



Interstate 75 bridges over abandoned Akron, Canton and Youngtown Railroad

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April 16, 2018

# Bluffton's twin peaks may disappear

# Stakeholders hear ODOT's plan to remove twin bridges on I-75

**The following pages  
include ODOT's  
PowerPoint presentation  
from April 12.**

Stakeholders in the Interstate 75 bridges over the abandoned AC&Y Railroad north of State Route 103 last week heard ODOT's plans to remove the bridges.

Nearly 30 persons attended the town hall meeting on April 12. In attendance were Orange Township trustees, village of Bluffton officials, members of the Bluffton pathway board and some community residents.

Slated for 2021, the project calls for the complete removal of the twin bridges and reconstruction of the pavement over the abandoned railroad.

The bridges were constructed to cross the Akron, Canton and Youngstown Railroad when the Interstate and Route 25 bypass went around Bluffton.

The northbound bridge was built in 1954. The southbound bridge was built in 1964. The railroad was abandoned in the 1980s.

Ohio Department of Transportation estimates the cost to replace the existing bridges is \$3 million. There are additional costs for annual maintenance and inspection. The \$3 million does not include the cost to maintain traffic during construction.

ODOT officials reported that 29,000 ve-

hicles pass Bluffton on the interstate each day, with 3,000 vehicles traveling on State Route 103 at the interstate. Compare that to County Road 33, which travels under the interstate at the bridges. ODOT's count there is 33 vehicles per day.

Orange Township trustees said closure of CR 33 under the bridges would mean some residences would be landlocked. The concern was for fire and EMS needs to those properties.

Bluffton pathway board's concerns involve plans to encircle the village with a pedestrian and bike pathway. The existence of the two bridges is part of board's long-range plans to achieve that project.

ODOT officials at the meeting said that they have yet to notify the Norfolk Southern Railroad of the bridge project.

A 15-day public comment period is in play on project. An attachment to this story provides a comment sheet for persons.

Following the April 12 meeting is a possible public hearing in June or July. A decision on the project is expected in July.

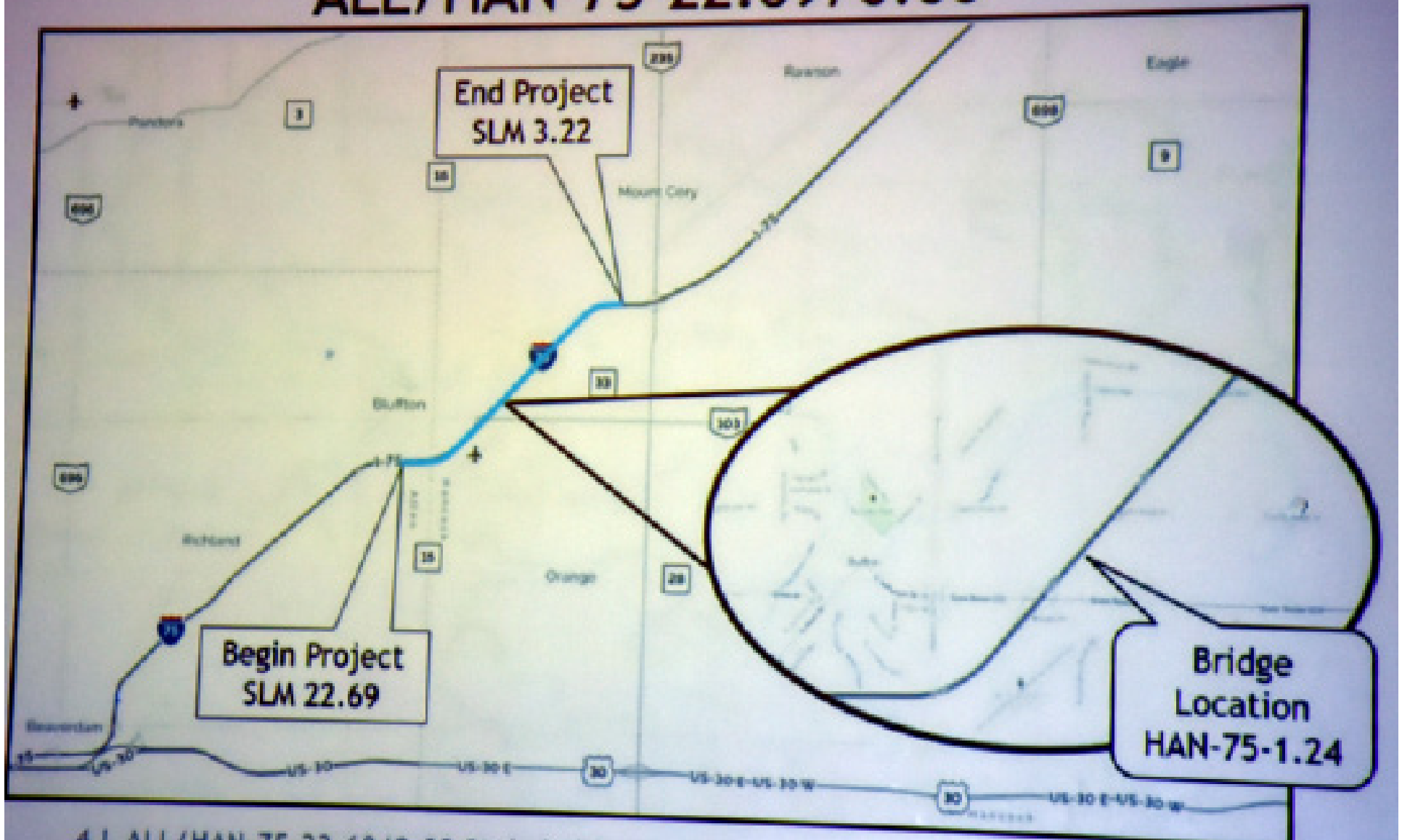
A feasibility study is slated for September and, depending upon funding, the project could be awarded in the winter of 2020.

