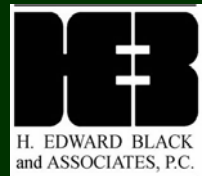




Millersburg Open Space and Recreation Plan

Millersburg Borough
Upper Paxton Township
Dauphin County
Pennsylvania

October 2008
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MASTER PARKS PLAN STEERING COMMITTEE

Tom Shaffer, Upper Paxton Twp Supervisor
Mark Rothermel, Millersburg High School Baseball Boosters / Millersburg Area School District
Ron "Pickle" Hepner, Millersburg High School Baseball Boosters / Upper Paxton Twp Supervisor
Chris Dietz, Millersburg Borough Council
Kathy Wolfe, Millersburg Planning Commission
Donald "Skip" Wingard, Millersburg Borough Manager
Lorena F. Lemons, Millersburg Bicentennial / Millersburg Area Working Together
Diane Hammacher, Millersburg Ferry Boat Association
Melanie Long, Millersburg Resident Supporting Skateboarding
Neal Miller, Millersburg Borough Council
Carol Miller, Millersburg Planning Commission

MILLERSBURG BOROUGH

Brian Musa, **Mayor**

Borough Council

Larry Smeltz, **President**
Christopher Dietz, **Vice President**
Gary Ibberson
Sean Grimm
Matthew Mavretic
Neal Miller

UPPER PAXTON TOWNSHIP

Township Supervisors

Ronald Hepner, **Chairman**
Tom Shaffer
Joe Snyder

Prepared by:

H. Edward Black and Associates, Ltd.
2403 North Front Street
Harrisburg, PA 17110

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I INTRODUCTION

An Open Space and Recreation Plan identifies the methods, resources, organizational capacity and capital investment needed to accomplish both the short-term and long-term recreation, parks and open space goals of the community. The planning process includes substantial citizen involvement, inventory of existing conditions and facilities, analysis of issues and community needs, and specific recommendations that set forth actions, priorities and cost.

Millersburg Borough initiated this Open Space and Recreation Plan (hereafter referred to as the “Plan”), as part of the development of a Comprehensive Plan in 2006-2007 with Upper Paxton Township. The Master Parks Plan Steering Committee (hereafter identified as the “Committee”) with representatives from both Upper Paxton Township as well as Millersburg Borough was formed in 2007. While the scope of the Plan was originally intended to be confined to Millersburg Borough, the area was expanded to include Upper Paxton Township since the Comprehensive Plan included the Township.

II EXECUTIVE SUMMARY

The Open Space and Recreation Plan addresses the five (5) existing Millersburg Borough parks. A Master Site Plan (hereafter referred to as the “Site Plan”) focuses on two of those - Riverfront and MYO Parks – and was developed concurrently with the Open Space and Recreation Plan. Upper Paxton Township has not had parks in the past, however the Township was in the process of acquiring Hottenstein Glen to be utilized as the first Township park as this Plan was being developed.

Millersburg offers an exceptional location for accessing a regional recreation network. Its situation adjacent to the Susquehanna River along the Susquehanna River Water Trail – Middle Section, at the proposed culmination of the Lykens Valley Rail Trail and within the Susquehanna Greenway provides the potential for Millersburg to act as a gateway for access to the regional recreation network which includes the Ned Smith Center for Nature and Art and the Wiconisco Creek Recreation and Natural Area. Within the Borough itself, the framework for a meaningful local recreation network is in place. The five existing parks are located within walking distance of the downtown. Riverfront and MYO Parks, the subjects of the Master Site Plan, provide access to the river, offer significant passive recreation environments, and house important historical sites. Riverfront Park is poised to provide the connection between the Lykens Valley Rail Trail, the Susquehanna River, the Millersburg Ferry, the historic Millersburg Railroad Station Information Center and Millersburg business center (See Recreation Network Links Plan in Appendix).

One of the first tasks the Committee accomplished was to conduct a resident survey to help determine citizens’ perceived needs for parks, recreation and open space preservation and development. This survey was conducted during May and early June of 2007. At the same time, stakeholder interviews were conducted with individuals, businesses and organizations identified by the Committee to ascertain their perspective on the same issues.

The firm of H. Edward Black and Associates, Ltd., Landscape Architects and Engineers, was hired to develop the Open Space and Recreation Plan and Master Site Plan. The Committee met with the consultants throughout 2007 and 2008 to provide direction as the Plan and the Site Plan were developed. Based on resident survey responses, input from the Committee and site analysis, Open Space and

Recreation Plan goals and recommendations were developed, and a Concept Site Plan for Riverfront and MYO Parks were developed by the Consultant. Much study, analysis, many meetings and much negotiation, all of which is documented, took place. The process went well, with dedicated thoughtful persons involved.

At the time of this writing, a recreational trail to follow the former Lykens Valley Railroad bed from Millersburg to Tower City was in the planning stages. The Lykens Valley Rail Trail will provide a strategic connection between Millersburg and regional recreation opportunities which include the Ned Smith Center. The alignment of the Rail Trail through Millersburg is an important issue which was under consideration during the completion of this Plan. After much study and deliberation, a consensus was reached to provide two trailheads in Millersburg. One trailhead is proposed at a Borough-owned property on the southeast corner of Market and Pine Streets which provides convenient vehicular access and adequate parking for users. A second trailhead is proposed at the Millersburg Ferry passenger point in Riverfront Park, which provides a significant link with the ferry landing site at Crow's Landing, the Ferry Boat Campgrounds on the west side of the Susquehanna, and with Routes 11 and 15 in Perry County. A looped trail between the two trailheads will take the trail through Riverfront Park as well as through the business center.

The Master Site Plan for Riverfront and MYO Parks was sketched various times and eventually adopted. The cost as forecast in the budget, based on construction season 2008 prices, is just over \$6.2 million dollars. This estimate includes allowances for the purchase of several properties.

The Cost Estimate for the Master Site Plan is broken down into 20 phases in order to maintain phases of approximately \$200,000 in construction value. The phasing corresponds to the priorities which the Committee established for completing the work of the Master Site Plan. However, the phases can be rearranged by the Borough as desired, based on current needs at the time of development. The Phases as itemized in the cost estimate are:

1. Play structures in MYO Park
2. Hiking/biking trail, electric service, lighting, sound system and trash/recycling receptacles in Riverfront Park; trash/recycling receptacles in MYO Park
3. Bank stabilization in Riverfront and MYO Parks
4. Improvements to the existing Millersburg Ferry passenger point in Riverfront Park
5. Restroom/Concession stand at north end of Riverfront Park
- 6-A. Purchase "former Hardees" property to provide new access to MYO Park
- 6-B. New access drive to MYO Park
- 6-C. Revised parking on "former Hardees" site, open air kiosk/information center, trees, landscaping
7. Boat launch and Ferry dry dock location/special event area in Riverfront Park
8. Plaza/stage with commemoration of Water House and Youth Center in MYO Park
9. Nature trails through undeveloped area in southern end of MYO Park
10. Dredge canal for recreational use in MYO Park
11. Canoe/kayak launch and parking area in MYO Park
12. Stabilized grass parking lot at Keystone and River Streets to provide additional parking for Riverfront Park
13. Three (3) new picnic pavilions and paths around the pavilions in MYO Park

14. Climbing wall in MYO Park
15. “Point Plaza” at southern end of Riverfront Park. Parking and wood guide rail on River Street, and landscape buffer at Tool and Die Company in Riverfront Park
16. Improvements to Riverfront Park to include: renovation of lawn areas, sanitation pruning of existing trees, replacement of existing asphalt fire lanes with reinforced turf lanes, picnic tables, benches, game tables, bike racks, as well as renovation and replacement of existing swings
17. Improvements to MYO Park to include: renovation of lawn areas, picnic tables, benches, and bike rack
18. Improvements to MYO Park to include: screening of the existing recycling center and sewage treatment plant, renovation of the existing restroom, stabilized turf parking lot adjacent to baseball field, paved access drive and parking by existing picnic pavilions
19. Concession stand in MYO Park. Restroom at south end of Riverfront Park
20. Directional and interpretive signage in Riverfront and MYO Parks

In the latter portion of this Plan, a section entitled “Financial Considerations” outlines potential sources of construction funds and a section titled “Implementation Strategies” outlines methodology for putting together man power, materials and the financial means to complete the park.

III REGIONAL HISTORY

Millersburg was founded by Daniel Miller in 1807. Land was reserved at that time for the town square and a riverside park, both of which have been preserved to the present. The priority of public parkland for the good of the community was set from town's beginning. Several Borough Parks house historically significant sites.

The Millersburg Ferry is a well known landmark in Riverfront Park in Millersburg. Historical records indicate that ferries operated on the Susquehanna near present day Millersburg before the founding of the town. A ferry from Millersburg to Crow's Landing has been in operation since before 1817. The current fleet consists of two boats, The Roaring Bull V and the Falcon III. They are the only two remaining all-wooden, double-paddle stern wheel ferry boats of their type remaining in the U.S. The Ferry, the Ferry loading point and the Ferry wall are all listed on the National Register of Historic Places.

When coal was discovered in Lykens in 1825, it was brought to Millersburg by railroad, taken by ferry across the Susquehanna River, thereafter to be transported downriver by canal boat.



Water House
(Photo from Skip Wingard)

To facilitate the transport, the Wiconisco Canal, which extended from the confluence of the Wiconisco Creek and the Susquehanna River (on land which is now part of MYO Park) to Clarks Ferry, was completed in 1848. The construction of the canal strengthened Millersburg's position as the transportation center of the region. A Water House pumped water from the river and the creek into the canal. At the peak of the canal's service, a hundred boats might have been awaiting loading. The boats, many of which were owned by Millersburg residents were drawn by horses and mules using a tow path. The flood of 1889 destroyed the canal, after which it was abandoned.

A retaining wall in the north end of MYO Park marks the site of the Water House. Later, during a revitalization of MYO Park, an enclosed pavilion which functioned as a Youth Center was built in approximately the same location as the Water House. The Youth Center was used for sports as well as social activities. In 1972, Hurricane Agnes knocked the pavilion off its foundation and the center was subsequently demolished.



Millersburg Ferry
(Photo from Millersburg Ferry Association)



Youth Center in MYO Park
(Photo from Skip Wingard)

A wooden swinging bridge was built in 1920 during the original development of MYO Park to connect MYO and Riverfront Parks. The wooden bridge was destroyed in 1972 by Hurricane Agnes, and a new bridge was built in its place by the Army Corps of Engineers Reserve in 1997.

The Millersburg passenger train station was built adjacent to Center Street in 1898 and served the community until 1960 when passenger train service was discontinued. In 1982, the building was donated to the Historical Society of Millersburg and Upper Paxton Township, which undertook a rehabilitation of the deteriorated structure. The building is now listed on the National Register for Historic Places and serves as the Millersburg Information Center.

Although a thriving center of commerce in the past, Millersburg has not escaped the typical decline of towns in northern Dauphin County during the past 4 decades. In 2004, the Northern Dauphin Regional Chamber of Commerce began a Main Street revitalization program, of which Millersburg is a participant. The goal is to replace abandoned and blighted properties with 21st century businesses in one of three areas: tourism, education or technology. The historical significance of Millersburg, the beauty of the region and the prominence of the river all play a part in the continued development of the Borough and the park system which will serve community residents as well as tourists.

Providing a tie between Millersburg and the Lykens Valley Rail Trail via Riverfront Park and MYO Park can benefit these economic development efforts. Intentional location of the trailhead(s) in Millersburg within close proximity to the business center should help facilitate patronage of local businesses. Linking the Rail Trail to the Millersburg Ferry will not only connect hikers to the historic ferry, but will also provide a connection from Routes 11 and 15 and Perry County to the trail.

Additionally, “The Susquehanna Greenway system, a planned corridor of green infrastructure...[which links] the Susquehanna River...with cities, towns, rural areas, conserved natural lands and forests in Pennsylvania...is a large landscape initiative...[in] the Susquehanna Valley.” (From Susquehanna Greenway Partnership website: www.susquehannagreenway.org/greenway/site/default.asp). Millersburg enjoys an outstanding location at the intersection of several features of the Greenway (see Susquehanna Greenway Design Concept Panel #6 in Appendix). Existing components of the Susquehanna Greenway, and future development of the system, will also encourage eco-tourism and economic development in Millersburg and Upper Paxton Township.

York County Heritage Trail and The Great Allegheny Passage Trail have virtually re-vitalized small towns along these popular trails which follow former railroad service lines. Trail-related businesses such as bicycle rentals as well as tourism-related businesses such as restaurants and even “bed and breakfast” lodging have emerged. New Freedom (York County) and Boston (Allegheny County) have been reborn and are even experiencing an increase in property values. Tourism is the #2 industry in Pennsylvania and the two most popular types of tourism are histo-tourism, focusing on historic resources and eco-tourism, focusing on natural and environmental resources. The Millersburg area offers unique historic and environmental resources and enhancing those experiences with recreational opportunities such as a regional trail could be a win-win for the residents and the local economy.

IV NATURAL RESOURCES

The Susquehanna River has had a significant impact on Millersburg and Upper Paxton Township. The river historically provided the means for transporting coal and agricultural products from the surrounding area to the Chesapeake Bay, allowing those industries to grow. The construction of the Wiconisco Canal further solidified Millersburg’s role as a transportation hub at that time.



Millersburg

Even now, the river creates a unique atmosphere in the area. The proximity of the town to the river and the fact that Riverfront Park and MYO parks have been preserved and saved from other development, ensure that the river remains an integral part of Millersburg area residents’ life today.

The stretch of the Susquehanna River which passes Millersburg has been designated by the Pennsylvania Fish and Boat Commission and DCNR as part of the “Susquehanna River Water Trail – Middle Section”, which belongs to the Pennsylvania Water Trail System. The American Canoe Association designated the entire Susquehanna River Water Trail as an ACA – Recommended Water Trail in 2005. In June of 2008, the Middle and Lower sections of the Trail were designated as a National Recreation Trail in the National Trails System as authorized by the National Trails System Act of 1968. Riverfront and MYO Parks serve as a vital link from the Susquehanna River Water Trail to Millersburg as well as to the planned Lykens Valley Rail Trail.



Susquehanna River

The Millersburg area has several trail and greenway opportunities that will not only provide recreational opportunities for the area residents, but will also highlight the natural features such as the frontages on the Wiconisco Creek and Susquehanna River. “There are many possibilities for expansion of cultural resources and tourism within the watershed and the development of cultural resources and tourism within the area will continue to showcase the attributes of the Wiconisco Creek Watershed. The impacts of tourism and cultural resource development, such as expansion of the Ned Smith Center and the Rails to Trails program, should be considered with respect to the other resources within the watershed.”[From the Wiconisco Watershed Conservation Plan, 2001] The Lykens Valley Rail Trail, which will ultimately link Lykens with Millersburg, via Elizabethville, provides a unique opportunity, not only for access to the scenic Wiconisco Creek Watershed, but also for links to the Ned Smith Center, and the Wiconisco Creek County Park, as well as a potential link for Riverfront Park (and the Millersburg Ferry) to other regional recreational opportunities. The potential acquisition of the Hottensten Kocher Glen tract by Upper Paxton Twp. should be pursued as an important link to a community trail system. Millersburg’s location as a hub within the Susquehanna Greenway provides opportunities for connections to a larger system of trails and open space.

Within the system, Millersburg Borough Parks enjoy a canopy of mature deciduous trees. They are an outstanding natural feature, well worthy of preservation and enhancement as a part of park planning. An

area of undeveloped parkland in the south end of MYO Park is rich in vegetation and wildlife and includes some wetlands. Riverfront Park's orientation to the Susquehanna River and its exceptional trees are a substantial resource to be protected. Seal Park enjoys a wooded area with a stream running along the western portion of the site. Brown Bradenbaugh Park includes a wooded area and a bird sanctuary in the northern portion of the park.

V THE COMMUNITY

A. Community Character

For the purposes of this study, the term “community” will include Millersburg Borough and Upper Paxton Township, although funding was provided solely by Millersburg Borough. Information for Upper Paxton Township is included because of its proximity to Millersburg. Millersburg Borough is a classic Pennsylvania small town, a thriving community of about 2,500 people. Centrally located between Harrisburg and Sunbury, Millersburg has been a center for business growth over its long history.

TABLE 1 : SOCIO-ECONOMIC FEATURES (2000 Census)

	MILLERSBURG	UPPER PAXTON	DAUPHIN COUNTY
Population	2,562	3,930	251,798
Households	1,213	1,948	
Families	695	1,096	
Density	3,290/sq. mile	151.3/sq. mile	479/sq. mile
Median Household Income	\$34,970	\$39,864	41,507
Median Family Income	\$44,327	\$48,981	30,378
Per Capita Income	\$19,217	\$17,945	
% Population below poverty line	6.8	8.7	9.7

TABLE 2: Population Projections

	MILLERSBURG	UPPER PAXTON	DAUPHIN COUNTY
2000	2562	3930	251,978
2005	2585	4124	259,932
2010	2597	4230	264,379
2015	2609	4338	268,098
2020	2622	4447	273,485
% CHANGE 2000-2020	+2.34%	+13.16%	+8.61%

B. Physical Data

The 2007 Millersburg-Upper Paxton Joint Comprehensive Plan includes inventory and analysis of natural, cultural and historic features of the area.

C. Millersburg Administration

Millersburg Borough government operates in accordance with the Pennsylvania Borough Code. The Borough is governed by a six (6) member Borough Council. Government administration includes ten (10) full time and six (6) part time employees. Volunteer boards include a Planning Commission and Shade Tree Commission.

D. Upper Paxton Township Administration

Upper Paxton is a second class township, as classified by the Pennsylvania Municipal Codes. There are four (4) full time employees and two (2) part time employees. Upper Paxton Township is governed by a three (3) member Board of Supervisors.

VI ANALYSIS OF EXISTING CONDITIONS

Visits to each of the five (5) Borough parks were made and existing facilities and conditions were documented. Analysis of the existing conditions in the parks was completed and is portrayed on the Site Analysis Sheets (see Appendix). Table 3, below, provides a tabulation of the existing facilities in the Millersburg area. A brief narrative description and analysis of each of the Borough parks is included following Table 3.

TABLE 3: Facility and Open Space Inventory of Millersburg Area

MYO Park	4.2 acres	Playground, baseball field, soccer field, picnic pavilions
Riverfront Park	3.8 acres	Picnic tables, benches, scenic area, boat launch, Millersburg Ferry passenger loading point.
Market Square Park	1 acre	Scenic area, park benches, gazebo, interpretive historic signage
Brown Bradenbaugh Park	1.25 acres	Softball field
Seal Park	9.7 acres	Playground, baseball field, pavilions, picnic area, volleyball, tennis
River Access		Launch ramp, overnight mooring
Millersburg Area School District		Practice football field, multi-use field, 2 softball fields, 2 basketball courts, 2 tennis courts, 1 playground
Wiconisco Creek Park (Dauphin County)	3 acres	Soccer field, baseball fields, archery range, playground, sand volleyball court, walking trails, picnic pavilions.
Hottenstein Kocher Glen (Upper Paxton Twp.)	8 acres	Greenway

A. MYO Park

MYO Park benefits from a beautiful riverfront setting that is also adjacent to the Wiconisco Creek. The baseball field and soccer fields experience significant use by youth athletic leagues as well as scholastic sports. With such intense use, scheduling of the facility use becomes vital and both the soccer fields and the ball fields must be “rested” for at least 6 weeks each year.



Play equipment in MYO Park



MYO Park

The existing play equipment, some of which is relatively new, is in disrepair and no longer meets current Consumer Product Safety Commission (CPSC) or National Playground Safety Institute (NPSI) standards. In addition, there is no safety surfacing. A rehabilitation of the park could address these safety issues and

increase use of the park and enjoyment by park users. Play equipment should be grouped by age category (2-5 year olds and 5-12 year olds) and safety surfacing such as engineered wood fiber or recycled rubber must be installed, according to manufacturers and National Playground Safety Institute (NPSI) standards. Restrooms are located near the existing pavilions. These restrooms require updating and any deficiencies with regard to ADA regulations must be rectified.

The existing access road to MYO Park is within the floodplain and is often flooded during high water events. The drive lanes under the railroad bridge are at different elevations, with no guide rail between



Existing access drive to MYO Park

them and visibility rounding the curve is very limited at that point. The access road also services the sewage treatment plant and the recycling center. The fact that emergency vehicles have no means to access the sewage treatment facility during high water poses a safety hazard. Ideally, a new access point to the park should be provided. A site located between MYO park and route 147 (formerly the site of a Hardees restaurant) is for sale at the time of this writing and would provide a good access point to the park. Its use would involve obtaining permits to gain an at-grade crossing of the Norfolk Southern Railroad. Several meetings were held with agencies to investigate this possibility (minutes are included in the Appendix – Meeting Minutes).

A small parking area is located adjacent to the existing pavilions, however this parking is not adequate for the existing playing fields based on an accepted 30 spaces/field benchmark. A grass area adjacent to the baseball field is currently used for parking when sports events occur. This area should be enlarged and stabilized to provide an adequate surface for vehicular traffic.

MYO Park is the home of several significant historic landmarks. The former Wiconisco Canal ran from what is now MYO Park at the confluence of the Wiconisco Creek and the Susquehanna River to Clarks Ferry. A retaining wall in the north end of the park marks the site of the Water House which pumped water from the river and the creek into the canal. Later, during a revitalization of the park, an enclosed pavilion which functioned as a Youth Center was built in approximately the same location as the Water House. In 1972, Hurricane Agnes knocked the pavilion off its foundation and the center was subsequently dismantled. Recognition of these historic locations which is coordinated with the overall development plan for the park would enrich the recreation experience.



Retaining wall in location of former Water House

An open grass area at the north end of the park adjacent to the creek is currently used for viewing events such as Independence Day fireworks. Relocation of the existing play apparatus would provide suitable space for possible additional spectator events, such as concerts. A strategically located plaza could provide the additional function of a stage for spectator events.

A location just south of the existing pavilions is currently used for putting canoes into the river although no access drive, parking or developed access point exists. Stabilized vehicular access, parking and a

stabilized access point for launching canoes and kayaks would provide for this ongoing activity while protecting the park.

A large part of MYO Park, on the southern end, is undeveloped. The former Wiconisco canal is located in this area. The canal was used for recreational purposes such as ice skating in the past, however deposits left by the flood during Hurricane Agnes have left it stagnant and unsuitable for this type of use. The towpath remains intact and is currently used as a walking path which connects to additional informal paths to the east of the canal. This southern portion of the park contains some wetlands and is rich in vegetation and wildlife. Some very informal signage currently identifies trees and natural features, however these signs show signs of age and decay – many of the plant labels are missing. The existing bridge over the canal is marginal and poses a safety hazard. Access to this area via paved or unpaved trails should be developed as well as inclusion of site amenities such as picnic tables and benches, but it is not recommended that the area be developed for active recreation at this time. Rather, the area should remain as undeveloped open space to encourage eco-tourism.



Bridge over canal



Former Wiconisco Canal

Erosion of creek and river banks is an ongoing occurrence. This issue should be addressed with bank stabilization to protect the park from further land loss. A study of actual conditions, including a topographic survey should be performed in order to determine what measures should be taken at specific locations along the river.

The bucolic nature of the park is disrupted by the visual impact of the Recycling Center and Sewage Treatment Plant. The existing evergreen screen of the sewage treatment plant has grown to the extent that the canopy is significantly above ground level and a clear view of the Treatment Plant is visible. Revitalizing the vegetative screening would help to mitigate the effect.

B. Riverfront Park

Riverfront Park provides the greatest opportunity for park development. Its location at the foot of Millersburg with panoramic views of the Susquehanna River and the historic Millersburg Ferry dock are a natural attraction.



Riverfront Park

This stretch of the river is part of the Susquehanna River Water Trail – Middle Section which belongs to the Pennsylvania Water Trail System. Existing site amenities include picnic tables, benches and swings; however, these facilities are in need of repair/replacement and should conform to an overall design standard for the Borough parks. The



Millersburg Ferry

Photo from Millersburg Ferry Association

linear nature of the 3.8 acre site offers opportunities for provision of a walking and bicycling path along the riverfront with potential connections to the Lykens Valley Rail Trail, the Susquehanna Greenway and other recreation opportunities.

Riverfront Park has the potential to serve as a Gateway to the various components of the Millersburg Recreation Network. It can provide an important link between the Lykens Valley Rail Trail, the Susquehanna River Water Trail – Middle Section, the Millersburg Ferry, the Ferry Boat Campgrounds and MYO Park and provides an opportunity for connection to the historic Millersburg Railroad Station Information Center, Market Square Park and Millersburg’s business center.

A strong pedestrian link between Riverfront Park and MYO Park exists via the pedestrian bridge across Wiconisco Creek which was built by the Army Corps of Engineers Reserve to replace the original wooden swinging bridge that had been destroyed by Hurricane Agnes. However, Riverfront Park currently lacks a strong connection to the business center of town. Center Street provides a logical gateway from Riverfront Park to town due to its proximity to Market Square, and the location of the historic train station which serves as Millersburg Information Center. Improvements to Center Street, creation of a streetscape and provisions for directional signage, would serve to enhance the link and usher people from the park, through the gateway and into town.



Swing in Riverfront Park

Renovations should address handicap accessibility issues and any new site furnishings such as picnic tables and water fountains as well as restrooms must be ADA compliant. Access should also be provided for handicapped users from parking lots and from the multi-use path to benches and picnic tables. Addressing these accessibility issues also benefits other park user groups such as parents with children in strollers by making the park site more easily accessible.

No restroom facilities are currently provided in Riverfront Park. This lack should be remedied with the provision of a restroom. It is recommended that the northern end of the park be given priority in receiving restroom facilities, since visitors to the southern end of the park have access to existing restroom facilities in MYO Park via the footbridge.

The Millersburg Ferry passenger point is located near the north end of Riverfront Park. The historical significance of the Ferry is demonstrated by the fact that it is listed on the National Registry of Historic Places. The ferry provides an important transportation link as a means to traverse the Susquehanna River as well serving as a tourist attraction.



Ferry passenger loading point

The area around the Ferry passenger point is a natural gathering place in the park as people sit and enjoy the sight of the Ferry coming and going. The loading area is currently inadequate for the volume of vehicles entering and leaving the ferry. A more stable surface needs to be provided which will better withstand the undermining force of the



Millersburg Ferry loading point entrance

river. The entrance to the Ferry should be highlighted with aesthetic treatment and a seating area to create a sense of place at this important focal and gathering point of the park.

The Ferry passenger point provides an opportunity for a Lykens Valley Rail Trail trailhead within Riverfront Park. While parking is limited in this location, the Ferry presents a significant link for hikers or bicyclists traveling from the Ferryboat Campsites in Perry County to the trail. A trail head here would enable hikers to experience the historic ferry as a part of their journey.

One of the challenges the Millersburg Ferry Association faces each year, is bringing the ferries out of the water for winter dry dock. An adequate facility for Ferry entrance and exit from the river does not currently exist – improvised methods must be used. A paved boat launch should be provided in the area of Ferry winter dry dock, to facilitate the entrance and exit of the Ferries into the river. In addition, a dedicated location with stabilized surface and temporary enclosure should be developed for dry docking the ferries in the off season.



Existing Ferry exit point for off season dry docking

Photo from Millersburg Ferry Association

Moore Street boat launch is located at the north end of Riverfront Park. This launch functions well for boats entering the water north of the Ferry wall, although bollards for tying boats once they are launched would simplify the process. The Moore Street boat launch is an ideal location to provide orientation to the river resource and Susquehanna River Water Trail as part of the Susquehanna Greenway and also provide river users and paddlers with orientation to the town's assets. An existing water orientation and safety sign here could be enhanced and the message expanded upon with complementary town orientation signage as well as signage identifying with the larger Susquehanna Greenway system.

Several asphalt fire lanes to the river currently provide access for recreational boats south of the Ferry wall. These fire lanes are in disrepair and pose multiple locations where vehicles potentially traverse the park. Provision of one updated boat launch would provide a recreational boat launch as well as Ferry entrance and exit from the river. In addition this would provide an additional access point to the Susquehanna River Water Trail – Middle Section. Access could be limited to emergency vehicles on the fire lanes – they could be replaced with stabilized grass to minimize paving and vehicular intrusion within the park.

The southern end of the park, across Wiconisco Creek from MYO Park provides the most expansive area. The area is susceptible to flooding, and attracts flocks of geese, however it provides an open area suited to informal use. As the southern anchor of the park, an access point from Keystone Street, and the link to MYO Park, it is a natural location for a focal gathering point. Existing trees in the area need to be relocated into groupings that would frame the area, creating a sense of space.

Property across River Street from the park between Plum Street and Cherry Street is currently in an industrial use as a tool and die company with parking abutting River St. The parking lot is currently used by recreational visitors during times outside the work week. A landscape buffer would enhance the area and provide a buffer between the recreation and industrial uses. A meeting was held with the

current owner (the minutes of which are included in the Appendix – Meeting Minutes) to discuss this possibility; the Owner expressed an openness to work with the Borough on this issue.

Parking is very limited at Riverfront Park. A vacant lot at the corner of River and Keystone Streets is often used, with the owner’s permission, for parking during special events held in the park. It is recommended that this land be procured by purchase or leasehold and dedicated to parking. A meeting was held with the current owners, who expressed openness to work with the Borough (minutes are included in the Appendix – Meeting Minutes). In addition, some parking immediately adjacent to the park should be provided for ADA accessibility.

The existing lighting and sound system has overhead lines. These should be replaced with new systems and underground lines.

Erosion of the river bank also continues in this park. This issue should be addressed with bank stabilization to protect the park from further land loss. A study of actual conditions, including a topographic survey should be performed in order to determine what measures should be taken at specific locations along the river.

C. Market Square and Veteran’s Park

Market Square functions as the town center for the Borough. The area is well-maintained and acts as the site for many community events. While the traditional-style gazebo/bandstand is obviously conducive to a summer concert series or other activities that will draw residents, the pedestrian circulation around the bandstand is very narrow.



Gazebo in Market Square

Photo from

<http://allthatnaz.blogspot.com/2007/12/millersburg-pa.html>

Veteran’s Park lies west, across Market Street, from Market Square. Veteran’s Park houses a small plaza with a number of memorials and plaques. It is an area of passive recreation.

As site amenities have been installed at different times, there is no uniformity of style or materials, which detracts from the appearance of the parks. Benches are not oriented in groupings for social interaction. Existing brick work requires refurbishing. An overall design standard should be developed for the parks and implemented as equipment is replaced.

At the core of the business center, Market Square and Veteran’s Park provide a natural orientation point to the town. Ideally, the Rail Trail alignment should pass through this idyllic spot. Improvements to the sidewalks in the area would encourage greater pedestrian use in the vicinity.

D. Brown Bradenbaugh Park

Brown Bradenbaugh Park site was developed specifically to provide girls softball facilities. The park facilities also include dugouts and a concession stand. The concession stand lacks running water and no permanent restrooms exist on site. Spectator bleachers for the visiting team are also missing. The site would benefit from additional landscaping to establish a “greener” setting in the midst of a mixed residential and industrial neighborhood. Addition of some play equipment, such as swings, could provide some play opportunities for the siblings of ball players utilizing the park. A bird sanctuary is located in the area of right field. Future development at the park should be designed to ensure that this bird sanctuary is maintained.



Brown Bradenbaugh Park

E. Seal Park

As Millersburg’s largest park, Seal Park functions as a community park. Its location adjacent to Millersburg Area High School and Middle School, and the athletic facilities associated with those schools, enhances the recreational opportunities of the site.

Unfortunately, most of the site is not accessible to the physically handicapped, including the restrooms. Since Seal Park has no master plan, and as a result, play equipment has been installed without a



Seal Park

comprehensive approach. Much of the equipment is old and outdated and should be replaced. Existing wooden play equipment should be tested for the presence of CCA (arsenic) which is potentially hazardous. If testing proves positive, this equipment should be removed. Larger, expandable play units should be considered for

installation at this park. These types of units can be modified by adding components periodically, which allows flexibility for responding to changing recreational needs as well as development of a long term capital spending plan.

As noted for MYO Park, play equipment should be grouped by the age of the users (ages 2-5 and ages 5-12) and these equipment groupings should be separated by fencing and/or landscape buffers. Safety surfacing must be installed and regularly maintained to provide the required protection. By grouping play equipment, the amount of safety surfacing required can be reduced.

The site for Seal Park slopes down to a tributary creek for Wiconisco Creek. This stream bank should be stabilized and appropriate riparian buffers installed. Replacement of the existing picnic pavilion near the creek, and possible the addition of other pavilions with views of the creek, would provide a quiet passive alternative to the active recreational facilities elsewhere in the park.

F. General notes

The Borough parks and Hottenstein Glen are scattered. A walking route needs to be created to connect them, providing an additional pedestrian experience and providing visitors with access to a wider variety of recreational opportunities. A brochure could be made available at the Information Center and simple orientation signage should mark the route.

The Borough parks do not have recycling receptacles for soda cans and bottles. Since Borough Council passed a resolution opposing expansion of the Landfill in 2004, provision of recycling receptacles in the parks would set an example for reducing landfill usage. Priority for providing recycling receptacles should be given to locations where bottled and canned drinks are sold to the public.

VII PUBLIC ROLE

Millersburg parks serve several municipalities. These include, but are not limited to Millersburg Borough (Sponsor) and Upper Paxton Township. In order to ensure that the park meets the needs of a large cross section of expanded community, several measures were initiated.

First, the Master Parks Plan Steering Committee was formed with representatives from both Upper Paxton Township as well as Millersburg Borough to oversee planning for the future and future development within Millersburg parks.

Second, Resident Surveys were circulated to citizens in the subject communities to gather input on the perceived recreational needs of individuals within the community. Input tallied from the surveys had a significant influence on the written program for the park as developed, which was then reviewed and edited by the Committee. This survey was conducted during May and early June of 2007. At the same time, stakeholder interviews were conducted with individuals, businesses and organizations identified by the Committee to ascertain their perspective on the same issues.

A. Resident Survey

1. Methodology:

A survey to determine resident perceptions and issues regarding parks and open space was distributed to area residents during May, 2007 at various outlets in the area, including the municipal buildings for both municipalities as well as several banks. The surveys were also distributed at the annual Cherry Blossom Festival in May 2007, which is an annual event in the community and draws thousands of area residents. Eighty surveys were returned: 55 from Upper Paxton Township residents and 25 from Millersburg Borough residents

Resident surveys were returned at the following rates:

- a. Upper Paxton
 - 1) 3,930 residents
 - 2) 55 surveys returned
 - 3) 1.39% of population returned surveys
- b. Millersburg Borough
 - 1) 2300 residents
 - 2) 25 surveys returned
 - 3) 1.08% of population returned surveys

2. Demographics

The age breakdown of those who returned Resident surveys follows:

- a. Upper Paxton
 - 1) Average age of responders: 26.5
 - 2) Largest age group responding: 41-54
- b. Millersburg
 - 1) Average age of respondents: 35
 - 2) Largest age group responding: 65 and over

Tables 4A and 4B provide a comparison of survey respondents to population distribution based on the 2000 census. Despite the relatively low return rate of the resident surveys, the similarity of the age distribution of survey responders and the age distribution of the overall population of both Upper Paxton Township and Millersburg Borough provides some validity to the survey responses.

TABLE 4A: Upper Paxton Township: Distribution of age of survey respondents compared to age distribution of population

	Under 18	18-24	25-44	45-64	65+
2000 census	23.2%	6.8	27	24.2	18.8
2007 survey	27.5%	7	16.6	36.5	12.1

TABLE 4B: Millersburg Borough: Distribution of age of respondents compared to age distribution of population

	Under 18	18-24	25-44	45-64	65+
2000 census	22%	7.3	28.3	20.5	21.1
2007 survey	14.2%	7.14	21.4	23.2	33.9

3. Responses regarding Recreation Programming

The following survey responses were received regarding recreation programming.

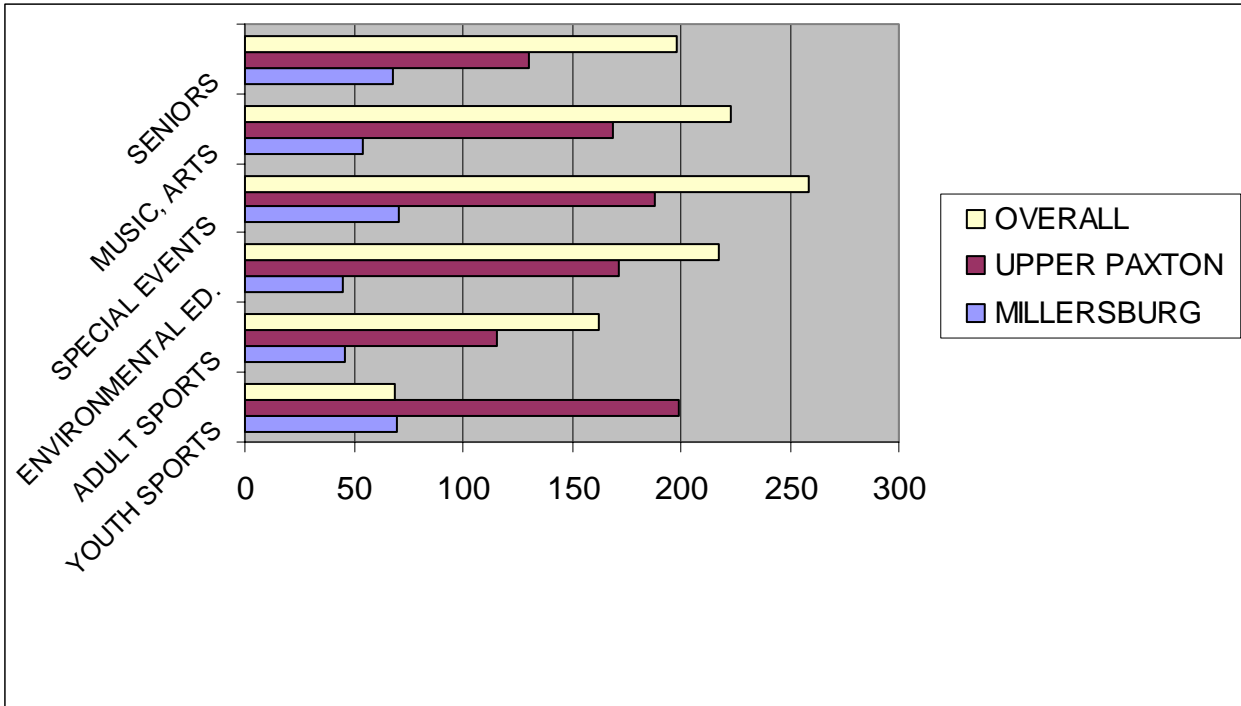
Upper Paxton Township: The top 3 preferences for recreational programming were Youth Sports, Special Events and Environmental Education.

Millersburg Borough: The top 3 preferences for recreational programming were Special Events, Youth Sports and Programming for Seniors. Given the slightly skewed response of seniors to the survey, this response is not unexpected.

The Millersburg Area is a long established community, and it is not surprising that the special events which are community oriented would rank high in both municipalities. Nor is it surprising that youth sports programs would also rank high, as youth sports traditionally experience high participation levels, as well as community support, in small towns. The high

ranking for environmental education programs from Upper Paxton residents is likely related to awareness due to the presence of the Ned Smith Environmental Center in that municipality.

CHART 1: Resident Survey responses regarding Recreational Program Preferences



4. Responses regarding Recreation Facilities

Millersburg Borough residents ranked bicycle and pedestrian paths as the most needed recreational facility (11.95 % of responses) and natural areas with nature trails second (10.5%). The lowest ranked facility was in-line skating with only 1.8% of those responding ranking it with any importance.

9.3% of Upper Paxton Twp. respondents ranked natural areas with nature trails as the highest facility need. Wildlife preservation areas were ranked as the second highest priority.

5. Responses regarding Financing and Structure

Funding the acquisition of open space as well as the development of parks and trails is a significant expense for any municipality. The survey included two questions regarding funding for parks and open space. The first asked if respondents were willing to support a bond issue or tax increase to fund additional park and recreation facilities. Only 13% strongly support a bond issue or tax increase to fund additional park and recreation facilities, while the most frequent responses (25%) were ambivalent, with neither strong support nor strong opposition. The second question asked if respondents would support creation of a Recreation Authority. Respondents indicated that they perceived a need for additional recreation programs (32% of responses ranked the need for additional recreational programming as very important), and strongly

supported a regional Recreation Authority to administer and manage parks and recreation in the community (38.8% strongly support the creation of an authority). The conclusions that might be drawn from these wide-ranging responses are:

- a. A dedicated revenue source other than taxes or bonds, such as user fees, impact fees or fees in lieu may be preferable to area residents.
- b. While area residents support the concept of parks and recreation in their community, they may not be willing to fund it with municipal dollars.
- c. The development of a regional Recreation Authority was favored strongly and that regional authority may develop alternative funding strategies. This regional organization should include representation from both municipalities, as well as the school district, youth athletic leagues, area businesses and interested residents. The organization of this group can remain fairly informal until or unless funding is determined. Once the Recreational Authority establishes a funding mechanism, they should pursue either non-profit status or municipal funding under the umbrella of either Millersburg Borough or Upper Paxton Township.
- d. 32% of responses ranked the need for additional recreation programming as very important. This is a significant response because neither Millersburg Borough nor Upper Paxton Township offers recreational programming, other than organized sports leagues.

B. Key Person Interviews

In addition to the significant input from the Master Parks Plan Steering Committee and the Planning Commission, questionnaires were distributed to the following individuals businesses and groups via mail, email and telephone:

1. Millersburg Soccer Association – Ryan Shoop
2. Millersburg Youth Baseball Association – Ron Hepner
3. Millersburg Area Art Association
4. Millersburg Area Senior Center
5. Boy Scouts (Troop 151)
6. Historical Society of Millersburg & Upper Paxton Township
7. Community Bank
8. Halifax National Bank
9. Mid Penn Bank (Nancy Leiter)
10. Weis Markets
11. Charles and Margaret C. Polk Foundation
12. Alvord-Polk Tool Company (Edward Musser)
13. Dauphin Graphics
14. Engle Rissinger Auto (Harold Engle)
15. Troutman’s Chevrolet (David Troutman)
16. Brubaker Tool

Separate survey/interview questions were developed for businesses, community organizations and individuals.

1. Businesses:

- a. On a scale of 1-5, how important do you feel that parks and recreation is to the quality of life in Millersburg? Without exception the responses were 4's and 5's indicating a high importance.
- b. On a scale of 1-5 how strongly do you believe that development of new parks and facilities such as trail would favorably impact the local economy? Responses rated the impact as low (2).
- c. Do you support charging user fees for park facilities such as ball fields and picnic pavilions? Only one negative response.
- d. Would you support a municipal bond or other municipal funding initiative to fund parks and recreation needs? All responded no.
- e. Would you support the development of a joint parks and recreation board or authority with Millersburg Borough and Upper Paxton Township? All responded yes.

2. Community Organizations:

- a. On a scale of 1-5, how important do you feel that parks and recreation is to the quality of life in Millersburg? Respondents did not indicate a high level of importance. Most ratings were 2 or 3.
- b. On a scale of 1-5 how strongly do you believe that development of new parks and facilities such as trails would favorably impact the local economy? Respondents did not indicate that they felt the impact would be favorable.
- c. Do you support charging user fees for park facilities such as ball fields and picnic pavilions? Unanimously no.
- d. What do you feel are the most significant needs of the Millersburg area regarding parks and recreation? Preservation of open space was ranked as the most significant need, while new recreational programs were lowest.
- e. Would you support a municipal bond or other municipal funding initiative to fund parks and recreation needs? Unanimously no.
- f. Would you support the development of a joint parks and recreation board or authority with Millersburg Borough and Upper Paxton Township? Only 3 responded to this question; they supported the idea.

3. Individuals (including representatives of youth athletic leagues):

- a. On a scale of 1-5, how important do you feel that parks and recreation is to the quality of life in Millersburg? Rankings were 4 and 5.
- b. On a scale of 1-5 how strongly do you believe that development of new parks and facilities such as a trail would favorably impact the local economy? Responses were low (2 and 3).

- c. Do you support charging user fees for park facilities such as ball fields and picnic pavilions? All responded no.
- d. What do you feel are the most significant needs of the Millersburg area regarding parks and recreation? Developing new facilities was ranked highest and upgrading new facilities ranked as second most significant.
- e. Would you support a municipal bond or other municipal funding initiative to fund parks and recreation needs? Unanimously no.
- f. Would you support the development of a joint parks and recreation board or authority with Millersburg Borough and Upper Paxton Township? Unanimously yes.

4. General Comments:

- a. Most of those interviewed did not know that Millersburg was developing an Open Space and Recreation Plan and were not familiar with the concept or need for a study.
- b. When asked about support for a municipal bond or other municipal funding initiative, comments were universally negative.
- c. Several suggested that the survey and study would lead to a tax increase and therefore did not want to participate.
- d. While the youth athletic leagues were unanimous in expressing the need for more fields, none wanted to pay any user fees.
- e. Reaction to the idea of a Millersburg/Upper Paxton Twp. Recreation Commission was generally favorable. Several respondents questioned the municipal support and reiterated their opposition to increased taxes. Two respondents from Upper Paxton Twp. thought that Upper Paxton Twp. should develop their own municipal parks rather than continue to use those in Millersburg.

In addition to surveying public opinion through the Resident Survey and Key Person Interviews, the community was involved in the entire process of developing the Open Space and Recreation Plan and Master Site Plan. A draft Plan was presented in August, 2007 and reviewed with the Committee. The draft Plan was also reviewed by the Millersburg Planning Commission; their comments are attached in the Appendix.

Public meetings were held as the design process for the Master Site Plan progressed (minutes of public meetings are attached in the Appendix). This allowed the program elements to be refined by the Committee and interested public parties as they were laid out on the sites. A meeting was held with the Millersburg Ferry Association to allow them to review the Site Plan, particularly as it related to Ferry facilities (minutes in Appendix). Face to face meetings were held with landowners with whom negotiations will need to be undertaken in order to carry out elements of the Site Plan (minutes in Appendix).

The community was also involved in planning the phasing of park development. With this input, the Committee had the ability to align the phasing with the most pressing needs of the community. Based upon these criteria, Phase 1 includes play apparatus in MYO Park and Phase 2 includes a bicycle and pedestrian path in Riverfront Park.

A Task Force was created to plan the alignment of the Lykens Valley Rail Trail through the Township and the Borough. The Task Force included representatives from Millersburg Planning Commission, Millersburg Borough Council, Upper Paxton Twp. Supervisors, Lykens Valley Rail Trail Association, Millersburg Upper Paxton Historical Society, Millersburg Area Working Together, Ned Smith Center for Nature & Art and local bicyclists. The Task Force met through the summer of 2008, evaluated various routes and plotted a potential route through town. They held a public meeting in June to review the proposed route. Task Force volunteers also reviewed a map of the proposed route at the following organization meetings: Millersburg Area Working Together, Millersburg Planning Commission, Upper Paxton Township, Millersburg Borough Council, Millersburg Area Authority, Upper Dauphin COG, Millersburg Upper Paxton Historical Society. Following evaluation of the proposed route and based on advice from several agencies and consultants, the route was simplified while seeking to maintain the core priorities developed by the task force:

- Align the trail to pass through the business center of town to facilitate patronage of local businesses.
- Link the trail to the proposed multi-use path in Riverfront Park.
- Avoid a section of original rail bed that Upper Paxton Twp. has reserved for emergency vehicular use only.
- Avoid busy street intersections where practicable.

VIII NEEDS ASSESSMENT

A. Recreation Facilities

1. Standards

Facility Needs analyses are a valuable planning tool. One of the most commonly used benchmarks for determining facility needs; Level of Service (LOS), is a ratio expressed as acres/1000 of population. This ratio represents the *minimum* amount of ground space needed to provide the level of quality of park and recreation services desired by the community. Its primary utility is for calculating the amount of land and facilities a community needs to acquire and develop in order to avoid under-serving its residents. The LOS standard deals only with basic recreation and park space as related to population. Other factors such as park location, service area, size, accessibility and facility mix must be left to municipal policy. Based on the 2000 census, the total population of the Millersburg Borough is 2,500, with total open space within the Borough of 19.95 acres for a ratio of 7.98 acres/1000 of population. The commonly used benchmark is 10 acres/1000 of population; however, this benchmark only serves as a guideline and any established community goal must account for factors unique to the community such as physical characteristics (in this case the Wiconisco Creek and Susquehanna River), and municipal boundaries. While 19.95 acres of park land may seem minimal, Millersburg Borough is .86 square miles or 499.2 acres; thus, 3.9% of land area in the Borough is used for public recreation. Table 5 compares Millersburg's recreational resources in acres of park land to other Pennsylvania municipalities of similar size and population.

TABLE 5: Comparison of Park Land with other PA Communities of similar size and population.

MUNICIPALITY	SIZE (ACRES)	ACRES OF PARKS AND OPEN SPACE	% OF LAND USED FOR RECREATION	LOS RATIO ParkAcres/1000	POPULATION
Millersburg	499.2	19.95	3.9%	7.98/1000	2,562
Newville (Cumberland County)	281.6	1	0.3%	.75/1000	1,332
Marcus Hook (Delaware County)	704	15	2.1%	5.8/1000	2,546
Mahoning Twp. (Lawrence County)	4,424,449	26	0.07%	7.5/1000	3,447
Johnsonburg (Elk County)	1,939	2	0.1%	.66/1000	3,000
Franklin Twp. (Chester County)	8,480	125	1.4%	32.5/1000	3,850
Ferndale Borough (Cambria County)	224	1	0.4%	.54/1000	1,834

SOURCE: Pennsylvania Recreation and Park Society, 2006

Table 6 provides definitions of common classifications for open space and indicates how existing Millersburg Borough facilities would be categorized.

TABLE 6: Examples of Park, Recreation, Open Space and Greenway Classifications

CLASSIFICATION	SERVICE AREA RADIUS	PARK SIZE CRITERIA	Pop served	Existing LOS	MILLERSBURG FACILITIES
MINI PARK	Less than ½ mile in a residential setting	2500 sq ft. to 1 acre	500-2,500	.2/1000	Market Square
NEIGHBORHOOD PARK	¼ to ½ miles uninterrupted by non-residential roads and other physical barriers	5-10 acres	5000	.80/1000	MYO Park
SCHOOL-PARK	Determined by location of school district property.	Variable			Millersburg Area Schools – One (1) practice football field, one (1) athletic field, two (2) softball fields, two (2) basketball courts, two (2) tennis courts, one (1) playground
COMMUNITY PARK	Usually serves two or more neighborhoods and ½ to 3 mile service area	30-50 acres	5,000-10,000		Seal Park
NATURAL RESOURCE AREA	Resource availability and opportunity.	Variable			MYO Park – southern end Ned Smith Center Wiconisco Creek Park
GREENWAYS	Resource availability ad opportunity.	Variable			Riverfront Park MYO Park Hottenstein Glen
SPECIAL USE	Variable-dependent on specific use.	Variable			Brown-Bradenbaugh Market Square

Park, Recreation, Open Space and Greenway Classifications [published by the National Recreation and Park Association, 1996] are an expression of the amount of land a community determines should constitute the minimum acreage and development criteria for different classifications of parks, open space and pathways. These classifications are important in that they provide a common, consistent, and justifiable framework for planning purposes. In the past, there were standards that set out the number of facilities/number of people (Table 7). This has been dropped in favor of a community determined satisfactory mix of facilities. This reflects a trend of communities responding to real time demand and latent demand rather than to a “national number” such as one tennis court per 1000 persons, which may not be responsive to local conditions. This is particularly the case where the private sector is assuming a larger role as a recreation and leisure service provider. Therefore, the National Guidelines (Table 7) are included here for reference purposes only. While there are active recreational facilities in the Millersburg area, owned by the school district as well as other private or semi-private entities such as David’s Church, their use is not regulated or managed by the municipality; i.e., their

availability can change without regard for public recreational needs. Recreational facilities outside of municipal and school district ownership are therefore not considered in comparison of existing facilities to National guidelines.

TABLE 7: COMPARISON EXISTING FACILITIES TO NATIONAL GUIDELINES

IMPROVEMENT	STANDARD	EXISTING Municipal Facilities	EXISTING School District Facilities	DEFICIT	COMMENTS
BALL FIELDS	.5/1000	3 (.5/1000)	2	0	
FOOTBALL/SOCCER FIELDS	.7/1000	0	2	2.5	Outfield area at MYO Park can accommodate 6 youth-sized (not regulation) soccer fields.
TENNIS	.5/1000	0	2	1.25	.
VOLLEYBALL	.3/1000	1		0.95	
BASKETBALL	.4/1000	0	2	0.6	
SWIMMING POOLS	.2/1000	1 (.15/1000)		0	
IMPROVEMENT	STANDARD	EXISTING Municipal Facilities	EXISTING School District Facilities	DEFICIT	COMMENTS
PLAY UNITS	.5/1000	2 (.3/1000)	1	0.25	
PICNIC AREAS	.2/1000	5 (.76/1000)		(3.5 EXCESS)	
TRAILS	.5 MILES/1000	.5 (.07/1000)		2.75	

SOURCE: Park, Recreation, Open Space and Greenway Guidelines, National Recreation and Park Association, 1996.

2. Public survey responses

Both resident and stakeholder survey responses ranked natural areas with trails as well as pedestrian and bicycle trails as needed recreation facilities. One significant factor in a comparison of recreational program needs versus recreational facilities is the low ranking for active recreation facilities associated with youth sports such as ball fields, basketball courts, and soccer fields. The preference for trails is a common trend in public recreation. This preference in both communities for natural areas with nature trails may be linked to the unique opportunities for natural area preservation such as the river front area along the Susquehanna and the scenic wooded banks of the Wiconisco Creek.

The National Recreation and Park Association defines a *trail* as “a pathway or roadway designed and constructed to carry other than normal vehicular traffic.” A *greenway* is “a linear area maintained as open space in order to conserve natural and cultural resources, and to provide

recreational opportunities, aesthetic and design benefits and linkages between open space and recreation facilities and between these facilities and their users.” All trails can be greenways but not all greenways are trails. The 2001, *Pennsylvania Greenways: An Action Plan for Creating Connections*, noted that:

- Greenways enhance the sense of place in a community or region.
- Greenways accentuate the scenic beauty and majesty of our state.
- Greenways protect our state’s water resources by buffering non-point sources of pollution.
- Greenways provide opportunities to protect and manage wildlife, forests and ecological systems.
- Greenways provide recreation opportunities for families and individuals of all ages and abilities.
- Greenways add positively to our economic climate.
- Greenways are a core component of strategies to foster health and wellness—especially as our population ages.

B. Recreation Programs

1. Existing Recreation Programs

Recreational programming is currently offered in the Millersburg area from the following organizations:

- a. **Millersburg Area Art Association**
Millersburg Area Art Association offers art shows, free demonstrations and special events as well as art classes.
- b. **Millersburg Area Pool Association**
Millersburg Pool is open to the public during the summer months and offers swimming lessons which are provided at the pool by the YMCA.
- c. **Millersburg Area Senior Center**
Millersburg Area Senior Center offers exercise programs, computer classes, weekly activities, trips, health fairs, informative programs and seasonal activities.
- d. **Millersburg Area Working Together**
Millersburg Area Working Together organizes special community events including: the Cherry Blossom Festival, the “Tour De Millersburg” Bike Race, a Community Pool Party and Community Dances.
- e. **Millersburg Upper Paxton Historical Society**
Millersburg Upper Paxton Historical Society offers occasional lecture events as well as Christmas music programs.

- f. **Millersburg Youth Baseball Inc.**
- g. **Millersburg Midget Football Association**
- h. **Twin Valley Soccer**
- i. **Valley Thunder Girls Softball**
- j. **Camp Susquehanna**
Camp Susquehanna is a summer day program for children and adolescents with developmental disabilities.
- k. **Millersburg Area School District**
In addition to providing school sports programs, the school district offers gym nights for adults.
- l. **Dauphin County Parks and Recreation Department**
The Dauphin County Parks and Recreation Department offers some limited programming at Wiconisco Creek Park.
- m. **Northern Dauphin YMCA**
The Northern Dauphin YMCA serves the region.
- n. **Ned Smith Center**
Ned Smith Center offers lectures, field trips, seminars, day camps, on-going educational programs and other special events.
- o. **David's Church**
David's Church has Soccer Association Fields.
- p. **Hillside Church**
Hillside Church offers limited skateboarding and rollerblading.
- q. **Millersburg Gun Club**
Millersburg Gun Club offers recreational target shooting and tournaments (at their facility located in the Township, not in Riverfront Park).
- r. **MidPenn Bank**
"PennPals" (for Seniors) offers bus tours and trips.
- s. **Lykens Valley Garden Club**
Lykens Valley Garden Club offers lectures, seminars, flower shows and garden tours.
- t. **Penn State Master Gardeners**
Penn State Master Gardeners offer programs on gardening

u. Twin Valley Players

Twin Valley Players offers programs and classes at Ned Smith Center and recently acquired the old Colonnade Theatre. At the Colonnade, the TWP “hopes to offer more musicals, some plays and other live musical performances of its Roadshow as well as guest bands and performers. TWP looks to expand our educational offerings as well with the new facility... [adding] additional training and theater camps for children,....” (From Twin Valley Players website: www.twinvalleyplayers.org/id22.html)

Neither municipality currently offers any recreational programming. Even without paid staff, recreational programs can be developed using volunteers as instructors and program leaders. In order to best utilize the residents of the community as a resource for programming, volunteers need to be solicited who are willing to share their expertise in areas such as crafts and gardening or tennis and martial arts. Periodic bus trips from Millersburg to Harrisburg and other destinations should be considered. These are very popular with seniors. Often the transit companies providing the motor coach will also provide a trip chaperone for an additional fee if no one volunteers. These volunteer-run programs can serve as a base for developing a niche for public recreation in the community and registration fees could eventually support hiring part-time staff to coordinate the programming.

2. Public survey responses

Responses to the resident survey question regarding recreation programming indicated an interest in special events, youth sports, programming for seniors and environmental education. The top 3 preferences for recreational programming for Upper Paxton Twp. residents were Youth Sports, Special Events and Environmental Education. The top 3 preferences for recreational programming for Millersburg residents were Special Events, Youth Sports and Programming for seniors. Given the slightly skewed response of seniors to the survey, this response is not unexpected.

IX OPEN SPACE AND RECREATION PLAN GOALS

In conjunction with the Committee, the following vision statement and goals were developed

A. Vision Statement

The Open Space Vision of the Millersburg community is to preserve the natural, cultural and historic landscape of the community. This includes preserving the Susquehanna Riverfront that defines the Millersburg landscape as well as the Wiconisco Creek stream corridor, enhancing land already preserved by adding to contiguous parcels and connecting parcels, and protecting environmentally sensitive land throughout the community. Additionally, the Open Space Vision encompasses further expanding the community's role as an integral component of the Susquehanna Greenway.

B. Open Space Goals

1. Continue to protect important natural features and preserve environmentally sensitive areas to protect the natural character and landscape of the community.
2. Acquire land that will enhance, augment or connect existing parks and open space areas.
3. Preserve open space along stream corridors and the riverfront to establish greenways and a trail system.
4. Ensure the provision, protection and maintenance of a coordinated, efficient and accessible system of public and private recreational facilities which shall meet the needs of current and future residents and tourists.
5. Develop a plan for eco-tourism and civic-tourism to attract tourists to the area for natural resource based tourism.
6. Provide safe pedestrian and bicycle access from residential areas to schools, parks and commercial and industrial areas.

C. Recreation Goals

1. Ensure the provision, protection and maintenance of a coordinated, efficient and accessible system of public and private recreational parks and facilities which shall meet the needs of current and future residents and tourists.
2. Develop a plan for eco-tourism and civic-tourism to draw tourists to the area for natural resource based tourism.
3. Provide safe pedestrian and bicycle access from residential areas to recreational, commercial and industrial areas.
4. Improve existing parks:
 - a) Prepare and maintain a Master Plan for each park.
 - b) Repair and maintain existing equipment.
 - c) Remove or replace unsafe equipment.
 - d) Have a comprehensive Swimming Pool Feasibility Study prepared by a professional for Millersburg Area Pool.

X GENERAL RECOMMENDATIONS

The initial list of recommendations derived from site analysis and preliminary meetings with the Steering Committee were:

A. Parks Facilities

1. All public facilities, including parks and park facilities such as restrooms must meet ADA regulations.
2. Develop Riverfront Park as a Gateway to the Millersburg recreation network. Incorporate the Millersburg Ferry landing area into a regional trail system and as a focal point of Riverfront Park.
3. Refurbish MYO Park as a compliment to Riverfront Park. Include play equipment for both 2-5 year olds and 5-12 year olds.
4. Improve vehicular access to MYO Park.
5. Prepare and maintain a Master Plan for each park.
6. Install separate play units for ages 2-5 and ages 5-12 at Seal Park.
7. Have a comprehensive Swimming Pool Feasibility Study prepared by a professional for Millersburg Area Pool.
8. Develop a formal agreement between the Borough and the Millersburg Ferry Boat Association to outline the Association's use of Riverfront Park.

B. Trails and Greenways

1. Develop the Lykens Valley Rail Trail between the Ned Smith Center and Millersburg.
2. Create a strong connection between the Lykens Valley Rail Trail and Millersburg's town center.
3. Link the Lykens Valley Rail Trail and the Susquehanna River Water Trail – Middle Section which runs past Millersburg.
4. Incorporate the Millersburg Ferry landing area into a regional trail system – connect it to the Lykens Valley Rail Trail and potentially to other trails and greenways on the western shore of the Susquehanna.
5. Include a multi-use path along the riverfront with the development of Riverfront Park.
6. Provide a gateway from the business district to Riverfront Park through directional signage and enhancements to Center Street.
7. Create a walking route which connects all the Borough parks and potentially Hottenstein Glen in the Township.
8. Develop trails and greenways in context with the Susquehanna Greenway mega greenway recognized by the Commonwealth of Pennsylvania.

C. Parks Maintenance

1. Have a playground audit conducted by a Certified Playground Safety Inspector (CPSI) annually to identify any safety hazards in the parks.
2. Address all safety issues with highest priority. If it cannot be repaired, remove damaged, unsafe equipment immediately.

3. Establish an Equipment Replacement Fund.
4. Develop a Maintenance Management Plan for the park system. This plan should include facility scheduling to prevent over use of fields.
5. Develop and implement a plan for removal of significant populations of noxious weeds and invasive plants; develop and implement guidelines for preventing further infestations.
6. Eliminate the planting of non-native invasive plant species identified by DCNR as invasive plants in PA (example: *Euonymus alatus* – Burning Bush).
7. Discontinue any application of herbicides or pesticides unless applied by a licensed Pesticide Applicator. Obtain certification for a Borough employee as Pesticide Applicator.

