OHIO DEPARTMENT OF TRANSPORTATION

James A. Rhodes/Governor

25 South Front Street
P.O. Box 899
Columbus, Ohio 43216-0899

David L. Weir/Director

906 North Clark Street
Ashland, Ohio 44805-1989
July 27, 1982

Norfolk and Western Railway Company
8 North Jefferson Street
Roanoke, VA 24042

Attention: Mr. G. R. Janosko
Chief Engineer

Re: HUR-61-1856
Bridge No. 65.02
Norwalk, Ohio

Dear Sir:

Reference should be made to your July 14, 1982 letter (copy attached) to the City Engineer of Norwalk, Ohio, regarding the subject project.

We have discussed the matter of the detour of State Route 61 traffic with Mr. Crowl and wish to advise you that District Three, ODOT, will cooperate with the City in arranging for the traffic detour. We will need notification ten (10) days in advance of the closing. We would also appreciate receiving a set of prints of your final plan.

Please advise if further information is required.

Very truly yours,

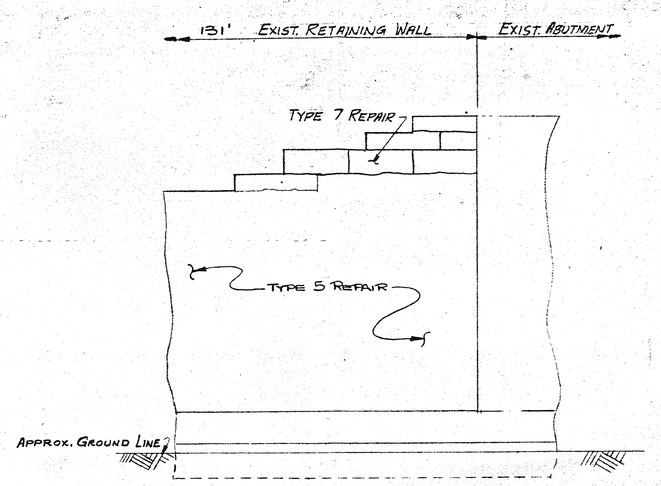
H. H. Reader, P.E.
District Deputy Director
District #3

J. D. Kerstetter

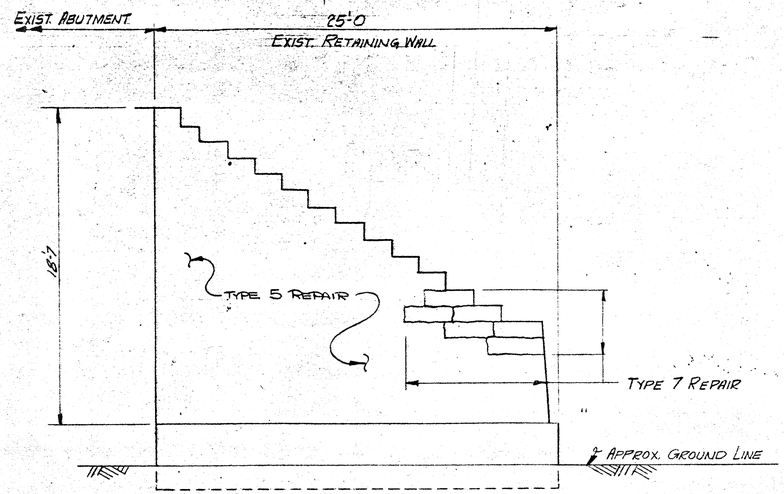
J. D. Kerstetter, P.E.
Design & Planning Engineer
District #3

HHR:JDK:ead

cc: J. Crowl, Norwalk City Engineer
J. Creighton, C.O., w/attachment
L. Stormer; ~~F. Cox,~~ File



SECTION C-C (SEE DWG. NO. 6)



SECTION D-D (SEE DWG. NO. 6)
TYP FOR NORTHWEST & SOUTHWEST RETAINING WALL

NOTE: FOR GENERAL NOTES, SEE DWG. NO. 6.

