

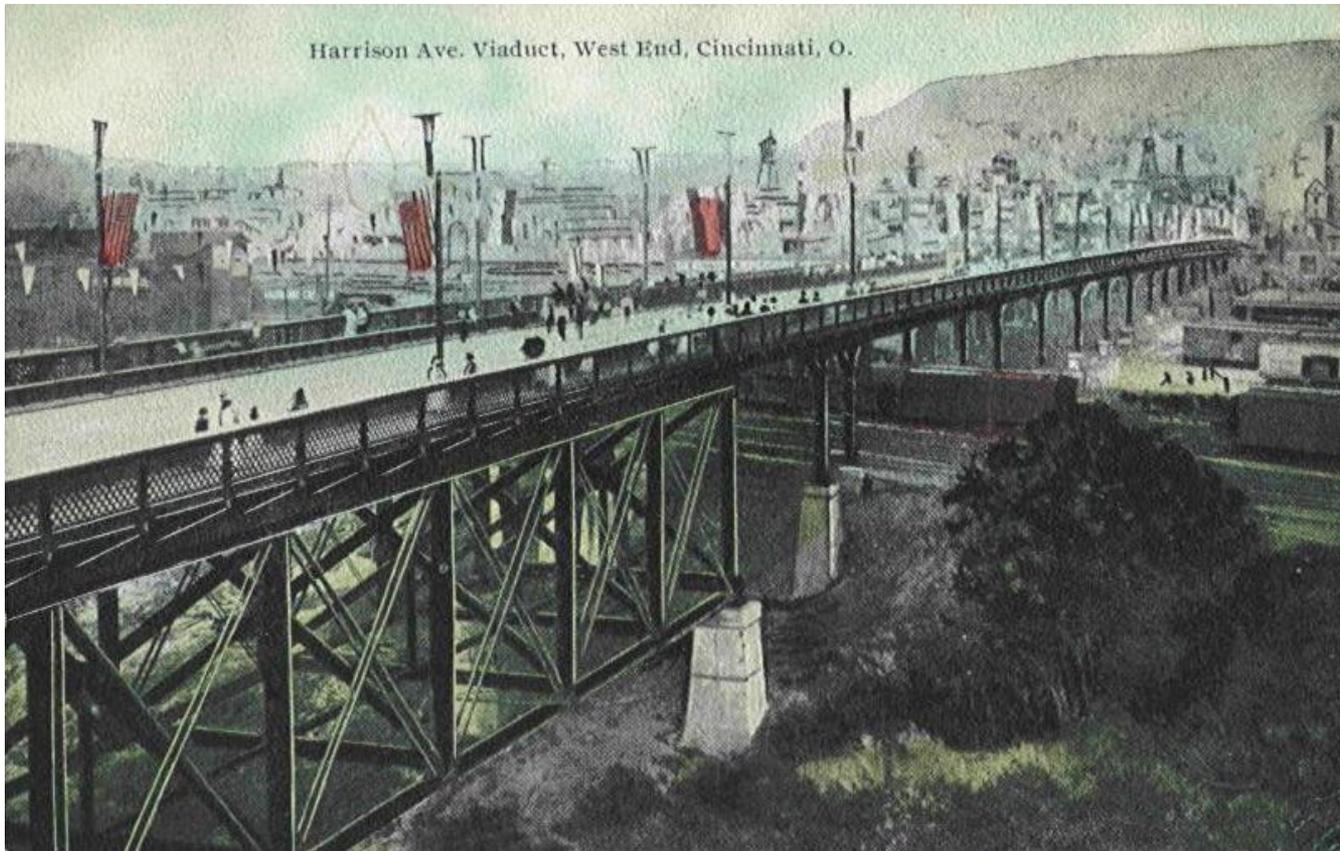
Western Hills Viaduct Reconstruction/Replacement Project

1/17/12 & 1/19/12



Background & History

The Western Hills Viaduct replaced the old Harrison Avenue Viaduct.



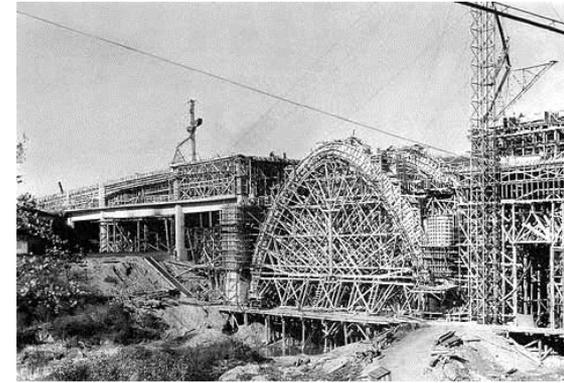
Background & History

Construction on the Western Hills Viaduct began in 1930 and was completed in 1932 as part of the Union Terminal Project.



Background & History

- The Western Hills Viaduct was intended to be a higher capacity facility than the older Harrison Avenue Viaduct.
- The Western Hills Viaduct was originally designed as a double-deck structure for automobiles and streetcars. Eastern portion of the bridge was replaced as part of I-75 construction in 1961.
- Originally, both decks of the viaduct had four lanes; however, the lower deck was later restriped for three lanes. The last major rehab was in 1977.
- The Viaduct is owned by Hamilton County but maintained by the City of Cincinnati by contractual agreement.



Current Conditions

- The half mile long viaduct spans the Mill Creek Valley and CSX Railroad Yard and is used by about 55,000 vehicles per day.
- The viaduct connects Beekman St., Harrison Ave., Queen City Ave. and Westwood Ave. to Central Pkwy, Spring Grove Ave., McMillan St., and I-75.



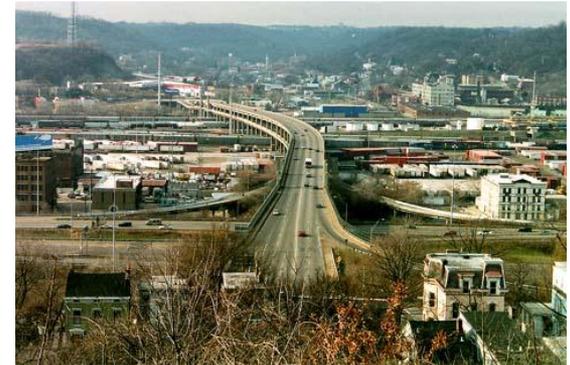
Need for the Project

- Viaduct reaching the end of its design life.
- Worsening Structural Condition (Deterioration of some structural members)
- Encased steel members difficult to inspect and maintain
- Geometry does not meet current standards
- Poor pedestrian and bicycle accessibility



Project Status

- The City of Cincinnati, Department of Transportation and Engineering along with the Hamilton County Engineer's Office have contracted with URS to perform a preliminary engineering study and prepare environmental documentation.
- The Preliminary Engineering Study is expected to last about two years at which time a "Preferred Alternative" to rehabilitate or replace will be selected.
- Construction is planned to coincide with ODOT's Reconstruction of I-75 however, currently neither project has funding for construction or a definitive timeline for completion.



Project Limits



Project Goals

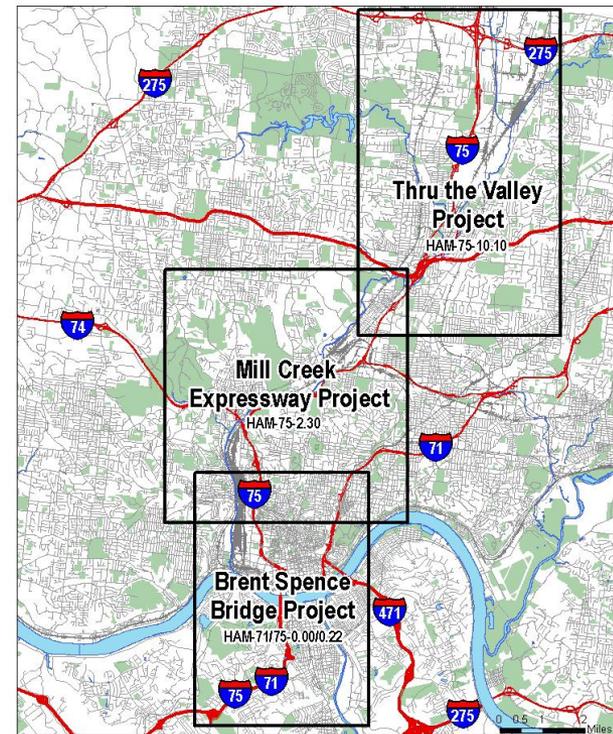
- A preferred alternative will be developed to:
 - Maintain connections to I-75, Central Parkway, and Spring Grove Ave. and improve the geometry of the western roadway connections.
 - Tie into the revised I-75 Interchange as proposed by ODOT.
 - Accommodate potential Lick Run storm water improvements in South Fairmont being evaluated by the Metropolitan Sewer District.
 - Replace of upper and lower decks, remove or retrofit all existing fracture critical details, and provide for the in-depth inspection and repair of any remaining structural elements.
 - Maintain traffic during construction to the extent practical.
 - Improve pedestrian and bicycle access.

Alternatives Being Developed

- The following alternatives will be developed and evaluated:
 - Reconstruct the existing viaduct either in part or in entirety.
 - Replace the entire viaduct with a two level structure. Various alignments and span arrangements will be developed and evaluated.
 - Replace the entire viaduct with a single level structure. Various alignments and span arrangements will be developed and evaluated.

Coordination with ODOT I-75 Projects

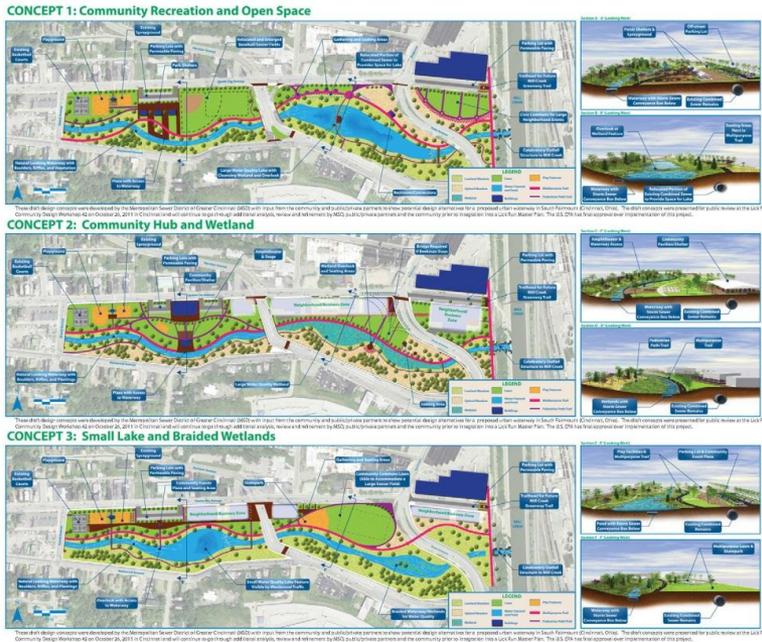
- Coordination with ODOT to reconstruct I-75 is an important part of the project.
 - Construction Schedule
 - Maintenance of Traffic
 - Funding
 - Traffic Flows
 - Design Elements



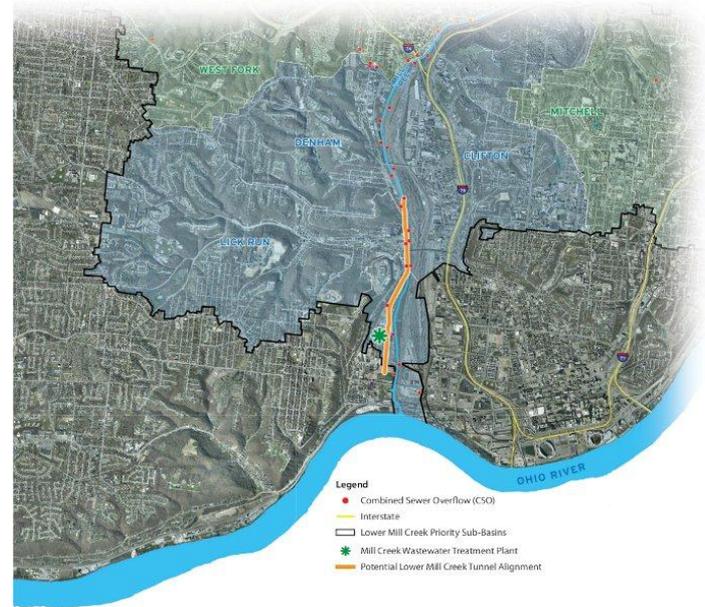
Coordination with MSD

Coordination with MSD on its Lick Run and Lower Mill Creek Partial Remedy project in South Fairmont is ongoing

EASTERN GATEWAY & CIVIC RECREATION ZONE



LICK RUN WATERSHED



Railroad Coordination

Coordination with CSX and Norfolk Southern are a critical element of the project. Railroad operations will need to be maintained during construction. Railroad coordination meetings will begin in spring 2012.



Public Involvement

- It is anticipated that there will be four rounds of public meetings.
- The meetings will allow the public to comment on the project goals and to assist in the evaluation of alternatives.
 - **Round 1. Gathering information on existing concerns and goals for the project.**
 - Round 2. Discussion of conceptual alternatives.
 - Round 3. Discussion of feasible alternatives.
 - Round 4. Discussion of the preferred alternative.

