

STP/SNK Roadway Projects

Project Name	Central Avenue Reconstruction and Improvements
Applicant Name	Rob Nicolls
Applicant Title	City Engineer
Email	robertn@cityofmiddletown.org
Address	1 Donham Plaza, Middletown, OH 45042-1932
Contact Name	Rob Nicolls
Phone	(513) 425-7710

Project Information	<p>This project involves the reconstruction of Central Avenue, a major collector in the heart of Middletown. The project limits are University Boulevard to the east and Verity Parkway (Canal Street) to the west, resulting in a total project length of approximately 3,000 feet. The project will upgrade aging infrastructure that is in poor condition by replacing pavement, curb, and water main; upgrading existing street and pedestrian lighting; rehabilitating the existing combined sewer; providing new storm sewer, sustainable stormwater management BMPs; and providing other functional streetscape amenities. New signal installations, updated signal timing, and left turn lanes on Central Avenue will be installed at the existing signalized intersections with Verity Parkway and Clinton Street. This is a complete streets project, serving motor vehicles and transit (Central Ave is a transit route) by reconstructing the pavement, serving pedestrians by upgrading sidewalks and curb ramps, serving bicyclists by reconstructing the pavement and providing bike racks, and calming traffic through the construction of bump-outs to reduce speeds at intersections. It should be noted that the combined sewer rehabilitation is a component of the City's federally-mandated consent decree.</p>
Upload Project Location Map	http://funding.oki.org/wp-content/uploads/ninja-forms/4/Central-Ave_Project-Location-Map-1.pdf
design FY	
designrequested	
design local match	
Design Total	\$0.00
Design Match Percent	0%
PE fiscal Year	
perequested	
pematch	

PE Total	\$0.00
PE Match Percent	0%
Right-of-Way FY	
rowrequested	
rowmatch	
Rowltal	\$0.00
Row Match Percent	0%
utilitesFY	
utilitiesrequested	
utilitiesmatch	
Utilities Total	\$0.00
Utilities Match Percent	0%
constructionfiscalyear	2022
constructionrequested	4405621
constructionmatch	2372257
Construction Total	\$6,777,878.00

Construction Match Percent	35.00%
All Requested Totals	\$4,405,621.00
All Match Totals	\$2,372,257.00
All Project Total	\$6,777,878.00
All Match Percent	35.00%
Bike Fiscal Year	
bicyclerequested	
Bike Total Match	
All bike Total	0.00
Add KYTC "State Forces" oversight charge of 10% of design cost or minimum \$5000 to total design amount. Attach a certified cost estimate.	http://funding.oki.org/wp-content/uploads/ninja-forms/4/Central-Ave_Opinion-of-Probable-Construction-Cost.pdf
An adopted ADA Transition Plan is in place for our jurisdiction.	yes
Date of Adoption, if applicable	
An adopted Title VI Plan is in place.	yes
Date of Adoption, if applicable Copy	

I understand that non-federal match is required as a condition of receiving federal funds and hereby pledge those funds for this project.	yes
I understand that as the applicant, I am responsible for providing funds for cost overruns. If additional federal funds are received our jurisdiction will provide non-federal funds as match.	yes
I understand that if we accept federal funds and cancel or delay the project that future applications to OKI may be subject to penalty as described in the application.	yes
I understand that as a condition of receiving federal funds, I hereby pledge to maintain the federal investment in a reasonable and prudent manner through its useful life.	yes
Name	Rob Nicolls
Title	City Engineer
Organization	City of Middletown
Date	5/24/18
What is the existing safety crash rate for the project area?	more-than-1000-crashes-per-hmvm

Improvement Type	Significant component of project is intersection improvements at Central Ave/Verity Pkwy and Central Ave/Clinton St. A total of 62 crashes occurred at these intersections in 2015, 2016, and 2017. This project will mitigate these crashes by updating signal equipment, re-timing signals based on current traffic patterns, and installing left turn lanes on Central Ave.
With a Crash Reduction Factor:	25
ADT	6,394
Source of ADT Data	OKI Project Application Assistant (PAA)
What is the Travel Time Index?	1-2-and-2-0
What is the impact of your project on Travel Time?	low
What are the truck traffic volumes in the project area? Trucks/day.	237
% of ADT	3.7%
Source	OKI PAA
Pavement Condition	ODOT's Pavement Condition Rating (PCR) for Central Avenue is 40, which is the threshold between Very Poor and Poor. A Poor rating on the International Roughness Index (IRI) scale would equate to an IRI of greater than 170, therefore this roadway would have an IRI of greater than 170 resulting in 5 points for this category. See attached PCR map and rating scale.

