The Ohio Public Works Commission
65 East State Street, Suite 312, Colmbus, Ohio 43215 Phone (614) 466-0880

OHIO PUBLIC WORKS FOR YOU

CB16A - GRANT
CB17A - LOAN

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 7/93

IMPORTANT: Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.

SUBDIVISION: CITY OF CINCINNATI CODE# 061- 15000

DISTRICT NUMBER: 2 COUNTY: HAMILTON DATE 9 / 15 /96

CONTACT: KEVIN L. SIGWARD PHONE #(513) 352-5272
(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

PROJECT NAME: Columbia Parkway Wall "D" Landslide Stabilization

SUBDIVISION TYPE (Check Only 1)	FUNDING TYPE REQUESTED (Check All Requested & Enter Amount)		PROJECT TYPE (Check Largest Component)
__1. County	X 1. Grant	$998,200.00	X 1. Road
X 2. City	__2. Loan	$_____	__2. Bridge/Culvert
__3. Township	__3. Loan Assistance	$_____	__3. Water Supply
__4. Village	MBE SET-ASIDE OFFERED		__4. Wastewater
__5. Water/Sanitary District	Construction	$_____	__5. Solid Waste
(Section 6119 O.R.C.)	Procurement	$_____	__6. Stormwater

TOTAL PROJECT COST: $1,426,000.00 FUNDING REQUESTED: $998,200.00

[redacted]

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: $_____ LOAN ASSISTANCE: $_____
LOAN: $_____ %____TERM:_____yrs. (Attach Loan Supplement)

(Check Only 1)
__State Capical Improvement Program
__Local Transportation Improvements Program
__Small Government Program

DISTRICT MBE SET-ASIDE
Construction $_____
Procurement $_____

[redacted]

FOR OPWC USE ONLY

PROJECT NUMBER: C____/C____
Local Participation ___ %
OPWC Participation ___ %
Project Release Date: __/__/_
OPWC Approval: _____

APPROVED FUNDING: $_____
Loan Interest Rate: _____
Loan Term: _____years
Maturity Date: _____
Date Approved: __/__/__

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:

(Round to Nearest Dollar)

				MBE $	Force Account $
a.)	Project Engineering Costs:				
	1. Preliminary Engineering	$	.00		
	2. Final Design	$	.00		
	3. Other Engineer Services *	$	.00		
	Supervision	$	.00		
	Miscellaneous	$	.00		
b.)	Acquisition Expenses:				
	1. Land	$	.00		
	2. Right-of-Way	$	.00		
c.)	Construction Costs:	$	1,296,453.00		
d.)	Equipment Purchased Directly:	$	.00		
e.)	Other Direct Expenses:	$	.00		
f.)	Contingencies:	$	129,547.00		
g.)	TOTAL ESTIMATED COSTS:	$	1,426,000.00		

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

					%
a.)	Local In-Kind Contributions	$	.00		
b.)	Local Public Revenues	$	427,800.00		30
c.)	Local Private Revenues	$	.00		
d.)	Other Public Revenues				
	1. ODOT PID#	$	.00		
	2. EPA/OWDA	$	.00		
	3. OTHER	$	.00		
SUB TOTAL LOCAL RESOURCES:				$ 427,800.00	30
e.)	OPWC Funds				
	1. Grant	$	998,200.00		70
	2. Loan	$	.00		
	3. Loan Assistance	$	.00		
SUB TOTAL OPWC RESOURCES:				$ 998,200.00	
f.)	TOTAL FINANCIAL RESOURCES:			$1,426,000.00	100

*Other Engineer's Services must be outlined in detail on the required certified engineer's estimate.

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a summary from the Chief Financial Officer listed in section 5.2 listing all local share funds budgeted for the project and the date they are anticipated to be available.

2.0 PROJECT INFORMATION

IMPORTANT: If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Columbia Parkway Wall "D" Landslide Stabilization

2.2 BRIEF PROJECT DESCRIPTION - (Sections a through d):

a: SPECIFIC LOCATION:

South side of Columbia Parkway between Martin Drive overpass and Bains Street

PROJECT ZIP CODE: 45202

b: PROJECT COMPONENTS:

Project involves construction of 115 reinforced concrete drilled shafts which are socketed into bedrock and supported at the top by tiebacks.

c: PHYSICAL DIMENSIONS / CHARACTERISTICS:

The length of existing wall to be supported at its base by the tied-back drilled shafts is 1,131 linear feet. Estimated depth of drilled shafts varies from 30 feet to 46 feet.

d: DESIGN SERVICE CAPACITY:

IMPORTANT: Detail shall be included regarding current service capacity vs proposed service level. If road or bridge project, include ADT. If water or wastewater project, include both current residential rates based on monthly usage of 7,756 gallon per household. Attach current rate ordinance.

The existing ride is very poor due to settlement. The proposed stabilization project will correct the settlement and improve rideability.

(24-hour traffic count taken in 1990) 23,823 vehicles x 1.2 = 28,547 users

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 50 Years.

Attach Registered Professional Engineer's statement, with original seal and signature certifying the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	$1,426,000.00	100%
State Funds Requested for Repair and Replacement	$ 998,200.00	70%
TOTAL PORTION OF PROJECT NEW/EXPANSION	$_____	__%
State Funds Requested for New and Expansion	$_____	__%

4.0 PROJECT SCHEDULE:*

		BEGIN DATE	END DATE
4.1	Engineering/Design:	4/19/95	9 /1/95
4.2	Bid Advertisement:	1/1 / 97	5 /1/97
4.3	Construction:	8/1 / 97	12/31/97

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be approved in writing by the Commission once the Project Agreement has been executed. Dates should assume project agreement approval/release on July 1st. of the Program Year applied for.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE OFFICER: John F. Shirey
TITLE: City Manager
STREET: Room 152, City Hall
801 Plum Street
CITY/ZIP: Cincinnati, Ohio 45202
PHONE: (513) 352 - 3241
FAX: ( )_____ - _____

5.2 CHIEF FINANCIAL OFFICER: Frank A. Dawson
TITLE: Finance Director
STREET: Room 250, City Hall
801 Plum Street
CITY/ZIP: Cinci nnati, Ohio 45202
PHONE: (513) 352 - 3731
FAX: ( )_____ - _____

5.3 PROJECT MANAGER: Jay Gala
TITLE: Principal Construction Engineer
STREET: Room 415, City Hall
801 Plum Street
CITY/ZIP: Cincinnati, Ohio 45202
PHONE: (513) 352 - 3423
FAX: (513) 352 - 1581

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Check each section below, confirming that all required information is included in this application.

