APPLICATION FOR FINANCIAL ASSISTANCE
Revised 4/99

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: City of Cincinnati **CODE#** 061-15000

DISTRICT NUMBER: 2 **COUNTY:** Hamilton **DATE** 9 / 20 /2007

CONTACT: Richard Szekeresh **PHONE #** (513) 352 - 3419
(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASISDURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)
FAX (513) 352-1581 **E-MAIL** richard.szekeresh@cincinnati-oh.gov

PROJECT NAME: Eighth Street Viaduct Reconstruction

SUBDIVISION TYPE
(Check Only 1)
__1. County
__2. City
__3. Township
__4. Village
__5. Water/Sanitary District (Section 6119 O.R.C.)

FUNDING TYPE REQUESTED
(Check All Requested & Enter Amount)
__1. Grant $ 2,000,000
__2. Loan $_____
__3. Loan Assistance $_____

PROJECT TYPE
(Check Largest Component)
_ 1. Road
_2. Bridge/Culvert
__3. Water Supply
__4. Wastewater
__5. Solid Waste
__6. Stormwater

TOTAL PROJECT COST:$** 12,000,000 **FUNDING REQUESTED:$ 2,000,000

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT:$** 2,000,000 **LOAN ASSISTANCE:$_____
SCIP LOAN: $_____ **RATE:**_____% **TERM:** _____yrs.
RLP LOAN: $_____ **RATE:**_____% **TERM:** _____yrs.

(Check Only 1)
X State Capital Improvement Program __Small Government Program
__Local Transportation Improvements Program

HAMILTON COUNTY ENGINEER'S PERMIT DEPARTMENT
2007 SEP 21 PM 1:1

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: ___/___/___
SCIP Loan _____ **RLP Loan**

1.0 PROJECT FINANCIAL INFORMATION

			TOTAL DOLLARS	FORCE ACCOUNT DOLLARS
1.1	**PROJECT ESTIMATED COSTS:** (Round to Nearest Dollar)			
a.)	Basic Engineering Services:		$ .00	
	Preliminary Design	$ .00		
	Final Design	$ .00		
	Bidding	$ .00		
	Construction Phase	$ .00		
	Additional Engineering Services *Identify services and costs below.		$ .00	
b.)	Acquisition Expenses: Land and/or Right-of-Way		$ .00	
c.)	Construction Costs:		$ 10,909,091.00	
d.)	Equipment Purchased Directly:		$ .00	
e.)	Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)		$ .00	
f.)	Construction Contingencies:		$ 1,090,909.00	
g.)	TOTAL ESTIMATED COSTS:		$ 12,000,000.00	

*List Additional Engineering Services here:

Service: Cost:

1.2 **PROJECT FINANCIAL RESOURCES:**
(Round to Nearest Dollar and Percent)

		DOLLARS	%
a.)	Local In-Kind Contributions	$ .00	
b.)	Local Revenues	$ 3,249,349.00	27%
c.)	Other Public Revenues	$ .00	
	ODOT	$ 6,750,651.00	56%
	Rural Development	$ .00	
	OEPA	$ .00	
	OWDA	$ .00	
	CDBG	$ .00	
	OTHER _____	$ .00	
	SUBTOTAL LOCAL RESOURCES:	$ 10,000,000.00	83%
d.)	OPWC Funds		
	1. Grant	$ 2,000,000.00	
	2. Loan	$ .00	
	3. Loan Assistance	$ .00	
	SUBTOTAL OPWC RESOURCES:	$ 2,000,000.00	17%
e.)	TOTAL FINANCIAL RESOURCES:	$ 12,000,000.00	100%

1.3 **AVAILABILITY OF LOCAL FUNDS:**

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# 77363 **Sale Date: 7/1/08**
STATUS: (Check one)
Traditional

State Infrastructure Bank

2.0 PROJECT INFORMATION

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

2.1 PROJECT NAME: Eighth Street Viaduct Reconstruction

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION: West Eighth Street from McLean Avenue to Burns Street (see attached map) in Queensgate and Lower Price Hill areas of the City of Cincinnati.

PROJECT ZIP CODE: 45204

B: **PROJECT COMPONENTS:** The major components of work include replacement of all split piers, repair of beams and structural deck, replacement of deck overlays, replacement of the existing sidewalks and railings, replacement of expansion joints, complete superstructure replacements of the west approach structures, reconstruction of approach pavements and replacement of lighting on and below the viaduct.

C: **PHYSICAL DIMENSIONS / CHARACTERISTICS:** The length of the entire project is approximately 3,500 feet. The viaduct is 2,730 feet long and is made up of 79 reinforced concrete and concrete encased steel spans of varying lengths which span over the following features: CSX and NS Railroad tracks leading into the Queensgate Railroad yard, the Mill Creek, Evans Street, parking areas and access roads serving the local businesses adjacent to the Viaduct. The remainder of the project length includes two bridges at the west end of the viaduct and roadway on fill along wingwalls and retaining walls. The total width of the bridge is 70 feet with sidewalks on both sides and a roadway consisting of 4 traffic lanes plus two bicycle lanes and six-foot wide sidewalks on each side of the viaduct.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: ADT 14,656 Year: 2005 Projected ADT: 17,587 Year: 2025

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: $_____ Proposed Rate: $

Stormwater: Number of households served:

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 20 Years.

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

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	**$ 12,000,000.00**
TOTAL PORTION OF PROJECT NEW/EXPANSION	**$**

4.0 PROJECT SCHEDULE: *

		BEGIN DATE	END DATE
4.1	**Engineering/Design:**	**2 / 16 / 2005**	**3 /11 /2007**
4.2	**Bid Advertisement and Award:**	**6/ 1 /2008**	**7 / 1 /2008**
4.3	**Construction:**	**8/ 1 /2008**	**7 / 1 /2009**
4.4	**Right-of-Way/Land Acquisition:**	**N/A**	**N/A**

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE OFFICER

OFFICER	Scott Stiles
TITLE	Assistant City Manager
STREET	Room 104, City Hall 801 Plum St.
CITY/ZIP	Cincinnati, Ohio 45202
PHONE	(513) 352-3475
FAX	(513) 352-2458
E-MAIL	scott.stiles@cincinnati-oh.gov

5.2 CHIEF FINANCIAL OFFICER

OFFICER	Joe Gray
TITLE	Director of Finance
STREET	Room 250, City Hall 801 Plum Street
CITY/ZIP	Cincinnati, Ohio 45202
PHONE	(513) 352-6275
FAX	(513) 352-2370
E-MAIL	joe.gray@cincinnati-oh.org

5.3 PROJECT MANAGER

PROJECT MANAGER	Don Gindling
TITLE	Principal Construction Engineer
STREET	Room 450, City Hall
CITY/ZIP	Cincinnati, Ohio 45202
PHONE	(513) 352-1518
FAX	(513) 352-1581
E-MAIL	don.gindling@cincinnati-oh.org

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [ ] below that each item listed is attached.

[ ] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.

[X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.

[X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.

[ ] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.

[ ] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.

[ ] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)

[X] 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), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements, which may be required by your *local* District Public Works Integrating Committee.

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) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) 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 Buy Ohio and prevailing wages.

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.

Scott Stiles, Assistant City Manager
Certifying Representative (Type or Print Name and Title)

Scott Stiles 9/14/07
Signature/Date Signed

PROJECT EIGHTH STREET VIADUCT RECONSTRUCTION
SUBJECT OPWC SPLIT ESTIMATED CONSTRUCTION COSTS
DATE 12/13/2006

PHASE 2 - BASE BID

ROADWAY - EIGHTH STREET (BASE BID)

ITEM	DESCRIPTION	PROJECT QUANTITY	ESTM. PHASE %	PHASE QUANTITY	UNITS	UNIT COST	TOTAL COST	FUNDING PARTICIPATION 20% LOCAL	63% FEDERAL	17% OPWC
201	CLEARING & GRUBBING	1	0.90	0.9	LUMP	$12,000.00	$10,800	$2,160	$6,840	$1,800
202	PAVEMENT REMOVED	3,862	0.90	3475.8	SQ YD	$14.70	$51,094	$10,219	$32,360	$8,516
202	PAVEMENT REMOVED, AS PER PLAN	1,075	0.90	967.5	SQ YD	$13.80	$13,352	$2,670	$8,456	$2,225
202	WALK REMOVED	6,369	0.90	5732.1	SQ FT	$1.08	$6,191	$1,238	$3,921	$1,032
202	CURB REMOVED	1,262	0.90	1135.8	FEET	$4.80	$5,452	$1,090	$3,453	$909
202	PARKING METER REMOVED	2	0.90	1.8	EACH	$120.00	$216	$43	$137	$36
203	EXCAVATION WITHOUT EMBANKMENT	203	0.90	182.7	CU YD	$37.00	$6,760	$1,352	$4,281	$1,127
204	SUBGRADE COMPACTION, AS PER PLAN	1,075	0.90	967.5	SQ YD	$2.60	$2,516	$503	$1,593	$419
204	SUBGRADE COMPACTION	510	0.90	459.0	SQ YD	$2.60	$1,193	$239	$756	$199
254	PAVEMENT PLANING ASPHALT CONCRETE, (VARIES 1/2" TO 3")	3,352	0.90	3016.8	SQ YD	$6.30	$19,006	$3,801	$12,037	$3,168
301	ASPHALT CONCRETE BASE	35	0.90	31.5	CU YD	$160.00	$5,040	$1,008	$3,192	$840
304	AGGREGATE BASE	26	0.90	23.7	CU YD	$50.00	$1,183	$237	$749	$197
407	TACK COAT	32	0.90	28.8	GAL	$2.50	$72	$14	$46	$12
408	PRIME COAT	64	0.90	57.6	GAL	$3.00	$173	$35	$109	$29
448	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2 PG64-22	7	0.90	6.3	CU YD	$190.00	$1,197	$239	$758	$200
448	ASPHALT CONCRETE SURFACE COURSE, TYPE 1 PG64-22	7	0.90	6.3	CU YD	$190.00	$1,197	$239	$758	$200
452	4" NON-REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT	2,277	0.90	2049.3	SQ YD	$42.00	$86,071	$17,214	$54,511	$14,345
452	12 1/2" NON-REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT	1,075	0.90	967.5	SQ YD	$78.00	$75,465	$15,093	$47,794	$12,578
603	12" CONDUIT TYPE H	55	0.90	49.5	FEET	$144.00	$7,128	$1,426	$4,514	$1,188
604	CATCH BASIN ADJUSTED TO GRADE	6	0.90	5.4	EACH	$330.00	$1,782	$356	$1,129	$297
604	MANHOLE ADJUSTED TO GRADE	4	0.90	3.6	EACH	$420.00	$1,512	$302	$958	$252
604	MANHOLE TYPE S	1	0.90	0.9	L.S.	$8,000.00	$7,200	$1,440	$4,560	$1,200
608	5" CONCRETE WALK	5,889	0.90	5300.1	SQ FT	$4.80	$25,440	$5,088	$16,112	$4,240
608	CURB RAM P, TYPE 2	2	0.90	1.8	EACH	$540.00	$972	$194	$616	$162
608	CURB RAM P, TYPE P	1	0.90	0.9	EACH	$540.00	$486	$97	$308	$81
609	CONCRETE CURB TYPE S-1 BATTERED, AS PER PLAN	1,216	0.90	1094.4	FEET	$24.00	$26,266	$5,253	$16,635	$4,378
614	MAINTAINING TRAFFIC	1	0.50	0.5	LUMP	$180,000.00	$90,000	$18,000	$57,000	$15,000
614	LAW ENFORCEMENT OFFICER W/PATROL CAR	20	0.50	10.0	HR	$66.00	$660	$132	$418	$110
614	WORK ZONE CENTER LINE CLASS 1, 740.06, TYPE 1	0.20	0.90	0.2	MILE	$11,400.00	$2,052	$410	$1,300	$342
614	WORK ZONE CENTER LINE CLASS 1, 642, PAINT	0.20	0.90	0.2	MILE	$540.00	$97	$19	$62	$16
614	WORK ZONE EDGE LINE CLASS 1, 740.06, TYPE 1	0.20	0.90	0.2	MILE	$8,040.00	$1,447	$289	$917	$241
619	FIELD OFFICE, TYPE C	24	0.50	12.0	MONTH	$3,030.00	$36,360	$7,272	$23,028	$6,060
622	PORTABLE CONCRETE BARRIER, 32"	3,000	0.90	2700.0	FEET	$18.00	$48,600	$9,720	$30,780	$8,100
623	CONSTRUCTION LAYOUT STAKES	1	0.50	0.5	LUMP	$18,000.00	$9,000	$1,800	$5,700	$1,500
624	MOBILIZATION	1	0.50	0.5	LUMP	$960,000.00	$480,000	$96,000	$304,000	$80,000
630	GROUND MOUNTED SUPPORTS, NO. 3 POST	26	0.90	23.4	EACH	$144.00	$3,370	$674	$2,134	$562
630	SIGNS ERECTED, FLAT SHEET	35	0.90	31.5	EACH	$144.00	$4,536	$907	$2,873	$756
630	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	19	0.90	17.1	EACH	$120.00	$2,052	$410	$1,300	$342
630	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	2	0.90	1.8	EACH	$120.00	$216	$43	$137	$36

644	EDGE LINE	1.31	0.90	1.2	MILE	$6,000.00	$7,074	$1,415	$4,480	$1,179
644	EDGE LINE	1.30	0.90	1.2	MILE	$6,000.00	$7,020	$1,404	$4,446	$1,170
644	CENTER LINE	0.65	0.90	0.6	MILE	$6,000.00	$3,510	$702	$2,223	$585
644	PAVEMENT MARKING MISC: BIKE LANE SYMBOL AND ARROW	26.00	0.90	23.4	EACH	$180.00	$4,212	$842	$2,668	$702
832	STORMWATER POLLUTION PREVENTION PLAN	1	0.90	0.9	EACH	$3,000.00	$2,700	$540	$1,710	$450
832	EROSION CONTROL	1	0.90	0.9	LUMP	$3,600.00	$3,240	$648	$2,052	$540
SPEC	SIGN SUPPORT ASSEMBLY, POLE MOUNTED TRAFFIC CONTROL	8	0.90	7.2	EACH	$120.00	$864	$173	$547	$144
TOTAL (BASE BID)							$1,064,772	$212,954	$674,356	$177,462

ROADWAY - OLD EIGHTH STREET UNDER VIADUCT (BASE BID)

ITEM	DESCRIPTION	PROJECT QUANTITY	ESTM. PHASE %	PHASE QUANTITY	UNITS	UNIT COST	TOTAL COST	FUNDING PARTICIPATION 83% LOCAL	0% FEDERAL	17% OPWC
202	WALK REMOVED	12,306	0.10	1230.6	SQ FT	$1.08	$1,329	$1,108		$222
202	CURB REMOVED	219	0.10	21.9	FEET	$4.80	$105	$88		$18
202	FENCE REMOVED	68	0.10	6.8	FEET	$3.24	$22	$18		$4
202	STRUCTURE REMOVED	1	0.10	0.1	LUMP	$600.00	$60	$50		$10
202	STEPS REMOVED	1	0.10	0.1	LUMP	$300.00	$30	$25		$5
203	EMBANKMENT AS PER PLAN	23	0.10	2.3	CU YD	$60.00	$138	$115		$23
608	5" CONCRETE WALK	12,306	0.10	1230.6	SQ FT	$4.80	$5,907	$4,922		$984
609	CURB RAM P, TYPE 2	3	0.10	0.3	EACH	$540.00	$162	$135		$27
609	CONCRETE CURB TYPE S-2	107	0.10	10.7	FEET	$24.00	$257	$214		$43
609	CURB, MISC.: REMOVE & RESET GRANITE CURBS, AS PER PLAN	810	0.10	81.0	FEET	$66.00	$5,346	$4,455		$891
TOTAL (BASE BID)							$13,356	$11,130	$0	$2,226

ROADWAY - SIDEWALK REPAIRS AT FLOOD WALL (BASE BID)

ITEM	DESCRIPTION	PROJECT QUANTITY	ESTM. PHASE %	PHASE QUANTITY	UNITS	UNIT COST	TOTAL COST	FUNDING PARTICIPATION 83% LOCAL	0% FEDERAL	17% OPWC
202	WALK REMOVED	150	0.10	15.0	SQ FT	$1.08	$16	$13		$3
202	CURB REMOVED	17	0.10	1.7	FEET	$4.80	$8	$7		$1
202	ASPHALT PAVEMENT REMOVEED	10	0.10	1.0	SQ YD	$15.00	$15	$12		$3
202	EXCAVATION INCLUDING EMBANKMENT CONSTRUCTION	1	0.10	0.1	LUMP	$600.00	$60	$50		$10
448	ASPHALT CONCRETE 6" THICK	2	0.10	0.2	CU YD	$60.00	$12	$10		$2
513	STRUCTURAL STEEL MEMBERS, LEVEL UF	1	0.10	0.1	LUMP	$6,000.00	$600	$500		$100
608	CONCRETE WALK, VARIABLE 6' TO 8' THICKNESS AS PER PLAN	158	0.10	15.8	SQ FT	$6.00	$95	$79		$16
609	CONCRETE CURB, TYPE P-1, BATTERED, AS PER PLAN	18	0.10	1.8	FEET	$24.00	$43	$36		$7
TOTAL (BASE BID)							$849	$708	$0	$142

ROADWAY - BURNS STREET RAMP (BASE BID)

ITEM	DESCRIPTION	PROJECT QUANTITY	ESTM. PHASE %	PHASE QUANTITY	UNITS	UNIT COST	TOTAL COST	FUNDING PARTICIPATION 83% LOCAL	0% FEDERAL	17% OPWC
203	EXCAVATION WITHOUT EMBANKMENT	170	0.10	17.0	CU YD	$37.00	$629	$524		$105
204	SUBBASE COMPACTION	520	0.10	52.0	SQ YD	$2.60	$135	$113		$23
301	ASPHALT CONCRETE BASE	225	0.10	22.5	CU YD	$160.00	$3,600	$3,000		$600
304	AGGREGATE BASE	86	0.10	8.6	CU YD	$50.00	$430	$358		$72
407	TACK COAT	200	0.10	20.0	GAL	$2.50	$50	$42		$8

408	PRIME COAT	35	0.10	3.5	GAL	$3.00	$11	$9		$2
448	ASPHALT CONCRETE INTERMEDIATE COURSE, 1.5" THICK	43	0.10	4.3	CU YD	$190.00	$817	$681		$136
448	ASPHALT CONCRET CURFACE COURSE, 15" THICK	43	0.10	4.3	CU YD	$190.00	$817	$681		$136
608	CURB RAMP TYPE V, AS PER PLAN	1	0.10	0.1	LUMP	$540.00	$54	$45		$9
608	5" CONCRETE WALK	70	0.10	7.0	SQ FT	$5.00	$35	$29		$6
SPEC	CONTROLLED DENSITY FILL, ELASTOCELL FILL TYPE II	2,056	0.10	205.6	CU YD	$80.00	$16,448	$13,707		$2,741
SPEC	CONTROLLED DENSITY FILL, ELASTOCELL FILL TYPE IV	325	0.10	32.5	CU YD	$85.00	$2,763	$2,302		$460
TOTAL (BASE BID)							$25,788	$21,490	$0	$4,298

EIGHTH STREET VIADUCT (BASE BID)

ITEM	DESCRIPTION	PROJECT QUANTITY	ESTM. PHASE %	PHASE QUANTITY	UNITS	UINIT COST	TOTAL COST	FUNDING PARTICIPATION 20% LOCAL	63% FEDERAL	17% OPWC
202	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN	1	0.10	0.1	LUMP	$1,507,364.00	$150,736	$30,147	$95,466	$25,123
202	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN	13,706	0.10	1370.6	SQ YD	$4.80	$6,579	$1,316	$4,167	$1,096
448	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2 PG64-22	17	0.10	1.7	CU YD	$190.00	$323	$65	$205	$54
503	COFFERDAMS, CRIBS AND SHEETING	1	0.10	0.1	LUMP	$24,000.00	$2,400	$480	$1,520	$400
503	UNCLASSIFIED EXCAVATION	93	0.10	9.3	CU YD	$60.00	$558	$112	$353	$93
509	EPOXY COATED REINFORCING STEEL	1,096,171	0.10	109617.1	POUND	$0.96	$105,232	$21,046	$66,647	$17,539
510	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	5,846	0.10	584.6	EACH	$14.10	$8,243	$1,649	$5,220	$1,374
511	CLASS S CONCRETE, MISC.: STRUCTURAL DECK AT EXPANSION JOINTS	302	0.10	30.2	CU YD	$600.00	$18,120	$3,624	$11,476	$3,020
511	CLASS C CONCRETE, PIER	1,970	0.10	197.0	CU YD	$840.00	$165,480	$33,096	$104,804	$27,580
511	CLASS S CONCRETE, MISC.: SIDEWALK & EDGE BEAM	1,083	0.90	974.7	CU YD	$600.00	$584,820	$116,964	$370,386	$97,470
511	CLASS S CONCRETE, MISC.: DIAPHRAGMS	149	0.90	134.1	CU YD	$420.00	$56,322	$11,264	$35,671	$9,387
511	CLASS S CONCRETE, MISC.: LIGHT POLE PILASTERS	24	0.90	21.6	CU YD	$420.00	$9,072	$1,814	$5,746	$1,512
511	CLASS C CONCRETE (RETAINING WALL CAP)	74	0.90	66.6	CU YD	$720.00	$47,952	$9,590	$30,370	$7,992
511	CLASS C CONCRETE, ABUTMENT	65	0.90	59	CU YD	$630.00	$36,855	$7,371	$23,341	$6,143
512	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	31,273	0.90	28145.7	SQ YD	$12.60	$354,636	$70,927	$224,603	$59,106
512	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	1,214	0.90	1092.6	SQ YD	$24.00	$26,222	$5,244	$16,608	$4,370
512	TREATING OF CONCRETE BRIDGE DECK WITH SRS	23,116	0.90	20804.4	SQ YD	$7.50	$156,033	$31,207	$98,821	$26,006
512	TYPE 2 WATERPROFFING	339	0.90	305.1	SQ YD	$18.60	$5,675	$1,135	$3,594	$946
516	ELASTOMERIC BEARING WITH INTERNAL LAMINATES ONLY (NEOPRENE)	242	0.10	24.2	EACH	$162.00	$3,920	$784	$2,483	$653
516	JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN	1	0.10	0.1	LUMP	$1,708,000.00	$170,800	$34,160	$108,173	$28,467
516	STRUCTURAL EXP. JT. INCLUDING ELASTOMERIC STRIP SEAL, AS PER PLAN	910	0.90	819.0	FT	$120.00	$98,280	$19,656	$62,244	$16,380
516	1/2" PREFORMED EXPANSION JOINT FILLER	3,414	0.90	3072.6	SQ FT	$3.60	$11,061	$2,212	$7,006	$1,844
516	1" PREFORMED EXPANSION JOINT FILLER	25	0.90	22.5	SQ FT	$6.90	$155	$31	$98	$26
517	RAILING, MISC.: STEEL BARRIER RAILING AT CURB	5,461	0.90	4914.9	FT	$150.00	$737,235	$147,447	$466,915	$122,873
517	RAILING, MISC.: 3'-6" MESH PEDESTRIAN RAILING	5,469	0.90	4922.1	FT	$156.00	$767,848	$153,570	$486,303	$127,975
517	RAILING (ODOT BR2 STANDARD)	956	0.90	860.4	FT	$144.00	$123,898	$24,780	$78,468	$20,650
518	SCUPPERS, INCLUDING SUPPORTS	60	0.90	54.0	EACH	$1,800.00	$97,200	$19,440	$61,560	$16,200
518	POROUS BACKFILL WITH FILTER FABRIC	71	0.90	63.9	CU YD	$78.00	$4,984	$997	$3,157	$831
518	6" PIPE DOWNSPOUT, INCLUDING SPECIALS	1,860	0.90	1674.0	FT	$156.00	$261,144	$52,229	$165,391	$43,524
519	PATCHING CONCRETE STRUCTURE, MISC.: PIER 28 THRU PIER 30	761	0.63	480.6	SQ FT	$66.00	$31,717	$6,343	$20,088	$5,286
519	PATCHING CONCRETE STRUCTURE, MISC.: PIER 31 THRU PIER 37	3,693	0.63	2332.1	SQ FT	$66.00	$153,918	$30,784	$97,481	$25,653
519	PATCHING CONCRETE STRUCTURE, MISC.: PIER 39 THRU PIER 64	6,270	0.63	3959.4	SQ FT	$66.00	$261,323	$52,265	$165,504	$43,554
519	PATCHING CONC. STR., MISC.: BEAMS, DIAPH. & BRACKETS, PIER 27 THRU PIEI	3,794	0.63	2395.9	SQ FT	$96.00	$230,003	$46,001	$145,669	$38,334
519	PATCHING CONC. STR., MISC.: BEAMS, DIAPH. & BRACKETS, PIER 30 THRU PIEI	2,350	0.63	1484.0	SQ FT	$96.00	$142,464	$28,493	$90,227	$23,744
519	PATCHING CONC. STR., MISC.: BEAMS, DIAPH. & BRACKETS, PIER 38 THRU PIEI	7,931	0.63	5008.3	SQ FT	$96.00	$480,800	$96,160	$304,507	$80,133
519	PATCHING CONCRETE STRUCTURE, MISC.: PIER 66 THRU PIER 77	2,640	0.63	1667.1	SQ FT	$60.00	$100,026	$20,006	$63,351	$16,671
519	PATCHING CONCRETE STRUCTURE, MISC.: PIER 1 THRU PIER 26	6,600	0.63	4167.8	SQ FT	$60.00	$250,069	$50,014	$158,377	$41,678
519	PATCHING CONC. STR., MISC.: BEAMS, DIAPH. & BRACKETS, PIER 65 THRU WE!	4,113	0.63	2597.3	SQ FT	$84.00	$218,174	$43,635	$138,177	$36,362

