OHIO PUBLIC WORKS FOR YOU

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

Applicant: City of Huron Subdivision Code: 043-37016

District Number: 5 County: Erie Date: 08/17/2016

Contact: Doug Green, PE Phone: (440) 258-7799
(The individual who will be available during business hours and who can best answer or coordinate the response to questions)

Email: doug.green@ohm-advisors.com FAX: (419) 433-5120

Project

Project Name: Fabens Park Adams Avenue Entrance Zip Code: 44839

Subdivision Type (Select one)

- ☐ 1. County
- ☒ 2. City
- ☐ 3. Township
- ☐ 4. Village
- ☐ 5. Water (6119 Water District)

Project Type (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:	260,187 .00
1. Grant:	174,987 .00
2. Loan:	0 .00
3. Loan Assistance/ Credit Enhancement:	0 .00
Funding Requested:	174,987 .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: _____ .00

RLP Loan - Rate: ____ % Term: ____ Yrs Amount: _____ .00

Grant: Amount: _____ .00

LTIP: Amount: _____ .00

Loan Assistance / Credit Enhancement: Amount: _____ .00

For OPWC Use Only

STATUS

Project Number: _____

_____

Release Date: _____

OPWC Approval: _____

Grant Amount: _____ .00

Loan Amount: _____ .00

Total Funding: _____ .00

Local Participation: _____ %

OPWC Participation: _____ %

Loan Type: ☐ SCIP ☐ RLP

Date Construction End: _____

Date Maturity: _____

Rate: _____ %

Term: _____ Yrs

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

1.1 Project Estimated Costs

Engineering Services

Preliminary Design:	.00		
Final Design:	19,891 .00		
Construction Administration:	16,655 .00		
Total Engineering Services:	a.)	36,546 .00	19 %
Right of Way:	b.)	0 .00	
Construction:	c.)	194,470 .00	
Materials Purchased Directly:	d.)	0 .00	
Permits, Advertising, Legal:	e.)	0 .00	
Construction Contingencies:	f.)	29,171 .00	15 %
Total Estimated Costs:	g.)	260,187 .00	

1.2 Project Financial Resources

Local Resources

Local In-Kind or Force Account:	a.)	85,200 .00	
Local Revenues:	b.)	.00	
Other Public Revenues:	c.)	.00	
ODOT / FHWA PID:	d.)	.00	
USDA Rural Development:	e.)	.00	
OEPA / OWDA:	f.)	.00	
CDBG: ☐ County Entitlement or Community Dev. "Formula" ☐ Department of Development	g.)	.00	
Other:	h.)	.00	
Subtotal Local Resources:	i.)	85,200 .00	33 %

OPWC Funds (Check all requested and enter Amount)

Grant: 100 % of OPWC Funds	j.)	174,987 .00	
Loan: 0 % of OPWC Funds	k.)	.00	
Loan Assistance / Credit Enhancement:	l.)	0 .00	
Subtotal OPWC Funds:	m.)	174,987 .00	67 %
Total Financial Resources:	n.)	260,187 .00	100 %

1.3 Availability of Local Funds

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

2.0 Repair / Replacement or New / Expansion

2.1 Total Portion of Project Repair / Replacement:	260,187 .00	100 %	A Farmland Preservation letter is required for any impact to farmland
2.2 Total Portion of Project New / Expansion:	0 .00	0 %	
2.3 Total Project:	260,187 .00	100 %	

3.0 Project Schedule

3.1 Engineering / Design / Right of Way	Begin Date: 02/01/2017	End Date: 03/01/2017
3.2 Bid Advertisement and Award	Begin Date: 03/15/2017	End Date: 04/30/2017
3.3 Construction	Begin Date: 06/01/2017	End Date: 10/30/2017

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: 25 Years Age: _____ (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 1,190 Year 2013 Projected ADT _____ Year _____

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

Residential Water Rate Current $_____ Proposed $ _____

Number of households served: _____

Residential Wastewater Rate Current $ _____ Proposed $ _____

Number of households served: _____

Stormwater: Number of households served: _____

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.

The project is located on the western end of Adams Avenue in Huron, Ohio from Taylor Avenue to Fabens Memorial Park.

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

The Fabens Park entrance at Adams Ave is in disrepair and experiences flooding as a result of multiple issues related to the drainage of the site and the surrounding area. An existing stream that flows through the park which experiences seasonal flooding. The Adams Avenue entrance currently has no culvert with the roadway serving as the channel during rain events. Multiple times during the year this entrance becomes impassable and closed due to flooding, forcing access to only be obtained from Route 6.

The project will install a culvert under Adams Avenue which will alleviate flooding and bring it up to current specifications, remove and replace the failing pavement, and add a multipurpose path which will connect to the existing sidewalk eliminating the need for pedestrians and bicycles to travel on the roadway, This project will allow for convenient, safe access to a highly utilized central gathering place in Huron.

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.

Remove 800 SY of pavement, 4600 SF of sidewalk, culvert, and wooden bridge. Install erosion control. Install 120LF of 48" conduit and 60SF of 60" conduit with two headwalls. Install 100 CY 5" asphalt concrete base and 120CY 6" aggregate base. Install 1 3/4" asphalt intermediate course. Install 1 1/2" asphalt surface course and curb ramps. Create two retention ponds.

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: Andy White

Title: City Manager

Address: City of Huron

417 Main Street

City: Huron State: OH Zip: 44839

Phone: (419) 433-5000

FAX: (419) 433-5120

E-Mail: awhite@cityofhuron.org

5.2 Chief Financial Officer

(Can not also serve as CEO)

Name: Pamela Snell

Title: Finance Director

Address: City of Huron

417 Main Street

City: Huron State: OH Zip: 44839

Phone: (419) 433-5000

FAX: (419) 433-5120

E-Mail: psnell@cityofhuron.org

5.3 Project Manager

Name: Doug Green

Title: City Engineer

Address: City of Huron

417 Main Street

City: Huron State: OH Zip: 44839

Phone: (440) 258-7799

FAX: (419) 433-5120

E-Mail: doug.green@ohm-advisors.com

6.0 Attachments / Completeness review

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

- [x] 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.

- [x] 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.

- [x] 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-IIV, "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.

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

- [x] 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.

Andrew D. White, City Manager

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

Andrew D. White

Original Signature / Date Signed

Narrative

Fabens Park is a large athletic park in the City of Huron. Park amenities are many, including 9 baseball/softball fields, 5 tennis courts, 2 batting cages, a nature trail, a playground area, 3 shelters, picnic tables, grills, a concession stand, and restrooms.

Fabens Park can currently be accessed two ways, neither being solely sufficient to meet the needs of the park. The first is through an intersection along US Route 6 where vehicles can enter and exit out of Fabens Park along US Route 6. The second vehicle access to the park is via Adams Avenue, a residential street.

The park is now considered a year round multipurpose facility with increasing numbers of visitors each year. The entrance at Adams Avenue is currently the only access to the park from the east and is a 2 lane residential street with on-street parking. As traffic to the park has increased, the level of safety for the residents and families along Adams has decreased. Traveling along a residential neighborhood street a driver encounters vehicles entering and exiting driveways and children playing in front yards and crossing the street posing major safety concerns.

The entrance at Adams Ave experiences flooding as a result of the multiple issues related to the drainage of the site and the surrounding area. There is an existing stream that flows through the park which experiences seasonal flooding. The Adams Avenue entrance currently has no culvert with the roadway serving as the channel during rain events. Multiple times every year this entrance becomes impassable and closed due to flooding, forcing access to only be obtained from Route 6. At this point, the condition of the road and culvert moves from poor to critical. Over the years multiple cars have become trapped in the high water resulting in property damage. Entering traffic from the east that typically enters from the Adams Avenue access must now travel along US Route 6.

If the entrance at Adams Avenue was impassable and there was an emergency need at the park, emergency vehicles would be required to travel to the entrance off Route 6. There are times when closure is only known at the entrance, which would cause a lengthy re-route to gain access to the park of Route 6. It is unlikely that a vehicle dispatched to the park could arrive at the park within the recommend NFPA 1710 guidelines if they were forced to travel to the Rye Beach Road interchange. In an emergency time is crucial, by increasing the fast, safe access to Fabens Park this project very well could save lives. The City was encouraged by ODOT when the SR6 project was awarded to initiate this Adam's Avenue project as soon as funding was available.

The project will install a culvert under Adams Avenue which will alleviate flooding and bring it up to current specifications, remove and replace the failing pavement, and add a multipurpose path which will connect to the existing sidewalk eliminating the need for pedestrians and bicycles to travel on the

roadway.

Faben's Park has become a focal point for the City of Huron as a connection point and trailhead to newly constructed bike paths that traverse the city. The park will be utilized as a trailhead for proposed paths within the park itself and the bike paths throughout the community. The City has recently constructed a new bike path and has plans to incorporate additional bike lanes with Faben's Park serving as the main destination. This project will allow for convenient, safe access to a highly utilized central gathering place in Huron.

Revised: June 14, 2016

DISTRICT 5
CAPITAL IMPROVEMENT PROJECTS
QUESTIONNAIRE
ROUND 31

Name of Applicant: City of Huron
Project Title: Eaben's Park Adams Avenue Entrance

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.
Critical:	27-50, or a General Appraisal rating of 4.
Major:	51-65 or a General Appraisal rating of 5 or 6.
Moderate:	66-80 or a General Appraisal rating of 7.
Minimal:	81-100 or a General Appraisal rating of more than 7.
No Impact:	Bridge on a new roadway.

WASTEWATER TREATMENT PLANTS

Extremely Critical:	Environmental Protection Agency (EPA) orders in the form of a consent decree, findings and orders or court order. Health Department Construction Ban.
Critical:	Improvements ordered by the Environmental Protection Agency (EPA) in the form of NPDES Orders.
Major:	Replace deficient appurtenances. Update existing processes due to EPA recommendations.
Moderate:	Increase capacity to meet current needs or update processes to improve effluent quality.
Minimal:	New/Expansion project to meet a specific development proposal.
No Impact:	New/Expansion to meet future or projected needs.

WATER TREATMENT PLANT

Extremely Critical:	EPA orders in the form of a consent decree, findings and orders or court order.
Critical:	Improvements to meet Environmental Protection Agency (EPA) Safe Drinking Water Regulations and/or NPDES Orders.
Major:	Replace deficient appurtenances. Update existing processes due to EPA recommendations.
Moderate:	Increase capacity to meet current needs or update processes to improve water quality.
Minimal:	New/Expansion project to meet a specific development proposal.
No Impact:	New/Expansion to meet future or projected needs.

COMBINED SEWER SEPARATIONS (May be construction of either new storm or sanitary sewer as long as the result is two separate sewer systems.)

Extremely Critical:	EPA orders in the form of a consent decree, findings and orders or court order. Health Department Construction Ban.
Critical:	Separate, due to chronic backup or flooding in basements.
Major:	Separate, due to documented water quality impairment, or due to EPA recommendations.
Moderate:	Separate, due to specific development proposal within or upstream of the combined system area.
Minimal:	Separate, to conform to current design standards.
No Impact:	No positive health effect.

STORM SEWERS

Extremely Critical:	EPA orders in the form of a consent decree, findings and orders or court order.
Critical:	Chronic flooding (structure damage).
Major:	Inadequate capacity (land damage).
Moderate:	Inadequate capacity with no associated damage.
Minimal:	New/Expansion to meet current needs.
No Impact:	New/Expansion to meet future or project needs.

CULVERTS

Extremely Critical:	Structurally deficient or functionally obsolete. Deterioration has already caused a safety Critical: hazard to the public.
Critical:	Inadequate capacity with land damage and the existing or high probability of property damage.
Major:	Inadequate capacity (land damage).
Moderate:	Inadequate capacity with no associated damage.
Minimal:	New/Expansion to meet current needs.
No Impact:	New/Expansion to meet future or projected needs.

