

Source

TO: City Council

Mike Hood

FROM: City Manager and Staff 



DATE: March 1, 2006

RE: County House Trail: Acquisition and Construction Estimates

Fiscal Impact

YES

NO X

Summary: Per Council's direction, park staff has developed acquisition and construction cost estimates and identified funding options for the proposed County House Branch Trail – Twin Lakes to Cowan Drive. Acquisition costs are difficult to estimate without conducting professional appraisals, but based on similar trail and park acquisition costs, staff is estimating total acquisition costs to be within a range of \$172,000 to \$312,000. Construction costs are estimated to be \$1,058,804. Possible funding sources include the park sales tax, the City's alternative transportation pilot program, or a transportation enhancement grant. The proposed trail route has been planned to align with the proposed southwest outfall relief sewer project wherever possible and will also use existing street right-of-ways to minimize the need for additional trail easements.

Other Info.

Discussion: At the February 6, 2006 Council Meeting, staff presented a report (copy attached) outlining possible options for routing a trail as part of the southwest outfall relief sewer construction project. This trail is identified as the County House Branch Trail in the *2005 Trails and Greenbelt Master Plan*. Following discussion of the routing options, Council directed park staff to develop cost estimates for right-of-way acquisition and trail construction for the proposed trail. Staff was also asked to identify possible options for financing the project, specifically focusing on funding of the acquisition portion of the project.

Attached to this report is a detailed cost estimate for the proposed trail project. To allow for possible development options, the estimates have been broken down into four areas: 1. Twin Lakes to the north side of Stadium Boulevard; 2. North of Stadium Boulevard to Cowan Drive; 3. An option to connect to Westwinds Road; and 4. An option to connect Cowan Drive to Spring Valley Road.

Staff is estimating total acquisition costs to be within a range of \$172,000 to \$312,000. Construction costs are estimated to be \$1,058,804. A range of \$20,000 to \$45,000 per acre was used for the purpose of estimating acquisition costs. These figures, based on similar trail and park acquisition costs, were recommended to Parks and Recreation as a reasonable range for estimating purposes. It is anticipated that the appraisals which will ultimately establish the fair market value of the proposed takings, will consider factors such as damages to the remainder of the property in addition to the actual value of the land covered by the easement being acquired.

The total amount estimated for land acquisition is based on the assumption that all of the needed right-of-way will be purchased at fair market value. The actual amount expended may be more or less than the estimated amount depending on a number of factors including possible donation of some of the right-of-way or the amount of court awards should condemnation be required and authorized.

Funding Options: Staff has identified three possible sources for funding all or at least the acquisition portion of the proposed trail project. Those sources are:

Park Sales Tax Greenbelt/ Trails Funds: The City's current greenbelt/trails account has approximately \$100,000 which has not been allocated to any specific project. These are funds which the City has traditionally used as match monies when applying for trail grants. In addition, this past November's park sales tax ballot issue included a total of \$670,000 for undesignated priority trail projects. Some or all of the above park sales tax monies could be used to fund the acquisition and/or the acquisition and a portion of the construction costs of the County House Trail.

Alternative Transportation Pilot Program: Staff believes that this trail project could qualify for funding through the alternative transportation pilot program grant received by the City. A decision would need to be made by the Council as to whether this trail project would or would not be a priority for funding under this program.

Transportation Enhancement Grant: Again, staff believes the County House Trail project would be eligible to compete for funding through the transportation enhancement grants program administered by the Missouri Department of Transportation. This grant program requires a local match, with the most recent grant received being a 60-40 match (60% federal funds, 40% local funds). Council and staff are currently reviewing several potential projects which could be submitted for funding to this grant program. A determination as to the highest priority projects will need to be made.

Staff recommendation: If Council believes that the City should proceed with the County House Trail Project, a preferred funding option should be determined. Depending on the option selected, staff will initiate the necessary actions to move the project forward.

