

Bridge Inspection

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Bridges are an essential part of Cincinnati's transportation network, linking roadways and communities. Timely maintenance is critically important for the safety and welfare of the traveling public. The Department of Transportation and Engineering (DOTE) is the city agency primarily responsible for inspecting, maintaining, and improving the transportation system within the City of Cincinnati. The Bridge Program is the specific program within DOTE charged with the responsibility of maintaining the bridges within this transportation system. The Ohio Department of Transportation (ODOT) Bridge Inspection Manual defines a bridge as "Any structure, including supports, of 10 feet or more clear span or 10 feet or more in diameter on, above, or below a highway."

In conformance with state law, every bridge in Cincinnati is inspected on an annual basis. Following the completion of each annual bridge inspection cycle, this report is issued by DOTE to inform City Council of the condition of the bridges in Cincinnati. This report also functions as an annual update to inform City Council on how the funds appropriated to the Bridge Program are being utilized.

Excepting interstate highway bridges and bridges carrying state or federal routes which are inspected by (ODOT), DOTE Bridge Program personnel annually inspect every bridge in Cincinnati that supports a public roadway or crosses over a public roadway. These inspections are performed in accordance with the guidelines specified in the ODOT Bridge Inspection Manual.

The objectives of these inspections are to:

1. Provide a current information base on the condition of bridges within Cincinnati so that maintenance, repair, and replacement projects can be programmed efficiently.
2. Ensure that the structures continue to satisfy present service and safety requirements.
3. Determine the need for establishing or revisiting weight restrictions on bridges.
4. Determine and locate the extent of any structural weakness or damage so that appropriate corrective actions can be taken to ensure public safety.
5. Satisfy state and federal regulations.

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2012 Bridge Inspection Cycle

During the 2012 inspection season (which began in March of 2012 and was concluded in November of 2012), DOTE Bridge Program personnel inspected a total of 226 bridges. Based upon maintenance responsibility, these 226 bridges are divided into the following seven categories:



1. City (DOTE) Bridges (64 bridges): Vehicular and pedestrian bridges owned by the City and maintained by DOTE, 19 of which are pedestrian only structures.

2. County Bridges (26 bridges): Vehicular bridges within City limits that support improved roads which are of general and public utility running into or through Cincinnati. By contractual agreement with Hamilton County, DOTE maintains these bridges. Hamilton County funds the work performed on these bridges.

3. Ft. Washington Way Bridges (5 bridges): Bridges over Ft. Washington Way constructed with the Ft. Washington Way reconstruction project. DOTE shares maintenance responsibility for these bridges with ODOT.

4. City (Skywalk) Bridges (17 bridges): Central Business District pedestrian bridges on the skywalk system owned by the City. The Department of Public Services and property owners adjacent to the bridges maintain these structures. Generally, DOTE is responsible for the major rehabilitation of these bridges.

5. City (Other) Bridges (12 bridges): Unique City owned structures located on, over, or under a roadway that technically qualify as bridges. Various City agencies including: Stormwater Management Utility and the Park Board maintain these bridges.

6. Railroad Bridges (51 bridges): Railroad bridges that cross over or under public roadways. CSXT, RailAmerica, Norfolk-Southern, and SORTA own and maintain these bridges.

7. Private Bridges (51 bridges): Mostly privately owned utility bridges that cross over public roadways. The applicable private owners maintain these bridges.

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The goal of the Bridge Program is to preserve the structural integrity of all bridges that DOTE maintains so that they are safe. DOTE established the following performance measures to track progress towards accomplishing this objective.



1. Bridge Program personnel will annually inspect all bridges on or over public streets within the City of Cincinnati (excluding bridges inspected by ODOT) and submit this annual bridge condition report, in compliance with the Ohio Revised Code, Section 723.54.

During the 2012 bridge inspection cycle, DOTE bridge inspection personnel inspected all 226 bridges requiring inspection.

2. Bridge Program personnel will develop, request funding, program, and manage bridge maintenance, repair, and replacement work so as to maintain a Weighted Average Bridge Rating of 6 or better for bridges maintained by the Department of Transportation and Engineering. A bridge General Appraisal rating of 6 represents a “Satisfactory” condition. The Weighted Average Bridge Rating is explained in the 2012 Bridge Rating Summary Section.

As identified in this report, the present Weighted Average Bridge Rating for City (DOTE) bridges is 7.08.

3. Bridge Program personnel will develop, request funding, program, and manage bridge maintenance, repair, and replacement work so that no less than 95% of City (DOTE) bridges are open with no load restrictions.

As identified in this report, 100% of all City (DOTE) bridges are open with no load restrictions. The only City (DOTE) bridge with load restriction was the Waldvogel Viaduct which as of November 12, 2012 has been closed to all vehicles and was subsequently removed from the bridge inventory.

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Bridge Conditions

The individual bridge ratings for all 64 City (DOT E) bridges and all 26 County bridges are shown in tabular fashion [here](#).

A summary of the bridge ratings for all 226 inspected bridges is shown in tabular form [here](#).

The Weighted Average Bridge Rating for both City (DOT E) bridges and County bridges from 1987 to 2012 is shown in graphical form [here](#).



Change In Average Bridge Conditions Over The Past Year

City (DOT E) Bridges

The change in the Weighted Average Bridge Rating for City (DOT E) Bridges that occurred over the past year (from 6.97 in 2011 to 7.08 in 2012) was the cumulative result of the following three changes:

- The condition rating of the Elm Street Bridge over Pete Rose Way and Parking Lots was reduced from 8 (very good condition) to 7 (good condition).
- The condition rating of the Este Avenue Extension Culvert at Ridgewood Arsenal was reduced from 8 (very good condition) to 7 (good condition).
- The Waldvogel Viaduct (former condition rating of 3) was closed to all traffic on November 12, 2012 and has since been removed from the inventory.

County Bridges

The Weighted Average Bridge Rating for County Bridges did not change over the past year with no changes to the individual bridge ratings.

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The single bridge rated in “Near Failure” condition (condition rating of 1) is the Old Red Bank Road Bridge over IORY. This bridge is owned by IORY. The bridge has been closed to vehicular traffic since 1997 and to pedestrian traffic since 2005. Duke Energy abandoned the gas main that is attached to the bridge in early 2007. DOTE is working to have IORY remove the bridge.

There are seven bridges rated in “Serious” condition (condition rating of 3) and nineteen bridges rated in “Poor” condition (condition rating of 4) that are owned and maintained by either railroad companies, private owners, or other City agencies. The conditions of these bridges have been called to the attention of their respective owners.

The four County bridges rated in “Poor” condition (condition rating of 4) are the Center Hill Avenue Bridge over the Mill Creek, the Kennedy Avenue Bridge over Conrail, the Marburg Avenue Bridge over Norfolk Southern Railroad, and the Western Hills Viaduct.

Outside funding has been secured for the replacement of the Center Hill Avenue Bridge over the Mill Creek and the project will be under construction in 2013.

Outside funding has been secured for the replacement of the Marburg Avenue Bridge and plans are being developed. Construction is expected to begin in 2016 when the funding becomes available.

Repair plans for the Kennedy Avenue Bridge are being developed by DOTE personnel and the repair work is scheduled to begin in 2013.

