

OPWC DISTRICT 4 INTEGRATING COMMITTEE
FY25 APPLICATION SUMMARY

09

SUBDIVISION: Engineer CONTACT PERSON: Rick Splawinski
PROJECT NAME: Dayton Cincinnati Pike Roadway Realignment

CRITERIA		RESPONSE	
	Project Type	Road	
	General Project Summary	Reconstruction of approximately 1,300 feet of Dayton Cincinnati Pike on an easterly-shift alignment to allow removal of the existing retaining wall. Lane and shoulder widths will be reconstructed to current design standards, all guardrail within the project limits will be replaced and a new culvert will be installed.	
1.	Priority Project?	No	
2.	Total Project Cost	\$1,300,000	
	Funding Requested SCIP	\$500,000 (\$325,000 Grant / \$175,000 Loan)	
	Funding Requested LTIP	\$400,000	
	New/ Expansion	\$0	
3.	Type of Request	65% Grant / 35% Loan	
4.	Local Match SCIP	\$975,000	75%
	Local Match LTIP	\$900,000	69%
5.	Economic Health	4	
6.	Infrastructure Age	123 years	
7.	Generation of Revenue	None	
8.	Additional Funding	None	
9.	Readiness of Project	Ready to Proceed	
10.	Health & Safety - Category	Road	
	Response	Removal of retaining wall and realignment of roadway	
11.	Addresses District Needs	System Users	Avg. Daily Traffic 5,061
		Acres Drained	Project in Multiple Communities?
		Percent of Community Served? More than 40%	
12.	Economic development	None	
	# jobs being created		
	# jobs retained		
13.	Relieves Traffic Congestion Responds to Growth	n/a	LTIP only Criteria
14.	Weighted Useful Life	32 years	
15.	Engineering as % of Construction	10%	
16.	Other Factors	See attached	
COMMENTS			

1.0 Project Financial Information (All Costs Rounded to Nearest Dollar)

1.1 Project Estimated Costs

SCIP Financials

Engineering Services

Preliminary / Final Design:	_____	.00	
Construction Administration:	_____	.00	
Total Engineering Services:		a.) _____ .00	_____ %
Right of Way:		b.) _____ .00	
Construction:		c.) _____ .00	
Permits, Advertising, Legal:		e.) _____ .00	
Construction Contingencies:		f.) _____ .00	
Total Estimated Costs:		g.) _____ .00	

1.2 Project Financial Resources

Local Resources

Local In-Kind or Force Account:		a.) _____ .00	
Local Revenues:		b.) _____ .00	
Other Public Revenues:			
Local / ODOT - Let:	_____	d.) _____ .00	
ODOT PID:	_____		
OEPA / OWDA:		e.) _____ .00	
CDBG:		f.) _____ .00	
Other:	_____	g.) _____ .00	
Subtotal Local Resources:		i.) _____ .00	_____ %

OPWC Funds (Check all requested and enter Amount)

Grant:	_____ % of OPWC Funds	j.) _____ .00	
Loan:	_____ % of OPWC Funds	k.) _____ .00	_____ yrs
Loan Assistance / Credit Enhancement:		l.) _____ .00	
Subtotal OPWC Funds:		m.) _____ .00	_____ %
Total Financial Resources:		n.) _____ .00	_____ %

OPWC Project Financial Information

Subdivision: Montgomery County

LTIP Financials

Project Name: Dayton Cincinnati Pike

Project Estimated Costs

(All Costs Rounded to Nearest Dollar)

Engineering Services

Estimated Engineering:	<u>105,000</u>	.00		
Construction Administration:	_____	.00		
Total Engineering Services:			<u>105,000</u>	.00 <u>10.0</u> %
Right of Way:			<u>37,000</u>	.00
Construction:			<u>1,053,000</u>	.00
Permits, Advertising, Legal:			_____	.00
Construction Contingencies:			<u>105,000</u>	.00 <u>10.0</u> %
Total Estimated Costs:			<u>1,300,000</u>	.00

Project Financial Resources

Local Resources

Local In-Kind or Force Account:			_____	.00
Local Revenues:			<u>900,000</u>	.00
Other Public Revenues:				
ODOT / FHWA PID:	_____		_____	.00
OEPA / OWDA:			_____	.00
Other:	_____		_____	.00
Subtotal Local Resources:			<u>900,000</u>	.00 <u>69.2</u> %

