Route Overview

Downtown Connector Trail
Washington Reservation Metropark to East 9th Street
Slavic Village Development / City of Cleveland
February, 2013
Maintain 7' clear from tracks where siding is in use.

Fence improvements at interstate.

Crossing gates and traffic mats at siding-trail intersection.

Fence between drive and trail.

Section AA.

Remove retaining wall. Add gate in fence.

EX. SIGNED BIKE ROUTE.

KEY:
- 10' OFF-ROAD PATH
- ON-STREET ROUTE - BIKE LANE / SHARROWS
- ALTERNATE ROUTE

SCALE: 1" = 100'-0"
PERSPECTIVE #2
West of I-77 / North of Chard
*Similar Condition @ Job Ready Site

PERSPECTIVE #3
Morgana Trail Connection below East 49th

KEY
- 10’ OFF-ROAD PATH
- ON-STREET ROUTE - BIKE LANE / SHARRROWS
- ALTERNATE ROUTE

SCALE: 1” = 100’-0”

Existing Conditions

Downtown Connector Trail
Washington Reservation Metropark to East 9th Street
Slavic Village Development / City of Cleveland
February, 2013
Downtown Connector Trail
Washington Reservation Metropark to East 9th Street
Slavic Village Development / City of Cleveland
February, 2013

EXTEND BRIDGE CULVERT TO ACCOMODATE TRAIL ABOVE UNDERPASS

SCALE: 1" = 100'-0"
Section BB - Job Ready Site

Future Industrial Building

Future Vehicular Circulation

Landscaped Slope

Downtown Connector Trail
Washington Reservation Metropark to East 9th Street
Slavic Village Development / City of Cleveland
February, 2013
CROSSWALK ENHANCEMENT

ALT. ROUTE @ BROADWAY AVE. SHARROWS

Sheet 10
Downtown Connector Trail
Washington Reservation Metropark to East 9th Street
Slavic Village Development / City of Cleveland
February, 2013
WIDEN SIDEWALK ON BRIDGE TO ACCOMODATE PATH

REDUCE AND SHIFT LANES ON BRIDGE

Section CC - Broadway Bridge

Widen Bike Trail to 10'-0"

Existing Conditions

Downtown Connector Trail
Washington Reservation Metropark to East 9th Street
Slavic Village Development / City of Cleveland

Sheet 11
February, 2013
Sheet 12
Downtown Connector Trail
Washington Reservation Metropark to East 9th Street
Slavic Village Development / City of Cleveland
February, 2013
RAIL CROSSING IMPROVEMENTS

ALT. ROUTE SHARROWS

REMOVE RUBBLE BELOW BRIDGE

GRADE AND PAVE PATH

IMPROVE UNUSED RAIL BRIDGE FOR PATH USE. ADD FENCING AND PROTECTION BARRIER

SCALE: 1" = 100'-0"

KEY

- 10' OFF-ROAD PATH
- ON-STREET ROUTE - BIKE LANE / SHARROWS
- ALTERNATE ROUTE
Pave path and add 6’ fencing to protect from active rail. Provide access gates for maintenance.

Grade path @ slope & add segmented retaining wall.

Alt. Route
Sharrows

Sunny St. 
E. 34th

Norfolk & Southern Rail

GCRTA R.O.W.
Naturalized Vegetation
10' Bike Trail

Section DD - E 34th Rapid Station

Pave path and add 6’ fencing to protect from active rail. Provide access gates for maintenance.

Key:
- 10’ off-road path
- On-street route - bike lane / sharrows
- Alternate route

Scale: 1” = 100’-0”

Downtown Connector Trail
Washington Reservation Metropark to East 9th Street
Slavic Village Development / City of Cleveland

February, 2013
Perspective #6 - Utilize Abandoned Railway Corridor

Existing Conditions

MATCH LINE - SHEET 17

VIEW TO TERMINAL TOWER

VIEW TO RIVER

MAINTAIN 12' MIN. CLEAR BELOW UTILITY BRIDGE

UTILITY BRIDGE

KCRTA RAIL

NORFOLK & SOUTHERN RAIL

PERSPECTIVE #6

KEY

10' OFF-ROAD PATH

ON-STREET ROUTE - BIKE LANE / SHARROWS

ALTERNATE ROUTE

SCALE: 1" = 100'-0"
Rail Corridor Ownership and Easements

Downtown Connector Trail
Washington Reservation Metropark to East 9th Street
Slavic Village Development / City of Cleveland
February, 2013
### Slavic Village Development - Downtown Connector Trail