Planning has begun for either a major rehabilitation or the replacement of the Western Hills Viaduct. Additional information on the Western Hills Viaduct can be found [here](#).



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2012 Individual Bridge Ratings Summary

| Bridge Rating | City (DOTe) | County | Ft. Washington Way | City Skywalk | City Other | Railroad | Private | Total |
|------------------|----------------|----------------|--------------------------|-----------------|----------------|----------------|----------------|------------------|
| 9 - As-Built | 0 (0) | 0 (0) | 0 (0) | 0 (0) | 0 (0) | 0 (0) | 0 (1) | 0 (1) |
| 8 - Very Good | 24 (26) | 7 (7) | 5 (5) | 6 (7) | 0 (1) | 1 (1) | 14 (14) | 57 (61) |
| 7 - Good | 24 (22) | 8 (8) | 0 (0) | 9 (10) | 8 (7) | 5 (6) | 13 (12) | 67 (65) |
| 6 - Satisfactory | 10 (10) | 5 (5) | 0 (0) | 2 (1) | 2 (2) | 16 (17) | 13 (13) | 48 (48) |
| 5 - Fair | 6 (6) | 2 (2) | 0 (0) | 0 (2) | 1 (1) | 7 (6) | 7 (7) | 23 (24) |
| 4 - Poor | 0 (0) | 4 (4) | 0 (0) | 0 (0) | 1 (1) | 15 (13) | 3 (4) | 23 (22) |
| 3 - Serious | 0 (1) | 0 (0) | 0 (0) | 0 (0) | 0 (0) | 6 (6) | 1 (0) | 7 (7) |
| 2 - Critical | 0 (0) | 0 (0) | 0 (0) | 0 (0) | 0 (0) | 0 (1) | 0 (0) | 0 (1) |
| 1 - Near Failure | 0 (0) | 0 (0) | 0 (0) | 0 (0) | 0 (0) | 1 (1) | 0 (0) | 1 (1) |
| 0 - Failed | 0 (0) | 0 (0) | 0 (0) | 0 (0) | 0 (0) | 0 (0) | 0 (0) | 0 (0) |
| Total | 64 (65) | 26 (26) | 5 (5) | 17 (20) | 12 (12) | 51 (51) | 51 (51) | 226 (230) |

Previous ratings in parentheses

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Weighted Average Bridge Rating

The Weighted Average Bridge Rating is a calculated value used to monitor the performance and communicate the effectiveness of the Bridge Program. The Weighted Average Bridge Rating is an adjusted average of the overall bridge condition ratings that accounts for the importance of the bridge as determined by its size. The weighted average is calculated using a size factor multiplier based on the deck area of the bridge as follows:

| Size Factor Multiplier | Deck Area [ft ²] |
|------------------------|------------------------------|
| 1 | Under 5,000 |
| 2 | 5,000 to 10,000 |
| 3 | 10,001 to 20,000 |
| 4 | 20,001 to 40,000 |
| 5 | Over 40,000 |

By using the size factor, a bridge with a deck area of over 40,000 square feet will have five times the effect on the weighted average than a bridge with a deck area of under 5,000 square feet. Therefore, the Weighted Average Bridge Rating will be affected more by larger bridges which are typically more vital to the public and require more funds for maintenance, repair, and replacement.

The Weighted Average Bridge Rating was developed as a compromise between using no size factor (where the condition rating of single pedestrian bridge would effect the average bridge rating as much as the condition rating of a much larger bridge, like the Western Hills Viaduct) and using a square foot size factor (where the condition rating of the larger viaducts would completely dominate the average bridge rating). Over the last 20 years, DOTE has used the Weighted Average Bridge Rating as an effective tool to prioritize and schedule repairs to all bridges regardless of their size.