If park sales tax is selected as the funding source, staff would recommend that only the acquisition of the right-of-way be pursued at this time. Such acquisition would preserve the potential trail corridor and allow for alternate sources of funding to be sought for trail construction.

If the trail is determined a priority for the alternative transportation pilot program, funding could be allocated for both acquisition and construction. The project would

need to proceed in accordance with the guidelines for the expenditure of the pilot program funds.

Should the transportation enhancement grant program be the preferred funding source, the project will most likely need to be divided into phases with each phase being a separate grant application. The Twin Lakes to Stadium Boulevard section of the trail might be one phase/grant application with the Stadium to Cowan Drive section being a second phase/grant application.

If the Council wishes to proceed with the project, the staff recommendation would be to consider submitting applications for phase I and II of the trail project to the transportation enhancement grant program using park sales tax funds as our local match. Should the grant applications not be approved, then Council would have the option to either use park sales tax monies to pursue the acquisition of the trail right-of-way or to fund the project out of the alternative transportation pilot program.

Suggested Council Action: Provide staff with direction as to how the Council would like to proceed with County House Trail project. The Council may wish to schedule a work session to further discuss the proposed project prior to determining how to proceed. If so, staff should be instructed to schedule such a work session.

County House Branch Trail Acquisition and Construction Cost Estimates

1. TWIN LAKES TO NORTH SIDE OF STADIUM BLVD (COLLEGE PARK)

<u>Item</u>	<u>Cost</u>	<u>Notes</u>
<u>Acquisition</u>		
2750 X 50 lineal feet of R.O.W.	\$64,000-\$144,000	range of \$20k-\$45k/acre (estimate 3.2 acres)
Misc. Acquisition Costs	<u>\$10,000</u>	Surveys, appraisals
TOTAL ACQUISITION	\$74,000--\$154,000	
 <u>Construction</u>		
Underpass under Stadium Blvd..	\$100,000	\$50,000-\$100,000
2500 lineal feet of 8' gravel trail	\$75,000	@\$30/ ft. no R.O.W.
2750 lineal feet of 8' gravel trail	\$82,500	@\$30/ lineal feet on ROW
855 lineal feet of concrete trail	\$42,750	6' wide @\$50/ lin. ft.
Street crossings (3)	\$60,000	Chapel Hill, Ridgemont & College Park
Small bridges over tributaries (2)	\$60,000	
Small culverts (4)	\$8,000	
Misc. signage	<u>\$2,000</u>	
SUBTOTAL CONST	\$430,250	
Contingency 10%	\$ 43,000	
Engineering 12%	<u>\$ 51,630</u>	
TOTAL CONST/ENG	\$524,880	

2. NORTH OF STADIUM BLVD. TO COWAN DRIVE

<u>Item</u>	<u>Cost</u>	<u>Notes</u>
<u>Acquisition</u>		
2006 X 50 lineal feet of R.O.W.	\$48,000-\$108,000	range of \$20k-\$45k/acre (estimate 2.4 acres)
Dey Lot	\$30,000	Estimated lot value
Misc. Acquisition Costs	<u>\$20,000</u>	Surveys, appraisals
TOTAL ACQUISITION	\$98,000--\$158,000	
 <u>Construction</u>		
Bridge over County House Branch	\$100,000	\$50,000-\$100,000 (Vehicular rated bridge)
1010 lineal feet of 8' gravel trail	\$30,300	@\$30/ ft. no R.O.W.
2180 lineal feet of 8' gravel trail	\$65,400	@\$30/ lineal feet on ROW that needs to be acquired
Small bridges over tributaries (2)	\$60,000	
Small culverts (3)	\$6,000	
Misc. signage	\$2,000	
SUBTOTAL CONST	\$263,700	
Contingency 10%	\$ 26,300	
Engineering 12%	<u>\$ 31,644</u>	
TOTAL CONST/ENG	\$321,644	

