

Chapter 6: Implementation Plan

6.1 Implementation Plan and Cost Estimates

The total cost estimate for the project, including engineering, right-of-way and construction, is approximately \$1.5 - \$2.0 billion. As a major project of over \$500 million, a Project Management Plan and Annual Financial Plan will be required. These documents will be prepared following completion of the Draft Environmental Impact Statement but before the Record of Decision, currently anticipated for late summer/fall 2009.

The size and complexity of the Cleveland Innerbelt Project, its extensive cost, and the need to maintain traffic require that the improvements be systematically phased. The phases for improvements, their preliminary cost estimates, funding sources, and proposed construction contract groups are currently being evaluated. This phasing plan will be part of the financial plan described above.

6.2 Environmental Commitments

Geology: Soil and Bedrock

The Contractor is required to follow best management practices for temporary sediment and erosion control during construction in accordance with 2005 ODOT Construction and Material Specifications Section 107.19 and Supplemental Specification 832. Plan notes and estimated quantities in accordance with Supplemental Note 832 will be included in the plans to handle erosion control. In addition to the current CMS, SS, plan notes, and SWPPP stipulations, all the regulations and conditions associated with the required NPDES permit will require the Contractor's full compliance.

Aquatic Resources

A Coast Guard Section 9 permit and an ODNR Coastal Consistency Determination will be required for the project. If during the waterway permit application process, it is determined that a Section 404 permit and/or a Section 401 Water Quality Certification is required, stream mitigation will be provided in accordance with the USACE and OEPA current stream mitigation rules and guidelines.

If in-stream work is required, it should not be conducted from March 15 to June 30, to reduce impacts to aquatic species and their habitat.

Storm Water

This project will require an OEPA NPDES Phase 2 General Construction Permit. Plan notes, along with a Storm Water Pollution Prevention Plan (SWPPP), will be needed to address project soil erosion control measures. It is anticipated that the project will install appropriate best management practices. Coordination with OEPA and Northeast Ohio Sewer District will continue.

Wetlands

No specific mitigation measures are anticipated for wetlands.

Terrestrial Resources

No specific mitigation measures are anticipated for terrestrial ecology.

Threatened and Endangered Species

Additional coordination will be conducted with ODNR regarding the Peregrine Falcon prior to demolition activities for the existing Central Viaduct bridge. ODNR has obtained a permit from the US Fish and Wildlife Service to relocate the falcon to safe habitat in advance of construction.

Drinking Water Resources

No specific mitigation measures are anticipated for drinking water resources.

Floodplain Impacts

Coordination will be conducted with the local community floodplain administrator during development of the preferred alternative. A description and mapping of the preferred alternative, including available details on any fill material to be placed in the floodplain, will be provided to the local community Floodplain Administrator for review and comment. This coordination will determine if a Flood Hazard Development Permit will be required prior to construction activities.

Farmland

No specific mitigation measures are anticipated for farmland.

Parks and Other Green Spaces

Impacts to the infield of the loop ramp on Chester Avenue will continue to be coordinated with Cleveland State University. The walking trail will be restored and the area will be revegetated to retain the current recreational use of the right-of-way. The path adjacent to the North Marginal Road will be realigned along with the roadway to provide continuity of the path.

Hazardous Waste

Phase II Environmental Site Assessments will be conducted for recommended properties. For any property determined to be contaminated with regulated substances, environmental plan notes will be developed and incorporated into the construction contracts to ensure that regulated substances are properly managed and disposed during construction.

Air Quality

Given that air pollutants are not predicted to exceed the NAAQS in the future as a result of implementing the Build Alternative, mitigation measures for air quality are not necessary for the project. Standard emission minimization measures for construction activities are recommended.

Noise Analysis

Three noise barrier locations are recommended. These locations are within the Central Viaduct and I-77 Access locations. A public meeting will be held in these areas during the design phase to determine if the residents wish to have a noise wall. Although not a noise abatement measure, vegetative screening will be offered to residences along the east side of I-90 between Superior Avenue and St. Clair Avenue, if feasible to install, in accordance with ODOT noise policy.

Barrier optimization will be performed during the detailed design phase of the project after final profiles are established. A final check of elevation consistency between those used in barrier design model and those in the stage three roadway plans will be completed. A table will be provided showing barrier segments, distance from centerline or baseline, barrier height, and top elevation for the project design consultant as stated in the ODOT-OES IOC dated February 2, 2007 found in Appendix D.

Vibration Analysis

No long-term vibration impacts have been identified for the Cleveland Innerbelt project and therefore no mitigation measures are required with regard to ground-borne traffic vibration. During the construction period, however, there is the potential for short-term vibration impact from impact pile driving and the use of vibratory rollers adjacent to the Annunciation Greek Orthodox Church and the Samuel Mather Mansion. In addition to minimizing the use of such equipment near the vibration-sensitive buildings, potential mitigation measures include use of alternative construction methods, such as the use of drilled

piles or pressed piles in place of impact piling. The feasibility of such measures will be investigated during project design to avoid vibration impact during construction.