SANITARY SEWERS

Extremely Critical:	EPA orders in the form of a consent decree, findings and orders or court order. Health Department Construction Ban.
Critical:	Replace, due to chronic pipe failure, chronic backup or flooding in basements. Improvements ordered by the Environmental Protection Agency (EPA) in the form of NPDES Orders.
Major:	Replace, due to inadequate capacity or infiltration, or due to EPA recommendations.
Moderate:	Rehabilitate to increase capacity to meet current needs or to reduce inflow and infiltration.
Minimal:	New/Expansion project to meet a specific development proposal.
No Impact:	New/Expansion to meet future or projected needs.

SANITARY LIFT STATIONS AND FORCE MAINS

Extremely Critical:	Structurally deficient. Deterioration has already caused a safety/health hazard to the public, or, EPA orders in the form of a consent decree, findings and orders or court order.
Critical:	Inadequate capacity with actual or a high probability of property damage. Improvements ordered by the Environmental Protection Agency (EPA) in the form of NPDES Orders.
Major:	EPA recommendations, or, reduces a probable health and/or safety problem.
Moderate:	Rehabilitate to increase capacity to meet current needs.
Minimal:	New/Expansion to meet a specific development proposal.
No Impact:	New/Expansion to meet future or projected needs.

WATER PUMP STATIONS

Extremely Critical:	Structurally deficient. Deterioration has already caused a safety hazard to the public, or, EPA orders in the form of a consent decree, findings and orders or court order.
Critical:	Inadequate capacity with the inability to maintain pressure required for fire flows.
Major:	Replace due to inadequate capacity or EPA recommendations.
Moderate:	Rehabilitate to increase capacity to meet current needs.

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

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

WATER LINES/WATER TOWERS

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

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

Major: Replace undersized water lines as upgrading process.

Moderate: Increase capacity to meet current needs.

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

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

OTHER

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

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

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

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

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

No Impact: No health and/or safety effect.

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

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

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

Road becomes impossible during heavy rain events. Automobiles have become trapped in the flooding and safety vehicles must find an alternative route.

(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 = $ 85,200

B.) Total Project Cost = $ 260,187

RATIO OF LOCAL FUNDS DIVIDED by TOTAL PROJECT COSTS (A□B)= 33 %

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 0 %

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 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 equivlent 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? 1190 | 6) Sat | Thurs (Use households served, traffic counts, etc. and explain the basis by which you arrived at your number.) 2013 Traffic study. Traffic varies on road depending on events taking place in Fabans Park

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

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

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

All projects that are sponsored by a subdivision with a population of 5,000 or less, and not earning enough points for District Funding from SCIP or LTIP Funds, are then rated using the Small Government Program Rating Criteria for the corresponding funding round. In order to be rated the entity must submit the Small Government Suppliment 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% ofthe project estimate.
- The Commission may deny funding for water and sewer systems that are deemed to be more

District 5

Capital Improvement Project

Priority Rating Sheet, Round 31

Revised 06/14/16

PROJECT NUMBER

COUNTY: Erie

PROJECT: Adams Avenue

EST. COST: 260,187

NO.	WEIGHT FACTOR	CRITERIA TO BE CONSIDERED	PRIORITY FACTORS						AVG.	1	2	3	4	5	6	NO.
1	1	(Repair or Replace) vs. (New or Expansion)	0	2	4	6	8	10		0% + Repair or Replacement	20% + Repair or Replacement	40% + Repair or Replacement	60%+ Repair or Replacement	80%+ Repair or Replacement	100%+ Repair or Replacement X	1
2	1.5	Existing Physical Condition: Must submit substantiating documentation and CIR (100% New or Expansion = 0 Points)	0	2	4	6	8	10		Excellent	Good	Fair	Poor X	Critical	Closed or Not Operating	2
3	2	Public Health and/or Public Safety Concerns. Submittals without supporting documentation will receive 0 points for this question.	0	2	4	6	8	10		No Impact	Minimal	Moderate	Major	Critical	Extremely Critical X	3
4	2	Percentage of Local Share (Local funds are funds derived from the applicant budget or a loan to be paid back through the applicant budget, assessments, rates or tax revenues)	0	2	4	6	8	10		0%+	10%+	20%+	30%+ Y	40%+	50%+	4
5	1	OTHER FUNDING SOURCES (Excluding Issue 8 Funds) (Grants and other revenues not contributed or collected through taxes by the applicant; including Gifts, Contributions, etc. – must submit copy of award or status letter)	0	2	4	6	8	10		0%+	10%+	20%+	30%+	40%+	50%+	5

NO.	WEIGHT FACTOR	CRITERIA TO BE CONSIDERED	PRIORITY FACTORS						AVG.	-9 Grant or Loan Only	-8	0	8	9	10	NO.
6	2	OPWC Grant and Loan Funding Requested; Please refer to Item 6 on Questionnaire for Clarification.	-9	-8	0	8	9	10		$500,001 or more	$400,001 to $500,000	$325,001 to $400,000	$275,001 to $325,000	$175,001 to $275,000	$175,000 or less X	6
	2		-9	-8	0	8	9	10		Grant/Loan Combination $750,000 or more	$600,001 to $750,000	$487,501 to $600,000	$412,501 to $487,500	$262,501 to $412,500	$262,500 or less	6

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 Combination" to score the total (grant and loan combined). Use the lower of the two as the score.

NO.	WEIGHT FACTOR	CRITERIA TO BE CONSIDERED	PRIORITY FACTORS						AVG.	1	2	3	4	5	6	NO.
7	1	Will the Proposed Project Create Permanent jobs or retain jobs that would otherwise be permanently lost (Written Documentation Required)	0	2	4	6	8	10		0+ jobs	7+ jobs	15 + jobs	25 + jobs	50 + jobs	100 + jobs	8
8	1	Benefits to Existing Users such as households, (Equivalent dwelling units), traffic Counts, etc.	0	2	4	6	8	10		0+	100+	350+	600+	750+	1000+ V	9
9		SUBTOTAL RANKING POINTS (MAX. = 116)														
10		COUNTY PRIORITY POINTS (25-20-16)														
11		DISCRETIONARY POINTS (BY DISTRICT ONLY) (MAX.=12)														
12		GRAND TOTAL RANKING POINTS														

Other Info:

Does this project have a significant impact on productive farmland?

YES (NO)

Attach impact statement if yes.

Is the Applicant ready to proceed to bids after State Approval within 6 months?

(YES) NO

10

9

20

12

20

10

81

Ohio Public Works Commission

Capital Improvement Report

Summary Form

Subdivision: City of Huron, Erie County

Subdivision Code: 043-37016

Date: August, 2016

Infrastucture Component	Replacement Cost	Repair Cost	Total (Units)	Units/Physical Condition					
				Excellent	Good	Fair	Poor	Critical	Unknown
Roads	$48,286,272	$21,200,862	Center Line Miles 40.98	2.27	13.96	15.97	5.21	3.57	
Bridges	$2,400,000	$895,800	Number of Bridges 6	3	1	1	1	0	
Culverts	$340,000	$230,000	Number of Culverts 2	0	0	0	1	1	
Water Supply Systems	$5,304,500	$1,100,000	Number of Facilities 2	0	1	1	0	0	
Water Distribution	$13,800,000	$9,400,000	Linear Feet (Thousands) 328.2	58.5	97.6	160.4	11.7	0.0	
Wastewater Systems	$0	$0	Number of Facilities 0	0	0	0	0	0	
Wastewater Collection	$0	$0	Linear Feet (Thousands) 0	0	0	0	0	0	
Stormwater Collection	$25,428,000	$6,720,000	Linear Feet (Thousands) 211.9	16	109	77	10	0	
Solid Waste Disposal	$0	$0	Capacity (Tons per Day) 0	0	0	0	0	0	
TOTALS	$95,558,772	$39,546,662							

Subdivision Socio-Economic Characteristics

CURRENT		2010 CENSUS INFORMATION			
Population	7,149	Population	7,149	% Low to Moderate Income	58.0%
Total Households	3,710	Total Households	3,710	% Poverty	8.1%
% Unemployment	5.2%	Median Household Income	$59,766	% Unemployment	5.2%

