



**Demolition of Eagle Avenue Viaduct
 Notes from meeting held April 14, 2005
 10:00 AM at the Flat Iron Café**

Tom Newman introduced Mark Ricchiuto, Director of Public Service of the City of Cleveland.

Director Ricchiuto:

Last year the City was in hopes that we could keep that particular structure in tact to the point that no street closures or anything would have to occur until the point of demolition of the structure. We missed that by about 30 days. Determination was made through inspection that there was a concern that the structure may, because of its own weight, have a catastrophic failure and fall in upon itself. Based on that information we had no choice but to make the closures that we needed to make. A number of phone calls were made to stakeholders. We put this meeting together as quickly as we could. Today we have the folks from Ruhlin here. They're going to be the contractor that is actually under contract by the State of Ohio. The State of Ohio basically put together an emergency package and a direct award, time and material, to the Ruhlin Company so that we could move forward rapidly with the project. The City of Cleveland is here. Obviously this has a major impact to folks in the Flats and its our responsibility basically as kind of the community liaison between ourselves and the project to make sure from a customer service standpoint that we're on top of your concerns on a daily basis, that you have a point person to call immediately for any issues, and that we work through it together. I realize that it's going to be problematic for some folks. Really, from the City's side and ODOT, they've been a great partner with us. They're good at working with us to minimize the impact to the community but that's specifically what we're looking at and as I said ODOT will primarily be managing the project.

Today we're going to talk about the Eagle Viaduct and the impact there. We're also going to let you know about the scheduling and what's going on with the W. 3rd Street bridge and any other questions that immediately impact you we're certainly here to answer.

With that I'd like to turn the meeting over to Randy DeVaul who from the City's standpoint is our engineer. His division within my department will be managing the project through ODOT.

Randy DeVaul:

Thank you, Director.

Believe it or not we really did schedule this meeting when you got your emails notification of this meeting of flyer the intent was to let you know that we were closing Canal Road, we were closing Stones Levee Road so that we could demolish the bridge. Regrettably, as the Director said, we missed that by about a few days and we had to close the bridge early. So I guess on the plus side, at least you all here can tell us how its impacting you and which will give us a little bit better idea maybe where we can help. But we do have a schedule, a tentative schedule, put together. Tom Hyland from ODOT is the project manager on both the demolition of the Eagle Avenue Bridge and the W. 3rd Street Bridge. There're two different contractors involved here, but we do have the contractors for the demolition of the Eagle Viaduct here with us today. Chris Baumhoer (The Ruhlin Company) is going to talk to you a little bit about the scheduling as they proposed it and how they plan to do this. They were give directions at a meeting last week, in fact, the day we closed the bridge, that the key factors here are number one how fast can we get Canal Road reopened, and then after that, follow up with Stones Levee Road – bridge. So, Chris, if you'd come up and kind of go over your schedule and how you see this project, some of the challenges you have and when you planning to reopen some of these segments of the roadway and finally complete the project. Chris Baumhoer (The Ruhlin Company):

Thank you. Good Morning!

(Chris passed out two pages, which are attached to this transcript)

I do have extra copies of the schedules if anybody wants them or if anybody wants them right now? I'll hand them out. You can tag over them real quick.

Again, these are tentative. Wait a minute until all of those get passed out. You know what, I need one of those! (laughter) I don't have it memorized just yet. I'm sorry if I didn't have enough. I didn't know how many to expect. We can get more – if anybody wants more copies just let one of us know and we'll get one out to you. Just to explain a little bit – to help you read – on the back – the second sheet is an overview of what the Eagle Street Avenue and W. 3rd Street approach look like. And if you look at the planned view you'll see it's divided up into different sections. Sections A, B, C and we use that on our schedule. When you're looking on the schedule of what section we're on, if you turn to the back page you'll see that coordinates to the section underneath there. So that's how you'll follow along.

Where we're at right now is we're down at the Amphitheater, drive and sidewalk there. We're in process of protecting that walkway. We're protecting that drive, so that they'll be able to get their bus through there or van or whatever through there. But we can't open that road, you'll see the protection there, but we can't open the road 'till we get the main girders on the outside, which are the girders that are in danger of falling 'till we get our protection up.

Flats Oxbow Meetings and Dates:

Board of Trustees

FOA Board to meet Wed., 4/20/05 @ 11:30 AM @ FOA's office.

