





St. Hyacinth Neighborhood Forum


February 21, 2006



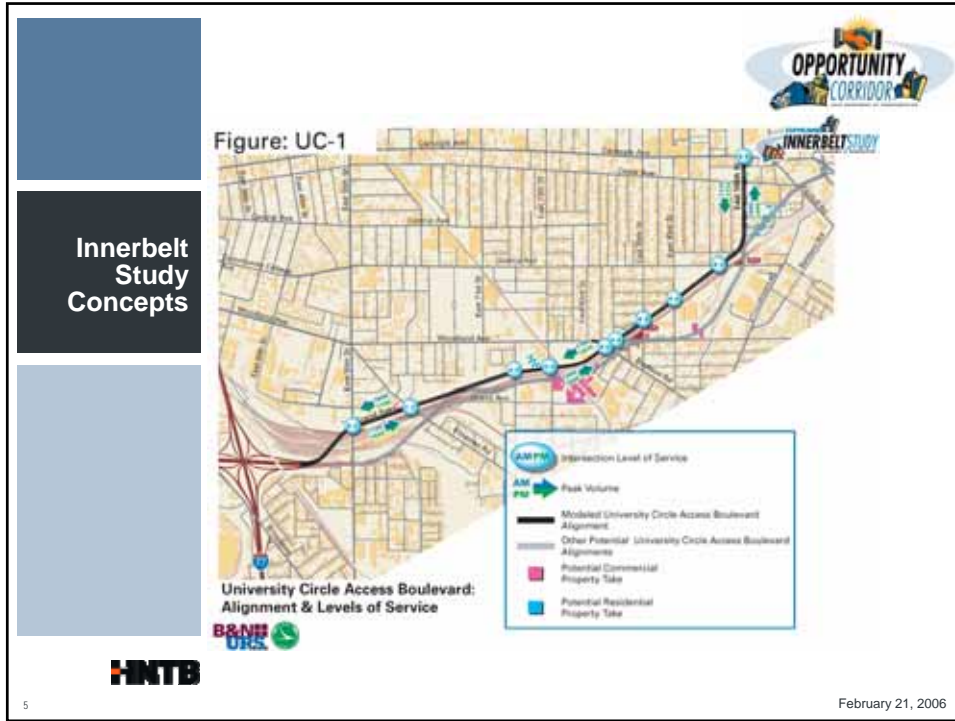
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- Project Background/History (Past)
 - Clark Freeway (1950's)
 - Bedford Freeway (1970's)
 - WECO Roadway (early 1980's)
 - SR 87A (late 1980's)



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FULL IMPLEMENTATION SCHEDULE


	Cost (in millions)	2005		2006		2007		2008		2009		2010		2011		2012		2013		2014	
		FUNDED		UNFUNDED																	
Identify, Develop and Select Corridor	\$1.1	Steps 1-4		Steps 5-8																	
Identify, Develop and Select Alignment	\$4.1									FHWA APPROVAL REQUIRED											
Verification of the Preferred Alternative	\$4.0																				
Plan Development	\$6.3																				
Right-of-Way Acquisition and Relocation	Alt. 2 \$49 Alt. 4 \$34-36																				
Construction, Inspection and Contingency	Alt. 2 \$282 Alt. 4 \$211-247																				
Estimated Total	\$261 - \$347																				

STATE and FEDERAL PROGRAMS	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
SAFETEA-LU											
Future Federal Funds											
Current TRAC Commitments											

