads Resurfacing Project when it is required.

Louise Toris  
Erie Township Fiscal Officer  

Date: 8/21/23
August 21, 2018

I, Laura Hazel, Fiscal Officer of Harris Township, hereby certify that Harris Township will have the amount of $52,594 in the Gas Tax Fund, Motor Vehicle License Tax Fund, and Road and Bridge Fund and that this amount will be used to pay the local share for the Walbridge East TR #68, Fritchie TR #131 & Lickert-Harder TR #22 Roads Resurfacing Project when it is required.

Laura Hazel
Harris Township Fiscal Officer

Date
8-21-2018
Benton Township Board Of Trustees, Ottawa County, Ohio
1670 N Walker St. PO BOX 7
Graytown, Ohio 43432

I, Gayle Millinger, Fiscal Officer of Benton Township, hereby certify that Benton Township will collect the amount of $55,000 in the Gas Fund or Road and Bridge that this amount will be used to repay the Ohio Public Works Commission SCIP or RLP loan requested for the Walbridge East TR #68, Fritchie TR #131 & Lickert-Harder TR #22 Roads Resurfacing Project over a term of ten years.

Benton Township will collect loan payments from Erie Township and Harris Township, co-applicants for this application, thirty days prior to the Ohio Public Works due date. Benton Township will submit payments to the Ohio Public Works Commission on the behalf of all three townships.

Gayle Millinger
Benton Township Fiscal Officer

8/21/18
I, Louise Toris, Fiscal Officer of Erie Township, hereby certify that Erie Township will collect the amount of $30,728 in the General and that this amount will be used to repay the Ohio Public Works Commission SCIP or RLP loan requested for the Walbridge East TR #68, Fritchie TR #131 & Lickert-Harder TR #22 Roads Resurfacing Project over a term of ten years.

Erie Township will submit loan payments to Benton Township, the lead applicant for this application, thirty days prior to the Ohio Public Works due date. Benton Township will submit payments to the Ohio Public Works Commission on our behalf.

[Signature]

Louise Toris
Erie Township Fiscal Officer

[Date]

8/21/2018

August 21, 2018

I, Laura Hazel, Fiscal Officer of Harris Township, hereby certify that Harris Township will collect the amount of $12,441 in the Road and Bridge Fund and that this amount will be used to repay the Ohio Public Works Commission SCIP or RLP loan requested for the Walbridge East TR #68, Fritchie TR #131 & Lickert-Harder TR #22 Roads Resurfacing Project over a term of ten years.

Harris Township will submit loan payments to Benton Township, the lead applicant for this application, thirty days prior to the Ohio Public Works due date. Benton Township will submit payments to the Ohio Public Works Commission on our behalf.

Laura Hazel
Harris Township Fiscal Officer

Date

8-31-2018
# Walbridge East TR #68, Fritchie TR #131 & Lickert-Harder TR #22 Roads Resurfacing

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Subtotal - Walbridge East Road $109,400.00

## Fritchie Road TR #131 (Erie Twp)

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Subtotal - Fritchie Road $285,094.50

## Lickert-Harder Road TR #22 (Harris Twp)

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Subtotal - Lickert-Harder Road $115,065.00

---

Page 1 of 2
### Walbridge East TR #68, Fritchie TR #131 & Lickert-Harder TR #22 Roads Resurfacing

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This Estimate was Prepared by:

Ronald P. Lajti, Jr., P.E., P.S.
Ottawa County Engineer
Project Life will be 12 years
# ROAD RESURFACING 2019 - COST ESTIMATE

<table>
<thead>
<tr>
<th>ROAD NAME</th>
<th>MILES</th>
<th>LENGTH (FT)</th>
<th>WIDTH (FT)</th>
<th>SQ YDS</th>
<th>KNOBS</th>
<th>APPLIED RATE</th>
<th>TOTAL GALLONS</th>
<th>UNIT COST</th>
<th>APPLIED COST</th>
<th>STONE SIZE</th>
<th>LBS PER SQ YD</th>
<th>THICKNESS (IN)</th>
<th>TOTAL CYLCS</th>
<th>UNIT COST</th>
<th>APPLIED COST</th>
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<th>REMARKS</th>
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<td>COMPACTED AGGREGATE (411 BERM)</td>
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**NOTICE TO BIDDERS:**

Driveway aprons and mailbox approaches shall be milled and paved up to 6 feet from the edge of pavement. Estimate includes milling of abutting joints at all asphalt (4 total) & concrete drives. This will not be a separately paid item. There are a total of 178 drives. Quantities on estimate were computed as follows:

Total length:

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<tr>
<th>TOTAL LENGTH</th>
<th>WIDTH</th>
<th>SY</th>
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</thead>
<tbody>
<tr>
<td>720</td>
<td>4</td>
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Estimate also to include the milling of abutting joints at all involved intersections. Joints shall be the full width of pavement, 10 feet in length in intersections, and at a depth equal to the depth of proposed asphalt overlayment.

Quantities for drives will be lumped together with roadway quantities in proposal. They are shown separate in this estimate sheet for quantity clarity.