# PURPOSE OF THE MEETING

- Project introduction and why it is needed
- Closure alternatives being considered
- Identify stakeholder concerns
- Obtain stakeholder input
- Next Steps

# PROJECT LOCATION

ALL/HAN-75-22.69/0.00



## PURPOSE AND NEED

- Improve pavement condition on IR-75 from the bridge over Riley Creek to just south of SR 235
- Address deteriorating conditions of the HAN-75-0124 twin bridges

# PURPOSE AND NEED

- Pavement Condition
  - Pavement Condition Rating (PCR)
  - Minimum for priority system - 65
  - I-75 Northbound
    - Pavement Condition Rating - 77
  - I-75 Southbound
    - Pavement Condition Rating - 75

# PURPOSE AND NEED

- Ground Penetrating Radar (GPR) Bridge Deck Inspection in May 2017
  - Northbound
    - 24% deteriorated concrete within the northbound bridge deck
    - Built in 1954
  - Southbound
    - 10% deteriorated concrete within the southbound bridge deck
    - Built in 1964

## PURPOSE AND NEED

- The estimated cost to replace the existing bridges in kind is \$3 Million
- Additional cost for annual maintenance and inspection of the bridges
- Excludes the costs to maintain traffic during construction



# PURPOSE AND NEED

- A 2014-2016 Safety Study identified 30 crashes within 2000' each side of the bridge.

TYPE OF CRASH	Number	%
Fixed Object	13	43.3%
Rear End	7	23.3%
Overtaking	2	6.7%
Angle	2	6.7%
Sideswipe - Passing	2	6.7%
Other Object	2	6.7%
Other Non-Collision	1	3.3%
Left Turn	1	3.3%
<b>Grand Total</b>	<b>30</b>	<b>100.0%</b>