STATE OF OHIO
M. J. PLUMB
20992
REGISTERED PROFESSIONAL ENGINEER

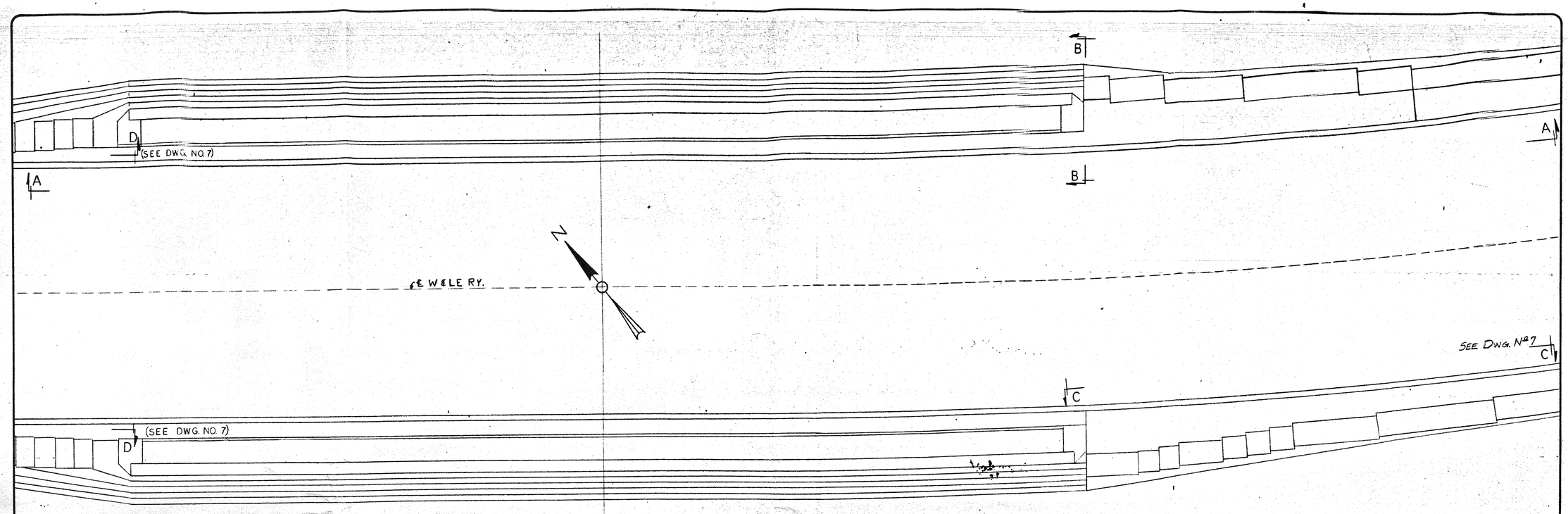
PTBHB

NORFOLK AND WESTERN RAILWAY
BRIDGE No. 6502
NORWALK, OHIO
MAIN ST. (RTE. 61) OVER N.&W. RY.

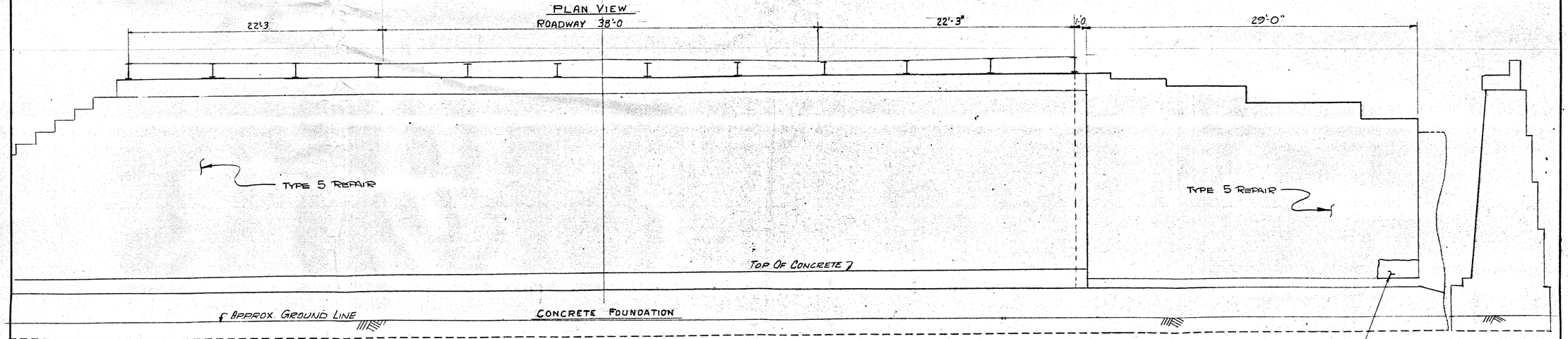
PLUMB, TUCKETT, BOOK, HEWITSON, AND BIGELOW, INC.
ENGINEERS · ARCHITECTS · SURVEYORS
MERRILLVILLE, INDIANA 46410

RETAINING WALL DETAILS

DRAWN JH	DATE 3-2-82
CHECKED RBT	DATE 5-25-82
SCALE 1/4=1'-0	DRAWING NUMBER
JOB NO 5-21-100	7
REVISED	



PLAN VIEW
ROADWAY 38'-0



ELEVATION - A-A
LOOKING NORTHEAST

SECTION B-B

GENERAL NOTES:

ALL OTHER STONEWORK FOR ABUTMENTS AND RETAINING WALLS SHALL BE TYPE 5 REPAIRS AS REQUIRED, UNLESS NOTED.