Timeline

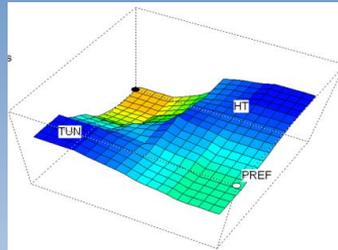
Gathering information on



concerns and goals for the project

Today

Discussion of



conceptual alternatives

Spring 2012

Discussion of



feasible alternatives

Fall 2012

Discussion of



the preferred alternative

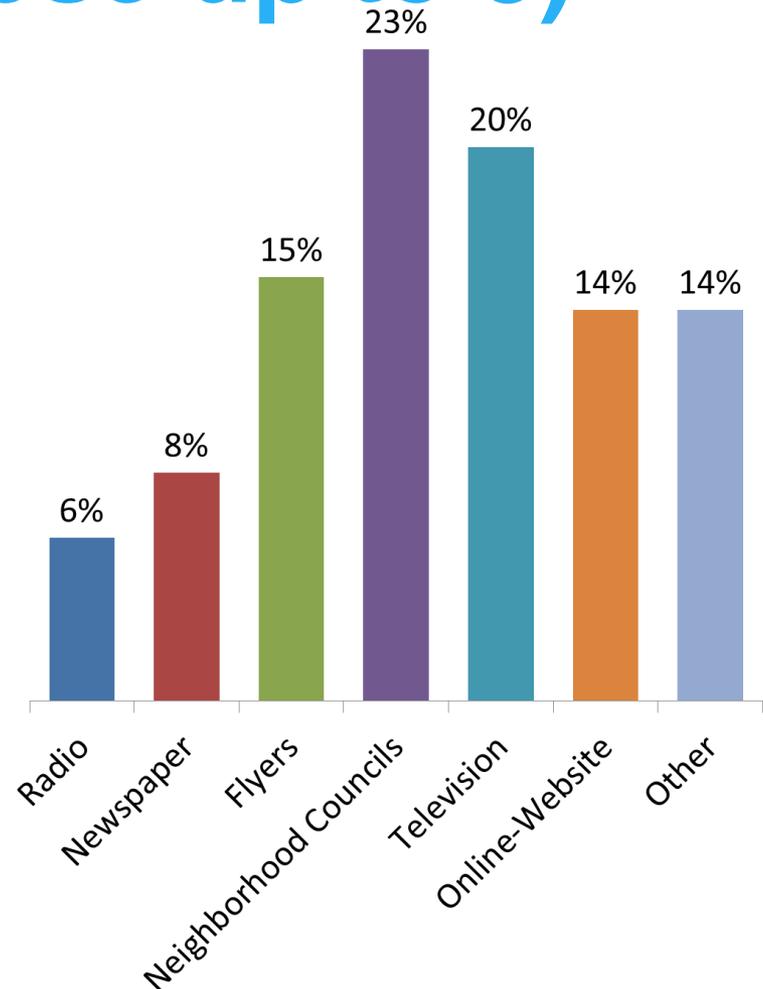
Spring 2013

What We Will Do Today

- Find out who's in the room
- Find out how and when you use the viaduct
- See how construction would affect you and your life
- Find out what you see as the most important concerns and biggest opportunities for this project.
- What are the specific issues you have with using the Viaduct

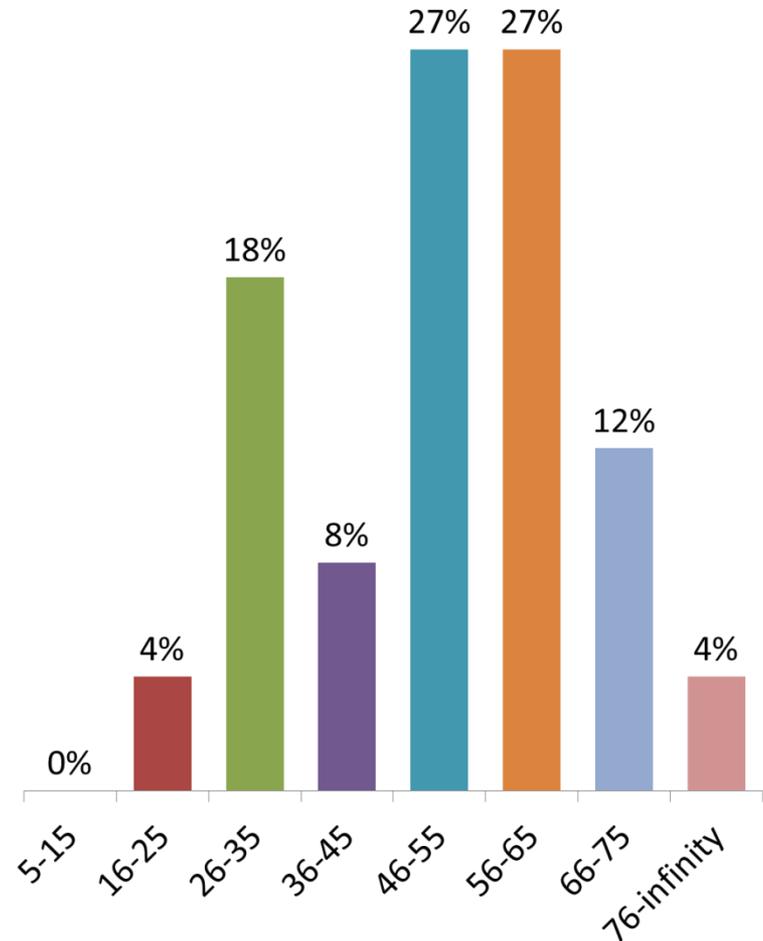
How Did You Hear About this Meeting? (choose up to 3)

1. Radio
2. Newspaper
3. Flyers
4. Neighborhood Councils
5. Television
6. Online-Website
7. Other



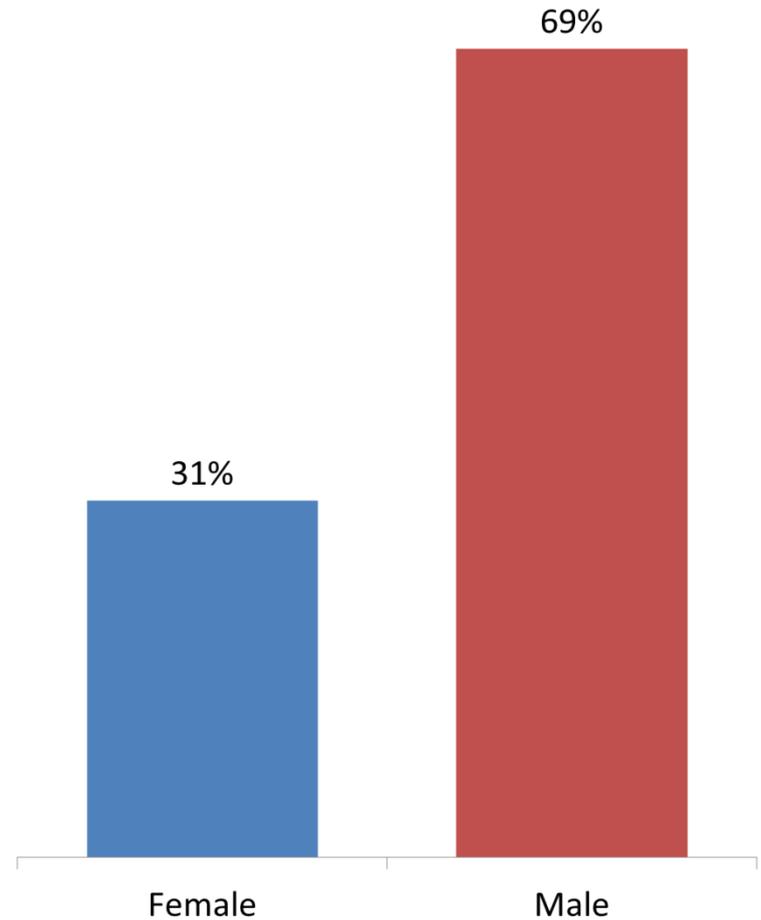
How Young Are You?

1. 5-15
2. 16-25
3. 26-35
4. 36-45
5. 46-55
6. 56-65
7. 66-75
8. 76-infinity



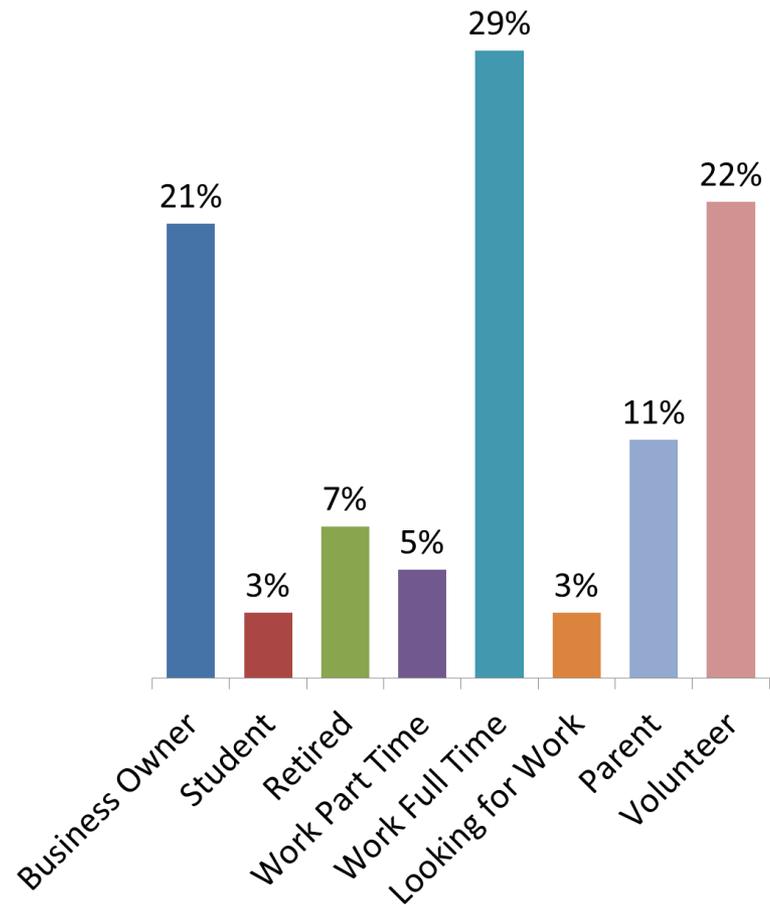
Male or Female?

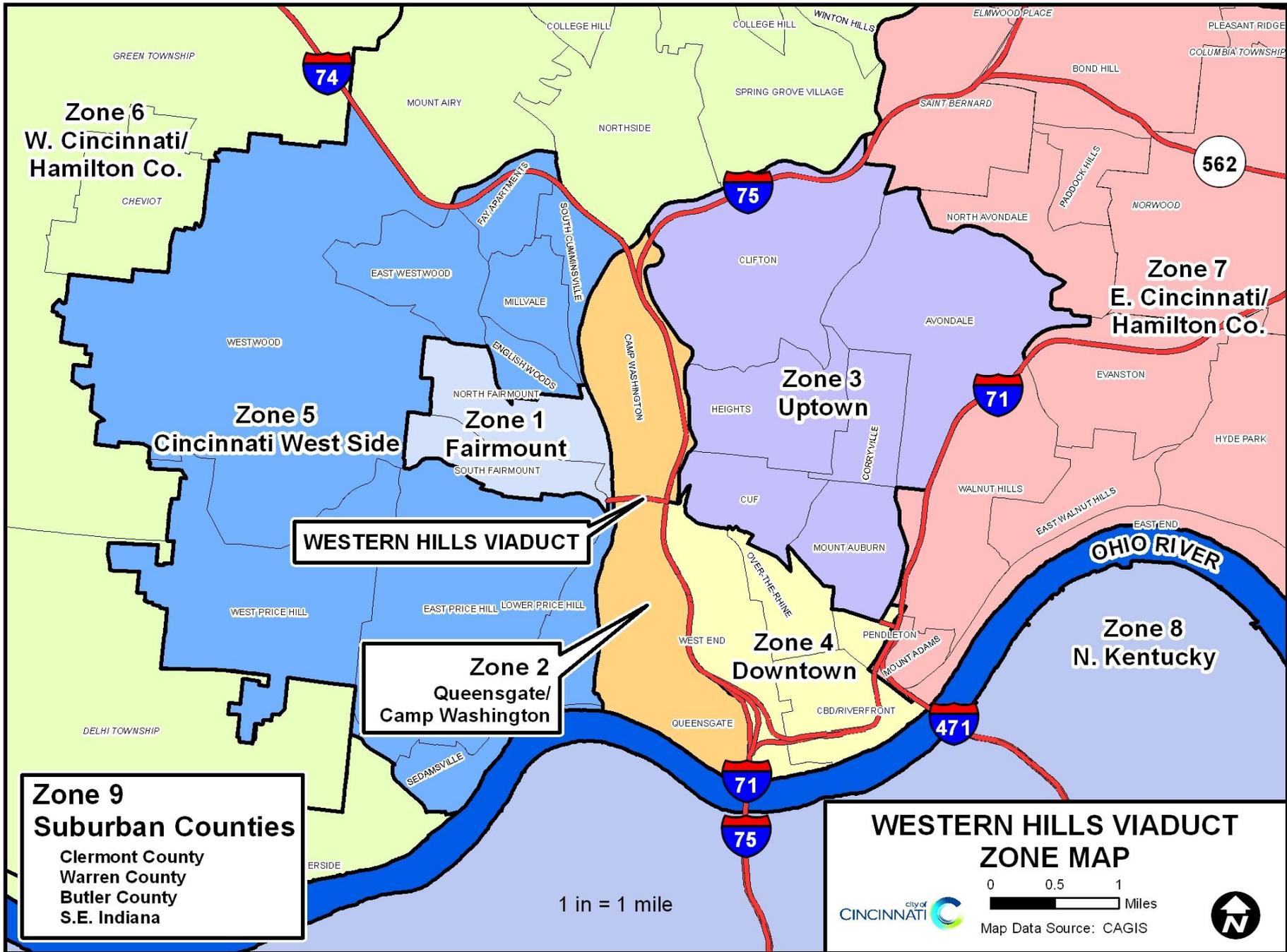
1. Female
2. Male



Some Things I Do (choose up to 3)

1. Business Owner
2. Student
3. Retired
4. Work Part Time
5. Work Full Time
6. Looking for Work
7. Parent
8. Volunteer





Zone 6
W. Cincinnati/
Hamilton Co.

Zone 7
E. Cincinnati/
Hamilton Co.