D. Recreation Programming

1. Utilize interpretive signage to highlight the historic and natural resources associated with the Millersburg area.
2. Provide directional signage to facilitate connections between regional recreation opportunities, local recreation opportunities and Millersburg business center.
3. Solicit volunteers to assist as instructors and program leaders.
4. Encourage a variety of recreational activities, including the utilization of unique natural features, scenic areas and historic sites.

E. Recreation Planning

1. Designation and acquisition of recreation and park sites should be in accordance with long range comprehensive plans for development and redevelopment.
2. Land designated by new development or redevelopment for recreational purposes should be determined suitable for that purpose during the site planning process. A fee-in-lieu should be established for those sites determined as unsuitable for development as a recreational or open space.
3. Develop a plan for eco-tourism and civic-tourism. The Recreation and Park Commission and other stakeholders from the public, private and non-profit sectors (Visitors Bureau, Northern Dauphin Revitalization, Susquehanna Greenway Partnership, MAWT, Dauphin Co Conservation District, etc) should collaborate in developing an eco-tourism/civic-tourism plan. The plan should have dual functions; drawing tourists to the area for natural resource based tourism and preserving valuable resources. Parks, recreation, open space and tourism all stimulate economic development.
4. The creation of an official joint Park and Recreation Board or Authority for the Borough, Township and School District to oversee recreation land is recommended.
5. Public participation in park and recreation planning should be encouraged by maintaining advisory committees. Including representatives from local businesses and art, cultural and historical organizations in these advisory committees will enhance coordination in local planning efforts.

XI LYKENS VALLEY RAIL TRAIL

The Lykens Valley Rail Trail, a recreational trail in the planning stages along the former Lykens Valley Railroad bed, is proposed to extend from Millersburg to Tower City. Although the planning of that trail is ongoing at the time of this writing and is outside of the scope of this Plan, several aspects of the two plans are interrelated. The goals developed by the community for the alignment of the Rail Trail as it passes through Millersburg are:

- Provide strategic links between the trailhead and access points.
- Provide maximum exposure for visitors to the town of Millersburg.
- Provide a loop at the Millersburg trailhead to provide an alternate route and additional walking experiences.
- Align the trail to pass through the business center of town to facilitate patronage of local businesses.
- Link the trail to the proposed multi-use path in Riverfront Park.
- Avoid a section of original rail bed that Upper Paxton Twp. has reserved for emergency vehicular use only.
- Avoid busy street intersections where practicable.

In order to realize these goals, two trailheads are proposed in Millersburg. A Borough-owned property on the southeast corner of Market Street (Route 147) and Pine Street will provide adequate parking and convenient vehicular access for the first trailhead. An existing building on site could be rented by the Borough to a support industry such as outdoor outfitters to serve visitors and provide revenue to the Borough. A second trailhead is proposed at the Millersburg Ferry passenger point in Riverfront Park. This location provides a significant link with the ferry landing site at Crow's Landing, the Ferry Boat Campgrounds on the west side of the Susquehanna, and with Routes 11 and 15 in Perry County.

The proposed alignment of the Rail Trail goes through Riverfront Park, which provides a connection between the Rail Trail and the Susquehanna River Water Trail – Middle Section, maximizing recreational opportunities. A loop is proposed to connect the two trailheads with the following alignment – traverse Market Street (Rt. 147) either at grade, or ideally by way of a trail following the Wiconisco Creek under the existing bridge; extend along Keystone Street to Riverfront Park; pass through Riverfront Park on the proposed multi-use trail to the second trailhead at the Millersburg Ferry passenger point; continue along Center Street to Market Street; follow Market Street, passing through Market Square and Veterans Park, back to the trailhead at Market Street and Pine Street.

XII PROPOSED IMPROVEMENTS TO RIVERFRONT AND MYO PARKS

A. Planning Process

H. Edward Black and Associates, Ltd. developed a Concept Site Plan for Riverfront and MYO Parks based on input received from the Resident Surveys and the Master Parks Plan Steering Committee as well as from site analysis. Comments generated from a review of that plan by the Steering Committee were incorporated and a revised Concept Plan was presented to the Committee as well as the public.

The Sketch Plan was then developed into the Preliminary Master Plan along with a Phased Cost Estimate. The Preliminary Master Plan and Phased Cost Estimate were presented to the Steering Committee and the public. The cost estimate and phasing were adjusted based on the additional comments generated at that meeting.

From the Preliminary Master Plan, the Final Master Plan was developed which was presented to the Steering Committee and the public on October 28, 2008.

The Site Master Plan provides direction for future development of Riverfront and MYO Parks.

B. Proposed improvements

Proposed improvements to Riverfront and MYO Park in the order of anticipated development are:

- Phase 1: Play structures in MYO Park –
 - Play apparatus for 2-5 year olds and with wood fiber play surface
 - Play apparatus for 5-12 year olds with wood fiber play surfaceADA accessible access paths

- Phase 2: ADA accessible hiking and biking trail in Riverfront Park –8’ wide trail
Period lighting with arms for hanging baskets or banners along the trail
Electric service with receptacles at light pole bases
Sound system mounted on light poles
Trash and recycling receptacles in Riverfront and MYO Parks

- Phase 3: Bank stabilization in MYO and Riverfront Park

- Phase 4: Improvements to existing Ferry passenger point in Riverfront Park and development as trailhead to Lykens Valley Rail Trail:
- Concrete loading ramp with frost walls
 - Seal existing asphalt access drive
 - Stamped concrete entrance with Millersburg Ferry paver art logo
 - Plaza
 - Benches
 - New sign
 - Kiosk/ directional signage
 - Include orientation to Lykens Valley Rail Trail, Susquehanna River Water Trail – Middle Section, Susquehanna Greenway, Millersburg Ferry, Millersburg Railroad Station Information Center and to Millersburg business center.
 - Trees
 - Landscaping
- Phase 5: Restroom/Concession stand at north end of Riverfront Park (ADA accessible)
- Phase 6-A: Purchase “former Hardees” property to provide new access to MYO Park (Dependant on agreement with owner)
- Phase 6-B: Develop new access to MYO Park which involves:
- Demolish existing building
 - Permits for an at grade railroad crossing over existing Norfolk Southern Railroad line (dependant on agreement with Norfolk Southern).
 - Railroad crossing
 - Access drive
 - Close existing access – remove former access drive and replace with stabilized grass, place bollards to bar access.
- Phase 6-C: Develop parking and information center on “former Hardees” property as part of new access to MYO Park to include:
- Remove existing asphalt
 - Install new paving
 - Open air kiosk / information center
 - Include orientation to Lykens Valley Rail Trail, Susquehanna River Water Trail – Middle Section, Susquehanna Greenway, Millersburg Ferry, Millersburg Railroad Station Information Center and to Millersburg business center.
 - Trees
 - Landscaping

Phase 7: Develop new boat launch at south end of Riverfront Park:

- Paved access lane
- Concrete ramp with frost walls
- Bollards for tying up boats

Develop Ferry dry dock location / special event area at south end of Riverfront Park:

- Stabilized turf
- Temporary fence – removable bollards with chain
- Rail system for moving ferries from boat launch lane to dry dock yard
- Rings mounted in concrete footing for anchoring dry docked ferries

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Phase 8: Develop a plaza in MYO Park which functions as informal stage for concerts or special events and which commemorates the historic Water House and the former Youth Center:

- Colored concrete plaza/stage
- Painted steel pipe outline of Water House
- 12” flush curb which delineates the footprint of the former Youth Center
- ADA accessible access paths
- Electric service
- Rebuild a portion of retaining wall from the former Water House which has crumbled
- Provide a railing at the existing and rebuilt retaining wall
- Deciduous trees

Phase 9: Develop nature trails through undeveloped area of park where wetlands exist in MYO Park to include:

- 5’ wide stabilized walkway
- Pedestrian bridge over canal
- Wood walkways/decks in wetlands
- Interpretive signage

Phase 10: Dredge canal in MYO Park for recreational use such as ice skating and paddle boats

Phase 11: Develop canoe / kayak launch in MYO Park where canoes are currently put into water:

- Gravel launch
- Bollards for tying up boats
- New drive and parking area near canoe / kayak launch (2 handicap parking spaces)

Phase 12: Provide parking for Riverfront Park at Keystone Street and River Street

- Purchase property at Keystone and River Streets
(Dependant on agreement with owner)
- Stabilized turf parking lot

Phase 13: Provide additional pavilions in MYO Park with walking paths

- 2 -20’x40’ picnic pavilions
- 1-10’x20’ picnic pavilion
- 5’ wide ADA accessible stabilized walkways

Phase 14: Provide climbing wall in MYO Park

- Climbing Wall

Phase 15: Develop “Point Plaza” at southern tip of Riverfront Park

- Stamped concrete plaza with Millersburg paver art logo
- Benches
- Game Tables
- Kiosk with interpretive signage
 - Include orientation to Lykens Valley Rail Trail, Susquehanna River Water Trail – Middle Section, Susquehanna Greenway, Millersburg Ferry, Millersburg Railroad Station Information Center and to Millersburg business center.
- Relocate trees to create sense of space

Provide parking along River St. at Riverfront Park

- Paved parking (including 6 handicap spaces)
- Proposed trees
- Wooden guide rail

Provide landscape buffer at industrial use across River St. from Riverfront Park

- Proposed trees
- Remove existing gravel, place topsoil, seed

Phase 16: Improvements to Riverfront Park:

- Renovate lawn areas
- Remove existing asphalt fire lanes to river, replace with reinforced turf
- Provide bollards delineating reinforced turf fire lanes
- Picnic tables
- Benches
- Game Tables
- Bike rack
- Renovate or replace existing swings
- Sanitation pruning of existing trees

Phase 17: Improvements to MYO Park

- Renovate lawn areas
- Picnic tables
- Benches
- Bike rack

Phase 18: Improvements to MYO Park

- Screen existing recycling center
- Screen existing sewage treatment plant
- Renovate existing restroom
- Stabilized turf parking area adjacent to baseball field
- Access drive and parking by existing picnic pavilions (4 handicap parking spaces)

Phase 19: Concession stand in MYO Park (ADA accessible)
Restroom in southern end of Riverfront Park (ADA accessible)

Phase 20: Interpretive signage in MYO and Riverfront Parks

- Include orientation to Lykens Valley Rail Trail, Susquehanna River Water Trail – Middle Section, Susquehanna Greenway, Millersburg Ferry, Millersburg Railroad Station Information Center and to Millersburg business center.

C. Paving Material

Ideally, paving materials will be environmentally friendly. Grassy pavers and stabilized turf have been proposed where feasible to minimize the impervious surface. Where a hard paving surface is needed, an environmentally friendly material such as resin based paving surface or polymer emulsion stabilizer would reduce the introduction of pollutants adjacent to the river, and should be used if financially feasible.

D. Floodplain considerations

Much of the land in Riverfront and MYO Parks is within the 100 year floodplain. Taking that into consideration, the only buildings proposed within the floodplain are restrooms and restroom/concession buildings. Provision of restrooms is considered necessary for park function; therefore those facilities will be located within the floodplain due to inescapable site conditions. The proposed restroom and restroom/concession buildings must comply with local floodplain ordinances and will require additional DEP permitting and expense for construction.

Other improvements proposed within the floodplain such as plazas, benches, picnic tables, parking, boat launches, picnic pavilions and lighting are facilities that will not impede the flow of water during flooding. Depending on the phasing and the amount of development, DEP permitting may be required for improvements within the floodplain.

XIII MAINTENANCE

Millersburg Borough does not have a dedicated parks department. Parks maintenance is performed by the small (3 FT employees) public works department and private contractors. An overall Maintenance Plan should be developed for all parks with specific maintenance schedules for each park. A Maintenance Plan should include scheduled turf maintenance to establish healthy turf in all grass areas, not only the athletic fields.

Significant populations of invasive plants and Pa Noxious Weeds are thriving in Borough parks, such as: Mile-a minute (MYO towpath), Purple Loosestrife (MYO pebble beach and along the river), Japanese Knotweed (swinging bridge), Garlic Mustard (MYO towpath). The Maintenance Plan should address the control/elimination of invasive plant species and new plantings to prevent the return of the invasive species. The Borough does not have any employee licensed as Certified Pesticide Applicator.

Most facilities in the Millersburg public parks which receive daily use by the public will require maintenance. We address various items that will require maintenance as described hereafter.

A. Paved paths

Many of the trails within the parks will receive a hard paved trail surface. It is anticipated that the only regular maintenance would be to police and pick up trash along the trail.

In addition to regular maintenance, periodic maintenance will be necessary which would include: applying seal coat at 3 year intervals to asphalt or as required based on usage and patching and repairing paving as needed.

B. Stone dust paths

It may be necessary to touch up that surface with supplemental materials from time to time, the frequency of which will depend on the path's location. Regular maintenance would include policing and picking up trash along the trail.

C. Paved Drives and Parking Areas

A one-time per year power sweeping or blowing will be desirable. Line repainting at five-year intervals will keep parking orderly.

Snowplowing of a limited amount of parking will be required once winter activities are inserted into the park, such as ice skating on the canal.

Apply seal coat at 3 year intervals to asphalt or as required based on usage. Patch and repair paving as needed.

D. Stabilized grass parking

Stabilized grass parking will require normal lawn maintenance including weed and pest control, fertilization and mowing.

E. Tennis and Volleyball Courts

The existing volleyball courts are sand courts. As such, their daily maintenance would involve raking the sand to a level surface, pick up trash and empty trash containers. On a bi-yearly basis, anticipate repair of edging and adding sand to the volleyball courts.

The tennis courts may require occasional sweeping or blowing to clear vegetative debris as well as daily trash pick up and emptying of trash containers. Periodic maintenance will include painting, resurfacing and crack repair. Nets should be replaced as necessary.

F. Pavilions

It is understood that pavilions are used by reservation only, and a rental fee is paid. It is recommended that an additional security deposit be required before a reservation is granted to assure when the using party leaves the facility, they are left clean and damage-free. On a daily basis, the pavilions throughout the parks should be checked for their condition and cleanliness, clean if necessary by sweeping, blowing or hosing down and emptying trash containers. Periodic maintenance will include concrete repair, roofing, and paint or stain.

G. Concession Stands

This is a critical facility since there will be accommodations for preparing, serving and eating food. Cleanliness will be of utmost concern. It is recommended that accurate instructions be posted in the concession area since volunteers with various abilities will be involved with the running of this facility. We suggest that this facility be outfitted by the Borough and that it be rented to groups who wish to use the concession as part of their fundraising effort. It is important that as early as possible the Borough develop rental rates, assess those at the outset and continue to assess them as a means of income.

H. Restrooms

Restrooms will require daily cleaning and inspection. Periodic maintenance will include repairs, painting and upgrades to facilities.

I. Plaza/stage

The seating area around the stage/plaza will require trash pick-up after performances, and the grass will require maintenance and mowing along with the rest of the park. The paved stage will require cleaning when necessary.

J. Playgrounds

Within each of the various playgrounds, the equipment itself will require regular yearly maintenance such as touching up the powder-coated steel. However, the cushion material in the fall zones shall be inspected daily for debris such as glass and other trash. Normally, new wood fiber will be required to top off the cushion area annually during a normal start-up maintenance program.

A Playground Audit – a detailed annual written inspection of all parks and apparatus by a Certified Playground Safety Inspector (CPSI) for compliance with safety standards - should be completed annually. Sample forms are included in the appendix.

K. Sports fields

A scientifically-based maintenance program for the sports fields within Millersburg Parks is proposed. Based upon season and scientific need, the following program is recommended.

Spring Fertilizer: After performing a chemical test, fertilizer and/or soil additives in line with those test results should be applied at the specified rates. A soil test kit is available for nominal rates through the Agricultural Extension Service of Penn State. Soil samples taken in line with directions in that kit are sent off to Penn State and fertilizer rates are returned with test results.

Aeration: Hollow-tine aerators should be used during the season if extreme field compaction is apparent. Aeration should be performed in season as necessary, and definitely in the fall between the dates of August 15 and September 15. Following aeration, over-seeding with a mix of improved blue grass and fine leaf tall fescue is prescribed if a field can be kept out of play after such application into the winter season. If a field cannot be kept dormant prior to October 31, then spring aerate and over-seed. The field must be dormant for a minimum of 30 days following over-seeding. If schedule does not permit total field take down, rotate play events onto other fields while maintaining schedule.

Mowing: Mow weekly during the active season. Mowing of grass areas in the parks will probably be the most time consuming responsibility of maintenance park personnel.

Infield maintenance is critical on the “skinned” infield of ball fields where before each game they should be drug to level the surface and fill any divots. Trimming of the edges of the skinned area will be needed approximately once per year. Adding infield mix would be part of the program.

L. Climbing wall

Climbing facilities must be inspected and maintained on a regular basis. Routine visual inspection for potential risks due to wear and tear, vandalism or weather conditions should be accompanied by annual inspections by certified personnel.

M. Directional and Interpretive signage

Maintenance of directional and interpretive signage includes periodic cleaning as well inspection for vandalism or damage to the sign.

N. Site furnishings (picnic tables, benches, game tables, bike racks, trash receptacles, and swings)

Maintenance of site furnishings involves cleaning, as well as removal of any graffiti.

O. Lighting

Replace bulbs as needed.

P. Riverfront maintenance

As a result of their location along the Susquehanna River and Wiconisco Creek, Riverfront and MYO Parks pose additional maintenance needs, such as removing debris that collects along the shore.

Q. Landscaped areas

Landscaped areas require regular maintenance, which will include fertilizing, mulching, weeding, cutting back perennials, as well as pruning of shrubs and trees.

R. Weed control

Control/elimination of invasive plant species should be accomplished through a program of pesticide application by a Certified Pesticide Applicator and installation of new plantings to prevent the return of the invasive species.

S. General Maintenance Consideration

Although Millersburg Borough staff has provided park maintenance in the past, further development of the park system may overextend their resources. It is proposed that the groups represented by park users, athletes, and perhaps most importantly, parent groups for youth athletic activities on the play fields, volunteer time to help with park maintenance as part of their agreements to use the facilities.

In addition to this volunteer work effort, we propose that one full-time manager/maintenance person be hired for managing the concession stands, rental pavilions, special events at the plaza/stage and the climbing wall. Duties would also include managing the regular maintenance of mowing, trash pick-up, cleaning restrooms, general park maintenance, and caring for athletic and maintenance equipment.

Parks Inspection – inspect parks for condition of apparatus, vandalism and wear and tear; *e.g.*, jagged exposed footings, exposed screws, loose bolts or nuts, missing supports or anchors, missing rails, steps, rungs or seats, worn swing hangers or chains, worn bearings, etc.

XIV MAINTENANCE PROGRAM COSTS AND CONSIDERATION OF A FULL-TIME MAINTENANCE/ADMINISTRATIVE PERSON

Additional development to existing parks creates more maintenance responsibility. As phase after phase of additional development takes place, more and more maintenance is added. If the park development is successful and the parks become more heavily used, wear and tear provides an increased need for maintenance and eventual replacement of facilities. This study addresses “Maintenance Only” programs, with no consideration of replacement costs. Additionally, vandalism is not addressed.

This study addresses maintenance issues that are predictable and occur on a regular basis – daily, weekly, monthly, on a regular schedule. We acknowledge that paved drives, walks, parking and courts also require occasional care, but such maintenance needs are not predictable and as such, maintenance must occur as needed.

Park maintenance at Millersburg Parks at the outset can be handled by existing Borough staff, supplemented by volunteers. Eventually, maintenance and management of the park will be best served by an on-staff maintenance person(s), at least during the active park season.

Maintenance cost on a phase by phase basis for proposed development in Riverfront and MYO parks is included in the Phased Cost Estimate (found in the appendix).

Based on the projected maintenance costs in the Phased cost estimate, it is anticipated that upon inception of development of Phase 8, which will contain further maintenance responsibilities, the Borough should consider hiring a full-time person. With the completion of Phase 7 and the beginning of Phase 8, it is recommended that the Borough interview and hire a person who can perform maintenance work as well as general administrative work relating to Borough parks. Two (2) hours per day on the basis of a seven (7) day week should be allocated for general administration. The remainder of the time, which will account for approximately 26 hours per week, would be available for that person to perform general maintenance, i.e. mowing and policing of critical areas within the park. It is forecast that an annual salary base of approximately \$35,000 (2008) should be adequate for this position. With that as the base salary, the gross outlay on an annual basis would be approximately \$45,000.00, with employer contributions and a medical plan. However, anticipating that this employee will have approximately eight (8) months work, from April through November, we forecast the actual gross outlay for that employee should be about \$31,000.00. Ideally, one of the local municipalities, school districts or another such agency could pick up that person for snow removal and other potential wintertime maintenance during the winter months.

In addition to personnel costs of \$31,000.00, miscellaneous tools worth approximately \$2,500.00 would be required. This includes, but is not limited to, a string trimmer, gasoline-powered leaf blower and various hand tools needed for maintenance. Additionally, mowing requirements might necessitate the purchase of additional mowing equipment. A riding mower of approximately 50” cut, such as an Exmark or a Skag should fill that necessity, for a cost of approximately \$10,000.00. There may be some rough area mowing required for a brush hog or other such machinery. If the Borough does not own such equipment, it should be possible to rent this when needed.

XV SECURITY

Park security is provided through the Millersburg Borough Police Department. On average, there are 29 incidents involving the Police Department each year in the Millersburg Borough Parks (see Table 8). The nature of the calls ranges from lost property and medical assistance to burglary and arson. The street lighting that is proposed for Riverfront Park may serve also as security lighting for that park.

TABLE 8: Police Incidents in Borough Parks 2003-2006

	2003	2004	2005	2006
Seal Park	17	20	16	15
MYO Park	10	13	9	13
Market Sq.	0	1	0	0
Brwn. Brad.	0	0	1	2
TOTAL	27	34	26	30

XVI FINANCIAL CONSIDERATIONS

A. Existing Financing

Millersburg Borough residents are subject to the following taxes:

1. Per capita tax - \$5
2. Occupational privilege - \$10
3. Borough real estate taxes - 3.95 mills
4. Earned income tax - 1%
5. Realty transfer tax - 1%; and
6. Dedicate fire tax - .478 mills

Additional revenues are provided through cable franchise fees, licenses and permits, rental of property and park user fees.

TABLE 9: Budget Analysis

BUDGETING HISTORY	2005	2006	2007
TOTAL REVENUE	\$778,718.00	\$773,928.00	\$793,760.00
PARKS/REC REVENUE	\$3,400.00	\$3,950.00	\$3,250.00
% OF TOTAL	0.4%	0.5%	0.4%
TOTAL EXPENDITURES	\$778,718.00	\$773,928.00	\$793,760.00
PARKS/REC EXPENDITURES	\$28,680.00	\$29,670.00	\$33,200.00
% OF TOTAL	3.4%	3.8%	4.1%

To establish a replacement schedule for all parks facilities as well as provide long range capital planning and funding, an Equipment Replacement Fund could be established. A sample is included in the Appendix.

B. Financing Proposed Improvements

The estimated cost of proposed improvements shown in the Master Site Plan is just over 6.2 million dollars (\$6,200,000). The cost estimate includes materials and installation at prevailing wages, based on summer, 2008 prices.

The proposed improvements have been broken down into twenty (20) phases, which are intended to allow the community to develop the park in manageable stages. Although the phases were aligned in the relative order of priorities as directed by the Master Parks Plan Steering Committee and based on community involvement, the purpose of the phasing is to enable completion based on the needs of the community as they become apparent, rather than strictly in the order itemized on the cost estimate.

A park of this magnitude will require substantial funding to bring it to completion and various options for generating funds will need to be explored. Innovative techniques for park and recreation facilities funding should be pursued. Locally, a group developed specifically for fundraising is one option to enable community members to contribute to their park system. A recreational “trust fund” or non-profit “friends of the parks group” could be created, to which individuals can be encouraged to donate monies, gifts, bequests, memorial gifts or properties for the sole purpose of recreational development. In addition, various local groups or individuals within the community should have the ability to sponsor a specific facility. They could raise funds for the construction of a facility, or provide volunteer labor under the oversight of the Borough.

Other funding sources to explore include local trust funds which periodically support parks and/or recreation. Local trust funds include the following:

- Harold N. and Thelma Lenker Charitable Income trust
349 Union Street. Millersburg, PA 17061-1611
- Harold N. & Thelma Lenker Millersburg Community Trust
349 Union Street. Millersburg, PA 17061-1611
- Paul A. Troutman Foundation
1570 Manheim Pike Box 3300, Lancaster, PA 17604-3300
- William C. Troutman and Dorothy T. Troutman Foundation, Inc.
640 State St., Millersburg, PA 17061
- The R. W. and Shirley M. Rissinger Foundation
900 Manor Drive, Millersburg, PA 17061-1444
- Charles P. & Margaret E. Polk Foundation (focus on Senior Citizens)
301 North Street, Millersburg, PA 17061-1648
- Maroon & Gold Foundation (focus on school)
799 Center St., Millersburg, PA 17061-141

The Borough should consider developing partnerships with organizations which promote complementary goals. One organization which should be considered for this type of partnership is the Millersburg Ferry Association. Since the Ferry is such an integral part of Riverfront Park and is the focus of several phases of the Master Site Plan, such a partnership could help both entities work toward accomplishing their goals. The Ferry Association has received grant monies which can be used to partially fund some of that work and which could potentially be used as matching funds for grants.

Other potential recreation "partners" include: Lykens Valley Rail Trail Association, Millersburg Area Art Association, Millersburg Area Pool Association, Millersburg Area Senior Center, Millersburg Area Working Together, Millersburg Upper Paxton Historical Society (train station), Millersburg Youth Baseball Inc., Twin Valley Soccer, and Valley Thunder Girls Softball. Another organization which should be considered is the Susquehanna Greenway Partnership (SGP) whose mission is dedicated to developing and sustaining the Susquehanna Greenway to economic prosperity and environmental stewardship. SGP can provide technical assistance and help seek funding support for greenway projects.

As part of their Comprehensive Recreation Plans, municipalities served by Millersburg Parks should be requested to support further development of the parks by accepting recreational payments in lieu of recreational land dedication for new land development approvals. In addition, surrounding municipalities should be approached with the concept of adopting the Millersburg Borough Parks as the recreation center which serves their populations. They can do this by helping fund development in several ways, including making contributions to the Park from recreation funds they receive from the County or State, and by being signatories to grant applications.

Funding from federal and state sources can, and should be, pursued. Such funding sources may include, but are not limited to: Growing Greener Grants, DCNR Grants, Keystone Recreation, Park and Conservation Fund which provides grants through DCNR for Community Recreation, and DCED funds.

Finally, income from the use of the new facilities at the park should be ear-marked for maintenance of existing facilities. Use Agreements should be developed with the youth athletic leagues and school district regarding the use of Borough-owned fields, specifying hours of use, maintenance responsibilities and out of pocket expenses (sample attached in Appendix). Rental fees from the concession stand and pavilions as well as user fees for such recreational facilities as the climbing wall and paddle boats on the canal can provide income. Vending machines installed in the parks could serve to provide refreshment for users in addition to providing income to offset costs.

XVII IMPLEMENTATION STRATEGIES

A. Background

Parklands are most often developed by municipalities which are governed by publicly developed and reviewed budgets, tax dollars and tax payers' scrutiny, and in most cases are developed with limited resources, therefore requiring phasing of construction over a period of years.

Millersburg and Upper Paxton Township have the same requisites as other municipalities; however, to date, they have had many positive things happen:

1. Millersburg has an established network of parks. MYO and Riverfront Parks are separate parks which, due to the existing footbridge, have a functional link to enable them to work as one park. These two parks enjoy a beautiful site with physical and visual exposure to the Susquehanna River and the Wiconisco Creek.
2. The municipalities have a strong desire to see their parks developed further; their interest has been witnessed in their participation in the Master Planning process with their consultant.

B. Strategies

Various scenarios can be considered for developing the parks in phases:

1. Budget and Contract – this process is very common to most municipalities where in each annual budget, as much money as possible is budgeted directly for recreation purposes. A portion of that budget will go to maintenance of existing recreation facilities, but a portion of each annual budget should be designated for capital improvements. Whether adequate money is budgeted in a single year or whether funds are carried over until an adequate amount is accumulated, the municipality can begin park construction work, as other municipalities do, in line with guidelines established by the Commonwealth of Pennsylvania.

Millersburg Borough and Upper Paxton Twp. should allocate as much budget funding as possible for the development of the parks. It is important that the municipalities are consistent in placing funds aside for this sort of project. Millersburg should also approach other municipalities in the area that will receive the benefit for their residents of utilizing Borough parks and request that they designate funds from their individual budgets for the construction and operation of Borough Parks, thereby alleviating their responsibility to do the same sort of facility in their own municipality.

Funds can also be generated from Millersburg and other municipalities who benefit from the use of the Millersburg Borough Parks by raising fees in a process called "Recreation Fees in Lieu of Recreation Land." This process requires the municipalities to establish the contribution of recreation land for each residential unit constructed by a developer, and in most cases, an option to provide funds in lieu of recreation land is a part of the same legislation. It is then at the choice of the municipality where development is taking place

as to whether they seek recreation land to be used for park purposes or if they seek funds in lieu of recreation land. With the scattered development that happens in the Millersburg area, a “fee-in-lieu-of” concept for regional parks is a sound concept. These fees can range from a few hundred dollars per unit to twenty-five hundred dollars per unit.

To summarize Budget and Contract, it is a process of municipalities designating funds, building a nest egg and then contracting work to complete the recreation facility.

2. Local fundraising – Local fundraising includes any monies locally donated specifically for recreational purposes. Examples of this are funds raised by a “trust fund” or non-profit “friends of the parks group” for recreation development, as well as funds raised by a local group or individual to sponsor a specific facility. Additional sources of local funds might be trust funds such as those listed in Section XVI - FINANCIAL CONSIDERATIONS, Item B. Financing Proposed Improvements.
3. Local Effort – Local effort can consist of donated time, which can often involve large numbers of volunteers and/or the donation of material, i.e. building materials from local building contractors or local building material suppliers, stone from local quarries, and so forth. Local effort can also be supplemented by community organizations such as the Boy Scouts of America. Many projects within local parks have been implemented by Eagle Scout candidates with supervision. Donated time and/or materials can often be credited as part of a local match in a grant program.
4. Gifts in Kind – This category is often very similar to the previous category of “Local Effort,” however, gifts in kind are normally planned to be a part of the local match, and as such, must be more fully defined and accounted for so that they specifically meet the criteria for local match. Normally, these gifts are coordinated through granting agencies, such as Pennsylvania Department of Conservation and Natural Resources. Such gifts can include materials, which are most easily documented, but they may include work effort, if properly documented.
5. Bequests – A brochure can be developed which sets forth what is proposed for the parks and the benefit to the community if money is gifted while the donor is alive and can see their money at work, as well as the benefits of an estate gift as an ongoing remembrance of the individual’s concern for the community. These brochures should be made available to the general public, institutions such as banks and to attorneys who do estate work. The information should also be posted on Millersburg’s website.

6. Grants – For many years, the most important source of funds allowing municipalities to do recreation projects, especially larger recreation projects, is the matching-dollar grant programs available through the State government and sometimes from the Federal government. Grants are usually administered through the State agencies.

The Pennsylvania Department of Conservation and Natural Resources has several grant programs for recreation and greenways preservation, the latter being appropriate as a result of the pathway along the Susquehanna River. DCNR will assign a regional recreation advisor to the area, and the Borough should stay in touch with that individual as to new and changing grant programs.

In addition to the recreation grants that are available, some discretionary grants are available through legislators.

Finally, with the Wiconisco Creek and Susquehanna River adjoining Riverfront and MYO Parks, the Pennsylvania Fish and Boat Commission is another potential granting agency. Although grants change from time to time, there is currently a grant program from the Fish and Boat Commission for water access. The Consultant met with a representative of the Fish and Boat Commission on site at Riverfront and MYO parks. Indication was given that the Fish and Boat Commission may have an interest in being a part of the boat launch for public use as well as the Millersburg Ferry entrance/exit point into the river at the southern end of Riverfront Park.

7. Joint Ventures – The possibility of partnerships with other organizations should be explored in order to combine efforts. For example, a partnership with Millersburg Ferry Association would facilitate pooling funds that are earmarked for development that relates to the Ferry. Other organizations to consider for potential partnerships are: Lykens Valley Rail Trail Association, Millersburg Area Art Association, Millersburg Area Pool Association, Millersburg Area Senior Center, Millersburg Area Working Together, Millersburg Upper Paxton Historical Society (train station), Millersburg Youth Baseball Inc., Twin Valley Soccer, and Valley Thunder Girls Softball.

APPENDIX

**MILLERSBURG/UPPER PAXTON TOWNSHIP
COMPREHENSIVE RECREATION AND OPEN SPACE PLAN**

RESIDENT SURVEY

Millersburg Borough and Upper Paxton Township are jointly developing a Comprehensive Recreation and Open Space Plan. The purpose of the plan is to identify the methods, resources, organizational capacity and capital investments needed to accomplish the recreation, parks and open space goals of the Millersburg area.

The purpose of this survey is to identify the short term and long term recreation, parks and open space goals of area residents. Please take a few minutes to complete the survey and return to Millersburg Borough by May 31, 2007.

1. Where do you live? (Neighborhood or street name, address not necessary)

_____ Millersburg Borough
_____ Upper Paxton Township

Street or neighborhood _____

2. How long have you lived in the Millersburg area?

3. How many people in your household are in the following age groups?

_____ 0 - 5 years
_____ 6-10 years
_____ 11-17 years
_____ 18-25 years
_____ 26-30 years
_____ 30-49 years
_____ 50-64 years
_____ 65 years or older

4. Circle the number corresponding to the extent to which you believe that additional recreation programs, activities and facilities are necessary:

(Not important) 1 2 3 4 5 6 7 8 9 10 (very important)

5. Please rank the top 5 recreation programs and activities that you feel are most needed (rank between 1 and 5, with 5 being the most important).

- Youth sports
 - Adult sports
 - Environmental education
 - Special events/Holiday activities
 - Music, arts, drama
 - Senior citizens' activities
 - Other (please list)
-
-
-

6. Please rank the top 5 public recreation facilities that you feel are most needed in Millersburg (rank from 1 to 5, with 5 being the most important).

- Baseball/softball fields
- Bicycle/pedestrian trails
- Children's Playgrounds
- In-line skating/rollerblading
- Lighted outdoor facilities
- Natural areas w/nature trails
- Outdoor basketball courts
- Outdoor ice skating area
- Outside swimming pool
- Picnic pavilions
- Skateboard Park
- Soccer/football fields
- Tennis courts
- Toddler (ages 2-5) Play area
- Volleyball courts
- Wildlife preservation area

7. Please rank your degree of support if a bond issue or tax increase is necessary to fund additional park and recreation facilities in Millersburg.

(Do not support) 1 2 3 4 5 6 7 8 9 10 (strongly support)

8. Would you support creation of a Recreation Authority, incorporating Upper Paxton Township, Millersburg Borough and the Millersburg Area School District?

(Do not support) 1 2 3 4 5 6 7 8 9 10 (strongly support)

9. Other comments or suggestions you may have regarding parks, recreation and open space in the Millersburg area.

PLEASE COMPLETE SURVEY BY MAY 31, 2007.

Forms may be mailed or dropped off at the Borough Hall. If mailing, you do not need an envelope; please fold and tape (no staples, please) and affix postage. Thank you for your time and cooperation.

**RESIDENT SURVEY
MILLERSBURG BOROUGH INC.
101 WEST STREET
MILLERSBURG PA 17061**

**CAROLYN HANEL, CPRP
MILLERSBURG/UPPER PAXTON OPEN SPACE AND RECREATION PLAN**

**Stakeholder Interviews
Individuals**

1. On a scale of 1 – 5 how important to you feel that parks and recreation is to the quality of life in the Millersburg area?

2. On a scale of 1 – 5, how important to feel these facilities are as a part of the parks systems:
 - Sports Fields _____
 - Indoor Facilities such as gymnasiums _____
 - Trails for use by pedestrians only _____
 - Trails for use by bicyclists as well as pedestrians _____
 - Snow mobile or other motorized sport vehicle trails _____
 - Swimming pools _____
 - Picnic pavilions _____
 - Basketball courts (outdoor) _____
 - Tennis courts (outdoor) _____

3. Do you support charging user fees for park facilities such as ball fields and picnic pavilions? _____.

4. What do you feel are the most significant needs of the Millersburg area regarding parks and recreation. Rate on a scale of 1 – 5 with 5 being the most significant.
 - Developing New facilities _____
 - Upgrade existing facilities _____
 - New recreational programs _____
 - Preservation of open space _____

5. Would you support a municipal bond or other municipal funding initiative to fund these parks and recreation needs?

6. Would you support the development of a joint parks and recreation board or authority with Millersburg Borough and Upper Paxton Township, with both municipalities contributing towards the cost of providing parks and recreation opportunities to the residents of the area? _____

**CAROLYN HANEL, CPRP
MILLERSBURG/UPPER PAXTON OPEN SPACE AND RECREATION PLAN**

**Stakeholder Interviews
Business**

1. On a scale of 1 – 5 how important to you feel that parks and recreation is to the quality of life in the Millersburg area?

2. On a scale of 1 – 5 how significant is the impact of parks and recreation facilities and/or programs and special events on the local economy? _____

3. On a scale of 1 – 5 how strongly to you believe that development of new parks and facilities such as trails would favorably impact the local economy? _____

4. On a scale of 1 – 5, how important to feel these facilities are as a part of the parks systems:
 - Sports Fields _____
 - Indoor Facilities such as gymnasiums _____
 - Trails for use by pedestrians only _____
 - Trails for use by bicyclists as well as pedestrians _____
 - Snow mobile or other motorized sport vehicle trails _____
 - Swimming pools _____
 - Picnic pavilions _____
 - Basketball courts (outdoor) _____
 - Tennis courts (outdoor) _____

5. Do you support charging user fees for park facilities such as ball fields and picnic pavilions? _____.

6. What do you feel are the most significant needs of the Millersburg area regarding parks and recreation. Rate on a scale of 1 – 5 with 5 being the most significant.
 - Developing New facilities _____
 - Upgrade existing facilities _____
 - New recreational programs _____
 - Preservation of open space _____

7. Would you support a municipal bond or other municipal funding initiative to fund these parks and recreation needs?

8. Would you support the development of a joint parks and recreation board or authority with Millersburg Borough and Upper Paxton Township, with both municipalities contributing towards the cost of providing parks and recreation opportunities to the residents of the area? _____.

Thank you for your time and attention.

Carolyn Hanel, CPRP
Park and Recreation Planning
2290 Autumn Lane
Lafayette Hill PA

**CAROLYN HANEL, CPRP
MILLERSBURG/UPPER PAXTON OPEN SPACE AND RECREATION PLAN**

**Stakeholder Interviews
Community Organizations**

1. On a scale of 1 – 5 how important to you feel that parks and recreation is to the quality of life in the Millersburg area?

2. On a scale of 1 – 5 how significant is the impact of parks and recreation facilities and/or programs and special events on the local economy? _____

3. On a scale of 1 – 5 how strongly to you believe that development of new parks and facilities such as trails would favorably impact the local economy? _____

4. On a scale of 1 – 5, how important to feel these facilities are as a part of the parks systems:
 - Sports Fields _____
 - Indoor Facilities such as gymnasiums _____
 - Trails for use by pedestrians only _____
 - Trails for use by bicyclists as well as pedestrians _____
 - Snow mobile or other motorized sport vehicle trails _____
 - Swimming pools _____
 - Picnic pavilions _____
 - Basketball courts (outdoor) _____
 - Tennis courts (outdoor) _____

5. Do you support charging user fees for park facilities such as ball fields and picnic pavilions? _____.

6. What do you feel are the most significant needs of the Millersburg area regarding parks and recreation. Rate on a scale of 1 – 5 with 5 being the most significant.
 - Developing New facilities _____
 - Upgrade existing facilities _____
 - New recreational programs _____
 - Preservation of open space _____

7. Would you support a municipal bond or other municipal funding initiative to fund these parks and recreation needs?

8. Would you support the development of a joint parks and recreation board or authority with Millersburg Borough and Upper Paxton Township, with both municipalities contributing towards the cost of providing parks and recreation opportunities to the residents of the area? _____

Thank you for your time and attention.

Carolyn Hanel, CPRP
Parks and Recreation Planning
2290 Autumn Lane
Lafayette Hill PA 19444

Executrix
421 Dietrich Ave
Tower City PA 17980
Or to:
Gregory M. Kerwin, Esq.
Kerwin & Kerwin
Attorneys at Law
4245 Route 209
Elizabethville PA 17023
(717) 362-3215
3-11-08,31

LEGAL NOTICE

The Halifax Township Board of Supervisors is accepting bids for 15,900 square yards of bituminous prime coat and 15,900 square yards of double seal coat SRL - any use washed aggregate AASHTO # 8. All work must be completed before August 15, 2008. Bidders must be pre-qualified by the Pennsylvania Department of Transportation. Proposals must be on forms furnished by the municipality. Contact township office at 717/896-3035. The bid must be accompanied by a certified check or bid bond in the amount of 10% of the bid, made payable to Halifax Township. The Municipality reserves the right to reject any or all proposals and the right to eliminate all or any portion of the quantities in the bid proposal or contract. Sealed proposals will be received by Halifax Township of Dauphin County at PO Box 405, Halifax, PA 17032 until 7:00 p.m. on Monday, April 14, 2008 at the Halifax Township Board of Supervisors Monthly Business Meeting. All bids will then be opened at this meeting.

Carolyn Nye
Secretary
3-25-08,21

LEGAL NOTICE

The Halifax Township Board of Supervisors is accepting bids for 130 Tons 25.0 MM Base Course and 1730 Tons 9.5 MM Wearing Course laid in place on various township roads. All work must be completed before August 15, 2008. Bidders must be pre-qualified by the Pennsylvania Department of Transportation. Proposals must be on forms furnished by the municipality. Contact township office at 717/896-3035. The bid must be accompanied by a certified check or bid bond in the amount of 10% of the bid, made payable to Halifax Township. The Municipality reserves the right to reject any or all proposals and the right to eliminate all or any portion of the quantities in the bid proposal or contract. Sealed proposals will be received by Halifax Township of Dauphin County at PO Box 405, Halifax, PA 17032 until 7:00 p.m. on Monday, April 14, 2008 at the Halifax Township Board of Supervisors' Monthly Business Meeting. All bids will then be opened at this meeting.

Carolyn Nye
Secretary
3-25-08,21

Heigel & Associates, Inc.,
430 East Main Street,
Palmyra, PA 17078.
Copies of the Contract Documents may be obtained by depositing \$20.00, payable to Dauphin Borough for each set of contract documents so obtained. No refund will be made for returned documents. Addenda, if any, will be issued only to those persons whose name and address are on record with the owner as having obtained the Contract Documents. A certified check or bank draft, payable to the order of Dauphin Borough, or negotiable U.S. Government Bonds (at par value), or a satisfactory Bid Bond executed by the Bidder and an acceptable surety, in an amount equal to ten percent (10%) of the total of the Bid shall be submitted with each bid. The owner reserves the right to reject any or all bids or to waive any informalities in the bidding. Bids may be held by the owner for a period not to exceed sixty (60) days from the date of opening bids for the purpose of reviewing the bids and investigating the qualifications of bidders, prior to awarding the contract.

3-18-08,21

BID NOTICE

The Upper Dauphin Area School District is accepting sealed bids for labor and materials for the following projects:

- Resurfacing of boys and girls locker room floors at the high school.
 - Resurfacing of gymnasium floor at the high school.
- Specifications and instructions for bidding may be obtained at the Upper Dauphin Area School District Administration Office located at 5668 State Route 209, Lykens PA 17048-8414 or by contacting Mr. Stephen J. Aumen, Facility Manager at 717-362-6559. The school district is also accepting sealed bids to sell several used commercial air conditioning roof top units.

Inspection of the air conditioning units can be arranged by contacting Mr. Stephen J. Aumen, Facility Manager at 717-362-6559. Bids must be received at the Administration Office located at 5668 State Route 209, Lykens PA 17048-8414 on or before Thursday, April 3, 2008 at 3:00 p.m. The board reserves the right to reject any or all bids.

3-18-08,31

PUBLIC MEETING NOTICE

Millersburg Municipal Building,
101 West Street,
March 27, 2008 at 7 pm
The Riverfront/MYO Park Master Plan will be presented and discussed. The public is encouraged to attend and participate.

3-18-08,21

age of surviving caterpillars may still be sufficient to cause some defoliation and also be a nuisance to the homeowner. Because of this and the variability in control caused by the weather, the results cannot be guaranteed. The spraying is scheduled to occur sometime from late April to early June depending upon insect and leaf development. Spraying will be done by aircraft starting daily at daybreak and continuing as long as wind and other conditions are acceptable. Evening, weekend, and holiday spraying will also be conducted when conditions permit. It has not been shown to be harmful to humans, pets, livestock or gardens. However, it is recommended that you observe normal precautions and remain under cover during spraying. If exposed to the spray, wash with soap and water. Program standards provide for the treatment of a forested buffer extending no farther than 500 feet from the residence(s) being protected. Open fields, open areas containing only a few scattered trees and narrow fence rows will not be treated. Detailed maps of the treatment areas are available for your review on the web at www.dauphincd.org or in person Monday through Friday from 8:30 a.m. to 4:30 p.m. at the Dauphin County Conservation District, located at 1451 Peters Mountain Rd., Dauphin PA 17018. Phone 717-921-8100.

Peggy P. Kahler
Borough Secretary
3-25-08,31

BID NOTICE

The Mifflin Township Supervisors will be receiving sealed proposals for the following items:
To furnish and place 460 tons 2" Superpave 19 MM wearing course, 0-0.3 million ESALS, SRL any.
To furnish and place single bituminous seal coat, in accordance to Pub. 408 using washed #8 aggregate using CRS-2 or CRS-3 emulsion.
Bid proposals must be on forms furnished by the municipality and can be obtained by calling the secretary at (717) 362-8443 or by calling the Municipal Building and leaving a message at (717) 362-9371.
The bids will be opened on Tuesday, April 8, 2008 at 8:30 p.m. in the Mifflin Township Building. The Supervisors reserve the right to reject any or all bids.

Mifflin Township
Supervisors
Darlee D. Straub, Sec.
3-25-08,21

ESTATE NOTICE

Letters Testamentary on the Estate of MARY M. MILLER, late of Upper Paxton Township, Dauphin County, Pennsylvania, deceased having been granted to the undersigned, all persons indebted to said estate are requested to make immediate payments and those having claims will present for settlement to:

Executrix:
Darlene R. Schlegel
494 Allegheny Drive
Harrisburg PA 17112
Or to:
Earl Richard Etzweiler,
Esq.,
105 N. Front Street
Harrisburg PA 17101
(717) 234-5600
3-25-08,31

NOTICE

Council Vacancy
Notice to Borough residents is hereby given that the Dauphin Borough Council will be accepting applications to fill a vacant Borough Council seat. All applicants must be Borough residents and should contact the Borough office to request placement on the agenda for the April 8, 2008 meeting at 7 pm, 200 Church Street, Dauphin, PA, 17018. (717) 921-2633.
3-25-08,11

age of surviving caterpillars may still be sufficient to cause some defoliation and also be a nuisance to the homeowner. Because of this and the variability in control caused by the weather, the results cannot be guaranteed. The spraying is scheduled to occur sometime from late April to early June depending upon insect and leaf development. Spraying will be done by aircraft starting daily at daybreak and continuing as long as wind and other conditions are acceptable. Evening, weekend, and holiday spraying will also be conducted when conditions permit. It has not been shown to be harmful to humans, pets, livestock or gardens. However, it is recommended that you observe normal precautions and remain under cover during spraying. If exposed to the spray, wash with soap and water. Program standards provide for the treatment of a forested buffer extending no farther than 500 feet from the residence(s) being protected. Open fields, open areas containing only a few scattered trees and narrow fence rows will not be treated. Detailed maps of the treatment areas are available for your review on the web at www.dauphincd.org or in person Monday through Friday from 8:30 a.m. to 4:30 p.m. at the Dauphin County Conservation District, located at 1451 Peters Mountain Rd., Dauphin PA 17018. Phone 717-921-8100.
IF YOUR RESIDENCE IS LOCATED WITHIN A TREATMENT AREA AND YOU DO NOT WANT IT INCLUDED IN THE SPRAY PROGRAM, you must contact the Dauphin County Gypsy Moth Program Coordinator in writing within 15 days of publication of this notice stating your objection and giving your telephone number, the exact location of your residence or property and the tax parcel number of your residence or property. You will be contacted by the coordinator, and steps will be taken to exclude your residence or property from the program. If you have no objection to the spraying, no reply to this notice is necessary. Any additional questions regarding the gypsy moth, the insecticide, or this program can be directed to either of these offices:
Dauphin County Conservation District, 1451 Peters Mountain Rd., Dauphin PA 17018, Eric A Naguski, Dauphin County Gypsy Moth Suppression Program Coordinator, phone 717-921-8100, OR DCNR Bureau of Forestry Forest Pest Management Eastern Area, 274 Arbutus Park Road, Bloomsburg PA 17815-9528, Scott Stitzer, Area Forest Pest Management Specialist, phone 570-387-4273.
3-25-08,11

\$1,000

0%

GM Certified

2005 Chevy 3500 Crew Diesel, Leather, 16,000 Miles Stock #261
Now \$34,995

2007 GMC Envoy De AWD, Sunroof, Leather • Stock #261
Now \$28,495

2006 Chevy Equinox AWD, LT • Stock #261
Now \$15,995

2006 G6 Convertible GTP, Leather, 14,000 Miles, Stock #261
Now \$21,995

2004 Chevy Avalanch LT, Only 35,000 Miles Stock #261
Now \$20,995

2006 Toyota Scion T6 26,000 Miles • Stock #10604 • \$19,995

2005 Pontiac Vibe Sunroof, Auto • Stock #10604
Now \$13,995

2007 Chevy HHR 4 cyl., Auto • Stock #24822 • \$13,995

2005 Chevy Equinox 41,000 Miles • Stock #80841 • \$13,995

2004 Chevy Malibu Auto, A/C • Stock #26951 • \$13,995

2004 Pontiac Sunfire 2 Dr., Auto, A/C, Stock #51047 • \$13,995

2002 Chevy Malibu 79,000 Miles • Stock #06710 • \$13,995

2001 Buick Park Avenue Local Owned • Stock #75874 • \$13,995

2007 Saturn Aura 22,000 miles • Stock #46531 • \$13,995

2005 Buick Lacrosse Leather, 32,000 Miles • Stock #261
Now \$15,995

2005 Chrysler 300 27,000 Miles, Leather • Stock #261
Now \$20,995

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• 1-800-
sales

GMC

Not responsible for typographical errors.
New car prices include all rebates and taxes.

PROOF OF PUBLICATION of Notice in Upper Dauphin Sentinel


P.O. BOX 250, 510 UNION STREET, MILLERSBURG, PA
(Under Act No. 587. Approved May 16, 1929, P.L. 1784 As Amended)

State of Pennsylvania }
County of Dauphin } ss:

KOCHER ENTERPRISES INC., The owner of the Upper Dauphin Sentinel, of the County and State aforesaid, being duly sworn and according to law, deposes and says that the Upper Dauphin Sentinel, published in the Borough of Millersburg, County and State aforesaid, was established in the month of June, 1884, and since that date has been regularly issued in said County, and that the printed notice or publication attached hereto is exactly the same as was printed and published in the regular editions and issues of the said Upper Dauphin Sentinel on the following dates, viz: _____

09/16/08

Affiant further deposes that he is the owner of the Upper Dauphin Sentinel, a periodical of general circulation, to verify the foregoing statement under oath, and that neither the affiant nor the Upper Dauphin Sentinel is interested in the subject matter of the aforesaid notice or advertisement, and that all allegations in the foregoing statement as to time, place, and character of publication are true.


Sworn to and subscribed before me this 16TH
Day of SEPTEMBER, 20 08

Diane E. Wiest
NOTARIAL SEAL
DIANE E. WIEST, Notary Public
Millersburg Boro, Dauphin County
My Commission Expires Oct. 8, 2009

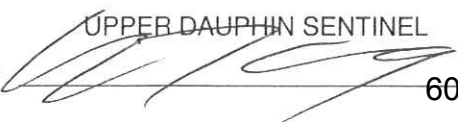
**MASTER PARK PLAN
PUBLIC MEETING**
Millersburg Municipal Building • 101 West Street
SEPTEMBER 23, 2008 @ 7:30 PM
The Riverfront/MYO Park Master Plan will be presented and discussed. The public is encouraged to attend and participate.

Statement of Advertising Costs:
For publishing the notice or publication attached hereto on the above Stated dates \$ 39.12
Probating same \$ 5.25

To **Sentinel**
Your First Choice for Local News.
For publishing the notice or publication attached hereto on the above stated dates \$ 39.12
Probating same \$ 5.25
Total \$ 44.37

RECEIPT FOR ADVERTISING COSTS

The Upper Dauphin Sentinel, a periodical of general circulation, hereby acknowledges receipt of the aforesaid notice and publication costs and certifies that the same have been duly paid.

By  UPPER DAUPHIN SENTINEL 60

PROOF OF PUBLICATION of Notice in Upper Dauphin Sentinel

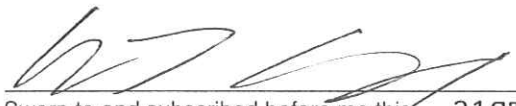
P.O. BOX 250, 510 UNION STREET, MILLERSBURG, PA
(Under Act No. 587. Approved May 16, 1929, P.L. 1784 As Amended)

State of Pennsylvania }
County of Dauphin } ss:

KOCHER ENTERPRISES INC., The owner of the Upper Dauphin Sentinel, of the County and State aforesaid, being duly sworn and according to law, deposes and says that the Upper Dauphin Sentinel, published in the Borough of Millersburg, County and State aforesaid, was established in the month of June, 1884, and since that date has been regularly issued in said County, and that the printed notice or publication attached hereto is exactly the same as was printed and published in the regular editions and issues of the said Upper Dauphin Sentinel on the following dates, viz: _____

10/21/08

Affiant further deposes that he is the owner of the Upper Dauphin Sentinel, a periodical of general circulation, to verify the foregoing statement under oath, and that neither the affiant nor the Upper Dauphin Sentinel is interested in the subject matter of the aforesaid notice or advertisement, and that all allegations in the foregoing statement as to time, place, and character of publication are true.


Sworn to and subscribed before me this 21ST
Day of OCTOBER, 20 08

Diane E. Wiest

NOTARIAL SEAL
DIANE E. WIEST, Notary Public
Millersburg Boro, Dauphin County
My Commission Expires Oct. 8, 2009

**MASTER PARK PLAN
PUBLIC MEETING**
Millersburg Municipal Building • 101 West Street
OCTOBER 28, 2008 @ 7:00 PM
The Riverfront/MYO Park Master Plan will be presented for the public's final review. The public is encouraged to attend this important planning meeting for the future of our parks.

Statement of Advertising Costs:
For publishing the notice or publication attached hereto on the above Stated dates \$ 39.12
Probating same \$ 5.25

To *The Upper Dauphin*
Sentinel
Your First Choice for Local News.

For publishing the notice or publication attached hereto on the above stated dates \$ 39.12
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By 
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H. EDWARD BLACK
and ASSOCIATES, P.C.

COMPREHENSIVE LAND AND SITE PLANNING □ LANDSCAPE ARCHITECTURE □ ENGINEERING

MEETING MINUTES

RE: Millersburg Open Space & Recreation Plan & Master Site Plan

DATE: 3/20/07

BY: Chris Black PROJECT #: 7005

ATTENDING

Harry Chubb
Tom Shaffer
Ron Hepner
Mark Rothermel
Carol Miller
Skip Wingard
Chris Dietz
H. Edward Black
Chris Black
Carolyn Hanel
Ryan Shoop (not present)

REPRESENTING

Upper Paxton Township
Baseball Association
Millersburg School District
Millersburg Planning Commission
Millersburg Borough Manager
Millersburg Recreation Chairman
HEB
HEB
HEB Sub-Consultant
Soccer Association

1) Kick off meeting was held March 1, 2007 at the Millersburg Borough Office. The meeting was to establish the members of the Millersburg Recreation Committee, and to introduce our office along with Carolyn Hanel to the committee.

2) Items of discussion include the following:

- Add the pool to the Comprehensive Plan;
- Seal Park adjoins the school, what are the affects of District –owned fields next to Seal Park;
- Committee is tasked to identify privately owned facilities i.e. David’s Church;
- Provide language to help School District negotiate a lease/ownership use agreement.

3) Carolyn Hanel prepared and distributed a sample survey for committee members to review and comment on in order to finalize a public survey to garner recreation requests and needs based on public input. Survey distribution is to be determined through mail or a phone survey. Surveys were due back to Skip within 7-10 days of our initial meeting.

- 4) HEB office to work on mapping sources for the parks and more specifically the MYO and Riverfront Park.
- 5) Skip Wingard provided a CD as prepared for Millersburg and Upper Paxton for a Joint Comprehensive Plan.
- 6) Next meeting is scheduled for April 9, 2007 at 7 PM – Millersburg Borough Office.



H. EDWARD BLACK
and ASSOCIATES, P.C.

COMPREHENSIVE LAND AND SITE PLANNING LANDSCAPE ARCHITECTURE ENGINEERING

MEETING MINUTES

RE: Millersburg Open Space & Recreation Plan & Master Site Plan

DATE: 4-30-07

BY: Chris Black PROJECT #: 7005

ATTENDING

Tom Shaffer
Ron Hepner
Mark Roethermel
Carol Miller
Neal Miller
Skip Wingard
Chris Dietz
Brian Paul
Melanie Long
Chris Black
Carolyn Hanel

REPRESENTING

Upper Paxton Township
Baseball Association
Millersburg School District
Millersburg Planning Commission
Millersburg Borough Council
Millersburg Borough Manager
Millersburg Recreation Chairman
Millersburg Resident
Millersburg Recreation Committee
HEB
HEB Sub-Consultant

- 1) Meeting scheduled from April 9, 2007 was re-scheduled to this date, April 30, 2007 at 7 PM.
- 2) The project scope was re-introduced along with objectives for the project. Items completed to date were discussed as well.
- 3) Presented our Site analysis findings and Base Plans as prepared with USGS mapping, Borough provided materials, and aerial mapping. In addition to items presented and discussed by our office which are under separate documentation to these minutes are as follows:
 - A. It was discussed that “Veteran’s Park” is the west side of Market Square Park. The island portion and east side is to stay as Market Square Park.
 - B. Suggested ideas for River Front Park include establishing a streetscape along Front Street to offer better access and security to users of the facilities.
 - C. Borough Compost Area is not fenced.
- 4) Carolyn Hanel discussed the survey as reviewed by Millersburg Recreation members and emphasized the need to do a press release to make residents aware of survey. The size of the survey was established at 8 ½ x 14 for easy folding and retuning in the mail.

- 5) Discussed phone vs. mail surveys. Looking for a 10% return. Suggested locations for people to return their completed surveys included the Cherry Blossom Festival; the Borough Office;
- 6) Local retail Shops that are designated; or the Banks in town.
- 7) It was determined tha the surveys need to be returned by June 8, 2007; as June 5, 2007 is last day of school.
- 8) It was later discussed that the Committee wanted to distribute the surveys via special events and hand delivery vs. mailing approx. 3,500. The following locations where determined to be designated locations for survey distribution: Cherry Blossum Festival; Sports Functions (Scholastic, Volunteer, and Little League); Halifax national Bank; Memorial Day Festivities; Businesses; and Senior Center.
- 9) Survey Return Areas were determined to be Borough Hall, Upper Paxton Township, Halifax National Bank, and selected Businesses (i.e. barber shop).
- 10) Carolyn was generating a key person interview list and is to start scheduling immediately.

Next meeting scheduled for June 18, 2007 at 7 PM.



H. EDWARD BLACK
and ASSOCIATES, P.C.

COMPREHENSIVE LAND AND SITE PLANNING LANDSCAPE ARCHITECTURE ENGINEERING

MEETING MINUTES

RE: Millersburg Open Space & Recreation Plan & Master Site Plan

DATE: 06-19-07

BY: Ed Black PROJECT #: 7005

On Monday evening, June 18, 2007, I attended the regular meeting of Millersburg/Upper Paxton Township Park Committee. I reviewed the results of the 80 received resident surveys, and I made a presentation to the 6 persons present. Those results through FACILITY NEEDS.

1. As a result of my review of FACILITY NEEDS, those in attendance informed me that where we showed no football/soccer fields, there is room in the outfield of the baseball field at Myo Park for six undersized football fields for the Small Fry to play soccer. Furthermore, where we show no tennis courts, there are two (2) tennis courts at the high school.
2. Those in attendance, particularly Chris, the Chairman, indicated that he would like to see a greenbelt, utilizing Riverfront Park, utilizing the existing railroad bed to the south side of Wiconisco Creek, and then crossing the creek at the footbridge at Ned Smith Center or even further north and essentially creating a long circuit.
3. It was discussed that the Borough has been having discussion regarding replacement of existing play apparatus at Seal Park. They would like us to be able to recommend that as an appropriate location for a significant play apparatus area.
4. The Borough has begun the process of informing users of their sports fields that they must pay a user fee, and they have received a lot of objection from the various sports fields users. In fact, many of them have threatened to move out of Myo Park, and they will be utilizing the fields at David's Church.
5. Next Meeting
 - a. The next meeting of the Rec Board will be July 23, 2007 at 7:00 pm.
 - b. It would be appropriate at that time to have the residents' survey and the key person's survey complete and the results of the surveys in presentation form.



H. EDWARD BLACK
and ASSOCIATES, P.C.

COMPREHENSIVE LAND AND SITE PLANNING LANDSCAPE ARCHITECTURE ENGINEERING

MEETING MINUTES

RE: Millersburg Open Space & Recreation Plan & Master Site Plan

DATE: 8-7-07

BY: Chris Black

PROJECT #: 7005

ATTENDING

Chris Black

Members of the Planning Commission

REPRESENTING

HEB

- 1) I presented the draft report of the Recreation Comp Plan to the planning commission in expectation of generating comment and the need to establish objectives/goals to be included in the report.
- 2) Provided typical goals and objectives to think about as well as provided ideas to think creatively.



H. EDWARD BLACK
and ASSOCIATES, P.C.

COMPREHENSIVE LAND AND SITE PLANNING LANDSCAPE ARCHITECTURE ENGINEERING

MEETING MINUTES

RE: Millersburg Open Space & Recreation Plan & Master Site Plan

DATE: 8-20-07

BY: Chris Black

PROJECT #: 7005

ATTENDING

Kathy Wolfe
Melanie Long
Chris Dietz
Ron Hepner
Chris Black
Carolyn Hanel

REPRESENTING

Planning Commission
Recreation Committee
Recreation Chairman
Baseball Assoc.
HEB
HEB Sub-consultant

- 1) Melanie Long provided a draft version of the mission statement that the Committee wants to use...

