



CUY-90-14.90

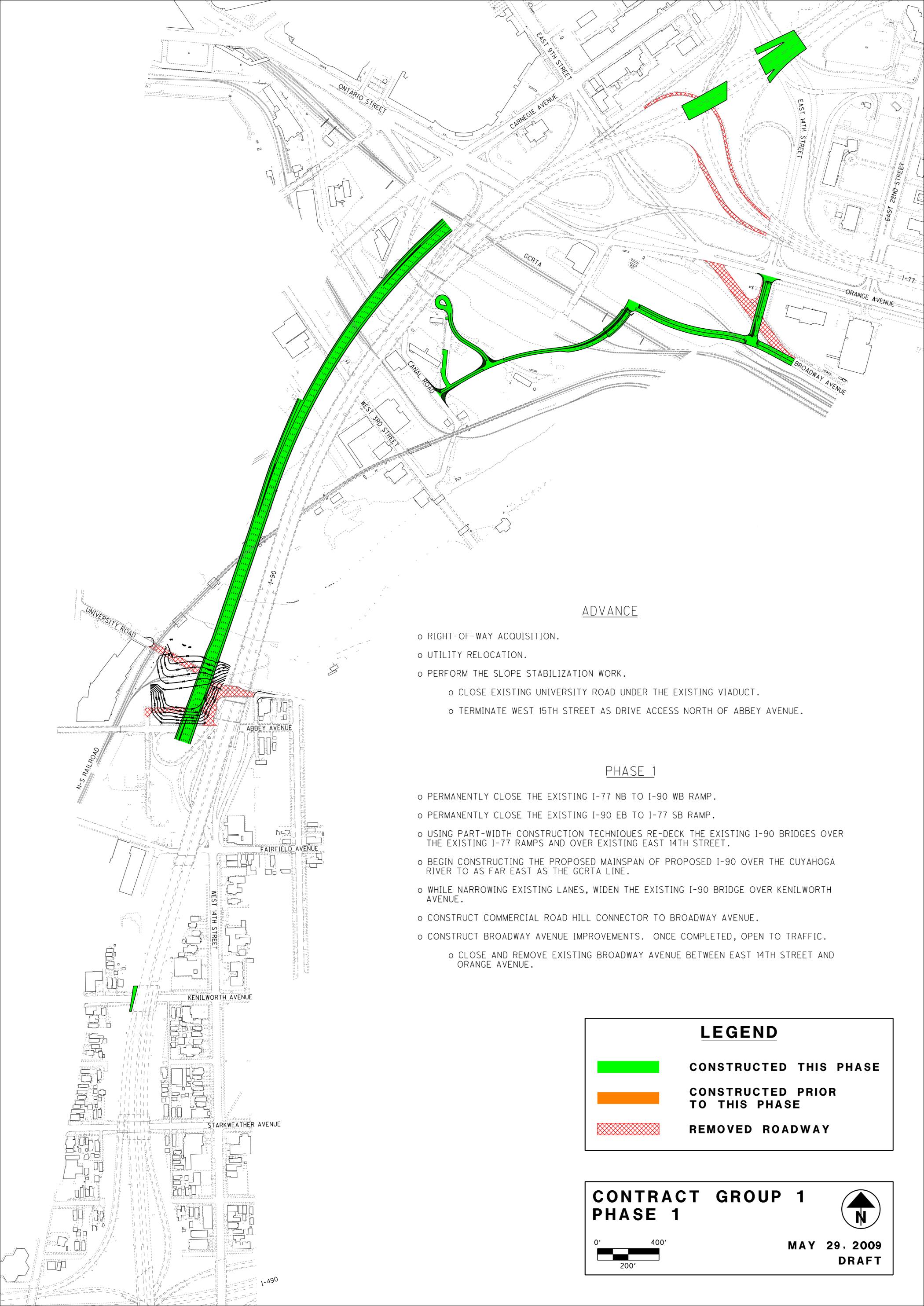
PID 77332/85531

APPENDIX MT-01

**Innerbelt MOTAA
(Reference Document)**

State of Ohio
Department of Transportation
Jolene M. Molitoris, Director

**Innerbelt Bridge
Construction Contract Group 1 (CCG1)**



ADVANCE

- o RIGHT-OF-WAY ACQUISITION.
- o UTILITY RELOCATION.
- o PERFORM THE SLOPE STABILIZATION WORK.
 - o CLOSE EXISTING UNIVERSITY ROAD UNDER THE EXISTING VIADUCT.
 - o TERMINATE WEST 15TH STREET AS DRIVE ACCESS NORTH OF ABBEY AVENUE.

PHASE 1

- o PERMANENTLY CLOSE THE EXISTING I-77 NB TO I-90 WB RAMP.
- o PERMANENTLY CLOSE THE EXISTING I-90 EB TO I-77 SB RAMP.
- o USING PART-WIDTH CONSTRUCTION TECHNIQUES RE-DECK THE EXISTING I-90 BRIDGES OVER THE EXISTING I-77 RAMPS AND OVER EXISTING EAST 14TH STREET.
- o BEGIN CONSTRUCTING THE PROPOSED MAINSPAN OF PROPOSED I-90 OVER THE CUYAHOGA RIVER TO AS FAR EAST AS THE GCRTA LINE.
- o WHILE NARROWING EXISTING LANES, WIDEN THE EXISTING I-90 BRIDGE OVER KENILWORTH AVENUE.
- o CONSTRUCT COMMERCIAL ROAD HILL CONNECTOR TO BROADWAY AVENUE.
- o CONSTRUCT BROADWAY AVENUE IMPROVEMENTS. ONCE COMPLETED, OPEN TO TRAFFIC.
 - o CLOSE AND REMOVE EXISTING BROADWAY AVENUE BETWEEN EAST 14TH STREET AND ORANGE AVENUE.

LEGEND

	CONSTRUCTED THIS PHASE
	CONSTRUCTED PRIOR TO THIS PHASE
	REMOVED ROADWAY

**CONTRACT GROUP 1
PHASE 1**

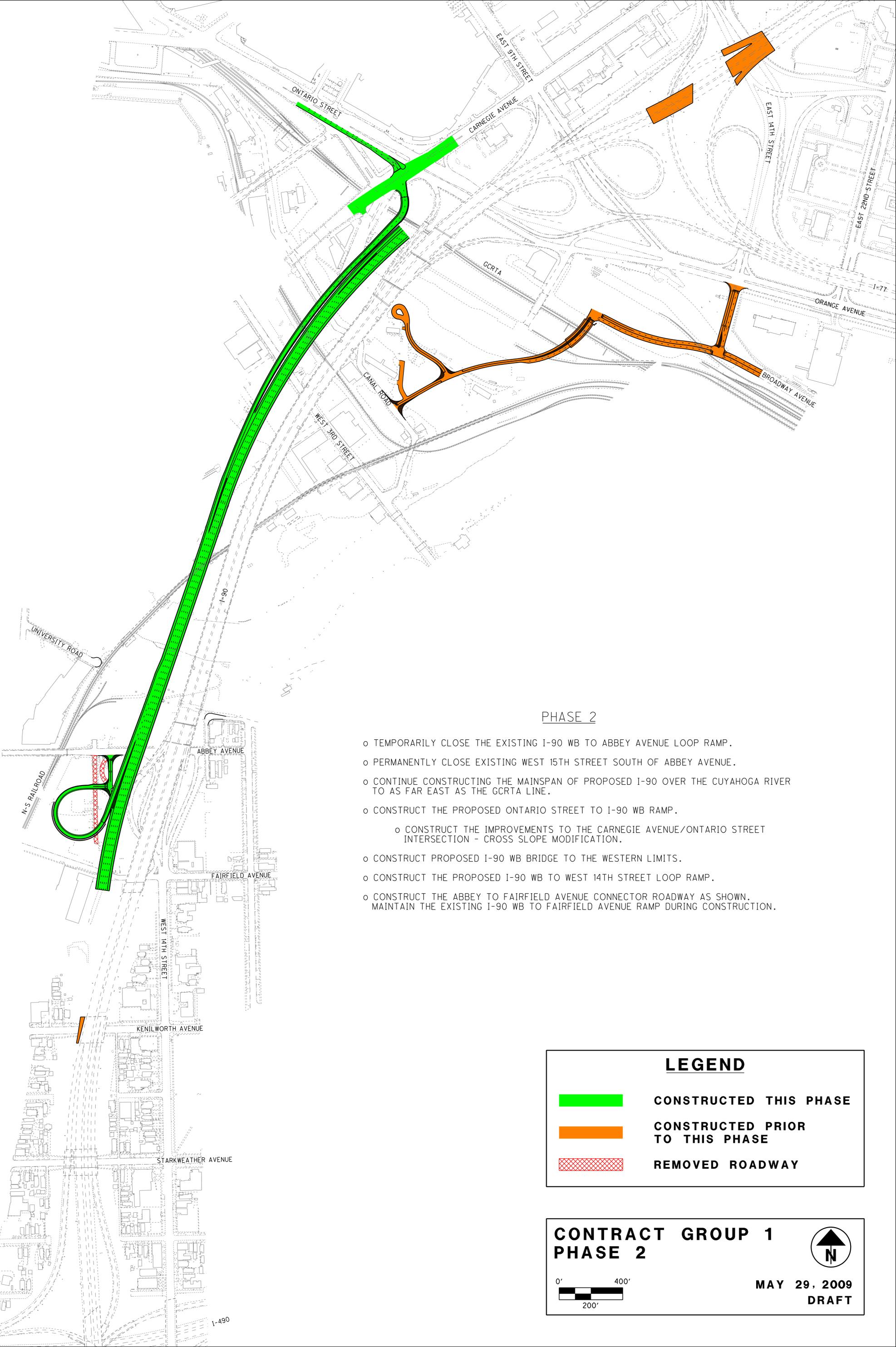


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PHASE 2

- o TEMPORARILY CLOSE THE EXISTING I-90 WB TO ABBEY AVENUE LOOP RAMP.
- o PERMANENTLY CLOSE EXISTING WEST 15TH STREET SOUTH OF ABBEY AVENUE.
- o CONTINUE CONSTRUCTING THE MAINSPAN OF PROPOSED I-90 OVER THE CUYAHOGA RIVER TO AS FAR EAST AS THE GCRTA LINE.
- o CONSTRUCT THE PROPOSED ONTARIO STREET TO I-90 WB RAMP.
 - o CONSTRUCT THE IMPROVEMENTS TO THE CARNEGIE AVENUE/ONTARIO STREET INTERSECTION - CROSS SLOPE MODIFICATION.
- o CONSTRUCT PROPOSED I-90 WB BRIDGE TO THE WESTERN LIMITS.
- o CONSTRUCT THE PROPOSED I-90 WB TO WEST 14TH STREET LOOP RAMP.
- o CONSTRUCT THE ABBEY TO FAIRFIELD AVENUE CONNECTOR ROADWAY AS SHOWN. MAINTAIN THE EXISTING I-90 WB TO FAIRFIELD AVENUE RAMP DURING CONSTRUCTION.

LEGEND

	CONSTRUCTED THIS PHASE
	CONSTRUCTED PRIOR TO THIS PHASE
	REMOVED ROADWAY

**CONTRACT GROUP 1
PHASE 2**

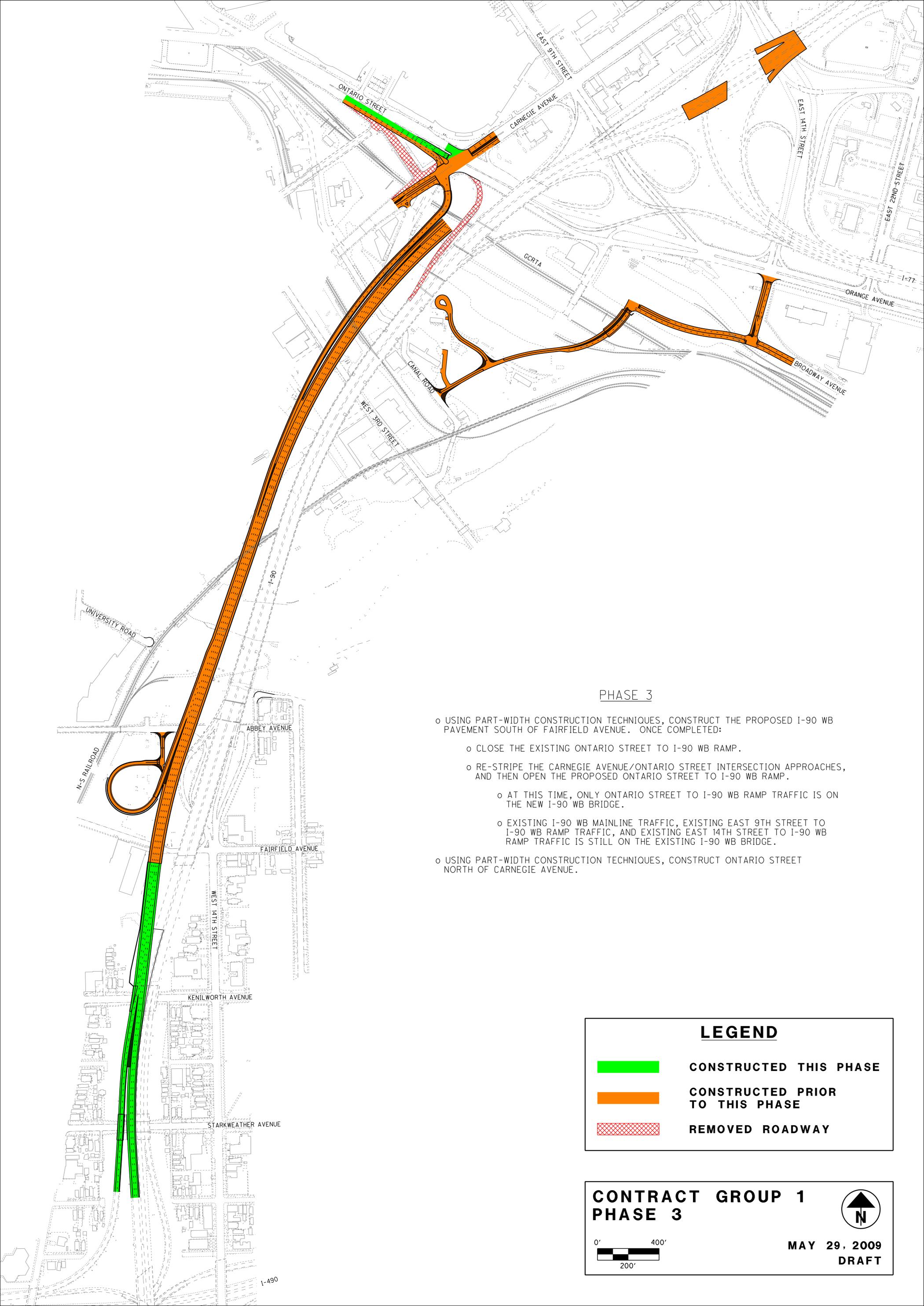


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**MAY 29, 2009
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PHASE 3

- o USING PART-WIDTH CONSTRUCTION TECHNIQUES, CONSTRUCT THE PROPOSED I-90 WB PAVEMENT SOUTH OF FAIRFIELD AVENUE. ONCE COMPLETED:
 - o CLOSE THE EXISTING ONTARIO STREET TO I-90 WB RAMP.
 - o RE-STRIPE THE CARNEGIE AVENUE/ONTARIO STREET INTERSECTION APPROACHES, AND THEN OPEN THE PROPOSED ONTARIO STREET TO I-90 WB RAMP.
 - o AT THIS TIME, ONLY ONTARIO STREET TO I-90 WB RAMP TRAFFIC IS ON THE NEW I-90 WB BRIDGE.
 - o EXISTING I-90 WB MAINLINE TRAFFIC, EXISTING EAST 9TH STREET TO I-90 WB RAMP TRAFFIC, AND EXISTING EAST 14TH STREET TO I-90 WB RAMP TRAFFIC IS STILL ON THE EXISTING I-90 WB BRIDGE.
- o USING PART-WIDTH CONSTRUCTION TECHNIQUES, CONSTRUCT ONTARIO STREET NORTH OF CARNEGIE AVENUE.

LEGEND

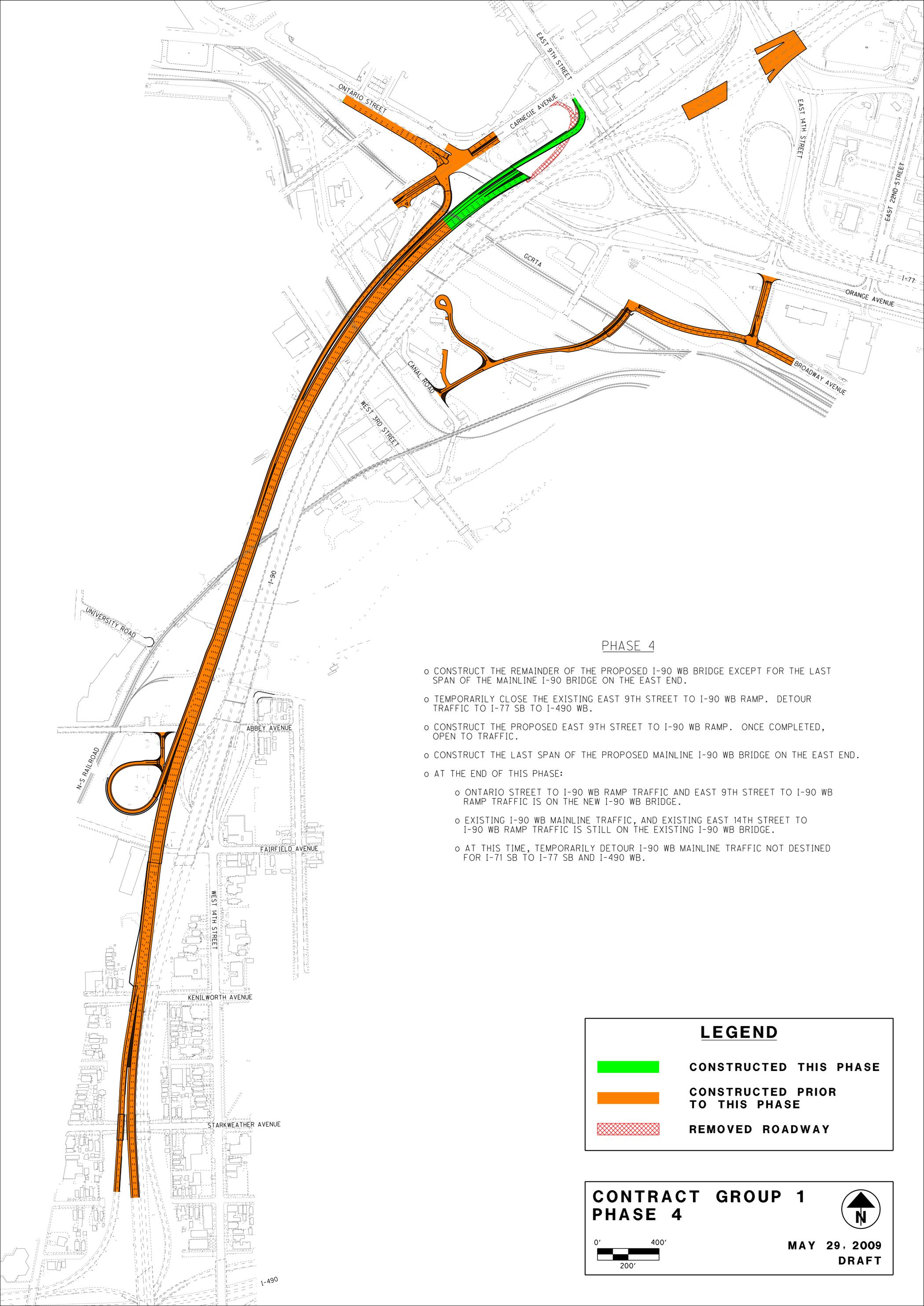
	CONSTRUCTED THIS PHASE
	CONSTRUCTED PRIOR TO THIS PHASE
	REMOVED ROADWAY

**CONTRACT GROUP 1
PHASE 3**

0' 200' 400'

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**MAY 29, 2009
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PHASE 4

- o CONSTRUCT THE REMAINDER OF THE PROPOSED I-90 WB BRIDGE EXCEPT FOR THE LAST SPAN OF THE MAINLINE I-90 BRIDGE ON THE EAST END.
- o TEMPORARILY CLOSE THE EXISTING EAST 9TH STREET TO I-90 WB RAMP. DETOUR TRAFFIC TO I-77 SB TO I-490 WB.
- o CONSTRUCT THE PROPOSED EAST 9TH STREET TO I-90 WB RAMP. ONCE COMPLETED, OPEN TO TRAFFIC.
- o CONSTRUCT THE LAST SPAN OF THE PROPOSED MAINLINE I-90 WB BRIDGE ON THE EAST END.
- o AT THE END OF THIS PHASE:
 - o ONTARIO STREET TO I-90 WB RAMP TRAFFIC AND EAST 9TH STREET TO I-90 WB RAMP TRAFFIC IS ON THE NEW I-90 WB BRIDGE.
 - o EXISTING I-90 WB MAINLINE TRAFFIC, AND EXISTING EAST 14TH STREET TO I-90 WB RAMP TRAFFIC IS STILL ON THE EXISTING I-90 WB BRIDGE.
 - o AT THIS TIME, TEMPORARILY DETOUR I-90 WB MAINLINE TRAFFIC NOT DESTINED FOR I-71 SB TO I-77 SB AND I-490 WB.

LEGEND

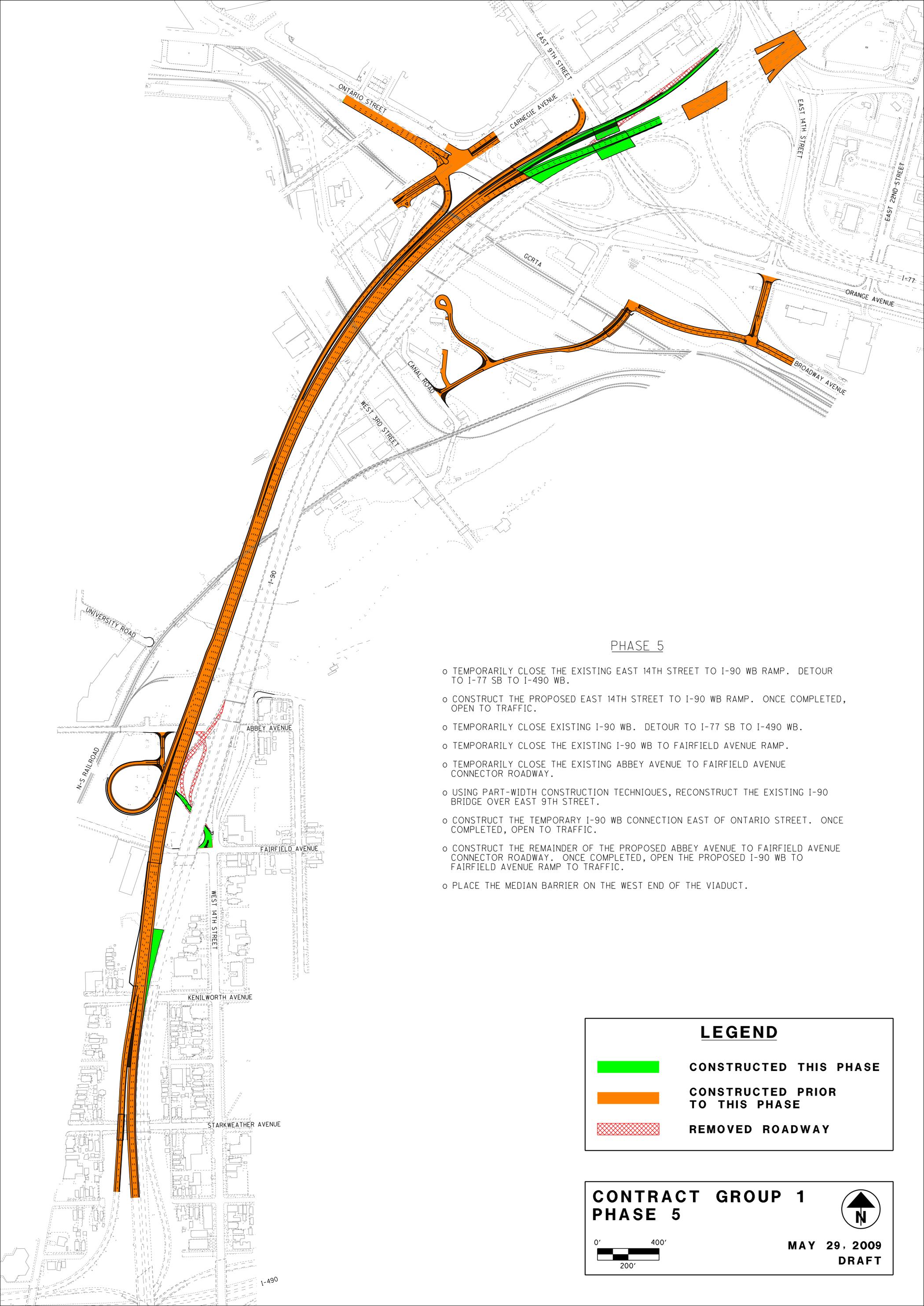
	CONSTRUCTED THIS PHASE
	CONSTRUCTED PRIOR TO THIS PHASE
	REMOVED ROADWAY

**CONTRACT GROUP 1
PHASE 4**

0' 200' 400'

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**MAY 29, 2009
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PHASE 5

- o TEMPORARILY CLOSE THE EXISTING EAST 14TH STREET TO I-90 WB RAMP. DETOUR TO I-77 SB TO I-490 WB.
- o CONSTRUCT THE PROPOSED EAST 14TH STREET TO I-90 WB RAMP. ONCE COMPLETED, OPEN TO TRAFFIC.
- o TEMPORARILY CLOSE EXISTING I-90 WB. DETOUR TO I-77 SB TO I-490 WB.
- o TEMPORARILY CLOSE THE EXISTING I-90 WB TO FAIRFIELD AVENUE RAMP.
- o TEMPORARILY CLOSE THE EXISTING ABBEY AVENUE TO FAIRFIELD AVENUE CONNECTOR ROADWAY.
- o USING PART-WIDTH CONSTRUCTION TECHNIQUES, RECONSTRUCT THE EXISTING I-90 BRIDGE OVER EAST 9TH STREET.
- o CONSTRUCT THE TEMPORARY I-90 WB CONNECTION EAST OF ONTARIO STREET. ONCE COMPLETED, OPEN TO TRAFFIC.
- o CONSTRUCT THE REMAINDER OF THE PROPOSED ABBEY AVENUE TO FAIRFIELD AVENUE CONNECTOR ROADWAY. ONCE COMPLETED, OPEN THE PROPOSED I-90 WB TO FAIRFIELD AVENUE RAMP TO TRAFFIC.
- o PLACE THE MEDIAN BARRIER ON THE WEST END OF THE VIADUCT.

LEGEND	
	CONSTRUCTED THIS PHASE
	CONSTRUCTED PRIOR TO THIS PHASE
	REMOVED ROADWAY

<p>CONTRACT GROUP 1 PHASE 5</p> <p>0' 400'  200'</p>	 <p>MAY 29, 2009 DRAFT</p>
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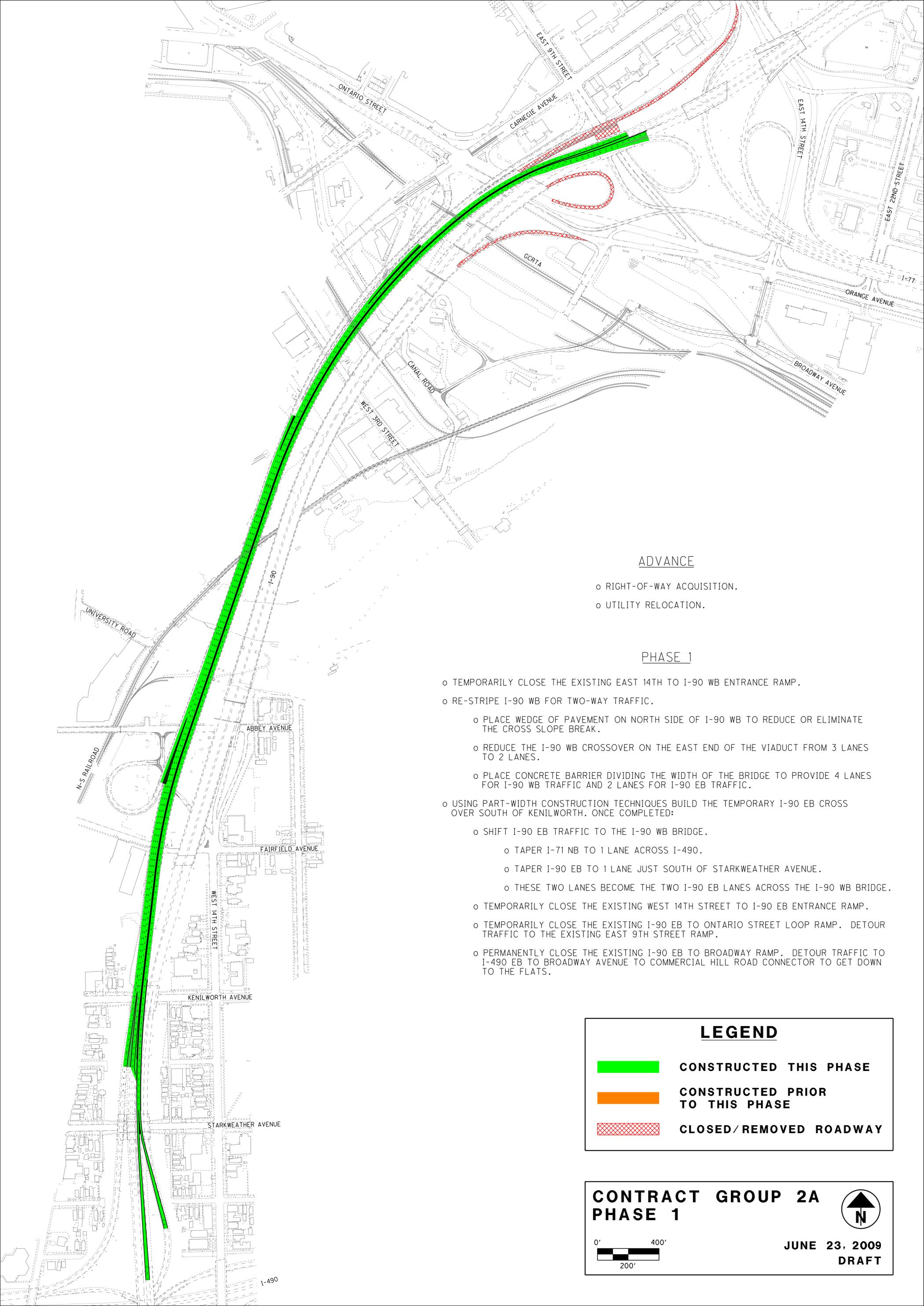
CONTRACT GROUP 1
FINAL



MAY 29, 2009
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0' 200' 400'



ADVANCE

- o RIGHT-OF-WAY ACQUISITION.
- o UTILITY RELOCATION.