Drag coat listed above shall be mixed in a pugmill at the contractor's site. Inspector shall be notified of date, time, and location, 48 hour in advance of mixing. Material is to be placed with normal conventional paver with a 3/16" per foot cross slope.

448 surface type 1, Scratch course listed above will be laid in various locations to correct severe cross-sectional slope issues. The estimated amount above is for estimating purposes only and the entire quantity is not guaranteed. Exact locations will be marked out onsite by the engineer at the time of construction. Estimate includes 4300 LF of half width scratch course with an average thickness of 1" (zero) at centerline, varying at edge of pavement.

Pavement is on an average of 18.0" in width. 18.5" was used for material padding due to inconsistencies in the cross-sectional slope of the existing pavement. Finish pavement width shall be 18.5".

Traffic shall be maintained.

See Ottawa County supplemental specifications for cold mix and hot mix.

Road shall be cold mix paved full width.
## ROAD RESURFACING 2019 - COST ESTIMATE

**ERIE TOWNSHIP - FRITCHIE RD. (TR131)**
**ESTIMATOR: CRM**
**DATE: 7/8/18**

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<th>KINDS</th>
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<th>APPLIED COST</th>
<th>STONE SIZE</th>
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**NOTICE TO BIDDERS:**

DRIVEWAY APRONS AND MAILBOX APPROACHES SHALL BE MILLED AND PAVED UP TO 8 FEET FROM THE EDGE OF PAVEMENT. ESTIMATE INCLUDES MILLING OF ABUTTING JOINTS AT ALL ASPHALT & CONCRETE DRIVES. THIS WILL NOT BE A SEPARATELY PAID ITEM. THERE ARE A TOTAL OF 220 (NEED MILLING) DRIVES. QUANTITIES ON ESTIMATE WERE COMPUTED AS FOLLOWS:

- **TOTAL LENGTH WIDTH SQY**
  - 1200 3 400

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

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

ROAD WIDTH VARIES SLIGHTLY, 21' IS THE AVERAGE WIDTH.

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

TRAFFIC SHALL BE MAINTAINED DURING CONSTRUCTION.

SEE SUPPLEMENTAL SPECIFICATIONS FOR ASPHALT CONCRETE PAVEMENT.
| ROAD NAME | LENGTH | WIDTH (FT) | SQ YDS | KINDS | APPLIED RATE | TOTAL GALLONS | UNIT COST | APPLIED | STONE SIZE | LESS FEER SQ YD | TOTAL CY YD | UNIT COST | APPLIED COST | TOTAL COST | REMARKS |
|-----------|--------|------------|--------|-------|--------------|---------------|-----------|---------|------------|---------------|-------------|------------|--------------|-------------|---------|----------|
| LICKERT-HARDER ROAD FROM S.R. 105 TO S.R. 183 | 1.29 | 8826 | 16.5 | 12514 | Tack | 0.075 | 936.58 | $2.10 | $1,971.01 | 4 | 66.7 | $200.00 | $13,333.33 | $13,333.33 | 253 - PAVEMENT REPAIR |
| LICKERT-HARDER ROAD FROM S.R. 105 TO S.R. 183 | 1.29 | 8826 | 16.5 | 12514 | Tack | 0.04 | 500.57 | $2.10 | $1,051.20 | 4 | 66.7 | $200.00 | $13,333.33 | $13,333.33 | 253 - PAVEMENT REPAIR |

NOTICE TO BIDDERS:

DRIVEWAY APRONS AND MAILBOX APPROACHES SHALL BE MILLED AND PAVED UP TO 6 FEET FROM THE EDGE OF PAVEMENT. ESTIMATE INCLUDES MILLING OF ABUTTING JOINTS AT ALL ASPHALT & CONCRETE DRIVES, THIS WILL NOT BE SEPARATELY PAID ITEM. THERE ARE A TOTAL OF 19 DRIVES, QUANTITIES ON ESTIMATE WERE COMPUTED AS FOLLOWS:

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

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

ROAD WIDTH VARY, 16.5 IS THE AVERAGE WIDTH. 15.75 IS THE MINIMUM WIDTH.

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

LOCAL TRAFFIC SHALL BE MAINTAINED DURING CONSTRUCTION.

SEE SUPPLEMENTAL SPECIFICATIONS FOR ASPHALT CONCRETE PAVEMENT.

THE SCRATCH COURSE IS TO BE INCREASED IN THICKNESS TO AN AVERAGE OF 1.5" THROUGH THE CURVES ROUGHLY 1600 LF NORTH OF SR 105. THE 700' LONG SECTION IS FROM APPROXIMATELY STA 12+50 TO STA 19+50. EXACT LOCATION WILL BE MARKED OUT ON SITE AT THE TIME OF CONSTRUCTION.
Pavement Condition Rating (PCR) Scale

