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SUMMER

2011

Innerbelt Bridge History

While there have been many river crossings built in the City of Cleveland, the Central Viaduct (as the current I-90 bridge is called) has some interesting facts in its history.

The earliest structure at the same location was opened in 1888 after three years of construction for a total cost of \$675,000. The bridge piers were masonry with steel truss superstructure. The first bridge originally had a swing section to allow highmasted ships to pass. In 1912, the draw section of the bridge was replaced with an overhead truss. In 1914, the wooden bridge deck was damaged by a fire in the lumber yard in the Flats below the bridge. The bridge was again carrying traffic by 1915. The original bridge continued to serve Cleveland traffic until January of 1941, when it was condemned and closed to traffic. While efforts were made to preserve the historic structure, it was torn down and the 500 tons of steel were converted to scrap to be used during World War II.

Our next issue of the newsletter will include the history of the second Central Viaduct, the bridge currently used by I-90 traffic. This bridge history and much more can be found in "Bridges of Metropolitan Cleveland-Past and Present" by Sara Ruth Watson, Ph.D. and John R. Wolfs, P.E. This book was published by the Cleveland Memory Project in 1981.



CONSTRUCTION Connection

Info & Updates for the Innerbelt Bridge Project



Official Ground Breaking Ceremony

The Ohio Department of Transportation (ODOT) held a ceremonial groundbreaking on Monday, May 2, to celebrate the beginning of active construction on Cleveland's new Interstate 90 Innerbelt Bridge – Ohio's largest transportation improvement project in state history. More than 100 guests looked on as the event was marked with a symbolic shovel ceremony.

The event took place in Cleveland's industrial Flats area overlooking construction of the new bridge, and featured remarks from Ohio Governor John R. Kasich, former U.S. Senator George V. Voinovich, Cleveland Mayor Frank Jackson, Cuyahoga County Executive Ed FitzGerald and ODOT Director Jerry Wray.

"Construction of this bridge represents Ohio's commitment to transportation

services, essential to growth and economic development," said ODOT Director Jerry Wray. Wray's remarks were echoed by former Cleveland mayor, Ohio Governor and U.S. Senator, George V. Voinovich.

"This bridge is of national significance," Voinovich said. "It is important to the movement of goods in this country and to the traveling public." A bill, pending final approval of the Ohio State Senate, will name the bridge after Voinovich.

The event was concluded with remarks by newly elected Cuyahoga County Executive Ed FitzGerald who praised the city of Cleveland and spoke of the development potential within the city. "This is a bridge to somewhere," he said, "somewhere very special."



CONSTRUCTION Connection



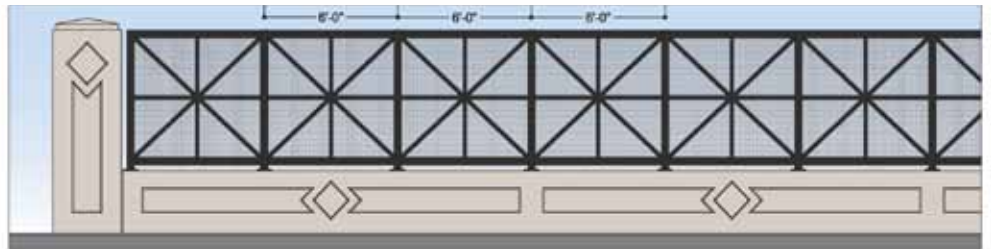
Aesthetic Choices: Tremont Area Bridges and Abbey Avenue Bridge

During the Innerbelt Bridge Project, crews will build a new superstructure for the I-90 bridge over Fairfield Avenue. They will also redeck and widen the bridges over Starkweather and Kenilworth. The chosen color scheme and wall pattern are shown on the image here. The abutments under the Fairfield Avenue bridge have wall panels with a pattern that suggests a textured relief. These abutments will also have art panels installed at that location. The wing walls, that support the slopes on each side of the bridge, will have a vegetative screen that will grow on the wall, over time.



Tremont Area Bridge

The Abbey Avenue bridge over Scranton Avenue will have a decorative railing combined with fencing and a parapet design that includes recessed panels. The fence and railing are very similar to the Abbey Avenue bridge over the RTA tracks nearby.