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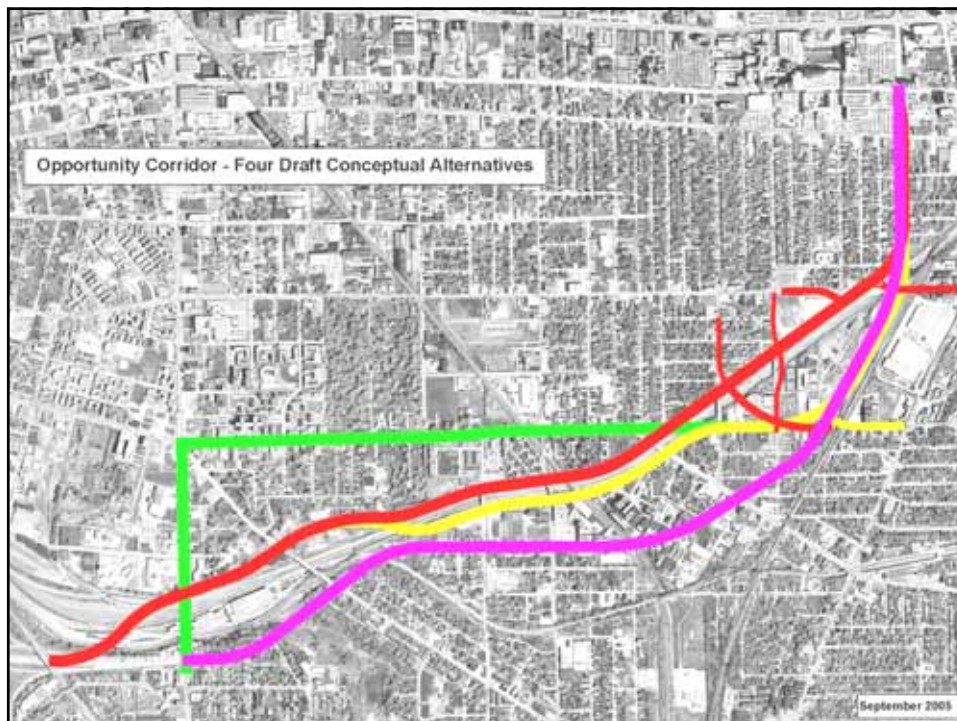
**Conceptual
Alternatives**

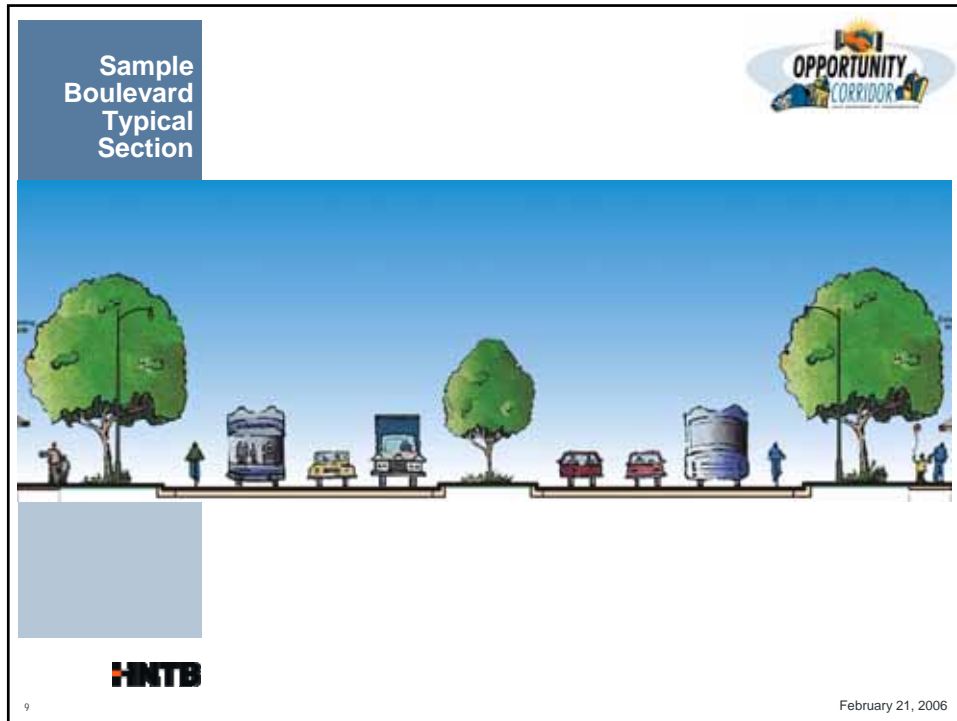
- Review of Conceptual Alternatives
 - Four concepts originally considered
 - Existing E. 55th/ Woodland
 - North of the tracks
 - South of the tracks
 - Hybrid