PCR

Condition

100  Very Good
90  Good
75  Fair
65  Fair to Poor
55  Poor
40  Very Poor
0
# Flexible Pavement Condition Rating Form

**Road Name:** WALBRIDGE EAST RD  
**Log Mile:** SR-590  
**To:** STANGE RD  
**Date:** 8/7/2018  
**Rated By:** VPS

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<th>Extent Wt.*</th>
<th>Deduct Points***</th>
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<td>- 0.5 0.8 1</td>
<td>1</td>
</tr>
<tr>
<td>Wheel Track Cracking</td>
<td>15 L</td>
<td>0.4 0.7 1</td>
<td>O 0.5 0.7 1</td>
<td>3.0</td>
</tr>
<tr>
<td>Block and Transverse Cracking</td>
<td>10 -</td>
<td>0.4 0.7 1</td>
<td>- 0.5 0.7 1</td>
<td>1</td>
</tr>
<tr>
<td>Longitudinal Joint Cracking</td>
<td>5 -</td>
<td>0.4 0.7 1</td>
<td>- 0.5 0.7 1</td>
<td>1</td>
</tr>
<tr>
<td>Edge Cracking</td>
<td>5 L</td>
<td>0.4 0.7 1</td>
<td>F 0.5 0.7 1</td>
<td>1.4</td>
</tr>
<tr>
<td>Random Cracking</td>
<td>5 L</td>
<td>0.4 0.7 1</td>
<td>F 0.5 0.7 1</td>
<td>1</td>
</tr>
</tbody>
</table>

**Total Deduct =** 31.3  
**Sum of Structural Deduct (Bold) =** 8.2  
100 - **Total Deduct** = **PCR =** 68.7

---

**Notes:**  
The outside few feet of the lanes are the worst part of this road, they are settling and cracking.  
The township has tar and chipped these areas which has held the road together, but typical maintenance  
can not do anything for the settling that is occurring. The road is bleeding as well. In a few areas  
where the road has settled, water is no pooling during rains.
### Flexible Pavement Condition Rating Form

**Road Name:** FRITCHIE RD  
**Log Mile:** TETTAU RD  
**To:** SALEM-CARROLL RD  
**Date:** 8/7/2018  
**Rated By:** VPS

<table>
<thead>
<tr>
<th>Distress</th>
<th>Distress Weight</th>
<th>Severity Wt.*</th>
<th>Extent Wt.*</th>
<th>Deduct Points***</th>
</tr>
</thead>
<tbody>
<tr>
<td>RAELING</td>
<td>10</td>
<td>L</td>
<td>M</td>
<td>H</td>
</tr>
<tr>
<td>BLEEDING</td>
<td>5</td>
<td>L</td>
<td>M</td>
<td>H</td>
</tr>
<tr>
<td>PATCHING</td>
<td>5</td>
<td>L</td>
<td>M</td>
<td>H</td>
</tr>
<tr>
<td>POTHOLE/DEBONDING</td>
<td>10</td>
<td>L</td>
<td>M</td>
<td>H</td>
</tr>
<tr>
<td>CRACK SEALING DEFICIENCY</td>
<td>5</td>
<td>L</td>
<td>M</td>
<td>H</td>
</tr>
<tr>
<td>RUTTING</td>
<td>10</td>
<td>L</td>
<td>M</td>
<td>H</td>
</tr>
<tr>
<td>SETTLEMENT</td>
<td>10</td>
<td>L</td>
<td>M</td>
<td>H</td>
</tr>
<tr>
<td>CORRUGATIONS</td>
<td>5</td>
<td>L</td>
<td>M</td>
<td>H</td>
</tr>
<tr>
<td>WHEEL TRACK CRACKING</td>
<td>15</td>
<td>M</td>
<td>L</td>
<td>M</td>
</tr>
<tr>
<td>BLOCK AND TRANSVERSE CRACKING</td>
<td>10</td>
<td>L</td>
<td>M</td>
<td>H</td>
</tr>
<tr>
<td>LONGITUDINAL JOINT CRACKING</td>
<td>5</td>
<td>L</td>
<td>M</td>
<td>H</td>
</tr>
<tr>
<td>EDGE CRACKING</td>
<td>5</td>
<td>L</td>
<td>M</td>
<td>H</td>
</tr>
<tr>
<td>RANDOM CRACKING</td>
<td>5</td>
<td>L</td>
<td>M</td>
<td>H</td>
</tr>
</tbody>
</table>

**Total Deduct =** 30.7

**Sum of Structural Deduct (Bold) =** 15.9

**100 - Total Deduct = PCR =** 69.3

---

**Notes:**  
This road is heavily crack seal deficient, there are simply too many cracks to seal them with crack seal. There are areas where the edge of this road is crumbling. In those areas, as well as few more, the road is starting to settle. There is not a major issue with potholes or patching on this road, it is just cracking heavily. Edge cracking is very prevalent, with grass growing in these cracks in some spots.
**FLEXIBLE PAVEMENT CONDITION RATING FORM**

