

Cleveland Innerbelt Study – Summary of Outstanding Items

Contract Group 5

- **Ramp D5** - The proposed profile of Ramp D5 (Superior Avenue to I-90 WB) utilizes a grade of -5.28%. This was done because the horizontal design of this ramp was completed to avoid pushing the deceleration taper of this ramp in the entrance terminal with I-90 WB beyond the gore location with Ramp D6 (Chester Avenue to I-90 WB ramp). And the location of Ramp D6 was determined in an attempt to maximize the weave distance between this ramp and Ramp A2 (I-90 WB to I-77 SB) designed in CCG3. Due to the short horizontal distance of Ramp D5, and the need to keep the roadway up over the anticipated concrete arch structure over Ramp D3 (I-90 WB to Chester Avenue) designed in CCG4, the grade on this profile had to be designed with a value that exceeded the regulation 5% grade max. Once a structure type study is performed on the braid structure between Ramps D3 and D5, this grade issue should be re-visited.
- 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.