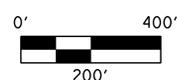
PHASE 1

- o TEMPORARILY CLOSE THE EXISTING EAST 14TH TO I-90 WB ENTRANCE RAMP.
- o RE-STRIPE I-90 WB FOR TWO-WAY TRAFFIC.
 - o PLACE WEDGE OF PAVEMENT ON NORTH SIDE OF I-90 WB TO REDUCE OR ELIMINATE THE CROSS SLOPE BREAK.
 - o REDUCE THE I-90 WB CROSSOVER ON THE EAST END OF THE VIADUCT FROM 3 LANES TO 2 LANES.
 - o PLACE CONCRETE BARRIER DIVIDING THE WIDTH OF THE BRIDGE TO PROVIDE 4 LANES FOR I-90 WB TRAFFIC AND 2 LANES FOR I-90 EB TRAFFIC.
- o USING PART-WIDTH CONSTRUCTION TECHNIQUES BUILD THE TEMPORARY I-90 EB CROSS OVER SOUTH OF KENILWORTH. ONCE COMPLETED:
 - o SHIFT I-90 EB TRAFFIC TO THE I-90 WB BRIDGE.
 - o TAPER I-71 NB TO 1 LANE ACROSS I-490.
 - o TAPER I-90 EB TO 1 LANE JUST SOUTH OF STARKWEATHER AVENUE.
 - o THESE TWO LANES BECOME THE TWO I-90 EB LANES ACROSS THE I-90 WB BRIDGE.
- o TEMPORARILY CLOSE THE EXISTING WEST 14TH STREET TO I-90 EB ENTRANCE RAMP.
- o TEMPORARILY CLOSE THE EXISTING I-90 EB TO ONTARIO STREET LOOP RAMP. DETOUR TRAFFIC TO THE EXISTING EAST 9TH STREET RAMP.
- o PERMANENTLY CLOSE THE EXISTING I-90 EB TO BROADWAY RAMP. DETOUR TRAFFIC TO I-490 EB TO BROADWAY AVENUE TO COMMERCIAL HILL ROAD CONNECTOR TO GET DOWN TO THE FLATS.

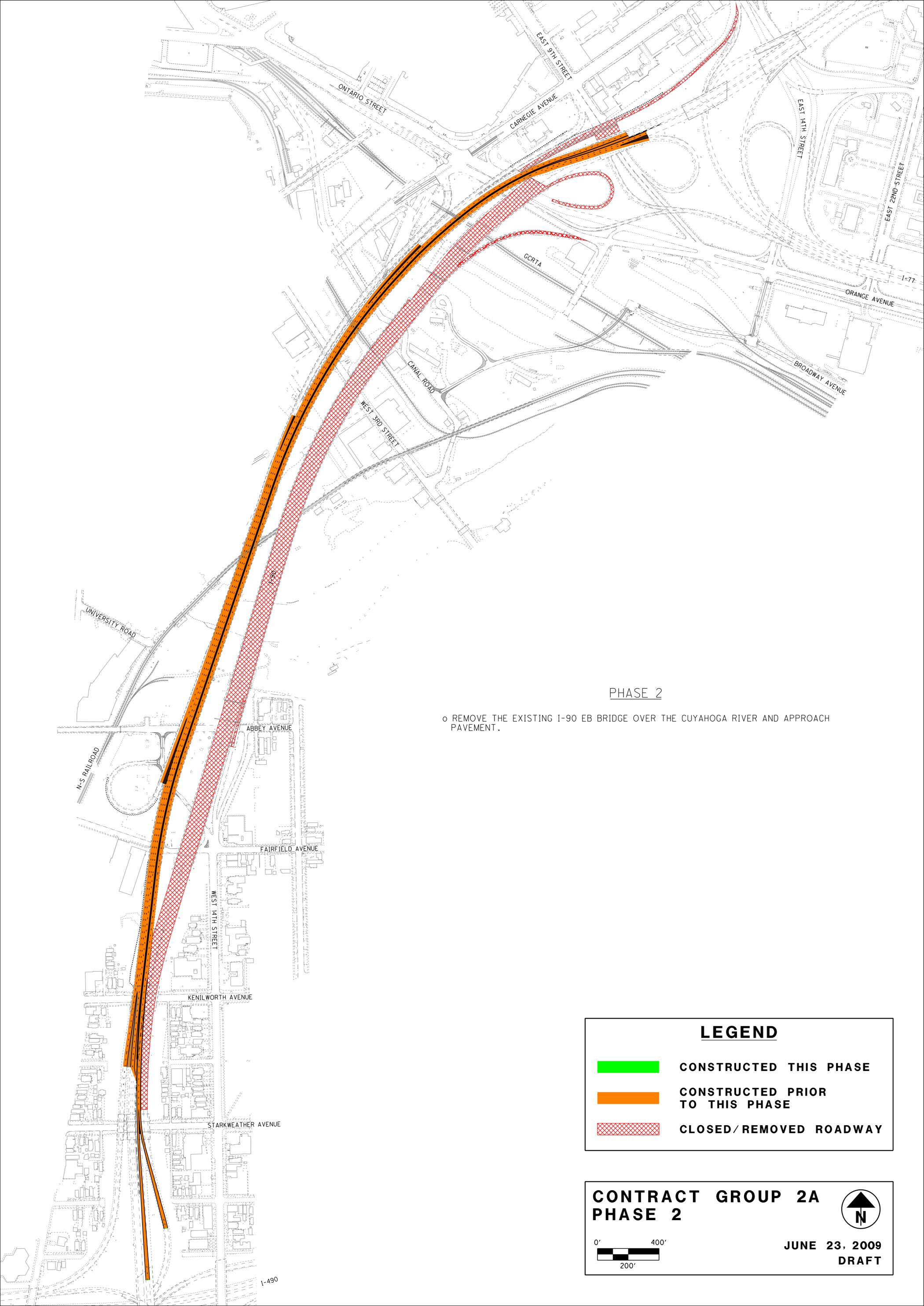
LEGEND

-  **CONSTRUCTED THIS PHASE**
-  **CONSTRUCTED PRIOR TO THIS PHASE**
-  **CLOSED/REMOVED ROADWAY**

**CONTRACT GROUP 2A
PHASE 1**



**JUNE 23, 2009
DRAFT**



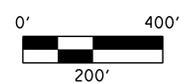
PHASE 2

- o REMOVE THE EXISTING I-90 EB BRIDGE OVER THE CUYAHOGA RIVER AND APPROACH PAVEMENT.

LEGEND

-  CONSTRUCTED THIS PHASE
-  CONSTRUCTED PRIOR TO THIS PHASE
-  CLOSED/REMOVED ROADWAY

**CONTRACT GROUP 2A
PHASE 2**



JUNE 23, 2009
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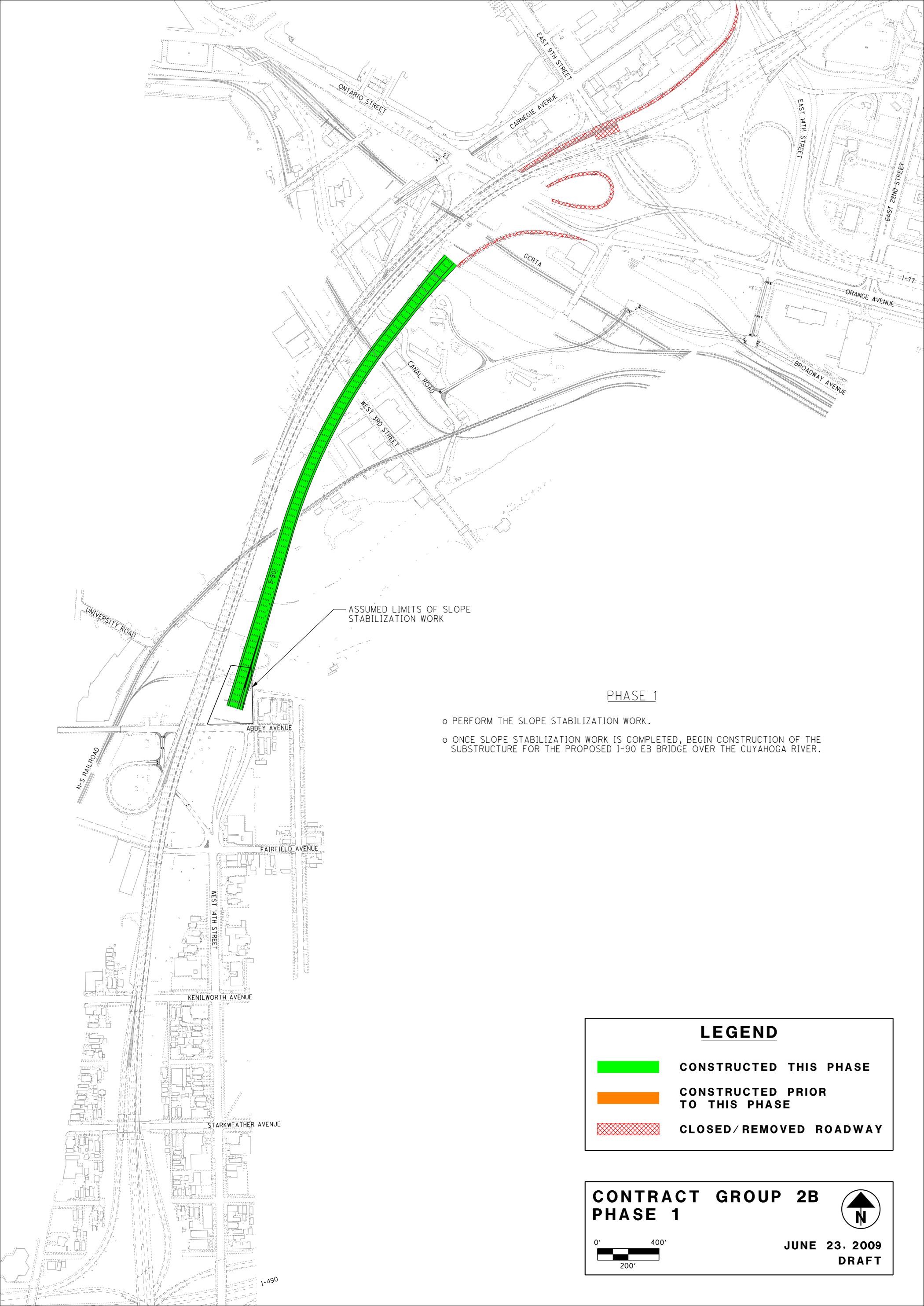


CONTRACT GROUP 2A
FINAL

0' 400'
200'

JUNE 23, 2009
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ASSUMED LIMITS OF SLOPE STABILIZATION WORK

PHASE 1

- o PERFORM THE SLOPE STABILIZATION WORK.
- o ONCE SLOPE STABILIZATION WORK IS COMPLETED, BEGIN CONSTRUCTION OF THE SUBSTRUCTURE FOR THE PROPOSED I-90 EB BRIDGE OVER THE CUYAHOGA RIVER.

LEGEND

	CONSTRUCTED THIS PHASE
	CONSTRUCTED PRIOR TO THIS PHASE
	CLOSED/REMOVED ROADWAY

**CONTRACT GROUP 2B
PHASE 1**

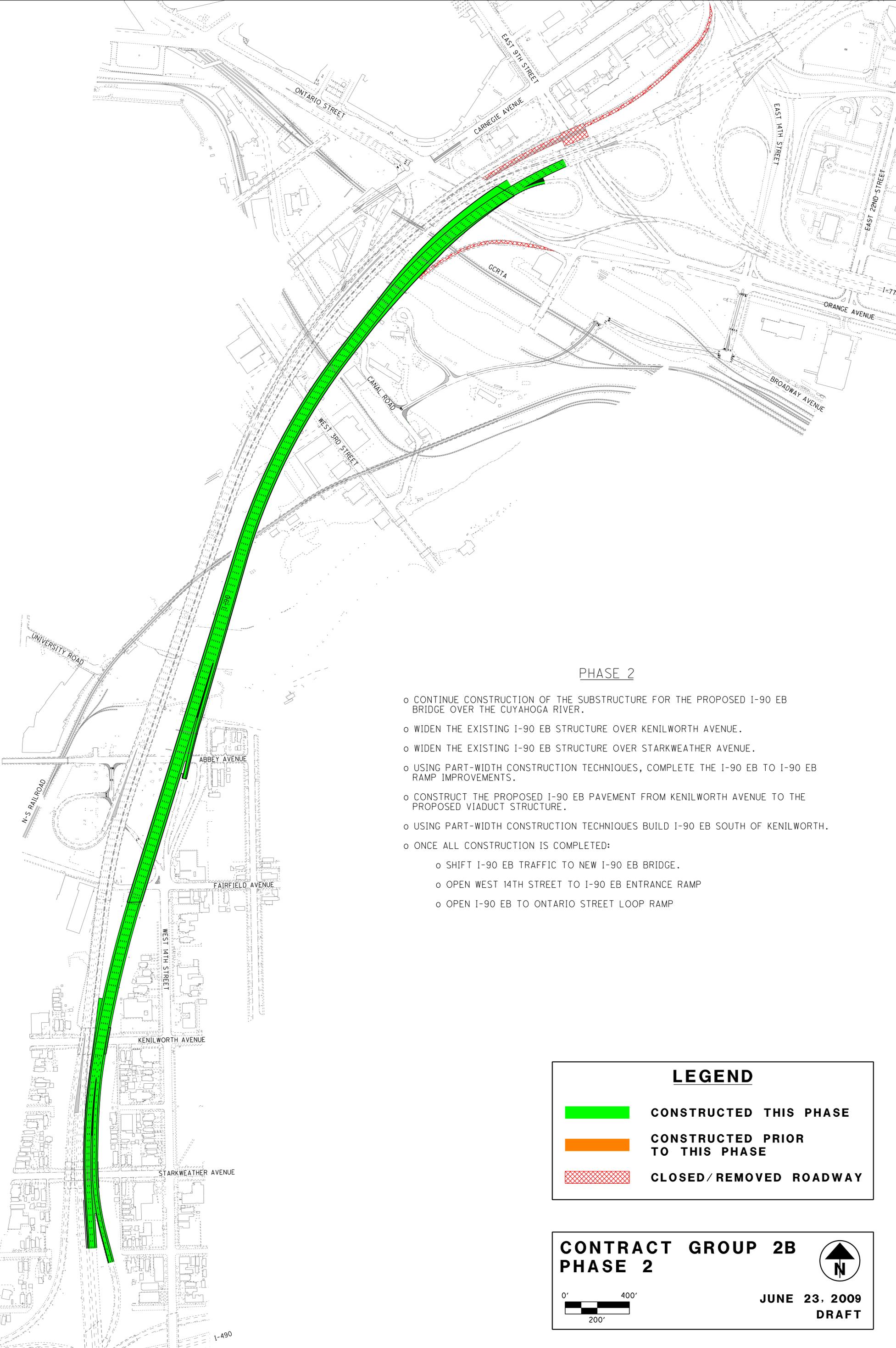


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PHASE 2

- o CONTINUE CONSTRUCTION OF THE SUBSTRUCTURE FOR THE PROPOSED I-90 EB BRIDGE OVER THE CUYAHOGA RIVER.
- o WIDEN THE EXISTING I-90 EB STRUCTURE OVER KENILWORTH AVENUE.
- o WIDEN THE EXISTING I-90 EB STRUCTURE OVER STARKWEATHER AVENUE.
- o USING PART-WIDTH CONSTRUCTION TECHNIQUES, COMPLETE THE I-90 EB TO I-90 EB RAMP IMPROVEMENTS.
- o CONSTRUCT THE PROPOSED I-90 EB PAVEMENT FROM KENILWORTH AVENUE TO THE PROPOSED VIADUCT STRUCTURE.
- o USING PART-WIDTH CONSTRUCTION TECHNIQUES BUILD I-90 EB SOUTH OF KENILWORTH.
- o ONCE ALL CONSTRUCTION IS COMPLETED:
 - o SHIFT I-90 EB TRAFFIC TO NEW I-90 EB BRIDGE.
 - o OPEN WEST 14TH STREET TO I-90 EB ENTRANCE RAMP
 - o OPEN I-90 EB TO ONTARIO STREET LOOP RAMP

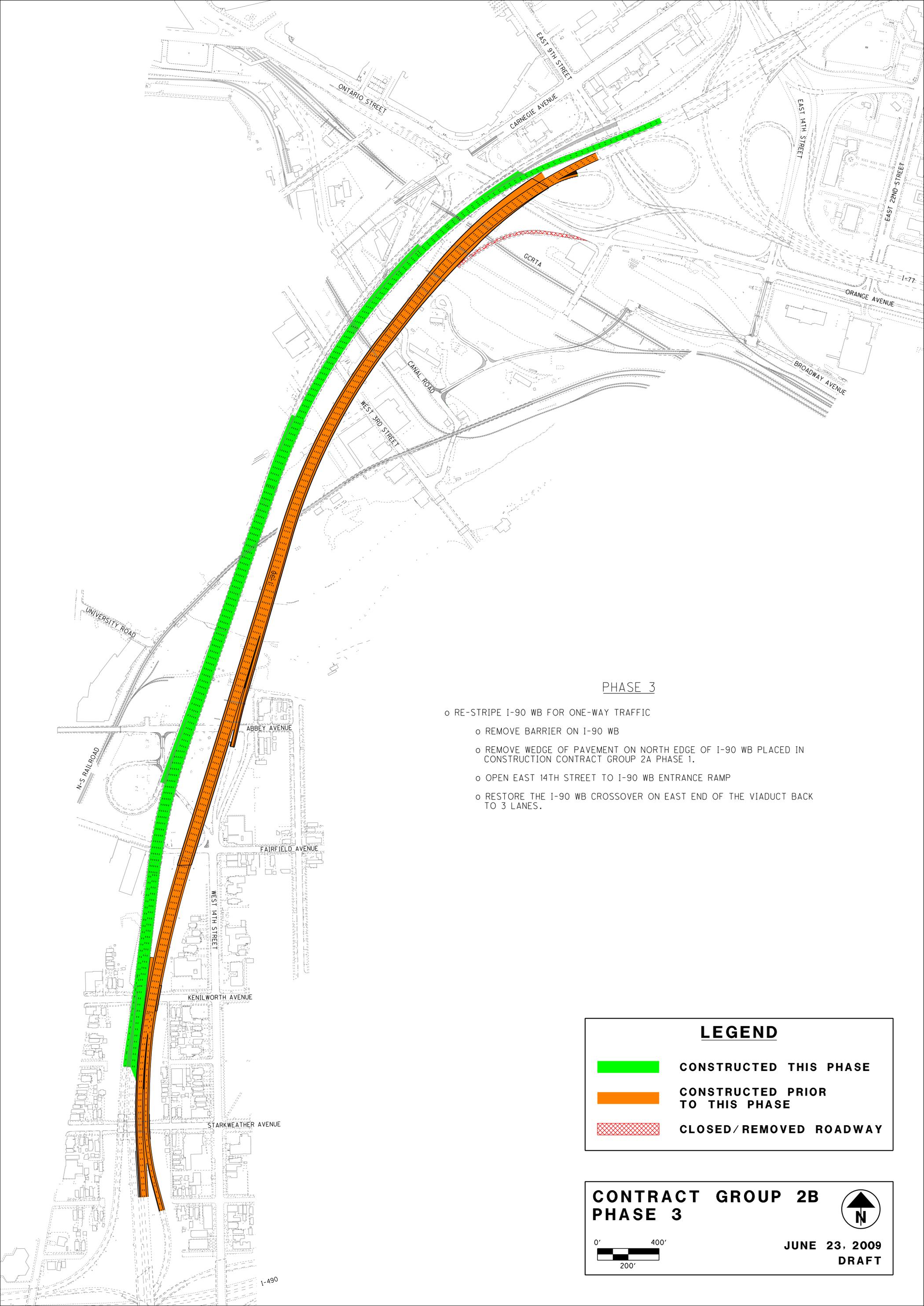
LEGEND

	CONSTRUCTED THIS PHASE
	CONSTRUCTED PRIOR TO THIS PHASE
	CLOSED/REMOVED ROADWAY

**CONTRACT GROUP 2B
PHASE 2**


JUNE 23, 2009
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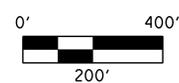
PHASE 3

- o RE-STRIPE I-90 WB FOR ONE-WAY TRAFFIC
- o REMOVE BARRIER ON I-90 WB
- o REMOVE WEDGE OF PAVEMENT ON NORTH EDGE OF I-90 WB PLACED IN CONSTRUCTION CONTRACT GROUP 2A PHASE 1.
- o OPEN EAST 14TH STREET TO I-90 WB ENTRANCE RAMP
- o RESTORE THE I-90 WB CROSSOVER ON EAST END OF THE VIADUCT BACK TO 3 LANES.

LEGEND

-  **CONSTRUCTED THIS PHASE**
-  **CONSTRUCTED PRIOR TO THIS PHASE**
-  **CLOSED/REMOVED ROADWAY**

**CONTRACT GROUP 2B
PHASE 3**



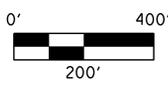
**JUNE 23, 2009
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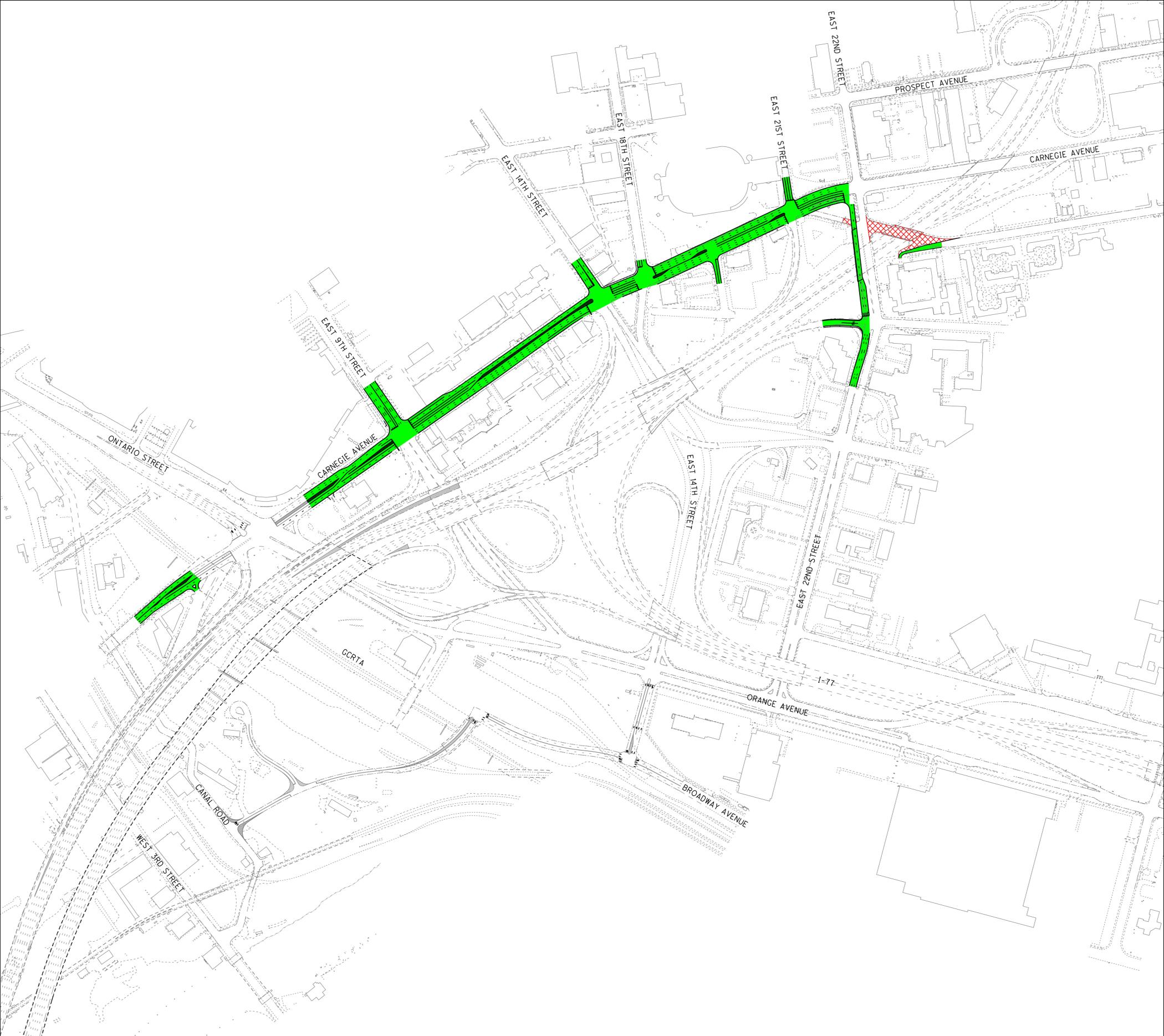


CONTRACT GROUP 2B
FINAL

0' 400'
200'

JUNE 23, 2009
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ADVANCE

- o RIGHT-OF-WAY ACQUISITION.
- o UTILITY RELOCATION.

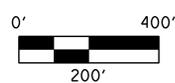
PHASE 1

- o PERMANENTLY CLOSE AND REMOVE THE EXISTING CEDAR AVENUE BRIDGE OVER I-90.
- o USING PART-WIDTH CONSTRUCTION TECHNIQUES, CONSTRUCT THE WESTERN HALF OF THE PROPOSED EAST 22ND STREET BRIDGE OVER I-90 AND THE APPROACH PAVEMENT ON EACH END OF THE BRIDGE.
- o COMPLETE CITY STREET IMPROVEMENTS.
 - o WIDEN AND RE-STRIPE CARNEGIE AVENUE.
 - o RE-STRIPE EAST 9TH STREET NORTH OF CARNEGIE AVENUE.
 - o RE-STRIPE EAST 14TH STREET NORTH OF CARNEGIE AVENUE.
 - o RE-STRIPE EAST 18TH STREET NORTH OF CARNEGIE AVENUE.
 - o RE-STRIPE EAST 19TH STREET SOUTH OF CARNEGIE AVENUE.
 - o RE-STRIPE EAST 21ST STREET NORTH OF CARNEGIE AVENUE.

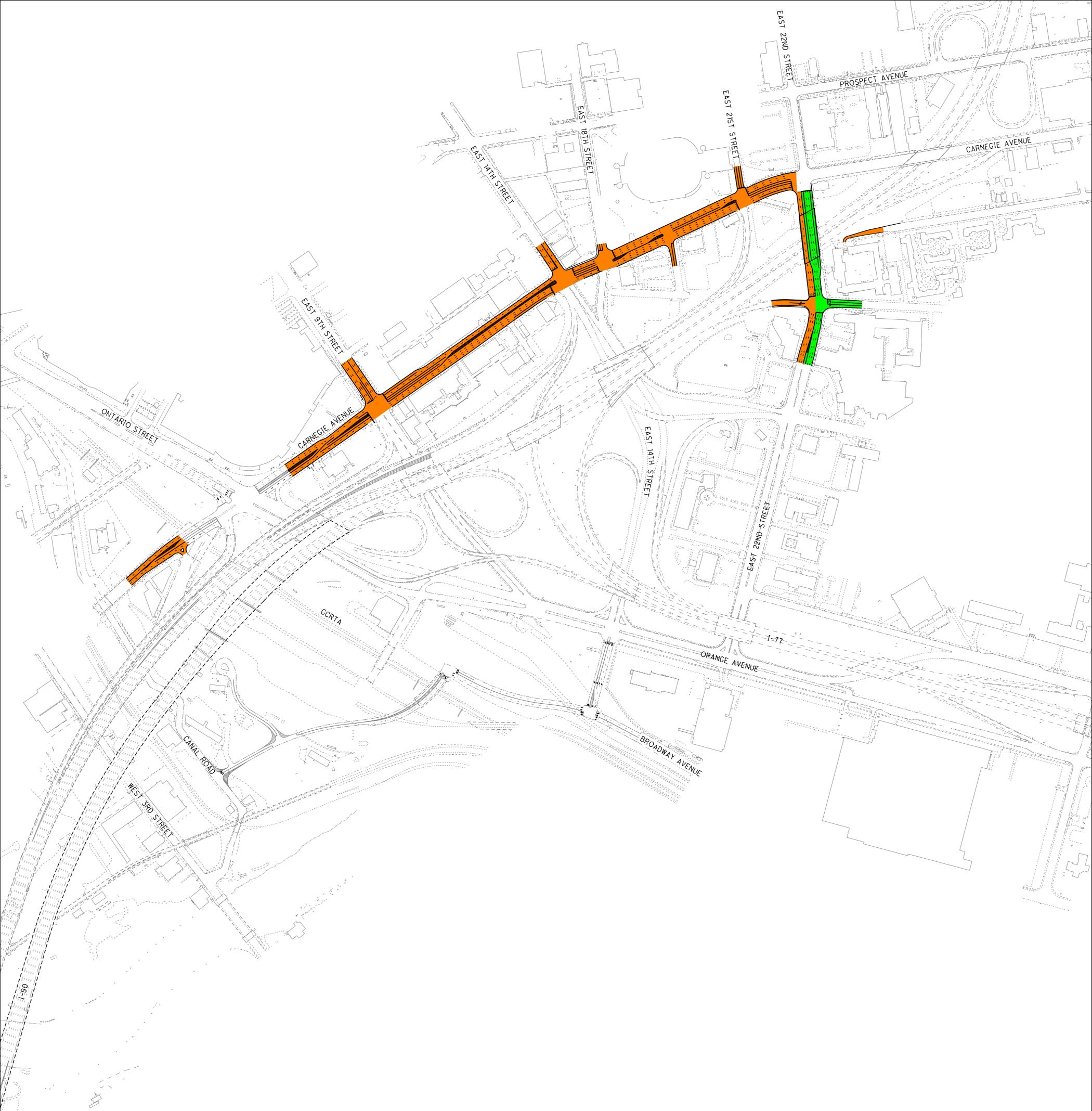
LEGEND

-  **CONSTRUCTED THIS PHASE**
-  **CONSTRUCTED PRIOR TO THIS PHASE**
-  **REMOVED ROADWAY**

**CONTRACT GROUP 3A
PHASE 1**



**JUNE 23, 2009
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PHASE 2

o USING PART-WIDTH CONSTRUCTION TECHNIQUES, CONSTRUCT THE EASTERN HALF OF THE PROPOSED EAST 22ND STREET BRIDGE OVER I-90 AND THE APPROACH PAVEMENT ON EACH END OF THE BRIDGE.

