





## St. Hyacinth Neighborhood Forum


February 21, 2006



1 February 21, 2006

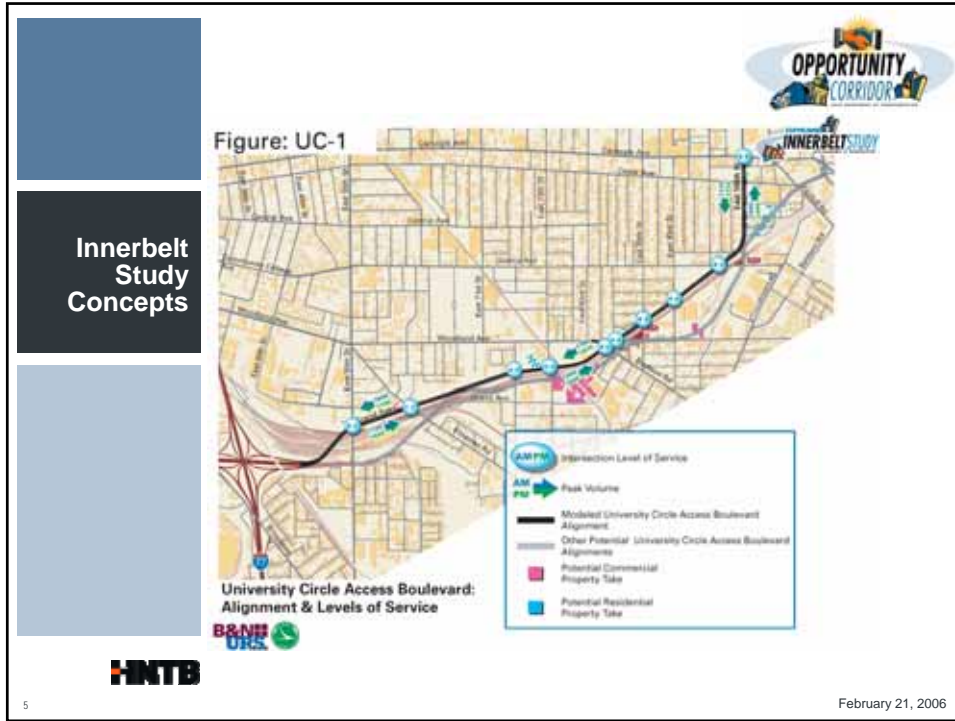


- Project Background/History (Past)
  - Clark Freeway (1950's)
  - Bedford Freeway (1970's)
  - WECO Roadway (early 1980's)
  - SR 87A (late 1980's)



2 February 21, 2006





**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																				
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																				
<b>Estimated Total</b>	<b>\$261 - \$347</b>																				