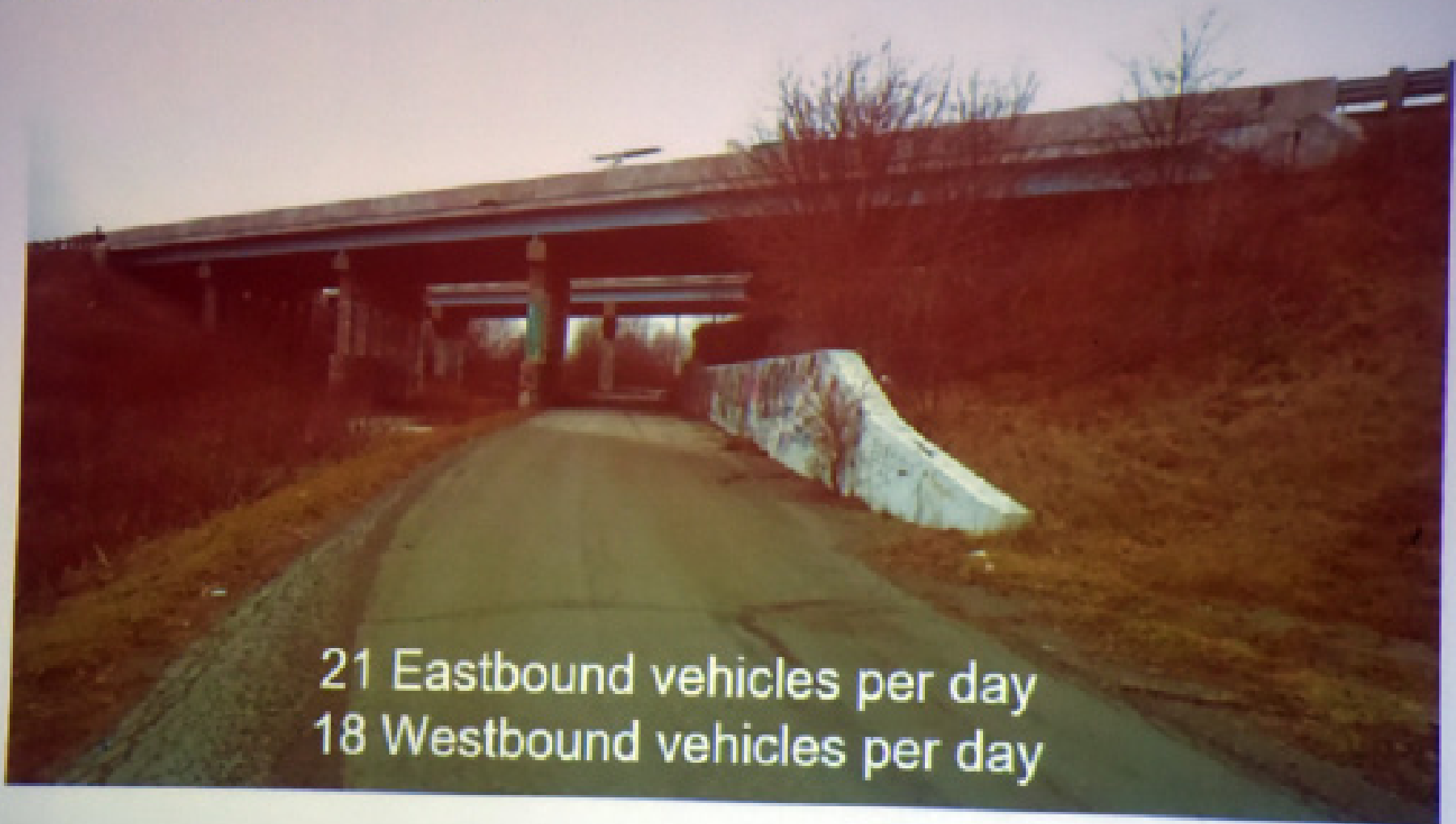
CRASH SEVERITY	Number	%
Fatal Crash	1	3.3%
Injury Crash	8	26.7%
Property Damage Crash	21	70.0%
<b>Grand Total</b>	<b>30</b>	<b>100.0%</b>

CONTRIBUTING FACTOR1	Number	%
Unsafe Speed	8	26.7%
Improper Lane Change/Passing/Offroad	7	23.3%
Followed Too Closely/ACDA	6	20.0%
Failure To Yield	2	6.7%
None-Motorist	2	6.7%
Failure To Control	1	3.3%
Other Improper Action	1	3.3%
Ran Stop Sign	1	3.3%
Exceeded Speed Limit	1	3.3%
Operating Defective Equipment	1	3.3%
<b>Grand Total</b>	<b>30</b>	<b>100.0%</b>