The Master Parks Planning Committee is dedicated to recommending and assisting both the Millersburg Borough and Upper Paxton Township and their respective Parks and Recreation Departments in planning, developing, and maintaining the system of parks, recreational areas, historic sites, and open spaces in the area that provide recreation and leisure, and cultural, historical,, and environmental education to the general populace.

- 2) Reviewed sections of the draft report with particular attention to Analysis of Existing Conditions and facility Analysis.
- 3) Need to add Bird Sanctuary @ Left Field of Brown Bradenbaugh Facilities to the report.
- 4) It was discussed by the committee that he Bike Tour/Race was a huge success and will be continued in years to come. The race had 67-entries from numerous areas and surrounding states. These are items to be addressed in the report.



H. EDWARD BLACK
and ASSOCIATES, P.C.

COMPREHENSIVE LAND AND SITE PLANNING LANDSCAPE ARCHITECTURE ENGINEERING

MEETING MINUTES

RE: Millersburg Open Space & Recreation Plan & Master Site Plan

DATE: January 22, 2008

BY: Danielle Hammond PROJECT #: 07005

ATTENDING

Kathy Wolfe
Skip Wingard
Tom Shaffer
Melanie Long
Chris Dietz
Ron Hepner
Carol Miller
Mark Rothermel
Ed Black
Christine Hunter
Danielle Hammond

REPRESENTING

Millersburg Planning Commission
Millersburg Borough Manager
Upper Paxton Township
Millersburg Recreation Committee - Teenagers
Millersburg Recreation Chairman
Upper Paxton Township Baseball & Softball Association
Millersburg Planning Commission
Millersburg Area School District
H. Edward Black and Associates, P. C.
H. Edward Black and Associates, P. C.
H. Edward Black and Associates, P. C.

DISCUSSION

The meeting began with Ed reviewing the initial draft document for the Open Space and Recreation Plan which had previously been presented to the committee in August. The focus this evening was on the specific needs and requests of the community. While we presented ideas for development of the parks, we were there to dialog about the program and layout of the parks. The input and ideas of the committee are invaluable in developing a Masterplan that will address the needs and desires of the Millersburg Community.

Following Ed's introduction, Christine began to present our concept plan by reviewing the initial site analysis. She acknowledged several aspects of the existing site that will continue to play a role in the future designs of MYO and Riverfront Parks. The characteristics that will help to evolve the parks are: the promotion of Millersburg's colorful history, the historic Millersburg Ferry, the natural resources

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provided by the land, linkage to the Lykens Valley Trail and the Ned Smith Center, in addition to implementing new facilities and addressing safety issues. As Christine continued to present our preliminary design ideas there was an open dialogue with the attendees.

The following is an overall list of comments from those in attendance:

- The concept of providing a link between the center of town and Riverfront Park along Center Street was well received.
- Parking at the tool manufacturer along River Street is occasionally used on holidays for events held within the community. The company is contacted before the community requires the use of the parking lot. It was stated that the company has three shifts; the number of workers tends to fluctuate depending on demand for their products.
- In regards to the several existing vehicular access points along River Street there was concern about resistance to limiting the number of access points. The access point most used by boaters (other than the Moore Street ramp) is at Pine Street.
- The lanes to the river provide access for fire trucks to obtain water from the river. Although we might limit the number of access points to the river for boats, access for fire trucks must be maintained at all current locations.
- Neither of the ferries passed inspection by the US Coastguard - they are currently unfit for use in the river. One will be up and running this summer, but the other ferry will need to sit in the dry docking area until the summer of 2009. There might be a need for some type of fencing around the ferry for safety reasons. During the summer months there are many users to Riverfront Park, creating a concern for safety and possible vandalism of the ferry while it is dry docked.
- Applications have been filed for grants to repair the ferries.
- Chris Dietz noted that Diane Hammaker (not in attendance at the meeting) mentioned that it would be beneficial to have a paved lane down to the river where the ferry is dry docked for the winter, making it easier for transporting the ferry in and out of the river. This paved area could be used for summer activities when the boats are not dry docked during the summer. This docking area could be combined with the Pine Street access point.
- There was an overall concern about the issue of flooding along the river. This will be taken into consideration.
- The developed area at the ferry loading point was well received. The loading point becomes a focus and gathering place in the park while a paving pattern that incorporates a logo defines the point of arrival.
- There was discussion regarding whether there is a need for additional soccer fields.
 - There are soccer fields at the Wiconisco Creek Park as well as at David's Church; there was a comment that David's Church does not have sufficient parking.
 - A comment was made that since the community was not predicted to grow in population, more soccer fields were not necessary.
 - Another consideration regarding the need for soccer fields – surrounding local communities who have historically participated in Millersburg youth sports programs are beginning to break away, build their own facilities and form their own clubs. This could mean that Millersburg does not need additional youth sports facilities, or that Millersburg needs to provide more and better sports facilities to reverse this trend in order to continue to draw activities and thus consumers to Millersburg.
- There was discussion about whether there is a need for additional little league fields – however, this would be an expensive investment.

- If space was available there might be some interest in designing a full size baseball field for the community.
- Chris brought up a valid point in reference to the number of athletic fields and events that could potentially take place in the borough. Having this overall activity can help to generate revenue for the local businesses.
- Concern was expressed regarding the proposed placement of the youth soccer fields behind the sewage treatment plant – that area is wetlands.
- Skip suggested that the existing tree line just before the sewer treatment plant should ideally be the edge of development. Anything beyond the sewer treatment plant should be integrated within the existing natural features – providing trails through the wooded area with elevated observation decks.
- The existing access into MYO Park is a concern. This is the only access, and could become problematic if there is an emergency at the sewer treatment plant during times of high waters. Basically, the creek determines the accessibility to the park.
 - The higher grade travel lane was implemented first and is also used when the lower lane is flooded.
 - The lower grade travel lane was created for vehicles that needed a higher clearance, especially trucks to reach the sewer treatment plant and the recycling center.
- Interest was expressed for an at grade access into MYO Park.
 - The Hardees lot has been up for sale and would provide good access to the park.
 - Norfolk Southern would need to be approached regarding the possibility of such an access because this would entail an at grade railroad crossing.
- Skip brought to our attention that there is a problem with fire truck access under the rail road bridge on Keystone Street, across the creek. This is currently being evaluated and Norfolk Southern has been very understanding of the need to provide access for emergency vehicles.
- The idea of a vehicular bridge from River Street over the creek was thrown out during the brainstorming session. This would be prohibitively expensive in addition to the fact that Keystone Street also floods frequently.
- Members showed interest in restoration of the canal for various reasons (ice skating, paddle boats, historic features, natural features, wildlife).
- Kathy expressed a strong interest in paddle boats for on the canal. It was brought up that the area would need to be dredged to provide more depth in the canal – debris was deposited in the canal during the flood of 1972.
- The idea of a boat launch at MYO Park was discussed. Skip was concerned about debris that would pile up in that area, and the fact that the river is shallow and rocky especially in the summer when the water recedes. This boat access is not as heavily used as the several Riverfront accesses. Skip will ask several boaters their opinion of the MYO vs. Pine Street boat access.
- Ed made the members aware that the Fish and Boat Commission is generally interested in funding boat ramps along the river. Fish and Boat is looking to create more river accesses for municipalities, and the only requirement is for the boats entering the river to have a registration tag.
- According to Chris the separation of a boat access from the pedestrian usage at Riverfront Park makes sense.
- There was interest in highlighting the historical aspect of the existing wall and foundation of the former Water House situated on the most northern point of MYO Park. Many of the members expressed great attraction in making this a focal point.
 - Signage could provide historical information about previous building.

- This could be a good backdrop for weddings due to the view upriver.
- This space is already a popular place to sit and watch the firework display.
- Members expressed interest in designing amphitheater like setting on this side of the creek.
- The Gun and Conservation Club – the building was built by Brubaker, and then given to the gun club. There are approximately 250-300 members. Yearly dues are \$20.00. The building on Riverfront park serves only as a meeting place. All shooting activities are located at a site outside of town.
- Concern was expressed regarding playground equipment placement in MYO Park. Interest was expressed to have it in some shade.
- MYO Park is heavily used for family reunions
- The geese population with the accompanying dirt at the point should be taken into consideration in any program proposals.
- Kathy suggested/questioned the need for a dog park. This is a request that has been made repeatedly by residents.
- It was noted that the concession stand at the baseball field might provide a source of revenue if it is upgraded and rented out to other users for fundraising opportunities.
 - The members felt that the concession stand could be used more often and for a longer period of the year if it was in better condition. The necessities for the building would be water and electric. Currently, much of the equipment is brought by individuals or groups (ex: grills, pots, pans, warmers, etc...).
- Kathy and Mel both suggested the idea of a skate park – streetscape style.
 - For grinding on rails, benches, and curbs
 - Fun box
 - One concept could be an interactive, dual use
 - It is better to locate this in close proximity to school, home and community members since the age group that would use it would either bicycle or skateboard to the facility.
 - Chris stated that there is a semi-pro skateboarder, Hayden Snyder that lives in the area that has expressed interest in helping with design ideas for a skate park.
- The possibility of an exercise trail with stations was brought up.
- Ed suggested a sand pit volleyball court is a relatively inexpensive facility to develop which could prove popular.
- A half size tennis court with backboard for practice is another option to consider.
- The possibility of providing Frisbee Golf was discussed.
- Interest was expressed in some type of spray fountain, possibly in the canal.
- Parks close at dusk; therefore, they do not have lighting. However, if an amphitheater would be developed, lights would be necessary for night activities there.
- Ed offered to provide updated Sketch Plans for the following upcoming meetings:

February 6, 2008	Borough Council Meeting
February 26, 2008	Planning Commission Meeting

Millersburg-Upper Paxton Township Comprehensive Plan: Strategies identified relating to Recreation-Open Space (Please see the Comp. Rec. Plan) – As per Kathy Wolfe.

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CFS 1.2.C
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CFS 1.4.C
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CFS 1.8.B
CFS 1.8.C
CFS 1.8.D
CFS 1.8.E
CFS 1.8.F

cc: Ed Black
Christine Hunter



H. EDWARD BLACK
and ASSOCIATES, P.C.

COMPREHENSIVE LAND AND SITE PLANNING LANDSCAPE ARCHITECTURE ENGINEERING

MEETING MINUTES

RE: Millersburg MYO Park Possible Boat Launch

DATE: January 24, 2008

BY: Ed Black

PROJECT #: 07005

ATTENDING

Scott Bollinger
Ed Black

REPRESENTING

Pennsylvania Fish and Boat Commission
H. Edward Black Associates, PC

On January 24, 2008, Scott Bollinger of the Pennsylvania Fish and Boat Commission and Ed Black of H. Edward Black and Associates, PC visited MYO Park for the purpose of field viewing a potential boat launch site. The purpose of the visit was to see if the Borough may be eligible for Fish and Boat Commission Facility Grant, for which there will be an open grant program from July 2008 until December 2008. Skip Wingart joined Scott and Ed, and he reported that the fishermen that he has spoken to use the MYO Park launch area when the river water is low. It is deeper offshore at the MYO Park launch, but they normally store their boats near Pine Street for convenience.

Scott liked the MYO Park site because of its natural character, potential for beach docking with no need for a formal dock, which would need to be pulled in times of high water, and because of the area available where circulation and automobile and trailer parking could be accommodated. Scott recommended that we apply for a grant.

cc: Christine Hunter



H. EDWARD BLACK
and ASSOCIATES, P.C.

COMPREHENSIVE LAND AND SITE PLANNING LANDSCAPE ARCHITECTURE ENGINEERING

MEETING MINUTES

RE: Riverfront Park, Millersburg PA Possible Boat Launch

DATE: January 25, 2008

BY: Ed Black

PROJECT #: 07005

On January 24, 2008, Scott Bollinger from the Pennsylvania Fish and Boat Commission, Ed Black of H. Edward Black and Associates PC and Skip Wingard, Manager for Millersburg Borough visited the referenced project site. Ed described the idea of a wide (possibly eight lane) launch area with paved storage area extending from the river's edge to River Street. It was explained that the paved area would be used for boat launch, BASS tournaments, as well as winter dry dock of historic Millersburg Ferry. Scott has some reservations because of the ferry involvement; however, he explained he would check with others at the Fish and Boat Commission as to their feelings. He would like to be involved with the ferry. Skip is to take some photographs and forward same to Ed Black, who will then forward them to Scott Bollinger.

cc: Christine Hunter



H. EDWARD BLACK
and ASSOCIATES, P.C.

COMPREHENSIVE LAND AND SITE PLANNING LANDSCAPE ARCHITECTURE ENGINEERING

MEETING MINUTES

RE: Millersburg Open Space & Recreation Plan & Master Site Plan

DATE: February 6, 2008

BY: Danielle Hammond PROJECT #: 07005

ATTENDING

Kathy Wolfe
Chris Dietz
Sean Grimm
Matthew Mavretic
Ed Black
Christine Hunter
Danielle Hammond

REPRESENTING

Millersburg Planning Commission
Millersburg Parks Committee (Recreation Chairman)
Millersburg Parks Committee
Millersburg Parks Committee
H. Edward Black and Associates, P. C.
H. Edward Black and Associates, P. C.
H. Edward Black and Associates, P. C.

DISCUSSION

Our presentation at tonight's Borough Council meeting comes two weeks after our last meeting with the Planning Commission. With ideas and concepts generated from the Planning Commission meeting our design has altered to better accommodate the requests and needs of the users. Christine begins the presentation with a basic description of the overall concept and specific things that we addressed during this design phase. Some of the key components that we are requesting feedback on are: the proposed boat ramp and dry docking area for the ferries, additional parking in the tool company's lot, limiting the vehicular access to the river from River Street, allowing the historic elements of the parks to have a presence; especially where the historic water house and youth building once resided, the proposed new entry into MYO Park at the vacant Hardee's lot, and showing a strong connection between Riverfront Park and MYO Park.

After our initial meeting with the Planning Commission we revised the overall design of Riverfront and MYO Parks. Incorporating many of the commissions concerns and ideas, we presented this phase to the Borough Council. Our preparations for tonight's meeting will allow for new concepts and adjustments to be shown, any feedback given will be taken into consideration for the next revision process. At the

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conclusion of our discussion with those present this evening we acknowledge that we are heading in the right direction, working towards a succinct master plan that will be a rewarding venture for all parties involved with the project.

The following is an overall list of comments from those in attendance:

Riverfront Park

- Kathy expressed a mild concern regarding the possibility of the gun club becoming a concession stand in the future. Directly across from the gun club sits the sewer pump station, which exudes a foul odor at times. If the gun club would ever convert to a concessions stand the smell could be an undesirable attribute within the vicinity.
- Ed shared some comments from his meeting with the Fish and Boat Commission, letting those in attendance know that grants might be available from the Fish and Boat Commission for developing boat ramps. Fish and Boat would pay seventy-five percent of the cost, while the community pays the other twenty-five percent. The Fish and Boat Commissions funds can also be matched by DCNR.
- The overall concept for the boat ramp and the dry dock for the ferries was well received. We expressed the need for temporary safety fencing and a stabilized surface in the dry dock area while the location in the flood plain excludes any solid type of fencing. Chris commented that there has never been a fence surrounding the ferries during the time of dry docking and there have not been any problems in regards to vandalism or theft. The rails were discussed as a method to move the ferry once on shore to the storage area; all seemed to like the concept for the desired proposal.
- Fire truck access was discussed; we are looking to limit the number of vehicular access points from River Street. Sean is a member of the fire department and expressed his thoughts in regards to the access points. Moore Street is heavily used to launch their boat as well as to draft water out of the river. The method in which the fire department obtains water from the river depends on the situation and needs at a particular time or event.
- Kathy expressed that if the boat launch and dry dock become a reality, theoretically this can be a main access point for the fire trucks to obtain water form the river.
- Additional parking at the tool company – is it feasible – something to pursue? Matt works at the tool company and knows the owner, William “Bill” Coyle. Matt agrees that the parking lot is an eye sore and not currently paved. He feels that it would be worth asking the owner about our proposal of parking spaces off of River Street and adding trees and vegetation to make it more aesthetically pleasing. Union Street, which leads into the tool company lot, is paved for large trucks bringing steel to the building. The tool company produces high end speed tools, etc...
- If needed the workers at the tool company could use the 90 degree parking spaces off of River Street.
- Chris also feels that it would beneficial to meet with the owner of the tool company and address the parking concept.
- Chris also likes the idea of additional parking at the corner of Keystone and River Streets. Matt’s father-in-law owns this lot and will most likely be amenable to making improvements on the lot and possibly signing a lease.
- Ed noted that in order to use DCNR funds for improvements to a leased property, a 25 year lease agreement must be in place.
- Kathy expressed interest in a path that incorporates an allee of trees. We expressed that this option would reduce the natural feel for the park and make it to become more rigid.

- The minimum path width would be 6 feet, ideally to accommodate all users of the path (including bicycles) it should be 8 feet.
- Kathy was in favor of relocating the trees at the point, pulling them back closer to the gun club to create more of an open space towards the river.
- Chris feels that there should be restrooms closer to the ferry loading point. Sean suggested if they are of the Job-Johnny style that they could be enclosed or hidden with a more pleasing structure.

MYO Park

- The previous youth building located at MYO was created along with the generation of MYO Park, and then destroyed by the flood of 1972.
- “Water House Plaza” – Kathy
- They felt it would be reasonable to add additional pavilions near the proposed boat launch. This may help to accommodate more families during the summer time.
- Canal – recreational aspects, still highly interested.
- Kathy proposed that some of MYO Park may be used/designed for a paint ball facility; it is one of the fastest growing outdoor recreational activities.
 - Obstacle course
 - Climbing wall
 - Contained area – quick turn around
 - Tournaments
 - Used by and for team building, parties, etc...
- Sean suggested camping opportunities in the wooded area of MYO.
- Chris has some reservations about taking away the passive aspects/idea for MYO Park. Also, he has concerns with the liabilities and staffing needs required to make these ideas plausible and to have them generate monies for the borough. If they do become a reality he suggests that they are designed and or placed together for staffing reasons.
- Skateboard park was mentioned again; both parties consent that the skate park should be in an urbanized location so that the kids have an audience.
- The proposed access into MYO Park at the existing, vacant Hardee’s lot peaked interest of all. This is something that needs to be looked into; we need to contact Norfolk Southern.
- Lykens Valley Rail-Trail: Kathy expressed that the trail does not need to start/stop in a park, often the trail goes through the middle of town where the trains passed through (trail heads are often located at a train station). She feels that it would be ideal to connect them with the visitor’s center at the renovated train station.

Up-coming meetings:

March 5, 2008 Planning Commission Meeting

cc: Ed Black
Christine Hunter



H. EDWARD BLACK
and ASSOCIATES, P.C.

COMPREHENSIVE LAND AND SITE PLANNING LANDSCAPE ARCHITECTURE ENGINEERING

MEETING MINUTES

RE: Millersburg River Front Park Proposed At-Grade Rail Crossing

DATE: February 29, 2008

BY: Ed Black **PROJECT #:** 07005

MEETING ON FEBRUARY 28, 2008 WITH JIM AHONEN, NORFOLK SOUTHERN LAND AGENT

When I met with Jim on the referenced date, the main item of discussion dealt with the attempt to obtain a new, at-grade crossing south of the existing under-rail crossing, which is adjacent to the south side of Wiconisco Creek. When I posed this question to Jim Ahonen, his first response was that it would take a full application to the PUC. That could be very brief or it could be very lengthy. He inquired if there is an agreement between the Sewer Authority or the Borough in any way and Norfolk Southern for the utilization of the existing crossing under the tracks. By copy of these minutes, I am requesting that Skip Wingart, Borough Manager, research that locally.

Further, Jim indicated that it would be possible that they would require full protection if a crossing was granted, such as drop-arm gates. He indicated that if it was just the Sewer Authority, they would probably put up gates and lock them, with Norfolk Southern and the Sewer Authority having keys, but with the public aspect, they would want the crossing protected.

He suggested that I speak with the grade crossing engineer at Penn DOT District 8-0. Upon researching this, I determined that this is Mr. Greg Vaughn, telephone 783-5149. As of this writing, I have a meeting set with Mr. Vaughn to ascertain each of the following points.

1. What is Penn DOT's feeling on such an at-grade crossing?
2. Is there any financial assistance available to the Borough for such crossing?
3. What sort of assistance will Penn DOT offer if we submit a PUC application for a new at-grade crossing?
4. What if we offer to close the existing under rail crossing in exchange for a new, at-grade crossing?

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We learned on previous projects that Norfolk Southern is nervous about under-rail crossings as a result of September 11, 2001, where someone could set an explosive charge beneath the rail line and disrupt service.

Finally, Jim Ahonen indicated that an at-grade crossing must involve a dedicated street. This is probably not a concern, in that the Borough/Township is interested in River Front Park and would be the maintaining entity in any regard. More information regarding this matter will be documented after my meeting with Mr. Greg Vaughn at Penn DOT District 8-0.

DISCUSSION WITH CRAIG MELLOTT, TRAFFIC PLANNING AT DESIGN REGARDING THE AT-GRADE CROSSING

At my request, Craig Mellott responded to me regarding their firm's involvement with an application for an at-grade crossing. The services of a traffic engineering firm such as Traffic Planning and Design will be necessary for a PUC application. Craig indicated that they had done a renovation to an existing crossing for a commercial facility, and that process with the PUC and Penn DOT took approximately 1 ½ years. In addition, he estimates that their time and fee involvement would be approximately \$10,000. Once again, the statement from the PUC at that time was they wanted no net increase in the number of at-grade crossings. In the case cited by Craig, even to upgrade the existing crossing, they required that another crossing nearby be closed. We can offer the under crossing as a possible closing, and I will check south along the rail line to see if there might be an informal rail crossing that we might be able to barricade.

PROPOSED AT-GRADE CROSSING AT NORFOLK SOUTHERN RAILROAD – NEW PARK ENTRANCE

On March 7, 2008, Ed met with Greg Vaughn at Penn DOT District 8-0. Mr. Vaughn is the grade crossing administrator for the district. I was referred to him by Jim Ahonen of Norfolk Southern Railway. After I introduced myself to Mr. Vaughn and the project, he indicated that they had recently had a contact from the Mayor in Millersburg regarding what he thought was the same project; however, as it turns out, the Mayor had contact Penn DOT District 8-0 regarding the under crossing to the Norfolk Southern rail line on the north side of the Wiconisco Creek whereby the existing access drive to the sewage treatment plant and MYO Park is on the south side of Wiconisco Creek, and it is that undercrossing that would be part of the subject matter of our discussion.

I introduced the subject matter to Mr. Vaughn by reviewing with him the Master Plan as had been sketch designed to this point. I showed him the facilities that need to be served in MYO Park, including not only the recreation facility but also the Borough's sewage treatment plant. I then informed Mr. Vaughn that the existing access drive, as of Wednesday evening, March 5, when I visited the site, was impassable, therefore making MYO Park and the sewage treatment plant inaccessible as a result of high river and creek waters. This is one of the reasons that we wish to replace this existing access.

In addition, other reasons requiring a new access from PA Route 147 into the Park is an effort to eliminate the undercrossing, which, in the past, has been of concern to Norfolk Southern on other projects whereby someone could get under their tracks, set an explosive charge and destroy that section of rail. An additional reason is that emergency vehicles, i.e. fire trucks, have a great deal of difficulty, and

undoubtedly some fire vehicles cannot access MYO Park as a result of the height of this undercrossing, which is curtailed by the proximity of the access road to the level of the Wiconisco Creek.

Further, I explained that the emphasis of the Borough's representatives has been to implement a nature walk and study area in the southern portion of MYO Park, which is probably necessitate access for school busses for children who are coming to experience nature in that area. Further, I explained that just for general safety, the access road being so close to the Wiconisco Creek and so close to the underside of the existing Norfolk Southern rail line is considered unsafe. It has been described to me that in some cases, trucks delivering chemicals to the sewage treatment plant will not use that access.

Finally, on speaking with the Borough Manager after my meeting with Mr. Vaughn, I learned that the line of manholes that currently parallels the access road will be modified under the proposed upgrade to the sewage treatment plant by the Millersburg Authority. Currently, waste disposal contractors who pump septic tanks stop at a manhole prior to the under crossing and unload. When the upgrade is completed, this will be done away with, and it will be necessary for those large trucks to enter into the park and the sewage treatment plant also.

After hearing these reasons, Mr. Vaughn indicated that we had all good reasons for the access to be relocated from adjacent to Wiconisco Creek to a new location; however, since our proposal is to do an at-grade access rather than some sort of structurally separated access, the response from Norfolk Southern will be "No," and if it then goes to the PUC for a hearing in challenge of Norfolk Southern's negative reaction, which is standard procedure, Penn DOT's representatives will be there to testify, and they will testify with no recommendation and no negative stance.

In order for the road to be considered for such crossing, it is necessary that a public entity own that road. This is a statement that was made previously by Jim Ahonen of Norfolk Southern Railroad, and therefore, that public entity would be responsible for maintenance of the roadway.

Mr. Vaughn further indicated that he has no money available through his programs for new at-grade crossings. He does have rail safety money from the federal government to upgrade existing at-grade crossings, but no money for new crossings. He indicated possible sources for funds would be FEMA, PEMA (both as a result of the flood-ability of the existing access drive), DCNR and DCED (both as a result of the recreational aspects of the park) and PHMC (as a result of the historic nature of the canal). Mr. Vaughn further indicated that an average cost for a crossing with gates and lights, which he would recommend here, is about \$175,000.00. If we introduce an extension of the Lykens Valley Rail Trail to this same crossing, it may be required that pedestrian gates be included. I asked Mr. Vaughn if there was a contact individual at the PUC that I could speak with to ascertain any possible stance that they may take. He gave me the name of David Hart, who is the head of the Rail Safety Division at PUC. Further, he directed me to the PUC website for a copy of the application that we will be filling out. I retrieved a copy of same from that website - it is application G, which is applicable to a new at-grade crossing. It is only a two-page application, but it does require a very sufficient amount of information.

In summary, Mr. Vaughn seems to feel that we have good reasons for proposing a new rail crossing; however, old procedures and standard bureaucracy format will be the biggest deterrent. Upon discussing the situation with a traffic engineer that we do a lot of work with, he indicated that the process with PUC would take approximately 18 months.

Following the visit to Penn DOT, I contacted the listing real estate agent for the Hardees restaurant, adjacent to Route 147. It is owned by Jerry Troutman, the owner of Cuppy's Mini-Market in Elizabethville. The status of that listing is that Mr. Troutman is now urging the real estate agent to really try to sell that property my means of reducing the price in 2008. I was very open with Roy Brenner of Land Mark Real Estate, indicating who I was representing, that being the Borough of Millersburg, and since Mr. Troutman is from the general Millersburg area, I invited him to talk with Skip Wingart, to see if there may be some common ground.-

cc: Skip Wingart
Christine Hunter



H. EDWARD BLACK
and ASSOCIATES, P.C.

COMPREHENSIVE LAND AND SITE PLANNING LANDSCAPE ARCHITECTURE ENGINEERING

MEMO

TO: File
RE: Millersburg Parks - Alternate Access to MYO Park
HEB Project No. 7005

FROM: Christine Hunter
DATE: March 10, 2008

Ed and Christine spoke with Skip Wingard regarding the site of the former Hardees which is a possible location for a new access to MYO Park. Skip had spoken with Pam, the daughter of the owner of the property (Jerry Troutman), regarding the availability of the land for purchase. The property is currently on the market, listed through Landmark Realty. The owner has attempted to lease the property in the past and is currently seeking to sell it.

The possibility of a new access drive to MYO Park through the site was well received by Troutman's daughter. She felt that Jerry would be interested in maintaining ownership of the land, but granting access through the site to the Borough. The traffic that an access to MYO Park would generate more might provide new business opportunities on the site. Troutman owns the land across 147 from the Hardees site, and this might increase the business potential of that land as well.

Pam did not indicate whether or not the Hardees building would be taken down or left standing.

H. Edward Black and Associates should prepare a Sketch of how the proposed access to MYO Park would affect the site for further discussion with Troutman on the issue.



H. EDWARD BLACK
and ASSOCIATES, P.C.

COMPREHENSIVE LAND AND SITE PLANNING LANDSCAPE ARCHITECTURE ENGINEERING

MEETING MINUTES

RE: Millersburg Master Plan River Front/MYO Park Sketch Plan Presentation

DATE: March 10, 2008

BY: Ed Black

PROJECT #: 07005

On March 5, 2008, Ed met with representatives of the Borough Planning Commission and representatives of the Recreation Committee of Borough Council for the purpose of presenting the sketch plan as developed to date and to receive their input. There were approximately three (3) members from each of the above-bodies in attendance. The following are their comments.

1. This will confirm that the pathway to meander through River Front Park will be eight feet wide, and it will be of bituminous pavement construction.
2. The handicap parking area, which is off the west side of River Street, which area is near the existing ferry access ramp, shall be moved to the north side of the access ramp rather than at the south side as presently shown.
3. Regarding the new boat launch ramp, which is currently shown opposite Pine Street, all those in attendance felt that in general, the location of the launch ramp and the location of the storage area for the dry docked ferries should be reversed. They feel that the area opposite Pine Street has a steep river embankment; in fact, it is too steep to pull the ferries from the River at that point. We need to walk River Front Park and determine where the most gentle contours from the river onto the land exist within that area.
4. Show bike racks along the walk way.
5. Tom from Upper Paxton Township, who is also a member of gun club that is in the southern extreme of River Front Park, spoke and indicated that he feels that the gun club building should be left as the gun club. In other words, we had proposed to renovate it into a concession and rest room area; he feels the membership would not be happy about that. Therefore, I agreed that in light of the fact that the gun club is a part of the color of the Borough of Millersburg, we would recommend that the gun club remain and that the concession and rest room would be done at another location, probably further north, since those in attendance did feel that there is a smell that emanates from the adjacent pump station from time to time.

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6. We discussed uses, particularly revenue producing uses in the area of the forest and wetland area to the south on the MYO Park site. We discussed uses such as a paintball area. All those in attendance indicated that they would like to preserve the wetlands and the natural aspects of this passive area. They did encourage us to develop enhanced nature trails, even boardwalks where wetlands exist. We must visit the site to determine where trails exist, the condition and extent of the canal and where wetlands exist. We must also look to see if there may be some informal at-grade crossing of Norfolk Southern rail road that is providing unwarranted access into that section of the park now.
7. We talked about gaining new access at-grade over the Norfolk Southern rail road over the existing Hardees site, which is for sale adjacent to Route 147. Ed further indicated that, in his discussion with the representative with Norfolk Southern, the offer was explored that we would abandon the existing under crossing adjacent to the south side of the Wiconisco Creek, which, by the way, on the evening of this presentation, was under water as a result of the heavy rains that we had recently. A member of the Recreation Committee is an employee of the Harrisburg Bureau of Fire and he also is a member of the Millersburg Fire Company, and he indicated unsolicitedly that the local fire company would endorse this new access road since they cannot get equipment under the existing rail road at its access point and around the curve that takes place at that same location.
8. Ed placed a call to Tom Pasavic of LandMark Realty to determine what information and cost is available for the existing abandoned Hardees site.

cc: Christine Hunter
Skip Wingart



H. EDWARD BLACK
and ASSOCIATES, P.C.

COMPREHENSIVE LAND AND SITE PLANNING LANDSCAPE ARCHITECTURE ENGINEERING

MEETING MINUTES

RE: Millersburg Master Plan – Proposed New Highway Entrance and At-Grade Rail Crossing for MYO Park

DATE: March 20, 2008

BY: Ed Black

PROJECT #: 07005

ATTENDING

David Hart, Manager
Carl
Ed Black

REPRESENTING

Bureau of Transportation and Safety, Rail Safety Division
Assistant to David Hart
H. Edward Black and Associates, PC

A meeting was held at the Pennsylvania Public Utility Commission. Ed explained to the other two attendees the fact that we are in the process of designing a Master Plan for River Front and MYO Parks for the Borough of Millersburg and the Township of Upper Paxton. I explained that the existing park entrance to MYO Park was treacherous and tedious and often goes underwater as a result of being in the flood plain for the Wiconisco Creek. There is the real need for a new entrance into the park to provide continuous service to the Borough's recycling area, their sewage treatment plant and MYO Park. It was further explained that we had the potential availability of access to PA Route 147 through lands currently occupied by an abandoned Hardee's Restaurant, which will give us direct access to the Norfolk Southern rail line and then into MYO Park. The following items were discussed and committed to record:

1. The representatives of the PUC informed this writer that the rail line is the Buffalo Main Line; it is considered a main line by Norfolk Southern.
2. The proposed crossing location is between mile markers BR 284 and BR 285.
3. Norfolk Southern assigns a number to every at-grade crossing. The diagrams that were given to me by the PUC representatives do not indicate any kind of a crossing in the vicinity of the Wiconisco Creek.
4. At-grade crossings:
 - a. It is suggested that we look for an existing crossing that we may be able to abandon. The basic philosophy with Norfolk Southern is that they want no net-gain in the number of at-grade crossings.

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- b. The possibility exists that if we abandon at least one other rail crossing that we may be able to reach an agreement with Norfolk Southern, although more likely they will oppose any application for an at-grade crossing. This is standard procedure.
- 5. At-grade crossing installation and maintenance costs
 - a. The estimate for installation of an at-grade crossing with drop gates and lights is in the range of \$160,000 to \$200,000.
 - b. Norfolk Southern will look to the local municipality to maintain and pay for the maintenance for any crossing implements. If this comes to pass, we may be able to assign responsibility and pay for the services of Norfolk Southern to maintain the crossing gates and lights.
- 6. Suggested contacts:
 - a. Dave Hart suggested that I call Tom Bracey, an engineer for Norfolk Southern who deals with at-grade crossings. His number in Atlanta, GA (404) 527-2536.
 - b. Dave Hart also suggested that I should consider Rich Ray; he is the signal person and also in Atlanta, GA at (404) 529-1234.
- 7. If this crossing goes to an application, Dave Hart is willing to meet at the site and give some guidance as to how to handle the application process.
- 8. The PUC representatives provided a copy of a line diagram of the rail line adjacent to the site, and it shows within the Borough of Millersburg approximately one-half dozen crossings on their line. A copy of the line diagram is attached to these minutes.

cc: Christine Hunter
Skip Wingard

PARK MASTER PLAN PUBLIC MEETING
March 27, 2008 7:00PM

Chris Dietz opened meeting.
Ed Black and Christine Hunter, presenters.

Ed briefly presented the findings of the Comprehensive Park and Open Space Plan

1. Mission Statement
2. 2000 Census 2562 Millersburg Borough 3930 Upper Paxton Township
3. Millersburg is built out – minimal growth projected. Upper Paxton Township – projected growth of 13.16%
4. Studied various existing facilities
 - MYO – 4.2 acres
 - Riverfront - 3.8 acres
 - Market Square – 1 acre
 - Bradenbaugh – 1.25 acres
 - Seal – 9.7 acres
 - High School fields
 - Dauphin County Wiconisco Park – 3 acres
5. Neither municipality offers recreation programming. Senior Center, Ned Smith Center for Nature and Art, and Dauphin County provide programming.
6. Results of the survey distributed for public input.
 - Upper Paxton Township top 3 – youth sports, special events, environmental education
 - Millersburg Borough top 3 – sports events, youth sports, senior programs

Christine Hunter presented the Concept Plans for Riverfront and MYO Parks

1. Overview of existing parks
2. Site analysis – Riverfront Park
3. Suggested enhancements – Riverfront
 - Path
 - Work around the ferry landing
 - Parking with handicap accessibility
 - Tables and benches adjacent to handicap parking
 - Bike racks
 - Screening and pull off parking at Tool company – met with owners who are open to the concept. Details and an agreement will have to be worked out.
 - Revised ferry dry dock with developed boat ramp
 - Stabilized parking in grass lot across street for cars and boat trailers - met with owners who are open to the concept. Details and an agreement will have to be worked out.
 - Plaza at gun club
 - Riverfront point – open activity area
 - Interpretive signing
 - Restrooms
4. Public questions
 1. Would any of the plans consider taking any of the roadway?
Response: No.

2. How many parking spaces?
Response: Approximately 20 within park and 10-15 at Dauphin Precision Tool
3. Better accessibility to MYO?
Response: Yes. We will discuss that with the presentation of the MYO Concept Plan.
4. Extend green space into river? A lot of river bank that isn't used.
Response: We are not suggesting filling and moving into river; however we are recommending stabilization along length of river.
5. What are the cost projections?
Response: They have not been done yet. Cost projections will be a part of the next presentation.
6. Is swinging bridge enough access between parks? Are you recommending vehicular access between MYO and Riverfront Parks.
Response: The swinging bridge provides great pedestrian access – a road across creek is not proposed.

MYO

1. Site analysis
2. Proposals – not a lot of additional
Stage area on the site of old water house
Stage area commemorating youth building that was there
Add one or two pavilions
New age appropriate playground areas that are up to current standards
Boat ramp developed with parking for cars and trailers
Clean out canal for ice skating and possibly paddleboats
Undeveloped area to remain undeveloped with paths, boardwalks to gain access to wet areas and interpretive signage
Reinforce and stabilize grass parking area
New access to park at Hardee's which would entail an at grade crossing over the railroad tracks. Ed Black has met with representatives of NSRR and PENNDOT. He was told, "You make a good case but NS will say no". Met with Pave Hart of PUC – same response. Must be dedicated street – requiring drop gates and lights. NSRR would require the closing of one at-grade RR crossing to allow a new at-grade crossing. The talking process has started but it will be a long haul.
- 3 Public questions:
 1. Can we Trade the underpass at the existing access drive to MYO Park for the new crossing?
Response: Since the Borough has no record of an approved crossing at that location and it is not shown on Norfolk Southern mapping of crossings, Norfolk Southern will not accept it's closing in exchange for a new at-grade crossing.
 2. Any thought to bridge crossing railroad?
Response: That would be expensive - \$7 million 10 years ago on the West Shore. The cost could be in the range of \$175,000 for an at grade crossing.
 3. What was your take on footbridge at southern end of canal? Terrible liability for Borough
Response: Although it is very fitting for the area aesthetically, it is not HC accessible and it needs to be replaced to provide a safe situation for the public.

4. Are primitive trails allowed or do all trails have to be handicapped accessible?
Response: Primitive trails are allowed – all uses need handicap accessibility but not all trails would need to be handicap accessible.
5. Has any other site been considered to cross tracks other than Hardee's at southern end?
Response: We would encounter problems crossing wetlands.
6. Can climbing walls be included for revenue generating?
Response: They could be incorporated into MYO Park.
7. Emergency vehicle access – How far in do they have to go?
Response: This is a valid concern and one that helps make the case for the new access to MYO Park.
8. Sewer plant is looking to expand facility. Septic haulers will not be able to get there if high water – currently dump at road. Larger chemical trucks will have a problem with lower road.
Response: Again, this is part of the rationale for the proposed new access to MYO Park.
9. Which of 4 crossings do you want to get rid of? Least impact would be Pine Street crossing.
10. Underpass area not considered a crossing?
Response: Correct
11. Politically correct to go to NSRR before PUC?
Response: Yes
12. What is plan B if PUC sides with NSRR?
Response: None
13. If we get rid of crossing and relocate gate what is cost?
Response: Don't know; guess \$30-40,000.



H. EDWARD BLACK
and ASSOCIATES, P.C.

COMPREHENSIVE LAND AND SITE PLANNING LANDSCAPE ARCHITECTURE ENGINEERING

MEMO

TO: File
RE: Millersburg Parks – Affected Landowners
HEB Project No. 7005

FROM: Christine Hunter
DATE: March 31, 2008

Skip Wingard and I met on Wednesday March 26 with the following landowners affected by the Riverfront/MYO Park Masterplan: Bill and Brendan Coyle and Jeff and Vaughn Forney.

Our meeting with Bill and Brendan Coyle was to discuss the proposed landscaping and parking adjacent to River Street shown on the Masterplan. The Masterplan proposed a row of parking spaces at 90° to River Street the length of the owners' frontage along River St. Between that parking and the existing parking lot, a strip of landscaped buffer as well as a sidewalk was shown.

The Coyles were generally receptive to the idea of working with the Borough in allowing one row of 90° parking off of River St. heading into their property as well as some landscaped buffer strip. Bill did not want any parking or sidewalk in front of his house which has been built in the northwest corner of the parking lot since the aerial photos that our base information was taken from were flown. We will revise the plan to show his house and delete parking and sidewalk in the area of his house. Bill has logistical questions, i.e. Who would own the land? Who would maintain the land? What are the dimensions in question? Bill would like to see signs that remind people to be courteous and to use trash receptacles.

The Coyles did not have a problem with our showing the parking and landscape strip on the Masterplan at the public meeting on March 27, however this should not be construed to be an agreement to any specifics. An agreement spelling out the specifics must be worked out between the Borough and the Coyles which defines specific rights and responsibilities.

The meeting with the Forneys was in regard to the grass lot which the Masterplan denotes as stabilized parking. The Borough has utilized the lot for public parking during special events in the past. Since it is anticipated that additional parking will be necessary on an ongoing basis due to the park renovations as well as a proposed boat launch, the lot is proposed to receive subbase stabilization to provide for more regular use as parking.

The Forneys were receptive to the idea of the lot continuing to be utilized as parking. In fact, they questioned if the Borough would consider an outright purchase of the property. The lot is basically undevelopable due to several sewer lines that cross it as well as the location within the floodplain – it is a location that floods regularly. Skip responded that it might be a possibility for the Borough to purchase the property in the future.

The Forneys did not have a problem with our showing the stabilized grass parking on the Masterplan at the public meeting on March 27, however this should not be construed to be an agreement to any specifics. Either the Borough must purchase the property or an agreement spelling out the specifics must be worked out between the Borough and the Forneys which defines specific rights and responsibilities.



**H. EDWARD BLACK
and ASSOCIATES, Ltd.**

COMPREHENSIVE LAND AND SITE PLANNING LANDSCAPE ARCHITECTURE ENGINEERING

MEETING MINUTES

RE: Millersburg Open Space & Recreation Plan & Master Site Plan

DATE: September 23, 2008

BY: Christine Hunter PROJECT #: 07005

On September 23, 2008, Ed Black and Christine Hunter met with the Open Space Advisory Committee and members of the Millersburg Planning Commission at 6:20 PM.

The purpose of the meeting was to review the refined (now in CAD format) Masterplan and the Preliminary Cost Estimate for Millersburg Parks Masterplan. The Cost Estimate was broken down into roughly 20 phases based on the priority list that was provided to H. Edward Black and Associates by the Committee. The following comments were made by the Committee.

1. The Open Space Report should note that construction documents should be developed in a manner which maintains the existing mature trees in the parks. The trees provide a great deal of the character of the park, and thus, any development should be planned around them rather than calling for the removal of trees.
2. Phase 2 (Asphalt hiking/biking trail and Ferry loading point) should be broken down into two phases. The first of those phases should include the hiking/biking trail. Additional items to be added to the project in that phase should be electrical service along the trail with receptacles for pop-in heads to service a cluster of vendors for special events, lighting (decorative standards with an arm for hanging baskets), a sound system (include removing existing speakers and installing new speakers on the proposed light standards).
3. The Ferry loading point should be in a separate phase. The masterplan as it pertains to the Millersburg Ferry must be reviewed and approved by the Millersburg Ferry Association. Christine should contact Ron Hepner (phone: 692-3100; e-mail: hepcats@epix.net) to set up a meeting with the Association. The Ferry loading point is on the National Registry of Historic Sites.
4. Phase 3 (Nature Trails through wetland area) should be placed lower in the priority list –it should be the last phase.
5. Phase 4 and 5 (Concession stand in MYO Park and Concession/Restroom in Riverfront park) should be combined. The concession stand in MYO park is out for bids at this time and will be constructed by a Sports Booster Association. This Concession stand should be shown on the Cost Estimate as

Municipal/Donated to use as matching funds for DCNR grant monies. The Committee will inform Christine of the amount of the contract for the Concession stand to include in the Cost Estimate. The provision of utilities to the Concession stand in MYO Park should be shown as future work in the Cost Estimate. This combination of Phases 4 and 5 should a lower priority in the phasing of the Cost Estimate.

- Dimensions of the Concession Stand, Concession Stand/Restroom and Restroom should be noted on the cost estimate
 - Christine should send the dimensions of the Concession Stand, Concession Stand/Restroom and Restroom to Kathy Wolfe.
6. Phase 7 (Bank stabilization) should be phase 3.
 7. Phase 9 (Restroom at north end of Riverfront Park) should be phase 4.
 8. It was noted that Phase 11 (dredging the canal) is a project that could be done by the National Guard. The Borough may want to be in touch with the National Guard to see if they would be able to provide that service to the community.
 9. Phase 12 (Interpretive signage in Riverfront and MYO Parks) should be a lower priority.
 10. It was noted regarding Phase 12 (Picnic pavilions in MYO Park), that pavilions are favored donations by service organizations.
 11. Switch phases 13 (Picnic pavilions in MYO Park) and 14 (Canoe/kayak launch in MYO Park) with respect to phasing order.
 12. Phase 17 (Climbing wall in MYO Park) and Phase 19 (Point Plaza with associated development, new asphalt parking along Riverfront Park and Wood guiderail) should be ahead of Phase 15.
 13. Phase 16 – Benches should be assumed to be concrete ends with wood slats that can be assembled by the Borough.
 14. Phase 20 (Additional stabilized turf parking at Keystone and River Streets) should be in Phase 12 position.

At 7:30 PM the Public portion of the meeting began. 3 people from the community were in attendance. They were given an overview of the Parks Masterplan. Several questions were raised by the public, including the following:

1. Is there an alternate plan if the proposed new access to MYO park through the former Hardees site does not go through?

Response: the Committee wants to proceed with the proposed new access to MYO park and the Masterplan should reflect that.

2. Has consideration been given to a vehicular bridge over the railroad for the proposed new access to MYO park?

Response: this option would add significant additional cost to the proposed access:

- *The construction of a vehicular bridge would raise the cost significantly.*
- *The height of a bridge would need to take into consideration the height of trains running on that line – some which are, in all probability, double decker.*

3. Has consideration been given to a vehicular bridge from Keystone Street to MYO Park in the general location of the pedestrian bridge?

Response: Two issues make this an impractical solution.

- *The cost of a vehicular bridge which would be even longer than one over the railroad from the former Hardees site.*
- *Keystone Street would provide marginal access due to sight distance issues at it's intersection with 147.*

4. Will the plaza/stage in MYO park be a raised platform?

Response: It is envisioned as an at grade surface and not a raised platform.

The above-comments shall stand as written unless the author hears comments to the contrary within five (5) days of the date of this writing.

Respectfully submitted,

Christine H. Hunter

cc: Chris Deitz
Ed Schlegel
KathyWolfe
Lorena Lemons
Mark Rothermel
Mel Long
Neal Miller
Ron Hepner
Skip Wingard
Upper Paxton
Ed Black

PARK MASTER PLAN PUBLIC MEETING
TUESDAY, SEPTEMBER 23, 2008

The preliminary cost estimates for Millersburg Area Community Parks Master Plan were presented in a meeting in the Millersburg Borough Building on Tuesday, September 23, 2008, at 7:00 pm.

The following people were present: Stacey Troutman, Leroy Marks, Tom Shaffer, Ken Beach, Lorena Lemons, Craig Zimmerman, Kathy Wolfe, Barbara Bullock, Jane Woodside, Chris Dietz, Ed Black and Christine Hunter.

The sections of the parks which are in the plans were presented with their respective projected costs.

Comments about the plan were discussed as follows:

1. Concern about the railroad crossing.
2. Could there be a staging area in the Plaza?
3. Will there be electric wiring throughout the park?
4. The time frame for the plans may be as long as 20 years.
5. Can the priority order be changed?
6. Make every effort to save our majestic trees.

The plans will be revised and presented at another meeting on Tuesday, October 28, 2008, at 7:00 pm, in the Millersburg Borough Building.



**H. EDWARD BLACK
and ASSOCIATES, Ltd.**

COMPREHENSIVE LAND AND SITE PLANNING LANDSCAPE ARCHITECTURE ENGINEERING

MEETING MINUTES

RE: Millersburg Open Space & Recreation Plan & Master Site Plan

DATE: October 1, 2008

BY: Christine Hunter PROJECT #: 07005

ATTENDING

Donald Lebo
Ron Hepner
Diane Hammaker
Peg Lebo
Christine Hunter

REPRESENTING

Millersburg Ferry Captain
Millersburg Ferry Association, Chairman
Millersburg Ferry Association, Operations Manager
Millersburg Ferry Association, Vice Chairman
H. Edward Black and Associates

On October 1, 2008, Christine Hunter met with the Millersburg Ferry Association.

The purpose of the meeting was to review the Riverfront Park Masterplan, particularly as it relates to the Millersburg Ferry and its operation. The following comments were made.

1. The Millersburg Ferry Association has recently received a grant which includes some monies for a new loading ramp at the Ferry Passenger Loading Point as well as for a ramp to take the boats out of the river at the south end of Riverfront park for winter dry dock. I urged the Association to coordinate their efforts with the Open Space and Parks Committee so that these grant monies can be used as matching funds for potential DCNR and Fish and Boat Commission Grants.
2. The Association has received permission from the National Registry of Historic Places to repair the access drive and ramp at the Passenger Loading Point. Diane Hammaker will forward a copy of that letter for inclusion in the Open Space and Recreation Report that H. Edward Black and Associates is preparing.
3. The access point on the river and the river wall are the only areas on the National Registry of Historic Places – proposed improvements to Riverfront Park around the Loading Point are not affected by that designation.
4. The Boat Launch/Ferry Storage Exit Point and Ferry Dry Dock Area were discussed.
 - The location of the Boat Launch/Ferry Storage Exit Point was approved by Donald Lebo following discussion. He cautioned that while the water level in that area is adequate in the spring and fall, it is too low for launching boats in the summer. Since the Ferry exits and enters the river

in the spring and fall, the location is adequate for that purpose. The location of the Boat launch on the Masterplan is approximately where this process currently takes place.

- The rail system for moving the Ferries from the Boat Launch to the Dry Dock area was discussed. It was concluded that such a system should be workable.
 - Captain Lebo noted that some system for anchoring the dry docked Ferry Boats is necessary. They currently tie the boats to trees for that purpose. With the proposed system, tying the boats to trees will probably not be an option. Some method for anchoring the boats will be required – a ring attached to a concrete footing anchored in the ground would be an option.
5. Captain Lebo mentioned that the most requested item this summer in relation to the Ferry was a restroom in the vicinity.
 6. Those in attendance endorsed the improvements proposed on the Masterplan relating to the Ferry with the condition that a method for anchoring the dry docked Ferry Boats be included.
 7. Diane is going to send to Christine a copy of the booklet she prepared for school field trips as well as historical information and photos included in the grant application for possible inclusion in the Open Space Report being prepared in conjunction with the Parks Masterplan.
 8. For coordination purposes as H. Edward Black and Associates works with the Open Space Committee, and for inclusion in the Cost Estimate as matching funds, I am herewith requesting a copy of the Grant that was received by the Ferry Association as well.

The above-comments shall stand as written unless the author hears comments to the contrary within five (5) days of the date of this writing.

Respectfully submitted,

Christine H. Hunter

cc: Ron Hepner
Diane Hammaker
Chris Deitz
Kathy Wolfe
Skip Wingard
Upper Paxton
Ed Black

Millersburg Planning Commission

Suggestions and Additions to 8/20/07 DRAFT of
Millersburg Area Recreation & Open Space Plan

1. Community Background (pg. 1)

Planning commission feels strongly that community be defined as MBG AREA, not just borough

Justification:

- a. Committee working on this plan is joint: township, borough, school district.
- b. Our Comprehensive Plan consultant who conducted Implementation training recommended joint plans even if just one municipality foots the bill.
- c. per Councilman Deitz letter 1/12/07 (re: DCNR memo): "State agencies make funding decisions based on those communities who are developing projects in partnerships with their neighboring municipalities" Wouldn't it help us in securing grants?
- d. Front cover already says Millersburg AREA. Stay consistent throughout document.

2. Mission Statement (pg. 2)

preserve the natural, cultural and *historic* landscape of the community

3. Goals (pg. 2)

"Open Space" Goals are good. Planning Commission would like to see these additional "Recreation" Goals added:

Ensure the provision, protection and maintenance of a coordinated, efficient and accessible system of public and private recreational parks and facilities which shall meet the needs of current and future residents and tourists.

Develop a plan for eco-tourism to draw tourists to the area for natural resource based tourism (

Justification: drive home the concept of tourism

Provide safe pedestrian and bicycle access from residential areas to recreational, commercial, and industrial areas.

Justification: ranked most needed in surveys

Improve existing parks

Prepare and maintain a Master Plan for each park

Repair and maintain existing equipment

Remove or replace unsafe equipment

4. TABLE 3 - Facility and Open Space Inventory (pg. 2)

Does Riverfront have Playground --- just swings?

Change to Millersburg "Area" and include Township facilities in inventory

Justification: same as #1 above

Can you mention something about “working on Hottenstein Kocher Glen greenway”??

5. Facility & Equipment Maintenance (pg. 4)

SIGNIFICANT populations of Invasive Plants and PA Noxious Weeds are thriving in borough parks --- Mile-a-minute (MYO towpath), Purple Loosestrife (MYO pebble beach & along river), Japanese Knotweed (swinging bridge) Garlic Mustard (MYO towpath).

Justification: laying groundwork for DCNR grants

Borough does not have any employee licensed as Certified Pesticide Applicator.

Justification: Borough employees spray herbicides on brick paths, curbs, etc. without a licensed applicator present, which is in violation of PA pesticide laws, not to mention liability risk

Borough Parks do not have recycling receptacles for soda cans and bottles, especially during special events like Cherry Blossom, Bike Race, etc.

Justification: Borough Council passed resolution opposing expansion of Landfill (5/13/2004). Borough should set an example for residents and tourists to reduce landfill usage by providing can and bottle receptacles in all parks and facilities.

During recent Bicentennial 3200+ aluminum cans of soda were distributed in Market Square Park alone --- with no receptacles for recycling.

6. TABLE 5- Maintenance Activities (pg. 5)

Add to Trees/Landscaping: Control Invasive plants

Justification: see Item #5 above

7. Finance

There are 6 local trust funds that periodically support parks and/or recreation

8. Trail and greenway opportunities (pg. 13, paragraph 1)

Can you mention something about working on Hottenstein Kocher Glen

9. Recommendations – Park Facilities (pg. 13)

Add Carolyn’s recommendation: Don’t put any more “active” recreation in MYO park; develop it as nature and environmental recreation; put “active” recreation and activities in Seal Park.

Add: Develop Master Plan for Seal Park

10. Recommendations – Park Maintenance (pg.13)

Develop and implement a plan for removal of significant populations of noxious weeds and invasive plants; develop and implement guidelines for preventing further infestations.

Eliminate the planting of non-native invasive plant species identified by DCNR as invasive plants in PA. (example: Burning bush *Euonymus alatus*)

Get an employee certified as Pesticide Applicator

11. Recommendations – Administration and Finance (pg. 14)

Create an official joint Park & Recreation Board/Commission/Authority for the Borough, Township, and School District. Encourage public participation in park and recreation planning by maintaining advisory committees. Encourage coordination with local businesses and art, cultural and historical organizations in local planning efforts by inclusion in advisory committees.

Pursue innovative techniques for park and recreation facilities funding.

Utilize 6 local trust funds for support.

Create a recreational "trust fund" to which individuals can be encouraged to donate monies, gifts, bequest, or properties for the sole purpose of recreational development.

Encourage a variety of recreational activities, including the utilization of unique natural features, scenic areas, and historic sites.

Designation and acquisition of recreation and park sites should be in accordance with long range comprehensive plans for development and redevelopment.

Land set aside by new development or redevelopment for recreational purposes should be determined suitable for that purpose during the site planning process and not just land which is remaining after development/redevelopment

Develop a plan for eco-tourism. The Recreation and Park Commission and other stakeholders from the public, private and non-profit sectors (Visitors Bureau, Northern Dauphin Revitalization, MAWT, Dauphin Co Conservation District, etc) should collaborate in developing an eco-tourism plan. The plan should have dual functions: drawing tourists to the area for natural resource based tourism and preserving valuable resources. Parks, recreation, open space and tourism all stimulate economic development.

Justification: get everyone moving in same direction!!!!

SAMPLE Equipment Replacement Schedule	Replacement Cost	Year #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15
Myo Park																
Playground	\$ 40,000.00		\$ 40,000.00													
Baseball Field	\$ 30,000.00				\$ 30,000.00											
Fencing	\$ 12,000.00				\$ 12,000.00											
Soccer Field	\$ 30,000.00					\$ 30,000.00										
Fencing	\$ 12,000.00					\$ 12,000.00										
Picnic Tables (6 @ \$600)	\$ 3,600.00	\$ 1,800.00							\$ 1,800.00							
Pavilion (2 @ \$20,000)	\$ 40,000.00	\$ 20,000.00							\$ 20,000.00							
Benches (6 @ \$300)	\$ 1,800.00	\$ 1,800.00														
Riverfront Park																
Playground	\$ 40,000.00															\$ 40,000.00
Picnic Tables (6 @ \$600)	\$ 3,600.00	\$ 1,800.00							\$ 1,800.00							
Benches (10 @ \$300)	\$ 3,000.00	\$ 1,500.00							\$ 1,500.00							
Market Square Park																
Benches (6 @ 400)	\$ 2,400.00	\$ 2,400.00								\$ 45,000.00						
Gazebo	\$ 45,000.00															
Brown Bradenbaugh Park																
Ball Field	\$ 40,000.00								\$ 40,000.00							
Fencing	\$ 12,000.00												\$ 12,000.00			
Seal Park																
Playground	\$ 40,000.00															
Tennis Courts (2 @ \$25,000)	\$ 50,000.00									\$ 25,000.00						
Baseball Field	\$ 40,000.00													\$ 40,000.00		
Fencing	\$ 12,000.00															
Pavilion (3 @ \$20,000)	\$ 60,000.00			\$ 20,000.00		\$ 20,000.00							\$ 20,000.00			
Picnic Tables (10 @ \$300)	\$ 3,000.00			\$ 1,500.00						\$ 1,500.00						
Benches (8 @ \$300)	\$ 2,400.00			\$ 1,200.00						\$ 1,200.00						
TOTAL	\$ 522,800.00															
Per year 15 year replacement	\$ 34,854.00	\$ 29,300.00	\$ 40,000.00	\$ 22,700.00	\$ 30,000.00	\$ 32,000.00	\$ 30,000.00	\$ 52,000.00	\$ 25,100.00	\$ 45,000.00	\$ 27,700.00	\$ 40,000.00	\$ 32,000.00	\$ 40,000.00	\$ 37,000.00	\$ 40,000.00



GENERAL HAZARDS

Playground: _____ Materials: _____
 Location: _____ Surface: _____
 Inspected By: _____ Ages of Intended Users: _____
 Location of Piece: _____ Weather: _____
 Height: _____ Date of Audit: _____

PRIORITY

- 1). Life threatening, permanent disability
- 2). Serious or non-disabling injury
- 3). Slight injury or may not have caused injury but does not meet ASTM F1487-98 or CPSC Handbook for Public Playground Safety.

	CONDITION	PRIORITY	RECOMMENDATIONS
<p>Sharp Points, Corners and Edges</p> <ul style="list-style-type: none"> • No sharp points, corners or edges on any component of playground equipment. • Wood parts to be smooth and no splinters. • All corners, metal and wood, should be rounded. Minimum curvature of 1/4 inch for corners and edges of suspended assemblies. • Exit end & sides along a slide bed should have special attention. • Exposed open ends of all tubing shall have caps or plugs that cannot be removed without tools. 			
<p>Protrusions and Projections</p> <ul style="list-style-type: none"> • No protrusion or projection allowed that is capable of entangling children's clothing or causing lacerations. • Special attention required at the top of slides to minimize clothing entanglement. • All protrusions are to be tested in accordance with test procedures. No protrusion should extend beyond the face of the gauge. • Inaccessible protrusions exempted. • Exposed bolt ends should not protrude more than two threads beyond face of the nut, must be free of burrs and sharp edges. • No projection shall increase in size or diameter from initial surface to outer end even though it fits within gauges. • A projection that extends upward from a horizontal plane is an entanglement hazard. 			
<p>Pinch, Crush and Shearing Points</p> <ul style="list-style-type: none"> • There are no accessible pinch, crush or shearing points on playground equipment. • To determine if there is a possible pinch, crush or shear point, consider the likelihood of entrapping a body part. • Must not entrap a 5/8 inch diameter rod. Opening less than 1 inch acceptable if probe cannot touch any pinch, crush or shear point. • Exemptions: Chain and its method of attachment; attachment area of coil springs to body and base of rocking equipment. 			
<p>Tripping Hazards</p> <ul style="list-style-type: none"> • All anchoring devices such as footings and horizontal bars at the bottom of flexible climbers, to be installed below playing surface. • Special attention to be given to environmental obstacles such as rocks, roots and other protrusions from the ground. • Support posts for balance beams shall not pose a tripping hazard. • Retaining walls should be highly visible; change of elevation should be obvious. Bright colors add to visibility. 			



	CONDITION	PRIORITY	RECOMMENDATIONS
<p>Head Entrapment</p> <ul style="list-style-type: none"> • A component or group of components should not form openings that could trap a child's head. • The distance between any interior surface is to be less than 3-1/2 inches or greater than 9 inches. • The above opening requirement applies to all openings regardless of their height above the ground except where the ground serves as the opening's lower boundary. • Non-rigid openings considered accessible if torso probe penetrates to a depth of 4 inches with a force of 50 lbs. 			
<p>Angles</p> <ul style="list-style-type: none"> • The angle of a vertex formed by adjacent components is not to be less than 55 degrees, unless the lower leg is horizontal or projects downwards. • Exception can be made if a rigid shield is attached to the vertex between adjacent components and the shield is sized to prevent a 9 inch diameter probe from simultaneously touching components on either side of the vertex. • Accessible completely bounded openings shall meet requirements for angles. • Use ASTM test for partially bounded openings. 			
<p>Suspended Hazards</p> <ul style="list-style-type: none"> • Cables, wires, ropes or similar flexible components suspended between play units or from the ground to a play unit within 45 degrees of horizontal to be located outside of high traffic areas: • Suspended members to be brightly colored or contrast with surrounding equipment. • Suspended members located 7 feet or more above the playground surface are exempt. • Non-rigid components must be minimum 1 inch at its widest cross-section dimensions. • Rope, cable or chain shall be fixed at both ends unless 7 inches or less in length. • Elements cannot be looped on itself creating inside perimeter greater than 5 inches. • Exemptions: Multiple suspended components at two or more locations can be located below 7 feet when they comply with all other requirements and cannot be looped or stretched to contact another suspended element. 			