CITY OF HURON / TWO YEAR MAINTENANCE OF EFFORT / FIVE YEAR CAPITAL IMPROVEMENT PROGRAM

CONSTRUCTION PROJECTS/YEAR	Funding Aquired	Funding	City	Construction	Surveying	Engineering		Inspection		Total Cost	Total Cost	Total City Cost	Notes
	Grant Approved	Agency	Department	Cost	Cost	Cost		Cost		S, E & I			
2014													
Municipal Engineering Services		City				$36,000.00	Res. 2013-88			$36,000.00	$36,000.00	$36,000.00	
2014 Road Program		City	Street	$374,000.00		$7,500.00	HR or FFP	$27,228.00	Res. 2013-88	$34,728.00	$408,728.00	$408,728.00	
SR 13 Sidewalk Program	$250,000.00	Assessment	Capital Imp.	$279,645.00			Complete	$20,575.00	Res. 2013-88	$20,575.00	$300,220.00	$50,220.00	
Oklahoma Subd. Services Project		City	Wat./Street	$99,388.00		$4,485.00	Res. 2014-8	$0.00	Res. 2013-88	$4,485.00	$103,873.00	$103,873.00	
Main Street Streetscape Design		MPO	Capital Imp.			$43,097.50	Res. 2014-19			$43,097.50	$43,097.50	$43,097.50	
SR 6 Bridge Improvements Design		MPO	Capital Imp.			$15,704.40	Res.2014.20			$15,704.40	$15,704.40	$15,704.40	
NWG Adams Sidewalk	$11,496.00	NWG	Capital Imp.	$14,370.00		$0.00	Std. Engrg.	$0.00	Std. Engrg.	$0.00	$14,370.00	$2,874.00	
	$261,496.00			$767,403.00						$154,589.90	$921,992.90	$660,496.90	
2015													
Municipal Engineering Services		City				$36,000.00	Res 2013-88			$36,000.00	$36,000.00	$36,000.00	
Main Street Reconnection		City	Capital Imp.	$500,000.00		$42,000.00	Res. 2014-7	$36,000.00	Res. 2013-88	$78,000.00	$578,000.00	$578,000.00	
Rye Beach Water Tower Repainting Dsn.		OPWC	Water	$307,235.00		$23,000.00	By others			$23,000.00	$330,235.00	$330,235.00	
Fabens Park Michigan Left Dsn.		MPO	Capital Imp.		$2,000.00	$19,800.00	Res. 2012-85			$21,800.00	$21,800.00	$21,800.00	
Oklahoma Subd. Waterline Project Dsn.		Assessment	Wat./Street			$101,441.13	Res. 2013-88			$101,441.13	$101,441.13	$101,441.13	
Shoreline Improvements		City	Capital Imp.	$895,000.00		$17,500.00	By others	$20,580.00	By others	$38,080.00	$933,080.00	$933,080.00	
Faben Park Recreational Trails Const.	$150,000.00	NWG	Parks	$224,857.00		$10,707.00	Res. 2014-67	$10,000.00	Res. 2014-67	$20,707.00	$245,564.00	$95,564.00	
Fabens Park 319 Grant Const.	$53,820.00	NWG	Parks	$80,000.00		$6,000.00	HR or FFP	$2,400.00	HR or FFP	$8,400.00	$88,400.00	$34,580.00	
2015 Road Program Const.		City	Street	$400,000.00		$10,000.00	HR or FFP	$29,000.00	Res. 2013-88	$39,000.00	$439,000.00	$439,000.00	
SR 6 Bridge Improvements Dsn.		MPO	Capital Imp.			$46,000.00							
Needle Ice Ramp Dsn.		City	Water	$22,000.00		$2,200.00	Res. 2014-9	$0.00	Std. Engrg.	$2,200.00	$24,200.00	$24,200.00	
Rye Beach Road Water Line Survey		City	Water		$7,500.00		Res. 2013-88			$7,500.00	$7,500.00	$7,500.00	
	$203,820.00			$2,429,092.00						$376,128.13	$2,805,220.13	$2,601,400.13	
2016													
Municipal Engineering Services						$39,000.00	Res. 2013-88	$0.00		$39,000.00	$39,000.00	$39,000.00	
Rye Beach Water Tower Repainting Const.	$175,000.00	OPWC	Water	$307,235.00				$20,000.00	By others	$20,000.00	$327,235.00	$152,235.00	
Fabens Park Michigan Left Const.	$328,000.00	MPO	Capital Imp.	$341,340.00		$32,255.00		$32,000.00	By others	$64,255.00	$405,595.00	$77,595.00	
Adams Avenue Entrance		City	Parks	$200,000.00	$4,000.00	$20,000.00	Res. 2013-88	$16,000.00	Res. 2013-88	$40,000.00	$240,000.00	$240,000.00	
Huron Water Plant Shoreline Improvements		City	Water	$815,552.00		$30,000.00	Res. 2016-62	$48,000.00		$78,000.00	$893,552.00	$893,552.00	
Lakefront Park Pervious Walkway	$125,439.00	EPA	Parks	$107,799.00		$9,800.00		$7,840.00		$17,640.00	$125,439.00	$0.00	
Fabens Park Ball Field Fencing	$180,000.00	Twnshp Parks	Parks	$180,000.00		$0.00		$0.00		$0.00	$180,000.00	$0.00	
SR 6 Bridge Improvements Const.	$90,000.00	MPO	Capital Imp.	$171,305.00			Res.2014.20	$10,250.00	By others	$10,250.00	$181,555.00	$91,555.00	
	$898,439.00			$1,815,996.00						$269,145.00	$2,392,376.00	$1,493,937.00	
2017													
Municipal Engineering Services						$39,000.00	Res. 2013-88			$39,000.00	$39,000.00	$39,000.00	
Berlin Road Water Line Const.		City	Water	$630,000.00				$42,800.00	Res. 2013-88	$42,800.00	$672,800.00	$672,800.00	
Oklahoma Subd. Waterline Project Const.	$912,175.00	Assessment	Water	$1,449,159.00				$86,949.54	Res. 2013-88	$86,949.54	$1,536,108.54	$623,933.54	
SR 6 & Berlin Rd. Intersection Improvements	$175,000.00	OPWC	Capital Imp.	$700,000.00	$5,000.00	$54,000.00	Res. 2013-88	$47,000.00	Res. 2013-88	$106,000.00	$806,000.00	$631,000.00	
Main Street Streetscape Const.	$500,000.00	MPO	Capital Imp.	$692,449.00				$33,000.00	By others	$33,000.00	$725,449.00	$225,449.00	
Berlin Road Water Line Dsn.		City	Water			$49,100.00	Res. 2013-88			$49,100.00	$49,100.00	$49,100.00	
Fabens Park Adams Ave Entrance Improvements		City/OPWC	Capital Imp.	$223,641.00		$19,891.00		$16,654.00		$36,545.00	$260,186.00	$260,186.00	
SR 6 Paving & Restriping	$150,000.00	ODOT/Urban	Street	$250,000.00	$5,000.00	$22,000.00	Res. 2013-88	$18,500.00	Res. 2013-88	$45,500.00	$295,500.00	$145,500.00	
	$1,737,175.00			$3,945,249.00						$438,894.54	$4,384,143.54	$2,646,968.54	
2018													
Municipal Engineering Services		City				$39,000.00	Res. 2013-88			$39,000.00	$39,000.00	$39,000.00	
Rye Beach Road Water Line Dsn.		City	Water	$415,000.00		$35,200.00	Res. 2013-88	$30,050.00	Res. 2013-88	$65,250.00	$480,250.00	$480,250.00	
Downtown Streetscape	$175,000.00	OPWC	Capital Imp.	$400,000.00	$10,000.00	$34,000.00	Res. 2013-88	$29,000.00	Res. 2013-88	$73,000.00	$473,000.00	$298,000.00	
Berlin Road Paving		City	Street	$200,000.00	$2,500.00	$18,000.00	Res. 2013-88	$15,000.00	Res. 2013-88	$35,500.00	$235,500.00	$235,500.00	
2018 Road Program		City	Street	$400,000.00	$0.00	$10,000.00	HR or FFP	$29,000.00	Res. 2013-88	$39,000.00	$439,000.00	$439,000.00	
	$175,000.00			$1,000,000.00						$251,750.00	$1,666,750.00	$1,491,750.00	
2019													
Municipal Engineering Services		City				$39,000.00	Res. 2013-88			$39,000.00	$39,000.00	$39,000.00	
Sawmill Parkway	$175,000.00	OPWC	Street	$500,000.00	$7,500.00	$42,000.00	Res. 2013-88	$36,000.00	Res. 2013-88	$85,500.00	$585,500.00	$410,500.00	
Laguna Drivelmprovement		City	Street	$100,000.00	$2,500.00	$10,000.00	Res. 2013-88	$8,000.00	Res. 2013-88	$20,500.00	$120,500.00	$120,500.00	
2019 Road Program		City	Street	$400,000.00		$10,000.00	HR or FFP	$29,000.00	Res. 2013-88	$39,000.00	$439,000.00	$439,000.00	
	$175,000.00			$1,000,000.00						$184,000.00	$1,184,000.00	$1,009,000.00	
2020													
Municipal Engineering Services		City				$39,000.00	Res. 2013-88			$39,000.00	$39,000.00	$39,000.00	
Sawmill Parkway	$175,000.00	OPWC	Street	$500,000.00	$7,500.00	$42,000.00	Res. 2013-88	$36,000.00	Res. 2013-88	$85,500.00	$585,500.00	$410,500.00	
Laguna Drivelmprovement		City	Street	$100,000.00	$2,500.00	$10,000.00	Res. 2013-88	$8,000.00	Res. 2013-88	$20,500.00	$120,500.00	$120,500.00	
2019 Road Program		City	Street	$400,000.00		$10,000.00	HR or FFP	$29,000.00	Res. 2013-88	$39,000.00	$439,000.00	$439,000.00	
	$175,000.00			$1,000,000.00						$184,000.00	$1,184,000.00	$1,009,000.00	

CERTIFICATION

I, Christine M. Gibboney, Clerk of the Council of the City of Huron, Ohio, do hereby certify that the attached is a true and correct copy of Resolution No. 2016-67 adopted at a regular meeting of the Council of the City of Huron, Erie County, Ohio which was held on August 23, 2016.

Given under my hand and seal this 29th day of August 2016.

Christine M. Gibboney
Clerk of Council

RESOLUTION NO. 2016-67

A RESOLUTION AUTHORIZING THE CITY MANAGER, ON BEHALF OF THE ENGINEERING DEPARTMENT, TO FILE A GRANT APPLICATION TO THE OHIO PUBLIC WORKS COMMISSION (OPWC) FOR POTENTIAL GRANT FUNDING RELATED TO THE ADAMS AVENUE-FABENS PARK ENTRANCE IMPROVEMENT PROJECT.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF HURON AS FOLLOWS:

SECTION 1. That the Council of the City of Huron authorizes and directs the City Manager, on behalf of the Engineering Department, to file a grant application through OPWC to become eligible for potential grant funding relative to the Adams Avenue-Fabens Park Entrance Improvement Project.

SECTION 2. That this Council hereby finds and determines that all formal actions relative to the adoption of this Resolution were taken in an open meeting of the Council and that all deliberations of this Council and of its committees, if any, which resulted in formal action, were taken in meetings open to the public in full compliance with applicable legal requirements, including O.R.C. §121.22 of the Revised Code

SECTION 3. That this Resolution shall go into effect and be in full force and effect immediately upon its passage.

Brad Hartung, Mayor

ATTEST: _____
Clerk of Council

ADOPTED: AUG 23 2016

CITY OF HURON

A great lake PLACE

FINANCE DIRECTOR'S CERTIFICATE

DATE: 9/5/2016

It is hereby certified that the amount ($ 85200.00) required to meet the contract, agreement, obligation, payment of expenditure, for the Fabens Pk Adams Ave Project, has been lawfully appropriated or authorized or directed for such purpose, and is in the City Treasury or in the process of collection to the credit of Capital Improvement Fund, free from any obligation or certificates now outstanding .

Catherine M Ramey

Catherine M. Ramey, Finance Director

ADAMS AVENUE ENTRANCE PROJECT

ENGINEERS ESTIMATE

Ref. No.	ODOT Item	Description	Total Quantity	Unit	Total Unit Price	Bid Item Total
		ROADWAY				***$ 53,950.00***
11	202	PAVEMENT REMOVAL	800	SY	$ 10.50	$ 8,400.00
12	202	WOODEN BRIDGE REMOVAL	1	EA	$ 500.00	$ 500.00
13	203	EXCAVATION & EMBANKMENT	600	CY	$ 20.00	$ 12,000.00
14	204	SUBGRADE COMPACTION	500	SY	$ 2.50	$ 1,250.00
15	204	PROOF ROLLING	4	HR	$ 125.00	$ 500.00
16	254	PAVEMENT PLANING	800	SY	$ 6.00	$ 4,800.00
17	608	4" CONCRETE SIDEWALK	4600	SF	$ 5.50	$ 25,300.00
18	608	CURB RAMP	3	EA	$ 400.00	$ 1,200.00
		EROSION CONTROL				***$ 4,200.00***
21	601	ROCK CHANNEL PROTECTION, TYPE B	40	CY	$ 75.00	$ 3,000.00
22	659	SEEDING AND MULCHING	400	SY	$ 3.00	$ 1,200.00
		DRAINAGE				***$ 68,000.00***
31	611	48" CONDUIT, TYPE A	120	LF	$ 250.00	$ 30,000.00
32	611	60" CONDUIT, TYPE A	60	LF	$ 300.00	$ 18,000.00
33	611	HEADWALL, AS PER PLAN	2	EA	$ 10,000.00	$ 20,000.00
		PAVEMENT				***$ 49,570.00***
41	301	5" ASPHALT CONCRETE BASE	100	CY	$ 160.00	$ 16,000.00
42	304	6" AGGREGATE BASE	120	CY	$ 50.00	$ 6,000.00
43	407	TACK COAT (0.10 GAL/SY)	160	GAL	$ 2.00	$ 320.00
44	448	1-1/2" ASPHALT SURFACE COURSE, TYPE 1, PG 64-22	65	CY	$ 200.00	$ 13,000.00
45	448	1-3/4" ASPHALT INTERMEDIATE COURSE, TYPE 1, PG 64-22	75	CY	$ 190.00	$ 14,250.00
		MISCELLANEOUS				***$ 18,750.00***
51	614	MAINTAINING TRAFFIC	1	LUMP	$ 1,500.00	$ 1,500.00
52	623	CONSTRUCTION LAYOUT STAKING	1	LUMP	$ 2,000.00	$ 2,000.00
53	624	MOBILIZATION & PROJECT BONDING	1	LUMP	$ 10,000.00	$ 10,000.00
54	630	TRAFFIC SIGNS AND SIGN SUPPORTS	1	LUMP	$ 750.00	$ 750.00
55	SPECIAL	LANDSCAPING (INCLUDES TREE REMOVAL)	1	LUMP	$ 3,500.00	$ 3,500.00
56	SPECIAL	MISCELLANEOUS REMOVAL	1	LUMP	$ 1,000.00	$ 1,000.00

ENGINEERS COST ESTIMATE SUMMARY	
ROADWAY	$ 53,950.00
EROSION CONTROL	$ 4,200.00
DRAINAGE	$ 68,000.00
PAVEMENT	$ 49,570.00
MISCELLANEOUS	$ 18,750.00
TOTAL CONSTRUCTION COST ESTIMATE	$ 194,470.00
CONTINGENCIES (15%)	$ 29,170.50
ENGINEERING FEE	$ 19,891.24
CA/CM/CI FEE	$ 16,654.84
TOTAL COST ESTIMATE	$ 260,186.58

	PREPARED BY:	DATE:
	KROCK ESSER Krock Esser Engineering, Inc. 3030 West Streetsboro Road Richfield, Ohio 44286 330.657.2145 www.krockesser.com	SHEET: 1

Huron Police Department
417 Main Street
Huron, Ohio 44839
(419) 433-4114
www.cityofhuron.org

September 8, 2016

RE: Letter of Support for the Fabens Park Adams Avenue Improvement Project

To Whom It May Concern:

Please allow this letter to serve as a communication of my support for the proposed improvements to the Adams Avenue Entrance to Fabens Park in the city of Huron.