Bridge Condition	N/A
Complete Streets: Which modes will be accommodated in the completed project? Check all that apply.	motor-vehicle, fixed-transit-route, pedestrian-facility, four, five
What is the current status of the project?	request-for-construction-funding-only-no-row-needed-or-already-acquired
Will your project have any impact(s) on any of the following OKI identified Environmental Justice groups? Check all that apply.	minority, elderly, Low-income

Describe any direct or indirect permanent benefits of your project on the identified EJ groups?

According to OKI mapping there are two EJ groups within close proximity of the project location (Minority and Low-income) and one EJ group (Elderly) just east of the project. Based on proximity and the character of the Central Avenue corridor it is likely that all of these populations use Central Avenue as either a motorist, pedestrian, and/or bicyclist. The proposed improvements will benefit all EJ groups as described below.

Minority: Over the past three years 46 new businesses have opened along and around the downtown Central Avenue corridor. Of these businesses, 50% are woman or minority-owned businesses. The City's recent focus on revitalizing downtown has proven to be beneficial, and this project will not only benefit the woman and minority-owned businesses that have recently opened but also encourage others to do the same.

Low-income/Zero-car households: The project will include bike racks, improved sidewalks, and enhanced lighting. This will assist low-income individuals by enhancing alternative (more economical) modes of transportation. In addition, as a key corridor in the City's Downtown Strategy Plan, improving Central Avenue will serve as a catalyst for additional investment in the area. The intent is that some of this investment will be aimed at providing a diverse housing stock to accommodate residents, including the low-income population.

Disabled/Elderly: The project will include improved sidewalks, install new curb ramps and detectable warnings at all intersections that currently do not have them, and construct curb bump outs at some intersections to shorten pedestrian crossing times. This will help the Central Avenue corridor meet current accessibility guidelines.

<p>During the implementation phase, will the project have a temporary or permanent negative impact on any of the OKI identified EJ groups listed above? If yes, please describe the impact and how it will be mitigated:</p>	<p>This project will have several temporary impacts to the EJ groups.</p> <ol style="list-style-type: none"> 1. Construction of this project will require the temporary relocation of two bus stops on Central Ave, which is a part of the Green Line (North) and Red Line on the City's bus system. During the design phase the proposed construction sequence will be developed to minimize disruption to bus service along this route. The bus stops will return after construction is complete. 2. The project will require temporary sidewalk closures to reconstruct the existing sidewalks. During the design phase the proposed construction sequence will be developed to avoid closing the sidewalk on both sides of Central Ave at the same time for a given block. This will keep pedestrian detours to a minimum by allowing pedestrians to cross Central Ave and use the sidewalk on the opposite side of the street. 3. On-street parking will be restricted and potentially eliminated completely during construction to allow for the existing pavement and curb to be reconstructed. This may affect ease of access for disabled patrons of the businesses along Central Ave. During the design phase the City will work to identify alternate parking locations and communicate this information to the public.
<p>Will the completed project have a negative impact on any of the OKI identified EJ groups? If yes, please describe the permanent negative impact(s) and how it will be mitigated:</p>	<p>The completed project is not expected to have any permanent negative impacts on the EJ groups identified.</p>
<p>Please outline your communication plan with any of the OKI identified EJ groups related to the project. (i.e. public meetings, bilingual information, develop community liaisons):</p>	<p>The City has a robust communications program led by a communications director. They have coordinated and will continue to coordinate with Downtown Middletown Inc. to disseminate information about this project and others in the downtown area.</p> <p>Information will be provided through a number of different outlets (website, social media accounts, meetings, etc). In addition, the City intends to hold public meeting(s) to engage the public in the design of the proposed project.</p>

