

“Do it right the first time!”

Concrete provides all the ingredients for a successful, long lasting, project

Durable surface

Excellent load carrying qualities

Whiter

Brighter

Lighter

Safer

Longer life

Less frequent rehabilitation

We keep you out of the orange barrel syndrome.



Durability personified!!!



**Concrete Promotion Council of
Southwest Ohio**

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Concrete for
pavement that lasts

**“Concrete for
when the going
gets tough!”**



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Southwest Ohio**

Problem Child

The City of Cincinnati had a problem child in the form of a busy industrial street named Mehring Way. Located just north of the riverfront and west of the new stadium, Mehring Way was laced with potholes and joint failures. With its' dead-flat profile, water ponded in low spots freezing over in the winter. In addition there were two abandoned railroad tracks, running along the eastbound lanes, causing car tires to be diverted sideways when they met the rails posing another safety issue.

Reconstruction of both the east & west ends of Mehring left this middle, much used, portion an eyesore, traffic hazard and an obvious candidate for reconstruction.

Due to the heavy-duty, channelized, nature of the traffic, special attention was paid to the pavement surface choice. It had to be strong, durable and provide a long service life. It had to be able to withstand the constant truck traffic without constant need for resurfacing.

Concrete was chosen because it provides all of the attributes the city required to *“Do it once and do it right!”*

With assistance in funding from the Ohio Public Work Commission, Cincinnati was able to reconstruct the “missing link” of Mehring Way.

Matching the Existing Roadway

In order to match the adjoining sections of roadway and to maximize the service life of the pavement, it was decided that a 10-inch plain concrete pavement section with integral curb would be specified. The existing roadway, abandoned railroad tracks, sidewalks, and driveway aprons were removed and reconstructed. New storm-water inlets and connection pipes were built to eliminate the earlier mentioned ponding/icing problems. Additional sidewalks and handicap ramps were built to facilitate pedestrian travel. Final striping work was performed and the improved roadway was opened on schedule.

Suited to the need.

This segment of roadway carries, not only passenger vehicles, but a significant amount of heavy truck traffic. It also provides an access to the downtown area from the west. It is not only the number of trucks but their type of load that tends to age ordinary flexible pavement prematurely. Concrete, with its' rigid surface and strong load deflection characteristics offered the ultimate solution for both now and in the future minimizing the need for orange barrels.



View westbound on Mehring Way toward the C&O Railroad bridge.

Project Statistics

This project was designed by the City of Cincinnati, Highway Engineering Section. The contractor was Sunesis Construction.

The overall project length was 1,695 linear feet by 42 feet minimum width (four lanes) and used at total of just under 4000 cubic yards of concrete. Concrete was supplied by Hilltop Basic Resources on Cincinnati.

The total time of construction was 125 calendar days at a cost of just under \$700,000.



Open to traffic on schedule .

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