____A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and execute contracts. **(Attach)**

____A summary from the applicant's Chief Financial Officer listing all local share funds budgeted for the project and the date they are anticipated to be available. **(Attach)**

____A registered professional engineer's estimate of projects useful life and cost estimate, as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimates shall contain engineer's original seal and signature. **(Attach)**

____A copy of the cooperation agreement(s) if this project involves more than one subdivision or district. **(Attach)**

____Capital Improvements Report: (Required by 164 O.R.C. on standard form)

____A: Attached.

____B: Report/Update Filed with the Commission within the last twelve months.

____Floodplain Management Permit: Required if project is in 100 year floodplain. See Instructions.

____Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), and other information to assist your district committee in ranking your project.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) that to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) that all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

IMPORTANT:**Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.**

John Shirey, City Manager

Certifying Representative (Type or Print Name and Title)

9/26/96

Signature/Date Signed

KZF Incorporated

655 Eden Park Drive
Cincinnati, Ohio 45202
513 621-6211

September 1, 1995

SUBJECT: Columbia Parkway Retaining Wall Stabilization
Martin Street to Bains Street
Certification of Useful Life of State Capital Projects
Improvement Programs

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the design useful life of the subject retaining wall stabilization project is at least fifty (50) years.

STATE OF OHIO
WILLIAM B. SCHRUDDE
E-034955
REGISTERED
PROFESSIONAL ENGINEER

(seal)

William B. Schrudde, PE
Project Manager
KZF Incorporated
Cincinnati, Ohio 45202

KZF

KZF Incorporated
655 Eden Park Drive
Cincinnati, Ohio 45202
513 621-6211
513 621-6530 FAX

Architects
Engineers
Interior Designers
Planners

1996 RETAINING WALL STABILIZATION
COLUMBIA PARKWAY WALL "D"
STATE CAPITAL IMPROVEMENTS PROGRAM

REF.	ITEM	ESTIMATED UANTITIES		DESCRIPTION	EST. UNIT PRICE	ESTIMATED COST
1	103.05	LUMP		CONTRACT BOND	$6,275.00	$6,275.00
2	201	LUMP		CLEARING AND GRUBBING	$5,000.00	$5,000.00
3	207	370	EACH	STRAW OR HAY BALES	$5.00	$1,850.00
4	301	9	C.Y.	BITUMINOUS AGGREGATE BASE	$100.00	$900.00
5	404	3	C.Y.	ASPHALT CONCRETE	$150.00	$450.00
6	503	1,225	C.Y.	UNCLASSIFIED EXCAVATION	$25.00	$30,625.00
7	503	LUMP		COFFERDAMS, CRIBS AND SHEETING	$8,000.00	$8,000.00
8	509	2,540	POUND	EPOXY COATED REINFORCING STEEL, GRADE BEA	$0.90	$2,286.00
9	511	12	C.Y.	CLASS S CONCRETE, GRADE BEAMS	$300.00	$3,600.00
10	659	3,450	S.Y.	SEEDING AND MULCHING	$0.80	$2,760.00
11	SPECIAL	475	L.F.	DRILLED SHAFT TYPE A, 36" DIA. ABOVE BEDROCK	$92.00	$43,700.00
12	SPECIAL	152	L.F.	DRILLED SHAFT TYPE A, 36" DIA. IN BEDROCK	$127.00	$19,304.00
13	SPECIAL	1,505	L.F.	DRILLED SHAFT TYPE B, 48" DIA. ABOVE BEDROCK	$212.00	$319,060.00
14	SPECIAL	500	L.F.	DRILLED SHAFT TYPE B, 48" DIA. IN BEDROCK	$252.00	$126,000.00
15	SPECIAL	447	L.F.	DRILLED SHAFT TYPE C, 36" DIA. ABOVE BEDROCK	$92.00	$41,124.00
16	SPECIAL	168	L.F.	DRILLED SHAFT TYPE C, 36" DIA. IN BEDROCK	$127.00	$21,336.00
17	SPECIAL	359	L.F.	DRILLED SHAFT TYPE D, 36" DIA. ABOVE BEDROCK	$97.00	$34,823.00
18	SPECIAL	112	L.F.	DRILLED SHAFT TYPE D, 36" DIA. IN BEDROCK	$132.00	$14,784.00
19	SPECIAL	209	L.F.	DRILLED SHAFT TYPE E, 36" DIA. ABOVE BEDROCK	$87.00	$18,183.00
20	SPECIAL	66	L.F.	DRILLED SHAFT TYPE E, 36" DIA. IN BEDROCK	$122.00	$8,052.00
21	SPECIAL	11	EACH	PERMANENT TIEBACK ANCHORS, 100 TO 150 KIPS	$3,800.00	$41,800.00
22	SPECIAL	35	EACH	PERMANENT TIEBACK ANCHORS, 151 TO 200 KIPS	$4,200.00	$147,000.00
23	SPECIAL	69	EACH	PERMANENT TIEBACK ANCHORS, 201 TO 250 KIPS	$4,600.00	$317,400.00
24	SPECIAL	2	EACH	TIEBACK CREEP TESTS	$1,000.00	$2,000.00
25	SPECIAL	6	EACH	TIEBACK PERFORMANCE TESTS	$400.00	$2,400.00
26	SPECIAL	107	EACH	TIEBACK PROOF TESTS	$160.00	$17,120.00
27	SPECIAL	LUMP		INSTRUMENTATION	$1,000.00	$1,000.00
28	619	LUMP		TEMPORARY FACILITIES ALLOWANCE	$20,000.00	$20,000.00
29	624	LUMP		MOBILIZATION	$8,000.00	$8,000.00
				TOTAL COST =		$1,264,832.00
				ESTIMATE REVISED 9/12/96 - ADD 2.5%		$31,621.00
				ADJUSTED TOTAL COST =		$1,296,453.00