LEGEND

	CONSTRUCTED THIS PHASE
	CONSTRUCTED PRIOR TO THIS PHASE
	REMOVED ROADWAY

**CONTRACT GROUP 3A
PHASE 2**

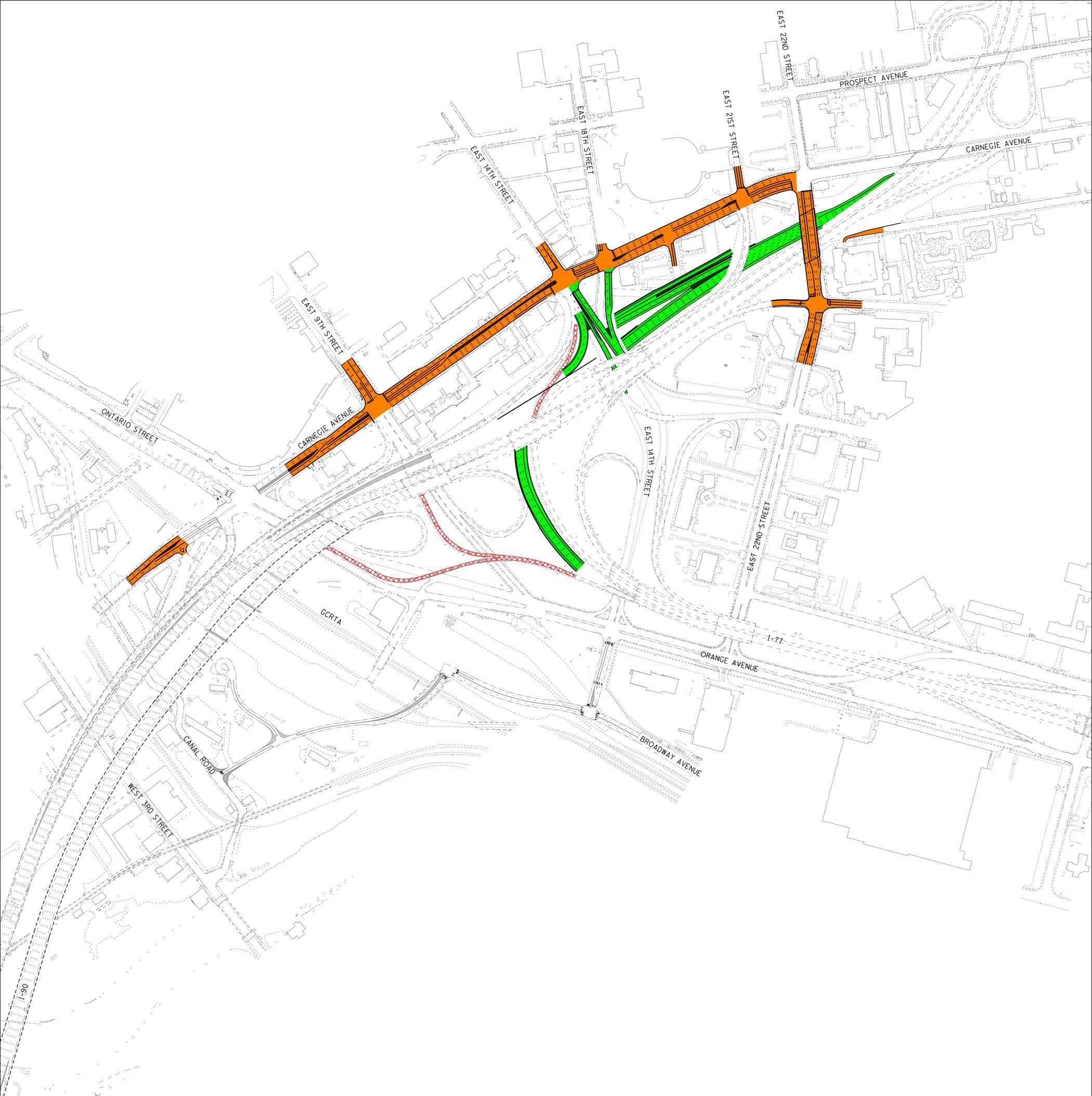


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PHASE 3

- o CONSTRUCT PROPOSED I-90 WB FROM EAST 22ND STREET TO THE EXISTING EAST 21ST STREET TO I-77 SB RAMP.
- o CONSTRUCT PROPOSED I-90 WB FROM THE EXISTING EAST 21ST STREET TO I-77 SB RAMP TO EAST 18TH STREET.
- o BEGIN CONSTRUCTION ON THE PROPOSED I-90 WB TO I-77 SB RAMP.
- o USING PART-WIDTH CONSTRUCTION TECHNIQUES CONSTRUCT EAST 14TH STREET AND EAST 18TH STREET SOUTH OF CARNEGIE.
- o TEMPORARILY CLOSE THE EAST 14TH STREET TO I-77 SB ENTRANCE RAMP. DETOUR TRAFFIC TO THE ORANGE AVENUE/EAST 30TH STREET ENTRANCE RAMP.
- o BEGIN CONSTRUCTION ON THE PROPOSED EAST 14TH STREET TO I-90 WB RAMP, INCLUDING THE RETAINING WALL BETWEEN THIS RAMP AND I-90.
- o CONSTRUCT RETAINING WALL NORTH OF PROPOSED I-90 WB BETWEEN THE EXISTING EAST 14TH STREET TO I-77 SB RAMP AND EAST 14TH STREET.
- o BEGIN CONSTRUCTION ON THE PROPOSED EAST 21ST STREET TO I-77 SB RAMP, INCLUDING THE WALL NORTH OF THE PROPOSED RAMP.
- o PERMANENTLY CLOSE THE EAST 9TH STREET TO I-77 SB ENTRANCE RAMP.
- o PERMANENTLY CLOSE THE ONTARIO STREET TO I-77 SB ENTRANCE RAMP.

LEGEND

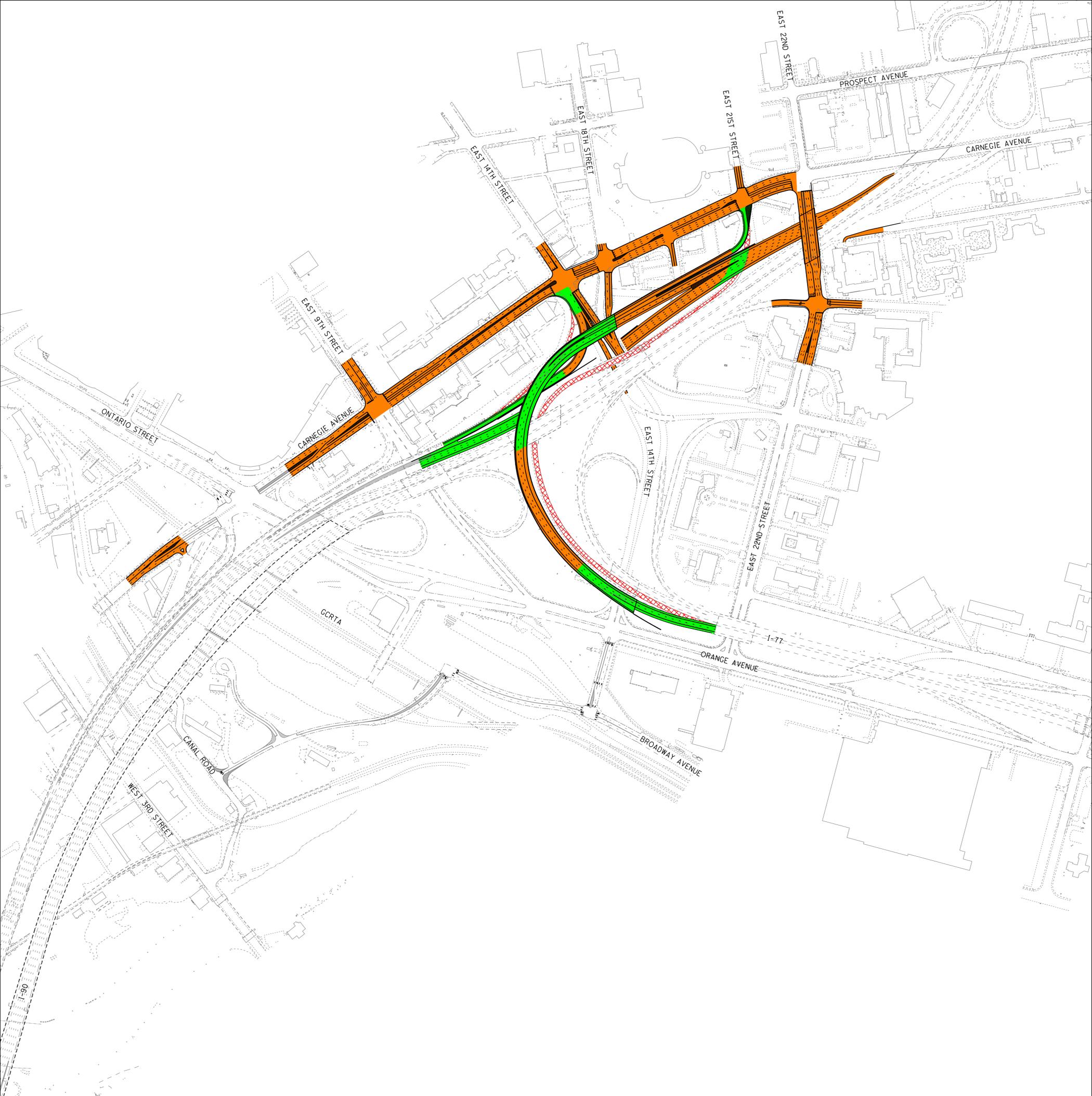
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	CONSTRUCTED PRIOR TO THIS PHASE
	REMOVED ROADWAY

**CONTRACT GROUP 3A
PHASE 3**

0' 200' 400'

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PHASE 4

- o CONSTRUCT PROPOSED I-90 WB FROM THE EXISTING I-90 WB TO I-77 SB RAMP TO EAST 9TH STREET.
- o CONTINUE BUILDING THE PROPOSED I-90 WB TO I-77 SB RAMP, INCLUDING THE RETAINING WALL BETWEEN I-77 AND ORANGE AVENUE.
- o TEMPORARILY CLOSE THE EXISTING EAST 14TH STREET TO I-90 WB RAMP.
 - o CONSTRUCT PROPOSED EAST 14TH STREET TO I-90 WB RAMP.
 - o ONCE COMPLETED, OPEN TO TRAFFIC.
- o USING PART-WIDTH CONSTRUCTION TECHNIQUES CONSTRUCT PROPOSED EAST 21TH STREET TO I-77 SB.
 - o ONCE COMPLETED, OPEN TO TRAFFIC.
 - o REMOVE THE EXISTING EAST 21ST STREET TO I-77 SB RAMP PAVEMENT.
- o COMPLETE CONSTRUCTION OF PROPOSED I-90 WB TO I-77 SB RAMP.
 - o ONCE COMPLETED, OPEN TO TRAFFIC.
 - o REMOVE EXISTING I-90 WB TO I-77 SB RAMP PAVEMENT.

LEGEND

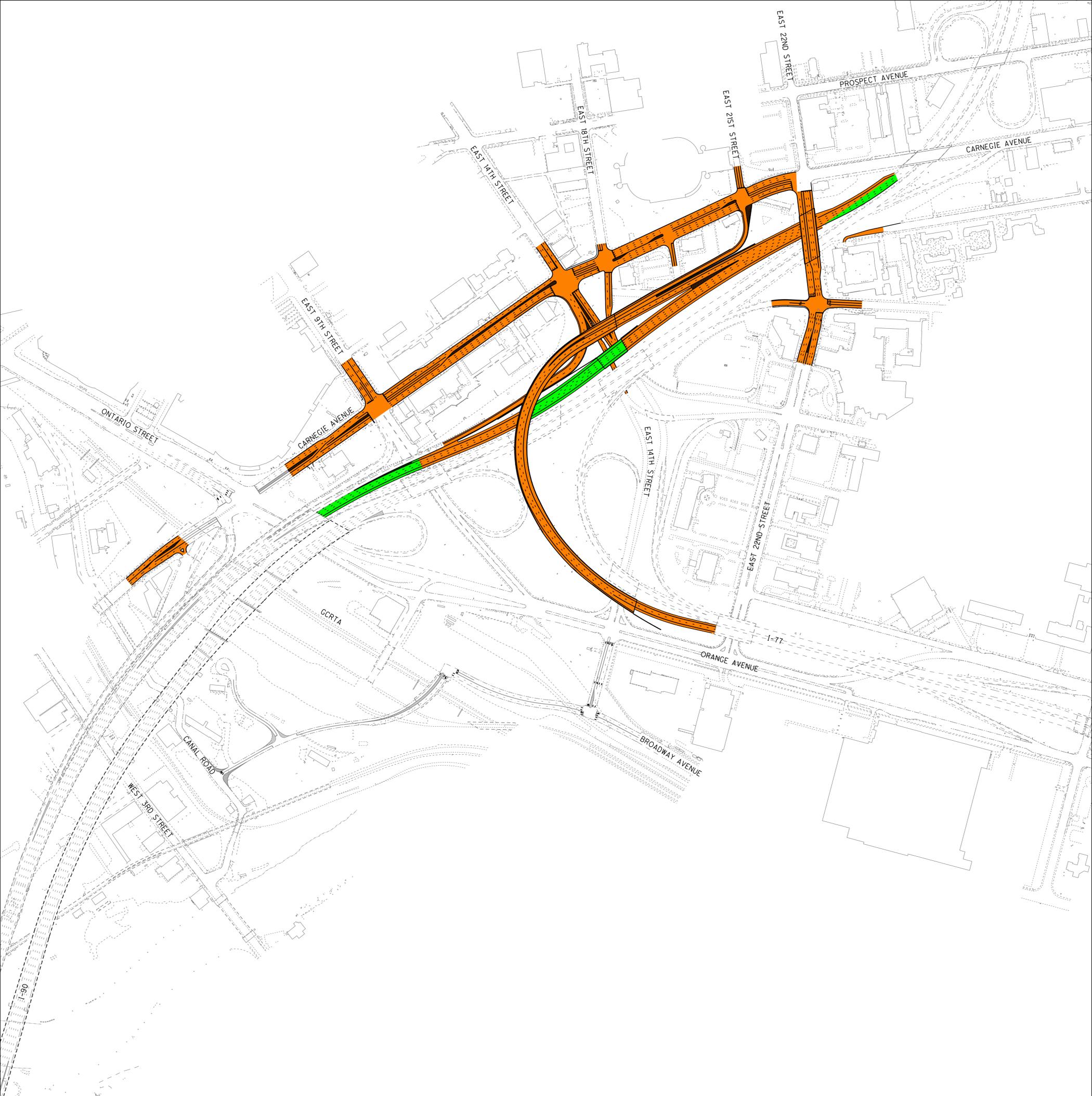
	CONSTRUCTED THIS PHASE
	CONSTRUCTED PRIOR TO THIS PHASE
	REMOVED ROADWAY

**CONTRACT GROUP 3A
PHASE 4**

0' 200' 400'

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PHASE 5

- o COMPLETE CONSTRUCTION OF PROPOSED I-90 WB.
- o CONSTRUCT PROPOSED I-90 WB BRIDGE OVER EAST 14TH STREET AND APPROACH WORK.
- o USING PART-WIDTH CONSTRUCTION TECHNIQUES CONSTRUCT PROPOSED I-90 WB TIE-IN UNDER EAST 22ND STREET.
- o USING PART-WIDTH CONSTRUCTION TECHNIQUES CONSTRUCT PROPOSED I-90 WB TIE-IN BETWEEN ONTARIO STREET AND EAST 9TH STREET.
- o ONCE COMPLETED, OPEN TO TRAFFIC.

LEGEND

	CONSTRUCTED THIS PHASE
	CONSTRUCTED PRIOR TO THIS PHASE
	REMOVED ROADWAY

**CONTRACT GROUP 3A
PHASE 5**

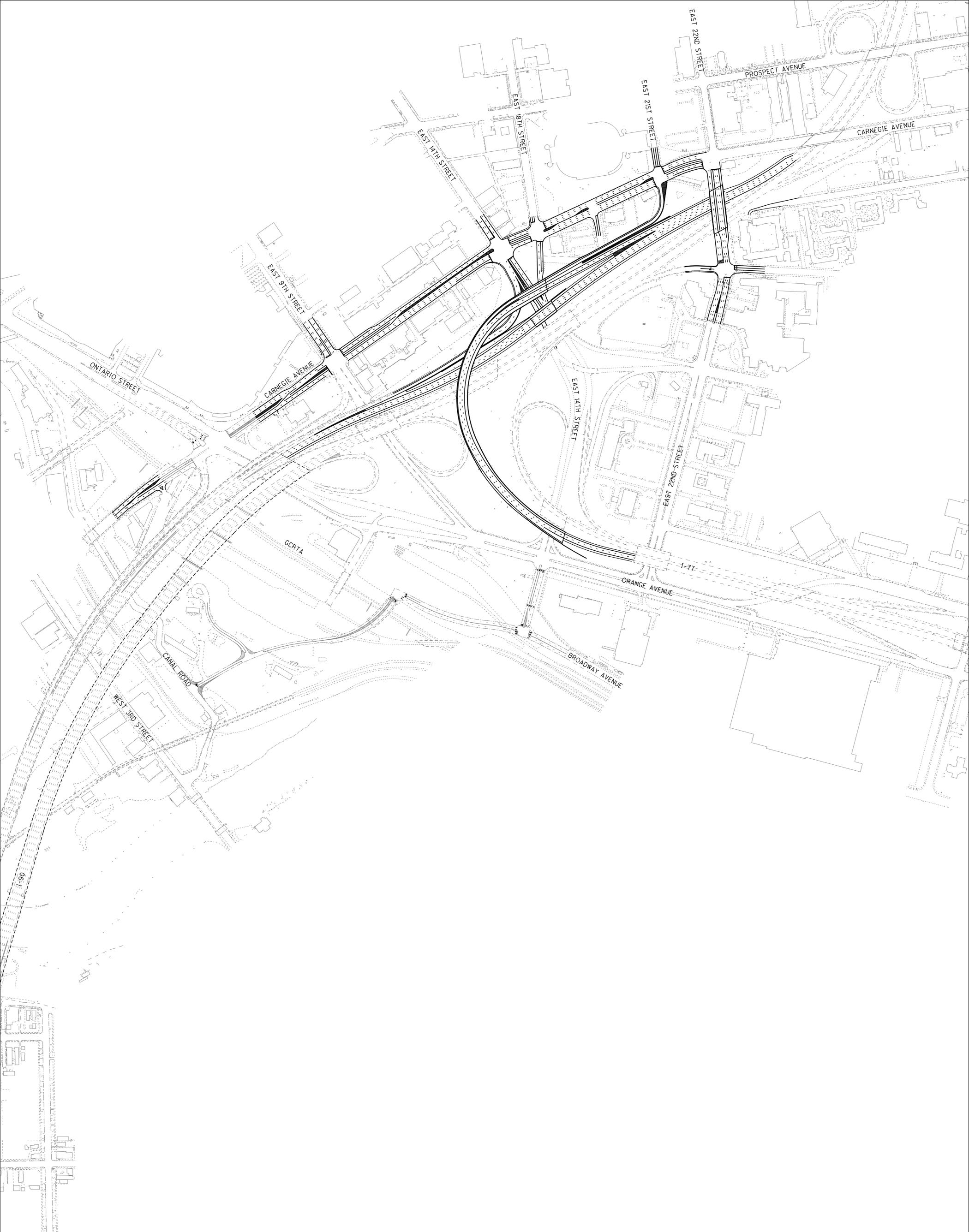


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**JUNE 23, 2009
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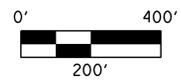
CONTRACT GROUP 3A
FINAL



0' 400'
200'

JUNE 23, 2009
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**CONTRACT GROUP 3B
PHASE 1**



**JUNE 23, 2009
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LEGEND



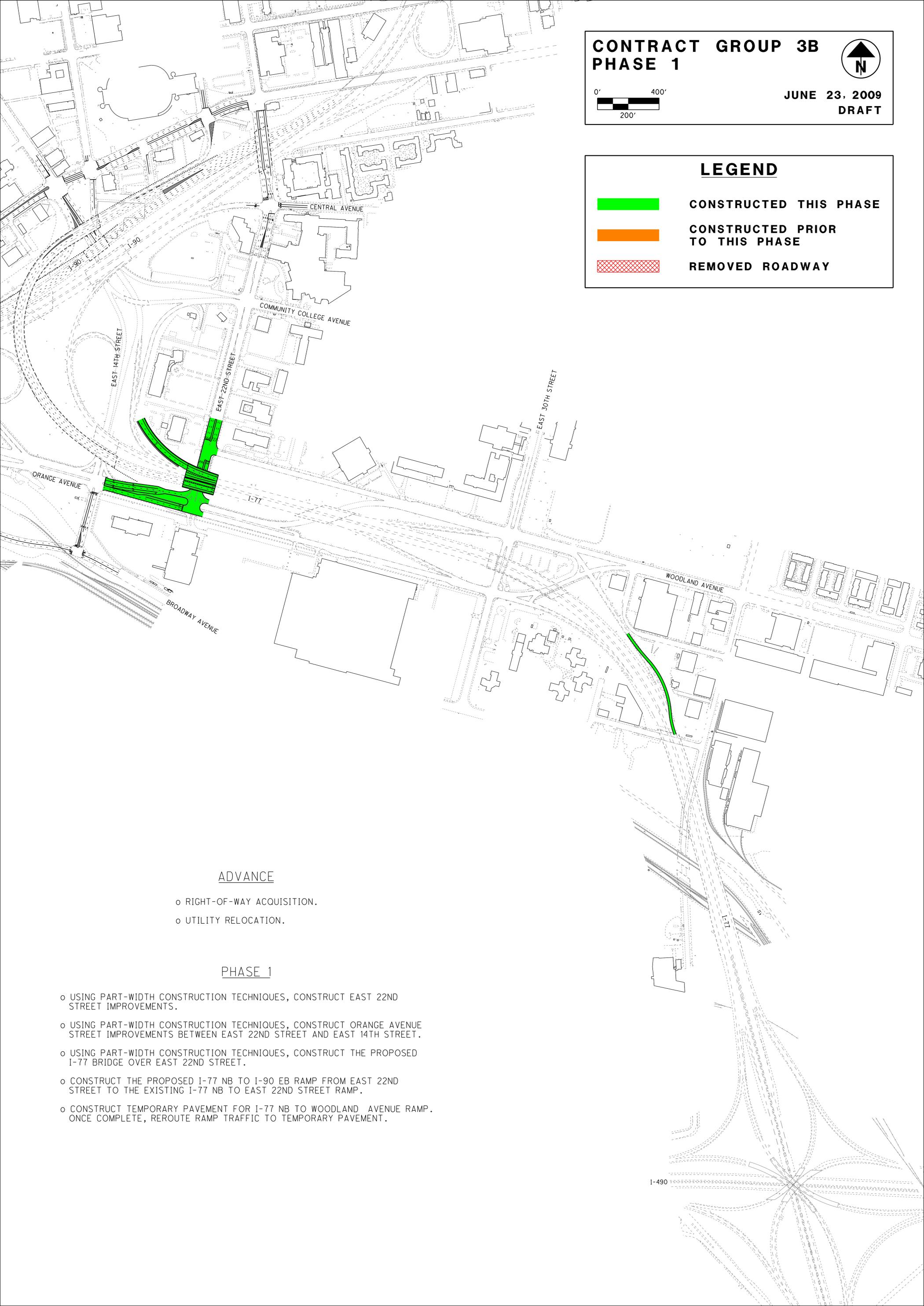
CONSTRUCTED THIS PHASE



**CONSTRUCTED PRIOR
TO THIS PHASE**



REMOVED ROADWAY



ADVANCE

- o RIGHT-OF-WAY ACQUISITION.
- o UTILITY RELOCATION.

PHASE 1

- o USING PART-WIDTH CONSTRUCTION TECHNIQUES, CONSTRUCT EAST 22ND STREET IMPROVEMENTS.
- o USING PART-WIDTH CONSTRUCTION TECHNIQUES, CONSTRUCT ORANGE AVENUE STREET IMPROVEMENTS BETWEEN EAST 22ND STREET AND EAST 14TH STREET.
- o USING PART-WIDTH CONSTRUCTION TECHNIQUES, CONSTRUCT THE PROPOSED I-77 BRIDGE OVER EAST 22ND STREET.
- o CONSTRUCT THE PROPOSED I-77 NB TO I-90 EB RAMP FROM EAST 22ND STREET TO THE EXISTING I-77 NB TO EAST 22ND STREET RAMP.
- o CONSTRUCT TEMPORARY PAVEMENT FOR I-77 NB TO WOODLAND AVENUE RAMP. ONCE COMPLETE, REROUTE RAMP TRAFFIC TO TEMPORARY PAVEMENT.

I-490

**CONTRACT GROUP 3B
PHASE 2**



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LEGEND



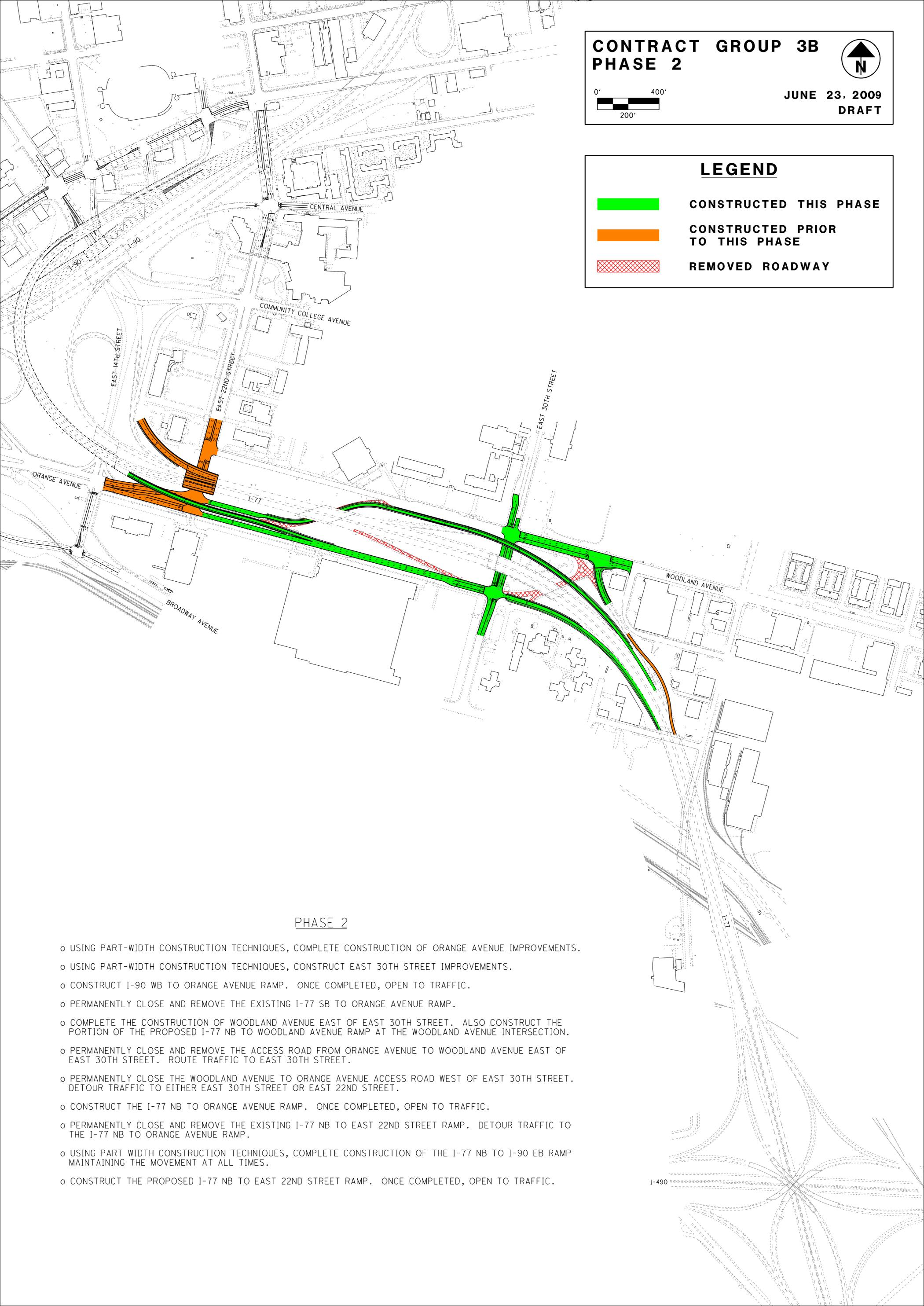
CONSTRUCTED THIS PHASE



**CONSTRUCTED PRIOR
TO THIS PHASE**



REMOVED ROADWAY



PHASE 2

- o USING PART-WIDTH CONSTRUCTION TECHNIQUES, COMPLETE CONSTRUCTION OF ORANGE AVENUE IMPROVEMENTS.
- o USING PART-WIDTH CONSTRUCTION TECHNIQUES, CONSTRUCT EAST 30TH STREET IMPROVEMENTS.
- o CONSTRUCT I-90 WB TO ORANGE AVENUE RAMP. ONCE COMPLETED, OPEN TO TRAFFIC.
- o PERMANENTLY CLOSE AND REMOVE THE EXISTING I-77 SB TO ORANGE AVENUE RAMP.
- o COMPLETE THE CONSTRUCTION OF WOODLAND AVENUE EAST OF EAST 30TH STREET. ALSO CONSTRUCT THE PORTION OF THE PROPOSED I-77 NB TO WOODLAND AVENUE RAMP AT THE WOODLAND AVENUE INTERSECTION.
- o PERMANENTLY CLOSE AND REMOVE THE ACCESS ROAD FROM ORANGE AVENUE TO WOODLAND AVENUE EAST OF EAST 30TH STREET. ROUTE TRAFFIC TO EAST 30TH STREET.
- o PERMANENTLY CLOSE THE WOODLAND AVENUE TO ORANGE AVENUE ACCESS ROAD WEST OF EAST 30TH STREET. DETOUR TRAFFIC TO EITHER EAST 30TH STREET OR EAST 22ND STREET.
- o CONSTRUCT THE I-77 NB TO ORANGE AVENUE RAMP. ONCE COMPLETED, OPEN TO TRAFFIC.
- o PERMANENTLY CLOSE AND REMOVE THE EXISTING I-77 NB TO EAST 22ND STREET RAMP. DETOUR TRAFFIC TO THE I-77 NB TO ORANGE AVENUE RAMP.
- o USING PART WIDTH CONSTRUCTION TECHNIQUES, COMPLETE CONSTRUCTION OF THE I-77 NB TO I-90 EB RAMP MAINTAINING THE MOVEMENT AT ALL TIMES.
- o CONSTRUCT THE PROPOSED I-77 NB TO EAST 22ND STREET RAMP. ONCE COMPLETED, OPEN TO TRAFFIC.