General Membership Meeting – 4/28/05

10:30 AM – Forest City Enterprises presentation of their Riverfront Site for the proposed convention center. Staring Will Voegelé of Forest City renown.

11:30 AM – Lunch - \$1500 per person – Administrative Professional's Day Luncheon Buffet

12:30 PM – Cleveland Classics – Great Stories from the North Coast – A fascinating presentation of photographs and stories of Clevelanders starring John Sobczak, photographer and Terry Troy, Editor and Story Tellers.

1:30 PM - Adjourn

FOA Design Review Advisory Committee

The committee will meet at 5:00 PM on **Tuesdays, 4/19 & 5/3, 2005**. The Flats Oxbow Design Review Committee meets every first and third Tuesdays of the month when there are items for review. For the next two upcoming meetings, **complete plans must be submitted to the City's Building Permits Desk by Noon on 4/13 & 4/27/05, respectively.**

Riversweep

May 7th, 2005, Ohio Canal Corridor will host the 16th Annual RiverSweep from 9:00 AM until 12:00 noon. All volunteers are invited to join them for a celebratory lunch immediately following this event. If you would like to participate, either as an individual or as part of a group, please contact Tanya Stella at 216-520-1825 or visit their website for more information at www.ohiocalan.org



"Well, it all depends. Where are these huddled masses coming from?"

Update on "When World's Collide"

And what' holding that up is – there's a lot of utilities obviously going through there and we have electric lines running through there, and we are in process of next week you'll see on there where we're going to be moving electric lines and relocating utilities so that we can get the structure stabilized. And this is going to happen both on Canal and down there on the Amphitheater drive. So, we've got the electric lines being removed next week. The following week you'll see us put the heavy duty shoring towers to stabilize the girders, the ones that are in imminent danger of falling. And at that point, once the towers are up, we can open up the parking through there, and the bus through there, and people to walk through there. The Canal Street cannot open at that point 'cause you're going to see the towers are going to be right about dead middle of the street.

Once we have the structure stabilized, then we're going to go into putting in the heavier equipment on top of the bridge and start removing the asphalt, the old paver bricks, and all that that's up there. Basically, we're trying to lighten the load on the bridge so that we can put our equipment up there.

You'll see we're starting. Once that's done, 'bout second in May, we'll start removing section B. Now, obviously, the City wants Canal Street open, which is actually section C. And the reason why we can not start with section C first is because this is at such a grade and the columns are so deteriorated, we're worried about pulling the middle section out, could bring that section B right back down into the road anyway. So, we've got to work our way from uphill, downhill. So that's why we're starting with B to get to C first. So, if you see us working up the hill- not directly over Canal – it's not because we forgot about Canal. So that's the purpose of that. Section C, once that section C is removed, then we can open up Canal Street. And I think that's tentatively set for June 8. So, the road will probably open June 9th. That's what we have planned right now.

Bob Kress commented, "That's the most important date you have on this whole piece!"

Chris agreed.

Stones Levee will still be closed because that just puts us past the intersection. And then as you see, we move down the hill with each succeeding section until we get done around section F – is that triangular section you see right there at the entrance to the back entrance to the Amphitheater. And at that point Stones Levee will probably open up which would be about the 1st of August, around that area, the 1st week of August.

And then we're going down to the Third Street ramp and that we should be able to maintain traffic cause we'll be more over just affecting that.

So, any questions at this point?

Q. Once Canal Road reopens, will it need to be closed again?

A. Not anticipating that. Because we'll probably get all the columns and everything – we'll get past that intersection so that we shouldn't have to go through there. I'm not foreseeing anything right now.

A. Ricchiuto Just one other comment in terms of one of the important parts of the infrastructure are the pedestrian steps that get folks back up to Jacobs Field. We're in the discussion right now, we're not sure whether Federal Highway will fund that or not. If we don't win the argument with Federal Highway in terms of funding it, the City still has plans and we made our own internal arrangements financially to go ahead and make sure that we do move, reattach the structure and make it usable for people. So, one way or another, because you're going to hear rumors about the funding, and that the City's struggling to get funding, you don't need to worry about it, one way or another, we have this funded, we realize it's an important part of the project, that people be able to like once they parked down there, access Jacob's Field and the other venues up above. So, that will be done as part of the project.