519	PATCHING CONC. STR., MISC.: BEAMS, DIAPH. & BRACKETS, PIER 27 THRU EAS	6,300	0.63	3978.4	SQ FT	$84.00	$334,184	$66,837	$211,650	$55,697
519	PATCHING CONC. STR., MISC.: WEST ABUTMENT AND NORTH RETAINING WALL	176	0.63	111.1	SQ FT	$60.00	$6,669	$1,334	$4,223	$1,111
519	PATCHING CONC. STR., MISC.: EAST ABUTMENT AND RETAINING WALLS	973	0.63	614.4	SQ FT	$60.00	$36,866	$7,373	$23,349	$6,144
SPEC	CONCRETE REPAIR BY EPOXY INJECTION	1,975	0.90	1777.5	FT	$78.00	$138,645	$27,729	$87,808	$23,108
526	REINFORCED CONCRETE APPROACH SLABS (T=13"), AS PER PLAN	269	0.90	242.1	SQ YD	$240.00	$58,104	$11,621	$36,799	$9,684
613	LOW STRENGTH MORTAR BACKFILL, AS PER PLAN	178	0.10	17.8	CU YD	$84.00	$1,495	$299	$947	$249
625	JUNCTION BOX	66	0.90	59.4	EACH	$1,200.00	$71,280	$14,256	$45,144	$11,880
630	SIGN, FLAT SHEET, TYPE G, AS PER PLAN	42	0.90	37.8	SQ FT	$18.00	$680	$136	$431	$113
848	SURFACE PREPARATION USING HYDRODEMOLITION	17,015	0.90	15313.5	SQ YD	$36.00	$551,286	$110,257	$349,148	$91,881
848	HAND CHIPPING	1,750	0.90	1575.0	SQ YD	$102.00	$160,650	$32,130	$101,745	$26,775
848	TEST SLAB	1	0.90	0.9	LUMP	$1,200.00	$1,080	$216	$684	$180
848	FULL-DEPTH REPAIR	200	0.90	180.0	CU YD	$600.00	$108,000	$21,600	$68,400	$18,000
848	WEARING COURSE REMOVED, ASPHALT	17,015	0.90	15313.5	SQ YD	$9.00	$137,822	$27,564	$87,287	$22,970
848	EXISTING CONCRETE OVERLAY REMOVED, 4 INCH NOMINAL THICKNESS	11,546	0.90	10391.4	SQ YD	$10.20	$105,992	$21,198	$67,128	$17,665
848	EXISTING CONCRETE OVERLAY REMOVED, 12.5 INCH NOMINAL THICKNESS	5,469	0.90	4922.1	SQ YD	$30.60	$150,616	$30,123	$95,390	$25,103
848	REMOVAL OF DEBONDED OR DETERIORATED EXISTING VARIABLE THICKNESS	1,750	0.90	1575.0	SQ YD	$84.00	$132,300	$26,460	$83,790	$22,050
848	OVERLAY, MISC.: CLASS S CONCRETE OVERLAY USING HYDRODEMOLITION, 5	17,015	0.90	15313.5	SQ YD	$60.00	$918,810	$183,762	$581,913	$153,135
848	OVERLAY, MISC.: CLASS S CONCRETE OVERLAY (VARIABLE THICKNESS), MATE	1,162	0.90	1045.8	CU YD	$180.00	$188,244	$37,649	$119,221	$31,374
SPEC	RAILROAD COORDINATION	1	0.10	0.1	LUMP	$36,000.00	$3,600	$720	$2,280	$600
SPEC	VANDAL PROTECTION FENCE, 8' STRAIGHT, COATED FABRIC	2,265	0.90	2038.5	FT	$78.00	$159,003	$31,801	$100,702	$26,501
TOTAL (BASE BID)							$9,145,606	$1,829,121	$5,792,217	$1,524,268

EIGHTH STREET BRIDGE (BASE BID)

ITEM	DESCRIPTION	PROJECT QUANTITY	ESTM. PHASE %	PHASE QUANTITY	UNITS	UNIT COST	TOTAL COST	FUNDING PARTICIPATION 20% LOCAL	63% FEDERAL	17% OPWC
202	PORTIONS OF STRUCTURE REMOVED	1	0.10	0.1	LUMP	$75,000.00	$7,500	$1,500	$4,750	$1,250
503	UNCLASSIFIED EXCAVATION	1	0.10	0.1	LUMP	$7,400.00	$740	$148	$469	$123
509	EPOXY COATED REINFORCING STEEL	117,645	0.10	11764.5	LBS	$1.10	$12,941	$2,588	$8,196	$2,157
510	DOWEL HOLES WITH NONSHRINK NONMETALLIC GROUT	200	0.10	20.0	EACH	$22.50	$450	$90	$285	$75
511	CLASS S CONCRETE, SUPERSTRUCTURE (DECK)	205	0.10	20.5	CU YD	$800.00	$16,400	$3,280	$10,387	$2,733
511	CLASS S CONCRETE, SUPERSTRUCTURE (SIDEWALKS), AS PER PLAN	55	0.10	5.5	CU YD	$600.00	$3,300	$660	$2,090	$550
511	CLASS C CNCRETE (SUBSTRUCTURE)	137	0.10	13.7	CU YD	$800.00	$10,960	$2,192	$6,941	$1,827
512	SEALING CONCRETE SURFACES (EPOXY-URETHNE)	525	0.10	52.5	SQ YD	$15.00	$788	$158	$499	$131
512	TREATING OF CONCRETE (SRS), AS PER PLAN	1,300	0.10	130.0	SQ YD	$8.50	$1,105	$221	$700	$184
512	TYPE 2 WATER|RPPFOMG	170	0.10	17.0	Sq. Yd.	$16.50	$281	$56	$178	$47
513	STRUCTURAL STEEL MEMBERS, LEVEL 3 A709 GRADE 50W	306,735	0.10	30673.5	LSB	$1.60	$49,078	$9,816	$31,082	$8,180
513	WELDED SHEAR STUD CONNECTORS	2,910	0.10	291.0	EACH	$2.60	$757	$151	$479	$126
514	FIELD PAINTING OF NEW STEEL, SYSTEM IZEU	2,640	0.10	264.0	SQ FT	$15.00	$3,960	$792	$2,508	$660
516	ELASTOMERIC BEARINGS WITH INTERNAL LAMINATES AND LOAD PLATES 13'X14'X4 1/2"	20	0.10	2.0	EACH	$1,150.00	$2,300	$460	$1,457	$383
516	STRUCTURAL EXPANSION JOINT INCLUDING STRIP SEAL	257	0.10	25.7	FT	$440.00	$11,308	$2,262	$7,162	$1,885
517	RAILING (ODOT BR2 STANDARD)	91	0.10	9.1	FT	$144.00	$1,310	$262	$830	$218
518	POROUS BACKFILL WITH FILTER FABRIC	56	0.10	5.6	CU YD	$70.00	$392	$78	$248	$65
518	SCUPPERS INCLUDING SUPPORTS, AS PER PLAN	1	0.10	0.1	LUMP	$400.00	$40	$8	$25	$7
518	6" NON PERFORATED CORRUGATED PIPE, INCLUDING SPECIALS 748.06	75	0.10	7.5	FT	$16.00	$120	$24	$76	$20
518	6" PERFORATED CORRUGATED PLASTIC PIPE	158	0.10	15.8	FT	$16.00	$253	$51	$160	$42
518	PIPE HORIZONTAL CONDUCTOR 8-INCH, AS PER PLAN	85	0.10	8.5	FT	$20.00	$170	$34	$108	$28
519	PATCHING CONCRETE STRUCTURES, SUBSTRUCTURE	450	0.10	45.0	SQ FT	$60.00	$2,700	$540	$1,710	$450
526	APPROACH SLAB	340	0.10	34.0	SQ YD	$195.00	$6,630	$1,326	$4,199	$1,105
SPEC	CSXT RAILROAD COORDINATION EIGHTH STRET BRDIGE	1	0.10	0.1	LUMP	$40,000.00	$4,000	$800	$2,533	$667

TOTAL (BASE BID)							$137,481	$27,496	$87,072	$22,914

BURNS STREET RAMP BRIDGE (BASE BID)

ITEM	DESCRIPTION	PROJECT QUANTITY	ESTM. PHASE %	PHASE QUANTITY	UNITS	UNIT COST	TOTAL COST	FUNDING PARTICIPATION 83% LOCAL	0% FEDERAL	17% OPWC
202	PORTIONS OF STRUCTURE REMOVED	1	0.10	0.1	LUMP	$90,000.00	$9,000	$7,500		$1,500
503	UNCLASSIFIED EXCAVATION	1	0.10	0.1	LUMP	$5,500.00	$550	$458		$92
509	EPOXY COATED REINFORCING STEEL	30,700	0.10	3070.0	LBS	$1.10	$3,377	$2,814		$563
510	DOWEL HOLES WITH NON-SHRINK, NON-METALLIC GROUT	263	0.10	26.3	EACH	$22.50	$592	$493		$99
511	CONCRETE CLASS S, RETAINING WALL	163	0.10	16.3	CU YD	$800.00	$13,040	$10,867		$2,173
511	CLASS S CONCRETE, SUPERSTRUCTURE	117	0.10	11.7	CY YD	$800.00	$9,360	$7,800		$1,560
511	CLASS C CONCRETE, SUBSTRUCTURE	45	0.10	4.5	CU YD	$590.00	$2,655	$2,212		$443
511	CLASS C CONCRETE, WALKS	68	0.10	6.8	CU YD	$525.00	$3,570	$2,975		$595
512	TYPE 2 WATERPROOFING	48	0.10	4.8	SQ YD	$16.50	$79	$66		$13
512	SEALING CONCRETE SURFACES (EPOXY)	377	0.10	37.7	SQ YD	$15.00	$566	$471		$94
512	TREATING OF CONCRETE SURFACES (SRS)	717	0.10	71.7	SQ YD	$8.50	$609	$508		$102
513	WELDING SHEAR STUD CONNECTORS	990	0.10	99.0	EACH	$2.60	$257	$214		$43
513	STRUCTURAL STEEL MEMBERS, LEVEL 3, A709 Grade 50W	170,000	0.10	17000.0	LBS	$1.60	$27,200	$22,667		$4,533
514	FIELD PAINTING OF NEW STRUCTURAL STEEL (IZEU)	1,950	0.10	195.0	SQ FT	$15.00	$2,925	$2,437		$488
516	ELASTOMERIC BEARINGS WITH INTERNAL LAMINATES AND LOAD PLATES 9"X12	22	0.10	2.2	EACH	$1,150.00	$2,530	$2,108		$422
516	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEALS	72	0.10	7.2	FT	$441.00	$3,175	$2,646		$529
517	RAILING (ODOT BR2 STANDARD)	273	0.10	27.3	FT	$144.00	$3,931	$3,276		$655
517	PEDESTRIAN RAILING	67	0.10	6.7	FT	$150.00	$1,005	$837		$168
518	POROUS BACKFILL WITH FILTER FABRIC	8	0.10	0.8	CU YD	$70.00	$56	$47		$9
518	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	6	0.10	0.6	FT	$16.00	$10	$8		$2
518	6" PERFORATED CORRUGATED PLASTIC PIPE	34	0.10	3.4	FT	$11.00	$37	$31		$6
519	PATCHING CONCRETE STRUCTURES, SUBSTRUCTURE	600	0.10	60.0	SQ FT	$60.00	$3,600	$3,000		$600
526	APPROACH SLABS	150	0.10	15.0	SQ YD	$195.00	$2,925	$2,437		$488
Spec.	CSXT RAILROAD COORDINATION, BURNS STREET RAMP BRIDGE	1	0.10	0.1	LUMP	$40,000.00	$4,000	$3,333		$667
TOTAL (BASE BID)							$95,050	$79,208	$0	$15,842

LIGHTING - EIGHTH STREET ROADWAY & EIGHTH STREET BRIDGE (BASE BID)

ITEM	DESCRIPTION	PROJECT QUANTITY	ESTM. PHASE %	PHASE QUANTITY	UNITS	UNIT COST	TOTAL COST	FUNDING PARTICIPATION 20% LOCAL	63% FEDERAL	17% OPWC
625	CONNECTOR KIT, TYPE II (Y-FUSED)	26	0.90	23.4	EACH	$75.00	$1,755	$351	$1,111	$293
625	CONNECTOR KIT, TYPE VI (INLINE FUSED)	6	0.90	5.4	EACH	$75.00	$405	$81	$256	$68
625	CABLE SPLICING KIT	14	0.90	12.6	EACH	$70.00	$882	$176	$559	$147
625	LIGHT POLE CONVENTIONAL, A8B30	7	0.90	6.3	EACH	$3,300.00	$20,790	$4,158	$13,167	$3,465
625	LIGHT POLE CONVENTIONAL, AS PER PLAN	2	0.90	1.8	EACH	$3,700.00	$6,660	$1,332	$4,218	$1,110
625	LIGHT POLE MISCELLANEOUS,C	6	0.90	5.4	EACH	$1,100.00	$5,940	$1,188	$3,762	$990
625	NO. 4 AWG 600 VOLT DISTRIBUTION CABLE	2,850	0.90	2565.0	FEET	$1.60	$4,104	$821	$2,599	$684
625	NO. 10 AWG POLE AND BRACKET CABLE	1390	0.90	1251.0	FEET	$1.00	$1,251	$250	$792	$209
625	CONDUIT, 2", 725.04, IN STRUCTURE OR SIDEWALK	3050	0.90	2745.0	FEET	$9.00	$24,705	$4,941	$15,646	$4,118
625	LUMINAIRE, CONVENTIONAL, 250 WATT HPS	9	0.90	8.1	EACH	$260.00	$2,106	$421	$1,334	$351
625	LUMINAIRE, CONVENTIONAL, 150 WATT HPS	2	0.90	1.8	EACH	$250.00	$450	$90	$285	$75
625	LUMINAIRE, MISCELLANEOUS, W	6	0.90	5.4	EACH	$350.00	$1,890	$378	$1,197	$315
625	TRENCH, 30", IN PAVED AREAS	80	0.90	72.0	FEET	$28.00	$2,016	$403	$1,277	$336

TOTAL (BASE BID)							$72,954	$14,591	$46,204	$12,159

LIGHTING - OLD EIGHTH STREET UNDER VIADUCT, BURNS STREET RAMP AND BURNS STREET BRIDGE (BASE BID)

ITEM	DESCRIPTION	PROJECT QUANTITY	ESTM. PHASE %	PHASE QUANTITY	UNITS	UNIT COST	TOTAL COST	FUNDING PARTICIPATION 83% LOCAL	0% FEDERAL	17% OPWC
625	CONNECTOR KIT, TYPE II (Y-FUSED)	28	0.90	25.2	EACH	$75.00	$1,890	$1,575		$315
625	CONNECTOR KIT, TYPE VI (INLINE FUSED)	2	0.90	1.8	EACH	$75.00	$135	$112		$23
625	CABLE SPLICING KIT	9	0.90	8.1	EACH	$70.00	$567	$472		$95
625	LIGHT POLE CONVENTIONAL, A8B25	3	0.90	2.7	EACH	$3,000.00	$8,100	$6,750		$1,350
625	NO. 4 AWG 600 VOLT DISTRIBUTION CABLE	1,038	0.90	934.2	FEET	$1.60	$1,495	$1,246		$249
625	NO. 10 AWG POLE AND BRACKET CABLE	3255	0.90	2929.5	FEET	$1.00	$2,930	$2,441		$488
625	CONDUIT, 1", 725.04, ATTACHED TO STRUCTURE	900	0.90	810.0	FEET	$6.00	$4,860	$4,050		$810
625	CONDUIT, 2", 725.04, IN STRUCTURE OR SIDEWALK	331	0.90	297.9	FEET	$9.00	$2,681	$2,234		$447
625	LUMINAIRE, CONVENTIONAL, 150 WATT HPS	3	0.90	2.7	EACH	$250.00	$675	$562		$113
625	LUMINAIRE, UNDERPASS (U), AS PER PLAN	12	0.90	10.8	EACH	$425.00	$4,590	$3,825		$765
625	TRENCH, 30", IN PAVED AREAS	60	0.90	54.0	FEET	$28.00	$1,512	$1,260		$252
625	TEMPORARY LIGHTING, OLD EIGHTH STREET	1	0.90	0.9	LUMP	$5,000.00	$4,500	$3,750		$750
TOTAL (BASE BID)							$33,934	$28,279	$0	$5,656

LIGHTING - EIGHTH STREET VIADUCT (BASE BID)

ITEM	DESCRIPTION	PROJECT QUANTITY	ESTM. PHASE %	PHASE QUANTITY	UNITS	UNIT COST	TOTAL COST	FUNDING PARTICIPATION 20% LOCAL	63% FEDERAL	17% OPWC
202	REMOVAL OF EXISTING LIGHTING SYSTEM	1	0.90	0.9	LUMP	$25,000.00	$22,500	$4,500	$14,250	$3,750
625	CONNECTOR KIT, TYPE II (Y-FUSED)	100	0.90	90.0	EACH	$75.00	$6,750	$1,350	$4,275	$1,125
625	CABLE SPLICING KIT	49	0.90	44.1	EACH	$70.00	$3,087	$617	$1,955	$515
625	LIGHT POLE CONVENTIONAL, A8B30	42	0.90	37.8	EACH	$3,300.00	$124,740	$24,948	$79,002	$20,790
625	LIGHT POLE CONVENTIONAL, AS PER PLAN	4	0.90	3.6	EACH	$3,700.00	$13,320	$2,664	$8,436	$2,220
625	NO. 4 AWG 600 VOLT DISTRIBUTION CABLE	17,175	0.90	15457.5	FEET	$1.60	$24,732	$4,946	$15,664	$4,122
625	NO. 10 AWG POLE AND BRACKET CABLE	5,360	0.90	4824.0	FEET	$1.00	$4,824	$965	$3,055	$804
625	CONDUIT, 2", 725.04, IN STRUCTURE OR SIDEWALK	10,960	0.90	9864.0	FEET	$9.00	$88,776	$17,755	$56,225	$14,796
625	LUMINAIRE, CONVENTIONAL, 250 WATT HPS	46	0.90	41.4	EACH	$260.00	$10,764	$2,153	$6,817	$1,794
625	STRUCTURE GROUNDING SYSTEM	1	0.90	0.9	EACH	$4,000.00	$3,600	$720	$2,280	$600
625	POWER SERVICE COMPLETED , AS PER PLAN	4	0.90	3.6	EACH	$3,000.00	$10,800	$2,160	$6,840	$1,800
625	HIGH VOLTAGE TEST	1	0.90	0.9	LUMP	$1,000.00	$900	$180	$570	$150
625	MAINTAINING EXISTING PARKING AREA LIGHTING	1	0.90	0.9	LUMP	$2,000.00	$1,800	$360	$1,140	$300
625	RE-USE EXISTING AREA PARKING FLOOD LIGHTS	1	0.90	0.9	LUMP	$3,000.00	$2,700	$540	$1,710	$450
TOTAL (BASE BID)							$319,293	$63,859	$202,219	$53,216

PHASE 2 - BASE BID TOTAL

ITEM	DESCRIPTION						TOTAL COST	FUNDING PARTICIPATION 20.98% LOCAL	62.35% FEDERAL	16.67% OPWC
PHASE 2 TOTAL (BASE BID)							$10,909,084	$2,288,838	$6,802,069	$1,818,181
10% CONTINGENCY							$1,090,908	$228,884	$680,207	$181,818
PHASE 2 TOTAL (BASE BID + 10% CONTINGENCY)							$11,999,992	$2,517,722	$7,482,276	$2,000,000

PHASE 1 & 2 -COMBINED BASE BID TOTAL

ITEM	DESCRIPTION						TOTAL COST	FUNDING PARTICIPATION		
								24.03% LOCAL	59.30% FEDERAL	16.67% OPWC
COMBINED TOTAL (BASE BID)							$21,818,173	$5,242,792	$12,939,026	$3,636,364
10% CONTINGENCY							$2,181,817	$524,279	$1,293,903	$363,636
COMBINED TOTAL (BASE BID + 10% CONTINGENCY)							$23,999,990	$5,767,072	$14,232,928	$4,000,000
SECURED FUNDING									$15,089,600	$4,000,000

PHASE 2 - ENHANCEMENTS

EIGHTH STREET VIADUCT (ENHANCEMENT ADDITIONAL COSTS ABOVE BASE BID)

ITEM	DESCRIPTION	PROJECT QUANTITY	ESTM. PHASE %	PHASE QUANTITY	UNITS	UNIT COST	TOTAL COST	FUNDING PARTICIPATION 100% LOCAL	0% FEDERAL	0% OPWC
517	RAILING, MISC.: 3'-6" MESH PEDESTRIAN RAILING (ADDITIONAL COST ONLY SH	3,204	0.90	2883.6	FT	$0.00	$0	$0		
517	RAILING, CITY CONCRETE STANDARD (ADDITIONAL COST ONLY SHOWN)	956	0.90	860.4	FT	$126.00	$108,410	$108,410		
SPEC	RAILING, MISC.: MESH 8'-3" MESH VANDAL PROT. FENCING (ADDITIONAL COST	2,265	0.90	2038.5	FT	$0.00	$0	$0		
TOTAL (ENHANCEMENT ADDITIONAL COSTS)							$108,410	$108,410	$0	$0

EIGHTH STREET BRIDGE (ENHANCEMENT ADDITIONAL COSTS ABOVE BASE BID)

ITEM	DESCRIPTION	PROJECT QUANTITY	ESTM. PHASE %	PHASE QUANTITY	UNITS	UNIT COST	TOTAL COST	FUNDING PARTICIPATION 100% LOCAL	0% FEDERAL	0% OPWC
517	RAILING, CITY CONCRETE STANDARD (ADDITIONAL COSTS ONLY SHOWN)	91	0.10	9.1	FT	$126.00	$1,147	$1,147		
TOTAL (ENHANCEMENT ADDITIONAL COSTS)							$1,147	$1,147	$0	$0

BURNS STREET RAMP BRIDGE (ENHANCEMENT ADDITIONAL COSTS ABOVE BASE BID)

ITEM	DESCRIPTION	PROJECT QUANTITY	ESTM. PHASE %	PHASE QUANTITY	UNITS	UNIT COST	TOTAL COST	FUNDING PARTICIPATION 100% LOCAL	0% FEDERAL	0% OPWC
517	RAILING, CITY CONCRETE STANDARD (ADDITIONAL COSTS ONLY SHOWN)	273	0.10	27.3	FT	$126.00	$3,440	$3,440		
TOTAL (ENHANCEMENT ADDITIONAL COSTS)							$3,440	$3,440	$0	$0

LIGHTING - EIGHTH STREET ROADWAY & EIGHTH STREET BRIDGE (ENHANCEMENT ADDITIONAL COSTS ABOVE BASE BID)

ITEM	DESCRIPTION	PROJECT QUANTITY	ESTM. PHASE %	PHASE QUANTITY	UNITS	UNIT COST	TOTAL COST	FUNDING PARTICIPATION 100% LOCAL	0% FEDERAL	0% OPWC
625	LIGHT POLE DECORATIVE(A1), AS PER PLAN (ADDITIONAL COSTS ONLY SHOWN	7	0.90	6.3	EACH	$1,000.00	$6,300	$6,300		
625	LIGHT POLE DECORATIVE (A3), AS PER PLAN (ADDITIONAL COSTS ONLY SHOW	1	0.90	0.9	EACH	$700.00	$630	$630		
625	LIGHT POLE DECORATIVE (A4), AS PER PLAN (ADDITIONAL COSTS ONLY SHOW	1	0.90	0.9	EACH	$900.00	$810	$810		
625	LUMINAIRE. DECORATIVE (D1), AS PER PLAN (250 WATT HPS) (ADDITIONAL COS	9	0.90	8.1	EACH	$360.00	$2,916	$2,916		
625	LUMINAIRE. DECORATIVE (D1), AS PER PLAN (150 WATT HPS) (ADDITIONAL COS	2	0.90	1.8	EACH	$360.00	$648	$648		
TOTAL (ENHANCEMENT ADDITIONAL COSTS)							$11,304	$11,304	$0	$0

LIGHTING - OLD EIGHTH STREET UNDER VIADUCT, BURNS STREET RAMP AND BURNS STREET BRIDGE (ENHANCEMENT ADDITIONAL COSTS ABOVE BASE BID)

ITEM	DESCRIPTION	PROJECT QUANTITY	ESTM. PHASE %	PHASE QUANTITY	UNITS	UNIT COST	TOTAL COST	FUNDING PARTICIPATION 100% LOCAL	0% FEDERAL	0% OPWC
625	LIGHT POLE DECORATIVE(A5), AS PER PLAN (ADDITIONAL COSTS ONLY SHOWN	3	0.90	2.7	EACH	$1,200.00	$3,240	$3,240		
625	LUMINAIRE. DECORATIVE (D1), AS PER PLAN (150 WATT HPS) (ADDITIONAL COS	3	0.90	2.7	EACH	$360.00	$972	$972		

TOTAL (ENHANCEMENT ADDITIONAL COSTS)							$4,212	$4,212	$0	$0

LIGHTING - EIGHTH STREET VIADUCT (ENHANCEMENT ADDITIONAL COSTS ABOVE BASE BID)

ITEM	DESCRIPTION	PROJECT QUANTITY	ESTM. PHASE %	PHASE QUANTITY	UNITS	UNIT COST	TOTAL COST	FUNDING PARTICIPATION 100% LOCAL	0% FEDERAL	0% OPWC
625	CONNECTOR KIT, TYPE II (Y-FUSED) (ADDITIONAL COSTS ONLY SHOWN)	16	0.90	14.4	EACH	$75.00	$1,080	$1,080		
625	CABLE SPLICING KIT (ADDITIONAL COSTS ONLY SHOWN)	8	0.90	7.2	EACH	$70.00	$504	$504		
625	LIGHT POLE DECORATIVE(A1), AS PER PLAN (ADDITIONAL COSTS ONLY SHOWN	40	0.90	36.0	EACH	$1,000.00	$36,000	$36,000		
625	LIGHT POLE, CONVENTIONAL, A8B30 (ADDITIONAL COSTS ONLY SHOWN)	-2	0.90	-1.8	EACH	$3,300.00	-$5,940	-$5,940		
625	LIGHT POLE DECORATIVE (A2), AS PER PLAN (ADDITIONAL COSTS ONLY SHOW	4	0.90	3.6	EACH	$800.00	$2,880	$2,880		
625	LIGHT POLE MISCELLANEOUS (B) (ADDITIONAL COSTS ONLY SHOWN)	10	0.90	9.0	EACH	$2,400.00	$21,600	$21,600		
625	NO. 4 AWG 600 VOLT DISTRIBUTION CABLE (ADDITIONAL COSTS ONLY SHOWN)	120	0.90	108.0	FEET	$1.60	$173	$173		
625	NO. 10 AWG POLE AND BRACKET CABLE (ADDITIONAL COSTS ONLY SHOWN)	-160	0.90	-144.0	FEET	$1.00	-$144	-$144		
625	LUMINAIRE. POST TOP (P), AS PER PLAN (ADDITIONAL COSTS ONLY SHOWN)	10	0.90	9.0	EACH	$690.00	$6,210	$6,210		
625	LUMINAIRE. DECORATIVE (D1), AS PER PLAN (250 WATT HPS) (ADDITIONAL COS	44	0.90	39.6	EACH	$360.00	$14,256	$14,256		
625	LUMINAIRE. CONVENTIONAL,250 WATT HPS (ADDITIONAL COSTS ONLY SHOWN	-2	0.90	-1.8	EACH	$260.00	-$468	-$468		
TOTAL (ENHANCEMENT ADDITIONAL COSTS)							$76,151	$76,151	$0	$0

PHASE 2 - ENHANCEMENTS TOTAL

ITEM	DESCRIPTION						TOTAL COST	FUNDING PARTICIPATION 100.00% LOCAL	0.00% FEDERAL	0.00% OPWC
PHASE 2 TOTAL (ENHANCEMENTS)							$204,664	$204,666	$0	$0
10% CONTINGENCY							$20,466	$20,467	$0	$0
PHASE 2 TOTAL (ENHANCEMENTS + 10% CONTINGENCY)							$225,130	$225,133	$0	$0

PHASE 1 & 2 - COMBINED ENHANCEMENTS TOTAL

ITEM	DESCRIPTION						TOTAL COST	FUNDING PARTICIPATION 100.00% LOCAL	0.00% FEDERAL	0.00% OPWC
COMBINED TOTAL (ENHANCEMENTS)							$268,172	$268,177	$0	$0
10% CONTINGENCY							$26,817	$26,818	$0	$0
COMBINED TOTAL (ENHANCEMENTS +10% CONTINGENCY)							$294,989	$294,995	$0	$0

STATE OF OHIO
RICHARD SZEKERESH
E-53382
REGISTERED
PROFESSIONAL ENGINEER

9/20/07

ADDITIONAL SUPPORT INFORMATION

For Program Year 2007 (July 1, 2008 through June 30, 2009), 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, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? _____YES __X__NO (ANSWER REQUIRED)

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

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

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.

