

# 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.





- **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.

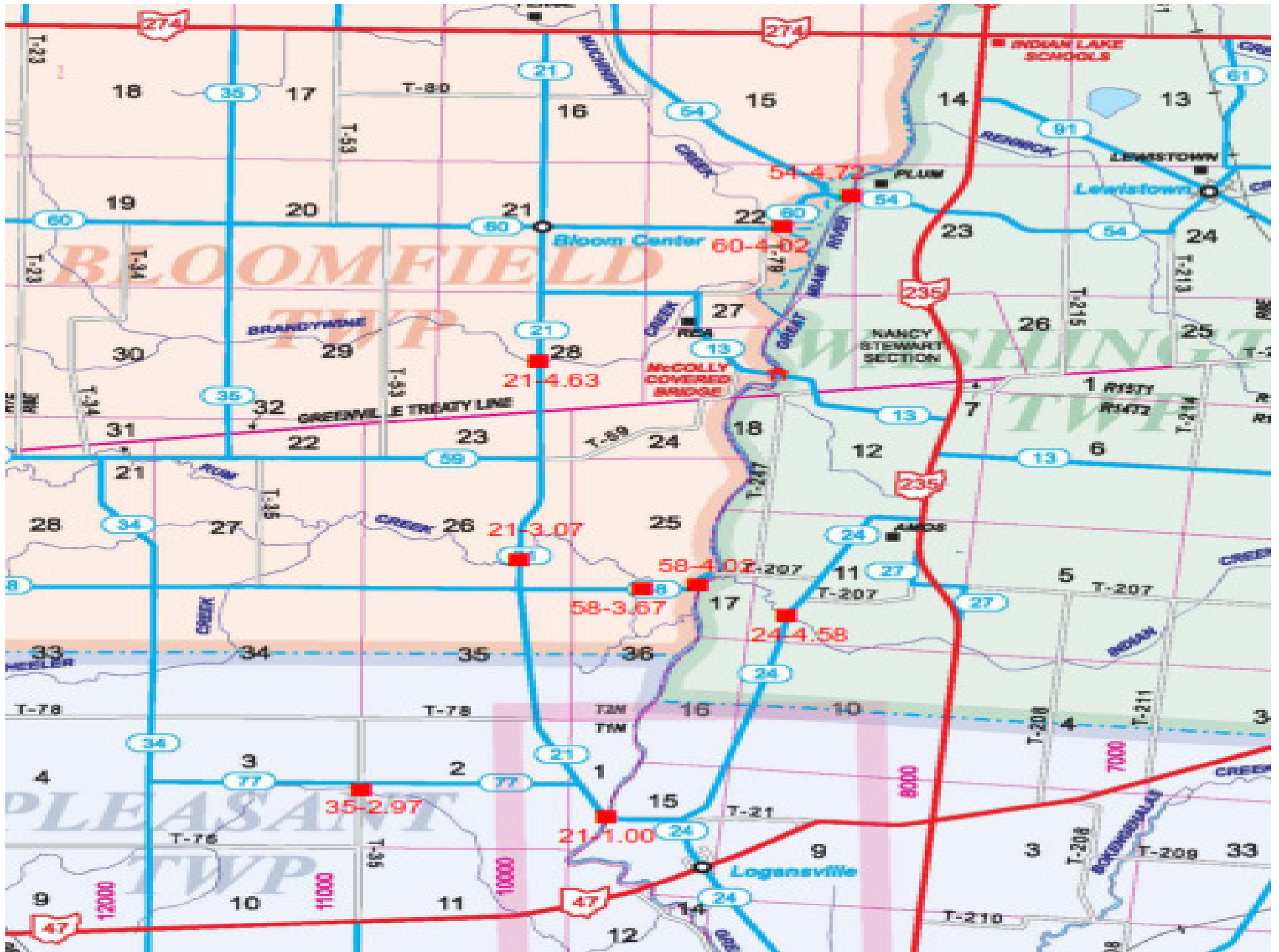
- 1998: Replaced a bad bridge over Rum Creek and the Iron Truss over the Great Miami River on CR 58.
- 2000: Rehabilitated and reopened the McColly covered bridge over the Great Miami River, which allowed school buses and trucks with weight restrictions to cross.
- 2002: Replaced the steel truss over 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