W.B. SCHRUDDE P.E.
PROJECT MANAGER
KZF INC.
655 EDEN PARK DR.
CINCINNATI, OH 45202
SEPT. 12, 1996

STATE OF OHIO
WILLIAM B. SCHRUDDE
E-034955
REGISTERED
PROFESSIONAL ENGINEER

City of Cincinnati

Department of Public Works
Division of Engineering

Room 440, City Hall
801 Plum Street
Cincinnati, Ohio 45202

John Hamner
Director

Prem Garg, P.E.
City Engineer

September 27, 1996
Mr. Laurence Bicking, Director
Ohio Public Works Commission
65 East State Street
Suite 312
Columbus, Ohio 43215

RE: Status of Funds for Local Share of 1997 SCIP/LTIP Project Grants

Dear Mr. Bicking:

The local matching share for the following 1997 SCIP/LTIP Projects (Round 11 Funding) is recommended by the City Manager for funding in the City's 1997 Capital Improvement Program -

STREET REHABILITATIONS

* Anderson Ferry Road - Hillside to Corporation Line
* Duck Creek Road - Red Bank to Oaklawn
* Edwards Road - Edmonson to I-71
* Glenway Avenue - Boudinot to Werk
* Ludlow Avenue - Cornell to Central Parkway
* Madison Road - Edwards to Brotherton
* Madison Road - Observatory to Edwards
* North Bend Road - Colerain to West North Corp. Line
* Reading Road - Dorchester to William Howard Taft
* Rutledge/Saint Lawrence - St. Williams to St. Lawrence to Rapid Run
* Spring Grove Avenue - Mitchell to North Corp. Line
* Vine Street - Paddock to North Corp. Line
* William Howard Taft - Woodburn to Vine

STREET IMPROVEMENTS & WIDENINGS

* Southside Avenue Improvement - Phase II
* Brighton Intersection Improvement
* Woodford & Ridge Intersection
* River Road Widening - Mount Echo to State
* Eastern Avenue Widening - Eggleston to Bains
* Chickering Avenue Improvement - Este to Terminus

BRIDGE/STRUCTURE PROJECTS

* Dreman Avenue over West Branch of Millcreek
* Columbia Parkway - Wall "D" Rehabilitation
* Lehman Road Landslide Correction
* Hillside Avenue Landslide Correction
* Kenton Street Bridge Replacement - over Florence Street
* Gest Street Bridge Replacement - over CIND Railroad, between Mehring and Third

The matching funds for these projects are coming from Street Improvement Bonds which are scheduled for sale in the early part of 1997.

If you have any questions or need additional information, please contact me at 513-352-3731.

Sincerely,

F. A. Dawson
Director of Finance

ADDITIONAL SUPPORT INFORMATION

For Program Year 1997 (July 1, 1997 through June 30, 1998), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State form BR-86.

Closed ___ Poor _X_

Fair ___ Good ___

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

The existing Wall "D", a reinforced concrete cantilevered retaining wall, has been slipping downhill due to a landslide from the time the wall was built in 1957. The total displacement, in places exceeding one foot horizontally and six inches vertically, has damaged the roadway pavement to the extent that the city must patch or resurface one or more lanes at least once every year.

2) If State Issue 2 funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 1997) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

1 month

Are preliminary plans or engineering completed? Yes No

Are detailed construction plans completed? Yes No

Are all right-of-way and easements acquired? Yes No N/A

*Please answer the following if applicable:

No. of parcels needed for project: __0___ Of these, how many are takes N/A___, temporary N/A__, permanent N/A___

Of a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired.

Are all utility coordinations completed? Yes No N/A

Give an estimate of time, in weeks or months, to complete any item above not yet completed.

3) How will the proposed project impact the general health, safety and welfare of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, and commerce.) Please be specific and provide documentation if necessary to substantiate the data.

Construction of the drilled shafts and tiebacks will arrest movement of the wall, thereby elliminating the source of the rough, uneven pavement within the project limits. As noted in the attached letter, the deteriorated pavement condition has resulted in icing problems and has possibly led to some accidents over the years. This portion of Columbia Parkway is slated for pavement rehabilitation in 2000 as part of ODOT's Fort Washington Way (I-71/U.S. 50) Safety Upgrade.

4) What type of funds are to be utilized for the local share for this project?

Federal ___ ODOT ___ Local _X_

MRF ___ OWDA ___ CD ___

Other _____

Note: If MRF funds are being used for the local share, the MRF application must have been filed by August 1, 1996 for this project with the Hamilton County Engineer's Office.

The minimum amount of matching funds for grant projects (local share) must be at least 10% of the TOTAL CONSTRUCTION COST. What percentage of matching funds are being committed to this project?

_30_ %

5) Has any formal action by a federal, state, or local government agency resulted in a complete or partial ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the legislation must be submitted with the application. THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE VALID.

Complete Ban ___ Partial Ban ___ No Ban _X_

Will the ban be removed after the project is completed?

Yes ___ No ___

6) What is the total number of existing users that will benefit as a result of the proposed project?

ADT = 28,587 (1990)

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4.