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

6

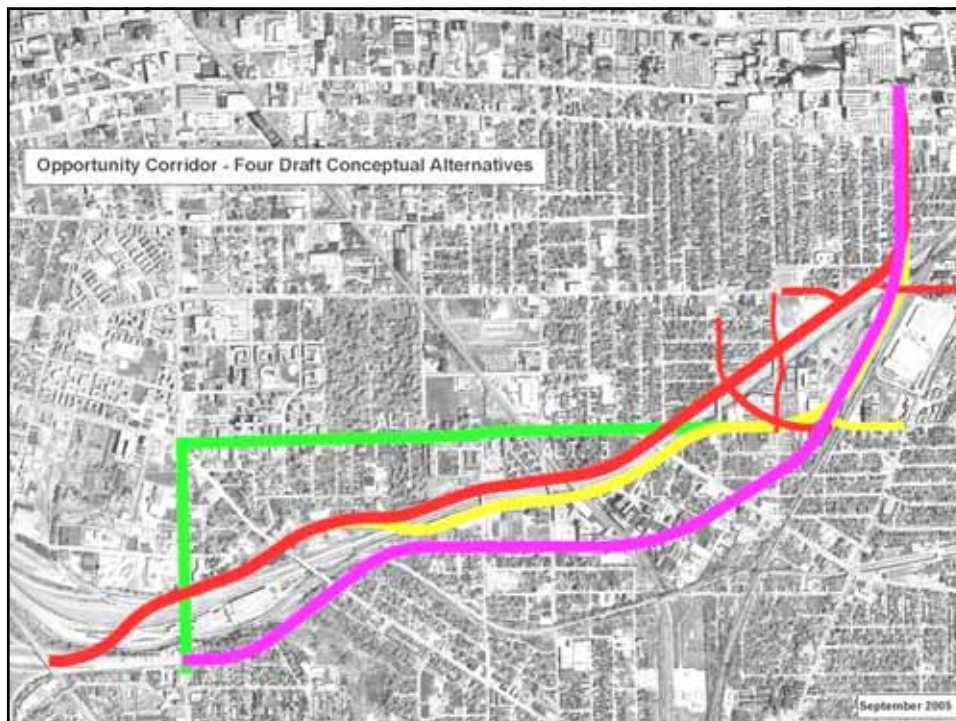
February 21, 2006

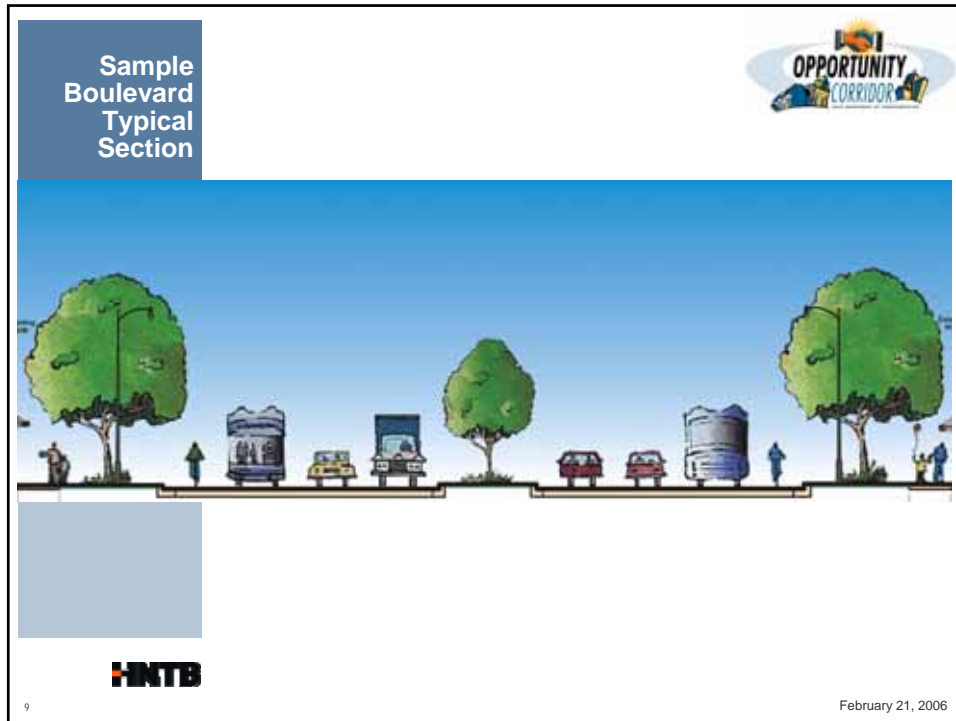
**Conceptual  
Alternatives**

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

February 21, 2006

7





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

HNTB

10 February 21, 2006

The slide features a dark blue header with the text 'Boulevard Standards'. Below this is a list of recommended boulevard components, including a 35 mph speed limit, local street classification, sidewalks on both sides when at-grade, bike paths on both sides when at-grade, landscaping, and lighting. 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)



