

AUTHORIZING THE GENERAL MANAGER/ SECRETARY TREASURER TO NEGOTIATE AND ENTER INTO A TEMPORARY EASEMENT AGREEMENT WITH THE OHIO DEPARTMENT OF TRANSPORTATION AND THE CITY OF CLEVELAND TO RECONSTRUCT THE WEST 65TH STREET BRIDGE THAT SPANS THE AUTHORITY'S TRACK BETWEEN LORAIN AND MADISON AVENUES AND TO EXECUTE AN EASEMENT.

WHEREAS, The highway structure that crosses overhead the Authority's tracks between Lorain and Madison Avenues known as the Bridge No. CUY-West 65th Street (West 65th Street bridge) has been deemed inadequate for highway purposes by the Ohio Department of Transportation (ODOT); and

WHEREAS, ODOT and the City of Cleveland (City) have entered into a joint agreement to reconstruct the West 65TH Street Bridge that spans the Authority's tracks between Lorain and Madison Avenues for the highway purpose of separating the highway and the grades of the tracks; and

WHEREAS, ODOT under Section 5531.03 of the Federal-Aid Highway Act of 1956 will provide funding for the construction costs of the Cuy-West 65th Street project with the City bearing certain costs of the improvement under Ordinance No. 649-87 passed March 30, 1987; and

WHEREAS, In order for ODOT and the City to begin ODOT's Cuy-West 65th Street project, the Greater Cleveland Regional Transit Authority (Authority) must grant approval to ODOT and the City to work above and on its real property through a Temporary Easement agreement; and

WHEREAS, ODOT and the City have requested the Authority to enter into a Temporary Easement agreement with the ODOT and the City to grant ODOT the authority to work on and over the Authority's real property for a term beginning on April 1, 2003 and ending June 30, 2005 with an option for one two-year renewal if the project is not completed by June 30, 2005; and

WHEREAS, pursuant to the proposed agreement the Authority will be reimbursed by ODOT for the Authority's expenses or costs associated with the construction of ODOT's Cuy-West 65th Street bridge project.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Greater Cleveland Regional Transit Authority, Cuyahoga County, Ohio:

Section 1. That the highway structure that crosses overhead the Authority's tracks between Lorain and Madison Avenues known as the Bridge No. CUY-West 65th Street (West 65th Street Bridge) has been deemed inadequate for highway purposes by the Ohio Department of Transportation (ODOT).

Section 2. That ODOT and the City of Cleveland (City) have entered into a joint agreement to reconstruct the West 65 Street Bridge that spans the Authority's tracks between Lorain and Madison Avenues for the highway purpose of separating the highway and the grades of the tracks.

Section 3. That ODOT under Section 5531.03 of the Federal-Aid Highway Act of 1956 will provide funding for the construction costs of the Cuy-West 65th Street project with the City bearing certain costs of the improvement under Ordinance No. 649-87 passed March 30, 1987.

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Section 4. That the General Manager is authorized to negotiate and enter into a Temporary Easement agreement with the ODOT and the City to grant ODOT the authority to work on and over the Authority's property for a term beginning on April 1, 2003 and ending June 30, 2005 with an option for one two-year renewal if the project is not completed by June 30, 2005 substantially in the form of Exhibit "A" attached hereto.

Section 5. That the Authority may provide any engineering, inspection and safety services as it deems necessary to ensure the safety of its operations and as may be required by the State to assist ODOT in the reconstruction of the West 65 Street Bridge.

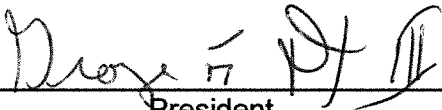
Section 6. That said contract is subject to the satisfaction of all statutes, regulations, rules and orders obligatory on the Greater Cleveland Regional Transit Authority for the transaction contemplated hereby.

Section 7. That the General Manager/ Secretary-Treasurer be and he is hereby authorized to execute all documents and to take all actions necessary for the consummation of the agreement contemplated hereby and to execute any easement documents necessary thereto.

Section 8. That this resolution shall become effective immediately upon its adoption.