ABUTMENTS
BRIDGE NO. 65.02
NORWALK, OHIO

STATE OF OHIO
M. J. PLUMB
20992
REGISTERED
PROFESSIONAL ENGINEER

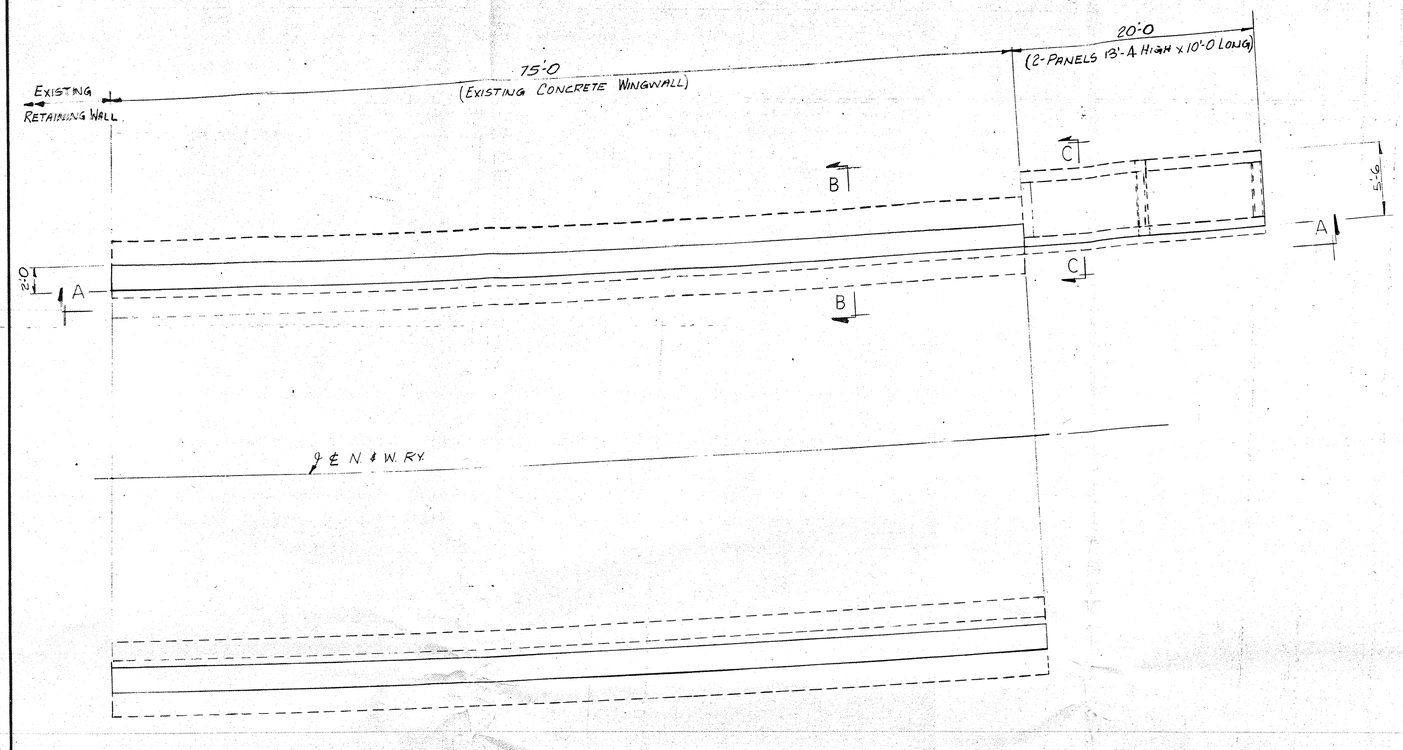
PTHB

NORFOLK AND WESTERN RAILWAY
BRIDGE Nº 65.02
NORWALK, OHIO
MAIN ST (RTE. 61) OVER N. & W. RY.

