

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 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, a 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.

Bridges that are part of the Interstate and State Highway System, including most City streets and rail lines over these routes, are inspected and maintained by ODOT. Consequently, DOTE Bridge Program personnel do not inspect these bridges and the inspection reports for these structures are not included in this report.

Excepting interstate highway bridges and bridges carrying state or federal routes which are inspected by the Ohio Department of Transportation (ODOT), DOTE Bridge Program personnel annually inspect every bridge in Cincinnati that supports a public roadway or crosses over or under 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. Locate and determine the extent of any structural weaknesses or damage so that appropriate corrective actions can be taken to ensure public safety.
2. Provide a current information base on the condition of bridges within Cincinnati so that maintenance, repair, and replacement projects can be programmed efficiently.
3. Satisfy state and federal laws and regulations.

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2010 Bridge Inspection Cycle

During the 2010 inspection season (which began in May of 2010 and was concluded in February of 2011), 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 (62 bridges): Vehicular and pedestrian bridges owned by the City and maintained by DOTE.

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 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 (20 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 bridges. Generally, DOTE is responsible for the major rehabilitation of these bridges.

5. City (Other) Bridges (11 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): Privately owned vehicular, pedestrian, and utility bridges that cross over or under 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 the Department of Transportation and Engineering (DOTE) maintains so that they are safe. DOTE established the following performance measures to track progress towards accomplishing this objective.

Bridge Condition Reports

The individual bridge ratings for all 62 City (DOTE) 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 [here](#).

The Weighted Average Bridge Rating for both City (DOTE) bridges and County bridges from 1987 to 2010 is shown [here](#).

Bridge Program personnel will annually inspect all bridges on, over, or under 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 2010 bridge inspection cycle, DOTE bridge inspection personnel inspected all 226 bridges requiring inspection.

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.

Based on the 2010 bridge inspection cycle, the Weighted Average Bridge Rating is 6.98 for City (DOTE) Bridges and 6.31 for County Bridges.

Bridge Program personnel will work so that no less than 95% of City (DOTE) bridges are open with no load restrictions. This indicates that the bridge is at least in “fair” condition, meaning that all primary structural elements are sound.

Based on the 2010 bridge inspection cycle, 98% or 61 out of 62 City (DOTE) bridges are open with no load restrictions.

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Change in Average Bridge Conditions over the past year

City (DOTE) Bridges:

The decrease in the Weighted Average Bridge Rating for City (DOTE) Bridges that occurred this year (from 7.11 in 2009 to 6.98 in 2010) was the cumulative result of the following eight changes:

1. The condition rating of the Main Street Cable Stay Pedestrian Bridge over Fort Washington Way – East Side was reduced from 9 (as-built-condition) to 8 (very good condition).
2. The condition rating of the Main Street Cable Stay Pedestrian Bridge over Fort Washington Way – West Side was reduced from 9 (as-built-condition) to 8 (very good condition).
3. The condition rating of the Elm Street Cable Stay Pedestrian Bridge over Fort Washington Way – East Side was reduced from 9 (as-built-condition) to 8 (very good condition).
4. The condition rating of the Elm Street Cable Stay Pedestrian Bridge over Fort Washington Way – West Side was reduced from 9 (as-built-condition) to 8 (very good condition).
5. The condition rating of the Race Street Bridge over Pete Rose Way was reduced from 9 (as-built condition) to 8 (very good condition). This bridge is currently closed to traffic and undergoing major reconstruction as part of the Banks project.

6. The condition rating of the Central Parkway Pedestrian Overhead north of Clifton Hills Avenue was reduced from 7 (good condition) to 6 (satisfactory condition).
7. The condition rating of the Ida Street Viaduct over Wareham was reduced from 7 (good condition) to 6 (satisfactory condition).
8. The condition rating of the Waldvogel Viaduct was reduced from 4 (poor condition) to 3 (serious condition).

County Bridges:

The increase in the Weighted Average Bridge Rating for County Bridges that occurred this year (from 6.19 in 2009 to 6.31 in 2010) was the result of the following four changes:

1. The condition rating of the Eighth Street Bridge over RR, W. of Eighth Street Viaduct was decreased from a rating of 9 (as-built condition) to a rating of 8 (very good condition).
2. The condition rating of the North Bend Bridge over Kirby was reduced from a rating of 6 (satisfactory condition) to a rating of 5 (fair condition).
3. The condition rating of the Eighth Street Viaduct was increased from a rating of 5 (fair condition) to a rating of 6 (satisfactory condition) as a result of the completed restoration work.
4. The condition rating of the Clifton Avenue Bridge over the Millcreek was increased from a condition of 5 (fair condition) to a condition of 8 (very good condition) as a result of the completed bridge rehabilitation and superstructure replacement work.

