



**Ohio Department of Transportation
Quarterly Update
to
Northeast Ohio Areawide Coordinating Agency**

December 11, 2009

Ohio Department of Transportation

Today's Quarterly Project Update:

Cleveland Innerbelt Project

Cuyahoga River Valley Crossing

Lakefront West

Cleveland Innerbelt Project

Environmental Impact Statement:

DEIS Approved by ODOT – March 2, 2009

DEIS Approved by FHWA – March 3, 2009

Notice of Availability (DEIS) – March 20, 2009

Public Hearing – April 21, 2009

Close of DEIS Public Comments – 5:00 PM, May 21, 2009

FEIS Approved by ODOT – July 10, 2009

FEIS Approved by FHWA – July 22, 2009

Notice of Availability (FEIS) – July 31, 2009

Record of Decision – September 18, 2009

Cleveland Innerbelt Project

Initial Construction Sequence:

Cuyahoga River Valley (WB) Crossing: 2011-2014

Cuyahoga River Valley (EB) Crossing: 2014-2017

Central Interchange and I-77 Approach: 2017-2021

Construction Segments	Phase	Year of Expenditure (YOE)	Cost in 2009 (millions)	Cost in YOE (millions)
Construction Contract Group 1: I-90 westbound from I-90/I-490 to East 9 th St. overhead	Detailed Design Right-of-Way Construction	2010 2009 2011-2013	\$17-18 \$41-52 \$362-399	\$17-22 \$41-52 \$442-564
Construction Contract Group 2: I-90 eastbound from I-90/I-490 to East 9 th St. overhead	Detailed Design Right-of-Way Construction	2011 2012 2014-2016	\$26-29 \$3 \$287-317	\$28-36 \$3-4 \$396-505
Construction Contract Group 3: A: I-90 WB in Central Interchange from E. 9 th St. to E. 22 nd St.; E. 22 nd St. (part-width); remove Cedar Ave. bridge over I-90 B: I-77 improvements north of Kingsbury Run Bridge C: I-90 EB in Central Interchange from E. 9 th St. to E. 22 nd St.; Carnegie (part-width)	Detailed Design Construction (A) Construction (B) Construction (C)	2014 2017-2018 2021 2019-2020	\$21-23 \$102-112 \$83-92 \$46-50	\$26-33 \$159-202 \$154-196 \$78-100
Construction Contract Group 4: A: Easterly Interceptor relocation B: CSX railroad overhead C: Norfolk Southern railroad overhead D: Overheads in Innerbelt Curve: Superior (part-width); St. Clair (closure); Hamilton (closure); Lakeside (closure); Structure under Superior intersection for the proposed I-90 WB to Chester ramp E: Innerbelt Curve north of Superior Ave.	Detailed Design Right-of-Way Construction (A) Construction (B) Construction (C) Construction (D) Construction (E)	2019 2020 2022 2022-2023 2022-2023 2024-2025 2026-2027	\$18-20 \$14-16 \$4-5 \$25-28 \$28-31 \$23-25 \$116-127	\$28-36 \$19-24 \$8-10 \$51-65 \$56-71 \$50-64 \$279-356
Construction Contract Group 5: A: Overheads in Innerbelt Trench: Prospect (part-width); Euclid (part-width); Chester (part-width); Payne (closure) B: I-90 eastbound in Innerbelt Trench from E. 22 nd St. to Superior C. I-90 westbound in Innerbelt Trench from E. 22 nd St. to Superior	Detailed Design Right-of-Way Construction (A) Construction (B) Construction (C)	2025 2026 2028-2029 2030-2031 2031-2033	\$15-17 \$12-13 \$34-37 \$77-85 \$54-59	\$32-41 \$19-24 \$90-114 \$225-287 \$169-216
Construction Contract Group 6: A: I-77 bridge widening over I-490 B: I-77 improvements south of I-490	Detailed Design Right-of-Way Construction (A) Construction (B)	2022 2023 2021-2024 2025-2026	\$6-7 \$1 \$45-49 \$25-28	\$12-15 \$1-2 \$89-113 \$58-74
Construction Contract Group 7: I-71 roadway pavement and bridge deck replacements; I-71 southbound deceleration lane to Jennings	Detailed Design Construction	2024 2027	\$6 \$61-68	\$11-15 \$152-194
Totals	All phases	2010-2033	\$1.6-1.7 billion	\$2.7 to \$3.5 billion

Construction Segments	Phase	Year of Expenditure (YOE)	Cost in 2009 (millions)	Cost in YOE (millions)
Construction Contract Group 1: I-90 westbound from I-90/I-490	Detailed Design	2010	\$17-18	\$17-22
	Right-of-Way	2009	\$41-52	\$41-52
	Construction	2011-2013	\$362-399	\$442-564
Construction Contract Group 2: I-90 eastbound from I-90/I-490	Detailed Design	2011	\$26-29	\$28-36
	Right-of-Way	2012	\$3	\$3-4
	Construction	2014-2016	\$287-317	\$396-505
Construction Contract Group 3: A: I-90 WB in Central Interchange (part-width); remove Cedar Ave. bridge over I-90 B: I-77 improvements north of I-90 C: I-90 EB in Central Interchange	Detailed Design	2014	\$21-23	\$26-33
	Construction (A)	2017-2018	\$102-112	\$159-202
	Construction (B)	2021	\$83-92	\$154-196
	Construction (C)	2019-2020	\$46-50	\$78-100
	Detailed Design	2019	\$18-20	\$28-36
Construction Contract Group 4: A: Easterly Interceptor relocation B: CSX railroad overhead C: Norfolk Southern railroad overhead D: Overheads in Innerbelt Curve (closure); Lakeside (closure); to Chester ramp E: Innerbelt Curve north of Summit	Right-of-Way	2020	\$14-16	\$19-24
	Construction (A)	2022	\$4-5	\$8-10
	Construction (B)	2022-2023	\$25-28	\$51-65
	Construction (C)	2022-2023	\$28-31	\$56-71
	Construction (D)	2024-2025	\$23-25	\$50-64
Construction Contract Group 5: A: Overheads in Innerbelt Trench (part-width); Chester (part-width); Payne (closure) B: I-90 eastbound in Innerbelt C: I-90 westbound in Innerbelt	Construction (E)	2026-2027	\$116-127	\$279-356
	Detailed Design	2025	\$15-17	\$32-41
	Right-of-Way	2026	\$12-13	\$19-24
	Construction (A)	2028-2029	\$34-37	\$90-114
	Construction (B)	2030-2031	\$77-85	\$225-287
Construction Contract Group 6: A: I-77 bridge widening over I-90 B: I-77 improvements south of I-90	Construction (C)	2031-2033	\$54-59	\$169-216
	Detailed Design	2022	\$6-7	\$12-15
	Right-of-Way	2023	\$1	\$1-2
	Construction (A)	2021-2024	\$45-49	\$89-113
Construction Contract Group 7: I-71 roadway pavement and bridge deck replacements; I-71 southbound deceleration lane to Jennings	Construction (B)	2025-2026	\$25-28	\$58-74
	Construction	2027	\$6	\$11-15
Totals	All phases	2010-2033	\$1.6-1.7 billion	\$2.7 to \$3.5 billion