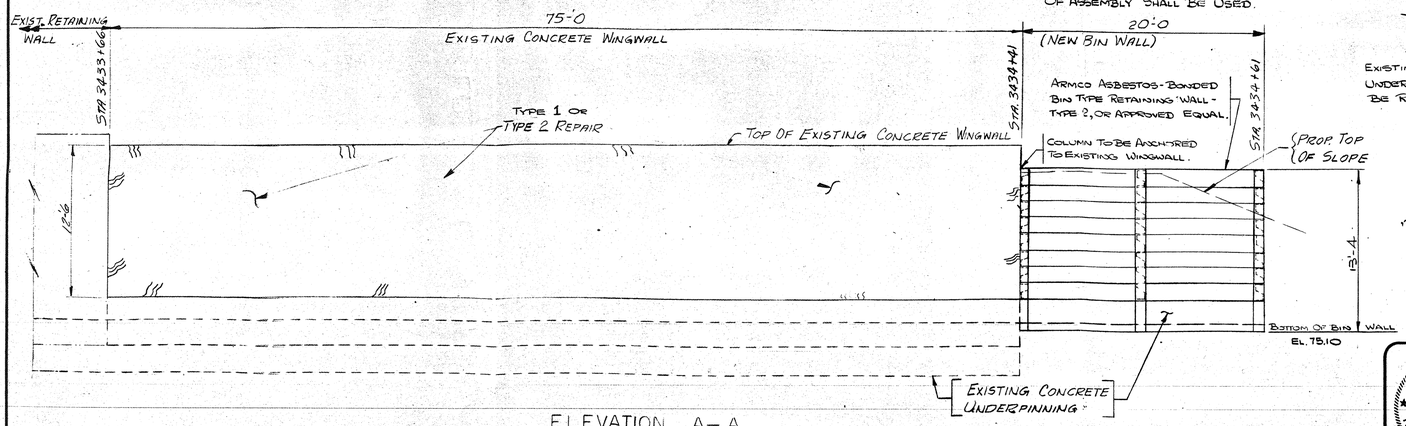
PLUMB, TUCKETT, BOOK, HEWITSON, AND BIGELOW, INC.
ENGINEERS · ARCHITECTS · SURVEYORS
MERRILLVILLE, INDIANA 46410

ABUTMENT & RETAINING WALL PLAN, ELEVATION & SECTION

DRAWN KT	DATE 10-2-81
CHECKED RB²	DATE 5-25-82
SCALE	DRAWING NUMBER 6
JOB NO 5-81-100	
REVISED	

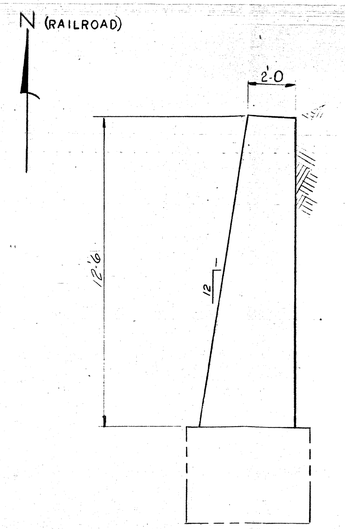


PLAN
SCALE: 3/16" = 1'-0

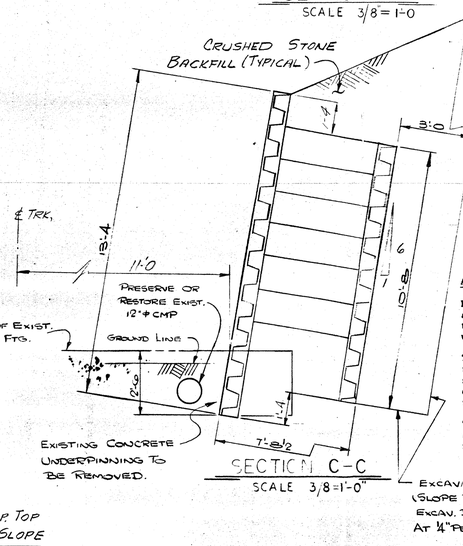


ELEVATION A–A
SCALE 3/16" = 1'-0

NOTE "A"
FOR BIN WALL ASSEMBLY & DETAILS SEE ARMCO STEEL CORP DWG. ALTERNATE METHOD OF ASSEMBLY SHALL BE USED.