Comments

Action Taken:

Date: _____

By: _____

Supervisor: _____



STAIRWAYS AND LADDERS

Playground: _____ Materials: _____
 Location: _____ Surface: _____
 Inspected By: _____ Ages of Intended Users: _____
 Location of Piece: _____ Weather: _____
 Height: _____ Date of Audit: _____

PRIORITY

- 1). Life threatening, permanent disability
- 2). Serious or non-disabling injury
- 3). Slight injury or may not have caused injury but does not meet ASTM F1487-98 or CPSC Handbook for Public Playground Safety.

Stairways and Ladders

- Rung Ladder Stairway Other _____
 Step Ladder Ramps (Not for Disabled) _____

	CONDITION	PRIORITY	RECOMMENDATIONS
Stability • Footings are stable and buried below ground level or covered by protective surfacing.			
Corrosion • No corrosion or visible rotting.			
Design • Steps or rungs to be evenly spaced, including the space between the step or rung and the surface of the platform. • Openings between steps or rungs and the underside of the platform should not present an entrapment hazard. • When risers are closed, treads of stairways and step ladders are to prevent the accumulation of water and debris. • Access for rung ladders, flexible climbing devices, arch climbers, stepping surface for final access shall not be above designated play surface it serves.			
Rungs and handgripping Components • Rungs to be a diameter between .95 and 1.55 inches.			
Handrails • Handrails on stairways and stepladders with more than one tread to be continuous; extending the full length of the access and provided on both sides. • Handrails required regardless of the height of the access.			



	CONDITION	PRIORITY	RECOMMENDATIONS
<p>Slope Requirements</p> <ul style="list-style-type: none"> • Rung Ladder: Slope (75-90 degrees) <i>See attached ladder chart for tread width, tread depth and vertical rise.</i> • Step Ladder: Slope (50-75 degrees) <i>See attached ladder chart for tread width, tread depth and vertical rise.</i> • Stairway: Slope (less than 50 degrees) <i>See attached ladder chart for tread width, tread depth and vertical rise.</i> 			
<p>Handrail Height</p> <ul style="list-style-type: none"> • The vertical distance between the top front edge of a step and the top surface of the handrail should be no less than 22 inches and no more than 38 inches. • Handrail diameter should be between .95 and 1.55 inches. • Any transition from an access to a platform must have handrails or hand holds. 			
<p>Sharp Point, Corners & Edges</p> <ul style="list-style-type: none"> • There are no sharp points, corners or edges. Wood to be smooth and no splinters. 			
<p>Protrusions</p> <ul style="list-style-type: none"> • There are no protrusions. Protrusions to be tested. 			
<p>Entrapment Angles</p> <ul style="list-style-type: none"> • All angles to be greater than 55 degrees, unless lower leg is horizontal or projects downwards. 			
<p>Entrapment - Head & Body</p> <ul style="list-style-type: none"> • Interior opposing surfaces to be less than 3-1/2 inches or greater than 9 inches. • Openings to be tested. 			
<p>Hardware</p> <ul style="list-style-type: none"> • All fasteners to be tight. • Fasteners, connecting or covering devices not removable without use of tools. 			



	CONDITION	PRIORITY	RECOMMENDATIONS
Surfacing <ul style="list-style-type: none">• Adequate drainage provided• Depth of surfacing material agrees with critical height of equipment. (Use CPSC Chart or matting manufacturer's information)			
Use Zone <ul style="list-style-type: none">• Six feet in all directions from perimeter of equipment.			
Spiral Stairway <ul style="list-style-type: none">• Shall meet all general requirements for access.• Depth of tread outer edge should be greater than 7 inches for 2-5 years and greater than 8 inches for 5-12 years; both open and closed risers.• Where design does not allow handrails on both sides of stairway, continuous handrail to be provided along outside perimeter of steps.			

Comments

Action Taken:

Date: _____

By: _____

Supervisor: _____



TABLE 1

RUNG LADDERS, STEPLADDERS, STAIRWAYS, AND RAMPS (ACCESS SLOPE; TREAD, RUNG AND RAMP WIDTH; TREAD DEPTH; RUNG DIAMETER; AND VERTICAL RISE, BY AGE OF INTENDED USER)

TYPE OF ACCESS	AGE OF INTENDED USER, YEARS		
	2 THROUGH 5	5 THROUGH 12	2 THROUGH 12
Rung Ladders:* • Slope • Total ladder width** • Vertical rise (top of rung to top of rung) • Rung diameter	75 to 90° ≥12 in. (300 mm) ≤12 in.*** (300 mm) 0.95 to 1.55 in. (24-39 mm)	75 to 90° ≥16 in. (400 mm) ≤12 in.*** (300 mm) 0.95 to 1.55 in. (24-39 mm)	75 to 90° ≥16 in. (400 mm) ≤12 in.*** (300 mm) 0.95 to 1.55 in. (24-39 mm)
Stepladders: • Slope • Tread width: Single file access Two-abreast access • Tread Depth: Open riser Closed riser • Vertical rise (top of step to top of step)	50 to 75° 12 to 21 in. (300 to 530 mm) * ≥7 in. (180 mm) ≥7 in. (180 mm) ≤9 in.*** (230 mm)	50 to 75° ≥16 in. (400 mm) ≥36 in. (910 mm) ≥8 in. (76 mm) ≥6 in. (150 mm) ≤12 in.*** (300 mm)	50 to 75° 12 to 21 in. (300 to 530 mm) * ≥7 in. (180 mm) ≥7 in. (180 mm) ≤9 in.*** (230 mm)
Stairways: • Slope † • Tread width: Single file access Two-abreast access • Tread Depth: Open riser Closed riser • Vertical rise (top of step to top of step)	<50° ≥12 in. (300 mm) ≥30 in. (760 mm) ≥7 in. (180 mm) ≥7 in. (180 mm) ≤9 in.*** (230 mm)	<50° ≥16 in. (400 mm) ≥36 in. (910 mm) ≥8 in. (200 mm) ≥8 in. (200 mm) ≤12 in.*** (300 mm)	<50° ≥16 in. (400 mm) ≥36 in. (910 mm) ≥8 in. (200 mm) ≥8 in. (200 mm) ≤9 in.*** (230 mm)
Ramps (doesn't address wheelchair use): • Slope (vertical/horizontal) • Width Single file access Two-abreast access	≤1:8 ≥12 in. (300 mm) ≥30 in. (760 mm)	≤1:8 ≥16 in. (400 mm) ≥36 in. (910 mm)	≤1:8 ≥16 in. (400 mm) ≥36 in. (910 mm)

* Not recommended as sole access for preschoolers.

** Excluding side supports.

*** Entrapment provisions apply.

† Note: CPSC Handbook calls for slope of stairways to be no more than 35 degrees.

Foot Note: Information reproduced from ASTM F1487-98, Standard Consumer "Safety Performance Specification for Playground Equipment for Public Use."



PLATFORMS

Playground: _____ Materials: _____
 Location: _____ Surface: _____
 Inspected By: _____ Ages of Intended Users: _____
 Location of Piece: _____ Weather: _____
 Height: _____ Date of Audit: _____

PRIORITY

- 1). *Life threatening, permanent disability*
- 2). *Serious or non-disabling injury*
- 3). *Slight injury or may not have caused injury but does not meet ASTM F1487-98 or CPSC Handbook for Public Playground Safety.*

	CONDITION	PRIORITY	RECOMMENDATIONS
Design <ul style="list-style-type: none"> Platforms to be within +2 degrees of a horizontal plane. Openings provided to allow for drainage. 			
Guardrail <ul style="list-style-type: none"> Elevated surface (2-5 year olds) more than 20 inches high to have guardrail. Top surface of guardrail (2-5 years old) to be 29 inches high and bottom surface no more than 23" above platform. Elevated surface (5-12 years old) more than 30 inches high to have guardrail. Top surface of guardrail (5-12 years old) to be 38 inches high and bottom surface no more than 26 inches above platform. Guardrails shall completely surround elevated surface except for necessary entrances and exits. The maximum clear opening without a top horizontal guardrail shall be 15 inches (380mm). Stairs, ramps and upper body equipment exempted. 			
Protective Barrier <ul style="list-style-type: none"> Elevated surface (2-5 years old) more than 30 inches high to have protective barrier. Top surface of protective barrier (2-5 years old) to be 29 inches high and non-climbable. Elevated surface (5-12 years old) more than 48 inches high to have protective barrier. Top surface of protective barrier (5-12 years old) to be 38 inches high and non-climbable. Protective barriers shall completely surround elevated surface except for necessary entrances and exits. The maximum clear opening without a top horizontal guardrail shall be 15 inches (380mm). Stairs, ramps and upper body equipment exempted. 			
Stepped Platforms <ul style="list-style-type: none"> The maximum difference in height between stepped platforms should be: <ul style="list-style-type: none"> 2-5 year olds: 12 inches 5-12 year olds: 18 inches If the space exceeds 9 inches and the height of the lower platform exceeds 30 inches for 2-5 year olds or 48 inches for 5-12 year olds, infill to be used to reduce space to less than 3-1/2 inches. 			



	CONDITION	PRIORITY	RECOMMENDATIONS
Sharp Point, Corners & Edges • There are no sharp points, corners or edges. Wood to be smooth and no splinters.			
Protrusions • There are no protrusions. Protrusions to be tested.			
Entrapment Angles • All angles to be greater than 55 degrees, unless lower leg is horizontal or projects downwards.			
Entrapment - Head & Body • Interior opposing surfaces to be less than 3-1/2 inches or greater than 9 inches. • Openings to be tested.			
Hardware • All fasteners to be tight. • Fasteners, connecting or covering devices not removable without use of tools.			

Comments

Action Taken:

Date: _____

By: _____

Supervisor: _____



SLIDES

Playground: _____ Materials: _____
 Location: _____ Surface: _____
 Inspected By: _____ Ages of Intended Users: _____
 Location of Piece: _____ Weather: _____
 Height: _____ Date of Audit: _____

PRIORITY

- 1). *Life threatening, permanent disability*
- 2). *Serious or non-disabling injury*
- 3). *Slight injury or may not have caused injury but does not meet ASTM F1487-98 or CPSC Handbook for Public Playground Safety.*

Slides

- Straight Tube Half-Tube
 Spiral Embankment Roller

	CONDITION	PRIORITY	RECOMMENDATIONS
Layout <ul style="list-style-type: none"> • Metal slides to face North or in a shaded area. • Located in uncongested area. 			
Stability <ul style="list-style-type: none"> • Footings are stable and buried below ground level or covered by protective surfacing 			
Corrosion <ul style="list-style-type: none"> • No corrosion or visible rotting 			
Slide Access <ul style="list-style-type: none"> • Rung Ladder: Slope (75-90 degrees) <i>See attached ladder chart for tread width, tread depth and vertical rise.</i> • Step Ladder: Slope (50-75 degrees) <i>See attached ladder chart for tread width, tread depth and vertical rise.</i> • Stairway: Slope (ASTM: less than 50 degrees); (CPSC: less than 35 degrees). <i>See attached ladder chart for tread width, tread depth and vertical rise.</i> • Ladder rung diameter: .95 - 1.55 inches • Handrail diameter: .95 - 1.55 inches • Continuous handrails provided with hand-rail height between 22 inches and 38 inches. 			



	CONDITION	PRIORITY	RECOMMENDATIONS
<p>Slide Platform</p> <ul style="list-style-type: none"> • Minimum length of 22 inches - CPSC (14 inches - ASTM). • Width equal or greater than width of slide. • Guardrails or protective barriers to surround platform. • No spaces or gaps between platform and start of sliding surface. • Handholds provided at slide entrance. • Means provided to channel user into sitting position (guardrail or hood that does not encourage climbing). 			
<p>Sliding Surface</p> <ul style="list-style-type: none"> • Average incline of 50 degrees. • Flat open chutes to have minimum side height of 4 inches extending full length of slide. • Sides to be an integral part of chute without gaps between side and sliding surface. • Cross section of 1/2 tube slide side height no less than half the width of slide. 			
<p>Exit Region</p> <ul style="list-style-type: none"> • All slides to have an exit region. • 11 inches minimum exit region length. • Slides no more than 4 feet high to have an exit region height of 11 inches. • Slides over 4 feet high to have an exit region between 7 inches and 15 inches above protective surface. • Slide exit edges to be rounded or curved. • Radius of exit region curvature shall be 30 inches or greater. 			
<p>Embankment Slide</p> <ul style="list-style-type: none"> • Same as straight slide (where applicable). • Means provided to prevent use of skateboards and bicycles. 			
<p>Spiral Slides</p> <ul style="list-style-type: none"> • Same as straight slides. • Only short spiral slides for 2 - 5 year old children. • Clear area, 21 inches wide, for entire length of slide, from inside face of sidewall to outer edge of slide. 			
<p>Tube Slides</p> <ul style="list-style-type: none"> • Same as straight slides. • Min. internal diameter not less than 23 inches. • Top surface of tube treated to prevent sliding on top of tube. 			



	CONDITION	PRIORITY	RECOMMENDATIONS
<p>Roller Slides</p> <ul style="list-style-type: none"> • Meet all general slide requirements. • No pinch, crush, shear, entrapment, entanglement or catch points. Must not admit 3/16 inch diameter neoprene rod. • No missing rollers or broken bearings. 			
<p>Guardrail</p> <ul style="list-style-type: none"> • Elevated surface (2-5 years old) more than 20 inches high to have guardrail. • Top surface of guardrail (2-5 years old) to be 29 inches high and bottom surface no more than 23 inches above platform. • Elevated surface (5-12 years old) more than 30 inches high to have guardrail. • Top surface of guardrail (5-12 years old) to be 38 inches high and bottom surface no more than 26 inches above platform. 			
<p>Protective Barrier</p> <ul style="list-style-type: none"> • Elevated surface (2-5 years old) more than 30 inches high to have protective barrier. • Top surface of protective barrier(2-5 years old) to be 29 inches high and non-climb-able. • Elevated surface (5-12 years old) more than 48 inches high to have protective barrier. • Top surface of protective barrier (5-12 years old) to be 38 inches high and non-climb-able. 			
<p>Sharp Point, Corners & Edges</p> <ul style="list-style-type: none"> • There are no sharp points, corners or edges. Wood to be smooth and no splinters. 			
<p>Protrusions</p> <ul style="list-style-type: none"> • There are no protrusions. Protrusions to be tested. 			
<p>Entrapment Angles</p> <ul style="list-style-type: none"> • All angles to be greater than 55 degrees, unless lower leg is horizontal or projects downwards. 			
<p>Entrapment - Head & Body</p> <ul style="list-style-type: none"> • Interior opposing surfaces to be less than 3-1/2 inches or greater than 9 inches. • Openings to be tested. 			



	CONDITION	PRIORITY	RECOMMENDATIONS
<p>Hardware</p> <ul style="list-style-type: none"> • All fasteners to be tight. • Fasteners, connecting or covering devices not removable without use of tools. 			
<p>Surfacing</p> <ul style="list-style-type: none"> • Adequate drainage provided • Depth of surfacing material agrees with critical height of equipment (Use CPSC Chart or matting manufacturer's information). 			
<p>Use Zone</p> <ul style="list-style-type: none"> • 6 feet in all directions from perimeter of equipment. Exit region requires special attention. • Use zone at the exit of the slide to extend a minimum of 6 feet from the end of the slide or for a minimum distance of $H + 4$ feet which ever is greater up to a maximum of 14 feet. H is the platform height and the 4 feet measurement is made from a point on the slide chute where the gradient has been reduced to 5 degrees from the horizontal. 			

Comments

Action Taken:

Date: _____

By: _____

Supervisor: _____



SWINGS

Playground: _____ Materials: _____
 Location: _____ Surface: _____
 Inspected By: _____ Ages of Intended Users: _____
 Location of Piece: _____ Weather: _____
 Height: _____ Date of Audit: _____

PRIORITY

- 1). Life threatening, permanent disability
- 2). Serious or non-disabling injury
- 3). Slight injury or may not have caused injury but does not meet ASTM F1487-98 or CPSC Handbook for Public Playground Safety.

Swings

- Single-Axis Swing Multi-Occupancy Swinging Exercise Rings/Trapeze Bar
 Multi-Axis Swing Rope Swing Tot Swing

	CONDITION	PRIORITY	RECOMMENDATIONS
Location • Swings to be located away from other equipment and activities.			
Stability • Footings stable and buried below ground level or covered by protective surfacing.			
Corrosion and Wear • No rotting, corrosion or visible wear on chain and S-hooks.			
Structure Design • Single axis swings to have no more than two swings per bay. • Single axis swings not to be attached to composite structure. • A-frame support structures not to have horizontal cross bars. • Tot swing to be suspended from structures separate from other swings or suspended in a different bay of the same structure.			
Seat Design & Placement • Seats designed for only one user at a time • Wood or metal seats not to be used. • Tot seats to have support on all sides and not present a strangulation hazard. • Swing hangers spaced wider than seats, not less than 20 inches. • 24 inches minimum clearance between seats • 30 inches minimum clearance between seat and structure, measured 5 feet above protective surface. • All S-hooks to be closed completely.			
Clearances • Vertical distance at least 12 inches between underside of occupied seat and protective surface.			



CONDITION	PRIORITY	RECOMMENDATIONS
<p>Multi-Axis Tire Swings</p> <ul style="list-style-type: none"> • Tire swings not suspended from a structure having other swings in the same bay. • Steel-belted radials to be closely examined to insure no exposed steel belts. • Drain holes to be provided. • No heavy truck tires, plastic may be used. • Due to added stress of rotation, inspect all hanger mechanisms for wear. • No accessible pinch points. • All S-hooks to be closed completely, .04 inches. • Only one rotating swing in each bay. No limit on number of bays. • Tire swings not to be attached to composite structure. • May accommodate more than one user. Weight no more than 35 lbs. 		
<p>Swings for Pre-School Children</p> <ul style="list-style-type: none"> • Pivot points no greater than 8 feet above protective surfacing. 		
<p>Minimum Clearance</p> <ul style="list-style-type: none"> • The minimum clearance between the seating surface of tire and the uprights of supporting structure to be 30 inches when tire is in a position closest to support structure. 		
<p>Swings Not Recommended for Public Playground.</p> <ul style="list-style-type: none"> • Multiple Occupancy Swing (tire swings are the exception). • Animal Figure Swing. • Free Swinging Rope Swings. • Swinging Exercise Rings and Trapeze Bars. (This does not apply to overhead rings). 		
<p>Sharp Point, Corners & Edges</p> <ul style="list-style-type: none"> • There are no sharp points, corners or edges. Wood to be smooth and no splinters. 		
<p>Protrusions</p> <ul style="list-style-type: none"> • There are to be no protrusions. Protrusions to be tested. 		
<p>Entrapment Angles</p> <ul style="list-style-type: none"> • All angles to be greater than 55 degrees, unless lower leg is horizontal or projects downwards. 		
<p>Entrapment - Head & Body</p> <ul style="list-style-type: none"> • Interior opposing surfaces to be less than 3-1/2 inches or greater than 9 inches. • Openings to be tested. 		



	CONDITION	PRIORITY	RECOMMENDATIONS
Hardware <ul style="list-style-type: none">• All fasteners to be tight.• Fasteners, connecting or covering devices not removable without use of tools.• Hangers shall have bearings, bushings or other means of reducing friction and wear.			
Surfacing <ul style="list-style-type: none">• Adequate drainage provided• Depth of surfacing material agrees with critical height of equipment (Use CPSC Chart or matting manufacturer's information).			
Use Zone <ul style="list-style-type: none">• Six feet from side perimeters of equipment.• <i>Single-Axis Swings</i>: Minimum distance of 2 times the height of the pivot point (applies to both in front of behind pivot point) to the surface.• <i>Multi-Axis Tire Swing</i>: Minimum distance in all directions of 6 feet + length of supporting member.• <i>Tot Swing</i>: Minimum distance of 2 times the height of the pivot point to the bottom of the occupied seat.			

Comments

Action Taken:

Date: _____

By: _____

Supervisor: _____



CLIMBING & UPPER BODY EQUIPMENT

Playground: _____ Materials: _____
 Location: _____ Surface: _____
 Inspected By: _____ Ages of Intended Users: _____
 Location of Piece: _____ Weather: _____
 Height: _____ Date of Audit: _____

PRIORITY

- 1). Life threatening, permanent disability
- 2). Serious or non-disabling injury
- 3). Slight injury or may not have caused injury but does not meet ASTM F1487-96 or CPSC Handbook for Public Playground Safety.

Climbing & Upper Body Equipment

- Arch Climbers Sliding Poles Track Rides Other _____
 Horizontal Ladders Balance Beams Roofs _____

	CONDITION	PRIORITY	RECOMMENDATIONS
Stability • Footings are stable and buried below ground level or covered by protective surfacing.			
Corrosion • No corrosion or visible rotting.			
Design • Climbers not to have climbing bars or structural components in the interior of the structure onto which a child may fall more than 18 inches. • Climbing devices intended for 2-5 year olds to offer an easy way out. • Flexible access devices should not be used as sole access to other components.			
Climbers With Non-Rigid Components • Connections between ropes, cables, or chains within the climbing grid to be securely fixed. • Spacing between the horizontal and vertical climbing grid to satisfy all entrapment criteria. • Flexible grid climbing devices not recommended as sole access to equipment for children ages 2-5 years of age. • Flexible climbing devices to be securely anchored at both ends. • Bottom anchoring device to be below the level of playing surface. • For pre-school, users should be able to bring both feet to the same level before ascending to next level.			



	CONDITION	PRIORITY	RECOMMENDATIONS
<p>Arch Climbers</p> <ul style="list-style-type: none"> • Free standing arch climbers not recommended for 2-5 year old. • Hand or foot rung diameter to be between .95 - 1.55 inches. • Spacing of rungs on arch climbers to follow recommendations for rung ladders (see Table 2 - CPSC or ASTM). • Spacing between the horizontal and vertical components should satisfy all entrapment criteria. • Arch climbers should not be the sole means of access to equipment. • Arch ladders as access shall have means of hand support while climbing. • Full arch ladders are not recommended for ages 2-5. 			
<p>Horizontal Ladder & Overhead Rings</p> <ul style="list-style-type: none"> • To be used only by 4-12 year olds (CPSC), 2-12 years (ASTM) • Space between adjacent rungs of overhead ladders to be greater than 9 inches. • Center-to-center spacing of overhead rungs not to exceed 15 inches (this does not apply to the spacing of overhead rings). • The first handhold not placed directly above the platform or climbing rungs. • Horizontal distance from take-off landing to first handhold no greater than 10 inches. Where access and egress are rungs, horizontal distance to first handhold between 8 inches and 10 inches. • Maximum height: 2-5 years old – 60 inches 5-12 years old – 84 inches • Maximum height of landing structure: 2-5 years old – 18 inches above protective surface 5-12 years – 36 inches above protective surface 			
<p>Sliding Poles</p> <ul style="list-style-type: none"> • Not recommended for 2-5 year olds (CPSC). • Sliding poles to be continuous with no protruding welds or seams along sliding surface. • Sliding pole not to change direction along the sliding portion. • Horizontal distance between sliding pole and the edge of the platform or other structure used for access to be no less than 18" and no more than 20 inches. • Sliding pole to extend at least 60 inches above level of the platform. • The diameter of the sliding pole to be no greater than 1.9 inches. • Upper access to pole from one height only. • Maximum horizontal dimension to 15 inches at platform opening. 			
<p>Climbing Ropes</p> <ul style="list-style-type: none"> • Vertically suspended climbing ropes must be securely anchored to a footing. • Climbing ropes secured at both ends, shall not be capable of forming loops of more than 5 inches diameter. 			
<p>Balance Beams</p> <ul style="list-style-type: none"> • Maximum height: 2-5 years old – 12 inches 5-12 years old – 16 inches • Support posts for balance beam shall not pose a tripping hazard 			
<p>Roofs</p> <ul style="list-style-type: none"> • Should contain no designated play surfaces. 			



	CONDITION	PRIORITY	RECOMMENDATIONS
Track Rides <ul style="list-style-type: none"> • Not recommended for children under 5 years old. • Lowest portion of hand-gripping component minimum 64 inches. • Elevated landings minimum 36 inches long, 32 inches wide. • Must not obstruct user in landing area. • Center to center distance between adjacent tracks 48 inches or more. 			
Sharp Point, Corners & Edges <ul style="list-style-type: none"> • There are no sharp points, corners or edges. Wood to be smooth and no splinters. 			
Protrusions <ul style="list-style-type: none"> • There are no protrusions. Protrusions to be tested. 			
Entrapment Angles <ul style="list-style-type: none"> • All angles to be greater than 55 degrees, unless lower leg is horizontal or projects downwards. Test for partially bounded openings. 			
Entrapment - Head & Body <ul style="list-style-type: none"> • Interior opposing surfaces to be less than 3-1/2 inches or greater than 9 inches. • Openings to be tested. 			
Hardware <ul style="list-style-type: none"> • All fasteners to be tight. • Fasteners, connecting or covering devices not removable without use of tools. 			
Surfacing <ul style="list-style-type: none"> • Adequate drainage provided • Depth of surfacing material agrees with critical height of equipment (Use CPSC Chart or matting manufacturer's information). 			
Use Zone <ul style="list-style-type: none"> • Six feet in all directions from perimeter of equipment. 			

Comments

Action Taken:

Date: _____

By: _____

Supervisor: _____



ROTATING & ROCKING EQUIPMENT

Playground: _____ Materials: _____
 Location: _____ Surface: _____
 Inspected By: _____ Ages of Intended Users: _____
 Location of Piece: _____ Weather: _____
 Height: _____ Date of Audit: _____

PRIORITY

- 1). Life threatening, permanent disability
- 2). Serious or non-disabling injury
- 3). Slight injury or may not have caused injury but does not meet ASTM F1487-98 or CPSC Handbook for Public Playground Safety.

Rotating & Rocking Equipment

- Merry-Go-Rounds Spring Rockers Log Rolls Other _____
 Seesaws Trampolines

	CONDITION	PRIORITY	RECOMMENDATIONS
Stability • Footings are stable and buried below ground level or covered by protective surfacing.			
Corrosion • No corrosion or visible rotting.			
Merry-go-rounds • The rotating platform to be continuous and approximately circular. • The difference between the minimum and maximum radii of a non-circular platform not to exceed 2.0 inches. • No component of the apparatus, including the handgrips, should extend beyond the perimeter of the platform. • Children to be provided with handgrips with a diameter between .95 and 1.55 inches. • No accessible shearing or crushing mechanisms in the undercarriage. • The surface of the platform to be continuous with no openings between the axis and the outside edge that allow a 5/16 inch diameter rod to pass through the surface. • A means to limit the peripheral speed of rotation to a maximum of 13 feet per second. • No oscillatory (up and down) motion. • Maximum height of platform - 14 inches above protective surface (underside no less than 9 inches above surface). Platforms less than 20 inches diameter exempt. • Handgrips shall be provided or platform should be tub or dish-like.			
Log Rolls • Require hand-gripping components • Not recommended for children ages 2-5 years. • Hand-gripping components between .95-1.55 inches. • Highest point of roller logs no more than 18 inches above surface.			



	CONDITION	PRIORITY	RECOMMENDATIONS
<p>Seesaws</p> <ul style="list-style-type: none"> • Not recommended for 2-5 year old children unless they are equipped with a spring centering device. • Partial car tires or some other shock absorbing material to be embedded in the ground underneath the seats of fulcrum seesaws, or secured on the underside of the seats. • Handholds to be provided at each seating position for gripping with both hands and should not turn when grasped. • Handgrips for two hands minimum length of 6 inches, should not protrude beyond seat sides. • Diameter of handgrips to be between .95-1.55 inches. • Handholds are not to protrude beyond the side of the seat. • Footrests are not to be provided on fulcrum seesaws unless they are equipped with a spring centering device. • Maximum attainable seat height - 5 feet above the surface. • Fulcrum should not present a pinch or crush hazard. 			
<p>Spring Rocking Equipment</p> <ul style="list-style-type: none"> • Seat design to minimize the likelihood of the rocker being used by more than the intended number of users. • Each seating position to be equipped with handgrips and footrests. • Diameter of handgrips to be between .95-1.55 inches. • The spring should not pinch children's hands or feet between coils or between the spring and any part of the rocker. • Handgrips for on hand - minimum length - 3 inches. • Handgrips for two hands - minimum length - 6 inches. • Footrests - minimum width of 3.5 inches. • Installed height of seat (unloaded and at rest) not less than 14 inches nor more than 28 inches above platform surface. 			
<p>Trampolines</p> <ul style="list-style-type: none"> • Not recommended for use on public playgrounds. 			
<p>Sharp Point, Corners & Edges</p> <ul style="list-style-type: none"> • There are no sharp points, corners or edges. Wood to be smooth and no splinters. 			
<p>Protrusions</p> <ul style="list-style-type: none"> • There are no protrusions. Protrusions to be tested. 			
<p>Entrapment Angles</p> <ul style="list-style-type: none"> • All angles to be greater than 55 degrees, unless lower leg is horizontal or projects downwards. 			



	CONDITION	PRIORITY	RECOMMENDATIONS
Entrapment - Head & Body <ul style="list-style-type: none"> • Interior opposing surfaces to be less than 3-1/2 inches or greater than 9 inches. • Openings to be tested. 			
Hardware <ul style="list-style-type: none"> • All fasteners to be tight. • Fasteners, connecting or covering devices not removable without use of tools. 			
Surfacing <ul style="list-style-type: none"> • Adequate drainage provided • Depth of surfacing material agrees with critical height of equipment. (Use CPSC Chart or matting manufacturer's information) 			
Use Zone <ul style="list-style-type: none"> • Merry-Go-Rounds: Use zone to extend 6 feet beyond the perimeter of the platform. • Seesaws: Use zone to extend a minimum of 6 feet in all directions from the perimeter of the equipment. • Spring Rocking Equipment: Use zone to extend a minimum of 6 feet from the "at rest" perimeter of equipment. Adjacent spring rockers with a maximum seat height of 30 inches when intended for sitting, may share the same use zone. • When intended for standing, use zone to be no less than 7 feet in all directions, from at rest perimeter. 			

Comments

Action Taken:

Date: _____

By: _____

Supervisor: _____



SURFACING

Playground: _____ Materials: _____
 Location: _____ Surface: _____
 Inspected By: _____ Ages of Intended Users: _____
 Location of Piece: _____ Weather: _____
 Height: _____ Date of Audit: _____

- PRIORITY**
- 1). Life threatening, permanent disability
 - 2). Serious or non-disabling injury
 - 3). Slight injury or may not have caused injury but does not meet ASTM F1487-98 or CPSC Handbook for Public Playground Safety.

	CONDITION	PRIORITY	RECOMMENDATIONS
<p>Shock Absorbency of Surfacing Material</p> <ul style="list-style-type: none"> • Surfacing material must yield both a peak deceleration of no more than 200 G's and a HIC (Head Injury Criteria) of no more than 1,000 when tested in accordance with procedures described in ASTM F1292 "A Standard Specification for Impact Attenuation of surface Systems Under and Around Playground Equipment." 			
<p>Critical Height</p> <ul style="list-style-type: none"> • The surfacing material used under and around a particular piece of playground equipment is to have a Critical Height value of at least the height of the highest accessible part of the equipment. 			
<p>Highest Accessible Part of Equipment</p> <ul style="list-style-type: none"> • Swings: The highest accessible part of a swing is the height of the pivot point where the swing's suspending elements connect to the supporting structure. • Elevated Platforms Surrounded by Guardrails: When the platform is surrounded by a guardrail, the highest accessible part is the height above the playing surface of the top of the guardrail (ASTM). CPSC measures platforms with guardrails from platform. • Elevated Platforms Surrounded by Protective Barriers: When a platform is surrounded by a protective barrier, the highest accessible part is the height of the platform surface above the playing surface. 			



	CONDITION	PRIORITY	RECOMMENDATIONS
<p>Highest Accessible Part of Equipment (Cont'd)</p> <ul style="list-style-type: none"> • Climbers and Horizontal Ladders: The highest accessible part is the maximum height of the structure. • Merry-Go-Rounds: The highest accessible part is the height above the ground of any part at the perimeter on which a child may sit or stand. • Seesaws: The highest accessible part is the maximum height attainable by any part of the seesaw. • Spring Rockers: The highest accessible part is the maximum height above the playing surface of the seat or designated play surface. 			
<p>Acceptability of Various Surfacing Materials</p> <ul style="list-style-type: none"> • Hard surfacing materials, such as asphalt or concrete, are unsuitable for use under and around playground equipment. • Earth surfaces such as soils and hard packed dirt are unsuitable for use under and around playground equipment. • Grass and turf are unsuitable for use under and around playground equipment. <p>Unitary Materials (rubber mats or rubberlike materials):</p> <ul style="list-style-type: none"> • To have identification of Critical Height rating. This information is to be obtained from the manufacturer of this material. <p>Loose-Fill Material:</p> <ul style="list-style-type: none"> • Not to be installed over hard surfaces such as asphalt or concrete. • Requires a method of containment. • Requires good drainage under material. • Requires periodic renewal or replacement and continuous maintenance to maintain proper depth and remove foreign matter. • Refer to Table listing the critical height (expressed in feet) for seven loose fill materials when tested in an uncompressed state at depths of 6, 9 and 12 inches. This test was conducted by GPSC staff in accordance with the voluntary ASTM F1292 standard. 			
<p>Use Zones for Equipment</p> <ul style="list-style-type: none"> • The area beneath and immediately adjacent to equipment that is designated for unrestricted circulation and on whose surface it is predicted that a user would land when falling from or exiting the equipment. Surface shall meet requirements of ASTM F1292 from the maximum fall height. 			



Recommendations for Use Zone	CONDITION	PRIORITY	RECOMMENDATIONS
<ul style="list-style-type: none"> • Stationary Equipment: The use zone is to extend a minimum of 6 feet in all directions from the perimeter of the equipment. • Slides: The use zone in front of the exit of the slide is to extend a minimum distance of 6 feet from the end of the slide chute or for a distance of $H + 4$ (maximum 14 feet) feet whichever is the greater. H is the height of the slide platform. • Single-Axis Swings: The use zone is to extend to the front and rear of a single axis swing a minimum distance of 2 times the height of the pivot point above the surfacing material. • Multi-Axis Swings: The use zone is to extend in any direction from a minimum distance of 6 feet + the length of the suspending members. • Merry-Go-Rounds: The use zone is to extend a minimum of 6 feet beyond the perimeter of the platform. • Spring Rocking Equipment: The use zone is to extend a minimum of 6 feet from the perimeter of the equipment but adjacent spring rockers with a maximum seat height of 30 inches may share the same use zone. Rocking equipment meant for standing requires a use zone of 7 feet; use zones may not be shared. 			

Comments

Action Taken:

Date: _____

By: _____

Supervisor: _____



TABLE 2

CRITICAL HEIGHTS (IN FEET) OF TESTED MATERIALS

MATERIAL	UNCOMPRESSED DEPTH			COMPRESSED DEPTH
	6 INCH	9 INCH	12 INCH	9 INCH
Wood Chips*	7	10	11	10
Double Shredded Bark Mulch	6	10	11	7
Engineered Wood Fibers **	6	7	>12	6
Fine Sand	5	5	9	5
Coarse Sand	5	5	6	4
Fine Gravel	6	7	10	6
Medium Gravel	5	5	6	5
Shredded Tires***	10-12	N/A	N/A	N/A

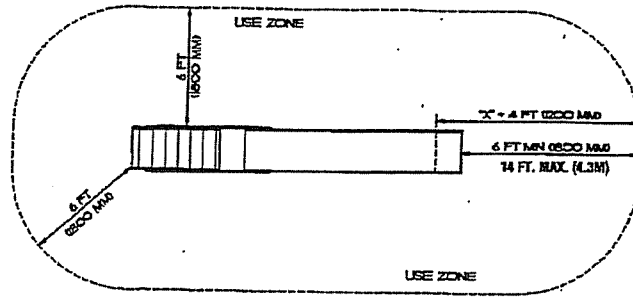
* This product was referred to as Wood Mulch in previous versions of this handbook. The term Wood Chips more accurately describes the product.

** This product was referred to as Uniform Wood Chips in previous versions of this handbook. In the playground industry, the product is more commonly known as Engineered Wood Fibers.

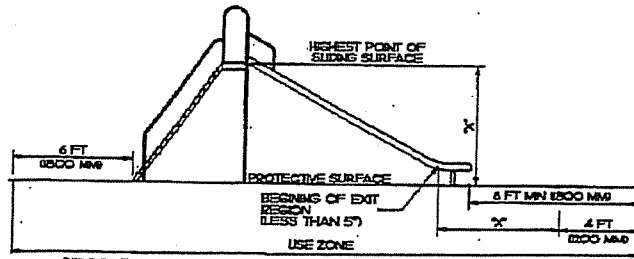
*** This data is from tests conducted by independent testing laboratories on a 6 inch depth of uncompressed shredded tire samples produced by four manufacturers. The tests reported critical heights which varied from 10 feet to greater than 12 feet. It is recommended that persons seeking to install shredded tires as a protective surface request test data from the supplier showing the critical height of the material when it was tested in accordance with ASTM F1292.

Foot Note: Information reproduced for the 1998 publication of the CPSC "Handbook for Public Playground Safety."

FALL ZONE FOR SLIDES

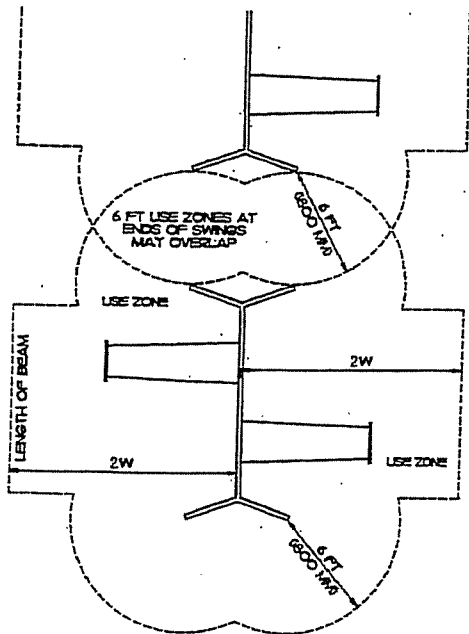


PLAN VIEW



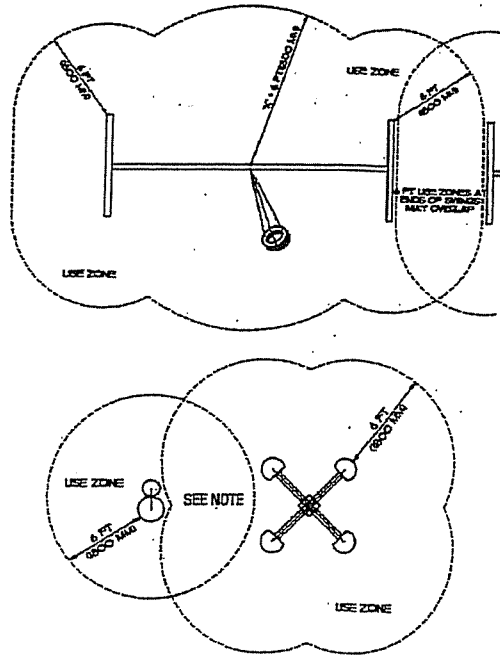
SIDE ELEVATION

USE ZONE FOR SINGLE-AXIS TIRE SWING



Note: W=The vertical distance from the top of sitting surface to pivot point.

USE ZONE FOR MULTI-AXIS TIRE SWING



Foot Note: Information reproduced from ASTM F1487-98, Standard Consumer "Safety Performance Specification for Playground Equipment for Public Use."



ACCESSIBILITY TO THE DISABLED

	CONDITION	PRIORITY	RECOMMENDATIONS
<p>Accessible Route</p> <ul style="list-style-type: none"> • At least one accessible route within use zone, form perimeter to all accessible play structures. • Clear width of route not less than 60 inches. 			
<p>Ramps (for deck access)</p> <ul style="list-style-type: none"> • Clear width of ramp - 36 inches minimum. • Slope not greater than 1:12 feet. • Horizontal run not greater than 12 feet. • Level landing not less than 60 inches diameter at bottom and top of each run. • Ramps greater than 30 inches high (2-5 years old) measured at the highest point or higher than 48 inches (5-12 years old), must have protective barriers. • Ramps greater than 30 inches high (2-5 years old) shall have a handrail, on each side of the ramp, 26 inches high; greater than 48 inches (5-12 years old) requires 28 inch handrails. • Ramps less than or equal to 30 inches high (2-5 years old) or 48 inches high (5-12 years old) shall have 2 handrails on each side of ramp, 26-28 inches high and 12-16 inches high. • Ramps where space between barrier and ramp is over 1 inch must have curb on both edges that projects a minimum of 2 inches above the ramp. • Ramps with 2 rails and no barriers must have a curb on both edges that projects a minimum of 2 inches above the ramp. • Ramps where barrier is beyond the edge of the ramp must have a curb that projects a minimum of 2 inches above the ramp. 			
<p>Landings</p> <ul style="list-style-type: none"> • With play components must have wheelchair park and play space, minimum size 30 inches by 48 inches, must still allow for adjacent circulation path of 36 inches minimum. • Edges of landings must provide means to prevent wheelchairs from falling off. • Level landings of ramps must have a diameter no less than 60 inches at bottom and top of each run. 			
<p>Transfer Points</p> <ul style="list-style-type: none"> • Must be between 14 inches and 18 inches above the accessible route of travel or wheelchair accessible platform. • Clear width of transfer point no less than 24 inches, depth no less than 14 inches. • Handrails or other means of support required to assist users in transfer out of wheelchairs. • Turning space at base of transfer point must be 60 inches in diameter, or a T-shaped area, to accommodate one wheelchair. • Additional parking spaces for wheelchairs shall be a minimum of 30 inches wide by 48 inches long, located outside accessible route of travel. 			



ACCESSIBILITY TO THE DISABLED

	CONDITION	PRIORITY	RECOMMENDATIONS
<p>Accessible Route</p> <ul style="list-style-type: none"> • At least one accessible route within use zone, form perimeter to all accessible play structures. • Clear width of route not less than 60 inches. 			
<p>Ramps (for deck access)</p> <ul style="list-style-type: none"> • Clear width of ramp - 36 inches minimum. • Slope not greater than 1:12 feet. • Horizontal run not greater than 12 feet. • Level landing not less than 60 inches diameter at bottom and top of each run. • Ramps greater than 30 inches high (2-5 years old) measured at the highest point or higher than 48 inches (5-12 years old), must have protective barriers. • Ramps greater than 30 inches high (2-5 years old) shall have a handrail, on each side of the ramp, 26 inches high; greater than 48 inches (5-12 years old) requires 28 inch handrails. • Ramps less than or equal to 30 inches high (2-5 years old) or 48 inches high (5-12 years old) shall have 2 handrails on each side of ramp, 26-28 inches high and 12-16 inches high. • Ramps where space between barrier and ramp is over 1 inch must have curb on both edges that projects a minimum of 2 inches above the ramp. • Ramps with 2 rails and no barriers must have a curb on both edges that projects a minimum of 2 inches above the ramp. • Ramps where barrier is beyond the edge of the ramp must have a curb that projects a minimum of 2 inches above the ramp. 			
<p>Landings</p> <ul style="list-style-type: none"> • With play components must have wheelchair park and play space, minimum size 30 inches by 48 inches, must still allow for adjacent circulation path of 36 inches minimum. • Edges of landings must provide means to prevent wheelchairs from falling off. • Level landings of ramps must have a diameter no less than 60 inches at bottom and top of each run. 			
<p>Transfer Points</p> <ul style="list-style-type: none"> • Must be between 14 inches and 18 inches above the accessible route of travel or wheelchair accessible platform. • Clear width of transfer point no less than 24 inches, depth no less than 14 inches. • Handrails or other means of support required to assist users in transfer out of wheelchairs. • Turning space at base of transfer point must be 60 inches in diameter, or a T-shaped area, to accommodate one wheelchair. • Additional parking spaces for wheelchairs shall be a minimum of 30 inches wide by 48 inches long, located outside accessible route of travel. 			



CONDITION	PRIORITY	RECOMMENDATIONS
<p>Wheelchair Accessible Platforms</p> <ul style="list-style-type: none"> • Clear width for single wheelchair passage not less than 36 inches, may be reduced to 32 inches, for not more than 24 inches along the path of travel. • Clear width for 2 wheelchairs to pass shall not be less than 60 inches. • Clear width for one wheelchair and one able-bodied user shall not be less than 44 inches. • Openings between deck members of wheelchair accessible surfaces shall be no greater than 1/2 inch. • Guardrails or protective barriers required on all accessible platforms. Those with guardrails require a curb of minimum 2 inches height. • Turning space shall be 60 inches in diameter of a T-shaped area. Turning space and parking space must not overlap. • Accessible platforms or steps shall have a maximum vertical rise of 8 inches. • Platform or step should be minimum 14 inches deep and 25 inches wide. 		
<p>Accessible Play Opportunities</p> <ul style="list-style-type: none"> • Equipment that requires wheelchair user to pull partially under the equipment (tables) need a minimum vertical leg clearance of 24 inches. • Top of playing surface shall be maximum 30 inches above accessible surface. • Upper body equipment (horizontal ladders and rungs) for wheelchair users shall have grasping object no higher than 54 inches above the accessible surface. • Steering wheels and interactive panels must be positioned within wheelchair user's side reach of minimum 9 inches and maximum 48 inches from accessible surface. 		

DRAFT LEASE

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THIS AGREEMENT, made this _____ day of _____ by
and between MILLERSBURG BOROUGH (hereinafter called "Lessor") and
_____ (hereinafter called "Lessee") provides:

1. Lessor does hereby demise unto Lessee all that certain tract of land known as _____ and situated in MILLERSBURG BOROUGH, Dauphin County, Pennsylvania, fronting on _____ as indicated on the attached EXHIBIT A, to be used and occupied for Little League activities, for the term of ten years for the annual rental of One Dollar (\$1.00), and other good and valuable consideration, including but not limited to improvements made under the provision of Paragraph 4 herein.
2. At the expiration of the first ten year period, such term shall be renewed for consecutive periods of ten years thereafter on the same terms and conditions as herein set forth unless prior to expiration of said term or periods Lessee or Lessor shall have given notice, in writing, that the party does not desire the automatic renewal of this lease.
3. Lessee shall have use of said property from _____ to _____ or each year. If said property is to be used before _____ or beyond _____, written approval shall be obtained from the Lessor, with the Lessee providing advance notice of at least fourteen (14) days. It is understood by both Lessor and Lessee that sole use is not provided to the Lessee. Lessee shall have first priority for

1 use but the Lessor is allowed to arrange use of the facilities whenever the
2 facility is available.

3 4. Lessee use of the facilities for games or practices is limited to the following

4 hours: Monday-Thursdays _____

5 Fridays _____

6 Saturdays _____

7 Sundays _____

8 5. Lessee may not make any permanent improvements to _____ Park

9 without the written approval of the Lessor. Lessee shall request approval in

10 writing from Lessor, this request may be in the form of an application for a

11 building permit. Permanent improvements include additions, alterations,

12 repairs or replacement of existing facilities or the construction of any new

13 facilities (including scoreboards, fencing, signs, storage sheds, concession

14 stand, poles, portable bathrooms, etc.) which remain in _____

15 Park after the conclusion or prior to the opening of the baseball season as

16 previously defined. Lessee is prohibited from making any changes in the

17 topography of _____ Park, including the right to grade and/or

18 fill. Temporary improvements such as sponsor signs, batting cages, etc. may

19 not be installed earlier than two weeks prior to opening day and must be

20 removed within two weeks of the close of the season as previously defined.

21 Lessee must advise Lessor of any temporary improvements prior to their

22 installation. The Lessee may make emergency repairs that may be

23 necessary as the result of storms, vandalism, etc. Such repairs are limited to

1 that necessary to secure the area and prevent further damage; otherwise
2 Lessee must follow the procedures and obtain the approval of the Lessor as
3 described previously.

4 6. Lessor shall maintain _____ Park in a safe and good
5 condition, including the cutting of grass and removal of litter. Lessee shall
6 assist in the cleanup of _____ Park in conjunction with Little
7 League games or other sanctioned events. Lessee shall be solely
8 responsible for field preparation in conjunction with Little League games.

9 7. Lessee shall provide adequate water and toilet facilities for its activities. Any
10 municipal improvements relating to water and toilet facilities used on the
11 premises for the benefit of the Lessee shall be available to the Lessor or its
12 assigns.

13 8. Lessee shall indemnify and save harmless Lessor from and against any and
14 all liability, damages, expenses and judgements by reason of any injury or
15 claim of injury to person or property of any nature howsoever caused,
16 provided the same occurs during the use of the demised premises by Lessee
17 for supervised practices or games. Lessor shall promptly notify Lessee of any
18 claim asserted against Lessor on account of any such injury or claimed injury
19 to persons or property and shall promptly deliver to Lessee the original or true
20 copy of any summons or other process, pleading or notice issued in any suit
21 or other proceeding to assert or enforce any such claim. Lessee shall have
22 the right to defend any such suit with attorneys of its own selection. Lessor
23 shall have a right, as it sees fit, to participate in such defense at its own

1 expense. Lessee shall keep in force liability insurance as will fully protect
2 Lessee/Lessor against claims so occurring, such insurance to afford per
3 occurrence and aggregate limits of not less than \$1,000,000.00. Lessee shall
4 furnish annually to the Lessor a Certificate of Insurance, evidencing the above
5 level of coverage and naming MILLERSBURG BOROUGH, its agents,
6 servants and employees as additional insured. In the event that Lessee fails
7 to provide evidence of insurance coverage, Lessor may suspend the Lessee
8 use of the _____ Park facilities until such coverage is
9 obtained and a Certificate of Insurance is provided as specified above.

10 9. Others may use the demised premises, provided that such use does not
11 conflict with Lessee's scheduled Little League activities.

12 10. Lessee must provide Lessor with a schedule of games, practices and other
13 scheduled uses prior to the start of each season, and advise the Lessor of
14 any changes to that schedule. Lessee and Lessor must provide each other
15 with a list of persons and appropriate telephone numbers to be contacted in
16 the event of an emergency, and should also advise each other of any
17 changes to this list. The "Emergency Contact" list should also be posted in an
18 accessible location at _____ Park.

19 11. Lessee must meet with the residents of the _____ Lea
20 neighborhood at least once each year prior to the start of the season to
21 address their concerns and questions. Lessee must provide residents written
22 notice of this meeting at least one week in advance. Lessee must advise
23 Lessor of the meeting date and Lessor shall attend this yearly meeting.

1 12. If the Lessee shall violate any covenant or condition herein contained, or shall
2 fail to vacate the premises at the end of any term, then this lease shall
3 absolutely determine, at the option of the Lessor, to be signified by written
4 notice to that effect delivered to the Lessee. And when the Lessee shall be
5 so determined, any attorney may immediately appear for the Lessee, in an
6 amicable action of ejectment to be brought by the Lessor in any competent
7 court for the recovery of the demised premises and damages for the detention
8 thereof, or with respect to any claim for rent for said premises under the terms
9 of the lease and therein confess judgment against the Lessee, for which this
10 agreement (or a true copy thereof) shall be a sufficient warrant; and the
11 Lessor may issue thereon all necessary writs or process for recovering
12 possession of said premises, with damages for detention (to be assessed at
13 an amount equal to all unpaid rents) or for such rents as may be due
14 hereunder and costs. No determination of this lease, nor recovery of
15 possession or damages as aforesaid, shall release the Lessee from liability
16 for the breach of any covenants herein contained.

17 13. Lessee waives all right of appeal from or writ of error or certiorari to any order,
18 judgment or decree that may be entered against it by any court or magistrate
19 for rent, damages, possession or otherwise.

20 14. In witness that this Agreement has been made, the under signed have
21 caused their signatures to appear:

22

23 MILLERSBURG BOROUGH (Lessor)

1 _____

2 _____

3 _____ (Lessee)

4 _____

5 _____

6 DATE: _____



Just Enough
2-5 year olds



Crestview Circle
5-12 year olds

Game Time
A PlayCore Company
P.O. Box 680121
Fort Payne, Alabama 35968-0120

Type III Wide Refractive Globe (R34) Specification Sheet

Project Name: MILLERSBURG PARK

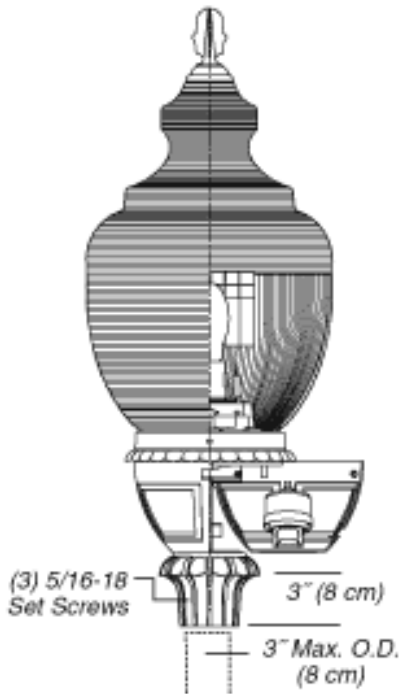
Location:

MFG: Hadco

Fixture Type:

Catalog No.: R34BCFA2ANND175HE

Qty:



Ordering Guide

Example: R34 A A B A 1 A D N D 70H E

Product Code	R34	Type III Wide Refractive Globe
Fitter/Pod	A B C D E F G H J L T	Octagonal Style Round fitter w/ scalloped petals Fluted tapered hourglass Smooth tapered hourglass Tapered fluted w/ scalloped petals Short round fluted Tall round fluted Round contemporary Tapered Fluted w/ round stepped fitter Round fluted long Decorative Leaf w/ scalloped petals
Roof	A B C D G	Victorian Acorn Tall Short Adams
Cage / Band	B E F G I J N	Cage for Wide *1 Body Globe Band for Wide Body Globe Band for Wide Body Globe Cage for Wide *1 Body Globe Cage for Wide *1 Body Globe Cage for Wide *1 Body Globe None
Finial	A B C D E F G H N	A Finial B Finial C Finial *2 D Finial *2 E Finial *2 F Finial G Finial H Finial None
Fasteners	1 2	Hex Head Allen Head
Finish	A B G H J X	Black White Verde Bronze Green Silver
Reflector	D F	Small Top Reflector Small top

Type III Wide Refractive Globe (R34) Specification Sheet

Project Name:	Location:	MFG: Hadco
Fixture Type:	Catalog No.:	Qty:

	G	reflector w/House-side shield Full Top Reflector w/House-side shield	
	H	House Side Shield	
	L	Internal Louver Assembly	*3
	T	Full Top Reflector	
	N	None	
Photo Control	N	None	
	B	Button Eye Photo Control	
	R	Twist-lock Receptacle	*4
Socket	D	Medium	*5
	G	Mogul	*5
	R	Induction	*6
Wattage	70H	70W MH	
	100H	100W MH	
	150H	150W MH	
	175H	175W MH	
	200P	200W PMH	
	250H	250W MH	*7
	320P	320W PMH	
	50S	50W HPS	
	70S	70W HPS	
	100S	100W HPS	
	150S	150W HPS	
	200S	200W HPS	*7
	250S	250W HPS	*7
	310S	310W HPS	*7
	55R	55W Induction	*6
	85R	85W Induction	*6
	165R	165W Induction	*6
Voltage	E	120V	
	F	208V	
	G	240V	
	H	277V	
	K	347V	*8

- *1 Not available with (A) pod.
- *2 Cannot be used with (B) roof.
- *3 Cannot be used with Induction Lamping.
- *4 Twistlock photocell receptacle (R) is available in (A), (G), (H), and (J) pod up to 150W HPS and 200W MH. Pods (B), (L), and (T) available in all wattages. Not available in other pods.
- *5 Medium base (D) socket available for 70W-175W MH, 50W-150W HPS. Mogul base (G) socket available for 175W-320W MH, 50W-310W HPS.
- *6 Consult factory if ordering Induction socket (R) and wattages.
- *7 Available in (A), (B), (E), (G), (H), (L), and (T) pods.
- *8 347V (K) not available for (200H) or (200S).

Specifications

Housing:

OPTIONAL PODS:

A: Octagonal style fitter is constructed of die-cast 360 aluminum alloy with bottom-hinged door providing 135o entry into the fitter assembly for easy access to the electrical components. Accepts standard HADCO Twistlock ballast assemblies up to 310W HPS or 320W MH. Wiring block to accept three #8 solid or stranded wires. Optional internal twist-lock photo eye receptacle (available for 200W MH max or 150W HPS max) or optional button eye photocell. Easy access to photo eye through the door on the pod. Heavy cast aluminum post fitter utilizes four 5/16-18 black cadmium stainless steel set screws (Hex head or Allen head as specified) for mounting to 3" O.D. post tenon. Globe holder has an internal water trap to prevent water from entering ballast compartment. Globe is held by utilizing four 5/16-18 black cadmium stainless steel fasteners (Hex head or Allen head

Type III Wide Refractive Globe (R34) Specification Sheet

Project Name:	Location:	MFG: Hadco
Fixture Type:	Catalog No.:	Qty:

as specified). All hardware to be stainless steel and captive. Pod height is 10-3/4" and width is 10-1/4". Finish is polyester thermoset powdercoat.

B: Round fitter with scalloped petals is constructed of die-cast 360 aluminum alloy with side-hinged door providing 180o entry into the fitter assembly for easy access to the electrical components. Accepts standard HADCO Twistlock ballast assemblies up to 310W HPS or 320W MH. Wiring block to accept three #8 solid or stranded wires. Optional internal twist-lock photo eye receptacle or optional button eye photocell. Easy access to photo eye through the door on the pod. Heavy cast aluminum post fitter utilizes four 5/16-18 black cadmium stainless steel set screws (Hex head or Allen head as specified) for mounting to 3" O.D. post tenon. Globe holder has an internal water trap to prevent water from entering ballast compartment. Globe is held by utilizing four 5/16-18 black cadmium stainless steel fasteners (Hex head or Allen head as specified). All hardware to be stainless steel and captive. Pod height is 12-1/4" and width is 11-1/2". Finish is polyester thermoset powdercoat.

C: Fluted tapered hourglass fitter is constructed of 356 HM High-Strength, Low-Copper cast aluminum. Accepts standard HADCO Twistlock ballast assemblies up to 150W HPS or 200W MH. Wiring block to accept three #8 solid or stranded wires. Optional internal button eye photocell. Heavy cast aluminum post fitter utilizes four 5/16-18 black cadmium stainless steel set screws (Hex head or Allen head as specified) for mounting to 3" O.D. post tenon. Globe holder has an internal water trap to prevent water from entering ballast compartment. Globe is held by utilizing four 5/16-18 black cadmium stainless steel fasteners (Hex head or Allen head as specified). All hardware to be stainless steel and captive. Pod height is 8" and width is 8-3/4". Finish is polyester thermoset powdercoat.

D: Smooth tapered hourglass fitter is constructed of 356 HM High-Strength, Low-Copper cast aluminum. Accepts standard HADCO Twistlock ballast assemblies up to 150W HPS or 200W MH. Wiring block to accept three #8 solid or stranded wires. Optional internal button eye photocell. Heavy cast aluminum post fitter utilizes four 5/16-18 black cadmium stainless steel set screws (Hex head or Allen head as specified) for mounting to 3" O.D. post tenon. Globe holder has an internal water trap to prevent water from entering ballast compartment. Globe is held by utilizing four 5/16-18 black cadmium stainless steel fasteners (Hex head or Allen head as specified). All hardware to be stainless steel and captive. Pod height is 8" and width is 9-1/4". Finish is polyester thermoset powdercoat.

E: Tapered fluted fitter with scalloped flower petals is constructed of 356 HM High-Strength, Low-Copper cast aluminum. Accepts standard HADCO Twistlock ballast assemblies up to 310W HPS or 320W MH. Wiring block to accept three #8 solid or stranded wires. Optional internal button eye photocell. Heavy cast aluminum post fitter utilizes four 5/16-18 black cadmium stainless steel set screws (Hex head or Allen head as specified) for mounting to 3" O.D. post tenon. Globe holder has an internal water trap to prevent water from entering ballast compartment. Globe is held by utilizing four 5/16-18 black cadmium stainless steel fasteners (Hex head or Allen head as specified). All hardware to be stainless steel and captive. Pod height is 10" and width is 11-1/2". Finish is polyester thermoset powdercoat.

F: Short Round fluted fitter is constructed of die-cast 360 aluminum alloy. Accepts standard HADCO Twistlock ballast assemblies up to 150W HPS or 200W MH. Wiring block to accept three #8 solid or stranded wires. Optional internal button eye photocell. Heavy cast aluminum post fitter utilizes four 5/16-18 black cadmium stainless steel set screws (Hex head or Allen head as specified) for mounting to 3" O.D. post tenon. Globe holder has an internal water trap to prevent water from entering ballast compartment. Globe is held by utilizing four 5/16-18 black cadmium stainless steel fasteners (Hex head or Allen head as specified). All hardware to be stainless steel and captive. Pod height is 7-1/2" and width is 9-1/4". Finish is polyester thermoset powdercoat.

G: Tall Round fluted fitter is constructed of die-cast 360 aluminum alloy with removable door providing entry into the fitter assembly for easy access to the electrical components. Accepts standard HADCO Twistlock ballast assemblies up to 310W HPS or 320W MH. Wiring block to accept three #8 solid or stranded wires. Optional internal button eye photocell. Easy access to photo eye through the door on the pod. Heavy cast aluminum post fitter utilizes four 5/16-18 black cadmium stainless steel set screws (Hex head or Allen head as specified) for mounting to 3" O.D. post tenon. Globe holder has an internal water trap to prevent water from entering ballast compartment. Globe is held by utilizing four 5/16-18 black cadmium stainless steel fasteners (Hex head or Allen head as specified). All hardware to be stainless steel and captive. Pod height is 9" and width is 9". Finish is polyester thermoset powdercoat.

H: Round contemporary fitter is constructed of 356 HM High-Strength, Low-Copper cast aluminum. Accepts standard HADCO Twistlock ballast assemblies up to 310W HPS or 320W MH. Wiring block to accept three #8 solid or stranded wires. Optional internal twist-lock photo eye receptacle (available for 200W MH max or 150W HPS max) or optional internal button eye photocell. Easy access to photocell through tool-less door on pod. Heavy cast aluminum post fitter utilizes four 5/16-18 black cadmium stainless steel set screws (Hex head or Allen head as specified) for mounting to 3" O.D. post tenon. Globe holder has an internal water trap to prevent water from entering ballast compartment. Globe is held by utilizing four 5/16-18 black cadmium stainless steel fasteners (Hex head or Allen head as specified). All hardware to be stainless steel and captive. Pod height is 10" and width is 10". Finish is polyester thermoset powdercoat.