Fabans Park has nine (9) baseball/softball fields. The park is active on a daily basis during the summer with youth leagues occupying most all fields. Additionally, the park plays host to several weekend tournaments that use the majority of the fields. In the Fall, additional youth leagues are operated and again, weekend tournaments are conducted. All of these activities greatly increase the traffic volume on Adams Avenue.

Currently, the Adams Avenue entrance is closed to vehicular and pedestrian traffic multiple times per year because of flooding. The proposed improvements would allow for safe vehicular, pedestrian and uninterrupted emergency vehicle travel regardless of the depth of the stream that crosses the park driveway.

In closing, improvements to the Adams Avenue Entrance to Fabens Park will allow for an overall safer experience for all who visit the park.

Thank you for your time and consideration of this matter. Please feel free to contact me with any questions.

Sincerely,

Robert J. Lippert
Police Chief

City of Huron

Parks & Recreation

CITY OF HURON
A great lake PLACE

September 7, 2016

RE: Letter of Support for the Fabens Park Adams Ave entrance

To Whom It May Concern:

On behalf of the Huron Joint Recreation District and the City of Huron Parks & Recreation Department please accept this letter of support for the proposed improvements to the Adams Ave. entrance to Fabens Park. This park has grown over the years into a year around multipurpose facility. Traffic volume has increased and the safety of our park user is a top propriety for our district and department. We are dedicated to the safety to our residents and visitors to Fabens Park and the improvements to the Adams Ave. entrance would satisfy those concerns as a park district.

Sincerely,

Douglas Steinwart

Douglas Steinwart

Operations Manager

Huron Parks & Recreation

417 Main Street, Huron, OH 44839
Parks & Recreation 419-433-8487 • Huron Boat Basin 419-433-4848 • Fax 419-433-0470 • cityofhuron.org

Creating community through People, Parks & Programs

CITY OF HURON

A great lake PLACE

October 7, 2014

Mr. Christopher Brown, P.E.
ODOT- District 3
906 Clark Ave
Ashland, OH 44805

Dear Mr. Brown,

Please review this correspondence for your file regarding the city's Fabens Park US 6 Entrance Project. At your direction the city has conducted several traffic studies which have demonstrated the safety and feasibility of this project. For your review I have attached a copy of the most recent analysis from Susan Daniels of Lawhon and Associates. Ms. Daniels was referred to me by Mr. Allen Biehl.

Please note on page four of the report narrative, the final paragraph under the *Build Alternative* discussion references the city's intention to allocate the funding required to improve access from the Adams Avenue entrance. It is the city's intention, conditioned upon approval from all affected agencies, to complete this project as part of its capital improvement program in 2015.

If you have additional questions please contact me at your convenience.

Sincerely,

Andrew D. White
City Manager

CC: Mr. Allen Biehl

US 6 Entrance to Fabens Park
Purpose and Need/Alternatives Considered

1. Introduction

The City of Huron is proposing to improve access from US 6 to Fabens Park. Currently, access to the park from US 6 is provided via a right-in/right-out (RI/RO) driveway from US 6 eastbound. Full access is provided only via Adams Avenue, a residential street. (See map of existing conditions, Figure 1 of 4.)

US 6 in the vicinity of Fabens Park is a four-lane, limited access highway with a grass median. It maintains this character for a distance of approximately 0.9 miles until reaching the signalized intersection with Center Street, where US 6 functions as a set of one-way pairs with traffic signals through the downtown (only one through lane in each direction) before becoming a four-lane, controlled access arterial east of Huron Drive with access to public streets. (See overview map of US 6, Figure 3 of 4.)

Prior to construction of the SR 2 bypass around the City of Huron in the late 1980s, US 6 served east-west regional travel ("through traffic") along Lake Erie, as well as local traffic. Traffic volumes at that time were approximately 15,000 vehicles per day[1]. This may have been the basis for limiting access along US 6 through Huron, including providing only right-in/right-out access to the park parcel, which the City owned prior to the opening of the SR 2 bypass[2].

After the opening of the SR 2 bypass, it appears based upon changes in traffic volumes that through traffic was concentrated on SR 2, with US 6 serving primarily local traffic. The decrease in traffic on the relevant segment of US 6 is shown in the table below, as well as a comparison to the volume carried by the bypass. Today, the segment of US 6 that contains the Fabens Park driveway serves less than half the volume carried prior to the opening of the SR bypass nearly 25 years ago.

Average Daily Traffic Volumes 1980-2013 (Vehicles Per Day)		
Year	Segment of US 6 West of Main Street (contains Fabens Park access)	Parallel Segment of SR 2 bypass
2013	7,330	19,530
2010	7,500	22,230
2006	6,770	19,700
2004	7,290	22,650
2001	6,650	21,190
1999	6,350	20,460
1988	15,320	NA
1984	14,980	NA
1980	15,720	NA
Source: Traffic Survey Reports, ODOT Office of Technical Services		

[1] *Traffic Survey Report* 1980, 1984 and 1988, ODOT Office of Technical Services.

[2] Erie County auditor's website indicates that parcel was owned by City in 1987. No parcel data prior to this date is available through website records.

2. Purpose and Need

The purpose of the proposed project is to: (1) improve access for users of Fabens Park; (2) reduce park traffic on Adams Avenue to improve quality of life for residents; and (3) maintain access for park users and EMS during flooding events. The identified problems to be addressed within each category are described below.

Improve Access for Users of Fabens Park

Fabens Park (AKA Andrew L. Fabens Memorial Park) is a large athletic park of approximately 40 acres[3] on the west side of the City of Huron. Park amenities include 9 baseball/softball fields, 5 tennis courts, 2 batting cages, a nature trail, a playground area, 3 shelters, picnic tables, grills, a concession stand, a parking area, and restrooms.[4] The park is a year round multipurpose facility, open from dawn to dusk. (See *Fabens Park Master Plan* in Appendix A.)

The park's driveway currently has right-in/right-out (RI/RO) access only to US 6 eastbound. Full access is provided via Adams Avenue, which is a 25mph residential street with no shoulders, discontinuous sidewalks and on-street parking.

Vehicles from west of the City may access the park via US 6 eastbound to the RI/RO driveway. Their return trips require them to use Adams Avenue to Center Street to US 6 westbound. Downtown Huron, numerous residential neighborhoods, and Huron High School are all located east of the park. Vehicles from the east may access the park via US 6 to Center Street to Adams Avenue. For their return trips, they may turn right out of the RI/RO access to US 6 eastbound. Due to these traffic patterns, nearly all visitors to Fabens Park must use Adams Avenue for either their entry trip or their return trip. This results in circuity of travel and may cause confusion for first time visitors to the park.

Reduce Park Traffic on Adams Avenue to Improve Quality of Life for Residents

Since nearly every visitor to Fabens Park must use Adams Avenue at some point, the lack of full access at US 6 impacts the neighborhood residents. Traffic destined for Fabens Park conflicts with residents entering and exiting the 50 driveways along Adams Avenue. A pedestrian bridge connects the high school north of US 6 to the Adams Avenue neighborhood. Pedestrians and bicyclists from the pedestrian bridge may also access the park along Adams Avenue, conflicting with park traffic. By providing full-movement access for vehicular traffic on US 6, the Adams Avenue entrance can more safely serve visitors accessing the park by other modes of transportation.

Surplus through traffic is a concern to residents due to neighborhood children playing in front yards, crossing the street, and riding bicycles in the street. The Huron Police Department has received complaints from residents regarding traffic volumes and vehicle speeds[5].

Based upon the size and uses at Fabens Park, an estimated 69 vehicles access the park in an hour via Adams Avenue during peak usage, almost half the total volume of 146 estimated on the street during that period[6].

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[3] Source: Erie County Auditor GIS mapping. Areas are not included on the parcel records.

[4] Source: www.cityofhuron.org Department of Parks and Recreation

[5] See Letter from Huron Police Department, April 23, 2014.

Maintain Access for Park Users and EMS During Flooding Events

The connection from Adams Avenue to the park crosses a stream that is subject to periodic flooding. When flooding occurs several times per year, the connection is impassible and is closed. During those periods, access to the park is only possible from US 6 eastbound, requiring park users from the east to travel to the next interchange to the west (Rye Beach Road) and turn around. (See map of alternative routes, Figure 4 of 4.) If drivers are not aware of the closure until they reach the end of Adams Avenue, they must turn around, doubling their trips on the residential roadway and causing users unexpected, additional travel time to reach the park.

During flooding events, visitors from the west desiring to leave the park have to make a right turn onto US 6, left on Center Street, then make three right turns to go around-the-block and back to US 6 westbound.

The Huron Fire Department and the Huron Police Department are located on Main Street, approximately one mile east of Fabens Park. In order to respond to medical emergencies or incidents at the park, EMS vehicles must follow the same travel pattern described for park users. (See map of alternative routes, Figure 4 of 4.) EMS vehicles from the east access the site via Adams Avenue. At an average speed of 35 mph, vehicles may reach the park in approximately 1 minute 30 seconds or more. If the access is closed due to flooding, EMS uses the turnaround via the Rye Beach Road interchange. At an average speed of 55 mph, this alternative route takes 4 minutes or more.

The nearby hospital with emergency care facilities is Firelands Regional Medical Center, located west of the park in Sandusky, Ohio. Unlike private vehicles, EMS vehicles leaving the park may turn right on US 6 eastbound and use the emergency crossover in the median to access US 6 westbound. Parents taking children for urgent care that does not require ambulance transport would have to use the around-the-block turnaround described earlier if the connection to Adams Avenue is closed due to flooding.

3. Alternatives Considered

Based upon the needs described above, the City of Huron developed proposed improvements to the access at US 6 (Build Alternative). (See map of proposed improvements, Figure 2 of 4.) The impacts and benefits of the Build Alternative are compared below to the consequences of no action (No Build Alternative).

No Build Alternative

The No Build Alternative involves no action other than routine maintenance of the existing park access. This option would not require a break on US 6 and would have no additional costs or impacts, but would not address any of the identified needs. Park traffic would continue to use the residential street, Adams Avenue. The traffic would continue to conflict with local residential traffic. It would continue to impact the quality of life of Adams Avenue residents. Park users and EMS vehicles would continue to use circuitous routes to access the park property during flooding events. Police and EMS response times would not be improved.

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[6] Saturday 3-4 PM, No Build 2014, Figure 8, *Traffic Engineering Study, Fabens Park Access, Huron, Ohio, May 5, 2014,* by TMS Engineers, Inc.

Build Alternative: Improve Access Via US 6

The proposed project (Build Alternative) involves installing a median break on US 6 opposite the park's driveway and a left-turn lane on US 6 to allow vehicles to enter the park from US 6 westbound. Left turns out of the driveway would be prohibited, with this movement provided by installation of a turning lane leading to a U-turn on US 6 east of the driveway. (See map of proposed improvements, Figure 2 of 4.)

This alternative would cost approximately $200,000 and would address the identified needs as follows:

- Access would be improved for nearly all park users. Vehicles from the west would access the park via US 6 eastbound to the driveway. Return trips would turn right on US 6 and use the U-turn to access US 6 westbound. Vehicles from the east would access the park via US 6 westbound, using the left-turn lane to access the park's driveway. Nearby neighborhood users accessing the park on foot, by bicycle and by car may still use Adams Avenue, but would experience fewer non-local traffic conflicts.