SECTION B-B
SCALE 3/8 = 1'-0



SECTION C-C
SCALE 3/8 = 1'-0

BIN-WALL

A) Action Prior to Assembly and Erection

1) After the bin-wall arrives on the job site, separate the parts and stack in a convenient location. (See Drawing for nomenclature of wall parts)

   (e.g.) - Stringers nested in one pile,
   Spacers nested in another pile, etc.

2) The sorted parts may be stacked in the open, provided the parts are laid in a sloping position to drain off water.

3) Check and make sure all parts and assembly tools are accounted for.

4) Gages are stenciled on each stringer and spacer. All spacers in any transverse section are of the same gage. Position of the stringer for each gage is shown in the cross-section drawing for each design (Dwg.

B) Assembly and Erection Details

1) Establish the outside lines of the columns.

2) Lay out four base plates at the corner locations and bring to proper elevation and grade according to batter. Insert the bolts in the base plates with 5/8" spring nuts to hold them in place (Dwg. Nos. 4-340-E and BW-45-B).

   Base plates should have 8" of soil cushion if wall sets on solid rock or unyielding soil.

3) Lay out one column and necessary connecting channels with nuts and bolts at each base plate. Outside corners require half as many connecting channels as at intermediate columns. Table #3, Dwg. BW-45-B gives column lengths and number of splices to use to make up total column for various heights of wall.

4) Lay out one bottom spacer and two regular spacers between the two end columns and one bottom spacer and one regular spacer between the interior columns. (Note that bottom spacer is not as wide as the other spacers - Dwg.

5) Assemble connecting channels and spacers to the bottom length of column making sure bottom spacer is on bottom. Do not tighten nuts snugly at this time.

6) Lay out stringers of proper gage (See A-4) on each side of the bin-wall between the assembled columns and spacers.

7) Beginning at one end of the bin-wall, attach a stringer to the base plate and then to the connecting channel on the column. Do this on each face of the wall. Do not tighten nuts snugly at this time.

8) Make proper alignment of all bins being assembled and tighten nuts on first stringer and spacer course for each bin.

9) Assemble the additional stringers on either side of each bin and tighten all nuts.

10) Fill the bins in layers and tamp. No effort should be made to tamp the material into the corrugations.

11) Add the necessary column splices and columns for the correct height. (Note that connecting channels are also attached with these same bolts). Add the connecting channels to all columns, but do not tighten nuts snugly at this time.

12) Assemble spacers between each pair of columns remaining except for end spacer walls. Add stringers all around to a convenient height for backfilling.

13) Tighten all bolts and resume backfilling. Repeat steps where necessary.

Alternate Method of Assembly

For walls up to 10 and 12 feet in height or for higher walls when a crane is available, a fast and economical method of erection is to sub-assemble the transverse sections. Most of the bolting is downhand and therefore faster whether hand or power wrenches are used.

Two or more saw horses with a pair of timbers will make an adequate assembly table. The required number of spacers are laid on the table and column splices (if used) and columns are slipped over the ends of the spacers. The connecting channels are then laid in place and the entire section bolted tight. Be sure that the columns are parallel before the bolts are tightened.

These assemblies are set on positioned base plates and held in place by a stringer at the bottom and a stringer or stringer stiffener at the top. The rest of the stringers are then bolted in place in proper sequence.

