



OPPORTUNITY CORRIDOR:

The purpose of the Opportunity Corridor Project is to improve the transportation system and support planned economic development in the areas between I-490/I-77 and University Circle in Cleveland. The area between I-490 and University Circle includes a part of Cleveland known as the “Forgotten Triangle” due to the lack of economic activity. Aside from the transportation benefits it could bring to this part of Cleveland, this effort opens the potential for new economic development, new jobs and a new identity for the community.

An Opportunity Corridor Steering Committee was formed which includes representatives from ODOT, the City of Cleveland, Cuyahoga County, Greater Cleveland Partnership, area Community Development Corporations (CDC), Greater Cleveland Regional Transit Authority, Northeast Ohio Regional Sewer District, residents, business owners and other local stakeholders.

OPPORTUNITY CORRIDOR: Study Goals

In 2004, ODOT retained a consultant team led by HNTB to conduct the Opportunity Corridor Study. ODOT and its engineering consultants at HNTB continue to meet with various partners at the City of Cleveland, GCP and community stakeholders.

There are three primary needs that have been identified by the Opportunity Corridor study:

- Improving system linkage among the roads, neighborhoods and businesses in the area
- Improving mobility between the Interstate system and University Circle
- Supporting planned economic development

OPPORTUNITY CORRIDOR: Project Overview

In working with local stakeholders and public officials, the purpose of the project was developed. The purpose is to improve the roadway network within a historically underserved, economically depressed area within the City of Cleveland.

The project is following a 14-step process that outlines project development from concept through completion.

In July 2011, the Steering Committee identified the Recommended Preferred Alternative based on input gathered from the City of Cleveland, CDCs, neighborhood stakeholders and the general public. The Recommended Preferred Alternative would build a 35-mph boulevard-type road with a median and traffic signals. It would also include new pedestrian and bicycle paths, tree lawns, landscaping and vehicular, pedestrian, and rail bridges. The project details and impacts were formally presented and discussed at an October 2013 Public Hearing.

OPPORTUNITY CORRIDOR: Community Benefits Area

A development work group comprised of public, private, CDC representatives and neighborhood stakeholders, facilitated by GCP, have worked together with a local architectural firm and identified eight to ten potential development sites throughout the community benefit area of the project for future re-use. To date, two of the development districts have preliminary master land use plans. The conceptual roadway plans have been reviewed with each of the CDC partners for feedback to determine that the effort is moving in the right direction and remains consistent with the community’s overall master plan and the City of Cleveland proposed land use plan.

OPPORTUNITY CORRIDOR: Schedule

The Federal Highway Administration approved the Environmental Impact Statement and issued a Record of Decision on May 1, 2014. This completes the environmental process. The Opportunity Corridor project has been divided into three construction sections:

- Section 1 – East 105th Street from Quebec Avenue to north of Chester Avenue; Construction to begin Fall, 2014.
- Section 2A – New roadway from East 93rd St. to Quebec Ave. Design-Build; Construction to begin Summer/Fall, 2015.
- Section 2B – New roadway from I-490/East 55th Street to East 93rd Street; Construction to begin in 2017.

OPPORTUNITY CORRIDOR: Cost

In April, 2013, the Federal Highway Administration coordinated a project Cost Estimate Review. Based on this review, the total cost of the project is estimated to be \$331.3 million. The project estimate considers all currently known work required to build the project including the costs of final design, project administration and management, land acquisition, utility relocation, implementation of environmental commitments and mitigation measures, and construction activities.