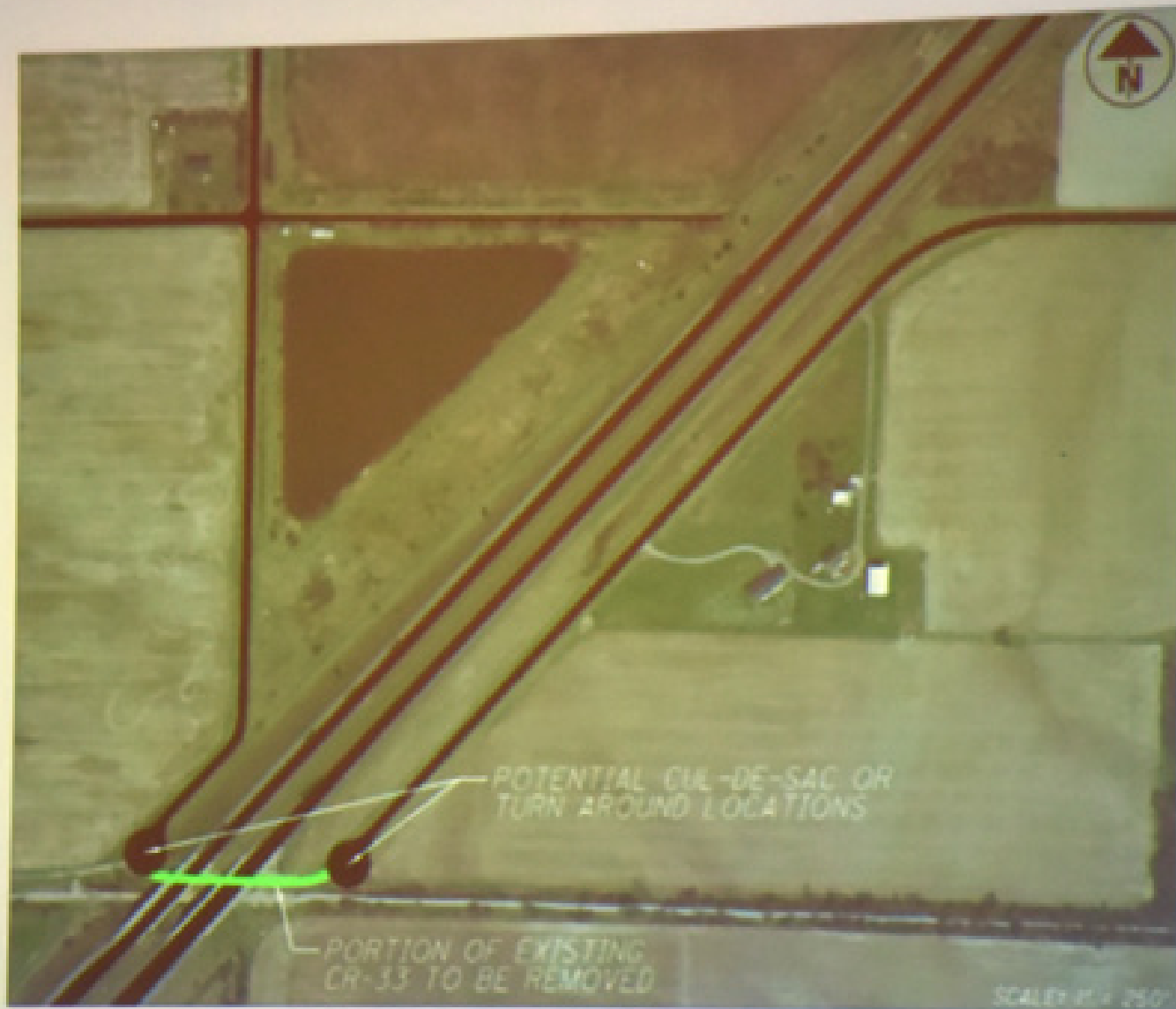
- Snow or Ice conditions were a factor in 9 of the 30 accidents.
- The proposed safety improvement will reduce crash rates by improving roadway geometrics.

