

WOLF CREEK #143 JOINT COUNTY DITCH PETITION

Sandusky & Ottawa Counties

PRELIMINARY REPORT

The proposed project begins at a point on the existing open ditch approximately 1,330 feet east, then 240 feet north of the northeast corner of Section 11, Woodville Township, Sandusky County, T5N R13E; thence in a northeasterly direction for approximately 2,080 feet under Shumaker Road (aka TR 62); thence continuing in an easterly direction for approximately 2,880 feet under Township Line Road (aka CR 66); thence following a northeasterly direction for approximately 1,670 feet under State Route 20; thence continuing in a northeasterly direction for approximately 2,040 feet crossing under Damschroder Road (aka TR 70); thence continues in a northeasterly direction approximately 4,170 feet under Swartzman Road (aka TR 74); thence turning heading northerly for 640 feet under Haar Road (aka TR 133) and continuing northerly 840 feet; thence heading northwesterly under Swartzman Road (aka TR 74) approximately 4,820 feet crossing under Damschroder Road (aka TR 70); thence in a westerly direction for approximately 130 feet before turning northerly for approximately 1,030 feet crossing under Dishinger Road (aka TR 151) and continuing in a generally northerly direction for approximately 1,840 feet; thence turning in an easterly direction for approximately 370 feet before crossing under Damschroder Road (aka TR 70); thence turning in a northeasterly direction for approximately 2,115 feet before crossing under Ohio Turnpike 80/90 and continuing in that direction for approximately 375 feet before reaching the Sandusky/Ottawa County Line; thence heading in an easterly direction along the Ottawa/Sandusky County line for approximately 550 feet before crossing under Ottawa County's Schultz Portage Road (aka Sandusky County's Swartzman Road); thence continuing in an easterly direction for approximately 1,515 feet; thence turning in a southeasterly direction for approximately 175 feet; thence turning in a northeasterly direction and crossing under the North Coast Inland Trail and continuing into Ottawa County for approximately 4,320 feet before crossing under Linker Portage Road (aka TR 46); thence continuing in a northeasterly direction for approximately 1,400 feet crossing Yeasting Road (aka TR 86); thence continuing in a generally northeasterly direction for approximately 5,000 feet crossing S. Hessville Road (aka TR 45) and continuing in a northeasterly direction for approximately 2,700 feet; thence turning in an easterly direction along the south side of West Elmore Eastern Road (aka CR 6) approximately 2,970 feet crossing under SR 590 and continuing 2,200 feet; thence turning in a northeasterly direction under West Elmore Eastern Road (aka CR 6) for approximately 500 feet; thence turning in an easterly direction for approximately 1,620 feet; thence turning in a northeasterly direction for approximately 1,660 feet before crossing under Slemmer Portage Road (aka TR 43) and continuing in that direction for approximately 7,250 feet before crossing under S. Harris Salem Road (aka CR42); thence winding in a northerly and easterly direction for approximately 3,630 feet before crossing under South 4 Mile Road (aka CR 41); thence turning in a northeasterly direction for approximately 3,450 feet before crossing under Portage South Road (aka CR 111);

thence following a northeasterly direction for approximately 1,600 feet crossing under W. Portage River South Road (aka CR 18); thence following a northerly direction approximately 525 feet; thence turning in a westerly direction for approximately 1,000 feet before crossing under Ottawa County Parcel #026058800770700 driveway (Don Zimmerman); thence heading in a northwesterly direction for approximately 1,100 feet and terminates at the junction with the Portage River, Section 7, Salem Township, Ottawa County.

The portion petitioned is approximately 13 miles long and drains approximately 8500 acres between Sandusky and Ottawa Counties. The petition, as filed, requests an improvement in a manner deemed to be most conducive to public welfare of the watercourse to be known as Wolf Creek utilizing any, all or a combination of the methods provided in Ohio Revised Code Section 6131.01 (C) (1) (2) (3) (4) (5) necessary for the disposal of surplus water.

It is the opinion of the engineer that the existing condition of the channel is not adequate to dispose the surplus water stated in the prayer of the petition. With the completion of the project, benefits will include an adequately sized channel for agricultural runoff and relief of standing water in residential lots, as well as providing an improved outlet for the entire watershed.

It is proposed that the existing bottom of Wolf Creek will be cleaned of excess silt to obtain one foot of freeboard on tile where feasible. All brush within the channel, along with a ten foot berm on each side, will be removed and burned or left for the property owner. All new channel slopes will be given a 1 1/2:1 to 2:1 slope. The new banks, along with no less than 4 foot berm on each side, will be seeded and fertilized. All tile found along the length of the project will have an extension added and be equipped with an animal guard. Areas at high risk for erosion will have rip rap placed along the channel to reduce those effects. With environmentally sensitive areas in mind, all proposed plans will be sent to ODNR for review. The construction easement will be the minimum necessary to complete the work. The permanent easement so used shall be not more than twenty-five feet from the top of the bank, measured at right angles thereto, and wherever practical the area so used shall be on one side of the ditch only. Upon the completion of the project, there will be a permanent easement of no less than 4 feet, and the project will be placed on permanent maintenance.

The estimated construction cost for the project is \$1,150,000.00 and the estimated incidental cost is \$350,000.00 for a grand total of \$1,500,000.00. A premium for the contract performance bond, brush removal and disposal, excavation, spoil leveling, tile outlet extensions, seeding and fertilizing, and rock channel protection are included in the construction costs. Incidental costs include items such as engineering cost, first year's maintenance, commissioner's expenses, environmental studies, and a contingency fund.

It should be pointed out that all costs are only an estimate. Final assessments would be based on actual costs.

It is the opinion of the Engineer that the proposed project is feasible, that it is conducive to the public, that there is a sufficient outlet, and that the benefits are likely to exceed the cost.

Respectfully Submitted,

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3/31/2015

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3/31/2015

Matthew S. Reinhart, P.E.

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