



## **Infrastructure Capital Review Committee: Summary of Findings Report**

### **Introduction:**

The Infrastructure Capital Review Committee (ICRC) was a special-purpose committee tasked with undertaking a comprehensive assessment of the City's capital asset base, and to examine the City's capital infrastructure maintenance practices and whether current practices are sufficient to keep the City's capital infrastructure in good repair. The ICRC consisted of Councilmembers Angelou, McGregor, and Schnetzer. The ICRC met on four occasions, between April 9<sup>th</sup> and May 29<sup>th</sup>, 2018, preceding Committee of the Whole. ICRC discussions fell into four broad categories as follows: Streets and Bridges, Enterprise Systems, Facilities (Excluding Parks), and Parks Facilities.

### **Findings:**

#### ***Streets & Bridges –***

##### **Scope:**

- The City is responsible for 134 miles of streets, comprising 106 miles of connector streets and 28 miles of arterial streets.
- The City is responsible for the building and maintenance of twenty bridges, defined as those structures spanning ten feet or more.

##### **Age:**

- Specific ages for streets & bridges were not identified. Instead these capital assets are graded in accordance with a Pavement Condition Rating (PCR) scale.
- Similar to the streets program, specific ages of the City's bridges were not defined. Instead bridges are graded in accordance with an established rating system.

##### **Expected Useful Life:**

- Streets have an expected useful life of 20-25 years, depending on traffic volumes.
- Bridges have an expected useful life of approximately 75 years. In reality the City's bridges are realizing a useful life of around 66-67 years.

##### **Maintenance:**

- Streets are rated in accordance with a pavement condition rating (PCR) scale ranging from '0' to '100', with '100' being a freshly paved street. City staff performs assessments annually.
- A PCR of '75' is the optimal rating floor to preserve the condition of streets. For every dollar spent to stay above '75' PCR, the City saves up to \$4 in maintenance expenses.
- Bridges are rated according to the Ohio DOT rating manual on a scale of 0 to 10, with '10' being brand new. Bridges rated '5' are considered 'fair', with ratings of '4' or lower considered 'poor'. Inspections are performed annually. City begins programming for replacement when rating reaches '4'.



**Adequacy:**

- Following several years of fully funding the streets program, as of the end of 2017, 86% of the City's streets had a minimum PCR rating of '75'.
- The street program's goal is a PCR of '75' or better for 96% of the City's streets. Costs to achieve this goal are an estimated \$1.1 million per year, for the next six or seven years. Alternatively, \$6-7 million expended on the program in one year would bring City streets into the target PCR of '75' or better.
- The City has a number of Detroit-style streets which, due to the outmoded construction methods, require full rebuild to bring them up to standards. To rebuild the City's remaining Detroit-style streets would take an estimated seven or eight years to complete at a cost of approximately \$1.9 million per year.
- At present, seventeen of the City's twenty bridges are '5' or better, two are rated '4', and one is rated at '3'. Two of the lower rated bridges are expected to be replaced this year.
- The City developed a bridge replacement funding program in 2015-2016. Cost estimates were front loaded to catch up on an existing backlog. The initial year required \$1.2mm, falling to \$600,000, and a run rate of \$250,000/yr out 70 years.
- City staff has identified numerous future needs in accordance with the Thoroughfare Plan. The Thoroughfare Plan incorporates MORPC population growth forecasts in order to project traffic demands over twenty years. The Plan identifies a number of future roadway projects including rebuilds, extensions, and intersection widenings totaling \$25 million+ over the next five years as found in the City's 2017 Capital Needs Assessment.

***Enterprise Systems –***

**Scope:**

- Water System consists of multiple master meters, two booster stations, and a single 1mm gal. tower.
- Sanitary Sewer System comprises main trunk line, master meters, lift stations, and collection systems.
- Storm Water System includes a main trunk line and catch basins and water quality devices to remove debris and sediment.
- As a master meter community the City maintains no treatment systems.

**Age:**

- City staff estimates the City's enterprise systems have a median year of construction of 1986.

**Expected Useful Life:**

- The expected useful life of these capital assets is 50-75 years.

**Maintenance:**



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- Water, Sewer, and Storm Water capital assets are inspected periodically to ensure they are maintained in acceptable condition. A formal Asset Management System and ratings is forthcoming; the first phase (data collection) is expected to be completed in October 2018, and plan development anticipated in 2019.

**Adequacy:**

- Staff maintains a ten year projection of cost estimates necessary to adequately maintain the systems. Rate adjustments are anticipated to be adequate to meet capital maintenance expenses. No tax support is expected at this time.
- Staff believes capacity is adequate for the projected growth of the City based on current estimates.
- Costs for any extension needed in response to growth are anticipated to be developer-paid; as are any lift stations that would be necessary.
- Two projects (Royal Manor/Brentwood Storm Improvements and Havens Corners Branch Sewer) would only proceed if bonded due to limited funds. Due to costs and the level of invasiveness the necessity of these projects is still being evaluated.