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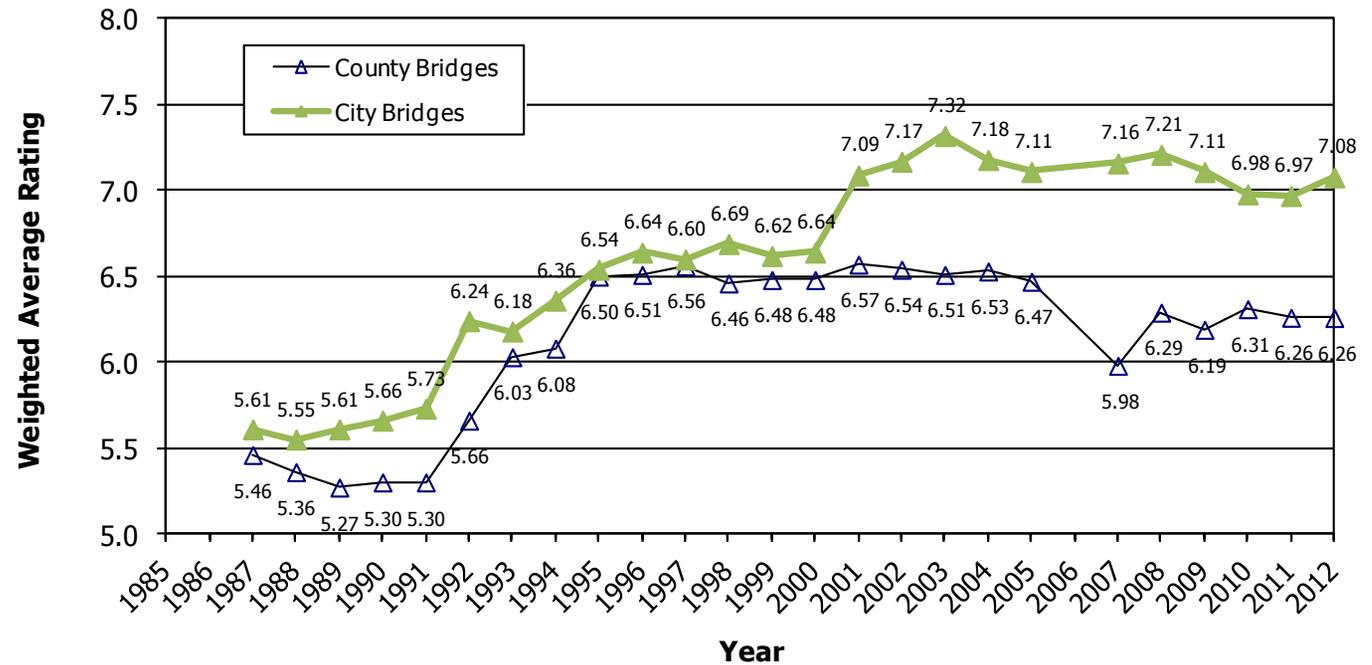
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| Bridge Name | Structural File Number | Deck Area (sq. ft.) | Year Built | 2011 Inspection Rating | 2012 Inspection Rating |
|---|------------------------|---------------------|------------|------------------------|------------------------|
| Beekman Street Pedestrian Overhead at Elmore | 3160068 | 1,035 | 1970 | 7 | 7 |
| Bramble Avenue Bridge over Little Duck Creek | 3160556 | 2,565 | 1931 | 8 | 8 |
| Burns Street Ramp over Railroads, West of Eighth Street Viaduct | 3160270 | 3,321 | 2009 | 8 | 8 |
| Celestial Street Pedestrian Bridge over Columbia Parkway | 3103455 | 1,320 | 1938 | 7 | 7 |
| Central Incinerator Approach Bridge over Mill Creek | 3160610 | 9,019 | 1953 | 7 | 7 |
| Central Parkway over Rapid Transit Tubes S. of Hopple Street | 3199924 | 18,711 | 1924 | 6 | 6 |
| Central Parkway over Rapid Transit Tubes - Walnut to Draper | 3199937 | 422,280 | 1922 | 5 | 5 |
| Central Parkway Pedestrian Overhead N. of Clifton Hills Avenue | 3111342 | 1,806 | 1958 | 6 | 6 |
| Coliseum Pedestrian Bridge from Taylor Southgate Bridge | 3199928 | 1,000 | 1995 | 8 | 8 |
| Coliseum Pedestrian Bridge over Taylor Southgate Bridge | 3101355 | 11,300 | 1975 | 7 | 7 |
| Coliseum/Stadium Plaza Overhead over Broadway (Platform A) | 3101940 | 38,525 | 1975 | 7 | 7 |
| Dalton Avenue under C.U.T. Approach Drive | 3160017 | 25,248 | 1931 | 7 | 7 |
| Dana Avenue Pedestrian Bridge North of Madison Road | 3161455 | 3,468 | 1973 | 7 | 7 |
| Dreman Avenue Bridge over West Fork Channel | 3160432 | 3,693 | 1999 | 8 | 8 |
| Elm Street Cable Stayed Pedestrian Bridge over FWW - East Side | 3106179 | 2,845 | 2000 | 8 | 8 |
| Elm Street Cable Stayed Pedestrian Bridge over FWW - West Side | 3106063 | 2,845 | 2000 | 8 | 8 |
| Elm Street over Pete Rose Way and Parking Lots | 3161978 | 36,960 | 2000 | 8 | 7 |
| Elmhurst Street Pedestrian Bridge over Torrence Parkway | 3162494 | 1,155 | 1950 | 5 | 5 |
| Erie Avenue Bridge over Duck Creek | 3160882 | 4,136 | 1900 | 7 | 7 |
| Erie Avenue Bridge over N & W Railroad | 3160602 | 1,955 | 2001 | 7 | 7 |
| Erie Avenue Bridge over Red Bank Road | 3160998 | 12,800 | 1943 | 7 | 7 |
| Erie Avenue Bridge over SORTA | 3160939 | 12,800 | 1943 | 7 | 7 |
| Este Avenue Extension Culvert at Ridgewood Arsenal | 3161412 | 2,250 | 1990 | 8 | 7 |
| Freedom Way West over Parking Garage between Elm and Race | 3165280 | 22,922 | 2011 | 8 | 8 |
| Freedom Way Center over Parking Garage between Race and Rosa Parks Street | 3165337 | 34,604 | 2011 | 8 | 8 |
| Freedom Way East over Parking Garage between Walnut and Main Streets | 3165396 | 34,869 | 2011 | 8 | 8 |
| Gest Street Bridge over CIND Railroad | 3161277 | 2,195 | 1919 | 7 | 7 |
| Gest Street Bridge over Mill Creek | 3161749 | 4,373 | 1997 | 8 | 8 |
| Gest Street Ramp E. of Linn Street | 3161358 | 3,049 | 1963 | 6 | 6 |
| Gest Street Ramp W. of Linn Street | 3161366 | 3,049 | 1963 | 6 | 6 |
| Gilbert Ave. Pedestrian Overhead S of Court Street | 3100774 | 807 | 1970 | 8 | 8 |
| Hutton Avenue Pedestrian Bridge over Conrail | 3199920 | 1,150 | 1930 | 6 | 6 |
| Ida Street Viaduct over Wareham | 3160076 | 14,356 | 1931 | 6 | 6 |
| Kenton Street Bridge over Florence | 3160130 | 13,275 | 1998 | 8 | 8 |
| Lincoln Avenue Bridge over Open Land | 3161838 | 16,500 | 1953 | 7 | 7 |
| Madison Road Pedestrian Bridge East of CSX | 3161935 | 773 | 1959 | 5 | 5 |
| Madison Road Pedestrian Bridge West of CSX | 3161889 | 774 | 1959 | 5 | 5 |
| Main Street Cable Stayed Pedestrian Bridge over FWW - East Side | 3106462 | 2,845 | 2000 | 8 | 8 |
| Main Street Cable Stayed Pedestrian Bridge over FWW - West Side | 3106403 | 2,845 | 2000 | 8 | 8 |
| Main Street Bridge over Parking Garage | 3161900 | 27,730 | 2004 | 8 | 8 |
| Mehring Way Pedestrian Overhead Bridge to Coliseum | 3199927 | 13,262 | 1975 | 7 | 7 |
| Mitchell Avenue Bridge over Mill Creek | 3160440 | 14,347 | 1959 | 6 | 6 |
| Monastery Street Bridge over Open Land | 3161404 | 11,324 | 1984 | 6 | 6 |
| Park Avenue Bridge over Kemper | 3160777 | 30,680 | 1917 | 7 | 7 |

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| Bridge Name | Structural File Number | Deck Area (sq. ft.) | Year Built | 2011 Inspection Rating | 2012 Inspection Rating | |
|---|------------------------|---------------------|------------|------------------------|------------------------|--------------|
| Powers Street Bridge over West Fork Channel | 3160904 | 4,799 | 2001 | 8 | 8 | |
| Race Street Bridge over Pete Rose Way and Parking Lots | 3162036 | 20,724 | 2000 | 8 | 8 | |
| Railroad (Abandoned) over I-71 North of Elsinore | 3106748 | 5,440 | 1970 | 6 | 6 | |
| Roe Street Bridge over Little Duck Creek | 3161005 | 1,692 | 1930 | 7 | 7 | |
| Rosslyn Drive Bridge over Duck Creek | 3162338 | 2,820 | 1943 | 7 | 7 | |
| Second Street Connector from Clay Wade Bailey (Ramp D) | 3160661 | 25,617 | 2001 | 8 | 8 | |
| Second Street over Transit Center - East End | 3160866 | 61,812 | 2001 | 5 | 5 | |
| Second Street over Transit Center - Elm to Main Streets | 3160696 | 178,641 | 2001 | 8 | 8 | |
| Second Street over Transit Center - West Approach | 3160688 | 27,302 | 2001 | 8 | 8 | |
| Settle Street Bridge over Little Duck Creek | 3161188 | 1,888 | 1996 | 7 | 7 | |
| Sixth Street Expressway Pedestrian Bridge West of Harriet | 3102831 | 1,251 | 1965 | 7 | 7 | |
| Sonoma Court Culvert | 3162753 | 1,474 | 2004 | 8 | 8 | |
| Southside Avenue over Conrail/CSX | 3161528 | 5,263 | 1992 | 8 | 8 | |
| Spring Lawn Avenue Bridge over Branch of Ludlow Run | 3161285 | 434 | 1925 | 5 | 5 | |
| Stillwell Road Bridge over Amberly Creek (N. of Summit) | 3161331 | 840 | 1954 | 6 | 6 | |
| Victory Parkway Pedestrian Overhead South of I-71 | 3161374 | 2,090 | 1972 | 7 | 7 | |
| Vine Street Bridge over Parking Garage (Rosa Parks) | 3161781 | 22,214 | 2003 | 8 | 8 | |
| Waldvogel Viaduct | 3102785 | 139,068 | 1951 | 3 | | |
| Walnut Street Bridge over Parking Garage | 3162877 | 22,185 | 2004 | 8 | 8 | |
| West Eighth Street Bridge over Fairbanks Avenue | 3162702 | 8,568 | 1955 | 7 | 7 | |
| West Eighth Street Bridge over Woodlawn Avenue | 3162656 | 4,704 | 1955 | 7 | 7 | |
| Total Deck Area: | | | | 1,276,524 | 6.97 | FALSE |