CCG4

- Innerbelt Curve
- 2022-2027

CCG5

- Innerbelt Trench
- 2028-2033

CCG6

- I-77 South
- 2021-2026

CCG7

- I-71 South
- 2027

Cuyahoga River Valley Crossing

ODOT's 1st Value-Based Design-Build Project:

Since 1996 ODOT has used a Low-Bid Design Build Process to Deliver 80 Projects worth over \$400 million

2009 – ODOT received legislative approval to develop and use a Value-Based Design-Build Process and an increase in the biennium Design-Build limit from \$250 million to \$1 billion.

Cuyahoga River Valley Crossing

Design-Build Advantages:

Reduce Delivery Time: Design & Construction Overlap

Improve Constructability: Designed to Contractor's Strengths

Optimize Costs: Market Based Material Selection

Reduce Conflicts: Single Entity Responsible for Design and Construction

Cuyahoga River Valley Crossing

Recently Completed Tasks:

Aesthetic and Urban Design

Subcommittee Recommendations – October 22, 2009

City Planning Commission Approval – November 6, 2009

File Plan Package – December 1, 2009

Cuyahoga River Valley Crossing

Upcoming Tasks:

Plans, Specifications & Estimate to FHWA – January 2010

Federal Authorization – February 2010 < 365 Days!

Request for Qualification – February 2010

Request for Proposals – March 2010

Selection and Authorization – Fall 2010

Construction 2011-2014.

Cuyahoga River Valley Crossing

Bicycle and Pedestrian:

Abbey Avenue – Bicycle Lanes (W 11th St to W 20th St)

Towpath Trail – Multi-purpose Trail (University Ave)

Lorain-Carnegie Bridge – Bicycle Lanes (Extend to Ontario St)

East 9th Street – Multi-purpose Trail (Canal Rd to Broadway)

Broadway – Multi-purpose Trail (E 9th St to Carnegie Ave)

Cuyahoga River Valley Crossing

Transit:

Strongsville Park-N-Ride Lot Expansion: Completed

North Olmsted Park-N-Ride Lot Expansion: Completed

Westlake Park-N-Ride Lot Expansion: 2010

ODOT/GCRTA on-going discussions regarding potential additional capital and operational improvements

Promote OhioRideshare

Cuyahoga River Valley Crossing

Sustainability:

Green Bulkhead (Habitat Pockets) – 2 Locations Eastside

Ring Chamber Pipes (Aeration) – Outfalls

Stormwater Separation – No new flow added to combined sewer system. Portion of existing stormwater diverted away from combined sewer system.

Stormwater Best Management Practices (BMP's)

Cuyahoga River Valley Crossing

Sustainability:

Aesthetic Lighting to Use LED's

Traffic Signals to Use LED's

Sign Lighting to be Eliminated through use of High Reflectivity Sheeting

Cuyahoga River Valley Crossing

Sustainability:

Recycled Materials – Construction Materials Recycled as a Matter of Economics (Concrete, Asphalt, Steel, etc.).

Reuse of Materials – Medina Block Pavers and Sandstone Blocks reused on project or stored for reuse along Towpath Trail.