<table>
<thead>
<tr>
<th>DISTRESS</th>
<th>DISTRESS WEIGHT</th>
<th>SEVERITY WT.</th>
<th>EXTENT WT.</th>
<th>DEDUCT POINTS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>L</td>
<td>M</td>
<td>H</td>
</tr>
<tr>
<td>Raveling</td>
<td>10</td>
<td>M</td>
<td>0.3</td>
<td>0.6</td>
</tr>
<tr>
<td>Bleeding</td>
<td>5</td>
<td>L</td>
<td>0.8</td>
<td>0.8</td>
</tr>
<tr>
<td>Patching</td>
<td>5</td>
<td>L</td>
<td>0.3</td>
<td>0.6</td>
</tr>
<tr>
<td>Potholes/Debonding</td>
<td>10</td>
<td>-</td>
<td>0.4</td>
<td>0.7</td>
</tr>
<tr>
<td>Crack Sealing Deficiency</td>
<td>5</td>
<td>H</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Rutting</td>
<td>10</td>
<td>-</td>
<td>0.3</td>
<td>0.7</td>
</tr>
<tr>
<td>Settlement</td>
<td>10</td>
<td>M</td>
<td>0.5</td>
<td>0.7</td>
</tr>
<tr>
<td>Corrugations</td>
<td>5</td>
<td>-</td>
<td>0.4</td>
<td>0.8</td>
</tr>
<tr>
<td>Wheel Track Cracking</td>
<td>15</td>
<td>L</td>
<td>0.4</td>
<td>0.7</td>
</tr>
<tr>
<td>Block and Transverse Cracking</td>
<td>10</td>
<td>M</td>
<td>0.4</td>
<td>0.7</td>
</tr>
<tr>
<td>Longitudinal Joint Cracking</td>
<td>5</td>
<td>-</td>
<td>0.4</td>
<td>0.7</td>
</tr>
<tr>
<td>Edge Cracking</td>
<td>5</td>
<td>M</td>
<td>0.4</td>
<td>0.7</td>
</tr>
<tr>
<td>Random Cracking</td>
<td>5</td>
<td>M</td>
<td>0.4</td>
<td>0.7</td>
</tr>
</tbody>
</table>

**TOTAL DEDUCT = 36.2
SUM OF STRUCTURAL DEDUCT (BOLD) = 12.6
100 - TOTAL DEDUCT = PCR = 63.8**

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

**NOTES:**

The edges are cracking extensively, grass is growing in these cracks in some areas. 90% of the cracks do not have crack seal in them. There are a fair amount of longitudinal cracks, but they are a couple feet in from the edge of pavement. The edges are the worst part of this road.
### Walbridge East TR #68, Fritchie TR #131 & Lickert-Harder TR #22 Roads Resurfacing

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

<table>
<thead>
<tr>
<th>Road Name</th>
<th>Road Number</th>
<th>Begin</th>
<th>End</th>
<th>ADT actual</th>
<th>ADT 2038 est.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walbridge East</td>
<td>TR #68</td>
<td>Stange</td>
<td>SR 590</td>
<td>118</td>
<td>144</td>
</tr>
<tr>
<td>Fritchie</td>
<td>TR #131</td>
<td>Carroll-Erie</td>
<td>Tettau</td>
<td>794</td>
<td>969</td>
</tr>
<tr>
<td>Lickert-Harder</td>
<td>TR #22</td>
<td>SR 105</td>
<td>SR 163</td>
<td>88</td>
<td>107</td>
</tr>
</tbody>
</table>

Total 1000 1220

Estimates are based on actual 2018 traffic counts.
MetroCount Traffic Executive
Vehicle Counts (Virtual Day)

VirtVehicleCount-107 — English (ENU)

Datasets:
Site: [] BEN-TR68-5.35
Attribute: WALBRIDGE EAST
Direction: 8 - East bound A>B, West bound B>A. Lane: 0
Survey Duration: 11:00 Friday, July 13, 2018 => 11:52 Monday, July 23, 2018,
Zone:
File: BEN-TR68-5.35.ECO (Plus )
Identifier: DH68A3TH MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v6.02)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Filter time: 11:00 Friday, July 13, 2018 => 11:52 Monday, July 23, 2018 (10.0366)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 5 - 100 mph.
Direction: North, East, South, West (bound), P = East, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 300 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 1183 / 1183 (100.00%)

* Virtual Day - Total=118, 15 minute drops

| 0000  0100  0200  0300  0400  0500  0600  0700  0800  0900  1000  1100  1200  1300  1400  1500  1600  1700  1800  1900  2000  2100  2200 |
|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| 3 1                     | 0                      | 0                      | 0                      | 0                      | 0                      | 0                      | 0                      | 1                      | 1                      | 1                      | 1                      | 1                      | 1                      | 2                      | 2                      | 2                      | 2                      | 3                      | 3                      | 3                      | 2                      |
| 1 0                     | 0                      | 0                      | 0                      | 0                      | 0                      | 0                      | 0                      | 0                      | 0                      | 0                      | 0                      | 0                      | 0                      | 0                      | 2                      | 2                      | 2                      | 2                      | 1                      | 1                      | 1                      |
| 1 0                     | 0                      | 0                      | 0                      | 0                      | 0                      | 0                      | 0                      | 0                      | 1                      | 0                      | 1                      | 0                      | 1                      | 1                      | 2                      | 2                      | 2                      | 2                      | 2                      | 2                      | 2                      |
| 1 0                     | 0                      | 0                      | 0                      | 0                      | 0                      | 0                      | 0                      | 0                      | 0                      | 0                      | 0                      | 0                      | 0                      | 0                      | 0                      | 0                      | 0                      | 0                      | 0                      | 0                      | 0                      |

