



Veterans Trail

All Phases

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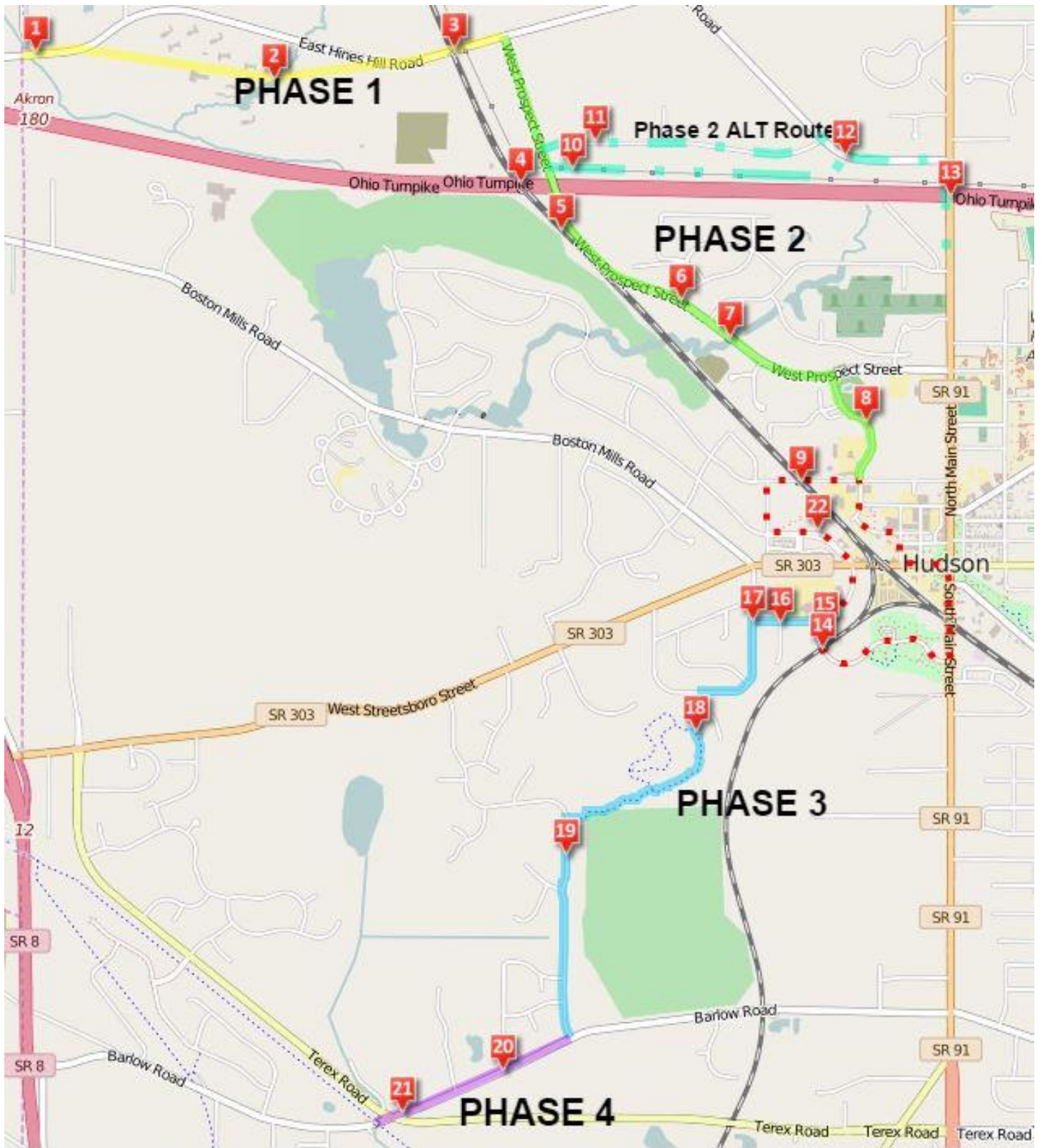
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VETERANS TRAIL

ALL PHASES



Veterans Trail Phase 1 (Estimated Cost: \$750,000 to \$1,600,000 depending on alignment) Grading issues.

1: Walters Road & Hines Hill Road Area

- Boston Heights alignment along north side of turnpike.
- FEMA floodway 200' wide-no rise permitted.
 - Summit County Bridge.
 - Conservation easement with WRLC.
 - Boardwalks within Wetland areas (Bridge depending on funding (AMATS/ODNR Requirements)).

