

Investment in Our Bridge Infrastructure

City (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.

The Department of Transportation and Engineering's (DOTE) 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. The most significant increase in bridge deck area occurred as a result of the Fort Washington Way and Central Riverfront construction. 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. Current Operating and Capital funding levels for City bridges are \$178,700 and \$1,100,000 respectively (excluding funding for the Waldvogel Viaduct project and other special projects). Current funding levels are not sufficient to maintain the current and increasing inventory of City (DOTE) Bridges 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 Summary

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.

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

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*	\$1,900,000			70%	30%	\$1,330,000	\$570,000
	Total Costs	\$97,981,852					\$92,203,879	\$5,777,973

* Indicates estimated values