## IN THIS ISSUE



WINTER 2011

# CONSTRUCTION Connection

Info & Updates For the Innerbelt Bridge Project

## Innerbelt Design History

The Innerbelt Bridge design has been under development for more than five years. The Ohio Department of Transportation had been meeting with members of the public and other community stakeholders since 2006 to develop some of the most important elements of the design. The analysis of the environmental impacts of the project also resulted in some specific guidelines to be used. The location of the bridge and how it would connect with nearby historic features was defined. The landscaping of community areas adjacent to the bridge was also defined. However, some items could not be determined until the bridge design had been chosen. These last elements are the final details needed to complete the look of the bridge as well as the various walls and plazas adjacent to the bridge.

***The location of the bridge and how it would connect with nearby historic features was defined***

## Final Aesthetic Details Chosen

### *Hundreds participate in public polling*

Beginning in November 2010, the Walsh/HNTB Team met with the Aesthetics Advisory Committee which is the group of community stakeholders who had been providing guidance to ODOT regarding community preferences. They reviewed the remaining design elements and gathered suggestions to refine the possible choices. By mid December, the Aesthetics team was ready to share the final choices with the general public.

The designers needed to provide options for seven categories of aesthetic enhancements for the bridge project. These options were presented to the public on the project website (www.Innerbelt.org) beginning on December 6, 2010. An open public meeting was held on December 15 to provide a way for the public to view the options and talk with the design team about the choices. Visitors to the website and the public meeting were asked to fill out a ballot indicating their choices and to offer comments about the choices. The ballots were totaled and the results were shared with the Aesthetic Committee. Recommendations were further refined based on the balloting and comments. The final Aesthetic Options were brought to the Downtown/Flats Design Review Committee and the City Planning Commission. On Friday, January 7, 2011, the project received the approval for the chosen options and recommendations for the remaining elements of the design.

In this issue of Construction Connection, the first two categories of choices are illustrated – the bridge piers and lighting, and the appearance of the walls in the Gateway area of the bridge. Future newsletters will display the other chosen elements from the Aesthetic Public Involvement process.

CLEVELAND'S INNERBELT BRIDGE
90
OHIO DEPARTMENT OF TRANSPORTATION

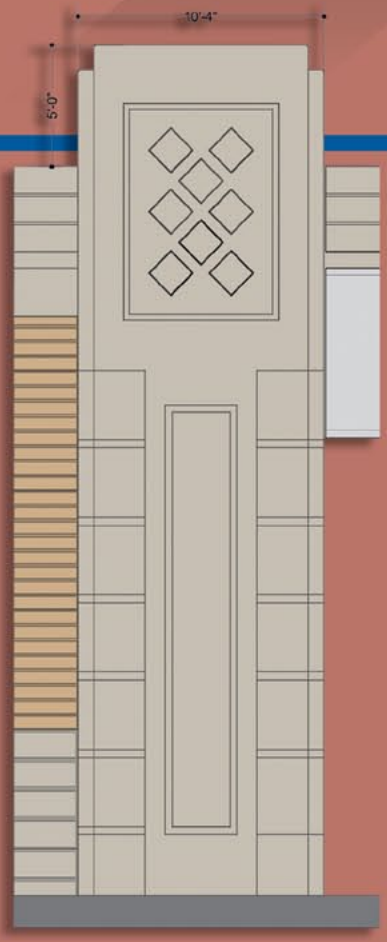
# CONSTRUCTION Connection

## Bridge Piers and Lighting

During the early design, the Project Team was challenged to find a way for the piers to include a stronger visual connection to the soaring Delta Girders that form the signature element of the bridge design. The designers worked with the structural engineers and the construction team to develop the classic three-line reveals (or grooves) that line up on the pier edge just below each Delta Girder. The reveals are then mirrored on the lower part of the piers, extending up from the bottom toward the arch in the pier structure.

The lighting plan chosen by the community (shown on Page 1) includes white lighting on the face of the bridge girders as well as on the vertical ribs and the piers. Colored lighting will illuminate the underside of the bridge. The colored LED lighting can be programmed to other colors, and provides low maintenance and reduced energy use.

**Perspective view looking east on Ontario Street, toward the I-90 overpass and retaining**




## Gateway Area Bridges and Walls

The chosen design for the walls and bridge abutments at Ontario Avenue reflects the materials and patterns seen nearby on walls at Progressive Field as well as brick patterns from The West Side Market. While the Innerbelt Bridge will be new, it is designed to fit into the existing neighborhood, harmonizing with nearby structures.