Attachment

Adopted April 15, 2003



President

Attest:



CEO, General Manager/Secretary-Treasurer

IN THE MATTER OF THE RECONSTRUCTION OF THE GRADE SEPARATION STRUCTURE CARRYING WEST 65th STREET OVER THE TRACKS OF THE GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY AND THE NORFOLK SOUTHERN RAILWAY COMPANY IN THE CITY OF CLEVELAND, CUYAHOGA COUNTY, OHIO.

AGREEMENT NO. _____

AGREEMENT

THIS AGREEMENT, made this _____ day of _____, 20____ between the State of Ohio, acting by and through the Director of Transportation of the State of Ohio, as First Party, hereinafter referred to as the STATE, the City of Cleveland, acting by and through its duly authorized Director of Public Service, as Second Party, hereinafter referred to as the CITY, and the Greater Cleveland Regional Transit Authority, as Third Party, hereinafter referred to as the COMPANY.

WITNESSETH:

WHEREAS, West 65th Street, now passes over the tracks of the COMPANY by means of an overhead highway structure (Bridge No. CUY-West 65th Street) now deemed inadequate for highway purposes in the City of Cleveland, Cuyahoga County, Ohio, and

WHEREAS, the STATE and CITY propose to reconstruct the existing overhead highway structure (Bridge No. CUY-West 65th Street) to separate the grades of the tracks of the COMPANY and the highway at the point hereinbefore mentioned. Said structure and the necessary approaches thereto are hereinafter referred to as the PROJECT; and

WHEREAS, no existing COMPANY grade crossing will be eliminated as a result of the proposed construction; and

WHEREAS, under such conditions, Chapter 5523 of the Revised Code of Ohio and other grade crossing elimination laws of the State of Ohio do not apply to the PROJECT herein considered; and

WHEREAS, the Director of Transportation of the State of Ohio is empowered generally by Chapter 5501 of the Revised Code of Ohio to carry forward highway improvements of the type herein contemplated; and

WHEREAS, the Federal-Aid Highway Act of 1956, as amended, and Section 5531.03 of the Revised Code of Ohio have become effective, providing funds for the construction costs of projects such as is contemplated herein; and

WHEREAS, the CITY has by Ordinance No. 649-87 passed March 30, 1987, given its consent to the improvement herein contemplated, has proposed to bear certain costs of the improvement, and has agreed to maintain certain portions of the improvement; and

IN THE MATTER OF THE RECONSTRUCTION OF
THE GRADE SEPARATION STRUCTURE CARRYING
WEST 65th STREET OVER THE TRACKS OF THE
GREATER CLEVELAND REGIONAL TRANSIT
AUTHORITY AND THE NORFOLK SOUTHERN
RAILWAY COMPANY IN THE CITY OF
CLEVELAND, CUYAHOGA COUNTY, OHIO.

ODOT

AGREEMENT NO. _____

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WITNESSETH:

WHEREAS, West 65th Street, now passes over the tracks of the COMPANY by means of an overhead highway structure (Bridge No. CUY-West 65th Street) now deemed inadequate for highway purposes in the City of Cleveland, Cuyahoga County, Ohio, and

WHEREAS, the STATE and CITY propose to reconstruct the existing overhead highway structure (Bridge No. CUY-West 65th Street) to separate the grades of the tracks of the COMPANY and the highway at the point hereinbefore mentioned. Said structure and the necessary approaches thereto are hereinafter referred to as the PROJECT; and

WHEREAS, no existing COMPANY grade crossing will be eliminated as a result of the proposed construction; and

WHEREAS, under such conditions, Chapter 5523 of the Revised Code of Ohio and other grade crossing elimination laws of the State of Ohio do not apply to the PROJECT herein considered; and

WHEREAS, the Director of Transportation of the State of Ohio is empowered generally by Chapter 5501 of the Revised Code of Ohio to carry forward highway improvements of the type herein contemplated; and

WHEREAS, the Federal-Aid Highway Act of 1956, as amended, and Section 5531.03 of the Revised Code of Ohio have become effective, providing funds for the construction costs of projects such as is contemplated herein; and

WHEREAS, the CITY has by Ordinance No. 649-87 passed March 30, 1987, given its consent to the improvement herein contemplated, has proposed to bear certain costs of the improvement, and has agreed to maintain certain portions of the improvement; and

WHEREAS, it is desired by the parties hereto to carry out and accomplish the separation of grades of the said proposed crossing with the tracks of the COMPANY at the point hereinbefore mentioned, and to determine and agree upon the manner of doing said work and the portion of said work to be done by each of said parties respectively, and the proportion of costs and expenses to be paid by each of said parties, and the mode and time of payment therefor.