AM Peak 1445 - 1245 (9), AM PHF=0.71  PM Peak 1645 - 1745 (11), PM PHF=0.92

Numbers have been rounded to the nearest integer.
MetroCount Traffic Executive
Vehicle Counts (Virtual Day)

VirtVehicleCount-108 -- English (ENU)

Datasets:
Site: [002] ERI-TR131-0.55
Attribute: FRITCHIE
Direction: 8 - East bound A>B, West bound B>A. Lane: 0
Survey Duration: 14:00 Thursday, June 28, 2018 => 12:27 Thursday, July 5, 2018,
Zone:
File: ERI-TR131-0.55.ECO (Plus )
Identifier: DH81S60X MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v5.02)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Filter time: 14:00 Thursday, June 28, 2018 => 12:27 Thursday, July 5, 2018 (6.93598)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 5 - 100 mph.
Direction: North, East, South, West (bound), P = East, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 300 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 5488 / 5489 (99.98%)

* Virtual Day - Total=794, 15 minute drops

<table>
<thead>
<tr>
<th>Time</th>
<th>15M Drops</th>
</tr>
</thead>
<tbody>
<tr>
<td>0000</td>
<td>0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100 2200</td>
</tr>
<tr>
<td>33005</td>
<td>1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27</td>
</tr>
<tr>
<td>3105</td>
<td>2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2</td>
</tr>
</tbody>
</table>

AM Peak 0515 - 0715 (45), AM PHF=0.95  PM Peak 1500 - 1600 (68), PM PHF=0.95

Numbers have been rounded to the nearest integer.
MetroCount Traffic Executive
Vehicle Counts (Virtual Day)

VirtVehicleCount-109 -- English (ENU)

Datasets:
Site: [HAR-TR22]
Attribute: LICKERT-HARDER
Direction: 7 - North bound A>B, South bound B>A. Lane: 0
Survey Duration: 11:00 Wednesday, July 12, 2017 => 9:55 Wednesday, July 19, 2017,
Zone:
File: HAR-TR22-0.50.EC0 (Plus )
Identifier: DH578K2B MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v5.02)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Filter time: 11:00 Wednesday, July 12, 2017 => 9:55 Wednesday, July 19, 2017 (6.95488)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 5 - 100 mph.
Direction: North, East, South, West (bound), P = North. Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 300 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 611 / 613 (99.67%)

* Virtual Day - Total=88, 15 minute drops

<table>
<thead>
<tr>
<th>0000</th>
<th>0100</th>
<th>0200</th>
<th>0300</th>
<th>0400</th>
<th>0500</th>
<th>0600</th>
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<td></td>
<td></td>
</tr>
</tbody>
</table>

AM Peak 1000 - 1100 (6), AM PHF=0.67 PM Peak 1545 - 1645 (6), PM PHF=0.74

Numbers have been rounded to the nearest integer.
**OTTAWA COUNTY**

**COUNTY ENGINEERING DEPARTMENT**

**COUNTY AND TOWNSHIP ROAD SYSTEM**

**CONSTRUCTION PROJECT AND LOG RECORD**

**LOCATION** Begin at T-26 in Erie Twp.,
thence east ending at C-14

---

**YEAR** | **DESCRIPTION OF WORK** | **COST**
---|---|---
1941 | Surface 1' S.T. Base: S'2 | 
1944 | Surface 1' S.T. RT-8 80.00 R6 stone 3300 lbs | 
1949 | Surface 1' S.T. Base: 5' MS-1a RS-1 | $27,100 |
1960 | 300 seal RS-2 0.40 | $1,995 |
1969 | 100lb drag #8 CMS | $7,721.62 |
1972 | single seal 0.40gal RS-2 300lbs #8 | $3,145.26 |
1979 | 100lb drag & sealed berns 120gal CBME #8's | $7,304.10 $24,921.22 |
1981 | 2-6' wedge courses each side single seal 0.50gal w/25lbs | $35,781.86 |
1992 | LTIP 2½ hot mix AC-20 & AC-10 | $56,846.67 |
1996 | sealed berns | $3,405.81 |

**SYMBOLS FOR ROAD TYPES**

- **PRIMITIV**
- **UNIMPROVED**
- **GRAVEL AND DRAINED**
- **SOIL-SURFACED**
- **BIT. CONC. OR SHEET ASPHALT**
- **CONCRETE**
- **BLOCK**

**REMARKS**

---
OTTAWA COUNTY
COUNTY ENGINEERING DEPARTMENT
COUNTY AND TOWNSHIP ROAD SYSTEM
CONSTRUCTION PROJECT AND LOG RECORD

ROAD NO. T-131
ROAD NAME Fritche
SECTION 0.0-1.47
NET LENGTH 1.47
DOT=1.51
R/W WIDTH west 1/2 =50
DATE ESTAB:

LOCATION: Begin at T-26 in Erie Twp.,
then east ending at C-14

DOT mileage as of April, 2000

YEAR BUILT DESCRIPTION OF WORK COST
1998 Sealed berms 1 foot on each side $1,390.00
2000 Sealed berms 10lbs #8's 0.50gal
HFRE-2 (2' wide) $834.51
2001 Sealed berms 10lbs #8's 0.50gal
HFRE-2 (2' wide) $2,224.81