Projected Status of Bridges Rated in Poor or Worse Condition

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Bridge Rating	City (DOTE)	County	Ft. Washington Way	City Skywalk	City Other	Railroad	Private	Total
9 - As-Built	4 (10)	1 (2)	0 (4)	1 (3)	0 (0)	0 (0)	2 (4)	8 (23)
8 - Very Good	20 (14)	8 (6)	5 (1)	6 (5)	0 (0)	1 (1)	16 (17)	56 (44)
7 - Good	25 (27)	5 (5)	0 (0)	9 (8)	6 (7)	5 (5)	13 (10)	63 (62)
6 - Satisfactory	5 (3)	6 (6)	0 (0)	2 (2)	2 (1)	17 (17)	10 (11)	42 (40)
5 - Fair	7 (7)	3 (4)	0 (0)	2 (2)	2 (2)	6 (8)	6 (6)	26 (29)
4 - Poor	0 (1)	3 (3)	0 (0)	0 (0)	1 (1)	14 (12)	4 (3)	22 (20)
3 - Serious	1 (0)	0 (0)	0 (0)	0 (0)	0 (0)	7 (7)	0 (0)	8 (7)
2 - Critical	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)
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	62 (62)	26 (26)	5 (5)	20 (20)	11 (11)	51 (51)	51 (51)	226 (226)

Previous ratings in parentheses

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The single bridge rated in “Near Failure” condition is the Old Red Bank Road bridge over RailAmerica. This bridge is owned by RailAmerica. 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. The Department of Transportation and Engineering (DOTE) is working to have RailAmerica remove the bridge.

There are seven bridges rated in “Serious” condition that are owned and maintained by either CSXT, Norfolk-Southern Railroad, or RailAmerica. The conditions of these seven bridges have been called to the attention of their owners.

The single City (DOTE) bridge rated in “Serious” condition is the Waldvogel (Sixth Street) Viaduct. The Viaduct has been posted at 16 tons (40% of the legal load limit) since 1993. Structural repairs costing \$674,000 were made to the Waldvogel Viaduct in late 2006 and early 2007 to allow for continued safe use of the viaduct until its replacement. DOTE, through a directed consultant, is preparing plans to replace the Waldvogel Viaduct. Construction is scheduled to begin in 2011 following the relocation of railroad tracks in 2010. In late 2009/ early 2010 Fracture Critical Inspections were performed on the Waldvogel Viaduct resulting in additional structural repairs. Additional information on the replacement project can be found in the Major Bridge Projects section of this website.

The three County bridges rated in “Poor” condition are the Kennedy Avenue Bridge over Conrail, the Marburg Avenue Bridge over Norfolk Southern Railroad, and the Western Hills Viaduct. Replacement plans for the Kennedy and Marburg Avenue Bridges are under development. Until funds are available for replacement, interim repairs will be implemented as needed to keep the bridges safe for continued use. 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 in the Major Bridge Projects section of this website.

The remaining nineteen bridges that are rated in “poor” condition are owned and maintained by either the railroads, other private owners or in case of the Central Parkway Pedestrian Bridge at Music Hall, by another City agency. The conditions of these bridges have been called to the attention of their respective owners.

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Bridge Rating	City (DOTE)	County	Ft. Washington Way	City Skywalk	City Other	Railroad	Private	Total
9 - As-Built	4 (10)	1 (2)	0 (4)	1 (3)	0 (0)	0 (0)	2 (4)	8 (23)
8 - Very Good	20 (14)	8 (6)	5 (1)	6 (5)	0 (0)	1 (1)	16 (17)	56 (44)
7 - Good	25 (27)	5 (5)	0 (0)	9 (8)	6 (7)	5 (5)	13 (10)	63 (62)
6 - Satisfactory	5 (3)	6 (6)	0 (0)	2 (2)	2 (1)	17 (17)	10 (11)	42 (40)
5 - Fair	7 (7)	3 (4)	0 (0)	2 (2)	2 (2)	6 (8)	6 (6)	26 (29)
4 - Poor	0 (1)	3 (3)	0 (0)	0 (0)	1 (1)	14 (12)	4 (3)	22 (20)
3 - Serious	1 (0)	0 (0)	0 (0)	0 (0)	0 (0)	7 (7)	0 (0)	8 (7)
2 - Critical	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)
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	62 (62)	26 (26)	5 (5)	20 (20)	11 (11)	51 (51)	51 (51)	226 (226)