7) Has the jurisdiction developed a Five Year Capital Improvement Plan as required in O.R.C., chapter 164? (This must be included with the application to be considered for funding.)

Yes X No ___

8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Columbia Parkway serves as the primary route linking downtown, the eastern riverfront areas of the city, and the eastern suburbs of Hamilton County. Together with the other sections of U.S. 50 (Wooster Pike to the east, Ft. Washington Way/Sixth Street Expy./River Road to the west), it functions as the only multiple-lane facility other than I-275 which runs from the Indiana State Line to the Clermont County Line.

9) For expansion projects, please provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO's "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS _____ Proposed LOS _____

If the proposed LOS is not "C" or better, explain why LOS "C" cannot be achieved. (Attach separate sheets if necessary.)

SITE CODE : 00001917
Location : FROM S ON KEMPER LE
Location : S OF COLUMBIA PKWY
Direction : NORTHBOUND

TRAFFIC COUNTS

FILE: 90-0396

DATE: 10/02/90

TIME BEGIN	- TUESDAY - 2 AM	PM		WEDNESDAY - 3 AM	PM		THURSDAY - 4 AM	PM		Daily Average AM	PM	
12:00	*	138		45	*		*	*		45	138	
12:15	*	147		23	*		*	*		23	147	
12:30	*	128		27	*		*	*		27	128	
12:45	*	104		22	*		*	*		22	104	
1:00	*	130		12	*		*	*		12	130	
1:15	*	122		13	*		*	*		13	122	
1:30	*	142		18	*		*	*		18	142	
1:45	*	178		11	*		*	*		11	178	
2:00	*	145		13	*		*	*		13	145	
2:15	*	146		15	*		*	*		15	146	
2:30	*	158		15	*		*	*		15	158	
2:45	*	183		16	*		*	*		16	183	
3:00	*	180		11	*		*	*		11	180	
3:15	*	163		5	*		*	*		5	163	
3:30	*	202		6	*		*	*		6	202	
3:45	*	210		7	*		*	*		7	210	
4:00	*	244		3	*		*	*		3	244	
4:15	*	238		5	*		*	*		5	238	
4:30	*	244		9	*		*	*		9	244	
4:45	*	367		11	*		*	*		11	367	
5:00	*	374		6	*		*	*		6	374	
5:15	*	496		10	*		*	*		10	496	
5:30	*	458		18	*		*	*		18	458	
5:45	*	400		29	*		*	*		29	400	
6:00	*	328		46	*		*	*		46	328	
6:15	*	332		71	*		*	*		71	332	
6:30	*	263		104	*		*	*		104	263	
6:45	*	240		106	*		*	*		106	240	
7:00	*	201		123	*		*	*		123	201	
7:15	*	161		130	*		*	*		130	161	
7:30	*	160		154	*		*	*		154	160	
7:45	*	157		191	*		*	*		191	157	
8:00	*	121		202	*		*	*		202	121	
8:15	*	151		174	*		*	*		174	151	
8:30	*	129		160	*		*	*		160	129	
8:45	*	122		140	*		*	*		140	122	
9:00	*	103		118	*		*	*		118	103	
9:15	*	123		102	*		*	*		102	123	
9:30	*	120		119	*		*	*		119	120	
9:45	*	98		113	*		*	*		113	98	
10:00	*	183		107	*		*	*		107	183	
10:15	*	144		119	*		*	*		119	144	
10:30	*	77		107	*		*	*		107	77	
10:45	*	78		102	*		*	*		102	78	
11:00	149	58		122	*		*	*		135	58	
11:15	118	48		*	*		*	*		118	48	
11:30	123	49		*	*		*	*		123	49	
11:45	128	32		*	*		*	*		128	32	
TOTALS	518	8775	9293	2960	*	2959	*	*	-2	3342	8775	1211
PEAK HOUR	11:00	5:00		7:45	*		*	*		7:45	5:00	
VOLUME	518	1728		727	*		*	*		727	1728	
P.H.F.	0.87	0.87		0.90	*		*	*		0.90	0.87	

SITE CODE : 00001926
Location : FROM E ON COLUMBIA PKWY
Location : E OF KEMPER LE
Direction : WESTBOUND

TRAFFIC COUNTS

FILE: 90-0395

DATE: 10/02/90

TIME BEGIN	TUESDAY - 2 AM	TUESDAY - 2 PM		WEDNESDAY - 3 AM	WEDNESDAY - 3 PM		THURSDAY - 4 AM	THURSDAY - 4 PM		Daily Average AM	Daily Average PM	
12:00	*	112		15	*		*	*		15	112	
12:15	*	101		15	*		*	*		15	101	
12:30	*	143		10	*		*	*		10	143	
12:45	*	122		13	*		*	*		13	122	
1:00	*	96		7	*		*	*		7	96	
1:15	*	126		3	*		*	*		3	126	
1:30	*	113		4	*		*	*		4	113	
1:45	*	119		3	*		*	*		3	119	
2:00	*	119		5	*		*	*		5	119	
2:15	*	114		1	*		*	*		1	114	
2:30	*	126		9	*		*	*		9	126	
2:45	*	150		11	*		*	*		11	150	
3:00	*	143		7	*		*	*		7	143	
3:15	*	159		9	*		*	*		9	159	
3:30	*	158		6	*		*	*		6	158	
3:45	*	188		2	*		*	*		2	188	
4:00	*	142		10	*		*	*		10	142	
4:15	*	171		6	*		*	*		6	171	
4:30	*	146		6	*		*	*		6	146	
4:45	*	166		10	*		*	*		10	166	
5:00	*	164		14	*		*	*		14	164	
5:15	*	180		25	*		*	*		25	180	
5:30	*	151		33	*		*	*		33	151	
5:45	*	157		42	*		*	*		42	157	
6:00	*	142		72	*		*	*		72	142	
6:15	*	154		86	*		*	*		86	154	
6:30	*	146		148	*		*	*		148	146	
6:45	*	158		170	*		*	*		170	158	
7:00	*	144		262	*		*	*		262	144	
7:15	*	152		409	*		*	*		409	152	
7:30	*	127		585	*		*	*		585	127	
7:45	*	125		673	*		*	*		673	125	
8:00	*	81		598	*		*	*		598	81	
8:15	*	62		562	*		*	*		562	62	
8:30	*	68		408	*		*	*		408	68	
8:45	*	65		311	*		*	*		311	65	
9:00	*	71		219	*		*	*		219	71	
9:15	*	102		183	*		*	*		183	102	
9:30	*	57		164	*		*	*		164	57	
9:45	*	51		140	*		*	*		140	51	
10:00	*	59		128	*		*	*		128	59	
10:15	*	56		132	*		*	*		132	56	
10:30	*	34		134	*		*	*		134	34	
10:45	*	50		115	*		*	*		115	50	
11:00	113	52		127	*		*	*		120	52	
11:15	116	33		*	*		*	*		116	33	
11:30	143	26		*	*		*	*		143	26	
11:45	151	30		*	*		*	*		151	30	
TOTALS	523	5411	5934	5892	*	5891	*	*	-2	6295	5411	1170
PEAK HOUR	11:00	4:45		7:30	*		*	*		7:30	4:45	
VOLUME	523	661		2418	*		*	*		2418	661	
P.H.F.	0.87	0.92		0.90	*		*	*		0.90	0.92	

