

ALCONA RECREATION AREA Master Plan



ALCONA RECREATION AREA
STEERING COMMITTEE

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November, 1977

credits

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MJK/PCS

November 7, 1977

Alcona Recreation Area Steering Committee
County Building
Harrisville, Michigan 48740

Gentlemen and Ladies:

We are most pleased to submit to you this Master Plan for the development of the 123 acre site identified herein as the Alcona Recreation Area.

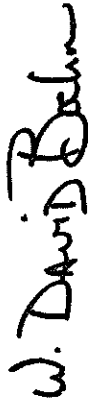
The principal objectives of this Plan are to:

1. Provide a functional design for the orderly development of a large and varied recreation facility - which will be of immediate and continual benefit to its users, the citizens of Alcona County; and
2. Prepare a document that will assist the Steering Committee in its attempts to obtain development funding assistance, so that the elements of the Plan might become a reality.


The commitment towards the development of this park, by the Steering Committee and the Alcona County Parks and Recreation Commission is well-known locally, and is documented as the top priority in the Alcona County Parks and Recreation Plan. It is our intent that the Master Plan reflect this concern and commitment. We wish to express our appreciation to all participants who have aided us in the realization of this program.

Sincerely,

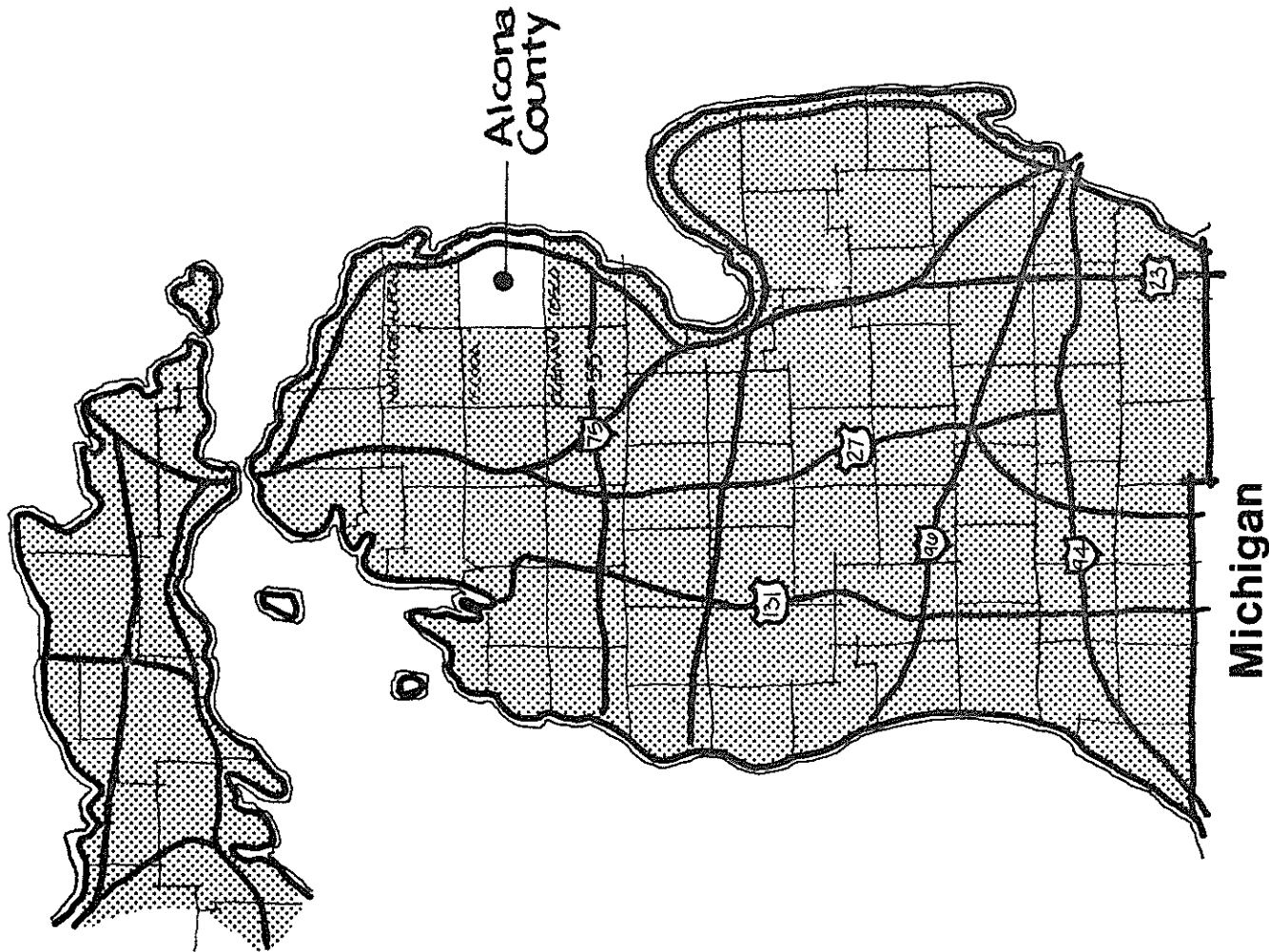
MJK/PCS



W. David Boehm



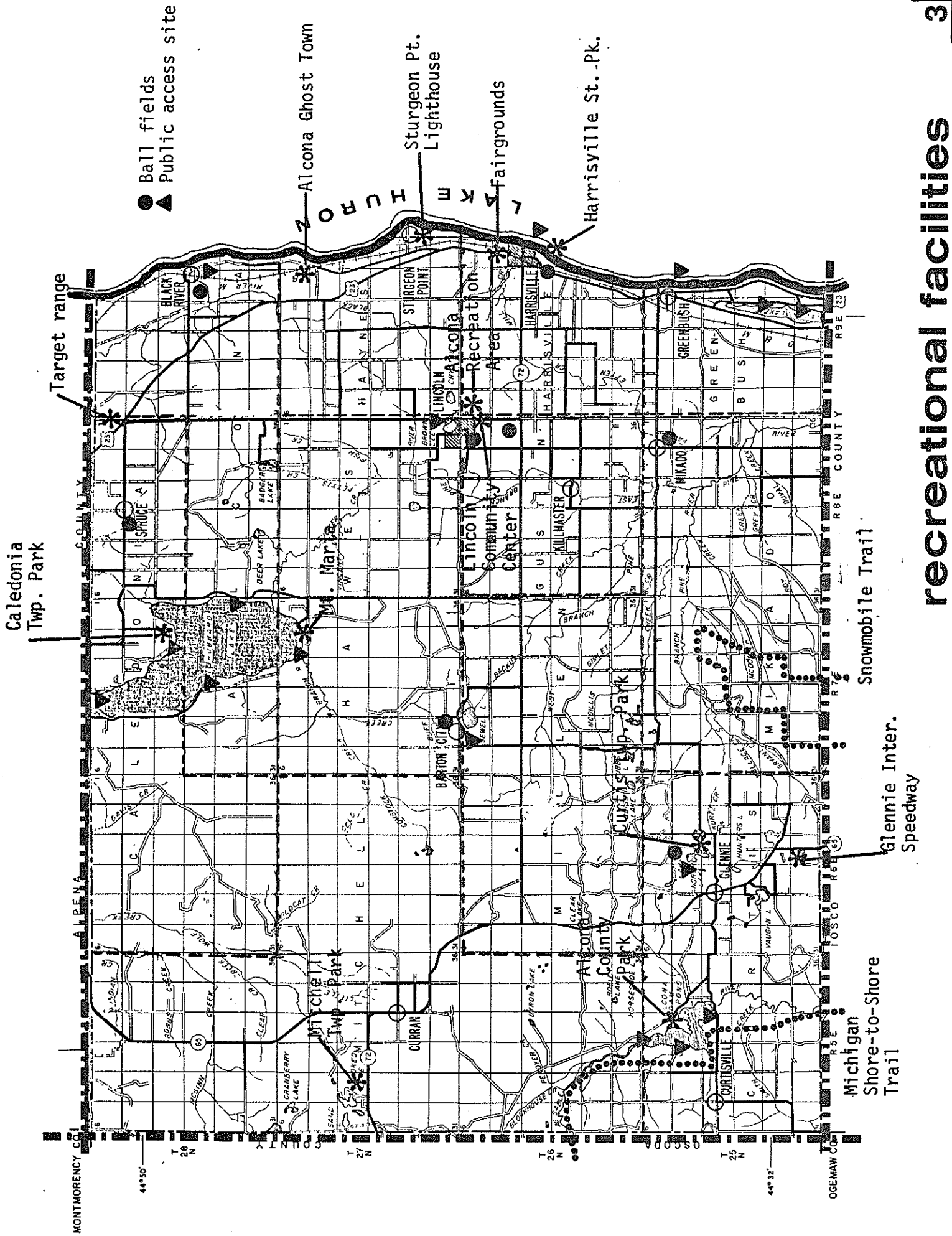
Pat Cornelisse



Alcona County, Michigan, is situated in the northeastern quadrant of the lower peninsula, bordered by Lake Huron on the east and Alpena, Oscoda and Iosco Counties on the north, west and south, respectively. Eleven townships, one general law village, a fourth class city and several other unincorporated settlements comprise the over 440,000 acres within Alcona County.

The natural resource wealth of Alcona County is too extensive to describe in a few brief paragraphs. It is estimated that over 75% of the County is in tree cover, much of which lies within the roughly 120,000 acres of National and State Forest. There are also some 60 streams and rivers with an additional 22 lakes located in Alcona County.

The Alcona Recreation Area is located just east of the Village of Lincoln in east-central Alcona County. The site covers 123 acres of varied terrain and vegetative cover. The western boundary of the site is formed by Barlow Road, which provides the major access route to the property. A secondary, gravel roadway - Trask Lake Road - is the northern limit of the site with other boundaries formed by adjacent properties. Other public facilities in the immediate area include the Lincoln Community Center in the Village, and Alcona High School at the intersection of Barlow Road and M-72.



- Ball fields
- ▲ Public access site

recreational facilities