WIDTH TYPE LENGTH

SYMBOLS FOR ROAD TYPES
PRIMITIVE
UNIMPROVED
GRADED AND GRADED
SOIL SURFaced

GRavel OR Stone
BIT. SURFACE-TREATED
MIXED BITUMINOUS
BITUMINOUS PENETRATION

BIT. CORC. OR SHEET ASPHALT
CONCRETE
BRICK
BLOCK

REMARKS:
LOCATION: Begins at S.R. 165 in Harris Twp. thence North into Benton Twp. and crossing S.R. 163 thence North thru corporation of Rocky River thence to C-24, overlap C-22 to S.R. 2 0.52 mile and ending in Private Property.
<table>
<thead>
<tr>
<th>YEAR BUILT</th>
<th>DESCRIPTION OF WORK</th>
<th>COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>1981</td>
<td>Single seal 0.5gal HVS-90 30lbs #8's</td>
<td>$10,102.93</td>
</tr>
<tr>
<td>1982</td>
<td>Seal</td>
<td>$16,404.20</td>
</tr>
<tr>
<td>1984</td>
<td>Seal by Twp.</td>
<td></td>
</tr>
<tr>
<td>1985</td>
<td>Seal by Twp.</td>
<td></td>
</tr>
<tr>
<td>1989</td>
<td>HVS-90 Seal 80.5gal 30lbs #8 stone</td>
<td>$10,053.66</td>
</tr>
<tr>
<td>1991</td>
<td>Seal by Twp.</td>
<td>Est. $16,280.40</td>
</tr>
<tr>
<td>1993</td>
<td>Seal by Twp.</td>
<td>Est. $14,039.40</td>
</tr>
<tr>
<td>1996</td>
<td>Seal 0.5gal HFRS-2 30lbs #8's</td>
<td>$11,232.51</td>
</tr>
<tr>
<td>1998</td>
<td>Seal by Twp.</td>
<td>Est. $7,970.48 For drag</td>
</tr>
<tr>
<td>2001</td>
<td>Seal by Twp.</td>
<td></td>
</tr>
</tbody>
</table>

**Remarks**

**Symbols for Road Types**

- **Primitive**
- **Unimproved**
- **Smashed and Drained**
- **Soil-Surfaced**
- **Gravel or Stone**
- **Bit. Surface-Treated**
- **Bit. Infiltrous**
- **Bit. Infiltrous Penetration**
- **Bit. Conc. or Sheet Asphalt**
- **Concrete**
- **Erode**
- **Elock**
Revised: April 17, 2018

DISTRICT 5
CAPITAL IMPROVEMENT PROJECTS
QUESTIONNAIRE
ROUND 33

Name of Applicant: Benton Township
Project Title: Walbridge East TR #68, Fritchie TR #131 & Lickert-Harder TR #22 Roads Resurfacing

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

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

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

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

2. Give the physical condition rating:

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

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

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

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

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

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

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

**ROADS**

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

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

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

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

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

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

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

**Road/Street Classifications:**

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

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

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

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

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

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

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

Extremely Critical ___, Critical ___X___, Major ___, Moderate ___, Minimal ___, No Impact ___. Explain your answer. ________________________________________________________________

(Additional narrative, charts and/or pictures should be attached to questionnaire)
4. Identify the amount of local funds that will be used on the project as a percentage of the total project cost.

A.) Amount of Local Funds = $287,516
B.) Total Project Cost = $562,516

RATIO OF LOCAL FUNDS DIVIDED by TOTAL PROJECT COSTS (A/B)= 51%

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.

<table>
<thead>
<tr>
<th>Category</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>___</td>
<td>$500,001 or More</td>
</tr>
<tr>
<td>___</td>
<td>$400,001-$500,000</td>
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<tr>
<td>___</td>
<td>$325,001-$400,000</td>
</tr>
<tr>
<td>___</td>
<td>$275,001-$325,000</td>
</tr>
<tr>
<td>X</td>
<td>$175,001-$275,000</td>
</tr>
<tr>
<td>___</td>
<td>$175,000 or Less</td>
</tr>
</tbody>
</table>

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? ___ 1,000 ADT ___. (Use households served, traffic counts, etc. and explain the basis by which you arrived at your number.)

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

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

10. OHIO PUBLIC WORKS COMMISSION SMALL GOVERNMENT PROGRAM GUIDELINES

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

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

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

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

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

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

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

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

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

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

11. MANDATORY INFORMATION, DISTRICT 5, DISCRETIONARY RANKING POINTS

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

<table>
<thead>
<tr>
<th>Permissive license fee</th>
<th>4504.02 or 4504.06</th>
<th>4504.15 or 4504.17</th>
<th>4504.16 or 4504.171</th>
<th>4504.172</th>
<th>4504.18</th>
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<tbody>
<tr>
<td>Special property taxes</td>
<td>5555.48</td>
<td>5555.49</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Municipal Income Tax

County Sales Tax

Others

(Do not include school taxes)

Specific Project Area Information.