NOW THEREFORE, for and in consideration of the mutual covenants hereinafter stipulated to be kept and performed, it is agreed between the parties as follows:

SECTION 1

The plans of the STATE for the said improvement are identified by title as follows:

"State of Ohio, Department of Transportation, CUY-West 65th Street, Reconstruction of Existing Separated Crossing with Greater Cleveland Regional Transit Authority and Norfolk Southern Corporation, City of Cleveland, Cuyahoga County".

Before this agreement shall be in force and effect, the foregoing plans shall meet the approval of the parties hereto, and upon such approval shall become a part of this agreement by reference.

SECTION 2

The work to be done under this agreement and shown on the plans described under SECTION 1 of this agreement consists of the construction of Bridge No. CUY-West 65th Street over the tracks of the COMPANY and the necessary approaches thereto.

Said work will consist of the reconstruction of an existing overhead highway structure will have spans of 46'-9" and 81'-9" center-to-center of bearings on centerline survey on a 30°54'50" left forward skew. The structure will be a new two-span continuous composite steel beam superstructure with a reinforced concrete deck on new piers and forward abutment. The structure will have a width of 50'-0" face to face of curb with 6'-0" sidewalks. Span 1 will provide a minimum vertical clearance of 17'-3⁷/₈" above top of rail and a minimum horizontal clearance of 7'-9⁵/₈" from centerline of track to near face of pier.

It is understood that temporary minimum construction clearances of 16'-0" vertically from top of rail and 6'-6" horizontally from centerline of track will be permitted by the COMPANY.

The construction of the highway and the necessary earth work to effect the clearances shown above, the grading, draining and paving of the highway, the sodding, seeding and planting of slopes, the construction of highway guard rails, the settlement of claims for property purchased, appropriated or damaged by such construction, and the maintenance of railroad traffic and rearrangement and restoration of railroad facilities made necessary by the work herein contemplated, shall be considered as necessary items to be included as part of this improvement.

SECTION 3

Responsibility for the several necessary items of work shall be as follows:

- a. The following items shall be let in contract by the STATE after competitive bidding as provided by Ohio Revised Code, Section 5525.01, at PROJECT expense, subject to the provisions of this agreement:
 1. Grading, draining and paving the highway, including constructing any necessary side drives and approaches.
 2. Sodding, seeding and planting of slopes.
 3. Erecting necessary highway guardrails.
 4. Reconstruction of reinforced concrete substructures.
 5. Construction of a continuous composite steel beam superstructure with reinforced concrete deck and monolithic concrete wearing course.
- b. The following items shall be done or caused to be done by the COMPANY with its own forces, at PROJECT expense, subject to the provisions of this agreement:
 1. Changes in communication and signal lines, interlocking and signal apparatus
 2. Provision of switch tenders, flagmen, watchmen and other protective services and devices to promote safety and insure continuity of train operations as may be necessary in connection with the work performed by the COMPANY'S forces.

SECTION 4

Any work not specifically provided for in SECTION 3 shall be done by one of the parties hereto as may be mutually agreed upon from time to time during progress of the work, as provided for by the rules and regulations of the Federal Highway Administration as then in effect.

SECTION 5

All work to be done by the COMPANY under the provisions of this agreement shall be done in accordance with the plans described in SECTION 1, together with such other plans and specifications, detailed and supplementary thereto, as may be mutually agreed upon and as may be necessary to carry out the work fully in accordance with the intent of this agreement and in accordance with good engineering practice. All work to be done by the STATE shall be done in accordance with said plans and under the standard and supplemental specifications of the Department of Transportation in force on the date of the award of the contract, together with such special provisions as may be agreed upon by the parties hereto.