- Park traffic volumes would be reduced on Adams Avenue, reducing the conflicts with residential traffic and pedestrians. Traffic projections indicate that approximately half of the park traffic on Adams Avenue would instead use the US 6 access, reducing the traffic volume on Adams Avenue by approximately 24% during the peak hour for park usage[7].

- During flooding events, park users and EMS vehicles would be able to access the park via US 6 from both directions. The Huron Police Department has expressed support for the project since it would allow for faster access for police vehicles in an emergency situation via US 6 at 55 mph US 6 instead of Adams Avenue at 25 mph[8].

As part of the Build Alternative, the City of Huron also proposes to replace the culvert at the Adams Avenue entrance and improve the access for bicycles and pedestrians. This improvement is identified in the *Fabens Park Master Plan* prepared in January 2011. (See Appendix A.) The City is currently intending to allocate funding to the culvert improvement with the adoption of the 2015 budget, which will take place approximately December 2014. The culvert improvement alone would assist with the flooding issues identified above, but would not address the other elements of the Purpose and Need.

4. Conclusion

Per ODOT's Access Management Manual (Category III High Speed Urban Arterials), direct access to urban arterials may be provided (including a break in an existing median) where the median opening would provide operational or safety benefits to the general public. Left turns may be permitted where the left-turn does not have potential for signalization, and where the left turn does not cause a current or projected congestion or safety problem.

The proposed project would provide benefits to the general public described above in the comparison of the Build Alternative to the Purpose and Need. Traffic analyses conducted for 2014 and 2034 traffic

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[7] Saturday 3-4 PM, Build 2014, Figure 10, *Traffic Engineering Study, Fabens Park Access, Huron, Ohio, May 5, 2014,* by TMS Engineers, Inc.

[8] See Letter from Huron Police Department, April 23, 2014.

volumes indicate that the proposed project will not have noteworthy impacts on traffic flow on US 6[9]. The park drive intersection with US 6 and the weaving area (where eastbound traffic moves over to access the turnaround) would operate at Level of Service B or better, even with projected 2034 traffic volumes.

The introduction of left turning vehicles from US 6 westbound to the park's driveway would result in a small increase in the potential for crashes at the intersection. In general terms, an intersection with a specified volume of traffic has more potential for crashes with each conflict point that you add.

A RI/RO driveway has only two conflict points (where traffic turning right into or out of the driveway conflicts with through traffic in the right lane). A RI/RO plus left-in, as proposed in the Build Alternative, introduces four more conflict points (where the left-turning traffic conflicts with through traffic as it leaves the westbound travel lane, through traffic in each of the two eastbound lanes, and right-turning traffic in the park entrance road). Including the turnaround introduces two more conflict points for the lane-change eastbound to access the turnaround and the merge onto US 6 westbound. This is a total of eight conflict points for the proposed design compared to two conflict points in the existing condition.

By contrast, a full access driveway, which would also allow left-turns out of the driveway onto US 6 westbound, would have ten conflict points. The City's proposal to prohibit left turns out of the park driveway and utilize a turnaround helps to minimize the conflicts.

As part of the traffic study, the new FHWA crash prediction model was used to approximate the potential for crashes[10]. The model currently is limited in the types of intersections that can effectively be modeled. For the sake of comparison, a three-legged, urban, multi-lane intersection was modeled as well as a four-legged intersection. With the 2014 volumes at this location, the three-legged scenario would be expected to experience 0.81 crashes per year (which has 10 conflict points). The four-legged scenario would be expected to experience 1.74 crashes per year (which has 20 conflict points). Either of the modeled scenarios contains more conflict points than the proposed design. By minimizing the conflict points as described above, it is possible that the intersection may experience an average crash rate lower than these estimates.

Due to the low volume on US 6, it is the position of the City of Huron that the potential for increased conflicts as a result of the Build Alternative is expected to be offset by other safety benefits. In letters of support, the Huron Parks & Recreation Department cites the safety of the park user[11]; the Huron Police Department notes the safety benefits of reducing conflicts between vehicles and pedestrians/bicycles on Adams Avenue, as well as improved response times for police to the park[12].

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[9] See pages 29-40, *Traffic Engineering Study, Fabens Park Access, Huron, Ohio, May 5, 2014,* by TMS Engineers, Inc.

[10] See page 41, *Traffic Engineering Study, Fabens Park Access, Huron, Ohio, May 5, 2014,* by TMS Engineers, Inc.

[11] See Letter from Huron Parks & Recreation Department, April 25, 2014.

[12] See Letter from Huron Police Department, April 23, 2014.

VEHICULAR TRAFFIC COUNT SUMMARY

Municipality: Huron At Intersection of: Adams Avenue and Fabens Park Access Road

Date: 11/29/2012 Day: Thu. Comments: Project: 12-099

Weather: Clear Recorder(s): JAD Data entry by: JJO Date entered: Dec. 4, 2012 ms Ave x Fabens Park Access Rd 1125

TIME BEGINS	Fabens Park Access Rd. FROM NORTH						Fabens Park Access Rd. FROM SOUTH						TOTAL NORTH SOUTH	Adams Ave. FROM EAST						Adams Ave. FROM WEST						TOTAL EAST WEST	TOTAL ALL DIREC.	PEAK HOUR FACTOR			
	Left	Thru	Right	Total	Trk	Bus	Left	Thru	Right	Total	Trk	Bus		Left	Thru	Right	Total	Trk	Bus	Left	Thru	Right	Total	Trk	Bus			North	South	East	West
06:00																														
07:00	0	2	0	2	1	0	0	2	1	3	1	0	5							0	1	0	1	1	0	1	6	0.500	0.375		0.250
08:00	0	1	0	1	1	0	0	2	0	2	1	0	3	0	0	1	1	0	0							1	4	0.250	0.500	0.250	
09:00							0	1	0	1	0	0	1	0	0	1	1	0	0							1	2		0.250	0.250	
10:00																														
11:00	1	2	0	3	1	0	0	2	0	2	0	0	5	1	0	1	2	0	0	0	1	0	1	0	0	3	8	0.750	0.500	0.500	0.250
12:00	0	2	0	2	1	0	0	2	0	2	0	0	4	0	0	1	1	0	0							1	5	0.500	0.500	0.250	
1:00	0	1	0	1	0	0	0	0	1	1	0	0	2	0	0	1	1	0	0							1	3	0.250	0.250	0.250	
2:00																														
3:00							0	3	0	3	0	0	3							0	1	0	1	0	0	1	4		0.250		0.250
4:00							0	1	0	1	0	0	1																0.250		
5:00	0	2	0	2	0	0	0	2	0	2	0	0	4															0.250	0.250		
6:00																														
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8:00																														
9:00																														
TOTALS	1	10	0	11	4	0	0	15	2	17	2	0	28	1	0	5	6	0	0	0	3	0	3	1	0	9	37				
ADT	2	17	0	19	36.4%		0	26	3	29	11.8%		48	2	0	9	10	0.0%		0	5	0	5	33.3%		15	63				

HOURLY FACTOR: 1.69 MONTHLY FACTOR: 1.01 COMBINED FACTOR: 1.70

TMS ENGINEERS, INC.
4547 Hudson Drive
Stow, Ohio 44224
(330) 686-6402 FAX: (330) 686-6417

Figure #:

Page #:

VEHICULAR TRAFFIC COUNT SUMMARY

Municipality: Huron — At Intersection of: Adams Avenue and Fabens Park

Date: 9/28/2013 Day: Sat. Comments: — Project: 13-125

Weather: Clear Recorder(s): CRS Data entry by: JJO Date entered: Sep. 30, 2013 Adams Ave x Fabens Park 092813

TIME BEGINS	FROM NORTH						FROM SOUTH						TOTAL NORTH SOUTH	Adams Ave. FROM EAST						Fabens Park FROM WEST						TOTAL EAST WEST	TOTAL ALL DIREC.	PEAK HOUR FACTOR			
	Left	Thru	Right	Total	Trk	Bus	Left	Thru	Right	Total	Trk	Bus		Left	Thru	Right	Total	Trk	Bus	Left	Thru	Right	Total	Trk	Bus			North	South	East	West
06:00																														
07:00																														
08:00																														
09:00																														
10:00																														
11:00														0	54	0	54	1	0	0	19	0	19	0	0	73	73			0.563	0.792
12:00														0	75	0	75	0	0	0	10	0	10	0	0	85	85			0.750	0.625
1:00														0	44	0	44	0	0	0	27	0	27	0	0	71	71			0.786	0.450
2:00																														
3:00														0	72	0	72	0	0	0	76	0	76	0	0	148	148			0.600	0.543
4:00														0	27	0	27	0	0	0	40	0	40	0	0	67	67			0.450	0.455
5:00														0	16	0	16	0	0	0	28	0	28	0	0	44	44			0.667	0.500
6:00														0	5	0	5	0	0	0	43	0	43	0	0	48	48			0.417	0.384
7:00																														
8:00																														
9:00																														
TOTALS														0	293	0	293	1	0	0	243	0	243	0	0	536	536				
ADT														0	650	0	650	0.3%		0	539	0	539	0.0%		1190	1190				

HOURLY FACTOR: 2.04 MONTHLY FACTOR: 1.09 COMBINED FACTOR: 2.22

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4547 Hudson Drive
Stow, Ohio 44224
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Figure #:

Page #:

January 26, 2011

Fabens Park Master Plan

HURON, OHIO

KKG

Steering Committee:

- Tom Solberg Jr.	Huron Joint Recreational District
- Jennifer Kilbury	Resident Volunteer
- David Dreffer	Huron Joint Recreational District
- Chris Basting	Park Manager, Huron Parks & Recreation Department
- Brian Croucher	Recreation Manager, Huron Parks & Recreation Department
- Doug Steinwart	Project Manager, Huron Parks & Recreation Department
- Andrew White	City Manager, City of Huron

Master Plan Study Goals & Objectives

+ Engage the Huron Joint Recreational District Board and a Steering Committee comprised of City staff/departmental representatives throughout the planning and design process.

+ Develop a park master plan or redevelopment strategy that will address short term operations/ maintenance issues and recommend long term capital improvements projects.

+ The park master plan improvement recommendations shall be based upon the City of Huron's Vision & Mission Statements and guided by the adopted Huron Joint Recreational District Board goals.

Master Plan Vision/ Mission Statements

Fabens Park should accommodate other, more passive park facilities and amenities. Studying this potential park transformation into a true Community Park, would attract a broader cross section of your residents with compatible park improvements that focus on family activities and other programs or functions yet to be identified.

The timing seems appropriate that as the consultant identifies future renovation and enhancement of existing park facilities, that the study addresses additional or alternative park amenities. This master planning process will insure that the Fabens Park restoration/ redevelopment implementation plan will reengage the Community and that the future park improvement projects will be strategically phased to minimize impacting current recreation programs and facility usage.

The consultant's planning/design objectives will be to improve public accessibility and use of the park, insure development sustainability, preserve existing natural resource features, introduce low maintenance landscape enhancements to aesthetically define and buffer various park spaces, and to consider park facilities that increase year round visitations and potentially capture additional revenues to offset current operational expenditures.