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| Bridge Name | Structural File Number | Deck Area (sq. ft.) | Year Built | 2011 | | 2012 | |
|---|------------------------------|------------------------|----------------|-------------|-----------|-------------|-----------|
| | | | | Condition | Condition | Condition | Condition |
| Anthony Wayne Avenue Bridge over Mill Creek | 3136388 | 6,452 | 1992 | 8 | | 8 | |
| Beekman Street Bridge over West Fork Channel | 3136426 | 3,256 | 1912 | 7 | | 7 | |
| Berkshire Lane Culvert 400' North of Beechmont | 3136450 | 1,767 | 1986 | 7 | | 7 | |
| Center Hill Avenue Bridge over Mill Creek | 3136442 | 5,775 | 1929 | 4 | | 4 | |
| Clifton Avenue Bridge over Mill Creek | 3136353 | 8,729 | 1935 | 8 | | 8 | |
| East Fork Avenue Bridge over Little Duck Creek | 3136574 | 1,512 | 1952 | 5 | | 5 | |
| Eighth Street Over Railroads, W. of Eighth Street Viaduct | 3136639 | 7,110 | 2008 | 8 | | 8 | |
| Eighth Street Viaduct over Evans Street, Mill Creek, Etc. | 3136582 | 190,610 | 1929 | 6 | | 6 | |
| Galbraith Road Bridge over Anthony Wayne and Conrail | 3136612 | 20,808 | 1949 | 6 | | 6 | |
| Hopple Street Viaduct over Mill Creek, Railroad & Spring Grove Avenue | 3136337 | 115,560 | 1916 | 6 | | 6 | |
| Kennedy Avenue Bridge over Conrail | 3136671 | 9,723 | 1933 | 4 | | 4 | |
| Madison Road Bridge over Duck Creek E. of Ridge Road | 3136728 | 2,352 | 1929 | 7 | | 7 | |
| Marburg Avenue Bridge over N & W Railroad | 3136744 | 6,156 | 1932 | 4 | | 4 | |
| North Bend Road Bridge over Kirby Road | 3136795 | 6,776 | 1951 | 5 | | 5 | |
| North Bend Road Bridge over Mill Creek | 3137139 | 8,404 | 1995 | 8 | | 8 | |
| Plainville Road Arch over Little Duck Creek | 3136817 | 1,188 | 1915 | 6 | | 6 | |
| Red Bank Expressway Culvert at Deerfield Channel N. of Duck Creek Rd. | 3136841 | 3,570 | 1969 | 6 | | 6 | |
| Red Bank Expressway Culvert At Deerfield Channel S. of Madison Rd. | 3136868 | 28,000 | 1970 | 7 | | 7 | |
| Seymour Avenue Bridge over Mill Creek | 3136922 | 8,326 | 1994 | 8 | | 8 | |
| Spring Grove Avenue Bridge over Mill Creek E. of Kings Run | 3137074 | 13,448 | 1993 | 7 | | 7 | |
| Spring Grove Avenue Bridge over Mill Creek South of Colerain | 3137031 | 17,365 | 1970 | 7 | | 7 | |
| West Fork Road Bridge over Tributary of West Fork Channel | 3137155 | 2,755 | 2000 | 8 | | 8 | |
| West Fork Road Bridge over West Fork Channel - 2nd W. of Montana | 3137147 | 3,143 | 2000 | 8 | | 8 | |
| West Fork Road Bridge over West Fork Channel at Montana | 3137090 | 3,476 | 1928 | 7 | | 7 | |
| Western Hills Viaduct | 3137082 | 221,920 | 1931 | 4 | | 4 | |
| Wooster Road Bridge over Duck Creek | 3137112 | 5,816 | 1961 | 7 | | 7 | |
| Total Deck Area: | | | 703,997 | 6.26 | | 6.26 | |

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City Department of Transportation and Engineering (DOT E) Bridges

Maintenance, repair, and replacement of City (DOT E) bridges is funded with both operating and capital funds. City funds are leveraged, when possible, with state and federal funds.

DOT E's goals are to maintain a weighted average bridge rating of 6, "Satisfactory" condition, or better and to have at least 95% of City (DOT E) bridges open without load restrictions. The Smale Infrastructure Commission Report recommended an annual investment increase of \$2,000,000 to maintain the city's bridge infrastructure. This recommendation was in 1988 dollars to maintain a deck area of approximately 1,000,000 square feet. DOT E has been maintaining a steadily increasing amount of bridge deck area of which at this time is approximately 1,275,000 square feet. Capital funding for City (DOT E) bridges in 2013 is \$820,000. This current amount of funding alone is insufficient and a reliance on outside funding has been and will continue to be necessary to achieve the stated goals.

County Bridges

By contractual agreement with Hamilton County, the City of Cincinnati receives \$1,000,000 annually to inspect and maintain bridges that support improved roads which are

of general and public utility running into or through Cincinnati. This funding level has remained constant since the initiation of the agreement in the late 1970's. At this current funding level, a general decline in the condition of County bridges is expected, unless those funds can continue to be significantly leveraged with other outside funding sources. As with City funds, Hamilton County funds are leveraged, when possible, with state and federal funds.

Leveraged Funding

DOT E continues to aggressively pursue outside funding sources to maintain Cincinnati's public infrastructure. Successful leveraging of outside funds is imperative to maintaining and improving the condition of Cincinnati's bridges.

The following tables indicate the amount of outside funding that the City has obtained in recent years for the Bridge Program. A significant percentage of the obtained leveraged funding was for County bridges. Because of the generally higher traffic volumes on these bridges, the funds received from Hamilton County are more likely to be successfully leveraged with outside funding sources.