The STATE will require its contractor to use COMPANY protective personnel to protect railroad traffic made necessary or occasioned by his operations, as set forth in special provisions to be approved by the parties hereto, which are more specifically set forth in the "Special Clauses in the Proposal" and which

are included in this agreement by reference.

The STATE shall require its contractor to use such COMPANY certified switchtenders, flagmen or other protective services and devices, other than engineering personnel, as in the opinion of the COMPANY are required to promote the safety and insure continuity of railroad traffic during the contractor's operations.

SECTION 6

The STATE shall have general charge of the engineering work on the PROJECT, but the COMPANY shall provide such engineering services as the STATE may require. Nothing herein shall deny the COMPANY the right to place inspectors on work being done on its property or facilities. Preliminary engineering costs incurred by the COMPANY subsequent to February 2, 1993 may be charged against the PROJECT.

Construction engineering and inspection costs incurred by the COMPANY subsequent to the award of a construction contract by the STATE may be charged against the PROJECT.

SECTION 7

The STATE shall require its contractor at all times to use all reasonable care and diligence and to cooperate with the officials of the COMPANY in order to avoid accidents, damage or unnecessary delay to or interference with trains upon the tracks of the COMPANY.

Any of the COMPANY's equipment, such as work trains, locomotive cranes, cars or other rolling stock used on the work by the STATE's contractor in carrying out his contract shall not be chargeable to the parties hereto, but the STATE shall require the contractor to bear the cost of the rental of such equipment as part of the contract price for the work.

SECTION 8

It is understood that the construction costs of the PROJECT herein contemplated are to be financed from funds provided by the STATE and expended in accordance with Federal regulations, that all plans, specifications, estimates of costs, awards of contracts, acceptance of work and procedure in general will at all times conform to all Federal laws, rules, regulations, orders and approvals applying to a Federal-Aid Project, and the STATE shall reimburse the COMPANY for construction costs and for preliminary and construction engineering costs in accordance with Federal-Aid Policy Guide 140(I) of the Federal Highway Administration or any subsequent amendments thereto, in such amounts and forms as are proper and eligible for payment from Federal-Aid highway funds. The COMPANY shall render its billings to the STATE in accordance with said rules and regulations, and further agrees to provide and furnish such itemized records of and substantiating data for such costs as may be necessary.

In the event that delays or difficulties arise in securing necessary approvals or in securing necessary rights of way or settling damages or damage claims which, in the opinion of the STATE, render it impracticable to utilize funds from the current appropriation for the construction of the PROJECT, the STATE may serve formal notice of cancellation upon the COMPANY and this agreement shall, with the exception of the obligations set forth in the following sentence, become null and void. The STATE shall reimburse the COMPANY for all costs and expenses incurred by it at the request of the STATE, on account of the PROJECT prior to such cancellation, and shall restore the COMPANY's property to the condition

existing prior to the initiation of the PROJECT construction.

All obligations of the STATE provided for in this agreement which require the expenditure of funds by the STATE shall terminate at the end of the present biennium, being June 30, 2003. If construction covered under said agreement is not complete by June 30, 2003, it is the expressed intention of the parties to renew said obligations on each successive biennium period until such time as construction covered under said agreement is complete. Said renewal is conditioned upon the STATE determining future appropriations will permit the STATE to renew said obligations.

All financial obligations of the STATE as provided for in this agreement are subject to the provisions of Section 126.07 of the Ohio Revised Code, which provide that this Agreement shall not be valid and enforceable unless the Director of Budget and Management first certifies that there is a sufficient balance in the appropriation not already obligated to pay existing obligations.

SECTION 9

If at any time the STATE's contractor requires a temporary crossing over the COMPANY's tracks, the STATE shall require said contractor to arrange with the COMPANY for such crossing.

SECTION 10

The STATE, on behalf of the CITY, shall acquire or settle all property, property rights and all damages to property affected by the PROJECT. The cost of said property, property rights and damages to property shall be included as a part of the PROJECT expense.

The COMPANY, insofar as it has the legal right so to do, shall permit the STATE and/or its contractor to enter upon lands owned or operated by the COMPANY to construct and occupy said highway facilities across its property with sufficient width to permit construction and maintenance of the PROJECT. The STATE and COMPANY shall enter into good faith negotiations for a price at which such rights may be conveyed to the CITY to be consistent with the property interest determined by the Director of Transportation to be needed for the proposed improvement.