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OPPORTUNITY CORRIDOR

Boulevard Standards

- Recommended boulevard components
 - 35 mph
 - Local street
 - Sidewalks on both sides when at-grade
 - Bike path on both sides when at-grade
 - Landscaping
 - Lighting

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The slide features a dark blue header with the text 'Boulevard Standards'. Below the header is a list of recommended boulevard components. The HNTB logo is at the bottom left, and the date 'February 21, 2006' is at the bottom right.



Opportunity Corridor Committee

- Agencies and Institutions represented on project committee
 - Buckeye Area Dev. Corp.
 - Burten, Bell, Carr Dev. Corp
 - Case Western Reserve University
 - City of Cleveland
 - Cleveland Clinic
 - Cleveland Industrial Retention Initiative (CIRI)
 - Cuyahoga County (Commissioners; Engineer)
 - Fairfax Renaissance Dev. Corp.
 - Federal Highway Administration (FHWA)



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Opportunity Corridor Committee

- Agencies and Institutions continued
 - Greater Cleveland RTA
 - Maingate Business Dev. Corp.
 - Mt. Sinai Baptist Church
 - NOACA
 - ODOT
 - Slavic Village Dev. Corp
 - The Cleveland Foundation
 - University Circle Inc.
 - University Hospital



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Public Involvement

- Previously held meetings
 - Numerous local stakeholder and Community Development Corp. meetings since Sept. 2004
 - Committee meetings and workshops
 - 2 committee meetings (May, Nov. 2005)
 - 3 committee workshops (June, Aug., Sept. 2005)
 - On-going contact with the City of Cleveland
 - Traffic, Planning, Economic Development, Parks and Recreation