3. CONNECTION TO WESTWINDS ROAD (OPTIONAL)

<u>Item</u>	<u>Cost</u>	<u>Notes</u>
<u>Construction</u>		
1100 lineal feet of concrete trail	\$ 66,000	6' wide @\$60/ lin. ft. (no ROW needed)
+50% contingency for steep slopes	\$ 33,000	
Contingency 10%	\$ 9,900	
Engineering 12%	\$ 11,880	
TOTAL CONST/ENG:	\$120,780	

4. COWAN DRIVE TO SPRING VALLEY ROAD (OPTIONAL)

<u>Item</u>	<u>Cost</u>	<u>Notes</u>
<u>Construction</u>		
280 lineal feet of concrete trail	\$14,000	6' wide @\$50/ lin. ft.
Street crossings (1)	\$20,000	Rollins Road
Bridge over County House Branch	\$40,000	\$20,000-\$40,000 (pedestrian only)
Misc. signage	\$1,000	
SUBTOTAL CONST	\$75,000	
Contingency 10%	\$ 7,500	
Engineering 12%	\$ 9,000	
TOTAL CONST/ENG:	\$91,500	

SUMMARY

	<u>ACQUISITION</u>	<u>CONST/ENG</u>
1. TWIN LAKES TO COLLEGE PARK	\$74,000-\$154,000	\$524,880
2. N. STADIUM BLVD. TO COWAN DRIVE	\$98,000-\$158,000	\$321,644
SUBTOTAL	\$172,000--\$312,000	\$846,524

OPTIONAL ROUTES

3. CONNECTION TO WESTWINDS ROAD	None	\$120,780
4. COWAN DR TO SPRING VALLEY RD	None	\$ 91,500

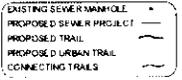
SUMMARY TOTALS (Items 1-4) \$172,000--\$312,000 \$1,058,804