The viaduct is in critical condition. Originally built in 1929, with minor rehabilitations performed in 1946 and 1974, it is currently rated a 3D, is structurally deficient, has significant loss of section of primary structural components and would otherwise be load posted except for temporary shoring constructed at several locations. The viaduct has a sufficiency rating of 38.1. This rating falls below the widely accepted standard of a 50 rating at which point the structure is in need of major reconstruction or replacement in order to eliminate intolerable conditions. Documentation attached to this application supporting the critical condition rating includes the latest BR-86 form, an attached inventory printout from ODOT's bridge management system and recent photographs.

The critical condition rating is largely attributable to the deteriorated condition of the 22 split piers, which support 44 of the 79 spans of the viaduct. A failure of any one of the piers would render the viaduct unusable. While all of the split piers are significantly deteriorated and are no longer salvageable, three of them have deteriorated to the point where a brittle and sudden failure was considered imminent and shoring was necessary to safely keep the viaduct open and to prevent a load limit posting. All 22 split piers will be replaced as part of this project. The condition of these piers is documented in the application with attached photographs and can be verified through field inspection.

The majority of the viaduct superstructure is constructed of reinforced concrete beams composite with a reinforced concrete deck (structural deck), overlaid with variable depth concrete and topped with an asphalt wearing surface. The existing asphalt overlay on the viaduct is 30 years old. The underlying concrete overlay is 60 years old and the structural deck and beams are from the original construction. There is widespread cracking, spalling and rutting of the asphalt wearing coarse. There is also widespread debonding between the existing concrete overlay and the structural deck. Core samples revealed this debonding and also show significant deterioration of the top of the structural deck. Since the superstructure is of a T-beam construction, deficiencies in the structural deck weaken the beams. To correct these deficiencies, the project will include removing the two overlays, repairing the deteriorated portions of the structural deck with full and partial deck repairs, and replacing the existing overlays with a single new concrete overlay.

The west approach structures were built with the viaduct in 1929. Both are functionally obsolete with deteriorated conditions similar to those found on the viaduct. The deficiencies in these spans will be corrected through complete superstructure replacements. Other deficiencies throughout the project include failed

expansion joints, deteriorated sidewalks, curbs and railings, understrength sidewalk brackets , deteriorated approach pavements, unusable and outdated lighting equipment, and deteriorated stair towers (one of which is closed). These deficiencies will be remedied as part of this project either by removal, repair or replacement of the deficient elements. A draft set of project plans is included in this application and provides details of all the proposed work.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Aside from preventing the collapse of the viaduct itself, there are three other significant safety issues, which will be addressed in this project:

The first safety issue is at the intersection of Burns and Eighth Street. The through girders which make up the superstructures of the west approach bridge and the ramp to Burns Street are a hazard to drivers, especially drivers making turning movements from Burns to Eighth Street. The girders reduce the sight distance at the intersection, making turning movements in the intersection hazardous. The through girders being fixed objects adjacent to the traveled way also pose a serious collision potential risk. In fact, there have been four documented accidents in the last two years at this intersection, two of which are directly attributable to the presence of the through girders as a cause. The calculated accident rate of 2.6 at this intersection is over two and a half times the City's average crash rate for a nonsignalized intersection, which speaks directly to the frequency and severity of the safety problem. This project will correct this problem by replacing the existing through girder superstructures with a standard rolled beam superstructures for both the bridges and by improving the turning radii. The safety hazard is documented through the accident data and photographs included in the application.

The second safety issue is the hazard caused by loose and delaminated concrete sporadically breaking free from the viaduct and falling onto property below causing damage and risking pedestrian and motorist safety. Five separate incidences have occurred over a two-year period and documentation of such is attached in the form of citizen complaints. The project will address this safety issue by replacing the deteriorated components and thus eliminating the falling concrete hazard.

The third safety issue is the risk of a vehicle, unintentionally or purposefully, driving onto the sidewalk, causing a structural collapse. The existing sidewalk brackets are deficient and do not meet current AASHTO bridge design code requirements for vehicular loading. This project will correct this safety concern by constructing a vehicular railing along the viaduct curb lines thereby eliminating the possibility of a vehicle mounting the sidewalk. An analysis summary from Balke American Engineers is included in the application as documentation of this deficiency.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or

adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The lower two spans of the ramp from Burns Street will be eliminated with the construction of retaining wall and fill. This will eliminate the current dumping and inappropriate habitation of this area. (See project photos)

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Clifton Avenue/West Clifton Avenue Improvements

Priority 2 Spring Grove/Clifton Avenue Improvements

Priority 3 Elberon Avenue Landslide Improvements

Priority 4 Colerain/Westfork/Virginia Improvements

Priority 5 Hamilton Avenue Phase 2 Improvements

5) To what extent will the user fee funded agency be participating in the funding of the project?
(example: rates for water or sewer, frontage assessments, etc.).

N/A

6) Economic Growth – How will the completed project enhance economic growth

Give a statement of the projects effect on the economic growth of the service area (be specific).

N/A

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by Friday, August 31, 2007 for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

Federal Funds:	**High Cost Local Bridge**	**$12,529,600**
	OKI	**$2,560,00**
	Total	**$15,089,600**

9) Will the project alleviate serious capacity problems or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious capacity problems (be specific).

N/A

For roadway betterment projects, 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 design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

10) If SCIP/LTIP funds were granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 1

a.) Are preliminary plans or engineering completed? Yes X No _____ N/A _____

b.) Are detailed construction plans completed? Yes X No _____ N/A _____

c.) Are all utility coordination's completed? Yes X No _____ N/A _____

d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No _____ N/A X

If no, how many parcels needed for project? _____ Of these, how many are: Takes _____

Temporary _____

Permanent _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

e.) Give an estimate of time needed to complete any item above not yet completed. 0 Months.

11) Does the infrastructure have regional impact?

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

The Eighth Street Viaduct is classified as a major arterial directly connecting downtown to the west side of Cincinnati via Glenway Avenue. The viaduct currently carries over 14,000 vehicles per day and is used by four METRO bus routes with over 250 buses per week day leading to Addyston, Bridgetown, Delhi Township and Western Hills. During flooding events of the Ohio River, the Eighth Street Viaduct serves as the alternate route to River Road (US 50) which carries over 25,000 vehicles per day.

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

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) 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?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

N/A

Will the ban be removed after the project is completed? Yes _____ No _____ N/A X

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

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of 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. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 14,656 X 1.20 = 17,587 Users

Water/Sewer: Homes _____ X 4.00 = _____ Users

15) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Optional $5.00 License Tax X

Infrastructure Levy X Specify type Dedicated portion of City's earnings tax

Facility Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax _____ Specify type _____

Project Pictures

EIGHTH STREET VIADUCT

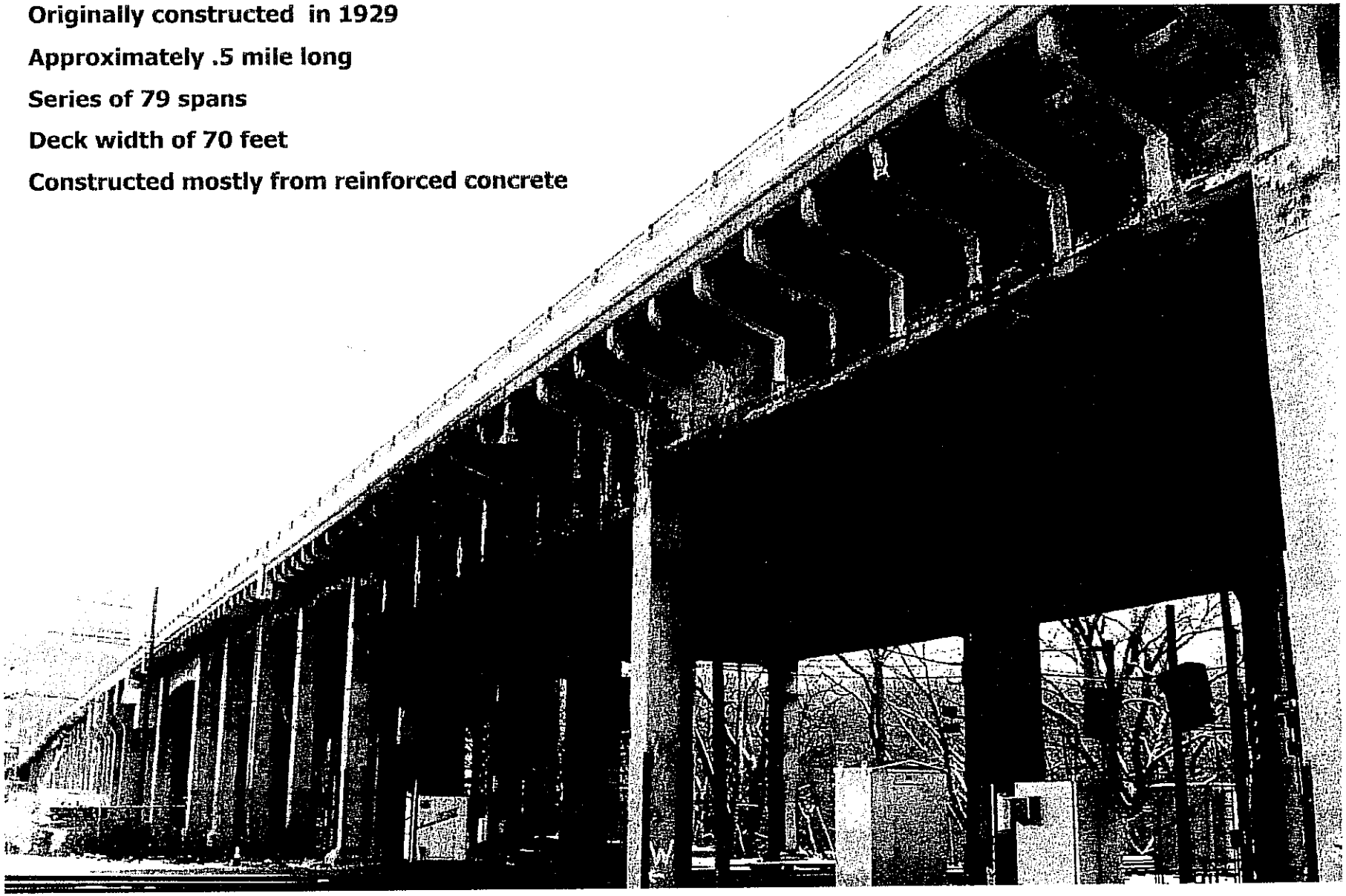
Originally constructed in 1929

Approximately .5 mile long

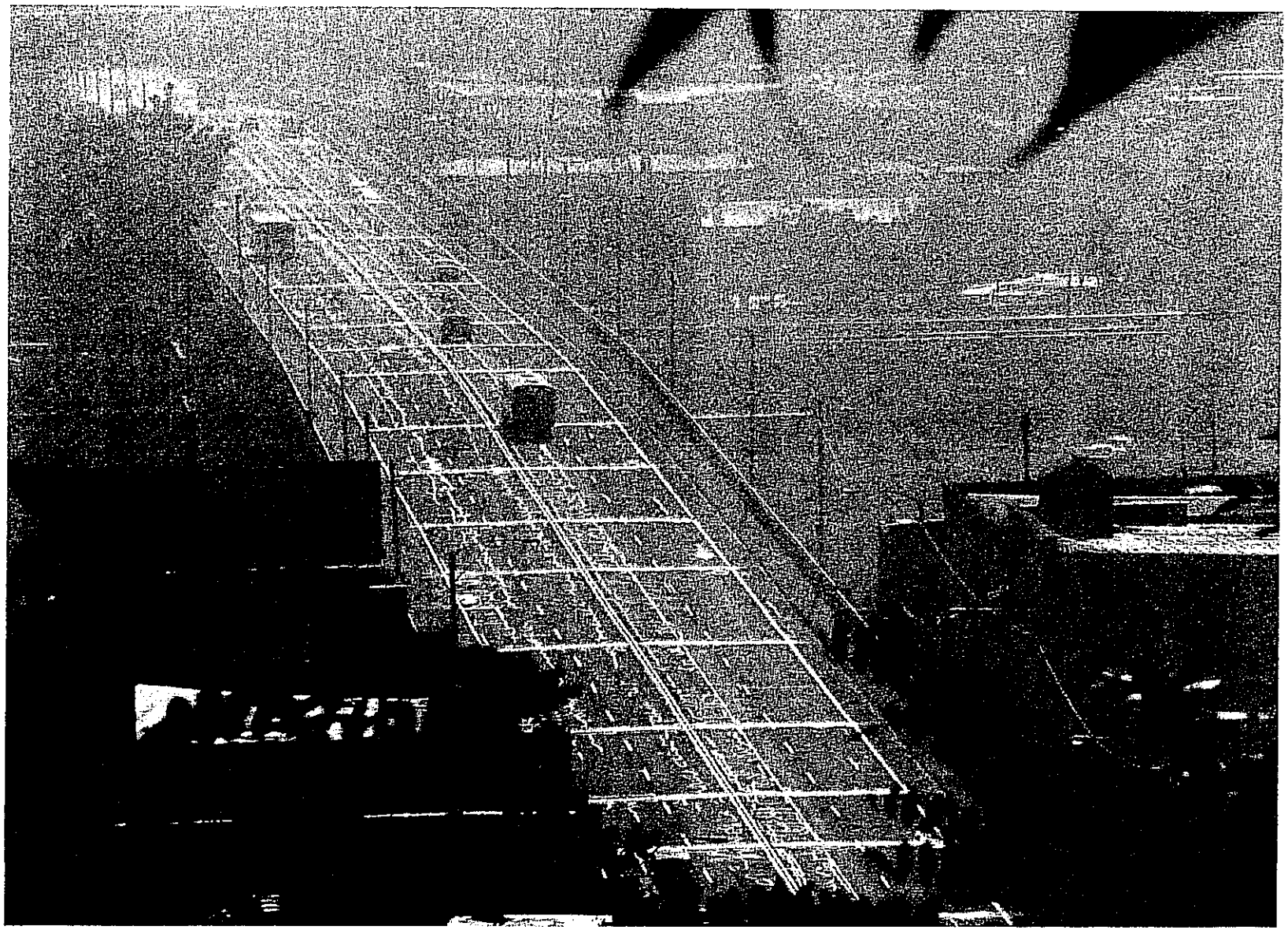
Series of 79 spans

Deck width of 70 feet

Constructed mostly from reinforced concrete



Eighth Street Viaduct



Overview of Viaduct – looking east

Eighth Street Viaduct

West terminus of project – looking east

Eighth Street Viaduct

East terminus of project – looking east

Eighth Street Viaduct

East terminus of project – looking west

Useful Life Statement

September 8, 2006

Subject: Eighth Street Viaduct Reconstruction
Certification of Useful Life for OPWC Projects

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the design useful life of the subject bridge reconstruction is at least twenty (20) years.

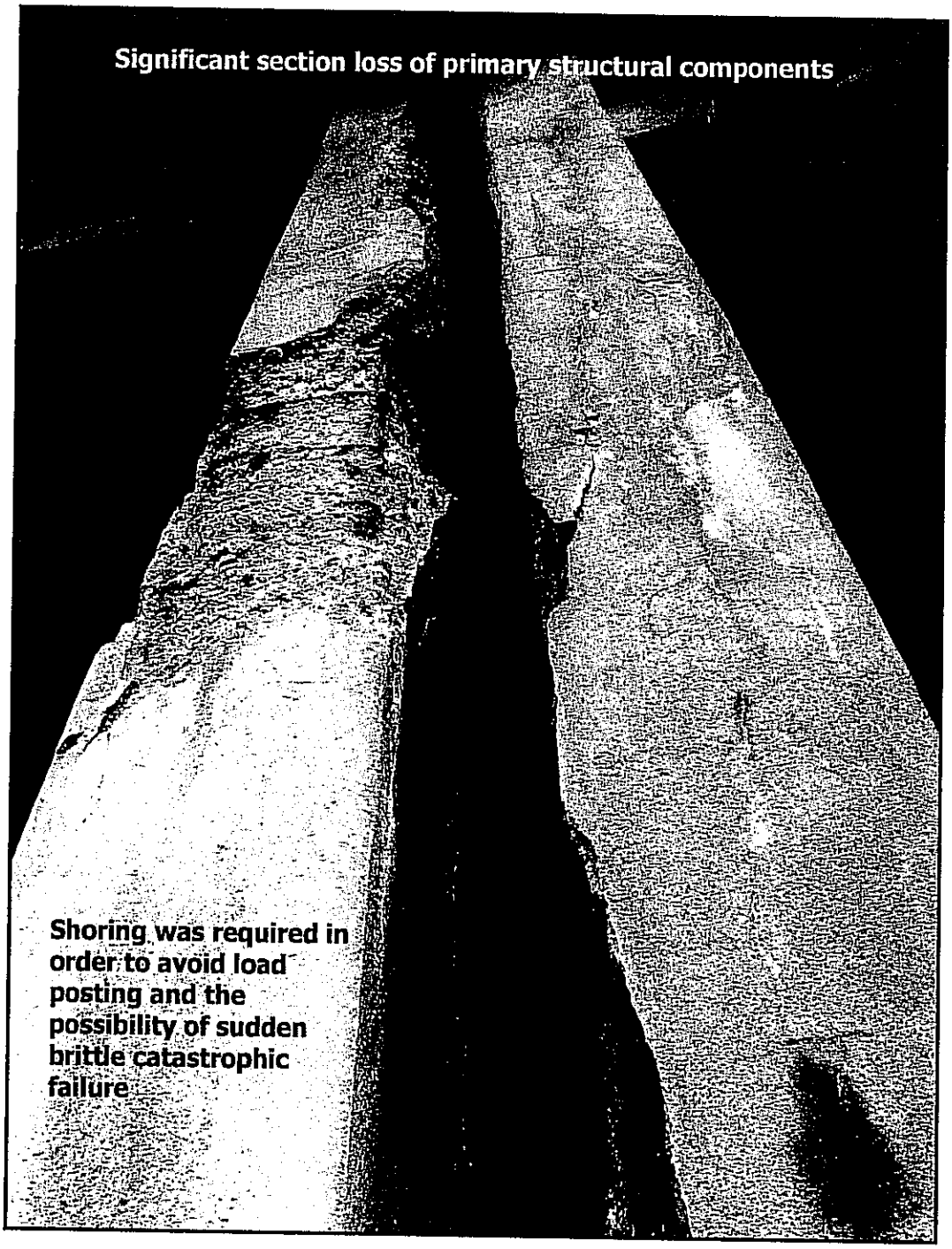
STATE OF OHIO
RICHARD SZEKERESH
E-53382
REGISTERED
PROFESSIONAL ENGINEER

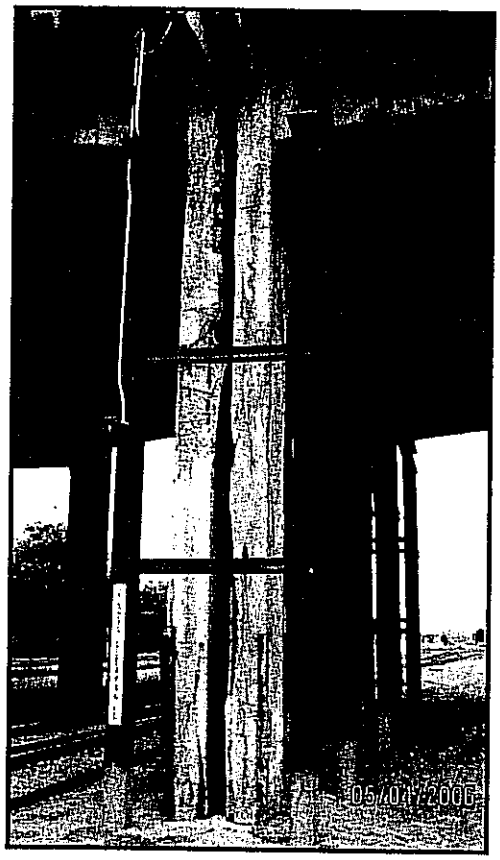
(seal)

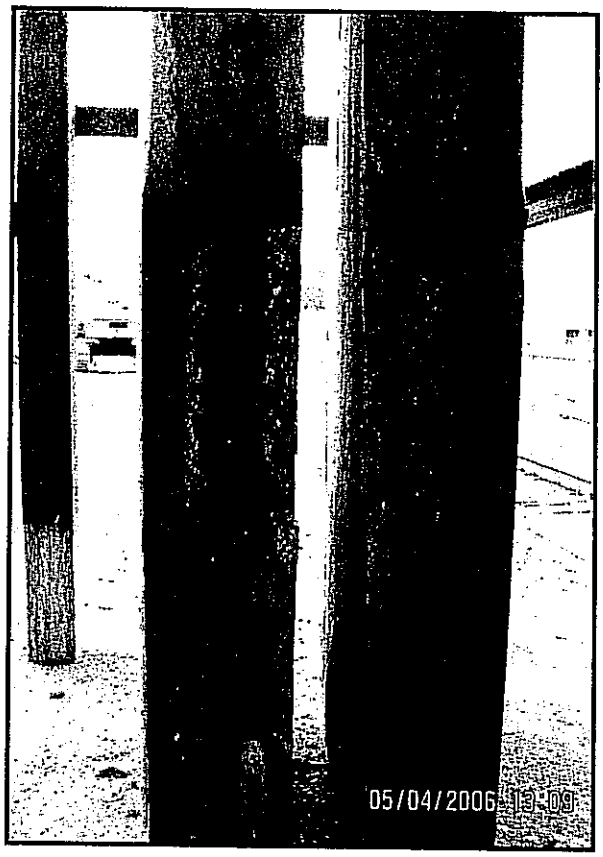
Richard Szekeresh P.E.

Richard Szekeresh, P.E.
Supervising Engineer
City of Cincinnati

Infrastructure Condition Data


Significant section loss of primary structural components
Shoring was required in order to avoid load posting and the possibility of sudden brittle catastrophic failure


05/04/2006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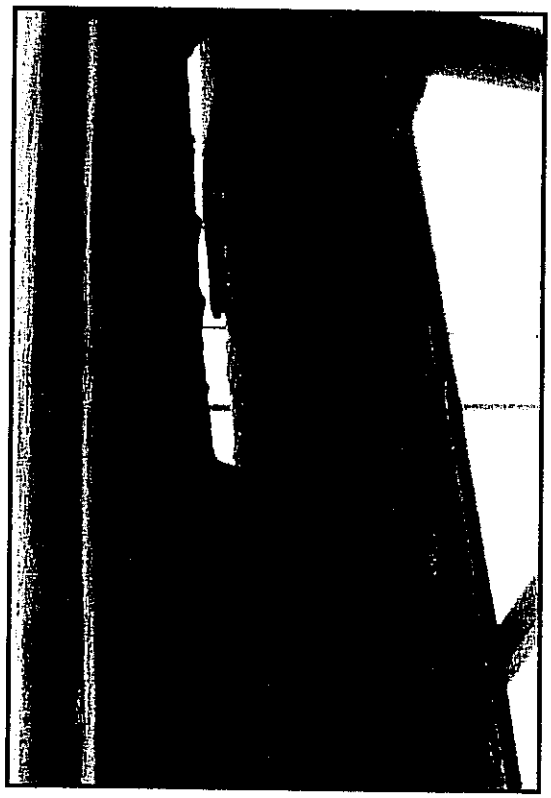
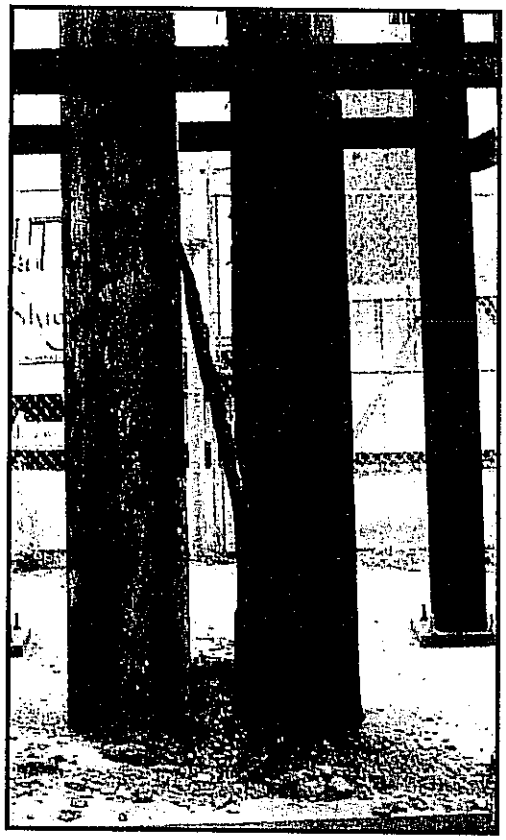
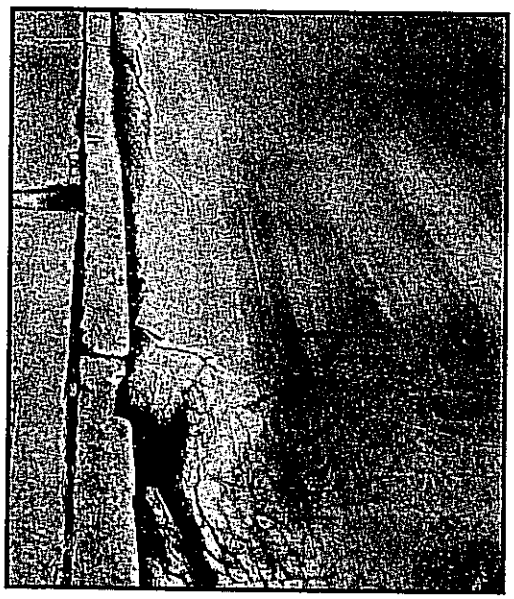
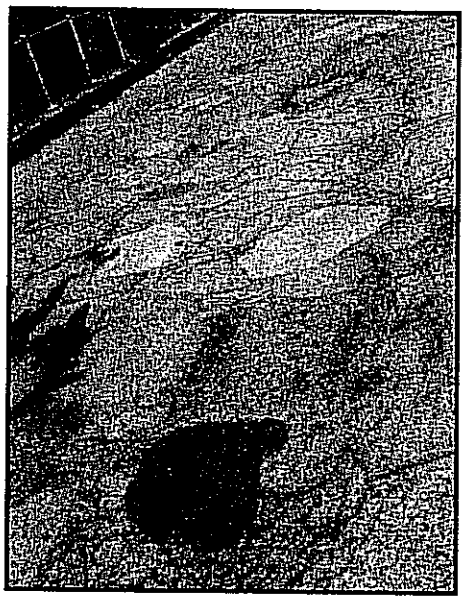
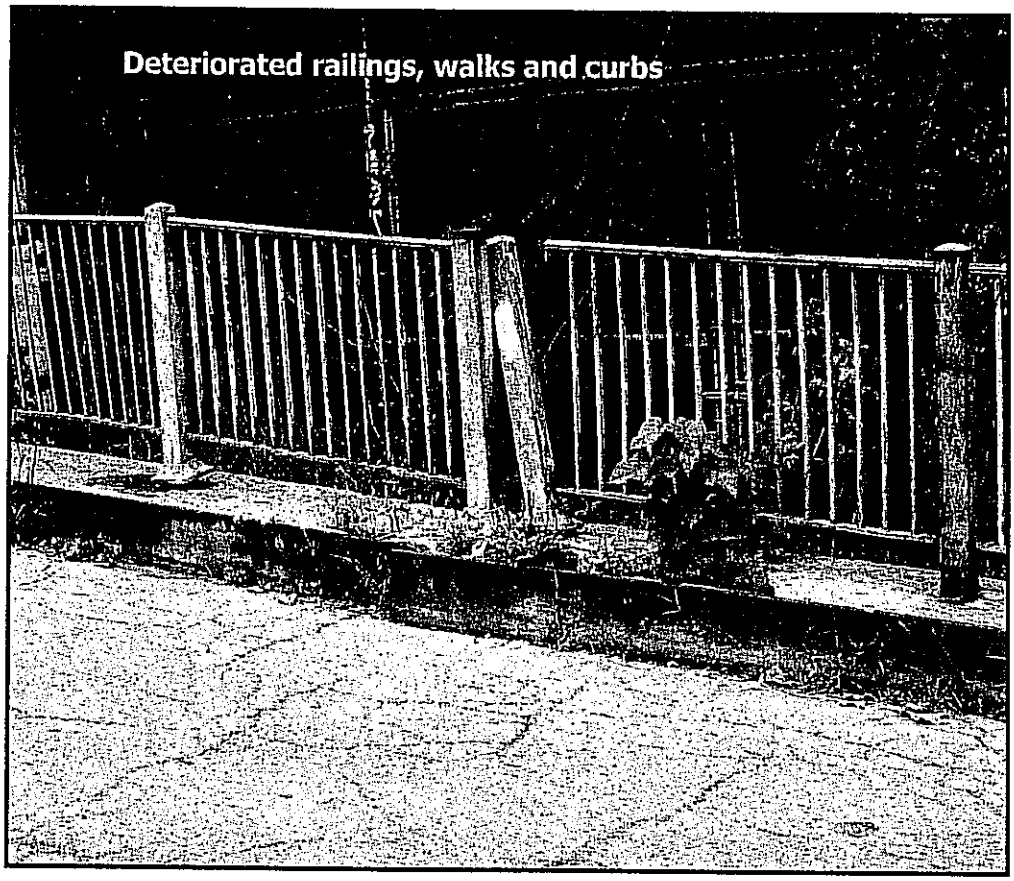


