

Opportunity Corridor

DRAFT 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	56 acres	232 acres	69 acres	204 acres
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.	15,200 ft.
Regional Access & Mobility	Distances, number of turns (right and left), and number of signalized intersections from I-77/I-49C	Route 1: 0.5 miles on Interstate; 3.4 miles on urban arterial; 1 right turn; 1 left turn; 21 signals. Route 2: 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
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
Environmental resources						
Cultural resources/Section 4(f)						
NRHP sites impacted (excluding cemeteries)	Number of NRHP sites impacted (range)	None	None	None	None	0-1
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
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
Parks/Section 4(f)						
Number of parks impacted	Number of parks impacted (range)	None	None	None	1	City playground behind Mt. Sina
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
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 BF
Landfill sites impacted	Number of sites impacted	None	None	None	None	None
Environmental justice						
Benefits to environmental justice areas	Improved access; economic vitality; employment opportunities; improved pedestrian safety; increased mobility	N/A	Improved access with the addition of bike lanes	Improved access with the addition of bike lanes and potential for new local bus service	Improved access with the addition of bike lanes	Improved access with the addition of bike lanes and potential for new local bus service
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 Neighborhooc

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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	30-46	55-69	109-123
Religious Structure Impacts	Number of structures impacted	None	8-10	2-3	2-4	2-4
School Structure Impacts	Number of structures impacted (range)	None	0-1	None	None	None
Cultural Center Structure Impacts	Number of structures impacted (range)	None	2	None	2	None
Commercial Structure Impacts	Number of structures impacted (range)	None	19-24	26-31	13-18	6-11
Freight Rail Property Impacts	Major, Moderate, Minor, None	None	Minor	Major	Major	Minor
GCRTA Property Impacts	Major, Moderate, Minor, None	None	Minor	Major	Major	Minor
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	4	10	9	6
Rail Bridges	Location and number of new/rebuilt rail bridge:	3	3	2	3	3

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Planning-Level Cost Estimates (2005 dollars)											
Order of Magnitude											
General Construction Costs	Estimated Cost (range)				\$24 million		\$21.4 million		\$24.4 million		\$20 million
Bridges	Estimated Cost (range)				\$65 million		\$96.4 million		\$84.5 million		\$71 million
Retaining Walls	Estimated Cost (range)				\$1.8 million		\$11 million		\$19.9 million		\$4.3 million
Miscellaneous Additional Costs	Estimated Cost (range)				\$17.6 million		\$23 million		\$14.9 million		\$13.5 million
Railroad Track Relocation	Estimated Cost (range)				\$3.3 million		\$4.4 million		\$4.4 million		\$4.5 million
Total Construction Costs	Estimated Cost (range)				\$112 million		\$156.6 million		\$148 million		\$113.5 million
Preliminary/Final Development Phase	Estimated Cost (range)				\$13.4 million		\$18.8 million		\$17.8 million		\$13.6 million
Contract Admin. and Inspection	Estimated Cost (range)				\$11.2 million		\$15.7 million		\$14.8 million		\$11.4 million
R/W Acquisition	Estimated Cost (range)				\$16 million		\$42 million		\$20 million		\$29 million
Contingencies	Estimated Cost (range)				\$28 million		\$38 million		\$37 million		\$28.4 million
TOTAL PROJECT COSTS	Estimated Cost (range)				\$181 million		\$272 million		\$238 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	
Order of Magnitude			
General Construction Costs	Estimated Cost (range)		\$20.6 million
Bridges	Estimated Cost (range)		\$72 million
Retaining Walls	Estimated Cost (range)		\$5.8 million
Miscellaneous Additional Costs	Estimated Cost (range)		\$14.4 million
Railroad Track Relocation	Estimated Cost (range)		\$4.5 million
Total Construction Costs	Estimated Cost (range)		\$117.4 million
Preliminary/Final Development Phase	Estimated Cost (range)		\$14 million
Contract Admin. and Inspection	Estimated Cost (range)		\$11.7 million
R/W Acquisition	Estimated Cost (range)		\$31 million
Contingencies	Estimated Cost (range)		\$29.3 million
TOTAL PROJECT COSTS	Estimated Cost (range)		\$206 million