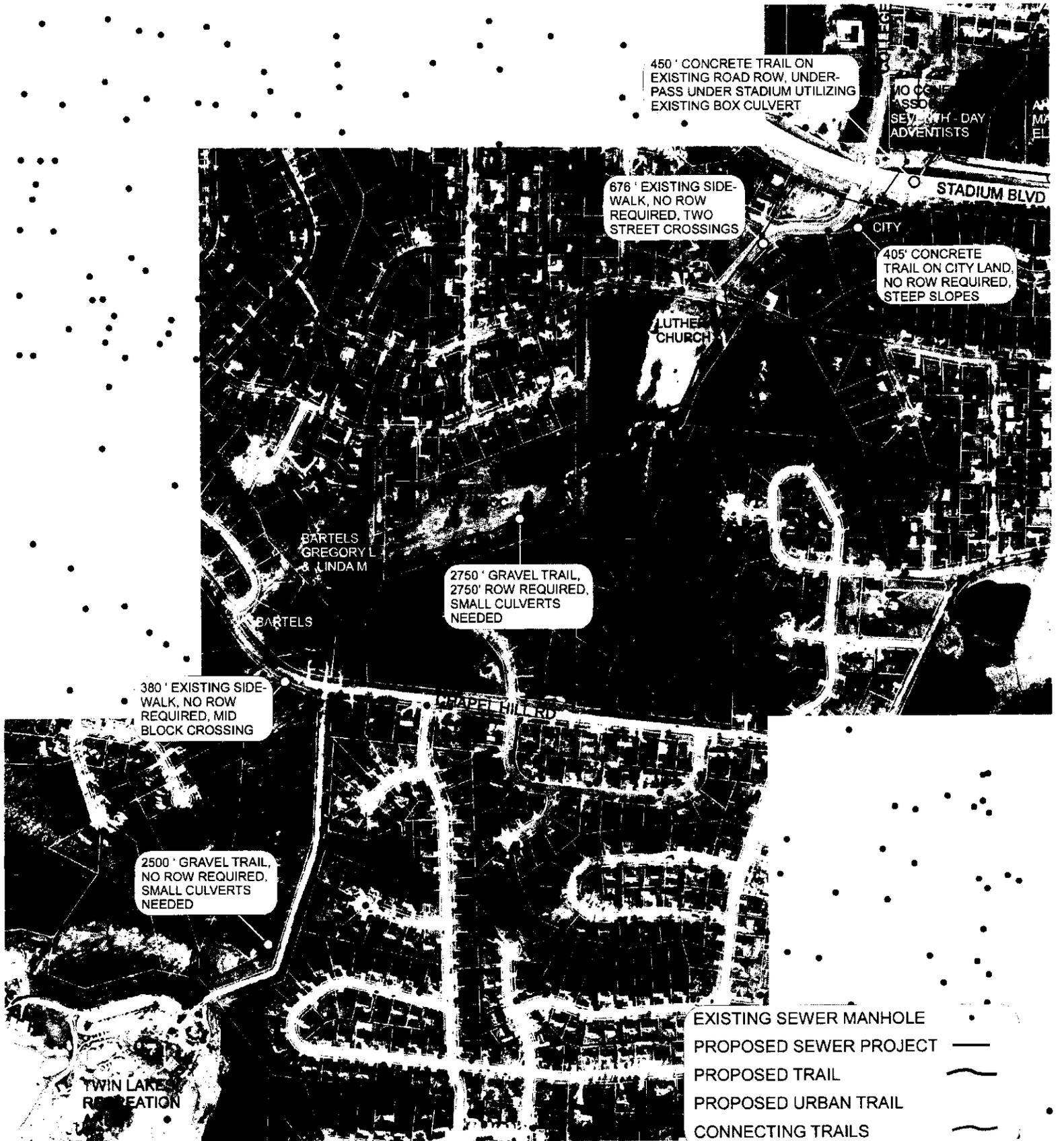
TOTAL COUNTY HOUSE BRANCH TRAIL

Low range: \$1,230,804

High range: \$1,370,804

Proposed County House Branch Trail 2-28-06
 Twin Lakes Recreation Area - Cowan Drive
 City of Columbia, MO Parks and Recreation NOT TO SCALE





Proposed County House Branch Trail 2-28-06
 Twin Lakes Recreation Area - Cowan Drive