# 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.

# Rejected 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.



# Rejected 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.

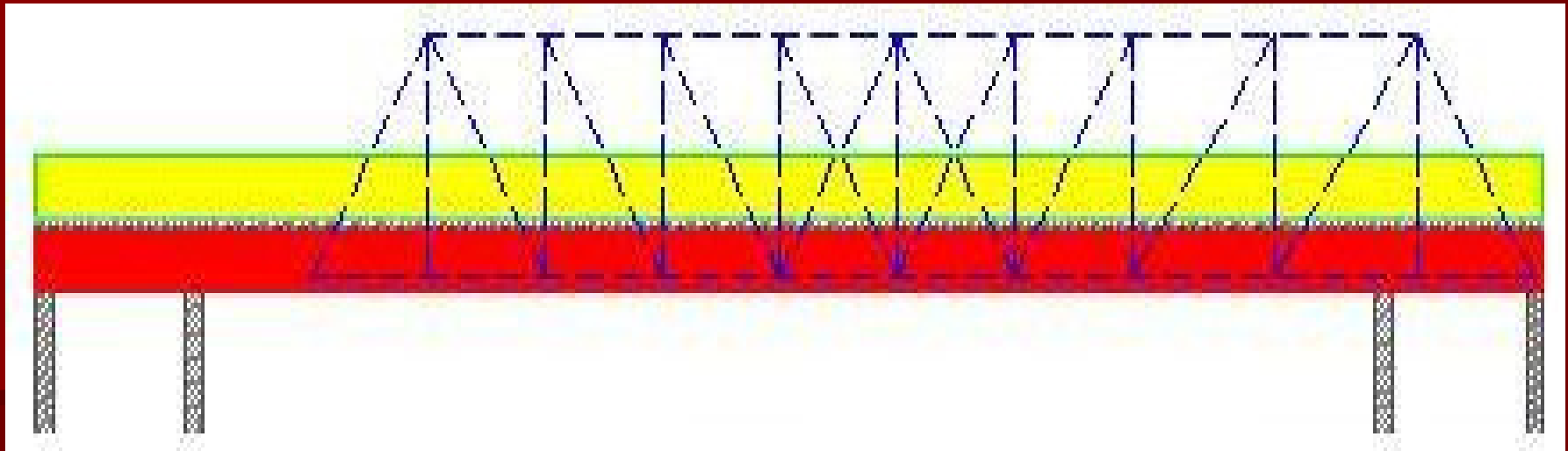


Project scheduled to start summer 2015 and finish in the spring of 2016. Road improvements would currently be scheduled for 2017. Construction process would include disassembling structure and repairing and/or replacing truss members. All truss members will be galvanized and existing stone abutments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

# Proposed Bridge Realignment: 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 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 140' to 180' with two 12' lanes. Project funding is available for 2020 construction.