Zone 5
Cincinnati West Side

Zone 1
Fairmount

Zone 3
Uptown

Zone 4
Downtown

Zone 8
N. Kentucky

Zone 9
Suburban Counties
Clermont County
Warren County
Butler County
S.E. Indiana

WESTERN HILLS VIADUCT

Zone 2
Queensgate/
Camp Washington

**WESTERN HILLS VIADUCT
ZONE MAP**

0 0.5 1 Miles

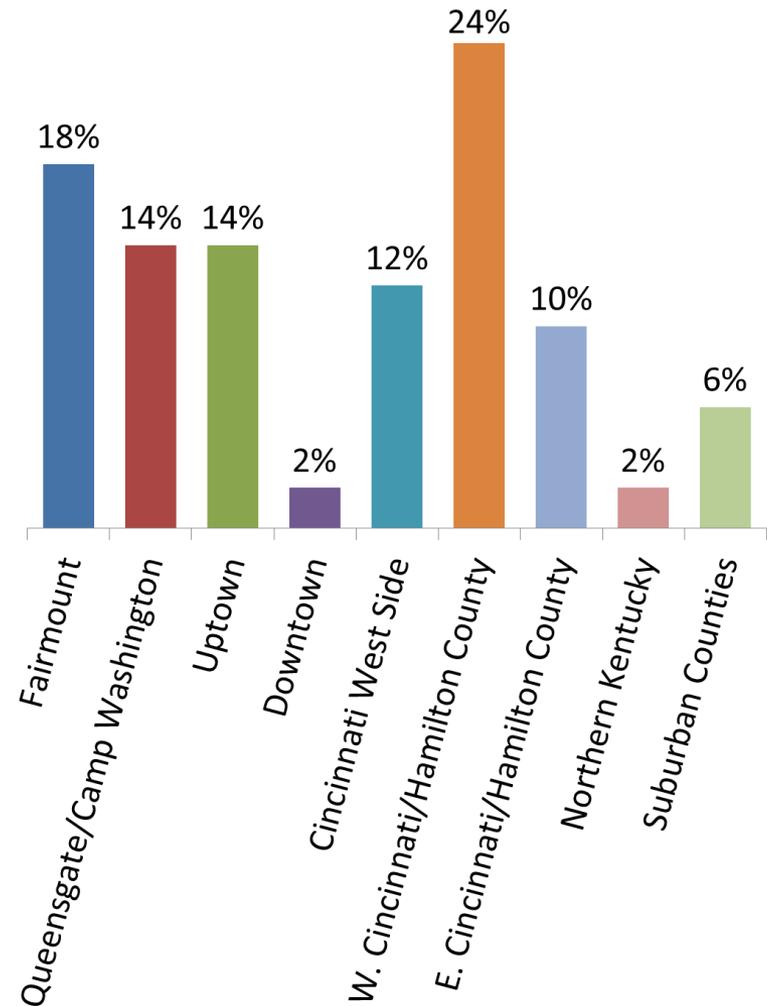
1 in = 1 mile

city of CINCINNATI

Map Data Source: CAGIS

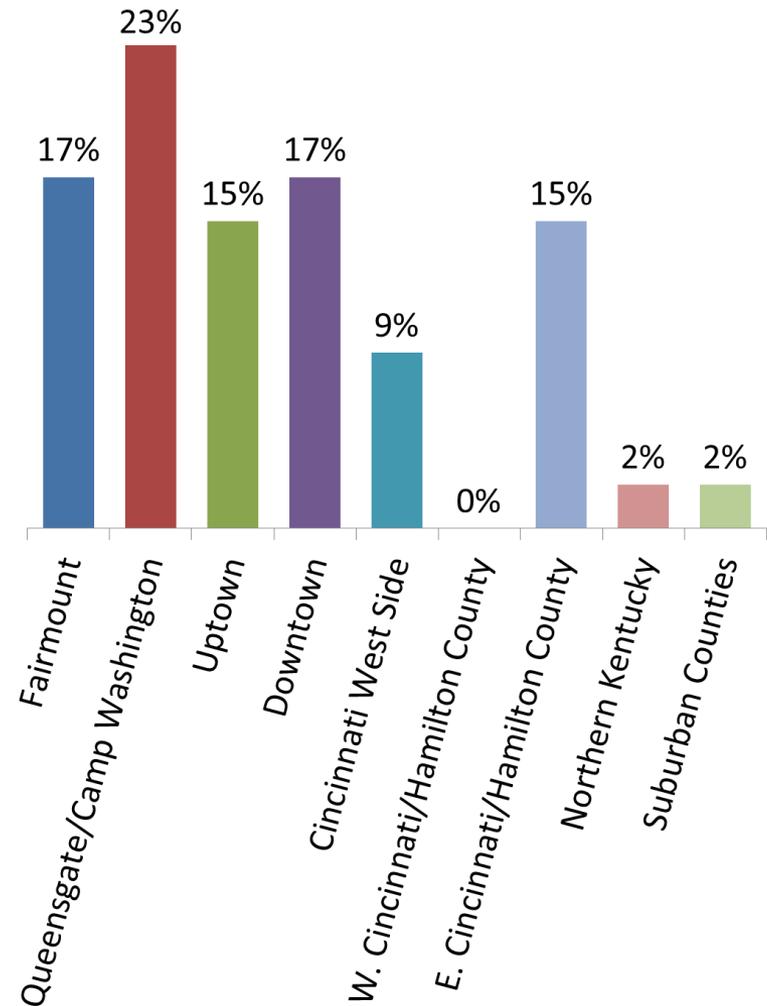
Where Do You Live?

1. Fairmount
2. Queensgate/Camp Washington
3. Uptown
4. Downtown
5. Cincinnati West Side
6. W. Cincinnati/Hamilton County
7. E. Cincinnati/Hamilton County
8. Northern Kentucky
9. Suburban Counties



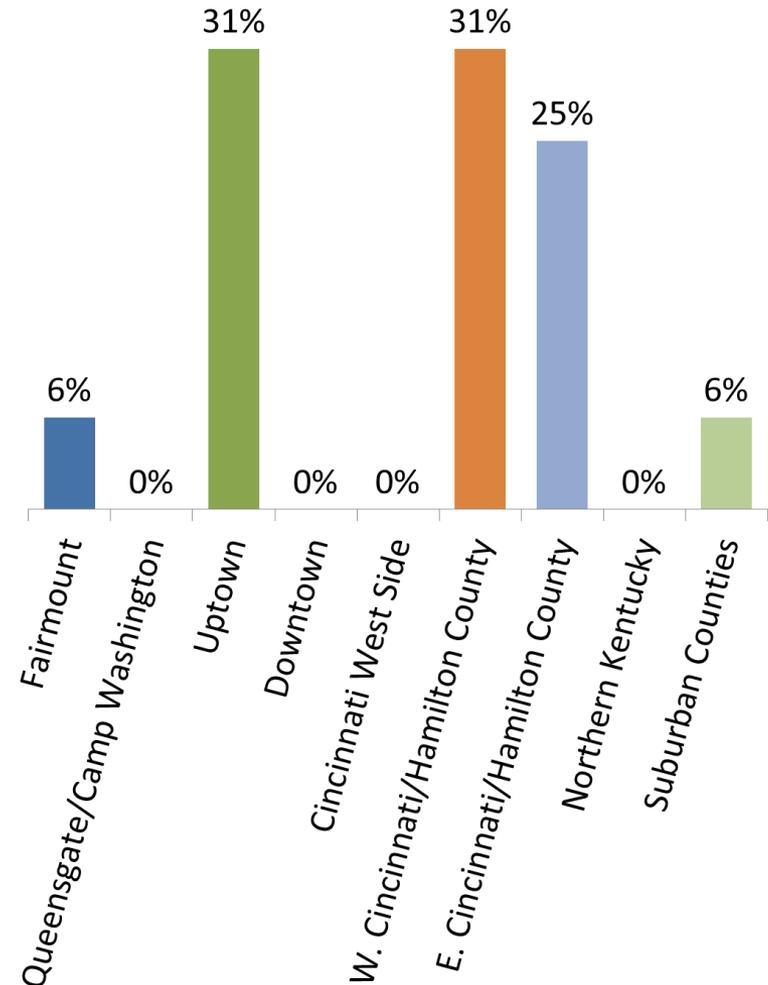
Where Do You Work?

1. Fairmount
2. Queensgate/Camp Washington
3. Uptown
4. Downtown
5. Cincinnati West Side
6. W. Cincinnati/Hamilton County
7. E. Cincinnati/Hamilton County
8. Northern Kentucky
9. Suburban Counties



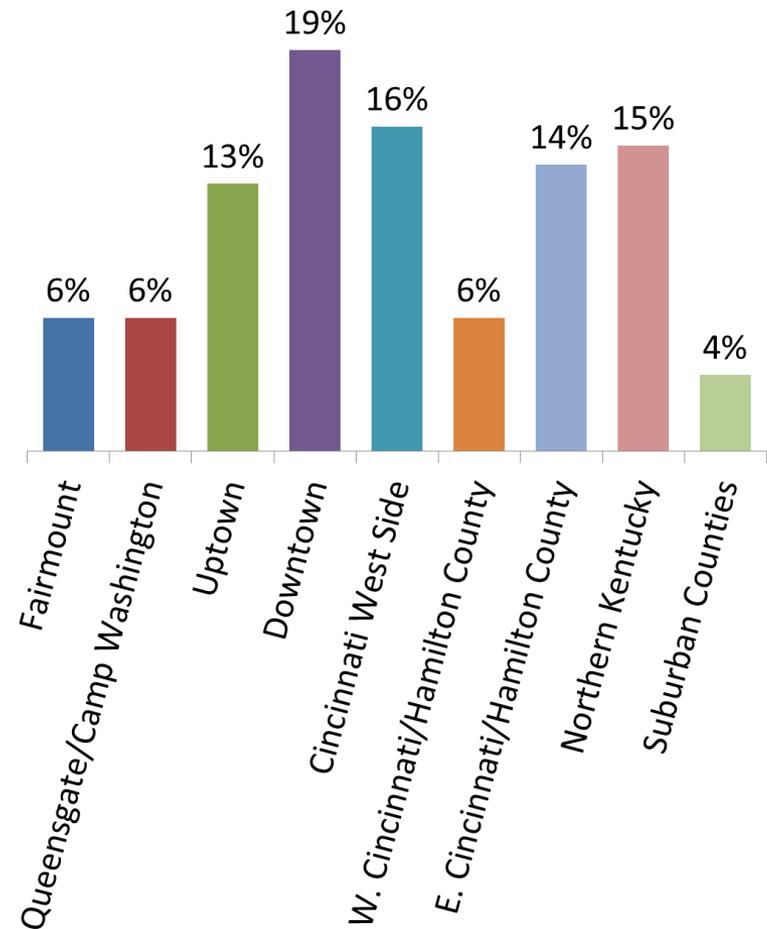
Where Do You (or Your Children) Go to School?

1. Fairmount
2. Queensgate/Camp Washington
3. Uptown
4. Downtown
5. Cincinnati West Side
6. W. Cincinnati/Hamilton County
7. E. Cincinnati/Hamilton County
8. Northern Kentucky
9. Suburban Counties



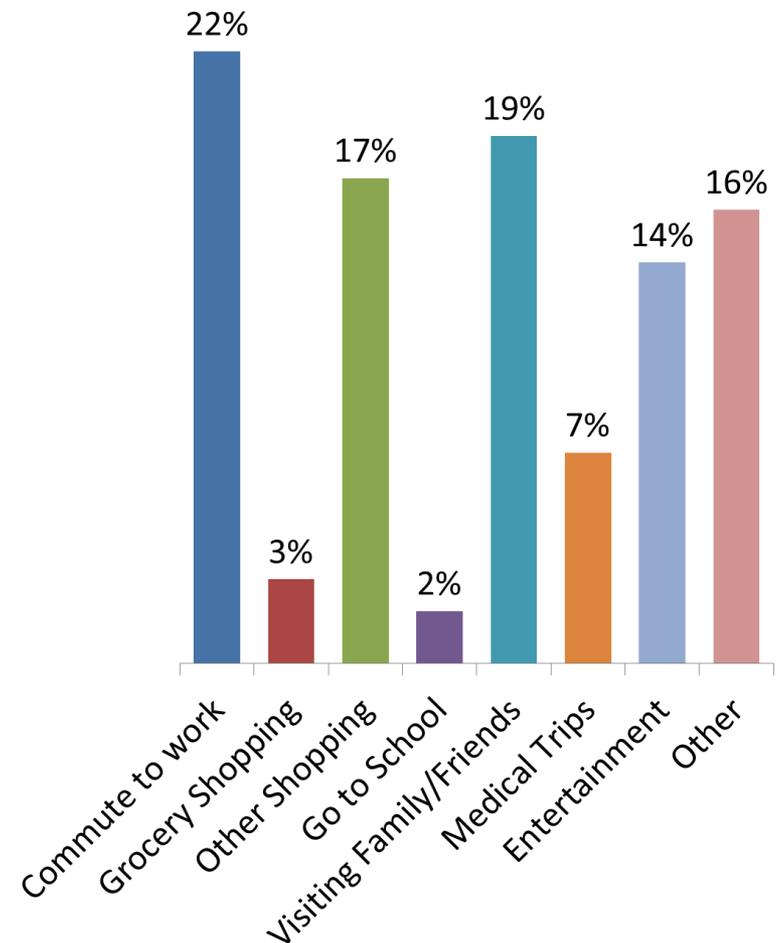
Other Frequent Destination (up to 3)?

1. Fairmount
2. Queensgate/Camp Washington
3. Uptown
4. Downtown
5. Cincinnati West Side
6. W. Cincinnati/Hamilton County
7. E. Cincinnati/Hamilton County
8. Northern Kentucky
9. Suburban Counties



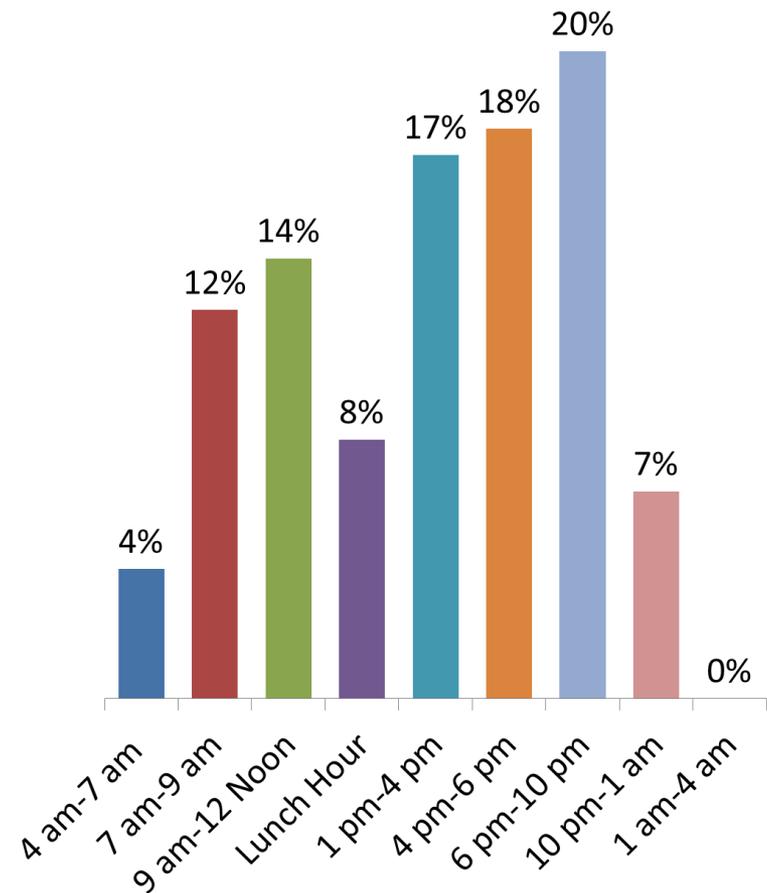
Ways I Use the Viaduct (choose up to 3 in order of importance)

