



**CUYAHOGA COUNTY  
PLANNING  
COMMISSION**

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for FRANK G. JACKSON

PAUL A. ALSENAS  
Director

June 10, 2009

Mr. Craig Hebebrand  
ODOT District 12  
5500 Transportation Boulevard  
Garfield Heights, Ohio 44125

RE: Letter of Support for the *Northeast Ohio Areawide Coordinating Agency  
Transportation/Water Quality Advisory Council (NOACA TRANSWAC) Comments  
Concerning the Draft Innerbelt Environmental Impact Statement*

Dear Mr. Hebebrand,

Please accept this letter on behalf of the Cuyahoga County Planning Commission as our pledge of full support for the comments made by the NOACA Transportation/Water Quality Advisory Council (TRANSWAC) concerning the Draft Environmental Impact Statement for the Cleveland Innerbelt Project.

The Cuyahoga County Planning Commission understands that there will be a significant amount of storm water runoff from the proposed Innerbelt project which will have adverse impacts on water quality in Lake Erie and the Cuyahoga River. TRANSWAC's literature review suggests that runoff from highways with high traffic counts produce higher concentrations of pollutants than that compared with typical urban runoff. As a result, the Best Management Practices currently part of ODOT's Location & Design Manual may not be sufficient for this unique situation and; therefore, it is important that ODOT consider a wider range of treatment options. It is our position that the Environmental Impact Statement (EIS) for this project should fully address this concern and all potential water quality concerns, especially those presented by the NOACA TRANSWAC.

The Purpose and Need Statement for the Innerbelt project includes a goal of protecting and enhancing the natural environment; therefore, the planning and design for this project should consider methods which enhance the existing drainage patterns and improve water quality along the lakefront. It is our understanding that the Innerbelt project consists of a total reconstruction of the road and associated road right-of-way. In order to protect and enhance our vital natural resources, we strongly recommend storm water treatment for the entire

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site rather than only treatment for newly paved or newly separated storm water. Treatment of the full project area during construction will be less costly than trying to design for retrofit treatment later.

We strongly urge ODOT to consider the comments provided by the NOACA TRANSWAC and fully address all concerns in the final EIS.

Sincerely,

Paul Alsenas  
Director

Attachment: NOACA Transportation/Water Quality Advisory Council Comments Concerning the Draft Innerbelt Environmental Impact Statement.

Cc: Bill Watkins; NOACA TRANSWAQ  
Andy Vidra; NOACA  
Lester Stumpe; NEORS



Craig Hebebrand/Production/D12/O  
DOT

06/10/2009 01:11 PM

To arlene\_olson@jumo.com  
cc  
bcc  
Subject Cleveland Innerbelt Project

Dear Ms Olson,

Thank you for your comment on the Cleveland Innerbelt Project. Please be advised that ODOT will work with the City of Cleveland to maintain access to the local businesses throughout the reconstruction of the Cleveland Innerbelt. This will include identifying and communicating alternative route options to the local businesses, their customers and suppliers.

If you have any questions regarding this response, or if you require any additional information, please do not hesitate to ask.

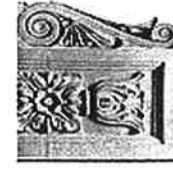
Respectfully,

Craig K. Hebebrand, P.E.

Ohio Department of Transportation, District 12  
5500 Transportation Boulevard, Garfield Heights, Ohio 44125

Telephone: (216) 584-2113; Facsimile: (216) 584-3508

E-Mail: craig.hebebrand@dot.state.oh.us



Craig Hebebrand/Production/D12/O  
DOT

06/10/2009 01:32 PM

To patrick.paoletta@firstmerit.com  
cc  
bcc  
Subject Cleveland Innerbelt Project

Dear Mr. Paoletta,

Thank you for your comments on the Cleveland Innerbelt Project. The Cleveland Innerbelt Project proposes to consolidate the East 22nd St and Carnegie Ave exit ramps. By locating the new exit ramp at East 22nd St, access to both East 22nd St (direct) Carnegie Ave (indirect via East 22nd St) can be maintained. In addition by locating the new exit ramp at East 22nd St it allows the ramp carrying traffic to East 22nd St and Carnegie Ave to pass above the ramp carrying I-77 NB to I-90 EB, eliminate one of the most problematic weaves in the corridor.

If you have any questions regarding this response, or if you require any additional information, please do not hesitate to ask.

Respectfully,

Craig K. Hebebrand, P.E.

Ohio Department of Transportation, District 12  
5500 Transportation Boulevard, Garfield Heights, Ohio 44125

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— Forwarded by Craig Hebebrand/Production/D12/ODOT on 06/10/2009 01:19 PM —



SPWebmaster@dot.state.oh.us  
05/06/2009 04:03 PM

To Craig.Hebebrand@dot.state.oh.us  
cc  
Subject Innerbelt Plan Public Comment Form

Comments: Removal of the exit on I90 East to Carnegie Ave. is a serious mistake. It is one of the most vital arteries connecting to University Circle and the Heights areas. I along with a majority of motorists heading to those areas will be forced to exit on E22nd and go through 2 additional lights to get to Carnegie eastbound. This is ridiculous!!! The planners obviously do not live in the area or commute to University Circle or the Cleveland Clinic!!! If there are too many exits, eliminate the E 22nd exit instead. It is a much less traveled side street. Please take this suggestion seriously; you will be adding hours of commute time annual to those of us that travel to University Circle daily, as more congested interestions at E22nd (less safety). The Carnegie exit has always been one of the better planned exits that merges off slowly and always has been safe (unlike some that have sharp turns and short merge times). Please reconsider for us Clevelanders!!! Thanks. Your reply would be appreciated as well.

**COMMENT SHEET**

**Cleveland Innerbelt Project**

**Draft Environmental Impact Statement**

What are your comments regarding the Cleveland Innerbelt Project as currently proposed?

CREATE NO BOTTLE NECKS IN FLOW  
OF TRANSPORTATION.

if you need additional space, please use the back of this form.

To help us document comments and forward future project information, please provide:

Name BARRY RISNER  
Address 375 W THIRD ST 3/F  
City MANS OH Zip code 44903  
Telephone Number (optional) 419 612 2640 MISHAID  
E-mail Address RISNER

Complete and return comments by May 21, 2009 for consideration in the Final Environmental Impact Statement.

Or complete on the web at: [www.innerbelt.org](http://www.innerbelt.org) and select the "Cleveland INNERBELT PLAN" logo.

Mail to: Craig Hebebrand, Innerbelt Project Manager  
5500 Transportation Boulevard  
Garfield Heights, Ohio 44125

Or Fax to: (216) 584-2279