However, the price to be paid by the STATE to the COMPANY for said conveyances (representing the fair market value thereof plus damages, if any, to the residue) shall be as mutually agreed upon within nine (9) months from the date of occupancy by the STATE, and if agreement as to price is reached, an additional period of ninety (90) days shall be allowed for settlement, it being agreed however, that if no agreement as to price is reached within the aforesaid nine (9) month period, the STATE will within ninety (90) days thereafter institute an eminent domain proceeding authorized by law for the determination of the value of same. The provisions of this agreement shall survive the institution of such eminent domain proceeding. In the event that the STATE must institute an eminent domain action, no interest shall be paid for the time between the date that the STATE entered the property to begin work upon the PROJECT and the date the petition for appropriation is filed.

The STATE shall furnish the plans and descriptions for any such conveyance. It is understood however, that the foregoing right of entry is a permissive use only, and this Section is not intended to convey or obligate the COMPANY to convey any interest in its land.

In case any action involving said improvement is brought by or against any party hereto, said party shall promptly notify the other parties of the pendency of such action. This Agreement and any claims arising

in any way out of this Agreement shall be governed by the laws of the State of Ohio and any litigation arising out of or relating in any way to this Agreement or performance hereunder shall be brought only in a court of competent jurisdiction in Ohio. The parties agree that any litigation shall be venued in Franklin County, Ohio.

SECTION 11

The COMPANY may bill the STATE monthly or periodically for its force account when costs exceed \$1,000. Progressive invoices may be submitted for work done during the previous month or period showing the portion of estimated cost completed. A final bill covering actual cost of work and showing all details shall be submitted to the STATE within ninety (90) days after completion of said work. The STATE shall pay all bills that have been approved within sixty (60) days after receipt thereof. The STATE may hold a retainer on all bills not to exceed eight percent (8%) until final payment. Final payment for all amounts due the COMPANY shall be paid by the STATE within sixty (60) days after the final audit has been made and approved.

SECTION 12

The STATE shall require of its contractor a bond, conditioned according to Section 5525.16 of the Revised Code of Ohio, in favor of the STATE, CITY, and the COMPANY, and shall further require its contractor to take out before work is commenced, and keep in effect until work is completed and accepted, a policy of Railroad Protective Liability Insurance from an insurance company authorized to do business in the State of Ohio, to protect the COMPANY against loss or damage to property and injury to or death of persons, and against all claims, demands, expenses, suits or judgments arising because of, or resulting from the operations of the contractor, his subcontractor, agents or employees, such policy of insurance to provide for a single limit in the amount of \$6,000,000.00 per occurrence and subject to that limit, an aggregate in the amount of \$10,000,000.00 for each annual period for all damages arising out of bodily injuries to or death of one or more persons and out of injury to or destruction of property including such property in the care, custody and control of the railroad company.

The above insurance provisions are more specifically set forth in the "Special Clauses in the Proposal" which are included in this agreement by reference.

SECTION 13

The work provided for in this agreement shall be commenced by the parties hereto within thirty (30) days from the latter of the following: (1) the date on which this agreement becomes effective, (2) the date on which the COMPANY has been notified by the STATE to proceed or (3) the date on which all funds necessary therefore on the part of the STATE have been properly certified and made available; and it shall be completed within a reasonable time thereafter. Buying and assembling of materials shall be construed as compliance with the foregoing thirty (30) day provision.

Upon completion of the PROJECT herein contemplated, the CITY shall own the bridge structure and surfaces, approach grades and all other highway facilities constructed or changed under the terms of this agreement. The CITY shall at its own cost and expense, maintain, repair and renew, or by agreement with others provide for the maintenance, repair and renewal of the bridge structure and surfaces, approach grades and all other highway facilities constructed or changed under the terms of this agreement. The COMPANY will permit access onto its property to perform said maintenance by the CITY on its facilities with prior notification and approval of the COMPANY. The COMPANY shall at its own cost and expense, maintain,

repair and renew all of its facilities constructed or changed under the terms of this agreement. The COMPANY will not be vested with any rights of ownership of the bridge structure, and will not have a duty to maintain the bridge structure, and will not, if the structure ceases to be a part of the highway system, have a duty to remove the structure from the COMPANY right of way.