<p>Employment, Employment Bonus and Investment Bonus: How does the project provide economic vitality in the project area?</p>	<p>According to the Downtown Strategic Plan for Middletown, developed in 2017, the City's "capital investments can have a significant impact on the private sector and the attraction of new investment". The City has tracked investment and jobs created over the last three years as they've sought to revitalize downtown. A total of 237 new jobs were created over the past three years at a growth rate of approximately 25%. This is largely due to public infrastructure projects such as the Central Avenue Reconstruction and Improvements Project. Following that trend, an additional 145 jobs can be expected to be created as a result of the City's next major infrastructure investment in downtown.</p> <p>It is also worth noting that this project will support planned private investment of more than \$12 million over the next 5 years. This private investment will directly benefit from the improved roadways and sidewalks, allowing them to attract and retain employees and making it easier for customers to reach their destination.</p>
<p>Air Quality/Energy: Will the project reduce Vehicle Miles Traveled (VMT), Vehicle Hours Traveled (VHT) or both?</p>	<p>vht-reduced</p>
<p>Please explain:</p>	<p>The project will reduce vehicle hours traveled by reducing congestion at the signalized intersections of Central Ave/Verity Pkwy and Central Ave/Clinton St. This will be accomplished through revised signal operations and the addition of left turn lanes on Central Ave.</p>
<p>Does this project create new or enhance existing intermodal connections?</p>	<p>no</p>
<p>If yes, please describe:</p>	
<p>% replacement</p>	<p>100%</p>
<p>% expansion</p>	<p>0%</p>

Please Explain	This project will simply replace and enhance existing infrastructure, no new capacity is currently anticipated as a part of this project. Existing roadway and sidewalk widths will remain the same.
Please indicate all that apply	is-the-project-located-in-a-town-neighborhood-center-or-downtown-area, is-the-project-located-in-an-area-with-a-mix-of-uses-with-a-central-focus, is-the-project-located-along-a-functionally-classified-major-collector-or-higher-roadway-with-urban-development-characteristics
Explain:	This project is located in the heart of Downtown Middletown. Central Ave, a principal arterial, is part of the City's Urban Core Central District, with primarily commercial businesses along the corridor itself and a variety of land uses (residential, general business, industrial) surrounding the corridor. The project squarely aligns with the City's Downtown Strategic Plan (Plan) and the proposed improvements are specifically called out on pg. 58 of the Plan. In addition to being identified itself, this project also supports a number of other catalyst projects including those listed on pgs. 54-57 of the Plan. This project will improve and enhance the primary east-west corridor in the City's Downtown and be a significant step forward in implementing the Plan, which will strengthen the Downtown area and improve the quality of life for Middletown residents. The Plan is included as an attachment to this application.
Will this project serve brownfield or greyfield properties, or areas where infrastructure is underutilized?	no
Explain:	
Are efforts to avoid, minimize or offset/compensate for environmental impacts planned as part of this project (e.g. wetlands, forests, streams, noise)?	yes

Explain:	Construction will occur next to noise-sensitive areas and compliance with local noise ordinances will be a strict requirement of the construction contract.
Are green infrastructure strategies planned as part of this project (e.g. contiguous corridors to reduce habitat fragmentation, innovative stormwater runoff techniques)?	yes
Explain:	Stormwater planters that filter roadway runoff are planned to be installed in conjunction with the curb bumpouts. The planters will include a biosoil mix through which the runoff will be filtered. This type of feature provides a water quality and water quantity (peak flow attenuation) benefit. In addition, the project will install new separate storm sewer. This area is currently served by a combined sewer system (CSS). The new separate storm sewer system will eventually connect back in to the CSS; however combined sewer overflows have the potential to be reduced due to the peak flow attenuation. The installation of the new separate storm sewer system is consistent with the goals and objectives of the City's Long Term Control Plan.
Does this project abut or directly impact any potentially sensitive environmental resources (as identified in state conservation plans, maps or inventories)?	no
Explain:	
Comprehensive Plan (or other): Is the project consistent with the jurisdiction's comprehensive plan?	yes
Title of Plan:	Downtown Strategic Plan
Date Adopted:	7/21/2017, revised 2017-08

Contact Person:	Jennifer Ekey, Economic Development Director
Page Number(s) where project is identified and/or referenced:	58-59
Planning Area: Please identify the planning area (location) in relation to the proposed transportation project.	The Downtown Strategic Plan (Plan) was developed for Downtown Middletown. Central Avenue runs east-west right through the heart of Downtown, as shown on page 15 of the Plan. To keep file size low and meet the maximum 5 page request for attachments, only a few select pages from the plan are included with this application at this time. A copy of the entire plan can be provided electronically immediately upon request.
Public Participation: Generally describe the public participation process for the plan (Include page references to specific examples, where applicable).	An extensive public participation process was followed during the development of the Plan. A dedicated taskforce guided the process, which included targeted interviews/meetings with key stakeholders and two public open houses. The public participation process is described on pages 26-29 of the Plan. To keep file size low and meet the maximum 5 page request for attachments, only a few select pages from the plan are included with this application at this time. A copy of the entire plan can be provided electronically immediately upon request.