Abbey Avenue Bridge - decorative railing protective fence parapet



Continue Work on Bridges over E 14th Street & Build New Ramp to I-90 West

Build Foundations for Main Bridge

Widen I-71 South Bridge over Starkweather

Widen or Reconstruct Bridges over E 9th Street

Redeck I-90 East & I-90 West Bridge over I-77 Southbound Ramp

Construct New Roadway: Broadway, E 9th Street Extension, Commercial Road & Canal Road

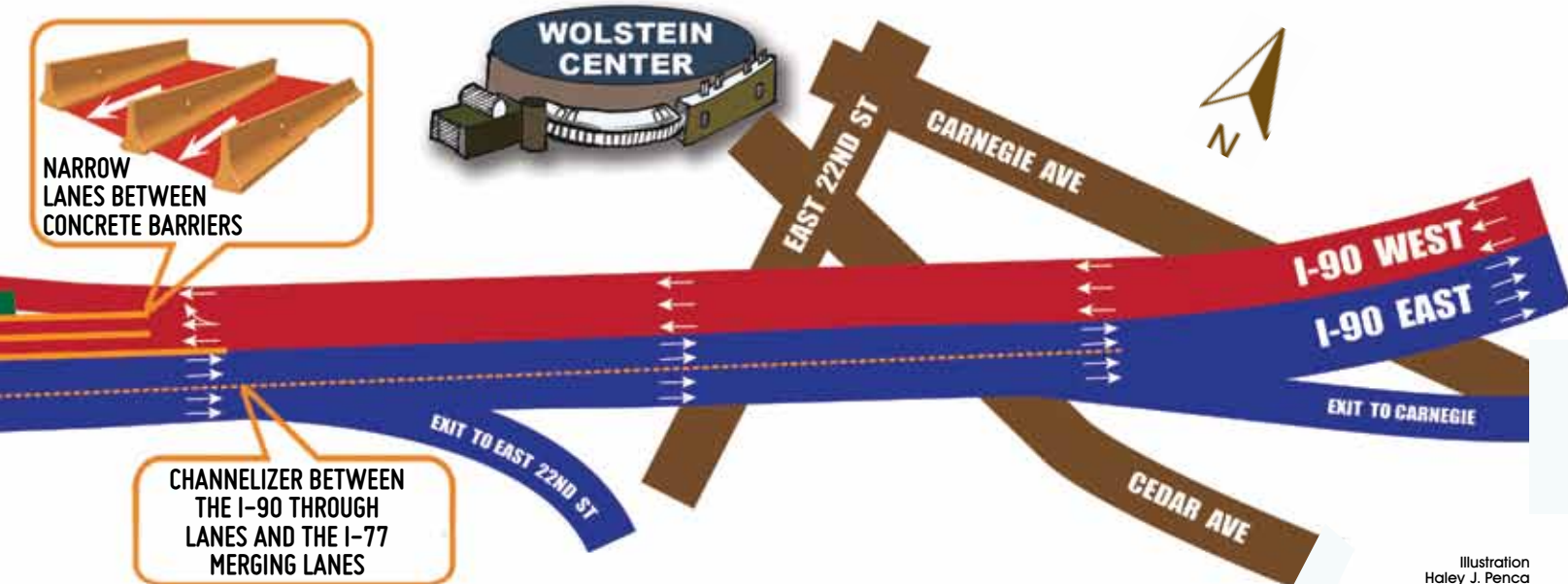
Construct New E 9th Street Extension Bridge over the RTA Tracks

SPRING 2011

SUMMER 2011



NARROW LANES BETWEEN CONCRETE BARRIERS

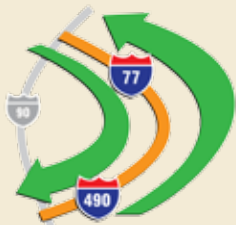


CHANNELIZER BETWEEN THE I-90 THROUGH LANES AND THE I-77 MERGING LANES

Illustration Haley J. Penca

Traffic Changes

Our previous newsletter introduced Opt for the Alternate!... During the next construction phase on this project, motorists should consider using I-490 and I-77 to avoid the I-90 construction zone. We are making improvements to add a lane for each direction of traffic on I-490 and I-77.



Opt for the Alternate!

What's Happening?

In mid June, crews will make a major traffic change in downtown Cleveland. I-90 westbound will be reduced to two (2) lanes between E 14th Street and Ontario. By the end of June, I-90 eastbound will have a similar change, also being reduced to two (2) lanes in the downtown section. This lane configuration is likely to remain in place for at least three to six months, possibly longer.

Why Reduce Lanes?

