

Opportunity Corridor

Conceptual Alternatives Evaluation Matrix	Recommended Units of Measure (Steps 1-4)	No Build	Conceptual Alternative 1	Conceptual Alternative 2	Conceptual Alternative 3	Conceptual Alternative 4
Purpose and Need Issues						
Community Development Potential	Total adjacent acreage available for redevelopment (In addition to 62 acres of existing & planned development)	Neutral	55 acres	232 acres	69 acres	210 acres
Community Benefits	Neighborhood level benefits	Neutral	Improved signal timing;improved pavement conditions; reduced travel times; addition of bike lanes; and opportunity for neighborhood wayfinding and public art	Improved signal timing;improved pavement conditions; reduced travel times; improved access; addition of bike lanes; potential for new local bus service; increased potential for employment; increased property values for land adjacent to the new roadway; opportunity for neighborhood wayfinding and public art; and creation of additional tax base	Improved signal timing;improved pavement conditions; reduced travel times; improved access; addition of bike lanes; potential for new local bus service; increased potential for employment; increased property values for land adjacent to new roadway; and creation of additional tax base	Improved signal timing;improved pavement conditions; reduced travel times; improved access; potential for new local and express bus services; increased potential for employment; increased opportunity for the redevelopment of vacant and underutilized parcels; increased property values for land adjacent to new roadway; and creation of additional tax base
Local Access & Mobility	Length of new frontage created (Does not include areas that currently have frontage on existing streets)	Neutral	3,900 ft.	9,800 ft.	5,000 ft.	12,800 ft.
Regional Access & Mobility	Distances, number of turns (right and left), and number of signalized intersections from I-77/I-490	<u>Route 1:</u> 0.5 miles on Interstate; 3.4 miles on urban arterial; 1 right turn; 1 left turn; 21 signals. <u>Route 2:</u> 2.3 miles on interstate; 2.9 miles on urban arterial; 1 right turn; 0 left turns; 16 signals	3.7 miles on urban arterial; 1 right turn; 1 left turn; 18 signals	3.3 miles on urban arterial; 0 right turns; 0 left turns; 9 signals	3.1 miles on urban arterial; 0 right turns; 0 left turns; 9 signals	3.3 miles on urban arterial; 0 right turns; 0 left turns; 8 signals
Transit Supportive Development Potential	Minimal, Moderate, Major, Neutral	Neutral	Minimal Does not create significant parcels of land for redevelopment	Moderate Alternatives 2 & 4 activate the most land within a 1/4 mile of the stations. There may be an indirect benefit for transit if the land activated near a new roadway creates jobs and attracts new riders	Minimal Does not create significant parcels of land for redevelopment	Moderate Alternatives 2 & 4 activate the most land within a 1/4 mile of the stations. There may be an indirect benefit for transit if the land activated near a new roadway creates jobs and attracts new riders
Modal Options	Improved, Neutral, Negative or Reduced	Neutral	Improved Addition of bike lanes	Improved Addition of bike lanes and potential for new local and express bus service	Improved Addition of bike lanes and potential for new local and express bus service	Improved Addition of bike lanes and potential for new local and express bus service
Environmental resources						
Cultural resources/Section 4(f)/6(f)						
NRHP sites impacted (excluding cemeteries)	Number of NRHP sites impacted (range)	None	None	None	None	0-1 Need to avoid possible impacts to St. Elizabeth Catholic Church
Known eligible NRHP sites impacted (excluding cemeteries)	Number of eligible NRHP sites impacted (range)	None	None	None	None	None
Local historic sites impacted	Number of local historic sites impacted (range)	None	None	None	None	0-1 Need to minimize impacts to Ken Johnson Rec. Center property
State historic sites impacted	Number of state historic sites impacted (range)	None	None	None	None	None
Cemeteries impacted	Number of cemeteries impacted; number of grave sites impacted	None	1-2 Impacts to St. John's Cemetery; possible impacts to St. Joseph's Cemetery (50)	None	1-2 Impacts to St. Joseph's Cemetery; possible impacts to St. John's Cemetery (60)	None
Parks/Section 4(f)						
Number of parks impacted	Number of parks impacted (range)	None	None	None	1 City playground behind Mt. Sinai	1-2 Minimize impacts to Ken Johnson Rec Center property and possible impacts to city park near Miceli's
Ecological						
Stream crossings	Number of stream crossing impacts	None	None	None	None	None
Quality wetland impacts	Number of wetlands impacted	None	None	None	None	None
Threatened and endangered species impacts	Yes / No	No	No	No	No	No