As a capsule history of the prior ownership and recent development of the Alcona Recreation Area - the 123 acre parcel was held by the Village of Lincoln from 1941 to 1976. Prior to that time the site was the property of the State of Michigan, controlled by the then Department of Conservation. During the thirty year ownership by the Village, the site was little used with the exception of a dump area and occasional lumber removal. In 1976, all interest in the property was transferred from the Village to Alcona County and specifically placed under the direction of the Alcona County Parks and Recreation Commission. Just prior to the property transfer, the Village of Lincoln, reacting to proposals being promoted by local citizens and the Lincoln Lions Club, began to undertake preliminary planning and funding efforts for development of the ARA. With assistance from the Alcona County Cooperative Extension Service and the Northeast Michigan Council of Governments an initial sketch plan for

development was prepared and sources of potential funding were contacted. In the fall of 1975, the Village and County were successful in obtaining a sizable grant from the Department of Commerce - Economic Development Administration for Title X "Development Facilities Funding". The grant was in the amount of \$100,000 to be matched on an 80/20 basis with local effort. Realizing the complexity of the development program and the regional potential of the park site, the Village of Lincoln, in 1976, sought out Alcona County as a potential owner manager of the ARA. Upon receipt of the EDA funds and based upon the sketch plan prepared by NEMCOG, site engineering and first phase activities were undertaken - development of an access road, grading of the half-mile track, construction of an administration building containing office space and rest rooms, a gate house, and utility extension. First phase construction was primarily performed during the summer of 1976, being completed by December of that year. It was also during this time period that the Alcona County Parks and Recreation Commission decided to create a standing sub-committee charged with the direct responsibility of planning and management of this park site - and in late 1976, the Alcona Recreation Area Steering Committee was formed.

PRELIMINARY PLAN FOR ALCONA COUNTY

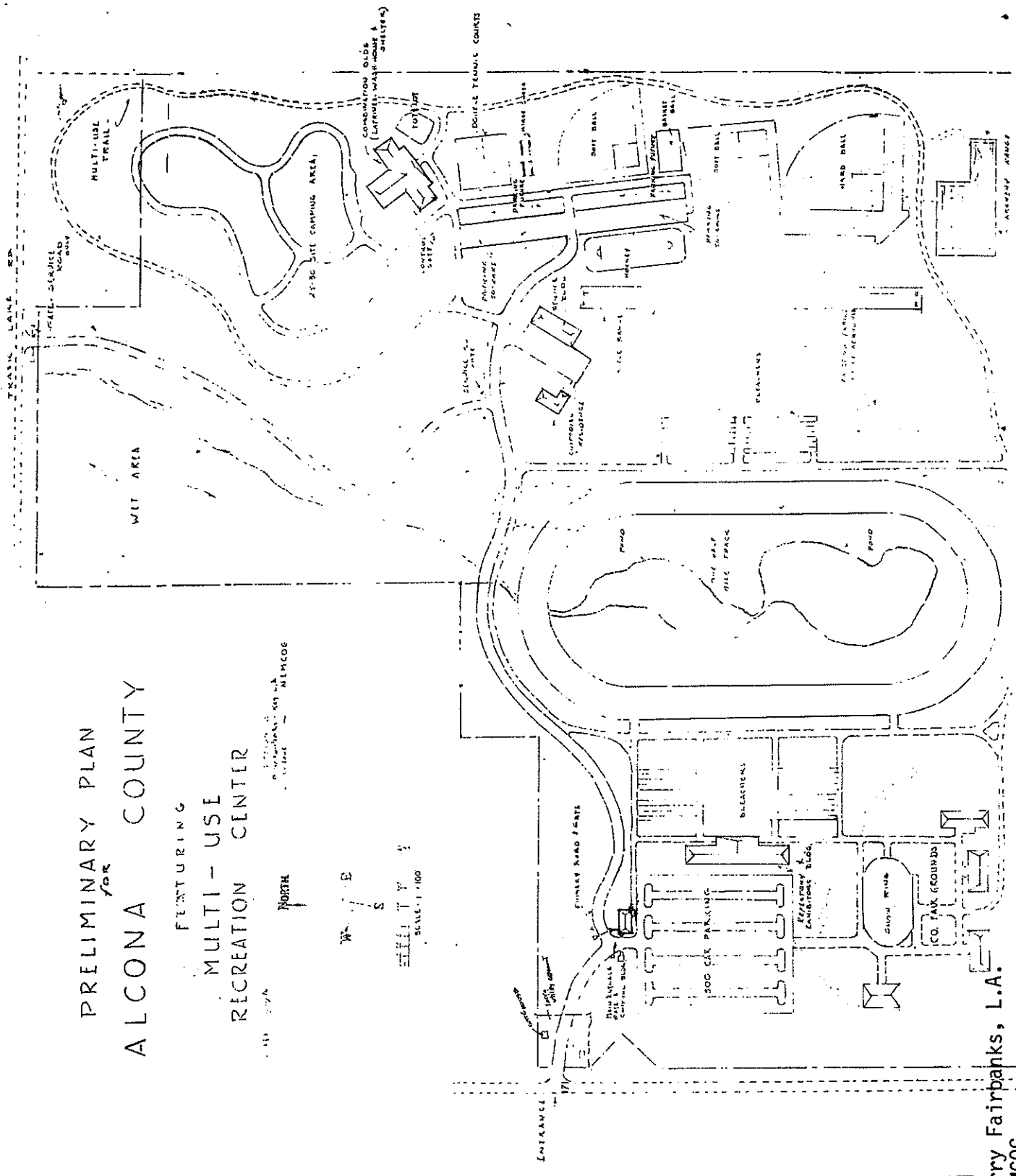
FEATURING
MULTI-USE
RECREATION CENTER

ALCONA COUNTY
MILCOG



W E S

SCALE: 1" = 100'



SOURCE: Jerry Fairbanks, L.A.
NEMCOG

As previously mentioned, the Alcona Recreation Area Steering Committee was created as a formal sub-committee of the Alcona County Parks and Recreation Commission and charged with the responsibility for planning and development supervision of the ARA. Official policies which guide the operation of the Steering Committee include:

- To determine priorities (for physical development of the ARA).
- To take those steps necessary to obtain funding from various sources for implementation of planning decisions.
- To coordinate, supervise and otherwise insure that development and construction are expeditiously and effectively accomplished, as available funding will allow.
- To be initially responsible for operation of the site, pertaining to promotion, scheduling and management.
- And to make recommendations to the Parks and Recreation Commission concerning implementation of those decisions relating to the project (which are) beyond the authority or capacity of the Committee to effect.