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1993 – Present Leveraged Funding Summary – City (DOT) Bridge Program

| Year | | Contract Bid Cost | % Federal | % State | % SCIP | % Local | Leveraged | Local |
|------|---|----------------------|--------------|------------|--------|---------|--------------|-------------|
| 1993 | Sixth Street Expressway (2 bridges) | \$1,555,990 | 75% | 25% | | | \$1,555,990 | \$0 |
| 1996 | Gest Street over the Mill Creek | \$839,550 | | | 80% | 20% | \$671,640 | \$167,910 |
| 1997 | Kenton Street over Florence | \$1,589,170 | | | 80% | 20% | \$1,271,336 | \$317,834 |
| 1998 | Dreman Ave. Bridge over West Fork Channel | \$1,887,370 | | | 70% | 30% | \$1,321,159 | \$566,211 |
| 1998 | Gest Street over CIND Railroad | \$552,000 | | | 55% | 45% | \$303,600 | \$248,400 |
| 2000 | Erie Avenue Bridge over N & W Railroad | \$731,620 | | | 68% | 32% | \$498,968 | \$232,652 |
| 2003 | Martin Drive Ramp over Columbia Parkway (Bridge Work Only) | \$162,333 | | 100% | | 0% | \$162,333 | \$0 |
| 2003 | Celestial Street Pedestrian Bridge (Bridge Work Only) | \$172,727 | | 57% | | 43% | \$98,477 | \$74,250 |
| 2003 | Columbia Parkway Bridge Project | \$2,201,695 | | 81% | | 19% | \$1,781,337 | \$420,358 |
| 2006 | 6 th Street Expressway Project | \$103,702 | | 100% | | 0% | \$103,702 | \$0 |
| 2007 | Waldvogel Real Estate Purchase of Hilltop Property | \$5,000,000 | 84% | | | 16% | \$4,196,786 | \$803,214 |
| 2008 | Burns Street Ramp – Replacement | \$1,205,224 | | | 17% | 83% | \$204,888 | \$1,000,336 |
| 2010 | Waldvogel Railroad Relocation (Const. Contract) | \$6,012,400 | 84% | | | 16% | \$5,035,000 | \$977,400 |
| 2010 | Waldvogel Real Estate Purchases | \$2,974,387 | | 80% | | 20% | \$2,379,510 | \$594,877 |
| 2011 | Waldvogel Real Estate Purchases | \$1,419,698 | | 80% | | 20% | \$1,135,758 | \$283,940 |
| 2011 | Waldvogel Reconstruction (Const. Contract) | \$37,632,522 | 78% | 1% | 14% | 7% | \$35,111,294 | \$2,521,228 |
| | Total Costs | \$64,040,388 | | | | | \$55,831,778 | \$8,208,610 |

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1993 – Present Leveraged Funding Summary – County Bridge Program

| | Project | Contract Bid Cost | % Federal | % State | % SCIP | % Local | Leveraged | Local |
|------|---|-------------------|-----------|---------|--------|---------|--------------|-------------|
| 1993 | Columbia Parkway (2 bridges) | \$1,497,545 | 70% | 30% | | | \$1,497,545 | \$0 |
| 1993 | River Road over Muddy Creek | \$759,740 | 75% | 25% | | | \$759,740 | \$0 |
| 1993 | Sixth Street Expressway (10 bridges) | \$4,130,761 | 75% | 25% | | | \$4,130,761 | \$0 |
| 1993 | Spring Grove over Mill Creek | \$2,065,260 | | | 80% | 20% | \$1,652,208 | \$413,052 |
| 1994 | Seymour Avenue over Mill Creek | \$1,945,780 | 80% | | 20% | | \$1,945,780 | \$0 |
| 1994 | Beechmont Avenue Viaduct | \$5,067,402 | 75% | 25% | | | \$5,067,402 | \$0 |
| 1995 | Beekman Avenue over West Fork | \$967,222 | | | 80% | 20% | \$773,778 | \$193,444 |
| 1995 | North Bend Road over Mill Creek | \$1,302,647 | 80% | | 20% | | \$1,302,647 | \$0 |
| 1993 | Ludlow Avenue Viaduct | \$9,229,975 | 75% | 25% | | | \$9,229,975 | \$0 |
| 1997 | Columbia Parkway Viaduct | \$10,900,000 | | 100% | | | \$10,900,000 | \$0 |
| 1999 | Fort Washington Way Viaduct (3rd St. Viaduct) | \$27,208,420 | | 100% | | | \$27,208,420 | \$0 |
| 1999 | West Fork Bridges over West Fork Channel | \$1,555,310 | | | 70% | 30% | \$1,088,717 | \$466,593 |
| 1999 | River Road/Hillside Culvert at Bender | \$2,198,465 | | 100% | | | \$2,198,465 | \$0 |
| 2001 | Kellogg and Salem Avenue Bridges | \$397,097 | | 100% | | | \$397,097 | \$0 |
| 2002 | Western Hills Viaduct - West Plaza Repairs | \$161,296 | | | 90% | 10% | \$145,166 | \$16,130 |
| 2003 | Columbia Parkway Bridge West of Martin Drive Ramp (Bridge Work Only) | \$3,599,019 | | 100% | | | \$3,599,019 | \$0 |
| 2004 | Clay Wade Bailey Approach | \$1,400,000 | | 100% | | | \$1,400,000 | \$0 |
| 2005 | Norwood Lateral over Paddock and Reading Road Bridges | \$396,755 | | 100% | | | \$396,755 | \$0 |
| 2006 | 6th Street Expressway Project (10 Bridges) | \$631,560 | | 100% | | | \$631,560 | \$0 |
| 2007 | Columbia Parkway over Beechmont, Linwood, Heekin & Ramp to Eastern – Deck Treatments (Bridge Work Only) | \$73,830 | | 100% | | | \$73,830 | \$0 |
| 2008 | 8 th Street Viaduct and 8 th Street Bridge West of 8 th Street Viaduct | \$20,593,768 | 63% | | 17% | 20% | \$16,475,014 | \$4,118,754 |
| 2009 | Clifton Avenue Bridge Superstructure Replacement | \$1,535,000 | | | 70% | 30% | \$1,074,500 | \$460,500 |
| 2010 | Western Hills Viaduct – Upper Deck Rehabilitation | \$1,836,273 | | | 50% | 50% | \$918,136 | \$918,136 |
| 2012 | Center Hill Avenue Bridge - Replacement | \$3,415,883 | | | 33% | 67% | \$1,137,500 | \$2,278,383 |
| | Total Costs | \$102,869,007 | | | | | \$94,004,015 | \$8,864,992 |

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The following summarizes major activities on City (DOTE) and County bridges that occurred in 2012 or will occur in 2013. Except as noted, DOTE staff performed plan development and construction management for these bridge projects.

2012–2013 City (DOTE) Bridge Projects

Second Street over Transit Center – Leak Mitigation

(City Bridge in Central Riverfront District)

This project consists of improvements to the Transit Center which will mitigate current leakage issues. The project is being implemented as a preservation measure of the structure and the appurtenances within. Plans for the work were prepared by a directed consultant. The first phase of the work was completed in 2012. The second phase will begin in 2013. This work is being financed as part of the Banks project.

Gilbert Ave Pedestrian Overhead – Railing Repairs

(City Bridge in Central Business District)

This project consists of repairs to portions of the existing bridge railing. Emergency repairs were performed by City maintenance crews following an oversized load accident. A repair contract in the amount of \$34,950 was completed in the second quarter of 2012.

Race Street, Vine Street and Walnut Street Bridges over Fort Washington Way - Waterproofing

(City Bridges in Central Business District)

This project consists waterproofing the existing planters on the bridges and making improvements to the existing drainage and irrigation systems within the planters.

Construction was completed in June 2012. The contract bid price for the project was \$214,070 and was funded with City CIP bridge funds.