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Hazardous materials						
High Probability Sites (high cost environmental clean-up)	Number of listed or potential sites impacted (range)	None	15-22 former gas stations and industrial sites including: Atlas Lederers bldg.; Model Box; and Bruder Inc.	12-20 Includes: Diamond Hard Chrome Plating; Model Box Co.; Van Dorn; PAVCO., McTech; Penske Truck leasing; former BP	10-15 Includes: Diamond Hard Chrome Plating; CWC Industries	10-15 Includes: Empigard Metal Finishing; L. Gray Barrel and Drum/Lomack Drum Co.; CWC Industries; Keystone Auto Plating; and Atlas Lederers Building
Landfill sites impacted	Number of sites impacted	None	None	None	None	None
Environmental justice						
Benefits to environmental justice areas	Access to employment, healthcare, education and recreation facilities (reduced, neutral, improved)	Neutral	Neutral	Improved, except for reduced access at E. 79th St.	Improved, except for reduced access at E. 79th St.	Improved
Disproportionate impacts to environmental justice areas	Increased traffic; property takes; noise; vibration; lack of access; exclusion from broader community; isolation; ability to access	N/A	Impacts to East Woodland Estates (est. 25 units; more than half of units are vacant)	Neutral	Impacts to Community Apartments (est. 44 units)	High number of residential takings relative to the size of St. Hyacinth Neighborhood
Utility Relocation Issues						
Major Utility Facility Concerns (fiber optic; sub stations, etc.)	Type of Major Utility Facilities Potentially Impacted	None	Substation on Woodland near E. 79th St. to be avoided; CSO regulator at E. 55th/I-490; CSO interceptor along E. 105th, Woodland and E. 79th; 48" water line on Woodland; 30" water line on E. 55th; Fiber optic along NS Cleveland line; power transmission towers parallel to NS Cleveland line; fiber optic along NS Nickel plate line; 36" water line along Quincy	Fiber optic along NS Cleveland line; power transmission towers parallel to NS Cleveland line; fiber optic along NS Nickel plate line; 36" water line along Quincy; CSO regulator at Kinsman/Grand (3); E. 79th St/GCRTA; CSO interceptor along E. 105th	Fiber optic along NS Cleveland line; power transmission towers parallel to NS Cleveland line; fiber optic along NS Nickel plate line; 36" water line along Quincy; CSO regulator Kinsman/Grand (3); CSO interceptor along E. 105th	Fiber optic along NS Cleveland line; power transmission towers parallel to NS Cleveland line; fiber optic along NS Nickel plate line; 36" water line along Quincy; CSO Regulator E. 55th/I-490, Kinsman/GCRTA, Grand/RTA, and E. 79th/Grand; CSO interceptor along E. 105th
Right of Way						
Structure Impacts						
Residential	Number of structures impacted (range by ward) (All alternatives include 26 residential takes on E. 105th St. - Ward 6)	None	17-33 (approx. 57 units) Ward 4 - 0; Ward 5 - 3 (includes 25 units in East Woodland Estates); potential impacts to Mt. Sinai senior housing; Ward 6 - 30; Ward 12 - 0	30-46 Ward 4 - 0; Ward 5 - 18; Ward 6 - 28; Ward 12 - 0	55-69 (approx. 112 units) Ward 4 - 0; Ward 5 - 15 (including 44 units in Community Apts.); Ward 6 - 53; Ward 12 - 0	109-123 Ward 4 - 21; Ward 5 - 17; Ward 6 - 26; Ward 12 - 48 (59 with parkway interchange)
Religious Structure Impacts	Number of structures impacted	None	8-10 Thee Day Spring Holiness; First Beulah Baptist; New Bethlehem/Brethren Baptist; Breath of Life Baptist; Williams Temple Church of God in Christ; Church of God and Saints of Christ First Tabernacle, Open Door Missionary Baptist; New Revelation Baptist; Faith Holiness Temple; Christ Centered Missionary Baptist; Mount Hebron Missionary Baptist	2-3 Faith Holiness Temple; Christ Centered Missionary Baptist; Mount Hebron Missionary Baptist	2-4 Faith Holiness Temple; Christ Centered Missionary Baptist; Mount Hebron Missionary Baptist;	2-4 Greater Mount Tabor Missionary Baptist Church; United Glory Church of God in Christ of the Apostolic Faith; Christ Centered Missionary Baptist; Mount Hebron Missionary Baptist
School Structure Impacts	Number of structures impacted (range)	None	0-1 possibly the American Baptist College with the realignment of Kinsman	None	None	None
Institutional/Civic Structure Impacts	Number of structures impacted (range)	None	2 Library on Woodland; and Post Office on Woodland	None	2 Future Mt. Sinai Development site; and Cuyahoga County Youth Intervention site	None
Commercial Structure Impacts	Number of structures impacted (range)	None	19-24 Atlas Lederer Building; Buckeye Lithograph Co.; Bruder Inc.; Model Box;	26-31 Includes Orlando Baking Co.; Atlas Lederer Building; Buckeye Lithograph Co.; Diamond Hard Chrome Plating; Van Dorn Bldg.; CMHA Warehouse; Penrico Bldg; Ohio Brush; Bruder Inc.; Maingate Plaza; and the Model Box Company	13-18 Includes Buckeye Lithograph Co.; Diamond Hard Chrome Plating; CBF Industries; Maingate Plaza	6-11 Includes former grocery store owned and used by Miceli's; Atlas Lederer Building; Empigard Metal Finishing; L. Gray Barrel & Drum; Lomack Drum; Elsons; Keystone Automotive Plating and Mr. Heater Building
Freight Rail Property Impacts	Major, Moderate, Minor, None	None	Minor NS property; NS and CSX bridge reconstruction	Major NS property, NS rail yard west of E. 55th St.; NS and CSX bridge reconstruction	Major NS property, NS rail yard west of E. 55th St.; NS and CSX bridge reconstruction	Minor NS property; NS and CSX bridge reconstruction
GCRTA Property Impacts	Major, Moderate, Minor, None	None	Minor Impacts to the E. 105th St. station	Major Impacts to GCRTA rail yard west of E. 55th St., the E. 105th St. station and possible impacts to the existing E. 55th St. station	Major Impacts to GCRTA rail yard west of E. 55th St. and possible impacts to the existing E. 55th St. station	Minor Impacts to E. 105th St. station; potential impacts to E. 55th St. station (existing and proposed) sites