1. Commute to work
2. Grocery Shopping
3. Other Shopping
4. Go to School
5. Visiting Family/Friends
6. Medical Trips
7. Entertainment
8. Other



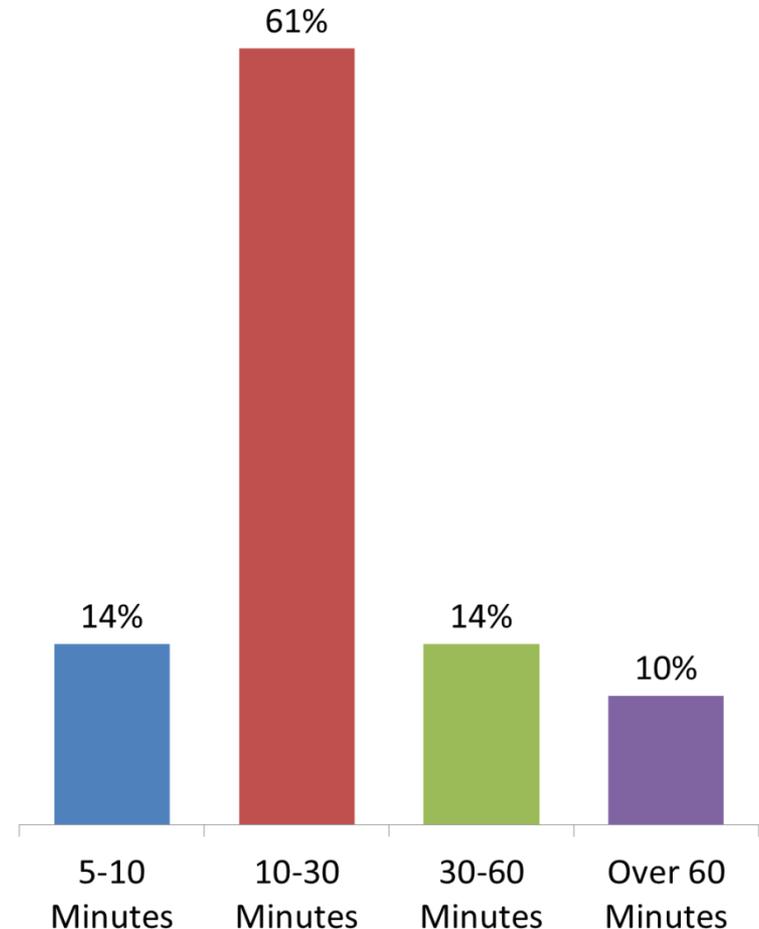
Time(s) of day I use the Viaduct (choose up to 3)

1. 4 am-7 am
2. 7 am-9 am
3. 9 am-12 Noon
4. Lunch Hour
5. 1 pm-4 pm
6. 4 pm-6 pm
7. 6 pm-10 pm
8. 10 pm-1 am
9. 1 am-4 am



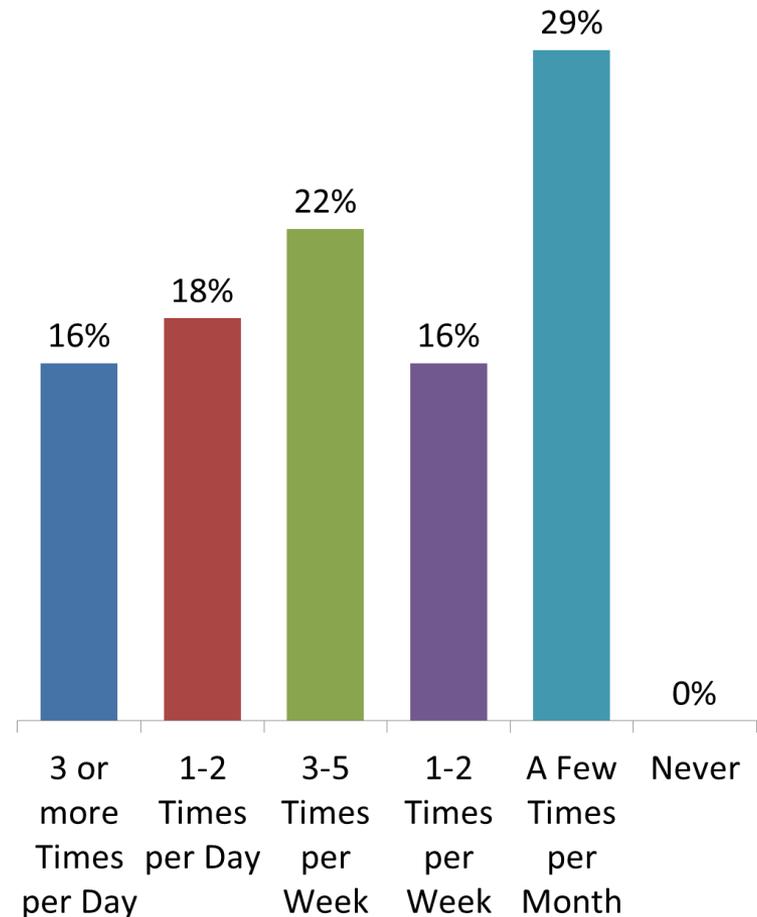
Typical Total Trip length when using the viaduct

1. 5-10 Minutes
2. 10-30 Minutes
3. 30-60 Minutes
4. Over 60 Minutes



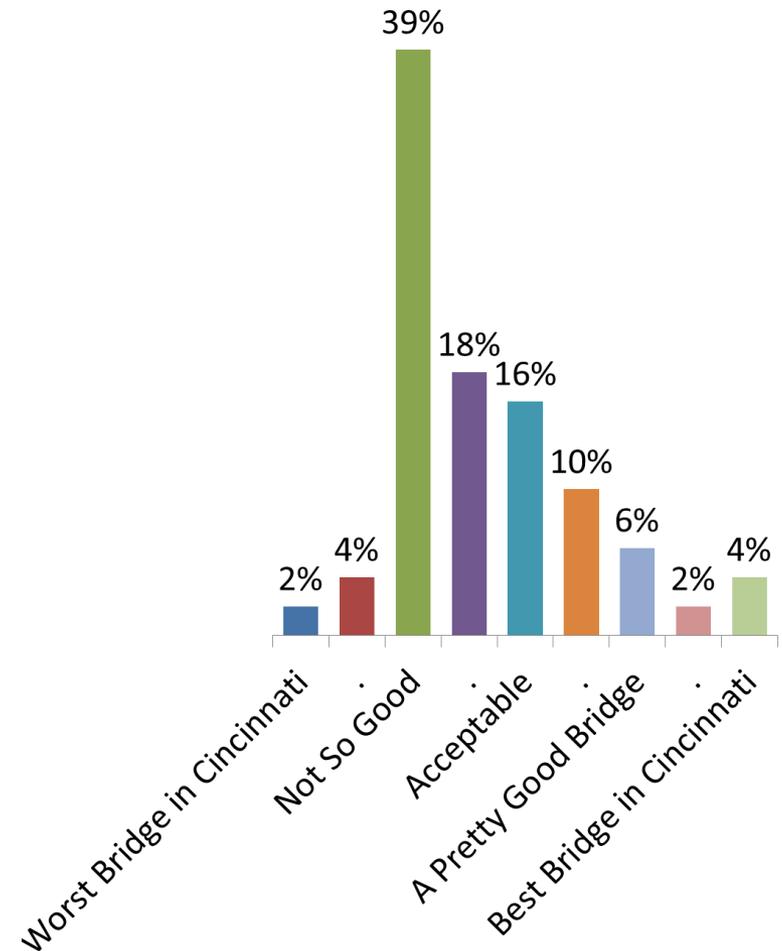
How Often I Use the Viaduct by Auto?

1. 3 or more Times per Day
2. 1-2 Times per Day
3. 3-5 Times per Week
4. 1-2 Times per Week
5. A Few Times per Month
6. Never



Rate the Quality of the Auto Experience Using the Viaduct

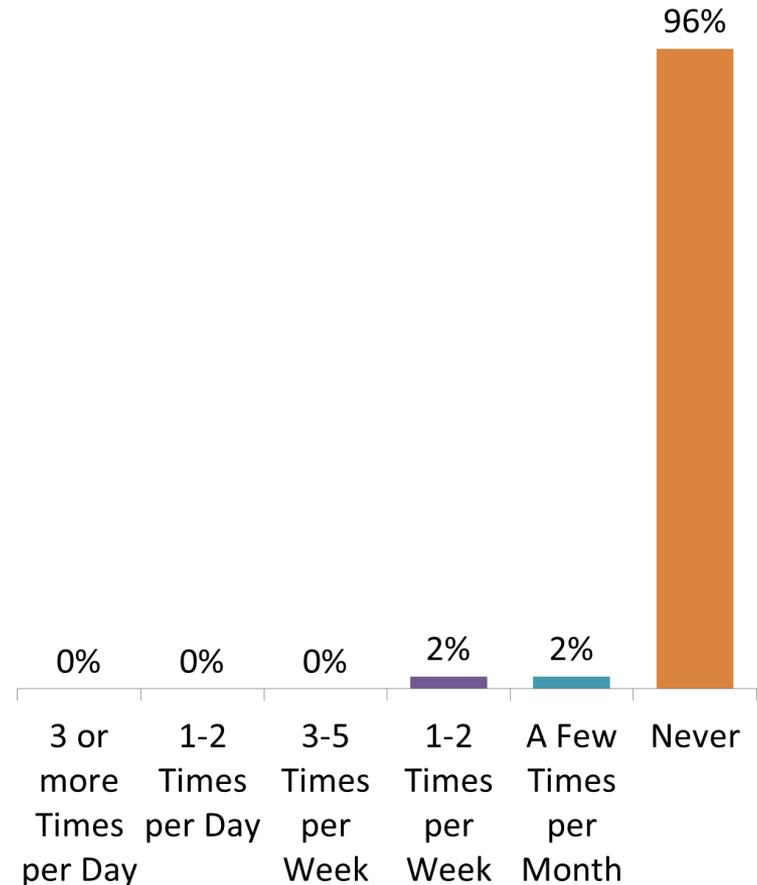
- 0 Worst Bridge in Cincinnati
- 1 ...
- 2 Not So Good
- 3 ...
- 4 Acceptable
- 5 ...
- 6 A Pretty Good Bridge
- 7 ...
- 8 Best Bridge in Cincinnati



Mean = 3.27451

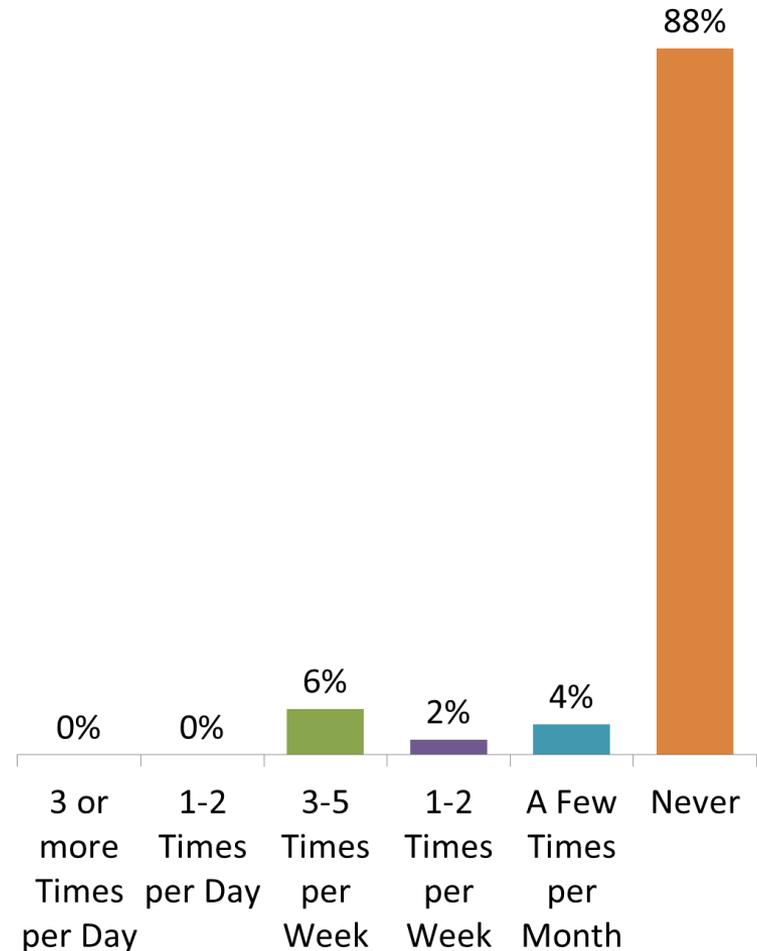
How Often I Use the Viaduct by Metro Bus Routes 6, 21, 27, 31, 49?

1. 3 or more Times per Day
2. 1-2 Times per Day
3. 3-5 Times per Week
4. 1-2 Times per Week
5. A Few Times per Month
6. Never



How Often I Use the Viaduct by Bicycle?