Vine Street and Walnut Street Bridges over Fort Washington Way – Approach Slab Repairs

(City Bridges in Central Business District)

This project consists of adjusting the elevations of the approach slabs and walks on the Third Street end of the bridges to eliminate the impact to vehicles resulting from previous settlement. Construction was completed in 2012. The contract bid price for the project was \$128,625 and was funded with City CIP bridge funds.

Second Street over Transit Center – Load Testing

(City Bridge in Central Riverfront District)

This bridge was constructed as part of the FWW project and exhibited extensive cracking upon completion. The extent of cracking was documented in 2004 by a directed consultant and load tests were performed by the University of Cincinnati in 2005 and 2008. During that these tests the bridge deflected as expected indicating that the structure was performing as designed. A follow-up inspection/documentation of interior cracks by UC in 2010 indicated a possible slight widening of some of the cracks. A follow-up controlled truck load test was performed in the last quarter of 2012 to monitor the bridge response. The consultant's fee for the load test was \$41,287 and was funded with City CIP bridge funds.

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Southside Avenue Bridge – Railing Repair

(City Bridge in Sedamsville)

This project consists of repairing impact damage to portions of the bridge railing. The repairs are being made by City Maintenance crews. Reimbursement from the motorist's insurance company will be pursued on this project.

Ida Street Viaduct over Wareham – Concrete Repairs

(City Bridges in Mt. Adams)

This project consists of performing extensive concrete repairs to the reinforced concrete arches and deck of the superstructure and replacing the existing deteriorated concrete railing. The project is expected to bid in 2013. The project will be funded with City CIP bridge funds and is estimated to be approximately \$1,600,000.

Baymiller Pedestrian Bridge – North Span Removal

(Former City Pedestrian Bridge in OTR and West End) This project consists of removal of the remaining portions of the former pedestrian bridge. The former north abutment will permanently remain in place and serve as a retaining wall therefore it will need to be anchored into the backfill. The project is expected to bid in 2013. The project will be funded with City CIP bridge funds and is expected to be approximately \$100,000.

Elmhurst Pedestrian Bridge - Replacement

(City Pedestrian Bridge in East Walnut Hills, Evanston and Hyde Park)

This project consists of removal and replacement of the existing pedestrian bridge over Torrence Parkway. The project will be funded with City CIP bridge funds and is estimated to be approximately \$750,000.



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2012–2013 County Bridge Projects

Center Hill Bridge over the Mill Creek – Bridge Replacement Contract

(County Bridge in Winton Hills)

This project consists of replacing the existing bridge. This project bid in the fall of 2012. A contract was awarded in the amount of \$3,415,883 and will be funded with County MRF bridge funds and State OPWC funds. Construction is scheduled to begin in 2013.

Western Hills Viaduct - Fracture Critical Inspection

(County Bridge in CUF and South Fairmont)

This project consists of performing a “hands on” inspection of every fracture critical member on the Western Hills Viaduct as well as inspecting selected fatigue-prone members within arm’s length distance. The inspection will be performed by a directed consultant in 2013. The cost for this project will be funded with County MRF bridge funds.

Western Hills Viaduct - Trough Repairs

(County Bridge in CUF and South Fairmont)

This project consists of performing repairs and removing portions of the two utility troughs cantilevered off the bottom deck of the Western Hills Viaduct. The north trough supports an active watermain and fiber optic cables. Most of the utilities within the south trough have been either abandoned or removed. The project

is expected to bid in 2013 following the construction of a temporary support for the watermain located within the north trough. This project is expected to cost approximately \$750,000 and will be funded with County MRF bridge funds.

Kennedy Ave. Bridge – Structural Repairs

(County Bridge in Kennedy Heights)

This project consists of performing repairs to the beam ends and bearings of the bridge. Plans for this project will be developed by City personnel and this project is expected to bid in the last quarter of 2013. The project is expected to cost approximately \$250,000 and will be funded by County MRF funds.

2013 County Bridge Maintenance Contract

(Multiple County Bridges)

This project consists of performing maintenance work on selected County bridges. The project mainly focuses on the sealing of the wearing surface of the Westfork Bridge over the Tributary to the West fork Channel, and the wearing surfaces and sidewalks of the Beekman Ave Bridge over the Westfork Chanel, the Westfork Rd Bridge at Montana and the North Bend Bridge over the Mill Creek. The project will be funded by County MFR funds.

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Waldvogel Memorial Viaduct Replacement

(City Bridge in Lower Price Hill)

Removal and replacement of the Waldvogel Memorial (Sixth Street) Viaduct started in mid 2011 and is expected to be substantially complete by the end of 2014. The project consists of removing the former, substantially deteriorated, half-mile long viaduct and replacing it with a combination of new widened roadway on grade and four new ramp bridges connecting River Road to Warsaw and Elberon Avenues. Engineering plans for the viaduct replacement project were prepared by a consultant hired by the City; however, ODOT is managing the construction of the project and ODOT holds the construction contract with the contractor, The Great Lakes Construction Company. ODOT is also making improvements to the Sixth Street Expressway in conjunction with the viaduct replacement project. In order to maintain traffic to the greatest extent possible during construction, the old viaduct was kept in operation until mid October, 2012, while the contractor completed construction of the southern half of new River Road and the new eastbound Elberon Avenue ramp bridge. Removal of the viaduct itself started in mid October, 2012 and was completed in mid February, 2013. Removing the old viaduct removed the only load restricted City (DOTE) bridge from DOTE's inventory. Construction is presently progressing on the new westbound Elberon Avenue ramp bridge and the new eastbound and westbound Warsaw Avenue ramp bridges as well as on the remaining northern half of new River Road and the new intersections at River Road and State Avenue, at River Road and Evans Street, at State Avenue and Elberon Avenue, and at Elberon Avenue and Maryland Avenue. Although there may need to be some minor adjustments to the existing maintenance of traffic pattern to complete future specific items of work, the existing maintenance of traffic pattern is largely expected to remain in effect through the remainder of 2013. Photographs of a 3D model depicting how the completed project will look and function can be found on the City's web site [here](#). A combination of Federal Discretionary, Local Major Bridge, and OKI-STP funds, State OPWC funds, Hamilton County MRF funds, and City CIP funds are being used to fund this \$38M construction project.

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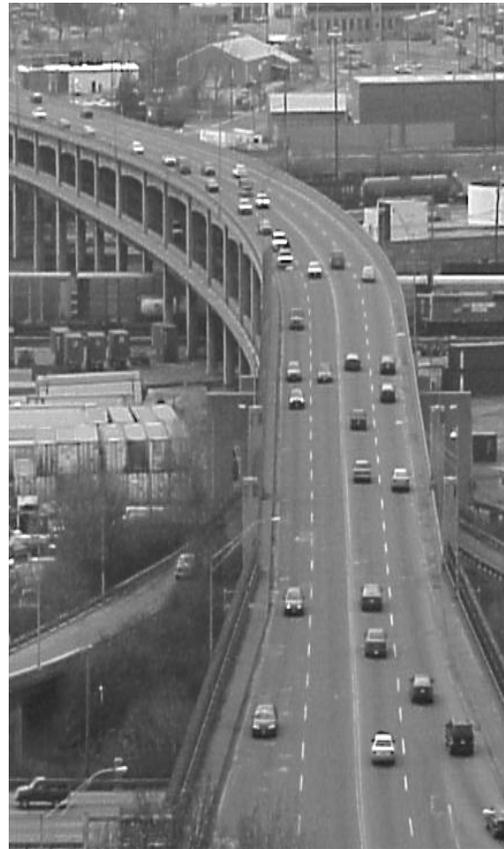
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Western Hills Viaduct Rehab / Replacement