The lane reduction is needed so that workers can redeck or widen the bridges that carry I-90 over E 14th Street, E 9th Street and the ramp from I-90 westbound to I-77 southbound. In general, crews will shift all four (4) lanes of traffic to one side of the roadway as the other is constructed. When one side is complete, traffic will be shifted onto the new pavement as the other side is completed.

Special Conditions and Limitations

Because of the limited pavement, lanes will be narrowed and speeds will be reduced. On I-90 westbound, motorists will be traveling between high, concrete barriers without shoulders. On I-90 eastbound, traffic merging from I-77 northbound will be separated by channelizers. These devices make it possible for I-77 traffic to safely enter the eastbound lanes, but will prevent through traffic on I-90 eastbound from exiting at E 22nd Street or Carnegie. Traffic on I-90 eastbound will still be able to exit at Ontario, E 9th or at Chester. Vehicles traveling from I-77 northbound will still have access to the E 22nd or Carnegie exits.

Something to think about!

We do expect that rush hour traffic in these areas will be quite congested. Here are some suggestions for dealing with the congestion:

- Use alternate routes whenever possible
- Try to travel at a time that is earlier or later than the typical rush hour traffic
- Ask if your employer will allow flex-time, which could make it easier to avoid the worst periods of traffic
- Use RTA or carpool – both are excellent ways to reduce the volume of traffic on the roads and reduce stress levels for commuters who use them

Final Thoughts

Because of the narrow lanes and the challenge of driving between concrete barriers, large trucks should consider alternate routes. Construction crews are closely coordinating with police, fire and other emergency responders. If a vehicle breaks down in these construction zones, tow services will be on call to provide a rapid response. Motorists with any concerns about their vehicle's running condition should avoid these work sections.

Disadvantaged Business Enterprise News

The Walsh/HNTB Team continues to work with our subcontractors and subconsultants to deliver a quality project that also exceeds our project participation goal of 15 percent. As of May 2011, we have already awarded more than \$35 million of work to certified DBE firms. We've identified at least 12 additional opportunities for DBE firms to bid on providing materials, services or equipment. These additional project needs vary in value from less than \$100,000 to as much as \$5 million. You can find more information about these open opportunities by checking the project website: www.Innerbelt.org, then click on the link for Contracting Opportunities.

HOW TO STAY IN TOUCH

▶ Visit our website at www.Innerbelt.org. You can subscribe to our email list on our homepage.

▶ Email us at Info@Innerbelt.org

▶ Call the Project Hotline at (216) 344-0069 (toll free (855) 803-5280).

▶ You can find us on

facebook

by searching "Cleveland's Innerbelt Bridge"

▶ You can follow us on

twitter

@ODOT_Innerbelt

Bridge Project Has A Green Side

The Innerbelt Bridge Project requirements from ODOT included four major environmental goals:

- Energy and Energy Efficiency – examples include using low-energy lighting on the main bridge (LEDs), minimizing energy and fuel usage during construction and the use of renewable energy sources.
- Community Environment – minimizing air quality degradation during construction, using "Best Management Practices" for storm water management and quantifying and minimizing the project's carbon footprint.
- Green Building – the project team is to be located in existing, previously used office space. The offices have been occupied without unnecessary reconstruction or remodeling, with a minimum of materials used. No new construction was required for the offices.
- Waste Reduction and Recycling – minimizing the amount of waste generated by the project, including construction materials from structures and facilities demolished.

The Walsh/HNTB team proposed three additional goals:

- Green Project Administration – the project office uses recycled paper, prints most documents on two sides, recycles paper, plastics and aluminum cans and operates with a paper reduction process that includes SmartBoard sessions for meetings to reduce the extra printing of plan sets.
- Materials and Resources – the team uses locally sourced materials and resources whenever possible. This includes steel, concrete and aggregate. This goal also supports local businesses.
- Green Construction Practices – includes project team awareness of environmental practices, policies and training to reduce vehicular idling and the use of low VOC paints, coatings, adhesives and sealants.

These categories, collectively known as the Green 7, provide a comprehensive approach to environmentally responsible design and construction which will have long term benefits for the Cleveland community.

In future issues of this newsletter, we'll explore these various categories and report on our accomplishments. To date, we've already saved more than 10,000 gallons of diesel fuel that would have been used to accomplish the same work on a typical project. We've also recycled more than 3,000 cubic yards of material from demolished buildings, fences and roadways. And, we're just getting started...