Previous ratings in parentheses

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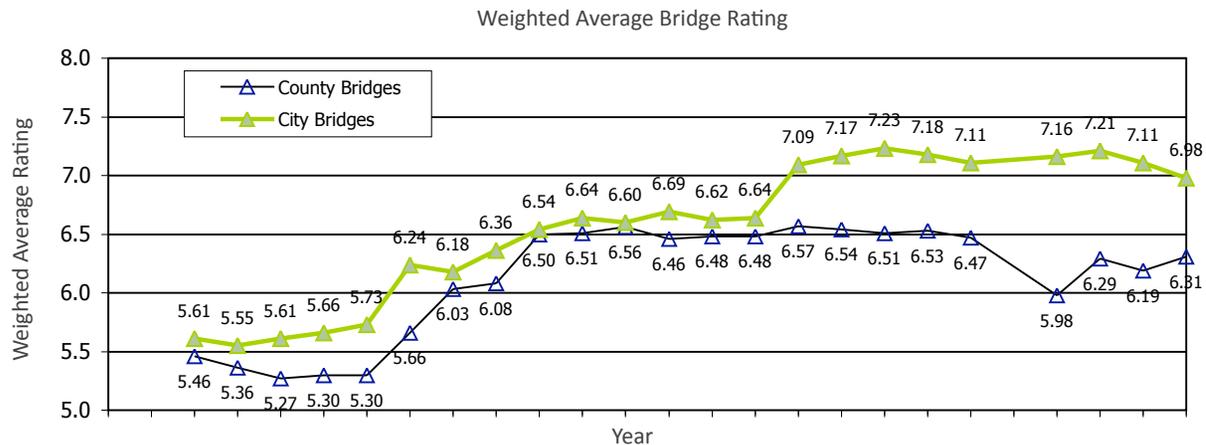
Weighted Average Bridge Rating