(County Bridge in South Fairmount and CUF)

Representatives from DOTE and the Hamilton County Engineers Office have selected and hired URS to perform preliminary engineering and prepare environmental documents for either the substantial rehabilitation or replacement of the Western Hills Viaduct. Hamilton County Bridge funds are being used to fund this preliminary engineering work. All work is being coordinated with ODOT's proposed Brent Spence project and MSD's proposed Lick Run storm water separation project. Due to the size and complexity of the Western Hills Viaduct, it is expected that its replacement would cost approximately \$200,000,000 and as a result, substantial outside funding for the project will be needed. To date, \$3,200,000 in outside funds has been secured for right-of-way acquisition. Because the Western Hills Viaduct is at the northern end of ODOT's proposed Brent Spence project, it would be beneficial for the construction of the two projects to be coordinated within the same contract. Presently, neither project has funding secured for construction. Preliminary design is being advanced. The first round of public meetings were held in early 2012. Since that time, coordination with railroads and utilities has occurred and preliminary alternatives are being developed. Alternatives will be presented in future rounds of public meetings to be scheduled in 2013. Updates regarding the Western Hills Viaduct reconstruction / replacement project can be found [here](#).

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| Carry-Over Local Funds | New Local Funds | Program Expenses | | | | | | | Estimated Remaining Funds |
|------------------------|-----------------|---|---------|--------------------|------------------------------|-------------------------|---------------|-------------------------|---------------------------|
| | | PROJECTS BY YEAR CONTRACT AWARDED | Rating | BR AREA (SQ. FEET) | ESTM. TOTAL LOCAL PROJ. COST | FUND SPLIT ¹ | | | |
| | | | | | | % LOCAL FUNDS | % MATCH FUNDS | Outside Funding Secured | |
| 2013 | | | | | | | | | |
| \$3,000,000 | \$820,000 | Bridge Inspection & Program Management | N/A | | \$200,000 | 100% | 0% | N/A | |
| | | TROD Capital Bridge Work | Various | Various | \$50,000 | 100% | 0% | N/A | |
| | | Project Design & Management | Various | Various | \$200,000 | 100% | 0% | N/A | |
| | | Ida Street Bridge-Concrete Overlay and Concrete Repairs | 6 | 30,680 | \$1,600,000 | 100% | 0% | N/A | |
| | | City Bridge Maintenance Contract | Various | Various | \$50,000 | 100% | 0% | N/A | |
| | | Baymiller Pedestrian Bridge - North Span Removal | N/A | | \$100,000 | 100% | 0% | N/A | |
| | | TOTAL | | | \$2,200,000 | | | | \$1,620,000 |
| 2014 | | | | | | | | | |
| \$1,620,000 | \$946,000 | Bridge Inspection & Program Management | N/A | | \$200,000 | 100% | 0% | N/A | |
| | | TROD Capital Bridge Work | Various | Various | \$50,000 | 100% | 0% | N/A | |
| | | Project Design & Management | Various | Various | \$200,000 | 100% | 0% | N/A | |
| | | City Bridge Maintenance Contract | Various | Various | \$50,000 | 100% | 0% | N/A | |
| | | Elmhurst Pedestrian Bridge - Replacement | 5 | 1,155 | \$750,000 | 100% | 0% | N/A | |
| | | TOTAL | | | \$1,250,000 | | | | \$1,316,000 |
| 2015 | | | | | | | | | |
| \$1,316,000 | \$1,023,000 | Bridge Inspection & Program Management | N/A | | \$200,000 | 100% | 0% | N/A | |
| | | TROD Capital Bridge Work | Various | Various | \$50,000 | 100% | 0% | N/A | |
| | | Project Design & Management | Various | Various | \$200,000 | 100% | 0% | N/A | |
| | | Springlawn Ave. Bridge Replacement | 5 | 434 | \$300,000 | 50% | 50% | No | |
| | | City Bridge Maintenance Contract | Various | Various | \$50,000 | 100% | 0% | N/A | |
| | | TOTAL | | | \$800,000 | | | | \$1,539,000 |
| 2016 | | | | | | | | | |
| \$1,539,000 | \$1,100,000 | Bridge Inspection & Program Management | N/A | | \$200,000 | 100% | 0% | N/A | |
| | | TROD Capital Bridge Work | Various | Various | \$50,000 | 100% | 0% | N/A | |
| | | Project Design & Management | Various | Various | \$200,000 | 100% | 0% | N/A | |
| | | Stillwell Rd. Bridge over Amberly Creek - Replacement | 7 | 840 | \$550,000 | 50% | 50% | No | |
| | | City Bridge Maintenance Contract | Various | Various | \$50,000 | 100% | 0% | N/A | |
| | | TOTAL | | | \$1,050,000 | | | | \$1,589,000 |
| 2017 | | | | | | | | | |
| \$1,589,000 | \$986,000 | Bridge Inspection & Program Management | N/A | | \$200,000 | 100% | 0% | N/A | |
| | | TROD Capital Bridge Work | Various | Various | \$50,000 | 100% | 0% | N/A | |
| | | Project Design & Management | Various | Various | \$200,000 | 100% | 0% | N/A | |
| | | Central Incinerator Bridge - Deck Replacement | 7 | 13,192 | \$650,000 | 100% | 0% | N/A | |
| | | Park Avenue Bridge - Concrete Overlay & Concrete Repair | 7 | 30,680 | \$600,000 | 20% | 100% | No | |
| | | TOTAL | | | \$1,700,000 | | | | \$875,000 |
| 2018 | | | | | | | | | |
| \$875,000 | \$901,000 | Bridge Inspection & Program Management | N/A | | \$200,000 | 100% | 0% | N/A | |
| | | TROD Capital Bridge Work | Various | Various | \$50,000 | 100% | 0% | N/A | |
| | | Project Design & Management | Various | Various | \$200,000 | 100% | 0% | N/A | |
| | | City Bridge Maintenance Contract | Various | Various | \$50,000 | 100% | 0% | N/A | |
| | | Monestary Street Bridge - Concrete Overlay | 6 | 11,324 | \$500,000 | 100% | 0% | N/A | |
| | | TOTAL | | | \$1,000,000 | | | | \$776,000 |

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¹ Additional leveraged funds will be pursued and will be used to supplement local funds as secured.



The projects are grouped by the year of expected bid. This plan is flexible and will be revised as necessary if future bridge inspections reveal unexpected changes in the condition of any bridge, if anticipated bridge funding amounts change, if unexpected leveraged funding sources become available or are withdrawn, if the timing of any bridge project requires adjustment to coordinate with other infrastructure improvement or development projects, or if City Council or the City Administration redirect priorities. The estimated project costs are preliminary and are only intended to establish basic funding needs and are not considered engineer's estimates. Bridge conditions will be continually monitored during the six-year period and the plan will be adjusted as needed to best maintain the bridge infrastructure.

