BR 21-1.00 Public Meeting

Welcome to the Logan County Engineer's Office (LCEO) public meeting on proposed improvements to the Whipple Truss bridge on CR 21 (LOG 21-1.00).

This public meeting is being held to provide an opportunity for citizens to give LCEO comments and/or suggestions on the LOG 21-1.00 improvement project after reviewing the information for each option. LCEO strives to ensure that all members of the community have the opportunity to participate in public decisions on transportation projects and programs affecting them.

A questionnaire will be handed out during this meeting, and your input is highly encouraged.

All oral and written comments received regarding this project will be reviewed by LCEO personnel to help determine the best LOG 21-1.00 improvement option for the community.

LOGAN COUNTY

ENGINEER'S OFFICE

- Project location The structure spans the Great Miami River and is located on C.R. 21, about 0.6 miles northwest of Logansville and 1 mile west of S.R. 47.
- Traffic data The current average daily traffic volume is 658 vehicles a day and the projected traffic volume per day in the design year 2034 is 1189. Peak hourly volume is 89 vehicles.
- Accident history

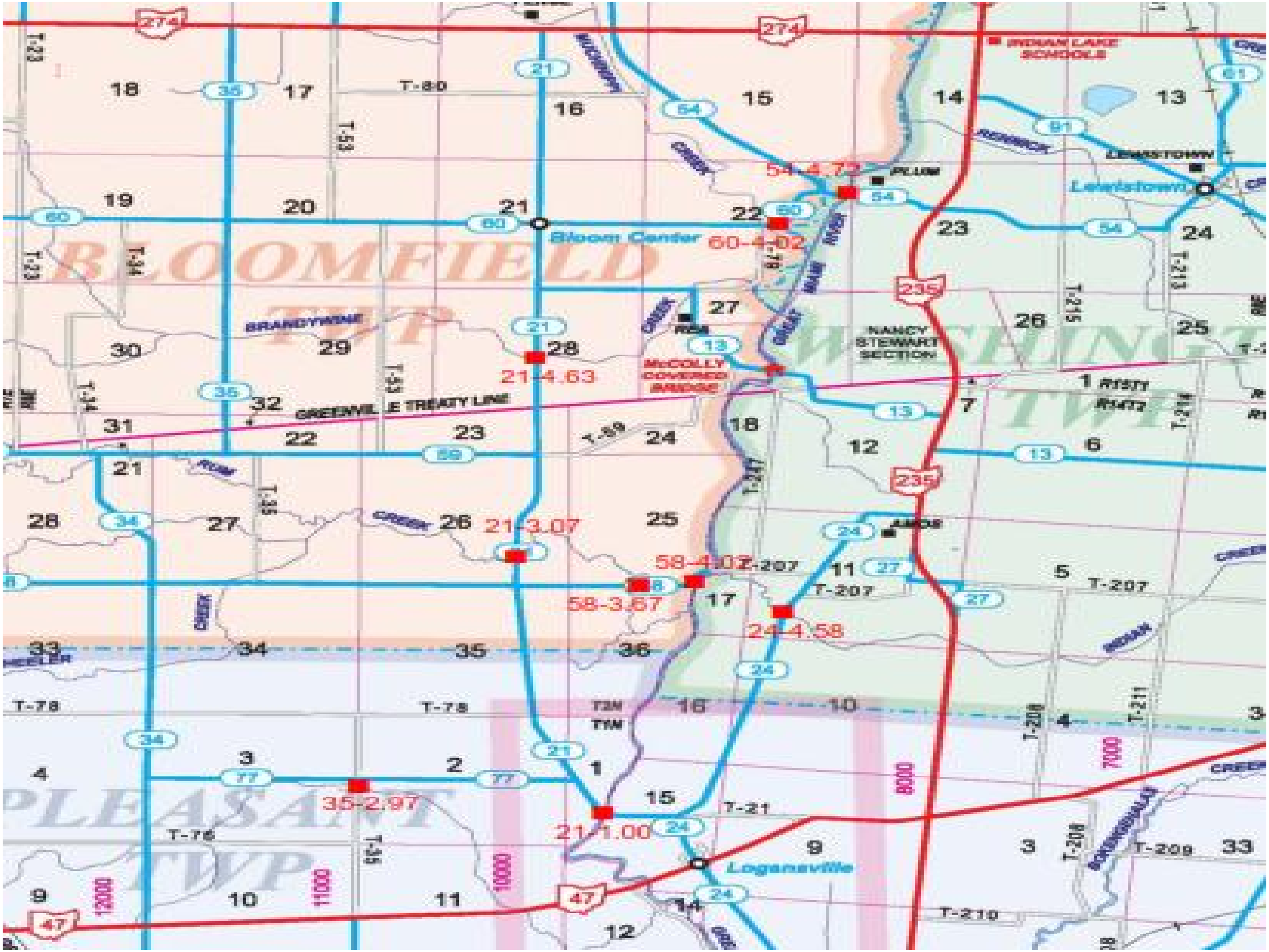
History of Bridge Program

Many structures have been upgraded over the past twenty years in order to improve agricultural, commercial, and public transportation in preparation for this project.

- 1998: Replaced a bad bridge over Rum Creek and the Iron Truss over the Great Miami River on CR 58.
- 2000: Rehabilitated and reopened the McColly covered bridge over the Great Miami River, which allowed school buses and trucks with weight restrictions to cross.
- 2002: Replaced the steel truss over the Great Miami River on CR 54.
- 2003: Replaced posted bridges over Rum Creek and Brandywine Creek on CR 21 and the steel truss bridge over Muchinippi Creek on CR 60.
- 2007: the bridge on CR 35, immediately south of CR 77, was replaced.