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 Waldvogel 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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Bridge Name	Structural File Number	Deck Area (sq. ft.)	Year Built	2009 Inspection Rating	2010 Inspection Rating	
1	Beekman Street Pedestrian Bridge over Elmore	3160068	1,035	1970	7	7
2	Bramble Avenue Bridge over Little Duck Creek	3160556	2,565	1931	8	8
3	Burns Street Ramp over RR West of Eighth Street Viaduct	3160270	3,321	2009	8	8
4	Celestial Street Pedestrian Bridge over Columbia Parkway	3103455	1,320	1938	8	8
5	Central Incinerator Approach Bridge over the Mill Creek	3160610	9,019	1953	7	7
6	Central Parkway over Rapid Transit Tubes South of Hopple	3199924	18,711	1924	6	6
7	Central Parkway over Rapid Transit Tubes - Walnut to Draper	3199937	422,280	1922	5	5
8	Central Parkway Pedestrian Overhead North of Clifton Hills	3111342	1,806	1958	7	6
9	Coliseum Pedestrian Bridge from Taylor Southgate Bridge	3199928	1,000	1995	8	8
10	Coliseum Pedestrian Bridge over Taylor Southgate Bridge	3101355	11,300	1975	7	7
11	Coliseum/Stadium Plaza Overhead over Broadway (Platform A)	3101940	38,525	1975	7	7
12	Dalton Avenue under C.U.T. Approach Drive	3160017	25,248	1931	7	7
13	Dana Avenue Pedestrian Bridge North of Madison	3161455	3,468	1973	7	7
14	Dreman Avenue Bridge over West Fork Channel	3160432	3,693	1999	9	9
15	Elm Street Cable Stayed Pedestrian over FWW - East Side	3106179	2,845	2000	9	8
16	Elm Street Cable Stayed Pedestrian over FWW - West Side	3106063	2,845	2000	9	8
17	Elm Street over Pete Rose Way and Parking Lots	3161978	36,960	2000	8	8
18	Elmhurst Avenue Pedestrian Bridge over Torrence Parkway	3162494	1,155	1950	5	5
19	Erie Avenue Bridge over Duck Creek	3160882	4,136	1900	7	7
20	Erie Avenue Bridge over N & W Railroad	3160602	1,955	2001	7	7
21	Erie Avenue Bridge over Red Bank Road	3160998	12,800	1943	7	7
22	Erie Avenue Bridge over SORTA	3160939	12,800	1943	7	7
23	Este Avenue Extension Culvert	3161412	2,250	1990	8	8
24	Gest Street Bridge over CIND Railroad	3161277	2,195	1919	7	7
25	Gest Street Bridge over the Mill Creek	3161749	4,373	1997	8	8
26	Gest Street Ramp East of Linn Street	3161358	3,049	1963	7	7
27	Gest Street Ramp West of Linn Street	3161366	3,049	1963	7	7
28	Hutton Avenue Pedestrian Bridge over Conrail	3199920	1,150	1930	7	7
29	Ida Street Viaduct over Wareham	3160076	14,356	1931	7	6
30	Kenton Street over Florence Ave	3160130	13,275	1998	8	8
31	Lincoln Avenue Bridge over Open Land	3161838	16,500	1953	7	7
32	Madison Road Pedestrian Overhead East of CSX	3161935	773	1959	5	5
33	Madison Road Pedestrian Overhead West of CSX	3161889	774	1959	5	5
34	Main Street Cable Stayed Pedestrian Bridge over FWW - East Side	3106462	2,845	2000	9	8
35	Main Street Cable Stayed Pedestrian Bridge over FWW - West Side	3106403	2,845	2000	9	8
36	Main Street Bridge over Parking Garage	3161900	27,730	2004	8	8
37	Mehring Way Pedestrian Overhead Bridge to Coliseum	3199927	13,262	1975	7	7
38	Mitchell Avenue over the Mill Creek	3160440	14,347	1959	6	6
39	Monetary Street Bridge over Open Land	3161404	11,324	1984	6	6
40	Park Avenue Bridge over Kemper Lane	3160777	30,680	1917	7	7
41	Pedestrian Tunnel Under Norfolk Southern East of Suspension Bridge	3199923	864	1970	7	7
42	Powers Street Bridge over West Fork Channel	3160904	4,799	2001	8	8
43	Race Street over Pete Rose Way and Parking Lots	3162036	20,724	2000	9	8
44	Railroad (Abandoned) over I-71 North of Elsinore	3106748	5,440	1970	5	5
45	Roe Street Bridge over Little Duck Creek	3161005	1,692	1930	7	7
46	Rosslyn Drive Bridge over Duck Creek	3162338	2,820	1943	7	7
47	Second Street Connector from Clay Wade Bailey (Ramp D)	3160661	25,617	2001	8	8
48	Second Street over Transit Center - East End	3160866	61,812	2001	5	5
49	Second Street over Transit Center - Elm to Main Streets	3160696	178,641	2001	8	8
50	Second Street over Transit Center - West Approach	3160688	27,302	2001	9	9
51	Settle Avenue Bridge over Little Duck Creek	3161188	1,888	1996	8	8
52	Sixth Street Expressway Pedestrian Bridge West of Harriet	3102831	1,251	1965	7	7
53	Sonoma Court Culvert	3162753	1,474	2004	9	9
54	Southside Avenue Bridge over Conrail/CSX	3161528	5,263	1992	8	8
55	Springlawn Avenue Bridge over Branch of Ludlow Run	3161285	434	1925	5	5
56	Stillwell Road Bridge over Amberley Creek North of Summit	3161331	840	1954	7	7
57	Victory Parkway Pedestrian Overhead East of I-71	3161374	2,090	1972	7	7
58	Vine Street Bridge over Parking Garage	3161781	22,214	2003	8	8
59	Waldvogel Viaduct	3102785	139,068	1951	4	3
60	Walnut Street Bridge over Parking Garage	3162877	22,185	2004	9	9
61	West Eighth Street Bridge over Fairbanks	3162702	8,568	1955	7	7
62	West Eighth Street Bridge over Woodlawn	3162656	4,704	1955	7	7
Weighted Average Bridge Rating =	Total SF	1,323,254		7.11	6.98	