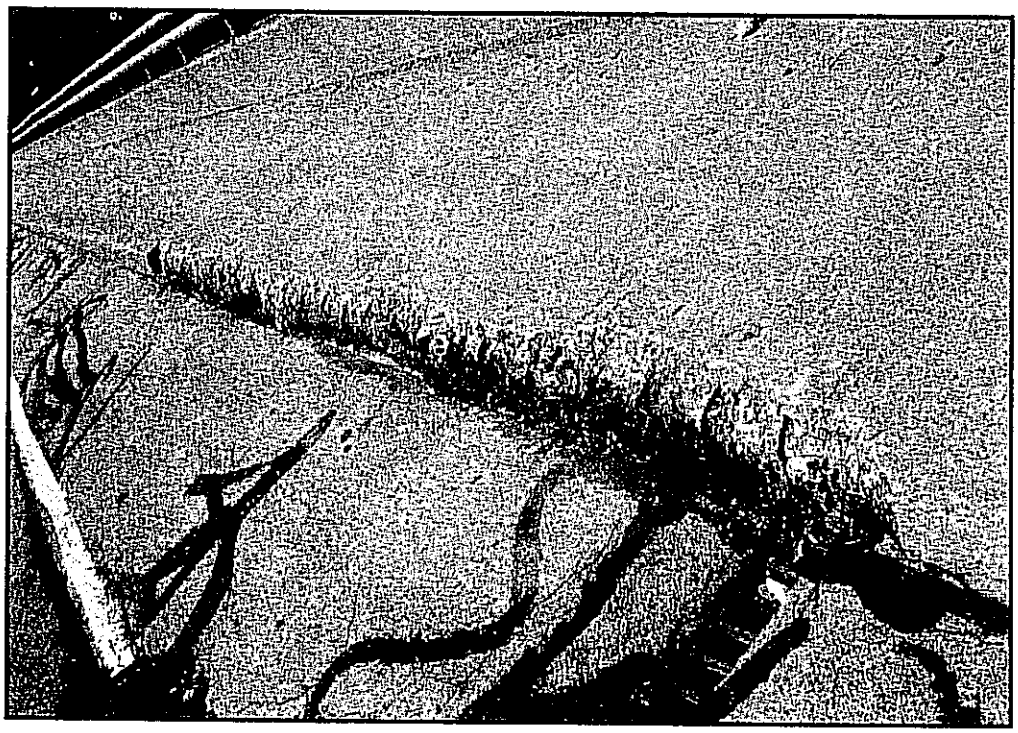


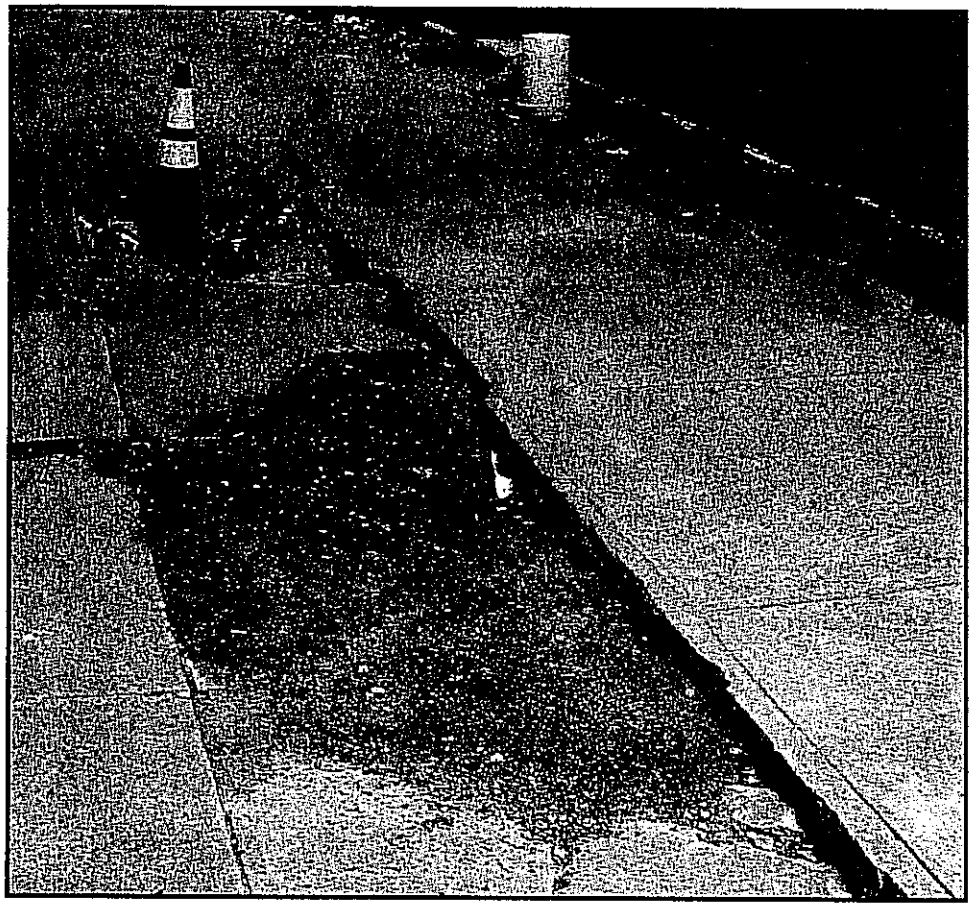
Cracking, spalling and rutting of asphalt wearing course

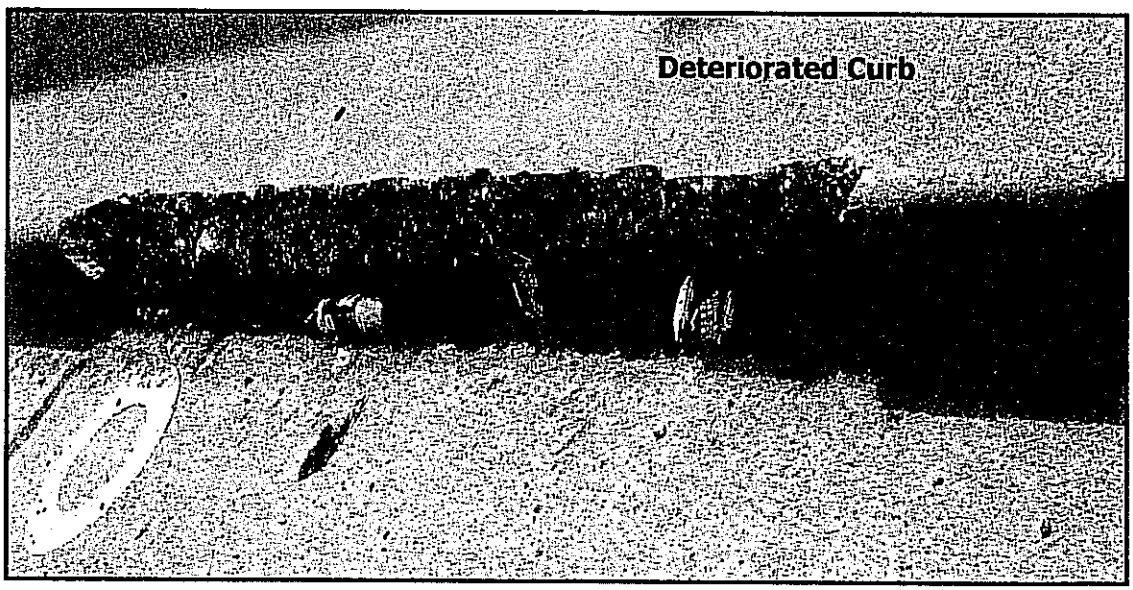




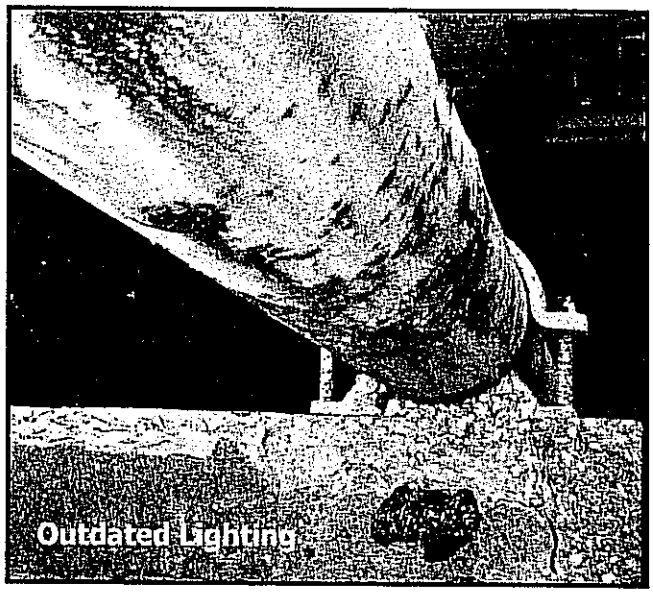

Deteriorated railings, walks and curbs

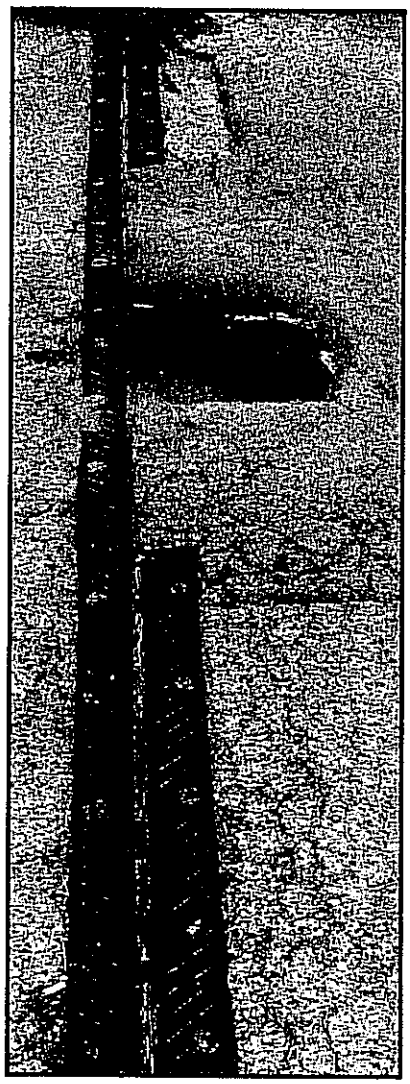


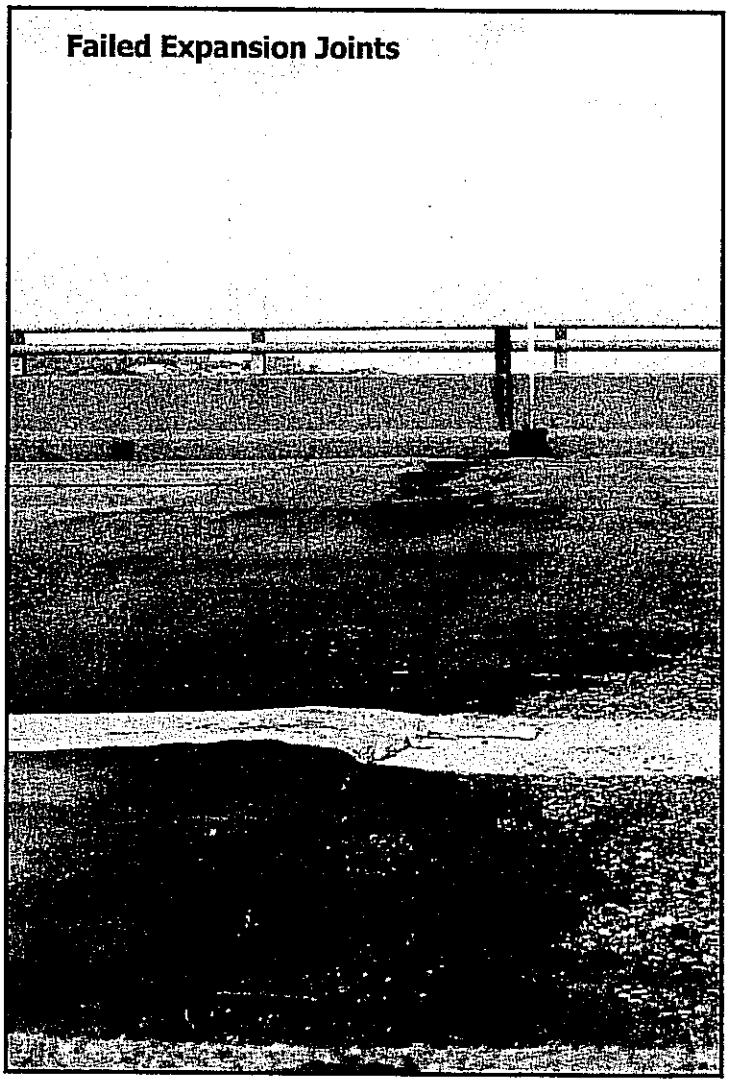


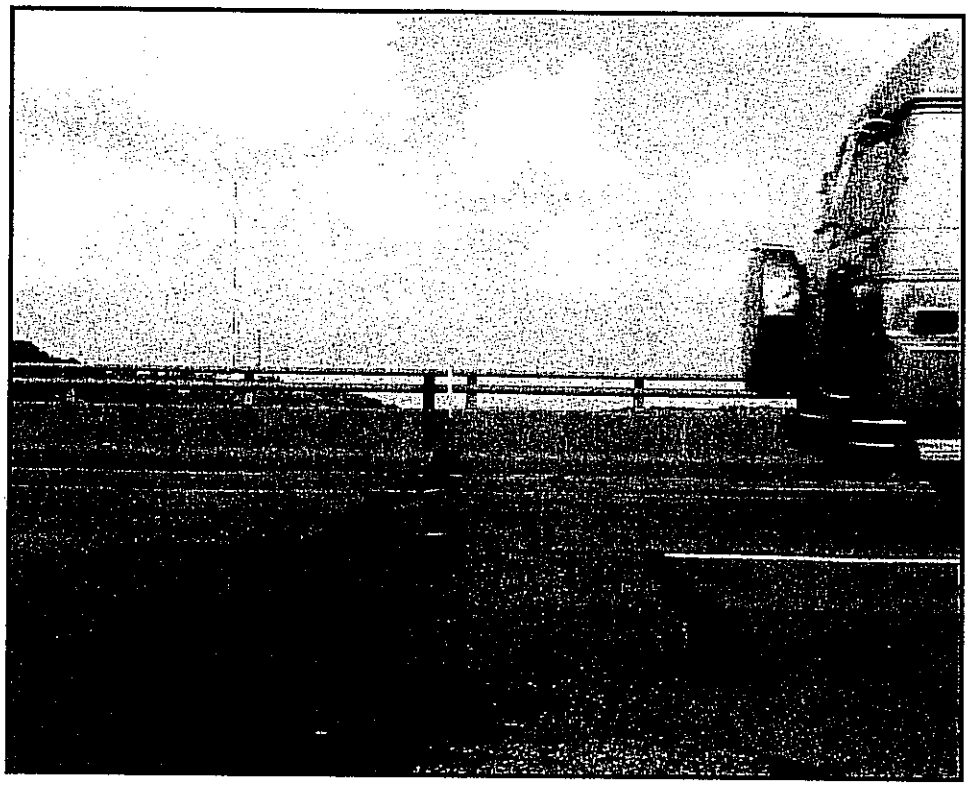

Deteriorated Curb

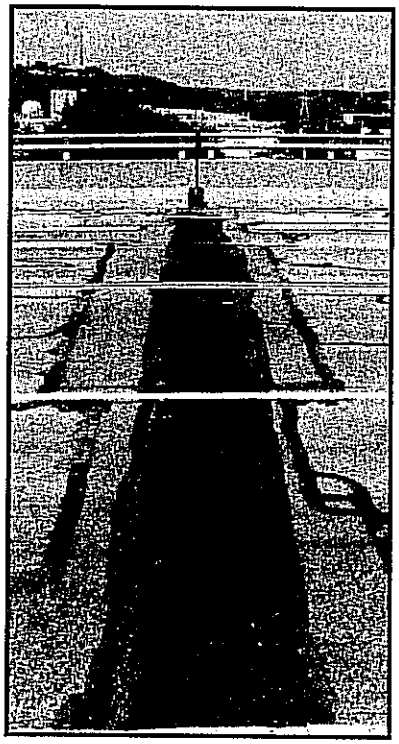
Missing Light Fixture

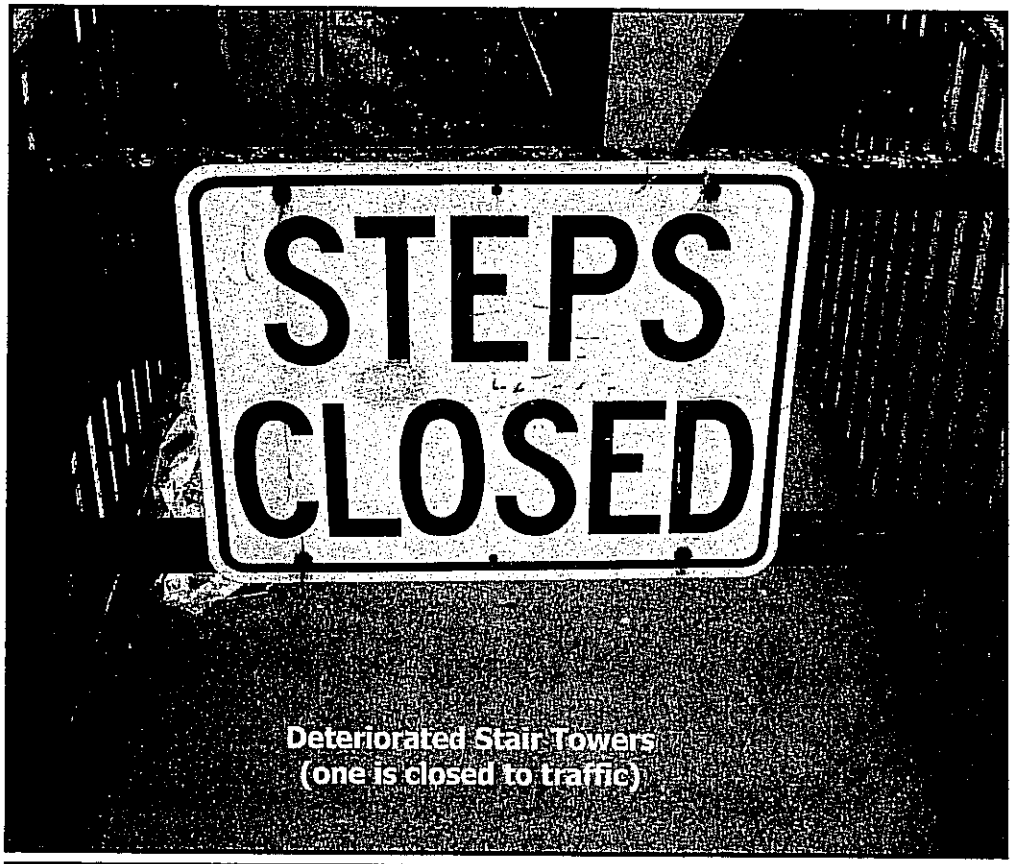

Outdated Lighting



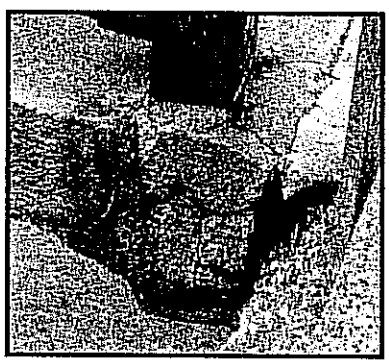

Failed Expansion Joints



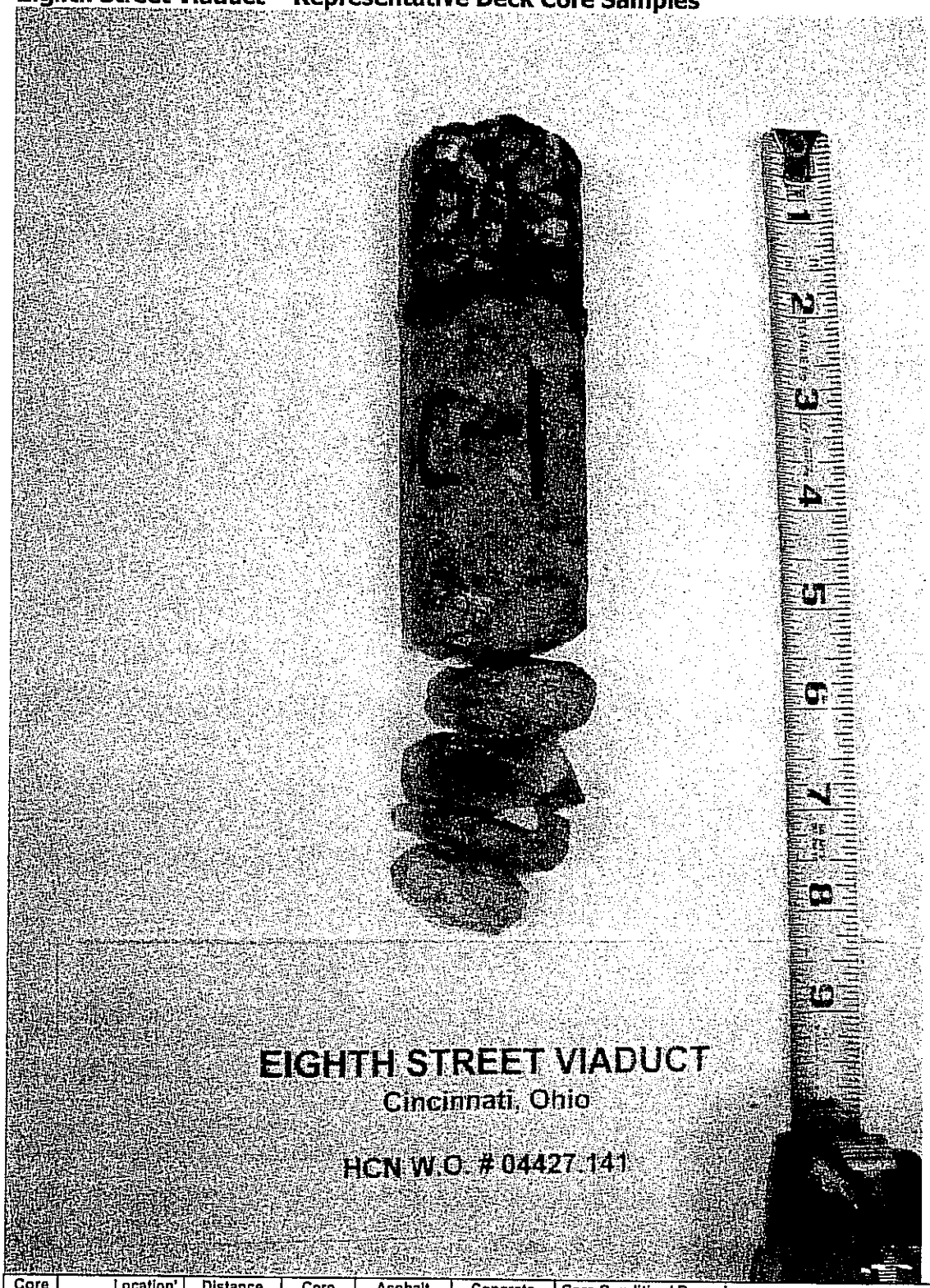




Deteriorated Stair Towers
(one is closed to traffic)