TWIN LAKES - STADIUM BLVD. SECTION



1450' NO IMPROVEMENTS PROPOSED ON STREETS, NO ROW REQUIRED, SMALL BRIDGE NEEDED

500' GRAVEL TRAIL ON EXISTING ROAD ROW, BRIDGE NEEDED

470' GRAVEL TRAIL, 470' ROW REQUIRED, SMALL BRIDGE NEEDED

510' GRAVEL TRAIL ON EXISTING ROAD ROW

1710' GRAVEL TRAIL, 1710' ROW REQUIRED, SMALL CULVERTS & BRIDGE NEEDED

1100' CONCRETE TRAIL ON EXISTING ROAD ROW, STEEP SLOPES

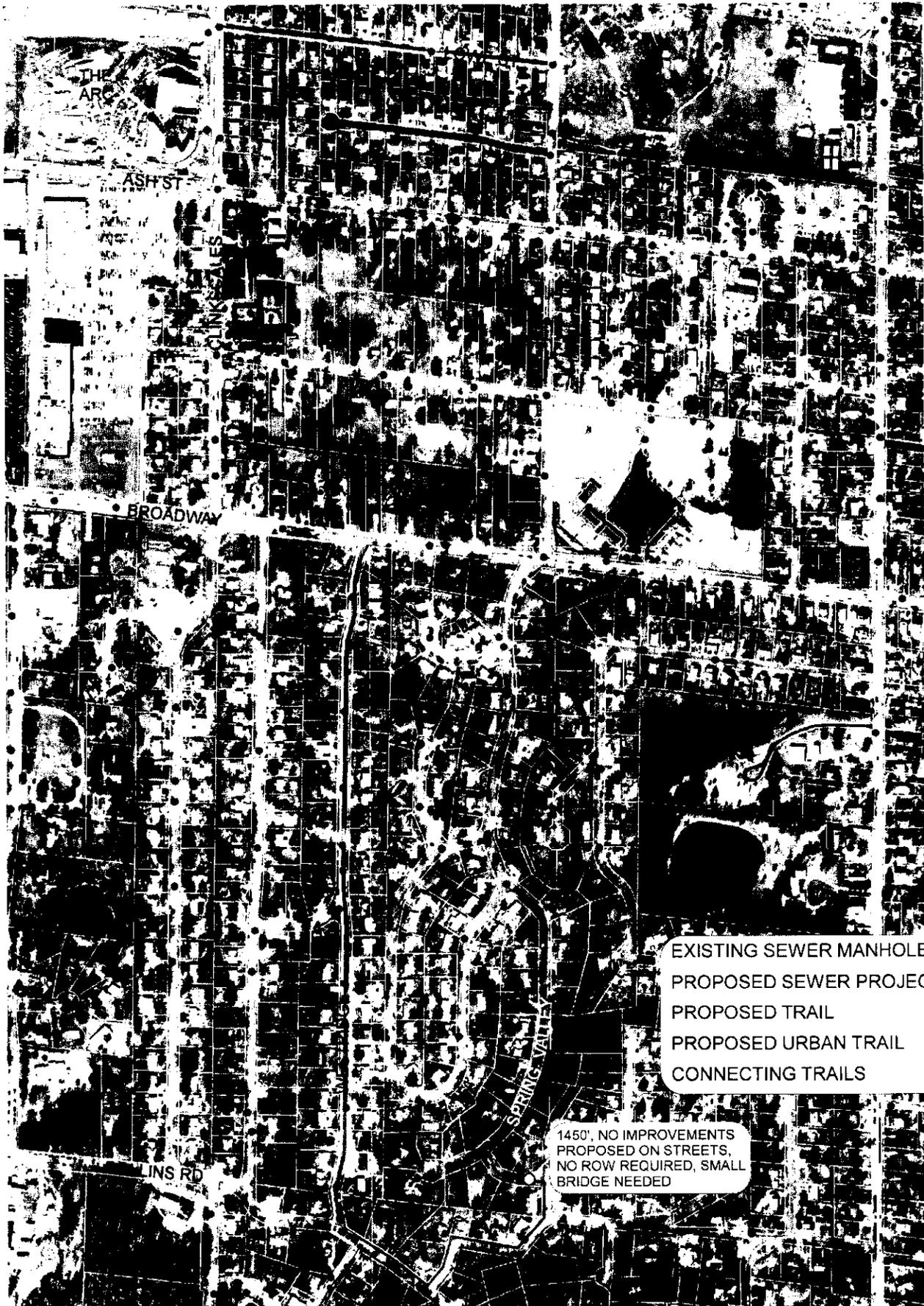
405' CONCRETE TRAIL ON CITY LAND, NO ROW REQUIRED, STEEP SLOPES

- EXISTING SEWER MANHOLE 
- PROPOSED SEWER PROJECT 
- PROPOSED TRAIL 
- PROPOSED URBAN TRAIL 
- CONNECTING TRAILS 

Proposed County House Branch Trail 2-28-06
 Twin Lakes Recreation Area - Cowan Drive

STADIUM BLVD. - ROLLINS RD. SECTION





Proposed County House Branch Trail 2-28-06
Twin Lakes Recreation Area - Cowan Drive

ROLLINS RD. - AGAIN ST. PARK SECTION



Source

TO: City Council

Mike Hood



FROM: City Manager and Staff

DATE: January 27, 2006

RE: Proposed County House Trail Routing: Twin Lakes Recreation Area to Cowan Drive

Fiscal Impact

YES

NO

Other Info.

Summary: Per Council's direction, park staff has evaluated options for the routing of the County House Trail in regards to the proposed Southwest Outfall Relief sewer construction project. Park staff is recommending the route as shown on the attached maps with some options. The proposed trail route will align with the proposed sewer improvement project wherever possible and will also use existing street right-of-ways to minimize the need for additional trail easements.