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		Structural File Number	Deck Area (sq. ft.)	Year Built	2009 Inspection Rating	2010 Inspection Rating	
1	Anthony Wayne Avenue Bridge over the Mill Creek	3136388	6,452	1992	8	8	
2	Beekman Street Bridge over West Fork Channel	3136426	3,256	1912	8	8	
3	Berkshire Lane Culvert 400 Feet North of Beechmont	3136450	1,767	1986	7	7	
4	Center Hill Avenue Bridge over the Mill Creek	3136442	5,775	1929	5	5	
5	Clifton Avenue Bridge over the Mill Creek	3136353	8,729	1935	5	8	
6	East Fork Avenue Bridge over Little Duck Creek	3136574	1,512	1952	5	5	
7	Eighth Street Bridge over Railroads West of Eighth Street Viaduct	3136639	7,110	2008	9	8	
8	Eighth Street Viaduct over the Mill Creek, Evans and Railroad	3136582	190,610	1929	5	6	
9	Galbraith Road Bridge over Anthony Wayne Avenue	3136612	20,808	1949	6	6	
10	Hopple Street Viaduct	3136337	115,560	1916	6	6	
11	Kennedy Avenue Bridge over Conrail	3136671	9,723	1933	4	4	
12	Madison Road Bridge over Duck Creek East of Ridge	3136728	2,352	1929	8	8	
13	Marburg Avenue over Norfolk Southern Railroad	3136744	6,156	1932	4	4	
14	North Bend Road over Kirby Road	3136795	6,776	1951	6	5	
15	North Bend Road over the Mill Creek	3137139	8,404	1995	9	9	
16	Plainville Road Arch over Little Duck Creek	3136817	1,188	1915	6	6	
17	Red Bank Expressway Culvert over Deerfield Channel	3136841	3,570	1969	6	6	
18	Red Bank Expressway Culvert over Deerfield Channel at Madison	3136868	28,000	1970	7	7	
19	Seymour Avenue Bridge over the Mill Creek	3136922	8,326	1994	8	8	
20	Spring Grove Avenue Bridge over Mill Creek East of Kings Run	3137074	13,448	1993	7	7	
21	Spring Grove Avenue Bridge over Mill Creek South of Colerain	3137031	17,365	1970	6	6	
22	West Fork Road Bridge over Tributary of West Fork Channel	3137155	2,755	2000	8	8	
23	West Fork Road Bridge over West Fork Channel - 2nd West of Montana	3137147	3,143	2000	8	8	
24	West Fork Road Bridge over West Fork Channel at Montana	3137090	3,476	1928	7	7	
25	Western Hills Viaduct	3137082	221,920	1931	4	4	
26	Wooster Road Bridge over Duck Creek	3137112	5,816	1961	7	7	
		Total SF	703,997				
					Average Weighted Bridge Rating =	6.19	6.31

Numbers in bold indicate a change in rating since last inspection

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City Department of Transportation and Engineering (DOTE) Bridges

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

DOTE's goals are to maintain a weighted average bridge rating of 6, "Satisfactory" condition, or better and to have at least 95% of City (DOTE) bridges open without load restrictions. The Smale Commission Report recommended the annual investment of \$1,000,000 in Operating funds and \$2,800,000 in Capital funds 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. Today, DOTE maintains approximately 1,325,000 square feet of bridge deck area. Deck area is expected to grow in the near future with the completion of Freedom Way in the Central Riverfront and the addition of two new bridges planned to be constructed as part of the Kennedy Connector project. Capital funding for City bridges in 2011 is \$900,000 (excluding funding for the Waldvogel Viaduct project and other special projects). At this current funding level, a general decline in the condition of City (DOTE) is expected unless those funds can be significantly leveraged with money from other outside sources.

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 from other outside sources. As with City funds, Hamilton County funds are leveraged, when possible, with state and federal funds.

Leveraged Funding

DOTE continues to aggressively pursue outside funding sources to maintain Cincinnati's public infrastructure. Successful leveraging of outside funds is imperative to maintain and improve 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, 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 (DOTE) Bridge Program

Year	Project	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	Roadway and Aesthetic Improvements with Columbia Parkway Bridge Project	\$2,201,695		81%		19%	\$1,781,337	\$420,358
2006	Freeman Avenue over 6 th Street Expressway with 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	\$6,012,000	84%			16%	\$5,035,000	\$977,400
	Total Costs	\$22,013,381					\$17,205,216	\$4,808,65

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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
	Total Costs	\$99,453,125					\$92,866,515	\$6,586,609

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2010–2011 City Bridge Project Summary

The following summarizes major activities on City (DOTE) bridges that occurred in 2010 or will occur in 2011. Except as noted, DOTE staff performed plan development and construction management for these 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. Construction of the first phase of the work will be complete in 2011.