Cuyahoga River Valley Crossing

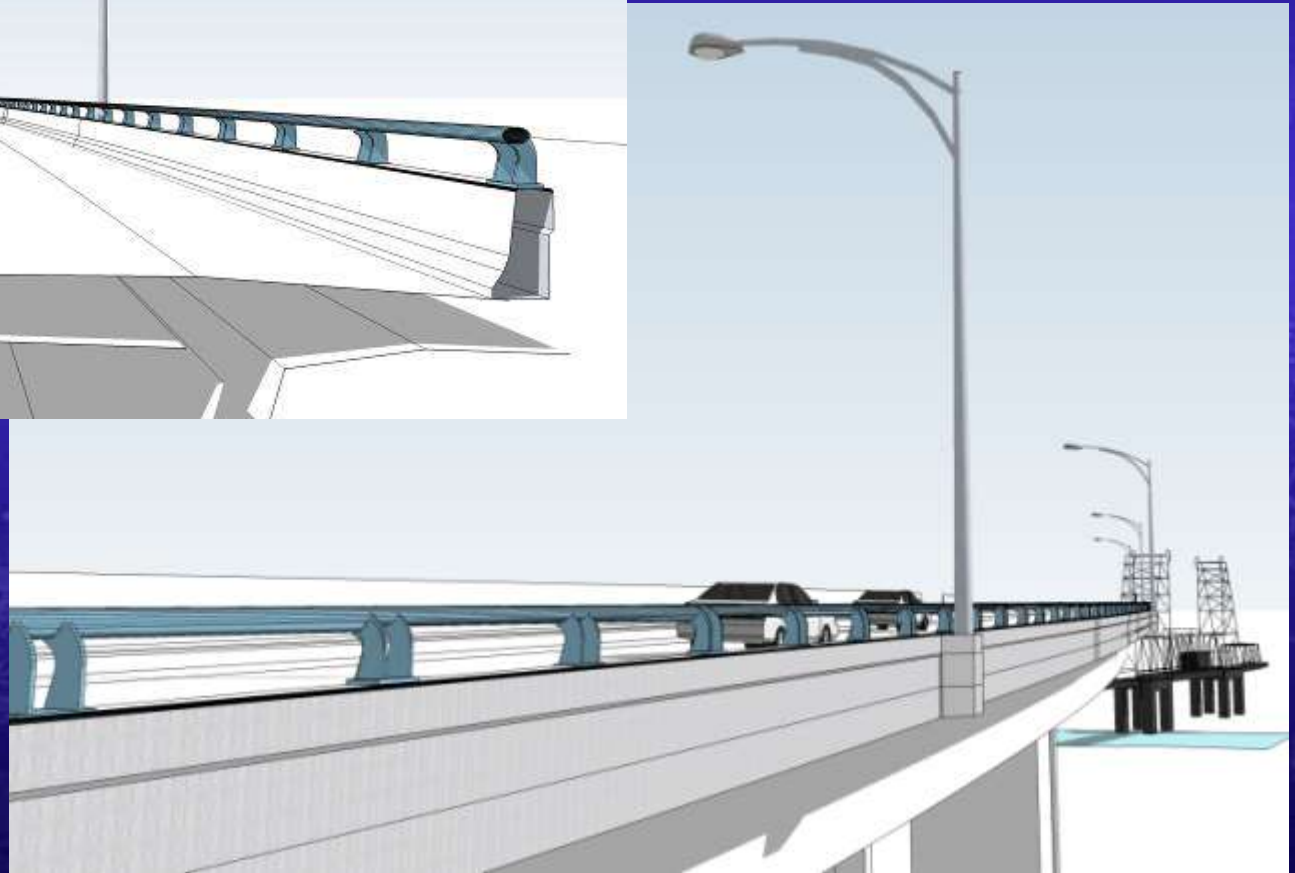
Maintenance of Traffic:

Temporary Additional Lanes on I-490 (I-90 to I-77) and on I-77 (I-490 to I-90).

Alternate Route Plan or ARP (I-490 & I-77) must be in place whenever longer term lane closures are implemented on I-90.

Minimum of 2 lanes in each direction must be maintained on I-90 at all times (except when overnight or weekend closures are permitted). In all cases the ARP's must be in place first.