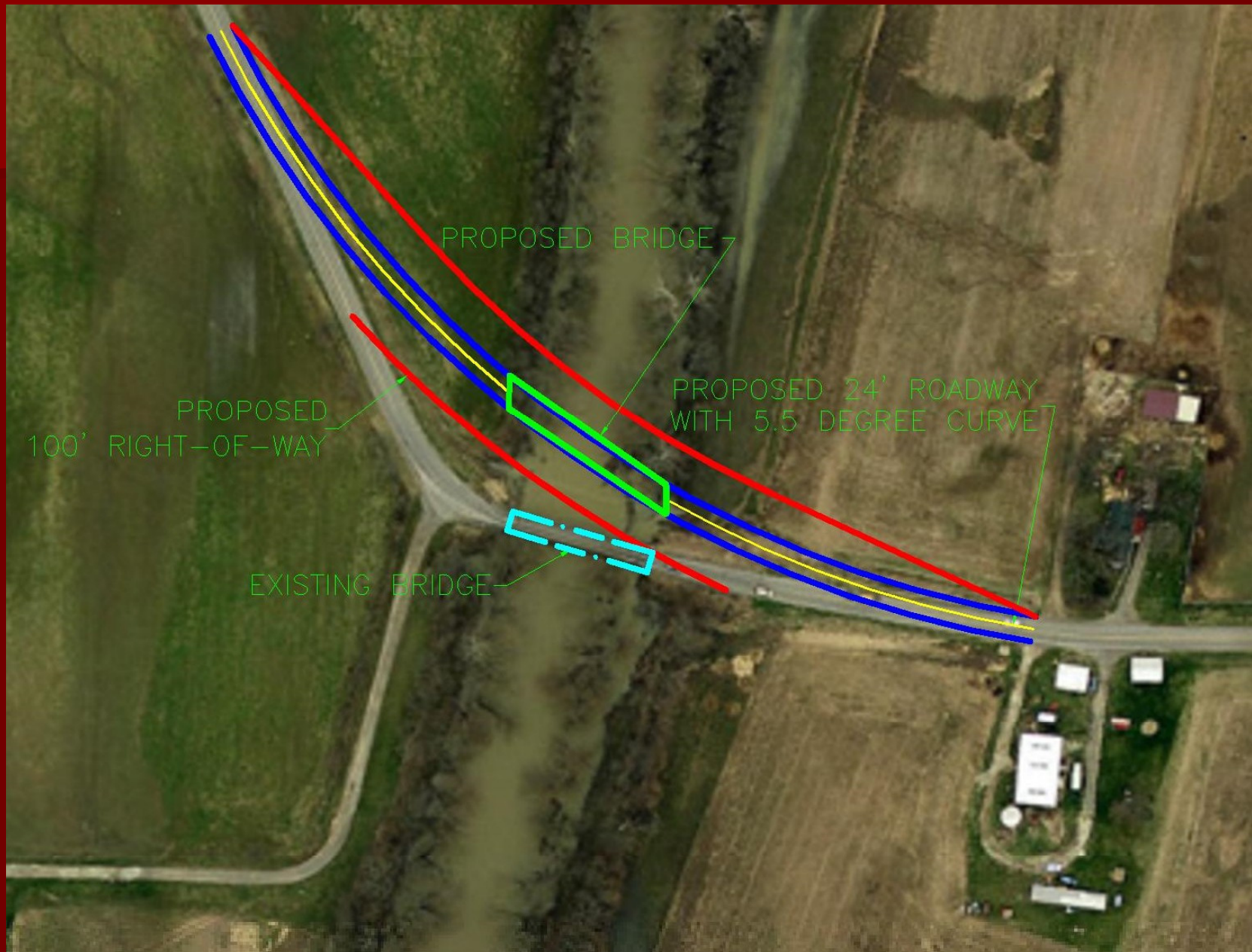
Above: Visibility of existing truss would be obstructed by the new structure.

# LOG BR 63-1.38





# Aerial view of Proposed Realignment





# Proposed Detour



# Proposed Right-of-way Acquisition

# Estimated Costs and Funding

- Planned realignment project: The total estimated cost for this project is \$4,658,900. This includes \$1,758,900 for roadway work, and \$2,900,000 to construct a new bridge. Funding for this project includes 80% federal highway funds through local bridge program.
- Rejected rehabilitation project: The total estimated cost for this project was \$1,820,000.
- Rejected alternative 1: The total estimated cost for this project was \$2,458,867. This included \$638,867 for roadway realignment and \$1,820,000 for bridge rehabilitation.

# What will happen to the existing historic truss?

We are required to protect and preserve the historic truss bridge as part of the funding approval for the new bridge. Section 4(f) of the US Department of Transportation Act (23 CFR 774) prohibits adverse effects to historic properties under federal-aid transportation projects unless no feasible and prudent avoidance alternative is available. The existing bridge will remain open as long as it is structurally sound and feasible during construction activities. We encourage public comment on long-term preservation of the historic truss after the new bridge is completed.



# Public comments

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