Central Parkway over Rapid Transit Tubes, Walnut to Draper – Concrete Repairs

(City Bridge in the CBD, Over the Rhine, the West End, CUF and Camp Washington)

This project consists of the replacement of five expansion joints with the rapid transit tubes and other miscellaneous repairs. A contract for the work was awarded in 2009 in the amount of \$1,808,993 and is being funded primarily with Water Works funds as the tubes house and provide protection for an existing water main. Construction is scheduled to be complete by summer 2011.

Waldvogel Viaduct Fracture Critical Inspection and Analysis (City Bridge in Lower Price Hill)

This project consisted of performing a “hands on” inspection of every fracture critical member of the Viaduct not over River Road. (ODOT performed a fracture critical inspection for those portions of the Viaduct over River Road in autumn of 2009). The inspection within arm’s length distance was carried out by a directed consultant in January 2010. As a result of the inspection, the City let a contract for repairs at two hinge locations. The cost of these hinge repairs was \$14,586 and was funded with City CIP bridge funds.

Central Riverfront - Freedom Way Construction

(future City Bridges in CBD)

This project consists of building Freedom Way as a bridge over new and proposed parking garages between Main and Walnut streets and between Rosa Parks and Elm Streets. The structures will have a combined deck area of approximately 93,000 square feet and upon completion will become City bridges. Plans were developed by directed consultants. These structures are being constructed and financed as part of the Banks project and will be completed in 2011.

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Central Riverfront – Race Street Bridge over Pete Rose Way Reconstruction (City Bridge in CBD)

This project consists of modifying the existing bridge to incorporate Freedom Way and new parking garages between Ted Berry Way and Second Street. Plans were developed by directed consultants. This work is being financed as part of the Banks project and will be completed in 2011.

Race Street, Vine Street and Walnut Street Bridges over Fort Washington Way - Waterproofing (City Bridges in the 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. The work is expected to bid in the fall of 2011.

Ida Street Viaduct over Wareham – Concrete Repairs (City Bridge 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. Construction is expected to start in the summer of 2011.



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2010–2011 County Bridge Project Summary

The following summarizes major activities on County bridges that occurred in 2010 or will occur in 2011. Except as noted, DOTE staff performed plan development and construction management for these bridge projects.

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. Work will be performed in 2011. The cost for this work will be funded with County MRF bridge funds.

Clifton Avenue Bridge over the Mill Creek

(County Bridge in Spring Grove Village and Northside)

This project consisted of removing and replacing the existing superstructure as well as widening the bridge with corresponding improvements to the substructure. Work on this project was completed in fall of 2010. The accepted contract bid price for this work was \$1,535,000 and is being funded using 30% County MRF bridge funds and 70% State OPWC funds.

Marburg Avenue Bridge over Norfolk Southern Railroad – Interim Repair Contract

(County Bridge in Hyde Park)

This project consisted of performing interim repairs to the deck and substructure. Work on this project is expected to be bid in summer of 2011. The project will be funded with County MRF bridge funds.

Western Hills Viaduct – Upper Deck Rehabilitation

(County Bridge in South Fairmount and CUF)

This project consists of replacing the expansion joints and resurfacing the upper deck of the Western Hills Viaduct. Construction was performed in the summer of 2010. The project was financed using 50% County MRF bridge funds and 50% State OPWC funds.



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Waldvogel Memorial Viaduct Replacement (City Bridge in Lower Price Hill)

With a combination of Federal discretionary and ARRA funds, ODOT Local Major Bridge and safety program funds, OKI – STP funds, State OPWC funds, and Hamilton County MRF funds, DOTE has secured \$59.7 million of the estimated \$68 million needed for right-of-way and construction costs for the replacement project. Plans for this project have been prepared by a consultant hired by the City; however, the project will be let by ODOT and ODOT will manage the construction.

The project has been split into two separate projects: a railroad relocation project and a road and bridge replacement project. The railroad relocation project relocated the four existing railroad tracks immediately south of River Road. These tracks were relocated further to the south to create the space needed for the road and bridge project. The railroad relocation project was completed by the end of 2010. Final road and bridge replacement plans are currently being prepared by the consultant. The road and bridge replacement project will remove the existing, deteriorated, half-mile long viaduct and replace it with a combination of widened roadway on grade and five new, smaller ramp bridges.

Bidding for the road and bridge replacement project is scheduled for May of 2011 with construction in 2011 and 2012.

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Western Hills Viaduct Rehab/Replacement (County Bridge in South Fairmount and CUF)

DOTe along with representatives from the Hamilton County Engineers offices are presently starting preliminary engineering for the replacement/rehabilitation of the Western Hills Viaduct. A consultant was hired to develop the exact nature of the project through engineering analysis, community involvement and public outreach and to prepare the environmental documents, and develop plans.