J: Tapered fluted fitter with round stepped fitter is constructed of 356 HM High-Strength, Low-Copper cast aluminum. Accepts standard HADCO Twistlock ballast assemblies up to 250W HPS or 250W MH. Wiring block to accept three #8 solid or stranded wires. Optional internal twist-lock photo eye receptacle. Tool-less access to photo eye through the door on the pod. Heavy cast aluminum post fitter utilizes six 5/16-18 black cadmium stainless steel set screws (Hex head or Allen head as specified) for mounting to 3" O.D. post tenon. Globe holder has an internal water trap to prevent water from entering ballast compartment. Globe is held by utilizing four 5/16-18 black cadmium stainless steel fasteners (Hex head or Allen head as specified). All hardware to be stainless steel and captive. Pod height is 14" and width is 10". Finish is polyester thermoset powdercoat.

L: Round fluted long fitter is constructed of 356 HM High-Strength, Low-Copper cast aluminum with a side-hinged door providing entry into the fitter assembly for easy access to the electrical components. Accepts standard Hadco Twistlock ballast assemblies up to 310W HPS or 320W MH. Wiring block to accept three #8 solid or stranded wires. Optional internal twist-lock photo eye receptacle or button eye photocell. Tool-less access to photo eye through the door on the pod. Heavy cast aluminum post fitter utilizes three 5/16-18 black cadmium stainless steel set screws (Hex head or Allen head as specified) for mounting to 3" O.D. post tenon. Globe holder has an internal water trap to prevent water from entering the ballast compartment. Globe is attached using four 5/16-18 black cadmium stainless steel fasteners (Hex head or Allen head as specified). Pod height is 12-1/2" and width is 10-3/4". Finish is polyester thermoset powdercoat.

T: Decorative Leaf fitter with scalloped petals is constructed of 356 HM High-Strength, Low-Copper cast aluminum with side-hinged door providing 180o entry into the fitter assembly for easy access to the electrical components. Accepts standard HADCO Twistlock ballast assemblies up to 310W HPS or 320W MH. Wiring block to accept three #8 solid or stranded wires. Optional internal twist-lock photo eye receptacle or optional button eye photocell. Easy access to photo eye through the door on the pod. Heavy cast aluminum post fitter utilizes four 5/16-18 black cadmium stainless steel set screws (Hex head or Allen head as specified) for mounting to 3" O.D. post tenon. Globe holder has an internal water trap to prevent water from entering ballast compartment. Globe is held by utilizing four 5/16-18 black cadmium stainless steel fasteners (Hex head or Allen head as specified). All hardware to be stainless steel and captive. Pod height is 15-1/4" and width is 11-1/2". Finish is polyester thermoset powdercoat.

ROOF:

A: Victorian style roof is clear injection molded U.V. stabilized acrylic with 99 horizontal prisms for a soft, even glow. 13" height and 16-1/2" width. The roof and bottom globe sections are secured in a slip-fit, 1/2" overlap design and use four #10-24 stainless steel pan head screws with four aluminum nutserts providing a mechanical lock and enabling easy future replacement of either the roof or bottom globe section if required.

B: Acorn style roof is clear injection molded U.V. stabilized acrylic with 74 horizontal prisms for a soft, even glow. 9-1/2" height and 16-3/4" width. The roof and bottom globe sections are secured in a slip-fit, 1/2" overlap design and use four #10-24 stainless steel pan head screws with four aluminum nutserts providing a mechanical lock and enabling

Type III Wide Refractive Globe (R34) Specification Sheet

Project Name:	Location:	MFG: Hadco
Fixture Type:	Catalog No.:	Qty:

easy future replacement of either the roof or bottom globe section if required.

C: Roof is 0.060" thick spun aluminum. 12" height and 17" width. The roof and bottom globe sections are secured in a slip-fit, 1/2" overlap design and use four #10-24 stainless steel pan head screws with four aluminum nutserts providing a mechanical lock and enabling easy future replacement of either the roof or bottom globe section if required. Finish is polyester thermoset powdercoat.

D: Roof is 0.090" thick spun aluminum. 8-1/2" height and 16-1/2" width. The roof and bottom globe sections are secured in a slip-fit, 1/2" overlap design and use four #10-24 stainless steel pan head screws with four aluminum nutserts providing a mechanical lock and enabling easy future replacement of either the roof or bottom globe section if required. Finish is polyester thermoset powdercoat.

G: Roof is 0.080" thick spun aluminum. 10-1/2" height and 16-3/4" width. The roof and bottom globe sections are secured in a slip-fit, 1/2" overlap design and use four #10-24 stainless steel pan head screws with four aluminum nutserts providing a mechanical lock and enabling easy future replacement of either the roof or bottom globe section if required. Finish is polyester thermoset powdercoat.

CAGES AND BANDS:

B: Cage for Wide body globes (16-1/2" dia.) is constructed of die-cast 360 aluminum alloy. Cage has 4 legs each with square decorative flower block. Solid rectangular band around top of cage. Height of cage is 15" and width of cage is 20". Finish is polyester thermoset powdercoat. (NOTE: Cannot be used with "A" Pod.)

E: Band for Wide body globes (16-1/2" dia.) is architectural slotted aluminum. Supported at 4 points by cast aluminum square flower blocks. Finish is polyester thermoset powdercoat.

F: Band for Wide body globes (16-1/2" dia.) is architectural slotted aluminum supported at 4 points by cast aluminum round flower blocks. Finish is polyester thermoset powdercoat.

G: Cage for Wide body globes (16-1/2" dia.) is constructed of 356 HM High-Strength, Low-Copper cast aluminum. Arched, decorative legs are welded to form a one-piece unit. Height of cage is 13" and width of cage is 18-1/2". Finish is polyester thermoset powdercoat. (NOTE: Cannot be used with "A" Pod.)

I: Cage for Wide body globes (16-1/2" dia.) is constructed of 356 HM High-Strength, Low-Copper cast aluminum. Cage has 2 curved legs. Solid fluted band around top of cage. Height of cage is 14-1/2" and width of cage is 19-3/4". Finish is polyester thermoset powdercoat. (NOTE: Cannot be used with "A" Pod.)

J: Cage for Wide body globes (16-1/2" dia.) is constructed of 356 HM High-Strength, Low-Copper cast aluminum. Cage has 4 curved legs. Solid fluted band around top of cage. Height of cage is 14-1/2" and width of cage is 19-3/4". Finish is polyester thermoset powdercoat. (NOTE: Cannot be used with "A" Pod.)

FINIALS:

All finials are cast aluminum mounted with 1/4-20 stainless steel threaded studs. Standard finial finish will match fixture finish as specified. Finish is thermoset powdercoat. (NOTE: C, D, and E finials are not available with "B" Roof.)

FASTENERS: Used to secure post fitter to post tenon and globe to globe holder.

1: Hex Head Bolts: Black cadmium stainless steel.

2: Allen Head Bolts: Black cadmium stainless steel.

Finish:

Thermoset polyester powdercoat is electrostatically applied after a five-stage conversion cleaning process and bonded by heat fusion thermosetting. Laboratory tested for superior weatherability and fade resistance in accordance with ASTM B-117-64 and ANSI/ASTM G53-77 specifications. For larger projects where a custom color is required, contact the factory for more information.

Optical Assembly:

GLOBE AND OPTICAL ASSEMBLY: Type V Wide body globe is constructed of clear injection-molded U.V. stabilized acrylic. A two-piece (Globe and Roof) slip-fit, 1/2" overlap, design utilizes nutserts and stainless steel fasteners, which eliminates a "butt-glue" seam appearance. The optical section of the globe has a neck opening of 7-3/8" and an outside neck diameter of 8". Globe (less the roof) has a 12-7/8" height and 16-3/4" width at the top with 98 horizontal prisms and 360 highly polished vertical prisms.

REFLECTORS AVAILABLE:

D: Small Top Reflector: Top reflector is 0.04" thick #3003 aluminum alloy. Diameter is 6-1/2" and Height is 3". Precision formed, highly polished specular aluminum finish. Mounted horizontally to control uplight. Tool-less attachment of reflector bracket to socket with stainless steel spring clip.

F: Small Top Reflector with House Side Shield: Top reflector is 0.04" thick #3003 aluminum alloy. Diameter is 6-1/2" and Height is 3". Side reflector is 0.02" thick. Precision formed, highly polished specular aluminum finish. Top is mounted horizontally to control uplight while house-side shield is mounted vertically to control backlight. Tool-less attachment of reflector bracket to socket with stainless steel spring clip. Rotatable 360 degrees.

G: Top Reflector with House Side Shield: Top reflector is 0.04" thick hydroformed aluminum with a clear anodized highly specular finish. Diameter is 14-1/4" and Height is 6-1/4". Reflector rests on top internal prism wall of the bottom globe section to control uplight. House-side reflector is 0.02" thick aluminum alloy. Precision formed highly polished specular aluminum finish. Mounted vertically to control backlight. Tool-less attachment of reflector bracket to socket with stainless steel spring clip. Rotatable 360 degrees.

H: House-Side Shield: House-side reflector is 0.02" thick aluminum alloy. Precision formed highly polished specular aluminum finish. Mounted vertically to control backlight. Tool-less attachment of reflector bracket to socket with stainless steel spring clip. Rotatable 360 degrees.

L: Internal Louver Assembly: Optically designed, 0.05" thick highly polished, specular Alzak® aluminum, internal louvers. Tool-less attachment of reflector bracket to socket with stainless steel spring clip. Rotatable 360 degrees. (NOTE: cannot be used with Induction Lamping.)

T: Top Reflector: Top reflector is 0.04" thick hydroformed aluminum with a clear anodized highly specular finish. Diameter is 14-1/4" and Height is 6-1/4". Reflector rests on top internal prism wall of the bottom globe section to control uplight.

Electrical Assembly:

Twistlock Ballast Assembly with Quick Disconnects for easy maintenance. Ballasts are HPF core and coil. 4kv rated mogul base porcelain socket. Nickel-plated screw shell with

Type III Wide Refractive Globe (R34) Specification Sheet

Project Name:	Location:	MFG: Hadco
Fixture Type:	Catalog No.:	Qty:

center contact. 4kv rated medium base porcelain socket. Nickel-plated screw shell with center contact. Consult factory if ordering Induction Lamping and Power Coupler.

Ballast:
All HID ballasts are core and coil and regulated with power factors better than 90% (HPF). Ballast provides +/- 5% lamp power regulation with +/- 10% input voltage regulation. Ballasts are factory pre-wired and tested. Metal halide ballasts are capable of starting at -20° F or -30° C and HPS at -40°F or -40°C.

Certification:
UL Listed to U.S. safety standards for wet locations. cUL Listed to Canadian safety standards for wet locations. Manufactured to ISO 9001:2000 Standards.

Warranty:
Three-year limited warranty.

Max. EPA:
2.20 sq. Ft. (Varies depending on options selected)

Max. Weight:
50 lbs

IESNA Classifications:
Semi Cutoff: with C and D roof and/or G or T refl

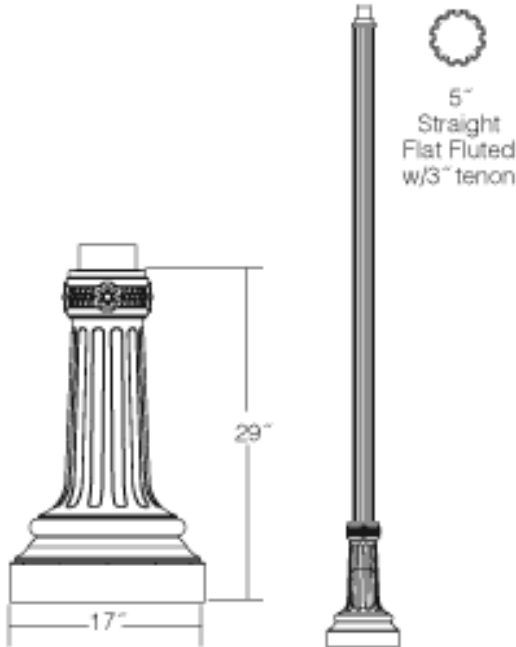
P3100 Series (P3165) Specification Sheet

Project Name:	Location:	MFG: Hadco
Fixture Type:	Catalog No.:	Qty:

Ordering Guide

Example: P3165 12 A

Product Code	P3165	P3100 Series
Pole Height	12	12'
	14	14'
	16	16'
	18	18'
Finish	A	Black
	B	White
	G	Verde
	H	Bronze
	J	Green



Specifications

Housing:

356 HM high-strength, low-copper, proprietary cast aluminum alloy . 6005-T5 extruded aluminum. Tenon is 356 HM sand cast aluminum. Anchor rods are hot dipped galvanized steel .

Finish:

A durable polyurethane enamel finish is applied after a five-stage conversion cleaning process. Laboratory tested for superior weatherability and fade resistance in accordance with ASTM B-117-64 and ANSI/ASTM G53-77 specifications. For larger projects where a custom color is required, contact the factory for more information.

Warranty:

Three-year limited warranty.

Tenon/Top:

3" OD

Bolt Circle:

8" - 13"

Anchor Rods:

(4) 3/4" dia. x 19"

Base Dimensions:

17" dia. x 29"

Hand Hole :

4" x 7 1/2"

Shaft:

5" Straight Flat Fluted

Wall Thickness:

0.188 Aluminum

Height :

ISO 9001:2000 Registered

Page 1 of 2

HADCO®Note: Hadco reserves the right to modify the above details to reflect changes in the cost of materials and/or production and/or design without prior notice. 100 Craftway Littlestown, PA 17340 tel(717) 359-7131 fax (717) 359-9289 www.hadco.com Copyright 2008 Philips

P3100 Series (P3165) Specification Sheet

Project Name:	Location:	MFG: Hadco
Fixture Type:	Catalog No.:	Qty:

12', 14', 16', 18'

Pole EPA Values

Windspeed(mph)	Height			
	12'	14'	16'	18'
80	36.7800	25.3200	21.5100	18.9900
100	22.3200	15.2400	12.5900	10.9800

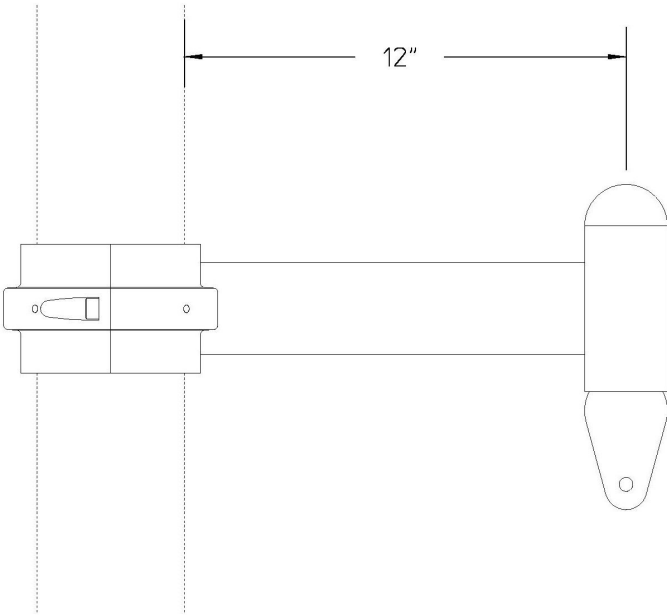
Flower Pot Bracket (FPB) Specification Sheet

Project Name: Millersburg Park	Location:	MFG: Hadco
Fixture Type: ACORN	Catalog No.:	Qty:

Ordering Guide

Example: FPB 4 1 12 A

Product Code	FPB	Flower Pot Bracket
Pole Diameter	4	4"
	5	5"
# of Arms	1	One
	2	Two at 180°
Length	12	12"
Finish	A	Black
	B	White
	G	Verde
	H	Bronze
	J	Green




Specifications

Finish:
Thermoset polyester powdercoat is electrostatically applied after a five-stage conversion cleaning process and bonded by heat fusion thermosetting. Laboratory tested for superior weatherability and fade resistance in accordance with ASTM B-117-64 and ANSI/ASTM G53-77 specifications. For larger projects where a custom color is required, contact the factory for more information.

Warranty:
Three-year limited warranty.

0.5	0.5	0.7	1.1	1.2	1.2	1.1	1.1	0.9	0.7	0.6	0.5	0.6	0.6	0.8	1.0	1.1	1.1	1.1	1.2	1.1	1.0	1.1	1.2	1.0
0.7	0.7	0.8	1.2	1.2	1.1	1.2	1.1	1.0	0.8	0.6	0.6	0.6	0.7	0.8	1.0	1.2	1.1	1.1	1.2	1.2	1.2	1.0	0.9	0.8
0.9	1.0	1.1	1.1	1.2	1.1	1.2	1.2	1.0	0.8	0.6	0.6	0.6	0.6	0.8	1.0	1.1	1.1	1.1	1.2	1.2	1.2	0.7	0.6	0.6
1.0	1.3	0.9	0.9	1.0	0.9	1.0	1.1	1.0	0.8	0.6	0.5	0.5	0.6	0.7	0.9	1.1	1.2	1.1	1.2	1.1	1.0	0.6	0.5	0.5

Plan View
Scale 1" = 15'

LUMINAIRE SCHEDULE					
Symbol	Description	Lamp	Lumens	LLF	Watts
	HADCO R34 REFRACTOR GLOBE	175W Metal Halide	12350	0.72	175

STATISTICS					
Description	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #2	0.9 fc	1.3 fc	0.5 fc	2.6:1	1.9:1

Millersburg Park
Type III, 175W Metal Halide
Alternate Sides - 14' Pole

Designer
CAL

Date
Oct 2 2008

Scale
As Noted


Drawing No.

1 of 1

1.1	1.0	1.5	2.3	2.4	2.4	2.0	2.2	2.1	1.6	1.2	0.9	0.7	0.6	0.5	0.5	0.6	0.8	1.0	1.4	1.8	2.1	2.1	2.0	2.3	2.0	1.9	2.0	2.7	1.8
1.4	1.5	1.7	2.5	2.3	2.4	2.1	2.3	2.2	1.7	1.3	1.0	0.8	0.6	0.6	0.5	0.6	0.8	1.0	1.3	1.8	2.2	2.3	2.1	2.4	2.3	2.4	1.9	1.8	1.6
1.7	2.1	2.0	2.3	2.2	2.4	2.1	2.3	2.2	1.8	1.4	1.0	0.8	0.6	0.6	0.5	0.6	0.7	0.9	1.3	1.7	2.1	2.2	2.0	2.4	2.3	2.4	1.6	1.3	1.3
1.9	2.6	1.8	1.8	1.9	2.1	1.8	1.9	2.1	1.8	1.4	1.0	0.8	0.6	0.6	0.5	0.6	0.7	0.9	1.2	1.6	2.0	2.3	2.1	2.4	2.4	2.2	1.4	1.0	1.0

Plan View
Scale 1" = 20'

LUMINAIRE SCHEDULE

Symbol	Description	Lamp	Lumens	LLF	Watts
	HADCO R34 REFRACTOR GLOBE	250W Metal Halide	25000	0.72	250

STATISTICS

Description	Avg	Max	Min	Max/Min	Avg/Min
Critic Zone #2	1.6 fc	2.7 fc	0.5 fc	5.4:1	3.1:1

Millersburg Park
Type III, 250W Metal Halide
Atriate Sides - 14' Pole

Designer
CAL

Date
Oct 2 2008

Scale
As Noted


Drawing No.

1 of 1

1.1	1.0	1.5	2.3	2.4	2.4	2.0	2.2	2.1	1.6	1.2	0.9	0.7	0.6	0.5	0.5	0.5	0.6	0.7	0.9	1.1	1.5	2.0	2.2	2.0	2.3	2.1	2.0	1.3	1.0	1.1
1.4	1.5	1.7	2.5	2.3	2.4	2.1	2.2	2.1	1.7	1.3	1.0	0.7	0.6	0.5	0.5	0.5	0.6	0.7	0.9	1.2	1.6	2.0	2.2	2.1	2.4	2.2	2.4	1.5	1.4	1.4
1.7	2.1	2.0	2.3	2.2	2.4	2.1	2.3	2.2	1.8	1.3	1.0	0.8	0.6	0.5	0.5	0.5	0.6	0.7	0.9	1.2	1.6	2.1	2.2	2.3	2.6	2.4	2.3	2.0	2.0	1.8
0.9	2.6	1.8	1.8	1.9	2.1	1.8	1.9	2.0	1.8	1.3	1.0	0.7	0.6	0.5	0.5	0.5	0.6	0.7	0.9	1.2	1.6	2.0	2.0	2.0	2.4	2.3	2.1	1.8	2.3	1.9

Plan View
Scale 1" = 20'

LUMINAIRE SCHEDULE

Symbol	Description	Lamp	Lumens	LLF	Watts
	HADCO R34 REFRACTOR GLOBE	250W Metal Halide	25000	0.72	250

STATISTICS

Description	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #2	1.5 fc	2.6 fc	0.5 fc	5.2:1	3.1:1

Millersburg Park
Type III, 250W Metal Halide
Same Side - 14' Pole

Designer
CAL

Date
Oct 2 2008

Scale
As Noted

Drawing No.



Trash/Recycling Receptacles

Hauser Industries Inc., Head Office
P.O. Box 186, 330 Weber Street North
Waterloo, Ontario Canada N2J 3Z9



CXT Precast Concrete Products manufactures restroom, shower and concession buildings in multiple designs, textures, and colors. The roof and walls are fabricated with high strength precast concrete to meet all local building codes and textures to match local architectural details. All CXT buildings are designed to meet A.D.A. and to withstand snow, wind and zone-4 seismic loads. All concrete construction also makes the buildings easy to maintain and withstand the rigors of vandalism.

The buildings are prefabricated and delivered complete and ready-to-use, including plumbing and electrical where applicable. With thousands of satisfied customers nationwide, CXT is the leader in prefabricated concrete restrooms.

1. ORDERING ADDRESS(ES): CXT Precast Products, Inc., 3808 N. Sullivan Road, Bldg 7, Spokane, WA 99216
2. ORDERING PROCEDURES: fax: 509-928-8270
3. PAYMENT ADDRESS(ES): CXT Precast Products, Inc., 3808 N. Sullivan Road, Bldg 7, Spokane, WA 99216

4. WARRANTY PROVISIONS: CXT warrants that all goods when delivered, conform to specifications set forth in the request provided by the Customer. Goods shall be deemed accepted and meeting specifications unless notice identifying the nature of any non-conformity is provided to CXT in writing within one (1) year of delivery. CXT, as its option, will repair or replace the goods or issue credit for the customer provided CXT is first given the opportunity to inspect such goods. It is specifically understood that CXT's obligation hereunder is for credit, repair or replacement only, F.O.B. CXT's manufacturing plant, Spokane Washington and does not include shipping, handling, installation or other incidental or consequential costs unless otherwise agreed to in writing by CXT.

5. TERMS AND CONDITIONS OF INSTALLATION (IF APPLICABLE):

All prices subject to the "Conditions of Sale" listed on the CXT quotation form.

Customers are responsible for marking exact location building is to be set; Providing clear and level site, free of overhead and/or underground obstructions; and Providing site accessible to normal highway trucks and sufficient area for the crane to install and other equipment to perform the contract requirements. Customer shall provide notice in writing of low bridges, roadway width or grade, unimproved roads or any other possible obstacles to access. CXT reserves the right to charge the customer for additional costs incurred for special equipment required to perform delivery and installation. Customers will negotiate installation on a project-by-project basis, which shall be priced as separate line items. For more information regarding installation and truck turning radius guidelines please see our website at www.cxtinc.com.

In the event delivery of the building/s ordered is/are not completed within 30 days of the agreed to schedule through no fault of CXT, an invoice for the full contract value (excluding shipping and installation costs) will be submitted for payment. Delivery and installation

charges will be invoiced at the time of delivery and installation. Should the delivery and installation costs increase due to changes in the delivery period, this increase in cost will be added to the price originally quoted, and will be subject to the contract payment terms. In the event that the delivery is delayed more than 90 days after the agreed to schedule and through no fault of CXT, then in addition to the remedies above, a storage fee of _% of contract price per month or part of any month will be charged.

**Customer is responsible for all local permits and fees

6. DELIVERY CHARGE:

All prices F.O.B. Origin prepaid and added to invoice. CXT operates 2 manufacturing plants in the United States and will delivery from the closest location on our carriers.

Delivery Information:

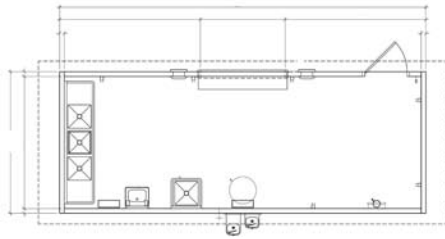
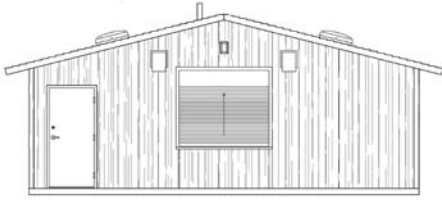
All prices F.O.B. Origin prepaid and added to invoice. CXT operates 2 manufacturing plants in the United States and will deliver from the closest location on our carriers. Use the following chart to determine the origin:

- F.O.B. 3808 N. Sullivan Bldg 7 Spokane, WA 99216 applies to: AK, CA, HI, ID, MT, ND, NV, OR, SD, UT, WA, WY. Cascadian and Rocky Mountain buildings are FOB Spokane only.
- F.O.B. 901 North. Hwy. 77 Hillsboro, TX 76645 applies to AL, AR, AZ, CO, CT, DE, FL, GA, IA, IL, IN, KS, KY, LA, MA, MD, ME, MI, MN, MO, MS, NC, NE, NH, NJ, NM, NY, OH, OK, PA, PR, RI, SC, TN, TX, VA, VT, WI, WV.

- Pricing is subject to change without notice;

- Engineered stamped drawings may incur additional charges.

For more information visit us at www.cxtinc.com or call (800) 696-5766.



Fontana concession building. Standard features include simulated barnwood texture walls, simulated cedar shake textured roof, interior and exterior lights, 3 compartment stainless steel sink, roll up window, offloaded and setup at site.

2008 Base Price

	<i>Price per unit</i>	<i>Click to select</i>	
Fontana	\$ 52,000.00		52,000.00
Added Cost Options:			
Final connection to utilities	\$ 2,475.00	<input checked="" type="checkbox"/>	2,475.00
Optional wall texture-choose one <input type="checkbox"/> Split Face Block <input checked="" type="checkbox"/> Struck Trowel <input type="checkbox"/> Exposed Aggregate	\$ 2,000.00		2,000.00
Optional roof texture-choose one <input type="checkbox"/> Delta Rib <input type="checkbox"/> Exposed Aggregate	\$ 900.00		0.00
Two-Tone Color Scheme	\$ 300.00	<input type="checkbox"/>	0.00
Exterior Mounted ADA drinking fountain	\$ 2,700.00	<input checked="" type="checkbox"/>	2,700.00
30-gallon Electric Water Heater	\$ 750.00	<input checked="" type="checkbox"/>	750.00
Marine Package for extra corrosion resistance	\$ 4,400.00	<input type="checkbox"/>	0.00
Tile Floor in restroom	\$ 3,200.00	<input type="checkbox"/>	0.00
Fiberglass entry and chase doors and frames	\$ 3,450.00	<input type="checkbox"/>	0.00
Vandlguard Ten	\$ 4,075.00	<input type="checkbox"/>	0.00
Exterior Frostproof Hose Bib with Box	\$ 385.00	<input checked="" type="checkbox"/>	385.00
Stainless Steel Lavatory (Concession)	\$ 950.00	<input checked="" type="checkbox"/>	950.00
Composite Mop Sink (Concession)	\$ 850.00	<input type="checkbox"/>	0.00
Paper Towel Dispenser	\$ 85.00	<input checked="" type="checkbox"/>	85.00
CXT Wastebasket	\$ 38.00	<input checked="" type="checkbox"/>	38.00
Paint Touch up Kit - Single Color	\$ 40.00	<input checked="" type="checkbox"/>	40.00
Paint Touch up Kit - Two Tone Color	\$ 50.00	<input type="checkbox"/>	0.00
Total Cost of selected Accessories from Accessories price list:			\$ 9,423.00
Estimated One-Way Transportation Costs to site (Quote):			\$
Total Cost per Unit placed at job site:			\$ 61,423.00

This price quote is good for 60 days from date below, and is accurate and complete.

CXT Sales Representative

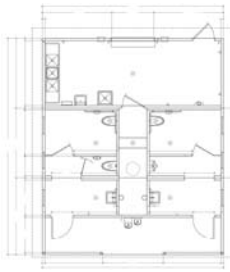
Date

I accept this quote. Please process this order.

Customer

153 Date

MALIBU W/SCREEN



Malibu with chase restroom/concession building. Standard features include simulated barnwood texture walls, simulated cedar shake textured roof, interior and exterior lights, vitreous china fixtures in restroom, 3 compartment stainless steel sink in concession area, roll up concession window, offloaded and setup at site.

2008 Base Price

	<i>Price per unit</i>	<i>Click to select</i>	
Malibu	\$ 137,000.00		137,000.00

Added Cost Options:

Final connection to utilities	\$ 4,000.00	<input checked="" type="checkbox"/>	4,000.00
Optional wall texture-choose one <input type="checkbox"/> Split Face Block <input checked="" type="checkbox"/> Struck Trowel <input type="checkbox"/> Exposed Aggregate	\$ 2,000.00		2,000.00
Optional roof texture-choose one <input type="checkbox"/> Delta Rib <input type="checkbox"/> Exposed Aggregate	\$ 900.00		0.00
"Front Porch" style privacy screen	\$ 1,500.00	<input type="checkbox"/>	0.00
Two-Tone Color Scheme	\$ 350.00	<input type="checkbox"/>	0.00
Stainless Steel Plumbing Fixtures	\$ 2,650.00	<input type="checkbox"/>	0.00
Electric Hand Dryers	\$ 2,100.00	<input checked="" type="checkbox"/>	2,100.00
Electronic Flush Valves	\$ 1,850.00	<input checked="" type="checkbox"/>	1,850.00
Electronic Lavatory Faucets	\$ 950.00	<input checked="" type="checkbox"/>	950.00
Exterior Mounted ADA drinking fountain	\$ 2,700.00	<input checked="" type="checkbox"/>	2,700.00
30-gallon Electric Water Heater	\$ 750.00	<input checked="" type="checkbox"/>	750.00
Skylight in restroom (each)	Qty: 4 \$ 425.00	<input type="checkbox"/>	0.00
Marine Grade Skylight in restroom(each)	Qty: 4 \$ 1,400.00	<input type="checkbox"/>	0.00
Marine Package for extra corrosion resistance	\$ 9,000.00	<input type="checkbox"/>	0.00
Tile Floor in restroom	\$ 10,700.00	<input type="checkbox"/>	0.00
Fiberglass entry and chase doors and frames	\$ 3,450.00	<input type="checkbox"/>	0.00
Vandlguard Ten	\$ 10,750.00	<input type="checkbox"/>	0.00
Magnetic Door Lock System (does not include chase door)	\$ 3,115.00	<input type="checkbox"/>	0.00
Exterior Frostproof Hose Bib with Box	\$ 385.00	<input checked="" type="checkbox"/>	385.00
Stainless Steel Lavatory (Concession)	\$ 950.00	<input checked="" type="checkbox"/>	950.00
Composite Mop Sink (Concession)	\$ 850.00	<input type="checkbox"/>	0.00
Paper Towel Dispenser	\$ 85.00	<input checked="" type="checkbox"/>	85.00
Toilet Seat Cover Dispenser	\$ 75.00	<input checked="" type="checkbox"/>	75.00
Sanitary Napkin Disposal	\$ 48.00	<input checked="" type="checkbox"/>	48.00
CXT Wastebasket	\$ 38.00	<input checked="" type="checkbox"/>	38.00
Paint Touch up Kit - Single Color	\$ 40.00	<input checked="" type="checkbox"/>	40.00
Paint Touch up Kit - Two Tone Color	\$ 50.00	<input type="checkbox"/>	0.00

Total Cost of selected Accessories from Accessories price list: \$ 15,971.00

Estimated One-Way Transportation Costs to site (Quote): \$

Total Cost per Unit placed at job site: \$ 152,971.00

This price quote is good for 60 days from date below, and is accurate and complete.

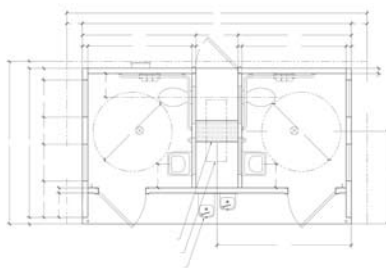
CXT Sales Representative

Date

I accept this quote. Please process this order.

Customer

Date



Cortez with chase restroom building. Standard features include simulated barnwood texture walls, simulated cedar shake textured roof, vitreous china fixtures, interior and exterior lights offloaded and setup at site.

2008 Base Price		Price per unit	Click to select	
Cortez		\$ 33,500.00		33,500.00
Added Cost Options:				
Final connection to utilities		\$ 2,000.00	<input checked="" type="checkbox"/>	2,000.00
Optional wall texture-choose one	<input type="checkbox"/> Split Face Block <input checked="" type="checkbox"/> Struck Trowel <input type="checkbox"/> Exposed Aggregate	\$ 1,650.00		1,650.00
Optional roof texture-choose one	<input type="checkbox"/> Delta Rib <input type="checkbox"/> Exposed Aggregate	\$ 900.00		0.00
Two-Tone Color Scheme		\$ 250.00	<input type="checkbox"/>	0.00
Stainless Steel Plumbing Fixtures		\$ 1,700.00	<input type="checkbox"/>	0.00
Electric Hand Dryers		\$ 2,100.00	<input checked="" type="checkbox"/>	2,100.00
Electronic Flush Valves -Building without Urinals		\$ 950.00	<input checked="" type="checkbox"/>	950.00
Electronic Lavatory Faucets		\$ 950.00	<input checked="" type="checkbox"/>	950.00
Exterior Mounted ADA drinking fountain		\$ 2,700.00	<input checked="" type="checkbox"/>	2,700.00
Insta-Hot Water Heaters		\$ 1,150.00	<input checked="" type="checkbox"/>	1,150.00
Skylight in restroom (each)	Qty: 2	\$ 425.00	<input type="checkbox"/>	0.00
Marine Grade Skylight in restroom(each)	Qty: 2	\$ 1,400.00	<input type="checkbox"/>	0.00
Marine Package for extra corrosion resistance		\$ 3,250.00	<input type="checkbox"/>	0.00
Fiberglass entry and chase doors and frames		\$ 3,450.00	<input type="checkbox"/>	0.00
Tile Floor in restroom		\$ 2,500.00	<input type="checkbox"/>	0.00
Vandlguard Ten		\$ 2,850.00	<input type="checkbox"/>	0.00
Magnetic Door Lock System (does not include chase door)		\$ 3,115.00	<input type="checkbox"/>	0.00
Exterior Frostproof Hose Bib with Box		\$ 385.00	<input checked="" type="checkbox"/>	385.00
Paper Towel Dispenser		\$ 85.00	<input checked="" type="checkbox"/>	85.00
Toilet Seat Cover Dispenser		\$ 75.00	<input checked="" type="checkbox"/>	75.00
Sanitary Napkin Disposal		\$ 48.00	<input checked="" type="checkbox"/>	48.00
CXT Wastebasket		\$ 38.00	<input checked="" type="checkbox"/>	38.00
Paint Touch up Kit - Single Color		\$ 40.00	<input checked="" type="checkbox"/>	40.00
Paint Touch up Kit - Two Tone Color		\$ 50.00	<input type="checkbox"/>	0.00
Total Cost of selected Accessories from Accessories price list:				\$ 12,171.00
Estimated One-Way Transportation Costs to site (Quote):				\$
Total Cost per Unit placed at job site:				\$ 45,671.00

This price quote is good for 60 days from date below, and is accurate and complete.

CXT Sales Representative

Date

I accept this quote. Please process this order.

Customer

Date

EMBEDDED MATERIALS			
ITEM	QTY	ITEM	QTY
SI-2	2		
SPRING HINGE 4.5x4.5	9		
3068 DOOR ASSEMBLY	2		
2868 DOOR ASSEMBLY	1		
ANCHOR NAIL 1/4x3/4	20		

OLI, FT. CONCL.
 SQ. FT. W.A.F.
 APPROXIMATE WEIGHT



PROJECT TITLE
CORTEZ
 CXT STANDARD BUILDING

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 CXT Incorporated

REV.	DESCRIPTION	APPROVAL	DATE
SCALE	1/4"=1'-0"	DATE	03-28-05
DRAWN	FILE NO.	PD-CZ02	
CHECKED	PLOT	48	

BUILDING ELEVATIONS

DWG. NO.	CZ-02	SHEET	REV.
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PHOTO CONTROL EXTERIOR LIGHT
 HIGH PRESSURE SODIUM (TYP 2 PLCS)

ANCHOR NAIL 1/4 x 3/4
 REDRILL 1/4"
 (TYP 20 PLCS)

SIGN (SI-2)
 (SYMBOL AS REQUIRED)

SPRING HINGE 4.5x4.5
 (TYP 6 PLCS)

3068 DOOR ASSEMBLY
 SEE MI FOR SPECIFICATION

OPTIONAL ADA
 DRINKING FOUNTAIN

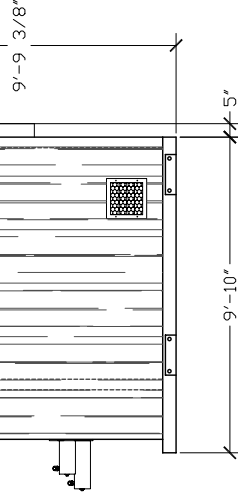
OPTIONAL SKYLIGHT
 (TYP 2 PLCS)



1'-0"
 1'-0"
 2'-0"
 1'-0"
 1'-0"

17'
 19'
 1'-0"

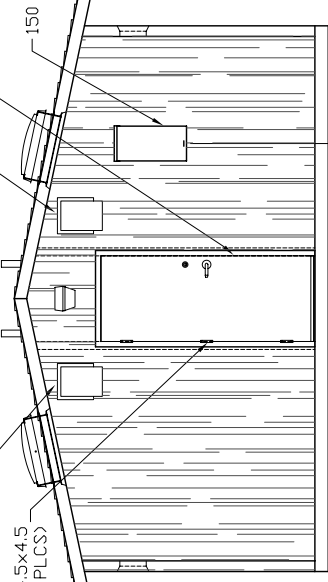
FRONT ELEVATION



RIGHT SIDE ELEVATION

EXHAUST FAN
 2868 DOOR ASSEMBLY
 150 AMP SERVICE

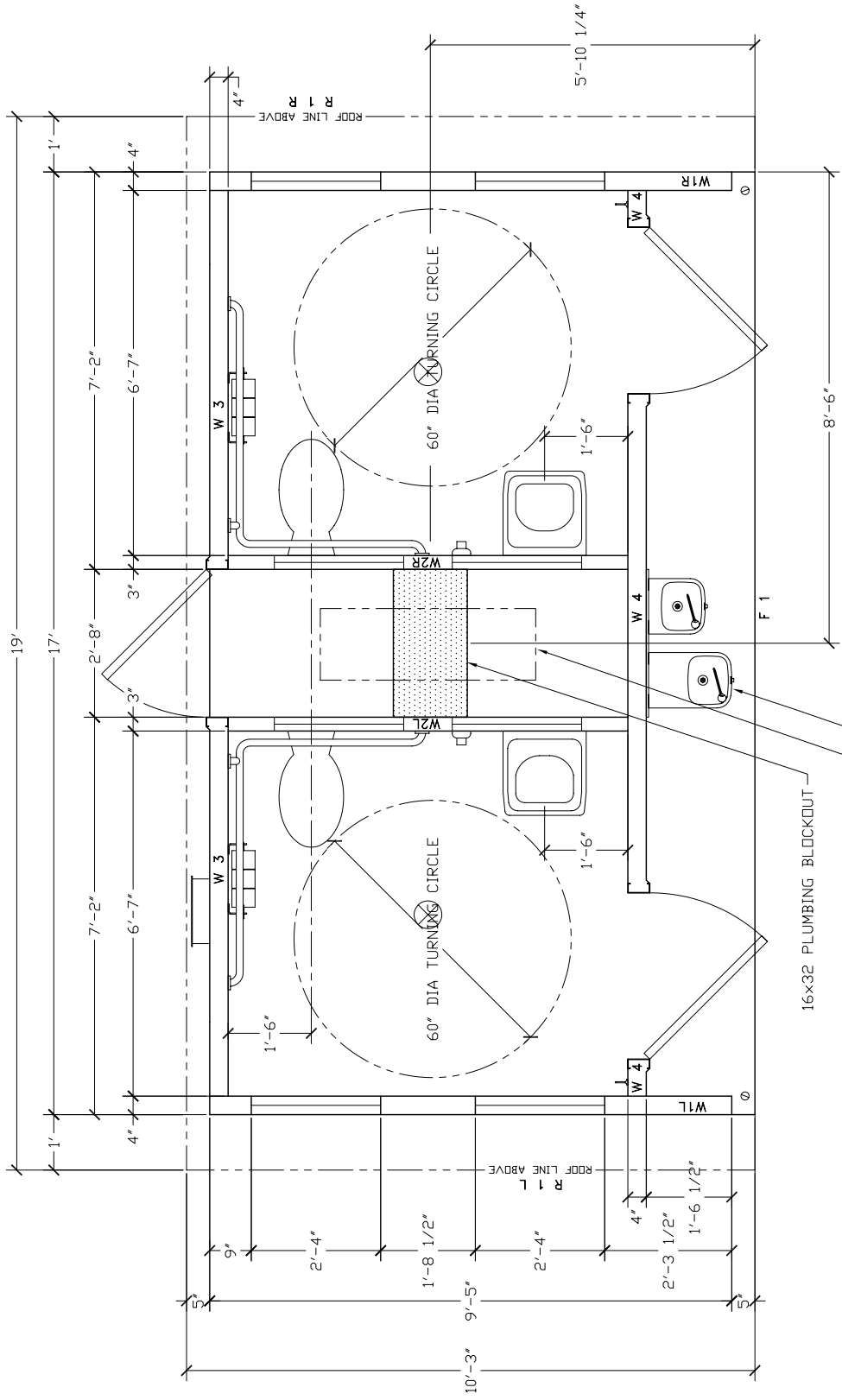
EXHAUST FAN
 SPRING HINGE 4.5x4.5
 (TYP 3 PLCS)



REAR ELEVATION



LEFT SIDE ELEVATION



4' CEILING MOUNTED FLOURESCENT LIGHTING FIXTURE
 16x32 PLUMBING BLOCKOUT
 OPTIONAL ADA DRINKING FOUNTAIN



PROJECT TITLE
CORTEZ
 CXT STANDARD BUILDING

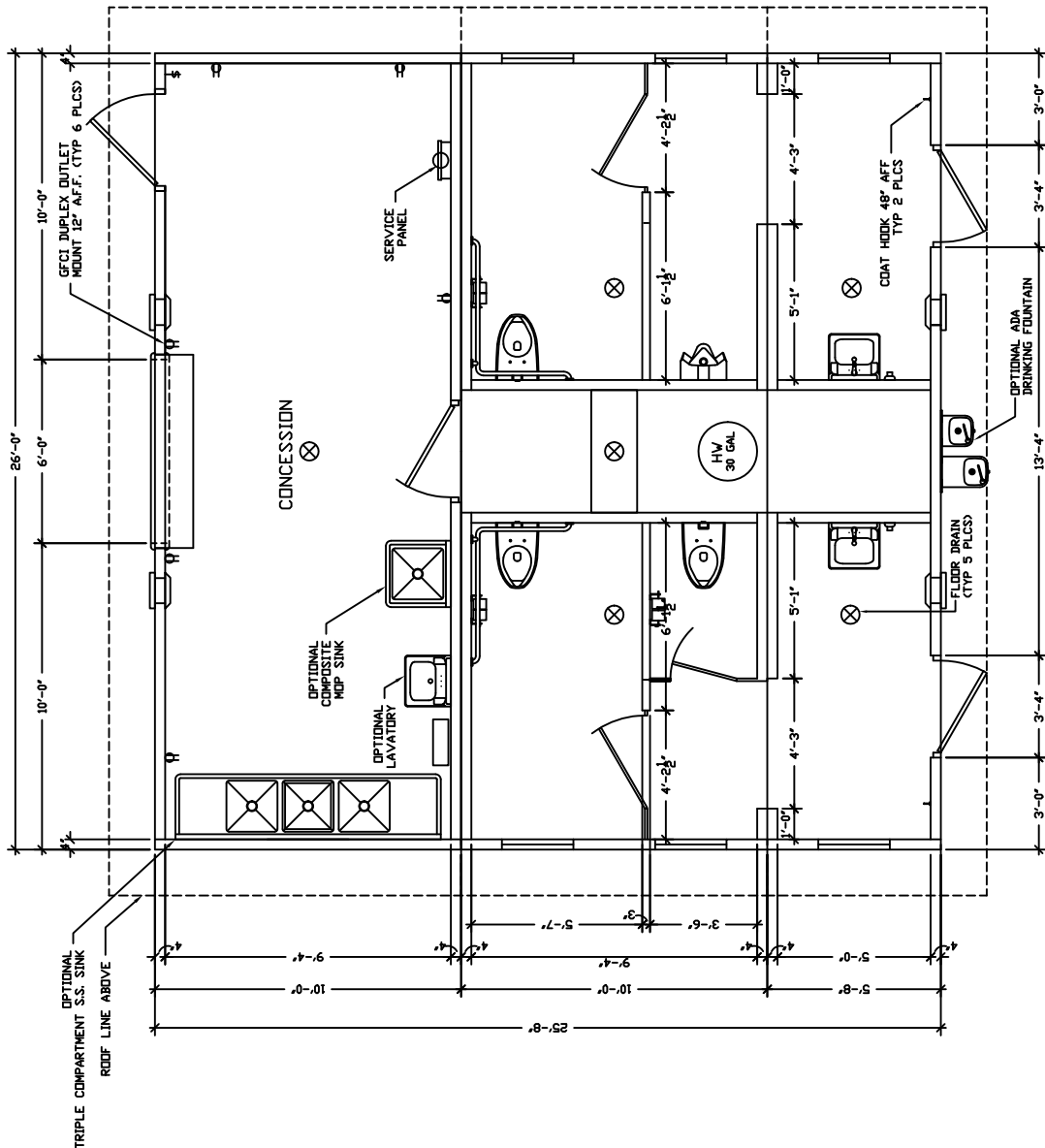
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 CXT Incorporated

REV.	DESCRIPTION	APPROVAL	DATE
SCALE	1/2"=1'-0"		03-28-05
DRAWN		FILE NO.	PD-C204
CHECKED		PLOT	24

FLOOR PLAN

DWG NO.	CZ-04	SHEET	REV.
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FOR
REFERENCE
ONLY



3000 N. Sullivan Blvd, #7 Spokane, WA, 99218
Precast Products
 801 N. Highway 77 Hillborn, TN, 37645

CAST STAIRWELL BUILDING
 MALIBU
 WYCKE

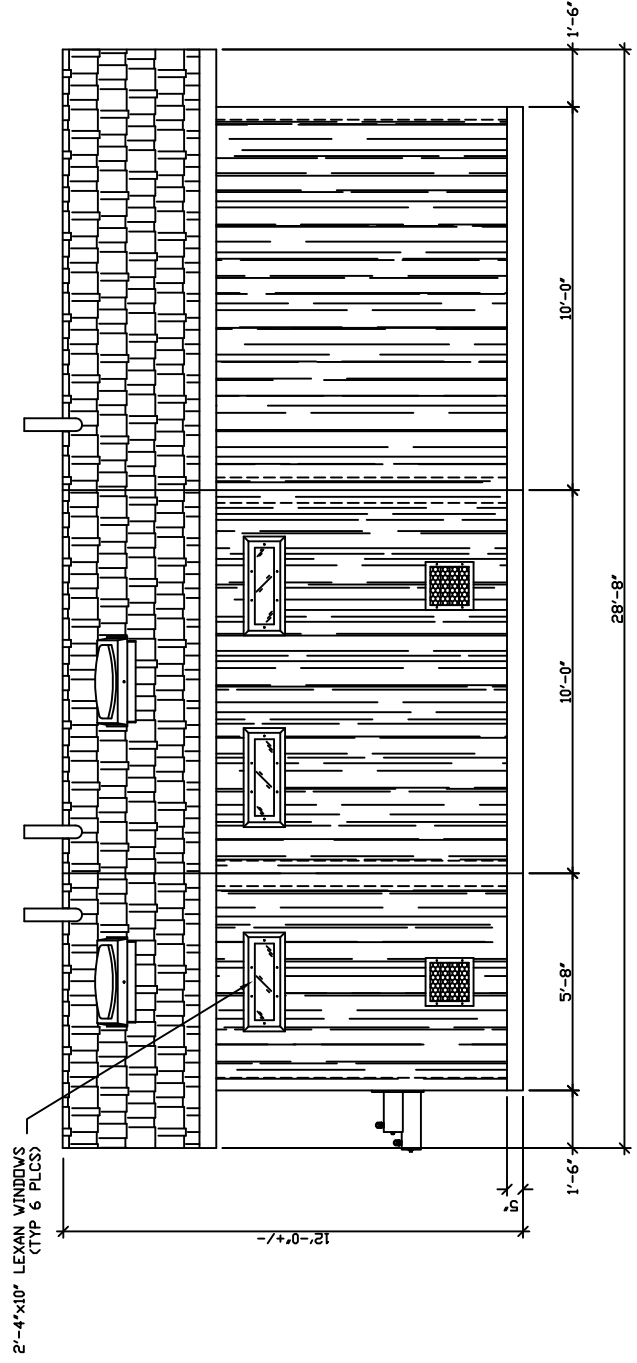
The information contained herein is preliminary and the drawings are for use by the architect and contractor in the preparation of the final contract documents. It is the responsibility of the architect and contractor to verify all dimensions and details with the manufacturer of the equipment and materials to be used. The manufacturer's name and model number shall be indicated on the drawings. The manufacturer shall be responsible for the accuracy of the information provided herein. The manufacturer shall be responsible for the accuracy of the information provided herein. The manufacturer shall be responsible for the accuracy of the information provided herein.

DATE	BY	CHKD BY	APP'D BY

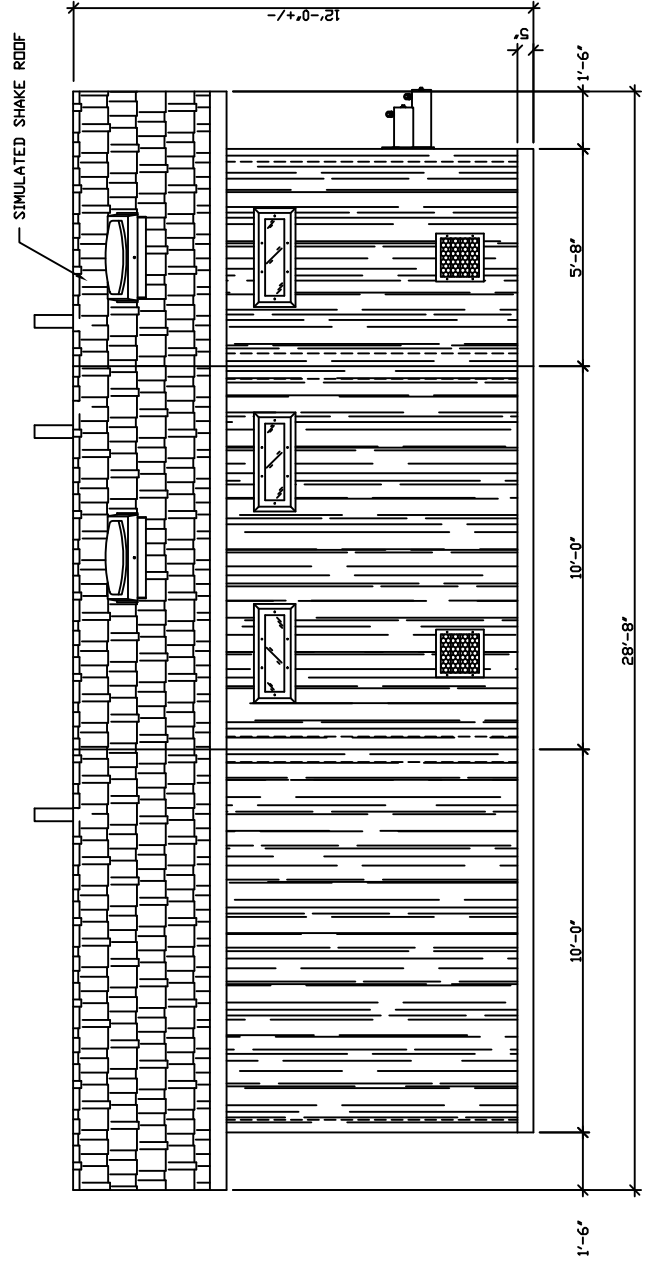
FLOOR PLAN

DRAWING NO. MB-03
 SHEET NO. 1 OF 1

FOR
REFERENCE
ONLY



RH SIDE ELEVATION



LH SIDE ELEVATION



PROJECT
MALIBU
CITY STANDARD BUILDING

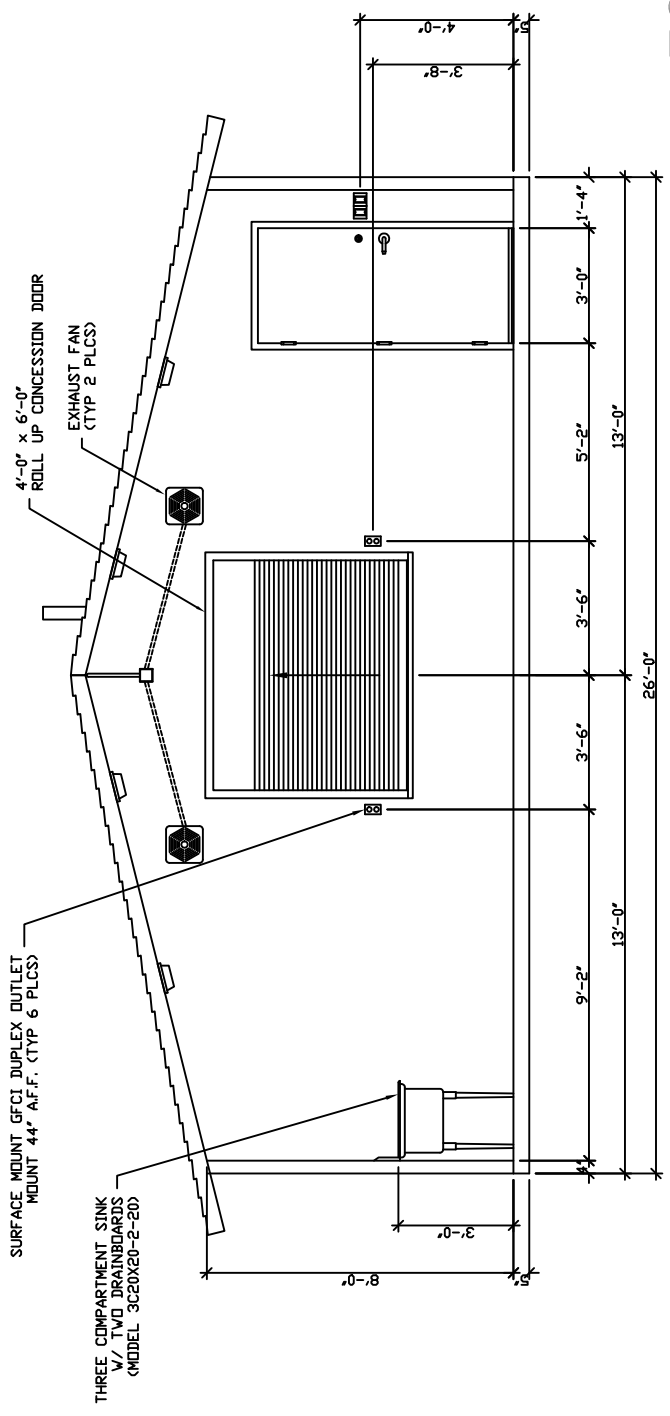
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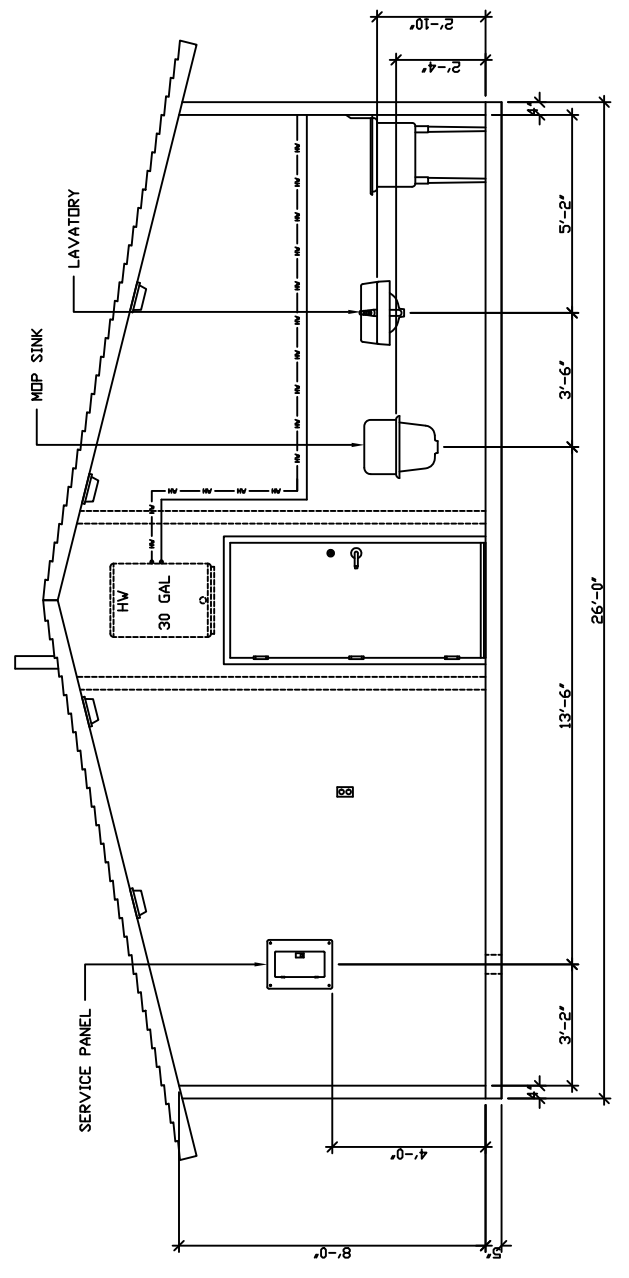
BUILDING ELEVATIONS

DWG NO.		SHEET	
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MB-05



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PROJECT
MALIBU
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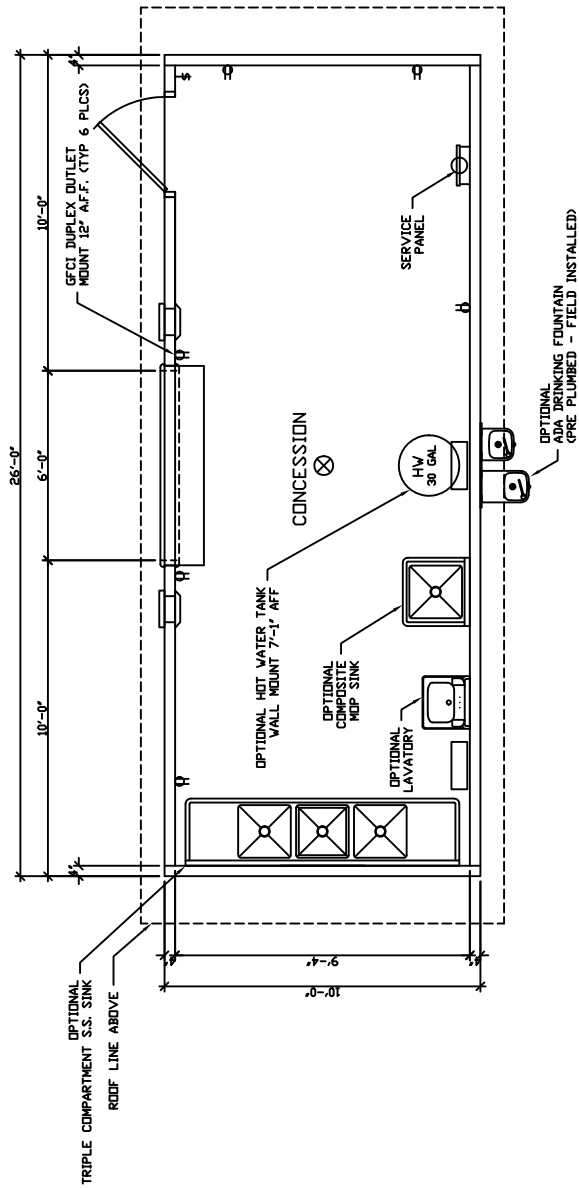
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CONCESSION
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801 N. Highway 77 Hillborn, TN 37045

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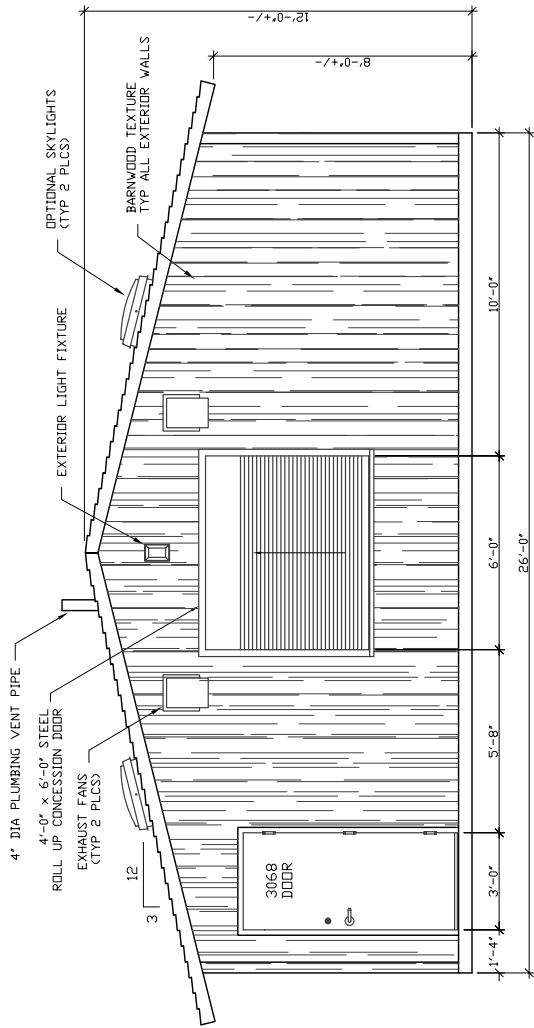
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DATE	1/1/2014	DATE	1/1/2014
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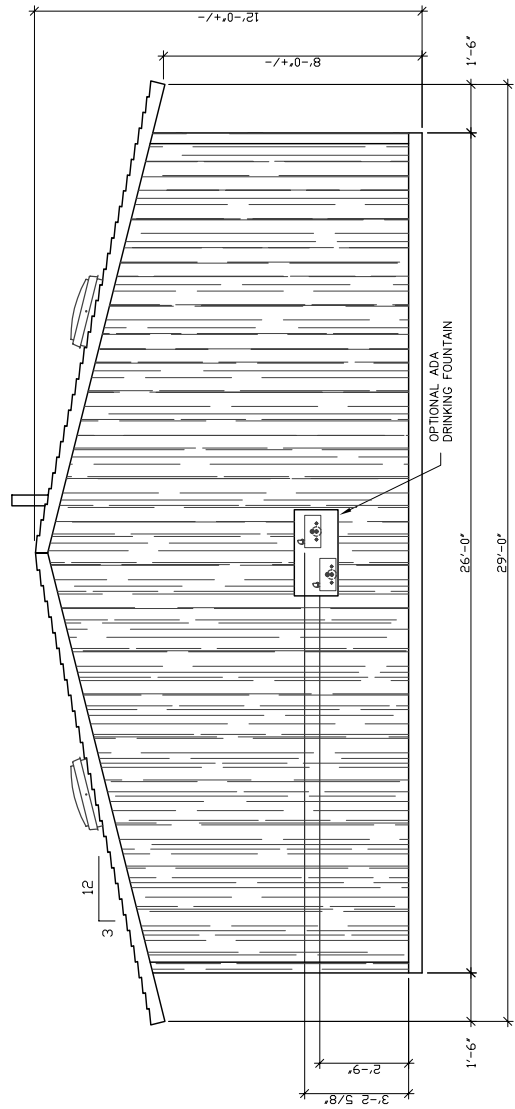
BUILDING ELEVATIONS

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FRONT ELEVATION



REAR ELEVATION



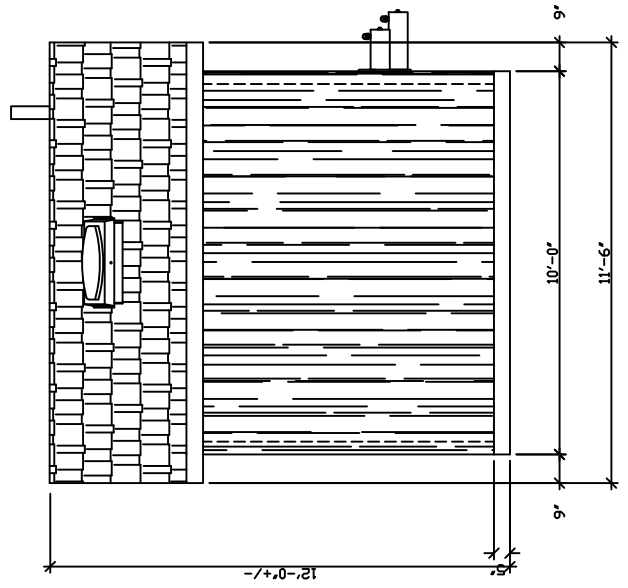
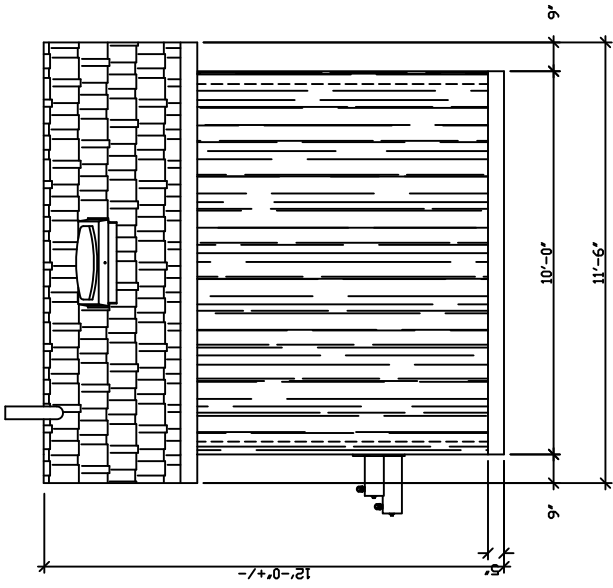
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BUILDING ELEVATIONS

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SHEET	REV.

