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# Railroad Bridge #115.99 over US 36 Urbana, Ohio

The railroad bridge over US 36 has provided a gateway to the City of Urbana since it was constructed in 1926. The existing structure was originally designed to support two rail lines but one line has since been abandoned. The structure was comprised of two parallel decks, each with three steel girder spans on common abutments and piers. This aging structure displayed heavy deterioration of the deck, loss of section from rust on the beams, and crushing of the bearing devices. It was determined that a major rehabilitation was needed. During preliminary development of the project, West Central Ohio Port Authority (WESTCO) was successful in obtaining federal transportation funds to partly finance the rehabilitation and enhancement of the structure.

## Completion Dates

Design: 2006  
Construction: 2007

## Project Cost

\$1,150,000

WESTCO selected the design team of Michael Baker Jr., Cooke Consulting Group and MSI. Two main concerns were addressed throughout the design process: the replacement of structurally deficient members and aesthetic enhancements to provide a visual gateway to Urbana's historic downtown and nearby neighborhoods, including Urbana University. The final aesthetic components were determined with input from stakeholders.

Alterations to the existing structure included the removal and replacement of the old deck and railing. A section of the existing structure that supported the abandoned rail line was removed to optimize use of the structure. In addition, one girder line from the removed portion was relocated and reattached to the remaining pier caps to increase the supporting girder lines from 3 to 4 which brought the structure up to current AREMA specifications. All remaining structural steel was cleaned and painted. Existing abutments were repaired and sealed following an in-depth inspection. Additional enhancements included retrofitting the column encasements and adding new barrier along US 36 to protect the columns.

Armstrong Steel Erectors of Newark, Ohio was selected by WESTCO as the prime construction contractor. DLZ Ohio of Columbus, Ohio was selected by WESTCO to provide construction engineering and inspection services for the project. These two firms worked closely with the City of Urbana to minimize the impact to traffic in the project area. No detours were required for US 36 traffic. The track outage for the Indiana & Ohio Railway Company, the operator on the line, was only 43 days.

In addition to the federal transportation funds, WESTCO financed the rest of the construction phase with a loan from the State Infrastructure Bank at the Ohio Department of Transportation.