It is expected that all rehabilitation/replacement options for the viaduct will exceed \$100 million. Because of this high cost, substantial state and/or federal funding will be needed to complete the project. Consequently, DOTe is petitioning ODOT to include the Western Hills Viaduct in Brent Spence project which is scheduled for 2015.

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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	
2011									
\$2,000,000	\$900,000 C	Bridge Inspection & Program Management	N/A		\$200,000	100%	0%	N/A	
	\$0 O	TROD Capital Bridge Work	Various	Various	\$50,000	100%	0%	N/A	
		Ida Street Bridge-Concrete Overlay and Concrete Repairs	7	30,680	\$1,400,000	100%	0%	N/A	
		City Bridge Maintenance Contract	Various	Various	\$250,000	100%	0%	N/A	
		Race, Vine and Walnut Streets over FWW - Waterproofing	Various	Various	\$250,000	100%	0%	N/A	
		Waldvogel Viaduct Replacement ²	3	139,068	\$6,000,000	12%	88%	Yes	
		TOTAL			\$2,150,000				\$750,000
2012									
\$750,000	\$1,400,000 C	Bridge Inspection & Program Management	N/A		\$200,000	100%	0%	N/A	
	\$100,000 O	TROD Capital Bridge Work	Various	Various	\$50,000	100%	0%	N/A	
		Stillwell Road Bridge over Amberly Creek - Replacement	7	840	\$850,000	100%	0%	N/A	
		Baymiller Pedestrian Bridge - Overlook Removal	N/A		\$200,000	100%	0%	N/A	
		Elmhurst Pedestrian Bridge - Replacement	5	1,155	\$600,000	100%	0%	N/A	
		TOTAL			\$1,900,000				\$350,000
2013									
\$350,000	\$1,200,000 C	Bridge Inspection & Program Management	N/A		\$200,000	100%	0%	N/A	
	\$100,000 O	TROD Capital Bridge Work	Various	Various	\$50,000	100%	0%	N/A	
		Springlawn Avenue Bridge Replacement	5	434	\$600,000	100%	0%	N/A	
		TOTAL			\$850,000				\$800,000
2014									
\$800,000	\$1,200,000 C	Bridge Inspection & Program Management	N/A		\$200,000	100%	0%	N/A	
	\$100,000 O	TROD Capital Bridge Work	Various	Various	\$50,000	100%	0%	N/A	
		Central Incinerator Bridge - Deck Replacement	7	13,192	\$650,000	100%	0%	N/A	
		City Bridge Maintenance Contract	Various	Various	\$250,000	100%	0%	N/A	
		TOTAL			\$1,150,000				\$950,000
2015									
\$950,000	\$1,500,000 C	Bridge Inspection & Program Management	N/A		\$200,000	100%	0%	N/A	
	\$100,000 O	TROD Capital Bridge Work	Various	Various	\$50,000	100%	0%	N/A	
		Park Avenue Bridge - Concrete Overlay & Concrete Repair	7	30,680	\$1,600,000	100%	0%	N/A	
		City Bridge Maintenance Contract	Various	Various	\$250,000	100%	0%	N/A	
		TOTAL			\$2,100,000				\$450,000
2016									
\$450,000	\$1,500,000 C	Bridge Inspection & Program Management	N/A		\$200,000	100%	0%	N/A	
	\$100,000 O	TROD Capital Bridge Work	Various	Various	\$50,000	100%	0%	N/A	
		Monestary Street Bridge - Concrete Overlay	6	11,324	\$500,000	100%	0%	N/A	
		Rossllyn Drive Bridge - Deck Replacement	7	2,820	\$500,000	100%	0%	N/A	
		City Bridge Maintenance Contract	Various	Various	\$300,000	100%	0%	N/A	
		TOTAL			\$1,550,000				\$500,000

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¹ Additional leveraged funds will be pursued and will be used to supplement local funds as secured. Only those leveraged funds actually secured at the present time are listed and are being used for budgeting purposes.

² Assumes \$2,500,000 in matching funds are provided by Greater Cincinnati Water Works.

³ This value of \$17,000,000 is not included in the yearly summation because it is being financed from project specific funds outside the normal bridge program due to the size of the project. Additional information on this replacement project can be found in the Major Bridge Projects section of this report.