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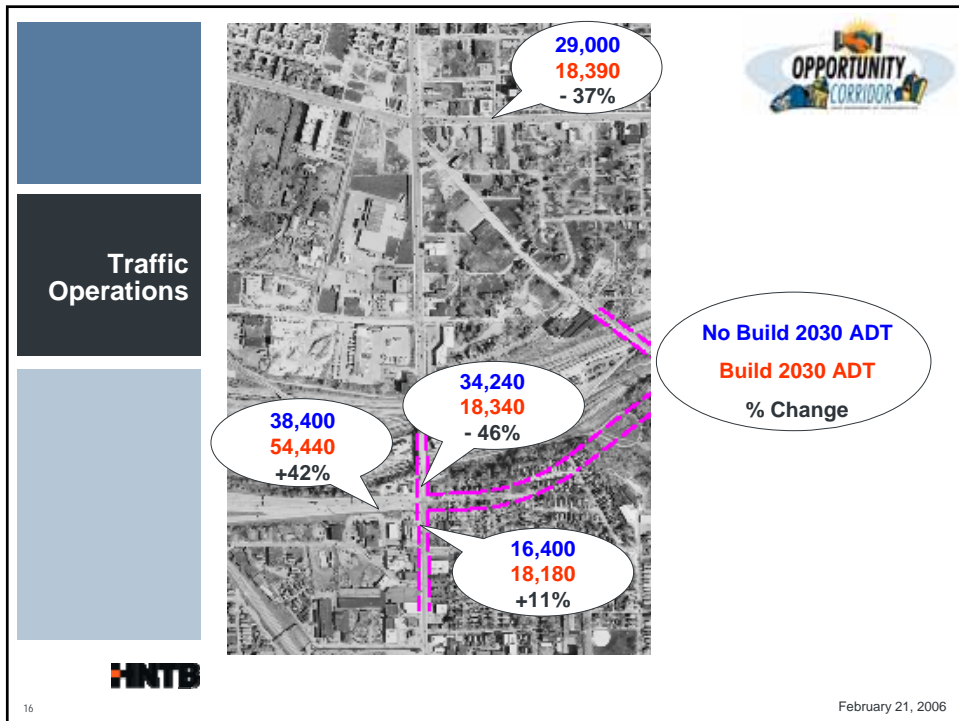
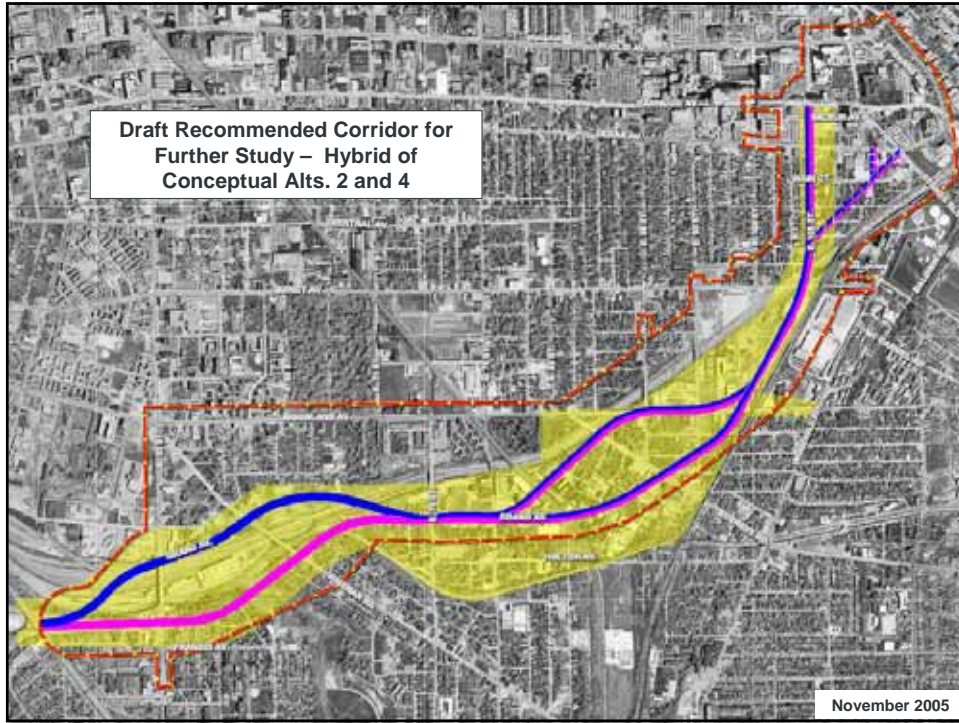


Public Involvement

- Future Public Meetings
 - Anticipate first meeting in Spring 2006
 - Two additional meetings over the next year before decision is made on a recommended preferred alternative



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2030 Lane Requirements E. 55th & I-490

2030 Existing Conditions

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10% Peak Hour Factor
LOS "D/F" *

* LOS D if SB right free flow
* LOS F is SB right includes pedestrian crossing

2030 At-Grade Intersection

6
8% Peak Hour Factor
LOS "D"

2030 Grade-Separated Through Movements

3
10% Peak Hour Factor
LOS "C"