Columbia Parkway Wall "D" Landslide Stabilization
Additional Support Information

TEY/RLC/GCH/TMJ:ymm

cc: B. Knapp, ODOT - Columbus
D. Chang, FHWA - Columbus
M. Grunder, ODOT - Columbus
D. Melick, ODOT - Columbus
G. Rowe, Dir. Public Works
T.E. Young, P.E., City Engineer
R.L. Cordes, P.E., Highway Eng.
G.C. Hartman, P.E., Struct.
T.M. Jamison, P.E., Struct.
K.J. Stammer, P.E., Struct.
Struct. File
Admin. File
TEY-Div. File #5340

September 7, 1990

Mr. Lloyd Wallace, P.E.
District Deputy Director
ODOT, District 8
P.O. Box 272
Lebanon, Ohio 45036-0272

RE: COLUMBIA PARKWAY WALL "D" STABILIZATION
HAM - 71/50-0.52/21.77

Dear Mr. Wallace:

The City offers the following response to ODOT's May 24, 1990 letter which stated that in your opinion stabilization of Wall "D" is not warranted at this time. This, in our opinion, is unacceptable since $53 million has and is being spent to improve conditions and safety on the Parkway along its entire length of 8 miles from Pike Street and I-71 to Mariemont. We believe that the full width section of Columbia Parkway adjacent to Wall "D" will continue to be a maintenance problem unless the wall is stabilized with this project.

As discussed in our letter of February 6, 1990, we recommend that the stabilization of Wall "D" be included in this project. Although the H.C. Nutting company did not specifically recommend that Wall "D" be stabilized, we did not expect them to address the issue since the decision involves issues of highway safety and maintenance costs as well as geotechnical factors.

Even though the rate of movement at the wall is slow, we have had continual maintenance problems and expect no change in this situation without stabilization. Our Highway Maintenance Division has reported that this area has undergone numerous patches and overlays. Of primary concern is the frequent ponding of water which results in icing problems in the winter. These problems will continue in the future along with problems with the proposed safety barrier without proper stabilization. We estimate that the barrier will become ineffective (due to a 3 inch drop) in approximately thirteen years assuming no change in the current rate of movement.

The long term safety of the highway is our primary concern. In spite of the patches and overlays a review of the 1989 traffic records revealed 16 accidents in this area. Although most of the accidents involved driver error, four of the accidents involved loss of driver control or no driver error. The very irregular cross slopes could very well be the cause of some accidents.

Very truly yours,

T.E. Young, P.E.
City Engineer

Columbia Parkway Wall "D" Landslide Stabilization
Additional Support Information

INTRODUCTION

This report summarizes the findings and recommendations we have developed in recent geotechnical explorations and analyses with respect to stabilization of Wall "D" along Columbia Parkway in Cincinnati, Ohio. This work included two additional test borings near the east end of the retaining wall, extraction of cores through the Columbia Parkway pavement, analysis of data developed in previously installed inclinometers, review of performance records of instrumented piers along Columbia Parkway and elsewhere, geotechnical calculations, and preparation of recommendations for use in the design of stabilizing measures.

A comprehensive geotechnical investigation was performed in 1989 along the downhill side of Retaining Wall "D". This investigation included drilling of six test borings, installation of inclinometers into these borings, laboratory tests on recovered samples, and geotechnical analysis and findings. Refer to the report dated December 18, 1989, for details concerning the history of the retaining wall, a description of the general site geology and detailed subsurface conditions, and geotechnical analysis which served as the basis of the findings and recommendations presented in 1989.

WALL MOVEMENT AND INCLINOMETER OBSERVATIONS

Optical observations of the top of the retaining wall during the period of 1957 to 1985 revealed horizontal movements of as much as 1 ft. and settlement in excess of 0.5 ft. in the central portion of the wall between approximately Stations 68+00 and 70+00. Observations of the pavement of Columbia Parkway showed settlement and distortions of a magnitude consistent with the observed and measured movement of the retaining wall.

It was concluded in 1989 that the observed horizontal movement of the retaining wall and the settlement and distortion of Columbia Parkway paving were the result of accelerated creep, of a deposit of very stiff clay which provides the direct support to the retaining wall, along the contact between the clay and underlying shale bedrock.