11 February 21, 2006



**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



12 February 21, 2006

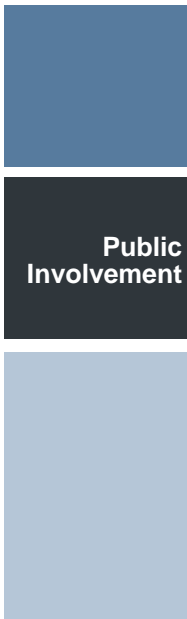



**Public Involvement**

- 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




13 February 21, 2006

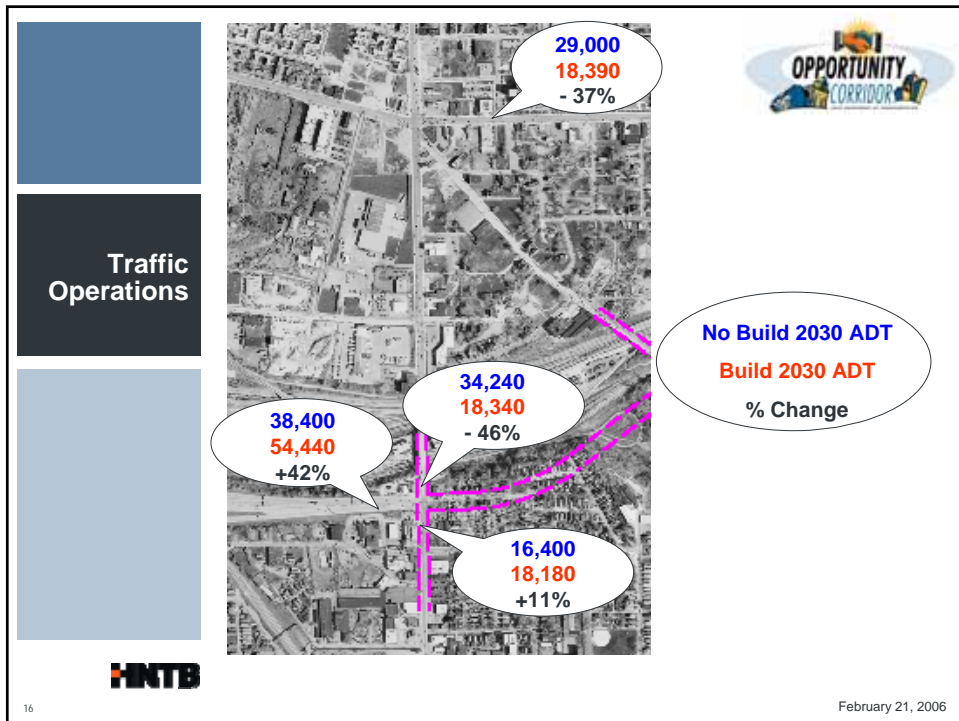
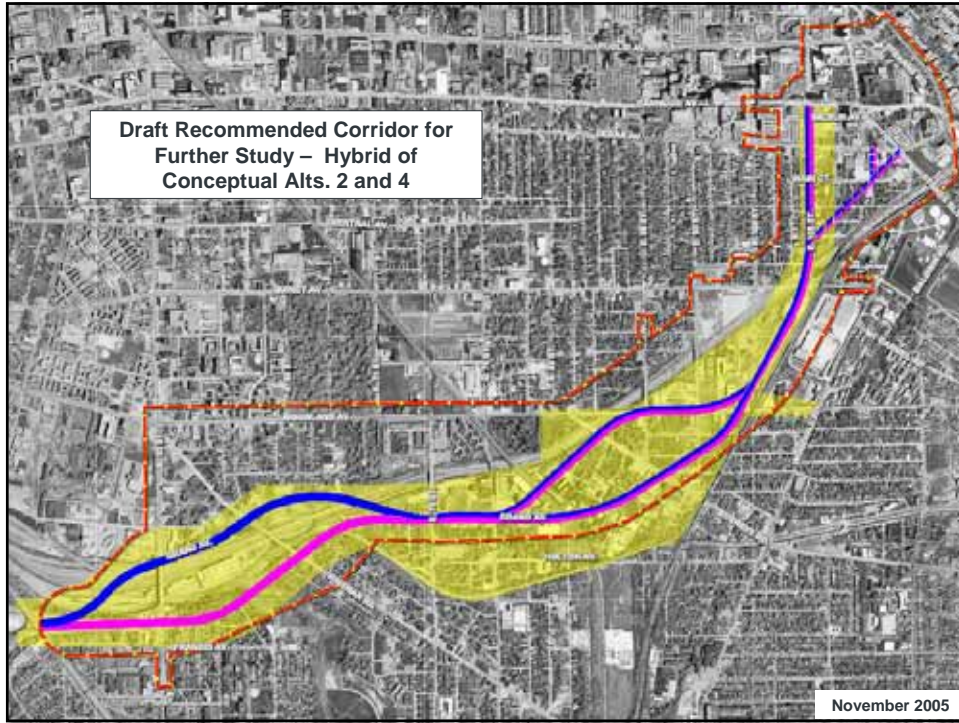