One other thing as far as Canal, once we reopen it from the detour setup, if we have to go back in there, we'll go in with flaggers, the road will stay open, to flag traffic ???, we'll put in there, once we pull the detours down. We won't open it and then go back and close it again.

Q. What about the intersection of W. 3rd and Canal – right next to the bridge? We were told that during the dismantling of the bridge, that intersection would be closed on some weekends. You can't do that there.

Was that the W. 3rd Street Bridge?

That's right.

A. That would be ODOT. That one's not us. (laughter)

Q. That would leave the business there completely cut off.

A. That's W. 3rd. and

Q. Canal / Commercial - right next to the bridge.

A. Right next to the lift bridge – you're talking about the lift bridge now.

Q. We were told you were going to close that. And if you close that, there's no way in or out from my business, which is Yellow Cab, or anybody else on that next stretch.

A. We don't think we're going to have to close it.

Q. Think is a bad word.

A. On the staging that is transpired now, will not be effectual. Obviously, we can't close it 'cause we're gonna cut you off. So we'll have to take – if I have

to change anything – I think basically the staging for the lift bridge has changed.

Q. I assume, Mark that in the contract that ODOT wrote, there is a penalty of \$100 a day to every stakeholder that's affected by Canal Road closing if it doesn't open up on June 9th? Is that correct? (Chuckling)

A. No!

Q. No? Then it should be, because we are all business people that are really really affected by that closing.

A. I absolutely understand your point. It's a good one. Anytime there's construction, whether it's emergency construction work because of a failing structure, as this case, or just general construction work in terms of either renovation or replacement of a road or a bridge, whenever, one of the first questions that comes up, and if I were sitting out there it would be my question too, you know, what type of reimbursement or what type of damages are available and allocated during the course of the project because as a business person your affecting my income. Unfortunately at this point there are no municipalities that can afford to not only take on the infrastructure work but compensate for lost business. So, what we do, is work with you as closely as we can, make sure you have literally somebody you can contact at any given minute and address your concerns. An example, with the Euclid Corridor project, Gallucci's, roughly 65th and Euclid, they've had some major challenges. I think if you call Ray Gallucci, you know, he will support the fact that he's very pleased with the customer service he's gotten. I mean there's always ways to get creative. There's always ways to move schedules around. But in certain situations, there are some impossibilities just based upon the logistics and what has to be done. I can only give you my commitment that I'm not just blowing smoke. We absolutely recognize the impact to all of you and each of you whether you're a resident or a business are an important part of the City of Cleveland and our job in Public Service is specifically to work with you at a customer service level and make sure we minimize that impact. So, you mean, if I have to come down there myself and you can talk to Ray Gallucci as well, we were down there on the weekend to take care of his problems. And that's what our commitment is. And I do. I take it very seriously. My goal is – not only that we give you a quality product when we're done, or in this case remove something that's bad – there won't be a whole lot to show for it – 'cause we're taking it out – but, not only that we do a good job at whatever it is that we're doing – but that when it's all said and done you feel that, you know, you were handled fairly and that you did get decent customer service. And that's the best answer I can give you.

Q. I'm not looking for money from the City. I'm looking that there is enough money in the project so that he can finish on June 9th and open that road. Randy, if that takes some overtime, on his part, and this is an emergency contract from ODOT, then for God's sake, DO IT! I mean, put some lights on and work at night.

A. (by Commissioner DeVaul) I can tell you that ODOT did choose a very good contractor. It's the same contractor that's currently working on the W. 65th St. Bridge, which I just had a meeting over there this morning. Even though they were delayed by like almost 14 weeks I think it was due to other utility work that needed to be done in the course of their bridge project, they're still finishing on their original schedule they were supposed to finish on. And I have every reason to believe that this project will go just as smooth if not smoother. Although, I'm not a demolition man, but (laughter) I tend to think that a demolition is gonna be easier than construction.

A. (by Director Ricchiuto) Let me say this to you, if the schedule slides at all we will get an immediate notification out in terms of the new schedule and why it slid and why we couldn't keep it on schedule. But I don't see that happening. But if it should happen, we will get something out within 24 hours telling you what's going on.

Q. Getting back to W. 3rd Street and we have a problem with peak demand with traffic coming down there. Is there a traffic plan in place? Once you get down on W. 3rd Street off of Commercial Hill, it's all dead end. How are we going to rotate the traffic back out once we're full? With parking, that is.