The COMPANY shall have the right to attach to the portion of said structure, where it crosses the property of the COMPANY, such signal, electric and communication wires as may be requisite or useful in the operation of the COMPANY; any such attachments which are not a part of the PROJECT shall be made and maintained by the COMPANY at its own expense. No such attachments shall be made without the approval, by the CITY, of the COMPANY's detailed plans.

SECTION 14

This agreement does not intend to cover all relations between the STATE and CITY, as other agreements will cover such other understandings.

This agreement shall be for the benefit of the parties hereto only and no person, firm or corporation shall acquire any rights whatsoever by virtue of this agreement, except the STATE, CITY and COMPANY and the successors and assigns of the COMPANY.

SECTION 15

The Federal Highway Administration's Federal-Aid Policy Guide 646(B) classifies this PROJECT in Classification No. 2 resulting in no ascertainable benefits to the COMPANY. The Parties signatory to this agreement accept this classification as applicable in this instance. The COMPANY's contribution shall be zero dollars.

SECTION 16

The COMPANY agrees to adhere to the requirements of Ohio Ethics law as provided by Section 102.04 of the Ohio Revised Code. O.R.C. Section 102.04(A) prohibits a state official or employee from receiving compensation, other than from his own agency, for personal services rendered in a case, proceeding application, or other matter before any state agency. O.R.C. Section 102.04(B) prohibits state officials and employees from selling goods or services to state agencies, except by competitive bidding.

It is understood by the parties that non-elected state officials and employees may qualify for an exemption under Section 102.04(D), if (1) the agency with which the official or employee seeks to do business is an agency other than the one with which he serves; and, (2) prior to rendering personal services or selling or agreeing to sell goods or services, the official or employee files an O.R.C. Section 102.04(D) statement with the Ohio Ethics Commission, The agency with which he serves, and the agency with which he seeks to do business. The statement must include a declaration that the non-elected state official or employee disqualifies himself for a period of two years from any participation in his official capacity as a board or commission member in any matter involving any official or employee of the agency with which he seeks to do business.

It is expressly understood and agreed to by the parties that a failure by the COMPANY to file a declaration statement as required under O.R.C. Section 102.04(D), may be considered by the STATE, a breach of material condition of this agreement and the STATE may, if it so elects, void this agreement.

SECTION 17

In carrying out this contract, the COMPANY shall not discriminate against any employee or applicant for employment because of race, religion, color, sex, national origin, handicap, age, or Vietnam-era veteran status. The COMPANY will ensure that applicants are hired and that employees are treated during employment without regard to their race, religion, color, sex, national origin, handicap, age, or Vietnam-era veteran status.

Such action shall include, but not be limited to, the following: Employment, Upgrading, Demotion, or Transfer; Recruitment or Recruitment Advertising; Layoff or Termination; Rates of Pay or other forms of Compensation; and Selection for Training including Apprenticeship.

The COMPANY agrees to post in conspicuous places, available to employees and applicants for employment, notices setting forth the provisions of this nondiscrimination clause. The COMPANY will, in all solicitations or advertisements for employees placed by or on behalf of the COMPANY, state that all qualified applicants will receive consideration for employment without regard to race, religion, color, sex, national origin, handicap, age, or Vietnam-era veteran status. The COMPANY shall incorporate the foregoing requirements of this paragraph in all of its contracts for any of the work prescribed herein (other than subcontracts for standard commercial supplies or raw materials) and will require all of its subcontractors for any part of such work to incorporate such requirements in all subcontracts for such work, pursuant to Ohio Revised Code Sections 125.11 and 153.59.

SECTION 18

COMPANY agrees to comply with all applicable state and federal laws regarding drug-free workplace. COMPANY shall make a good faith effort to ensure that all COMPANY employees, while working on state property, will not purchase, transfer, use or possess illegal drugs or alcohol or abuse prescription drugs in any way.

IN WITNESS WHEREOF, the parties hereunto have caused this agreement to be duly executed in triplicate as of the day and year first above written.