The Alcona County Parks and Recreation Commission has utilized as a planning document and guideline a five-volume Comprehensive Plan for Parks, Recreation and Open Space, prepared for them in the late 1960's, by a private consulting firm. A further consolidation and up-date of the five-volume Plan was compiled in 1975 by the Alcona County Parks and Recreation Commission with assistance from the Cooperative Extension Service. This document is entitled the Alcona County Parks and Recreation Plan and although it has not been officially adopted by the Commission as a policy statement, it has attained some sense of "informal recognition". The Plan up-date indicates goals and objectives for the County Park program, as well as identifying several potential developments considered to be high priorities between 1975-1980. The top priority for development is listed as the "Alcona County Outdoor Activity Area" (or the ARA) at Lincoln. Numerous facilities and programs are mentioned for this site including ball diamonds, tennis courts, camping, environmental education, trails, and a variety of others.

The major thrust of that portion of the document which follows is an elaboration and expansion of the earlier planning which has been undertaken for the Alcona Recreation Area. Although substantial progress has been made relative to facility development on the site, it has been the consideration of the Steering Committee that a more detailed design approach to the ARA be undertaken. It is the intent of this Master Plan to be cognizant of the efforts that have preceded this report, as well as to explore the potential of the Alcona Recreation Area and, with the assistance of the Steering Committee, lay out a realistic program for future site development.

TOPOGRAPHY

Topography can be classified as gently rolling to hilly. Changes in elevation of original topography have been altered significantly by the recent construction of a half-mile track. Elevation varies from 839.5 feet above sea level on the western boundary falling to 778.5 in the interior portion of the site and toward the southern boundary, and then rising again to 841.5 on the eastern half of the site.

DRAINAGE

Major drainage patterns on the site reflect the changes in elevation. Run-off moves through the low area in the interior of the site which runs north and south. Construction of the track in this area has reflected the existing drainage and is facilitated by several large culverts.

The northern portion of this low area has the water table fairly close to the surface, creating a poorly drained area.

SOILS

A detailed soils mapping indicates that the site is composed of four major soil types. The

eastern half of the site is Emmet sandy loam and Montcalm loamy sand - well drained soils suitable for recreational developments with some minor erosion and droughtiness problems. The western portion of the site is comprised of both Graycalm sand which is well to moderately drained and tends to erode rapidly in the absence of proper management, and East Lake loamy sand which is well drained and has serious erosion problems on sloped areas.

A small corner of the site in the northwest corner contains Sims loam - a wet loam soil underlain by clay. The soil is wet in the fall and usually all summer. Careful management is required to develop these soils.

VEGETATIVE COVER

The site has vegetative cover characteristic of the surrounding region. There are no outstanding vegetative features that separate this site from its surrounding environs. Most of the site is wooded. However, in those areas where construction or activity has been carried on, tree cover has been entirely removed, as in the track and former dump areas, and, of course, the main parking lot and entrance have been substantially thinned out.

The northeast portion of the site is second growth vegetation - poplars and maples. The low area adjacent to it is heavily covered with trees suited for poorly drained situations - poplars, cedars, etc. The two high areas of the site, on the west and on the east, contain fairly mature stands of white pine, red maple, birch and beech.

CLIMATE

Prevailing winds are out of the southwest and west. Temperatures average 23.2°F in January and 67.6°F in July (Harrisville Station). Minimum recorded temperature is -21°F and a maximum of 105°F.

Average annual snowfall in the project area is 53.6 inches and the average annual rainfall is 27.94 inches.

EXISTING UTILITIES

Due to the site's lack of proximity to a major urban center, few major utility systems are available for park development. Most required utilities services - i.e. water and sanitary - will have to be developed and handled on-site. Due to soil types found on a major portion of the site, and judging from the past construction efforts, no major problems should arise

in handling any further utility services.

The existing administration building and gate house are connected to electricity supplied by Consumers Power Co.

Also running along the west boundary of the site is a 12" Michigan Consolidated Gas pipeline. The gas utility company also has a fenced pumping station and one acre easement in the far northwestern corner of the parcel.

TRANSPORTATION

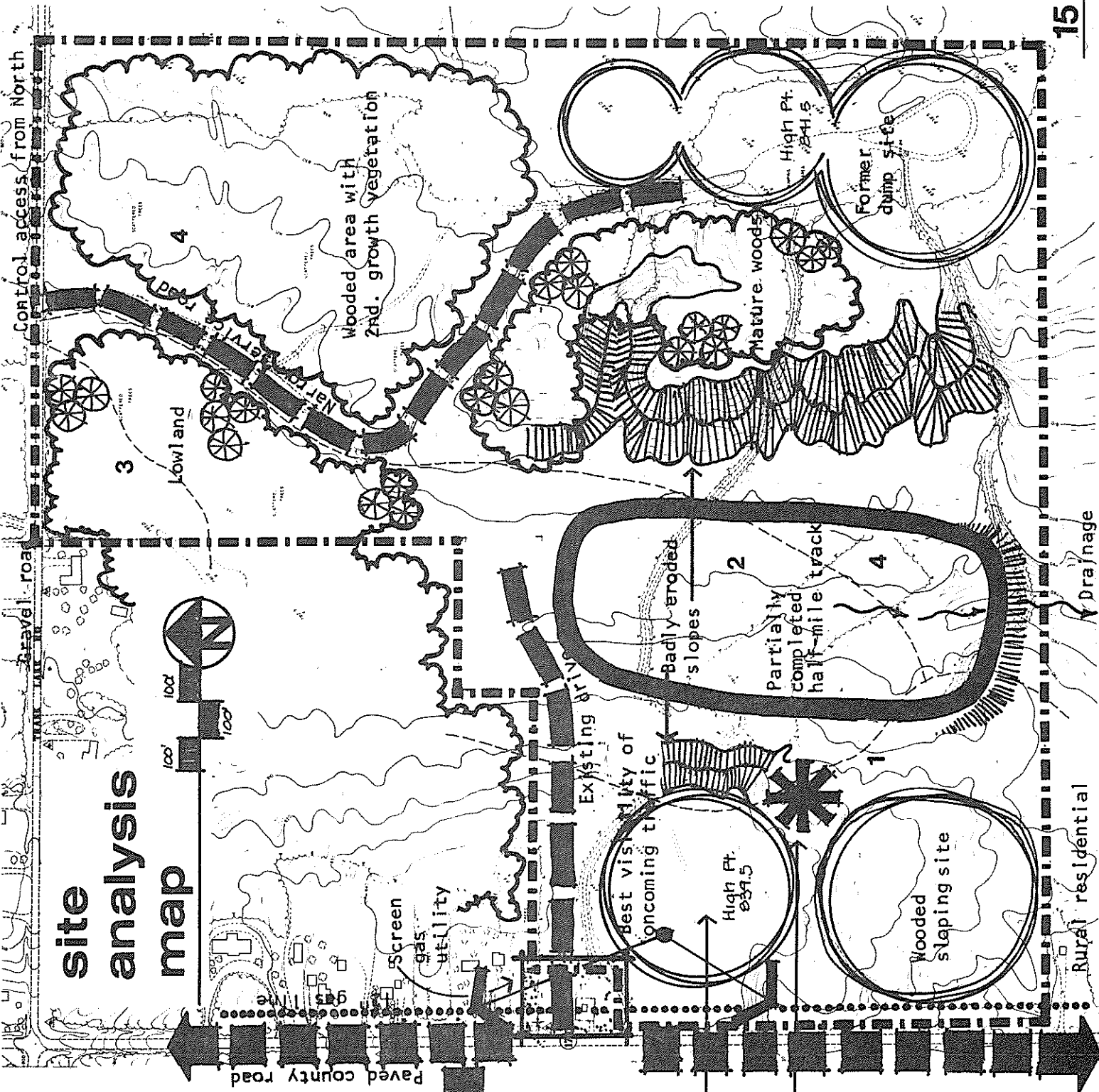
Barlow Road which borders the Alcona Recreation Area on its western edge, is a paved roadway carrying the designation as a County primary. Such a designation is indicative of the importance of the route, the amount of traffic it carries, and its position relative to funding for repair or improvements as a part of the total County highway system. The northern limit of the ARA is formed by Trask Lake Road, which is paved in part, however as it progresses eastward it becomes an unimproved gravel surface. Trask Lake Road is a minor, local roadway. The ARA is roughly 2 miles north of State Trunkline 72 which is the major east-west route in Alcona County extending from State 65 on the western sector of the

County to US-23 along Lake Huron.

