



CUYAHOGA COUNTY ENGINEER'S OFFICE
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CUYAHOGA COUNTY ENGINEER

TOWPATH TRAIL STAGE 4 – SCOPE OF SERVICES

July 31, 2009

The Cuyahoga County Engineer's Office will provide project management for the plan development and construction phases of this project. The Engineer's Office will also assist with surveying and right of way plan preparation services, as needed, to the prime consultant for base mapping and for the acquisition of all property rights necessary for the construction of this stage of the towpath.

Project Contact: All consultant inquiries regarding the project (e.g. scope, schedule, budget, issues, etc...) and associated project development (e.g. process, steps, tasks, guidance, etc...) shall be made to the Project Manager. The Project Manager will be assigned to the project by the Cuyahoga County Engineer. Any direction provided to the consultant from any agency associated with the Memorandum of Understanding/Project Development Agreement shall be forwarded to the Project Manager for direction to the consultant.

Project Name: Towpath Trail Stage 4

Termini: Tremont/Literary Trailhead to Canal Basin Park. The project will be broken into components so that each area can be studied and evaluated based upon the unique characteristics that each component has to offer to the towpath.

Project Development Process: Minor Projects Steps 1 through 10. The Towpath Trail Extension Alignment and Design Study will be used to identify the corridor that the towpath will be built upon (Steps 1 & 2). Copies of the 1999 Study, "Linking the Corridor" and the 2002 Alignment and Design Study are available at through the County Engineer's Office website: www.cuyctyengineers.org. This Agreement will be implemented in parts appropriate to the plan development process (PDP). Part 1 will cover the PDP for Minor Projects up to and including step 4 (Environmental Clearance Only) and will be compensated under a cost plus fixed fee form of agreement. The specific scope of work and cost proposal for PDP for Minor Projects Steps 4 through 10 will be developed as the initial part is completed (Part 2).

Completion Schedule for Part 1: 18 months from Authorization.

Completion Schedule for Part 2: 24 months from Authorization.

Meetings: Formal written comments and/or meeting minutes, as appropriate, shall be provided by the consultant after all meetings. For all meetings, the consultant will prepare minutes and distribute them for review and comment. Minutes will be updated by the Consultant to reflect participant comments and final edits will be distributed to all participants.

Communication: On a monthly basis and/or with each invoice, the consultant shall submit a project status report to the Project Manager. Reports shall include development

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activities, including but not limited to identifying completed, upcoming and critical activities. These reports are to enhance coordination between the consultant and other stakeholders as appropriate.

Project Particulars:

Please refer to Attachment “A” dated January 21, 2008 for the Vision, Mission, Goals, Objectives and Themes for the Project.

Please refer to Attachment “B” dated January 21, 2008 for the Target Market and Audience Needs for the Project.

Stage 4 of the Towpath Trail has been broken up into components. Each component, identified below, has unique characteristics that need to be studied to refine the preferred alignment as documented in the “Towpath Trail Extension: Alignment and Design Study”. ODOT’s PDP will be used to refine the preferred alternatives as identified for each component of the towpath.

Neighborhood Trail Connectors as depicted in the accompanying map must be factored into layout of the preferred alternative.

A Technical Advisory Group will be established to provide the consultant direction through the PDP. Stakeholder groups will be identified to discuss the project and gather additional input into the PDP.

Soil borings, as necessary are to be provided by the consultant.

The consultant is to locate and identify all existing and foreseeable utilities (public or private) accordingly. As required, the consultant can recommend underground utility investigations where structural conflicts may occur. The consultant will use an accredited Subsurface Utility Engineering firm. The consultant will follow the procedures for utility relocation as per ODOT’s Utilities Manual and the Ohio Revised Code.

Plan submittals and agencies to receive plans shall be documented by the consultant in their proposal.

Cost estimates will be provided for each option, as the preferred alignment is refined.

Environmental and right of way impacts will also be presented in a manner that will assist the decision makers in refining the preferred alignment.

A website specifically for Stage 4 will be developed. It will contain various documents and information to keep the public informed of the projects progress. Also, the website will have a link, password protected, to provide for Partnership Members access to all

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documents prior to any meeting. Also, meetings notes, environmental documents, etc... will be posted to the website.

1 – TREMONT/LITERARY CROSSING COMPONENT

Location: This component of the project will deal with how the Towpath Trail will cross Literary Avenue upon exiting the Tremont/Literary Trailhead designed in Stage 3.

Alternatives: Determine the trail route relative to the proposed trail head developed in Stage 3 as it relates crossing Literary Avenue. A traffic study shall be performed focusing on the operational dynamics of Literary Avenue for the at-grade crossing option.

Alternative scenarios to be explored include:

1. An at grade crossing location that would not impact the vehicular traffic on University.
2. An at grade crossing location that would work with the closure of University, but maintaining residential driveway access to the residents just north of Literary.
3. A bridge crossing over Literary that would not impact the vehicular traffic on University.
4. A bridge crossing over Literary that would work with the closure of University, but maintaining residential driveway access to the residents just north of Literary.