THE STATE OF OHIO

By _____
Director of Transportation

THE CITY OF CLEVELAND

By _____
Director of Public Service

GREATER CLEVELAND REGIONAL
TRANSIT AUTHORITY

By _____



Greater Cleveland Regional Transit Authority
STAFF SUMMARY AND COMMENTS

TITLE/DESCRIPTION: AUTHORIZING THE GENERAL MANAGER/ SECRETARY-TREASURER TO NEGOTIATE AND ENTER INTO A TEMPORARY EASEMENT AGREEMENT WITH THE OHIO DEPARTMENT OF TRANSPORTATION AND THE CITY OF CLEVELAND TO RECONSTRUCT THE WEST 65 TH STREET BRIDGE THAT SPANS THE AUTHORITY'S TRACK BETWEEN LORAIN AND MADISON AVENUES AND TO EXECUTE AN EASEMENT.	Resolution No.: 2003- 053
	Date: April 10, 2003
	Initiator: Engineering & Project Management

ACTION REQUEST:
xx Approval Review/Comment Information Only Other _____

- 1.0 **PURPOSE/SCOPE:** This resolution authorizes the General Manager/Secretary-Treasurer to negotiate and enter into a Temporary Easement agreement with the Ohio Department of Transportation (ODOT) and the City of Cleveland (CITY) for the highway purpose of reconstructing the Bridge No. Cuy-West 65th Street project (West 65th Street Bridge) that spans the Authority's property between Lorain and Madison Avenues for the purpose of separating the highway and the grades of tracks at the expense of ODOT and the City for the term beginning April 1, 2003 and ending June 30, 2005 with an option for one two-year renewal if the project is not completed by June 30, 2005.
- 2.0 **DESCRIPTION/JUSTIFICATION:** The existing highway structure has been deemed inadequate for highway purposes by ODOT that together with the City, it will reconstruct the West 65th Street Bridge with the Authority's approval. The reconstruction of the West 65th Street Bridge will benefit the community it serves through the joint effort between ODOT, the City and the Authority.
- 3.0 **PROCUREMENT BACKGROUND:** Not Applicable
- 4.0 **DBE/AFFIRMATIVE ACTION BACKGROUND:** Not Applicable
- 5.0 **POLICY IMPACT:** This is in compliance with the Board of Trustees' Real Estate Policy passed on May 21, 2002 under Resolution No. 2002-98. Board action is required because the Temporary Easement exceeds a twelve (12) month period.
- 6.0 **ECONOMIC IMPACT:** ODOT under Section 5531.03 of the Federal-Aid Highway Act of 1956 will provide funding for the construction costs of the Bridge No. Cuy-West 65th Street project with the City bearing certain costs of the improvement under Ordinance No. 649-87 passed March 30, 1987. The Authority may provide any engineering, inspection and safety services as it deems necessary to ensure the safety of its operations and as may be required by the State to assist ODOT in the reconstruction of the West 65 Street Bridge and it will be reimbursed by ODOT for any expenses or costs associated with the construction and services it may provide for the Bridge No. Cuy-West 65th Street project. Any funds reimbursed by ODOT will be payable to the General Fund.
- 7.0 **ALTERNATIVES:** Do not approve the Temporary Easement agreement. This would not allow GCRTA to cooperate in this joint effort and provide the easement necessary for ODOT and the City to complete this project.

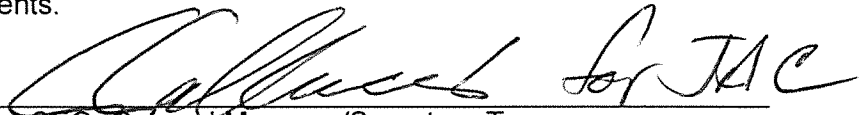
Staff Summary

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8.0 RECOMMENDATION: Approve the Temporary Easement agreement with ODOT and the City for allowing ODOT to work over and on the Authority's real property to reconstruct the West 65th Street Bridge for highway purposes and the betterment the community.

9.0 ATTACHMENTS: NONE

Recommended and certified as appropriate to the availability of funds, legal form and conformance with the Procurement requirements.



CEO, General Manager/Secretary-Treasurer