Park Specific Existing Conditions & Preliminary Park Improvement Considerations

- Primarily an active recreation oriented, ±32-acre park site consisting of the following facilities/amenities:
  - 9 – baseball/softball fields with two batting cages
  - 5 – tennis courts
  - 3 – picnic/shade structures
  - 1 – concession/restroom structure and a nature trail
- Stormwater drainage issues exist and affect the maintenance and therefore public use of various areas within the park.
- The adjacent deciduous woodlot is privately held and may be available.
- Consider a hierarchy of trails for improved pedestrian connectivity to schools, neighborhoods and the regional trail system (Lake Shore Electric Railway Trail).
- Consider a dog park area in the #9 field vicinity.
- Address existing park access road at grade stream crossing. Evaluate with the City Engineering/Service Department.
- Extend waterlines to the tennis complex and the four leaf clover softball area.
- Incorporate an internal multi-use perimeter trail system for pedestrian and service/ emergency vehicles.
- Evaluate and balance existing active recreation facilities at Fabens Park with existing or new recreation facilities on nearby school properties.
- Address the extensive existing parking area configurations relative to circulation patterns, parking efficiency, landscape enhancement, site lighting/security, stormwater conveyance/ management, safe pedestrian movement and the variety of hardscape pavements relative to maintenance issues/costs.
- Address ADA accessibility throughout the park.
- Address park safety/security and vandalism issues.
- Improve site electrical and site lighting to meet the program uses within the park.
- Provide park signage/wayfinding recommendations that integrate the potential new park facilities and public use spaces with existing park facilities.
- Evaluate with the City Engineering/Service Department the potential for a separate access road/pedestrian path entry into the park.

2.0 Issues & Constraints

2.1 - A. Entry
B. Stormwater Conveyance Strategy
C. Parking
D. Circulation

2.2 - E. Restrooms & Concessions
F. Wood Lot
G. User Diversity
H. Tennis Area
I. Lighting

3.0 Site Ideas & Opportunities

3.1 - A. Entry

3.2 - B. Storwater Conveyance Strategy
C. Parking

3.3 - D. Circulation
E. Restrooms & Concessions

3.4 - F. Wood Lot
G. User Diversity

3.5 - H. Tennis Area
I. Lighting

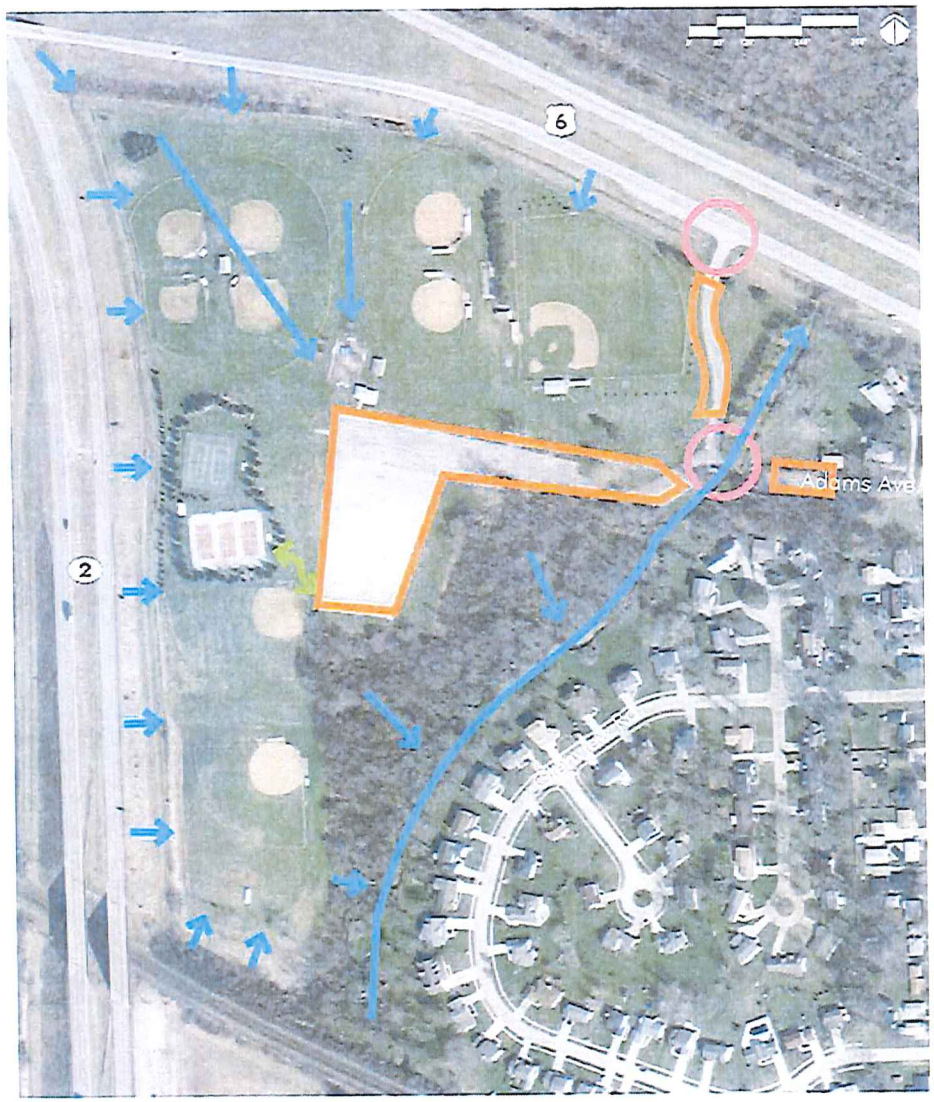
4.0 Master Plan

4.1 - Master Plan

4.2 - Master Plan Enlargement

5.0 Estimate

5.1 - Estimate of Probable Cost



A. Entry

- Route 6 is limited to right turns only
- Adams Ave. is crowded during game nights
- Existing park access road often floods at the stream crossing.
- Existing park access road pedestrian entrance is not ADA compliant

B. Stormwater Conveyance Strategy

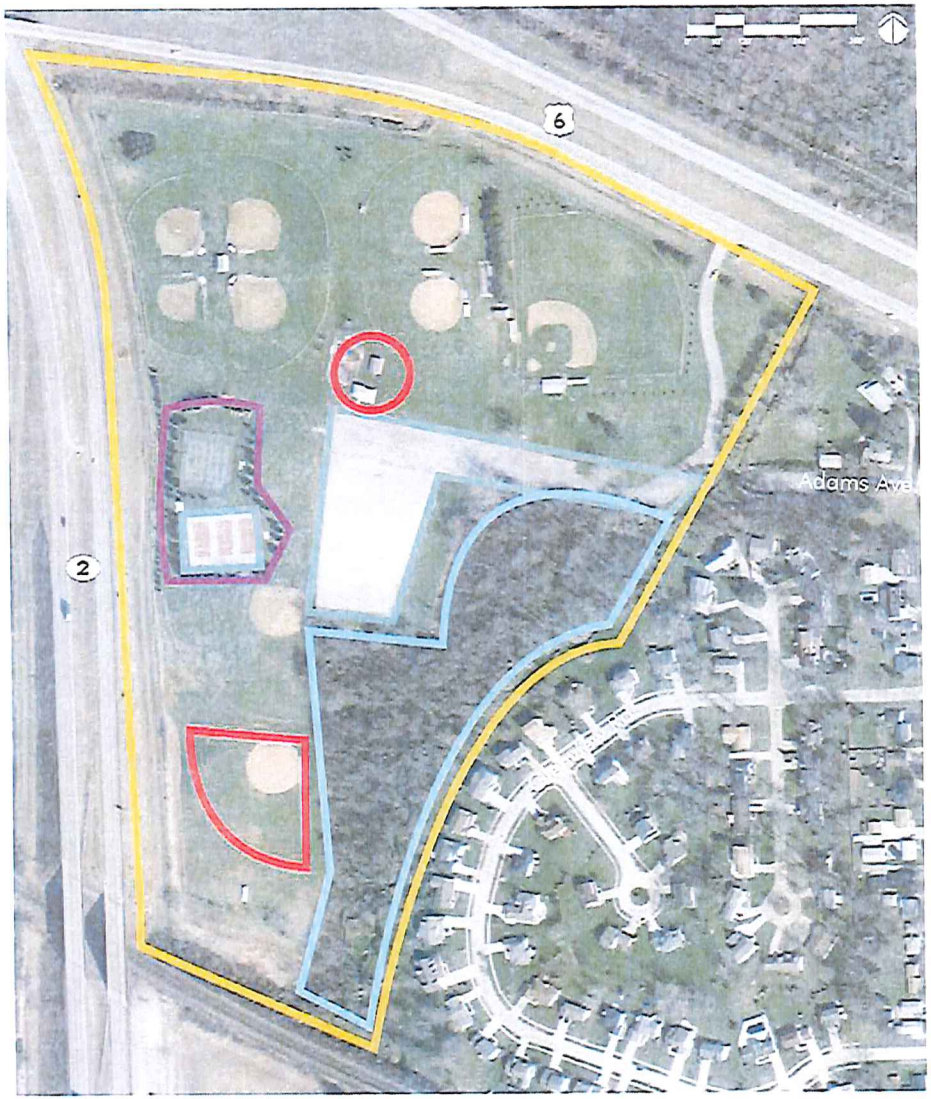
- Existing drain Inlets are potentially undersized or missing in some locations
- Playground floods and retains water within curbs
- Lack of topographic and site utility survey information

C. Parking

- Paved lot is in poor condition
- Gravel Lot's lack of lines decrease efficiency of parking
- Current spaces do not meet current need
- ADA paved spaces are too short to move around vehicle
- Wood barriers need replacing

D. Circulation

- Lack of pedestrian pathway throughout park
- Need for cross country trail



E. Restrooms & Concessions

- Southern fields are too far from restrooms
- lack of restroom facilities during high traffic game days/nights
- Lacks area to que
- Needs additional shading

F. Wood Lot

- In need of a vegetation assessment to aid in future development placement and maintenance program

G. User Diversity

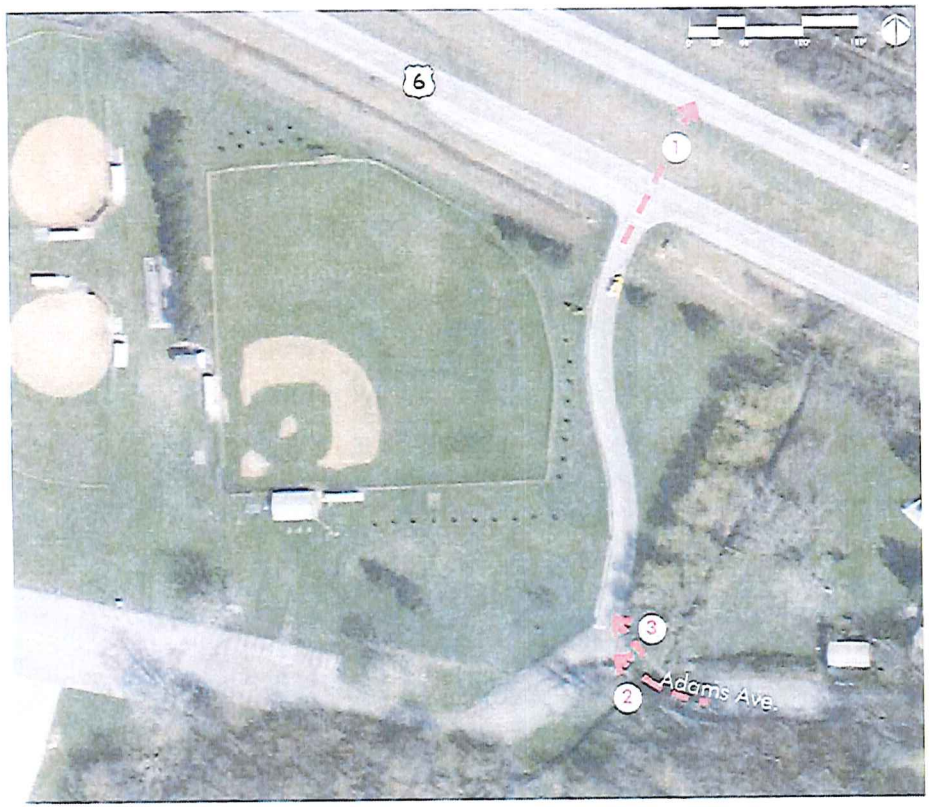
- Lack of passive park opportunities
- Lack of multi-seasonal appeal