#### Preliminary Estimate of Probable Construction Costs - Conceptual Design Phase

<table>
<thead>
<tr>
<th>Section - Item</th>
<th>Quantity</th>
<th>Unit</th>
<th>Unit Cost</th>
<th>Subtotal</th>
<th>Section Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Metropark Washington Reservation to Pershing Avenue</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public Right-of-way Improvements</td>
<td>1,000</td>
<td>lf</td>
<td>$25.00</td>
<td>$25,000.00</td>
<td></td>
</tr>
<tr>
<td>Off-Road Grade / Pave 10' Path</td>
<td>3,300</td>
<td>lf</td>
<td>$90.00</td>
<td>$297,000.00</td>
<td></td>
</tr>
<tr>
<td>Remove Rail / Pave 10' Path</td>
<td>1,600</td>
<td>lf</td>
<td>$120.00</td>
<td>$192,000.00</td>
<td></td>
</tr>
<tr>
<td>Improve Fence along I-77</td>
<td>700</td>
<td>lf</td>
<td>$50.00</td>
<td>$35,000.00</td>
<td></td>
</tr>
<tr>
<td>6' Fence at Job Ready Site</td>
<td>3,300</td>
<td>lf</td>
<td>$35.00</td>
<td>$115,500.00</td>
<td></td>
</tr>
<tr>
<td>Rework Concrete Retaining Wall</td>
<td>ls</td>
<td></td>
<td>$50,000.00</td>
<td>$50,000.00</td>
<td></td>
</tr>
<tr>
<td>Crosswalk Enhancements</td>
<td>2 each</td>
<td></td>
<td>$25,000.00</td>
<td>$50,000.00</td>
<td></td>
</tr>
<tr>
<td>Underpass Improvements @ I-77 E49</td>
<td>ls</td>
<td></td>
<td>$250,000.00</td>
<td>$250,000.00</td>
<td></td>
</tr>
<tr>
<td>Landscape Restoration</td>
<td>ls</td>
<td></td>
<td>$25,000.00</td>
<td>$25,000.00</td>
<td>$1,039,500.00</td>
</tr>
<tr>
<td><strong>Pershing Avenue to East 37th Rail Crossing</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public Right-of-way Improvements</td>
<td>3,300</td>
<td>lf</td>
<td>$25.00</td>
<td>$82,500.00</td>
<td></td>
</tr>
<tr>
<td>Off-Road Trail-Grade / Pave 10' Path</td>
<td>1,100</td>
<td>lf</td>
<td>$90.00</td>
<td>$99,000.00</td>
<td></td>
</tr>
<tr>
<td>Rail Crossing at E37th</td>
<td>ls</td>
<td></td>
<td>$250,000.00</td>
<td>$250,000.00</td>
<td></td>
</tr>
<tr>
<td>Czar Avenue Mill Overlook</td>
<td>ls</td>
<td></td>
<td>$150,000.00</td>
<td>$150,000.00</td>
<td></td>
</tr>
<tr>
<td>Crosswalk Enhancements</td>
<td>3 each</td>
<td></td>
<td>$25,000.00</td>
<td>$75,000.00</td>
<td></td>
</tr>
<tr>
<td>Broadway Bridge Improvements @ I-490</td>
<td>ls</td>
<td></td>
<td>$350,000.00</td>
<td>$350,000.00</td>
<td></td>
</tr>
<tr>
<td>Landscape Improvements at Broadway</td>
<td>ls</td>
<td></td>
<td>$35,000.00</td>
<td>$35,000.00</td>
<td>$1,041,500.00</td>
</tr>
<tr>
<td><strong>East 37th to East Ninth Street</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Off-Road Grade / Pave 10' Path</td>
<td>200</td>
<td>lf</td>
<td>$90.00</td>
<td>$18,000.00</td>
<td></td>
</tr>
<tr>
<td>Remove Rubble / Grade / Pave</td>
<td>1,000</td>
<td>lf</td>
<td>$150.00</td>
<td>$150,000.00</td>
<td></td>
</tr>
<tr>
<td>Pave 10' Path</td>
<td>6,000</td>
<td>lf</td>
<td>$75.00</td>
<td>$450,000.00</td>
<td></td>
</tr>
<tr>
<td>Grade / Pave 6' Connector Path</td>
<td>500</td>
<td>lf</td>
<td>$75.00</td>
<td>$37,500.00</td>
<td></td>
</tr>
<tr>
<td>Rail Bridge Improvements</td>
<td>650</td>
<td>lf</td>
<td>$500.00</td>
<td>$325,000.00</td>
<td></td>
</tr>
<tr>
<td>6' Protection Fence at Active Rail</td>
<td>9,100</td>
<td>lf</td>
<td>$40.00</td>
<td>$364,000.00</td>
<td></td>
</tr>
<tr>
<td>Segmented Retaining Wall</td>
<td>100</td>
<td>lf</td>
<td>$250.00</td>
<td>$25,000.00</td>
<td></td>
</tr>
<tr>
<td>Crosswalk Enhancements</td>
<td>3 each</td>
<td></td>
<td>$25,000.00</td>
<td>$75,000.00</td>
<td></td>
</tr>
<tr>
<td>Landscape Improvements</td>
<td>ls</td>
<td></td>
<td>$150,000.00</td>
<td>$150,000.00</td>
<td>$1,594,500.00</td>
</tr>
<tr>
<td><strong>Downtown Connector Trail Total</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$3,675,500.00</td>
</tr>
<tr>
<td>Contingency (10%)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$367,550.00</td>
</tr>
<tr>
<td>Design and Engineering (10%)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$367,550.00</td>
</tr>
<tr>
<td><strong>Total Budget including Engineering</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$4,410,600.00</td>
</tr>
</tbody>
</table>