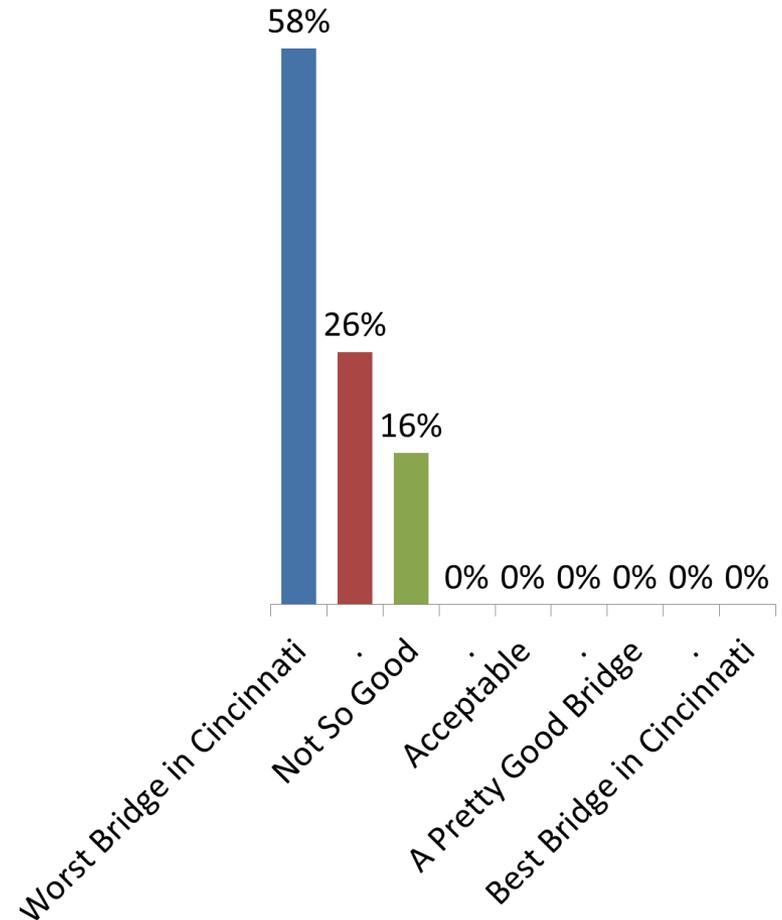
1. 3 or more Times per Day
2. 1-2 Times per Day
3. 3-5 Times per Week
4. 1-2 Times per Week
5. A Few Times per Month
6. Never



Rate the Quality of the Bicycle Experience Using the Viaduct

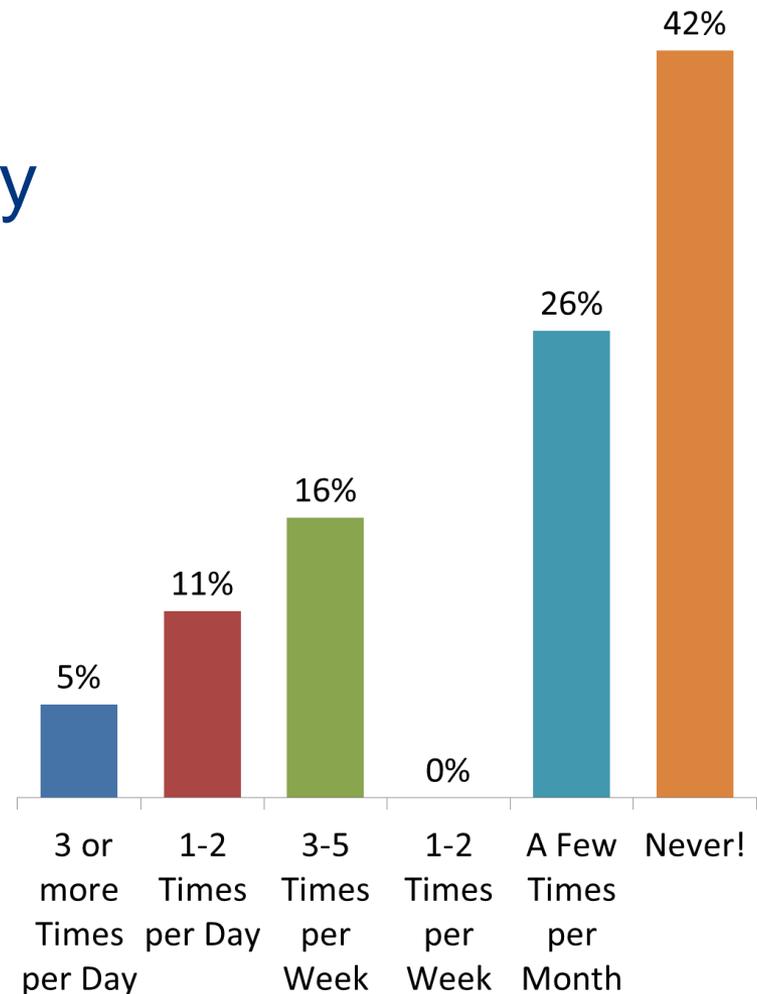
- 0 Worst Bridge in Cincinnati
- 1 ...
- 2 Not So Good
- 3 ...
- 4 Acceptable
- 5 ...
- 6 A Pretty Good Bridge
- 7 ...
- 8 Best Bridge in Cincinnati

Mean = 0.578947



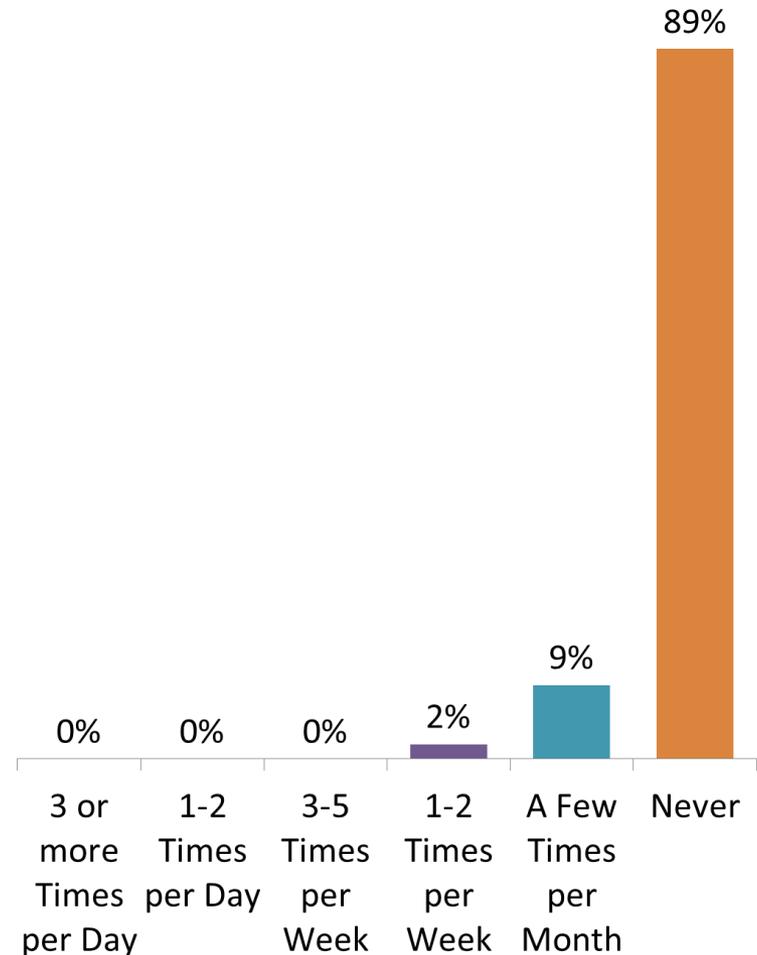
If the Bicycle Access was improved, how often would you use the Viaduct?

1. 3 or more Times per Day
2. 1-2 Times per Day
3. 3-5 Times per Week
4. 1-2 Times per Week
5. A Few Times per Month
6. Never!



How Often I Use the Viaduct as a Pedestrian?

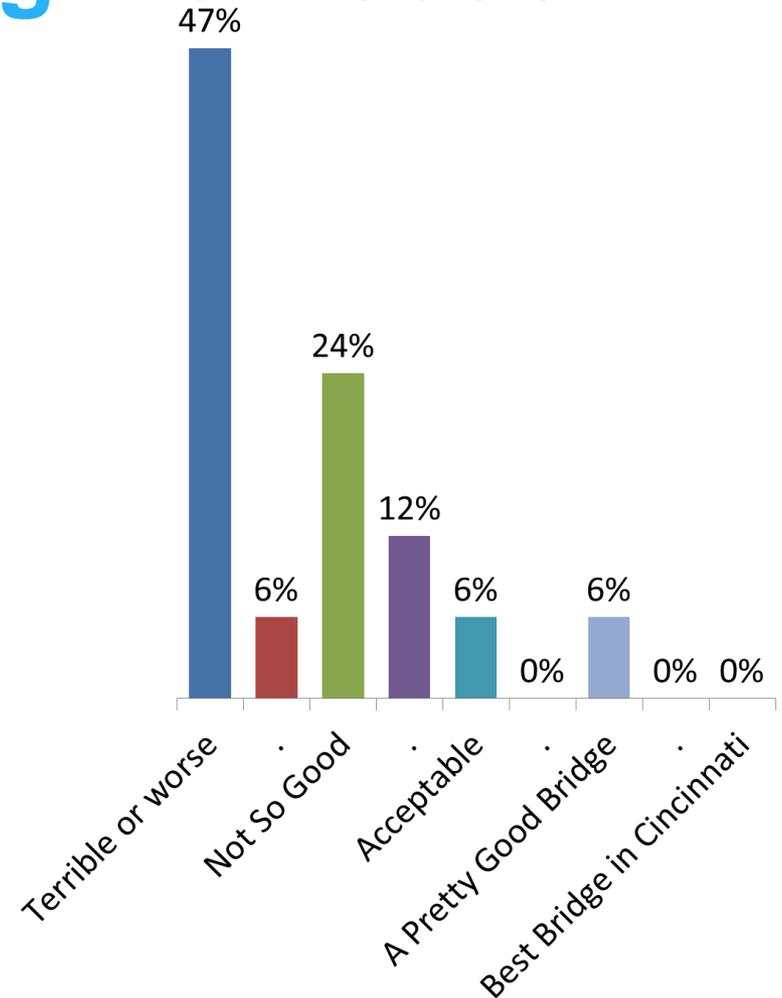
1. 3 or more Times per Day
2. 1-2 Times per Day
3. 3-5 Times per Week
4. 1-2 Times per Week
5. A Few Times per Month
6. Never



Rate the Quality of the Pedestrian Experience Using the Viaduct

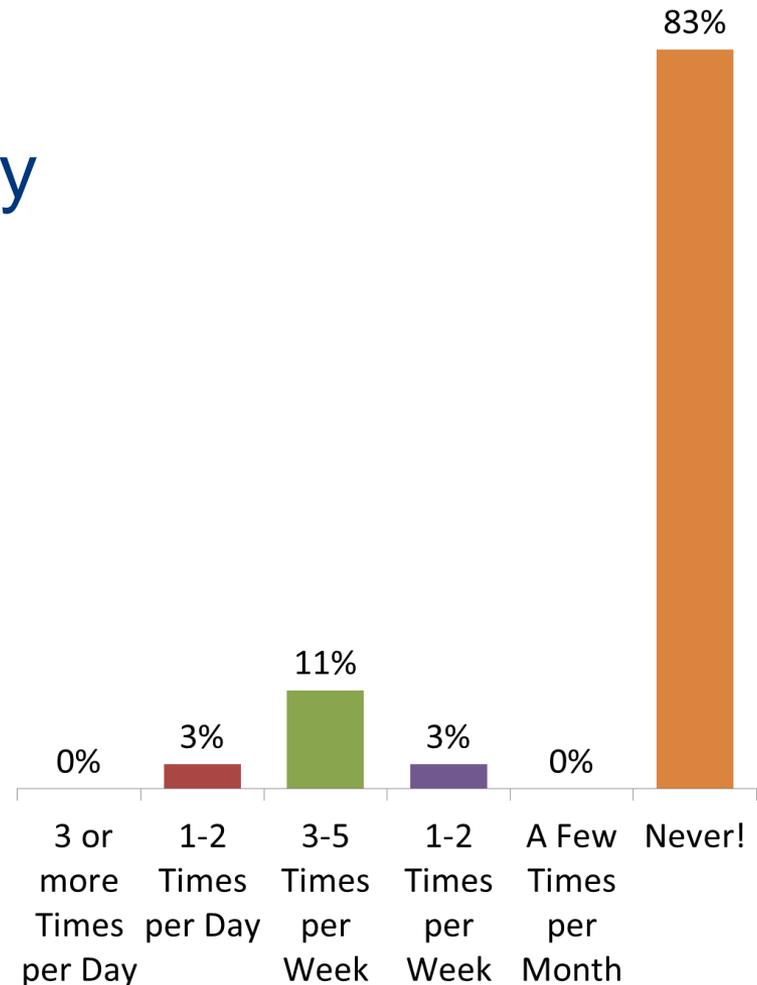
- 0 Terrible or worse
- 1 ...
- 2 Not So Good
- 3 ...
- 4 Acceptable
- 5 ...
- 6 A Pretty Good Bridge
- 7 ...
- 8 Best Bridge in Cincinnati

Mean = 1.470588



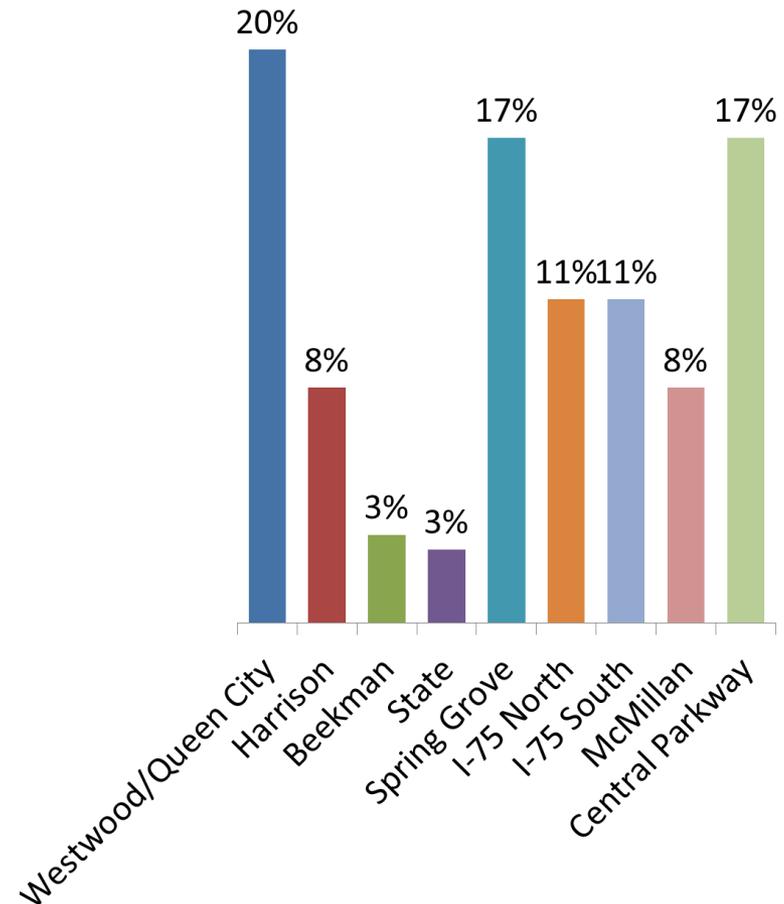
If the Pedestrian Access was improved, how often would you use the Viaduct?

1. 3 or more Times per Day
2. 1-2 Times per Day
3. 3-5 Times per Week
4. 1-2 Times per Week
5. A Few Times per Month
6. Never!