**Public Involvement**

- 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



14 February 21, 2006





## 2030 Lane Requirements E. 55<sup>th</sup> & I-490

**2030 Existing Conditions**

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**

8% Peak Hour Factor  
LOS "D"

**2030 Grade-Separated Through Movements**

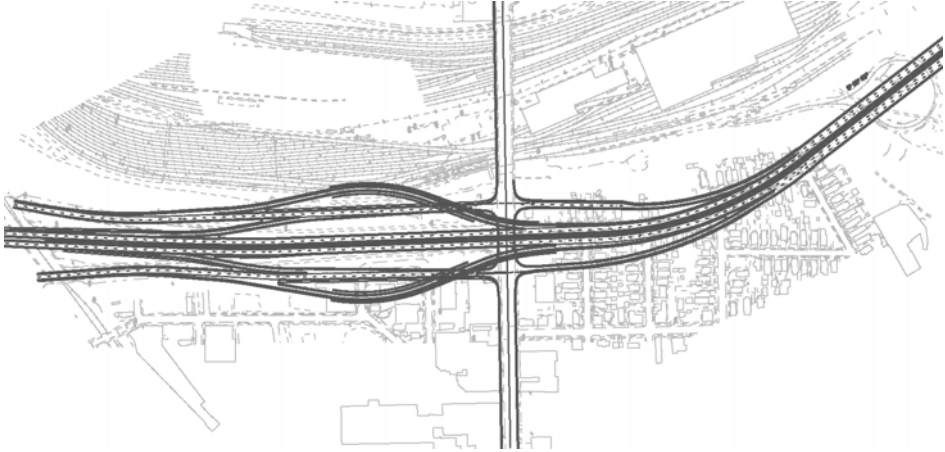
10% Peak Hour Factor  
LOS "C"