STATE OF OHIO
M. J. FLUHR
20992
REGISTERED PROFESSIONAL ENGINEER
Mallon J. Fluhr

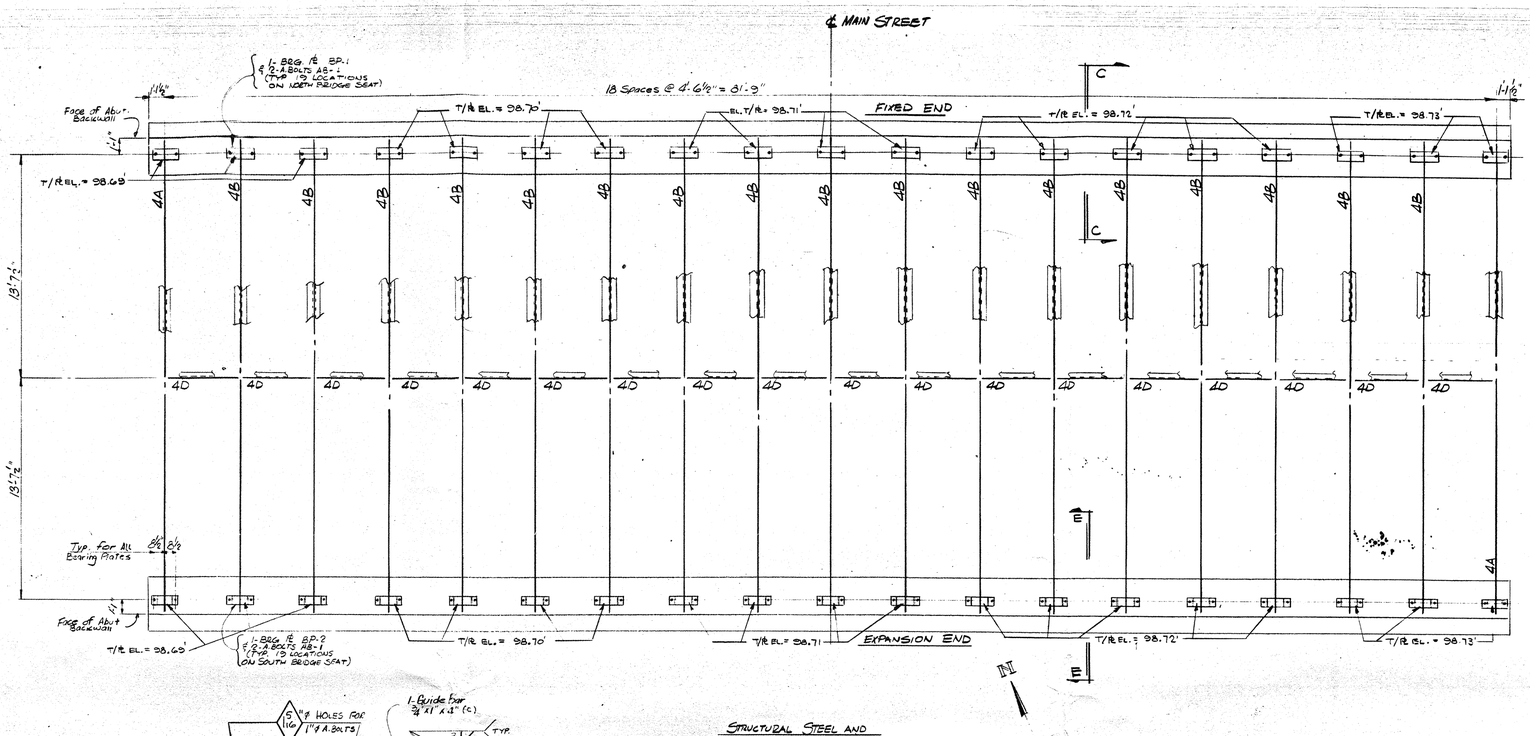
PT IB HB

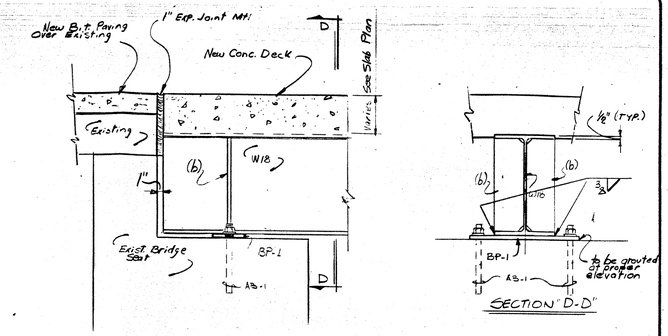
NORFOLK AND WESTERN RAILWAY
BRIDGE No 65.02
NORWALK, OHIO
MAIN ST. (RTE. 61) OVER N. & W. RY.