A. (Commissioner DeVaul) We recognize that's going to be a problem and I'm not sure exactly how to deal with it other than when Tower City Amphitheater has events down there, I think somehow there's going to have to be some consideration for a traffic patrolman or some signs or something to be placed at the top of Commercial Road Hill when your parking lots are full down there that, you know, you keep them out of there. Because, once they get down there, you know, you're right, they're going to have to turn around on city streets which there really is very limited access. They're going to be going in driveways to try to turn around and it's going to create a mess. I think the biggest issue is going to be during the amphitheater events.

Q. I have a solution. Can you pave behind – when you go down W. 3rd and you dead end behind the Amphitheater, you go toward the coal company. Now, there's an alley way behind Arhaus Furniture that ties back into Harrison's – could you possibly pave that for rotation?

A. (Ricchiuto) Let me take a look at it. (DeVaul) Yeh, I don't know. (Ricchiuto) We're open to any suggestions. (DeVaul) Yea, this is good – I like this! (Ricchiuto) Let me go take a look at it. Thanks, I'm gonna go – after we're done - I'm going to go drive again and make sure I have a complete understanding of where the dog houses are going, where we need to maybe add some roadway and if you'd like to meet us down there – I mean, absolutely. (DeVaul) Now, the dog houses that Chris mentioned is not going to – you've got an event, I think, Belkin's got an event this Saturday - this dog house is not going to be done, I don't believe, by then.

Well, the dog house may be done, but the problem is, the big really large girders that are over your head. And there's nothing in the world that's going to – if that comes down – going to protect people. So, that's why that can't open – it's because the electric lines have to be moved yet before we can get

those two girders supported. Once those are supported, then we can open that road.

Q. What's a doghouse?

A. It's a walkway – a protection – for people to walk. So that when we're up there working little pieces of concrete and deterioration come down.

I don't know if any of you people have seen it, it's similar to what was done down under the Fulton Road Bridge? It's just little mini bridges that are built so people can pass under an area where there may be some falling debris that can protect them.

Q. When you're removing the blacktop, bricks and debris, will your trucks be going down Canal?

A. They won't be running Canal, they'll either be going more than likely we'll take them down the bridge and out W. 3rd or out Eagle and out Ontario.

A. (DeVaul) Just to make sure we're clear, on the scope of the project, originally we were planning on only taking the steel structure down, which is in the worst condition over top of Stones Levee Bridge and Canal Road. Basically we're taking all of the structure down now including the W. 3rd Street Ramp. So this is going to change the skyline of the Flats down there significantly when this project is done.

A. (Ricchiuto) The good news is that when we're done, and I pave those structures, and I've had this pet peeve to want to get them down for a long time, I just think in terms of the way the area's going to look when all of that's gone it's going to make a phenomenal difference from an ascetic standpoint. But right now I think that's the single biggest reason that it just kind of looks polite because you've got this crumbling structure, when all of that comes down it's really going to open things up and it's going to look a lot nicer and the City, once it's all gone will revisit the area, take a look at it and see what we can potentially do to help spruce it up as well.

Q. According to schedule section F which is sort of right above our loading dock is, Tower City Amphitheater is, it comes down to the middle of July first week in August, will there be a need to close the end of W. 3rd Street down and is that going to – am I not going to have access to my loading dock then?

A. There will probably be some need from a right directly overhead but at that point we'll have the section next to you out so that road they're talking about going around and repaving. We'll get you around there somehow – that's the only way you can get in and out of there, we realize that.

Q. We're just concerned with that time frame that we have our largest concert of the season and we generally have 45 semi-trucks come in – Warp Tour – it's going to already create a – the situation the way it is right now, if I don't have my loading dock, I mean it's just going to worsen the situation – so.

A. And this schedule is probably going to change by then so as we get closer we'll have an idea if we're going to get in each other's way.

Tape blank for a few minutes. Don't know what happened. But PSHEW – we're tired of typing.

A. (DeVaul) Part of the key will be scheduling. They'll meet with you to look at your schedule. At the same time, they're going to ask you, "Give us a window of time when we can get in there and remove it."