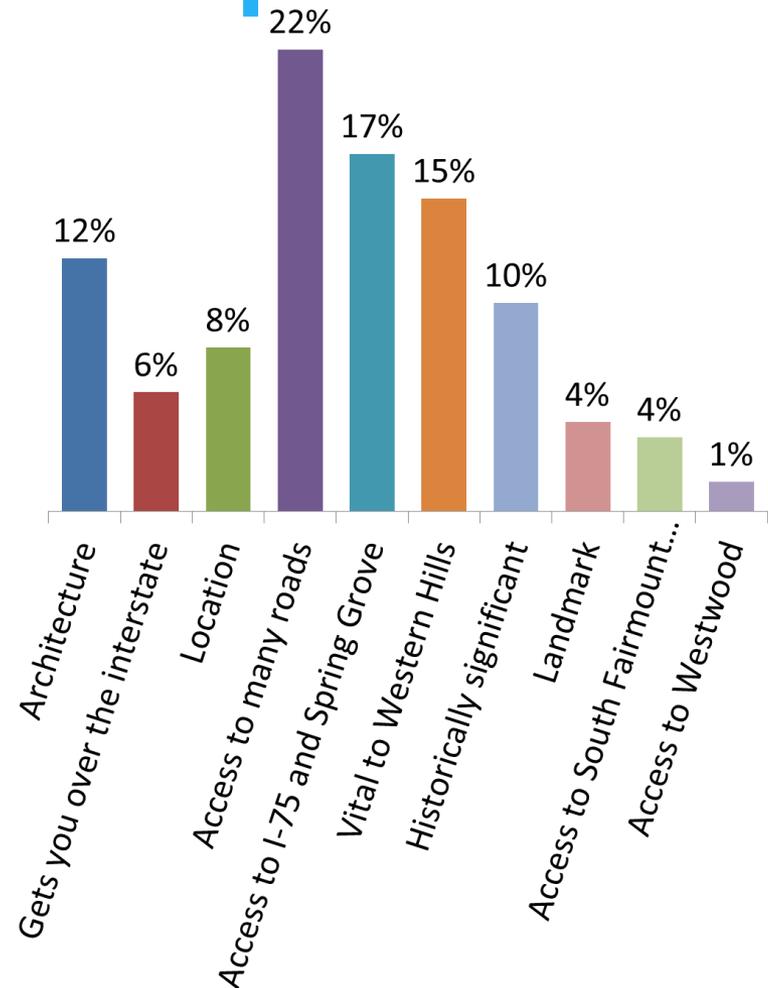
What are the four roads you most frequently connect to when using the Viaduct?

1. Westwood/Queen City
2. Harrison
3. Beekman
4. State
5. Spring Grove
6. I-75 North
7. I-75 South
8. McMillan
9. Central Parkway



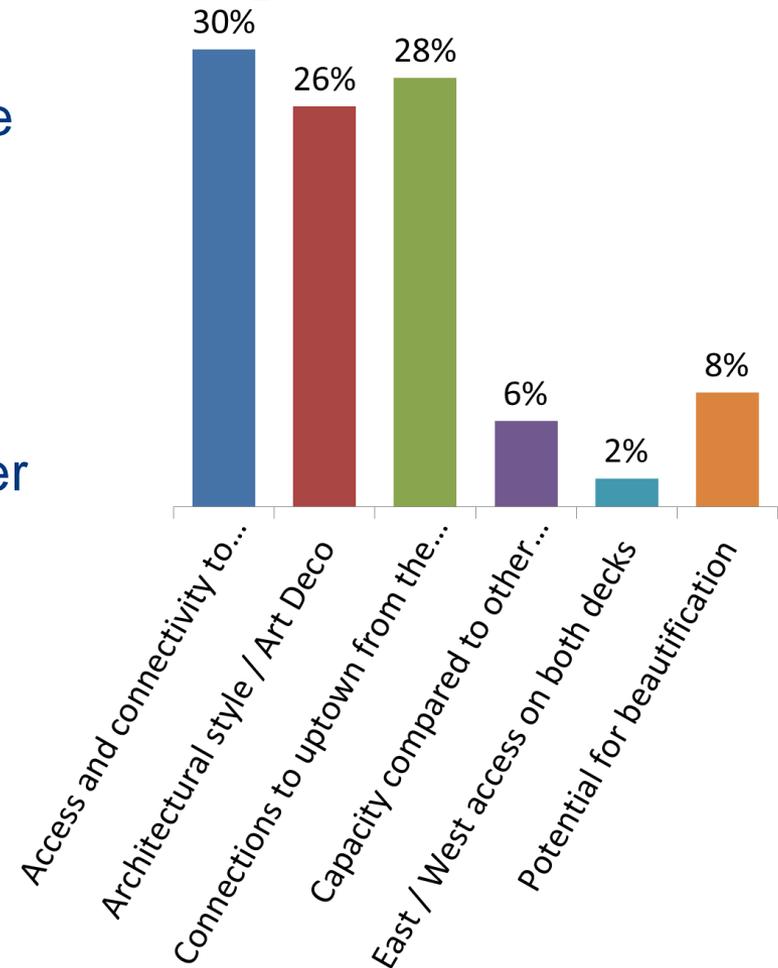
What I Really Like About the Viaduct – 1/17 3pm

1. Architecture
2. Gets you over the interstate
3. Location
4. Access to many roads
5. Access to I-75 and Spring Grove
6. Vital to Western Hills
7. Historically significant
8. Landmark
9. Access to South Fairmount businesses
10. Access to Westwood



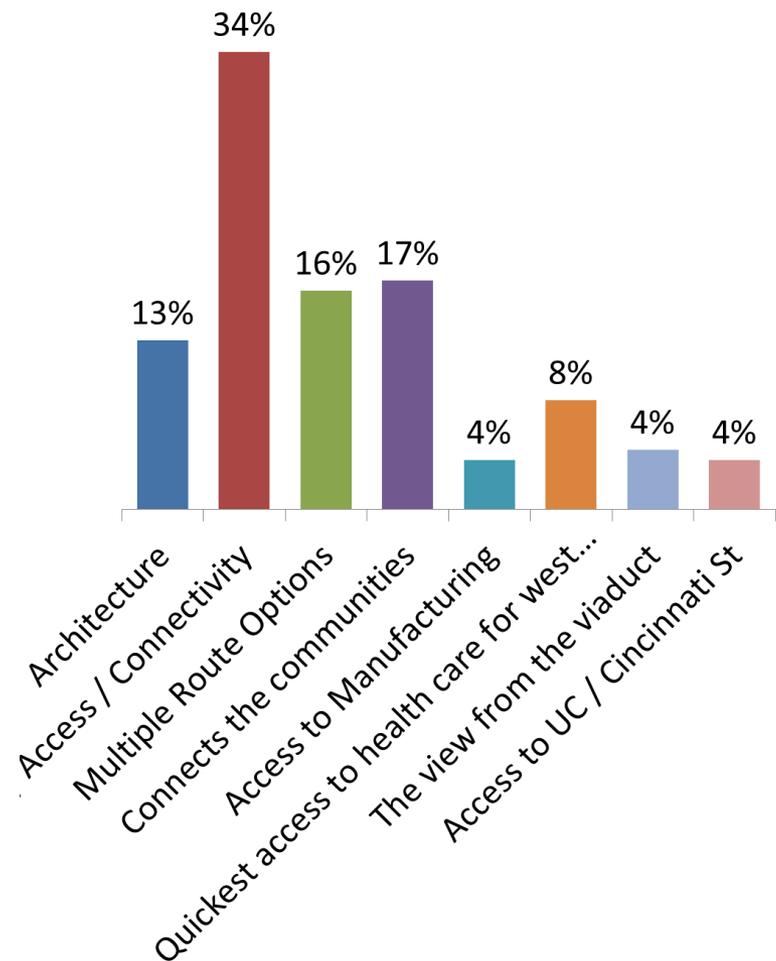
What I Really Like About the Viaduct – 1/17 6pm

1. Access and connectivity to multiple roads
2. Architectural style – Art Deco
3. Connections to uptown from the westside
4. Capacity compared to other smaller routes
5. East / West access on both decks
6. Potential for beautification



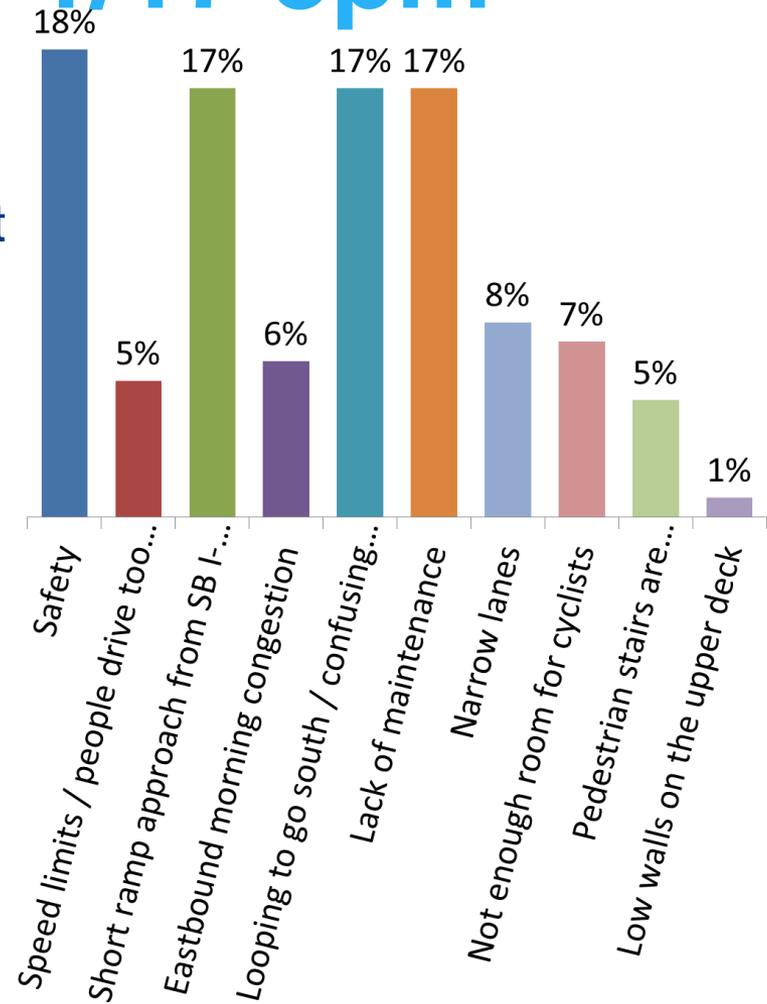
What I Really Like About the Viaduct – 1/19 6pm

1. Architecture
2. Easy Access – Connectivity
3. Multiple Route Options
4. Connects the communities
5. Access to Manufacturing
6. Quickest access to health care for west siders
7. The view from the viaduct
8. Access to UC / Cincinnati St



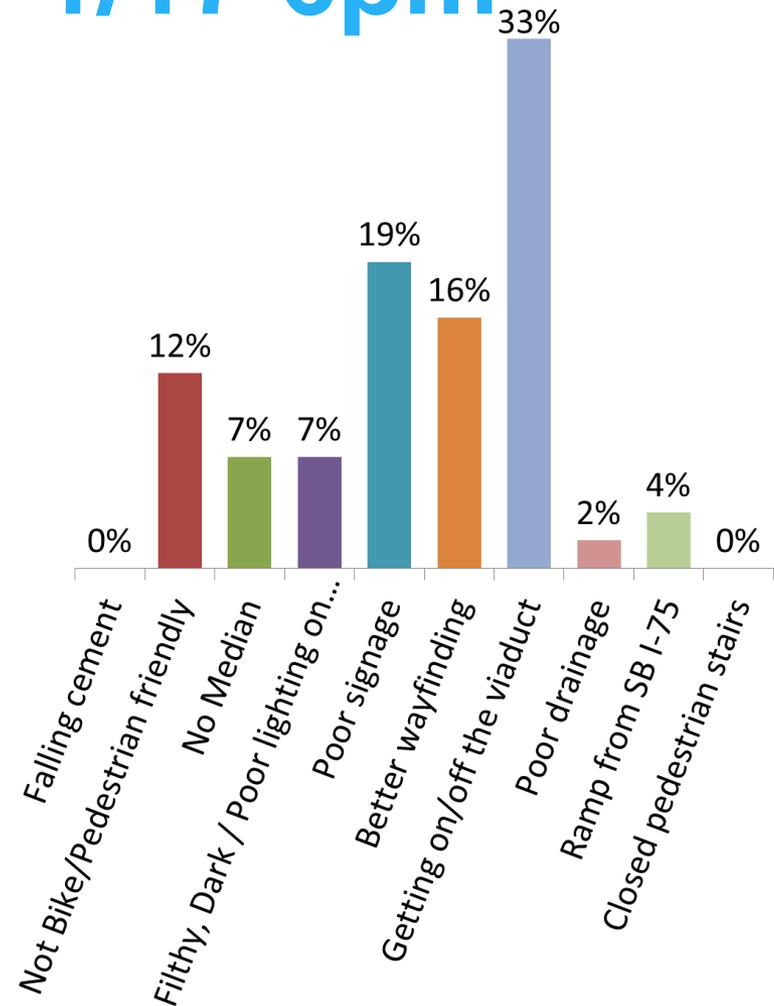
What I Really Don't Like About the Viaduct – 1/17 3pm

1. Safety
2. Speed limits – people drive too fast
3. Short ramp approach from SB I-75 to lower deck
4. Eastbound morning congestion
5. Looping to go south – confusing traffic patterns
6. Lack of maintenance
7. Narrow lanes
8. Not enough room for cyclists
9. Pedestrian stairs are deteriorating
10. Low walls on the upper deck



