

Lakefront West Proposed Project Summary

The purpose of the Lakefront West Project is to convert US-6 from a high speed limited access freeway to a boulevard in accordance with “Connecting Cleveland: The Waterfront District Plan”.

The next element of the Lakefront West Project (PID 77330) will complete the environmental document for the entire project and evaluate buildings within the full-build footprint for eligibility for the National Register of Historic Places. The full project has been divided into two phases in response to fiscal constraints.

Phase I

Funded and implemented through ODOT original TRAC commitment of \$49.8M.

- Make Safety and Operational Improvements to the West Blvd. and Lake Ave. Intersections. This includes merging the ramps south (toward the eastbound ramp) to create one road farther east than the current layout. The merging of the ramps is to make the roadway feel more like a scenic park road, rather than a high-speed ramp. This will also close the short WB Edgewater Drive exit, creating a single exit from the shoreway and adding parkland.
- Rehabilitate the West 76th St. pedestrian tunnel under the Shoreway with ADA compliance between the existing underpasses and connect to the existing Edgewater Park multi-purpose paths.
- Construct a new bridge with NS railroad tracks (West 73rd traffic will go below NS) and create a two-way road to connect relocated West 73rd St. to the West Shoreway and Edgewater Park through the existing Shoreway bridge. This will be a ramp-style configuration (no signal) that connect the neighborhoods from the south to the Shoreway and Edgewater Park.
- There will be no major modification within Edgewater Park until after a “Park Master Plan” is created.
- Construct a new at-grade intersection (right-in/right-out) at Division Ave. This intersection will be unsignalized. *Note: this work will be included with Phase I based on the availability of funds.*
- Construct a new at-grade intersection (right-in/right-out) at West 54th St. This intersection will be unsignalized. *Note: this work will be included with Phase I based on the availability of funds.*
- Make Safety and Operational Improvements to West 45th St. and West 49th St. (right in/right out access). It will close the gate/driveway at the Cleveland Water Division plant that is no longer necessary. It will also create a cul-de-sac at Tillman Ave. with at two-way operation east of West 49th St.
- Reconfigure West 49th St./Herman Ave. over the West Shoreway to accommodate the multi-purpose trail. The bridge section of two traffic lanes in each direction will now be one traffic lane in each direction.
- Construct a multi-purpose trail expanding the Cleveland Lakefront Bikeway from West 25th St. to West 65th St.
- Consider interim improvements at West 28th St. to increase pedestrian and vehicular safety.
- Maintain the existing six-lane configuration with concrete median. Set the speed at 35 mph as a park road.

Phase II

Funded and implemented through the City of Cleveland using any remaining money from the Phase I TRAC commitment (\$49.8M – Phase I actual costs) plus any additional funding from other sources (to be determined).

- Consider closing the Entrance Ramp from West 28th St. to SR-2 EB. West 45th St. would be the new EB access to SR-2 EB.
- Relocate the US-6 Exit/Entrance Ramps from West 25th St. to West 28th St., including widening West 28th St. and Detroit Ave. This fills in the abandoned ramps and makes land available for neighborhood development.
- Reconfigure the Intersection of West 25th St./Main Ave./Washington Ave. to create a through-movement for Main –West 25th St. traffic, including truck traffic.
- Improve Edgewater Park Entrance with a reconfigured north half of the interchange (after preparation of an updated Park Master Plan). *Note: the environmental document for the Park Master Plan will be separate from this Lakefront project.*
- Add a supplemental multi-purpose trail adjacent to the Shoreway from Edgewater Park to West Blvd. This multi-purpose trail is located along the Shoreway (in lieu of a sidewalk).
- Reconstruct US-6 pavement, including reconfiguring the typical section to reflect a lower 35 mph speed and adding a landscaped median. US-6 will remain a six-lane roadway between Lake Ave. and the Main Avenue Bridge approach.

The use of the SAFETEA-LU Earmarked money (\$728K = 91% of \$800K) is to be determined. Possible use is West 28th St. safety improvements or other improvements in either Phase I or Phase II.

The Detail Design contract will concentrate on Phase I only.