POPULATION

Although the rate of population growth in Alcona County has been significant in recent decades (50% from 1950-1975), in actual numbers of residents the County is one of the more lightly populated areas in the Lower Peninsula. Population estimates prepared by the Department of Management and Budget of the State of Michigan indicate that as of July 1, 1976 a total of 8,800 individuals resided within Alcona County. Due to its considerable size, the population density throughout the County is low. The most densely settled area is the east-central portion of the County - including Lincoln and Harrisville in Hawes, Gustin and Harrisville Townships. These population centers surround the ARA site. Recent studies by the Population Studies Center at the University of Michigan predict that northern Michigan will experience a major population boom before the year 2000, based on an anti-"big city" attitude. Counties north of a line connecting Bay City and Muskegon are expected to be the most heavily impacted - again due in part to their low population density and lack of major urban areas.

site analysis map



Village of Lincoln

New community center

Partially cleared plateau area

Existing building

Soils

- 1-Graycalm Sand and East Lake Loamy Sand
- 2-Emmet Sandy Loam
- 3-Sims Loam
- 4-Montcalm Loamy Sand

Primary basis for the concepts expressed in the proposed site design, is that the principal recreational need is for an activity-oriented facility that would provide a range of athletic/outdoor opportunities for individuals or groups.

Other elements are addressed below:

- Ancillary facilities such as parking, toilets, picnic areas and passive activities are also required.
- Future development should capitalize on the existing administration building and half-mile track.
- Vehicular entry and movement through the site, are also of concern - due to the light population density in Alcona County almost all ARA users will travel to the site by car. Therefore, the design must provide a safe convenient entry and interior access that will not conflict with activity centers, but rather "direct" the individual to parking areas.
- Existing and proposed investments in the ARA warrant some degree of protection from vandalism and other unsavory activities. This can be realized by access

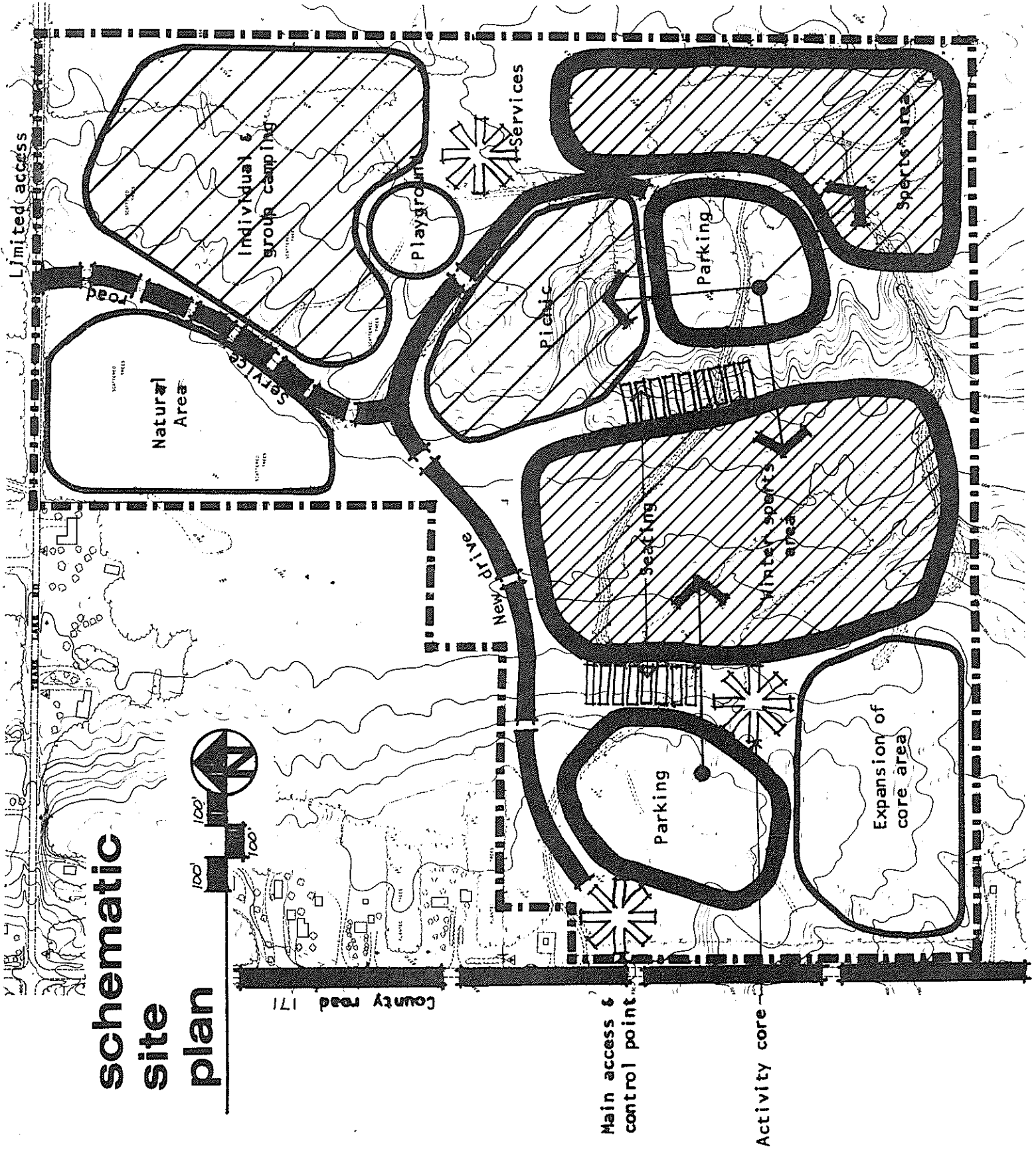
control, fencing along roadway perimeters and lack of "concealed" activity areas.

The site's attractive natural resources in the form of wooded areas, topography, and lowlands are important factors in the creation of a workable site plan. Each facility location should be compatible with these resources from both the user and maintenance point of view. Further, those facilities which might be deemed attractive to non-authorized users or to vandalism should be located so as to be readily observable to Park Commission staff.

The site analysis map identifies existing site elements that influence the site design process.