Q. (by city) Who are you with, Sir?

A. Lake Erie Graphics.

Q. (by City) Where's your entrance?

A. Stones Levee

A. Oh, you're west of W. 3rd Street.

A. We have looked a little bit at that area there and depending upon which span we're working on we'll make sure you can get back there. But just not directly off from Canal down – they'd have to come in off of the W. 3rd. in that corner.

A. We basically, our initial thought is, we'll get that pile of asphalt out of there, it's concrete pavement, we could put traffic over there and we can work on this bridge . . . and minimize the affect. (couldn't decipher the rest).

Q. One other question – what are the chances of getting a left turn, take a left turn, or no left turn sign down at the top of Commercial to turn left down Lorain/Carnegie

A. Let us take a look at it.

A. (Ricchiuto) I want to say "yes" to help you out but I need my traffic engineer to make sure I'm not going to kill anybody, so if it's at all possible we'll do it. And we do a lot of business with Kenmore, as well, so if we run into any trouble with ODOT we'll work together and one way or another we'll make sure you have access.

Q. (Kress) That's a good suggestion!

A. We need to maintain access for them. How it's actually going to be? I can't tell you yet.

A. The other thing this is going to evolve, I'm sure as we progress, there's going to be some other things that come up. Please certainly don't hesitate to call and don't hesitate to call with your ideas. You live it everyday. We don't. You're probably going to see some things we might not see and

we're more than willing to go out just about immediately when you come up with these things to try and make things easier and try and fix them.

Q. A quick question going back to the W. 3rd Street bridge project momentarily. Where do they stand on that right now? How far are they along in terms of when they're probably going to move that whole thing?

A. The barge is in Sandusky right now. We're later – early next week – late this week, early next week – they're going to outfit the barge with the cribbing to boost the bridge. Right now the bridge is scheduled to be floated out May 3rd through the 5th – that's the floater window of the river, it'll get floated out and disassembled just west of the Water Plant – up the Old River – that's where it's going. Once the bridged is gone we're going to take down and replace the counter weights that's what the contractor's working on right now. We basically switched our schedule around because we couldn't get the barge in time before the lake doors open.

Q. Couldn't you guys just make a deal with ISG and put it on their property?

A. Believe me, they tried every property owner up and down the river we could and that's where we ended up. It had a lot to do with that as far as the focus – the turning radiuses – that's the problem, we needed the barge to sit in the river.

A. This barge had to come from New Orleans – it's 185 feet long by 85 feet wide – it's bigger than anything you've seen up here.

Q. Could you elaborate on exactly what you mean when you say "close the river"? What does that entail?

A. The 3rd to the 5th, the barge will come. We're going to outfit it at the – just past the Water Plant on the 3rd – whatever time it'll – we'll float it down, it'll go underneath W. 3rd. At that point there will be no traffic south of West 3rd until we get the truss out of its way – 3 days

A. They've been working with the Coast Guard on that and Rick Harkins of the Lake Carriers Association has emailed all its' constituents to let 'em know. And as far as I know, he asked if that time was the best time? And to the best of my knowledge I don't think that's changed any and I'm assuming that everybody's in the loop on that – that those three days you're not going to be able to go up river past the W. 3rd Street bridge.

A. What's going to happen is basically the barge is the width of the . . . the length of the barge is basically going to take up the whole width of the river. And that's what the bridge will set on. Tugs will turn it and take it back out. I think the closure is officially set for 4 days, we're hoping for 3 days – it all depends on weather conditions and everything else. But, it's the first week in May.

Q. How do you see that affecting the Columbus Bridge or the swing bridge? You're not going to just open them up and leave them open?

A. No. No everything, when we bring the barge in, we'll pass it, and then everything will function north of it as it was.

A. They're going to open and close for this barge just like they do for any ore carrier.

Q. I just want to make sure I'm (couldn't hear the tape) . . . and Tower City the 26th and the 30th and there's Indian's home games that entire weekend – so any kind of relief – traffic, direction, signs, electronic marquees in front of (couldn't hear tape) . . . down by Commercial.

A. (Ricchiuto) What I'd like to do before we leave is get your name and number – I've talked to Mike Belkin the other day and I want to put you in direct contact with Rob Mavec our traffic engineer. We can do through signs – there's a lot we can do – we can do about anything we need to do right away with traffic. So, I'd like to meet with you personally, figure out exactly what you want to do. Rob will come out, look at the area with you, and we'll preplan it.