<p>Core Contents: Generally describe the contents of the applicable plan related to the following elements: transportation, land use, economic development, public facilities, housing, natural resources, recreation, intergovernmental coordination and capital improvements. For example, are each of these elements included in the plan? Was appropriate inventory and analysis completed for these elements? Were goals objectives and policies set for these elements? If not, why not (e.g., resource limitations, characteristics of the jurisdictions)?</p>	<p>The Plan touches on each of the elements identified above. In particular, the Plan focuses on how elements such as transportation, public facilities, and housing can support economic growth and redevelopment envisioned by the community. These elements were inventoried, areas of need identified, and specific catalyst projects established to move forward the vision of the Plan. The Central Avenue Reconstruction and Improvements Project has a direct positive impact on the following objectives listed on pages 72-79 of the Plan. To keep file size low and meet the maximum 5 page request for attachments, only a few select pages from the plan are included with this application at this time. A copy of the entire plan can be provided electronically immediately upon request.</p> <ul style="list-style-type: none"> - Objective 2.1: Strengthen the safety and connectivity of primary bicycle corridors within Downtown. - Objective 2.2: Ensure pedestrian comfort and safety along primary corridors within Downtown. - Objective 2.3: Improve signage and wayfinding to and within Downtown. - Objective 3.2: Enhance gateways to draw in visitors and neighbors to Downtown. <p>In addition, this project indirectly supports many of the other listed objectives by providing a functional and aesthetically pleasing transportation facility in the Downtown area.</p>
<p>Land Use/Transportation Relationship: Generally describe the relationship between land use and the proposed transportation project as set forth in the plan? For example, is new development in the area creating need for the project? Is new development planned for/expected that the project will serve? (Include page references to specific examples).</p>	<p>The Plan is focused on encouraging new high-quality development in the Downtown area. Several specific projects are planned and Central Avenue will be a key roadway used to support this new development. The specific projects are discussed on pages 50-57 of the Plan, and include:</p> <ol style="list-style-type: none"> 1. A 21-acre mixed use development on the Riverfront 2. A residential development along Broad Street that will include 40 townhomes constructed in two phases. 3. A residential development at the intersection of Manchester Avenue and Vail Avenue that consists of 72 apartments and 21 townhomes.
<p>Local Match: How much additional local match is being provided OVER the required match?</p>	<p>15%</p>

<p>Project Delivery History: Has the applicant had any programmed projects miss their originally programmed date?</p>	<p>no</p>
<p>Specify projects: (see application instructions for negative points associated with this factor)</p>	
<p>Technology: Describe elements of your project that encourage the implementation of new technologies, automation, advance materials, etc, in transportation.</p>	<p>The project will include new signal installations at the intersections of Central Ave/Verity Pkwy and Central Ave/Clinton St. These signals will include new controllers and equipment to allow the City to implement a system, such as Centracs (which the City uses on the University Blvd corridor), that is more flexible and traffic responsive. Conduit will also be installed at these intersections to allow future fiber to run along the SR 4/Verity Parkway/Clinton St corridor(s).</p> <p>The project will also include smart streetlights that come equipped with Wi-Fi, cameras, and processors. The intent is twofold: (1) to create a public Wi-Fi network accessible to those visiting the Downtown area, and (2) to collect data that could be used in transportation analyses and decision making. Data can include traffic volumes, pedestrian volumes, information on potential safety issues, among other things. The City plans to partner with OKI to share and analyze the data.</p>
<p>Supplemental Information Provided by the Applicant Insert Links or supplemental information as appropriate (maximum 5 pages please)</p>	<p>http://funding.oki.org/wp-content/uploads/ninja-forms/4/Central-Ave_Middletown-CFO-Letter.pdf, http://funding.oki.org/wp-content/uploads/ninja-forms/4/Central-Ave_TTI-Backup.pdf, http://funding.oki.org/wp-content/uploads/ninja-forms/4/Central-Ave_Pavement-Condition-Rating-Info.pdf, http://funding.oki.org/wp-content/uploads/ninja-forms/4/Central-Ave_Downtown-Master-Plan-Excerpts.pdf</p>