The schematic site plan indicates the framework of the proposed plan and the relationships between the individual facilities. The relationships and rationale supporting the plan's design components are discussed on the following pages.

schematic site plan

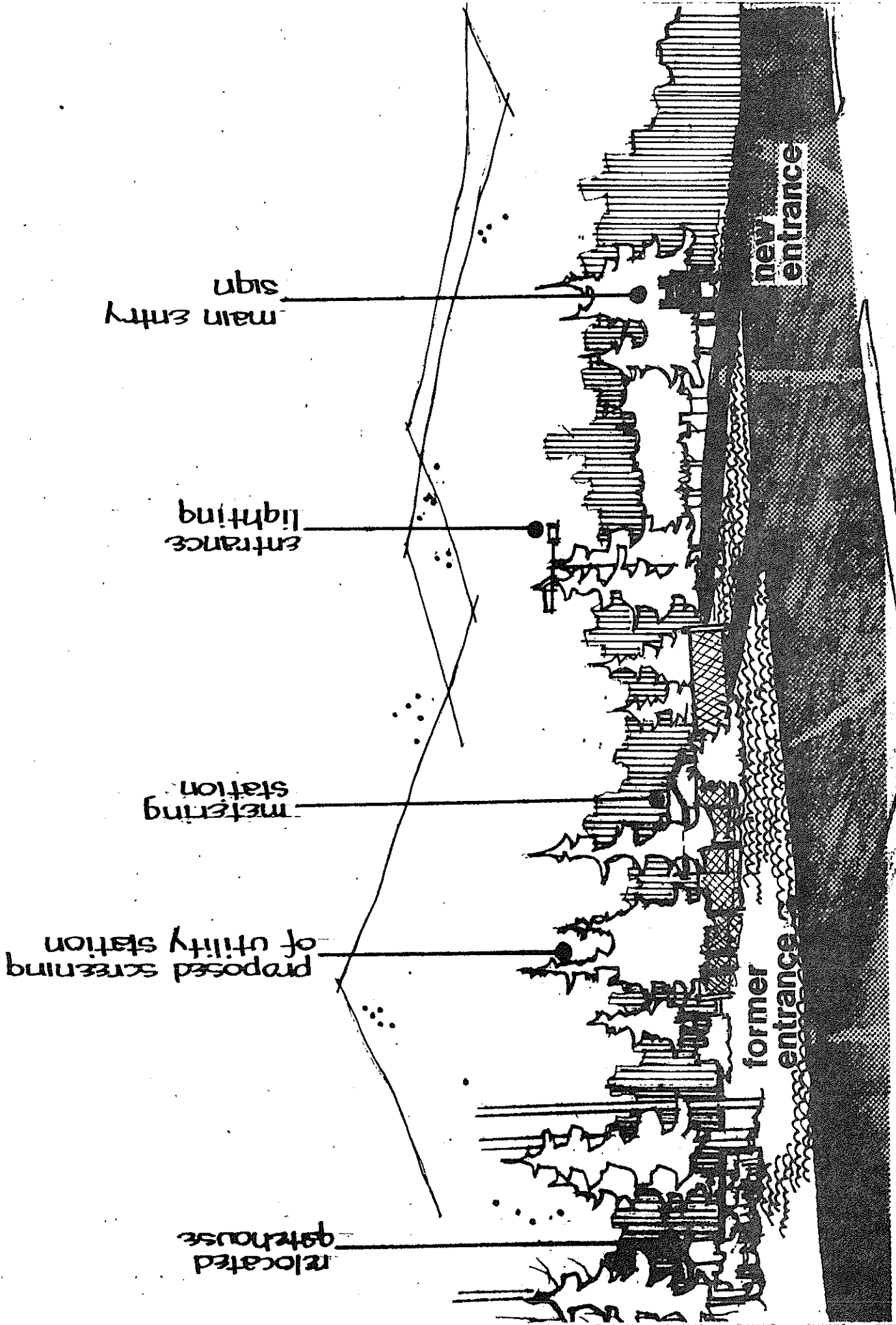


MAIN ENTRANCE

At the present time, the park entrance and gate house are located on a one acre parcel of property controlled by Michigan Consolidated Gas. This fact makes relocation of the entrance a compelling consideration.

Any major entrance to the site should occur along the existing paved County Road, as the only other vehicular route would have to come from the north. Due to the undeveloped nature of Trask Lake Road and its location away from the main flow of traffic, this entry would not be suitable.

In situating a different entrance, two factors influence the final location. First, the pumping station maintained by Michigan Consolidated Gas Company is an unattractive feature, distracting to the Park visitor approaching from the west or north. Secondly, optimum driver vision is found at the high point of the site. Any other location north or south along the western boundary limits the vision of oncoming traffic to those visitors exiting the Park.



main entrance sketch

The safest location for the main entrance falls in an area immediately south of the gas company's pumping station. Careful use of signage, landscape materials and road alignment can do much to improve and emphasize the "front door" character of the entrance and minimize the intrusion of the pumping station.

There is also an existing service road running south from Trask Lake Road to the interior of the ARA.

PARKING

Due to the large number of cars anticipated for occasional group events, provision was made to direct most park visitors into a large parking area immediately adjacent to the main entrance. Directional control is provided by a gate house located 400-500 feet beyond the entrance, allowing for stack-up space and providing a convenient point at which to collect monies for sponsored events. The main parking lot will accommodate 480 cars. Based on a national park standard averaging 4 persons per car, lot capacity is expected to produce 1820 persons during peak use periods.

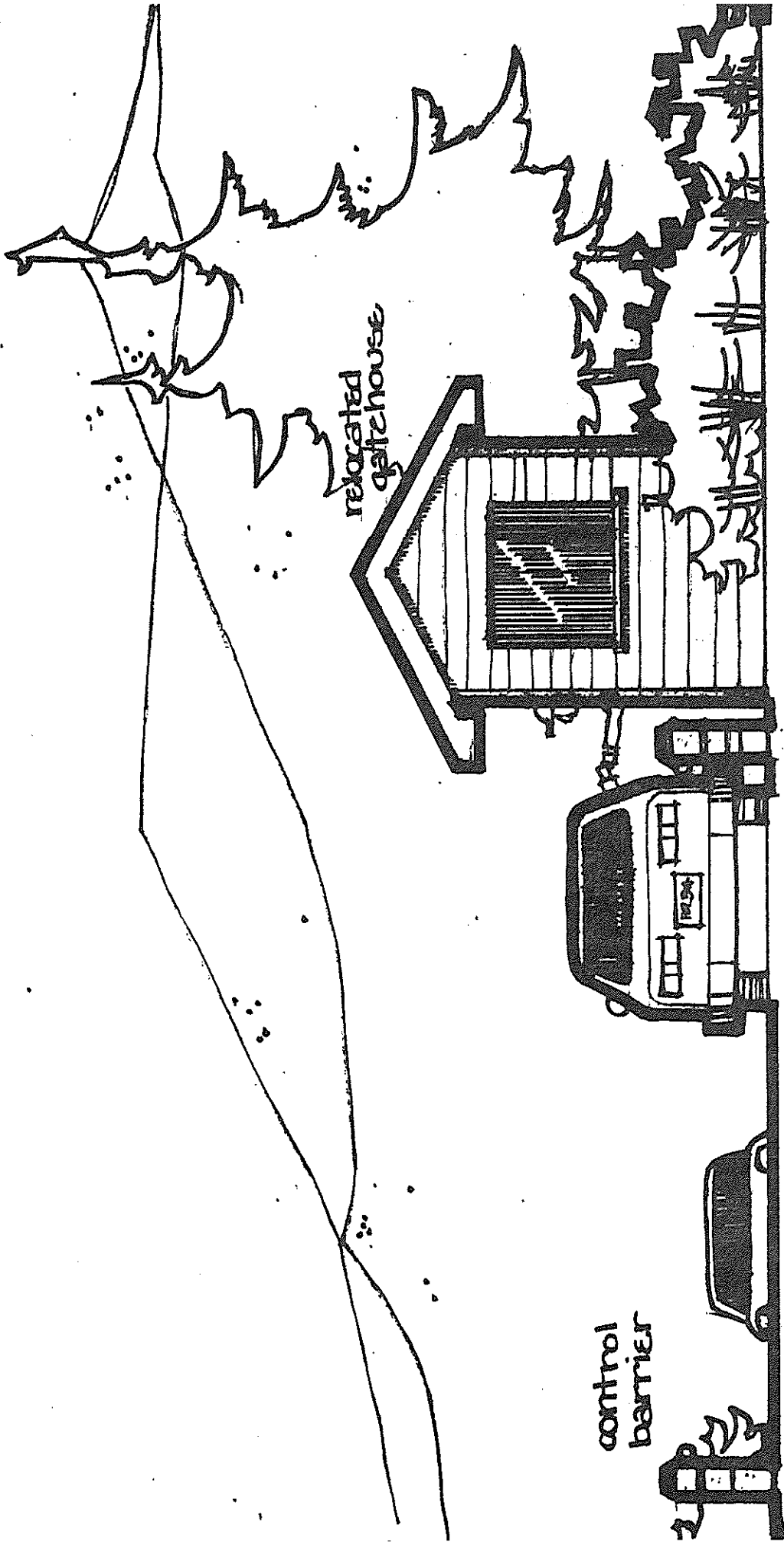
Further parking is located on the eastern portion of the site to service the proposed softball fields,

tennis courts, and picnic area and to provide overflow parking. This parking area will accommodate 70 cars with a potential of an additional 80 spaces at some point in the future. The areas will produce 280 persons and 320 persons, respectively. Special parking is provided near the track to accommodate the trailers of track users.