Discussion: At the January 3, 2006 Council Meeting, the discussion of the Southwest Outfall Relief Sewer construction project included possible options of routing a trail as part of this project. Council directed park staff to report on the possible route options for the County House Trail as it relates to the sewer project. As proposed on the City's Trail and Greenbelt Master Plan, the County House Branch Trail would connect the City's Twin Lake Recreation Area to the City's Activity and Recreation Center(ARC) and Again Street Park by following as much as possible the drainage of the County House Branch. This report focuses specifically on the section of trail connecting the Twin Lakes Recreation Area to Cowan Drive.

Park staff has been working with Public Works representatives on possible trail options for the County House branch specifically as it relates to the upcoming sewer project. Additionally, park planning staff has conducted on-site evaluations of multiple trail routes. The attached plan represents staff's recommendation for a trail that would connect Twin Lakes Recreation Area to Cowan Drive. From Cowan Drive, the use of existing street right-of-ways could provide access to the Activity and Recreation Center and Again Street Park.

Starting from Twin Lakes and advancing north, here are the key points of the proposed plan:

1. Twin Lakes to Chapel Hill Road: Utilize existing park land and require an on-grade crossing of Chapel Hill due to height restriction of the box culverts. Good sightlines both directions.
2. Chapel Hill to Lutheran Church property: Sewer project does not include this stretch. Will require the acquisition of a trail easement over three properties.
3. Lutheran Church to Ridgemont Road: Follows sewer easement where possible. Some separate trail easement will be required. Requires on-grade crossing of Ridgemont. Good sightlines both directions.

4. Ridgemont to Stadium Blvd: Follows road right of way to Stadium. Utilizes City property at intersection of Stadium and College Park. The existing box construction under Stadium is adequate to allow for an underpass. Such an underpass will require MoDOT approval and the construction of a concrete trail.
5. Stadium to Cowan Drive: Requires separate trail easement (crossing four properties) up to the area approximately represented by St. Andrew Road. From St. Andrew, utilize existing sewer easement and dedicated street-right-of-ways where possible. Will need to obtain a trail easement over the existing sewer easements .

Two options exist in this section which could be used to connect the main trail to neighborhoods. Those are:

Option A: Possible connection to west terminus of Westwind Drive providing access for neighborhood to the east.

Option B: Possible connection to College Park (just north of Stadium underpass) where existing sidewalks opens up neighborhood to the west including Kiwanis Park and Russell Elementary School.

6. Cowan Drive to Rollins Road to Westridge to Broadway: Utilizes existing street right of way.
7. Broadway to Clinkscapes to the ARC: Utilize existing street right of way.
8. ARC to Again Street: Utilize Lowe Street right of way to access Again St. Park.

With respect to possible construction of the trail, park staff would recommend that most of the proposed trail from Twin Lakes to Cowan Drive be the typical gravel recreation trail standard as used on the MKT Trail. Trail width of approximately 10-12 feet will be used for much of the distance, however staff believes that the trail section north of Stadium may be slightly narrower in width (8 ft) to better fit the terrain and minimize the potential negative impact on the natural landscape of the area. Trail construction would utilize smaller equipment such as skidsteer loaders.

Since sidewalks are non-existent along Cowan, Westridge and Lowe Streets, one possibility for identifying the trail route along these streets could be by painted bike or trail lanes on existing pavement. These streets do not appear to have high traffic volumes and such an alternative could provide a short-term solution to keeping the trail route identified for users. Any such alternative should be fully evaluated by Public Works to determine possible impacts.

At this time, park staff has not prepared detailed cost estimates for easement acquisition and/or trail construction. No funding is identified for this project in the City's five year CIP and this trail project was not included in the November ballot issue. If Council wishes to further pursue this project at this time, staff believes the next step would be to develop cost estimates for easement acquisition and determine a funding source for those acquisitions.

Suggested Council Action: If the Council concurs, accept the report outlining the proposed routing of the trail. If Council wishes to further pursue the project, direct staff to develop cost estimates for easement acquisition and to identify options for providing the necessary funding.