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Fontana
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BUILDING ELEVATIONS

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FT-05	



Angelica Park Reading, Pennsylvania

Project Team Members

- Owner: City of Reading
- Engineer: Alfred Benesch & Company
- Contractor: E. Kuser, Inc.

Project Description

Angelica Park is a 117-acre recreational area along the Schuylkill River in southeastern Pennsylvania. The park recently underwent a major renovation that included a new wetlands center, grasses, trees and shrubs.

E. Kuser, Inc. was called in to realign and repair the banks of Angelica Creek that were destroyed when a storm washed out the nearby dam in 2001. Part of the restoration project called for a new pedestrian bridge to cross the creek. Consulting engineer Alfred Benesch and Company hoped to provide an economical solution from a cost perspective, as well as minimize future maintenance concerns. The structure also needed to accommodate the design storm event while ensuring stability during an overtopping event.

A Continental® Connector® style truss bridge was selected. The structure could also provide aesthetics and be installed quickly. Adding to the speed of installation, CONTECH Bridge Solutions provided precast abutments that saved additional time and helped provide an easy installation.

“The CONTECH solution was ideal in that it satisfied all of the design criteria for less cost than any alternative,” said George Horas, Project Manager for Alfred Benesch and Company. “Technical support both during design and in the field also contributed to the success of the project.”

Technical Description

- Width: 6 ft
- Span: 58 ft
- Style: Connector
- Finish: Weathering Steel
- Decking: Trex®
- Installation Date: Nov. 13, 2007 (precast abutments), Nov. 29, 2007 (truss)





Pine Slough Wetlands Bridge Eagle, Idaho

Project Team Members

- Owner: Howell-Kiser Development Corporation
- Engineer: JUB Engineering, Inc.

Project Description

With immediate need for a pedestrian bridge over a wetlands area, Howell-Kiser Development Corporation of Boise, Idaho chose a Continental® truss bridge as the solution. The 143' long by 8' wide weathered steel structure was designed, fabricated and delivered the from start to finish in two and a half months. Concerned about the environment, the developers did not want to disturb Pine Slough wetlands. They asked JUB Engineering, Inc. to design a structure that would start before and end after the sensitive wetlands area.

The natural surroundings of Howell-Kiser's "Rivers End" residential development include ponds and scenic walkways. Jim Kiser, of Howell-Kiser Development Corporation commented, "We consider the structure a signature bridge. It's a focal point for the development. It naturally draws residents to it and the beauty of Pine Slough."

The bridge was delivered to the site and installed in one day.

Technical Description

- Width: 8 ft
- Span: 143 ft
- Style: Connector®
- Finish: Weathering Steel
- Decking: Ipe Hardwood
- Installation Date: August 2004





Wood Construction Climbing Wall
Bloomsburg, PA

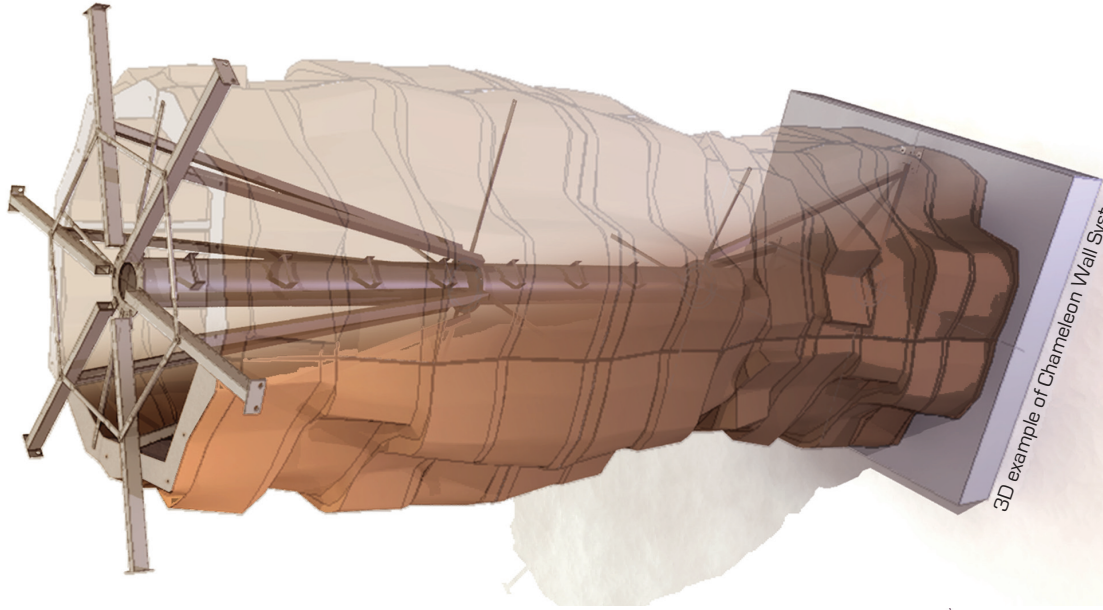
Photo: Chameleon Climbing Tower on the beach, Ritz Carlton Grand Caymen's Ambassadors of the Environment Program



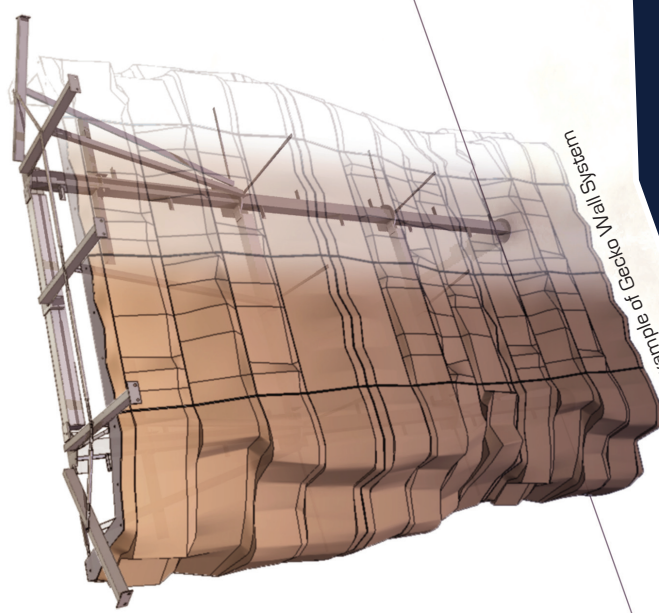
A climbing solution for every facility...

When price or mobility are crucial, you can count on Eldorado's **Chameleon™** freestanding towers and **Gecko™** wall-mounted systems to perfectly suit your needs. These affordable, highly featured, visually striking structures are easily assembled and maintained giving you a high level of enjoyment with a low level of concern.

The realistic look and texture offer great climbing terrain and natural looking features, while the fiberglass panels make a light product that is easy to ship, install, and move. The walls can be installed by two people in less than two days. They set up in modular sections and come with comprehensive installation diagrams and instructions. Each modular wall comes with a complete equipment package, operations manual, insurance information, release forms and resource materials. Training and routesetting are also available.



3D example of Chameleon Wall System



3D example of Gecko Wall System

Modular Features:

- > **Durable:** Fiberglass panels built for indoor or outdoor applications
- > **Versatile:** Freestanding or wall-mounted installations
- > **Affordable:** One of the best values in the climbing industry
- > **Expandable:** A variety of panels options allows the system to expand into a variety of size options
- > High density of t-nuts (2 per sq ft) for numerous handhold placements and routsetting options
- > Can be outfitted for auto belay or manual belay
- > Internal ladder for wall and belay maintenance
- > Installation options available

Chameleon™ Climbing Pinnacle – inSpire

- > 360° freestanding tower
- > At least 6 climbers can climb at a time
- > Available in a variety of heights and widths, call us to discuss what we can do for you!

Gecko™ Climbing Wall

- > Climbing wall that mounts to your facility
- > Available in a variety of heights and widths, call us to discuss what we can do for you!



Photo: Climbing on a Chameleon Tower

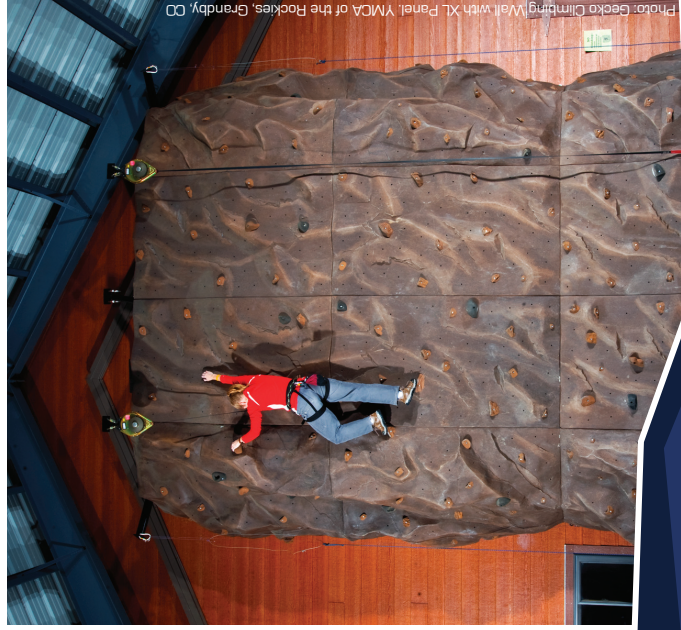


Photo: Gecko Climbing Wall with XL Panel, YMCA of the Rockies, Grandby, CO



Photo: Gecko Climbing Wall with XL Panel, YMCA of the Rockies, Grandby, CO



Site Furniture

DuMor Inc.
P.O. Box 142
Mifflintown, PA 17059



Interpretive Signage

Envirosigns Ltd
 2700 Fulton Drive NW
 Canton, Ohio 44718



Natural

PAVE

Resin Pavement

O V E R V I E W

Green Pavement

The significance of the NaturalPAVE® XL Resin Pavement™ pavement technology is clear when the environmental advantages are factored in: no air pollution or fossil fuel burning required to heat the product during transportation, storage, mixing or placement; no carcinogenic air emissions to endanger worker health; and no toxic components to contaminate water supplies. SSPCo's clean pavement technology answers that need. Additionally, these light colored solar reflective pavements provide a cool alternative to black asphalt and its deleterious contributions to the Urban Heat Island Effect, smog formation, greenhouse gas emission and global warming.

Public interest in environmentally responsible design and construction continues to motivate increased awareness and implementation of green construction technology. The U.S. Green Building Council (USGBC) and its LEED program (Leadership in Energy & Environmental Design), a Green Building Rating System, has provided a vitally important standard format for agency personnel and design consultants who specify the materials for new construction and remodeling projects. Many facilities are now being constructed according to these



standards. The LEED rating system has set the bar high and NaturalPAVE XL Resin Pavement is ideally suited for green building pavement requirements.

Cool Pavement

When different pavements are tested with infrared thermometers to evaluate their comparative surface temperatures, NaturalPAVE® XL Resin Pavement™ typically tests similar in temperature to light colored concrete, while adjacent asphalt pavements are far hotter. This temperature difference is a health and comfort issue adjacent to residential areas, offices, theme parks, schools, and other public facilities. Heat absorbent asphalt pavements are gaining increasing notoriety for their contribution to Urban Heat Island problems, increased air conditioning and energy demand, increased smog formation, greenhouse gas emission and global warming.

With body temperature in the range of 98.6°F, human health and comfort are noticeably affected as temperatures increase above 100°F. Given the news that hotter summer weather conditions are to be expected in the future, proven cool pavement is going to become increasingly attractive around our living environments.



Solar Reflectance *(High Albedo Pavement)*

The most important aspect of a cool pavement is its ability to reflect rather than absorb solar energy. Among the traditional pavement materials, concrete sets the standard as being the most reflective (high albedo), while black asphalt is the least reflective (low albedo) and most absorbent of solar energy. Typically NaturalPAVE XL Resin Pavement mixtures are formulated with light colored aggregate mixtures and consequently have high solar reflectance similar to concrete pavements. The differences in pavement surface temperatures between heat absorbent asphalt and highly reflective NaturalPAVE XL Resin Pavement can be significant. For example, utilizing an infrared thermometer during mid-August afternoon conditions (98°F air temperatures) and measuring areas of pavement subject to full day sun exposure, the following pavement surface temperatures were recorded at the zoo facility in Washington, D.C., pictured below left.

*New Asphalt Pavement 145°F
Weathered Asphalt Pavement 139°F
NaturalPAVE XL Resin Pavement 121°F*

As part of its educational mission regarding sustainable living practices for the Las Vegas Valley, the Springs Preserve in Las Vegas, Nevada, has an outdoor exhibit displaying the difference in residual heat between objects that reflect solar energy and objects that are non-reflective and absorb solar energy. Using the lizard thermometer sculptures pictured at right, visitors can observe the temperature differences throughout the day between the reflective white lizard and the heat absorbent black lizard. The 119.4°F and 153.5°F temperatures displayed were recorded mid-morning on



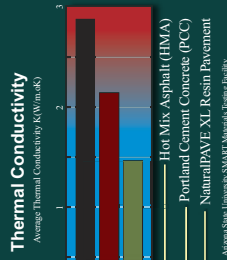
Outdoor exhibit with temperature sensors to display the difference in residual heat from reflective and non-reflective objects

a summer day while the air temperatures were still under 100°F. They closely parallel the actual temperatures of reflective NaturalPAVE XL® Resin Pavement and heat absorbent black asphalt pavement surfaces in these same weather conditions and the ideal pavement surfacing for overlaying existing asphalt pavement installations.

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Thermal Conductivity *(Thermal Resistance)*

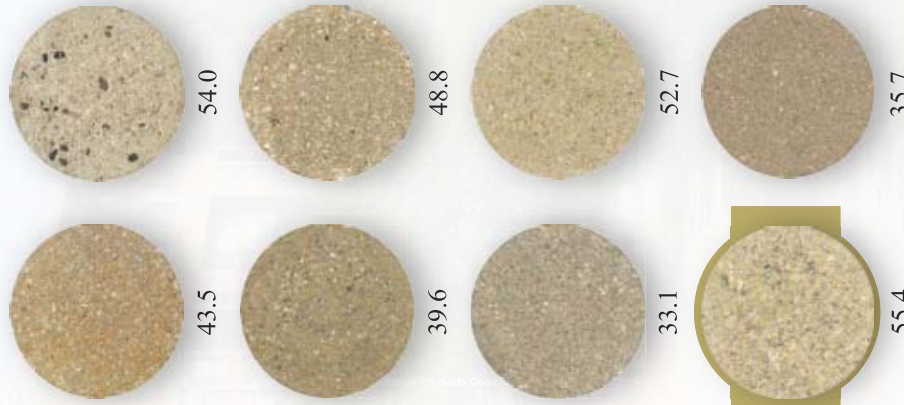
The thermal conductivity of a pavement material is also relevant to its effectiveness as a cool pavement. A pavement that has high thermal conductivity, such as asphalt, is going to rapidly take on the solar energy and transmit heat through the pavement into the base course materials and subgrade soils below the pavement. As indicated by testing at the ASU SMART Materials Testing Facility, both asphalt and concrete pavement materials conduct heat more rapidly than NaturalPAVE XL Resin Pavement. In combination with high solar reflectance, this advantage in thermal resistance makes NaturalPAVE XL Resin Pavement the standard for cool pavement technology.



Solar Reflectance

Continued...

The NaturalPAVE® XL Resin Pavement™ specimens pictured below have solar reflectance measurements that help in meeting or exceeding the minimum Solar Reflectance Index (SRI) of 29 to qualify as high albedo pavement materials. Use of such pavement materials reduces heat absorption and radiance as required for a LEED™ Rating System Point toward “Green Building” Certification from the USGBC as per Credit SS 7.1 (Heat Island Effect) for light-colored/high albedo pavement.



NaturalPAVE XL Resin Pavement Mixture installed at UC Riverside Campus.

The greater the solar reflectance value, the less heat energy absorbed by the pavement

Pavement Performance

With the development and subsequent introduction of our latest generation of pavement technology in 2002, NaturalPAVE® XL Resin Pavement™, we have a product that is meeting expectations in regards to natural aesthetics, pavement performance, and ease of installation for the paving contractor/installer. Both hot mix asphalt and cold applied NaturalPAVE XL Resin Pavement are classified as flexible pavements, indicating that they have some elasticity (as opposed to concrete, which is classified as rigid and must be constructed with expansion joints to control cracking problems). To our knowledge NaturalPAVE XL Resin Pavement is currently the only non-asphalt pavement product technology on the world market that provides a legitimate alternative for specialized project applications requiring flexible pavements with performance similar to hot-mix asphalt. A number of firms have marketed “wamabee” products claiming to be environmentally friendly alternatives to asphalt, but they provide no documentation in regards to engineering test data or field performance to justify such claims.

The Marshall Stability Test Method (ASTM D 1559) has long been a standard procedure used by materials testing laboratories for evaluation of hot mix asphalt pavement mixtures and other types of flexible pavement materials. Stability translates into bonding strength and the resistance of a paving mixture to distortion, to displacement, to shearing stresses, to rutting and to shoving. The stability of a pavement mixture is tested after the pavement specimen is heated to 140° Fahrenheit temperature, which represents hot weather service conditions. Common Marshall Stability values for high performance Hot

Mix Pavement are 4,000 to 6,000 pounds. Cold mix pavement mixtures formulated with NaturalPAVE XL Resin Pavement Binder typically provide far higher stability values due to the unique bonding characteristics of the NaturalPAVE XL Resin Pavement product technology. Marshall test results of NaturalPAVE XL Resin Pavement often approach or exceed 10,000 pound stabilities. As part of the Marshall Stability test, a “flow” measurement is also taken to evaluate the relative flexibility of different pavement mixtures. The high flow numbers typical of NaturalPAVE XL Resin Pavement indicate excellent flexibility and resistance to fatigue cracking.

“Typical Marshall Stability values for hot mix asphalt [are] 4,000 to 6,000 pounds. The NaturalPAVE XL samples tested in our laboratory had Marshall Stability values of 8,000 to 18,000 pounds. NaturalPAVE XL also maintained a higher flow number which, in combination with the stability results, would indicate that the material has good rut resistance, as well as good flexibility for fatigue cracking resistance.”

Kleinfelder, Inc.

“...it does appear the Resin Pavement (NaturalPAVE XL) can withstand higher loads with a more plastic deformation than the conventional Asphaltic Concrete mixture.”

Alpha Geotechnical & Materials, Inc.

continued next page...

Pavement Specimens After Testing

NaturalPAVE XL Resin Pavement	Asphalt
8,870 lbs. Stability	Typically 4,000 - 6,000 lbs. Stability
12,922 lbs. Stability	
15,700 lbs. Stability	



Marshall Stability Apparatus

Pavement Performance Continued...

Low Temperature Performance

Marshall Stability testing provides impressive high temperature performance measurement for NaturalPAVE XL® Resin Pavement™ mixtures. The NaturalPAVE XL pavement binder technology is equally impressive in low temperature performance. The Thermal Stress Restrained Specimen Test (TSRST) is a standard test for evaluating hot mix asphalt pavement binders. With a requirement of -26° Centigrade typical for most of the hot mix asphalt pavement binders used in northern cold climate states, NaturalPAVE XL Resin Pavement mixtures have tested effectively at temperatures as low as -40° Centigrade.

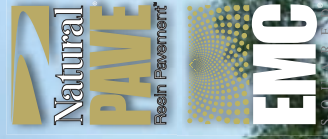
The high stability and high flexibility of NaturalPAVE XL Resin Pavement mixtures are visually demonstrated by the condition of the pavement specimens following the Marshall Stability test. Hot mix asphalt pavement specimens actually break apart in pieces at the point where their peak stability is measured. NaturalPAVE XL Resin Pavement specimens, with far higher binding strength and flexibility, usually bulge to some small degree, rather than break apart at the point where peak stability is achieved.

PARKING LOT ILLINOIS HOLOCAUST MUSEUM

The large parking lot for the Illinois Holocaust Museum and Education Center features NaturalPAVE XL Resin Pavement, a state-of-the-art flexible pavement material for green construction projects. Built on land owned by the Cook County Forest Preserve District, designers were required to use non-toxic pavement materials and to construct an impermeable parking lot surface in order to protect the shallow ground water table in this area from contaminants leaching down from the pavement surface. The non-toxic NaturalPAVE XL Resin Pavement mixture from Soil Stabilization Products Company, Inc. (SSPCo) addresses both water quality concerns and engineering performance requirements. Pavement materials testing demonstrates greater strength and more flexibility than typical hot mix asphalt pavement mixtures. The solar reflective high-albedo material also provides a cool pavement surfacing as promoted by the U.S. Green Building Council to counteract Urban Heat Island problems.

The NaturalPAVE XL Resin Pavement was placed on top of a stabilized base course treated with SSPCo's EMC SQUARED® Stabilizer. The EMC SQUARED System stabilization technology is economical, environmentally friendly and proven effective in increasing the load carrying capacity and reducing the moisture and frost susceptibility of many aggregate base course materials. The stabilized base was constructed by the paving contractor prior to their installation of the NaturalPAVE XL Resin Pavement surface course.

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NaturalPAVE XL® Resin Pavement™
EMC SQUARED® Stabilized Base Course

Used for Access Road and Parking Lot

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Springs Preserve

LAS VEGAS, NEVADA

The Evolution

With our management staff's background in the production and installation of hot mix asphalt materials and with SSPCo's mission to develop product technologies that are higher performance and more environmentally friendly than conventional products, SSPCo's leadership position in green pavement technology has been a natural evolution. When SSPCo was founded in 1982, we concentrated on the development and nationwide introduction of more cost-effective and environmentally friendly soil stabilization technology. This led us back in the direction of pavement technology when in 1989 we were asked by contacts in the National Park Service's engineering headquarters office to take on the task of bringing an environmentally friendly pavement material with a more natural aesthetic to the market. The Park Service staff were aware of our previous background in asphalt materials and our mission at SSPCo to provide innovative and more natural alternatives. They made the point that the demand was real for an alternative pavement technology that could be placed like asphalt, and that no company was better suited than SSPCo to address this need. SSPCo has now been on task since that time, taking the leading role in the development and implementation of green pavement technology.

The interest of the National Park Service in environmentally friendly pavement technology was not well served by the pavement options available at that time. In some areas of extreme environmental sensitivity, the toxic composition of hot mix asphalt made it inappropriate, leaving hard-edged, jointed concrete as the only option. In other natural landscapes, asphalt and concrete were simply incompatible in regards to the desired aesthetic. In many new building projects, neither asphalt nor concrete complemented the coloration and textures of the structures. Finally, with so many historical sites, there was also a need for a pavement material that could provide pavement-like performance while also providing some illusion of an unpaved dirt or gravel surfacing more appropriate to the historical period. Today, SSPCo services National Park Service pavement requirements and we have progressed far beyond our original goal. As addressed in this publication, SSPCo's NaturalPAVE[®] XL Resin Pavement[™] not only meets, but it exceeds the performance of hot mix asphalt in pavement materials testing. The suitability of this advanced pavement technology now reaches far beyond applications for the National Park Service.

NaturalPAVE XL[®] Resin Pavement[™]
EMC SQUARED[®] Stabilized Base Course
EMC SQUARED[®] Stabilized Subgrade

Used for Access Roads



LEED® Platinum Project uses

NaturalPAVE XL®

Resin Pavement™

The Springs Preserve in downtown Las Vegas is a 180 acre facility with approximately \$300 million of new construction completed over the past six years. Roads and trails constructed with SSPCO's green product technologies, EMC SQUARED® Stabilizer for subgrade and base course treatment and NaturalPAVE XL® Resin Pavement™ for the surface layer, highlight this green building project.

The Springs Preserve is considered to be the birthplace of the City of Las Vegas. It was once the site of a lush oasis and meadow, the result of erupting underground springs. In addition to a building for a new Nevada State Museum, the Springs Preserve has a visitor center focused on the fascinating cultural history of the Las Vegas Valley and the possibilities for its future, a desert learning center educating people about sustainable living, a large amphitheater for outdoor concerts and gatherings, meeting facilities and event spaces, botanical gardens featuring Mojave desert vegetation, wetlands, picnic shelters and miles of NaturalPAVE XL Resin Pavement installations that include a trail outside the fenced Springs Preserve area and interior access roads for vehicular and truck traffic. The initial paving phase was completed in 2003 and included over two miles of interior roads paved with NaturalPAVE XL Resin Pavement. The paved roads serviced the large trucks and heavy equipment related to major earth moving operations and construction of the buildings and a 20 million gallon water tank for the Las Vegas Valley Water District. Surfaced with just two inches of NaturalPAVE XL Resin Pavement, these roads have endured heavy truck and construction equipment operation since their construction. Additional NaturalPAVE XL Resin Pavement installations completed the second paving phase four years

Springs Preserve

LAS VEGAS, NEVADA

after the initial road construction, and included paving of the primary access roads that route visitors into interior parking lots and delivery trucks to the loading dock areas of the seven new building facilities.

The Springs Preserve buildings and site design feature green building techniques intended to raise awareness of the newest breakthroughs in sustainable design. The buildings are designed to achieve "Platinum" status from the U.S. Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) program. The NaturalPAVE XL Resin Pavement installations meet all pavement engineering requirements and utilize aggregate materials closely matched to the coloration of the native desert soils and caliche rock at the Springs Preserve site. Complementing the LEED program aspects of the Springs Preserve construction program, the NaturalPAVE XL Resin Pavements are formulated with local materials. The non-toxic pavement formulations satisfies water quality protection measures, and the high albedo surfaces qualify as cool pavements, being both solar reflective and more thermally resistant than concrete. In Las Vegas, where summertime temperatures can reach very hot 120° Fahrenheit temperatures, solar reflective thermally resistant pavements are a responsible alternative to heat absorbent black asphalt that contributes to Urban Heat Island problems, increased smog formation, greenhouse gas emission and global warming. Cool pavements around buildings reduce air-conditioning and energy demand. They also just make common sense when it comes to comfort and human health in our living environments.

Pavement Materials Testing

The selected NaturalPAVE XL Resin Pavement was extensively tested in the materials laboratory and as an installed pavement layer in both pavement mock-up stage and full scale construction. Three pavement engineering firms and the University of Nevada, Reno (UNR), pavement

materials testing laboratory were involved in materials testing and reporting. The NaturalPAVE XL Resin Pavement mixture was evaluated using methods developed to test hot mix asphalt mixtures. In both laboratory and field testing, NaturalPAVE XL Resin Pavement specimens demonstrated significantly greater bonding strength (resistance to rutting under loading) and greater flexibility (resistance to fatigue cracking) than common asphalt pavement mixtures. The Marshall Stability test is a test method that historically has been used for design and control of hot mix asphalt mixtures. Typical Marshall Stability values for hot mix asphalt pavement mixtures, tested at 140° F temperatures, range from 2,000 to 6,000 pounds. A series of NaturalPAVE mixtures evaluated by Kleinfelder, Inc. in the pavement material laboratory provided results ranging from 7,500 to 18,000 pounds at the 140° F temperatures. Converse Consultants provided quality control testing services for the road construction project. Twenty-two specimens were cored from pavement installations and measured an average stability of 9,414 pounds. These test results also demonstrated excellent flexibility measurements.

The NaturalPAVE XL Resin Pavement mix formulated for the Springs Preserve roads showed excellent results when evaluated by the Thermal Stress Restrainted Specimen Test (TSRST), a procedure for evaluating the cold weather limitations of hot mix asphalt binder products. The test determines the point of failure where brittle cracking occurs. The Superpave Performance Grading (PG) system provides the temperature index. The PG system was developed for classification of the performance characteristics of hot mix asphalt pavement binders. The low temperature component of the PG system is also relevant to performance evaluation of cold applied NaturalPAVE XL Resin Pavement. For reference, asphalt mixtures specified for southern Nevada road paving projects are typically required to perform without failure in temperatures as cold as -22° Celsius. The usual low temperature performance requirement for asphalt mixtures specified for paving in New England states

is -28° Celsius. The NaturalPAVE XL Resin Pavement specimens tested for the Springs Preserve road pavements averaged -40.7° Celsius, even exceeding the -40° Celsius classification in the PG system usually only required for paving projects in areas with extremely cold climates.

In summary, solar reflective and thermally resistant NaturalPAVE XL Resin Pavement mixtures provided excellent pavement materials performance in hot and cold temperature conditions as well as a unique natural aesthetic.



Stabilized Base Course

Utilizing resilient modulus testing services conducted by the University of Nevada Reno pavement materials testing laboratory, Kleinfelder, Inc. evaluated the performance of the stabilized or "bound" base course used in construction of the Springs Preserve roads. A local aggregate material meeting Nevada DOT Type II specification requirements was treated with SSPCO's EMC SQUARED Stabilizer. With stabilization treatment the performance of the aggregate base course material was improved from 51,000 psi to 272,500 psi, a strength increase of over five times. According to the pavement materials engineer in charge of the evaluation program, test results indicated that this bound base course has a layer equivalency factor similar to that of hot mix asphalt.



STABILIZED BASE COURSE

CONFLUENCE PROJECT VANCOUVER LAND BRIDGE

The Vancouver Land Bridge is a 40-foot-wide pedestrian bridge that arches over State Route 14 in Vancouver, Washington. The bridge reconnects historic Fort Vancouver, the reconstructed fort of the Hudson Bay Company, with a park on the Columbia River waterfront where a wharf once stood. Fort Vancouver was built on the site 20 years after Lewis and Clark passed by, and for a time was one of the busiest ports on the West Coast. The Vancouver Land Bridge also serves as a link in the regional Discovery Trail System.

It was designed as part of a collaborative effort known as the Confluence Project. Commemorating the history of the Lewis and Clark Expedition and the tremendous changes it brought to the region, the Confluence Project is comprised of seven art installations along the Columbia River Basin. The Confluence Project was initiated by a group of Pacific Northwest Native American tribes and civic groups from Washington and Oregon and budgeted at \$27 million.

The construction of the Vancouver Land Bridge segment was a joint effort of the Confluence Project, the City of Vancouver, the Washington State Department of Transportation and the National Park Service. In order to provide visual continuity and connection from the historical setting at the fort to the park on the Columbia River shoreline, the NaturalPAVE XL® Resin Pavement™ mixture selected for surfacing the Vancouver Land Bridge incorporated the same aggregate material as the NaturalPAVE XL Resin Pavement mixtures utilized for accessible trail paving inside and outside the adjacent Fort Vancouver National Historic Site.



For more photos of the Vancouver Land Bridge visit
www.sspco.com/vancouver1b

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NaturalPAVE XL® Resin Pavement™
Used for Pedestrian and Bicycle Access

Natural
PAVE
Resin Pavement

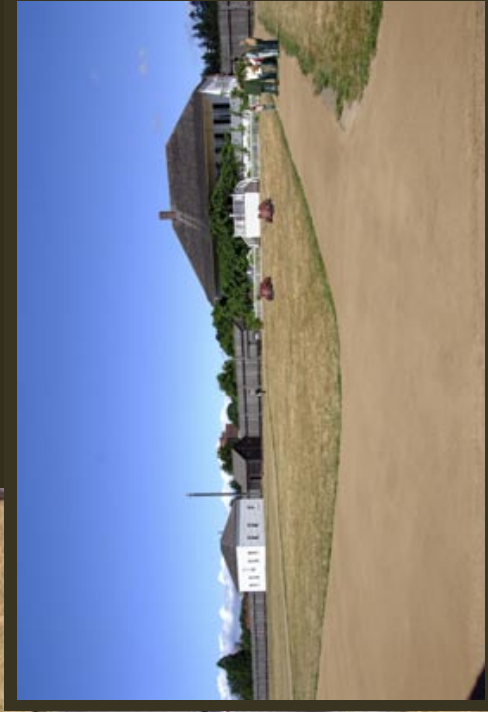
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FORT VANCOUVER NATIONAL HISTORIC SITE

The National Park Service has been in the process of constructing multi-purpose all weather pavements inside and outside the reconstructed Hudson Bay Company post at the Fort Vancouver National Historic Site in Vancouver, WA. Starting in 2002 with their first installation of NaturalPAVE XL® Resin Pavement™ for walkways surrounding the reconstructed historical buildings within the fort, the program for accessible surfaces has since been expanded throughout the fort and exterior gardens to the buildings in the Kanaka worker's village area outside the fort. The pavements use natural aggregate materials of earthy brown coloration to help provide the look of dirt paths historically present when Hudson Bay Company employees of the 1830s and 1840s occupied the site. The historic trails around the fort are being rebuilt to supplement the work on the adjacent Vancouver Land Bridge, which has also been designed with the NaturalPAVE XL Resin Pavement surfacing. The Land Bridge for pedestrians reconnects the fort and historic site with the Columbia River over the state highway running adjacent to the river.

NaturalPAVE XL Resin Pavement mixtures are ideal for publicly accessible historic sites. The natural aggregate surfacing is respectful of the historical context. As an environmentally friendly pavement material – non-toxic, cold-applied and solar reflective – the NaturalPAVE XL Resin Pavement technology is also respectful of our future living environment.



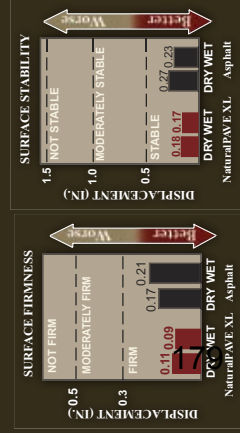
Handicap Accessibility

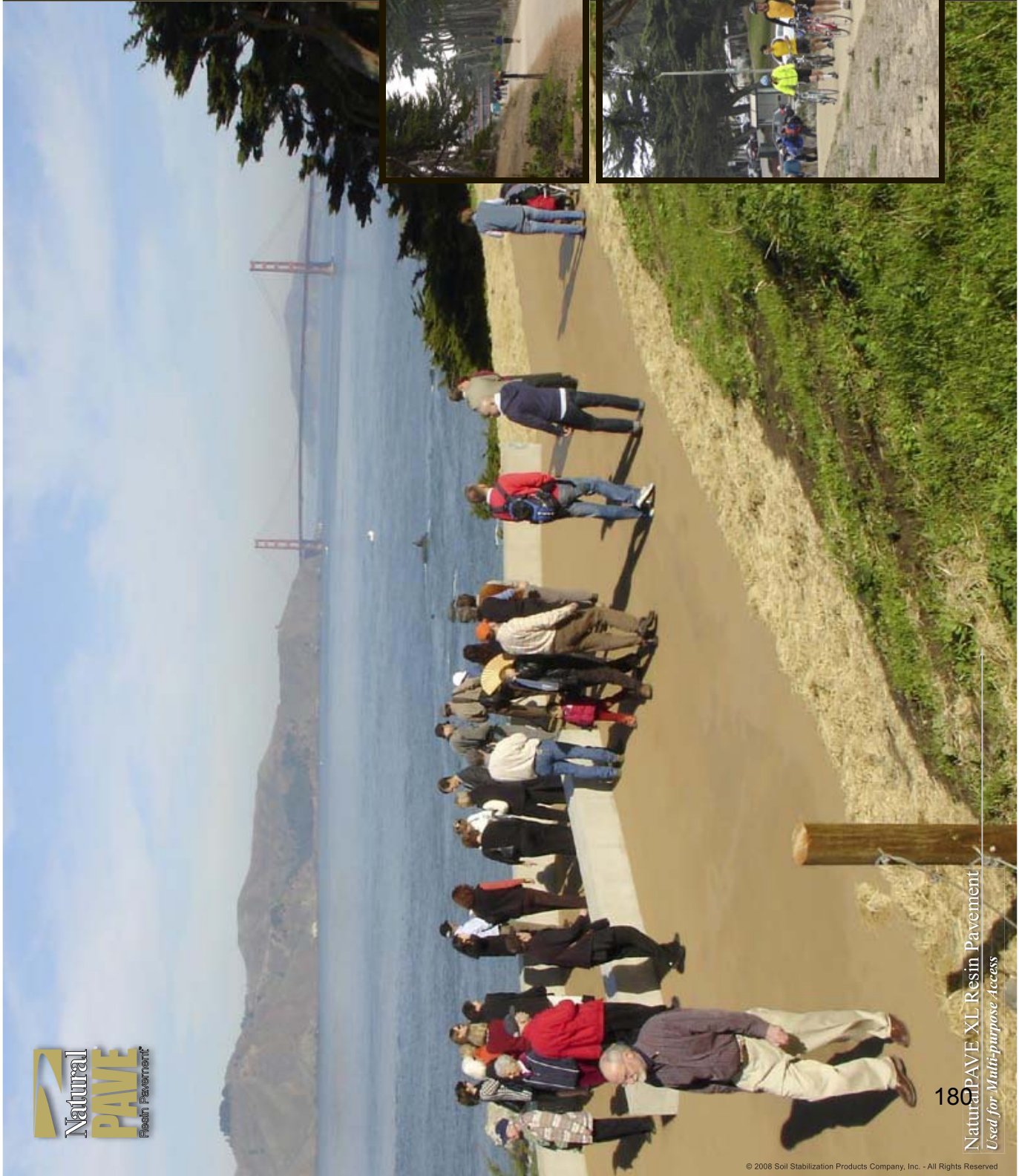
The Americans with Disabilities Act (ADA) of 1990, and subsequent developments have provided a nationwide market for upgraded walkways, sidewalks, trails and other areas that require pavement in order to be publically accessible for wheelchair users. Many projects now require paved access into natural areas where pavement previously would not have been considered appropriate. The demand for more natural pavements for ADA access to natural areas encouraged SSPCo's entry into this field in 1990. This demand continues to grow as public agencies increasingly address regulations. Field testing specific to ADA accessibility requirements conducted on NaturalPAVE XL® Resin Pavement™ has demonstrated favorable test results in comparison to asphalt pavement in regards to firmness and stability.

The US Architectural and Transportation Barriers Compliance Board (the Access Board) is responsible for setting standards for wheelchair accessibility. The Access Board, in conjunction with the National Center for Medical Rehabilitation Research, funded research to establish objective standards for surface characteristics that effect trail accessibility, including the relative "Firmness" and "Stability" of outdoor surfaces. A portable testing device known as a Rotational Penetrometer was developed as the basis of a general measurement system. This measurement system is able to evaluate the performance of various trail surfacing materials in both wet and dry conditions.

Results of Rotational Penetrometer testing conducted by Beneficial Designs, Inc., on installations of NaturalPAVE® XL Resin Pavement™ and hot mix asphalt pavement are illustrated below. Both the asphalt and NaturalPAVE XL Resin Pavement surfaces provided very firm and very stable accessible surfaces in all weather conditions. In both dry and wet testing the NaturalPAVE XL Resin Pavement surface performed slightly better than the asphalt pavement surface in Firmness and Stability.

Rotational Penetrometer Test Results





LANDS END COASTAL TRAIL NATIONAL RECREATION AREA

An estimated one million annual visitors use the Lands End Coastal Trail in northwestern San Francisco. The dramatic coastal scenery and wild nature make this a world-class destination. On clear days views include the Farallon Islands, Point Reyes, the Marin Headlands and the Golden Gate entry to San Francisco Bay. Passing ships, fishing boats and sailboats add to the enjoyment. The long-term goal of the National Park Service to improve trailhead, trails and overlooks was realized with a private fund raising effort led by the Golden Gate National Parks Conservancy. NaturalPAVE XL Resin Pavement, the environmentally friendly pavement surfacing originally developed by SSPCo in response to a National Park Service request, achieves one of its highest value uses at this site. Visitors using this trail regularly comment that these accessible surfaces are so natural that they did not realize they were actually on a paved surface.

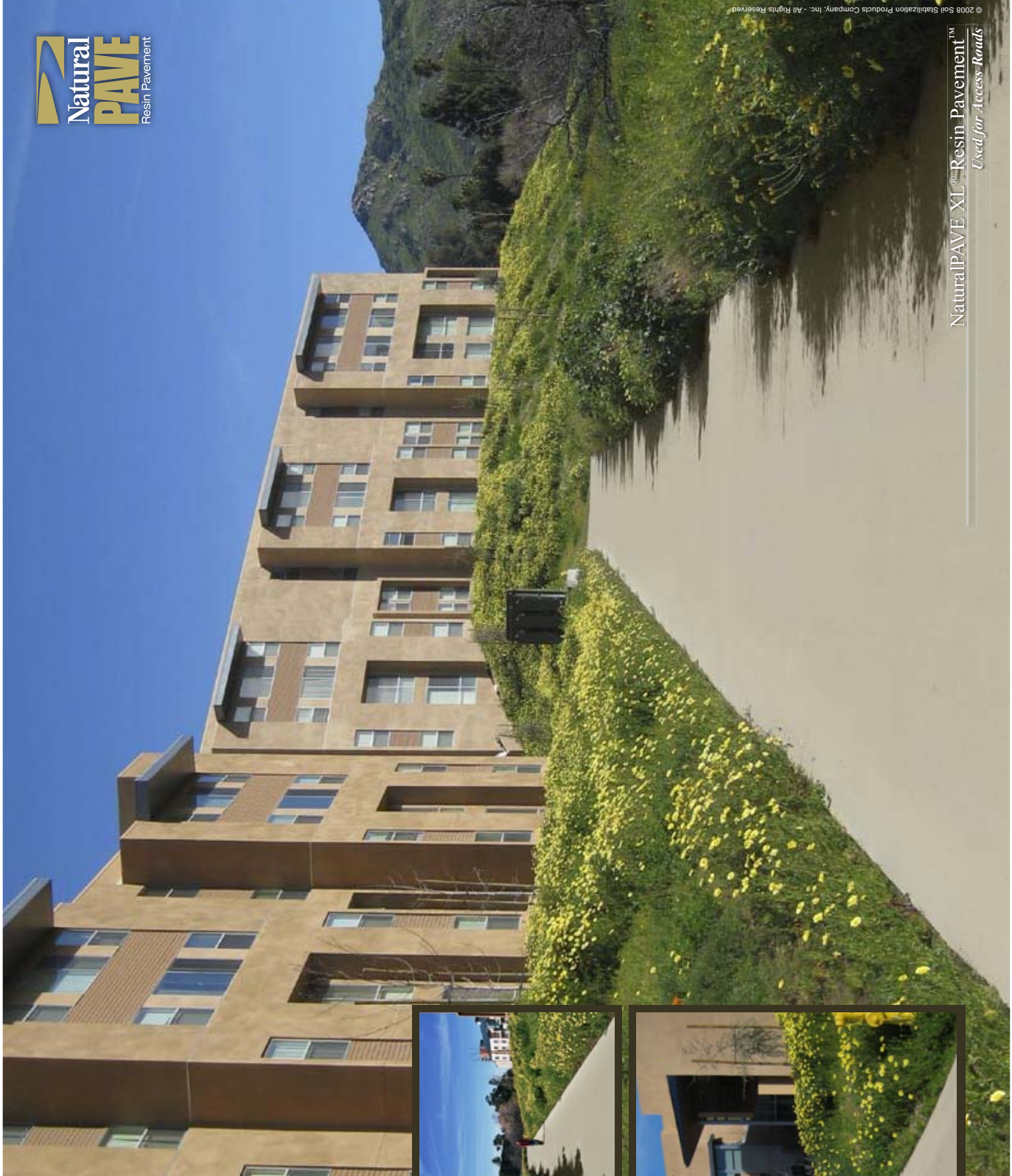
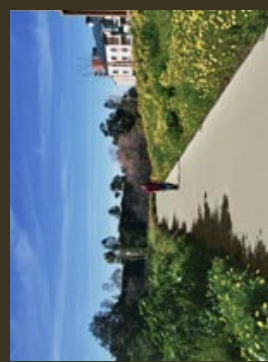
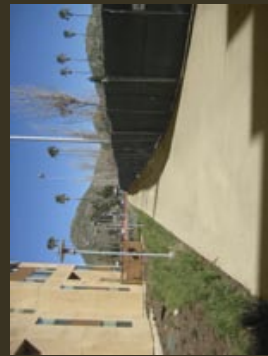


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NaturalPAVE XL Resin Pavement
Used for Multi-purpose Access

For more photos of Lands End Coastal Trail visit
www.sspco.com/landsend

UNIVERSITY OF CALIFORNIA RIVERSIDE

Given the University of California's system-wide commitment to green technology and certification of new construction according to the US Green Building Council's LEED® program, a solar-reflective, high-strength pavement was the appropriate choice of pavements surrounding new buildings at the UC Riverside campus. A cool pavement was the obvious energy-efficient choice for pavement surfacing near air conditioned buildings in this hot climate location. Pictured here is a student housing complex. High strength pavement surfacing is mandated around these facilities for all-weather access for heavy fire engine trucks and other emergency vehicles. The non-toxic and cold applied NaturalPAVE® XL Resin Pavement™ also provides a natural aesthetic appreciated by staff and students. While supporting emergency and maintenance vehicles, this attractive NaturalPAVE XL Resin Pavement installation is a cool upgrade for students walking, bike riding or travelling in wheelchairs around this campus in warm weather conditions.



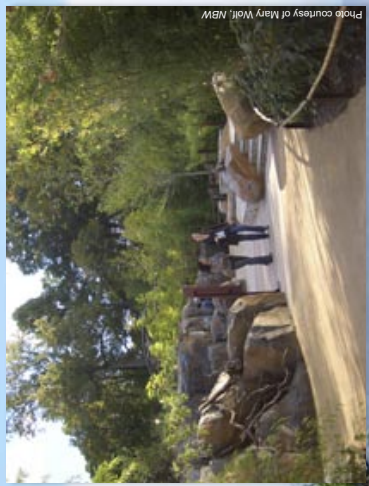
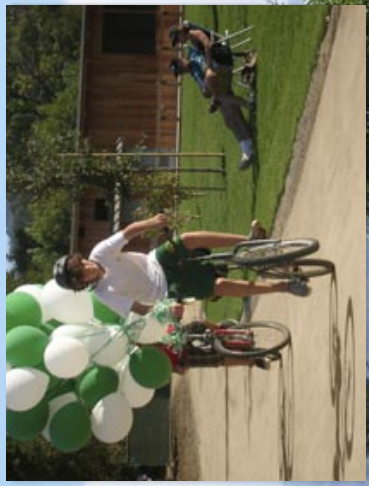


Photo courtesy of Mary Wall, MSW



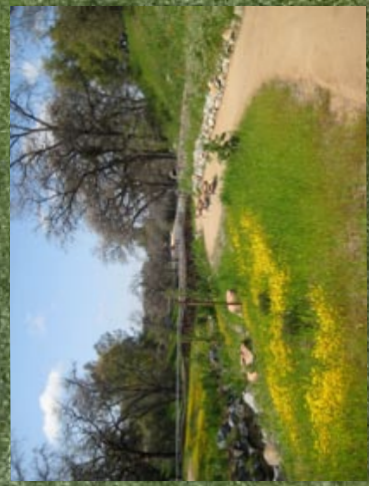
Beware of Imitations
Many cold applied products are sold for binding of aggregate under the titles of stabilized aggregate or stabilized decomposed granite (dg). Other products recently introduced now describe themselves as resin pavements, or mimic the NaturalPAVE® registered trademark and describe themselves as natural pavement or natural resin pavement. Having limited bonding strength, these erodible mixtures are marketed without providing pavement performance testing information. Not surprisingly, the end-user is often disappointed by the rapid deterioration of their installation. Specifiers, installation contractors, and project owners should request and review pavement material testing information prior to selecting products for pavement installations.



Overlaying Asphalt

Whether it's air or water quality protection, the comfort of a cool pavement surfacing, or a matter of simple natural aesthetics, NaturalPAVE® XL Resin Pavement™ can be utilized to cover up existing asphalt pavement as an "overlay" in similar manner as additional layers of asphalt are placed on top of older asphalt pavements. As the environmental and aesthetic rationale for overlaying asphalt with a more appropriate pavement surfacing gains further recognition, the tried and proven NaturalPAVE XL Resin Pavement technology will be the obvious choice.

Pictured above is paving work in progress at a recent project in Washington, D.C. The surface of the existing asphalt pavement was milled down so that road surface grades could be maintained once the NaturalPAVE XL Resin Pavement overlay was installed. The NaturalPAVE XL Resin Pavement mixture was placed with a standard asphalt paving machine and asphalt compaction equipment.





Soil Stabilization Products Company, Inc.

www.sspco.com



PO Box 2779, Merced, CA 95344-0779 Phone: (800) 523-9992 or (209) 383-3296 Fax: (209) 383-7849

Email: info@sspco.com

NaturalPAVE XL® Resin Pavement™, similar to hot mix asphalt, is a surface course pavement material that is reliant on the workmanship of the pavement contractor during placement operations and on the strength and stability of the base course and underlying layers upon which it is constructed. SSPCo is a supplier of pavement materials only and not a contractor, engineer, installer, or construction inspector.

This publication is intended for use by professional personnel who are competent to evaluate the significance and limitations of the information provided. It was reviewed carefully prior to publication. Final determination of the suitability of any information or material for the use contemplated, or for its manner of use, is the sole responsibility of the user.

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NaturalPAVE[®] XL Meets Accessibility Requirements



The US Architectural and Transportation Barriers Compliance Board (the Access Board) is responsible for setting standards for wheelchair accessibility. The Access Board, in conjunction with the National Center for Medical Rehabilitation Research, funded research to establish objective standards for surface characteristics that effect trail accessibility, including the relative “Firmness” and “Stability” of outdoor surfaces. A portable testing device, known as a Rotational Penetrometer, was developed as the basis of a general measurement system. This measurement system is able to evaluate the all-important wet weather performance of various trail surfacing materials as well as dry weather performance. Field testing was conducted by Beneficial Designs, Inc., the firm that developed the Rotational Penetrometer measurement device.

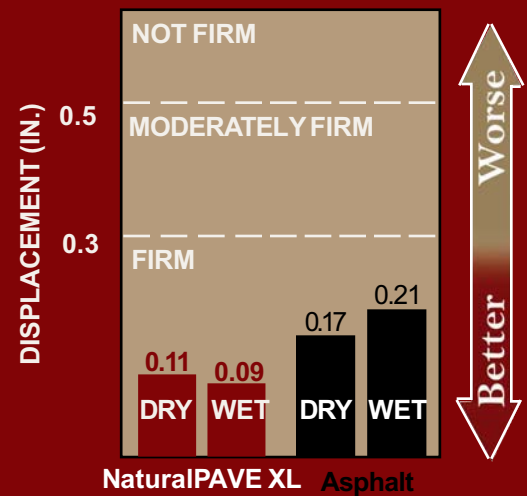
Results of Rotational Penetrometer testing conducted by Beneficial Designs, Inc., on installations of NaturalPAVE XL Resin Pavement[™] and hot mix asphalt pavement are illustrated at right. Both the asphalt and NaturalPAVE XL Resin Pavement surfaces provided very firm and very stable accessible surfaces in all weather conditions. In both dry and wet testing the NaturalPAVE XL Resin Pavement surface performed slightly better than the asphalt pavement surface in Firmness and Stability.

The comparative test results that Beneficial Designs, Inc. obtained from field testing pavements with the Rotational Penetrometer closely parallel test results in pavement materials testing laboratories. When NaturalPAVE XL Resin Pavement mixtures are compared with hot mix asphalt mixtures using the Marshall Stability Test (a traditional asphalt pavement mix design procedure where the stability of the pavement mixture is tested after the pavement specimen is heated to 140° F), NaturalPAVE XL Resin Pavement specimens regularly exhibit Stability values similar to or higher than those typical for asphalt. Stability is a test value that translates into the pavement’s resistance to distortion, displacement, shearing stresses, rutting and shoving.

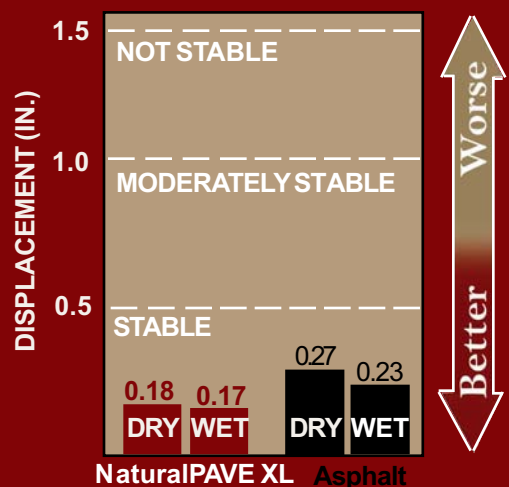
In summary, NaturalPAVE XL Resin Pavement is an appropriate all-weather pavement for handicap accessible applications where smooth joint-free running surfaces similar to asphalt pavement are desired, but with more appropriate natural aesthetics.

Rotational Penetrometer Measurements

SURFACE FIRMNESS



SURFACE STABILITY



For additional information contact:
SOIL STABILIZATION PRODUCTS COMPANY, INC.
 PO BOX 2779, Merced, CA 95344-0779
 Ph: (800) 523-9992 or (209) 383-3296
 Fax: (209) 383-7849 Email: info@sspco.com
 Website: www.sspco.com

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We Hold the Earth Together



DirtGlue Home

- Dirt Glue for Dust Control
- Dirt Glue for Erosion Control
- Mining Roads and Industrial Sites
- DirtGlue Pile Capping
- DirtGlue Mulch Paths
- DirtGlue Nature Trails
- DirtGlue Golf Course Cart Paths
- DirtGlue Military Uses

NEW PRODUCTS from DirtGlue

- DustLess non-polymer
- DustLess-Why and how it works
- ArenaKleen for Equestrian Facilities
- ArenaKleen – How & Why It Works
- Arena Construction & Maintenance
- ArenaKleen Dust Control Report
- Equestrian Riding Surfaces
- Equestrian Arena Footing
- PotHoleGlue for Road Repair
- DirtGlue FAQ
- DirtGlue Advantage Network
- DirtGlue Customer Service



DirtGlue Nature Trail



Dust Control - Soil Stabilization - Erosion Control - Road Maintenance (Potholes) - Horse Arena Dust Control

DirtGlue Enterprises is a leading manufacturer of powerful, environmentally friendly, high-tech soil treatment products, specifically engineered and formulated to solve your problems.

From large commercial projects to small residential solutions, DirtGlue Enterprises addresses your specific needs with a portfolio of safe and effective applications.

Please browse through our product offerings and experience our commitment to customer satisfaction, product quality, sustainability and environmental consciousness.

Allen Heart, DIRTGLUE Account Manager ID# AG001

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Official Approvals

DirtGlue Polymer Emulsion products have been approved by the following official regulatory agencies:

US Federal Government



New York Dept. of Environmental Conservation and New York Dept. of Transportation.



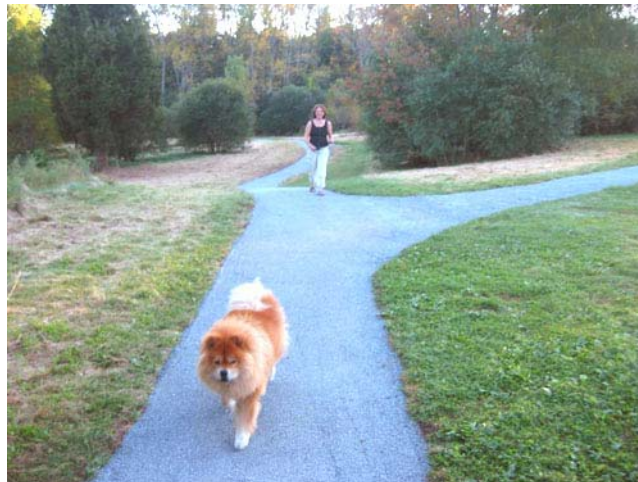
New York Dept. of Environmental Conservation

The Benefits:

- decreased labor costs because roadways no longer need to be watered down multiple times each day
- reduced road maintenance
- increased availability of watering equipment for other tasks
- increased availability of water truck driver for operation of other equipment
- less maintenance, wear and tear, and filter changes on equipment due to cleaner operating environment

DirtGlue Nature Trail

Many walking and bicycle trails call for an environmentally safe and aesthetically pleasing option. DirtGlue Industrial Polymer Emulsion with the right aggregate choice serves both requirements nicely as it did with this nature trail. This trail was part of a municipal public works project.



- reduced environmental health hazards leading to less sick time and greater productivity of workers
- no sediment run-off and complete control of total suspended solids (TSS)
- BMPs in compliance with SWPPPs and environmental regulations and requirements
- no erosion and no washed out embankments
- no sedimentation of drainage swales and drainage structures
- no negative environmental impact to wetlands
- proactive rather than reactive approach to all environmental issues.



See also:

Chris Rider Speaks on DirtGlue

NY State APPLICATION INSTRUCTIONS FOR DUST CONTROL



© 2007 DirtGlue Enterprises

Dimensions:	5' X appx. 1 mile
Date of application:	September 28, 2004
Builder:	Town Dept. of Public Works
Application method:	<ol style="list-style-type: none"> 1. Excavate weeds, grass, and soil to a depth of 6". 2. Build Base: Fill with 3/8" minus aggregate base of 4" and compact. Build Base: Fill excavated area to slightly below finished grade with 3/4" crushed stone, compact and cover with geotextile fabric to prevent fines from filtering (additional stabilization will be a side benefit of the fabric). 3. Build Surface: Fill with another 2" of aggregate , apply diluted DirtGlue Industrial solution and compact with plate compactor. Build Surface: Fill slightly above finished grade with two inches of 3/8" minus crushed stone ensuring good crown and good drainage. While surface aggregate is still loose, mix in the DirtGlue and then compact thoroughly. 4. Final phase: Apply thin layer of stone dust, spray top coat of diluted DirtGlue Industrial solution, no compaction (this phase not completed in pictures). Final Phase (OPTIONAL): Apply a thin layer of stone dust to the finished surface while spraying DirtGlue to glue stone dust in place.

DirtGlue MSDS

Contact me today and be on the way to solving your soil stabilization and dust control challenges.