Access to both parking areas is provided by a two-way road running east and west through the site and terminating in the secondary parking area. The road location was chosen to minimize conflict between cars and facility users and to follow the existing terrain.

The design of these areas calls for planted islands to break up and screen the large expanse of parking; to retain as much of the existing forest character as possible; to provide storage areas for storm runoff and snow removal; and to give some directional control to parking cars.

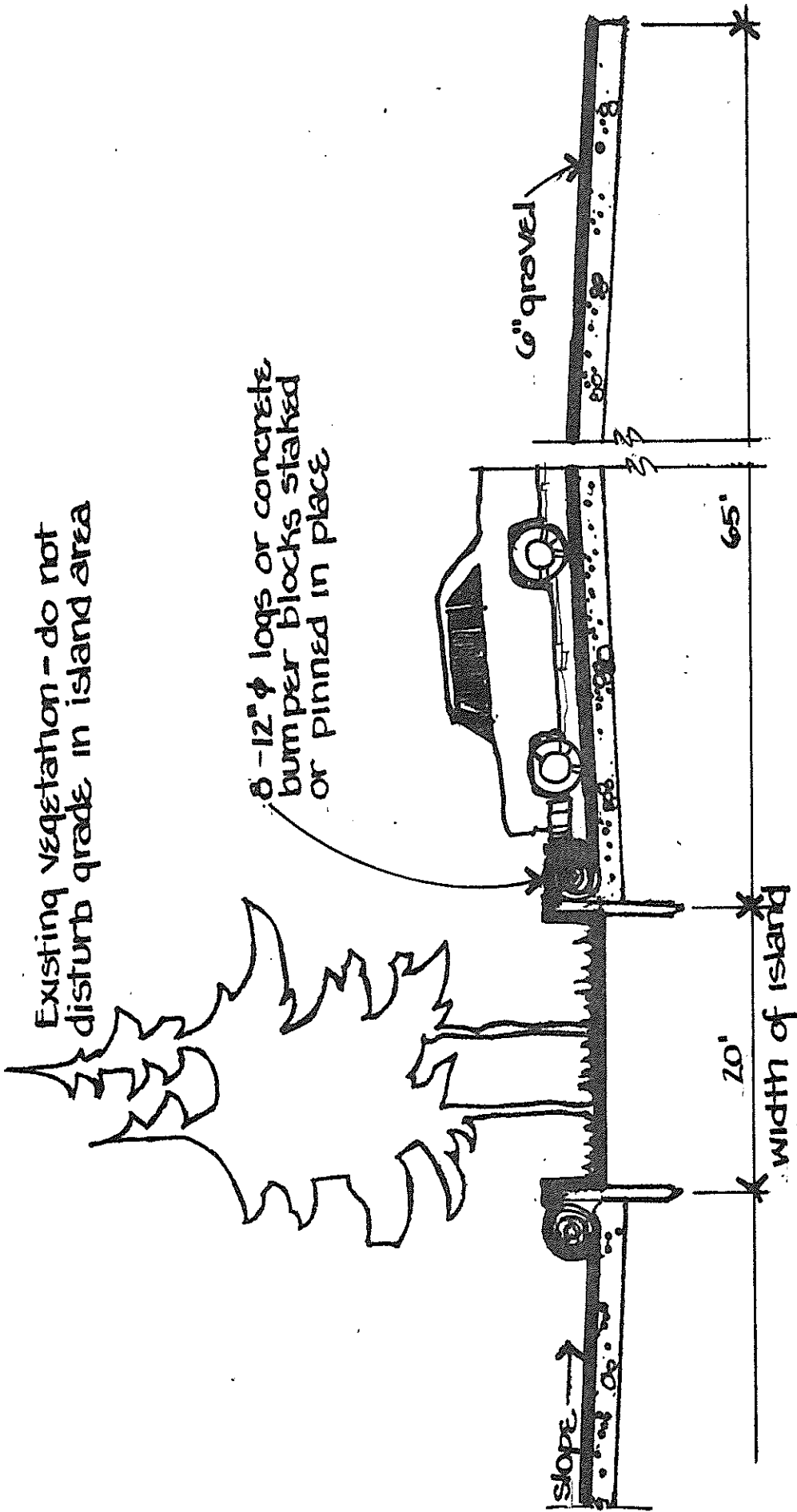
It is not anticipated that the parking areas will need any surface material other than gravel at any time in the foreseeable future.



gatehouse sketch

Existing vegetation - do not disturb grade in island area

8 - 12" ϕ logs or concrete bumper blocks staked or pinned in place



parking lot treatment

EXISTING FACILITIES

In recent years the initial construction of several major recreational facilities took place - half-mile track, administration building, and the main entrance and access road. These facilities, however, are not entirely complete and while the Steering Committee has been able to utilize them, any further development should first concentrate upon completion of the present phase as well as development of those support facilities which complement the first phase items.

Specifically, the following needs were recognized; stabilization of the track surface; enactment of soil erosion control measures on all excavated slopes; relocation of main entrance and gate house; completion of the parking area and access road; and finally the development of an activity core.

The activity core would be composed of the administration building and service area, a track seating area, a platform for a portable bandshell and a simple plaza treatment. This core would serve the large groups of people involved in events taking place in the track vicinity. Future expansion of the core is directed to the south. Final design would not only provide a structured area to handle

the wear and tear of crowds, but would also serve as a highly attractive and visible focal point to passing motorists.

SPORTS AREA

The initial design concept emphasized the need for sports facilities that would provide outdoor recreation for all seasons. For this reason, provision has been made for two seasonal areas - the field sports, located on the eastern side of the park on the site of a former dump; and the outdoor winter sports area, located near the main entrance and parking.

The winter sports area provides a track for an increasingly popular activity of Northern Michigan - snowmobile racing. Future accommodation for an outdoor hockey rink is made on the interior of the track, should interest in the sport continue to increase. Also located inside the track are ball fields.

The eastern field sports area was developed in response to an increasing local demand for more softball fields and tennis courts.

DEVELOPMENT CHARACTER

The unique role of the Alcona Recreation Area as an outdoor recreational facility for Alcona County residents calls for special treatment of the Park's "character", as reflected in the building exteriors, signage, and site developments.

In keeping with the location of the site in a sparsely populated and wooded portion of Northern Michigan, a rustic treatment of building exteriors and use of native materials throughout the site development would be most appropriate. Rough-sawn cedar trim and rough-sawn grooved plywood should be used for all building exteriors. The "theme" should be carried further in the use of rustic materials and treatment on all informational/directional signage and structures - stained timber posts and lumber with routed lettering being suitable.

PICNIC

Developed near the playfields and secondary parking area is a picnic area. This site is an elevated knoll overlooking the track and readily accessible to the campground, trails and ballfields. The knoll is covered with a mature stand of red maple, beech and white pine. Selective clearing, seeding and placement of tables for individual and group picnics are all that is necessary to make this an attractive and usable spot. Further, installation of a playground near the campground will offer complete activities to all ages.

CAMPGROUND

Readily accessible to the picnic area, playfields and natural area is a small campground, to be developed with primitive sites on a one-way loop road. Because of the numbers of campsites located in and around Alcona County, this campground is not envisioned as a facility for tourists. Rather, it will probably derive most of its use from local groups of residents, i.e. - Boy Scout outings, school outings, snowmobile race participants, etc.