HNTB
February 21, 2006


## Diamond Interchange

HNTB
February 21, 2006

**Braided  
Diamond  
Interchange**



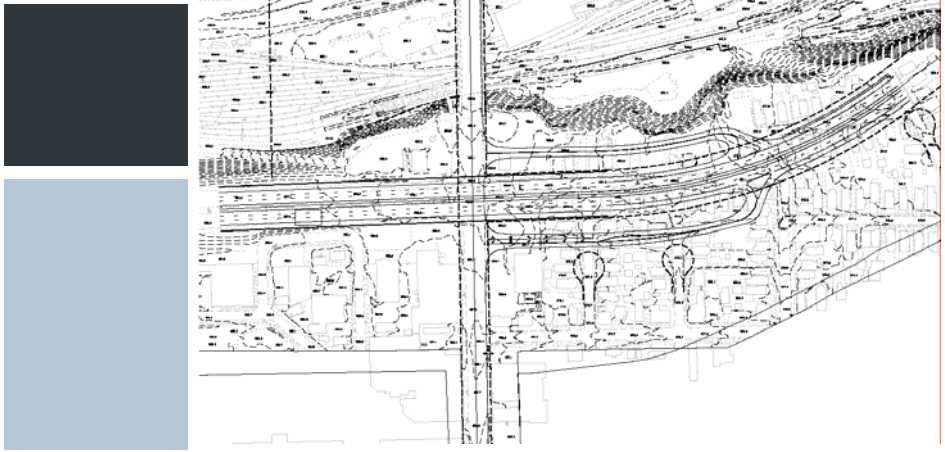
**OPPORTUNITY  
CORRIDOR**




19

February 21, 2006

**Parkway  
Interchange**




**OPPORTUNITY  
CORRIDOR**




20

February 21, 2006




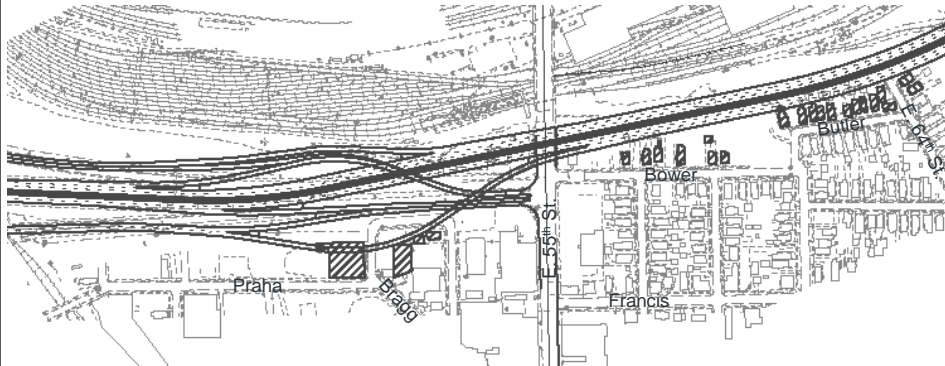

**Conceptual Alternatives**

- 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




21 February 21, 2006


**Revised Grade-Separated Intersection**



22 February 21, 2006




**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

23

February 21, 2006



**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


24

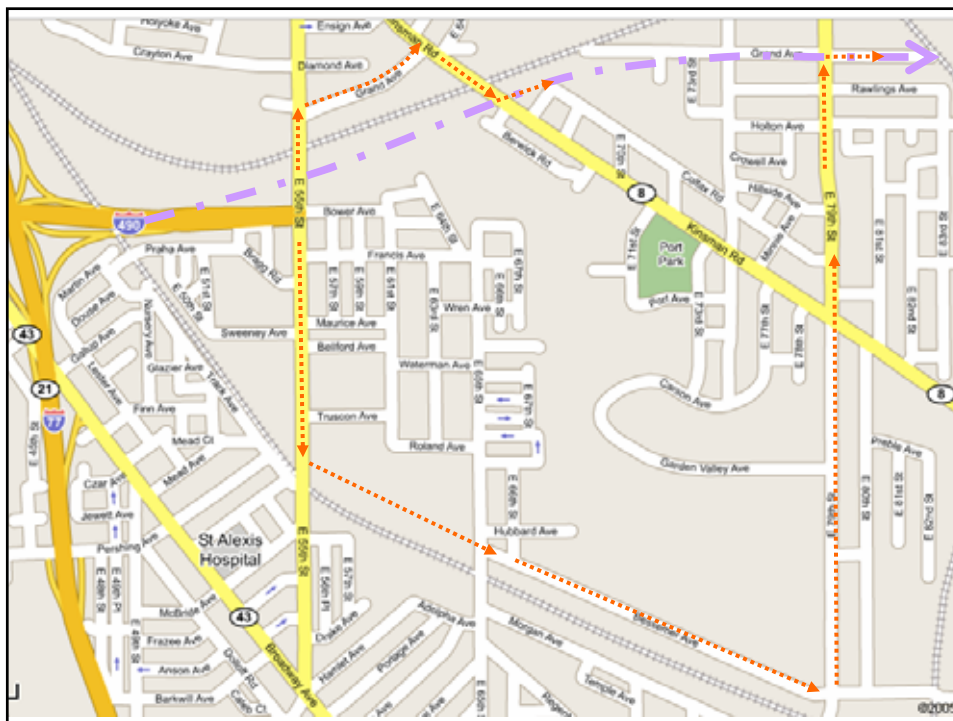
February 21, 2006


**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. 55<sup>th</sup> to eastbound boulevard, or from westbound boulevard to E. 55<sup>th</sup>


25February 21, 2006






**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



27 February 21, 2006




**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




28 February 21, 2006




Potential Impacts

- 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. 64<sup>th</sup> St.
  - Estimating 2 commercial buildings on Praha and Bragg will be impacted by the roadway




29 February 21, 2006




Relocation Process


- 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



30 February 21, 2006




- 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



31

February 21, 2006



32

February 21, 2006



Potential Impacts to Proposed E. 55<sup>th</sup> 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. 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.

