

**Cleveland Innerbelt Project
CUY – IR 71/IR90 -16.79/14.90, PID 77510
City of Cleveland, Cuyahoga County, Ohio**

**Draft
Environmental Impact Statement**

Submitted Pursuant to 42 U.S.C. 4332 (2) (c) and 49 U.S.C. 303 by the

U.S. Department of Transportation – Federal Highway Administration – Ohio Federal aid Division, and the Ohio Department of Transportation, as Joint Lead Agencies pursuant to 23 U.S.C. 139(c)

In cooperation with the

U.S. Department of Homeland Security - U.S. Coast Guard, and the Department of the Army – Corps of Engineers

And with the participation of the

U.S. Department of the Interior - Fish and Wildlife Service,
U.S. Department of the Interior - National Park Service,
U.S. Environmental Protection Agency, and
U.S. Department of Transportation, Federal Aviation Administration

2-2-09
Date of Approval Jolene M. Molitoris
Jolene M. Molitoris, Director, Ohio Department of Transportation

3-3-09
Date of Approval Herman Rodrigo
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Abstract

The Federal Highway Administration (FHWA) and the Ohio Department of Transportation (ODOT) as joint lead agencies are proposing the major rehabilitation and reconstruction of the Cleveland Innerbelt Freeway system infrastructure, and to address operational, design, safety, and access shortcomings that severely impact the Freeway's ability to function in an acceptable manner. The Innerbelt Freeway system provides for the collection and distribution of traffic between the radial freeway system (I-71, I-90, I-77, SR 2, I-490, and SR 176) and the local street system, and it also moves traffic between each of the radial freeways, within the City of Cleveland Central Business District (CBD) area.

The Cleveland Innerbelt Project termini are located approximately at the merge/diverge point of State Route 176, (the Jennings Freeway) and Interstate 71 southwest of downtown, south of the existing Interstate 90/Interstate 77 Central Interchange on Interstate 77 south to the Pershing Avenue local partial interchange south of downtown, and east of the Interstate 90/State Route 2 system interchange east of downtown along the shore of Lake Erie and adjacent to the Burke Lakefront Airport. Within the project limits Interstate 90 crosses the expansive Cuyahoga River Valley. The Central Viaduct major deck truss bridge, as constructed in 1959, facilitates the Interstate 90 crossing of the Valley with connections to Interstate 71 and Interstate 90 within the historic Tremont area on the west side, and with connections to the Interstate 90/Interstate 77 Central Interchange adjacent to the Cleveland Indian's Major League Baseball sporting facility to the east.

Proposed improvements to address the project needs are currently estimated to require a \$1.5 to \$2.0 billion public investment. Ongoing and continuous efforts have been employed to interact with and obtain input from the public during the development of the proposed project. The FHWA and ODOT have worked diligently to avoid, minimize, and mitigate the environmental impacts and consequences of the proposed project alternatives. The primary environmental impacts and consequences of the proposed project are associated with the proposed acquisition and demolition of adjacent residential, commercial, and industrial properties, some of which are subject to protection in accordance with the Section 106/Section 4(f) provisions, and controversy associated with the modification or relocation of Interstate and Local street access. The adverse Section 106/Section 4(f) uses are located immediately adjacent to both ends of the existing Central Viaduct Bridge. Controversies associated with Interstate and Local Street access have been associated with the section of the Interstate 90 to the east/southeast of the CBD between the Interstate 90/Interstate 77 Central Interchange and the Interstate 90/State Route 2 system interchange. Funding for and preliminary implementation plans for the proposed project are currently under review. A draft Fiscal Plan and a draft Project Management Plan are anticipated for incorporation into the future Final Environmental Impact Statement.

Comments on this draft EIS are due by 5:00pm, May 21, 2009 and should be sent to the following individual at the following address. Inquiries and request for information should also be directed or submitted to the attention of the following individual:

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