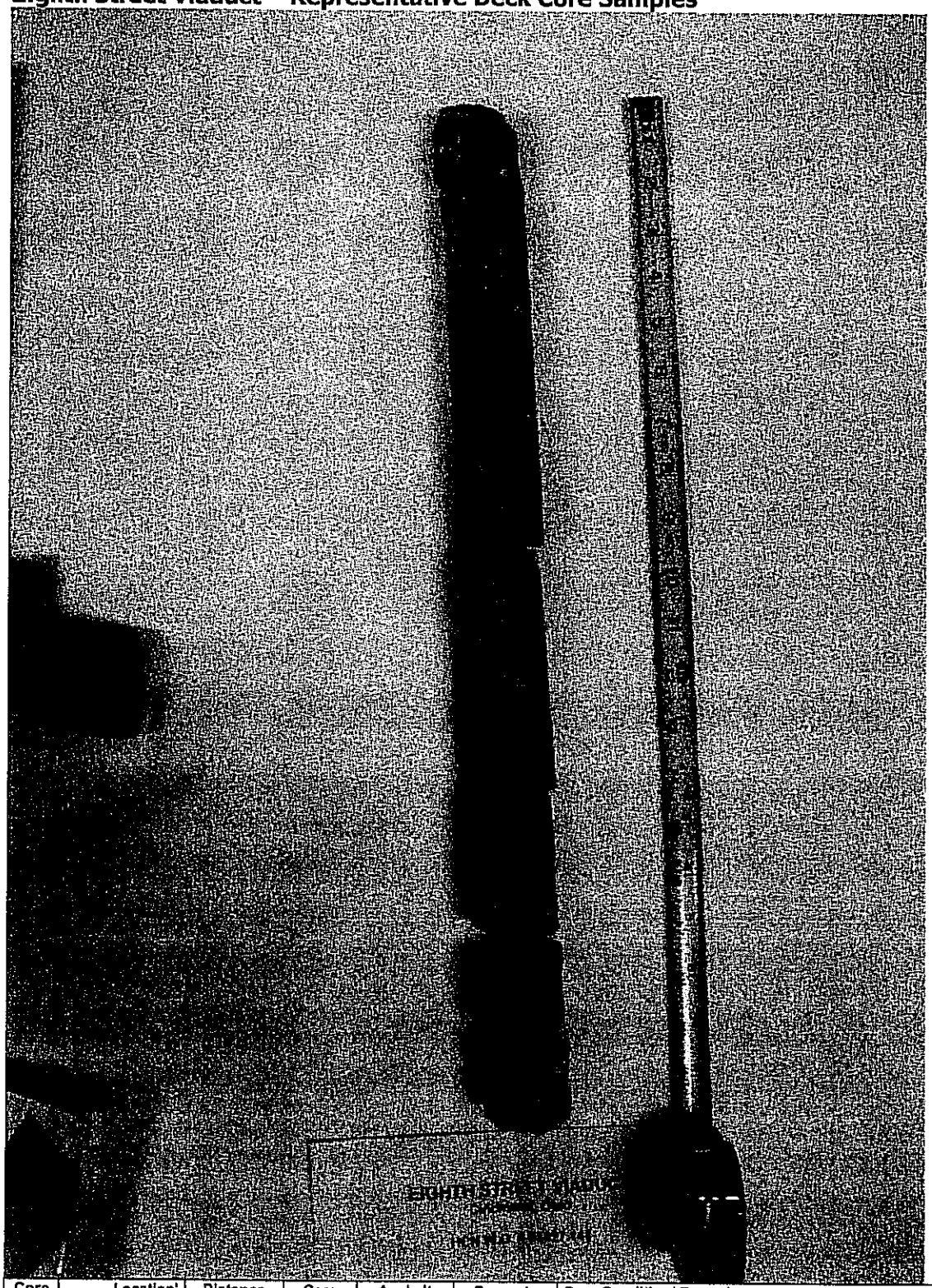


Eighth Street Viaduct – Representative Deck Core Samples



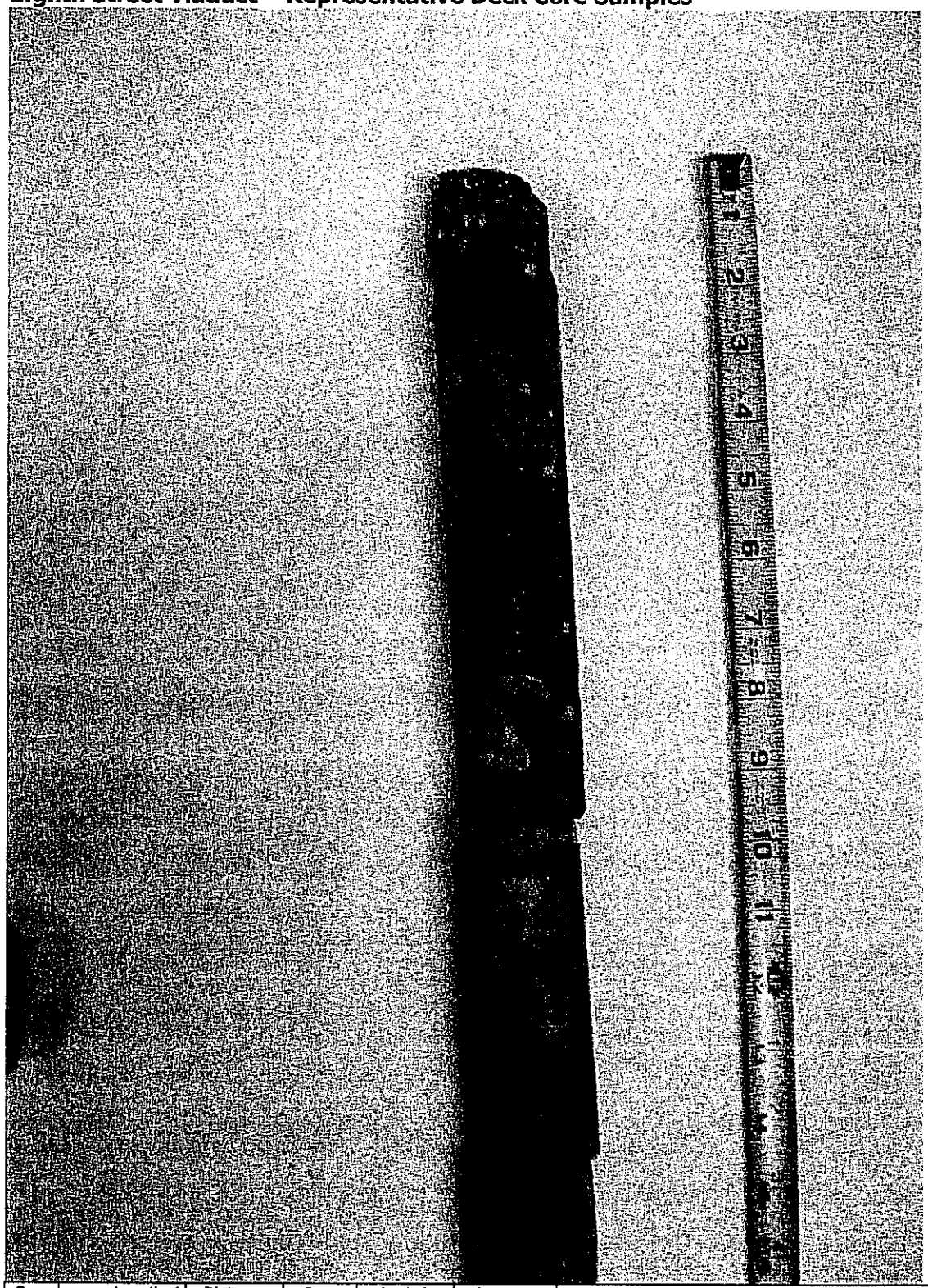
Core No.	Location'	Distance from Centerline	Core Depth	Asphalt Overlay Thickness	Concrete Overlay Thickness	Core Condition/ Remarks
C-1	STA 30+75	-12'	7-1/2"	1-3/4"	3-1/2"	1 . Concrete overlay appeared to be in good condition 2. Top of structural concrete in very poor condition due to significant horizontal fracturing/ deterioration (likely due to freeze-thaw distress)

Eighth Street Viaduct – Representative Deck Core Samples



Core No.	Location'	Distance from Centerline	Core Depth	Asphalt Overlay Thickness	Concrete Overlay Thickness	Core Condition/ Remarks
C-4	STA 27+00	-5.	20"	2-1/4"	6-3/4" (first) and 4-1/2" (2 n.)	1.. First concrete overlay has vertical cracking (hairline) 15-ut otherwise appears to be in fair condition 2. Second overlay has some horizontal fracturing (fireeze-thaw) 3. Structural concrete in poor to fair condition (significant horizontal fracturing). 4. Lightly corroded rebar, 3" from structural concrete surface

Eighth Street Viaduct – Representative Deck Core Samples

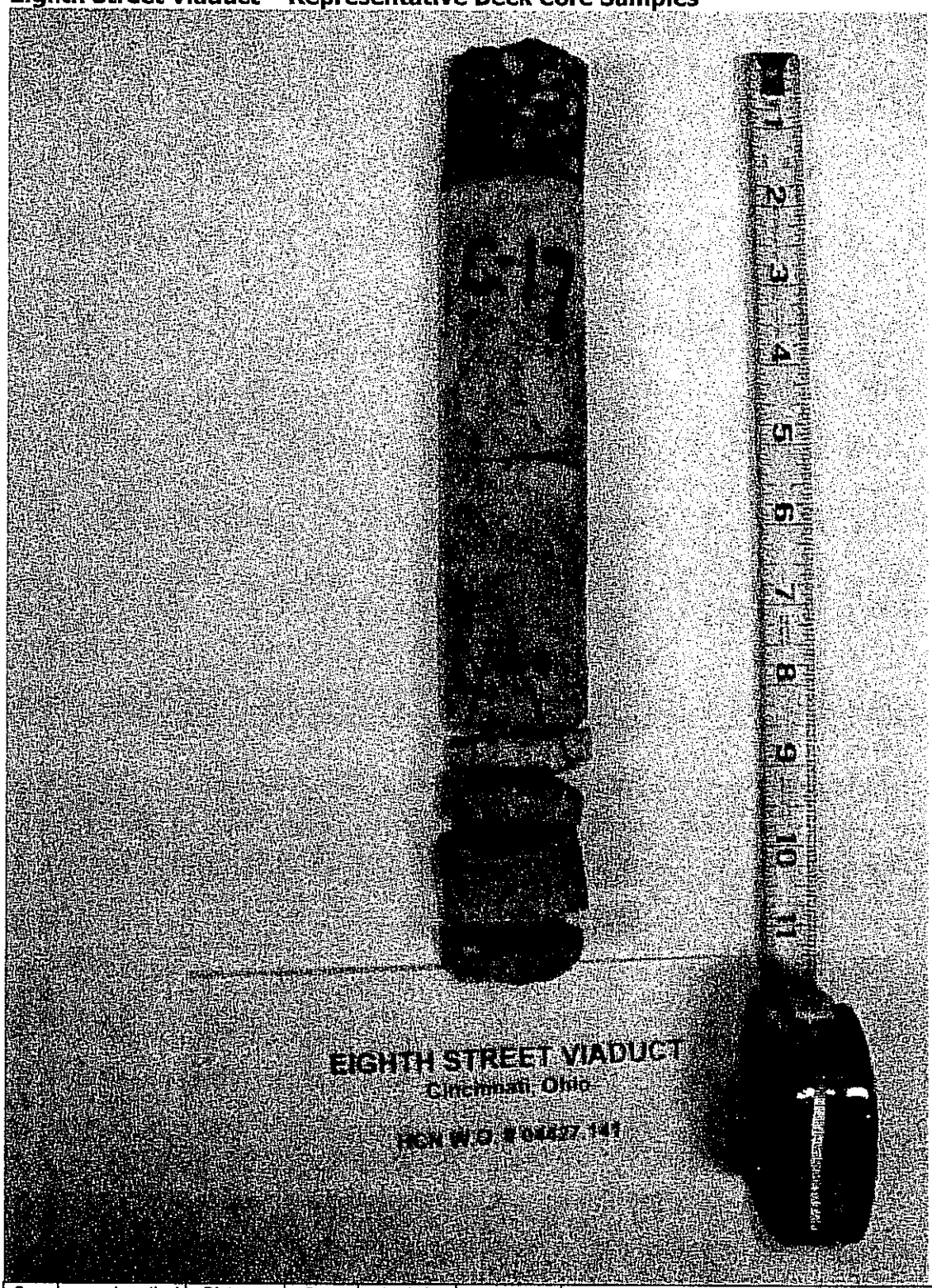


Core No.	Location'	Distance from Centerline	Core Depth	Asphalt Overlay Thickness	Concrete Overlay Thickness	Core Condition/ Remarks
C-4	STA 27+00	-5.	20"	2-1/4"	6-3/4" (first) and 4-1/2" (2 n.)	1.. First concrete overlay has vertical cracking (hairline) 15-ut otherwise appears to be in fair condition 2. Second overlay has some horizontal fracturing (fireeze-thaw) 3. Structural concrete in poor to fair condition (significant horizontal fracturing). 4. Lightly corroded rebar, 3" from structural concrete surface

Eighth Street Viaduct – Representative Deck Core Samples

Core No.	Location'	Distance from Centerline	Core Depth	Asphalt Overlay Thickness	Concrete Overlay Thickness	Core Condition/ Remarks
C-12	STA 17+00	-15'	8"	1	5 (?)	1 . Overlay concrete appears to be 5" thick (?). core horizontally fractured at 2-X" depth and 5" depth (at which point concrete appears to be noticeably different and is believed to be the structural concrete). 2. Structural concrete in poor condition due to significant horizontal fracturing/ deterioration (likely due to freeze-thaw distress)

Eighth Street Viaduct – Representative Deck Core Samples



Core No.	Location'	Distance from Centerline	Core Depth	Asphalt Overlay Thickness	Concrete Overlay Thickness	Core Condition/ Remarks
C-1 7	STA 12+00	-15'	11-1 /8"	1-3/4"	6"	1 . Concrete overlay appeared to be in good condition, horizontal fracture (from coring process?) at 3-1/4" 2. Mesh 5-5/8" from concrete overlay surface 3. Structural concrete in poor condition due to significant horizontal fracturing/ deterioration (likely due to freeze-thaw distress)

BRIDGE NAME / INSPECTION ITEM	SFN	RATING
EIGHTH STREET VIADUCT OVER EVANS ST. MILL CREEK	3136582	3 D

Inspected By: STEPHEN C. GRESSEL, P.E. PE: PE Init: SCG Date: 08/16/2006

Signature:

Reviewed By: PE: Init: Date: / /

Signature:

Bridge #: COUNTY #21 Insp Resp: COUNTY Maint Resp: COUNTY

County: HAM Route: EIGHT Unit: 0310 BrType (Main/Appr Spans): 371 / Year Built: 2900

Survey: 1NNN1N0N Needs to be Inventoried By:

Load Rating %: 100 Load Rating Analyst Initials: Load Rating Analysis Date: / /

Inspection satisfies AASHTO Manual for Maintenance Inspection of Bridges "Routine Inspection" requirements.

Not all main structural members were inspected within "arms reach" distance.

File Location: 22-58-41 TO 101

1	FLOOR: Water sat; trans. & long. cracks w efflor; spalls w exp. reinf; dip in struct. @ S over CON'T Deck Notes BELOW	2
2	WEARING SURFACE: Asphalt overlay deter. @ curbline - raised @ S curbline W of Mill Creek; slurry sealed (1997)	2
3	CURBS, SIDEWALKS & WALKWAYS: Trans. cracks; efflor; spalls; scaling; delams. in curb & s/w.	2
5	RAILING: Vert. cracks; light pole bases rusted; fascia spalled; spalls on brackets & bases; CON'T Deck Notes BELOW	2
6	DRAINAGE: 65 scuppers & inlets; some w d/s. 3 d/s broken; d/s missing sections @ N side by police facility	2
7	EXPANSION JOINTS: Some leakage; slightly raised; long. cracks; some displacement of exp. mat'l.	2
8	DECK SUMMARY:	5
9	STR.ALIGNMENT: Dip at both N & S sides over Mill Creek.	1
10	BEAMS/GIRDERS/SLAB: Large spall on fascia beams over creek, cracks & spalls elsewhere; CON'T Superstructure Notes BELOW	2
11	DIAPHRAMS/CROSSFRAMES: Spalls.	2
12	JOISTS/STRINGERS: Present only @ a few locations; conc. encased.	1
13	FLOOR BEAMS: Conc. encased - present only @ a few isolated locations.	1
14	FLOOR BEAM CONNECTIONS: Conc. encased.	1
24	BEARING DEVICES: Rust.	2
31	LIVE LOAD RESPONSE:	S
32	SUPERSTRUCTURE SUMMARY: Redundant, not fatigue prone	5
33	ABUTMENTS: Gunite repairs; cracks; efflor; gunite spalling near corners.	2

BRIDGE NAME / INSPECTION ITEM	SFN	RATING
EIGHTH STREET VIADUCT OVER EVANS ST. MILL CREEK	3136582	3 D

Inspected By: STEPHEN C. GRESSEL, P.E. PE: PE Init: SCG Date: 08/16/2006

Signature: SCG

Reviewed By: PE: Init: Date: / /

Signature:

Bridge #: COUNTY #21 Insp Resp: COUNTY Maint Resp: COUNTY

34	ABUTMENT SEATS: Gunite repairs (1992).	2
35	PIERS: Vert. cracks w ext. efflor; corner spalls; metal corner plates corr; spalls w exp. CON'T	3
	Substructure Notes BELOW	
36	PIER SEATS: Integral; gunite repairs (1992).	
37	BACKWALLS: Vert. cracks, horiz. cracks @ base d/t approach pvmt. thrust.	3
38	WINGWALLS: Cracking w efflor.	2
40	SUB.SCOUR: October 2002 diving inspection. Type: 3	1
42	SUBSTRUCTURE SUMMARY:	3
51	CHA.ALIGNMENT:	1
53	WATERWAY ADEQUACY: Slight sediment built up E of E pier in channel; flow debris on E pier.	1
54	CHANNEL SUMMARY:	7
55	PAVEMENT: Asphalt overlayed (1997); map cracking/potholes forming; some cracks almost sealed.	
56	APPROACH SLABS: Overlayed; not visible; crushing BW.	2
57	GUARDRAIL: Same conc. railing as on bridge; no true approach rail; vert. cracks.	2
60	APPROACHES SUMMARY:	6
62	WARNING SIGNS: Posted 9'-6" VC @ E; posted 12'-3" VC @ W; E signs covered w gunite.	2
65	VERTICAL CLEARANCE:	1
66	GEN/APPRAIS/OPERATIONS: Condition:	3 D

Deck Notes:

FLOOR CON'T: Mill Creek; heavy sat. @ conc. plant; heavy sat. @ N near police facility.

RAILING CON'T: broken rail @ NE approach; minor impact damage @ S; loose section @ NE.

Superstructure Notes:

BEAMS/GIRDERS/SLAB CON'T: some gunited (1994); ext. scrapes on bottom from truck traffic.

BRIDGE NAME / INSPECTION ITEM	SFN	RATING
EIGHTH STREET VIADUCT OVER EVANS ST. MILL CREEK	3136582	3 D

Inspected By: STEPHEN C. GRESSEL, P.E. **PE:** PE **Init:** SCG **Date:** 08/16/2006

Signature: SCG

Reviewed By: **PE:** **Init:** **Date:** / /

Signature:

Bridge #: COUNTY #21 **Insp Resp:** COUNTY **Maint Resp:** COUNTY

Substructure Notes:

PIERS CON'T: corr. reinf. & main rebar LOS; some ties rusted completely thru @ exp. jts; spalling bet. piers; up to 20% LOS of pier columns.

General Notes:

1973 Repairs and gunite repairs: 22-26-11 to 53

Maintenance Items:

1) Remove delam. conc.
2) Repair delam. on walk & spall @ curb
3) Repair exp. jts. where rutted & gouged.
4) Repair heaved asphalt @ S curbline W of Mill Creek.
5) Clean drainage system
6) Remove vines on piers @ SW.
7) Repair beams where spalled.
8) Repair piers - esp. @ exp. jt piers & pier corners.
9) Install pressure relief jts. (at least @ E).
10) Remove veg. growing in jnt. @ E abut.
11) Chip bracket - N side near bottom of Burns St. Ramp.

Inspection Notes:

1) Spans 17 to 18 and 29 to 30 have structural steel and floor system, all other spans are concrete.
2) Evans Street stairs at south repaired by HMD (1996). Stairs @ N. closed.
3) Preparing plans for rehabilitation. 4) Consider redirecting water that goes over CSX tracks near Mill Creek w/ upcoming proposed rehabilitation.

Sidewalk at S. side of bridge on Burns collapsed - does not appear to be bridge related - notifed J. Clark.

Temp. shores installed @ piers 15, 19 & 27.

BRIDGE NAME / INSPECTION ITEM	SFN	RATING
EIGHTH STREET OVER RAILROADS, WEST OF EIGHTH ST. VIADUCT	3136604	5 A

Inspected By: STEPHEN C. GRESSEL, P.E. **PE:** PE **Init:** SCG **Date:** 05/09/2006

Signature:

Reviewed By: **PE:** **Init:** **Date:** / /

Signature:

Bridge #: COUNTY #20 **Insp Resp:** COUNTY **Maint Resp:** COUNTY

County: HAM **Route:** EIGHT **Unit:** 0281 **BrType (Main/Appr Spans):** 364 / **Year Built:** 2900

Survey: 00001NNN **Needs to be Inventoried By:**

Load Rating %: 125 **Load Rating Analyst Initials:** **Load Rating Analysis Date:** / /

Inspection satisfies AASHTO Manual for Maintenance Inspection of Bridges "Routine Inspection" requirements.

Not all main structural members were inspected within "arms reach" distance.

File Location: 22-26-11 TO 53

1	FLOOR: Minor spalls w exp. reinf. steel - esp. under N s/w.	2
2	WEARING SURFACE: Patches; resurfaced (1997); potholes.	2
3	CURBS,SIDWLKS/WLK WAYS: Ext. scaling & spalling; tran. cracks; conc. patches w efflor; ext. delam.	2
5	RAILING: Minor spalls & cracks of encasing conc; efflor.	2
6	DRAINAGE: Street inlets off bridge.	1
7	EXPANSION JOINTS: Leakage; sep. bet. asphalt wearing surface & jt.	2
8	DECK SUMMARY:	5
9	STR.ALIGNMENT:	1
10	BEAMS/GIRDERS/SLAB: Spalling of encasing conc; efflor. w 10" stalactites in some loc; cracking & delam. along TF.	2
11	DIAPHRAGMS/CROSSFRAMES: Cracks & spalls - part. @ W end.	2
13	FLOOR BEAMS: Cracking & spalling of encasing conc; gunite repairs.	2
14	FLOOR BEAM CONNECTIONS: Minor cracking of encasing conc; gunite repairs.	1
24	BEARING DEVICES: Ext. corr; initial LOS; cracks & spalls in all int. conc. bearings; retaining nut on pin ext. corr.	3
31	LIVE LOAD RESPONSE:	S
32	SUPERSTRUCTURE SUMMARY: Rehab plans filed 22-26-11 to 53; original plans in 8th St. drawer; not red.; not fat. prone.	5
33	ABUTMENTS: Cracks w efflor; gunite repairs.	1
34	ABUTMENT SEATS: Gunite repairs; some new cracks w efflor; spalling @ W.	2

BRIDGE NAME / INSPECTION ITEM	SFN	RATING
EIGHTH STREET OVER RAILROADS, WEST OF EIGHTH ST. VIADUCT	3136604	5 A

Inspected By: STEPHEN C. GRESSEL, P.E. PE: PE Init: SCG Date: 05/09/2006

Signature:

Reviewed By: PE: Init: Date: / /

Signature:

Bridge #: COUNTY #20 Insp Resp: COUNTY Maint Resp: COUNTY

37	BACKWALLS: Gunite repairs; cracks w efflor.	1
38	WINGWALLS:	2
42	SUBSTRUCTURE SUMMARY:	7
55	PAVEMENT: Asphalt overlayed; cracks - some sealed; asphalt patches; map cracking.	2
57	GUARDRAIL: None provided; direct impact of thru girders possible.	
60	APPROACHES SUMMARY:	6
62	WARNING SIGNS: Missing end marker sign @ NE.	4
65	VERTICAL CLEARANCE:	1
66	GEN/APPRAIS/OPERATIONS: Condition:	5 A

Inspection Notes:

Plans being prepared for superstructure replacement in 2007.

BRIDGE NAME / INSPECTION ITEM	SFN	RATING
BURNS STREET RAMP OVER RAILROADS, WEST OF EIGHT ST. VIADUCT	3136620	6 A

Inspected By: STEPHEN C. GRESSEL, P.E. PE: PE Init: SCG Date: 05/09/2006

Signature: SC

Reviewed By: PE: Init: Date: / /

Signature:

Bridge #: CITY (ENG) #05 Insp Resp: CITY Maint Resp: CITY

36	PIER SEATS: For thru girder bridge only; vert. crack @ 1st pier from W.	2
37	BACKWALLS: Vert. & horiz. cracks w efflor. @ W abut.	2
38	WINGWALLS: Cracking; efflor; conc. deter; spalling; det. const. jts. @ NE & SE; exten. cracking @ SW.	3
42	SUBSTRUCTURE SUMMARY:	6
55	PAVEMENT: Asphalt overlayed; ext. cracking; appr. curbs, walks, & conc. deter. @ E; asphalt CON'T	3
	Approaches Notes BELOW	
56	APPROACH SLABS: Asphalt overlayed; cracks in asphalt, apparently @ E end only; settlement @ E.	2
57	GUARDRAIL: Does not meet impact safety standards; direct impact of thru girders possible; same cond.	2
	as on bridge.	
60	APPROACHES SUMMARY:	5
65	VERTICAL CLEARANCE:	1
66	GEN/APPRAIS/OPERATIONS: Condition:	6 A

Deck Notes:

RAILING CON'T: missing; section @ SW loose (top rail).

EXPANSION JOINTS CON'T: & walk; jt. differential; asphalt deter. around jts.

Superstructure Notes:

BEAMS/GIRDERS/SLAB CON'T: beams cracking w efflor. elsewhere; gunite repairs cracked; diag. crack @ SE fascia beam; some conc. delam. on int. girders.

Approach Notes:

PAVEMENT CON'T: patches @ E; some potholes.

General Notes:

Replacement to be performed w proposed future 8th St. Viaduct rehab (2007).

BRIDGE NAME / INSPECTION ITEM	SFN	RATING
BURNS STREET RAMP OVER RAILROADS, WEST OF EIGHT ST. VIADUCT	3136620	6 A

Inspected By: STEPHEN C. GRESSEL, P.E. PE: PE Init: SCG Date: 05/09/2006

Signature:

Reviewed By: PE: Init: Date: / /

Signature:

Bridge #: CITY (ENG) #05 Insp Resp: CITY Maint Resp: CITY

County: HAM Route: BURNS Unit: 2916 BrType (Main/Appr Spans): 364 / 121 Year Built: 2900

Survey: 00000NNN Needs to be Inventoried By:

Load Rating %: 125 Load Rating Analyst Initials: Load Rating Analysis Date: / /

Inspection satisfies AASHTO Manual for Maintenance Inspection of Bridges "Routine Inspection" requirements.

Not all main structural members were inspected within "arms reach" distance.