I-490

**CONTRACT GROUP 3B
PHASE 3**



**JUNE 23, 2009
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LEGEND



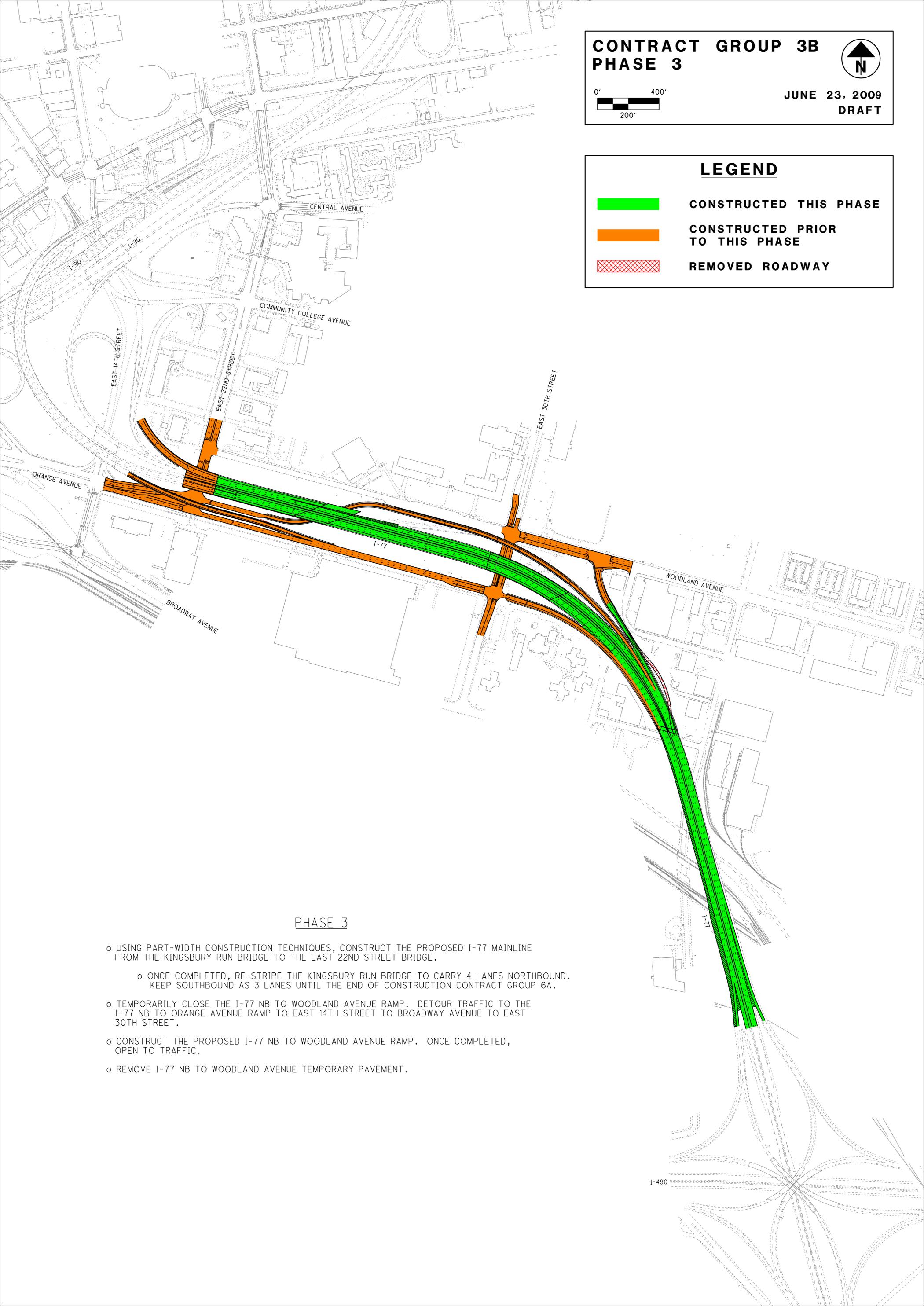
CONSTRUCTED THIS PHASE



**CONSTRUCTED PRIOR
TO THIS PHASE**



REMOVED ROADWAY

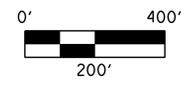


PHASE 3

- o USING PART-WIDTH CONSTRUCTION TECHNIQUES, CONSTRUCT THE PROPOSED I-77 MAINLINE FROM THE KINGSBURY RUN BRIDGE TO THE EAST 22ND STREET BRIDGE.
 - o ONCE COMPLETED, RE-STRIPE THE KINGSBURY RUN BRIDGE TO CARRY 4 LANES NORTHBOUND. KEEP SOUTHBOUND AS 3 LANES UNTIL THE END OF CONSTRUCTION CONTRACT GROUP 6A.
- o TEMPORARILY CLOSE THE I-77 NB TO WOODLAND AVENUE RAMP. DETOUR TRAFFIC TO THE I-77 NB TO ORANGE AVENUE RAMP TO EAST 14TH STREET TO BROADWAY AVENUE TO EAST 30TH STREET.
- o CONSTRUCT THE PROPOSED I-77 NB TO WOODLAND AVENUE RAMP. ONCE COMPLETED, OPEN TO TRAFFIC.
- o REMOVE I-77 NB TO WOODLAND AVENUE TEMPORARY PAVEMENT.

I-490

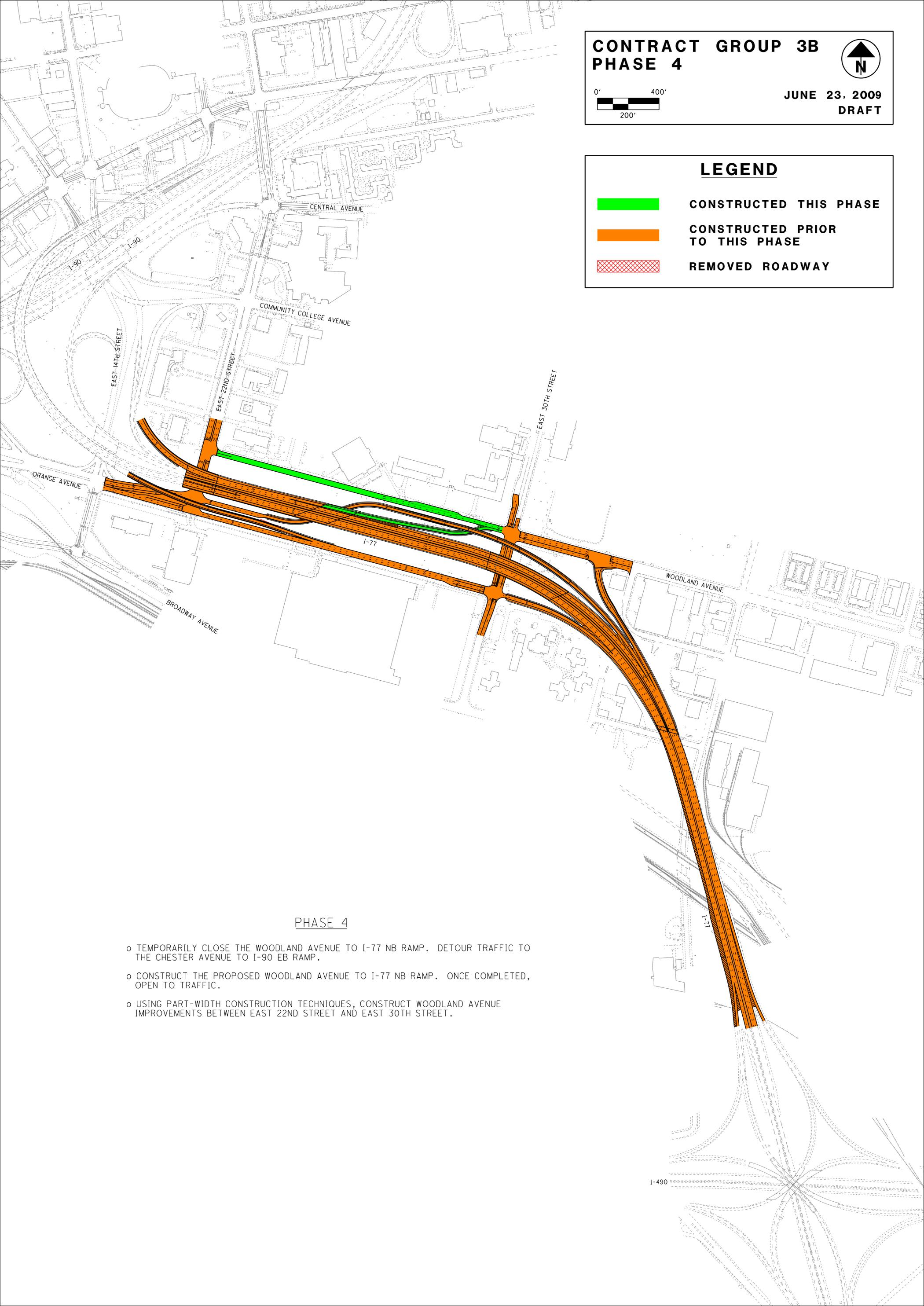
**CONTRACT GROUP 3B
PHASE 4**



**JUNE 23, 2009
DRAFT**

LEGEND

-  **CONSTRUCTED THIS PHASE**
-  **CONSTRUCTED PRIOR TO THIS PHASE**
-  **REMOVED ROADWAY**



PHASE 4

- o TEMPORARILY CLOSE THE WOODLAND AVENUE TO I-77 NB RAMP. DETOUR TRAFFIC TO THE CHESTER AVENUE TO I-90 EB RAMP.
- o CONSTRUCT THE PROPOSED WOODLAND AVENUE TO I-77 NB RAMP. ONCE COMPLETED, OPEN TO TRAFFIC.
- o USING PART-WIDTH CONSTRUCTION TECHNIQUES, CONSTRUCT WOODLAND AVENUE IMPROVEMENTS BETWEEN EAST 22ND STREET AND EAST 30TH STREET.

I-490

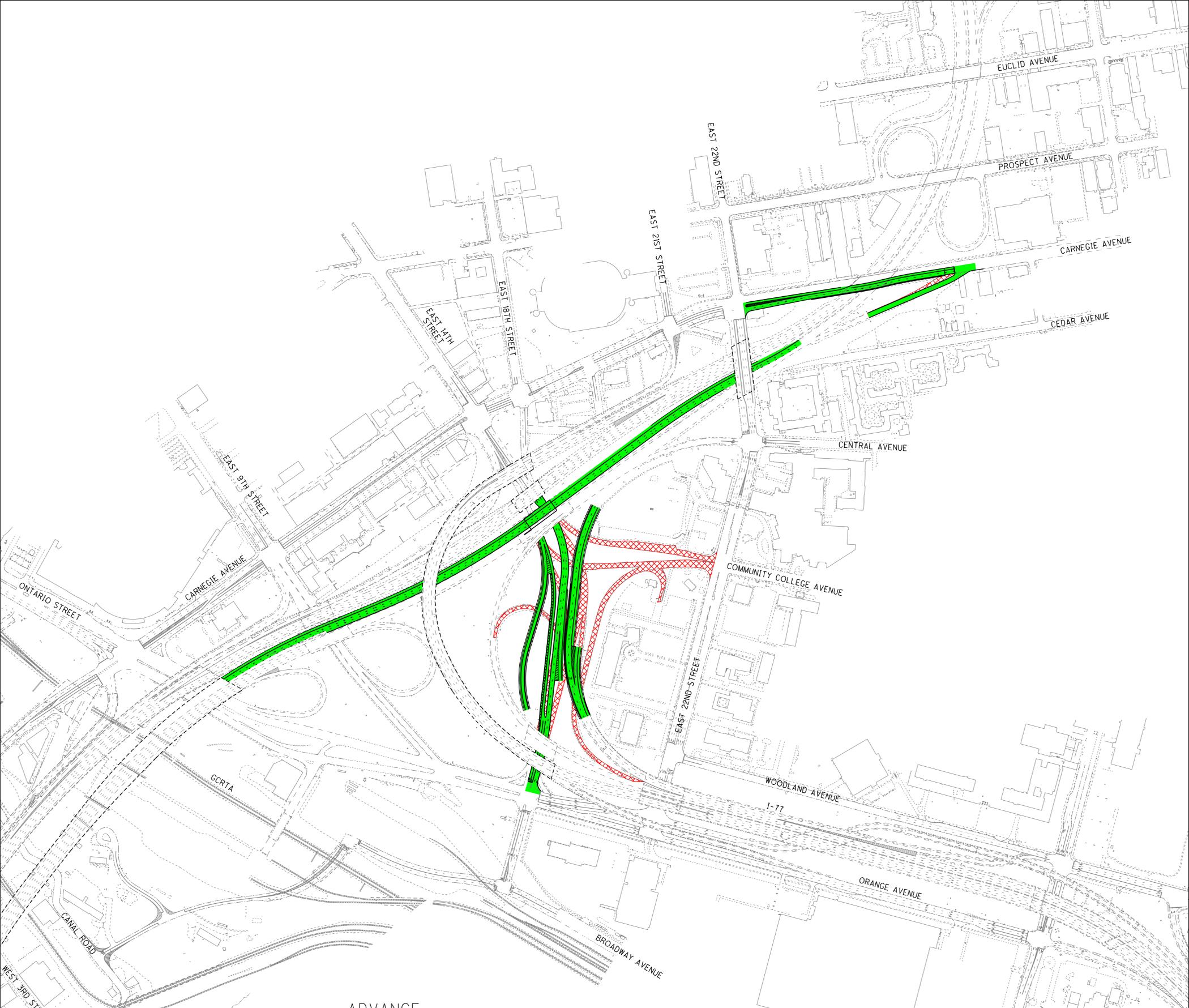
**CONTRACT GROUP 3B
FINAL**



**JUNE 23, 2009
DRAFT**



I-490



ADVANCE

- o RIGHT-OF-WAY ACQUISITION.
- o UTILITY RELOCATION.

PHASE 1

- o CONSTRUCT TEMPORARY PAVEMENT TO CONNECT THE EXISTING I-90 EB TO CARNEGIE AVENUE RAMP TO CARNEGIE AVENUE EAST OF THE EXISTING INTERSECTION.
 - o THIS IS NEEDED TO MAKE ROOM FOR THE CONSTRUCTION OF THE PROPOSED CARNEGIE AVENUE BRIDGE OVER I-90.
- o USING PART-WIDTH CONSTRUCTION TECHNIQUES, BUILD THE SOUTHERN HALF OF THE PROPOSED CARNEGIE AVENUE BRIDGE OVER I-90, INCLUDING THE PROPOSED STREET IMPROVEMENTS EAST OF EAST 22ND STREET.
- o CONSTRUCT PROPOSED I-90 EB
 - o CONSTRUCT INSIDE SHOULDER AND LANES ONE, TWO AND THREE (A TOTAL WIDTH OF 48').
 - o CONSTRUCT BARRIER TO SEPARATE PROPOSED I-90 EB FROM EXISTING I-90 EB.
 - o STRIPE THREE-12' LANES WITH A 5' INSIDE SHOULDER, A 4' OUTSIDE SHOULDER AND A 3' BARRIER ON 48' WIDE PROPOSED I-90 EB
 - o ONCE COMPLETED, OPEN TO TRAFFIC. SIGN PROPOSED I-90 EB LANES FOR MAINLINE I-90 EB AND LOCAL STREET ACCESS EAST OF CARNEGIE AVENUE. SIGN EXISTING I-90 EB LANES FOR LOCAL ACCESS TO DOWNTOWN.
- o PERMANENTLY CLOSE THE EXISTING I-77 NB TO EAST 14TH STREET SB RAMP. DETOUR TRAFFIC TO I-77 NB TO WOODLAND AVENUE RAMP OR TO THE I-77 NB TO EAST 22ND STREET RAMP.
- o PERMANENTLY CLOSE THE EXISTING I-77 NB TO EAST 14TH STREET NB RAMP. DETOUR TRAFFIC TO THE I-77 NB TO EAST 22ND STREET/ORANGE AVENUE RAMP TO ORANGE AVENUE TO CARNEGIE AVENUE.
- o CONSTRUCT THE PROPOSED EAST 14TH STREET TO I-77 SB RAMP FROM EAST 14TH STREET TO THE RAMP'S BRIDGE OVER EAST 14TH STREET.
- o PERMANENTLY CLOSE THE ACCESS ROADS FROM EAST 14TH STREET TO EAST 22ND STREET.
- o PERMANENTLY CLOSE THE EXISTING I-77 NB TO COMMUNITY COLLEGE AVENUE RAMP. DETOUR TRAFFIC TO THE I-77 NB TO EAST 22ND STREET/ORANGE AVENUE RAMP.
- o CONSTRUCT A PORTION OF THE PROPOSED I-77 NB TO I-90 EB RAMP OFFLINE TO JUST SOUTH OF THE EXISTING I-90 EB TO CENTRAL AVENUE RAMP.
- o CONSTRUCT PROPOSED EAST 14TH STREET. ONCE COMPLETED, OPEN TO TRAFFIC.

LEGEND

	CONSTRUCTED THIS PHASE
	CONSTRUCTED PRIOR TO THIS PHASE
	REMOVED ROADWAY

**CONTRACT GROUP 3C
PHASE 1**



0' 200' 400'



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**JUNE 23, 2009
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PHASE 2

- o USING PART-WIDTH CONSTRUCTION TECHNIQUES, BUILD THE NORTHERN HALF OF THE PROPOSED CARNEGIE AVENUE BRIDGE OVER I-90, INCLUDING THE PROPOSED STREET IMPROVEMENTS EAST OF EAST 22ND STREET.
- o PERMANENTLY CLOSE THE EXISTING I-90 EB TO CENTRAL AVENUE RAMP. DETOUR TRAFFIC TO THE EXISTING I-90 EB TO CARNEGIE AVENUE RAMP.
- o CONSTRUCT THE PROPOSED I-90 EB TO EAST 22ND STREET/CENTRAL AVENUE RAMP FROM THE BRIDGE OVER EAST 14TH STREET TO EAST 22ND STREET.
- o COMPLETE THE CONSTRUCTION OF THE PROPOSED I-77 NB TO I-90 EB RAMP
 - o CONSTRUCT THE RETAINING WALL BETWEEN I-90 EB AND THE PROPOSED I-90 EB TO EAST 22ND STREET RAMP.
 - o ONCE COMPLETED, OPEN TO TRAFFIC.
 - o STRIPE AS A SINGLE LANE RAMP. THIS CAN BE RE-STRIPED AS A TWO-LANE RAMP ONCE THE TRENCH SECTION (CONSTRUCTION CONTRACT GROUP 5B) IS COMPLETED.
- o CLOSE AND REMOVE THE EXISTING I-77 NB TO I-90 EB RAMP.
- o CONSTRUCT CITY STREETS:
 - o USING PART-WIDTH CONSTRUCTION TECHNIQUES, CONSTRUCT PROPOSED ONTARIO STREET FROM THE CARNEGIE AVENUE INTERSECTION TO THE EAST 14TH STREET INTERSECTION.
 - o CONSTRUCT EAST 9TH STREET.
 - o CONSTRUCT I-90 EB TO EAST 9TH STREET SLIP RAMP GORE.
 - o CONSTRUCT I-90 EB TO EAST 9TH STREET LOOP RAMP GORE.
 - o ONCE COMPLETED, OPEN PROPOSED EAST 9TH STREET TO TRAFFIC.
 - o COMPLETE THE CONSTRUCTION OF PROPOSED COMMERCIAL ROAD HILL CONNECTOR. ONCE COMPLETED, OPEN TO TRAFFIC.
- o CONSTRUCT SOUTHERN PORTION OF PROPOSED I-90 EB TO ONTARIO STREET LOOP RAMP WHILE STILL MAINTAINING THE EXISTING I-90 EB TO EAST 9TH STREET RAMP.
- o CONSTRUCT SOUTHERN PORTION OF PROPOSED I-90 EB TO EAST 9TH STREET LOOP RAMP, INCLUDING THE RETAINING WALL BETWEEN THE LOOP RAMP AND THE EAST 14TH STREET TO I-77 SB RAMP.
- o COMPLETE THE CONSTRUCTION OF THE PROPOSED I-77 NB TO COMMUNITY COLLEGE AVENUE RAMP. ONCE COMPLETED, OPEN TO TRAFFIC.

LEGEND

	CONSTRUCTED THIS PHASE
	CONSTRUCTED PRIOR TO THIS PHASE
	REMOVED ROADWAY

**CONTRACT GROUP 3C
PHASE 2**



0' 200' 400'



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**JUNE 23, 2009
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PHASE 3

- o COMPLETE CONSTRUCTION OF EAST 14TH SB TO I-77 SB RAMP. ONCE COMPLETED, OPEN TO TRAFFIC.
- o CONSTRUCT PROPOSED I-77 NB TO EAST 14TH STREET NB RAMP. ONCE COMPLETED, OPEN TO TRAFFIC. AT THIS TIME:
 - o 3 LANES OF I-77 NB SPLIT AS:
 - o 1 LANE TO PROPOSED I-77 NB TO COMMUNITY COLLEGE/EAST 22ND STREET RAMP.
 - o 1 LANE TO PROPOSED I-77 NB TO I-90 EB RAMP.
 - o 1 LANE TO PROPOSED I-77 NB TO EAST 14TH STREET NB RAMP.
 - o ALL LANES ARE DEDICATED EXIT-ONLY LANES AND BE SIGNED IN ADVANCE OF THE DIVERGE.
- o PERMANENTLY CLOSE THE EXISTING I-90 EB TO EAST 9TH STREET LOOP RAMP. DETOUR TRAFFIC TO THE EXISTING I-90 EB TO ONTARIO STREET LOOP RAMP.
- o COMPLETE CONSTRUCTION OF THE PROPOSED I-90 EB TO EAST 9TH STREET LOOP RAMP. ONCE COMPLETED, OPEN TO TRAFFIC.
- o COMPLETE CONSTRUCTION OF I-90 EB TO EAST 22ND STREET. ONCE COMPLETED, OPEN TO TRAFFIC AND PERMANENTLY CLOSE AND REMOVE THE EXISTING I-90 EB TO CARNEGIE AVENUE RAMP.
- o COMPLETE CONSTRUCTION OF I-90 EB FROM EAST 9TH STREET BRIDGE TO EAST 22ND STREET BRIDGE. ONCE COMPLETED, OPEN TO TRAFFIC.
- o REMOVE EXISTING I-90 EB PAVEMENT FROM EAST 9TH STREET BRIDGE TO EAST 22ND STREET BRIDGE.

LEGEND

	CONSTRUCTED THIS PHASE
	CONSTRUCTED PRIOR TO THIS PHASE
	REMOVED ROADWAY

**CONTRACT GROUP 3C
PHASE 3**



0' 200' 400'



N

**JUNE 23, 2009
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PHASE 4

- o PERMANENTLY CLOSE AND REMOVE THE EXISTING I-90 EB TO ONTARIO STREET LOOP RAMP. DETOUR TRAFFIC TO PROPOSED I-90 EB TO EAST 9TH STREET LOOP RAMP.
- o COMPLETE CONSTRUCTION OF THE PROPOSED I-90 EB TO ONTARIO STREET LOOP RAMP. ONCE COMPLETED, OPEN TO TRAFFIC.
- o COMPLETE CONSTRUCTION OF THE PROPOSED I-90 EB TO EAST 9TH STREET SLIP RAMP. ONCE COMPLETED, OPEN TO TRAFFIC.
- o USING PART-WIDTH CONSTRUCTION TECHNIQUES, CONSTRUCT THE PROPOSED I-90 EB TIE-IN EAST OF EAST 22ND STREET, INCLUDING THE RETAINING WALL FROM THE EAST 22ND STREET BRIDGE TO THE CARNEGIE AVENUE BRIDGE.
- o COMPLETE CONSTRUCTION OF RE-ALIGNED CEDAR AVENUE TO CARNEGIE AVENUE. MAINTAIN ACCESS TO THE JUVENILE JUSTICE CENTER AT ALL TIMES.

LEGEND

	CONSTRUCTED THIS PHASE
	CONSTRUCTED PRIOR TO THIS PHASE
	REMOVED ROADWAY

CONTRACT GROUP 3C
PHASE 4



0' 200' 400'



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CONTRACT GROUP 3C
FINAL

0' 400'
200'

JUNE 23, 2009
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CONTRACT GROUP 4A



JUNE 23, 2009
DRAFT

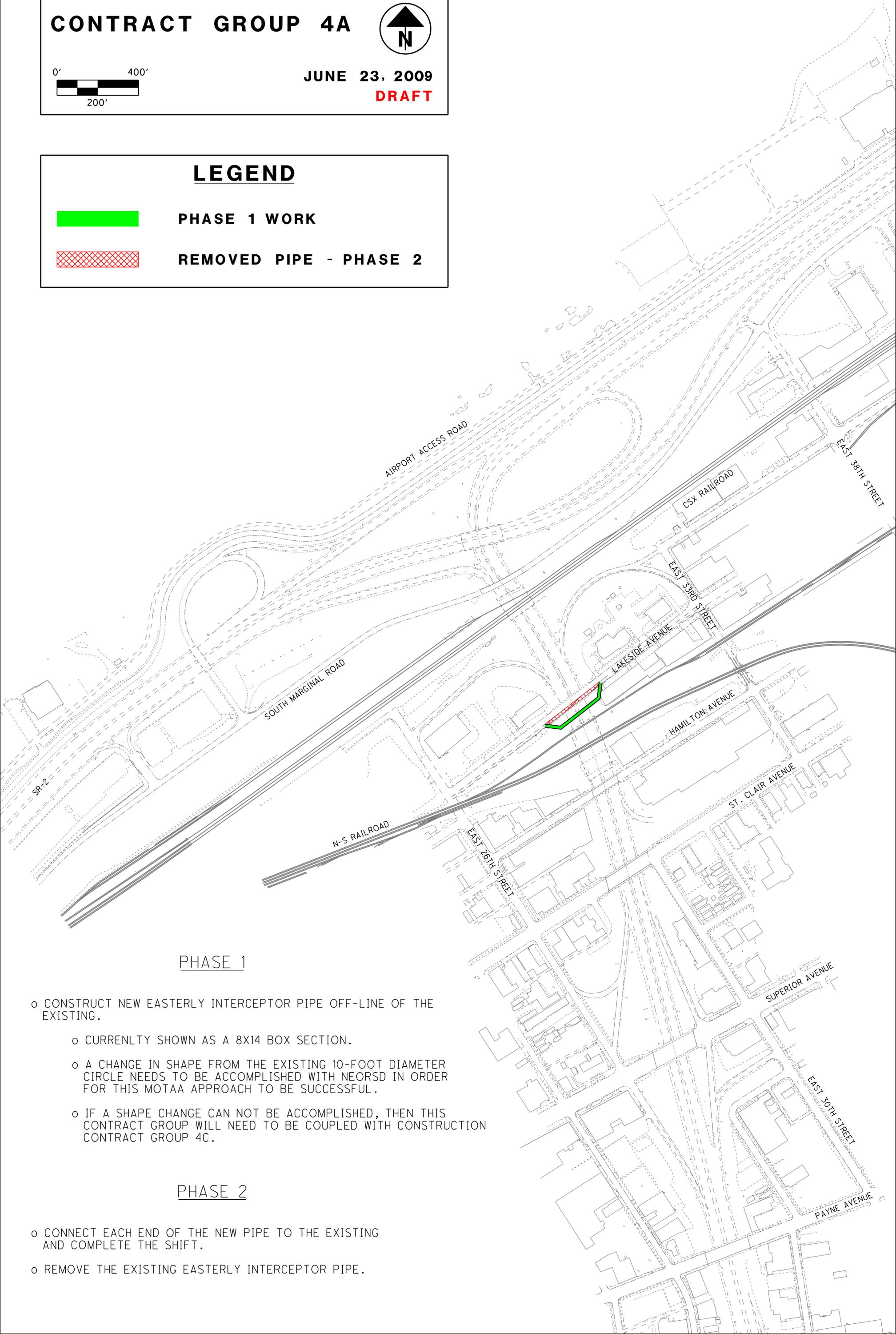
LEGEND



PHASE 1 WORK



REMOVED PIPE - PHASE 2



PHASE 1

- o CONSTRUCT NEW EASTERLY INTERCEPTOR PIPE OFF-LINE OF THE EXISTING.
 - o CURRENTLY SHOWN AS A 8X14 BOX SECTION.
 - o A CHANGE IN SHAPE FROM THE EXISTING 10-FOOT DIAMETER CIRCLE NEEDS TO BE ACCOMPLISHED WITH NEORS D IN ORDER FOR THIS MOTAA APPROACH TO BE SUCCESSFUL.
 - o IF A SHAPE CHANGE CAN NOT BE ACCOMPLISHED, THEN THIS CONTRACT GROUP WILL NEED TO BE COUPLED WITH CONSTRUCTION CONTRACT GROUP 4C.

PHASE 2

- o CONNECT EACH END OF THE NEW PIPE TO THE EXISTING AND COMPLETE THE SHIFT.
- o REMOVE THE EXISTING EASTERLY INTERCEPTOR PIPE.