Median household income

Monthly utility rate: Water

Sewer

Other

List any special user fees or assessment (be specific)


Political Subdivision=

County=

Discretionary Points (by District Committee only)=

(25-20-15)

Date: September 7, 2018

Signature: [Signature]

Title: David Millinger, Benton Township Trustee

Address: 1670 Walker Street, P. O. Box 7, Graytown, Ohio 43432

Phone: (419) 340-2584

Fax: (419) 862-1738

Email: millingerfarms@gmail.com
TO: Ohio Public Works
FROM: Ronald P. Lajti, Jr., P.E., P.S., Ottawa County Engineer
DATE: September 7, 2018
SUBJECT: Walbridge East TR #68, Frichtie TR #131 & Lickert-Harder TR #22 Roads Resurfacing

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

Respectfully Submitted

Ronald P. Lajti, Jr., P.E., P.S.
Ottawa County Engineer
September 5, 2018

Benton Township Trustees
Erie Township Trustees
Harris Township Trustees

Dear Trustees:

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

Walbridge East Road TR #68
Fritchie Road TR #131
Lickert-Harder Road TR #22

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

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

Sincerely,

BOARD OF COMMISSIONERS,
OTTAWA COUNTY, OHIO

Mark E. Coppeler, President

James M. Sass

Mark W. Stahl
August 21, 2018

Benton Township Trustees  
Erie Township Trustees  
Harris Township Trustees

Dear Trustees,

I am submitting this letter as support of your efforts to make Benton, Erie, and Harris Townships very safe communities and a great place to raise a family.

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

Your three townships together are key farming communities within Ottawa County. As township trustees, it is obvious that you are doing everything that you can to keep the residents of your respective townships safe, at home, at work, on their farms, and in their cars.

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

Sincerely,

Stephen J. Levorchick,  
Sheriff of Ottawa County
August 28, 2018

To Ohio Public Works:

I am writing in support of Benton Township's grant application to complete a project to resurface the remainder of Walbridge East Road between Stange Road and State Route 590 in 2019.

As the Superintendent of the school district who serves the children of Benton Township, I can tell you that this road construction project will greatly enhance the safety of this road, and therefore safety of our students who ride buses on this road. Currently, the road is very wavy, with tar bleeding out. Also, currently, the road is slippery when wet, and has many cracks, which degrade the integrity of the road.

Please consider funding this project to improve the safety of our students. Please do not hesitate to contact me if you have any questions.

Sincerely,

Guy L. Parmigian, Ph.D.
Superintendent

HOME OF THE OAK HARBOR ROCKETS

Guy L. Parmigian, Ph.D.
Superintendent

Cajon H. Keeton
Treasurer

Board of Education Office
11685 W. State Route 163
Oak Harbor, OH 43449
Phone: (419) 898-6210
Benton Township Trustees
Ottawa County, Ohio

August 27, 2018

Dear Sirs:

My name is Bradford Hemminger. I live on Walbridge Road, approximately one half mile west of State Route 590. I believe that Walbridge Road should be resurfaced.

There are areas on Walbridge Road that have cracks and holes. Other areas have been patched. The patched areas are slippery when hot and slippery when wet. Walbridge Road has not been resurfaced in many years.

For the safety of all travelers on Walbridge Road, please consider this request for resurfacing.

Sincerely,

Bradford Hemminger
Erie Twp. Volunteer Fire Department
Erie Twp. Emergency Medical Service
P. O. Box 223  Lacarne, OH 43439
Station Phone: 419.635.2820   Fax: 419.635.2834

Letter of Support
Erie Township Trustees
August 29, 2018

This letter is in response to the Erie Twp., Ottawa County, Board of Trustees’ request for funding thru the OPWC grant to resurface Fritchie Rd. Twp. Rd. 131 between Carroll-Erie Rd. and Tettau Rd. This request is in conjunction with Benton and Harris Townships.

Erie Twp. VFD & EMS provides fire and EMS services to all of Erie Twp. As such, we often use Fritchie Rd. to deliver these services to our citizens, as it is a convenient East/West road going thru the center of the township. It also is a route used for Mutual Aid responses to townships to our West and to the Village of Oak Harbor.

We agree with the Trustees that this road needs attention to make it safer for not only our residents and area citizens, but for our trucks and ambulances while using this road.

We ask that you give serious consideration to this request and ultimately fund the resurfacing.

Thank You,

Tom Kellogg
Chief
Erie Twp. VFD & EMS

Serving our community since 1968
August 31, 2018

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

Dear Mr. Lajiti,

I am writing to convey my support for Erie Township’s grant application to complete a project to repave Fritchie Road between Carroll-Erie and Tettau Roads.

As the Director of Ottawa County Transportation Agency (OCTA), I understand how road conditions contribute to the overall safety residents experience while traveling. OCTA’s fleet drives over 800,000 miles per year, the majority of which is within Ottawa County. Living in a rural county means we must, on average, commute further to jobs, resources, and education making road conditions a vital part of our residents’ everyday lives. This project is much needed and will help OCTA continue to provide quality, accessible, cost effective, and safe public transportation to the residents of Ottawa County.