Historic Architecture Sites/ Section 4(f)/Section 106 Consultation

Based upon coordination with the Ohio Historic Preservation Office, the following commitments are known for properties where there is “no adverse effect”:

- Cuyahoga County Juvenile Justice Center – Relocate approximately 200’ of sidewalk and stone wall; maintain vehicular access to courtyard
- Samuel Mather Mansion – Alternative construction methods will be evaluated to minimize vibration during construction.

Additional commitments will be developed through the consultation process to mitigate for adverse effects.

Archaeological Resources

Additional coordination will be conducted with OHPO regarding Archaeological Resources when the work limits for the Preferred Alternative have been determined. The results will be reported in the Final EIS.

Traffic Maintenance

As part of the detailed design studies, a maintenance of traffic plan will be prepared in accordance with ODOT standard specifications (ODOT, 1997) for Maintenance of Traffic (ODOT Item 104.04), Public Convenience and Safety (ODOT Item 107.07) and Maintaining Traffic (ODOT Item 614). Public involvement will be conducted during the construction phase according to ODOT District 12’s communication plan for major projects.

Public Notifications

To ensure that the public is notified of construction activities, lane closures, and/or road closures, the following plan note will be added to the project plans: The Contractor will advise the Project Engineer a minimum of fourteen (14) days prior to the following: the start of construction activities, lane closures, and road closures. The PIO will, in turn, notify the public, the local emergency services, affected schools and businesses, and any other impacted local public agency of any of the above mentioned items via media sources.

Residential/Business Relocations and Property Impacts

The acquisition and relocation for all residences displaced for right-of-way will be conducted in accordance with all applicable state and federal laws.

Construction Impacts

Final mitigation measures developed during detailed design will be incorporated into final project design plans.

Utility Relocations

All utility relocations shall be coordinated between the Contractor and the utility owners in such a way as to avoid and/or minimize any inconvenience to potentially affected customers. All utility relocations not included in this contract shall be performed by the affected utility owner or its contractor and will be compliant with ODOT roadway design standards. Utility work will be ongoing throughout construction of the project. Upon the contract award, the coordination of all necessary relocations with the utilities shall become the responsibility of the Contractor. A list of all utility owners located within the project work limits shall be located in the General Notes section of the project plans.

Design Commitments from Public Involvement

- Input from the Innerbelt Bridge and Urban Design Aesthetics Sub-committees will be considered prior to the selection of aesthetic treatments and urban design details, including wayfinding, gateway, overpass and underpass treatments.
- Designing the retaining walls between E 22nd St and Carnegie Ave to support a freeway cap or deck will be considered during detail design. This commitment does not include the funding for the design and construction of the freeway cap or deck.
- ODOT will coordinate with the Cuyahoga County Engineer and the City of Cleveland to accommodate the proposed Cleveland Towpath Trail multi-purpose trail as it crosses beneath I-90.
- Upper Commercial Road will be reconfigured to accommodate fire trucks and buses serving Cleveland Fire Department Station No. 28 and the Western Reserve Fire Museum.
- Ontario entrance ramp structure will be designed to provide the vertical clearance necessary to accommodate fire trucks serving Cleveland Fire Department Station No. 28.
- Adjusting the alignment of East 9th Street slightly toward the west, immediately south of Carnegie Avenue will be considered during detail design in an effort to further minimize impacts.
- Adjusting the alignment of the I-90 westbound bridge slightly toward the south, near downtown, will be considered during detail design in an effort to further minimize impacts.
- Adjusting the curb return radius slightly in the northeast corner of Carnegie Avenue and East 14th Street will be considered during detail design in an effort to further minimize impacts.
- Adjusting the alignment of the East 30th Street extension slightly toward the west will be considered during detail design in an effort to further minimize impacts.

6.3 Actions Required from Other State and Federal Agencies

There are no unresolved issues remaining from project development that are required for the NEPA decision. However, as part of the implementation of the project, additional state and federal actions are anticipated at future stages of project development. These may include:

- U.S. Coast Guard – Section 9 permit
- Ohio Department of Natural Resources - Coastal Consistency Determination; additional coordination regarding Peregrine Falcon
- U.S. Army Corps of Engineers – Section 10 permit; Section 404 permit, if required
- Ohio Environmental Protection Agency – Section 401 Water Quality Certification, if required; coordination regarding disposition of results from ongoing Phase II ESA, if required
- Ohio Historic Preservation Office – additional coordination regarding archaeological resources; resolution of Programmatic Agreement for impacts to historic properties