- 2014: Replacing the bridge over Indian Creek on CR 24.

These nine bridges have dramatically improved the detour lengths and transport of goods around the LOG 21-1.00 truss bridge.

Nearby bridges upgraded to accommodate traffic needs


BLOOMFIELD TWP
WASHINGTON TWP
PLEASANT TWP
INDIAN LAKE SCHOOLS
LEWISTOWN
Lewistown
PLUM
Bloom Center
NANCY STEWART SECTION
McCOLLY COVERED BRIDGE
GREENVILLE TREATY LINE
BRANDYWINE
Logansville
54-4.72
60-4.02
21-4.63
21-3.07
58-4.02
58-3.67
24-4.58
35-2.97
21-1.00
T-80
T-207
T-78
T-76
T-21
T-210
T-209

History of Existing Bridge

Built in 1882 by the Massillon Bridge Company, the current bridge has high historical significance. It's a technologically significant bridge type as this Whipple truss bridge is an example of the double-intersection Pratt thru truss bridges that were very popular in the 1880s. In addition, this bridge is eligible for the National Register of Historic Places.

Planned bridge rehabilitation

To preserve local culture and history, the existing bridge is scheduled to be reopened after undergoing rehabilitation. An option for aesthetic lighting will be included in the design.

This structure will have a total length of 146’ with one 14’-8” lane.

Project scheduled to start summer 2015 and finish in the spring of 2016. Construction process would include disassembling structure and repairing and/or replacing truss members. All truss members will be galvanized and existing stone abutments will be repaired. The current deck may be replaced with a reinforced polymer deck.

Potential alternative 1:Keep existing bridge and add 35 m.p.h. curve

To preserve local culture and history, the existing bridge would be reopened after undergoing rehabilitation and after realigning the roadway west of the bridge that includes a new 35 m.p.h. curve in order to improve driver visibility and overall safety. Aesthetic lighting may be added. This structure will have a total length of 146' with one 14'-8" lane.