H. Tennis Area

- North courts have resurfacing issues
- Lacks shade and a safe, ADA accessible entry point
- Requires lighting for those who play independently after team practices

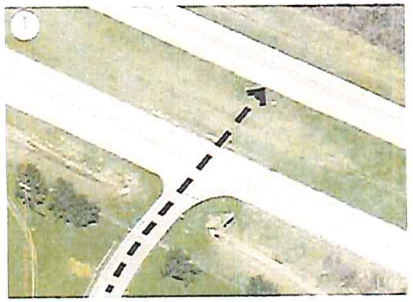
I. Lighting

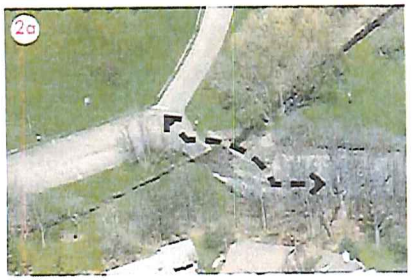
- Parking lot not appropriately lit for night-time usage



A. Entry

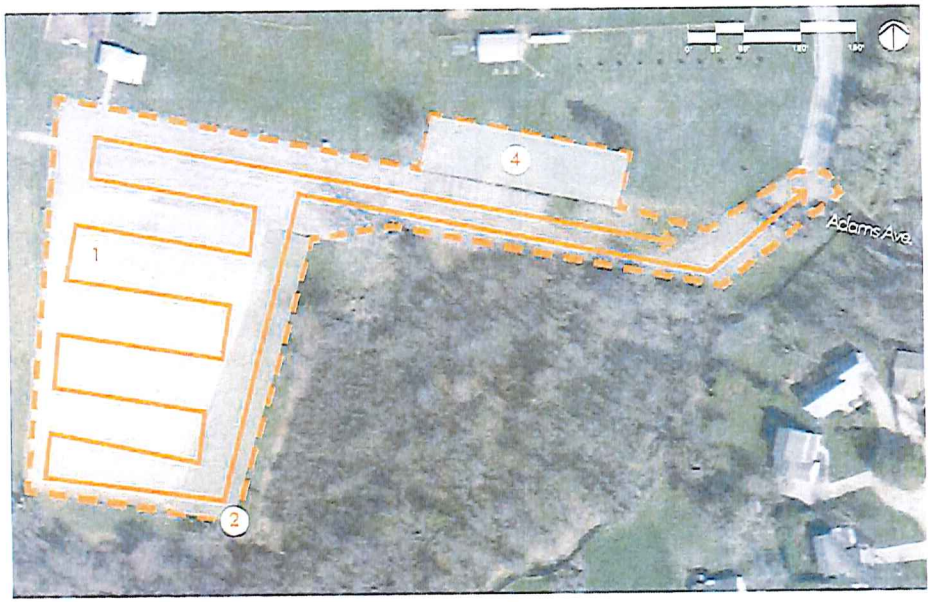
1. Extend north entrance to State Route 6 Westbound to relieve some of Adams Ave. traffic (contact ODOT)
2. Create bridge over stream that intersects the Adams Ave. entrance to avoid flooding (contact FEMA)
3. Pave Adams Ave. pedestrian entrance to be ADA compliant





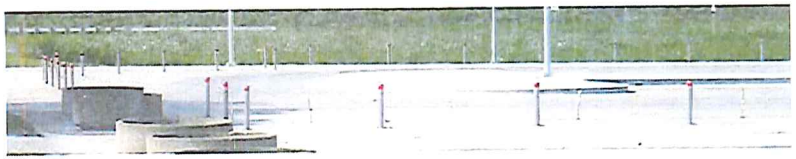
B. Stormwater Conveyance Strategy

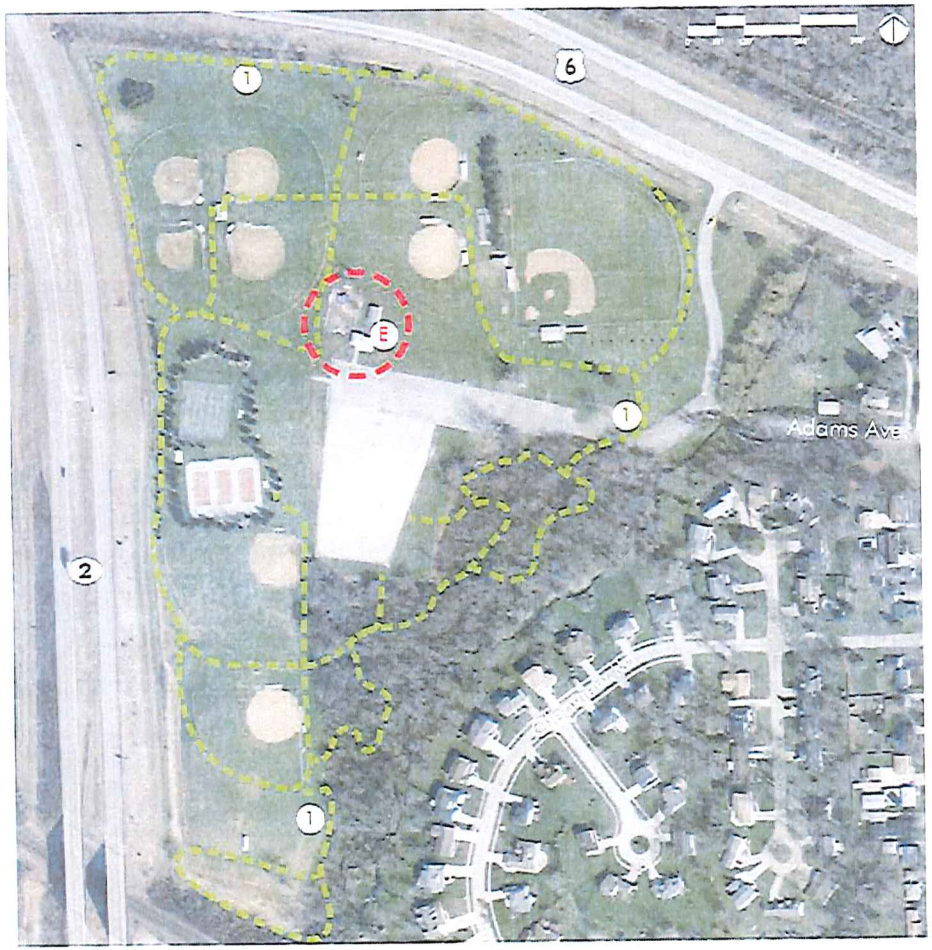
1. Conduct professional topographic survey to better asses drainage issues and opportunities
2. Add trench drains and catch basins around playground to intercept incoming water
3. Install inlet and catch basin in playground to catch water that sheets past trench drains



C. Parking

1. Properly pave and strip all of current central lot with adjusted layout to increase efficiency
2. Extend east edge of central parking lot as entry drive
3. Replace wood barriers with posts and chains and parking blocks
4. Provide additional parking for any additional program (possibly along north side of lot)



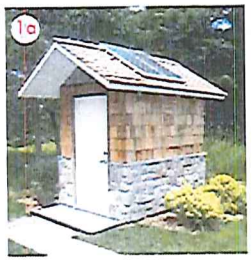


D. Circulation

1. Create an aggregate path that circulates around the park and to important areas for both pedestrians and the cross country runners

E. Restrooms & Concessions

1. Provide restrooms closer to southern portion of site - possibly a portable restroom with a wooden outhouse-like structure built around to deter vandalism or a self-contained system
2. Extend pavement in front of concessions for queuing, and add trellis to provide shade



F. Wood Lot

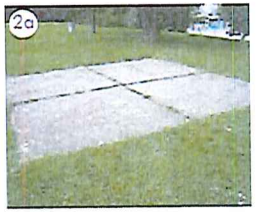
1. Conduct a survey that includes tree health, removing Ash trees or trees in poor health

G. User Diversity

1. Use southern most portion of property for a dog park
2. Create a leashed dog trail in wooded area
3. After assessing tree health, add a 3-season shelter to thinned area of woods with some additional parking
4. Explore options for a sledding hill or ice skating rink to increase winter usage

H. Tennis Area

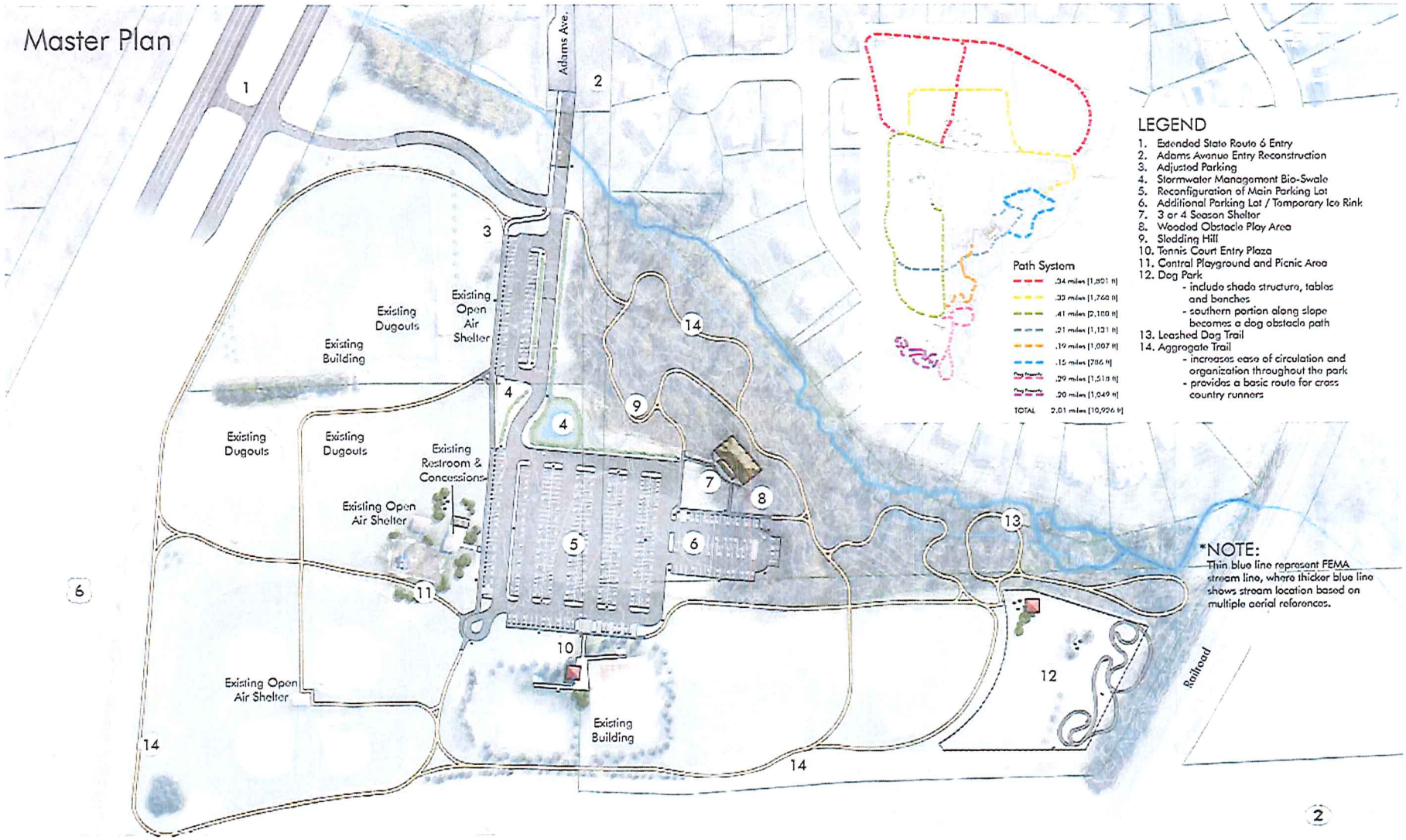
1. Reconstruct northern courts in the same manner as the southern courts
2. Provide concrete pads for portable restrooms during high traffic events, that otherwise serve as four square courts
3. Include a shade structure to identify tennis area, while also providing shade for high-traffic tournaments
4. Explore LED lighting options for independent tennis players since teams primarily have the tennis courts during peak daytime hours