The funds programmed for the City Bridge Maintenance Contracts may also be used, wholly or in part, to support other projects listed in the six-year plan whose expenses exceed the preliminary estimations listed in the six-year plan.

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|------------------------|--------------------|--|---------|---------------------|------------------------------|-------------------------|---------------|-------------------------|---------------------------|
| | | PROJECTS BY YEAR CONTRACT AWARDED | Rating | BR. AREA (SQ. FEET) | ESTIMATED LOCAL PROJECT COST | FUND SPLIT ¹ | | | |
| | | | | | | % LOCAL FUNDS | % MATCH FUNDS | Outside Funding Secured | |
| 2013 | | | | | | | | | |
| \$3,000,000 | \$1,000,000 | Bridge Inspection & Program Management | N/A | | \$50,000 | 100% | 0% | N/A | |
| | | Project Design & Management | Various | Various | \$200,000 | 100% | 0% | N/A | |
| | | TROD and Contract Maintenance Work | Various | Various | \$100,000 | 100% | 0% | N/A | |
| | | Western Hills Viaduct - Utility Trough Repairs | 4 | 221,920 | \$750,000 | 100% | 0% | N/A | |
| | | Kennedy Avenue Bridge Repairs | 4 | 9,723 | \$250,000 | 100% | 0% | N/A | |
| | | Western Hills Viaduct - FC Inspection | 4 | 221,920 | \$50,000 | 100% | 0% | N/A | |
| | | TOTAL | | | \$1,400,000 | | | | \$2,600,000 |
| 2014 | | | | | | | | | |
| \$2,600,000 | \$1,000,000 | Bridge Inspection & Program Management | N/A | | \$50,000 | 100% | 0% | N/A | |
| | | Project Design & Management | Various | Various | \$200,000 | 100% | 0% | N/A | |
| | | TROD and Contract Maintenance Work | Various | Various | \$100,000 | 100% | 0% | N/A | |
| | | Western Hills Viaduct - Rehab/Replacement - Detail Design ² | 4 | 221,920 | \$650,000 | 20% | 80% | No | |
| | | Western Hills Viaduct - R/W Acquisition ² | 4 | 221,920 | \$800,000 | 20% | 80% | Yes | |
| | | TOTAL | | | \$1,800,000 | | | | \$1,800,000 |
| 2015 | | | | | | | | | |
| \$1,800,000 | \$1,000,000 | Bridge Inspection & Program Management | | | \$50,000 | 100% | 0% | N/A | |
| | | Project Design & Management | Various | Various | \$200,000 | 100% | 0% | N/A | |
| | | TROD and Contract Maintenance Work | Various | Various | \$100,000 | 100% | 0% | N/A | |
| | | Western Hills Viaduct - Fracture Critical Inspection | 4 | 221,920 | \$50,000 | 100% | 0% | N/A | |
| | | North Bend Road Bridge over Kirby - Deck Overlay/Painting | 5 | 6,776 | \$500,000 | 50% | 50% | No | |
| | | Western Hills Viaduct - Rehab/Replacement - Detail Design ² | 4 | 221,920 | \$650,000 | 20% | 80% | No | |
| | | TOTAL | | | \$1,550,000 | | | | \$1,250,000 |

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continued

| Carry-Over Local Funds | New Local Funds | Program Expenses | | | | | | | Estimated Remaining Funds |
|------------------------|--------------------|---|---------|---------------------|------------------------------|-------------------------|---------------|-------------------------|---------------------------|
| | | PROJECTS BY YEAR CONTRACT AWARDED | Rating | BR. AREA (SQ. FEET) | ESTIMATED LOCAL PROJECT COST | FUND SPLIT ¹ | | | |
| | | | | | | % LOCAL FUNDS | % MATCH FUNDS | Outside Funding Secured | |
| 2016 | | | | | | | | | |
| \$1,250,000 | \$1,000,000 | Bridge Inspection & Program Management | | | \$50,000 | 100% | 0% | N/A | |
| | | Project Design & Management | Various | Various | \$200,000 | 100% | 0% | N/A | |
| | | TROD and Contract Maintenance Work | Various | Various | \$100,000 | 100% | 0% | N/A | |
| | | Galbraith Road Bridge - Rehab | 6 | 20,808 | \$500,000 | 50% | 50% | No | |
| | | Marburg Avenue Bridge Replacement | 4 | 6,156 | \$400,000 | 20% | 80% | Yes | |
| | | TOTAL | | | \$1,250,000 | | | | \$1,000,000 |
| 2017 | | | | | | | | | |
| \$1,000,000 | \$1,000,000 | Bridge Inspection & Program Management | | | \$50,000 | 100% | 0% | N/A | |
| | | Project Design & Management | Various | Various | \$200,000 | 100% | 0% | N/A | |
| | | TROD and Contract Maintenance Work | Various | Various | \$100,000 | 100% | 0% | N/A | |
| | | Underwater Inspections | Various | Various | \$50,000 | 100% | 0% | N/A | |
| | | East Fork Bridge over LDC - Replacement | 6 | 1,512 | \$300,000 | 20% | 80% | No | |
| | | Western Hills Viaduct - Rehab/Replacement ² | 4 | 221,920 | \$20,000,000 | 20% | 80% | No | |
| | | Western Hills Viaduct - Fracture Critical Inspection | 4 | 221,920 | \$50,000 | 100% | 0% | N/A | |
| | | TOTAL | | | \$750,000 | | | | \$1,250,000 |
| 2018 | | | | | | | | | |
| \$1,250,000 | \$1,000,000 | Bridge Inspection & Program Management | | | \$50,000 | 100% | 0% | N/A | |
| | | Project Design & Management | Various | Various | \$200,000 | 100% | 0% | N/A | |
| | | TROD and Contract Maintenance Work | Various | Various | \$100,000 | 100% | 0% | N/A | |
| | | Hopple Street Viaduct - Overlay and Expansion Joint Replacement | 6 | 115,560 | \$800,000 | 20% | 80% | No | |
| | | TOTAL | | | \$1,150,000 | | | | \$1,100,000 |

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¹ Additional leveraged funding will be pursued and will be used to supplement local funds as secured.

² Rehabilitation/replacement of the Western Hills Viaduct will be a major project and construction is expected to cost approximately \$200 million of which the total match is listed but not included in the summary. State and Federal funds will be sought, but a local match may be needed. Detail design is expected to cost approximately \$10 million. DOTE is pursuing acquiring matching funds but no such funds have yet been secured.



The projects are grouped by the year of expected bid. This plan is flexible and will be revised as necessary if future bridge inspections reveal unexpected changes in the condition of any bridge, if anticipated bridge funding amounts change, if unexpected leveraged funding sources become available or are withdrawn, if the timing of any bridge project requires adjustment to coordinate with other infrastructure improvement or development projects, or if City Council or the City Administration redirect priorities. The estimated project costs are preliminary and are only intended to establish basic funding needs and are not considered engineer's estimates. Bridge conditions will be continually monitored during the six-year period and the plan will be adjusted as needed to best maintain the bridge infrastructure.

The funds programmed for the County Bridge Maintenance Contracts may also be used, wholly or in part, to support other projects listed in the six-year plan whose expenses exceed the preliminary estimates listed in the six-year plan.