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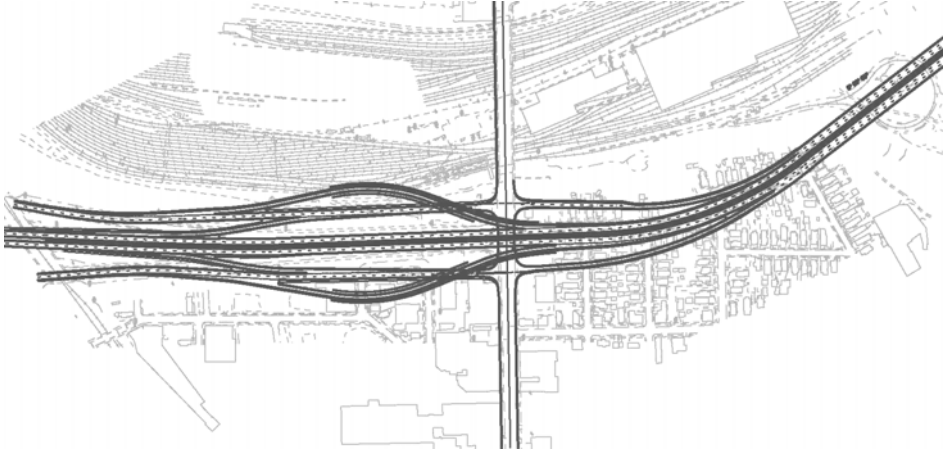
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Diamond Interchange


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**Braided
Diamond
Interchange**



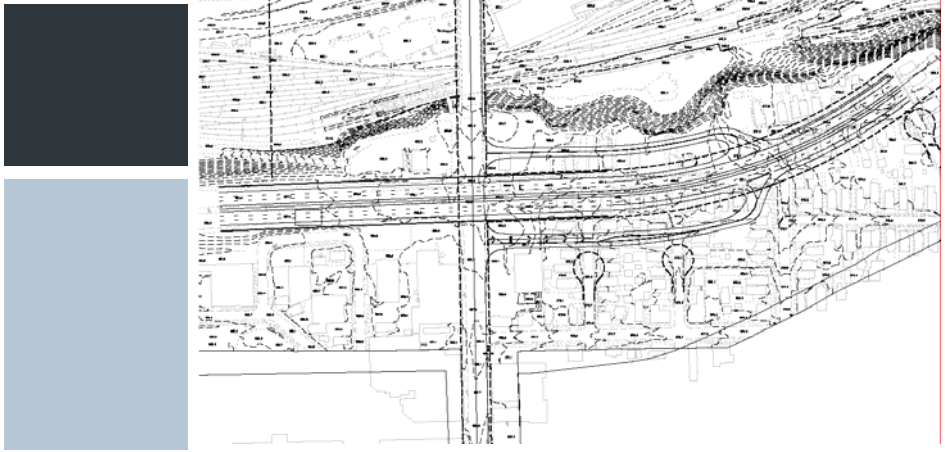
**OPPORTUNITY
CORRIDOR**




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**Parkway
Interchange**




**OPPORTUNITY
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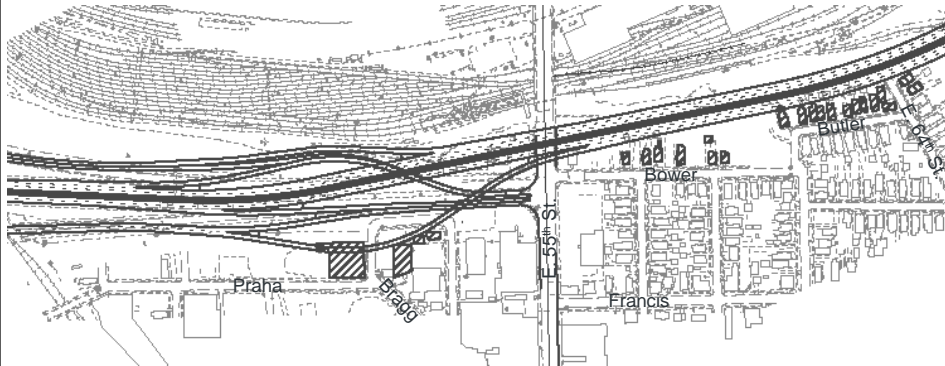
Conceptual Alternatives