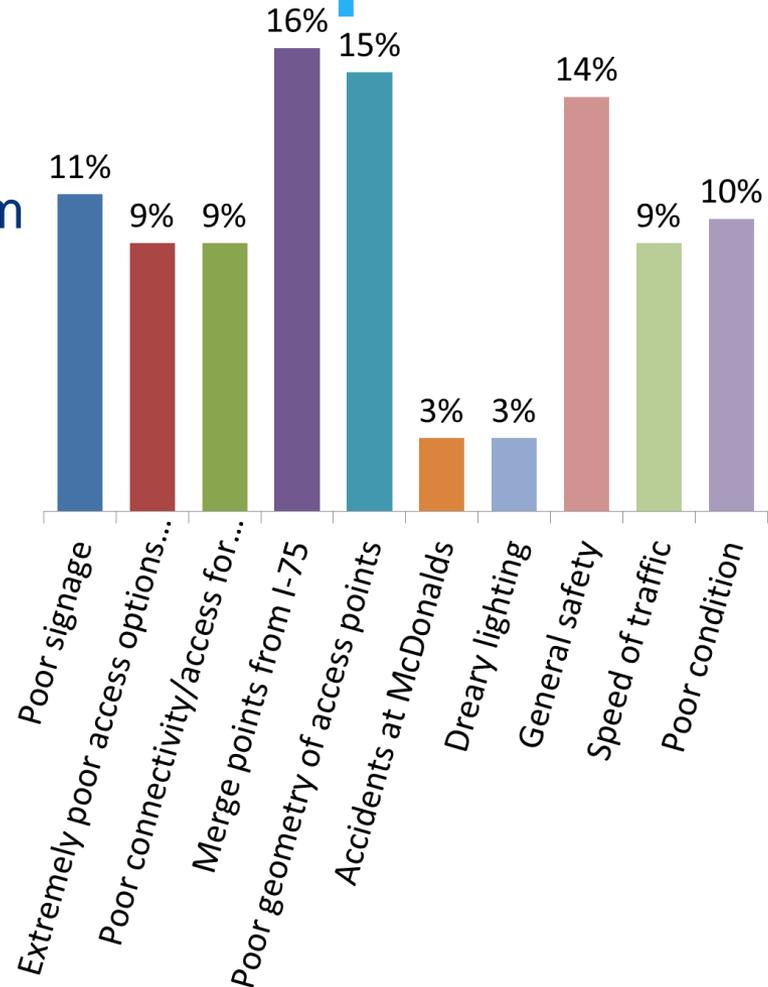
What I Really Don't Like About the Viaduct – 1/17 6pm

1. Falling cement
2. Not Bike/Pedestrian friendly
3. No Median
4. Filthy, Dark – poor lighting on the bottom
5. Poor signage
6. Better wayfinding
7. Getting on/off the viaduct
8. Poor drainage
9. Ramp from SB I-75
10. Closed pedestrian stairs



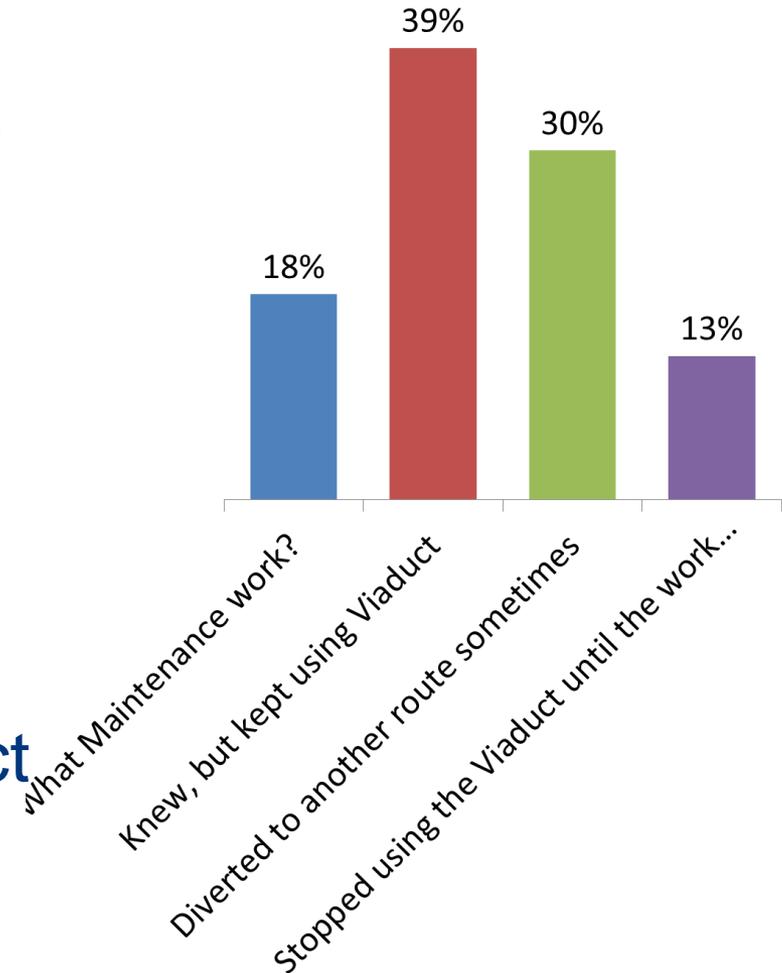
What I Really Don't Like About the Viaduct – 1/19 6pm

1. Poor signage
2. Extremely poor access options from I-75 SB to Westside
3. Poor connectivity/access for Bike/Ped from Spring Grove
4. Merge points from I-75
5. Poor geometry of access points
6. Accidents at McDonalds
7. Dreary lighting
8. General safety
9. Speed of traffic
10. Poor condition



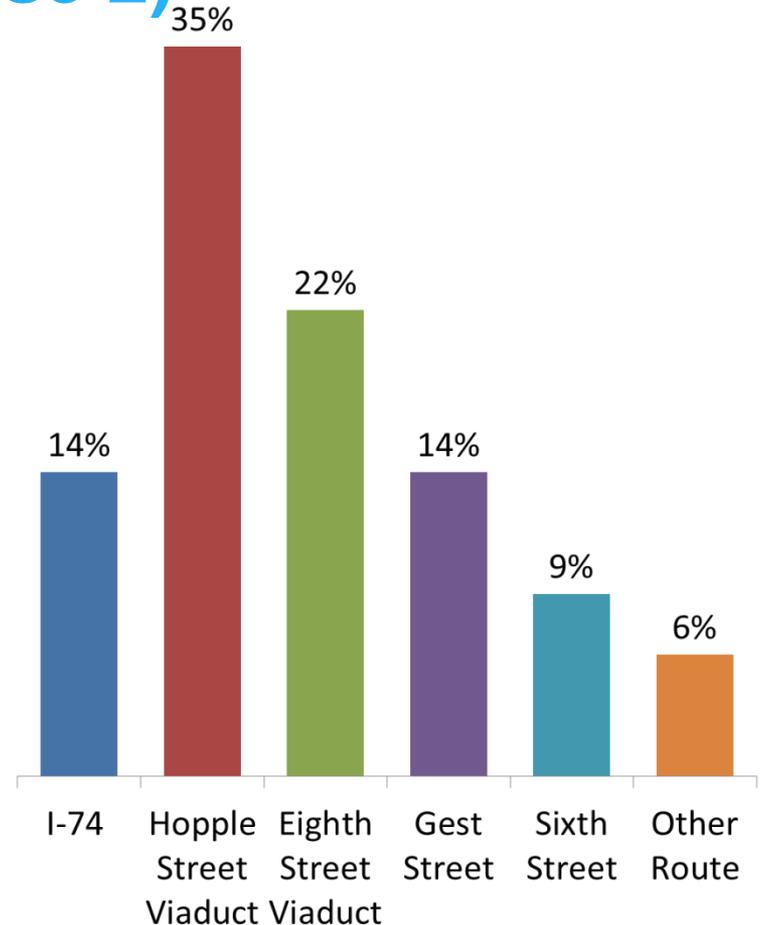
How did the maintenance work on the Viaduct in 2010 affect you?

1. What Maintenance work?
2. Knew, but kept using Viaduct
3. Diverted to another route sometimes
4. Stopped using the Viaduct until the work was done



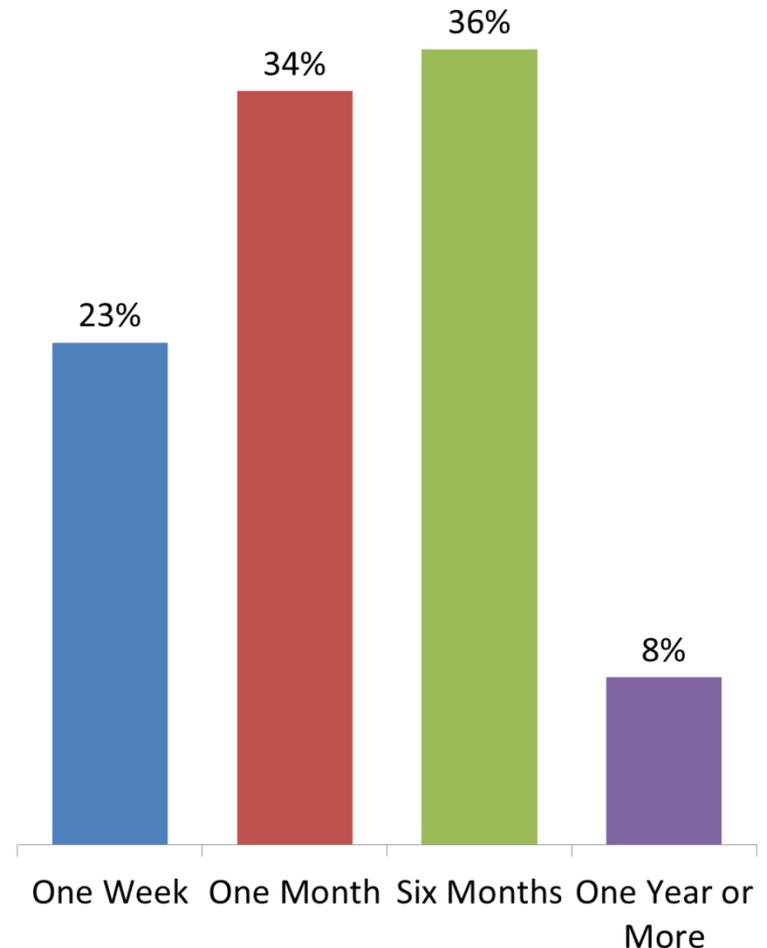
The Viaduct will be closed for a period during construction. What crossing(s) would you use as a detour in that case? (Choose 2)

1. I-74
2. Hopple Street Viaduct
3. Eighth Street Viaduct
4. Gest Street
5. Sixth Street
6. Other Route



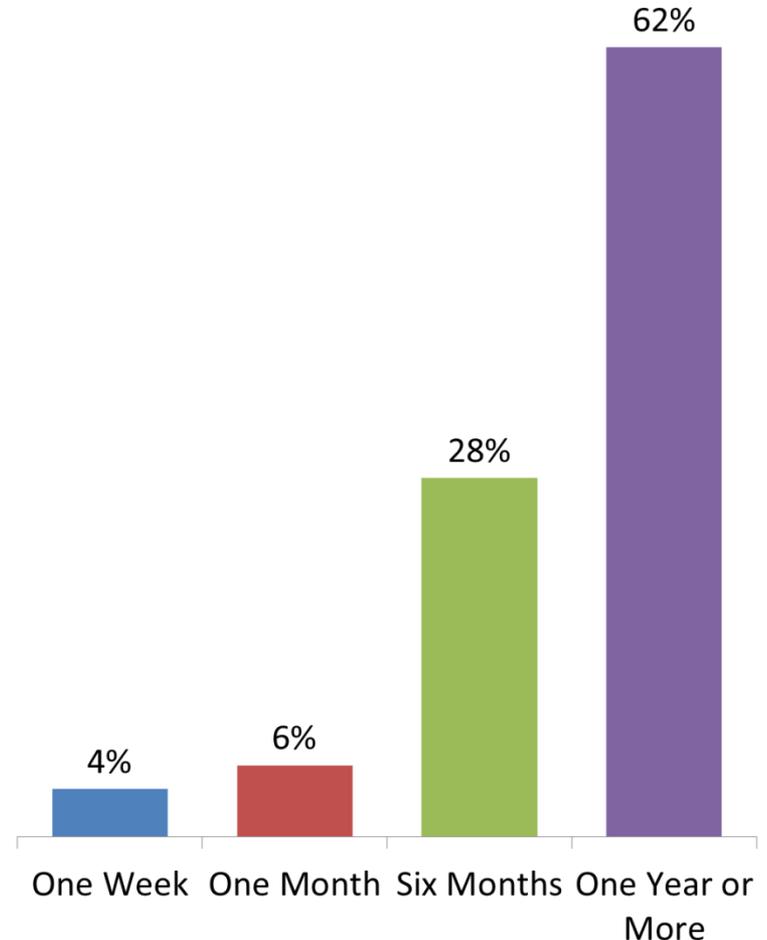
What period of closure would you consider to be a minor issue?

1. One Week
2. One Month
3. Six Months
4. One Year or More



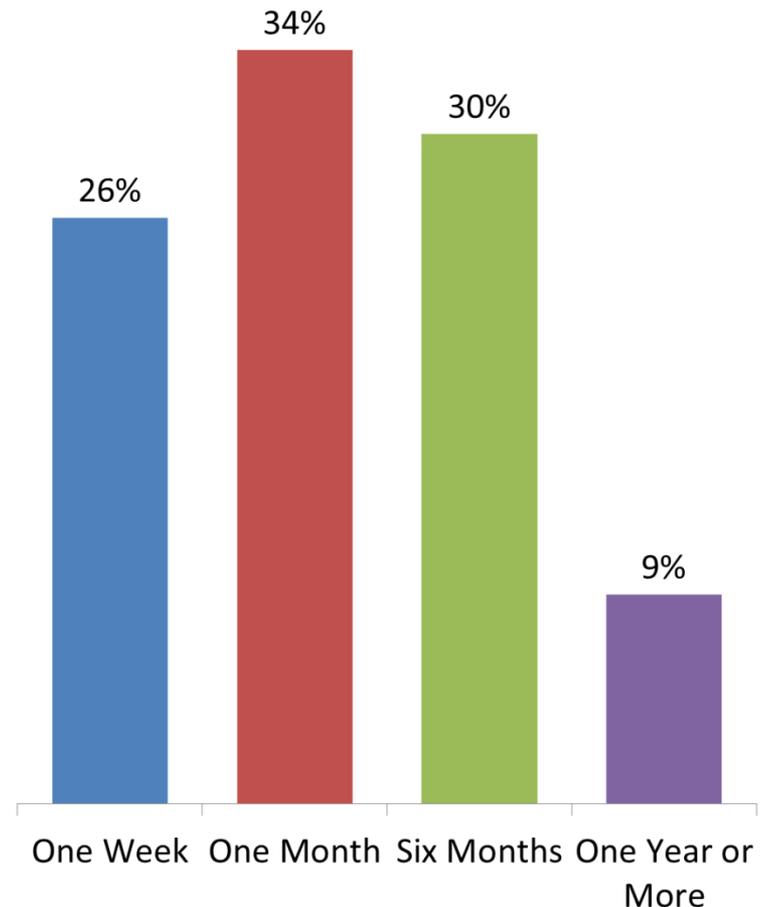
What duration of closure would you consider to be a major issue?