The campground should provide sites for individual campers, group campers, fire pits, water pump, out-

door toilets and trash. The campground is a support facility which should take a lower priority than development of the above mentioned elements. Further, the construction of a Combined Service Building is seen as a final stage to be achieved as funding becomes available and the demand for service, washrooms and picnic shelter warrants it.

The Combined Service Building should have the following:

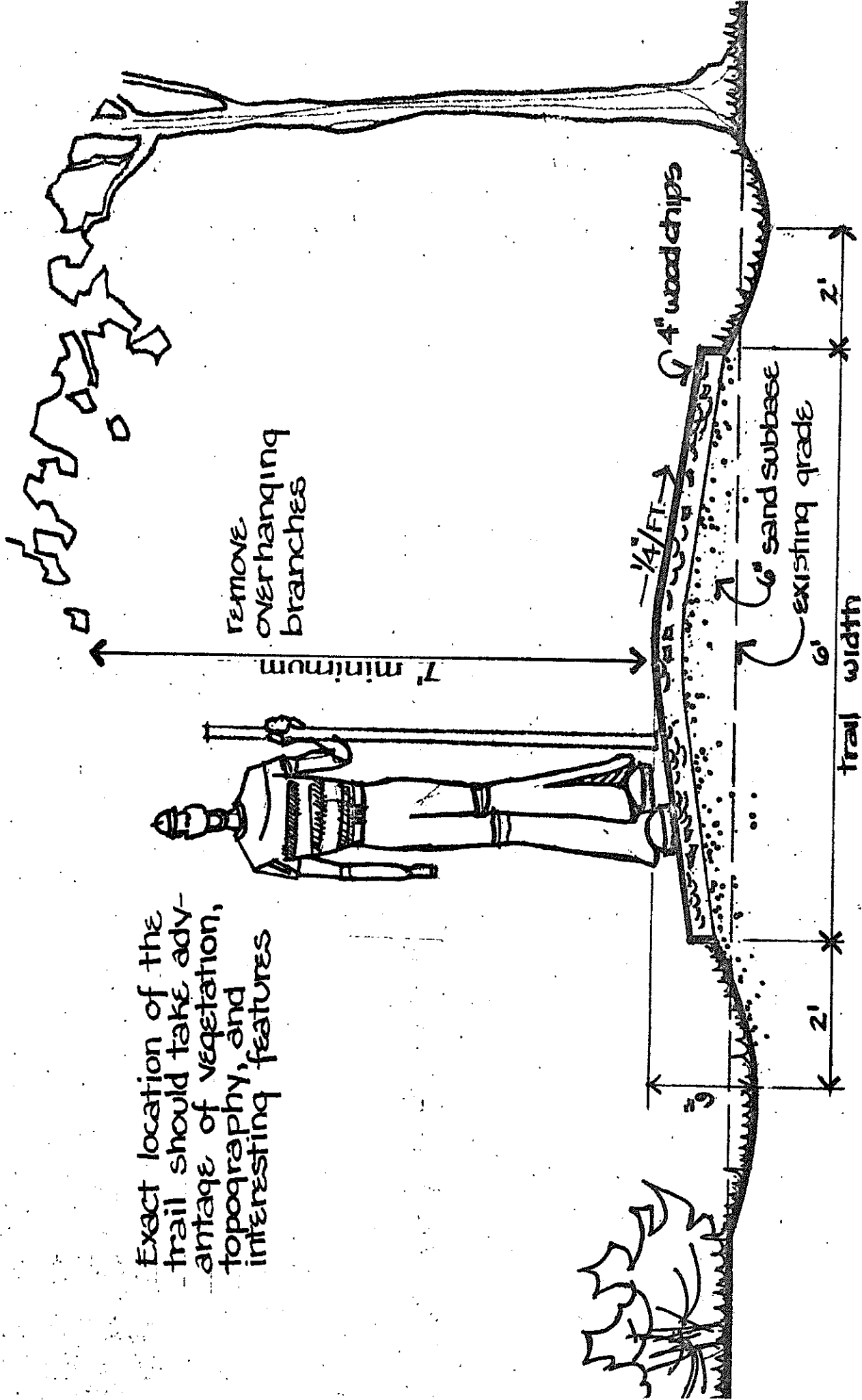
	<u>Men</u>	<u>Women</u>
Toilets	2	3
Urinals	3	-
Lavatories	3	3
Maintenance Area -	450 sq. ft.	
Picnic Shelter -	1800 sq. ft.	

NATURAL AREA AND MULTI-PURPOSE TRAIL

The Plan shows the lowland area adjacent to the proposed campground as being left untouched. Although the area is poorly drained, access through the area can be provided by wood chip trails and timber crossings. This area is suitable for usage under an environmental education program set up by a local school or by other interested groups.

The multi-purpose trail, emphasizing natural features (vegetation, topography, soils), ties together the

Exact location of the trail should take advantage of vegetation, topography, and interesting features



multi-purpose trail

various use areas. This trail will accommodate hikers, joggers and horseback riders and eventually, as the trail surface is upgraded, bicyclists.

LANDSCAPING

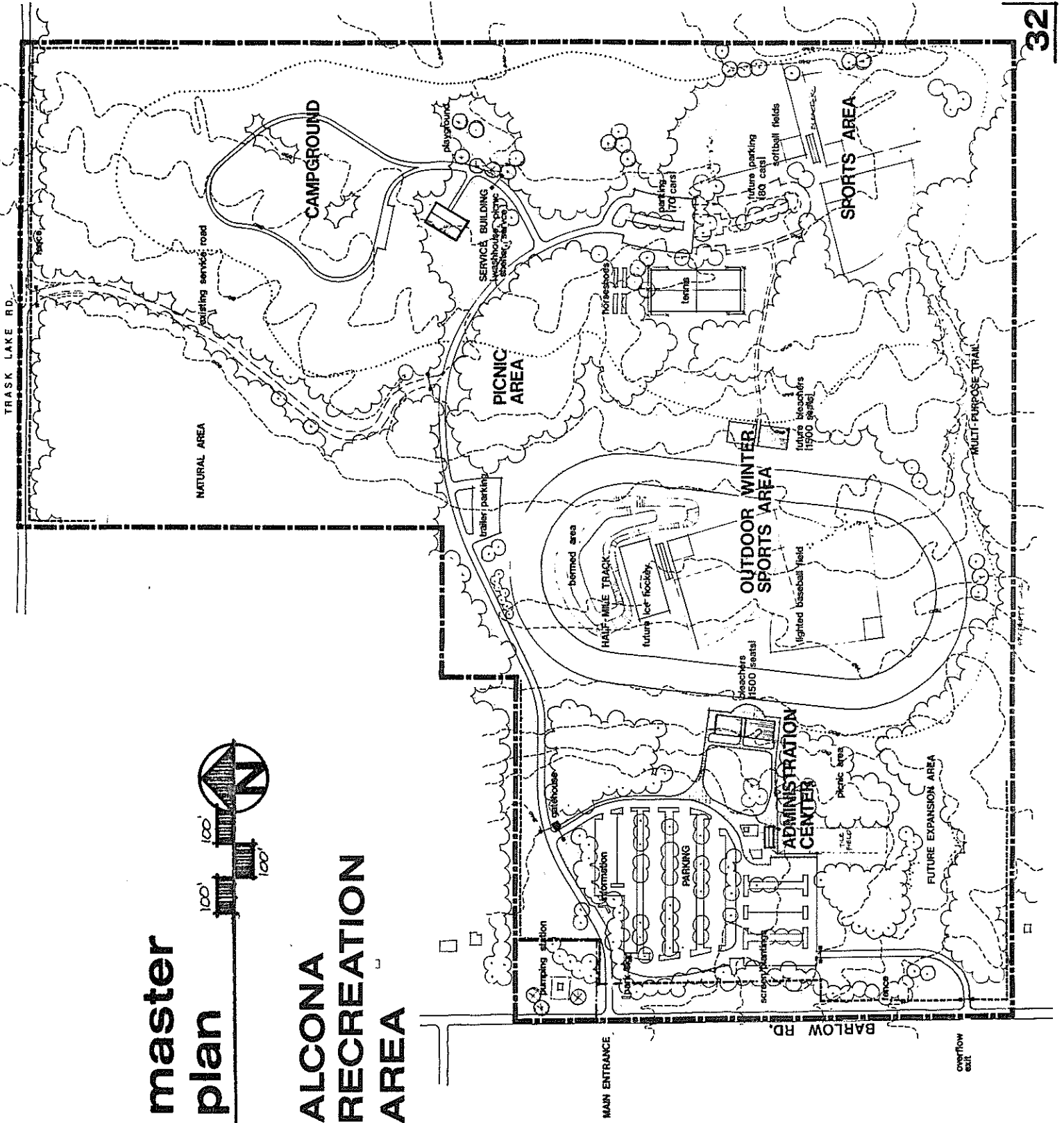
The existing wooded areas provide a great deal of the park's visual interest and beauty. A minimum of landscaping is required in most areas - nothing more than selectively clearing to open up views, seeding of eroded areas, and preservation of existing trees in parking areas.