CONTRACT GROUP 4B PHASE 1



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LEGEND



CONSTRUCTED THIS PHASE



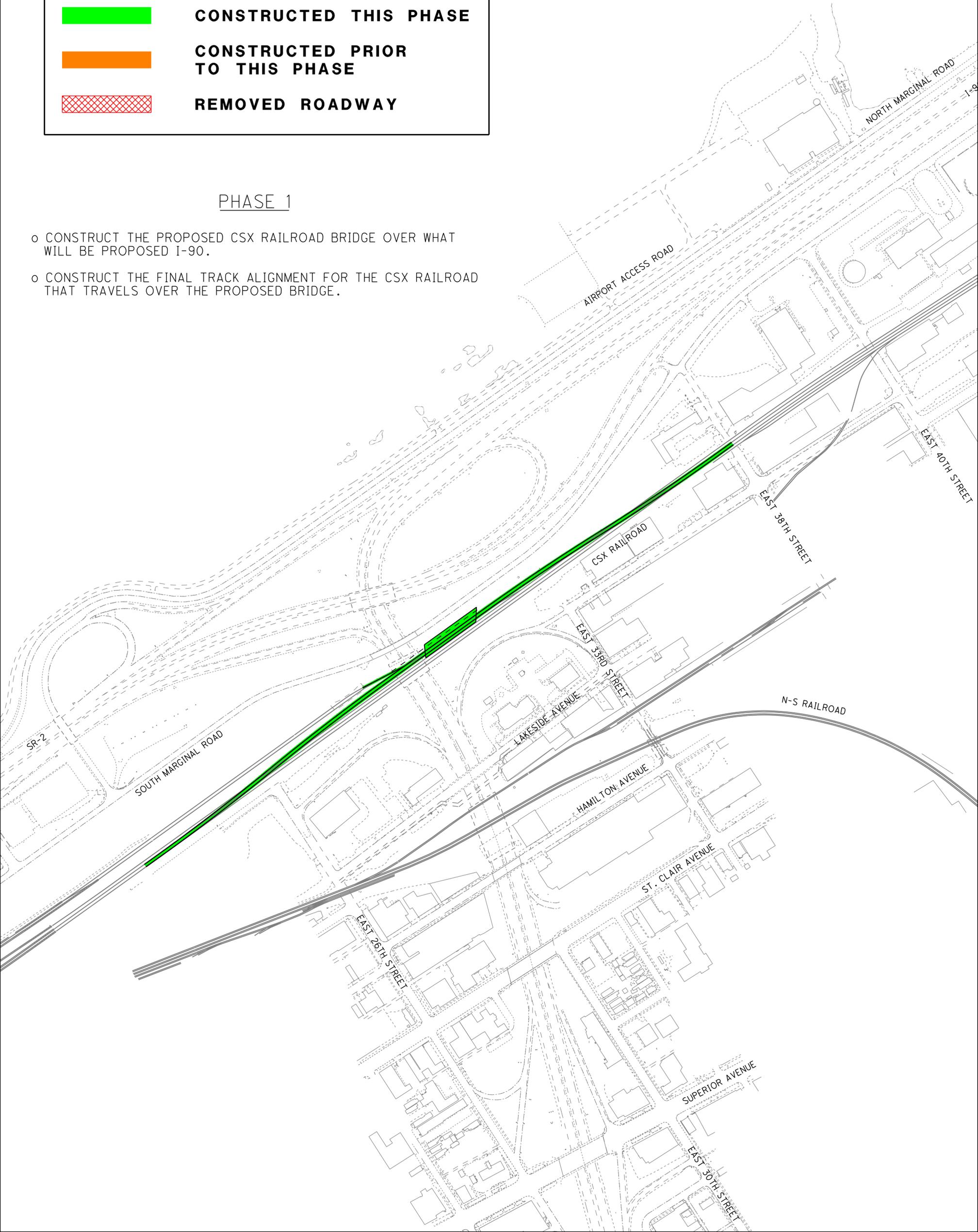
CONSTRUCTED PRIOR
TO THIS PHASE



REMOVED ROADWAY

PHASE 1

- o CONSTRUCT THE PROPOSED CSX RAILROAD BRIDGE OVER WHAT WILL BE PROPOSED I-90.
- o CONSTRUCT THE FINAL TRACK ALIGNMENT FOR THE CSX RAILROAD THAT TRAVELS OVER THE PROPOSED BRIDGE.



CONTRACT GROUP 4B PHASE 2



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LEGEND



CONSTRUCTED THIS PHASE



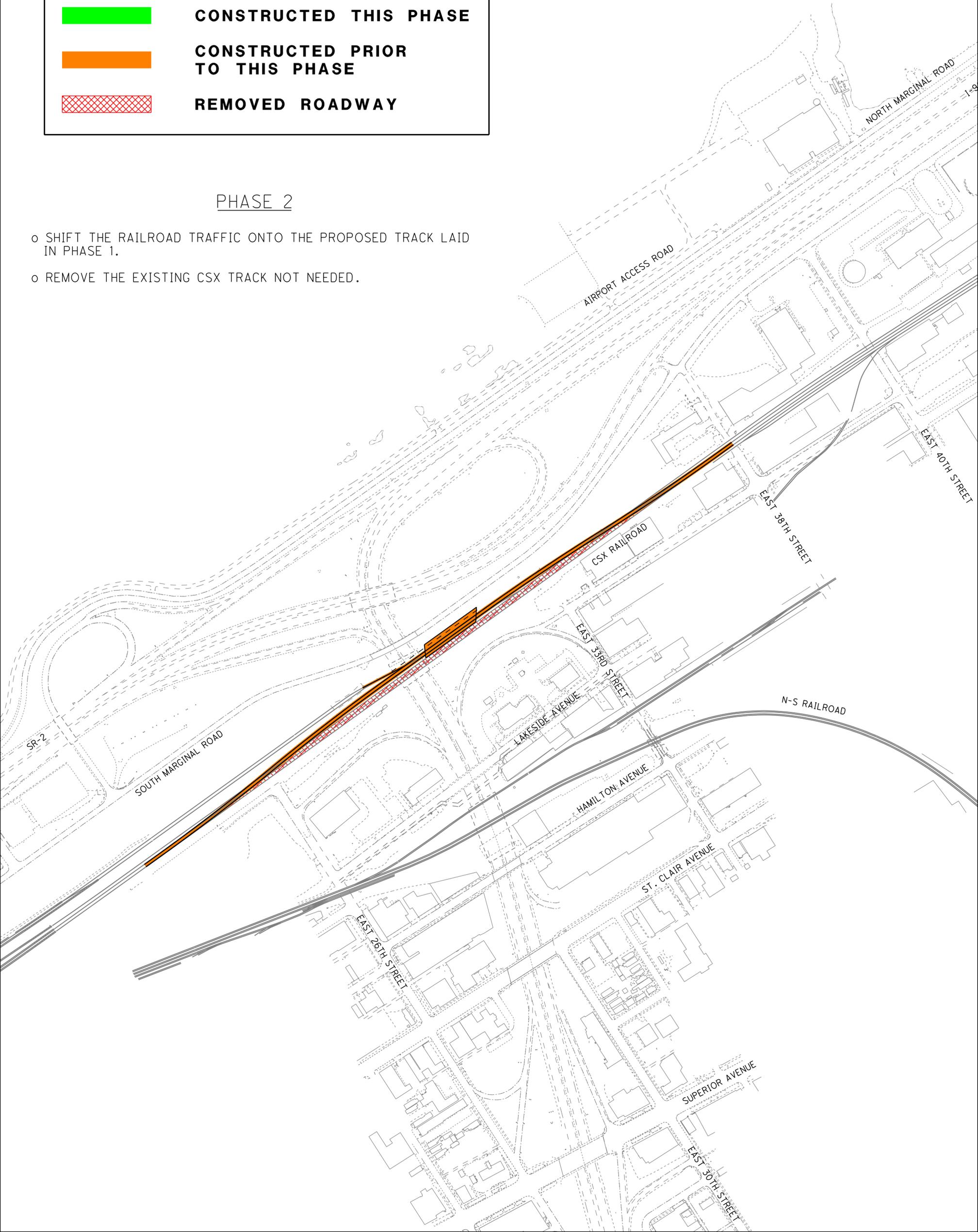
CONSTRUCTED PRIOR
TO THIS PHASE



REMOVED ROADWAY

PHASE 2

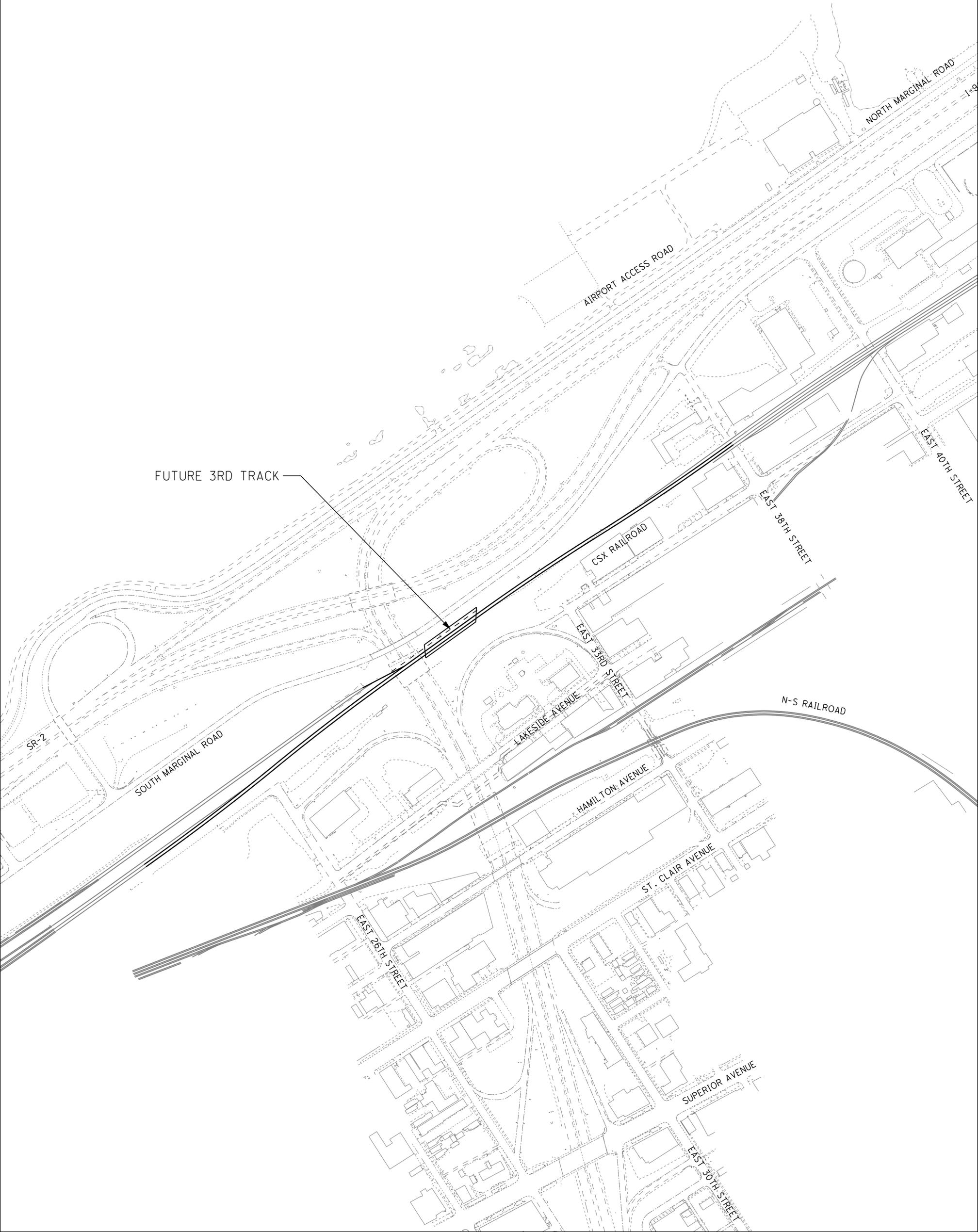
- o SHIFT THE RAILROAD TRAFFIC ONTO THE PROPOSED TRACK LAID IN PHASE 1.
- o REMOVE THE EXISTING CSX TRACK NOT NEEDED.



**CONTRACT GROUP 4B
FINAL**



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CONTRACT GROUP 4C PHASE 1



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LEGEND



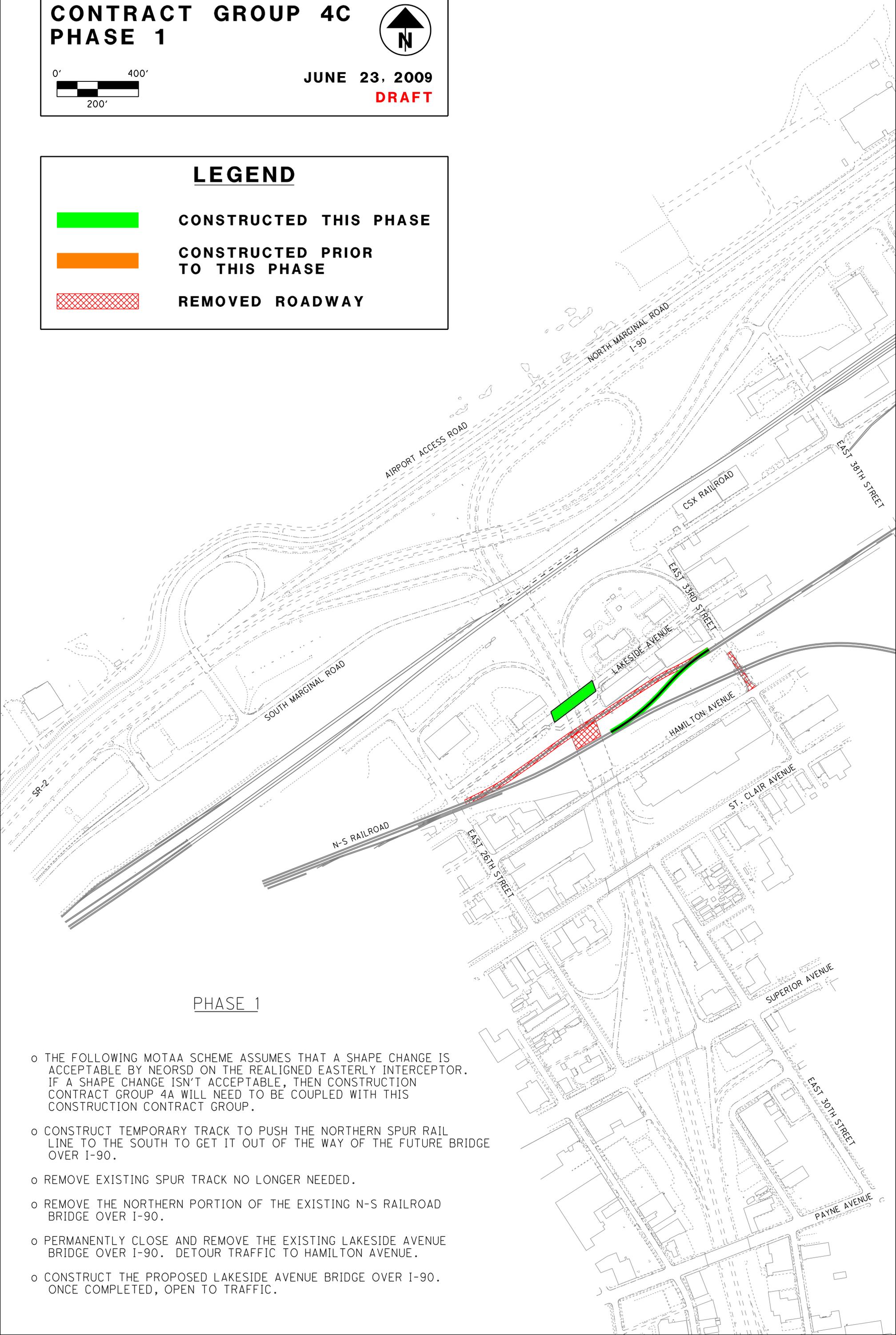
CONSTRUCTED THIS PHASE



CONSTRUCTED PRIOR TO THIS PHASE



REMOVED ROADWAY



PHASE 1

- THE FOLLOWING MOTAA SCHEME ASSUMES THAT A SHAPE CHANGE IS ACCEPTABLE BY NEORS D ON THE REALIGNED EASTERLY INTERCEPTOR. IF A SHAPE CHANGE ISN'T ACCEPTABLE, THEN CONSTRUCTION CONTRACT GROUP 4A WILL NEED TO BE COUPLED WITH THIS CONSTRUCTION CONTRACT GROUP.
- CONSTRUCT TEMPORARY TRACK TO PUSH THE NORTHERN SPUR RAIL LINE TO THE SOUTH TO GET IT OUT OF THE WAY OF THE FUTURE BRIDGE OVER I-90.
- REMOVE EXISTING SPUR TRACK NO LONGER NEEDED.
- REMOVE THE NORTHERN PORTION OF THE EXISTING N-S RAILROAD BRIDGE OVER I-90.
- PERMANENTLY CLOSE AND REMOVE THE EXISTING LAKESIDE AVENUE BRIDGE OVER I-90. DETOUR TRAFFIC TO HAMILTON AVENUE.
- CONSTRUCT THE PROPOSED LAKESIDE AVENUE BRIDGE OVER I-90. ONCE COMPLETED, OPEN TO TRAFFIC.

CONTRACT GROUP 4C PHASE 2



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LEGEND



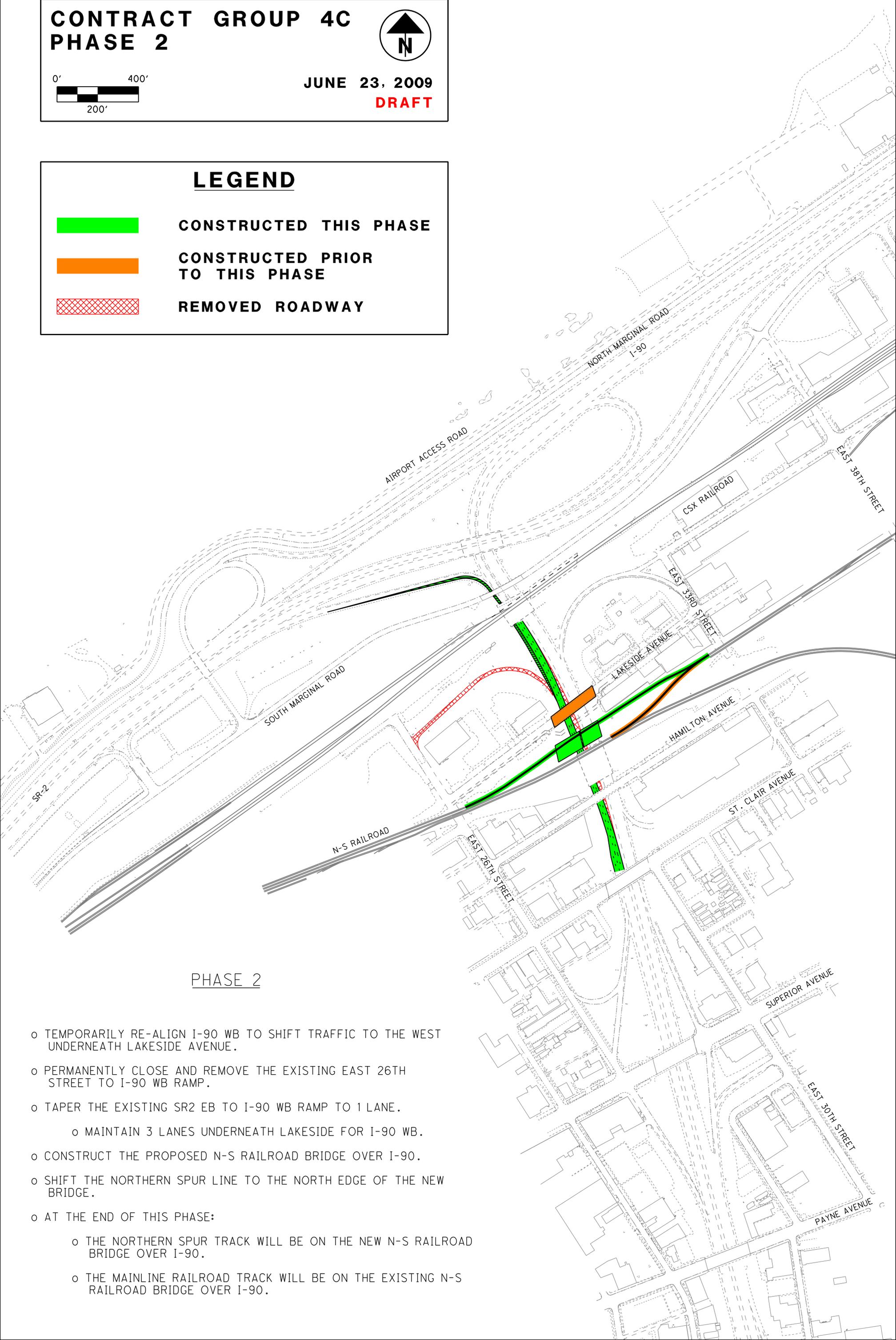
CONSTRUCTED THIS PHASE



CONSTRUCTED PRIOR TO THIS PHASE



REMOVED ROADWAY



PHASE 2

- o TEMPORARILY RE-ALIGN I-90 WB TO SHIFT TRAFFIC TO THE WEST UNDERNEATH LAKESIDE AVENUE.
- o PERMANENTLY CLOSE AND REMOVE THE EXISTING EAST 26TH STREET TO I-90 WB RAMP.
- o TAPER THE EXISTING SR2 EB TO I-90 WB RAMP TO 1 LANE.
 - o MAINTAIN 3 LANES UNDERNEATH LAKESIDE FOR I-90 WB.
- o CONSTRUCT THE PROPOSED N-S RAILROAD BRIDGE OVER I-90.
- o SHIFT THE NORTHERN SPUR LINE TO THE NORTH EDGE OF THE NEW BRIDGE.
- o AT THE END OF THIS PHASE:
 - o THE NORTHERN SPUR TRACK WILL BE ON THE NEW N-S RAILROAD BRIDGE OVER I-90.
 - o THE MAINLINE RAILROAD TRACK WILL BE ON THE EXISTING N-S RAILROAD BRIDGE OVER I-90.

CONTRACT GROUP 4C PHASE 3



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LEGEND



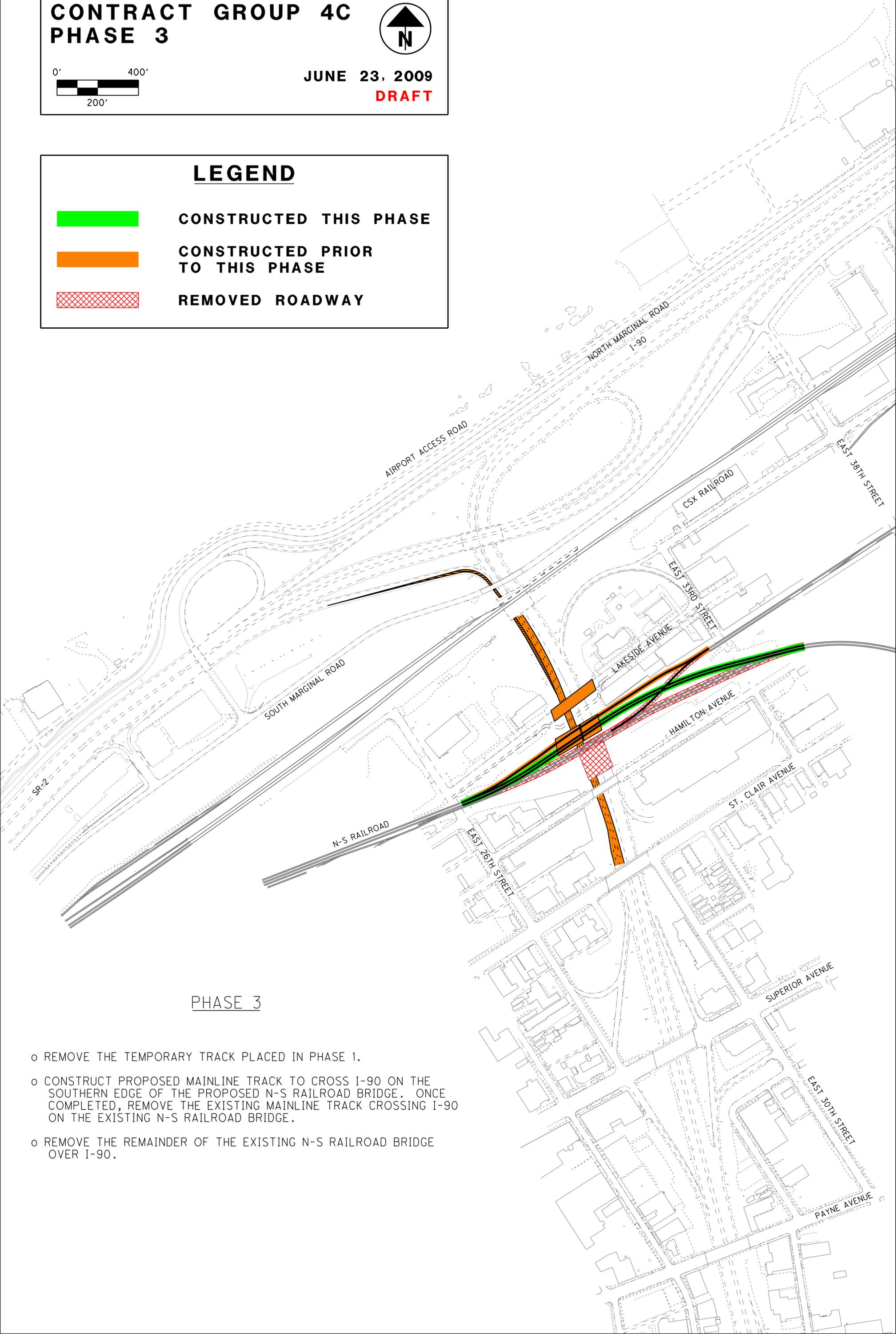
CONSTRUCTED THIS PHASE



CONSTRUCTED PRIOR
TO THIS PHASE



REMOVED ROADWAY



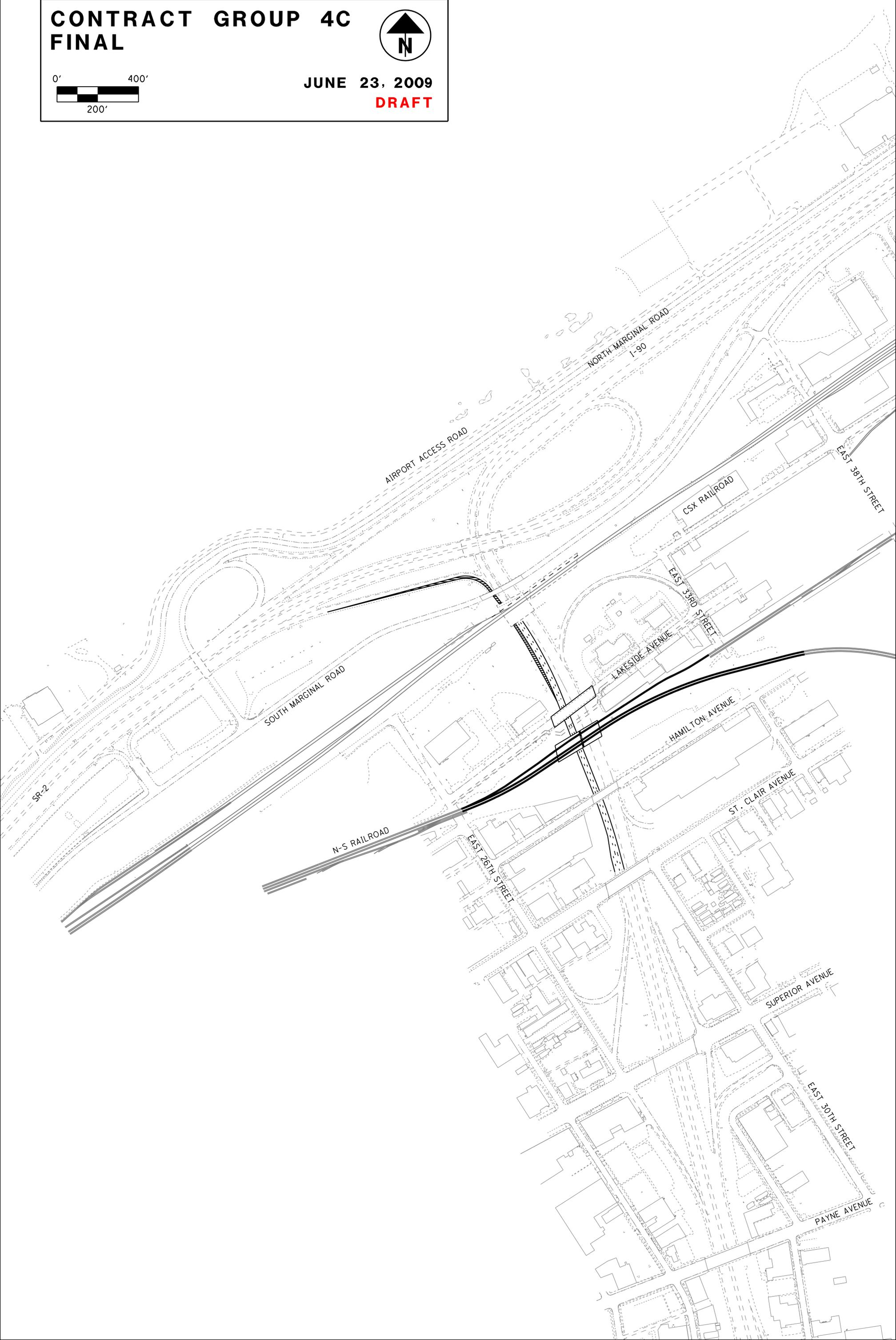
PHASE 3

- o REMOVE THE TEMPORARY TRACK PLACED IN PHASE 1.
- o CONSTRUCT PROPOSED MAINLINE TRACK TO CROSS I-90 ON THE SOUTHERN EDGE OF THE PROPOSED N-S RAILROAD BRIDGE. ONCE COMPLETED, REMOVE THE EXISTING MAINLINE TRACK CROSSING I-90 ON THE EXISTING N-S RAILROAD BRIDGE.
- o REMOVE THE REMAINDER OF THE EXISTING N-S RAILROAD BRIDGE OVER I-90.