File Location: 22-58-32 TO 40

1	FLOOR: Water sat; cracks w efflor; spalls w exp. corr. reinf.	3
2	WEARING SURFACE: Asphalt overlayed; cracking; small pothole; asphalt patched.	2
3	CURBS,SIDWLKS/WLK WAYS: Cracks & spalls; conc. repairs.	3
5	RAILING: Paint fading; minor corr; dec. metal railing; damaged @ NE ramp; 1 section @ E end CON'T	3
	Deck Notes BELOW	
6	DRAINAGE: Street inlets off bridge.	1
7	EXPANSION JOINTS: Fel-Pro joints heaved; 2 section missing @ W; seepage; pier jts. open @ curbs	3
	CON'T Deck Notes BELOW	
8	DECK SUMMARY:	5
9	STR.ALIGNMENT:	1
10	BEAMS/GIRDERS/SLAB: Conc. encasement crushing & deter. @ corners @ W abut; conc. facia	2
	CON'T Superstructure Notes BELOW	
13	FLOOR BEAMS: Ext. cracking w efflor. of conc. encase; gunite repairs cracking & spalling.	2
14	FLOOR BEAM CONNECTIONS: Cracks in conc. encase. w minor exp. corr. reinf. top of abut. seat.	2
24	BEARING DEVICES: Ext. corr. inhibiting exp. @ W abut; initial LOS.	3
31	LIVE LOAD RESPONSE:	S
32	SUPERSTRUCTURE SUMMARY: Rehab plans filed 22/26/11 - 53 orig. plans in 8th St. drawer; not redun.; not fat. prone.	6
33	ABUTMENTS: Minor cracks & spalls.	2
34	ABUTMENT SEATS: For thru girder bridge only.	1
35	PIERS: Random cracking w efflor; gunite repairs, seepage @ exp. jts; delam. @ W face, W pier.	2

3138240	HAM	14	00461	1	HAM 0008	25942	00/	6	322	3	90	040.3	241	150	3	3	78.9		071805	8A	RAILROAD TRACKS	
3139824	HAM	14	ROSEA	1	N	84938	99/	6	171	1	24	029.8	26	150	3	3	94.9		051805	8A	SAND RUN CREEK	
3136388	HAM	15	ANTHY	1	HAM 3821	15000	92/	6	322	2	72	036.0	145	150	3	3	97.1		041106	8A	MILL CREEK	
3136426	HAM	15	BEEKM	1	HAM 2961	15000	12/95	6	321	1	52	040.0	54	150	3	3	97.7		040406	8A	WEST FORK CHANNEL (BEER	
3137600	HAM	15	BENSN	1	HAM 0000	44366	09/92	4	154	1	75	031.0	100	100	3	3	70.4	FO	071205	7A	EAST FORK OF MILL CREEK	
3136450	HAM	15	BERKS	1	HAM 5091	15000	86/	6	195	1	19		25	150	3	3	97.7*		060805	7A	TRIBUTARY CLOUGH CREEK	
3137430	HAM	15	BLOME	1	HAM 0157	76582	88/90	6	321	1	79	012.8	94	150	3	3	61.0	FO	070705	5A	CREEK	INH(BLOME RD
3136620	HAM	15	BURNS	1	HAM 2916	15000	29/	U	364	3	86	021.1	191	125	3	3	85.0	FO	050906	6A	RAILROAD (AT EIGHTH ST)	
3136442	HAM	15	CENTR	1	HAM 3421	15000	29/63	4	121	3	50	027.0	150	125	3	3	62.2	FO	042006	5A	MILL CREEK (CENTER HILL	
3136248	HAM	15	CLARK	1	HAM 0003REA	65732	18/82	6	231	2	42	024.0	94	150	3	3	69.8		071205	5A	MILLCREEK--REA(CLARK ST	
3136353	HAM	15	CLIFT	1	HAM 3261	15000	35/	2	322	2	65	036.0	126	100	3	3	52.6	FO	042706	5A	MILL CREEK (CLIFTON AV)	
3138410	HAM	15	COLMB	1	HAM 0029	65732	86/	6	322	3	60	028.0	151	150	3	3	82.4		071205	7A	MILLCREEK	

STRUCT. NO.	COU	ROUTE	UNIT NUMBER	FIPS CODE	YEAR BUILT	DES LD	BRG TYP	NO. SPN	MAX SPAN	RDWY WIDTH	O/A LENGTH	PCT LGL	RESP I	RESP M	SUFF. RATING		DATE INSP	GEN. COND	FEATURE INTERSECTED
3137899	HAM	15 COLMB	1	HAM 0079REA	65732	18/	U	395	1	15		15	150	3	3	72.3*SD	071405	4A	CREEK---REA(COLUMBIA AV
3138038	HAM	15 CORNE	2	HAM 0015	71892	03/	6	195	1	18		20	150	3	3	98.6*	042605	9A	CREEK
3137953	HAM	15 CREEK	1	HAM 0034SHA	71892	27/	U	395	1	27		32	150	3	3	97.6*	080105	6A	CREEK-------SHA(CREEK R
3136574	HAM	15 EFORK	1	HAM 4761	15000	52/	5	121	1	48	020.0	54	025	3	3	32.0 SD	041106	5P	LITTLE DUCK CREEK
3136604	HAM	15 EIGHT	1	HAM 0281	15000	29/	U	364	1	86	056.0	95	125	3	3	77.9	FO	050906	5A	RAILROAD (W OF VIADUCT)
3136582	HAM	15 EIGHT	1	HAM 0310	15000	29/	U	363	79	75	056.0	2723	100	3	3	38.1 SD	120803	3A	MILL CREEK RR EVANS ST
3136310	HAM	15 ELIDT	1	HAM 0020	02428	05/	7	121	1	82	032.0	85	150	3	3	IDA *			W BR MILL CREEK
3138186	HAM	15 ELM	1	HAM 0112TPK	76428	27/83	6	231	1	47	021.0	51	150	3	3	80.7	FO	011206	7A	ABANDONED RR--TPK(ELM R
3138151	HAM	15 ELMST	1	HAM 0007	76428	97/	6	195	1	25		48	150	3	3	87.5*		092104	9A	NO DATA
3137929	HAM	15 FURMN	1	HAM 0095REA	65732	34/	U	195	1	20		22	150	3	3	99.9*		071205	7A	CREEK-----REA(FUHRMAN R
3136612	HAM	15 GALBR	1	HAM 0823	15000	49/	4	322	4	85	054.0	306	100	3	3	68.7		041105	6A	ANTHONY WAYNE NYC RR
3136337	HAM	15 HOPPL	1	HAM 0547	15000	16/86	5	221	27	78	049.2	1926	150	3	3	62.5	FO	051605	7A	SPRG GRV&MILL CK(HOPPLE
3136671	HAM	15 KENDY	1	HAM 4511	15000	33/	U	321	7	54	030.0	210	100	3	3	47.6 SD		042705	4A	RAILROAD
3136728	HAM	15 MADSN	1	HAM 0410	15000	29/92	6	231	1	38	042.6	42	150	3	3	79.5	FO	050306	8A	DUCK CREEK
3136744	HAM	15 MARBG	1	HAM 4241	15000	32/66	4	121	3	40	040.0	114	100	3	3	40.0 SD		062105	4A	N&W RR (MARBURG A
3138259	HAM	15 MOHLR	1	HAM 0001BLA	07300	00/85	6	231	1	16	032.3	19	150	3	3	99.9		052305	8A	CREEK------BLA(MOHLER R
3138313	HAM	15 MO369	1	HAM 0004	55678	54/	U	195	1	11		13	100	3	3	89.2*		071905	6A	CREEK(LITTLE DRY RUN RD
3136795	HAM	15 NBEND	1	HAM 0436	15000	51/	4	322	3	49	044.0	121	100	3	3	68.5	FO	050906	6A	KIRBY RD
3137139	HAM	15 NBEND	1	HAM 3631	15000	95/	5	322	2	85	036.0	174	150	3	3	80.2	FO	042706	9A	MILL CREEK
3137686	HAM	15 PFEIF	1	HAM 0071	51716	69/	5	231	1	38	049.2	40	150	3	3	98.6		102905	7A	NORTH BRANCH SYCAMORE C
3136817	HAM	15 PLAIN	1	HAM 4762	15000	15/	4	155	1	22	040.0	22	100	3	3	71.0	FO	041106	6A	LITTLE DUCK CREEK (PLAI
3136868	HAM	15 REDBK	1	HAM 0065	15000	70/	U	195	1	18		20	100	3	3	54.3*FO		060605	7A	DEERFIELD CHANNEL S OF
3136841	HAM	15 REDBK	1	HAM 0123	15000	69/	0	195	1	15		17	150	3	3	83.7*		060605	6A	DEERFIELD CHANNEL

Sidewalk

Span..... 3.38 ft.
Thickness. 7.00 in. (min.)

Concentrated load..... 20.80 kips
plus impact
Uniform load..... 85.00 psf

Dead Load Moment.... 0.12 ft.-k.
Max. Live Load Mom... 3.49 ft.-k.

From concrete beam analysis, required rebar is #7 @ 12".

Shear capacity is considered satisfactory since moments are in accordance with AASHTO 3.24.3

Support Beam

Span..... 6.00 ft.
Width..... 12.00 in.
Height..... 10.00 in.

Wt. / ft. of railing
ODOT..... 325.00 plf

Dead Load Moment.... 2.47 ft.-k.
Live Load Moment..... 17.56 ft.-k.
(for wheel load)

From concrete beam analysis, required rebar is 2 - #6 bars, top and bottom, treating beam and walk as total beam depth. This is more steel than in original beam.

Dead Load Shear..... 2.47 k
Live Load Shear..... 14.64 k

Requires stirrups at 6" c/c.

Existing Cantilever Beam

Span..... 6.25 ft.
Width..... 10.00 in.
Height..... 39.00 in.

Dead Load Reaction from support beam..... 4.73 k
Live Load Reaction from support beam..... 14.64 k

Dead Load Moment..... 35.12 ft.-k.
Live Load Moment..... 84.16 ft.-k.

The existing reinforcing in the cantilevered beams will not support this loading.

SERVICE REQUEST

Date: 1/02/01 Time: 13:25 SERVICE# 39312

SERVICE REQUESTED FROM:

Name: Callahan, Chris
Address:
City: Price Hill
Zip Code:

Telephone:
Work Phone:
Received By: Robinson

Service Requested: 13 STEPS & VIADUCT
Division Advised: 4 ENGINEERING
REFERRED TO ENGINEERING - PAUL CONWAY

[redacted]

REQUEST:

asphalt is buckling on both sides of the viaduct. Areas are raised about 8 inches in some spots

Road Name: 8TH ST. E. PUP-MON House #:
Between: Viaduct And

RESPONSE: The asphalt buckling on the viaduct is due to water infiltrating under the asphalt at the curb line and joints and then freezing beneath the pavement. The asphalt has heaved only along the curb line in several locations. Currently there are no significant hazards associated with the condition. Condition will be monitored. Repairs scheduled for spring unless condition worsens.

Bill Shafer

Serviced by:
Date Completed:
Field Location if Not at Intersection:
Miles Feet of 8TH ST. E PUP-MON Road

Dispatch
Time: 12:31 Date: 1/02/01 Crew: KRUSLINC

5781

SERVICE REQUEST

Date: 5/17/04 Time: 13:19 SERVICE# 82698

SERVICE REQUESTED FROM:

Name: Mack, Tom
Address: NOD Employee
City: Queensgate
Zip Code:

Telephone: (000) 383-2700
Work Phone:
Received By: Gilliam

Service Requested: 39 STREET REHAB
Division Advised: 4 TRANSPORTATION & ENGINEERING
REFERRED TO ENGINEERING - VICTOR GAY

Priority: 4-SEND BY MAIL

REQUEST:

The entire length of the viaduct needs to be repaved or rehabbed. It is in terrible condition.

Road Name: 8TH STR. VIADUCT (739) House #:
Between: IB and OB the entire And viaduct

RESPONSE:

The City is working with the Ohio Department of Transportation and Hamilton County to secure funds and develop plans for a major rehabilitation contract for the 8th Street Viaduct. Construction is scheduled for 2007. In the interim, spot deck patching will be performed

Serviced by: [signature] Date Completed: 5/26/04

Field Location if Not at Intersection:

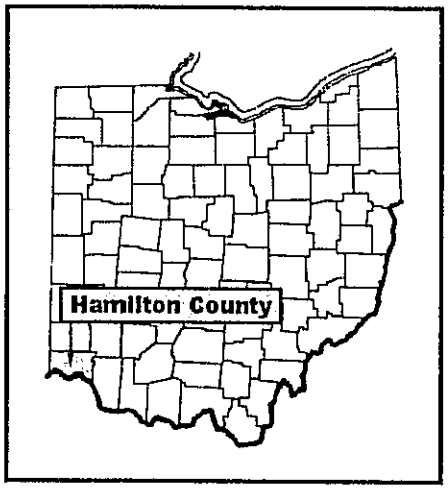
Miles Feet of 8TH STR. VIADUCT (739) Road

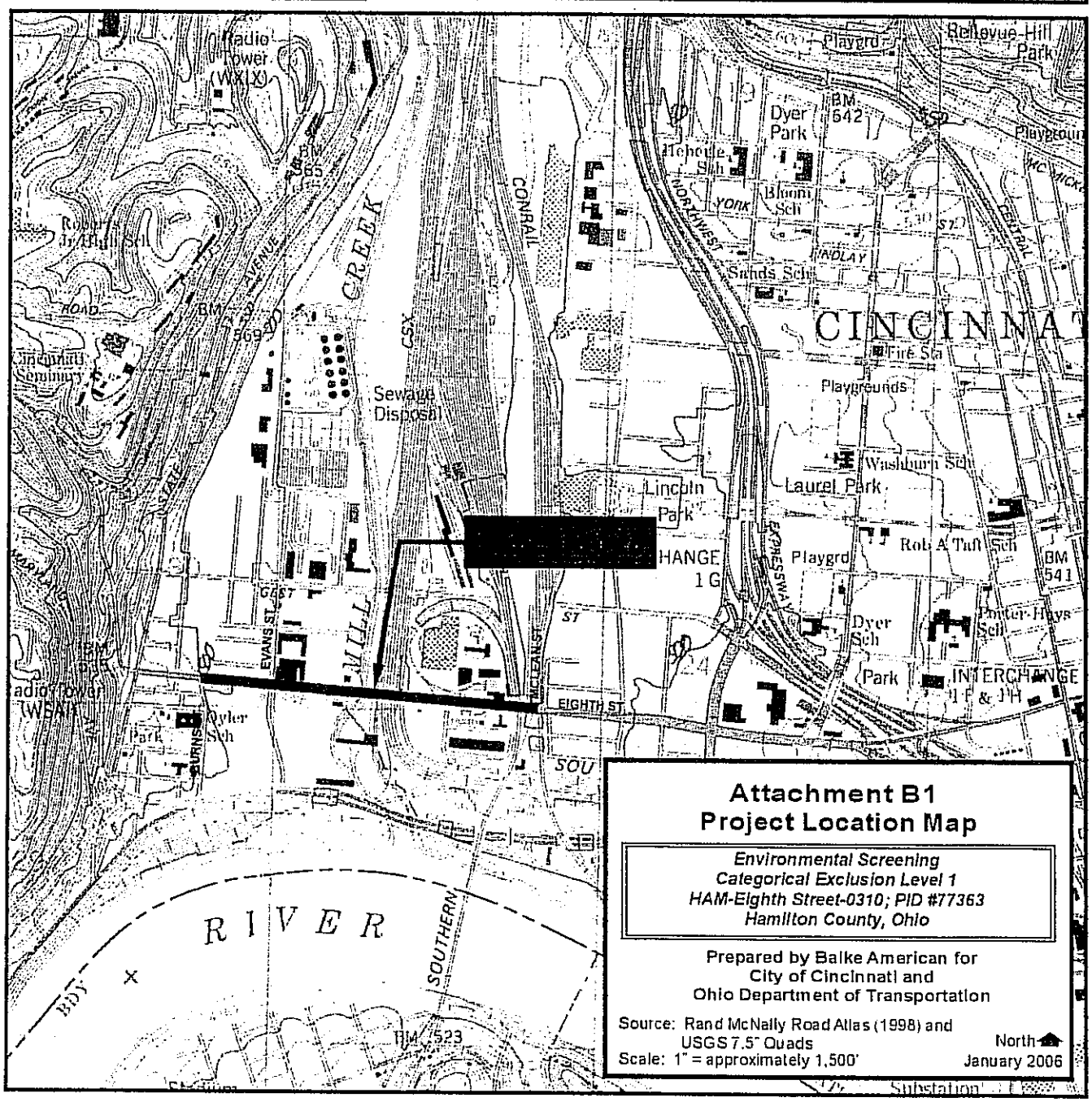
Dispatch
Time: 0:00 Date: / / Crew:

Phoned Mark Kenzie & TROP 4 he said he would have the asphalt crews do some patching.

Steve Gressel
5/27/04

Project Vicinity Map





Attachment B1
Project Location Map

Environmental Screening
Categorical Exclusion Level 1
HAM-Eighth Street-0310; PID #77363
Hamilton County, Ohio

Prepared by Balke American for
City of Cincinnati and
Ohio Department of Transportation

Source: Rand McNally Road Atlas (1998) and USGS 7.5' Quads
Scale: 1" = approximately 1,500'

North
January 2006

Certified Traffic Count

CERTIFICATION OF TRAFFIC COUNT

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

Stephen I. Niemeier, P.E.
Principal Traffic Engineer

STATE OF OHIO
STEPHEN
IRVIN
NIEMEIER
REGISTERED
PROFESSIONAL ENGINEER

2005 TRAFFIC COUNTS-CITY OF CINCINNATI
DEP. OF TRANS. & ENGINEERING
DIV. OF TRAFFIC ENGINEERING

Street : 8TH
Corss St. : E OF BURNS
Int./Box : TW / 7

Site Code: 05-0024
Date Start: 18-May-05

Start Time	18-May-05 Wed	Morning	FR W Afternoon	Hour Totals Morning	Hour Totals Afternoon
12:00		17	89		
12:15		12	102		
12:30		11	102		
12:45		13	134	53	427
01:00		15	94		
01:15		8	91		
01:30		5	110		
01:45		14	117	42	412
02:00		12	92		
02:15		6	92		
02:30		3	114		
02:45		9	105	30	403
03:00		13	119		
03:15		8	108		
03:30		12	96		
03:45		8	98	41	421
04:00		17	106		
04:15		16	92		
04:30		15	106		
04:45		14	107	62	411
05:00		20	101		
05:15		39	91		
05:30		53	81		
05:45		55	66	167	339
06:00		75	76		
06:15		99	74		
06:30		152	61		
06:45		166	41	492	252
07:00		195	51		
07:15		250	52		
07:30		257	43		
07:45		258	48	960	194
08:00		243	44		
08:15		185	63		
08:30		174	41		
08:45		132	39	734	187
09:00		103	38		
09:15		114	64		
09:30		101	28		
09:45		122	34	440	164
10:00		100	39		
10:15		103	41		
10:30		90	28		
10:45		85	18	378	126
11:00		95	30		
11:15		94	22		
11:30		104	17		
11:45		102	19	395	88
Total		3794	3424		
Percent		52.6%	47.4%		
AM Peak		07:15			
Vol.		1008			
P.H.F.		0.977			
PM Peak			02:30		
Vol.			446		
P.H.F.			0.832		
Total		3794	3424		
Percent		52.6%	47.4%		
ADT		ADT 7,218		AADT 7,218	

2005 TRAFFIC COUNTS-CITY OF CINCINNATI
DEP. OF TRANS. & ENGINEERING
DIV. OF TRAFFIC ENGINEERING

Street :8TH
Corss St. :W OF McLEAN
Int./Box :TW/2

Site Code: 05-0025
Date Start: 18-May-05

Start Time	18-May-05 Wed	FR E Morning	FR E Afternoon	Hour Totals Morning	Hour Totals Afternoon
12:00		22	102		
12:15		17	98		
12:30		21	87		
12:45		17	98	77	385
01:00		22	115		
01:15		9	91		
01:30		19	113		
01:45		14	124	64	443
02:00		19	125		
02:15		13	99		
02:30		16	108		
02:45		8	148	56	480
03:00		8	119		
03:15		15	152		
03:30		11	159		
03:45		5	151	39	581
04:00		13	217		
04:15		3	196		
04:30		8	212		
04:45		8	192	32	817
05:00		14	260		
05:15		12	233		
05:30		18	204		
05:45		21	125	65	822
06:00		22	135		
06:15		32	99		
06:30		33	88		
06:45		63	74	150	396
07:00		72	60		
07:15		56	65		
07:30		63	56		
07:45		73	54	264	235
08:00		64	46		
08:15		62	48		
08:30		68	64		
08:45		73	66	267	224
09:00		92	61		
09:15		54	54		
09:30		65	55		
09:45		89	53	300	223
10:00		79	55		
10:15		79	38		
10:30		101	30		
10:45		86	36	345	159
11:00		100	42		
11:15		85	29		
11:30		97	24		
11:45		98	24	380	119
Total		2039	4884		
Percent		29.5%	70.5%		
AM Peak		11:00			
Vol.		380			
P.H.F.		0.941			
PM Peak			04:30		
Vol.			897		
P.H.F.			0.863		
Total		2039	4884		
Percent		29.5%	70.5%		
ADT		ADT 6,923		AADT 6,923	

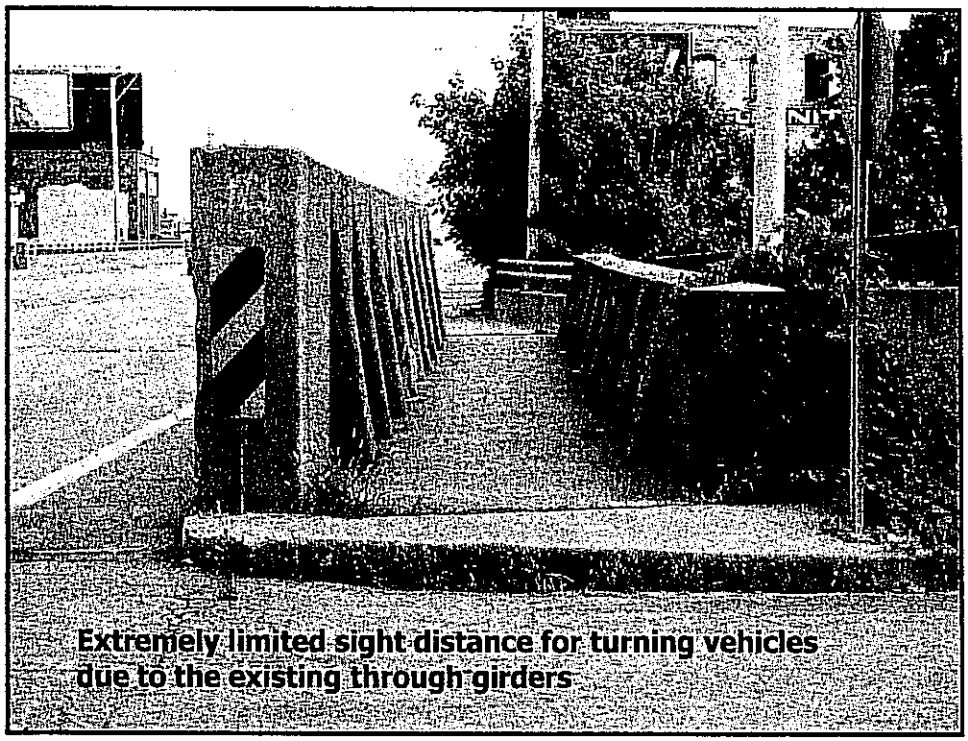
DEP. OF TRANS. & ENGINEERING
DIV. OF TRAFFIC ENGINEERING

Street : BURNS ST RAMP
Cross St. : E OF BURNS ST(bl-dlr...)
Int./Box# : JK / 2

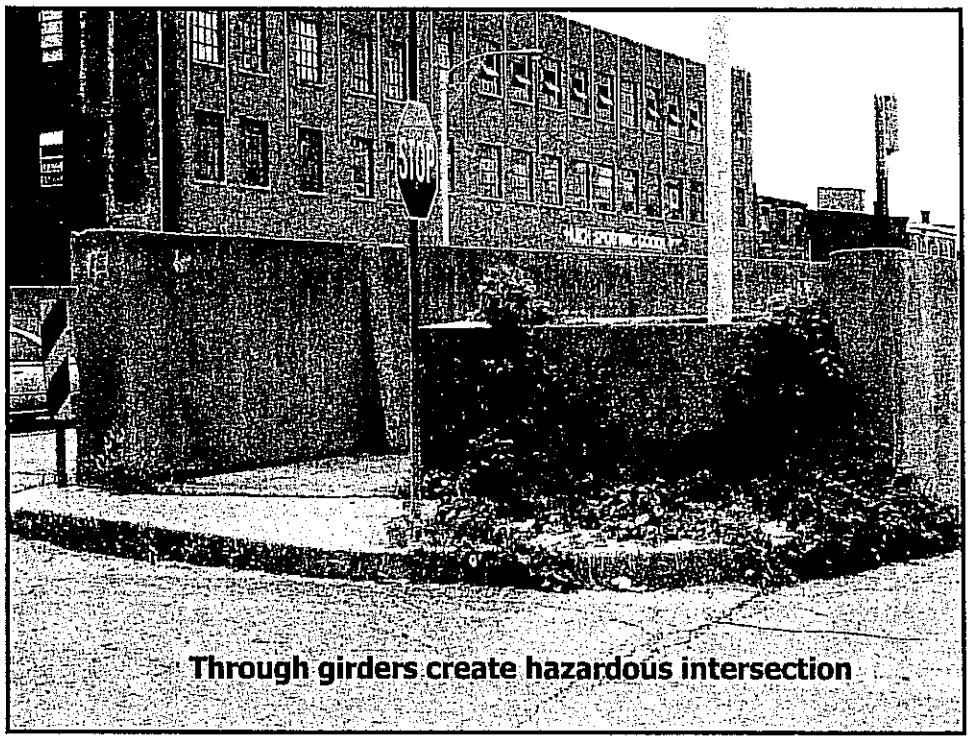
Site Code: 05-0051
Date Start: 25-Aug-05

Start Time	25-Aug-05 Thu	FR W & E (bl-dlr) Morning	Afternoon	Hour Totals Morning	Afternoon
12:00		0	16		
12:15		0	20		
12:30		4	7		
12:45		1	6	5	49
01:00		0	11		
01:15		0	25		
01:30		0	9		
01:45		2	9	2	54
02:00		0	7		
02:15		0	20		
02:30		0	9		
02:45		0	2	0	38
03:00		1	3		
03:15		2	5		
03:30		0	12		
03:45		1	14	4	34
04:00		2	9		
04:15		3	5		
04:30		0	2		
04:45		2	1	7	17
05:00		2	8		
05:15		2	13		
05:30		2	12		
05:45		2	2	8	35
06:00		3	9		
06:15		0	5		
06:30		3	0		
06:45		14	4	20	18
07:00		10	5		
07:15		12	4		
07:30		4	2		
07:45		13	4	39	15
08:00		14	2		
08:15		14	0		
08:30		11	0		
08:45		6	3	45	5
09:00		5	0		
09:15		9	0		
09:30		11	0		
09:45		12	2	37	2
10:00		8	0		
10:15		7	4		
10:30		8	0		
10:45		6	0	29	4
11:00		13	0		
11:15		8	0		
11:30		13	0		
11:45		14	0	48	0
Total		244	271		
Percent		47.4%	52.6%		
AM Peak		07:45			
Vol.		52			
P.H.F.		0.929			
PM Peak			01:00		
Vol.			54		
P.H.F.			0.540		
Total		244	271		
Percent		47.4%	52.6%		
ADT		ADT 515		AADT 515	