Q. Are you planning on working on that weekend – the 26th and 27th – that Thursday and Friday because our event opens at 11 during that afternoon? Most of the people will get there by walking – foot traffic – but we wondered if you'd be working normal hours or you work 24/7 and you're ending at 6:00. Our people will start about 6:00 (tape cut out).

A. We've got to work around the events that are down there. That's the best I can say. Yea, yea, I've got the Amphitheater schedule.

Q. (Dr. Ricchiuto). Is there any other schedule we need besides the Amphitheater or the Indians?

Discussion ensued about some dates and events.

A. If there's any new updates or any scheduling changes call Tom directly. As long as everybody signs in and if you leave your email, I have to send out a weekly update for this project. I sent one out yesterday and I tried to get as many people as I knew wanted it. Just put it on there and I'll throw you on the update. I think I put traffic issues, coordination issues, anything like that, my phone number and my email are on there. So, give me a call.

Q. So, traffic issues will be done through ODOT and not Rob Mavec?

A. (Tom) I think that . . . Rob can get signs and as far as changing the signals that are away from the project – that'd be through the City. Anything with the project itself, that'd be me.

A. (Randy) They coordinate very well and basically they do go through Rob Mavec to get through all this stuff.

A. Right now I think there are 5 signs – additional signs that were requested. The contractor's fabricating them. They're going to be installed tomorrow.

Q. Now are there going to be any - I know you carry the big lighted sign boards, something on the top of Canal - or Commercial Hill - two of them one over - one by Tower City and one's at Ontario and one's at Ontario and

A. Those are there right now.

A. (DeVaul) And Rob Mavec basically will be the one that at the top of Commercial Road Hill, if we can permit a left turn there - he'll also be the one you'll probably see one of the traffic engineers up there a lot checking the timing during peak events and stuff like that to see how he can adjust that timing - you know, fine tune it even more, anticipating the load that going to be going down Commercial Road hill.

A. (Ricchiuto) All the maintenance of traffic plans have to be approved by Rob. So, weather ODOT does the work or we do the work, we do have one single person that's making the overall decisions from a coordination standpoint it works out obviously well. And, as Randy said, we won't just make some changes and then walk away. Whenever we make major changes involving major events like this we actually have people on site and we're adjusting timing and things on the fly to make sure things are moving.

A. (DeVaul) They're the good old-fashioned kind of engineers. They like to be there, watch it, observe it and then tinker with it.

A. (Ricchiuto) I've got a good crew. I mean, I've never had a situation where they've been out on site and made a situation worse. It obviously gives me a strong level of confidence when I come and . . . I've got a really good crew in terms of working through situations like this. They're use to it and they do a great job.

Q. (Cox) About the W. 3rd Street Bridge - when that moves - with the equipment that is in need for the move, do you expect any traffic road problems? Commercial or W. 3rd?

A. I can't block off that intersection. Can't get out north of W. 3rd. so whether they're planning any or not . . .

A. (DeVaul) Well, Jack, I think one of the key issues that Tom mentioned earlier, though, is that we have to keep Commercial Road and W. 3rd open because that's the only way down there. And that may require a little bit of reorganization on what they were originally planning to do but somehow - there's no choice. They have to keep that open.

And also I've talked to Director Ricchiuto and the streets commissioner, Randy Scott, the intersection near Commercial Road Hill and W. 3rd Street is almost impassable. In fact, I don't think a bar plate, but somebody actually put a steel plate there because, you know - covering the uneven roadway. We're going to be out there grinding some of that down and adding some new asphalt in there very shortly. They're gearing up their asphalt crews now. At least make that a lot more passable.

A. Last year we got a brand new grinding unit. Our previous unit was pretty old and wasn't real efficient. So, we now have a state-of-the-art grinding unit that can make 4 foot patches at a time - 4 foot swas, so we can now do a really good job of doing segmental road repair rather than just patching holes. We can now go ahead and grind out sections ourselves and not have to rely on outside parties to do it. So, it makes us much more efficient.

Q. Is there a point person that's going to be discussing any of this to the media so that there's precise

A. That'll all go through ODOT because it's there project. So in this particular case, the City's taking a back seat and we're going to let them get beat up for a change. (laughter)

Like we aren't bothered - just the right message during those peak time periods to let people know what to expect. We're going to have problems - I don't want to run away from it - I just want to have the right answer.