PLUMB, TUCKETT, BOOK, HEWITSON, AND BIGELOW, INC.
ENGINEERS · ARCHITECTS · SURVEYORS
MERRILLVILLE, INDIANA 46410

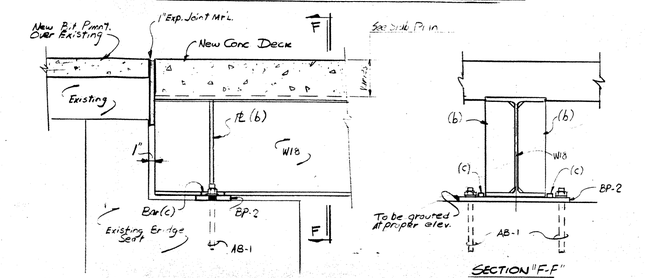
RETAINING WALL AND BIN WALL DETAILS

DRAWN JH	DATE 2-26-82
CHECKED RB²	DATE 5-25-82
SCALE NOTED	DRAWING NUMBER 5
JOB NO 5-81-102	
REVISED	

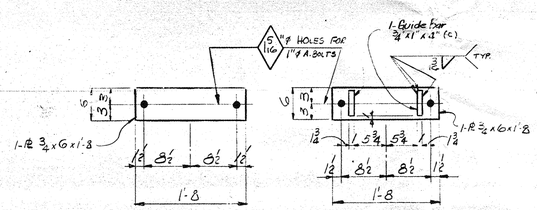




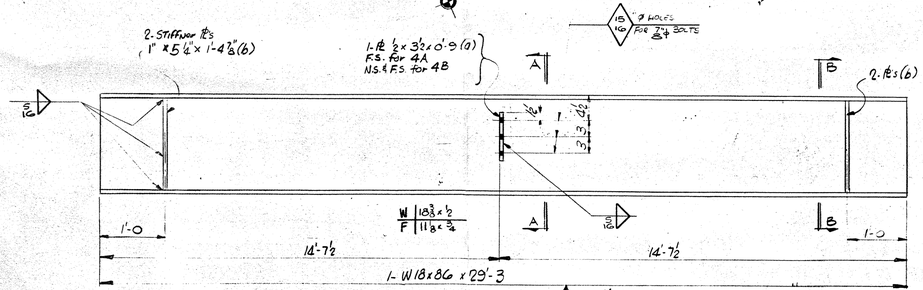
SECTION "C-C" (BEAM BEARING @ FIXED END)

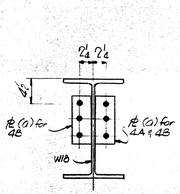


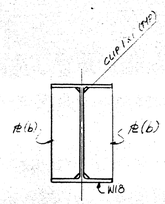
SECTION "E-E" (BEAM BEARING @ EXPANSION END)
1"=1'-0"

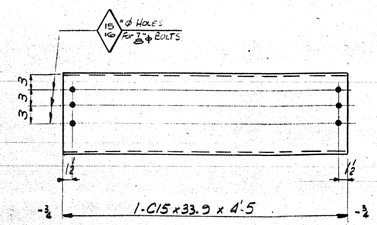


STRUCTURAL STEEL AND ANCHOR BOLT PLAN
1⅛"=1'-0"