- At Grade Intersections
 - Very Large – 8-9 lanes EW, 6 lanes NS
 - LOS D with 8% Peak hour traffic
 - Access concerns to bus station (not on neighborhood side)
 - High Residential (south) or combined business/residential (north) Takes
- Previous Grade Separation Concerns
 - High Residential Takes
 - Some required low speed movements
 - Appearance of freeway in neighborhood
 - Some limited access to RTA




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Revised Grade-Separated Intersection



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New Grade Separation




- Advantages:
 - Significantly reduced residential takes
 - Freeway features only on west side of E. 55th
 - Below grade through much of neighborhood (less noise/visibility)
 - Significantly reduced traffic on E. 55th

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New Grade Separation




- Advantages continued:
 - Improved LOS on E. 55th
 - RTA on neighborhood side
 - RTA layout per St. Hyacinth Master Plan with Retail Options
 - Multipurpose trail (bike/hike) from Kinsman to RTA station
 - Potential green space buffer to neighborhood

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New Grade Separation

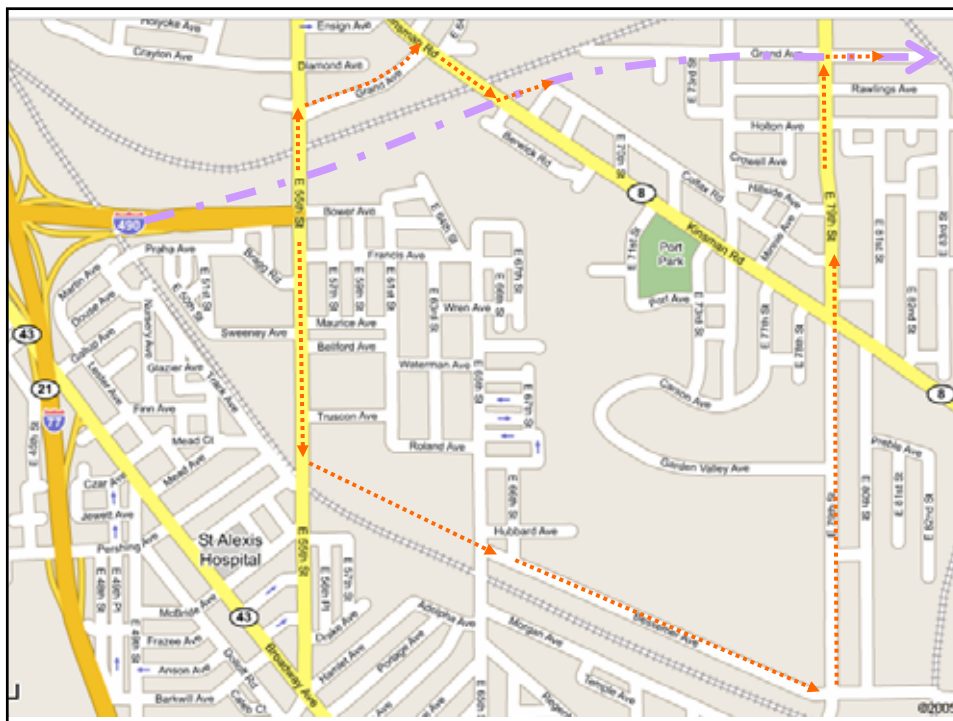



- Disadvantages:
 - Additional roadway structures and retaining walls
 - Impacts to RTA's substation, parking lot and access drive
 - Possible future relocation of proposed RTA head house and longer pedestrian bridge
 - Indirect access from E. 55th to eastbound boulevard, or from westbound boulevard to E. 55th