However, much is needed in already developed areas. Plant materials are necessary to screen and emphasize the proposed main entrance, parking lot and access road. Care should be taken to screen unattractive elements from the main road, with a combination of deciduous and evergreen trees and shrubs. Judicious use of flowering specimens in strategic areas will do much to enhance the beauty of the site.

master plan



ALCONA RECREATION AREA



This Master Plan has attempted to convey the past history, development, need and potential of the Alcona Recreation Area. Due to its size, natural beauty and programmed facilities, the ARA seems destined to function as a regional recreation attraction. It has been the intent of this Plan to be sensitive both to the qualities of the site, the expressed needs of the local people; as well as realistic in projecting facility development and phasing. Obviously, however, there are other elements that will determine how successful this Plan will be as a guide towards the future of the ARA. Primary among these is, of course, its acceptance and use during the decision-making process. The Master Plan should be officially adopted by both the ARA Steering Committee and the Alcona County Parks and Recreation Commission - also the Alcona County Board of Commissioners should be informed of all progress made relative to the ARA. With the advent of the ARA and subsequent site development on the property, a totally new facility enters as a part of the Alcona County Park System. This offers the potential for several changes, the first of which would be a re-examination of the Alcona County Parks and Recreation Plan, in light of how

the new ARA facility meshes with other County-wide proposals - the ACPRC is no longer a "one park" body.

Also, in that the ARA has become a reality, what are other goals and priorities of the ACPRC. We cannot emphasize enough the need for an official policy statement from the Parks and Recreation Commission as embodied in a master park and recreation plan for Alcona County. And, finally, with a facility as large and varied as the ARA, a management scheme needs to be devised for not only the protection of the County but also the benefit of ARA users. Items such as use, fee schedule, budget, control and responsibility need to be discussed and resolved by official action of the Alcona County Parks and Recreation Commission. With effort expended on the above mentioned items, the success of the Alcona Recreation Area will certainly be assured.

The following schedule for phase development and cost breakdown constitutes a recommendation for a logical sequence of construction toward total project completion.

The final sequence was based on the Alcona County Steering Committee's expressed priorities, developmental sequence, and on funding availability and requirements.

It should be remembered that the projected estimates are based on general construction costs and that total costs can be reduced by utilizing volunteer labor and locally available materials.

phasing & general cost estimate

<u>ITEM</u>	<u>QUANTITY</u>	<u>UNIT COST</u>	<u>TOTAL COST</u>	<u>PHASE COST</u>
*PHASE I - WINTER SPORTS AREA				
Fencing				
- 6' Chainlink Fence	4,700 l.f.	\$ 7.00	\$ 32,900	
- Gates (30')	3 ea.	900.00	2,700	
- Boundary Survey	L.S.	--		
Gatehouse				
- Prefabricated Building	L.S.	--	4,000	
- Utility Hook-up to Administration Building	--	--	200	
- Directional Controls	L.S.	--	200	
Completed Track Surface				
- Finish Grading	23,200 s.y.	.28 s.y.	6,500	
- Surface Stabilization Treatment (Topsoil/Seeded)	23,200 s.y.	.90 s.y.	20,900	
Erosion Control				
- Seeding/Fertilizing/Mulching of Banks and Track Interior	15 acres	500.00	7,500	
Landscaping				
- Entry Plantings	--	--	3,500	
- Parking Lot Screening	130 trees	100.00	13,000	
- Entry Sign and Informational Signs	--	--	2,200	
Overflow Exit				
- Gravel Road/Grading	1,400 s.y.	3.00 s.y.	4,200	
				\$ 97,800
PHASE II - SPORTS AREA				
Softball/Baseball Fields				
- Grading and Seeding	3 fields	6,000.00	18,000	
- Backstops	5 ea.	1,500.00	7,500	
- Bleachers	4 ea.	600.00	2,400	
Tennis Courts				
- Bituminous Surface and Fencing	2 ea.	20,000.00	40,000	
- Clearing and Rough Grading	2 ea.	2,000.00	4,000	

<u>ITEM</u>	<u>QUANTITY</u>	<u>UNIT COST</u>	<u>TOTAL COST</u>	<u>PHASE COST</u>
Access Road and Parking Development				
- Rough Grading	8,100 s.y.	\$.60 s.y.	\$ 4,860	
- Gravel Road and Parking Surface	8,100 s.y.	2.40 s.y.	19,440	
- Wood Parking Posts	100 ea.	10.00	1,000	
- Gravel Surface on Service Road	2,600 s.y.	2.40	6,240	
				\$103,440
PHASE III - ADMINISTRATION CENTER				
Paving for Main Access Road				
- Asphalt Surface	60,300 s.f.	.50	30,150	
- Base Material	60,300 s.f.	.40	24,120	
Main Parking Area				
- Gravel Parking Surface	20,000 s.y.	2.40	48,000	
- Wood Parking Posts	600 ea.	10.00	6,000	
Track Bleachers				
- Seating for 3,000	5,000 1.f.	12.00	60,000	
- Grading, walks	--	--	4,000	
Walks at Administration Building				
- Entrance and Plaza Walks	24,000 s.f.	1.50	36,000	
				\$208,270
PHASE IV - CAMPING AREA				
Campground (Primitive)				
- Clearing Sites	20 ea.	75.00	1,500	
- Developing Campground Road	3,400 s.y.	3.00 s.y.	10,200	
- Wood Posts	50 ea.	10.00	500	
- Water Well	2 ea.	600.00	1,200	
- Fire Pits	20 ea.	50.00	1,000	
- Miscellaneous (Signs, Privies, Trash Barrels)	--	--	2,500	
Picnic Area				
- Clear Undergrowth	2 acres	1,500.00	3,000	
- Seed	2 acres	500.00	1,000	
- Picnic Tables	10 ea.	150.00	1,500	
- Fire Pits, Trash Barrels	10 ea.	75.00	750	
- Water Well	1 ea.	600.00	600	
- Privies	2 ea.	1,000.00	2,000	
				\$ 25,750

<u>ITEM</u>	<u>QUANTITY</u>	<u>UNIT COST</u>	<u>TOTAL COST</u>	<u>PHASE COST</u>
PHASE V - IMPROVEMENTS				
Entry Lighting, Administration Area	15 lights	\$1,500.00	\$ 22,500	
Combined Service Building				
- Septic System	2,000 s.f.	1.50	3,000	
- Water Well	1 ea.	2,000.00	2,000	
- Underground Electric	2,000 l.f.	2.00	4,000	
- Building Structure for Picnic Shelter, Toilets, Service	L.S.	--	42,000	
- Distribution Equipment			10,000	
Lighting for Playfields				
- Softball Fields	3 fields	8,000.00	24,000	
- Electrical Utility Extension	(Serviced from Combined Service Building)	2.00	2,000	
- Baseball Field Light	1 field	12,000.00	12,000	
- Electrical Utility Extension	500 l.f.	8.00	4,000	
GRAND TOTAL			<u>\$125,500</u>	
				<u>\$560,760</u>

*For every additional year construction is delayed, increase the above cost estimates by an inflation factor of 10%.