HNTB

33

February 21, 2006

Transit Center Slavic Village Master Plan

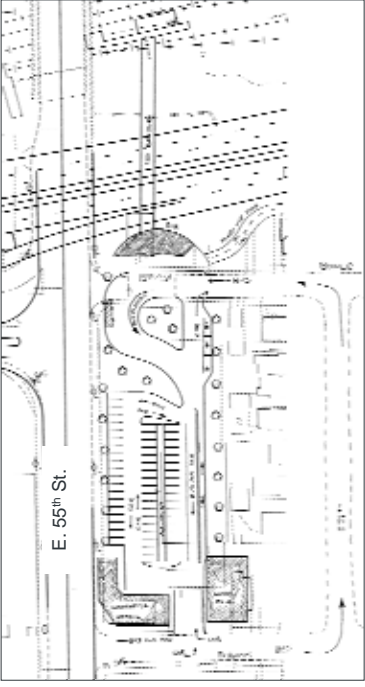
This diagram illustrates the master plan for the Transit Center Slavic Village. It shows a street grid with Bower Avenue running north-south and Francis Avenue running east-west. The plan includes several building footprints, parking lots, and designated retail areas. A legend on the right side of the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

HNTB


34

February 21, 2006

Conceptual Station Site Revision



E. 55th St.

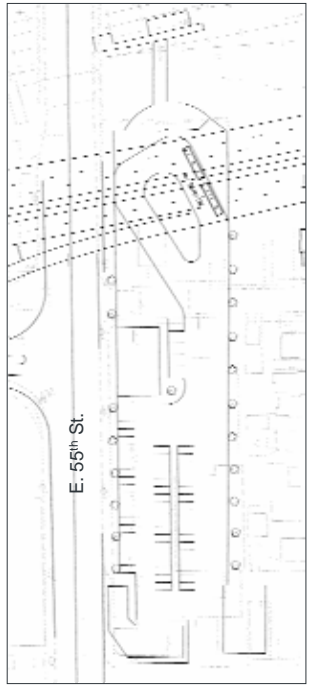


HNTB


35

February 21, 2006

Conceptual Station Site Revision



E. 55th St.


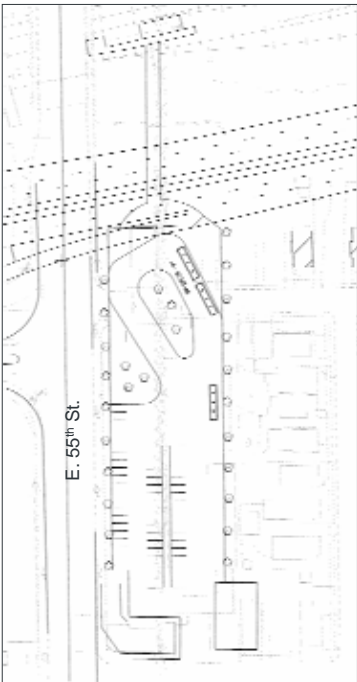


HNTB

36

February 21, 2006


Conceptual Station Site Revision



37

HNTB

February 21, 2006



Comments?  
Questions?

38

HNTB

February 21, 2006



**Project Information**

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


Craig K. Hebebrand ODOT, District 12  
E-mail: craig.hebebrand@dot.state.oh.us  
Phone: 216-584-2113  
Mail: 5500 Transportation Blvd.  
Garfield Height, OH 44125



39 February 21, 2006



**Thank You !**



40 February 21, 2006