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Travel to University Circle

- Existing Travel Routes
 - Route 1: I-90 west to I-490; I-490 west to E. 55th St., to Woodland, to E. 93rd St., to Quincy to E. 105th St. to University Circle
 - Route 2: I-77 north to Woodland, to E. 93rd St., to Quincy to E. 105th St. to University Circle
 - Route 3: I-77 north to I-90, to Innerbelt, to Chester to E. 105th St. to University Circle
 - Route 4: I-77 north to I-90, to Innerbelt, to Carnegie to E. 105th St. to University Circle



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Travel Patterns

Existing:


Route	Interstate	Urban Arterials	Right Turns	Left Turns	Signalized Intersections
Route 1	0.5 miles	3.3 miles	2	3	20
Route 2	0.8 miles	3.5 miles	2	2	20
Route 3	2.4 miles	3.1 miles	2	0	18
Route 4	2.3 miles	2.9 miles	1	0	16

Proposed:

Route	Interstate	Urban Arterials	Right Turns	Left Turns	Signalized Intersections
Alt. 4	0 miles	3.3 miles	0	0	8



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Potential Impacts

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- St. Hyacinth impacts with grade-separated intersection
 - Estimating 20 residential structures will be impacted by the roadway
 - Housing impacts limited to north side of Bower, Butler, and E. 64th St.
 - Estimating 2 commercial buildings on Praha and Bragg will be impacted by the roadway




Relocation Process

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- Federal process for acquisition and relocation of residents and businesses
 - Receive fair market value
 - Replacement housing must meet safe/sanitary/decent housing requirements
 - Covers moving expenses
 - Assist in locating comparable rental properties





- Continued coordination with RTA
 - RTA continuing with final design
 - Construction expected in 2007
 - Future modification/relocation of the head house and parking areas are possible as part of this project



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Potential Impacts to Proposed E. 55th St. Station

The diagram is a detailed site plan for the proposed E. 55th St. Station. It shows the station's footprint, including platforms and tracks, situated between Bower Avenue to the north and Francis Avenue to the south. The plan includes various parking areas, pedestrian walkways, and landscaping elements like trees and planters. A scale bar at the bottom left indicates a distance of 1/4 mile. The HNTB logo is located at the bottom left of the plan area, and the Opportunity Corridor logo is at the top right.

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Transit Center Slavic Village Master Plan

This diagram illustrates the master plan for the Transit Center Slavic Village. It shows a street grid with Bower Avenue running north-south and Francis Avenue running east-west. The plan features several building footprints, parking lots, and designated retail areas. A legend on the right side of the plan identifies various features: RTA Retail & RTA Rapid Station, RTA Retail, Public/RTA Parking, New Retail, Decorative Pavers Designating Retail Area, New Public Parking, Existing Retail, and New Public Parking. Specific streets shown include 490 EXT., EAST 55TH, BOWER AVENUE, and FRANCIS AVENUE. The HNTB logo is at the bottom left, and the Opportunity Corridor logo is at the top right.

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Conceptual Station Site Revision

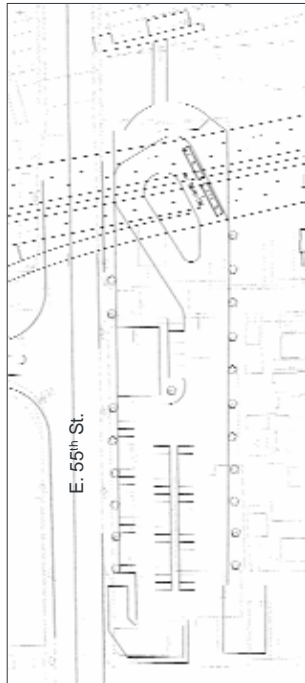


E. 55th St.





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Conceptual Station Site Revision



E. 55th St.



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Conceptual Station Site Revision



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Comments?
Questions?

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Project Information

- Visit www.innerbelt.org for more project information; follow the Opportunity Corridor link.
- Project questions and comments can be submitted to:


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Phone: 216-584-2113
Mail: 5500 Transportation Blvd.
Garfield Height, OH 44125



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Thank You !



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