

Cleveland Innerbelt Study – Summary of Outstanding Items

Contract Group 4

- **East 38th Street** - The proposed profile of East 38th Street utilizes a grade of 10.75%. This was done because it is a low-speed facility and every attempt was made to match the existing grade of East 38th Street before the roadway crossed the railroad tracks. It should be noted that this proposed grade closely matches the existing grade on this roadway.
- **CSX Railroad** – The proposed minimum offset from the south edge of pavement of South Marginal Road to the center of the northern-most existing railroad track is 21.48'. This measurement is based on the two existing tracks. The comment received from ODOT on this area stated that ODOT would need to forward this to the railroad for comment.
- **Drainage overflow pipes under the airport property** - Determination of the condition of the overflow pipes under the airport property was originally scoped to be part of the Innerbelt Curve Final Design project. Work was begun on this task under that contract and the location of the overflow pipes was determined (see attached graphic to the Response to Comments document). However, prior to undertaking the work of physically inspecting these pipes, which will require the use of a confined space dive team and remotely operated submersibles, this project was placed on hold and was never restarted. As this task was scoped to be completed as part of the Final Design Contract for the Innerbelt Curve, it is not part of the scope of this project.
- Due to the planning level of survey used on this study, all horizontal alignments and vertical profiles should be reviewed to tie-in to existing facilities more accurately than currently shown.