**CONTRACT GROUP 4C
FINAL**



**JUNE 23, 2009
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CONTRACT GROUP 4D PHASE 1



JUNE 23, 2009
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LEGEND



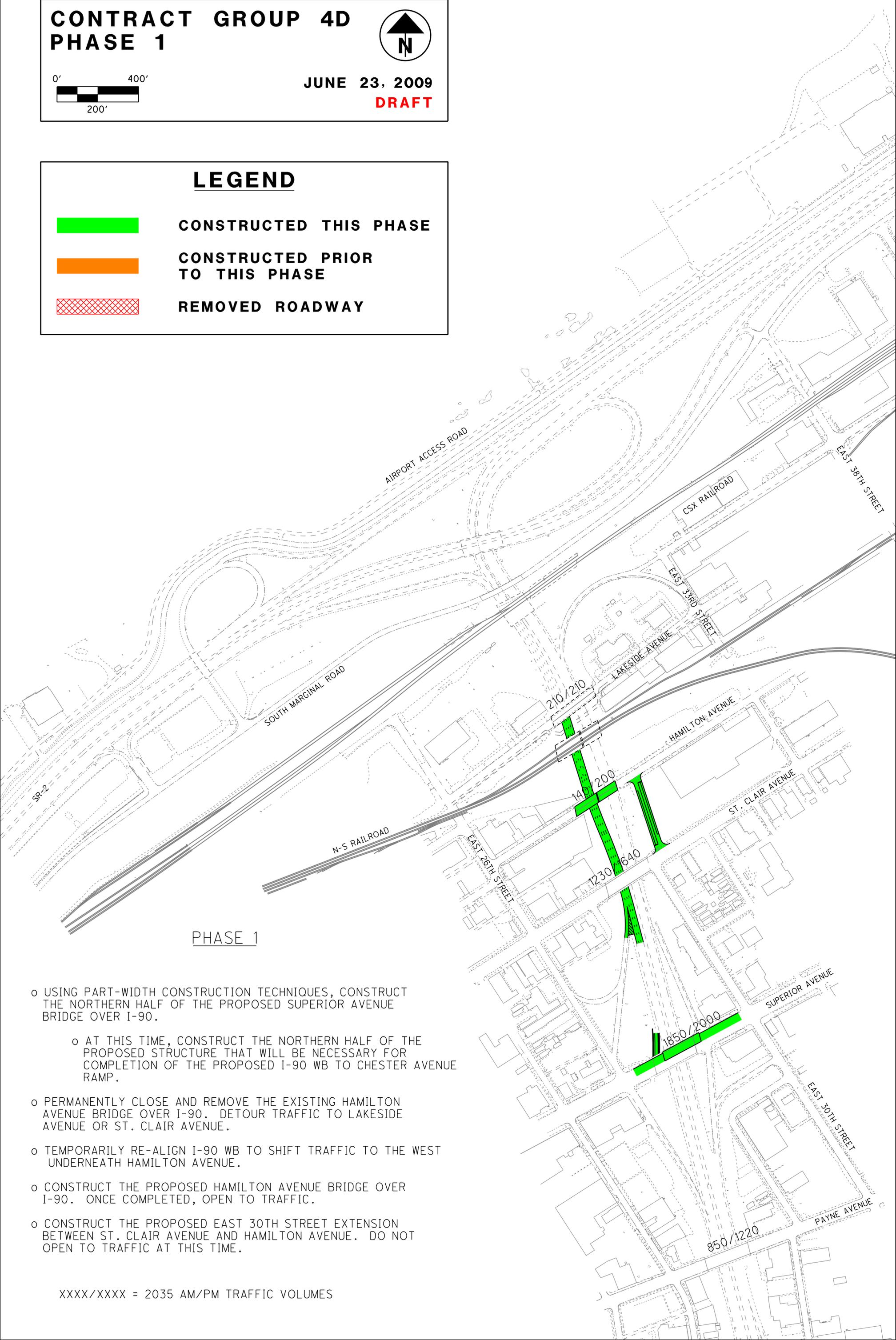
CONSTRUCTED THIS PHASE



**CONSTRUCTED PRIOR
TO THIS PHASE**



REMOVED ROADWAY



PHASE 1

- USING PART-WIDTH CONSTRUCTION TECHNIQUES, CONSTRUCT THE NORTHERN HALF OF THE PROPOSED SUPERIOR AVENUE BRIDGE OVER I-90.
 - AT THIS TIME, CONSTRUCT THE NORTHERN HALF OF THE PROPOSED STRUCTURE THAT WILL BE NECESSARY FOR COMPLETION OF THE PROPOSED I-90 WB TO CHESTER AVENUE RAMP.
- PERMANENTLY CLOSE AND REMOVE THE EXISTING HAMILTON AVENUE BRIDGE OVER I-90. DETOUR TRAFFIC TO LAKESIDE AVENUE OR ST. CLAIR AVENUE.
- TEMPORARILY RE-ALIGN I-90 WB TO SHIFT TRAFFIC TO THE WEST UNDERNEATH HAMILTON AVENUE.
- CONSTRUCT THE PROPOSED HAMILTON AVENUE BRIDGE OVER I-90. ONCE COMPLETED, OPEN TO TRAFFIC.
- CONSTRUCT THE PROPOSED EAST 30TH STREET EXTENSION BETWEEN ST. CLAIR AVENUE AND HAMILTON AVENUE. DO NOT OPEN TO TRAFFIC AT THIS TIME.

XXXX/XXXX = 2035 AM/PM TRAFFIC VOLUMES

CONTRACT GROUP 4D PHASE 2



JUNE 23, 2009
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LEGEND



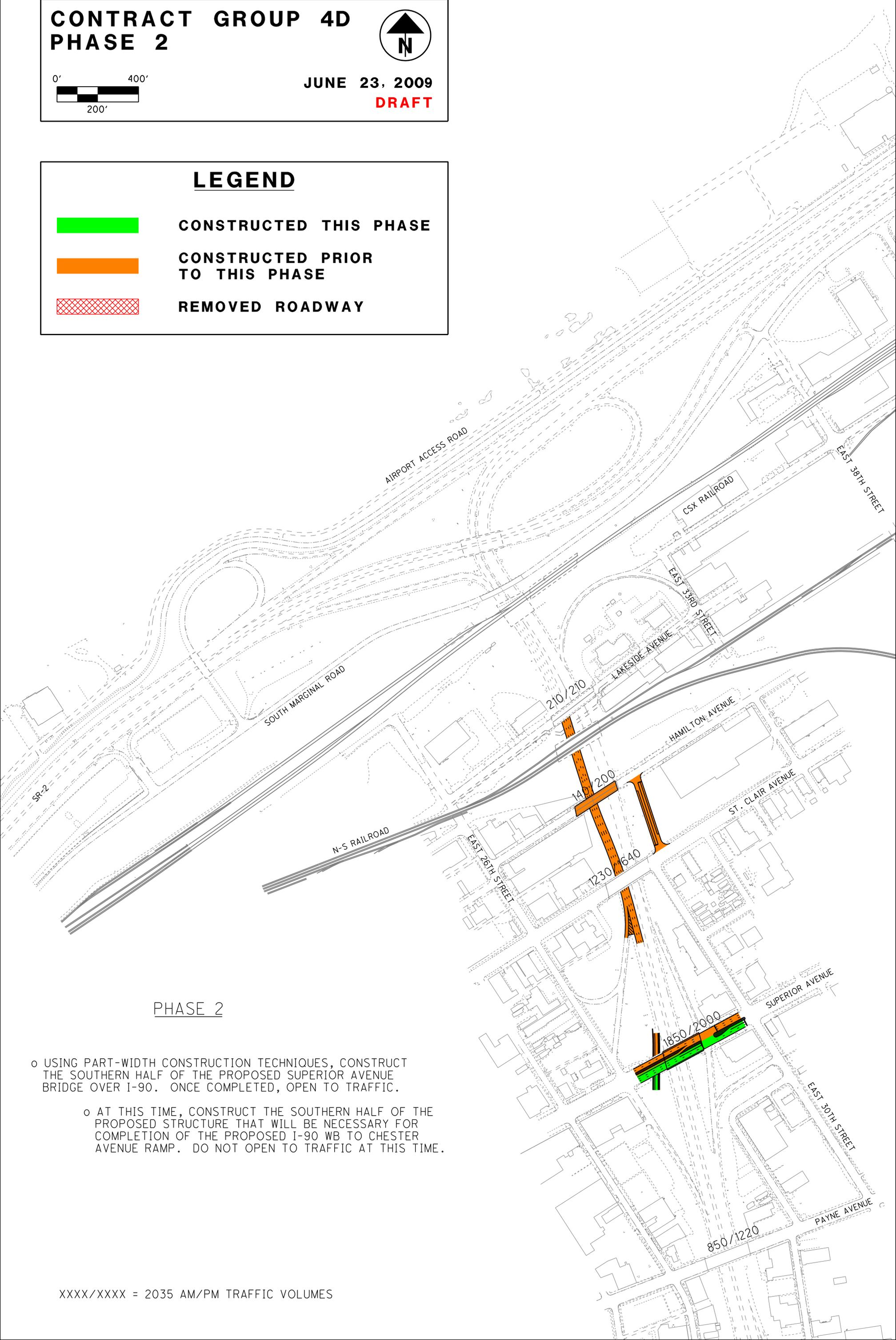
CONSTRUCTED THIS PHASE



CONSTRUCTED PRIOR
TO THIS PHASE



REMOVED ROADWAY



PHASE 2

- o USING PART-WIDTH CONSTRUCTION TECHNIQUES, CONSTRUCT THE SOUTHERN HALF OF THE PROPOSED SUPERIOR AVENUE BRIDGE OVER I-90. ONCE COMPLETED, OPEN TO TRAFFIC.
- o AT THIS TIME, CONSTRUCT THE SOUTHERN HALF OF THE PROPOSED STRUCTURE THAT WILL BE NECESSARY FOR COMPLETION OF THE PROPOSED I-90 WB TO CHESTER AVENUE RAMP. DO NOT OPEN TO TRAFFIC AT THIS TIME.

XXXX/XXXX = 2035 AM/PM TRAFFIC VOLUMES

CONTRACT GROUP 4D PHASE 3



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LEGEND



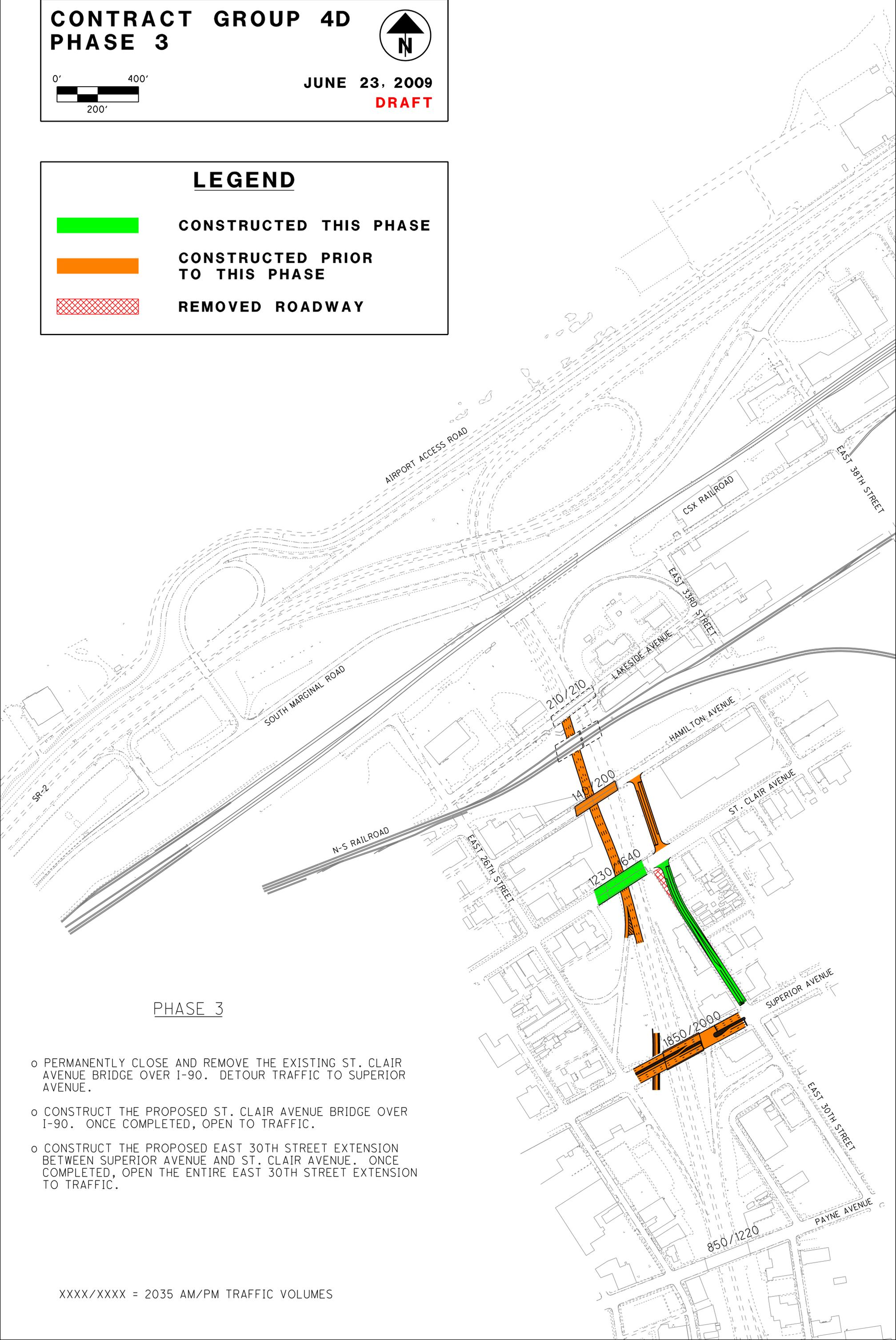
CONSTRUCTED THIS PHASE



CONSTRUCTED PRIOR
TO THIS PHASE



REMOVED ROADWAY



PHASE 3

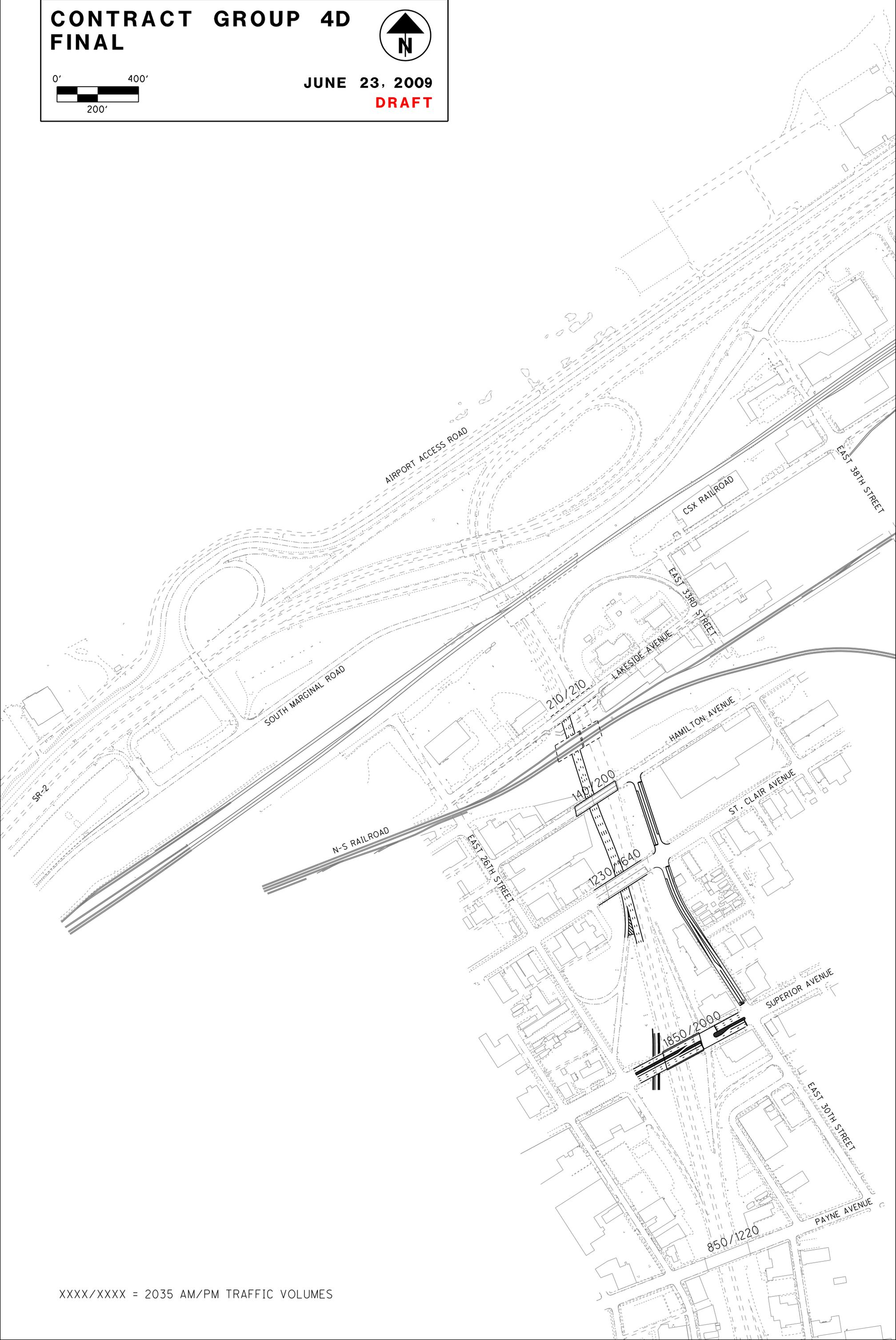
- PERMANENTLY CLOSE AND REMOVE THE EXISTING ST. CLAIR AVENUE BRIDGE OVER I-90. DETOUR TRAFFIC TO SUPERIOR AVENUE.
- CONSTRUCT THE PROPOSED ST. CLAIR AVENUE BRIDGE OVER I-90. ONCE COMPLETED, OPEN TO TRAFFIC.
- CONSTRUCT THE PROPOSED EAST 30TH STREET EXTENSION BETWEEN SUPERIOR AVENUE AND ST. CLAIR AVENUE. ONCE COMPLETED, OPEN THE ENTIRE EAST 30TH STREET EXTENSION TO TRAFFIC.

XXXX/XXXX = 2035 AM/PM TRAFFIC VOLUMES

**CONTRACT GROUP 4D
FINAL**



**JUNE 23, 2009
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XXXX/XXXX = 2035 AM/PM TRAFFIC VOLUMES

**CONTRACT GROUP 4E
PHASE 1**



JUNE 23, 2009

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LEGEND



CONSTRUCTED THIS PHASE



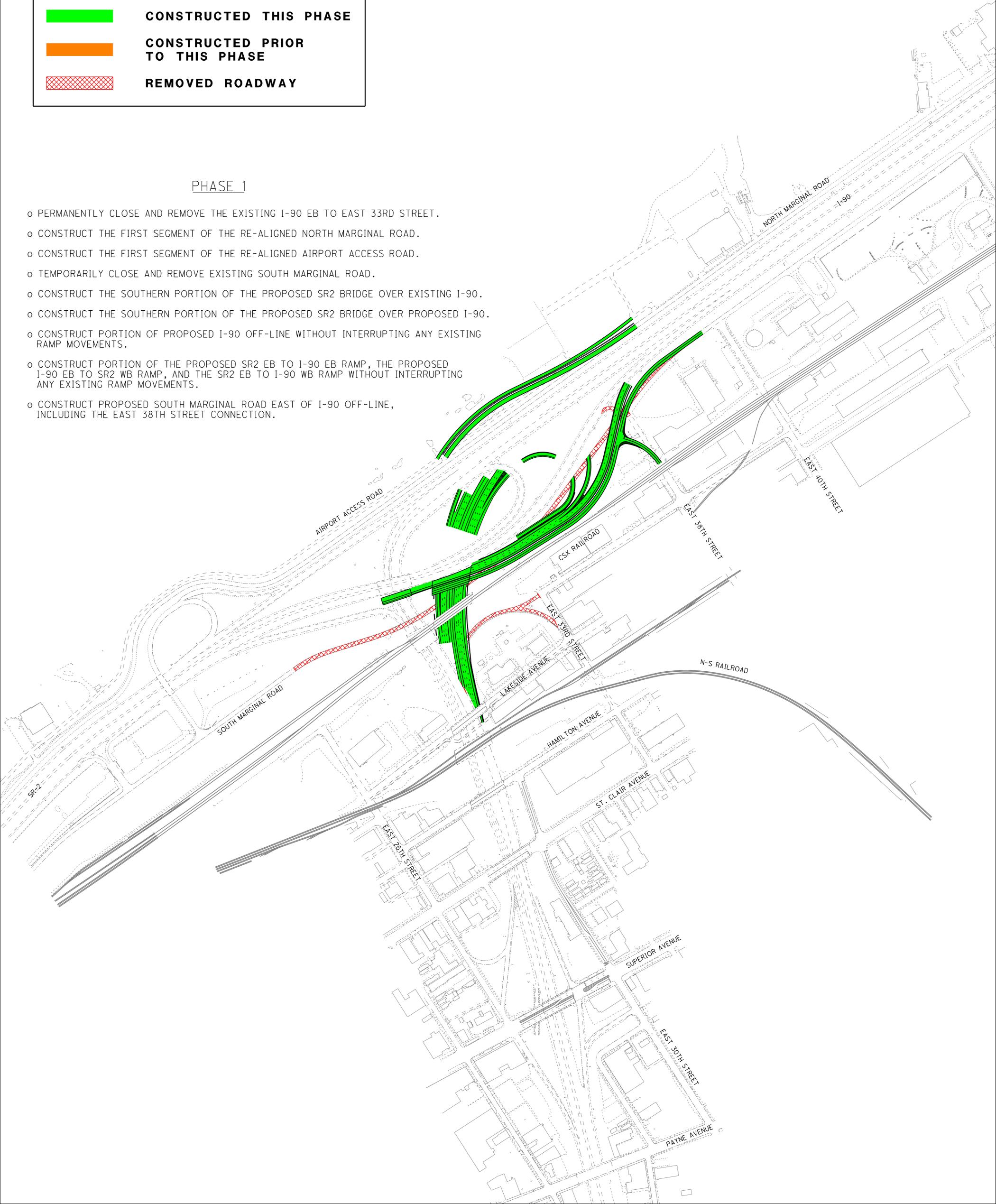
**CONSTRUCTED PRIOR
TO THIS PHASE**



REMOVED ROADWAY

PHASE 1

- o PERMANENTLY CLOSE AND REMOVE THE EXISTING I-90 EB TO EAST 33RD STREET.
- o CONSTRUCT THE FIRST SEGMENT OF THE RE-ALIGNED NORTH MARGINAL ROAD.
- o CONSTRUCT THE FIRST SEGMENT OF THE RE-ALIGNED AIRPORT ACCESS ROAD.
- o TEMPORARILY CLOSE AND REMOVE EXISTING SOUTH MARGINAL ROAD.
- o CONSTRUCT THE SOUTHERN PORTION OF THE PROPOSED SR2 BRIDGE OVER EXISTING I-90.
- o CONSTRUCT THE SOUTHERN PORTION OF THE PROPOSED SR2 BRIDGE OVER PROPOSED I-90.
- o CONSTRUCT PORTION OF PROPOSED I-90 OFF-LINE WITHOUT INTERRUPTING ANY EXISTING RAMP MOVEMENTS.
- o CONSTRUCT PORTION OF THE PROPOSED SR2 EB TO I-90 EB RAMP, THE PROPOSED I-90 EB TO SR2 WB RAMP, AND THE SR2 EB TO I-90 WB RAMP WITHOUT INTERRUPTING ANY EXISTING RAMP MOVEMENTS.
- o CONSTRUCT PROPOSED SOUTH MARGINAL ROAD EAST OF I-90 OFF-LINE, INCLUDING THE EAST 38TH STREET CONNECTION.



**CONTRACT GROUP 4E
PHASE 2**



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LEGEND



CONSTRUCTED THIS PHASE



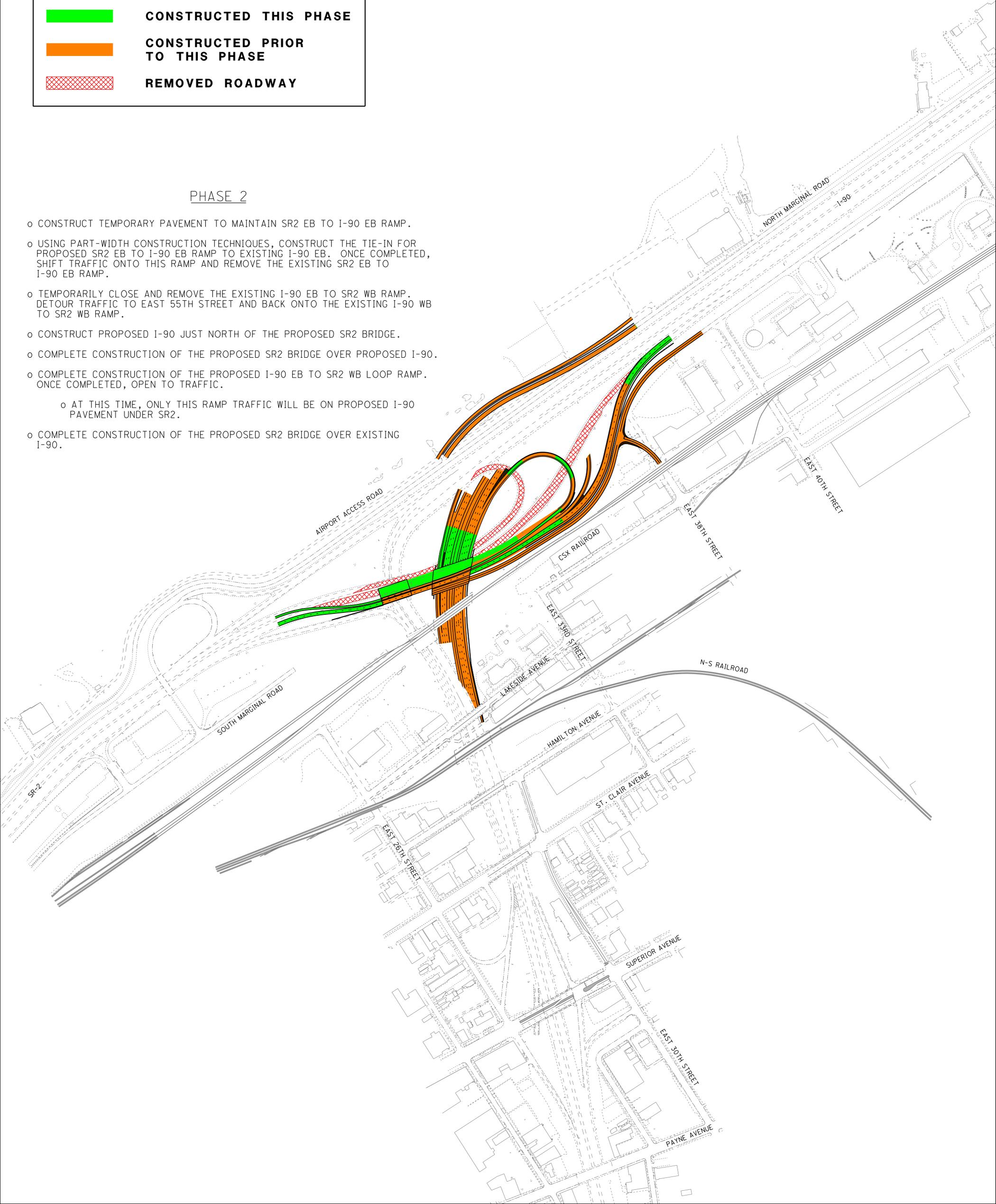
**CONSTRUCTED PRIOR
TO THIS PHASE**



REMOVED ROADWAY

PHASE 2

- o CONSTRUCT TEMPORARY PAVEMENT TO MAINTAIN SR2 EB TO I-90 EB RAMP.
- o USING PART-WIDTH CONSTRUCTION TECHNIQUES, CONSTRUCT THE TIE-IN FOR PROPOSED SR2 EB TO I-90 EB RAMP TO EXISTING I-90 EB. ONCE COMPLETED, SHIFT TRAFFIC ONTO THIS RAMP AND REMOVE THE EXISTING SR2 EB TO I-90 EB RAMP.
- o TEMPORARILY CLOSE AND REMOVE THE EXISTING I-90 EB TO SR2 WB RAMP. DETOUR TRAFFIC TO EAST 55TH STREET AND BACK ONTO THE EXISTING I-90 WB TO SR2 WB RAMP.
- o CONSTRUCT PROPOSED I-90 JUST NORTH OF THE PROPOSED SR2 BRIDGE.
- o COMPLETE CONSTRUCTION OF THE PROPOSED SR2 BRIDGE OVER PROPOSED I-90.
- o COMPLETE CONSTRUCTION OF THE PROPOSED I-90 EB TO SR2 WB LOOP RAMP. ONCE COMPLETED, OPEN TO TRAFFIC.
 - o AT THIS TIME, ONLY THIS RAMP TRAFFIC WILL BE ON PROPOSED I-90 PAVEMENT UNDER SR2.
- o COMPLETE CONSTRUCTION OF THE PROPOSED SR2 BRIDGE OVER EXISTING I-90.



CONTRACT GROUP 4E PHASE 3



JUNE 23, 2009
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LEGEND

-  **CONSTRUCTED THIS PHASE**
-  **CONSTRUCTED PRIOR TO THIS PHASE**
-  **REMOVED ROADWAY**

PHASE 3

- o USING PART-WIDTH CONSTRUCTION TECHNIQUES, CONSTRUCT THE EASTERN TRANSITION BACK TO EXISTING ALONG I-90, INCLUDING THE FIRST SEGMENT OF THE PROPOSED I-90 WB TO SR2 WB RAMP.
- o USING PART-WIDTH CONSTRUCTION TECHNIQUES, CONSTRUCT THE WESTERN TRANSITION BACK TO EXISTING ALONG I-90 UNDER LAKESIDE AVENUE. ONCE COMPLETED, SHIFT I-90 MAINLINE TRAFFIC TO THE NEW CONSTRUCTION. MAINTAIN THE EXISTING SR2 EB TO I-90 WB RAMP ON THE EXISTING I-90 PAVEMENT.
- o COMPLETE THE CONSTRUCTION OF THE PROPOSED SR2 EB TO I-90 WB RAMP. ONCE COMPLETED, OPEN TO TRAFFIC AND REMOVE THE EXISTING RAMP.
- o CONSTRUCT PROPOSED I-90 WB BETWEEN LAKESIDE AVENUE AND ST. CLAIR AVENUE OFF-LINE.
- o CONSTRUCT THE PROPOSED I-90 WB TO SUPERIOR AVENUE RAMP.
 - o DURING CONSTRUCTION OF THE SECTION BETWEEN ST. CLAIR AVENUE AND SUPERIOR AVENUE, TEMPORARILY CLOSE THE EXISTING RAMP.
 - o DETOUR TRAFFIC TO THE EXISTING I-90 WB TO CHESTER AVENUE RAMP.
 - o ONCE COMPLETED, OPEN TO TRAFFIC.