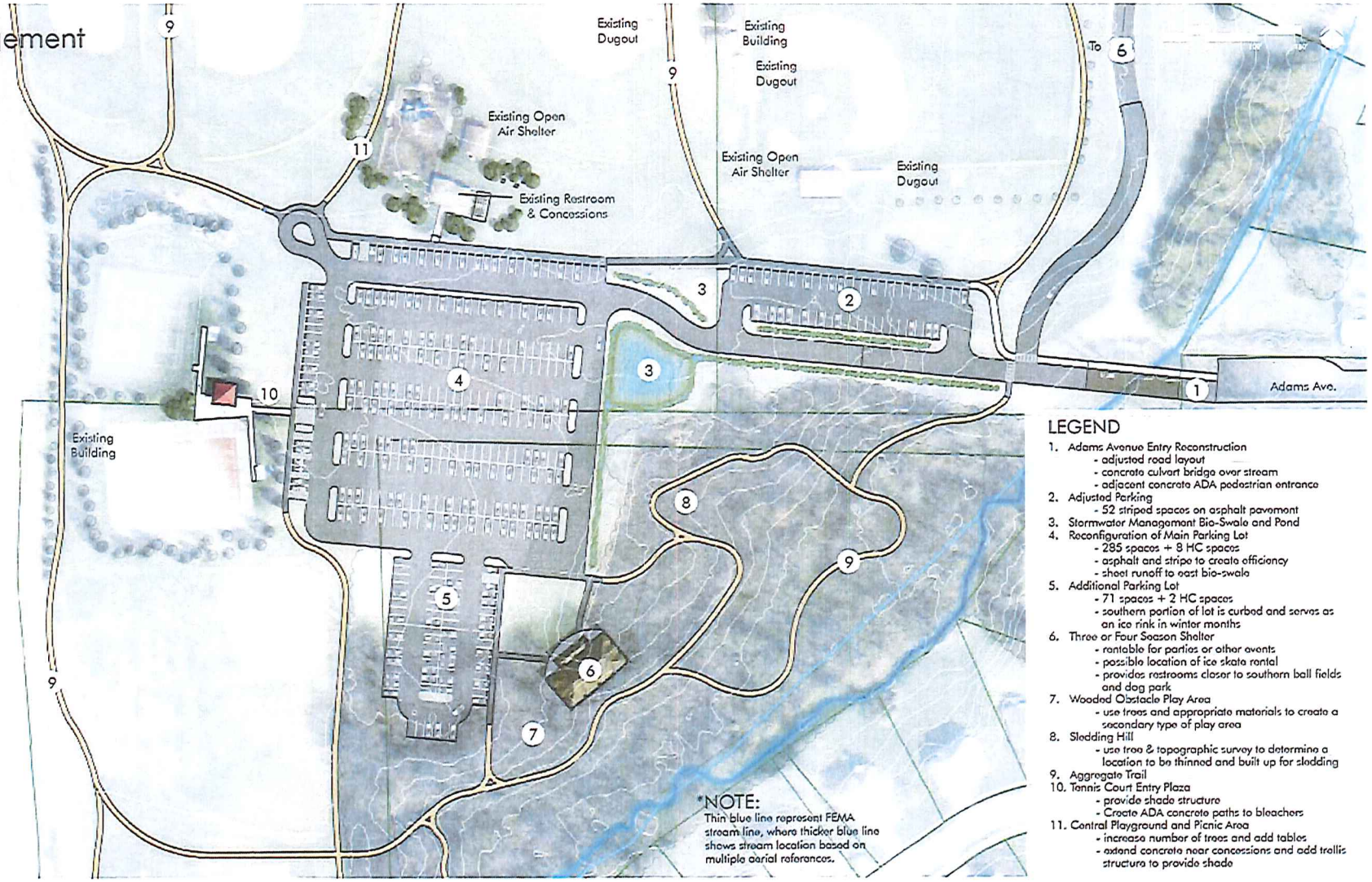
I. Lighting

1. Explore replacing parking lot lighting with LED lighting for night-time users

Master Plan


Adams Ave.
Existing Dugouts
Existing Building
Existing Open Air Shelter
Existing Dugouts
Existing Dugouts
Existing Restroom & Concessions
Existing Open Air Shelter
Existing Open Air Shelter
Existing Building
Railroad
Path System
.34 miles [1,801 ft]
.33 miles [1,766 ft]
.41 miles [2,188 ft]
.21 miles [1,131 ft]
.19 miles [1,007 ft]
.15 miles [786 ft]
.29 miles [1,518 ft]
.20 miles [1,049 ft]
TOTAL 2.01 miles [10,926 ft]
LEGEND
1. Extended State Route 6 Entry
2. Adams Avenue Entry Reconstruction
3. Adjusted Parking
4. Stormwater Management Bio-Swale
5. Reconfiguration of Main Parking Lot
6. Additional Parking Lot / Temporary Ice Rink
7. 3 or 4 Season Shelter
8. Wooded Obstacle Play Area
9. Sledding Hill
10. Tennis Court Entry Plaza
11. Central Playground and Picnic Area
12. Dog Park
- includo shado structuro, tablos and benches
- southern portion along slope becomes a dog obstacle path
13. Leashed Dog Trail
14. Aggregate Trail
- increases ease of circulation and organization throughout the park
- provides a basic route for cross country runners
*NOTE:
Thin blue line represent FEMA stream line, where thicker blue line shows stream location based on multiple aerial references.

Enlargement



LEGEND

1. Adams Avenue Entry Reconstruction
   - adjusted road layout
   - concrete culvert bridge over stream
   - adjacent concrete ADA pedestrian entrance
2. Adjusted Parking
   - 52 striped spaces on asphalt pavement
3. Stormwater Management Bio-Swale and Pond
4. Reconfiguration of Main Parking Lot
   - 285 spaces + 8 HC spaces
   - asphalt and stripe to create efficiency
   - sheet runoff to east bio-swale
5. Additional Parking Lot
   - 71 spaces + 2 HC spaces
   - southern portion of lot is curbed and serves as an ice rink in winter months
6. Three or Four Season Shelter
   - rentable for parties or other events
   - possible location of ice skate rental
   - provides restrooms closer to southern ball fields and dog park
7. Wooded Obstacle Play Area
   - use trees and appropriate materials to create a secondary type of play area
8. Sledding Hill
   - use tree & topographic survey to determine a location to be thinned and built up for sledding
9. Aggregate Trail
10. Tennis Court Entry Plaza
    - provide shade structure
    - Create ADA concrete paths to bleachers
11. Central Playground and Picnic Area
    - increase number of trees and add tables
    - extend concrete near concessions and add trellis structure to provide shade

Item #	Item Description	Qnty.	Unit	Unit Price	Subtotal
	Parking Lot and Roadway				
	Field Survey and Staking	1	LS	$ 10,000.00	$ 10,000.00
	Asphalt Removal	14786	SY	$ 2.75	$ 40,661.50
	Clearing and Grubbing	1	LS	$ 10,000.00	$ 10,000.00
	Earthwork	1	LS	$ 40,000.00	$ 40,000.00
	Erosion Control and Protection	1	LS	$ 5,000.00	$ 5,000.00
	Asphalt Parking Lot	1	LS	$ 640,000.00	$ 640,000.00
	ConSpan Bridge	1	LS	$ 90,000.00	$ 90,000.00
	Lighting	28	EA	$ 4,500.00	$ 126,000.00
	Vehicular Gate	1	EA	$ 5,000.00	$ 5,000.00
	Concrete Walk	2430	SF	$ 4.25	$ 10,327.50
	Miscellaneous - bike racks, parking sign, etc.	1	LS	$ 7,500.00	$ 7,500.00
	Aggregate Path	6000	SY	$ 15.00	$ 90,000.00
	Seeding and Mulching	5750	SY	$ 1.50	$ 8,625.00
	Total				$ 1,083,114.00
	4 Season Shelter Building				
	Field Survey and Staking	1	LS	$ 3,000.00	$ 3,000.00
	Clearing and Grubbing	1	LS	$ 5,000.00	$ 5,000.00
	Earthwork	1	CY	$ 5,000.00	$ 5,000.00
	Shelter Building - 75' x 50'	3750	SF	$ 110.00	$ 412,500.00
	Obstacle Course Play Eqipment	1	LS	$ 50,000.00	$ 50,000.00
	Concrete Pad	745	SF	$ 4.25	$ 3,166.25
	Ice Skating Prepatory Features	1	LS	$ 1,500.00	$ 1,500.00
	concrete curb	350	LF	$ 18.00	$ 6,300.00
	Total				$ 486,466.25
	Dog Park				
	25' x 25' Shade Structure	625	SF	$ 80.00	$ 50,000.00
	Landscaping	1	LS	$ 5,000.00	$ 5,000.00
	Site Furniture	1	LS	$ 3,000.00	$ 3,000.00
	Trails - Natural	1	LS	$ 5,000.00	$ 5,000.00
	Fencing	1140	LF	$ 40.00	$ 45,600.00
	Gate System	1	LS	$ 3,000.00	$ 3,000.00
	Dog Obstacle Equipment	1	LS	$ 5,000.00	$ 5,000.00
	Total				$ 116,600.00

	Playground / Picnic / Concessions Area				
	Landscaping	1	LS	$ 5,000.00	$ 5,000.00
	Site Furniture	1	LS	$ 3,000.00	$ 3,000.00
	Trellis Structure (20' x 30')	600	SF	$ 20.00	$ 12,000.00
	Concrete Pad and Walk	525	SF	$ 4.25	$ 2,231.25
	Storm Drainage and Structures	1	LS	$ 4,720.00	$ 4,720.00
	Total				$ 26,951.25
	Tennis Area				
	Landscaping - Trees	1	LS	$ 2,500.00	$ 2,500.00
	Shade Structure (25' x 25')	625	SF	$ 80.00	$ 50,000.00
	Concrete Pad and Walk	2700	SF	$ 4.25	$ 11,475.00
	Total				$ 63,975.00
	Drainage / Storm Management				
	Bioswales	8600	SF	$ 4.00	$ 34,400.00
	Bioretention Pond	1	LS	$ 7,500.00	$ 7,500.00
	1" Water Service	450	LF	$ 10.00	$ 4,500.00
	2" Sanitary Force Main	450	LF	$ 12.00	$ 5,400.00
	Pump Station	1	EA	$ 30,000.00	$ 30,000.00
	Total				$ 81,800.00

COST SUMMARY	
SUBTOTAL ALL CONSTRUCTION	$ 1,858,906.50
15% CONTRACTOR OVERHEAD AND PROFIT	$ 278,835.98
SUBTOTAL	$ 2,137,742.48
20% SCHEMATIC DESIGN CONTINGENCY	$ 427,548.50
GRAND TOTAL	$ 2,565,290.97

OPINIONS OF PROBABLE CONSTRUCTION COSTS PREPARED BY THE LANDSCAPE ARCHITECT REPRESENT HIS BEST JUDGMENT AS A DESIGN PROFESSIONAL. HOWEVER, THE LANDSCAPE ARCHITECT HAS NO CONTROL OVER THE COST OF LABOR, MATERIALS OR THE CONTRACTORS METHODS OF DETERMINING BID PRICES, OR OVER COMPETITIVE BIDDING OR MARKET CONDITIONS. THEREFORE THE LANDSCAPE ARCHITECT CANNOT GUARANTEE THAT BIDS OR CONSTRUCTION COST WILL NOT VARY FROM ANY OPINIONS OF PROBABLE CONSTRUCTION COST PREPARED.

Revised February 25, 2011