Allen Aslan Heart, DirtGlue Account Manager AG001

call 541 772-1102 10-7pm Pacific Time

Email

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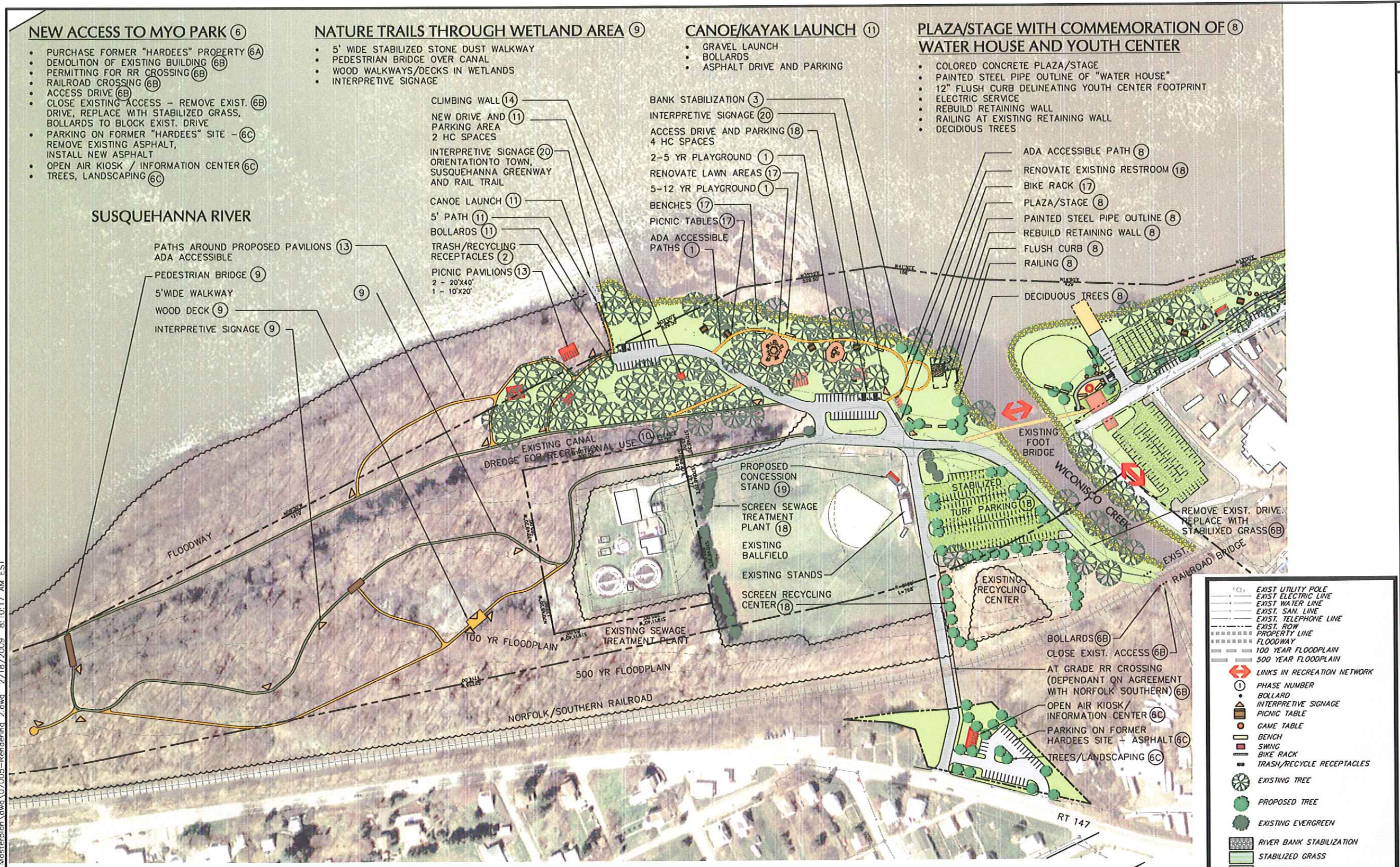
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	DCNR COMMENTS		
	FINAL MASTERPLAN		

COMPREHENSIVE LAND AND SITE PLANNING
 LANDSCAPE ARCHITECTURE □ ENGINEERING

H. EDWARD BLACK AND ASSOCIATES, P.C.
 2403 North Front Street, Harrisburg, Pennsylvania 17110 Telephone 717.233.1234 FAX 717.233.2123

MASTERPLAN
 MILLERSBURG COMMUNITY PARKS
 LOCATION: RIVER STREET
 MILLERSBURG
 DAUPHIN COUNTY
 PENNSYLVANIA

ILLUSTRATIVE SITE PLAN - MYO PARK
 DRAWN BY: DJH
 CHECKED BY: SVO
 DATE: 10-28-08
 SCALE: 1" = 100'
 JOB NUMBER: 07005



- NEW ACCESS TO MYO PARK (6)**
- PURCHASE FORMER "HARDEES" PROPERTY (6A)
 - DEMOLITION OF EXISTING BUILDING (6B)
 - PERMITTING FOR RR CROSSING (6B)
 - RAILROAD CROSSING (6B)
 - ACCESS DRIVE (6B)
 - CLOSE EXISTING ACCESS - REMOVE EXIST. DRIVE, REPLACE WITH STABILIZED GRASS, BOLLARDS TO BLOCK EXIST. DRIVE
 - PARKING ON FORMER "HARDEES" SITE - (6C)
 - REMOVE EXISTING ASPHALT, INSTALL NEW ASPHALT
 - OPEN AIR KIOSK / INFORMATION CENTER (6C)
 - TREES, LANDSCAPING (6C)

- NATURE TRAILS THROUGH WETLAND AREA (9)**
- 5' WIDE STABILIZED STONE DUST WALKWAY
 - PEDESTRIAN BRIDGE OVER CANAL
 - WOOD WALKWAYS/DECKS IN WETLANDS
 - INTERPRETIVE SIGNAGE

- CANOE/KAYAK LAUNCH (11)**
- GRAVEL LAUNCH
 - BOLLARDS
 - ASPHALT DRIVE AND PARKING

- PLAZA/STAGE WITH COMMEMORATION OF WATER HOUSE AND YOUTH CENTER (8)**
- COLORED CONCRETE PLAZA/STAGE
 - PAINTED STEEL PIPE OUTLINE OF "WATER HOUSE"
 - 12" FLUSH CURB DELINEATING YOUTH CENTER FOOTPRINT
 - ELECTRIC SERVICE
 - REBUILD RETAINING WALL
 - RAILING AT EXISTING RETAINING WALL
 - DECIDUOUS TREES

SUSQUEHANNA RIVER

- PATHS AROUND PROPOSED PAVILIONS ADA ACCESSIBLE (13)
- PEDESTRIAN BRIDGE (9)
- 5' WIDE WALKWAY
- WOOD DECK (9)
- INTERPRETIVE SIGNAGE (9)

- CLIMBING WALL (14)
- NEW DRIVE AND PARKING AREA 2 HC SPACES (11)
- INTERPRETIVE SIGNAGE ORIENTATION TO TOWN, SUSQUEHANNA GREENWAY AND RAIL TRAIL (20)
- CANOE LAUNCH (11)
- 5' PATH (11)
- BOLLARDS (11)
- TRASH/RECYCLING RECEPTACLES (2)
- PICNIC PAVILIONS (13)
- 2 - 20'X40'
- 1 - 10'X20'

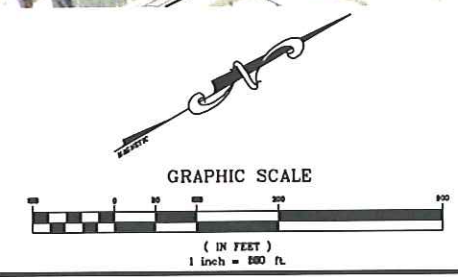
- BANK STABILIZATION (3)
- INTERPRETIVE SIGNAGE (20)
- ACCESS DRIVE AND PARKING 4 HC SPACES (18)
- 2-5 YR PLAYGROUND (1)
- RENOVATE LAWN AREAS (17)
- 5-12 YR PLAYGROUND (1)
- BENCHES (17)
- PICNIC TABLES (17)
- ADA ACCESSIBLE PATHS (1)

- ADA ACCESSIBLE PATH (8)
- RENOVATE EXISTING RESTROOM (18)
- BIKE RACK (17)
- PLAZA/STAGE (8)
- PAINTED STEEL PIPE OUTLINE (8)
- REBUILD RETAINING WALL (8)
- FLUSH CURB (8)
- RAILING (8)
- DECIDUOUS TREES (8)

NOTES
 PROPERTY BOUNDARIES OF RIVERFRONT AND MYO PARKS APPROXIMATED FROM BOROUGH MAP DATED FEB.. 25, 1991.

MYO PARK

LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE BASED UPON SURFACE EVIDENCE AND EXISTING DRAWINGS AND ARE NOT GUARANTEED TO BE COMPLETE OR ACCURATE BY H. EDWARD BLACK AND ASSOC., P.C. CONTRACTORS TO CONTACT P.A. ONE CALL SYSTEMS, INC. (1-800-242-1778) TO ESTABLISH EXISTING UTILITY LOCATIONS AT LEAST THREE (3) WORKING DAYS PRIOR TO THE START OF ANY EARTHMOVING ACTIVITIES.

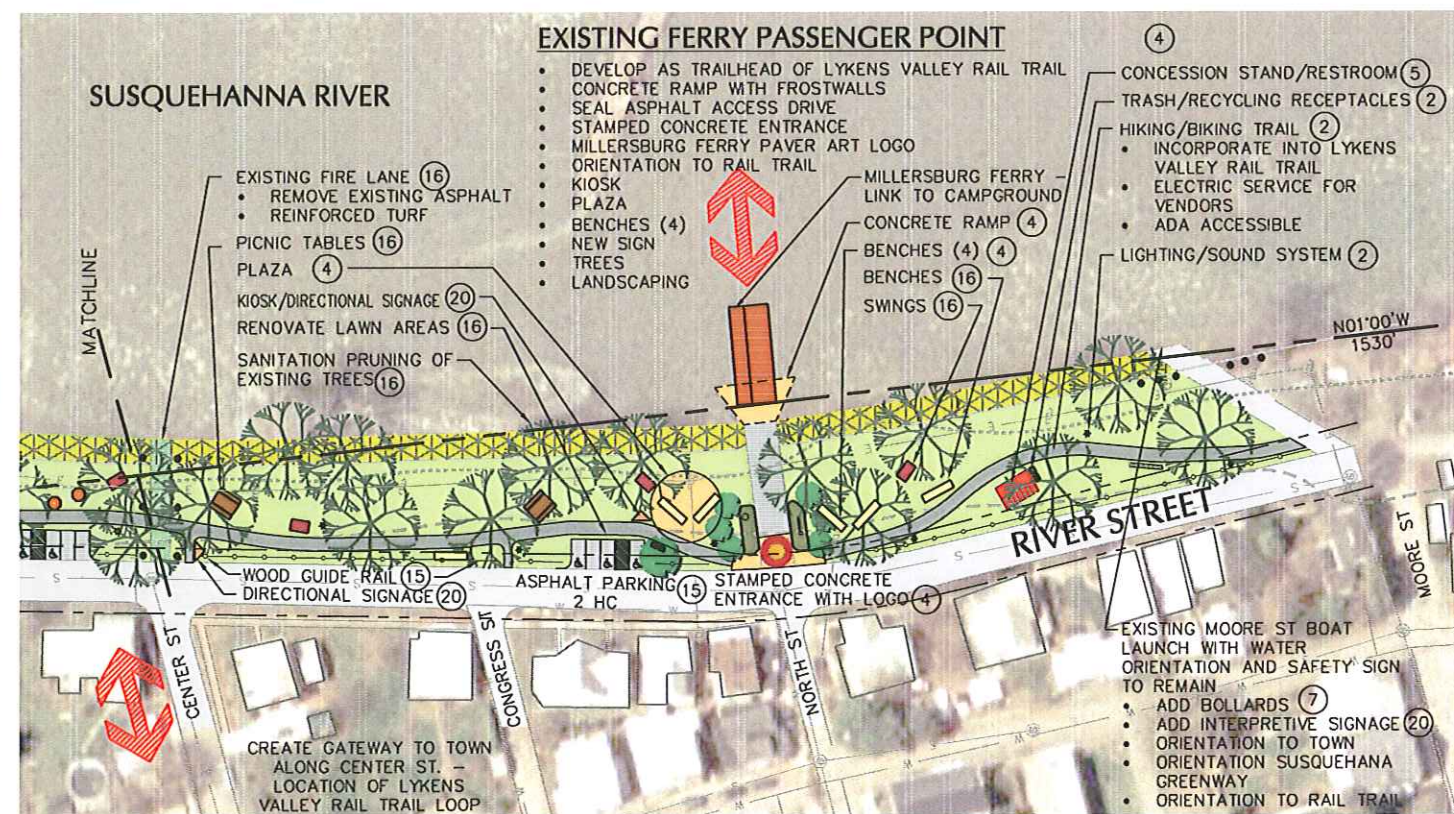
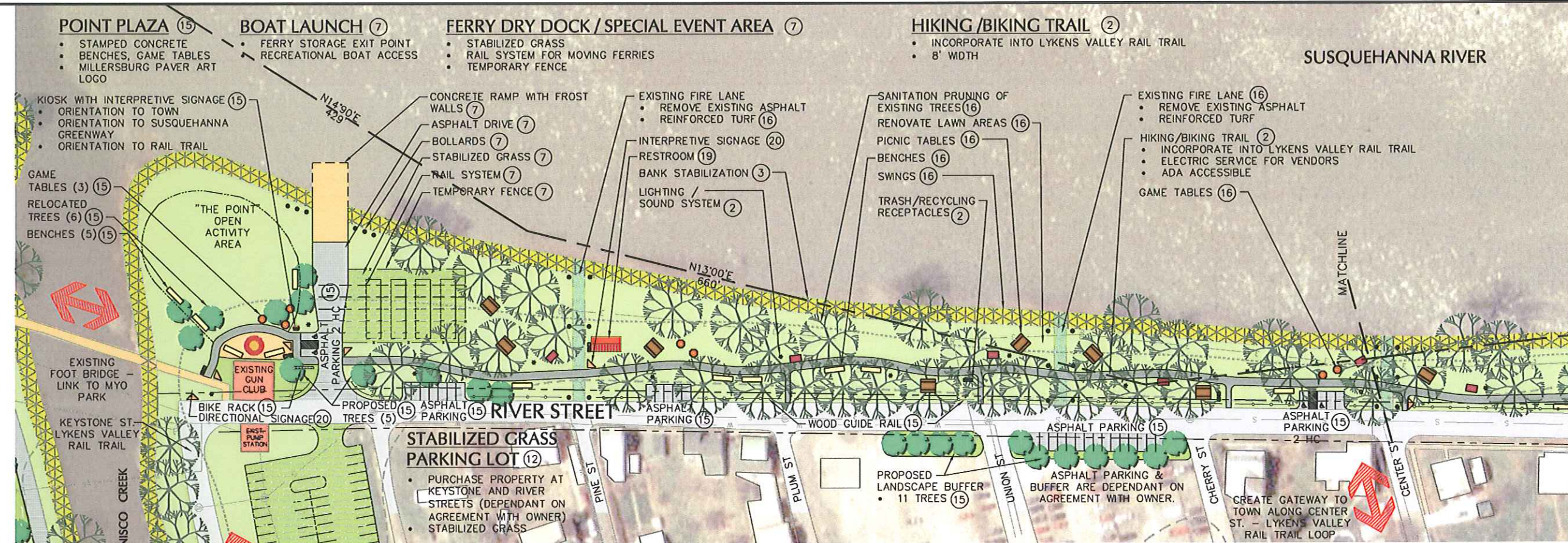


	EXIST UTILITY POLE
	EXIST ELECTRIC LINE
	EXIST WATER LINE
	EXIST. SAN. LINE
	EXIST. TELEPHONE LINE
	EXIST. ROW PROPERTY LINE
	FLOODWAY
	100 YEAR FLOODPLAIN
	500 YEAR FLOODPLAIN
	LINKS IN RECREATION NETWORK
	PHASE NUMBER
	BOLLARD
	INTERPRETIVE SIGNAGE
	PICNIC TABLE
	GAME TABLE
	BENCH
	SWING
	BIKE RACK
	TRASH/RECYCLE RECEPTACLES
	EXISTING TREE
	PROPOSED TREE
	EXISTING EVERGREEN
	RIVER BANK STABILIZATION
	STABILIZED GRASS
	GRASSY PAVERS
	BITUMINOUS BIKING/WALKING PATH
	PROPOSED WALKING BRIDGE
	EXISTING PAVILION
	PROP PAVILION
	EXISTING PATH
	PROP. PATH
	PROP. CLIMBING WALL
	PROP. PLAY APPARATUS

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DCNR COMMENTS			
REV.			



LEGEND

- EXIST UTILITY POLE
- EXIST ELECTRIC LINE
- EXIST WATER LINE
- EXIST. SAN. LINE
- EXIST. TELEPHONE LINE
- EXIST. ROW
- PROPERTY LINE
- FLOODWAY
- 100 YEAR FLOODPLAIN
- 500 YEAR FLOODPLAIN
- LINKS IN RECREATION NETWORK
- PHASE NUMBER
- BOLLARD
- INTERPRETIVE SIGNAGE
- PICNIC TABLE
- GAME TABLE
- BENCH
- SWING
- BIKE RACK
- TRASH/RECYCLE RECEPTACLE
- EXISTING TREE
- PROPOSED TREE
- EXISTING EVERGREEN
- RIVER BANK STABILIZATION
- STABILIZED GRASS
- GRASSY PAVERS
- BITUMINOUS BIKING/WALKING
- PROPOSED WALKING BRIDGE
- EXISTING PAVILION
- PROP PAVILION
- EXISTING PATH
- PROP. PATH
- PROP. CLIMBING WALL
- PROP. PLAY APPARATUS

GRAPHIC SCALE

(IN FEET)
1 inch = 50 ft.

RIVERFRONT PARK GATEWAY TO MILLERSBURG RECREATION NETWORK

NOTES

PROPERTY BOUNDARIES OF RIVERFRONT AND MYO PARKS APPROXIMATED FROM BOROUGH MAP DATED FEB. 25, 1991.

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DCNR COMMENTS			
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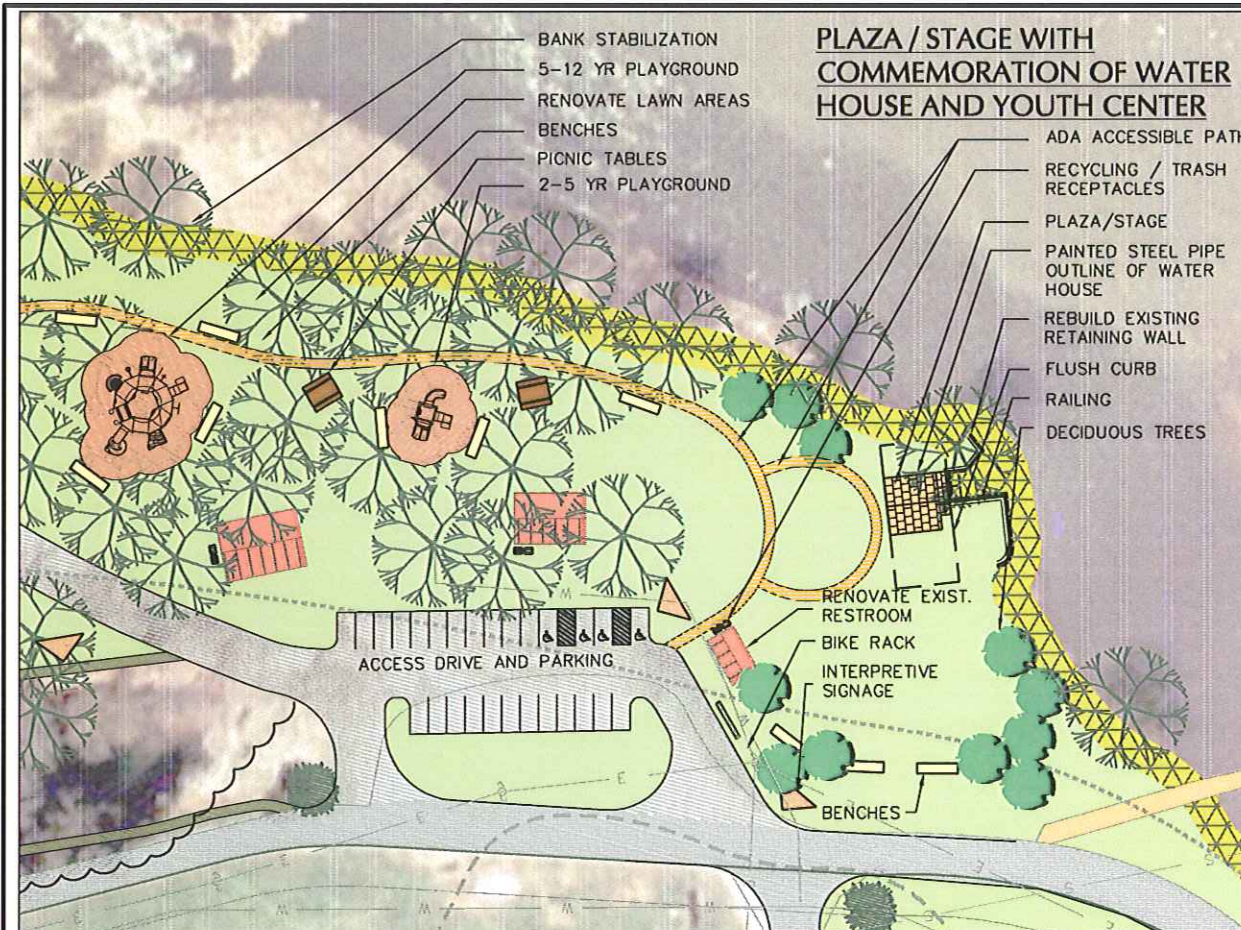
MASTERPLAN
MILLERSBURG COMMUNITY PARKS
RIVER STREET
MILLERSBURG
DAUPHIN COUNTY
PENNSYLVANIA

ILLUSTRATIVE SITE PLAN - RIVER FRONT PARK

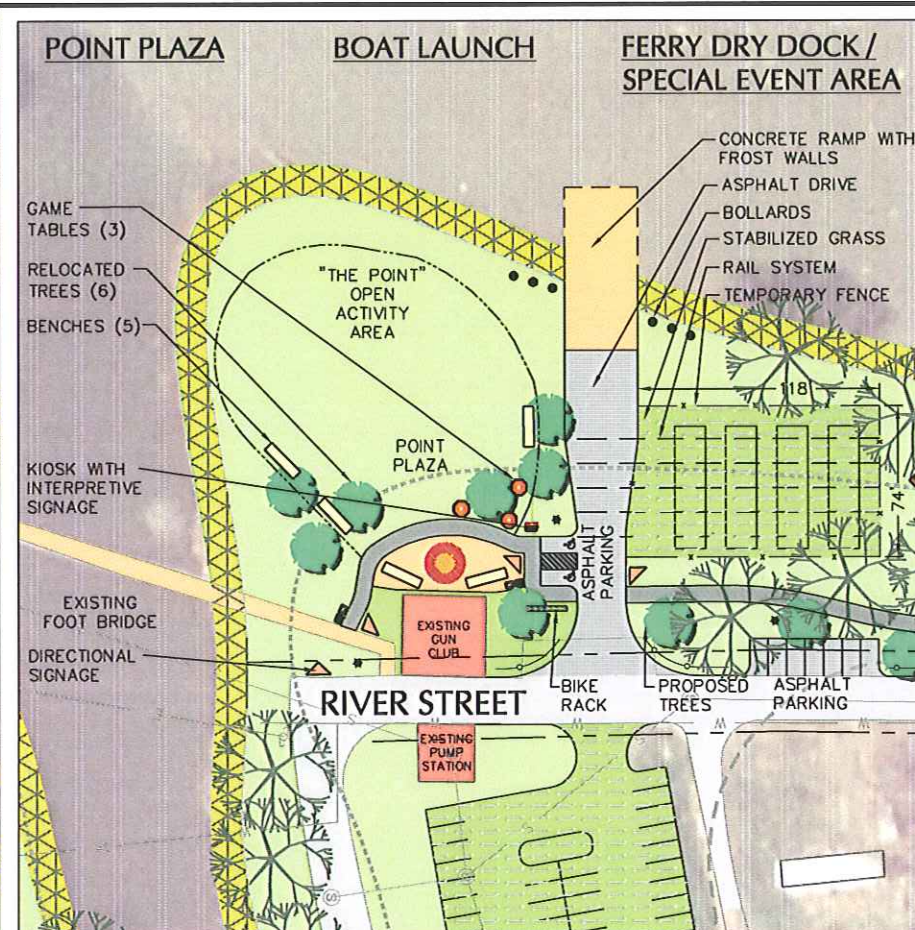
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CHECKED BY: SVO
DATE: 10-28-08
SCALE: 1"=50'
JOB NUMBER: 07005

SHEET 2 OF 3

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MYO PARK
SCALE: 1"=40'



RIVERFRONT PARK
SCALE: 1"=40'



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FINAL MASTERPLAN	EIS	02-20-09	DATE
DCNR COMMENTS	EIS	12-19-08	DATE
REV.	BY		DATE

COMPREHENSIVE LAND AND SITE PLANNING ENGINEERING
 LANDSCAPE ARCHITECTURE

H. EDWARD BLACK and ASSOCIATES, P.C.
 2403 North Front Street • Harrisburg, Pennsylvania 17110 • Telephone 717-233-1026 • FAX 717-233-1312

MASTERPLAN	DUH	SVG	10-28-08	1"=40'	07005
MILLERSBURG COMMUNITY PARKS	LOCATION:	RIVER STREET MILLERSBURG DAUPHIN COUNTY PENNSYLVANIA			

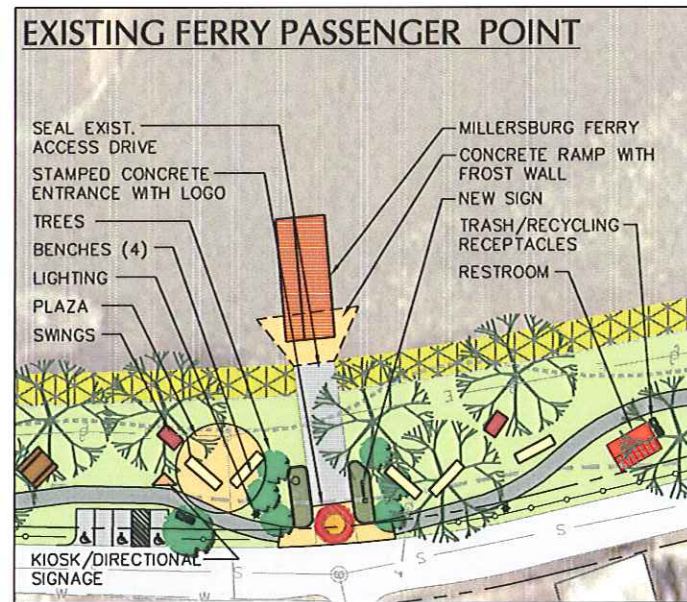
ILLUSTRATIVE SITE PLAN - RIVERFRONT PARK

DRAWN BY: DUH CHECKED BY: SVG DATE: 10-28-08 SCALE: 1"=40' JOB NUMBER: 07005

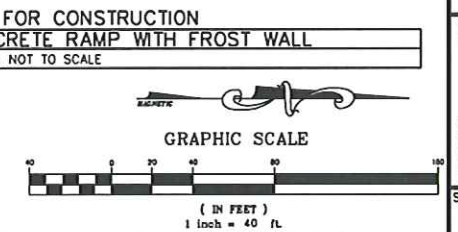
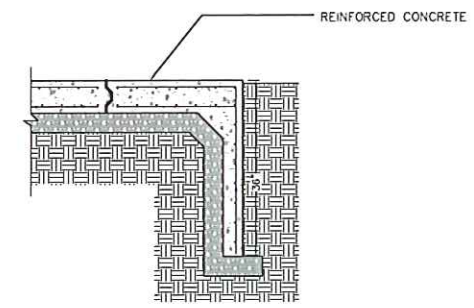
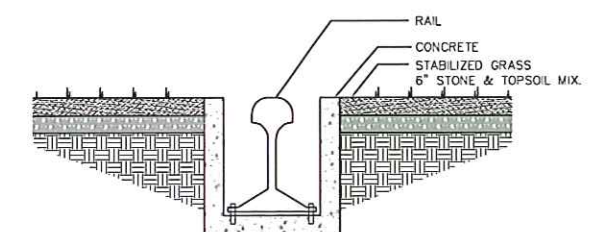
SHEET **3 OF 3**



MYO PARK PLAZA / STAGE WITH COMMEMORATION OF WATER HOUSE AND YOUTH CENTER
SCALE: 1"=40'



RIVERFRONT PARK
SCALE: 1"=40'



W:\PROJECTS\07005 Millersburg Masterplan\dwg\07005-Rendering 2.dwg 2/18/2009 8:10:17 AM EST



Cost Estimate
Millersburg Master Site Plan
Riverfront and MYO Parks
Based on Summer of 2008 Budgeting
(Totals rounded to nearest \$100)

COMMONWEALTH OF PENNSYLVANIA
 DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES
 BUREAU OF RECREATION AND CONSERVATION



SMALL COMMUNITIES DEVELOPMENT
ESTIMATE OF PROBABLE COST

Phase	Park	Work Item/ Facility	Unit Costs				Total Materials/Prof. Design Paid Labor/Equipment Fees		Maintenance Requirements	Estimated Maintenance Costs									
			Quantity	Units	Unit Cost	Total Cost	Total Project Cost			Quantity	Units	Unit Cost	Total Cost						
1	MYO	5-12 yr. old play structure	1	LS	\$71,000	\$71,000		\$71,000	1 man-hour daily (April thru November)	224	Hours	\$25	\$5,600						
		Wood fiber play surface and edging	1	LS	\$30,000	\$30,000		\$30,000											
		2- 5 yr. old play structure	1	LS	\$16,000	\$16,000		\$16,000											
		Wood fiber play surface and edging	1	LS	\$13,000	\$13,000		\$13,000											
		5' wide polymer emulsion stabilized walkway on stone base	350	SY	\$60	\$21,000		\$21,000											
		Alternate stabilized stone dust walkway on stone base	350	SY	\$18														
		Survey - (Allowance)	1	LS	\$5,000	\$5,000		\$5,000											
		Chapter 105 & 106 Permitting not anticipated this phase																	
		Erosion and sedimentation control	1	LS	\$3,000	\$3,000		\$3,000											
		Stormwater management allowance	1	LS	\$4,000	\$4,000		\$4,000											
		Landscaping	1	LS	\$3,000	\$3,000		\$3,000											
		Subtotal						\$166,000											
		Constr Contingency (15%)						\$24,900											
		Constr. Observation (5%)						\$9,600											
Land Development & Approvals (10% of contract)						\$20,100													
TOTAL COST PHASE 1						\$220,600						\$7,400							
2	RIVERFRONT	Hiking/ biking trail - 8' wide	1,800	SY	\$34	\$61,200		\$61,200	1 man-hour weekly per 100 SY (April thru November)	576	Hours	\$25	\$14,400						
		Asphalt trail	1,800	SY	\$65														
		Alternate Resin pavement or polymer emulsion stabilized																	
		Remove existing lighting and sound system.	1	LS	\$25,000	\$25,000		\$25,000											
		Electric service with receptacles at light pole bases (allowance)	1	LS	\$100,000	\$100,000		\$100,000											
		Lighting	17	EA	\$5,200	\$88,400		\$88,400											
		Sound system (allowance)	1	LS	\$100,000	\$100,000		\$100,000											
		Trash/recycling receptacles	7	SET	\$3,000	\$21,000		\$21,000											
		Survey of Riverfront park (Allowance)	1	LS	\$15,000	\$15,000		\$15,000											
		Chapter 105 & 106 Permitting (Allowance)	1	LS	\$15,000	\$15,000		\$15,000											
		Erosion and sedimentation control	1	LS	\$3,000	\$3,000		\$3,000											
		Stormwater management allowance	1	LS	\$4,000	\$4,000		\$4,000											
		Landscaping	1	LS	\$3,000	\$3,000		\$3,000											
		Trash/recycling receptacles	4	SET	\$3,000	\$12,000		\$12,000											
		Subtotal						\$447,600											
		Constr Contingency (15%)						\$67,200											
		Constr. Observation (5%)						\$25,800											
Land Development & Approvals (10% of contract)						\$54,100													
TOTAL COST PHASE 2						\$594,700						\$18,600							
3	MYO	Bank stabilization (Allowance)	1	LS	\$100,000	\$100,000		\$100,000	6 man-hours monthly (average) to inspect and repair	72	Hours	\$25	\$1,800						
		Survey (Allowance)	1	LS	\$5,000	\$5,000		\$5,000											
		Chapter 105 & 106 Permitting (Allowance)	1	LS	\$15,000	\$15,000		\$15,000											
		Bank stabilization (Allowance)	1	LS	\$100,000	\$100,000		\$100,000											
	RIVERFRONT	Survey provided in phase 2							6 man-hours monthly (average) to inspect and repair	72	Hours	\$25	\$1,800						
		Chapter 105 & 106 Permitting (Allowance)	1	LS	\$15,000	\$15,000		\$15,000											
		Erosion and sedimentation control	1	LS	\$3,000	\$3,000		\$3,000											
		Subtotal						\$238,000											
Constr Contingency (15%)						\$35,700													
Constr. Observation (5%)						\$13,700													
Land Development & Approvals (20% of contract)						\$57,500													
TOTAL COST PHASE 3						\$344,900						\$4,000							



Cost Estimate
Millersburg Master Site Plan
Riverfront and MYO Parks
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SMALL COMMUNITIES DEVELOPMENT
ESTIMATE OF PROBABLE COST

Phase	Park	Work Item/ Facility	Unit Costs				Total Materials/Prof. Design Paid Labor/Equipment Fees		Maintenance Requirements	Estimated Maintenance Costs									
			Quantity	Units	Unit Cost	Total Cost	Total Project Cost			Quantity	Units	Unit Cost	Total Cost						
4	RIVERFRONT	Existing Ferry Passenger Point							1 man-hour daily (April thru November)	224	Hours	\$25	\$5,600						
		Coffer dam	150	LF	\$200	\$30,000		\$30,000											
		Concrete ramp with frost walls	900	SF	\$50	\$45,000		\$45,000											
		Seal existing asphalt access drive	200	SY	\$5	\$900		\$900											
		Stamped concrete entrance	750	SF	\$25	\$18,750		\$18,750											
		Millersburg Ferry paver art logo	1	LS	\$10,000	\$10,000		\$10,000											
		Plaza	1	LS	\$50,000	\$50,000		\$50,000											
		Benches	4	EA	\$2,250	\$9,000		\$9,000											
		Kiosk	1	EA	\$10,000	\$10,000		\$10,000											
		New sign	1	EA	\$10,000	\$10,000		\$10,000											
		Trees	6	EA	\$570	\$3,420		\$3,420											
		Landscaping	1	LS	\$5,000	\$5,000		\$5,000											
		Survey provided in phase 2																	
		Chapter 105 & 106 Permitting (Allowance)	1	LS	\$15,000	\$15,000		\$15,000											
		Erosion and sedimentation control	1	LS	\$5,000	\$5,000		\$5,000											
		Stormwater management allowance	1	LS	\$4,000	\$4,000		\$4,000						0.25 man-hour monthly	3.00	Hours	\$25	\$75	
		Landscaping	1	LS	\$5,000	\$5,000		\$5,000						1 man-hour weekly (April thru November)	32	Hours	\$25	\$800	
								Subtotal						\$221,100	Maintenance Materials (10% of Labor Costs)				\$648
								Constr Contingency (15%)						\$33,200	Subtotal				\$7,200
								Constr. Observation (5%)						\$12,800					
						Land Development & Approvals (10% of contract)	\$26,800												
						TOTAL COST PHASE 4	\$293,900												
5	RIVERFRONT	Restroom/Concession at north end of park (±26'x26') (ADA accessible)	1	EA	\$163,000	\$163,000		\$163,000	1 man-hour daily (April thru November)	224	Hours	\$25	\$5,600						
		Grading/Foundation	1	LS	\$16,500	\$16,500		\$16,500											
		Electric/Sewer/Water service to site	100	LF	\$150	\$15,000		\$15,000											
		Survey provided in phase 2																	
		Chapter 105 & 106 Permitting (Allowance)	1	LS	\$5,000	\$5,000		\$5,000											
		Erosion and sedimentation control	1	LS	\$3,000	\$3,000		\$3,000											
		Stormwater management allowance	1	LS	\$5,000	\$5,000		\$5,000						0.25 man-hour monthly	3	Hours	\$25	\$75	
		Landscaping	1	LS	\$3,000	\$3,000		\$3,000						0.25 man-hour weekly (April thru November)	8	Hours	\$25	\$200	
								Subtotal						\$210,500	Maintenance Materials (10% of Labor Costs)				\$588
								Constr Contingency (15%)						\$31,600	Subtotal				\$6,500
								Constr. Observation (5%)						\$12,200					
								Land Development & Approvals (10% of contract)						\$25,500					
						TOTAL COST PHASE 5	\$279,800												
6 - A	MYO	New Access to MYO Park							No Maintenance in this Phase										
		Purchase "former Hardees" property																	
		(Allowance - negotiations with owner have not begun)	1	LS	\$500,000	\$500,000		\$500,000											
						Subtotal	\$500,000												
						Constr Contingency (15%)	\$75,000												
						TOTAL COST PHASE 6 - A	\$575,000												



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SMALL COMMUNITIES DEVELOPMENT
ESTIMATE OF PROBABLE COST

Phase	Park	Work Item/ Facility	Unit Costs				Total Materials/Prof. Design Paid Labor/Equipment Fees		Maintenance Requirements	Estimated Maintenance Costs				
			Quantity	Units	Unit Cost	Total Cost	Total Project Cost			Quantity	Units	Unit Cost	Total Cost	
6 - B	MYO	New Access to MYO Park							Sweep yearly	4	Hours	\$50	\$200	
		Demolition of existing building	1	LS	\$30,000	\$30,000	\$30,000	\$30,000	Seal on three year basis or as required by use	0.33	per year	\$1,500	\$500	
		Permitting for RR crossing	1	LS	\$25,000	\$25,000	\$25,000	\$25,000						
		RR crossing (incl. gates and lights)	1	LS	\$200,000	\$200,000	\$200,000	\$200,000						
		Access drive												
		Grading - fill	3,500	CY	\$15	\$52,500	\$52,500	\$52,500						
		Bituminous drive	2,000	SY	\$34	\$68,000	\$68,000	\$68,000						
		Close existing access												
		Remove former access drive/ haul	410	SY	\$20	\$8,200	\$8,200	\$8,200						
		Replace former access drive with stabilized grass	410	SY	\$22	\$9,020	\$9,020	\$9,020						
		Bollards to block existing access	6	EA	\$420	\$2,520	\$2,520	\$2,520						
		Survey of "former Hardees" site and MYO Park in area of proposed access drive (Allowance)	1	LS	\$7,000	\$7,000	\$7,000	\$7,000						
		Chapter 105 & 106 Permitting (Allowance)	1	LS	\$5,000	\$5,000	\$5,000	\$5,000						
		Erosion and sedimentation control	1	LS	\$5,000	\$5,000	\$5,000	\$5,000						
		Stormwater management allowance	1	LS	\$10,000	\$10,000	\$10,000	\$10,000	0.25 man-hour monthly	3	Hours	\$25	\$75	
		Landscaping	1	LS	\$8,000	\$8,000	\$8,000	\$8,000	0.25 man-hour weekly (April thru November)	8	Hours	\$25	\$200	
										Maintenance Materials (10% of Labor Costs)				\$97
							Subtotal							
							Constr Contingency (15%)					\$1,100		
							Constr. Observation (5%)							
							Land Development & Approvals (10% of contract)							
							TOTAL COST PHASE 6 - B							
6 - C	MYO	New Access to MYO Park							Sweep yearly	4	Hours	\$50	\$200	
		Parking on former "Hardees" site							Seal on three year basis or as required by use	0.33	per year	\$1,500	\$500	
		Remove existing asphalt	1	LS	\$30,000	\$30,000	\$30,000	\$30,000						
		Install new asphalt	1,700	SY	\$34	\$57,800	\$57,800	\$57,800						
		Open air kiosk/information center (allowance)	1	LS	\$10,000	\$10,000	\$10,000	\$10,000	0.5 man-hour weekly (April thru November)	16	Hours	\$25	\$400	
		Trees	16	EA	\$570	\$9,120	\$9,120	\$9,120						
		Landscaping	1	LS	\$25,000	\$25,000	\$25,000	\$25,000						
		Survey provided in phase 6-B												
		Erosion and sedimentation control	1	LS	\$4,000	\$4,000	\$4,000	\$4,000						
		Stormwater management allowance	1	LS	\$6,000	\$6,000	\$6,000	\$6,000	0.25 man-hour monthly	3	Hours	\$25	\$75	
		Landscaping	1	LS	\$6,000	\$6,000	\$6,000	\$6,000	2 man-hour weekly (April thru November)	64	Hours	\$25	\$1,600	
										Maintenance Materials (10% of Labor Costs)				\$277
									Subtotal					
									Constr Contingency (15%)					\$3,100
									Constr. Observation (5%)					
									Land Development & Approvals (10% of contract)					
									TOTAL COST PHASE 6 - C					
7	RIVERFRONT	Boat launch							0.5 man-hour weekly (April thru November)	16	Hours	\$25	\$400	
		Coffer dam	100	LF	\$200	\$20,000	\$20,000	\$20,000						
		Asphalt	580	SY	\$34	\$19,720	\$19,720	\$19,720						
		Concrete ramp with frost walls	2,900	SF	\$50	\$145,000	\$145,000	\$145,000						
		Bollards	12	EA	\$420	\$5,040	\$5,040	\$5,040						
		Ferry dry dock location/special event area												
		Stabilized turf - 8" topsoil/stone mix, seed	1,000	SY	\$18	\$18,000	\$18,000	\$18,000	0.5 man-hour weekly (April thru November)	16	Hours	\$25	\$400	
		Temporary fence												
		Removable bollards	48	EA	\$420	\$20,160	\$20,160	\$20,160						
		Chain	400	LF	\$15	\$6,000	\$6,000	\$6,000						
		Rail system for moving ferries from boat launch lane to dry dock yard	750	LF	\$60	\$45,000	\$45,000	\$45,000						
		Rings mounted in concrete footing for anchoring dry docked ferries.	10	EA	\$300	\$3,000	\$3,000	\$3,000						
		Survey provided in phase 2												
		Chapter 105 & 106 Permitting (Allowance)	1	LS	\$15,000	\$15,000	\$15,000	\$15,000						
		Erosion and sedimentation control	1	LS	\$4,000	\$4,000	\$4,000	\$4,000						
		Stormwater management allowance	1	LS	\$5,000	\$5,000	\$5,000	\$5,000	0.25 man-hour monthly	3	Hours	\$25	\$75	
		Landscaping	1	LS	\$5,000	\$5,000	\$5,000	\$5,000	2 man-hour weekly (April thru November)	64	Hours	\$25	\$1,600	
								Maintenance Materials (10% of Labor Costs)				\$248		
							Subtotal							
							Constr Contingency (15%)					\$2,800		
							Constr. Observation (5%)							
							Land Development & Approvals (10% of contract)							
							TOTAL COST PHASE 7							



Cost Estimate
Millersburg Master Site Plan
Riverfront and MYO Parks
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(Totals rounded to nearest \$100)

COMMONWEALTH OF PENNSYLVANIA
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 BUREAU OF RECREATION AND CONSERVATION



SMALL COMMUNITIES DEVELOPMENT
ESTIMATE OF PROBABLE COST

Phase	Park	Work Item/ Facility	Unit Costs				Total Materials/Prof. Design Paid Labor/Equipment Fees		Maintenance Requirements	Estimated Maintenance Costs				
			Quantity	Units	Unit Cost	Total Cost	Total Project Cost			Quantity	Units	Unit Cost	Total Cost	
8	MYO	Plaza/stage with commemoration of Water House and Youth Center	830	SF	\$30	\$24,900		\$24,900	0.5 man-hour weekly (April thru November)	16	Hours	\$25	\$400	
		Colored Concrete plaza/stage	1	LS	\$30,000	\$30,000	\$30,000		Repainting on 3-yr cycle	0.33	EA	\$1,500	\$500	
		Painted steel pipe outline of "Water House"	200	LF	\$25	\$5,000	\$5,000							
		12" flush curb delineating footprint of Youth Center	1	LS	\$6,000	\$6,000	\$6,000							
		Electric service	1	LS	\$10,000	\$10,000	\$10,000							
		Rebuild retaining wall	110	LF	\$60	\$6,600	\$6,600							
		Railing at existing retaining wall	11	EA	\$570	\$6,270	\$6,300							
		Deciduous trees	100	SY	\$34	\$3,400	\$3,400							
		5' wide asphalt walkway	100	SY	\$65	\$6,500	\$6,500							
		Alternate resin pavement or polymer emulsion stabilized walkway	1	LS	\$5,000	\$5,000	\$5,000							
		Survey (Allowance)	1	LS	\$8,000	\$8,000	\$8,000							
		Chapter 105 & 106 Permitting (Allowance)	1	LS	\$4,000	\$4,000	\$4,000							
		Erosion and sedimentation control	1	LS	\$6,000	\$6,000	\$6,000			0.25 man-hour monthly	3	Hours	\$25	\$75
		Stormwater management allowance	1	LS	\$6,000	\$6,000	\$6,000			2 man-hour weekly (April thru November)	64	Hours	\$25	\$1,600
		Landscaping	1	LS	\$6,000	\$6,000	\$6,000			Maintenance Materials (10% of Labor Costs)				\$257
									Subtotal					\$2,900
									Constr Contingency (15%)					
							Constr. Observation (5%)							
							Land Development & Approvals (10% of contract)							
							TOTAL COST PHASE 8							
							\$121,200							
							\$18,200							
							\$7,000							
							\$14,700							
							\$161,100							
9	MYO	Nature Trails through wetland area	2,000	SY	\$65	\$130,000		\$130,000	1 man-hour weekly per 100 SY (April thru November)	640	Hours	\$25	\$16,000	
		5' wide resin pavement or polymer emulsion stabilized walkway	2,000	SY	\$18	\$36,000		\$36,000						
		Alternate stone dust walkway on stone base	1	EA	\$100,000	\$100,000	\$100,000							
		Pedestrian bridge over canal - 6' x 70'	1,200	SF	\$50	\$60,000	\$60,000							
		Wood walkways/decks in wetlands	10	EA	\$2,000	\$20,000	\$20,000							
		Interpretative Signage	1	LS	\$10,000	\$10,000	\$10,000							
		Survey (Allowance)	1	LS	\$20,000	\$20,000	\$20,000							
		Chapter 105 & 106 Permitting (Allowance)	1	LS	\$8,000	\$8,000	\$8,000							
		Erosion and sedimentation control	1	LS	\$6,000	\$6,000	\$6,000			0.1 man-hour monthly per 100 SY	64	Hours	\$25	\$1,600
		Stormwater management allowance	1	LS	\$6,000	\$6,000	\$6,000			2 man-hour weekly (April thru November)	64	Hours	\$25	\$1,600
		Landscaping	1	LS	\$5,000	\$5,000	\$5,000			Maintenance Materials (10% of Labor Costs)				\$1,920
									Subtotal					\$21,200
									Constr Contingency (15%)					
									Constr. Observation (5%)					
									Land Development & Approvals (10% of contract)					
									TOTAL COST PHASE 9					
									\$359,000					
							\$53,900							
							\$20,700							
							\$43,400							
							\$477,000							
10	MYO	Dredge canal	10,000	CY	\$20	\$200,000		\$200,000						
		Survey (Allowance)	1	LS	\$3,000	\$3,000	\$3,000							
		Chapter 105 & 106 Permitting (Allowance)	1	LS	\$7,000	\$7,000	\$7,000							
		Erosion and sedimentation control	1	LS	\$7,000	\$7,000	\$7,000							
									Subtotal	No General Maintenance in this Phase				-0-
									Constr Contingency (15%)					
									Constr. Observation (5%)					
							Land Development & Approvals (10% of contract)							
							TOTAL COST PHASE 10							
							\$217,000							
							\$32,600							
							\$12,500							
							\$26,300							
							\$288,400							



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SMALL COMMUNITIES DEVELOPMENT
ESTIMATE OF PROBABLE COST

Phase	Park	Work Item/ Facility	Unit Costs				Total Materials/Prof. Design Paid Labor/Equipment Fees		Maintenance Requirements	Estimated Maintenance Costs			
			Quantity	Units	Unit Cost	Total Cost	Total Project Cost			Quantity	Units	Unit Cost	Total Cost
11	MYO	Canoe/kayak launch							0.5 man-hour weekly (April thru November)	16	Hours	\$25	\$400
		Gravel launch - 8" depth crushed stone on fabric	150	SY	\$25	\$3,750		\$3,800					
		Bollards	3	EA	\$420	\$1,260		\$1,300					
		New drive and parking area at canoe/kayak launch											
		Asphalt	1,760	SY	\$34	\$59,840		\$59,840					
		Alternate - resin pavement or polymer emulsion stabilized	1,760	SY	\$65								
		Survey (Allowance)	1	LS	\$5,000	\$5,000		\$5,000					
		Chapter 105 & 106 Permitting (Allowance)	1	LS	\$5,000	\$5,000		\$5,000					
		Erosion and sedimentation control	1	LS	\$4,000	\$4,000		\$4,000					
		Stormwater management allowance	1	LS	\$5,000	\$5,000		\$5,000					
		Landscaping	1	LS	\$4,000	\$4,000		\$4,000					
		Subtotal						\$87,940					
		Constr Contingency (15%)						\$13,200					
Constr. Observation (5%)						\$5,100							
Land Development & Approvals (10% of contract)						\$10,700							
TOTAL COST PHASE 11						\$117,000							
12	RIVERFRONT	Stabilized Grass Parking Lot						Mowing - 2 man-hours per week (April thru November)	64	hours	\$40	\$2,560	
		Purchase property at Keystone and River Streets (Allowance - negotiations with owner have not begun)	1	LS	\$50,000	\$50,000							\$50,000
		Stabilized turf - 8" topsoil/stone mix, seed	3,050	SY	\$18	\$54,900							\$54,900
		Survey	1	LS	\$3,000	\$3,000							\$3,000
		Chapter 105 & 106 Permitting (Allowance)	1	LS	\$7,000	\$7,000							\$7,000
		Erosion and sedimentation control	1	LS	\$4,000	\$4,000							\$4,000
		Stormwater management allowance	1	LS	\$1,000	\$1,000							\$1,000
		Landscaping	1	LS	\$5,000	\$5,000							\$5,000
		Subtotal											\$124,900
		Constr. Contingency (15%)											\$18,800
		Constr. Observation (5%)											\$7,200
		Land Development & Approvals (10% of contract)											\$15,100
		TOTAL COST PHASE 12											\$166,000
13	MYO	Picnic pavilion 20' X 40'	2	LS	\$30,000	\$60,000		\$60,000	0.5 man-hour weekly (April thru November)	16	Hours	\$25	\$400
		Electric	2	LS	\$6,000	\$12,000		\$12,000					
		Picnic pavilion 10'X20'	1	LS	\$9,000	\$9,000		\$9,000					
		Electric	1	LS	\$3,000	\$3,000		\$3,000					
		Paths around proposed pavilions -											
		5' wide resin pavement or polymer emulsion stabilized walkway	620	SY	\$65	\$40,300		\$40,300					
		Alternate stone dust walkway on stone base	620	SY	\$18								
		Survey (Allowance)	1	LS	\$3,000	\$3,000		\$3,000					
		Chapter 105 & 106 Permitting (Allowance)	1	LS	\$7,000	\$7,000		\$7,000					
		Erosion and sedimentation control	1	LS	\$3,000	\$3,000		\$3,000					
		Stormwater management allowance	1	LS	\$5,000	\$5,000		\$5,000					
		Landscaping	1	LS	\$3,000	\$3,000		\$3,000					
		Subtotal						\$145,300					
Constr Contingency (15%)						\$21,800							
Constr. Observation (5%)						\$8,400							
Land Development & Approvals (10% of contract)						\$17,600							
TOTAL COST PHASE 13						\$193,100							
14	MYO	Climbing Wall	1	LS	\$100,000	\$100,000		\$100,000	Operators (2) 0.5 man-hour weekly (April thru November)	2,560	Hours	\$50	\$128,000
		Survey provided in Phase 11											
		Chapter 105 & 106 Permitting (Allowance)	1	LS	\$7,000	\$7,000		\$7,000					
		Erosion and sedimentation control	1	LS	\$3,000	\$3,000		\$3,000					
		Stormwater management allowance	1	LS	\$3,000	\$3,000		\$3,000					
		Landscaping	1	LS	\$3,000	\$3,000		\$3,000					
		Subtotal						\$116,000					
		Constr Contingency (15%)						\$17,400					
		Constr. Observation (5%)						\$6,700					
		Land Development & Approvals (10% of contract)						\$14,100					
		TOTAL COST PHASE 14						\$154,200					



**Cost Estimate
Millersburg Master Site Plan
Riverfront and MYO Parks
Based on Summer of 2008 Budgeting**
(Totals rounded to nearest \$100)

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES
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**SMALL COMMUNITIES DEVELOPMENT
ESTIMATE OF PROBABLE COST**

Phase	Park	Work Item/ Facility	Unit Costs				Total Materials/Prof. Design Paid Labor/Equipment Fees		Maintenance Requirements	Estimated Maintenance Costs										
			Quantity	Units	Unit Cost	Total Cost	Total Project Cost			Quantity	Units	Unit Cost	Total Cost							
15	RIVERFRONT	"Point" plaza							0.5 man-hour daily (April thru November) Sweep yearly Seal on three year basis or as required by use 0.25 man-hour monthly 2 man-hour weekly (April thru November) Maintenance Materials (2.5% of Labor Costs)	112	Hours	\$25	\$2,800							
		Stamped concrete	1,690	SF	\$30	\$50,700	\$50,700													
		Benches	5	EA	\$300	\$1,500	\$1,500													
		Game Tables	3	EA	\$2,800	\$8,400	\$8,400													
		Millersburg paver art logo	1	LS	\$10,000	\$10,000	\$10,000													
		Trees relocated	6	EA	\$500	\$3,000	\$3,000													
		Asphalt parking On River Street	800	SY	\$34	\$27,200	\$27,200													
		Proposed trees	5	EA	\$570	\$2,850	\$2,900													
		Landscape buffer at existing Tool and Die Company																		
		Proposed trees	11	EA	\$570	\$6,270	\$6,300													
		Remove exist gravel, place topsoil, seed	600	SY	\$30	\$18,000	\$18,000													
		Kiosk with interpretative signage	1	EA	\$5,000	\$5,000	\$5,000													
		Wood guide rail	1,300	LF	\$60	\$78,000	\$78,000													
		Survey provided in phase 2																		
		Chapter 105 & 106 Permitting (Allowance)	1	LS	\$8,000	\$8,000	\$8,000													
		Erosion and sedimentation control	1	LS	\$4,000	\$4,000	\$4,000													
		Stormwater management allowance	1	LS	\$6,000	\$6,000	\$6,000													
		Landscaping	1	LS	\$5,000	\$5,000	\$5,000													
							Subtotal	\$234,000												
							Constr Contingency (15%)	\$35,100												
							Constr. Observation (5%)	\$13,500												
					Land Development & Approvals (10% of contract)	\$28,300														
					TOTAL COST PHASE 15	\$310,900														
16	RIVERFRONT	Renovate lawn areas						Mowing - 6 man-hours per week (April thru November) Spraying, fertilizing, etc. included below Sweep yearly Seal on three year basis or as required by use Furnishings 1 man-hour weekly (April thru November) Yearly Contract Allowance 1 man-hour monthly 2 man-hour weekly (April thru November) Maintenance Materials (10% of Labor Costs)	192	hours	\$40	\$7,680								
		Aerate, topdress, verticut and overseed	16,500	SY	\$3	\$45,375	\$45,400													
		Existing Fire lanes to river																		
		Remove existing asphalt	450	SY	\$20	\$9,000	\$9,000													
		Reinforced turf - 10" gravel, 2" topsoil, fertilize and seed	450	SY	\$22	\$9,900	\$9,900													
		Bollards	18	EA	\$420	\$7,560	\$7,600													
		Picnic Tables	9	EA	\$2,300	\$20,700	\$20,700													
		Benches	8	EA	\$300	\$2,400	\$2,400													
		Game Tables	4	EA	\$2,800	\$11,200	\$11,200													
		Bike rack	2	EA	\$1,200	\$2,400	\$2,400													
		Swings																		
		Renovate Swing	1	EA	\$300	\$300	\$300													
		Replace Swing on existing frame	2	EA	\$500	\$1,000	\$1,000													
		New wood frame for existing swing - relocate	2	EA	\$500	\$1,000	\$1,000													
		Replace swing and frame	2	EA	\$1,000	\$2,000	\$2,000													
		New Swing	1	EA	\$1,000	\$1,000	\$1,000													
		Sanitation pruning of existing trees	1	LS	\$20,000	\$20,000	\$20,000													
		Survey provided in phase 2																		
		Chapter 105 & 106 Permitting (Allowance)	1	LS	\$8,000	\$8,000	\$8,000													
		Erosion and sedimentation control	1	LS	\$3,000	\$3,000	\$3,000													
		Stormwater management allowance	1	LS	\$3,000	\$3,000	\$3,000													
Landscaping	1	LS	\$3,000	\$3,000	\$3,000															
					Subtotal	\$150,900														
					Constr Contingency (15%)	\$22,700														
					Constr. Observation (5%)	\$8,700														
					Land Development & Approvals (10% of contract)	\$18,300														
					TOTAL COST PHASE 16	\$200,600														



Cost Estimate
Millersburg Master Site Plan
Riverfront and MYO Parks
Based on Summer of 2008 Budgeting
(Totals rounded to nearest \$100)

COMMONWEALTH OF PENNSYLVANIA
 DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES
 BUREAU OF RECREATION AND CONSERVATION



SMALL COMMUNITIES DEVELOPMENT
ESTIMATE OF PROBABLE COST

Phase	Park	Work Item/ Facility	Unit Costs				Total Materials/Prof. Design Paid Labor/Equipment Fees		Maintenance Requirements	Estimated Maintenance Costs				
			Quantity	Units	Unit Cost	Total Cost	Total Project Cost			Quantity	Units	Unit Cost	Total Cost	
17	MYO	Renovate lawn areas							Mowing - 2 man-hours per week (April thru November)	64	hours	\$40	\$2,560	
		Aerate, topdress, verticut and overseed	13,500	SY	\$3	\$37,125		\$37,100	Spraying, fertilizing, etc. included below					
		Picnic Tables	4	EA	\$2,000	\$8,000		\$8,000	Furnishings					
		Benches	10	EA	\$2,250	\$22,500		\$22,500	1 man-hour weekly (April thru November)	64	Hours	\$25	\$1,600	
		Bike Rack	1	EA	\$1,050	\$1,050		\$1,100						
		Survey provided in Phases 1, 8, 11 and 13												
		Chapter 105 & 106 Permitting (Allowance)	1	LS	\$8,000	\$8,000		\$8,000						
		Erosion and sedimentation control	1	LS	\$3,000	\$3,000		\$3,000						
		Stormwater management allowance	1	LS	\$3,000	\$3,000		\$3,000	1 man-hour monthly	12	Hours	\$25	\$300	
		Landscaping	1	LS	\$3,000	\$3,000		\$3,000	2 man-hour weekly (April thru November)	N/A				
		Subtotal						\$85,700	Maintenance Materials (10% of Labor Costs)					\$446
		Constr Contingency (15%)						\$12,900	Subtotal					\$5,000
		Constr. Observation (5%)						\$5,000						
		Land Development & Approvals (10% of contract)						\$10,400						
						TOTAL COST PHASE 17	\$114,000							
18	MYO	Screen existing recycling center - evergreen trees	24	EA	\$570	\$13,680		\$13,700						
		Screen existing sewage treatment plant - evergreen trees	15	EA	\$570	\$8,550		\$8,600						
		Renovate existing restroom	1	LS	\$25,000	\$25,000		\$25,000	1 man-hour daily (April thru November)	224	Hours	\$25	\$5,600	
		Stabilized turf parking area adjacent to BB field							Mowing - 6 man-hours per week (April thru November)	192	hours	\$40	\$7,680	
		Stabilized turf - 8" topsoil/stone mix, seed	5,000	SY	\$18	\$90,000		\$90,000	Spraying, fertilizing, etc. included below					
		Deciduous trees	11	EA	\$570	\$6,270		\$6,300						
		Access drive and parking by existing picnic pavilions												
		Asphalt	1,445	SY	\$34	\$49,130		\$49,130						
		Alternate resin pavement or polymer emulsion stabilized	1,445	SY	\$65									
		Survey (Allowance)	1	LS	\$5,000	\$5,000		\$5,000						
		Chapter 105 & 106 Permitting (Allowance)	1	LS	\$8,000	\$8,000		\$8,000						
		Erosion and sedimentation control	1	LS	\$4,000	\$4,000		\$4,000						
		Stormwater management allowance	1	LS	\$6,000	\$6,000		\$6,000	0.25 man-hour monthly	3	Hours	\$25	\$75	
		Landscaping	1	LS	\$5,000	\$5,000		\$5,000	0.25 man-hour weekly (April thru November)	8	Hours	\$25	\$200	
		Subtotal						\$220,730	Maintenance Materials (10% of Labor Costs)					\$1,356
		Constr Contingency (15%)						\$33,200	Subtotal					\$15,000
		Constr. Observation (5%)						\$12,700						
		Land Development & Approvals (10% of contract)						\$26,700						
						TOTAL COST PHASE 18	\$293,400							
19	MYO	Concession stand - precast concrete building (ADA accessible)	1	EA	\$66,500	\$66,500			1 man-hour daily (April thru November)	224	Hours	\$25	\$5,600	
		Electric/Sewer/Water service to site	200	LF	\$150	\$30,000		\$30,000						
		Survey (Allowance)	1	LS	\$3,000	\$3,000		\$3,000						
		RIVERFRONT	Restroom at south end of park (±10'x17') (ADA accessible)	1	EA	\$51,000	\$51,000		\$51,000	1 man-hour daily (April thru November)	224	Hours	\$25	\$5,600
			Grading/Foundation	1	LS	\$8,000	\$8,000		\$8,000					
			Electric/Sewer/Water service to site	100	LF	\$150	\$15,000		\$15,000					
		Survey provided in Phase 2												
	Chapter 105 & 106 Permitting (Allowance)	1	LS	\$15,000	\$15,000		\$15,000							
	Erosion and sedimentation control	1	LS	\$7,000	\$7,000		\$7,000							
	Stormwater management allowance	1	LS	\$9,000	\$9,000		\$9,000	0.25 man-hour monthly	3	Hours	\$25	\$75		
	Landscaping	1	LS	\$7,000	\$7,000		\$7,000	0.25 man-hour weekly (April thru November)	8	Hours	\$25	\$200		
	Subtotal						\$145,000	Maintenance Materials (10% of Labor Costs)					\$1,148	
	Constr Contingency (15%)						\$21,800	Subtotal					\$12,700	
	Constr. Observation (5%)						\$8,400							
Land Development & Approvals (10% of contract)						\$17,600								
						TOTAL COST PHASE 19	\$192,800							



Cost Estimate
Millersburg Master Site Plan
Riverfront and MYO Parks
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(Totals rounded to nearest \$100)

COMMONWEALTH OF PENNSYLVANIA
 DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES
 BUREAU OF RECREATION AND CONSERVATION



SMALL COMMUNITIES DEVELOPMENT
ESTIMATE OF PROBABLE COST

Phase	Park	Work Item/ Facility	Unit Costs				Total Materials/Prof. Design Paid Labor/Equipment Fees		Maintenance Requirements	Estimated Maintenance Costs					
			Quantity	Units	Unit Cost	Total Cost	Total Project Cost			Quantity	Units	Unit Cost	Total Cost		
20	MYO RIVERFRONT	Directional and Interpretative Signage	10	EA	\$2,000	\$20,000		\$20,000	No Maintenance in this Phase						
		Directional and Interpretative signage	5	EA	\$2,000	\$10,000		\$10,000							
		Survey provided in Phases 1, 2, 6-B, 8, 9, 10, 11, 13, 18 and 19 Chapter 105 & 106 Permitting (Provided in other phases)													
		Erosion and sedimentation control	1	LS	\$2,000	\$2,000		\$2,000							
		Landscaping	1	LS	\$2,000	\$2,000		\$2,000							
		Subtotal						\$34,000							
		Constr. Contingency (15%)						\$5,100							
Constr. Observation (5%)						\$2,000									
							\$4,200								
							\$45,300								
TOTAL ESTIMATED PROJECT COST FOR ALL PHASES								\$6,204,000							
														\$265,300	
														\$128,000	
														\$15,102	

H. Edward Black Associates, P.C (HEB/A) is not a construction contractor and therefore probable construction cost opinions are based solely upon our experience with construction projects performed by others. This requires HEB/A to make a number of assumptions as to actual conditions which will be encountered on the site; the specific decisions of other design professionals engaged; the means and methods of construction the contractor will employ; contractors' techniques in determining prices and market conditions at the time, and other factors over which HEB/A has no control. Given these assumptions, HEB/A's probable construction cost opinion is a fair and reasonable estimate for construction costs as of the date of this opinion.