Infrastructure Safety/Health Data

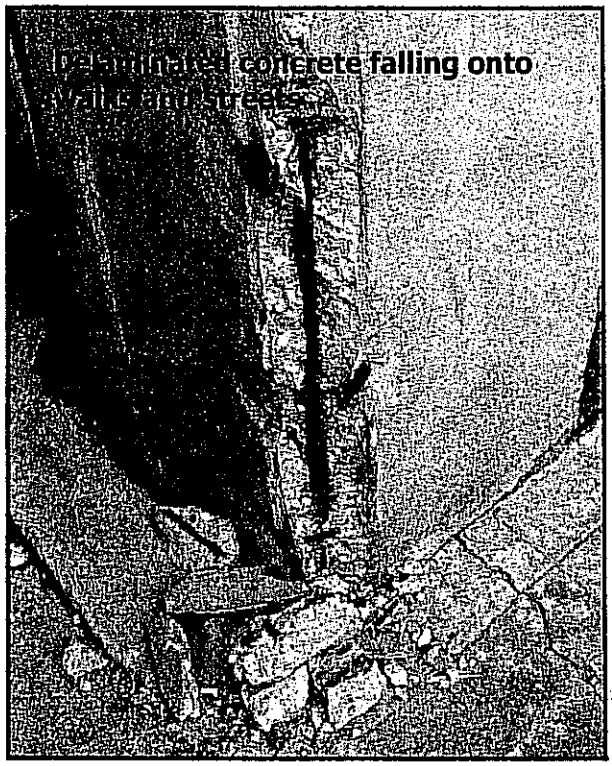


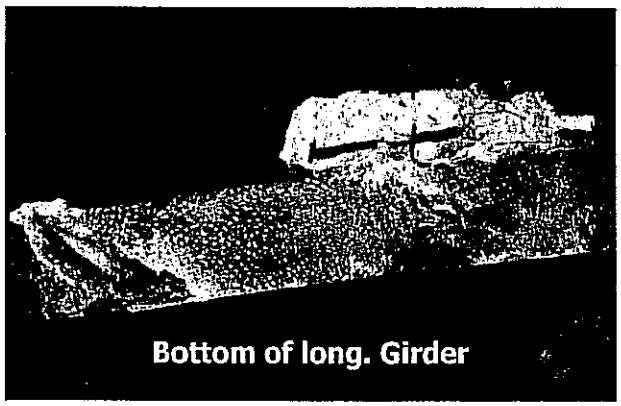
Extremely limited sight distance for turning vehicles due to the existing through girders

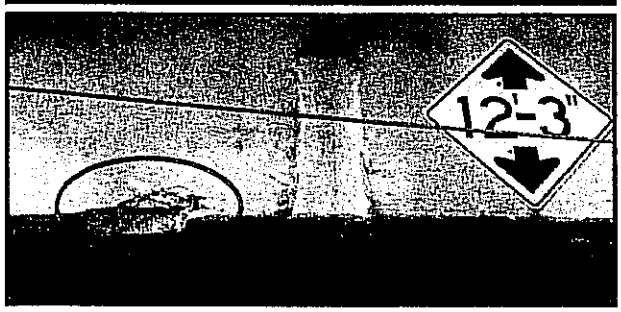


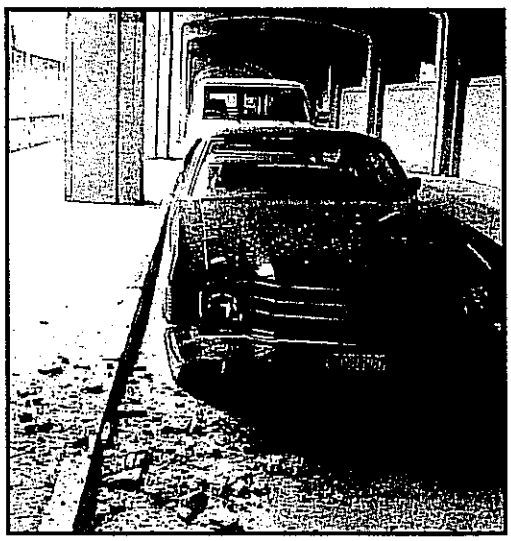
Through girders create hazardous intersection

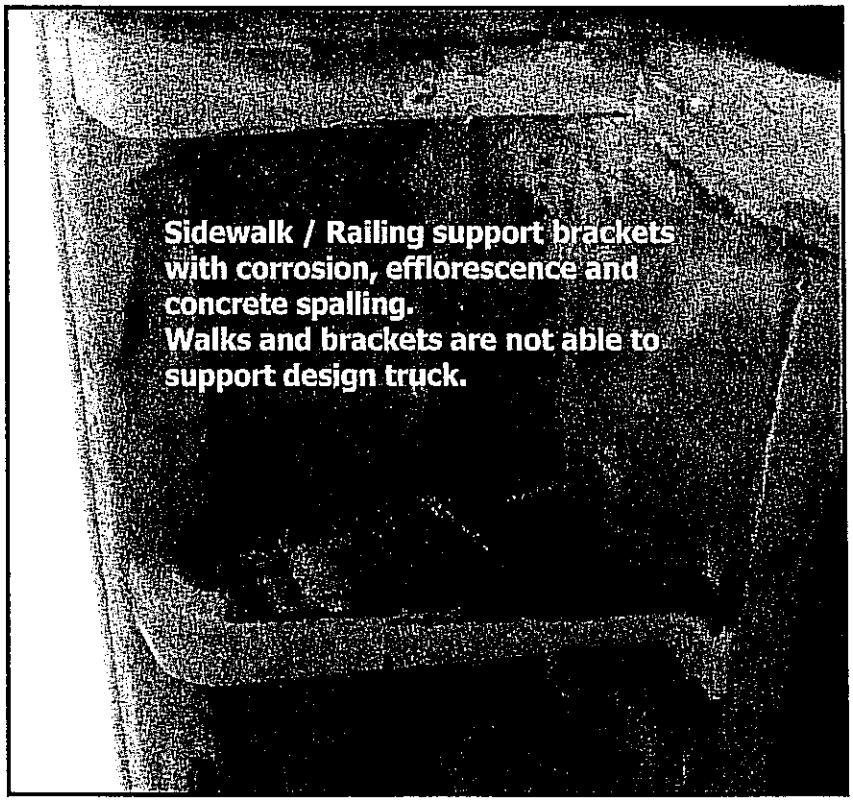
Proposed design will eliminate all through girders and associated hazards

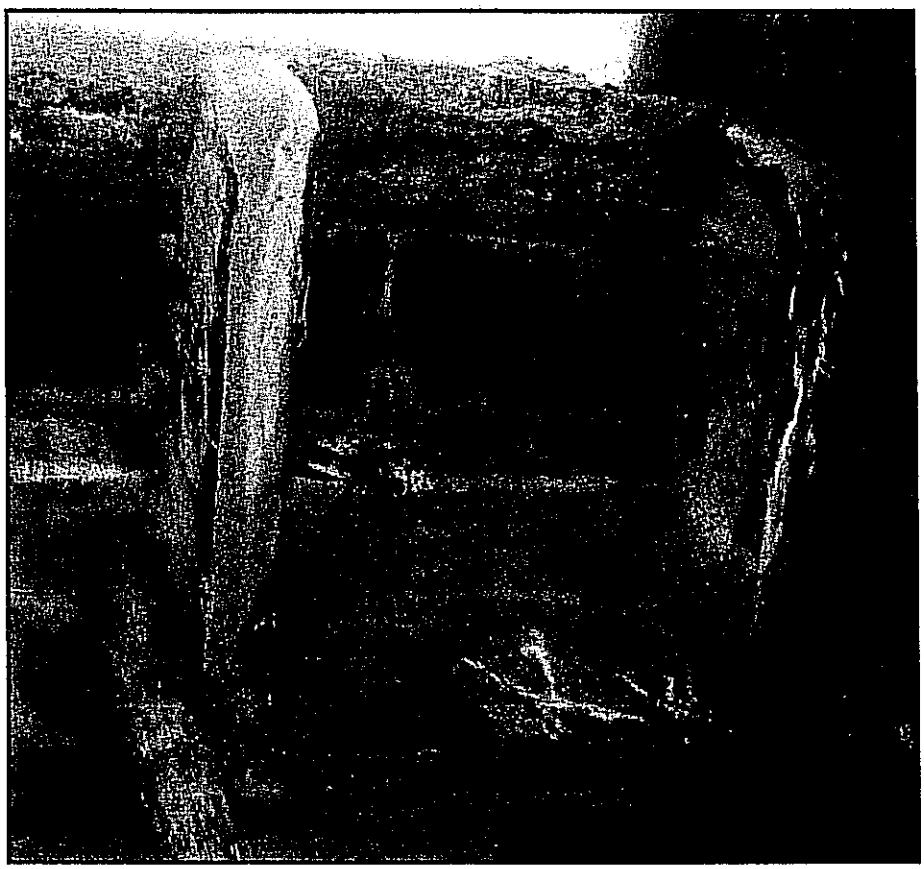

Delaminated concrete falling onto
walks and streets

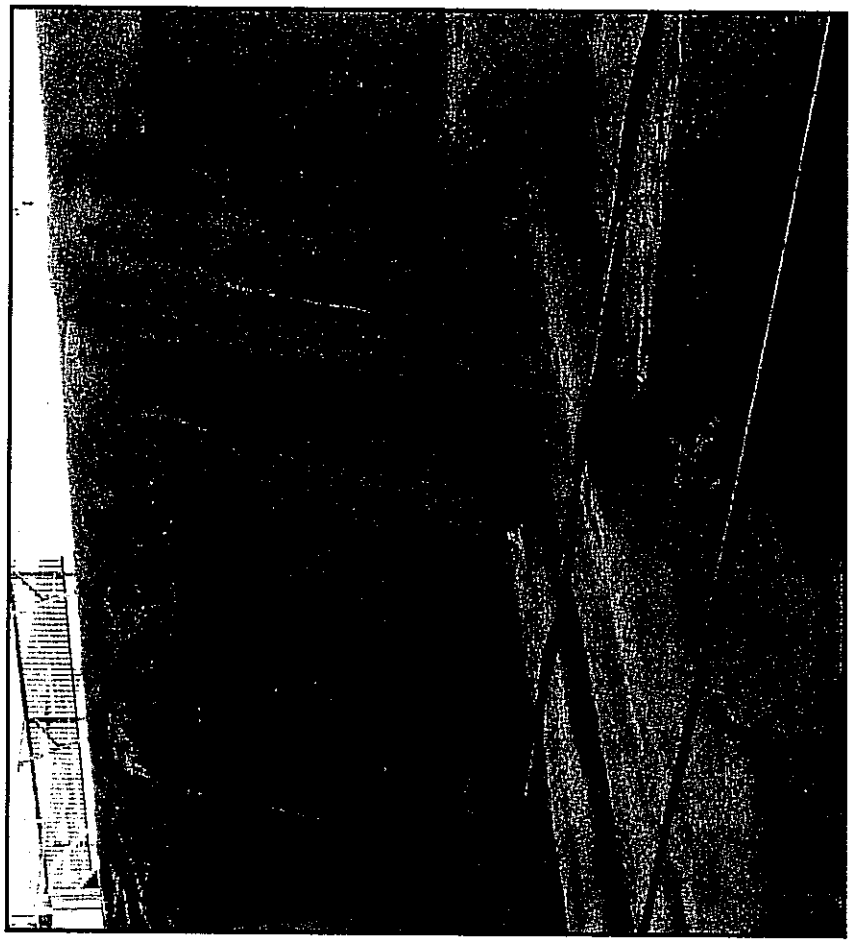

Bottom of long. Girder

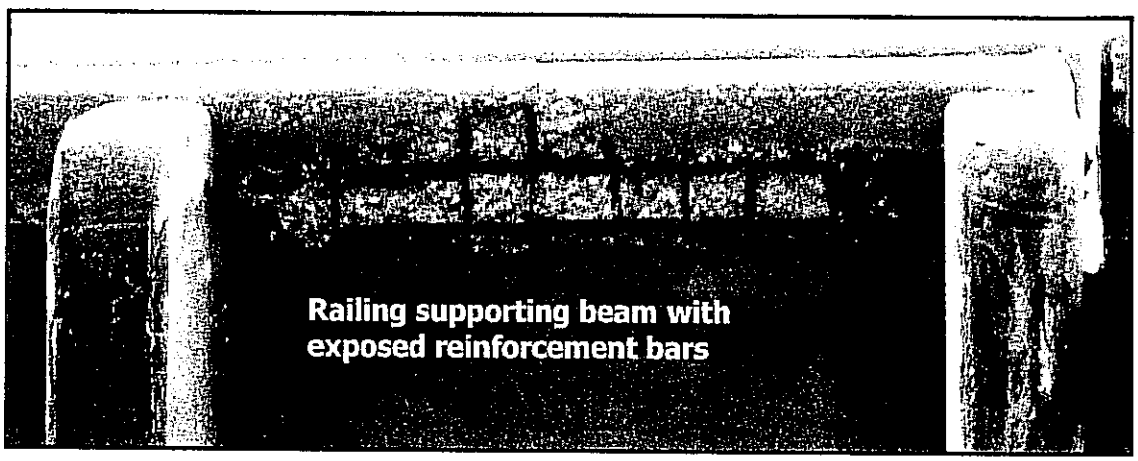

12'-3"




Sidewalk / Railing support brackets
with corrosion, efflorescence and
concrete spalling.
Walks and brackets are not able to
support design truck.






Railing supporting beam with
exposed reinforcement bars

Traffic Accident Data

ACCIDENT NO:	Type:	LocationOne:	LocationTwo:	EventDescription:	Date OH1:	Injuries:	Fatalies:
3044220	Intersection	BURNS ST	HATMAKER ST	Sideswipe Meeting	08-Dec-04		0
3050795	Intersection	BURNS ST	RIVER RD	Rear-End	08-Mar-05		0
3050400	Intersection	BURNS ST	RIVER RD	Angle	31-Jan-05		0
3052313	Intersection	BURNS ST	RIVER RD	Rear-End	13-Jul-05		0
3053458	Intersection	BURNS ST	RIVER RD	Sideswipe Meeting	24-Oct-05		0
3042373	Intersection	BURNS ST	RIVER RD	Angle	06-Jul-04		0
3044106	Intersection	BURNS ST	RIVER RD	Sideswipe Passing	30-Nov-04		0
3041312	Intersection	BURNS ST	RIVER RD	Angle	13-Apr-04	Possible	1
3052663	Intersection	BURNS ST	ST MICHAEL ST	Fixed Object	13-Aug-05		0
3052471	Intersection	BURNS ST	W 8TH ST	Angle	27-Jul-05		0
3051356	Intersection	BURNS ST	W 8TH ST	Backing	28-Apr-05		0
3051187	Intersection	BURNS ST	W 8TH ST	Rear-End	14-Apr-05		0
3043997	Intersection	BURNS ST	W 8TH ST	Angle	22-Nov-04		0
3044411	Address	BURNS ST	701	Parked Motor Veh	27-Dec-04		0
3040492	Address	BURNS ST	732	Head-On	06-Feb-04		0
3052680	Intersection	W 8TH ST	WELLS ST	Angle	15-Aug-05		0
3040100	Intersection	W 8TH ST	WELLS ST	Rear-End	09-Jan-04		0
3042577	Intersection	W 8TH ST	WELLS ST	Rear-End	22-Jul-04		0
3040774	Intersection	W 8TH ST	WELLS ST	Sideswipe Passing	29-Feb-04		0
1040327	Address	W 8TH ST	210	Sideswipe Passing	10-Feb-04		0
1050192	Address	W 8TH ST	215	Angle	20-Jan-05		1
1042978	Address	W 8TH ST	217	Sideswipe Meeting	19-Nov-04		0
1050219	Address	W 8TH ST	219	Angle	21-Jan-05		0
1040557	Address	W 8TH ST	301	Rear-End	08-Mar-04		0
1040960	Address	W 8TH ST	324	Parked Motor Veh	21-Apr-04		0
1050586	Address	W 8TH ST	334	Parked Motor Veh	08-Mar-05		0
1040393	Address	W 8TH ST	800	Fixed Object	18-Feb-04		0
1042007	Address	W 8TH ST	800		09-Aug-04	No Injury	0
1042006	Address	W 8TH ST	800	Backing	09-Aug-04		0
1051613	Address	W 8TH ST	800	Fixed Object	09-Jul-05		0
1060009	Address	W 8TH ST	800	Parked Motor Veh	01-Jan-06		0
1042224	Address	W 8TH ST	801	Sideswipe Meeting	01-Sep-04	No Injury	0
1040390	Address	W 8TH ST	801	Angle	18-Feb-04	No Injury	0
1052140	Address	W 8TH ST	801	Sideswipe Passing	08-Sep-05	No Injury	0
1060658	Address	W 8TH ST	801	Fixed Object	27-Mar-06		
1052635	Address	W 8TH ST	801	Backing	04-Nov-05		0
1042425	Address	W 8TH ST	811	Backing	23-Sep-04		0

$$\text{Accident Rate} = \frac{\text{No. Accidents} \times 1{,}000{,}000}{\text{ADT} \times \text{Years} \times 365} = \frac{2 \times 1{,}000{,}000}{1046 \times 2 \times 365} = 2.62$$

TRAFFIC CRASH REPORT

OHIO PUBLIC SAFETY — EDUCATION • SERVICE • PROTECTION

3043997

Crash Severity: 3 (1 Fatal, 2 Injury, 3 PDO, 4 Unknown)

Private Property

Hit/Skip: 1 (1 Hot Hit/Skip, 2 Solved, 3 Unsolved)

Photos Taken: OH-2 | OH-3 | OH-IP | Other

Reporting Agency *: P1 PDO — CINCINNATI P.D. — 02 01 (99 = Annual, 99 = Unknown) — 11222004

Day of Week: 0654 — M O N

Name (of City, Village or Township) *: CINCINNATI — 31

Latitude | Longitude

Crash Occurred On

Prefix | Crash Location: BURNS | Type Loc: 1

Type Location Point Used: 1 Named Street, 2 Numbered Street, 3 Numbered Route

Local Information: DST 3

At/Reference

Dist Reference | DR | Prefix | Reference: 750 | Ref Point: 04

Reference Point Used: 01 State Line, 02 Intersection 2 Streets, 03 County Line, 04 House Number, 05 Township Boundary, 06 Mile Post, 07 Corporation Limit, 08 Place Name W/O Reference, 09 Driveway, 10 Street Or Route W/O Reference

Motorist/Non-Motorist

Name (Last, First, Middle): 01 01 WYENANDT, NANCY

Address (Street, City, State, Zip Code): 1005 HEARTHSTONE DR, CINCINNATI, OH 45231

09 21 1959 45 F — Home Phone #: 5135224345 — Work Phone #: 5136341010

DL State: OH — DL #: RK834293 — LP State: OH — LP #: DBH288 — Injured Taken By: 1 (1 None, 2 EMS, 3 Police, 4 Other, 5 Unknown) — Transported By — Injured Taken To

Owner Name (if same, write "Same"): DOUGLAS WYENANDT — Address (Street, City, State, Zip Code): 1005 HEARTHSTONE DR CINCINNATI, OH 45231

Year: 2003 — Make: DODGE — Model: DURANGO — Color: PURPLE — Insurance Company: GRANGE — Towing Service — Owner Phone #: 5135224345

Offense Charged: 506.80 — Offense Description: Improper change of course — 75-3460608 X

Name (Last, First, Middle): 02 01 DENHAM, EDWARD

Address (Street, City, State, Zip Code): 1605 NAPA ST. CINCINNATI, OH 45204

07 25 1978 26 M — Home Phone #: 513921-0754 — Work Phone #

DL State: OH — DL #: RU245641 — LP State: OH — LP #: PDH3561 — Injured Taken By: 1 (1 None, 2 EMS, 3 Police, 4 Other, 5 Unknown) — Transported By — Injured Taken To

Owner Name (if same, write "Same"): DIANE GRIBBINS — Address (Street, City, State, Zip Code): 1605 NAPA ST #2 CINCINNATI, OH 45204

Year: 2004 — Make: HONDA — Model: CIVIC — Color: GREY — Insurance Company: PROGRESSIVE — Towing Service — Owner Phone #: 513921-0754

Offense Charged — Offense Description

Occupant

Name (Last, First, Middle) — Home Phone #

Address (Street, City, State, Zip Code) — Injured Taken By (1 None, 2 EMS, 3 Police, 4 Other, 5 Unknown) — Transported By — Injured Taken To

Name (Last, First, Middle) — Home Phone #

Address (Street, City, State, Zip Code) — Injured Taken By (1 None, 2 EMS, 3 Police, 4 Other, 5 Unknown) — Transported By — Injured Taken To

	Seating Position	Safety Equipment	Air Bag	Air Bag Switch	Ejection	Trapped	Injuries
01	01 Front – Left (MC Driver)	04 Motorist: 01 None Used	1 Not Deployed	1 Not Present	1 Not Ejected	1 Not Trapped	1 No Injury
01	02 Front – Middle	02 Shoulder Belt Only	2 Deployed-Front	2 In On Position	2 Totally Ejected	2 Extricated By Mechanical Means	2 Possible
	03 Front – Right	03 Lap Belt Only	3 Deployed-Side	3 In Off Position	3 Partially Ejected	3 Freed By Non-Mechanical Means	3 Non-Incapacitating
	04 Second – Left (MC Pass)	04 Shoulder/Lap Belt	4 Deployed Both Front/Side	4 Unknown	4 Not Applicable	4 Unknown	4 Incapacitating
04	05 Second – Middle	05 Child Safety Seat	5 Not Applicable		5 Unknown		5 Fatal Injury
	06 Second – Right	06 MC Helmet Used	6 Unknown				6 Unknown
	07 Third – Left (MC Passenger/Side Car)	07 Use Unknown					
	08 Third – Middle	Non-Motorist: 08 None Used					
	09 Third – Right	09 Helmet Used					
	10 Sleeper Section Of Cab	10 Protective Pads					
	11 Enclosed Cargo Area	11 Reflective Clothing					
	12 Unenclosed Cargo Area	12 Lighting					
	13 Trailing Unit	13 Other					
	14 Exterior	14 Unknown					
	15 Other						
	16 Non-Motorist						
	17 Unknown						

Blank for Witness

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Unit Numbers

01 02

Non-Motorist Location

01 Marked Crosswalk At Intersection
02 Intersection/No Crosswalk
03 Non-Intersection Crosswalk
04 Driveway Access Crosswalk
05 In Roadway
06 Not In Roadway
07 Median (But Not Shoulder)
08 Island
09 Shoulder
10 Sidewalk
11 Within 10 Feet Of Roadway (Not Shoulder, Median, Sidewalk, Island)
12 Beyond 10 Feet Of Roadway (Within Trafficway)
13 Outside Trafficway
14 Shared Use Paths Or Trails
15 Unknown

Type Of Unit

06 03

Motorist
01 Sub-Compact
02 Compact
03 Mid Size
04 Full Size
05 Minivan
06 Sport Utility Vehicle
07 Pickup
08 Panel/Van
09 Single Unit Truck; 2 Axles, 6 Tires
10 Single Unit Truck; 3+ Axles
11 Truck/Trailer
12 Truck Tractor (Bobtail)
13 Tractor/Semi-Trailer
14 Tractor/Double Short
15 Tractor/Double Long
16 Fifth Wheel Or Converter Dolly
17 Tractor/Triples
18 Motorcycle
19 Motorized Bicycle
20 School Bus
21 Church Bus
22 Public Bus
23 Other Bus
24 Police Vehicle
25 Fire Truck
26 Ambulance/Rescue
27 Taxi
28 Motor Home
29 Train
30 Farm Vehicle
31 Farm Equipment
32 Snowmobile
33 Construction Equipment
34 All Others

Non-Motorist
35 Animal W/Rider
36 Animal W/Buggy
37 Bicycle
38 Pedestrian
39 Pedalcyclist
40 Skater
41 Other-Non Motorist
42 Unknown

In Emergency Response

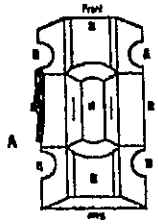
1 No
2 Yes
3 Unknown

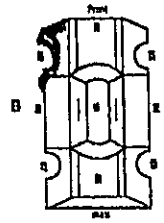
Damage Scale

2 3

1 None
2 Non-functional Damage
3 Functional Damage
4 Disabling Damage
5 Severe
6 Unknown

Damage Area





Most Damaged Area

08 09

01 None
02 Center Front
03 Right Front
04 Right Side
05 Right Rear
06 Rear Center
07 Left Rear
08 Left Side
09 Left Front
10 Top And Windows
11 Undercarriage
12 Load/Trailer
13 Total (All Areas)
14 Other
15 Unknown

Point Of Impact

08 09

01 None
02 Center Front
03 Right Front
04 Right Side
05 Right Rear
06 Rear Center
07 Left Rear
08 Left Side
09 Left Front
10 Top And Windows
11 Undercarriage
12 Load/Trailer
13 Total (All Areas)
14 Other
15 Unknown

Action

3 4

1 Non-Contact
2 Non-Collision
3 Striking
4 Struck
5 Both Striking And Struck
6 Unknown

Striking Vehicle: Override/ Underride

1

1 No Underride Or Override
2 Underride, Compartment Intrusion
3 Underride, No Compartment Intrusion
4 Underride, Compartment Intrusion Unknown
5 Override, Motor Vehicle In Transport
6 Override, Other Vehicle
7 Unknown

Pre-Crash Actions

06 11

Motorist
01 Movements Essentially Straight Ahead
02 Backing
03 Changing Lanes
04 Overtaking/Passing
05 Turning Right
06 Turning Left
07 Making U-Turn
08 Entering Traffic Lane
09 Leaving Traffic Lane
10 Parked
11 Slowing/Stopped In Traffic
12 Driverless
13 Other
14 Unknown

Non-Motorist
15 Entering/Crossing In Specified Location
16 Walking, Running, Jogging, Playing, Cycling
17 Working
18 Pushing Vehicle
19 Approaching/Leaving Vehicle
20 Playing/Working On Vehicle
21 Standing
22 Other
23 Unknown

Contributing Circumstances

09 01

Motorist
01 None
02 Failure To Yield
03 Ran Red Light, Or Stop Sign
04 Exceeded Speed Limit
05 Unsafe Speed
06 Improper Turn
07 Left of Center
08 Followed Too Closely/ACDA
09 Improper Lane Change/ Drove Off Road/ Improper Passing
10 Improper Backing
11 Improper Start From Parked Position
12 Stopped or Parked Illegally
13 Operating Vehicle In Erratic, Reckless, Careless, Negligent Or Aggressive Manner
14 Swerving to Avoid (Due To Wind, Slippery Surface, Vehicle, Object, Non-Motorist In Roadway, Etc)
15 Failure To Control
16 Vision Obstruction
17 Driver Inattention
18 Fatigue/Asleep
19 Operating Defective Equipment
20 Load Shifting/Falling/Spilling
21 Other Improper Action
22 Unknown

Non-Motorist
23 None
24 Improper Crossing
25 Darting
26 Lying And/Or Illegally In Roadway
27 Failure To Yield Right Of Way
28 Not Visible (Dark Clothing)
29 Inattentive
30 Failure To Obey Traffic Signs, Signals, Or Officer
31 Wrong Side Of The Road
32 Other
33 Unknown