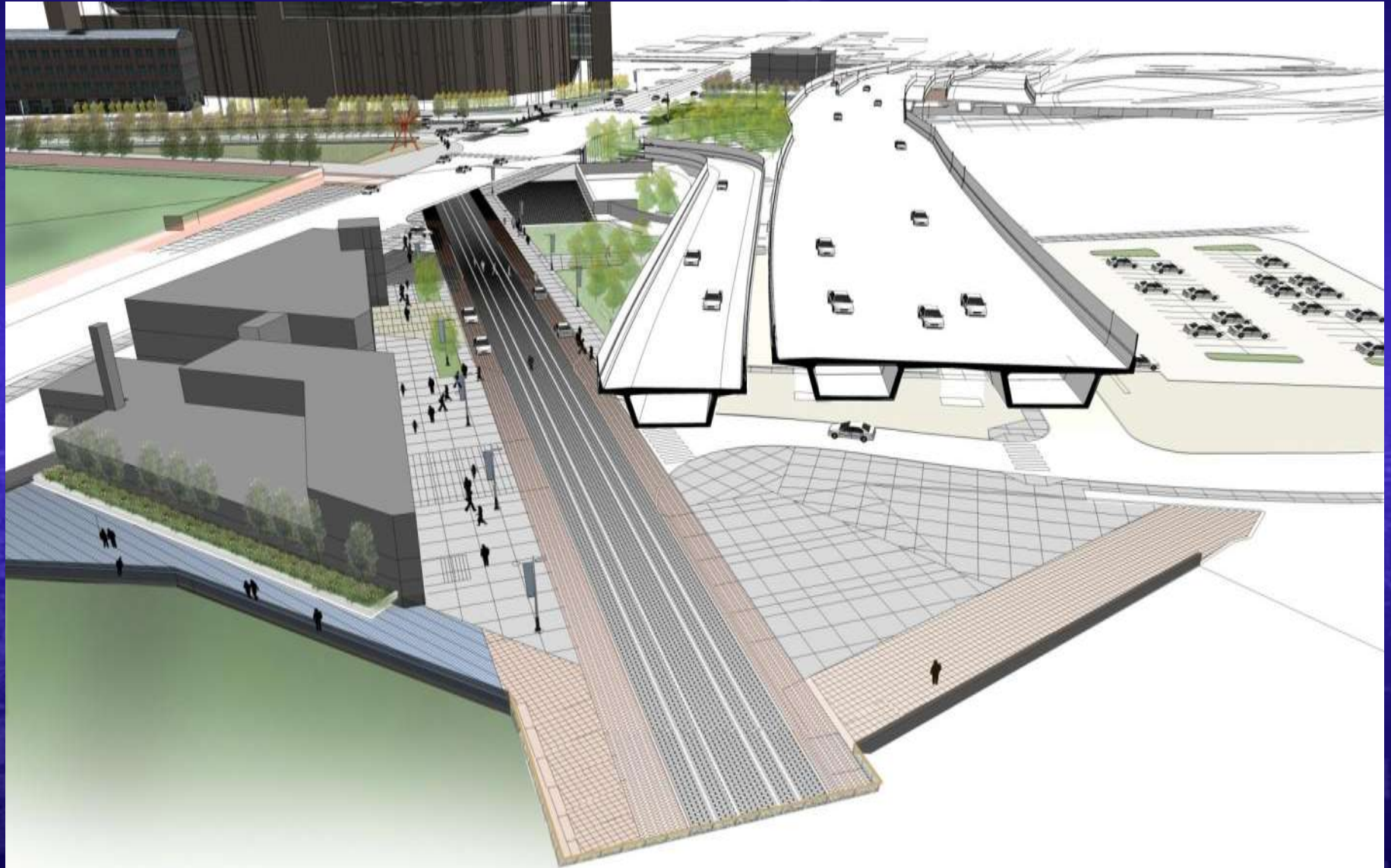
Cuyahoga River Valley Crossing

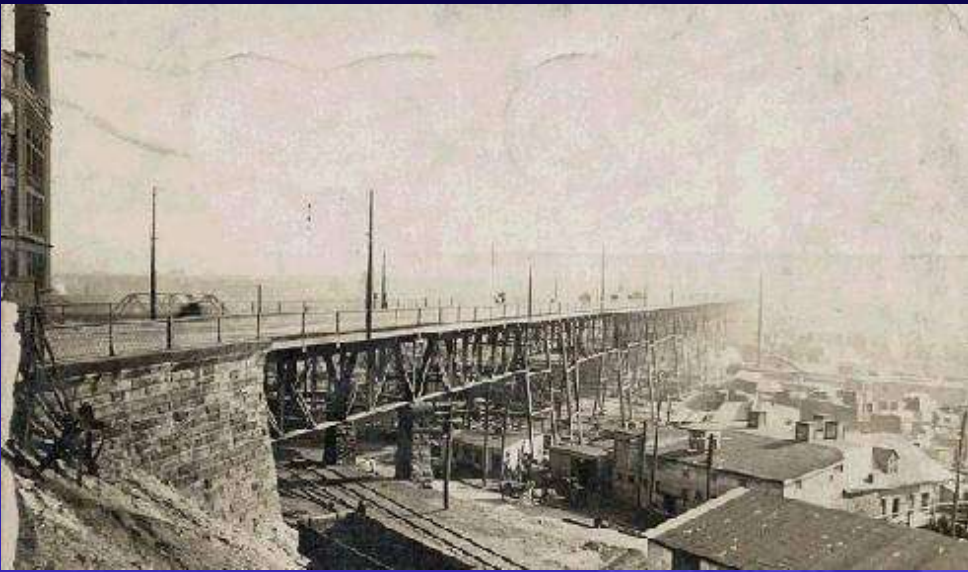


Cuyahoga River Valley Crossing

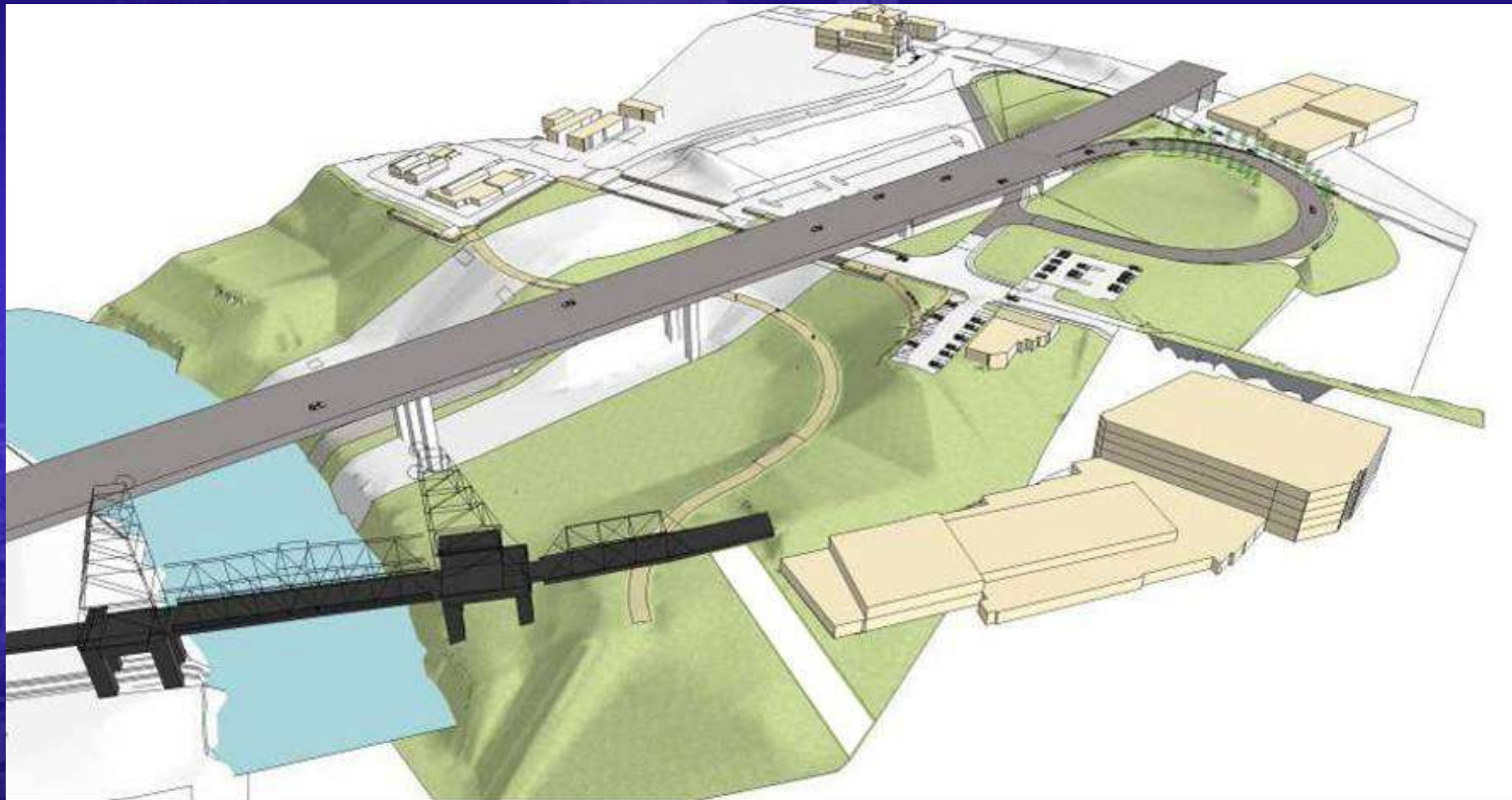


Cuyahoga River Valley Crossing

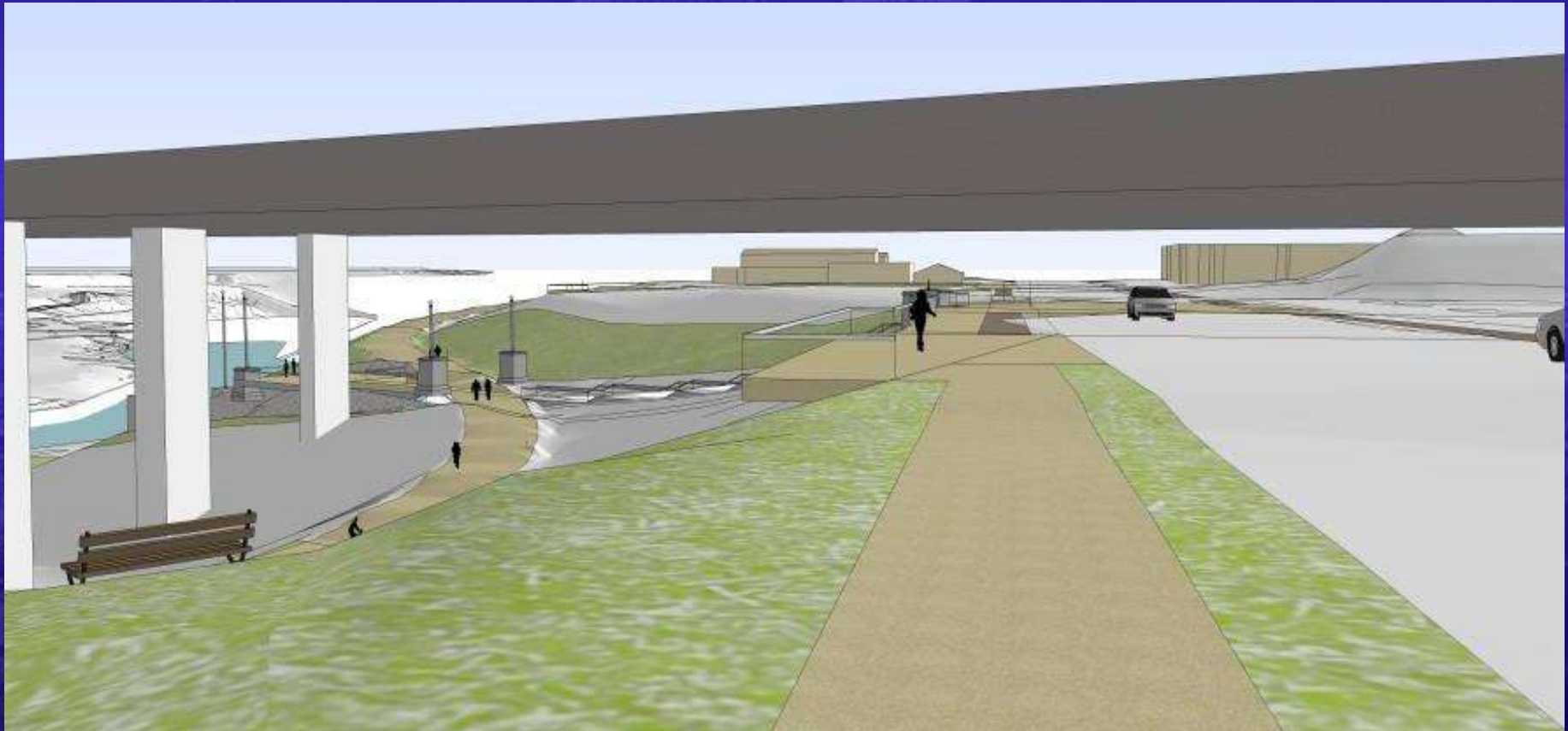




Cuyahoga River Valley Crossing



Cuyahoga River Valley Crossing



Lakefront West

Upcoming Tasks:

Detail Design of Pedestrian Underpasses – Underway

Rehabilitation of Pedestrian Underpasses – Summer/Fall 2010

Preliminary Engineering Report – December 2009

Environmental Clearance (CE-4) – May 2010

Initiate Detail Design – Summer 2010

Lakefront West

Construction Sequence:

Rehabilitation of Pedestrian Underpasses: Summer/Fall 2010

Multi-Use Trail: 2011

West 73rd St Underpass: 2012 – 2013

All Other Connections: 2013 – 2014

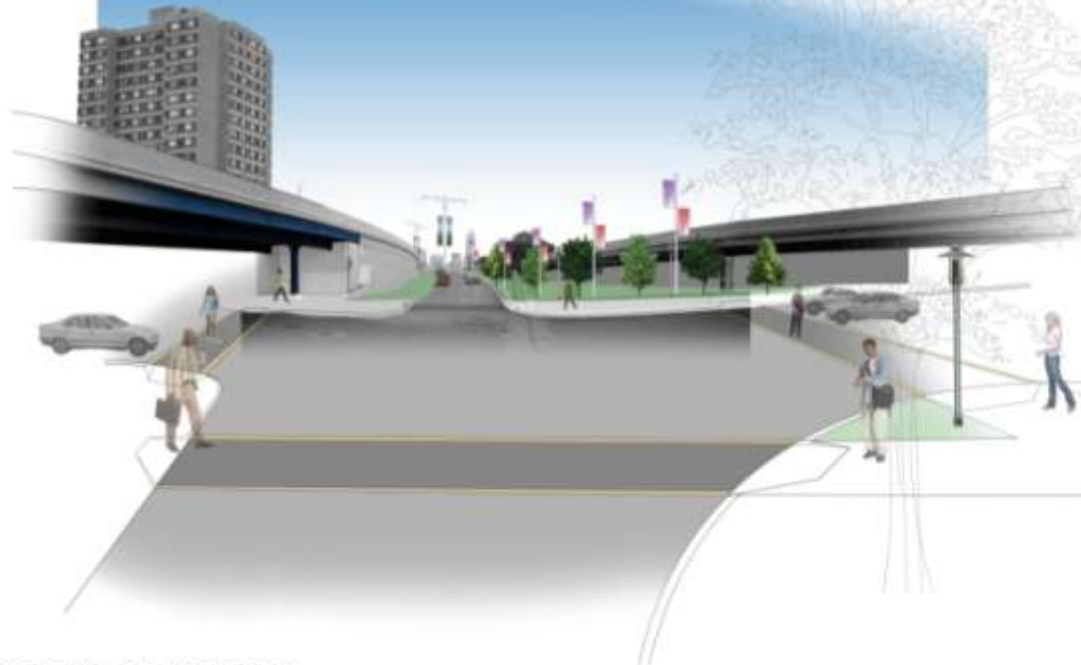
W 25th/28th St, W 45th/49th St, W 54th St/Division Ave

Mainline Reconstruction – TBD based on availability of funds.
City of Cleveland responsible for balance over \$49.8 million
already committed by the TRAC.