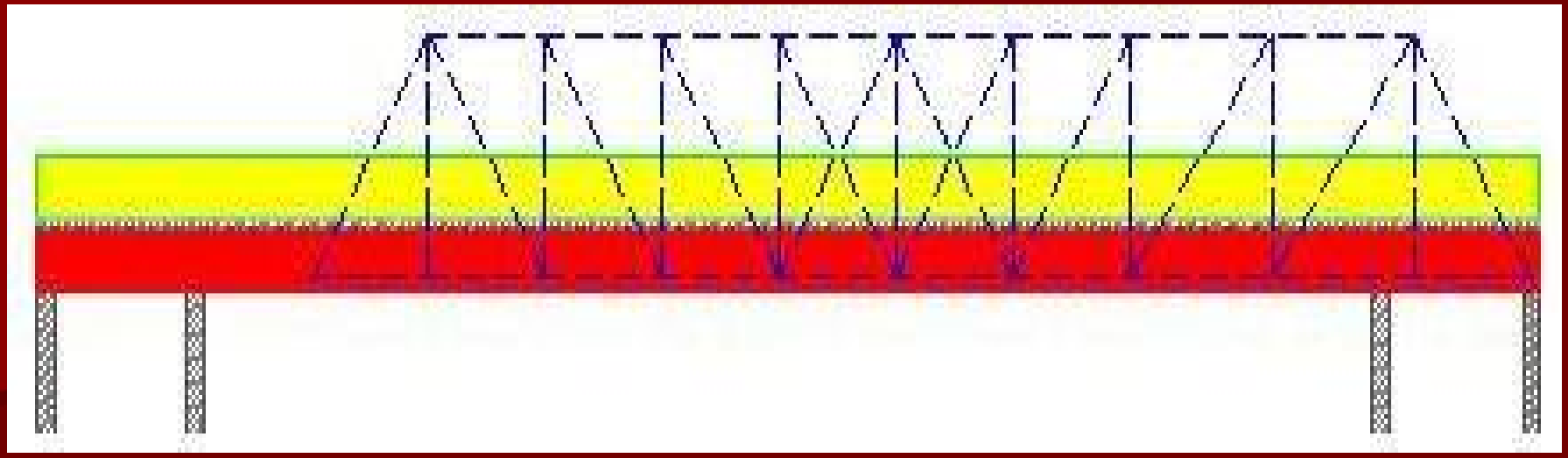
Project scheduled to start summer 2015 and finish in the spring of 2016. Road improvements would currently be scheduled for 2017. Construction process would include disassembling structure and repairing and/or replacing truss members. All truss members will be galvanized and existing stone abutments will be repaired. The current deck may be replaced with a reinforced polymer deck.

Potential alternative 2: New 2-lane bridge with 55 m.p.h. curve

This proposed two-lane bridge would be built north of the existing bridge with roadway realignment work done on the west side so that a speed of 55 m.p.h. could be maintained as you travel over the new structure.

This structure would have a total length of 180’ with two 12’ lanes.

Project funding would not be available until after 2019 or may not be funded at all.