## Opt for the Alternate!

### *Early Construction Activities Set the Stage for Later Work*

The first construction activities for the Innerbelt Bridge Project will include vacant building demolition and traffic changes to maintain traffic while crews widen some existing bridge decks and build new bridge decks that are near existing traffic lanes. Here's a summary of the early activities:

### *January/February*

Demolition of vacant buildings begins on West 3rd and on Canal Road.

### *March*

Ramp from East 21st Street to I-77 southbound is closed, a long-term temporary closure.

Traffic is shifted to one side on these ramps while crews make them two lanes:

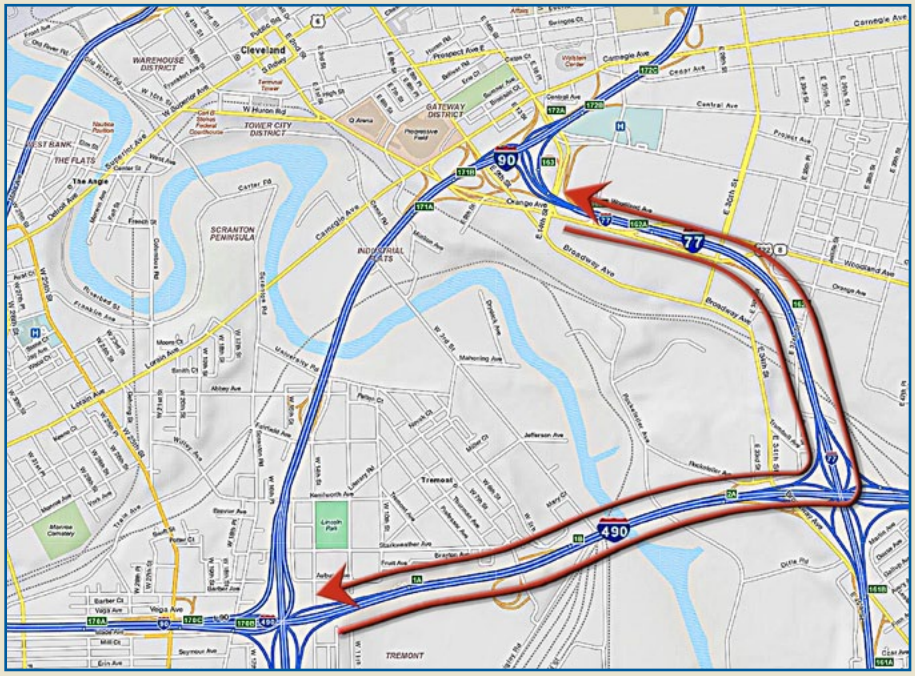
- The ramp from I-77 northbound to I-90 eastbound
- The ramp from I-90 westbound to I-77 southbound

These ramps will be modified to carry two lanes of traffic to better handle the alternate route traffic volumes.

### *Late March or early April*

We'll see the closure of these ramps:

- Ramp from I-77 northbound to I-90 westbound - a permanent closure
- Ramp from I-90 eastbound to I-77 southbound - a permanent closure




**I-490 and I-77 will be restriped to provide an extra traffic lane in both directions.**

## The Official Alternate Route

The official alternate route will be I-490 and I-77 to allow traffic to avoid I-90 where work zones will be active. The existing pavement on I-490 and I-77 will be adjusted and restriped to add a lane for traffic in each direction.

The highway and bridge will remain open until the new bridge is complete and ready to carry traffic, but some of the construction work will require the closure of lanes or ramps. So remember... Opt for the Alternate!

Crews will be adding two southbound lanes to East 22nd Street between Carnegie Avenue and Cedar Avenue. Currently, that section of East 22nd Street is one way northbound. Adding these southbound lanes will help with traffic congestion on the local streets in the east end of downtown Cleveland.

## HOW TO STAY IN TOUCH

- Visit our website at www.Innerbelt.org. You'll find a variety of information about the project and links to other helpful sites. You can subscribe to our email list on our homepage. We'll send you project information including traffic impacts, construction activities and links to our newsletter on the Web.
- Email us at Info@Innerbelt.org
- Call the Project Hotline at (216) 344-0069 (toll free (855) 803-5280). If we are not available, we will call you back if you leave your name, a brief message and your phone number where we can reach you.

# Disadvantaged Business Enterprise News

### *The Walsh/HNTB Team Approach*

The Walsh/HNTB Team strives to ensure that Disadvantaged Business Enterprises (DBE) have equal opportunities to compete for and perform subcontracts and supply materials for the I-90 Innerbelt Bridge Project.