# CURRENT CONDITIONS

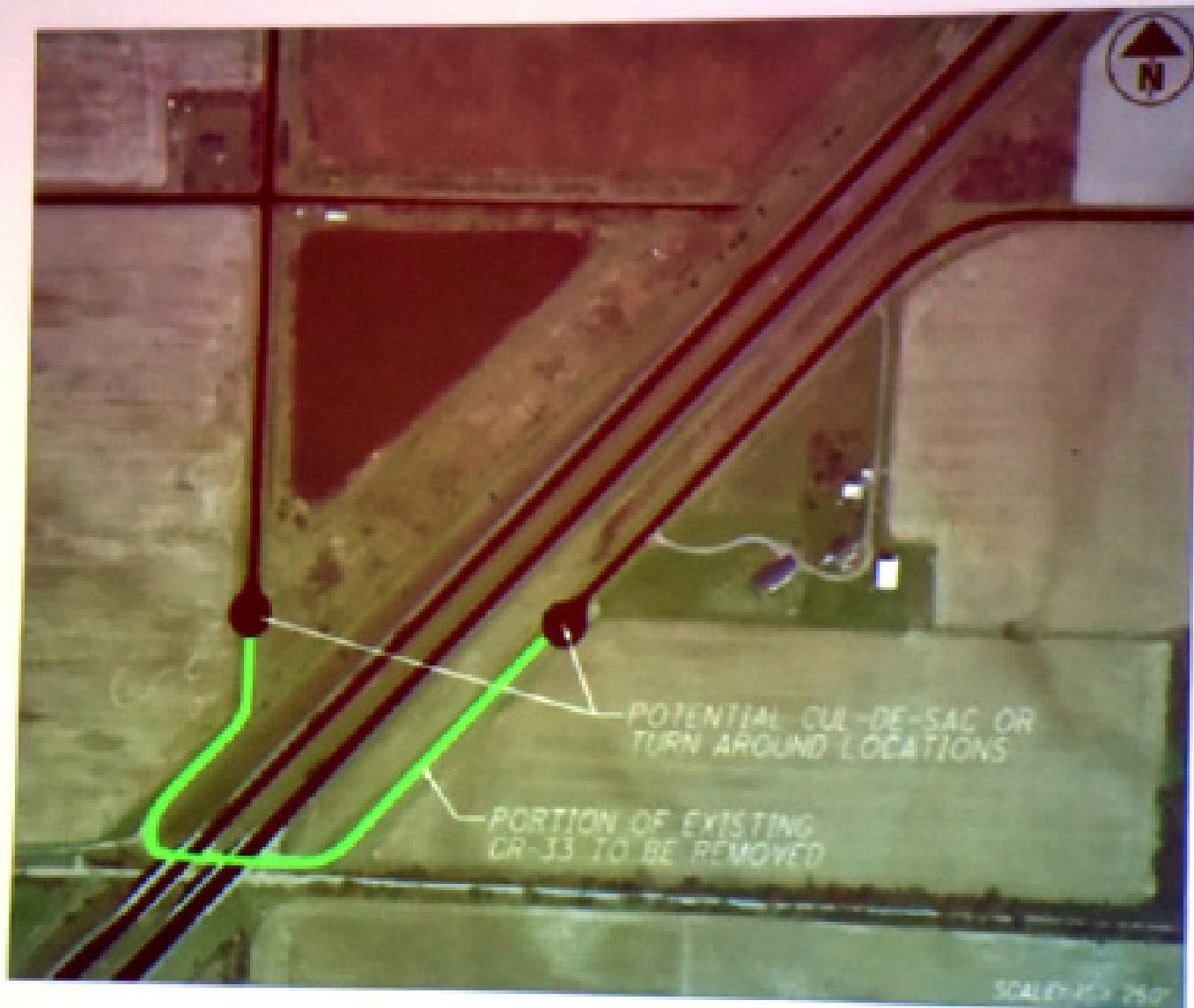
In February 2018 daily traffic data was collected along CR-33.