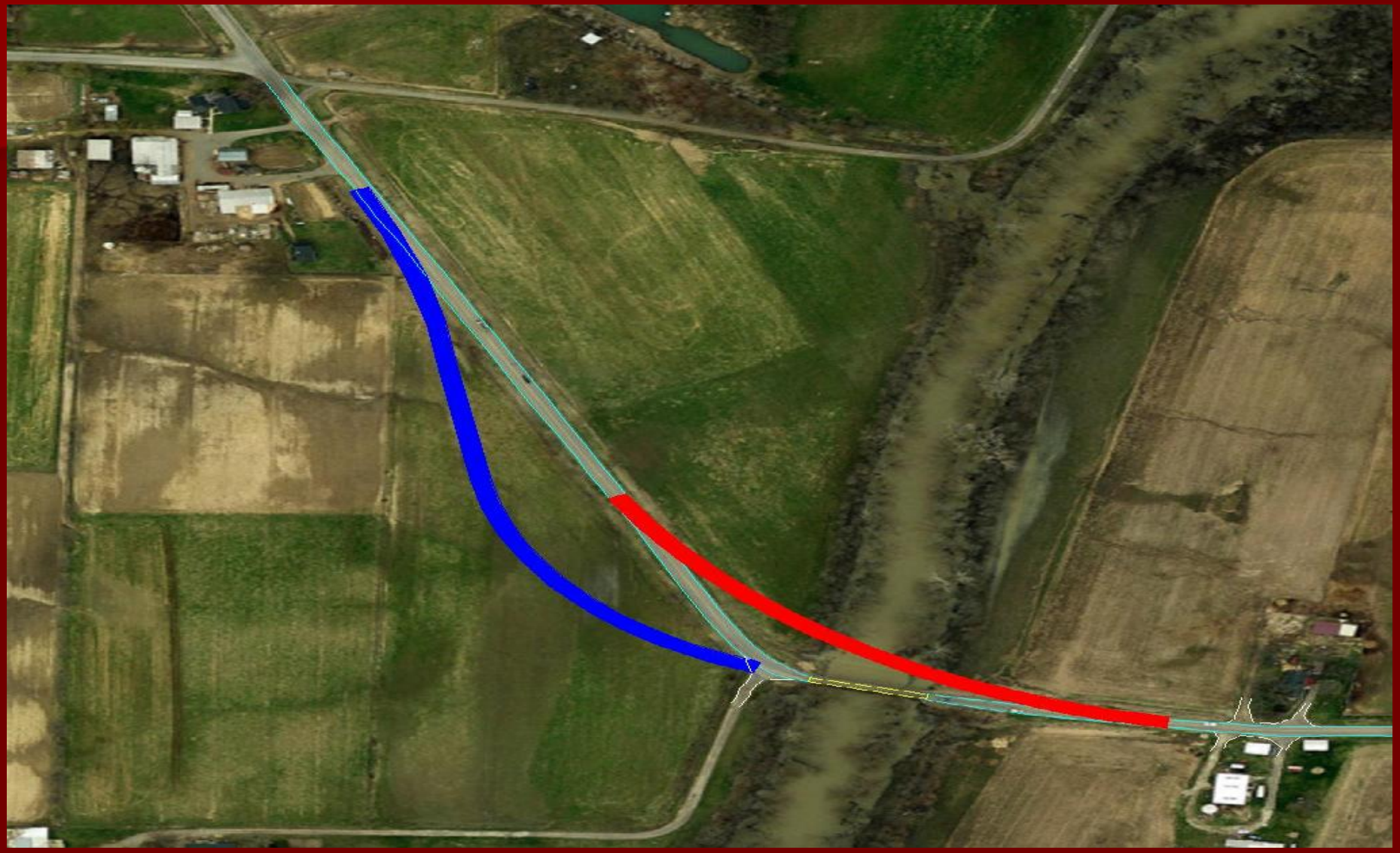


Above: Visibility of existing truss would be obstructed by the new structure.

Estimated Costs and Funding

- Planned rehabilitation project: The total estimated cost for this project is $1,820,000 and there's currently $188,115 invested in this option. Funding for this project includes: 80% federal highway funds through local bridge program.
- Potential alternative 1: The total estimated cost for this project is $2,458,867. This includes $638,867 for roadway realignment and $1,820,000 for bridge rehabilitation. Funding for this project includes: 80% federal highway funds through local bridge program for the bridge rehabilitation. We would apply for a 90% grant using state OPWC funds for the roadway relocation.
- Potential alternative 2: The total estimated cost for this project is $4,304,192. This includes $1,604,192 for roadway work, and $2,700,000 to construct a new bridge. Funding for this project would require applying for 80% federal grants for year 2019.