1. One Week
2. One Month
3. Six Months
4. One Year or More



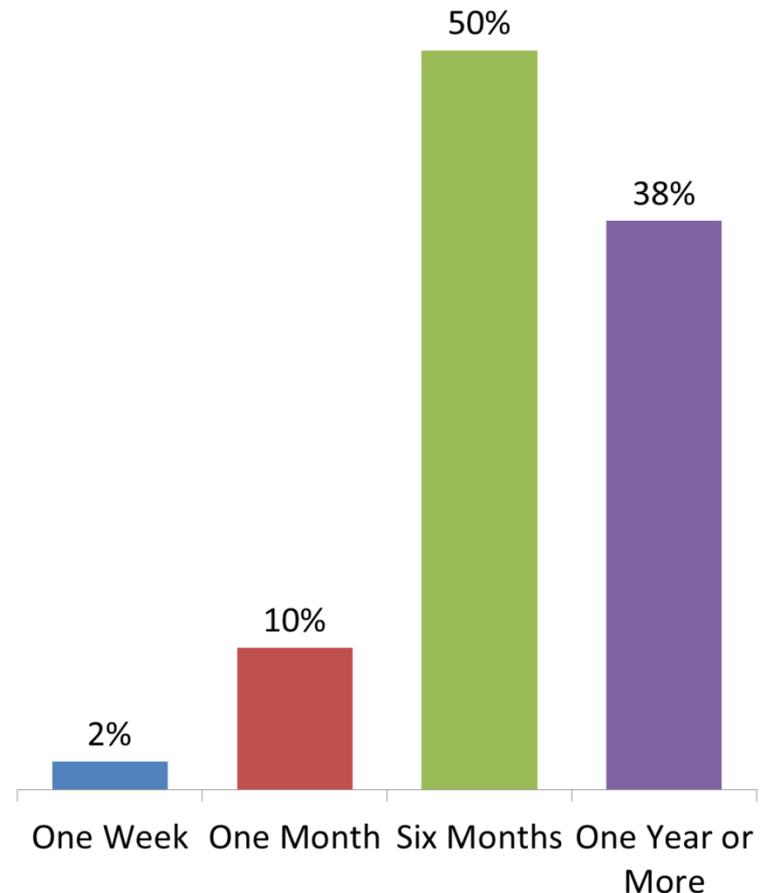
What duration of closure would you consider to be a minor economic issue?

1. One Week
2. One Month
3. Six Months
4. One Year or More



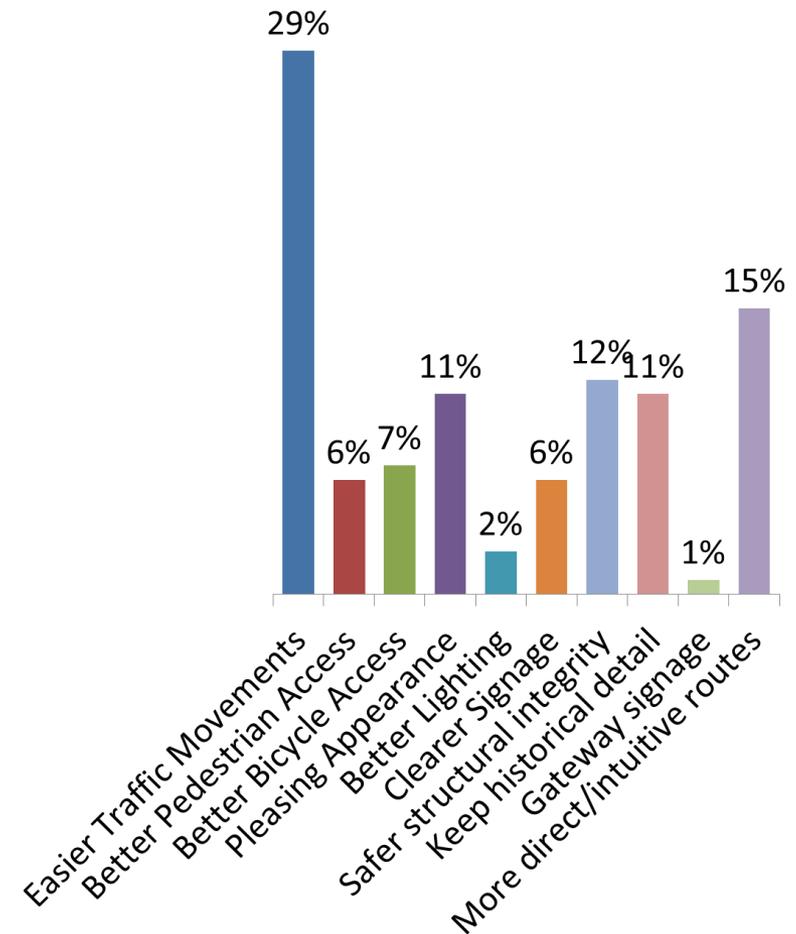
What duration of closure would you consider to be a major economic issue?

1. One Week
2. One Month
3. Six Months
4. One Year or More



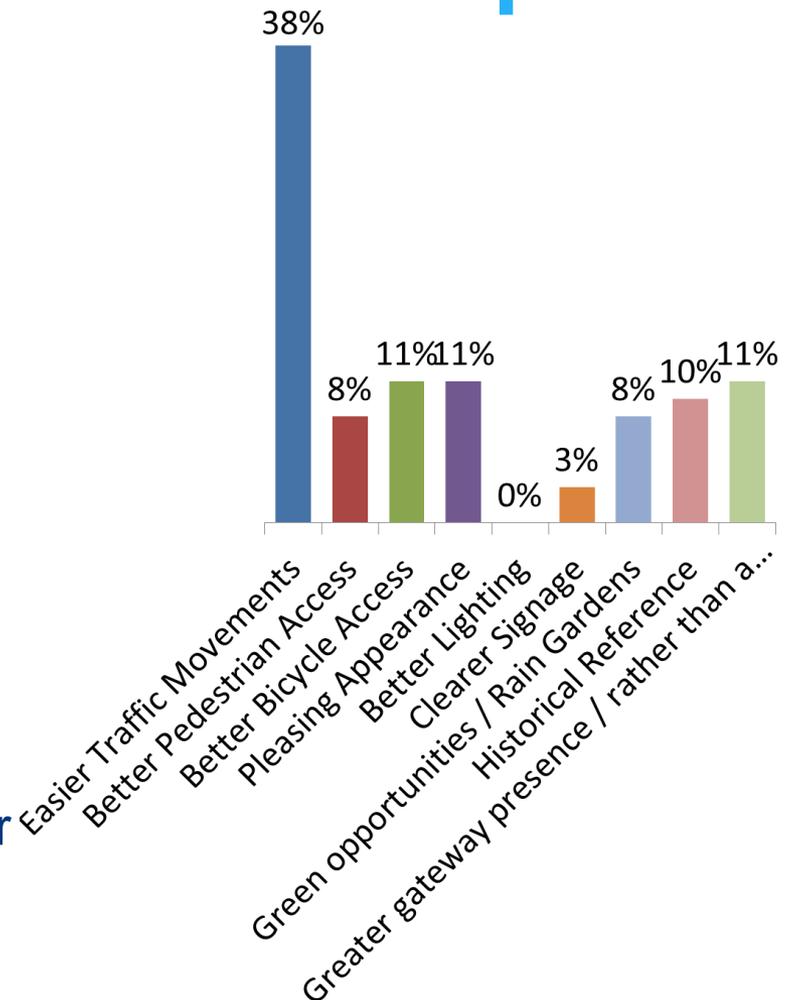
What results would you like to see come out of the project? 1/17 3pm

1. Easier Traffic Movements
2. Better Pedestrian Access
3. Better Bicycle Access
4. Pleasing Appearance
5. Better Lighting
6. Clearer Signage
7. Safer structural integrity
8. Keep historical detail
9. Gateway signage
10. More direct/intuitive routes



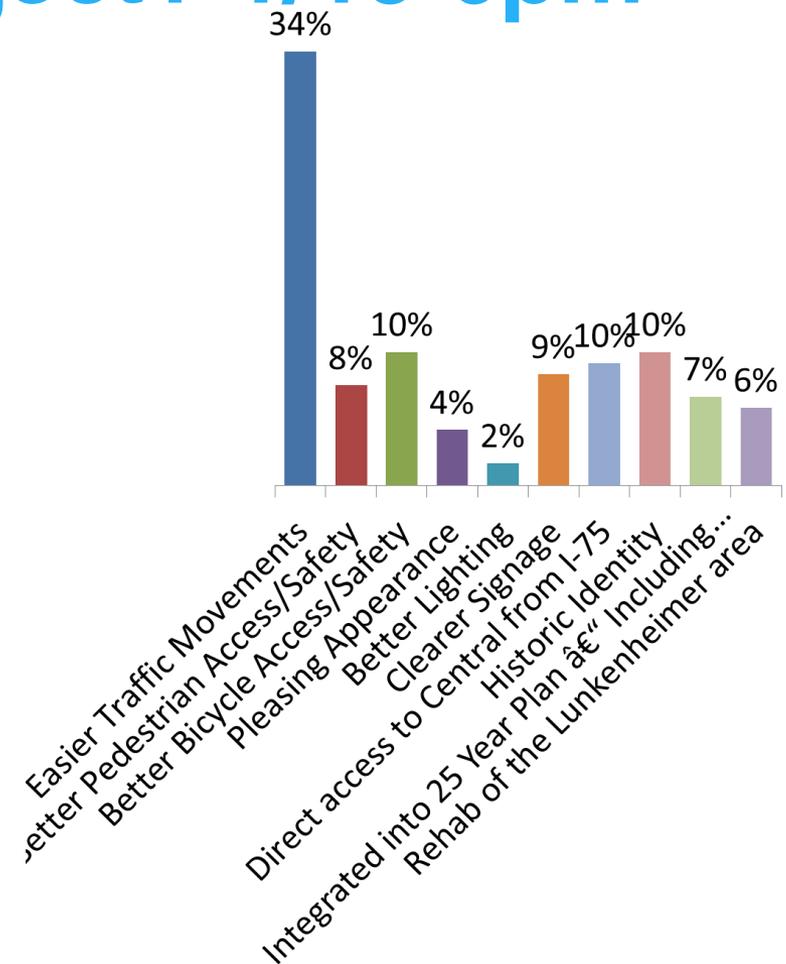
What results would you like to see come out of the project? 1/17 6pm

1. Easier Traffic Movements
2. Better Pedestrian Access
3. Better Bicycle Access
4. Pleasing Appearance
5. Better Lighting
6. Clearer Signage
7. Green opportunities – Rain Gardens
8. Historical Reference
9. Greater gateway presence – rather than a speedway



What results would you like to see come out of the project? 1/19 6pm

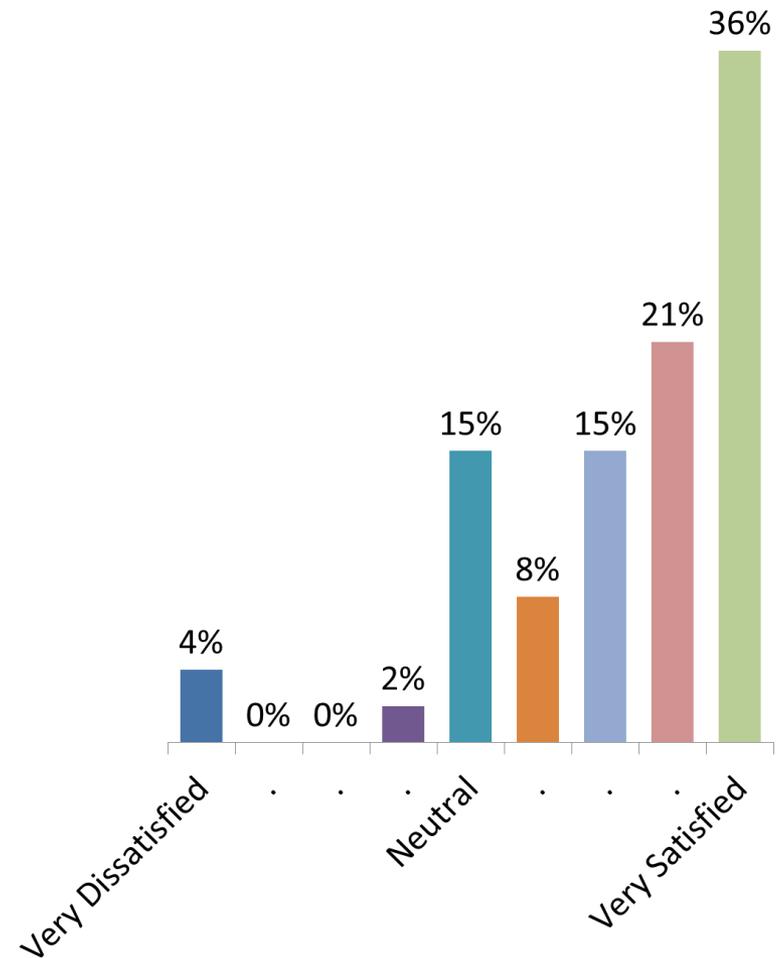
1. Easier Traffic Movements
2. Better Pedestrian Access/Safety
3. Better Bicycle Access/Safety
4. Pleasing Appearance
5. Better Lighting
6. Clearer Signage
7. Direct access to Central from I-75
8. Integrated into 25 Year Plan – Including Trolley
9. Historic Identity
10. Rehab of the Lunkenheimer area



How Satisfied are You With This Meeting Process?

1. Very Dissatisfied
2. ...
3. ...
4. ...
5. Neutral
6. ...
7. ...
8. ...
9. Very Satisfied

Mean = 7.264151



Next Steps

- How We Will Use This Information.
 - A summary of your information will be available on the website:
 - www.cincinnati-oh.gov/westernhillsviaduct
 - We will use this information to help us create the first conceptual alternatives.

Timeline

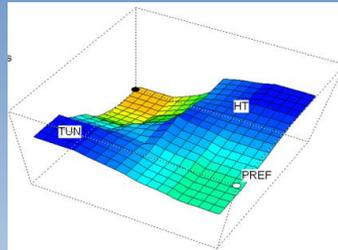
Gathering information on



concerns and goals for the project

Today

Discussion of



conceptual alternatives

Spring 2012

Discussion of



feasible alternatives

Fall 2012

Discussion of



the preferred alternative

Spring 2013

Additional Information

For additional information, please contact:

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