And probably what we'll do in those cases is we'll put out joint press releases from ODOT and the City just blanketing things so there's every opportunity for people to know what the situation is.

A. (DeVaul) Now, the doghouse that Chris mentioned is going to go underneath Stones Levee Bridge. It's not going to be ready this weekend. It's going to be a couple of weeks. That's an issue that needs to be discussed at the traffic control. How are you getting your people. Because, you know, Joel, your parking lot's going to be cut in half there until that doghouse's done. Once it's done, you'll have that connection between the two and two exits to your lots. But for this event coming up, I don't know how many spaces you have down there on - we'll call it the south lot - but, once that's full somebody's going to have to - there's going to have to be a message board on the top of Commercial Hill directing the traffic some place else for this event. Maybe to the other side, I don't know. But, that's going to be an issue for this upcoming event and maybe even the next one. When is your next event after. . .

Q. Actually what we've asked for - or are about to do is direct all traffic initially through Tower City Center because we actually do not want people parking in the W. 3rd lot this weekend, for there's no way for people to walk to the venue. So the impact should be as difficult for this area. . .

A. The message center went in yesterday - I saw it - there's not a lot of locations I can put a message center in there - a portable one. But our thought was, I don't know if you want to do this, you can change the permanent one to "Tower City for Parking". But, it's in there and we can change whatever - you know, if you want to put something different on it from what it says right now, that's no problem.

A. Anytime we can use the electronic one (then couldn't hear tape)

A. Those are City of Cleveland message boards and we'll look at that. We have to be careful how we use those in terms of traffic - but, let me talk to Rob .

As far as the public information, we have our public information office. This morning I got an email from Network Parking and it had a marketing - so I forwarded that already over to my PI/Legal and thank you. If there's any body else who has a parking or wants to try to put something out they're more than willing to put together any sort of - just let me know and I'll get you in touch.

Q. How soon do you need that asphalt pile for its relocation by Lake Erie Graphics - do you need that done right away or later on?

A. It'll be a little down the road here we need to get Canal open first. We're working to get Canal open first. It'll be moved concurrently with the demolition work. So, I guess we're working on that. And, I'm not sure that's public right-of-way either, so I have to talk to the property owner there.

Director Newman thanked everyone for coming and Director Ricchiuto, Commissioner DeVaul, Engineer Tom Hyland from ODOT and Chris Baumhoer from Ruhlin Company for their presentations.

Here is a summary of the meeting from our friends at Flats Industry.

Thank you Jim & Jack Cox



April 14, 2005 Canal Road /Eagle Ave. Viaduct Demolition Update

The City of Cleveland and the Ohio Dept. of Transportation (District 12) held a meeting today at the Flats Iron Café to alert Flats businesses when Canal Road will be reopened.

First, the Eagle Avenue Viaduct roadway above Canal Road must be demolished. A recent inspection showed it was "in imminent danger of collapse," according to ODOT. Canal Road, at Stones Levee, had to be closed off. Detour signs have been posted at Commercial Hill and near the Carter Road Bridge at Columbus Road.

ODOT-12 has contracted with The Ruhlin Company for this work. Ruhlin's demolition plan requires preliminary construction of overhead protection and the removal of electrical lines.

Actual demolition work will begin in mid-May and conclude at the end of August. The work will remove the Eagle Avenue roadway, from east to west, section by section, in this sequence:

- section just west of the RTA tracks**
- the portion over Canal Road. Canal Road is to reopen by June 9.**
- roadway over the CSX tracks**
- roadway area parallel to the Tower City Amphitheater, at Stones Levee.**
- section leading on/off the Eagle Street Lift Bridge.**
- roadway portion over W. 3rd Street**
- last removed will be the W. 3rd Street ramp leading up to the Eagle Ave. Viaduct.**

The present staircase from Stones Levee, which has been used by Indians' fans to walk up to Jacobs Field since the ballpark opened, is part of the demolition. Public Service Director Ricchiuto promised his audience today that replacement stairs to Ontario Street will be built.

The Tower City Amphitheater at Stones Levee premieres its entertainment season this Friday. The City will work closely with this venue to help so that patrons can still drive and park near the site.

The project's targeted completion date is September 1.