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**Bridge 21-1.00 , PID 99757
Realignment of CR 21 over the Great Miami River**

What is the project?

The proposed project will realign CR 21 to provide a design-standard bridge over the Great Miami River while allowing the historic truss bridge to remain in place for future preservation. The project is scheduled for construction in 2020.

Why is this project needed?

The existing structure was built in 1882 and is in need of extensive rehabilitation to remain in service. Public comments from the June 2014 public meeting were unanimous in favor of providing a new two-lane bridge, designed for modern traffic. Design requirements will require the new structure to be designed for at least a 55 mile per hour design speed, which requires the proposed relocation and property acquisition.



What are the design considerations for the proposed bridge?

The elevation of the road profile will likely be raised as much as seven feet in order to accommodate floodwater without increasing any upstream flood elevations. This will require approximately 6,000 cubic yards of fill for the approach roadway and 1,200 feet of roadway reconstruction. The proposed bridge will be approximately 140 feet long and 36 feet wide.

Additionally, the new design must allow for the existing historic truss bridge to remain in place. We plan to keep the existing structure open to traffic as long as possible, but there will be a point at which the existing structure must be closed in order to complete the construction of the relocated roadway. If the existing structure deteriorates to a point that it is no longer safe to carry traffic, it will have to be closed sooner.



Why isn't the new bridge being constructed on the alignment of the existing bridge?

This alternative would require the removal of the existing truss bridge, which is eligible for the National Register of Historic Places. 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 proposed realignment will provide a design-standard roadway and

funding for its construction has been secured. At this time, we are not aware of conditions that would make the proposed realignment not feasible and prudent.

How much will this project cost and how is it being funded?

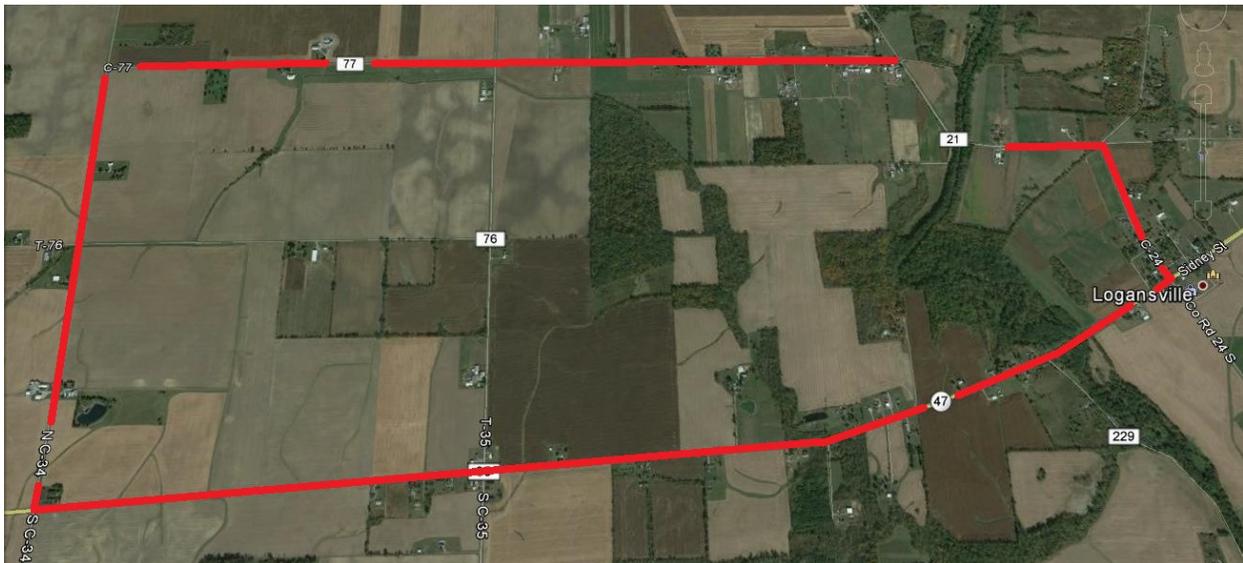
The estimated cost is \$ 4,658,900. A maximum of up to \$ 3,988,000 will be provided by federal highway funds and the remaining 20% will be funded by local funds (this is estimated up to\$ 997,000).

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. 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.

What is the proposed detour and how long will it last?

The proposed detour is CR 77 to CR 34 to SR 47 and CR 21 to CR 24 to SR 47. The detour length is 6.6 miles. The detour is expected to be in effect for 2 to 6 months.



The environmental review, consultation and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated 12/11/2015, and executed by FHWA and ODOT.