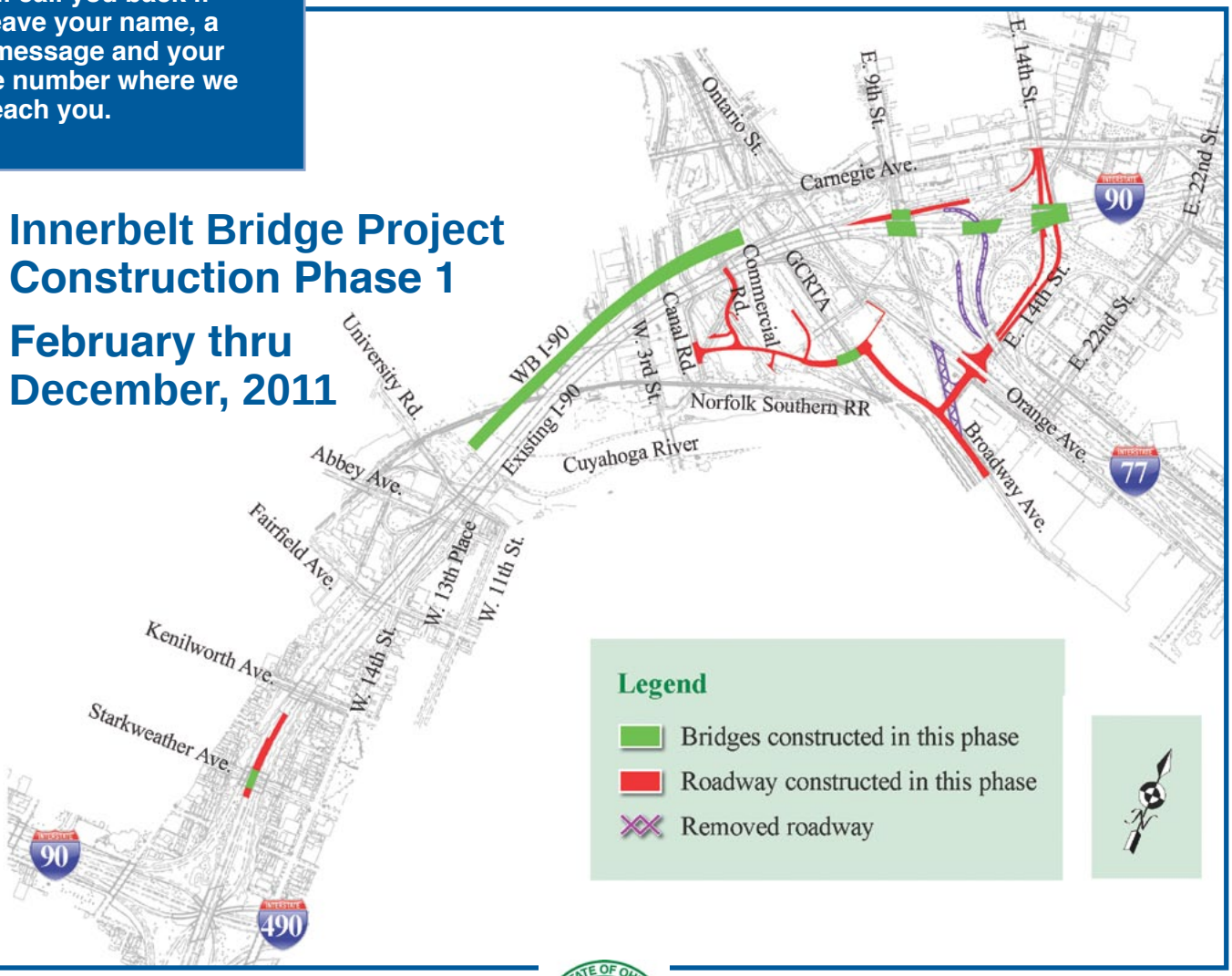
Our goal is to attract and retain subcontractors, sub consultants and material suppliers that are already prequalified to perform ODOT work, and also to identify companies that have the potential to perform work on this and future ODOT projects. Our continuing outreach efforts will ensure that we exceed the project participation goal of 15 percent; but, more importantly, we hope to maximize the positive economic impact for the local community. Working with the Walsh/HNTB Team will strengthen the individual DBE companies that participate in this project and prepare them for greater opportunities in the future.

The Walsh/HNTB Team has been meeting with groups of DBE contractors and consultants since February 2010 in order to add qualified firms to the Innerbelt Bridge team. Interested DBE firms can look for the new DBE section on the www.Innerbelt.org website for additional information about certification, prequalification and upcoming opportunities and events.

The DBE section of the website includes a list of all DBE subcontracts awarded, to date.

## Innerbelt Bridge Project Construction Phase 1

## February thru December, 2011

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