Aerial view of potential roadways



Successful Bridge Rehabs

CUY Hillside Road over Cuyahoga River

Successful Bridge Rehabs

UNI Streng Road

Successful Bridge Rehabs

DAR Mill Road

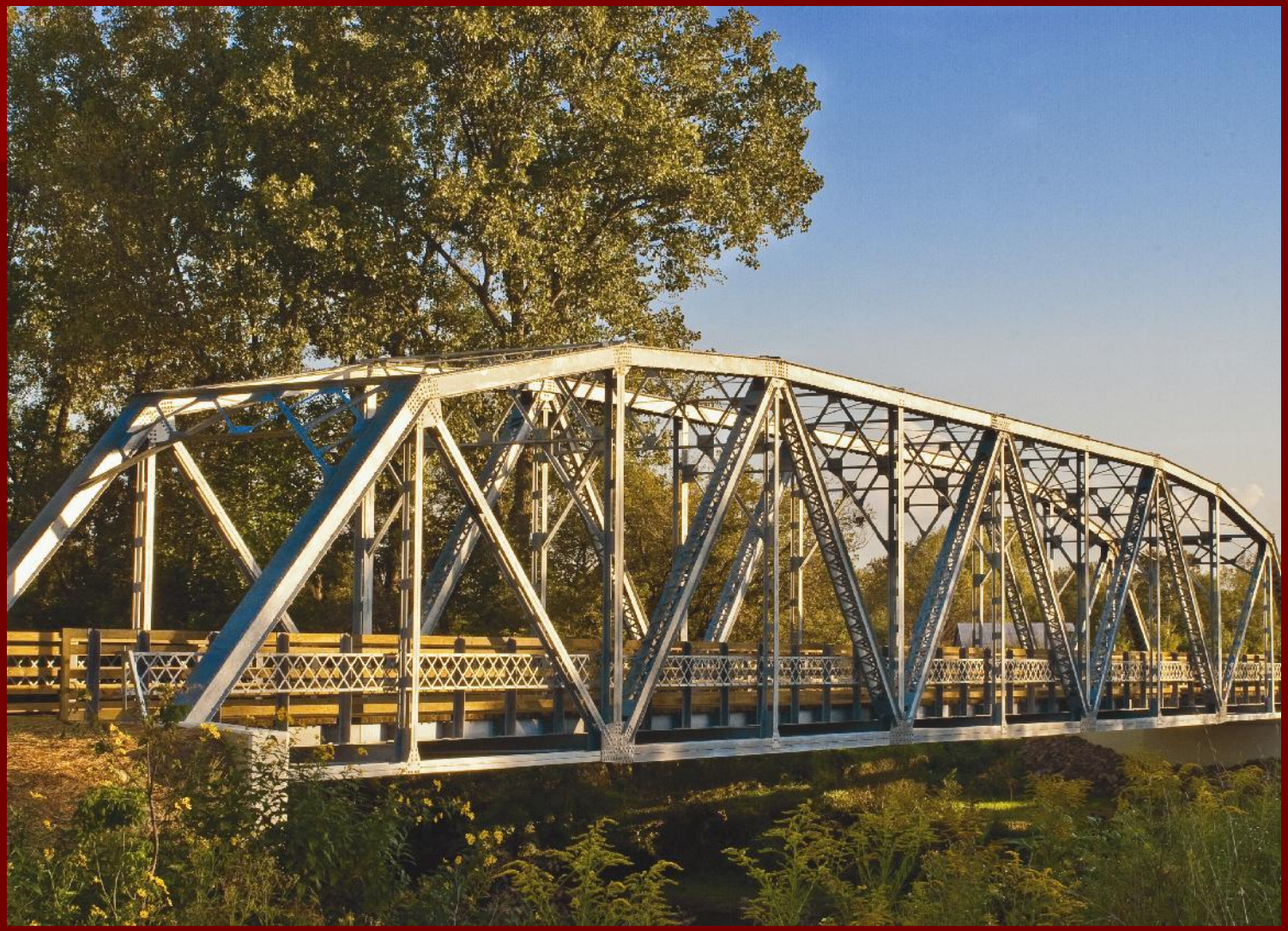
Successful Bridge Rehabs

LAK Pleasant Valley Road

Successful Bridge Rehabs

FAY TR 54-150

Successful Bridge Rehabs



KNO Big Run Bridge

Successful Bridge Rehabs

RIC Benedict Road

Public comments

- Please limit your comments to 3 minutes
- Please remember to fill out the questionnaire