OPWC Funds

Grant:	<u>100</u> % of OPWC Funds		<u>400,000</u>	.00
Loan:	<u>0</u> % of OPWC Funds		_____	.00
Loan Assistance / Credit Enhancement:			<u>0</u>	.00
Subtotal OPWC Funds:			<u>400,000</u>	.00 <u>30.8</u> %
Total Financial Resources:			<u>1,300,000</u>	.00 <u>100.0</u> %

OHIO PUBLIC WORKS COMMISSION

DISTRICT 4

FY25 Supplemental Questionnaire

Applicant: Montgomery County Engineer

Project Title: Dayton Cincinnati Pike

Application Summary:

Briefly describe the project:

An approximately 125-year old retaining wall is located along the west side of Dayton Cincinnati Pike between the roadway and the Great Miami River, and straddles the Montgomery-Warren County line. The existing retaining wall is just under 800 feet long, has a maximum exposed height of approximately 15 feet, and was constructed by an interurban railroad company prior to the year 1900.

The existing retaining wall is in extremely poor condition. Large sections of the wall have cracked, separated, and fallen onto the Great Miami River Recreation Trail below. No record plans of the wall are known to exist. In February 2023, the Montgomery County Engineers Office (MCEO) performed exploratory excavations to expose and measure the existing wall components and geometry. The excavations revealed that the existing retaining wall does not contain external lateral load-carrying elements such as deadman anchors or counterforts, and the wall was not constructed with an integral spread footing foundation. The existing retaining wall is comprised of a vertical unreinforced concrete stem only, supported on a laid stone foundation.

A Conceptual Design Study commissioned by MCEO in 2023 concluded that the 125-year old retaining wall is structurally unstable, not suitable for rehabilitation, and should be removed. The study evaluated two post-removal alternatives: replacing the existing wall with a new retaining wall, and realigning Dayton Cincinnati Pike to reduce or eliminate the wall entirely. The baseline (2022) estimated construction cost for the wall replacement alternative was \$3.9M; the estimated construction cost for the roadway realignment alternative was \$2.3M. Project costs will be shared by the two owning agencies, with approximately 55% of the project located in Warren County and the responsibility of the City of Franklin (COF), and approximately 45% of the project located in Montgomery County and the responsibility of MCEO.

COF and MCEO concur that the roadway realignment is the preferred alternative and that MCEO will act as lead agency for the entire project. This OPWC District 4 application represents the portion of the project located in Montgomery County only. A separate application will be submitted to OPWC District 10 by COF for the portion of the project in Warren County.

The project includes reconstruction of approximately 1,300 feet of Dayton Cincinnati Pike on an easterly-shifted alignment to allow removal of the existing retaining wall. Lane and shoulder widths will be reconstructed to current design standards, all guardrail within the project limits will be replaced, and a new culvert across Dayton Cincinnati Pike near the northern project limit will be installed as part of the proposed project.

Other Factors

What other factors exist that make this project more important than other like projects?

The existing retaining wall was constructed in the late 19th century prior to the automobile era to support an interurban traction line railroad constructed between the then-existing Miami & Erie Canal and the Great Miami River. Until its condition and safety concerns were recently brought to the attention of MCEO by the Miami Conservancy District, the existing wall had not been inventoried or maintained by any public agency. This highway system component was inherited from a series of now-defunct electric railroad companies in the early 20th century, initially by the State of Ohio Department of Highways in the 1920s, then by Montgomery and Warren Counties when Intercounty Highway 19 (later U.S. 25) reverted from state to local control.

Current federal transportation infrastructure funding sources do not adequately accommodate the unique circumstances of this project. The existing retaining wall is unstable and cannot be economically rehabilitated. The cost to construct a replacement retaining wall is estimated to be just under \$4 million. While no new roadway capacity is needed or proposed, complete reconstruction and realignment of 0.25 miles of principal arterial highway is necessary to remove the old retaining wall and eliminate the need for a replacement wall. Confronted with a project of this magnitude under these circumstances, MCEO believes that the Dayton Cincinnati Pike roadway realignment is in a class by itself, and warrants consideration as a highly important project in District 4.

DAYTON CINCINNATI PIKE

Roadway Realigning Project

Location Map