Environmental Regeneration: No environmental regeneration, outside of enhancements to the trail-related structures are anticipated.

Utilities: Overhead power lines or underground utilities may have to be relocated.

Environmental: No issues anticipated on the NEPA process.

Right-of-Way: Property will be required.

Construction Cost Estimate: \$ 200,000.00 to \$ 1,500,000.00

2 – TREMONT RIDGE COMPONENT

Location: This component of the project will deal with how the Towpath Trail will traverse the area from north of Literary Avenue to the Innerbelt Bridge.

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Alternatives: Issues to be considered:

- Slope stability.
- Provide for scenic overlooks.
- Work with the University Inn on access and parking issues.

Alternative scenarios to be explored include:

1. Cantilevered structure to support the Towpath Trail and vehicular traffic on University Avenue.
2. Close University Avenue to vehicular traffic. Properties with driveway access on University shall be identified and a plan to maintain access shall be developed.

Environmental Regeneration: Opportunity to develop an overlook park site at the intersection of West 7th/West 11th/University Avenue. This may include the realignment of West 7th and West 11 Street. Clear scrub trees/vegetation and provide landscaping to opportunities to stabilize the slope and “green” the corridor.

Utilities: Relocate/bury utility poles to open the view. Ensure viability of sewers and water lines.

Environmental: Historic/Architecture and Historic Archaeology issues would need to be evaluated.

Right-of-Way: Property may be required.

Construction Cost Estimate: \$ 250,000.00 to \$ 3,000,000.00

3 – INNERBELT BRIDGE COMPONENT

Location: This component of the project will be developed in conjunction with the Ohio Department of Transportation (ODOT) and the construction of the Innerbelt Bridge.

Alternatives: It is anticipated that ODOT, through the construction of the Innerbelt Bridge, will provide for the Towpath Trail through this area. It can include major trailhead parking area below bridge structure.

Environmental Regeneration: Based on what is provided for through ODOT, this project will provide for the environmental regeneration/greening of the areas adjacent to the Towpath Trail.

Utilities: No issues with utilities anticipated.

Environmental: No issues anticipated on the NEPA process.

Right-of-Way: No property anticipated to be acquired.

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Construction Cost Estimate: \$ 200,000.00

4 – VALLEY OPTION

Location: This component of the project is an alternate route for components 2 and 3. This component of the project will deal with how the Towpath Trail can traverse the area from north of Literary Avenue along the bottom of the slope below University Avenue to the Railroad Bridge.

Alternatives: Issues to be considered:

- Slope stability.
- Views and impacts to adjoining property.

Environmental Regeneration: Provide vegetation to stabilize the slope.

Utilities: No issues with utilities anticipated.

Environmental: Historic/Architecture, Historic Archaeology and Hazardous Materials (Environmental Site Assessment) issues would need to be evaluated.

Right-of-Way: Property will be required.

Construction Cost Estimate: \$ 500,000.00

5 – SCRANTON PENINSULA

Location: This component of the project will deal with how the Towpath Trail will go north/east from the Railroad Bridge to Eagle Avenue.

Alternatives: This component of the project will deal with developing the Ferchill and Wolstein properties. It includes stabilization of riverbank.

Environmental Regeneration: Some of the items for consideration are as follows:

- Riparian plantings.
- Install approximately 3,000 linear feet of new fish habitat areas along the river's edge.
- Transform existing marina into 2 acre larval fish habitat as river inlet.
- Terrestrial plantings.
- Educational kiosks.

Utilities: No issues with utilities anticipated.

Environmental: Historic/Architecture, Historic Archaeology and Hazardous Materials (Environmental Site Assessment) issues would need to be evaluated.

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Right-of-Way: Property will be required.

Construction Cost Estimate: \$ 5,000,000.00

6 – CARTER ROAD CONNECTOR

Location: This component of the project deals with how Towpath Trail will exit the Scranton Peninsula component and enter into Canal Basin Park.

Alternatives: It is anticipated that the Towpath Trail alignment through this component will be within the public right-of-way. The layout of the alignment shall take into consideration:

- Utility Pole locations.
- Expanded sidewalk as a “joint use trail” through this area.
- Impacts to road lane width, drainage structures, etc... if the curb line has to be moved.
- Specifically how to deal with the steel grate decking on the Carter Road Lift Bridge if the location of the Towpath Trail is on the bridge deck.
- Develop 3 options to access the Canal Basin Park “property” from Carter Road.

Environmental Regeneration: No environmental regeneration, outside of possible esthetic enhancements to light poles, etc...

Utilities: Utility Poles and Street Lighting may be impacted.

Environmental: No issues anticipated on the NEPA process.

Right-of-Way: No property anticipated to be acquired.

Construction Cost Estimate: \$ 1,000,000.00