Readings of inclinometers installed in borings 1 through 5, starting in June of 1989 and continuing through October of 1994, confirm that the primary zone of movement is within the bottom several feet of the clay deposit on top of the shale bedrock. The inclinometer in boring B-5 at Station 71+02 shows movement on top of the shale, but larger strain is shown 10 to 15 ft. above the shale. This inclinometer also had the greatest amount of movement, in excess of 2" in the 5-year period during which monitoring was performed.

The inclinometers in borings B-1 and B-2, at Stations 61+56 and 63+08, respectively, revealed substantially lower amounts of movement than the three inclinometers located east of the Martin Street abutment.

ADDITIONAL TEST BORINGS

The most easterly test boring made in 1989 was at Station 73+00, approximately 350 ft. west of the east end of the retaining wall. Significant wall movement and pavement distortion continues past Station 75+00 where there is an existing 72" stone sewer which follows the general alignment of a major drainage course through the hillside on the north side of Columbia Parkway, under the roadway and the retaining wall, and along the alignment of Collard Street. Accordingly, two additional test borings have been made as a part of this study, one just east of the existing 72" sewer at Station 75+01 and another just east of the east end of the wall at Station 76+63.

The logs of these two borings, identified as B-7 and B-8, are included in the appendix.

An analysis of these borings, together with the 1989 borings, indicates a significant dip in the top of bedrock under the valley area centered on approximately Station 75+00 with the bedrock then rising to the east. This rise in the surface of bedrock is consistent with exploration made just east of Bains Street. An evaluation of the samples obtained in boring B-7, near the 72" sewer, suggests that the plane of movement at this location is probably near elevation 500.0 or approximately 8 to 10 ft. above the top of bedrock.

PAVEMENT CORES

Seven cores were extracted from the pavement of Columbia Parkway as a part of this investigation. The primary objective of this core drilling was to determine the thickness of asphaltic concrete overlay above the primary Portland Cement Concrete pavement. This data, combined with an existing elevation survey of the pavement, provides an estimate of the aggregate settlement of the pavement below the elevation at which it was constructed. This settlement reflects the vertical component of the translation of the clay deposit supporting the retaining wall along the inclined surface of the bedrock. Cores were also carried through the Portland Cement Concrete and a determination made of the type of base material and the presence of any void between the bottom of the concrete slab and the base. A small void was indicated at only one of the seven locations tested. The data developed in the pavement core drilling is summarized in Table I in the appendix.

GENERAL RECOMMENDATIONS

We reaffirm our 1989 recommendation that a line of drilled piers be installed on the downhill side of Retaining Wall "D" to stop or at least materially slow the creep movement of the clay deposit over the shale bedrock. This continued creep movement is resulting in translation of the retaining wall and settlement and distortion of the pavement of Columbia Parkway. An evaluation of all of the monitoring data, including optical observations of the top of the wall and inclinometer readings, combined with visual evaluation of the Columbia Parkway pavement, suggests that the drilled piers should start at approximately Station 65+10, immediately east of the Martin Street ramp, and extend to the east end of the wall at approximately Station 76+50, for a total distance of approximately 1150 ft. It is recommended that, in general, the piers be 36" diameter constructed at a spacing of 10 ft. on center. A larger diameter pier may be needed where the distance between the bottom of footing and top of rock is greatest. It is recommended that the piers be located close to the front face of the existing wall footing without actual contact between the pier and the footing. The piers should be socketed to 8 to 10 ft. below the top of bedrock and a single row of tiebacks installed through each pier at a depth of approximately 3 ft. below the bottom of the existing retaining wall footing. We are no longer recommending that

Columbia Parkway Wall "D" Landslide Stabilization
Additional Support Information

March 16, 1995

Ms. Cathy Concilla
District 2 Program Representative
Ohio Public Works Commission
65 East State Street, Suite 312
Columbus, Ohio 43215

Dear Cathy,

SUBJECT: **COLUMBIA PARKWAY WALL "D" STABILIZATION**

Thank you for taking the time to investigate the suitability of the city's proposed Columbia Parkway Wall "D" Stabilization project for funding under the S.C.I.P. program. In our phone conversation last week, I mentioned the wall was built in 1957 to accommodate construction of an additional lane for Columbia Parkway (U.S. 50). While the wall itself is structurally sound, it has gradually crept downhill since its construction, resulting in a continual maintenance problem on one of Cincinnati's most heavily travelled thoroughfares. The city has monitored the wall's movement since 1957, and data from the five inclinometers installed below the wall show no signs of abatement. To date, the Ohio Department of Transportation has declined to include the stabilization of Wall "D" in the scope of work for the Fort Washington Way (I-71/U.S. 50) Safety Upgrade; therefore, the city has decided to seek alternate means for funding the project.

My purpose in securing OPWC's opinion on the project's viability stems from a preference for limiting the city's scope of work to wall stabilization, i.e., not including pavement rehabilitation in the scope of work. Whereas ODOT has not been willing to include the wall in the Ft. Washington Way scope, the ODOT scope does include resurfacing the portion of Columbia Parkway supported by Wall "D." Therefore, as long as the wall could be expected to receive the same point ratings as the roadway with respect to condition, health/safety/welfare, daily users and regional impact, I believe it would be advisable to limit the city's scope of work to stabilizing Wall "D." I understood OPWC's opinion to be that the wall should be rated identically to the roadway in those respects. If I have misinterpreted your comments, or if there is a change in how OPWC regards this matter, please contact me at once. I may be reached at (513) 352-5272. The city's Department of Public Works appreciates your assistance in clarifying this issue.

Sincerely,

Kevin L. Sigward, P.E.
Senior Engineer

cc: R. Cline, Engineering/Highways; T. Jamison/K. Sigward, Structures; KSC-Struct. File; Admin. File; PKG-Div. File #5340

CERTIFICATION OF TRAFFIC COUNT

As required by the District 2 Integrating Committee, I hereby certify that the traffic counts herein attached to the **Columbia Parkway Wall D** project application are a true and accurate count done by the City of Cincinnati's Traffic Engineering Division.