2: Existing Bridge on YDC Property

- Utilize old Hines Hill roadbed in former YDC.

3: Norfolk Southern Railroad at Hines Hill Road

- Delay with Norfolk Southern review process (1 year).
 - New gates/RR Crossing tubs \$200,000 - \$250,000 additional construction cost. (Included in \$1.6 M).

Veterans Trail Phase 2 (Estimated Cost: \$900,000 to \$2,000,000 (Turnpike Bridge on Prospect))

4-7: Ohio Turnpike Bridge and Norfolk Southern Railroad along Prospect Street

- Limited width on bridge: 2' west shoulder, two 10' lanes, 4' east shoulder w/ vertical deflectors.
- Need to walk bikes across bridge.
- Widen Prospect north and south of Turnpike Bridge 2 feet each side of existing roadway. Relocate guardrail near bridge (not included in cost estimate).
- 5 years until turnpike rehab. bridge. Cost to add a pedestrian pathway bridge = 14 ft. wide pathway over turnpike: \$250,000 design; \$1,000,000 construction. Estimated Total \$1,250,000.
- Alignment crosses Prospect St. several times. Prospect St. pavement overlaps into NS RR R/W on west side near curves. Forced to put path on east side of Prospect St. Crossings: North of Turnpike and at Steepleview intersection.
- Preliminary speed report does not lower speed to 25 mph from 35 mph.

8: New pathway along Morse Road

- East side vs. west side. Cost on west side \$600,000 vs. \$300,000 on east side.
- Existing concrete walk will be removed and replaced with asphalt pathway.
- Will Morse Road be re-aligned with Downtown Phase II project?

9: Norfolk Southern Railroad Underpass on Owen Brown

- Owen Brown RR underpass one-way, two directional with stop signs.
- SR 91 Bridge over Turnpike – wide enough on both sides for pedestrian pathway.

10-13: Alternate Alignment Option:

- Alternate alignment cost: Prospect to Hunting Hollow to Valley View Road to SR 91.
- AMATS funding for SR 91 Turn Lanes Project 80/20 split for a portion of this alternate alignment. Construction 2019.
- SR 91 and Prospect St. Intersection 2017 construction. New sidewalk and bike lanes.
- Cost estimate: Prospect St. (Hines Hill to Hunting Hollow) \$150,000; Hunting Hollow \$350,000; Valley View \$150,000; SR 91 (Valley View to Brandywine) \$ 250,000. Total Estimated cost: \$900,000.
- Hunting Hollow Electric Easement – (Prospect to Valley View = \$375,000 with possible easement cost. Unknown cost at this time.

Veterans Trail Phase 3 (Estimated cost: \$1,000,000 to \$1,250,000)

14: Grade crossing at Norfolk Southern Railroad.

- No At Grade Permitted for Pedestrian per NS. Bridge estimated cost: \$250,000 design; \$1,000,000 construction. Not included in estimate.

15-17: Milford intersection at Veterans Bridge.

- Milford Road along north side of Milford and the back side of Acme Plaza (Commercial Driveway vs. Trumbull and street trees).
- Share the road on E. Case to Cascade Park Driveway.

18-19: Cascade Park Trail and replace existing foot bridge.

- ODOT requires 14 foot wide. \$150,000 est. cost. Included in estimate. Gravel path in woods will be paved. Trees removed along pathway 20 foot clear alignment.
- Options – Nicholson Drive vs. following ex. gravel path along west side of Ellsworth Golf Course. The gravel will be paved and terminate at Barlow Road. Comparable cost of improvements, acquisition along Nicholson Drive most likely will increase the Nicholson Cost by 30% +/-.

Veterans Trail Phase 4 (Estimated cost: \$500,000 to \$750,000)

20: Barlow Road

- North side of Barlow Road from Nicholson to Terex Road at Metro Trail. Acquisitions most likely (Temp. Due to limited width of R/W). Acquisition costs unknown. Retaining walls and storm sewer work for ditch enclosure.

21: Terex Road

- Connection to Metro Trail E. Side of trail. Ohio Edison Property. ADA slope. Wetland impacts possible. Existing Barlow Road underpass limited width.
- New signal at Terex and Barlow Road in 2017.

Downtown Connector Trail – Future Phase 5

22: Downtown Connector Trail (Future Phase 5)

- Alignment of this will be studied in 2016-17 with AMATS Connecting Community Grant. Railroads and where we cross will be the main issue. This will need to be coordinated with the Downtown Phase II project.