



Public Involvement Meeting

Three Rivers Heritage Trail and Committee Connector



Gibson-Thomas
ENGINEERING



Gibson-Thomas will take the lead design role in the development of the study.

Firm Overview

Founded in 1916 and is currently owned and managed by an experienced group of six principals, all of whom are actively involved in client relations and project development.

We are a full-service civil engineering consulting firm providing everything from transportation, traffic, municipal, and water treatment services to construction inspection and NBIS Bridge services.

Our Office Locations:

- ❖ Latrobe (Corporate Office)
- ❖ Pittsburgh (Wexford)
- ❖ Harrisburg
- ❖ Fayette County
- ❖ Indiana County
- ❖ Washington County
- ❖ Fort Myers, Florida



Alignment Study Goals and Purpose

Cheswick Borough in coordination with Friends of the Riverfront are looking to further develop segments of the Three Rivers Heritage Trail through their municipality. Further development of the trail is of vital importance to the community as well as trail users at large.

Planning and design of a roughly one-mile connection in the community that will connect with the developing segment in Springdale Borough.

The Borough will also be looking at an alternative/connecting route that can be used by local residents, creating a loop that will promote safe outdoor recreation and provide a connection between the business district and the riverfront.



Primary Three Rivers Heritage Trail Segment

Purpose: Provide a safe pedestrian and recreational trail connection from the Harmar Township line to Springdale Borough through Cheswick Borough and along the riverfront.

Location: 1-mile trail segment will connect with the trail in Springdale potentially utilizing South Duquesne Avenue and the private railroad crossing on South Duquesne Avenue. The route will pass through Rachel Carson Park. This is a borough owned park that will also serve as the future trail head for trail users. The trail will then continue through a commercial/manufacturing district, private property and additional borough property.



Alternate Trail Route, Community Connection and Loop Trail

Purpose: Provide a safe alternative route to be utilized in the event that the riverfront trail is unable to be accessed due to flooding. This route will also create a loop that residents can use safely for outdoor recreation and connects the business district and riverfront. This route will serve as a way to connect residents on the northern side of Freeport Road safely to the riverfront and the proposed Part 1 Trail Segment.

Location: This approximately 1-mile route will utilize local streets. Potential routes for this connection can be found in Appendix A Study Area Mapping. The majority of the alternate route will be along Spruce Street (pictured).



Design Considerations



The study will describe benefits of the proposed trail segment corridors, the process undertaken to investigate improvement alternatives and will arrive upon preferred improvements.

- Surrounding roadways, local parks, schools, community centers, and other potential multimodal traffic generators.
- Property Assessments – Corridor width and property ownership, right-of-ways, and utilities
- Alternate Transportation Connections – Other trails, bike facilities, busways, etc.
- Roadway Crossings – Signalized, free right turns, four-way stop, two-way stop, etc.
- Pedestrian Facilities and Crossings – Safety, Sidewalk conditions, ramps, and widths (ADA requirements)
- Environmental Conditions – Habitat types, T&E species, invasive species, streams, wetlands, drainage areas, permitting area concerns. Permits - A summary of anticipated permits and required agency coordination will be prepared.

Cost Estimates and Phased Capital Development Program

- The team will develop concept sketch plans to be developed and discussed at committee and public meetings that exhibit a range of options.
- Detailed cost estimates will also be developed.
- A phased and prioritized multi-year capital development program will be developed. The phasing program will explain the strategy for the phasing, identify which areas and facilities are to be developed, the schedule for development, and provide the costs for each phase.
- Implementation strategies to finance the program will be addressed such as additional grants, fundraising opportunities, or bonds, etc.

Maintenance, Operating Costs & Revenue

- Review current operating costs and revenues.
- Work closely with the Borough in developing these guidelines and costs.

Final Product

Alignment Study Plan

1. Proposed alignment alternatives
2. Proposed typical sections
3. Proposed structures & drainage features
4. Right-of-way impacts

Alignment Study Report

1. Executive Summary
2. Purpose, Benefits, Process & Community Input
3. Alignment Criteria
4. Segment Narratives
 - a) Alignment or Improvement Descriptions
 - b) Impacts and Solutions to Constraints
 - c) Transportation Connections, Staging Areas
 - d) Alignments Considered but Abandoned
5. Construction Budget Estimates
6. Implementation and Phasing Recommendations
7. Partnership and Funding Strategies