Sincerely,

[Signature]

Laurie Cleaver, Director
Ottawa County Transportation Agency
Harris Township Board of Trustees
321 Rice Street, PO Box 341
Elmore, OH 43416
419-862-3332 phone 419-862-2854 fax
Trustees: Beverly Haar, Chair; Jerry Haar; Carol Baker, Fiscal Officer: Laura Hazel

August 20, 2018

Ohio Public Works Commission
District 5 Committee
Re: Harris Township and Other Roads Resurfacing

Dear Committee Members:

The Harris Township Trustees are pleased to submit a joint OPWC application with Benton and Erie Townships for financial assistance to resurface roads in all three townships. The Harris Township portion of the application is for complete resurfacing of Lickert-Harder Road (T-22) from State Route 105 to State Route 163. The project will resurface 1.3 miles of road with hot mix, berm stone and line painting.

Lickert-Harder was last surfaced in 1996. The road has an “S” curve that proves a challenge to maintaining safe road edges. A variety of patching has been done to extend its longevity. However, it is now in need of resurfacing.

Licket-Harder is travelled by Woodmore School District busses, and it is the farthest road from township fire/EMS services. There are a number of older citizens with various medical issues living on it. Length of time answering emergency calls is a serious consideration for responders. Vehicles are required to significantly reduce speed due to Lickert’s “S” curve and poor road conditions. This affects reaching emergencies in adequate time. Therefore, it is imperative that resurfacing be done to return Lickert-Harder to safe condition.

Limited finances make it necessary for the township to seek OPWC funding. The total cost of this project is $127,238. Harris Township is requesting a grant of $62,204, with a loan of $12,440 for a total of $74,644 with a local cash outlay of $52,594.

Respectfully,

Harris Township Board of Trustees
August 20, 2018

This letter is in support of the Harris Township Board of Trustees' request for funding through an OPWC grant to resurface Lickert-Harder Road.

Lickert-Harder has an "S" curve jog that requires frequent repairs near the sides of the road. Other patched areas on this road challenge driving safety even in good weather. Response time is very important in emergencies. Having to slow down for safety and to protect the costly investment in ambulances affects response time. Since Lickert is the township road that is farthest from the station, it is important to arrive at a scene as quickly and safely as is possible.

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

Thank you.

Michael McGinnis, Assistant Chief
Harris Elmore Fire Department
To whom it may concern:

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

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

Sincerely,

Tim Rettig
Superintendent,
Woodmore Local Schools

“Our Kids” Every Day!
<table>
<thead>
<tr>
<th>No.</th>
<th>A'</th>
<th>CRITERIA TO BE CONSIDERED</th>
<th>B</th>
<th>A' x B</th>
<th>Priority Factors</th>
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<th>2</th>
<th>4</th>
<th>6</th>
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<tbody>
<tr>
<td>1</td>
<td>1</td>
<td>Repair or Replace vs. (New or Expansion)</td>
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<td>2</td>
<td>4</td>
<td>6</td>
<td>10</td>
<td>8%+</td>
<td>22%+</td>
<td>40%+</td>
<td>80%+ Repair or Replacement</td>
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<td>Existing Physical Condition: Must submit substantiating documentation and CIR (100% New or Expansion is 100%)</td>
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<td>2</td>
<td>4</td>
<td>5</td>
<td>6</td>
<td>10</td>
<td>Excellent</td>
<td>Good</td>
<td>Fair</td>
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<tr>
<td>3</td>
<td>2</td>
<td>Public Health and/or Public Safety Concerns: Submits without supporting documentation will receive 0 points for this criterion</td>
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<td>3</td>
<td>4</td>
<td>5</td>
<td>6</td>
<td>10</td>
<td>No Impact</td>
<td>Minimal</td>
<td>Moderate</td>
</tr>
<tr>
<td>4</td>
<td>2</td>
<td>Percentage of Local Share / Local funds are funds derived from the applicant budget or a loan to be paid back through the applicant budget, assessment, rates or tax revenues</td>
<td>0</td>
<td>2</td>
<td>4</td>
<td>6</td>
<td>8</td>
<td>10</td>
<td>0%+</td>
<td>10%+</td>
<td>20%+</td>
</tr>
<tr>
<td>5</td>
<td>1</td>
<td>OTHER FUNDING SOURCES: (Excluding Issue II Funds)</td>
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<td>2</td>
<td>4</td>
<td>6</td>
<td>8</td>
<td>10</td>
<td>0%+</td>
<td>10%+</td>
<td>20%+</td>
</tr>
</tbody>
</table>

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

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

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- Grant or Loan Only
- $500,001
- $400,001 to $500,000
- $325,001 to $400,000
- $275,001 to $325,000
- $175,001 to $275,000
- $175,001 or less

**Grants/Loan Combinations**
- $750,000
- $600,001 to $750,000
- $475,501 to $600,000
- $412,501 to $475,500
- $262,501 to $412,500
- $262,500 or less

When scoring a project that is only grant or only loan. Please use the chart labeled "Grant or Loan Only." When scoring a grant/loan combination, score the project for the grant in the first chart, then use the second chart labeled "Grant/Loan Combinations" to score the total (grant and loan combined). Use the lower of the two as the score.