Stephen I. Niemeier, P.E.
Supervising Engineer

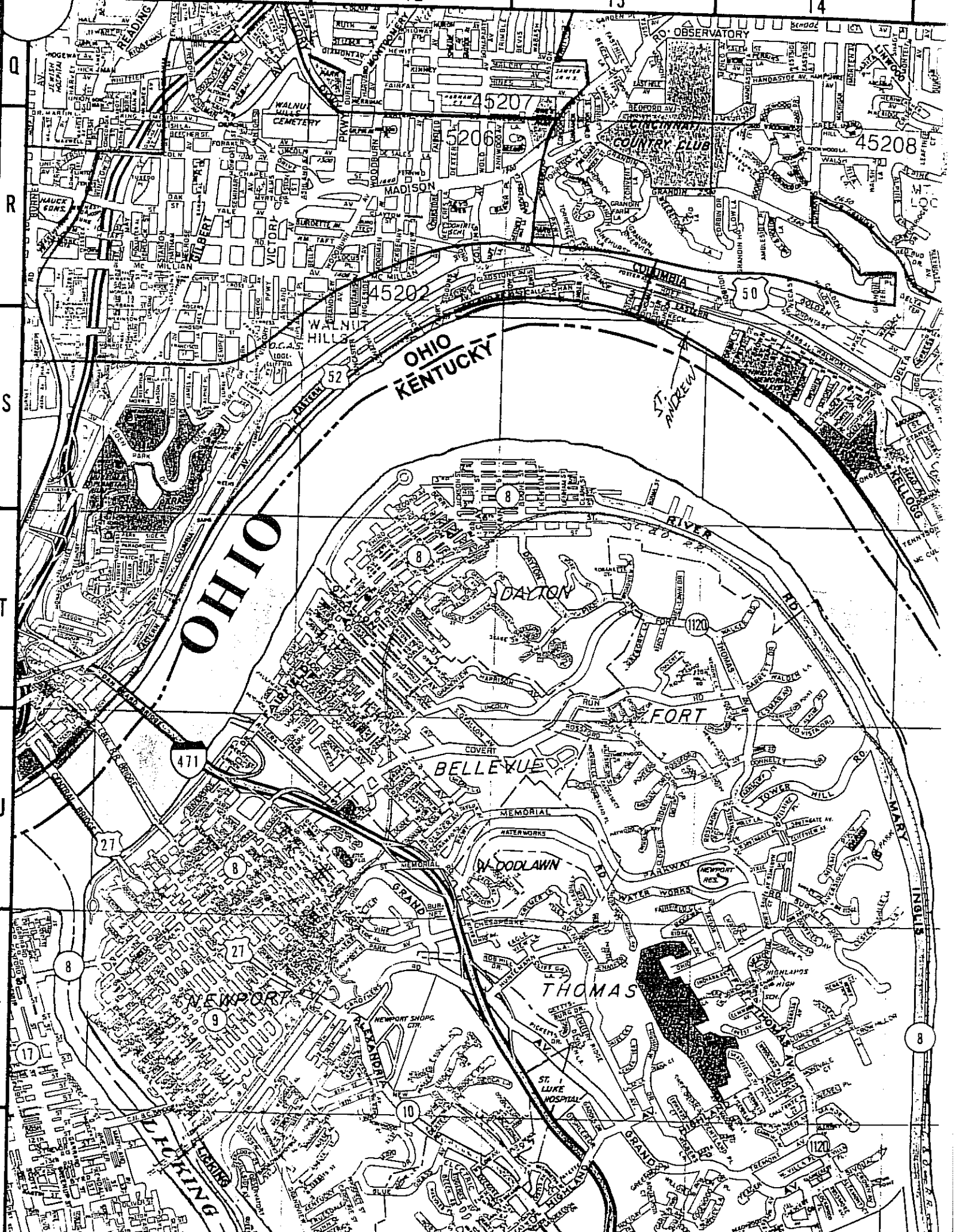
STATE OF OHIO
STEPHEN
REGISTERED
PROFESSIONAL ENGINEER

9 12
96

9 12
96

9 12
96

9 12
96



OHIO
KENTUCKY
OHIO
WALNUT HILLS
WALNUT HILLS CEMETERY
CINCINNATI COUNTRY CLUB
45207
45206
45208
45202
MADISON
COLUMBIA
RIVER RD
DAYTON
FORT
BELLEVUE
MEMORIAL
WATERWORKS
WOODLAWN
THOMAS
NEWPORT
NEWPORT SHOPG. CTR.
ST. LUKE HOSPITAL
HIGHLANDS HIGH SCH.
NEWPORT RES.
TOWER HILL RD
MARY INGLIS
KELLOGG
LICKING
ST. ANDREW

SCIP/LTIP PROGRAM
ROUND 11 - PROGRAM YEAR 1997
PROJECT SELECTION CRITERIA
JULY 1, 1997 TO JUNE 30, 1998

ADOPTED BY THE INTEGRATING COMMITTEE
May 24, 1996

JURISDICTION/AGENCY: [illegible]

NAME OF PROJECT: [illegible]

PRELIMINARY SCORE FOR THIS PROJECT: 56

FINAL SCORE FOR THIS PROJECT: _____

RATING TEAM: 4

27
14
15
56

POINTS

1) If *SCIP/LTIP* funds are granted, when would the construction contract be awarded?

10

10 Points - Will be under contract by end of 1997 and no delinquent projects in Rounds 8 & 9.

5 Points - Will be under contract by March 30, 1998 and/or jurisdiction has had one delinquent project in Rounds 8 & 9.

0 Points - Will not be under contract by March 30, 1998 and/or jurisdiction has had more than one delinquent project in Rounds 8 & 9.