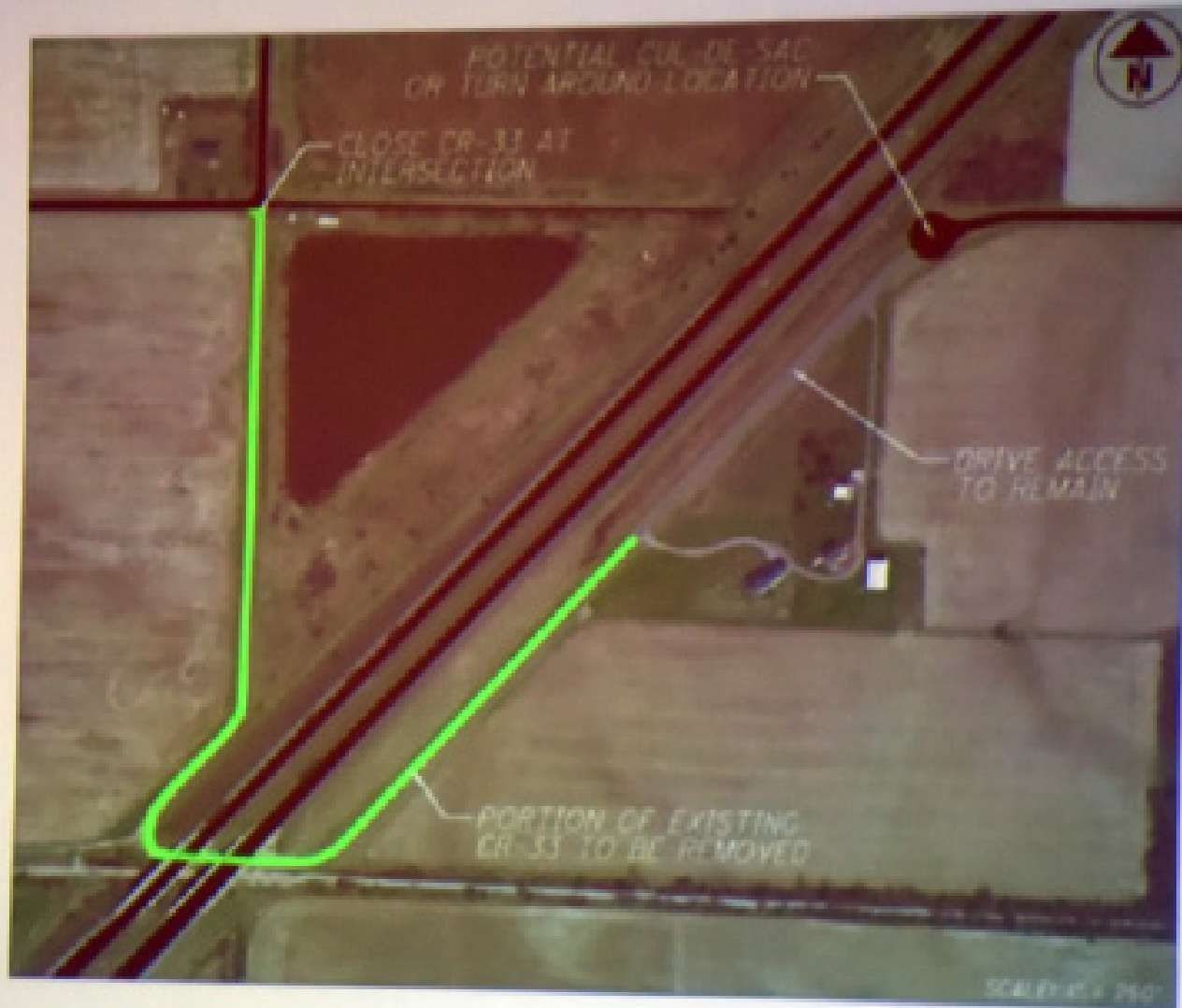
# CLOSURE OF CR-33 OPTIONS



# CLOSURE OF CR-33 OPTIONS



# CLOSURE OF CR-33 OPTIONS



# CR-33 ALTERNATIVE ROUTE



# PROJECT SCHEDULE

- Project Stakeholders Meeting - 4/12/18
- Possible Public Hearing - June/July 2018
- Issue Press Release with Decision on CR-33 Access - July 2018
- Complete Feasibility Study - September 2018
- Project Awarded - Winter 2020\*
- Construction - 2021 Construction Season\*

\* - Depending on funding

# STAKEHOLDER INPUT

- Possible Public Hearing - June/July 2018
  - Stakeholders will receive an invitation to the Public Hearing
- Any comments, concerns or additional information you can provide are appreciated.

Please direct all comments/questions to:

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