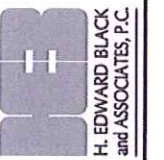
OVERALL AREA SITE ANALYSIS

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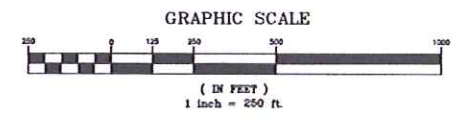
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 - LANDSCAPE ARCHITECTURE
 - ENGINEERING
- 2403 North First Street • Harrisburg, Pennsylvania 17110 • Telephone 717.233-1026 • FAX 717.233-9192



MILLERSBURG PARK SYSTEM	
DRAWN BY:	G-JH
CHECKED BY:	SVC
DATE:	APRIL 30, 2007
SCALE:	1" = 250'
JOB NUMBER:	07005
LOCATION:	MILLERSBURG DAUPHIN COUNTY PENNSYLVANIA
OVERALL AREA	



LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE BASED UPON SURFACE EVIDENCE AND EXISTING DRAWINGS AND ARE NOT GUARANTEED TO BE COMPLETE OR ACCURATE BY H. EDWARD BLACK AND ASSOC., P.C. CONTRACTORS TO CONTACT PA. ONE CALL SYSTEMS, INC. (1-800-242-1778) TO ESTABLISH EXISTING UTILITY LOCATIONS AT LEAST THREE(3) WORKING DAYS PRIOR TO THE START OF ANY EARTHMOVING ACTIVITIES.



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M.Y.O. BOROUGH PARK SITE ANALYSIS

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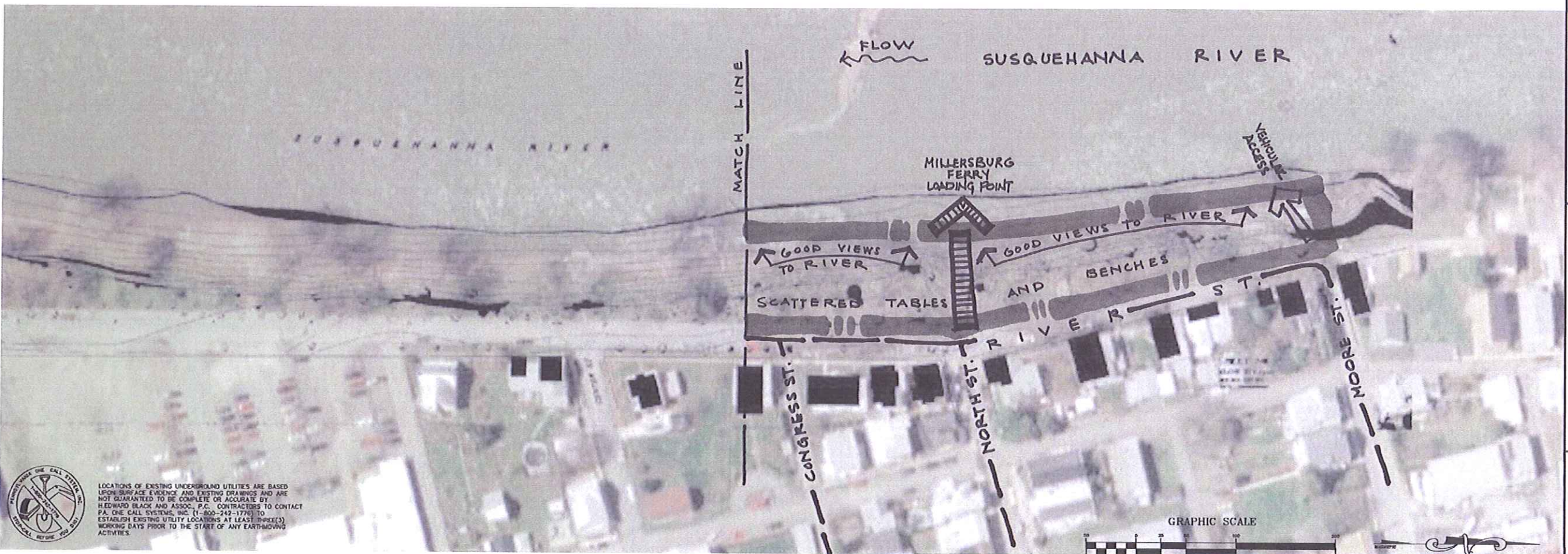
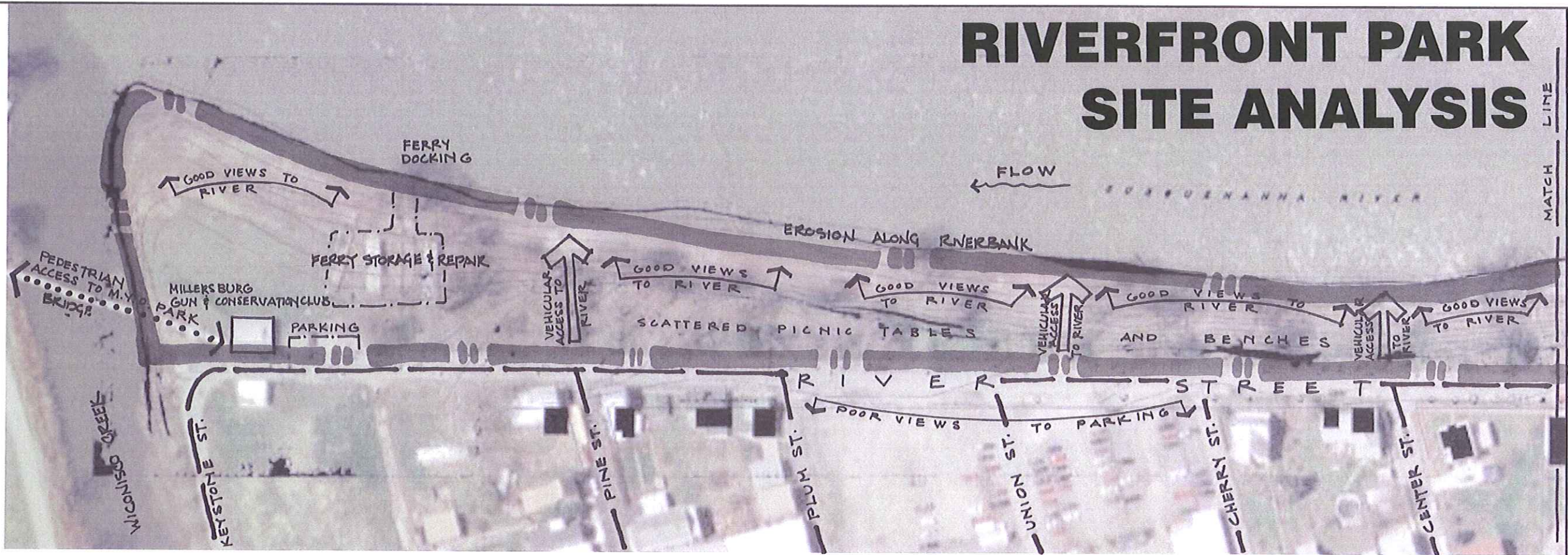
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2401 North Front Street, Harrisburg, Pennsylvania 17110 | Telephone 717.233-1024 | FAX 717.233-2110

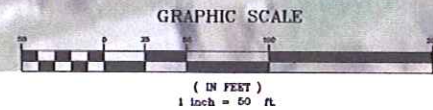
MILLERSBURG PARK SYSTEM	
DRAWN BY: G-JH	MASTERPLAN
CHECKED BY: SVQ	LOCATION:
DATE: APRIL 30, 2007	MILLERSBURG DAUPHIN COUNTY PENNSYLVANIA
SCALE: 1"=100'	M.Y.O. BOROUGH PARK
JOB NUMBER: 07005	
SHEET	
1 OF 4	

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RIVERFRONT PARK SITE ANALYSIS



LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE BASED UPON SURFACE EVIDENCE AND EXISTING DRAWINGS AND ARE NOT GUARANTEED TO BE COMPLETE OR ACCURATE. BY HEDWARD BLACK AND ASSOC., P.C., CONTRACTORS TO CONTACT P.A. ONE CALL SYSTEMS, INC. (1-800-242-1776) TO ESTABLISH EXISTING UTILITY LOCATIONS AT LEAST THREE(3) WORKING DAYS PRIOR TO THE START OF ANY EARTHMOVING ACTIVITIES.



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REV.	DESCRIPTION	BY	DATE

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 - ENGINEERING
- 2402 North First Street • Harrisburg, Pennsylvania 17110 • Telephone: 717.233.0281 • FAX: 717.233.2195

H. EDWARD BLACK and ASSOCIATES, P.C.

PROJECT:	MILLERSBURG PARK SYSTEM
DATE:	APRIL 30, 2007
SCALE:	1"=50'
JOB NUMBER:	07005
LOCATION:	MILLERSBURG DAUPHIN COUNTY PENNSYLVANIA
SHEET:	RIVERFRONT PARK

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MARKET SQUARE & BROWN BRADENBAUGH PARK SITE ANALYSIS

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BY _____ DATE _____

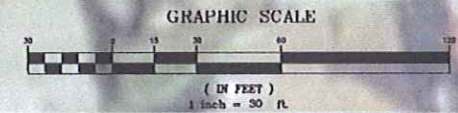
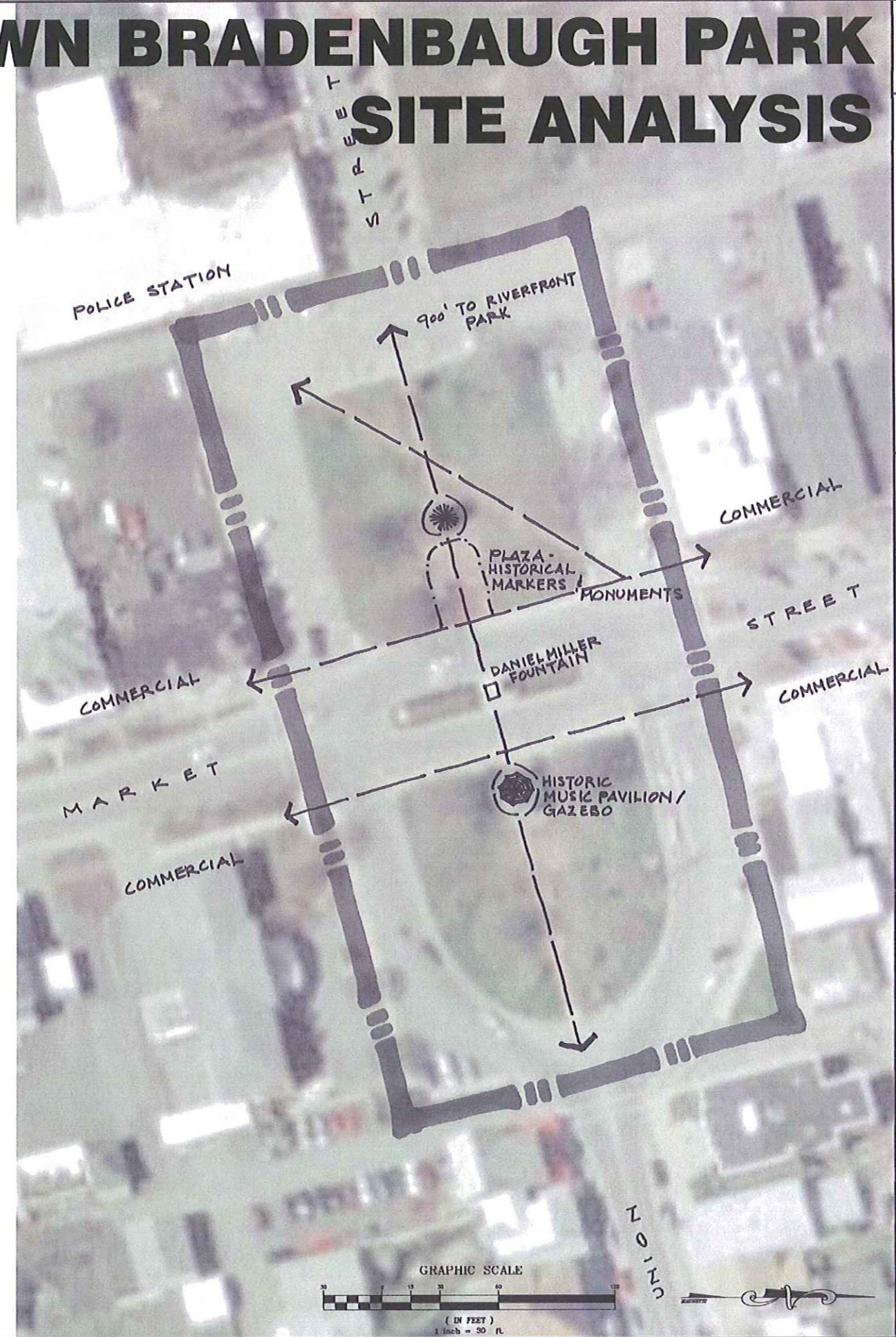
REV | DESCRIPTION

- COMPREHENSIVE LAND AND SITE PLANNING
- LANDSCAPE ARCHITECTURE
- ENGINEERING

EB
H. EDWARD BLACK
and ASSOCIATES, P.C.

MILLERSBURG PARK SYSTEM
MASTERPLAN
LOCATION:
MILLERSBURG
DAUPHIN COUNTY
PENNSYLVANIA
JOB NUMBER: 07005

SHEET
3 OF 4



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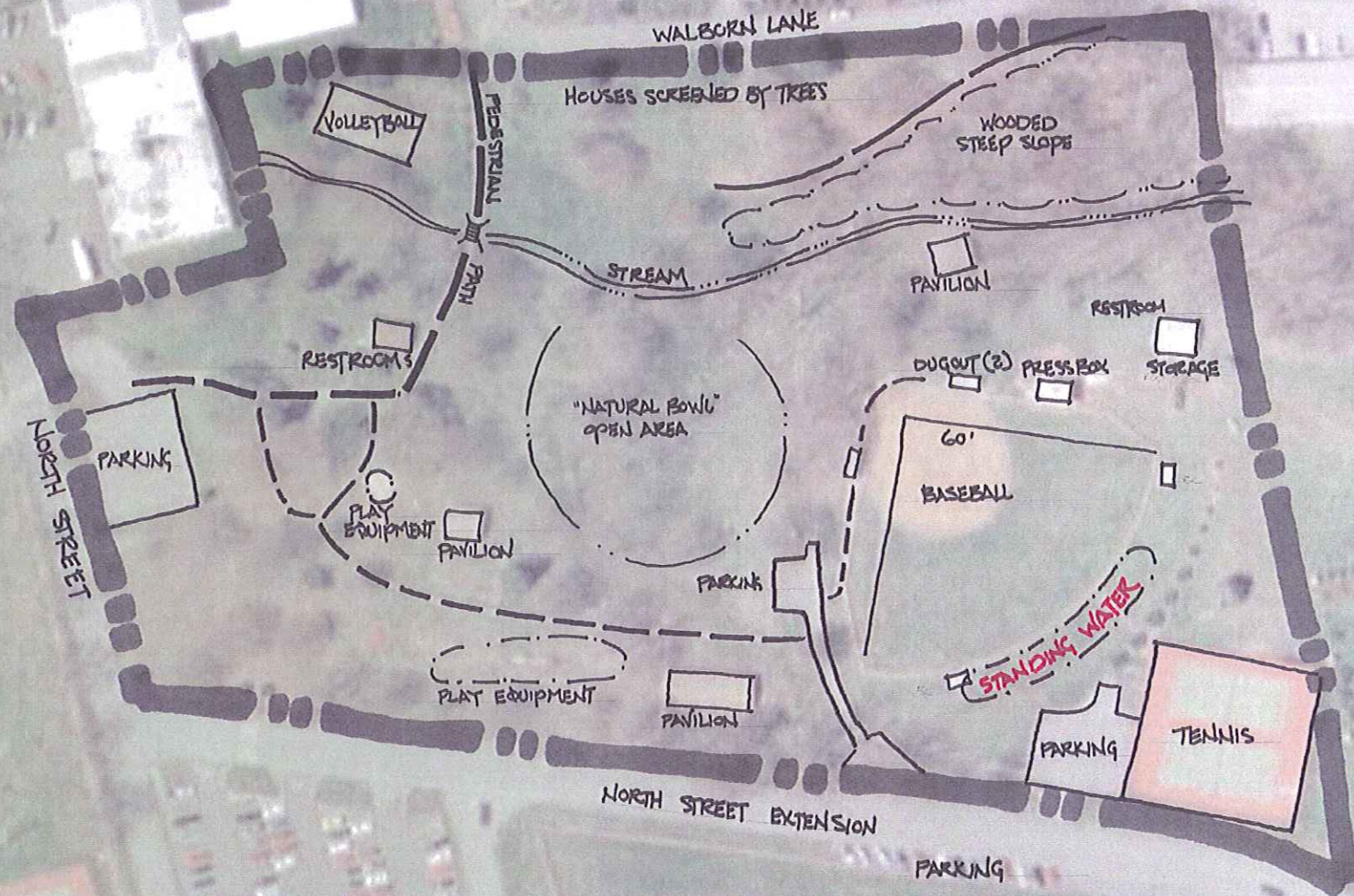


LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE BASED UPON SURFACE EVIDENCE AND EXISTING DRAWINGS AND ARE NOT GUARANTEED TO BE COMPLETE OR ACCURATE BY H. EDWARD BLACK AND ASSOC. P.C. CONTRACTORS TO CONTACT P.A. ONE CALL SYSTEMS, INC. (1-800-242-1778) TO ESTABLISH EXISTING UTILITY LOCATIONS AT LEAST THREE(3) WORKING DAYS PRIOR TO THE START OF ANY EARTHMOVING ACTIVITIES.

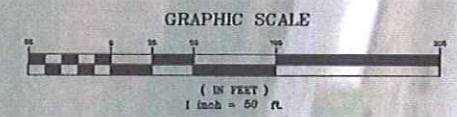
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LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE BASED UPON SURFACE EVIDENCE AND EXISTING DRAWINGS AND ARE NOT GUARANTEED TO BE COMPLETE OR ACCURATE BY H. EDWARD BLACK AND ASSOC., P.C. CONTRACTORS TO CONTACT PA. ONE CALL SYSTEMS, INC. (1-800-242-1778) TO ESTABLISH EXISTING UTILITY LOCATIONS AT LEAST THREE (3) WORKING DAYS PRIOR TO THE START OF ANY EARTHMOVING ACTIVITIES.



SEAL PARK SITE ANALYSIS



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REV.	DESCRIPTION	BY	DATE

- COMPREHENSIVE LAND AND SITE PLANNING
- LANDSCAPE ARCHITECTURE
- ENGINEERING



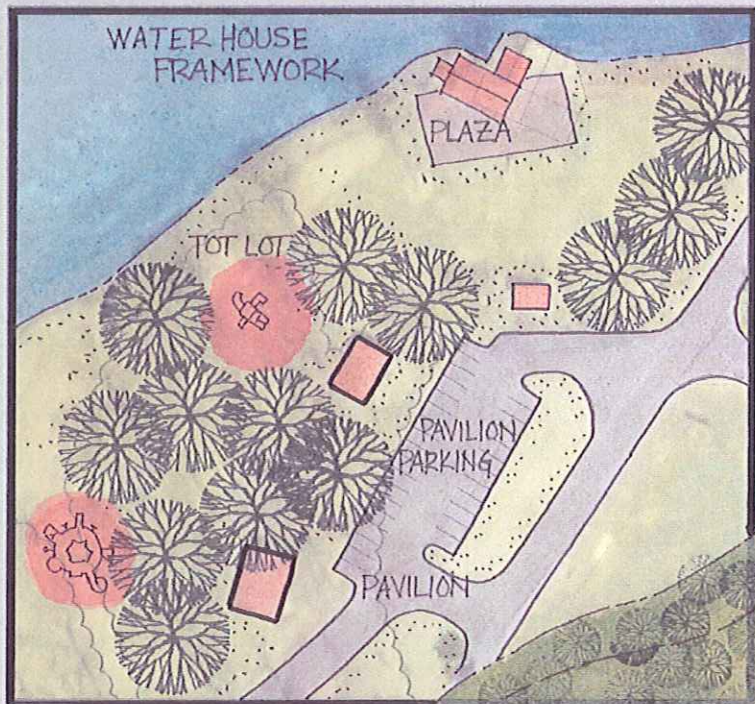
MILLERSBURG PARK SYSTEM	
DRAWN BY:	GJH
CHECKED BY:	SVQ
DATE:	APRIL 30, 2007
SCALE:	1"=50'
JOB NUMBER:	07005
LOCATION: MILLERSBURG DAUPHIN COUNTY PENNSYLVANIA	
SHEET 4 OF 4	

MYO PARK CONCEPT PLAN

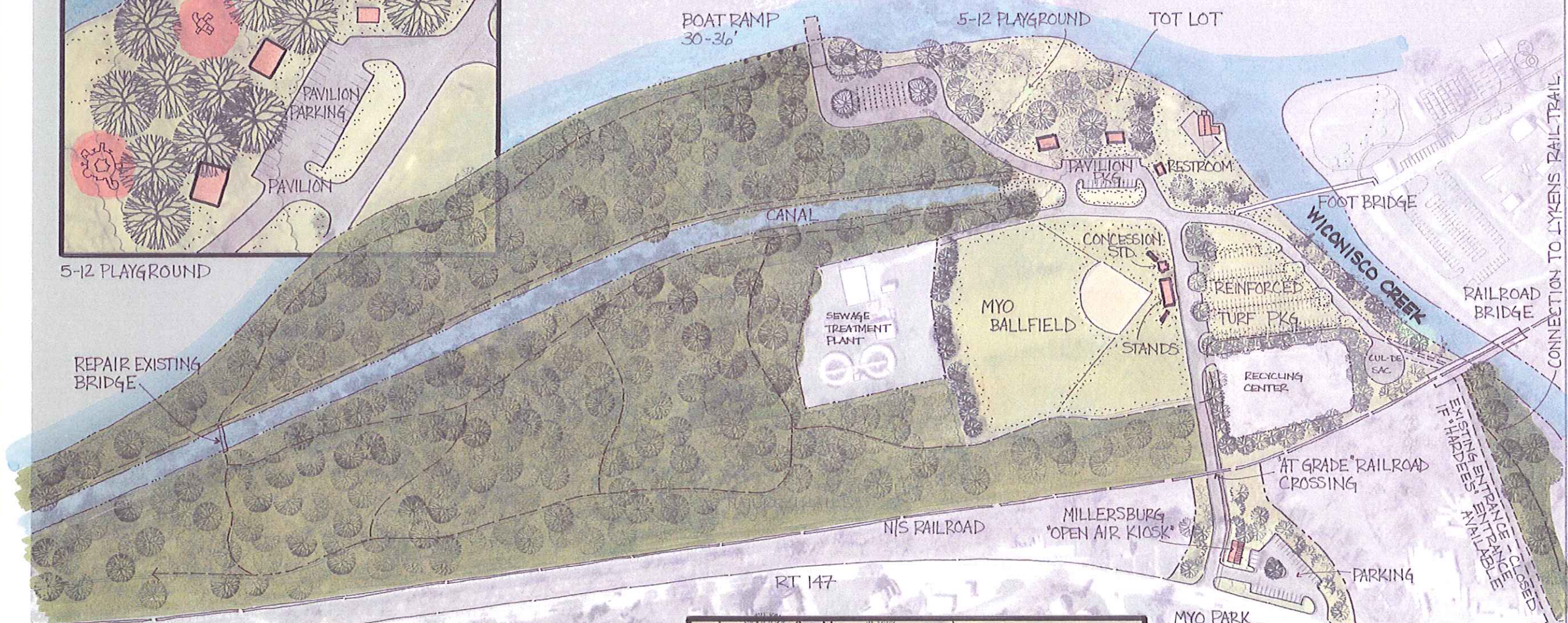
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DATE: _____ BY: _____ REVISION DESCRIPTION: _____

MYO PLAZA AND PLAYGROUND AREAS
SCALE: 1"=50'-0"



SUSQUEHANNA RIVER



5-12 PLAYGROUND

MYO PARK
SCALE: 1"=100'-0"



NEW ENTRANCE TO MYO PARK
SCALE: 1"=50'-0"

- COMPREHENSIVE LAND AND SITE PLANNING
- LANDSCAPE ARCHITECTURE
- ENGINEERING

H. EDWARD BLACK and ASSOCIATES, P.C.
360 North West Street, Harrisburg, Pennsylvania 17110 Telephone (717) 233-2148 Fax (717) 233-2149

MILLERSBURG PARK SYSTEM	
DRAWN BY:	SVQ
CHECKED BY:	SVQ
DATE:	02-06-08
SCALE:	1"=100'
JOB NUMBER:	07005
LOCATION:	MILLERSBURG DAUPHIN COUNTY PENNSYLVANIA
M.Y.O. BOROUGH PARK	

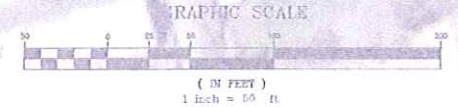
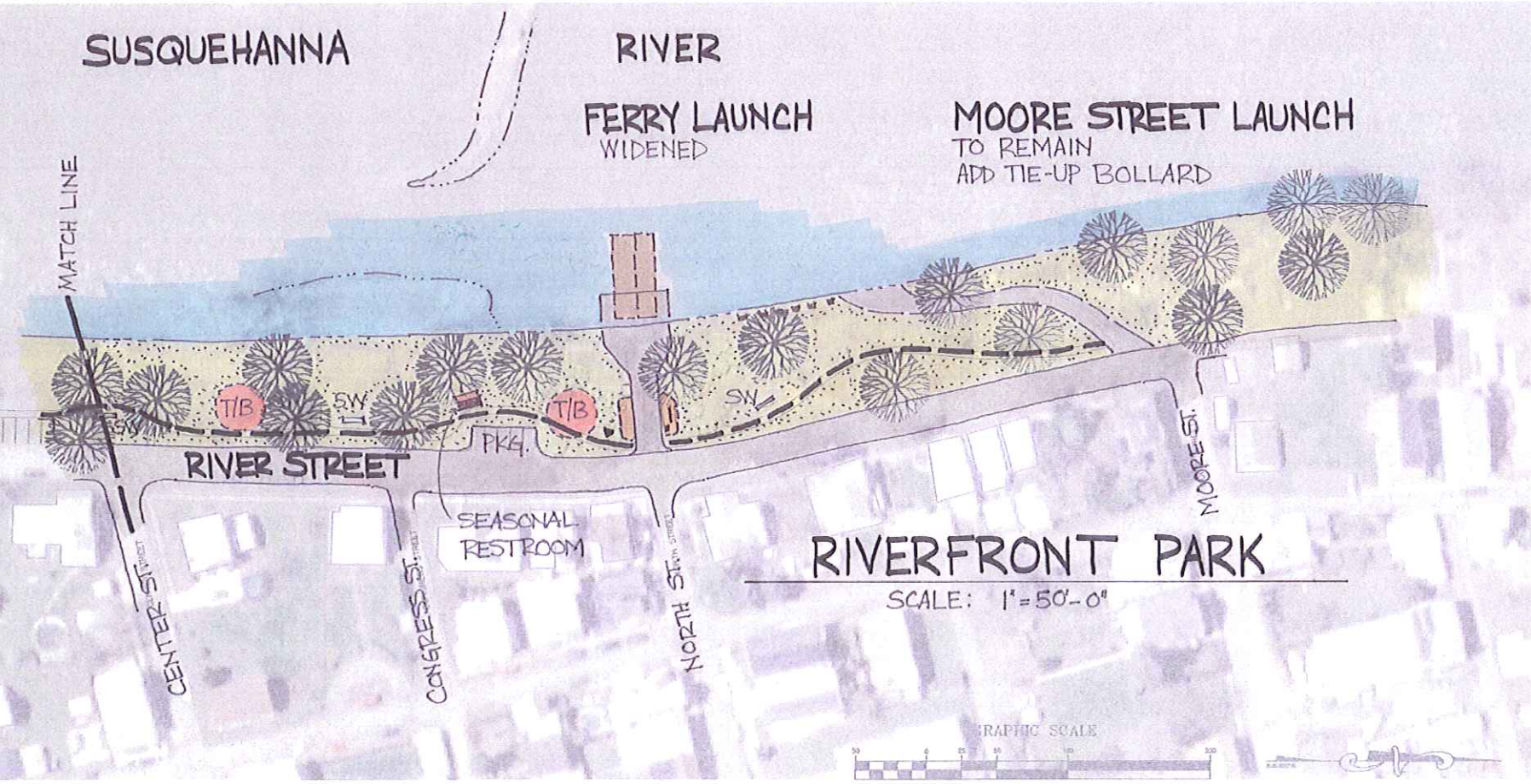
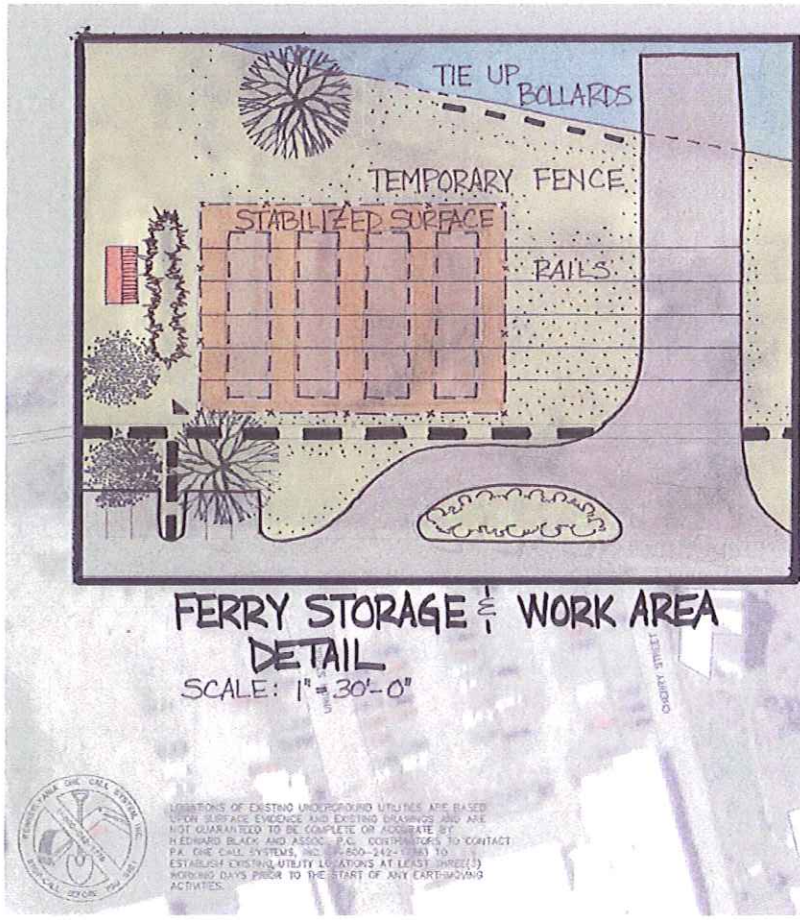
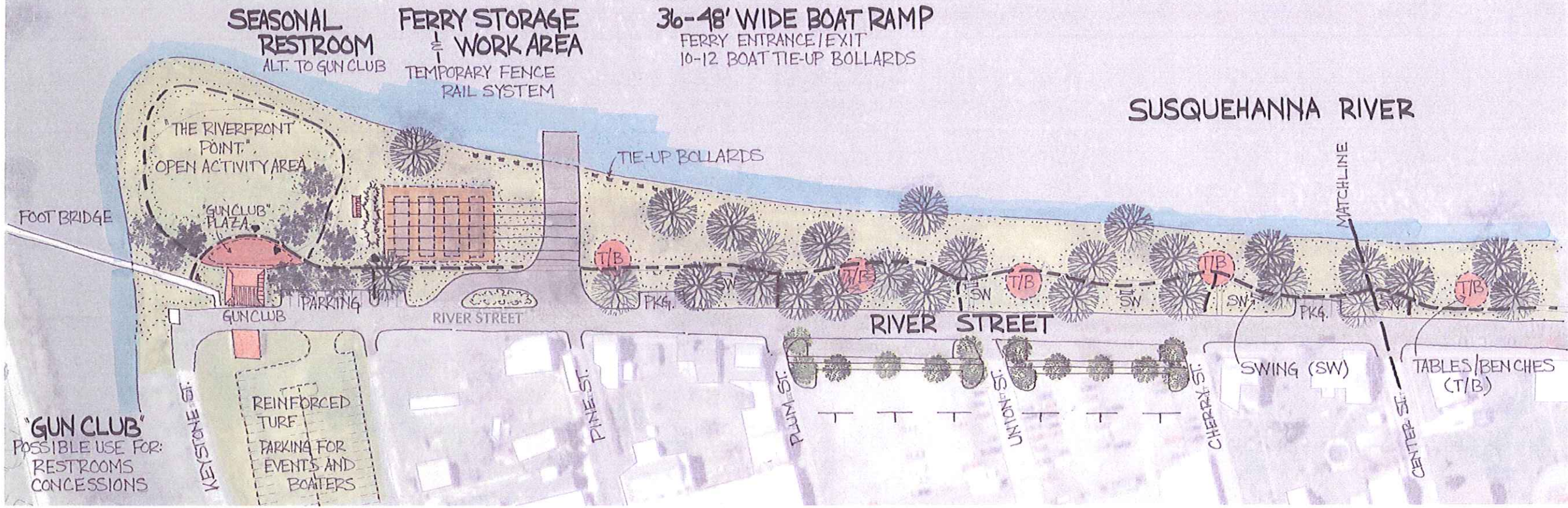
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LOCATIONS OF EXISTING UTILITIES AND OTHER OBSTACLES SHOWN ON THIS PLAN ARE FOR INFORMATION ONLY. CONTRACTORS SHALL VERIFY THE LOCATION AND DEPTH OF ALL UTILITIES AND OBSTACLES PRIOR TO THE START OF ANY EARTHWORK ACTIVITIES.

RIVERFRONT PARK CONCEPT PLAN

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REV.	DESCRIPTION	BY	DATE

- COMPREHENSIVE LAND AND SITE PLANNING
 - LANDSCAPE ARCHITECTURE
 - ENGINEERING
- 2403 North First Street, Harrisburg, Pennsylvania 17110 Telephone (717) 233-1026 FAX (717) 233-2113

H. EDWARD BLACK and ASSOCIATES, P.C.

MILLERSBURG PARK SYSTEM	MASTER PLAN
LOCATION:	MILLERSBURG DAUPHIN COUNTY PENNSYLVANIA
SCALE:	1" = 50'
JOB NUMBER:	07005
DATE:	02-06-08
CHECKED BY:	SVQ
DRAWN BY:	SVQ
2 OF 4	

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LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE BASED UPON SURFACE EVIDENCE AND EXISTING DRAWINGS AND ARE NOT GUARANTEED TO BE COMPLETE OR ACCURATE. IF H. EDWARD BLACK AND ASSOC. P.C. CONTRACTORS TO CONTACT P.A. ONE CALL SYSTEMS, INC. 800-242-1111 TO ESTABLISH EXISTING UTILITY LOCATIONS AT LEAST THREE (3) WORKING DAYS PRIOR TO THE START OF ANY EARTH-MOVING ACTIVITIES.

MYO PARK CONCEPT 2 PLAN

SUSQUEHANNA RIVER

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DATE

BY

REV. DESCRIPTION

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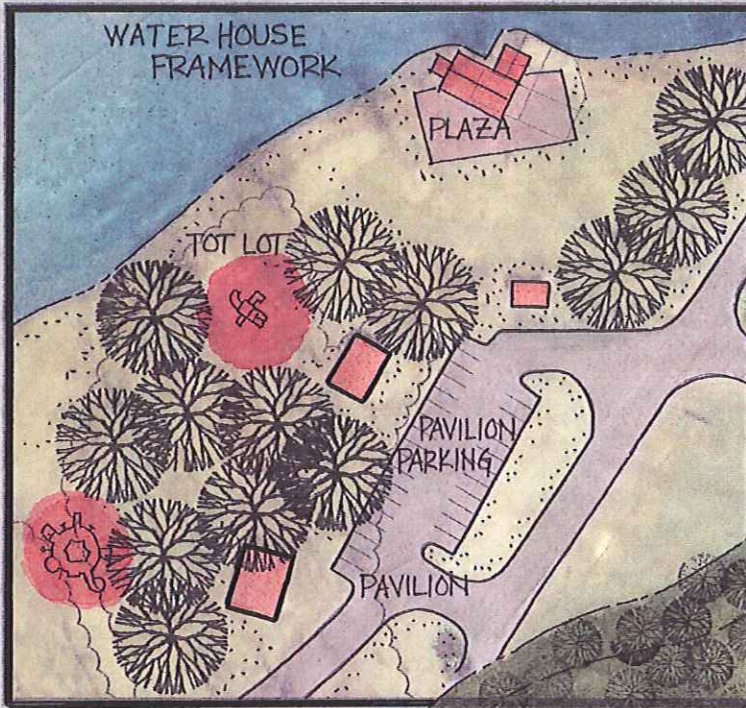
DATE

BY

REV. DESCRIPTION

DATE

BY



MYO PLAZA AND PLAYGROUND AREAS
SCALE: 1"=50'-0"

5-12 PLAYGROUND

BOAT RAMP
30-36'

5-12 PLAYGROUND

TOT LOT

CANAL

SEWAGE TREATMENT PLANT

MYO BALLFIELD

CONCESSION STD.

STANDS

REINFORCED TURF PKG.

RECYCLING CENTER

CUL-DE-SAC

FOOT BRIDGE

WICONISCO CREEK

RAILROAD BRIDGE

CONNECTION TO LYKENS RAIL TRAIL

REPAIR EXISTING BRIDGE

"AT GRADE" RAILROAD CROSSING
DEPENDANT ON AGREEMENT WITH NORFOLK SOUTHERN

MILLERSBURG "OPEN AIR KIOSK"

EXISTING ENTRANCE - CLOSED
IF HARDWARE ENTRANCE AVAILABLE

RT 147

TO MILLERSBURG SQUARE

MYO PARK

SCALE: 1"=100'-0"



NEW PUBLIC ENTRANCE
DEPENDANT ON AGREEMENT WITH OWNER

NEW ENTRANCE TO MYO PARK
SCALE: 1"=50'-0"

MYO PARK ENTRANCE
• NEW ENTRANCE
• GOOD VISIBILITY
DEPENDANT ON AGREEMENT WITH OWNER



LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE BASED UPON SURFACE EVIDENCE AND EXISTING DRAWINGS AND ARE NOT GUARANTEED TO BE COMPLETE OR ACCURATE. H. EDWARD BLACK AND ASSOCIATES, P.C. CONSTRUCTORS IN CONTACT WITH ONE CALL SYSTEMS, INC. (1-800-244-1778) TO ESTABLISH EXISTING UTILITY LOCATIONS AND LEAD LINES. WORKING DAYS PRIOR TO THE START OF ANY EXCAVATION ACTIVITIES.

- COMPREHENSIVE LAND AND SITE PLANNING
- LANDSCAPE ARCHITECTURE
- ENGINEERING

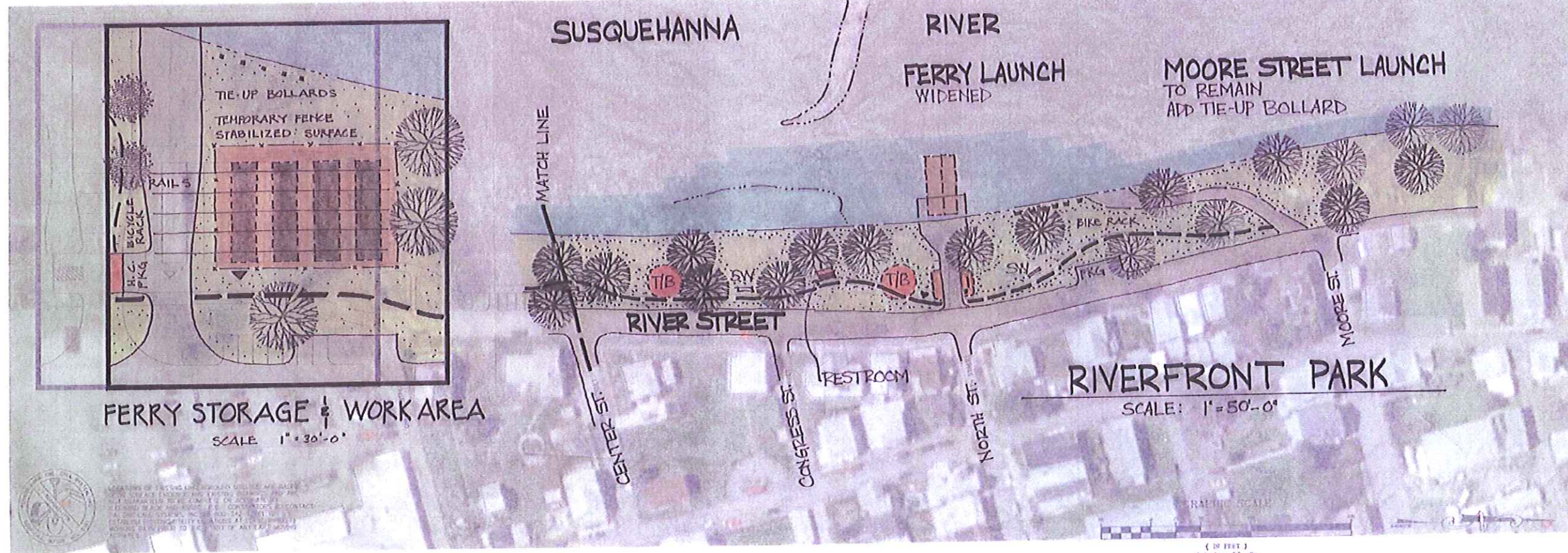
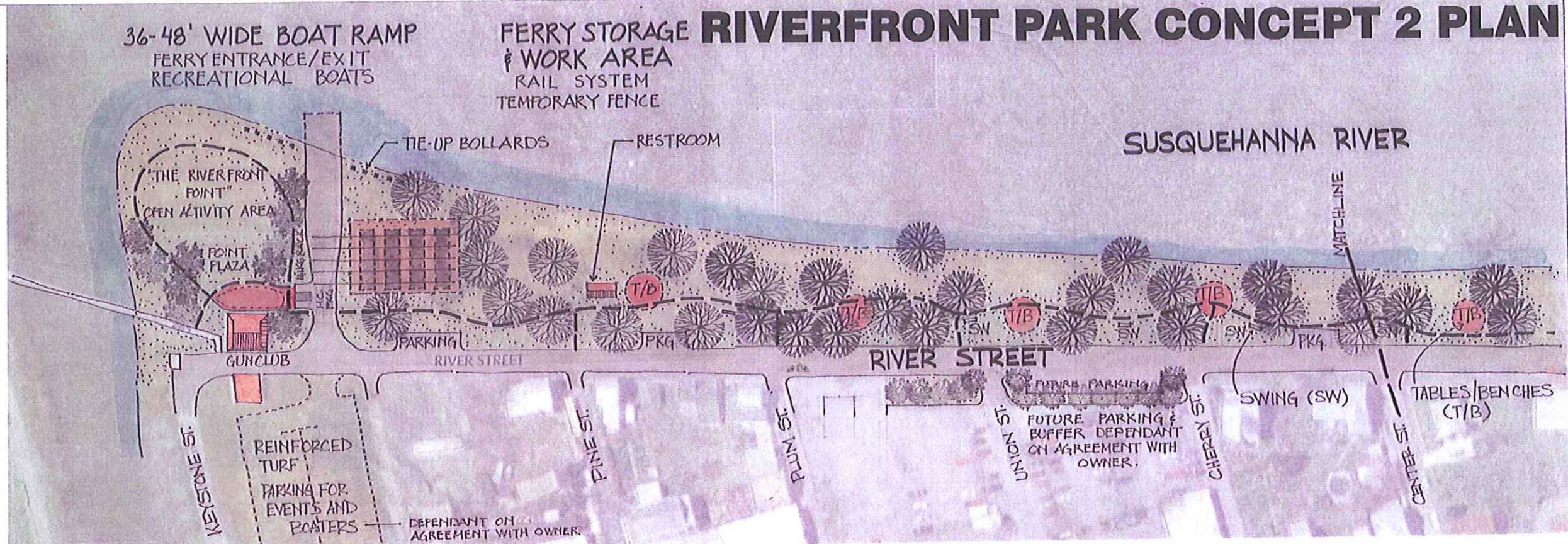
H. EDWARD BLACK AND ASSOCIATES, P.C.

MILLERSBURG PARK SYSTEM
MASTER PLAN
LOCATION: MILLERSBURG DAUPHIN COUNTY PENNSYLVANIA

DRAWN BY: SYC
CHECKED BY: D2-08-08
DATE: 02-08-08
SCALE: 1"=100'
JOB NUMBER: 07005

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RIVERFRONT PARK CONCEPT 2 PLAN



MILLERSBURG PARK SYSTEM
 MASTERPLAN
 DATE: 03-27-08
 SCALE: 1" = 50'
 JOB NUMBER: 07005

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 and ASSOCIATES, P.C.
 Comprehensive Land and Site Planning
 Landscape Architecture
 Engineering

MILLERSBURG PARK SYSTEM
 MASTERPLAN
 DATE: 03-27-08
 SCALE: 1" = 50'
 JOB NUMBER: 07005

H. EDWARD BLACK
 and ASSOCIATES, P.C.
 Comprehensive Land and Site Planning
 Landscape Architecture
 Engineering

MILLERSBURG PARK SYSTEM
 MASTERPLAN
 DATE: 03-27-08
 SCALE: 1" = 50'
 JOB NUMBER: 07005

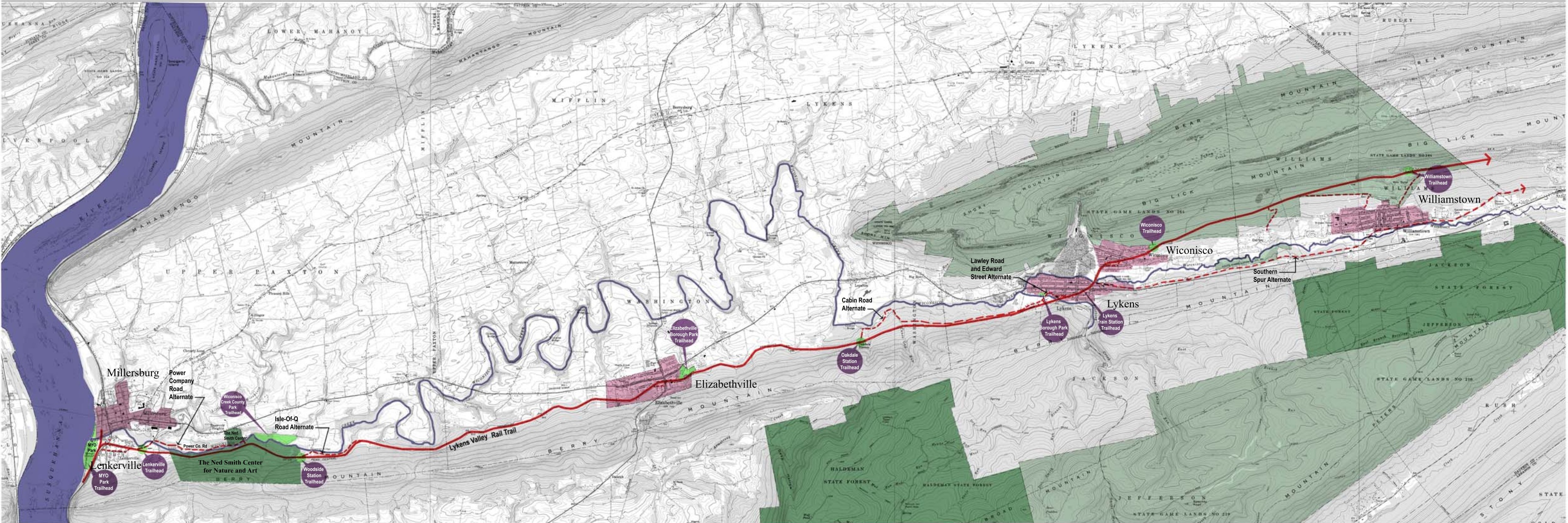
H. EDWARD BLACK
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 Landscape Architecture
 Engineering

MILLERSBURG PARK SYSTEM
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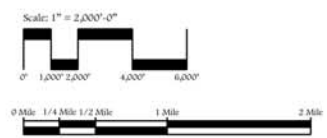


Prepared by:
ysm
 York Suburban Services, Inc.
 2000 York Road, York, PA 17402
 (717) 853-8888
 www.yorksuburban.com

Toole Recreation Planning
 1111 North Union Road • York, PA • 17402
 (717) 761-8939
 www.toole.com

C.S. Davidson, Inc.
 Excellence in Civil Engineering
 1000 North Union Road, York, PA • Phone: (717) 853-8888 • Fax: (717) 853-8889
 1000 North Union Road, Harrisburg, PA • Phone: (717) 651-1111 • Fax: (717) 651-1112

Prepared for:
Dauphin County
 Dauphin County Administration Building
 4th Floor
 2 South Second Street
 Harrisburg, PA 17101



Lykens Valley Rail Trail Feasibility Study
Conceptual Trail Map
 Dauphin County, Pennsylvania
 May 2005

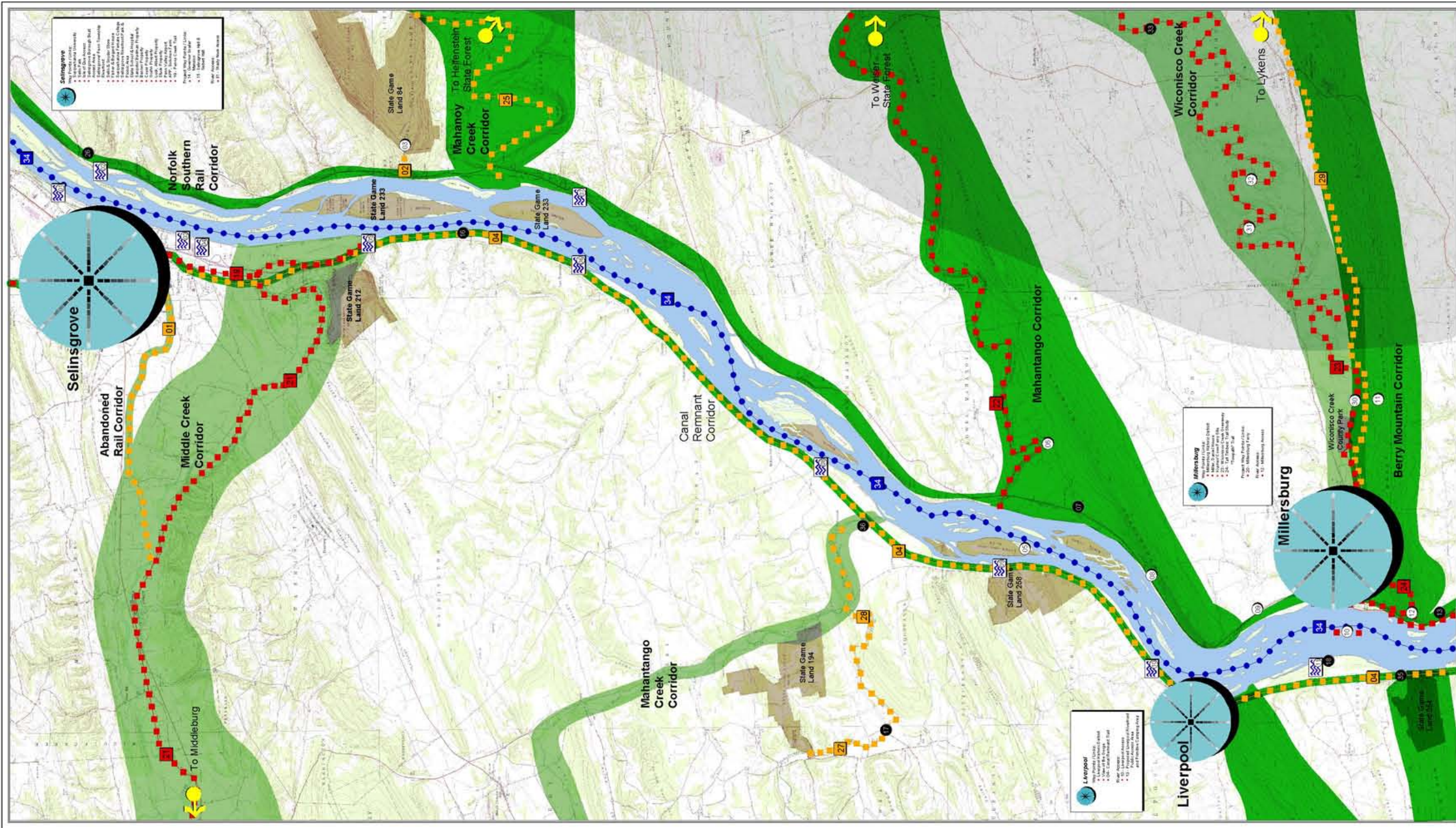


- Way Points**
- 01 existing
 - 02 concept
- 01 Selinsgrove
 - 02 To Williams State Forest
 - 03 To Middleburg
 - 04 To Lykens
 - 05 To State Forest
 - 06 Mahanoy Creek Corridor
 - 07 Berry Mountain Woods
 - 08 Mahanoy Creek Corridor
 - 09 Susquehanna River at Middletown
 - 10 Susquehanna River at Middletown
 - 11 Berry Mountain Woods
 - 12 Mahanoy Creek Corridor
 - 13 Susquehanna River at Middletown
 - 14 Susquehanna River at Middletown
 - 15 Susquehanna River at Middletown
 - 16 East of Middletown
 - 17 East of Middletown
 - 18 East of Middletown
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 - 30 East of Middletown

- River Access**
- 01 Study Node Road Access (PUL)
 - 02 Study Node Road Access (PUL)
 - 03 Study Node Road Access (PUL)
 - 04 Study Node Road Access (PUL)
 - 05 Study Node Road Access (PUL)
 - 06 Study Node Road Access (PUL)
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 - 29 Study Node Road Access (PUL)
 - 30 Study Node Road Access (PUL)

- Linkages**
- 01 existing
 - 02 concept
- 01 Conceptual Path Trail
 - 02 Conceptual Path Trail
 - 03 Conceptual Path Trail
 - 04 Conceptual Path Trail
 - 05 Conceptual Path Trail
 - 06 Conceptual Path Trail
 - 07 Conceptual Path Trail
 - 08 Conceptual Path Trail
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 - 30 Conceptual Path Trail

34 Susquehanna River Water Trail Mileage Section



DRAFT 2004

0 mi 1/2 mi 1 mi 2 mi

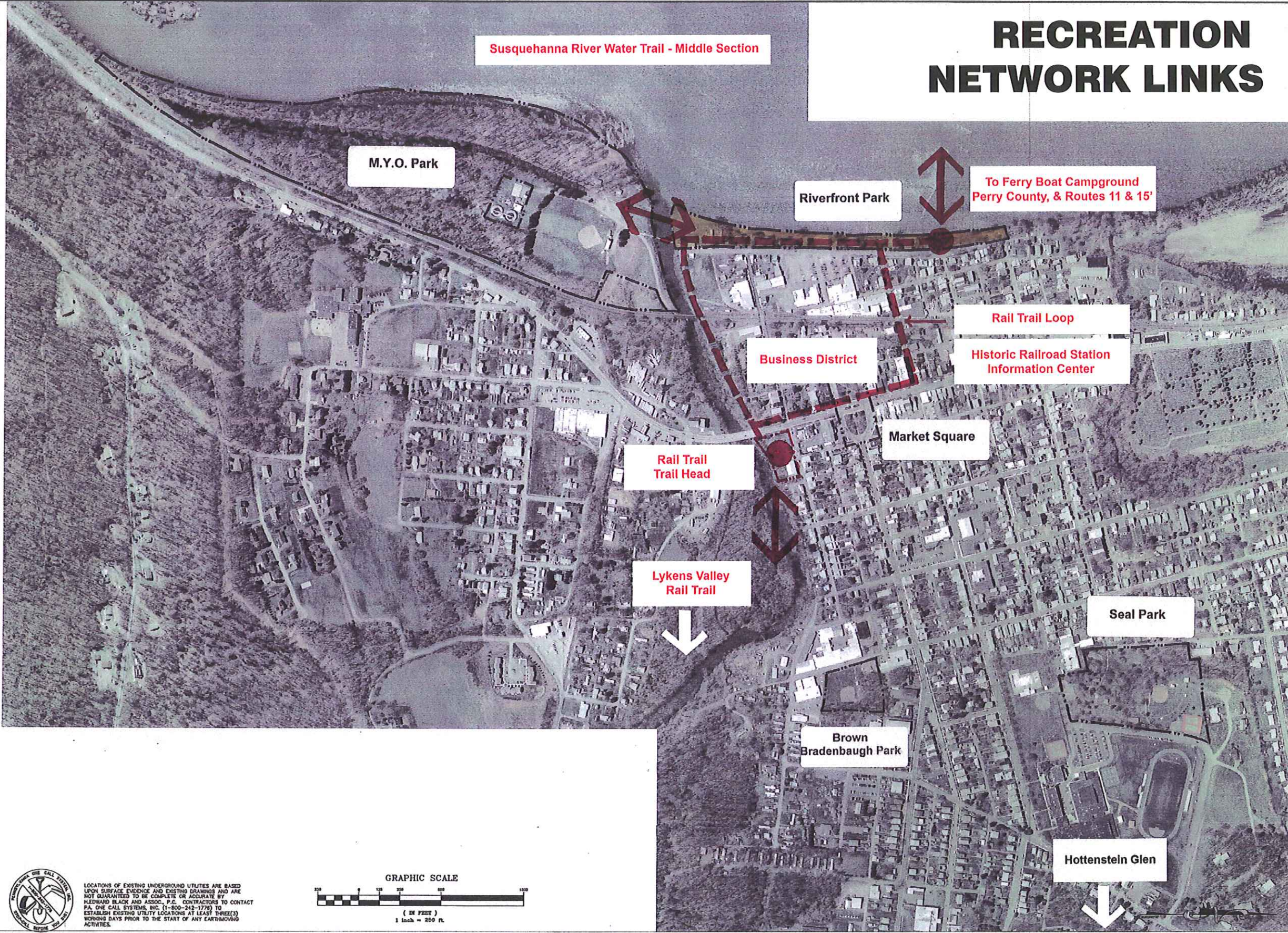
PANEL #6

SUSQUEHANNA GREENWAY DESIGN CONCEPT



"HUB" COMPONENTS	"GREENWAYS" COMPONENTS	OPEN SPACE FRAMEWORK
<ul style="list-style-type: none"> Network Hub Journey Point Waypoint (Temporary) Waypoint (Concept) 	<ul style="list-style-type: none"> Network Corridor Major Corridor Minor Corridor Spur 	<ul style="list-style-type: none"> Public Preserved Private Preserved Important Natural Areas

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RECREATION NETWORK LINKS

Susquehanna River Water Trail - Middle Section

M.Y.O. Park

Riverfront Park

To Ferry Boat Campground
Perry County, & Routes 11 & 15'

Business District

Rail Trail Loop
Historic Railroad Station
Information Center

Rail Trail
Trail Head

Market Square

Lykens Valley
Rail Trail

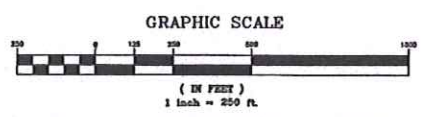
Seal Park

Brown
Bradenbaugh Park

Hottenstein Glen



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REV.	DESCRIPTION	BY	DATE

COMPREHENSIVE LAND AND SITE PLANNING
 LANDSCAPE ARCHITECTURE
 ENGINEERING

H. EDWARD BLACK AND ASSOCIATES, P.C.
 2428 North Front Street, Harrisburg, Pennsylvania 17110 • Telephone 717/233-1026 • FAX 717/233-2182

DRAWN BY:	MILLERSBURG PARK SYSTEM		
	CHKD BY:	SYG	MASTER PLAN
CHECKED BY:	DATE:	APRIL 30, 2007	LOCATION:
SCALE:	MILLERSBURG DAUPHIN COUNTY PENNSYLVANIA		
JOB NUMBER:	07005	OVERALL AREA	
SHEET			
0 OF 4			