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Structures						
Retaining Walls	Length of new retaining walls	None (responsibility of the railroad)	None	3,600 ft.	8,850 ft.	1,400 ft.
Roadway Bridges	Location and number of new/rebuilt roadway bridges required	3 Woodland Ave. and E. 105th St. require rehab/replacement	4 E. 55th St.; Woodland; Quincy; and E. 105th St.	10 Over rail yard west of E. 55th St.; E. 55th St.; Widen Kinsman; Over NS/GCRTA east of E. 75th St.; E. 75th St.; E. 79th St.; Widen Buckeye; E. 93rd St.; Quincy; E. 105th St.	9 Over rail yard west of E. 55th St.; E. 55th St.; Widen Kinsman; E. 75th St.; E. 79th St.; Widen Buckeye; E. 89th St.; E. 93rd St.; Quincy	6 Widen E. 55th St.; Over Kingsbury Run Valley; Widen Kinsman; Over GCRTA Blue/Green Line; Quincy; E. 105th St.
Rail Bridges	Location and number of new/rebuilt rail bridges	None (responsibility of the railroad)	3 NS over Woodland; CSX over Woodland; CSX over Quincy	3 NS over E. 79th St.; CSX over Woodland; CSX over Quincy	2 NS over NS/GCRTA east of E. 79th St.; CSX over Quincy	3 NS over new boulevard; CSX over Woodland; CSX over Quincy
Planning-Level Cost Estimates (2005 dollars)						
Order of Magnitude						
General Construction Costs	Estimated Cost (range)			\$24 million	\$21.4 million	\$20 million
Bridges	Estimated Cost (range)			\$65 million	\$96.4 million	\$71 million
Retaining Walls	Estimated Cost (range)			\$1.8 million	\$11 million	\$4.3 million
Miscellaneous Additional Costs	Estimated Cost (range)			\$17.6 million	\$23 million	\$13.5 million
Railroad Track Relocation	Estimated Cost (range)			\$3.3 million	\$4.4 million	\$4.5 million
Total Construction Costs	Estimated Cost (range)			\$112 million	\$156.6 million	\$113.5 million
Preliminary/Final Development Phase	Estimated Cost (range)			\$13.4 million	\$18.8 million	\$13.6 million
Contract Admin. and Inspection	Estimated Cost (range)			\$11.2 million	\$15.7 million	\$11.4 million
R/W Acquisition	Estimated Cost (range)			\$16 million	\$42 million	\$29 million
Contingencies	Estimated Cost (range)			\$28 million	\$38 million	\$28.4 million
TOTAL PROJECT COSTS	Estimated Cost (range)			\$181 million	\$272 million	\$199 million
Others						
NOACA Funding Criteria	Potential NOACA scoring: High, Medium, Low					
TRAC Funding Criteria	Potential TRAC scoring: High, Medium, Low					

Planning-Level Cost Estimates (2005 dollars)		Alternative 4 with Parkway Interchange	Alternative 4 with Braided Diamond Interchange
Order of Magnitude			
General Construction Costs	Estimated Cost (range)	\$20.6 million	\$23.8 million
Bridges	Estimated Cost (range)	\$72 million	\$74 million
Retaining Walls	Estimated Cost (range)	\$5.8 million	\$8.1 million
Miscellaneous Additional Costs	Estimated Cost (range)	\$14.4 million	\$19.9 million
Railroad Track Relocation	Estimated Cost (range)	\$4.5 million	\$10.8 million
Total Construction Costs	Estimated Cost (range)	\$117.4 million	\$136.7 million
Preliminary/Final Development Phase	Estimated Cost (range)	\$14 million	\$16.4 million
Contract Admin. and Inspection	Estimated Cost (range)	\$11.7 million	\$13.6 million
R/W Acquisition	Estimated Cost (range)	\$31 million	\$31.3 million
Contingencies	Estimated Cost (range)	\$29.3 million	\$34.2 million
TOTAL PROJECT COSTS	Estimated Cost (range)	\$206 million	\$232 million