Lakefront West



EXISTING CONDITIONS



PROPOSED CONFIGURATION

West Shoreway Access Point - West 28th Street Option J

06.27.06
City Architecture

Lakefront West

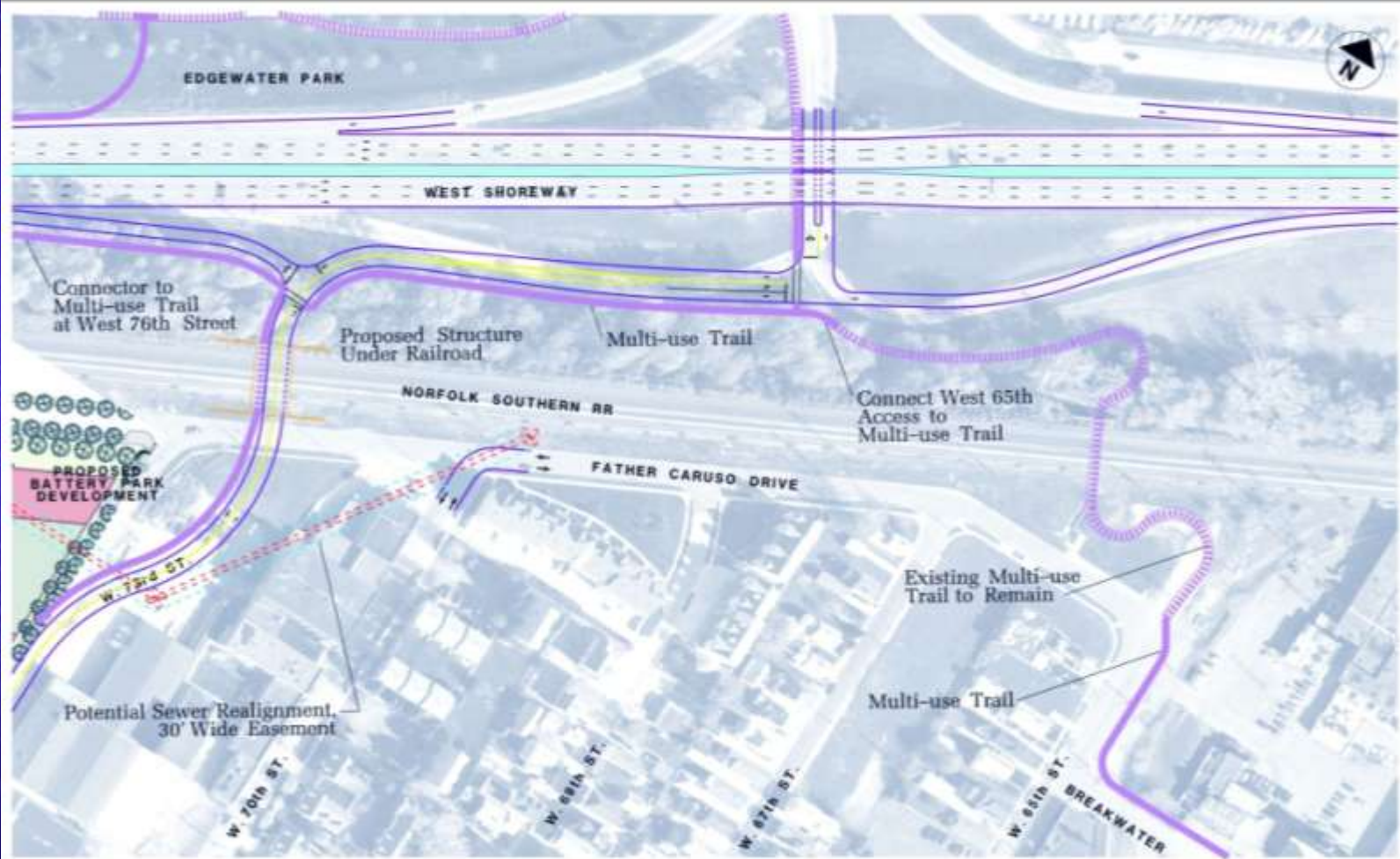


Lakefront West



Lakefront West

FATHER CARUSO DRIVE/WEST 73RD STREET



Lakefront West



EXISTING CONDITIONS



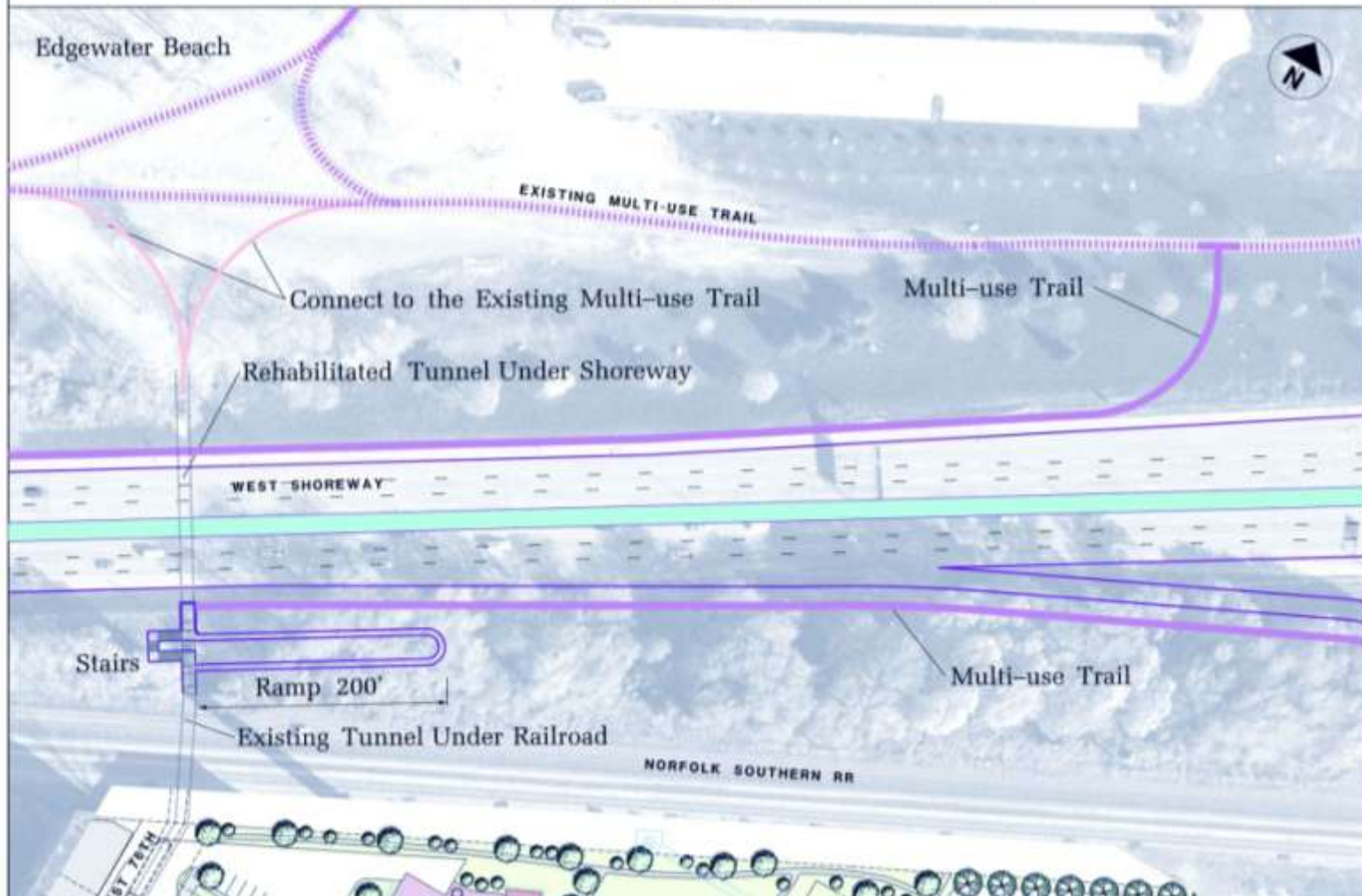
PROPOSED CONFIGURATION

West Shoreway Access Point - West 73th Street

08.27.06
City Architecture

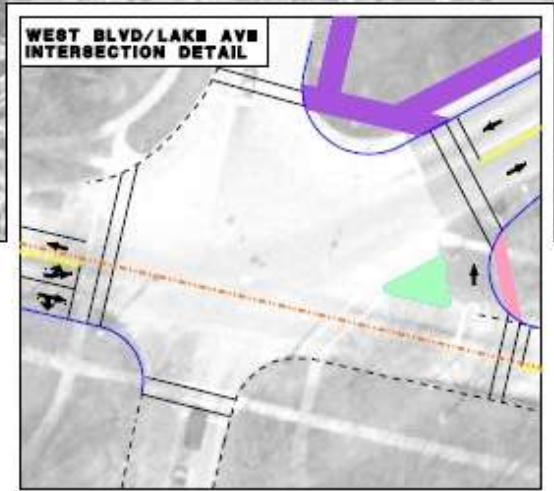
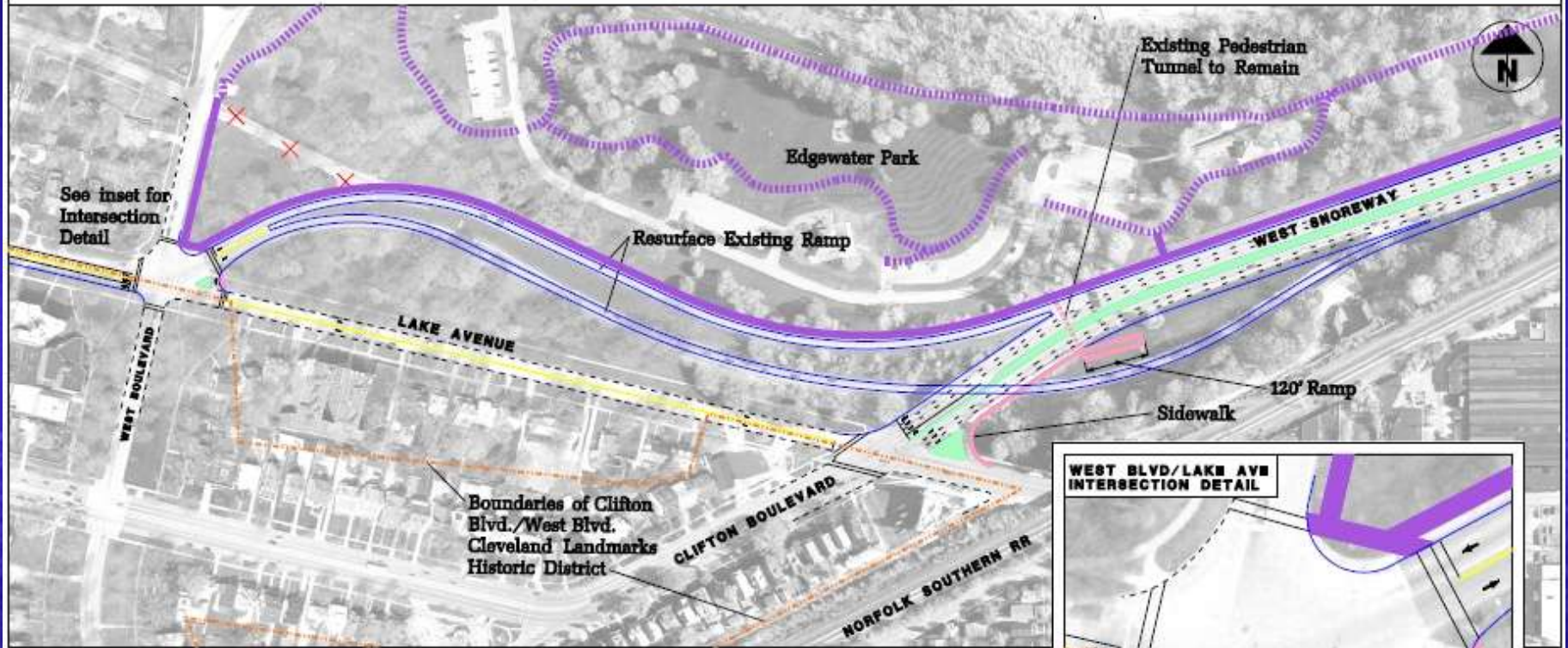
Lakefront West