***Facilities (Excluding Parks) –***

**Scope:**

- City Hall, Police Dept. HQ, Service Garage (owned by schools), Service Operations and Parks Operations Complex at Oklahoma Ave., and Senior Center.

**Age:**

- City Hall (constructed in 1994); PD ('92); Service Garage (early '90s); Oklahoma Ave. (prior to 1950), Senior Center (constructed as library in 1965, remodeled 1992).

**Expected Useful Life:**

- Staff is currently working on a facilities assessment which will include information on building useful life. The assessment will be distributed to Council upon completion.

**Maintenance:**

- Facilities are subject to a regular inspection schedule to ensure adequate maintenance. Certain services such as HVAC are performed in accordance with a contractor schedule.

**Facilities' Adequacy:**

- City Hall - Staff identified a scarcity of floor space and a shortage of meeting space. Service Dept. is transferring physical record to electronic format to open up more square footage.
- PD HQ – Locker area lacking in adequate electrical infrastructure to handle growing number of electronic devices. Plans exist to retrofit the locker area to accommodate. Detective area is cramped. Expansion plans are on hold; no immediate action anticipated to remedy.
- Fleet Maintenance Facility – Structural concerns including cracking in blocks and separation of walls have been observed. Bracing and other remediation projections are scheduled to address the problem. Unknown at present time if other issues will be discovered while work is performed. Staff continues to monitor.



- Senior Center – Staff noted an inadequacy of square footage to facilitate programming vis-à-vis peer communities. Vertical expansion not suitable due to target clientele (stairs). Horizontal expansion is limited by available real estate.
- Oklahoma Ave. – Staff identified need for improved salt bin, truck wash, and fuel facility. Salt is required to be blown in. Salt trucks should be washed to maximize longevity and wash facility would permit sewer inspection trucks to be cleaned before mechanics work on them. Possible collaboration with schools on fuel facility.
- Estimated costs: Rebuild Oklahoma Ave. operations facility (\$2.5mm, of which some costs are expected to be defrayed by proprietary funds), Truck wash (\$250,000), salt barn (\$200,000), and fuel facility (\$100,000).

### ***Parks Facilities –***

#### Scope:

- Creekside, asphalt (parking lots, trails), play elements, pools, golf course, soccer fields and baseball diamonds.

#### Age:

- GSP constructed 50+ years ago.
- Hunters Ridge Pool constructed in 1970s.
- Parks were developed approximately 20-30 years ago.

#### Expected useful life:

- Asphalt (trails & parking lots) – 20-25 years
- Concrete (pools) – 30 years.
- Pool boiler – 10 years

#### Maintenance:

- Maintenance funding for Creekside and asphalt and other hard surfaces are covered under the City's Sustainable Operating Model (SOM). 2018 is first year of pool infrastructure maintenance plan.
- No formal maintenance funding program presently exists for park fields, shelters, and other appurtenances (field lighting).

#### Facilities Adequacy:

- Staff identified deficiencies in drainage at various fields and the golf course limiting the effective sports season. Drainage remediation handled internally at golf course to minimize costs. Staff continues to monitor.
- Soccer fields lack irrigation. No plans at present to take on this project due to limited resources.
- Hunters Ridge Pool is currently meeting resident demands.
- New pool liner at GSP increased expected life by 10 years. After that a full tear down and rebuild is advised. Contingent on Veterans' Memorial Park build out. Upper end of cost estimates are \$10-15 million.



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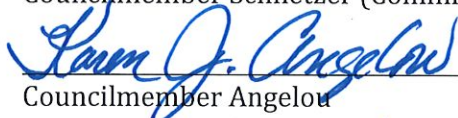
- Parks play elements not currently inclusive in nature. Replacement cycle anticipates replacing old play elements with inclusive playgrounds.
- Section 8 of Big Walnut Trail (BWT) is final step to complete the “spine.” Cost estimates approaching \$3 million due to issues of navigating Interstate 270.
- BWT neighborhood connector trails currently in the design stage. Engineering Dept. working with the county on a corridor study of which connector trails are a component. Preliminary cost estimates ~\$6 million to complete connector trails.

**Concluding Statement:**

ICRC discussions revealed the City Administration is in the process of conducting a master facilities assessment and developing asset management programs for the City’s enterprise funds. The ICRC would refer readers to the forthcoming study findings for supplemental information when it becomes available. Readers may also find it useful to review the committee meeting minutes for additional detail.

Respectfully,

  
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Councilmember Schnetzer (Committee Chair)

  
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Councilmember Angelou

  
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Councilmember McGregor