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)	ESTM. TOTAL LOCAL PROJ. COST	FUND SPLIT ¹			
						% LOCAL FUNDS	% MATCH FUNDS	Outside Funding Secured	
2010	\$300,000	\$1,000,000							
			Bridge Inspection & Program Management	N/A		\$100,000	100%	0%	N/A
			TROD and Contract Maintenance Work	Various	Various	\$100,000	100%	0%	N/A
			Western Hills Viaduct - Upper Deck Rehabilitation	4	221,920	\$1,100,000	50%	50%	Yes
			Western Hills Viaduct - Rehab/Replacement Preliminary Planning ²	4	221,920	\$700,000	100%	0%	N/A
			TOTAL			\$1,300,000			\$0
2011	\$0	\$1,000,000							
			Bridge Inspection & Program Management	N/A		\$100,000	100%	0%	N/A
			TROD and Contract Maintenance Work	Various	Various	\$200,000	100%	0%	N/A
			Marburg - Miscellaneous Repairs	4	6,156	\$400,000	100%	0%	N/A
			Western Hills Viaduct - Rehab/Replacement - Preliminary Planning ²	4	221,920	\$800,000	100%	0%	N/A
			TOTAL			\$700,000			\$300,000
2012	\$300,000	\$1,000,000							
			Bridge Inspection & Program Management	N/A		\$100,000	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
			Western Hills Viaduct - Fracture Critical Inspection	4	221,920	\$50,000	100%	0%	N/A
			Anthony Wayne Avenue Bridge - Painting	8	6,452	\$250,000	100%	0%	N/A
			Centerhill Bridge Replacement	5	6,452	\$400,000	20%	80%	No
			Western Hills Viaduct - Rehab/Replacement Final Design ²	4	221,920	\$2,000,000	100%	0%	N/A
			Western Hills Viaduct - RW Acquisition ²	4	221,920	\$800,000	20%	80%	No
			TOTAL			\$950,000			\$350,000
2013	\$350,000	\$1,000,000							
			Bridge Inspection & Program Management			\$100,000	100%	0%	N/A
			Galbraith Road Bridge - Rehab	6	20,808	\$150,000	20%	80%	No
			Kennedy Avenue Bridge Replacement	4	9,723	\$300,000	20%	80%	No
			TROD and Contract Maintenance Work	Various	Various	\$100,000	100%	0%	N/A
			Western Hills Viaduct - Rehab/Replacement - Final Design ²	4	221,920	\$2,000,000	100%	0%	N/A
			Western Hills Viaduct - RW Acquisition ²	4	221,920	\$800,000	20%	80%	No
			TOTAL			\$650,000			\$700,000
2014	\$700,000	\$1,000,000							
			Bridge Inspection & Program Management			\$100,000	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	6	6,776	\$400,000	100%	0%	N/A
			Hopple Street Viaduct - Overlay and Expansion Joint Replacement	6	115,560	\$700,000	20%	80%	No
			Western Hills Viaduct - Rehab/Replacement - Final Design ²	4	221,920	\$1,000,000	100%	0%	N/A
			Western Hills Viaduct - Rehab/Replacement ²	4	221,920	\$100,000,000	20%	80%	N/A
			TOTAL			\$1,350,000			\$350,000
2015	\$350,000	\$1,000,000							
			Bridge Inspection & Program Management			\$100,000	100%	0%	N/A
			TROD and Contract Maintenance Work	Various	Various	\$100,000	100%	0%	N/A
			Marburg Avenue Bridge Replacement	4	6,156	\$300,000	20%	80%	No
			East Fork Bridge over LDC - Superstructure Replacement	6	1,512	\$500,000	50%	50%	No
			TOTAL			\$1,000,000			\$350,000

County Bridge 6-Year Plan

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[Waldvogel Viaduct Preferred Alternative and Rendering](#)

[Western Hills Viaduct Rehabilitation/Replacement Study & Plan Development - RFQ Project Limits Map \(Attachment C\)](#)

¹ Additional leveraged funding will be pursued and will be used to supplement local funds as secured. Only those leveraged funds actually secured at the present time are listed and are being used for budgeting purposes. Unless leveraged funds are secured the Center Hill Avenue Bridge Replacement project cannot proceed to construction.

² Rehabilitation/replacement of the Western Hills Viaduct will be a major project and construction is expected to exceed \$100 million. State and Federal funds will be sought, but a local match will be needed. It is expected that all design costs, which will be substantial, will need to be paid locally.

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.