W 76TH ST PEDESTRIAN TUNNEL

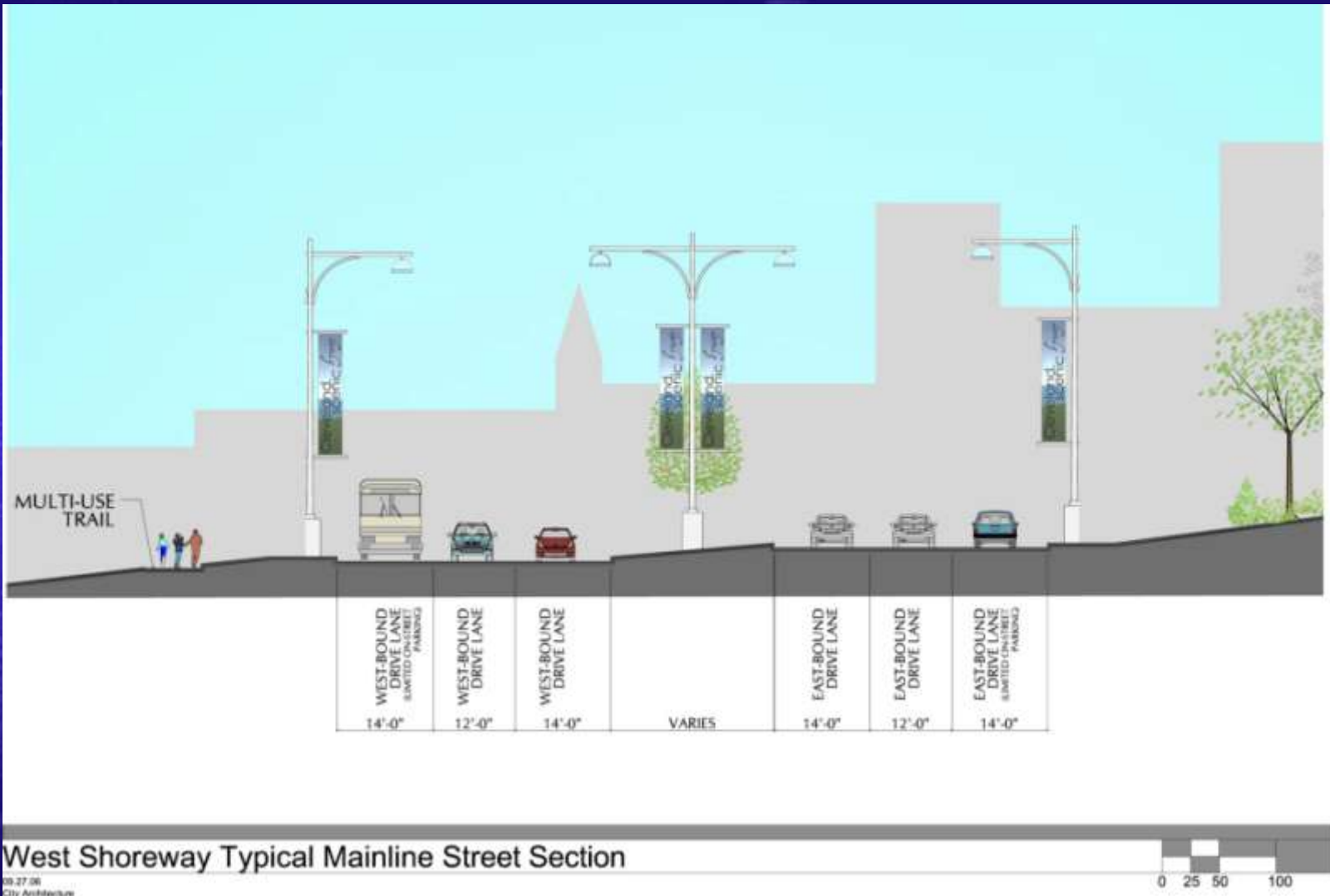


Lakefront West

WEST BLVD/LAKE AVE/CLIFTON BLVD



Lakefront West





Thank you