**CONTRACT GROUP 4E
PHASE 4**



JUNE 23, 2009

DRAFT

LEGEND



CONSTRUCTED THIS PHASE



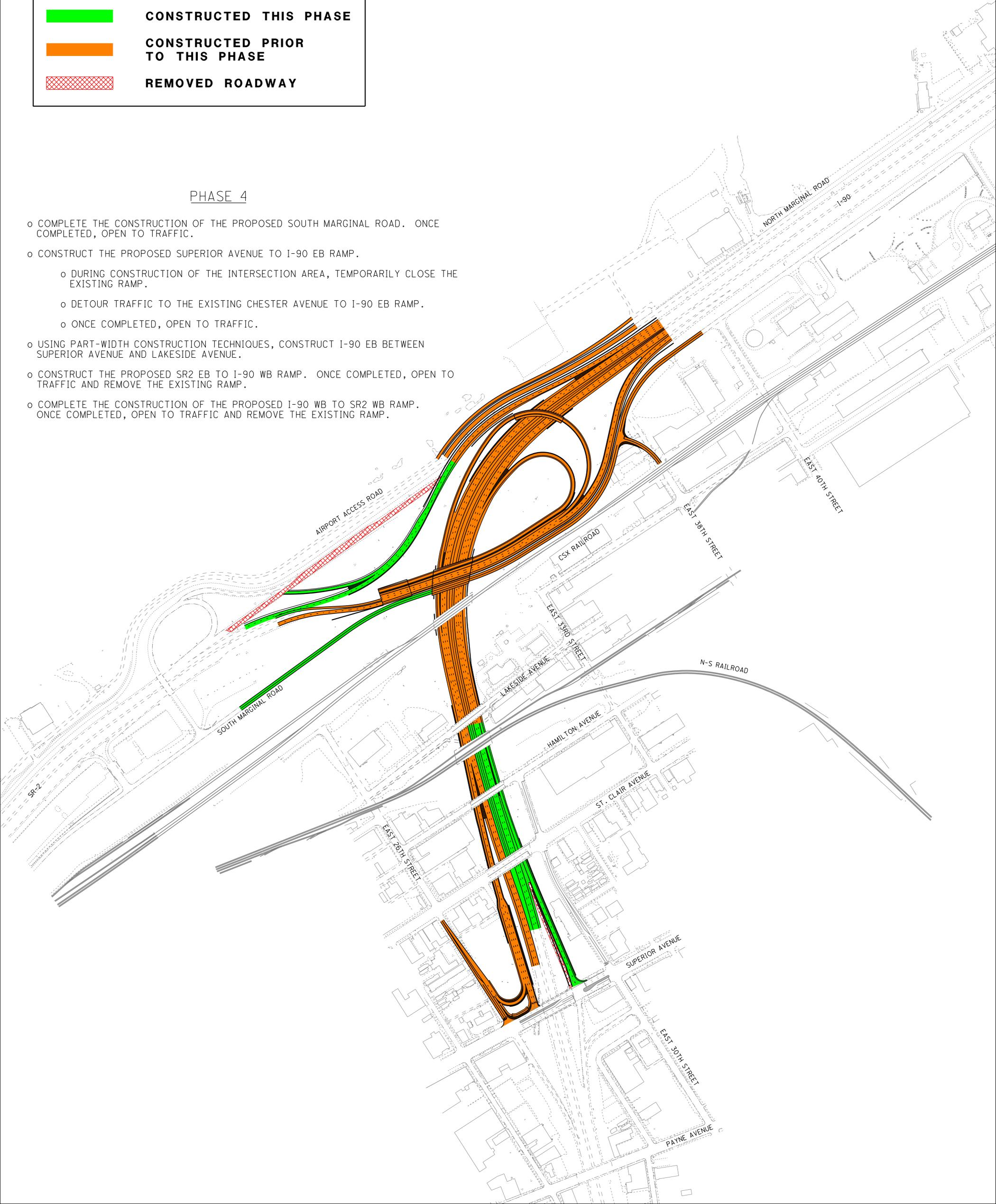
CONSTRUCTED PRIOR TO THIS PHASE



REMOVED ROADWAY

PHASE 4

- o COMPLETE THE CONSTRUCTION OF THE PROPOSED SOUTH MARGINAL ROAD. ONCE COMPLETED, OPEN TO TRAFFIC.
- o CONSTRUCT THE PROPOSED SUPERIOR AVENUE TO I-90 EB RAMP.
 - o DURING CONSTRUCTION OF THE INTERSECTION AREA, TEMPORARILY CLOSE THE EXISTING RAMP.
 - o DETOUR TRAFFIC TO THE EXISTING CHESTER AVENUE TO I-90 EB RAMP.
 - o ONCE COMPLETED, OPEN TO TRAFFIC.
- o USING PART-WIDTH CONSTRUCTION TECHNIQUES, CONSTRUCT I-90 EB BETWEEN SUPERIOR AVENUE AND LAKESIDE AVENUE.
- o CONSTRUCT THE PROPOSED SR2 EB TO I-90 WB RAMP. ONCE COMPLETED, OPEN TO TRAFFIC AND REMOVE THE EXISTING RAMP.
- o COMPLETE THE CONSTRUCTION OF THE PROPOSED I-90 WB TO SR2 WB RAMP. ONCE COMPLETED, OPEN TO TRAFFIC AND REMOVE THE EXISTING RAMP.



**CONTRACT GROUP 4E
PHASE 5**



JUNE 23, 2009

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LEGEND



CONSTRUCTED THIS PHASE



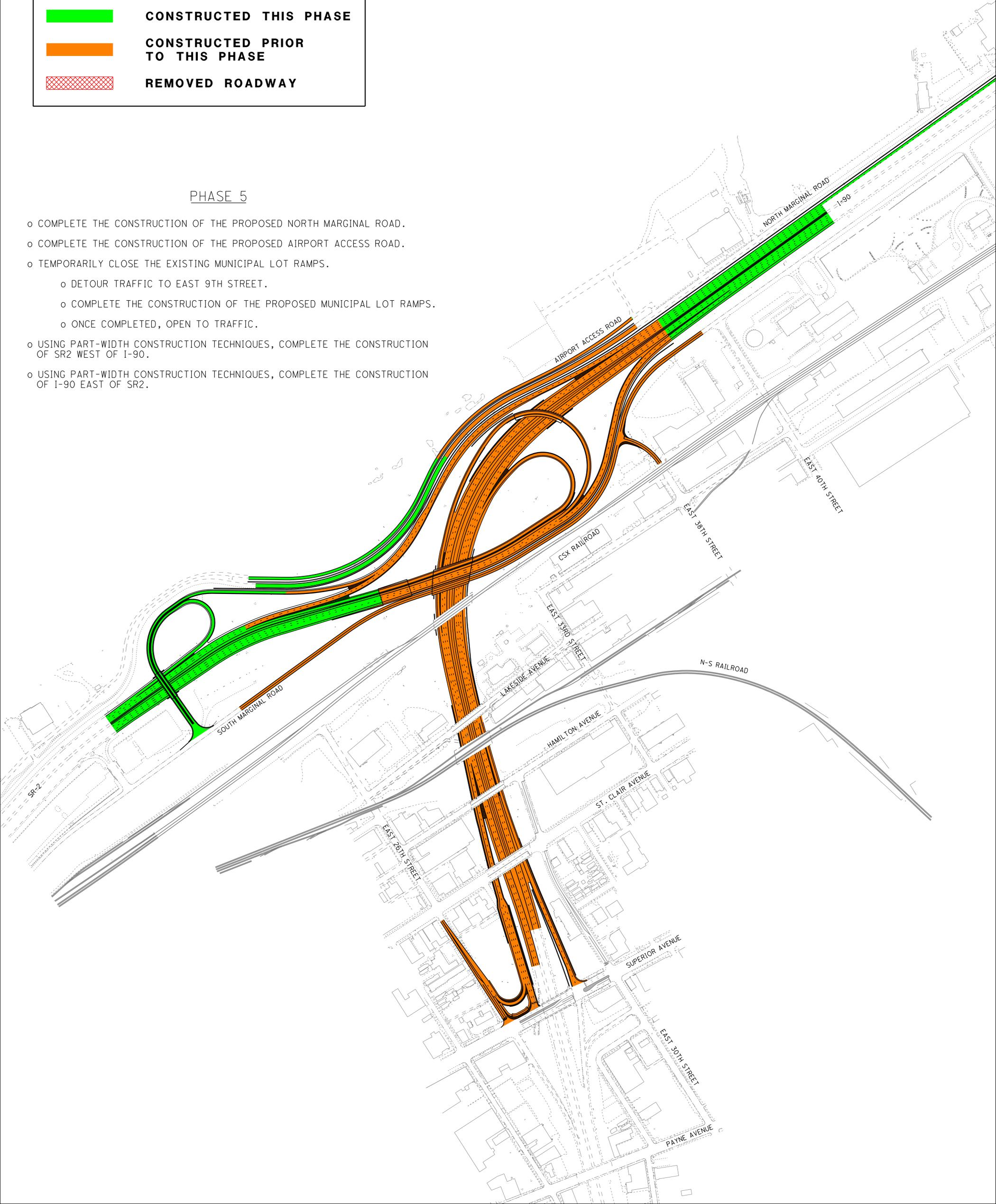
**CONSTRUCTED PRIOR
TO THIS PHASE**



REMOVED ROADWAY

PHASE 5

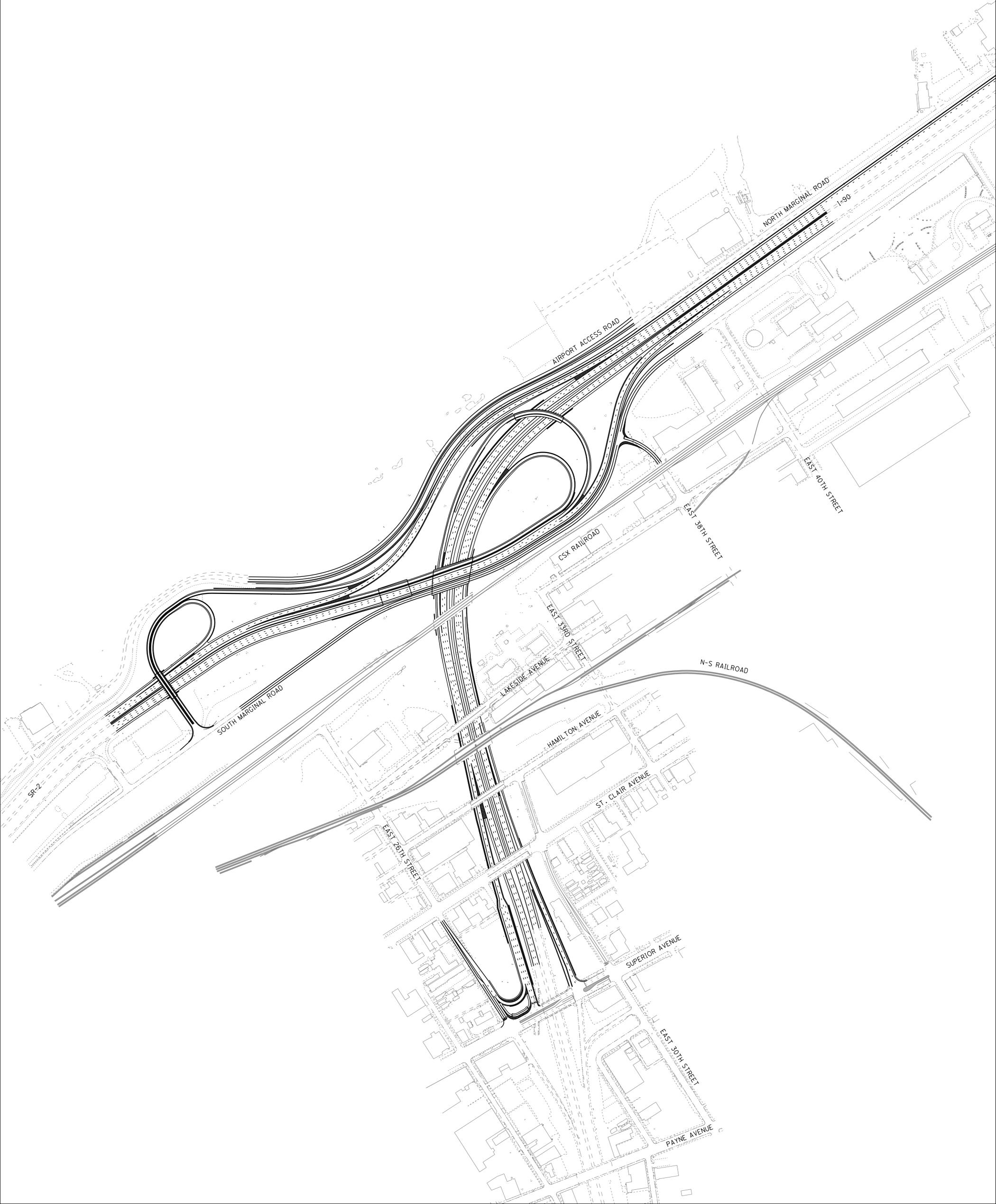
- o COMPLETE THE CONSTRUCTION OF THE PROPOSED NORTH MARGINAL ROAD.
- o COMPLETE THE CONSTRUCTION OF THE PROPOSED AIRPORT ACCESS ROAD.
- o TEMPORARILY CLOSE THE EXISTING MUNICIPAL LOT RAMP.
 - o DETOUR TRAFFIC TO EAST 9TH STREET.
 - o COMPLETE THE CONSTRUCTION OF THE PROPOSED MUNICIPAL LOT RAMP.
 - o ONCE COMPLETED, OPEN TO TRAFFIC.
- o USING PART-WIDTH CONSTRUCTION TECHNIQUES, COMPLETE THE CONSTRUCTION OF SR2 WEST OF I-90.
- o USING PART-WIDTH CONSTRUCTION TECHNIQUES, COMPLETE THE CONSTRUCTION OF I-90 EAST OF SR2.

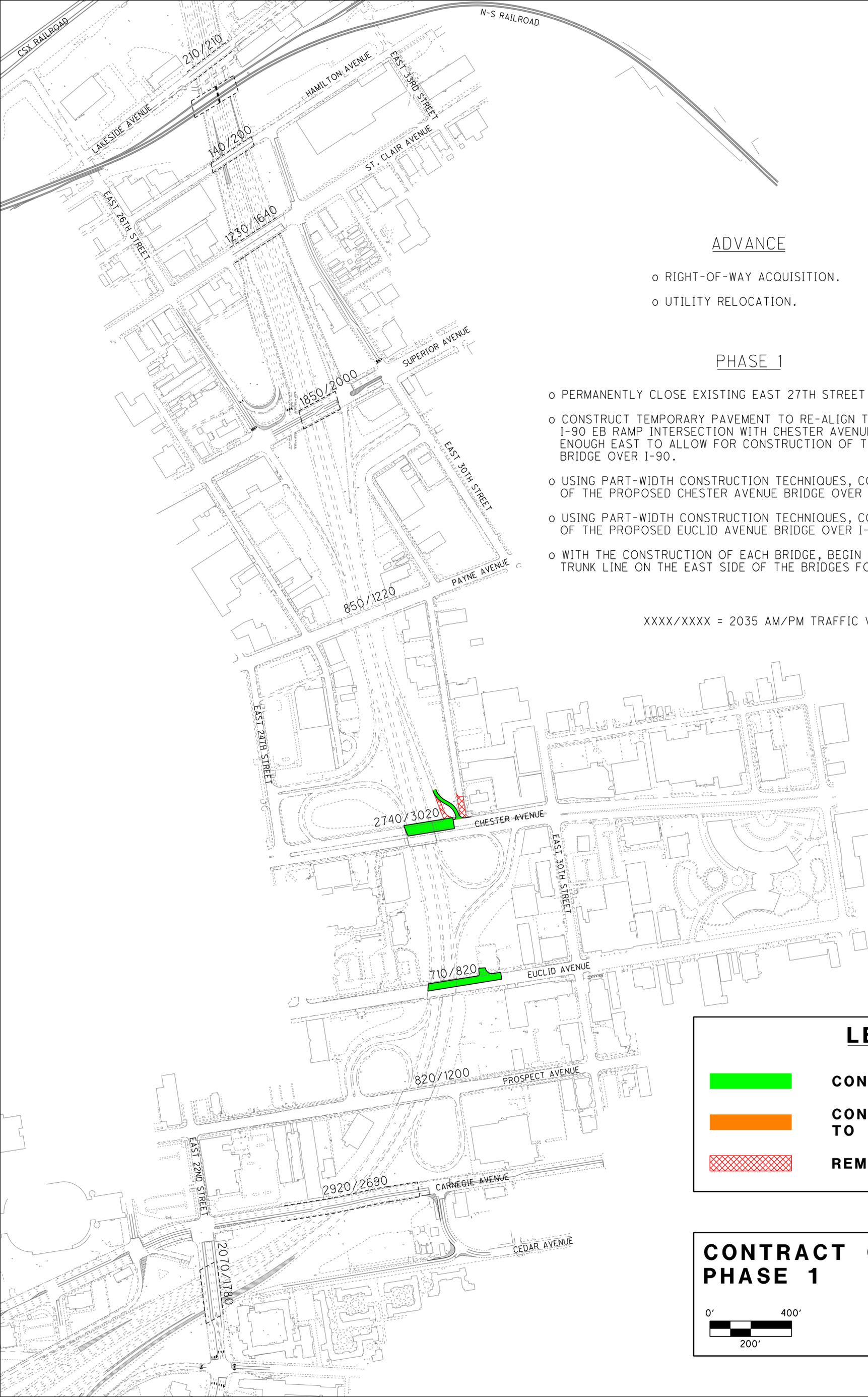


**CONTRACT GROUP 4E
FINAL**



**JUNE 23, 2009
DRAFT**





ADVANCE

- o RIGHT-OF-WAY ACQUISITION.
- o UTILITY RELOCATION.

PHASE 1

- o PERMANENTLY CLOSE EXISTING EAST 27TH STREET JUST NORTH OF CHESTER AVENUE.
- o CONSTRUCT TEMPORARY PAVEMENT TO RE-ALIGN THE EXISTING CHESTER AVENUE TO I-90 EB RAMP INTERSECTION WITH CHESTER AVENUE. SET THE NEW INTERSECTION FAR ENOUGH EAST TO ALLOW FOR CONSTRUCTION OF THE PROPOSED CHESTER AVENUE BRIDGE OVER I-90.
- o USING PART-WIDTH CONSTRUCTION TECHNIQUES, CONSTRUCT THE NORTHERN HALF OF THE PROPOSED CHESTER AVENUE BRIDGE OVER I-90.
- o USING PART-WIDTH CONSTRUCTION TECHNIQUES, CONSTRUCT THE NORTHERN HALF OF THE PROPOSED EUCLID AVENUE BRIDGE OVER I-90.
- o WITH THE CONSTRUCTION OF EACH BRIDGE, BEGIN LAYING THE PROPOSED DRAINAGE TRUNK LINE ON THE EAST SIDE OF THE BRIDGES FOR USE IN LATER CONTRACTS.

XXXX/XXXX = 2035 AM/PM TRAFFIC VOLUMES

LEGEND

-  **CONSTRUCTED THIS PHASE**
-  **CONSTRUCTED PRIOR TO THIS PHASE**
-  **REMOVED ROADWAY**

**CONTRACT GROUP 5A
PHASE 1**



**JUNE 23, 2009
DRAFT**



PHASE 2

- o USING PART-WIDTH CONSTRUCTION TECHNIQUES, CONSTRUCT THE SOUTHERN HALF OF THE PROPOSED CHESTER AVENUE BRIDGE OVER I-90.
- o USING PART-WIDTH CONSTRUCTION TECHNIQUES, CONSTRUCT THE SOUTHERN HALF OF THE PROPOSED EUCLID AVENUE BRIDGE OVER I-90.
- o USING PART-WIDTH CONSTRUCTION TECHNIQUES, CONSTRUCT THE NORTHERN HALF OF THE PROPOSED PROSPECT AVENUE BRIDGE OVER I-90.
- o WITH THE CONSTRUCTION OF EACH BRIDGE, BEGIN LAYING THE PROPOSED DRAINAGE TRUNK LINE ON THE EAST SIDE OF THE BRIDGES FOR USE IN LATER CONTRACTS.

XXXX/XXXX = 2035 AM/PM TRAFFIC VOLUMES

LEGEND

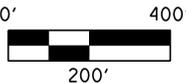
	CONSTRUCTED THIS PHASE
	CONSTRUCTED PRIOR TO THIS PHASE
	REMOVED ROADWAY

**CONTRACT GROUP 5A
PHASE 2**

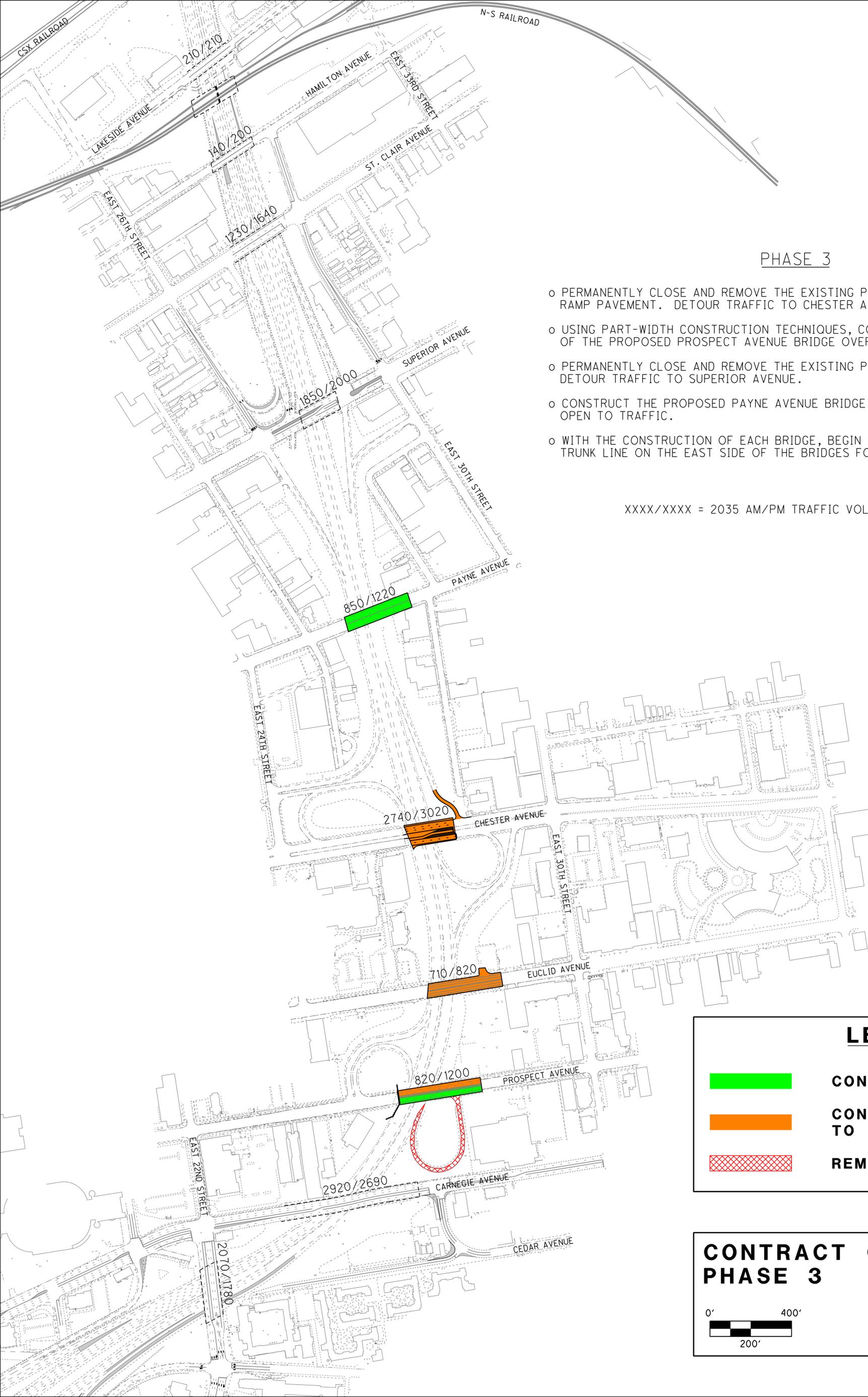


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**JUNE 23, 2009
DRAFT**



0' 400'
200'



PHASE 3

- o PERMANENTLY CLOSE AND REMOVE THE EXISTING PROSPECT AVENUE TO I-90 EB RAMP PAVEMENT. DETOUR TRAFFIC TO CHESTER AVENUE.
- o USING PART-WIDTH CONSTRUCTION TECHNIQUES, CONSTRUCT THE SOUTHERN HALF OF THE PROPOSED PROSPECT AVENUE BRIDGE OVER I-90.
- o PERMANENTLY CLOSE AND REMOVE THE EXISTING PAYNE AVENUE BRIDGE OVER I-90. DETOUR TRAFFIC TO SUPERIOR AVENUE.
- o CONSTRUCT THE PROPOSED PAYNE AVENUE BRIDGE OVER I-90. ONCE COMPLETED, OPEN TO TRAFFIC.
- o WITH THE CONSTRUCTION OF EACH BRIDGE, BEGIN LAYING THE PROPOSED DRAINAGE TRUNK LINE ON THE EAST SIDE OF THE BRIDGES FOR USE IN LATER CONTRACTS.

XXXX/XXXX = 2035 AM/PM TRAFFIC VOLUMES

LEGEND

	CONSTRUCTED THIS PHASE
	CONSTRUCTED PRIOR TO THIS PHASE
	REMOVED ROADWAY

**CONTRACT GROUP 5A
PHASE 3**



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**JUNE 23, 2009
DRAFT**





XXXX/XXXX = 2035 AM/PM TRAFFIC VOLUMES

CONTRACT GROUP 5A
FINAL

0' 400'
 200'

JUNE 23, 2009
DRAFT



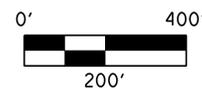
PHASE 1

- o PERMANENTLY CLOSE AND REMOVE EAST 27TH STREET NEAR I-90.
- o CONSTRUCT I-90 EB OFF-LINE:
 - o FROM THE CARNEGIE CURVE TO JUST NORTH OF EUCLID AVENUE.
 - o FROM CHESTER AVENUE TO JUST NORTH OF PAYNE AVENUE.
 - o FROM JUST SOUTH OF SUPERIOR AVENUE TO EXISTING I-90.
- o CONSTRUCT THE PROPOSED I-90 EB TO CHESTER AVENUE RAMP, EXCEPT FOR THE PORTION THAT CROSSES THE EXISTING CHESTER AVENUE RAMPS.
- o CONSTRUCT THE NB MIDTOWN CONNECTOR FROM PROSPECT AVENUE TO EUCLID AVENUE.
- o CONSTRUCT THE PROPOSED I-90 EB TO SUPERIOR AVENUE FROM JUST SOUTH OF CHESTER AVENUE TO JUST SOUTH OF THE EXISTING SUPERIOR AVENUE RAMPS.
- o CONSTRUCT THE PROPOSED CHESTER AVENUE TO I-90 EB RAMP FROM CHESTER AVENUE TO JUST SOUTH OF THE EXISTING SUPERIOR AVENUE RAMPS.

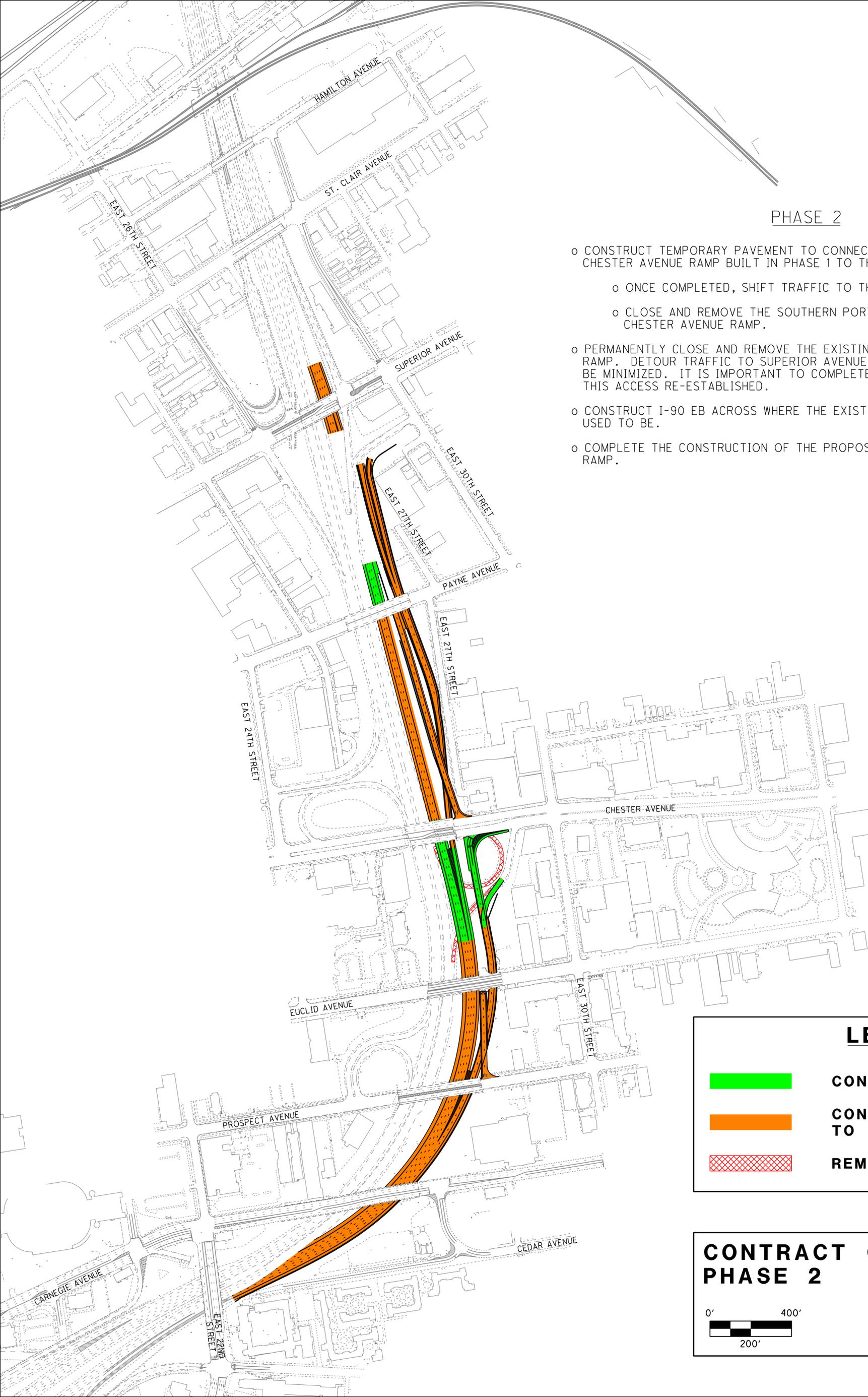
LEGEND

-  **CONSTRUCTED THIS PHASE**
-  **CONSTRUCTED PRIOR TO THIS PHASE**
-  **REMOVED ROADWAY**

**CONTRACT GROUP 5B
PHASE 1**



**JUNE 23, 2009
DRAFT**



PHASE 2

- o CONSTRUCT TEMPORARY PAVEMENT TO CONNECT THE PROPOSED I-90 EB TO CHESTER AVENUE RAMP BUILT IN PHASE 1 TO THE EXISTING RAMP.
 - o ONCE COMPLETED, SHIFT TRAFFIC TO THIS RAMP PAVEMENT.
 - o CLOSE AND REMOVE THE SOUTHERN PORTION OF THE EXISTING I-90 EB TO CHESTER AVENUE RAMP.
- o PERMANENTLY CLOSE AND REMOVE THE EXISTING CHESTER AVENUE TO I-90 EB RAMP. DETOUR TRAFFIC TO SUPERIOR AVENUE. THIS RAMP CLOSURE NEEDS TO BE MINIMIZED. IT IS IMPORTANT TO COMPLETE PHASES 2 AND 3 QUICKLY TO GET THIS ACCESS RE-ESTABLISHED.
- o CONSTRUCT I-90 EB ACROSS WHERE THE EXISTING CHESTER AVENUE RAMPS USED TO BE.
- o COMPLETE THE CONSTRUCTION OF THE PROPOSED I-90 EB TO CHESTER AVENUE RAMP.