Vehicle Defect Code Only If '19' Selected Above

01 Turn Signals
02 Head Lamps
03 Tail Lamps
04 Brakes
05 Steering
06 Tire Blowout
07 Worn Or Slick Tires
08 Trailer Equipment Defective
09 Motor Trouble
10 Disabled From Prior Crash
11 Other Defects

Sequence Of Events

20 20

Non-Collision
01 Overturn/Rollover
02 Fire/Explosion
03 Immersion
04 Jackknife
05 Cargo/Equipment Loss/Shift
06 Equipment Failure
07 Separation Of Units
08 Ran Off Road Right
09 Ran Off Road Left
10 Cross Median/Centerline
11 Downhill Runaway
12 Other Non-Collision
13 Unknown Non-Collision

Collision w/ Person, Vehicle, Or Object Not Fixed
14 Pedestrian
15 Pedalcycle
16 Railway Vehicle
17 Animal – Farm
18 Animal – Deer
19 Animal – Other
20 Motor Vehicle In Transport
21 Parked Motor Vehicle
22 Work Zone Maintenance Equipment
23 Other Movable Object
24 Unknown Movable Object

Collision With Fixed Object
25 Impact Attenuator/Crash Cushion
26 Bridge Overhead Structure
27 Bridge Pier Or Abutment
28 Bridge Parapet
29 Bridge Rail
30 Guardrail Face
31 Guardrail End
32 Median Barrier
33 Highway Traffic Sign Post
34 Overhead Sign Post
35 Light/Luminaires Support
36 Utility Pole
37 Other Post, Pole Or Support
38 Culvert
39 Curb
40 Ditch
41 Embankment
42 Fence
43 Mailbox
44 Tree
45 Other Fixed Object
46 Work Zone Maintenance Equipment
47 Unknown Fixed Object
48 Other
49 Unknown

First Harmful Event

1 1

Of the Sequence of Events – Which one is the First Harmful Event (1-4)

Most Harmful Event

1 1

Of the Sequence of Events – Which one is the Most Harmful Event (1-4)

Speed Detected

2 2

1 Stated
2 Estimated Speed

Speed

5
0

Posted Speed

35 25

Traffic Control

12 12

01 No Controls
02 Stop Sign
03 Yield Sign
04 Traffic Signal
05 Traffic Flashers
06 School Zone
07 Railroad Crossbucks
08 Railroad Flashers
09 Railroad Gates
10 Construction Barricade
11 Police Officer
12 Pavement Markings
13 Crosswalk Lines
14 Walk/Don't Walk Signal
15 Traffic Control Device Inoperative, Missing, Obscured
16 Other

Direction

3 2 1

1 North
2 South
3 East
4 West
5 Northeast
6 Northwest
7 Southeast
8 Southwest
9 Unknown

Condition

1 1

1 Apparently Normal
2 Physical Impairment
3 Emotional
4 Illness
5 Fell Asleep, Fainted, Fatigued, Etc
6 Under The Influence Of Medications/Drugs/Alcohol
7 Other
8 Unknown

Alcohol/Drug Suspected

1 1

1 None
2 Yes – Alcohol Suspected
3 Yes – HBD Not Impaired
4 Yes – Drugs Suspected
5 Yes – Alcohol / Drugs Suspected
6 Unknown

Alcohol Test Status

1 1

1 None
2 Test Refused
3 Test Given, Contaminated Sample/Unusable
4 Test Given, Results Known
5 Test Given, Results Unknown
6 Unknown

Alcohol Test Type

1 1

1 None
2 Blood
3 Urine
4 Breath
5 Other

Alcohol Test Result

Drug Test Status

1 1

1 None
2 Test Refused
3 Test Given, Contaminated Sample/Unusable
4 Test Given, Results Known
5 Test Given, Results Unknown
6 Unknown

Drug Test Type

1 1

1 None
2 Blood
3 Urine
4 Other

Drug Test 1&2 Result

1 None
2 Marijuana
3 Cocaine
4 Opiates
5 Amphetamines
6 PCP
7 Other
8 Unknown at Time Of Reporting

Type of Intersection

03

01 Not An Intersection
02 Four-Way Intersection
03 T-Intersection
04 Y-Intersection
05 Traffic Circle/Roundabout
06 Five-point, Or More
07 On Ramp
08 Off Ramp
09 Crossover
10 Driveway/Access
11 Railway Grade Crossing
12 Shared-Use Paths Or Trails
13 Unknown

Occurrence

1

1 On Roadway
2 On Shoulder
3 In Median
4 On Roadside
5 On Gore
6 Outside Trafficway
7 Unknown

Road Contour

1

1 Straight Level
2 Straight Grade
3 Curve Level
4 Curve Grade

Road Conditions

01

01 Dry
02 Wet
03 Snow
04 Ice
05 Sand, Mud, Dirt, Oil, Gravel
06 Water (Standing, Moving)
07 Slush
08 Debris**
09 Ruts, Holes, Bumps, Uneven Pavement**
10 Other
11 Unknown

**Secondary Road Conditions Only

3043997

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Narrative

UNIT #1 TRAVELING WB ON W. EIGHTH ST ATTEMPTING TO TURN LEFT IN A SB DIRECTION ONTO BURNS STREET STRUCK UNIT # 2. UNIT #2 WAS ON BURNS ST STOPPED AT W EIGHTH STREET WHEN STRUCK.

Manner of Collision or Impact: 6

1 Not Collision Between Two Vehicles in Transport
2 Rear-end
3 Head-on
4 Rear-to-rear
5 Backing
6 Angle
7 Sideswipe, same direction
8 Sideswipe, opposite direction
9 Unknown

Weather: 02

01 Clear
02 Cloudy
03 Fog, Smog, Smoke
04 Rain
05 Sleet, Hail (Freezing Rain Drizzle)
06 Snow
07 Severe Crosswinds
08 Blowing Sand, Soil, Dirt, Snow
09 Other
10 Unknown

Light Conditions: Primary 4; Secondary

1 Daylight
2 Dawn
3 Dusk
4 Dark – Lighted Roadway
5 Dark – Not Lighted
6 Dark – Unknown Lighting
7 Glare
8 Other
9 Unknown

School Bus Related: 1

1 No
2 Yes, Directly Involved
3 Yes, Indirectly Involved
4 Unknown

Work Zone Related: 1

1 No
2 Yes
3 Unknown

Type Of Work Zone:

1 Lane Closure
2 Lane Shift/Crossover
3 Work On Shoulder Or Median
4 Intermittent/Moving Work
5 Other

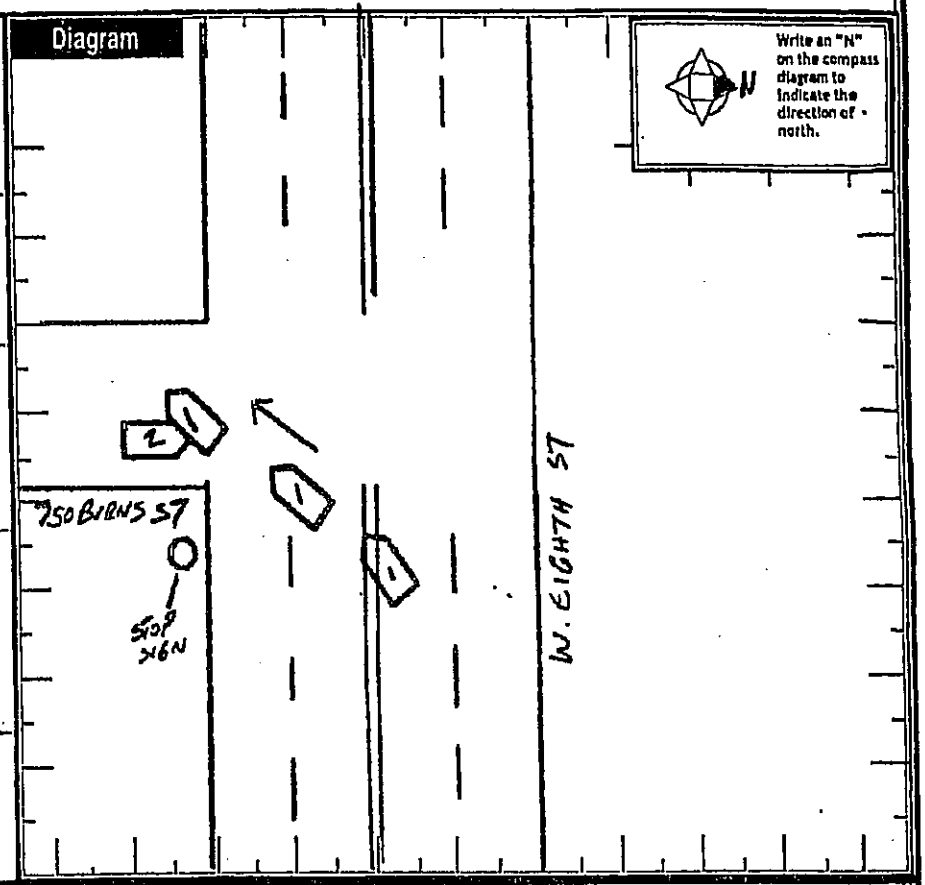
Location Of Crash In Work Zone:

1 Before First Work Zone Warning Sign
2 Advance Warning Area
3 Transition Area
4 Activity Area

Workers Present:

1 No
2 Yes
3 Unknown

Diagram



Truck/Bus

Unit #

The Crash Involved one or more of the following:
A truck (motor vehicle) with a GVWR more than 10,000 pounds; or
A truck (motor vehicle) with a hazardous materials placard; or
A bus designed for at least 8 persons, including driver.

AND

The crash resulted in one or more of the following:
A fatality; or
An injury requiring transportation for immediate medical treatment; or
At least one vehicle was towed due to disabling damage or required intervening assistance before proceeding under its own power.

Company (From Shipping Papers)

Company Phone

Address (Street, City, St, Zip Code)

US DOT | ICC MC | PUCO | Trailer LP St. | Trailer LP Year | Trailer LP #

Cargo Body Type
01 Not Applicable
02 Bus (9-15 Including Driver)
03 Van/Enclosed Box
04 Grain/Chips/Gravel
05 Pole
06 Cargo Tank
07 Flatbed
08 Dump
09 Concrete Mixer
10 Auto Transporter
11 Garbage/Refuse
12 Other
13 Unknown

Weight (GVWR)
1 Less/Equal 10,000
2 10,001 - 26,000
3 More Than 26,000

CDL Class
1 Class A
2 Class B
3 Class C
4 Class M
5 Class D

Hazardous Materials Placard
1 No
2 Yes
3 Unknown

Hazardous Materials Released
1 No
2 Yes
3 Not Applicable
4 Unknown

Police Action

	Dispatch	Arrived	Cleared	Other
112220042654	0656	0707	0805	69

Officer's Name*: TERRY JACOBS

P274

Checked By: [illegible]

Date Report Filed*: 112204

Report Taken By: 1 (1 Police Agency, 2 Motorist)

Report Taken At: 1 (1 Scene, 2 Station, 3 Other)

3043997

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OH-1 (Rev.10/99)

TRAFFIC CRASH REPORT

OHIO PUBLIC SAFETY — EDUCATION • SERVICE • PROTECTION

Local Report #	Crash Severity	Private Property	Hit/Skip	Photos Taken	OH-2	OH-3	OH-1P	Other
3051356	3 (1 Fatal, 2 Injury, 3 PDO, 4 Unknown)	X if yes	1 (1 Not Hit/Skip, 2 Solved, 3 Unsolved)	X if yes				1

U.C.C.	Reporting Agency	# Units	Unit Error	Date of Crash
CIP00	CINCINNATI PD	02	01 (98 = Animal, 99 = Unknown)	04282005

Time of Crash	Day of Week	City	Village	Twp	Name (of City, Village or Township)	County #	Latitude	Longitude
1440	THU	X			CINCINNATI	31		

Crash Occurred On

Prefix	Crash Location	Type Loc	Type Location Point Used (1 Named Street, 2 Numbered Street, 3 Numbered Route)	Local Information
	BURNS ST	1		D-3

At / Reference

Dist	Reference	DR	Prefix	Reference	Ref Point
				750	04

Reference Point Used: 01 State Line, 02 Intersection, 2 Streets, 03 County Line, 04 House Number, 05 Township Boundary, 08 Mile Post, 07 Corporation Limit, 08 Place Name W/O Reference, 09 Driveway, 10 Street Or Route W/O Reference

Motorist/Non-Motorist

A — Unit # 01 — # of Occ. 01

Name (Last, First, Middle): COLLINI, JOSEPH R

Address (Street, City, State, Zip Code): 769 CLANDRA DR CINCINNATI OH 45205

Social Security #	Date of Birth	Age	Sex	Home Phone #	Work Phone #
	05091964	40	M	471-5252	

DL State	DL #	LP State	LP #	Injured Taken By (1 None, 2 EMS, 3 Police, 4 Other, 5 Unknown)	Transported By	Injured Taken To
OH	RU245729	OH	B254WK	1		

Owner Name (If same, write "Same")	Address (Street, City, State, Zip Code)
RIGGS BUS COMPANY	4785 MORSE ST CINCINNATI OH 45226

Year	Make	Model	Color	Insurance Company	Towing Service	Owner Phone #
2002	THOMAS	FRT	BUS	YELLOW	RESEARCH UNVER WRITE	321-3377

Offense Charged	Offense Description	Citation #	Local Code? "X" if Yes
506-28	IMPROPER BACKING	75-34872 81	X

B — Unit # 02 — # of Occ. 01

Name (Last, First, Middle): KNEFLIN, DAVID M

Address (Street, City, State, Zip Code): 6280 RAMBLEWALK CT CINCINNATI OH 45233

Social Security #	Date of Birth	Age	Sex	Home Phone #	Work Phone #
	01091982	23	M	941-7444	

DL State	DL #	LP State	LP #	Injured Taken By (1 None, 2 EMS, 3 Police, 4 Other, 5 Unknown)	Transported By	Injured Taken To
OH	RU244194	OH	BC04BQ	1		

Owner Name (If same, write "Same")	Address (Street, City, State, Zip Code)
SAME	

Year	Make	Model	Color	Insurance Company	Towing Service	Owner Phone #
2004	CHEVY	SILVARDO	BLACK	WEST AMERICA		941-7444

Offense Charged	Offense Description	Citation #	Local Code? "X" if Yes

Occupant

C — Unit #

Name (Last, First, Middle): | Home Phone # | Date of Birth | Age | Sex

Address (Street, City, State, Zip Code): | Injured Taken By (1 None, 2 EMS, 3 Police, 4 Other, 5 Unknown) | Transported By | Injured Taken To

D — Unit #

Name (Last, First, Middle): | Home Phone # | Date of Birth | Age | Sex

Address (Street, City, State, Zip Code): | Injured Taken By (1 None, 2 EMS, 3 Police, 4 Other, 5 Unknown) | Transported By | Injured Taken To

	Seating Position	Safety Equipment	Air Bag	Air Bag Switch	Ejection	Trapped	Injuries
A	01	04	1	1	1	1	1
B	01	01	1	1	1	1	1
C							
D							

Seating Position: 01 Front – Left (MC Driver), 02 Front – Middle, 03 Front – Right, 04 Second – Left (MC Pass), 05 Second – Middle, 06 Second – Right, 07 Third – Left (MC Passenger/Side Car), 08 Third – Middle, 09 Third – Right, 10 Sleeper Section Of Cab, 11 Enclosed Cargo Area, 12 Unenclosed Cargo Area, 13 Trailing Unit, 14 Exterior, 15 Other, 16 Non-Motorist, 17 Unknown

Safety Equipment — Motorist: 01 None Used, 02 Shoulder Belt Only, 03 Lap Belt Only, 04 Shoulder/Lap Belt, 05 Child Safety Seat, 06 MC Helmet Used, 07 Use Unknown. Non-Motorist: 08 None Used, 09 Helmet Used, 10 Protective Pads, 11 Reflective Clothing, 12 Lighting, 13 Other, 14 Unknown

Air Bag: 1 Not Deployed, 2 Deployed-Front, 3 Deployed-Side, 4 Deployed Both Front/Side, 5 Not Applicable, 6 Unknown

Air Bag Switch: 1 Not Present, 2 In On Position, 3 In Off Position, 4 Unknown

Ejection: 1 Not Ejected, 2 Totally Ejected, 3 Partially Ejected, 4 Not Applicable, 5 Unknown

Trapped: 1 Not Trapped, 2 Extricated By Mechanical Means, 3 Freed By Non-Mechanical Means, 4 Unknown

Injuries: 1 No Injury, 2 Possible, 3 Non-Incapacitating, 4 Incapacitating, 5 Fatal Injury, 6 Unknown

Blank for Witness

Supplement # "X" if Yes

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Unit Numbers

A: 01 B: 02

Non-Motorist Location

A: B:

01 Marked crosswalk At Intersection
02 Intersection/ No Crosswalk
03 Non-Intersection Crosswalk
04 Driveway Access Crosswalk
05 In Roadway
06 Not In Roadway
07 Median (But Not Shoulder)
08 Island
09 Shoulder
10 Sidewalk
11 Within 10 Feet Of Roadway (Not Shoulder, Median, Sidewalk, Island)
12 Beyond 10 Feet Of Roadway (Within Trafficway)
13 Outside Trafficway
14 Shared Use Paths Or Trails
15 Unknown

Type Of Unit

A: 20 B: 07

Motorist
01 Sub-Compact
02 Compact
03 Mid Size
04 Full Size
05 Minivan
06 Sport Utility Vehicle
07 Pickup
08 Panel/Van
09 Single Unit Truck; 2 Axles, 6 Tires
10 Single Unit Truck; 3+ Axles
11 Truck/Trailer
12 Truck Tractor (Bobtail)
13 Tractor/Semi-Trailer
14 Tractor/Double Short
15 Tractor/Double Long
16 Fifth Wheel On Converter Dolly
17 Tractor/Triples
18 Motorcycle
19 Motorized Bicycle
20 School Bus
21 Church Bus
22 Public Bus
23 Other Bus
24 Police Vehicle
25 Fire Truck
26 Ambulance/Rescue
27 Taxi
28 Motor Home
29 Train
30 Farm Vehicle
31 Farm Equipment
32 Snowmobile
33 Construction Equipment
34 All Others

Non-Motorist
35 Animal W/Rider
36 Animal W/Buggy
37 Bicycle
38 Pedestrian
39 Pedalcyclist
40 Skater
41 Other-Non Motorist
42 Unknown

In Emergency Response

A: B:

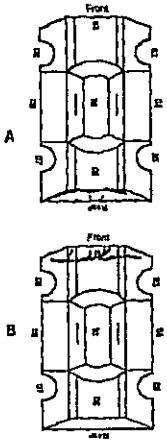
1 No
2 Yes
3 Unknown

Damage Scale

A: 1 B: 2

1 None
2 Non-Functional Damage
3 Functional Damage
4 Disabling Damage
5 Severe
6 Unknown

Damage Area



Most Damaged Area

A: 06 B: 02

01 None
02 Center Front
03 Right Front
04 Right Side
05 Right Rear
06 Rear Center
07 Left Rear
08 Left Side
09 Left Front
10 Top And Windows
11 Undercarriage
12 Load/Trailer
13 Total (All Areas)
14 Other
15 Unknown

Point of Impact

A: 06 B: 02

01 None
02 Center Front
03 Right Front
04 Right Side
05 Right Rear
06 Rear Center
07 Left Rear
08 Left Side
09 Left Front
10 Top And Windows
11 Undercarriage
12 Load/Trailer
13 Total (All Areas)
14 Other
15 Unknown

Action

A: 3 B: 1

1 Non-Contact
2 Non-Collision
3 Striking
4 Struck
5 Both Striking And Struck
6 Unknown

Striking Vehicle: Override/ Underride

A: 1 B:

1 No Underride Or Override
2 Underride, Compartment Intrusion
3 Underride, No Compartment Intrusion
4 Underride, Compartment Intrusion Unknown
5 Override, Motor Vehicle In Transport
6 Override, Other Vehicle
7 Unknown

Pre-Crash Actions

A: 02 B: 01

Motorist
01 Movements Essentially Straight Ahead
02 Backing
03 Changing Lanes
04 Overtaking/Passing
05 Turning Right
06 Turning Left
07 Making U-Turn
08 Entering Traffic Lane
09 Leaving Traffic Lane
10 Parked
11 Slowing/Stopped In Traffic
12 Driverless
13 Other
14 Unknown

Non-Motorist
15 Entering/Crossing In Specified Location
16 Walking, Running, Jogging, Playing, Cycling
17 Working
18 Pushing Vehicle
19 Approaching/Leaving Vehicle
20 Playing/Working On Vehicle
21 Standing
22 Other
23 Unknown

Contributing Circumstances

A: 10 B: 01

Motorist
01 None
02 Failure To Yield
03 Ran Red Light, Or Stop Sign
04 Exceeded Speed Limit
05 Unsafe Speed
06 Improper Turn
07 Left of Center
08 Followed Too Closely/ACDA
09 Improper Lane Change/ Drove Off Road/ Improper Passing
10 Improper Backing
11 Improper Start From Parked Position
12 Stopped or Parked Illegally
13 Operating Vehicle In Erratic, Reckless, Careless, Negligent Or Aggressive Manner
14 Swerving To Avoid (Due To Wind, Slippery Surface, Vehicle, Object, Non-Motorist In Roadway, Etc)
15 Failure To Control
16 Vision Obstruction
17 Driver Inattention
18 Fatigue/Asleep
19 Operating Defective Equipment
20 Load Shifting/Falling/Spilling
21 Other Improper Action
22 Unknown

Non-Motorist
23 None
24 Improper Crossing
25 Darting
26 Lying And/Or Illegally In Roadway
27 Failure To Yield Right Of Way
28 Not Visible (Dark Clothing)
29 Inattentive
30 Failure To Obey Traffic Signs, Signals, Or Officer
31 Wrong Side Of The Road
32 Other
33 Unknown

Vehicle Defect

Code Only If '19' Selected Above

A: B:

01 Turn Signals
02 Head Lamps
03 Tail Lamps
04 Brakes
05 Steering
06 Tire Blowout
07 Worn Or Slick Tires
08 Trailer Equipment Defective
09 Motor Trouble
10 Disabled From Prior Crash
11 Other Defects

Sequence Of Events

A	B
20	20

Non-Collision
01 Overturn/Rollover
02 Fire/Explosion
03 Immersion
04 Jackknife
05 Cargo/Equipment Loss/Shift
06 Equipment Failure
07 Separation Of Units
08 Ran Off Road Right
09 Ran Off Road Left
10 Cross Median/Centerline
11 Downhill Runaway
12 Other Non-Collision
13 Unknown Non-Collision

Collision w/ Person, Vehicle, Or Object Not Fixed
14 Pedestrian
15 Pedalcycle
16 Railway Vehicle
17 Animal – Farm
18 Animal – Deer
19 Animal – Other
20 Motor Vehicle In Transport
21 Parked Motor Vehicle
22 Work Zone Maintenance Equipment
23 Other Movable Object
24 Unknown Movable Object

Collision With Fixed Object
25 Impact Attenuator/Crash Cushion
26 Bridge Overhead Structure
27 Bridge Pier Or Abutment
28 Bridge Parapet
29 Bridge Rail
30 Guardrail Face
31 Guardrail End
32 Median Barrier
33 Highway Traffic Sign Post
34 Overhead Sign Post
35 Light/Luminaries Support
36 Utility Pole
37 Other Post, Pole Or Support
38 Culvert
39 Curb
40 Ditch
41 Embankment
42 Fence
43 Mailbox
44 Tree
45 Other Fixed Object
46 Work Zone Maintenance Equipment
47 Unknown Fixed Object
48 Other
49 Unknown

First Harmful Event

A: 1 B: 1

Of the Sequence of Events – Which one is the First Harmful Event (1-4)

Most Harmful Event

A: 1 B: 1

Of the Sequence of events – Which one is the Most Harmful event (1-4)

Speed Detected

A: 2 B: 2

1 Stated
2 Estimated Speed

Speed

A: 30 B: 0

Posted Speed

A: 25 B: 25

Traffic Control

A: 12 B: 12

01 No Controls
02 Stop Sign
03 Yield Sign
04 Traffic Signal
05 Traffic Flashers
06 School Zone
07 Railroad Crossbucks
08 Railroad Flashers
09 Railroad Gates
10 Construction Barricade
11 Police Officer
12 Pavement Markings
13 Crosswalk Lines
14 Walk/Don't Walk Signal
15 Traffic Control Device Inoperative, Missing, Obscured
16 Other

Direction

From	To	From	To
1	2	2	1

1 North
2 South
3 East
4 West
5 Northeast
6 Northwest
7 Southeast
8 Southwest
9 Unknown

Condition

A: 1 B: 1

1 Apparently Normal
2 Physical Impairment
3 Emotional
4 Illness
5 Fell Asleep, Fainted, Fatigued, Etc
6 Under The Influence Of Medications/Drugs/Alcohol
7 Other
8 Unknown

Alcohol/Drug Suspected

A: 1 B: 1

1 None
2 Yes – Alcohol Suspected
3 Yes – HBD Not Impaired
4 Yes – Drugs Suspected
5 Yes – Alcohol / Drugs Suspected
6 Unknown

Alcohol Test Status

A: 1 B: 1

1 None
2 Test Refused
3 Test Given, Contaminated Sample/Unusable
4 Test Given, Results Known
5 Test Given, Results Unknown
6 Unknown

Alcohol Test Type

A: 1 B: 1

1 None
2 Blood
3 Urine
4 Breath
5 Other

Alcohol Test Result

A: B:

Drug Test Status

A: 1 B: 1

1 None
2 Test Refused
3 Test Given, Contaminated Sample/Unusable
4 Test Given, Results Known
5 Test Given, Results Unknown
6 Unknown

Drug Test Type

A: 1 B: 1

1 None
2 Blood
3 Urine
4 Other

Drug Test 1&2 Result

A: 1 2 B: 1 2

1 None
2 Marijuana
3 Cocaine
4 Opiates
5 Amphetamines
6 PCP
7 Other
8 Unknown at Time Of Reporting

Type of Intersection

01

01 Not An Intersection
02 Four-Way Intersection
03 T-Intersection
04 Y-Intersection
05 Traffic Circle/Roundabout
06 Five-Point, Or More
07 On Ramp
08 Off Ramp
09 Crossover
10 Driveway/Access
11 Railway Grade Crossing
12 Shared-Use Paths Or Trails
13 Unknown

Occurrence

1

1 On Roadway
2 On Shoulder
3 In Median
4 On Roadside
5 On Gore
6 Outside Trafficway
7 Unknown

Road Contour

1

1 Straight Level
2 Straight Grade
3 Curve Level
4 Curve Grade

Road Conditions

Primary	Secondary
01	

01 Dry
02 Wet
03 Snow
04 Ice
05 Sand, Mud, Dirt, Oil, Gravel
06 Water (Standing, Moving)
07 Slush
08 Debris**
09 Rut, Holes, Bumps, Uneven Pavement**
10 Other
11 Unknown

** Secondary Road Conditions Only

Supplement * "X" if Yes

Local Report # * 3051356

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