2) What is the physical condition of the existing infrastructure to be replaced or repaired?

17

25 Points - Failed
23 Points - Critical
20 Points - Very Poor
17 Points - Poor
15 Points - Moderately Poor
10 Points - Moderately Fair
5 Points - Fair Condition
0 Points - Good or Better

NOTE: If the infrastructure is in "good" or better condition, it will ***NOT*** be considered for *SCIP/LTIP* funding unless it is an expansion project that will improve serviceability.

27

3) If the project is built, what will be its effect on the facility's serviceability? Documentation is required.

5 Points - Project design is for future demand.
4 Points - Project design is for partial future demand.
3 Points - Project design is for current demand.
2 Points - Project design is for minimal increase in capacity.
1 Point - Project design is for no increase in capacity.

1

4) How important is the project to ***HEALTH, SAFETY, AND WELFARE*** of the public and the citizens of the District and/or service area?

10 Points - Highly significant importance, with substantial impact on all 3 factors.

4

8 Points - Considerably significant importance, with substantial impact on 2 factors, or noticeable impact on all 3 factors.

6 Points - Moderate importance, with substantial impact on 1 factor or noticeable impact on 2 factors.

4 Points - Minimal importance, with noticeable impact on 1 factor

2 Points - No measurable impact

5) What is the overall economic health of the jurisdiction?

10 Points
8 Points
6 Points
4 Points
2 Points

6

6) What matching funds are being committed to the project, expressed as as a percentage of the ***TOTAL CONSTRUCTION COST?*** Loan and Credit Enhancement projects automatically receive 5 points, and no match is required. All grant funded projects require a minimum of 10% matching funds.

5 Points - 50% or more
4 Points - 40% to 49.99%
3 Points - 30% to 39.99%
2 Points - 20% to 29.99%
1 Point - 10% to 19.99%

3

14

7) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? *POINTS MAY ONLY BE AWARDED IF THE END RESULT OF THE PROJECT WILL CAUSE THE BAN TO BE LIFTED.*

5 Points - Complete ban
3 Points - Partial ban
0 Points - No ban of any kind

0

8) What is the total number of existing daily users that will benefit as a result of the proposed project? Appropriate criteria include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

5 Points - 16,000 or more
4 Points - 12,000 to 15,999
3 Points - 8,000 to 11,999
2 Points - 4,000 to 7,999
1 Point - 3,999 and under

5

9) Does the infrastructure have regional impact? Consider originations and destinations of traffic, functional classifications, size of service area, number of jurisdictions served, etc.

5 Points - Major impact
4 Points -
3 Points - Moderate impact
2 Points -
1 Point - Minimal or no impact

5

10) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or a dedicated tax for infrastructure and provided certification of which fees have been enacted?

5 Points - Two of the above
3 Points - One of the above
0 Points - None of the above

5

15

ADDENDUM TO THE RATING SYSTEM DEFINITIONS/CLARIFICATIONS

Criterion 1 - *ABILITY TO PROCEED*

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently cancelling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 2 - *CONDITION*

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, or health, safety and welfare issues. Condition is rated only on the existing facility being repaired or abandoned. If the existing facility is not being abandoned or repaired, but a new facility is being built, it shall be considered as an expansion project. (Documentation may include ODOT BR-86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included with the original application.)

Definitions:

FAILED CONDITION - Requires complete reconstruction where no part of the existing facility is salvageable. (e.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non-functioning and replacement parts are unavailable.)

CRITICAL CONDITION - Requires moderate or partial reconstruction to maintain integrity. (e.g. Roads: reconstruction of roadway, curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

VERY POOR CONDITION - Requires extensive rehabilitation to maintain integrity. (e.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

POOR CONDITION - Requires standard rehabilitation to maintain integrity. (e.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

MODERATELY POOR CONDITION - Requires minor rehabilitation to maintain integrity. (e.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

MODERATELY FAIR CONDITION - Requires extensive maintenance to maintain integrity. (e.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

FAIR CONDITION - Requires routine maintenance to maintain integrity. (e.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

GOOD OR BETTER CONDITION - Little or no maintenance required to maintain integrity.

Criterion 4 - *HEALTH, SAFETY & WELFARE*

Definitions:

SAFETY - The design of the project will prevent accidents, promote safer conditions, and eliminate or reduce the danger of risk, liability, or injury.

EXAMPLES: Widening existing roadway lanes to standard lane widths; Adding lanes to a roadway or bridge to increase capacity or alleviate congestion; replacing old or non-functioning hydrants; increasing capacity to a water system, etc.

HEALTH - The design of the project will improve the overall condition of the facility so as to reduce or eliminate disease; or correct concerns regarding the environmental health of the area.

EXAMPLES: Improving or adding storm drainage or sanitary facilities; replacing lead joints in water lines;

WELFARE - The design of the project will promote economic well-being and prosperity.

EXAMPLES: Project has the potential to improve business expansions or opportunities in the area; project will improve the quality of life in the area;

PLEASE NOTE: The examples listed above are NOT a complete list, but only a small sampling of situations that may be relevant to any given project. Each project is looked at on an individual basis to determine if any aspects of this rating category apply.

Criterion 9 - *REGIONAL IMPACT*

Definitions:

MAJOR IMPACT - Roads: major multi-jurisdictional route, primary feed to an interstate, Federal Aid Primary routes; Underground: primary water or sewer main serving and entire system; Hydrants: multi-jurisdictional.

MODERATE IMPACT - Roads: principal thoroughfares, Federal Aid Urban routes; Underground: primary water or sewer main serving only part of a system; Hydrants: all hydrants in a local system serving only one jurisdiction.

MINIMAL/NO IMPACT - Roads: cul-de-sacs, subdivision streets; Underground: individual water or sewer main not part of a large system; Hydrants: only some hydrants in a local system serving only one jurisdiction.