LEGEND

	CONSTRUCTED THIS PHASE
	CONSTRUCTED PRIOR TO THIS PHASE
	REMOVED ROADWAY

**CONTRACT GROUP 5B
PHASE 2**



0' 400'
200'



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**JUNE 23, 2009
DRAFT**

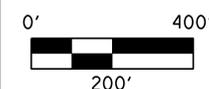
PHASE 3

- o CLOSE AND REMOVE THE EXISTING I-90 EB TO EAST 30TH STREET RAMP.
- o COMPLETE CONSTRUCTION OF THE PROPOSED I-90 EB TO EAST 30TH STREET RAMP. ONCE COMPLETED, OPEN TO TRAFFIC.
- o CLOSE AND REMOVE THE EXISTING I-90 EB TO SUPERIOR AVENUE RAMP. DETOUR TRAFFIC TO THE I-90 EB TO EAST 30TH STREET RAMP OR THE I-90 EB TO CHESTER AVENUE RAMP.
- o CONSTRUCT I-90 EB ACROSS WHERE THE EXISTING SUPERIOR AVENUE RAMPS USED TO BE.
- o COMPLETE CONSTRUCTION OF THE PROPOSED CHESTER AVENUE TO I-90 EB RAMP. ONCE COMPLETED, OPEN TO TRAFFIC.
- o COMPLETE CONSTRUCTION OF THE PROPOSED I-90 EB TO SUPERIOR AVENUE RAMP. ONCE COMPLETED, OPEN TO TRAFFIC.
- o OPEN THE PROPOSED I-90 EB TO CHESTER AVENUE RAMP TO TRAFFIC.
- o CLOSE AND REMOVE THE TEMPORARY PAVEMENT BUILT IN PHASE 2.
- o CONSTRUCT THE NB MIDTOWN CONNECTOR FROM EUCLID AVENUE TO CHESTER AVENUE.

LEGEND

-  CONSTRUCTED THIS PHASE
-  CONSTRUCTED PRIOR TO THIS PHASE
-  REMOVED ROADWAY

CONTRACT GROUP 5B PHASE 3



JUNE 23, 2009
DRAFT



PHASE 4

- o USING PART-WIDTH CONSTRUCTION TECHNIQUES COMPLETE THE CONSTRUCTION OF I-90 EB AT THE TIE-IN TO EXISTING ON THE WEST AND THE EAST ENDS. ONCE COMPLETED, SHIFT ALL I-90 EB TRAFFIC TO THE NEW CONSTRUCTION.
- o RE-STRIPE THE EXISTING I-77 NB TO I-90 EB RAMP AS A 2-LANE ENTRANCE RAMP.

LEGEND

	CONSTRUCTED THIS PHASE
	CONSTRUCTED PRIOR TO THIS PHASE
	REMOVED ROADWAY

**CONTRACT GROUP 5B
PHASE 4**

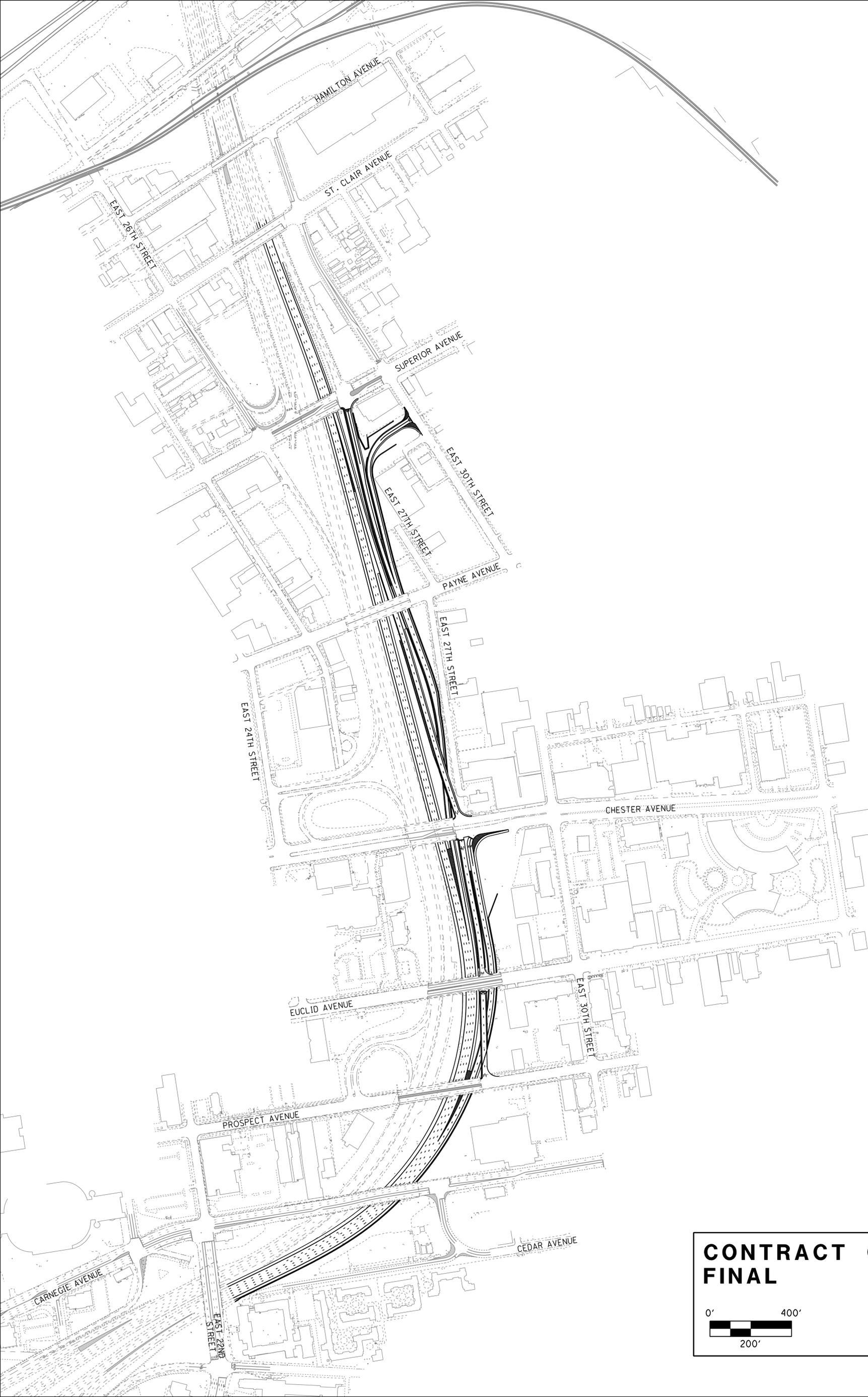


0' 400'
200'

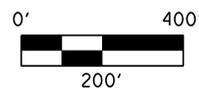


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**JUNE 23, 2009
DRAFT**



**CONTRACT GROUP 5B
FINAL**



**JUNE 23, 2009
DRAFT**

PHASE 1

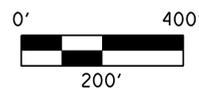
- o CONSTRUCT PROPOSED I-90 WB OFF-LINE (ON EXISTING I-90 EB PAVEMENT).
- o USING PART-WIDTH CONSTRUCTION TECHNIQUES, CONSTRUCT THE EASTERN TIE-IN TO EXISTING I-90. ONCE COMPLETED, OPEN TO TRAFFIC.
- o AT THE END OF THIS PHASE:
 - o I-90 WB MAINLINE TRAFFIC IS ON THE PROPOSED I-90 WB PAVEMENT.
 - o I-90 WB LOCAL TRAFFIC IS ON THE EXISTING I-90 WB PAVEMENT.



LEGEND

-  **CONSTRUCTED THIS PHASE**
-  **CONSTRUCTED PRIOR TO THIS PHASE**
-  **REMOVED ROADWAY**

**CONTRACT GROUP 5C
PHASE 1**



**JUNE 23, 2009
DRAFT**

PHASE 2

- o TEMPORARILY CLOSE AND REMOVE THE EXISTING SUPERIOR AVENUE TO I-90 WB RAMP. DETOUR TRAFFIC TO SR2 OR CHESTER AVENUE.
- o CONSTRUCT THE PROPOSED I-90 WB TO EAST 24TH STREET RAMP.
 - o CONSTRUCT FULL-WIDTH FROM I-90 TO PAYNE AVENUE.
 - o CONSTRUCT WEST HALF OF THE RAMP SOUTH OF PAYNE AVENUE.
 - o MAINTAIN THE EXISTING I-90 WB TO EAST 24TH STREET RAMP DURING CONSTRUCTION.
- o CONSTRUCT A TEMPORARY TRANSITION FROM PROPOSED TO EXISTING I-90 WB JUST SOUTH OF PAYNE AVENUE TO BE USED FOR LOCAL ACCESS.
 - o MOVE ALL I-90 WB TRAFFIC TO THE PROPOSED PAVEMENT.
 - o ALL TRAFFIC WISHING TO EXIT TO EITHER EAST 24TH STREET OR PROSPECT AVENUE WILL USE THIS TEMPORARY TRANSITION PAVEMENT.
- o COMPLETE THE PROPOSED I-90 WB WESTERN SHOULDER CONSTRUCTION.
- o CONSTRUCT THE PROPOSED SUPERIOR AVENUE TO I-90 WB RAMP TO JUST SOUTH OF PAYNE AVENUE. DO NOT OPEN THE RAMP TO TRAFFIC AT THIS TIME.

LEGEND

-  CONSTRUCTED THIS PHASE
-  CONSTRUCTED PRIOR TO THIS PHASE
-  REMOVED ROADWAY

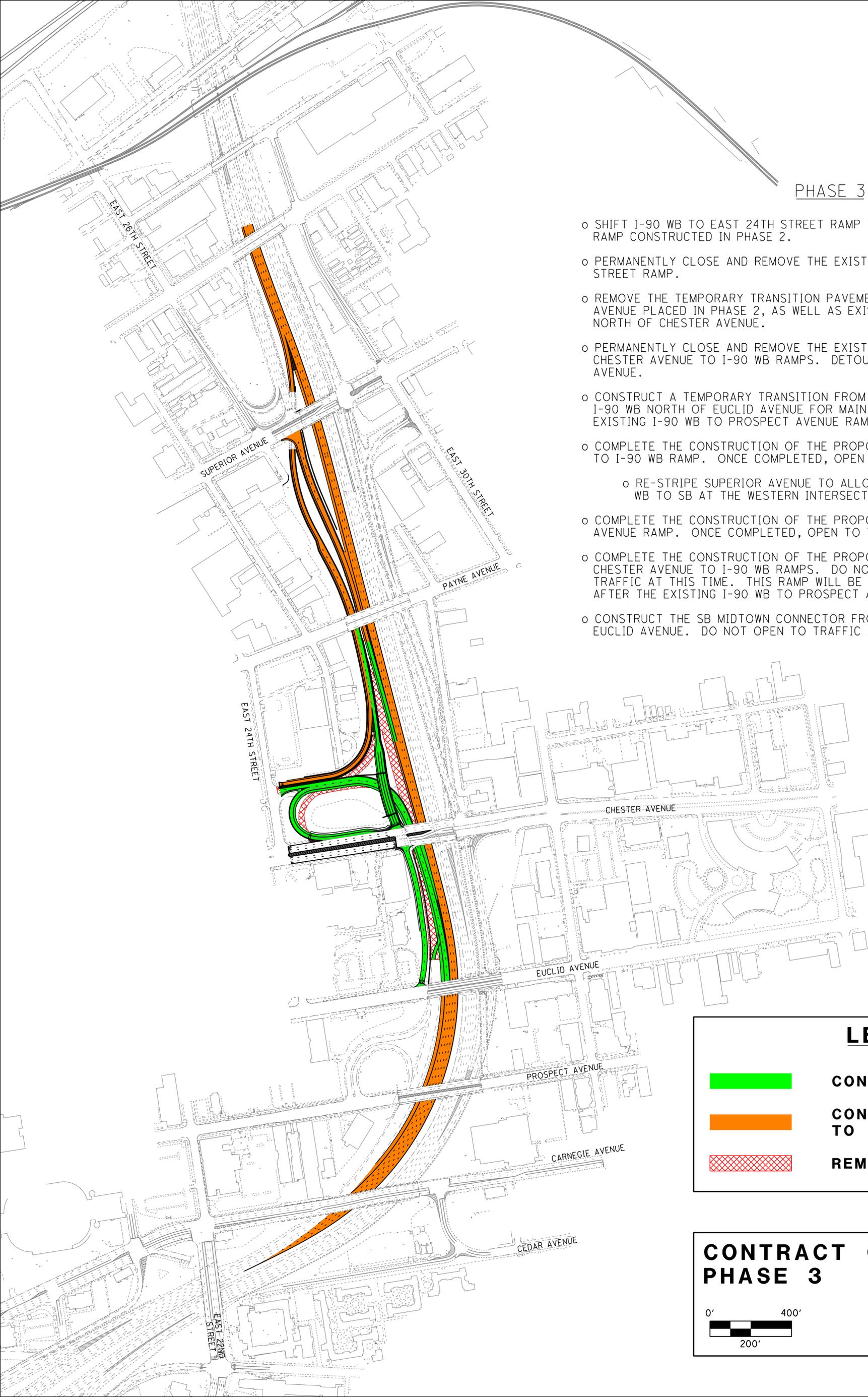
CONTRACT GROUP 5C PHASE 2



JUNE 23, 2009
DRAFT

PHASE 3

- SHIFT I-90 WB TO EAST 24TH STREET RAMP TRAFFIC TO THE PROPOSED RAMP CONSTRUCTED IN PHASE 2.
- PERMANENTLY CLOSE AND REMOVE THE EXISTING I-90 WB TO EAST 24TH STREET RAMP.
- REMOVE THE TEMPORARY TRANSITION PAVEMENT SOUTH OF SUPERIOR AVENUE PLACED IN PHASE 2, AS WELL AS EXISTING I-90 WB PAVEMENT NORTH OF CHESTER AVENUE.
- PERMANENTLY CLOSE AND REMOVE THE EXISTING EAST 24TH STREET/ CHESTER AVENUE TO I-90 WB RAMPS. DETOUR TRAFFIC TO PROSPECT AVENUE.
- CONSTRUCT A TEMPORARY TRANSITION FROM PROPOSED TO EXISTING I-90 WB NORTH OF EUCLID AVENUE FOR MAINTAINING ACCESS TO THE EXISTING I-90 WB TO PROSPECT AVENUE RAMP.
- COMPLETE THE CONSTRUCTION OF THE PROPOSED SUPERIOR AVENUE TO I-90 WB RAMP. ONCE COMPLETED, OPEN TO TRAFFIC.
 - RE-STRIPE SUPERIOR AVENUE TO ALLOW FOR DUAL LEFT TURNS FROM WB TO SB AT THE WESTERN INTERSECTION OF THE INTERCHANGE.
- COMPLETE THE CONSTRUCTION OF THE PROPOSED I-90 WB TO CHESTER AVENUE RAMP. ONCE COMPLETED, OPEN TO TRAFFIC.
- COMPLETE THE CONSTRUCTION OF THE PROPOSED EAST 24TH STREET/ CHESTER AVENUE TO I-90 WB RAMPS. DO NOT OPEN THESE RAMPS TO TRAFFIC AT THIS TIME. THIS RAMP WILL BE OPENED IN PHASE 4 IMMEDIATELY AFTER THE EXISTING I-90 WB TO PROSPECT AVENUE RAMP IS CLOSED.
- CONSTRUCT THE SB MIDTOWN CONNECTOR FROM CHESTER AVENUE TO EUCLID AVENUE. DO NOT OPEN TO TRAFFIC AT THIS TIME.



LEGEND

-  **CONSTRUCTED THIS PHASE**
-  **CONSTRUCTED PRIOR TO THIS PHASE**
-  **REMOVED ROADWAY**

**CONTRACT GROUP 5C
PHASE 3**



**JUNE 23, 2009
DRAFT**

PHASE 4

- o PERMANENTLY CLOSE AND REMOVE THE EXISTING I-90 WB TO PROSPECT AVENUE RAMP. DETOUR TRAFFIC TO CHESTER AVENUE.
- o OPEN THE PROPOSED EAST 24TH STREET/CHESTER AVENUE TO I-90 WB RAMPS TO TRAFFIC.
- o REMOVE THE TEMPORARY TRANSITION PAVEMENT NORTH OF EUCLID AVENUE CONSTRUCTED IN PHASE 3.
- o REMOVE THE EXISTING I-90 WB PAVEMENT FROM PROSPECT AVENUE TO EUCLID AVENUE.
- o PERMANENTLY CLOSE AND REMOVE THE EXISTING PROSPECT AVENUE TO I-90 WB RAMP. DETOUR TRAFFIC TO EAST 21ST STREET (FOR TRAFFIC DESTINED FOR I-77 SB), EAST 14TH STREET (FOR TRAFFIC DESTINED FOR I-90 WB) OR CHESTER AVENUE (FOR BOTH DESTINATIONS).
- o REMOVE THE EXISTING I-90 WB PAVEMENT FROM EAST 22ND STREET TO PROSPECT AVENUE.
- o USING PART-WIDTH CONSTRUCTION TECHNIQUES, CONSTRUCT PROPOSED I-90 WB AT THE WESTERN TIE-IN TO EXISTING.
- o CONSTRUCT SB MIDTOWN CONNECTOR FROM EUCLID AVENUE TO CARNEGIE AVENUE. ONCE COMPLETED, OPEN TO TRAFFIC.
- o CONSTRUCT NB MIDTOWN CONNECTOR FROM CARNEGIE AVENUE TO PROSPECT AVENUE. ONCE COMPLETED, OPEN TO TRAFFIC.

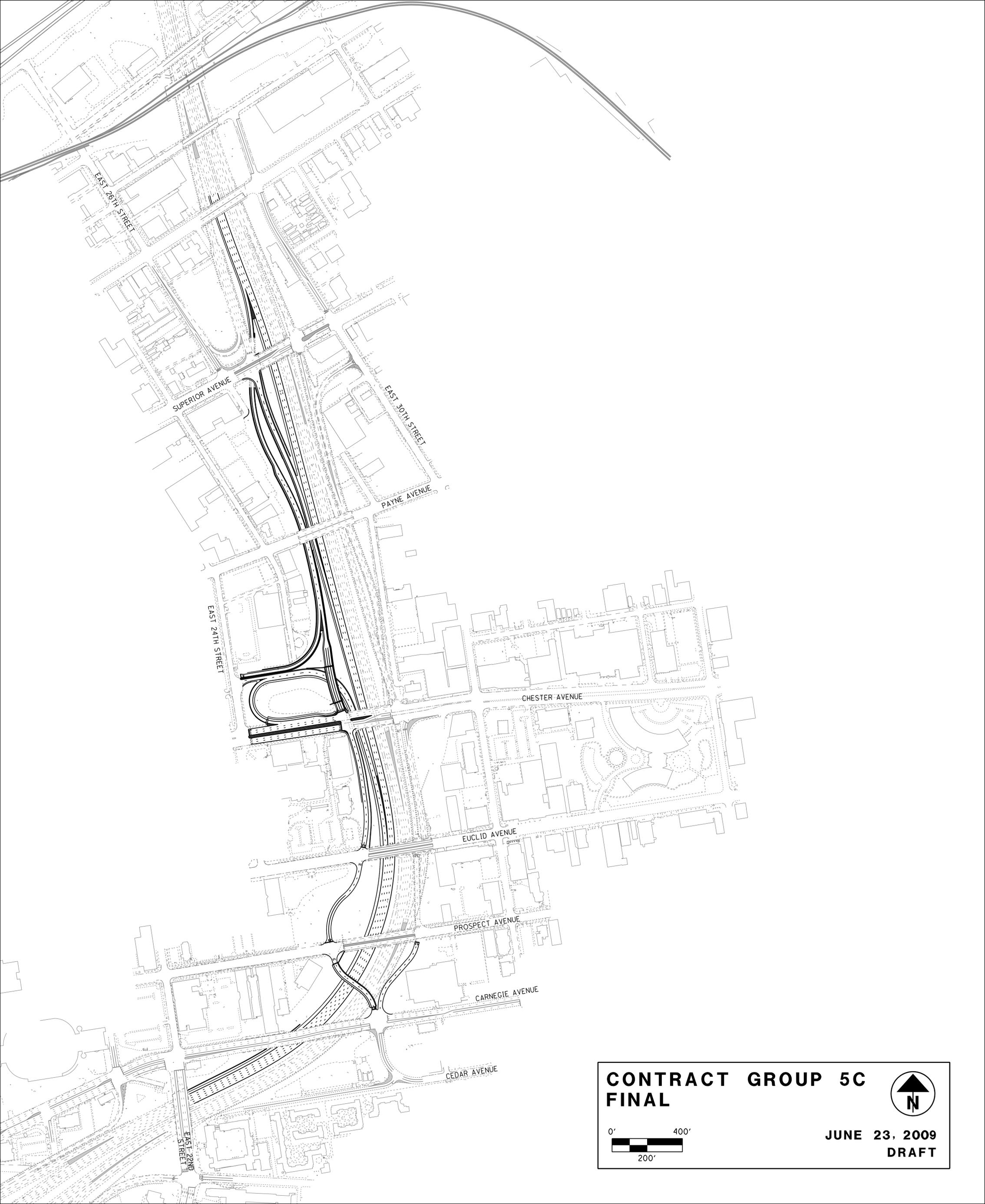
LEGEND

-  CONSTRUCTED THIS PHASE
-  CONSTRUCTED PRIOR TO THIS PHASE
-  REMOVED ROADWAY

CONTRACT GROUP 5C PHASE 4



JUNE 23, 2009
DRAFT



EAST 26TH STREET

SUPERIOR AVENUE

EAST 30TH STREET

PAYNE AVENUE

EAST 24TH STREET

CHESTER AVENUE

EUCLID AVENUE

PROSPECT AVENUE

CARNEGIE AVENUE

CEDAR AVENUE

EAST 22ND STREET

CONTRACT GROUP 5C
FINAL



JUNE 23, 2009
DRAFT





PHASE 1

o USING PART-WIDTH CONSTRUCTION TECHNIQUES, CONSTRUCT PROPOSED MAINLINE I-77 AND RAMP WORK. ALONG I-77 SB, TAPER 3 LANES TO 2 LANES PRIOR TO THE I-490 ENTRANCE GORE.

LEGEND	
	CONSTRUCTED THIS PHASE

CONTRACT GROUP 6A PHASE 1	
	JUNE 23, 2009 DRAFT



PHASE 1

- o PERMANENTLY CLOSE THE BROADWAY AVENUE TO I-77 SB ENTRANCE RAMP. DETOUR TRAFFIC TO EITHER THE ORANGE AVENUE TO I-77 SB RAMP, THE PERSHING AVENUE TO I-77 SB RAMP OR THE EAST 55TH STREET TO I-490 WB RAMP.
- o REPLACE THE BROADWAY AVENUE OVER I-77 BRIDGE. DETOUR TRAFFIC TO EAST 45TH STREET TO PERSHING AVENUE DURING CLOSURE.
- o CONSTRUCT BROADWAY AVENUE TO PERSHING AVENUE CONNECTOR, INCLUDING RETAINING WALLS. ONCE COMPLETED, OPEN TO TRAFFIC.
- o USING PART-WIDTH CONSTRUCTION TECHNIQUES, CONSTRUCT PROPOSED MAINLINE I-77 SB AND I-490 TO I-77 SB RAMP. RE-STRIPE I-77 SB SOUTH OF I-490 AS THREE LANES.

LEGEND

CONSTRUCTED THIS PHASE

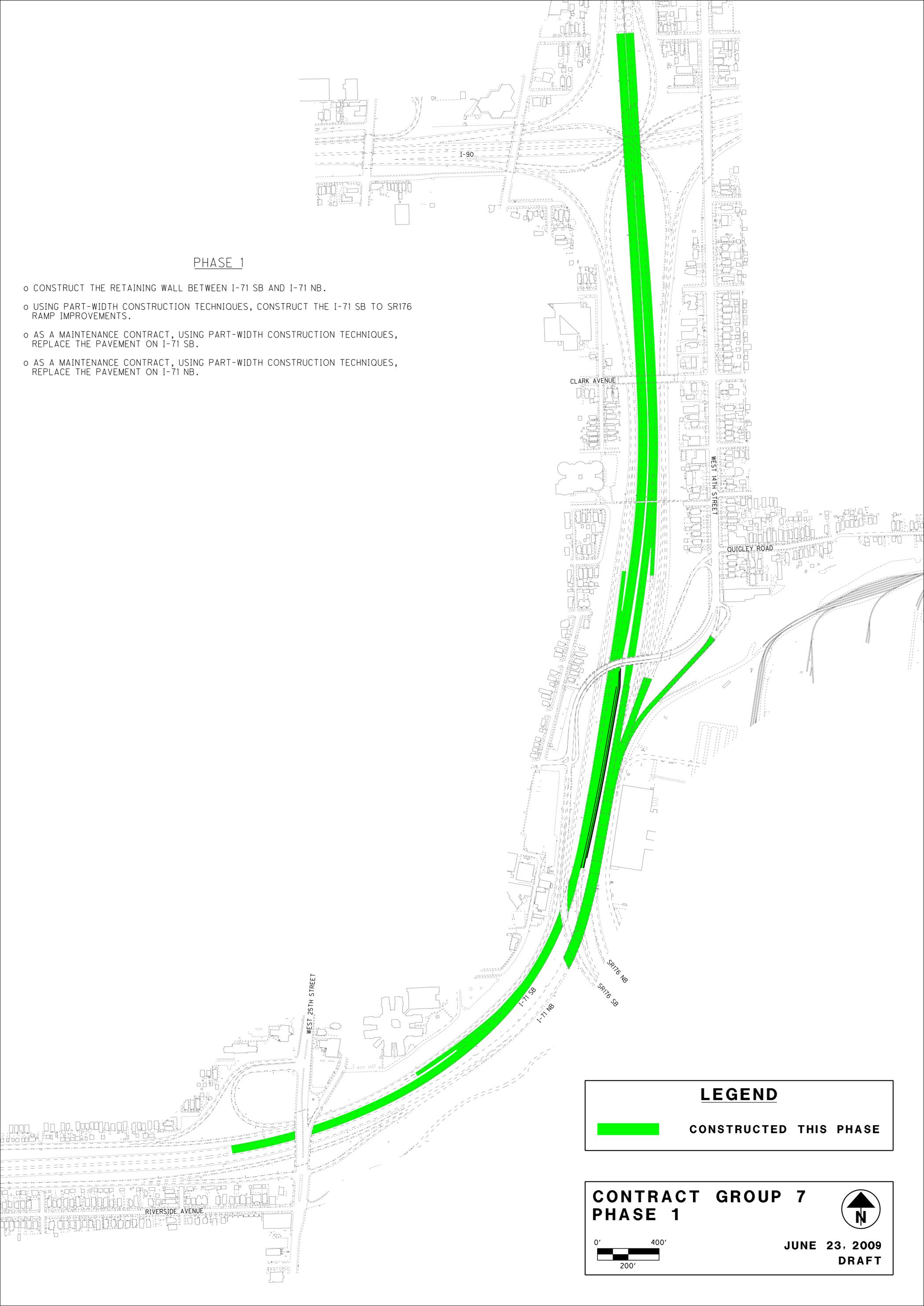
CONTRACT GROUP 6B
PHASE 1

0' 400'
200'

JUNE 23, 2009
DRAFT

PHASE 1

- o CONSTRUCT THE RETAINING WALL BETWEEN I-71 SB AND I-71 NB.
- o USING PART-WIDTH CONSTRUCTION TECHNIQUES, CONSTRUCT THE I-71 SB TO SR176 RAMP IMPROVEMENTS.
- o AS A MAINTENANCE CONTRACT, USING PART-WIDTH CONSTRUCTION TECHNIQUES, REPLACE THE PAVEMENT ON I-71 SB.
- o AS A MAINTENANCE CONTRACT, USING PART-WIDTH CONSTRUCTION TECHNIQUES, REPLACE THE PAVEMENT ON I-71 NB.



LEGEND

 **CONSTRUCTED THIS PHASE**

**CONTRACT GROUP 7
PHASE 1**

0' 200' 400'

 **N**

**JUNE 23, 2009
DRAFT**