STATE OF OHIO
M. J. LUTZ
20.092
REGISTERED PROFESSIONAL ENGINEER

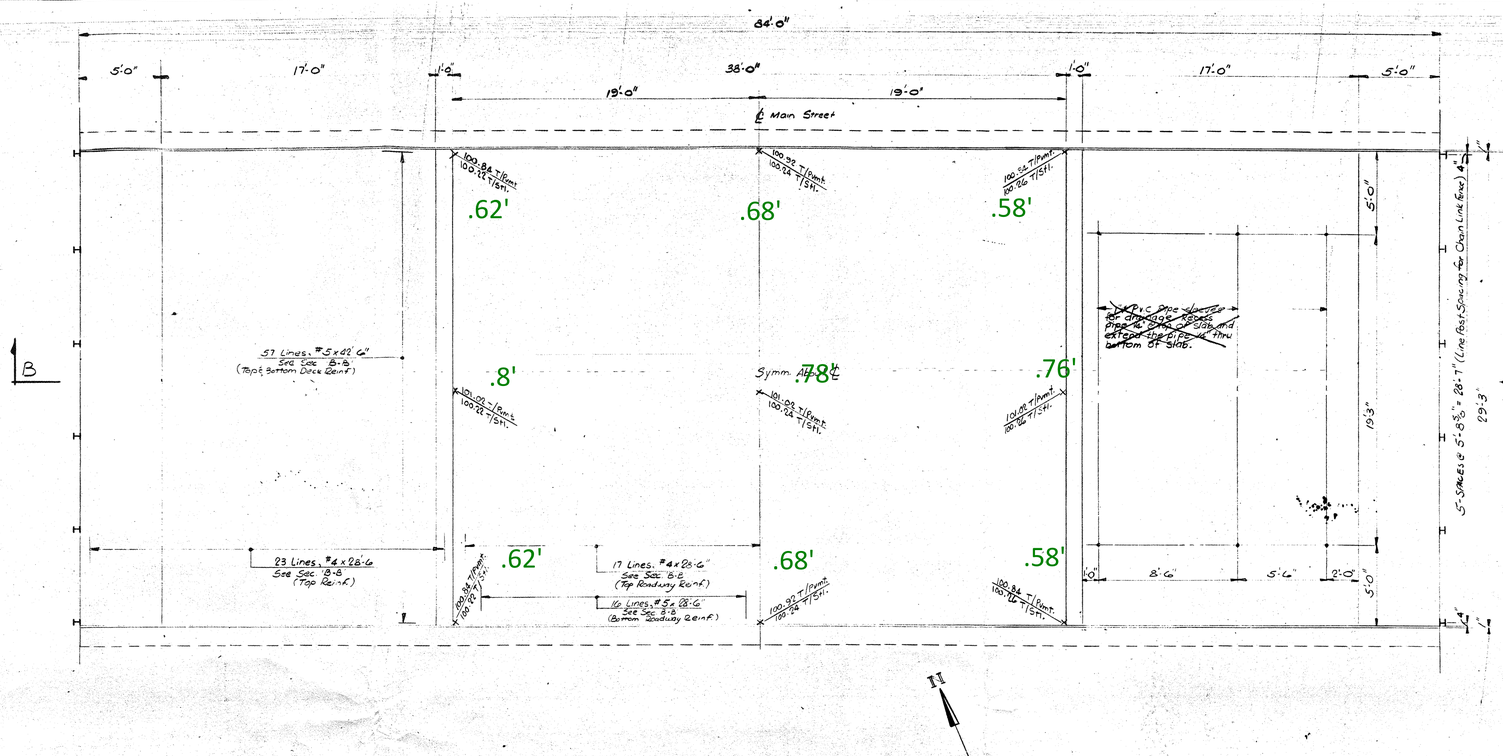
PTBHB

NORFOLK & WESTERN RAILWAY CO.
BRIDGE Nº 65.02
MAIN STREET OVER N. & W. TRACKS
NORWALK, OHIO

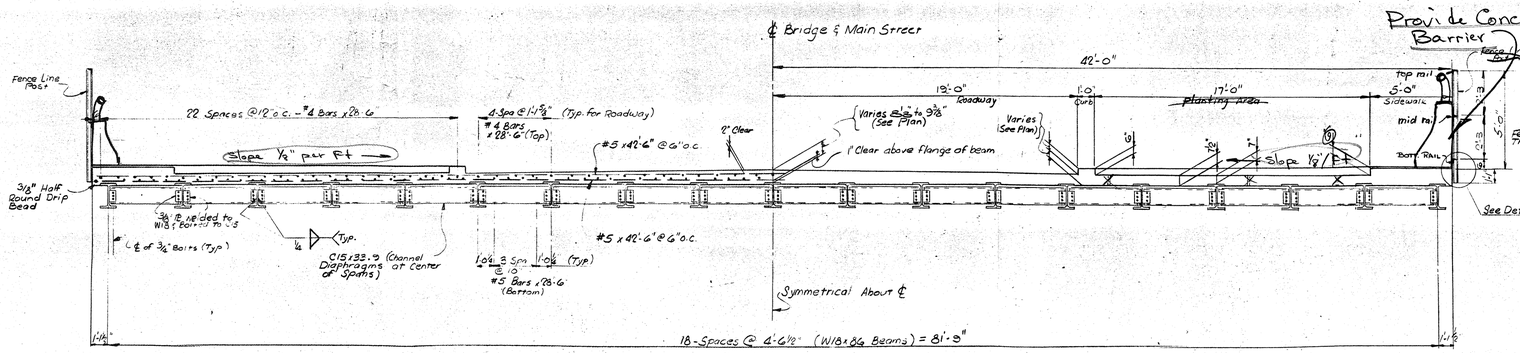
PLUMB, TUCKETT, BOOK, HEWITSON, AND BIGELOW, INC.
ENGINEERS · ARCHITECTS · SURVEYORS
MERRILLVILLE, INDIANA 46410

STRUCTURAL STEEL PLAN & DETAILS

DRAWN	W.B.W.	DATE	4-2-32
CHECKED	CBT	DATE	5-25-82
SCALE	AS NOTED	DRAWING NUMBER	
JOB NO	5-81-106		4
REVISED			

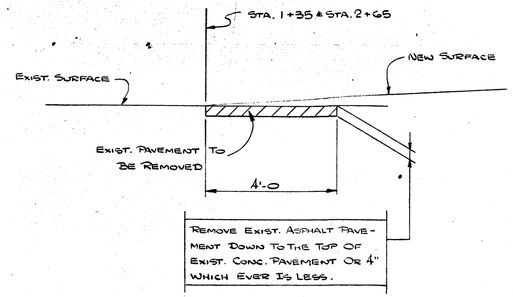


PLAN
Scale: 1/4"=1'-0"

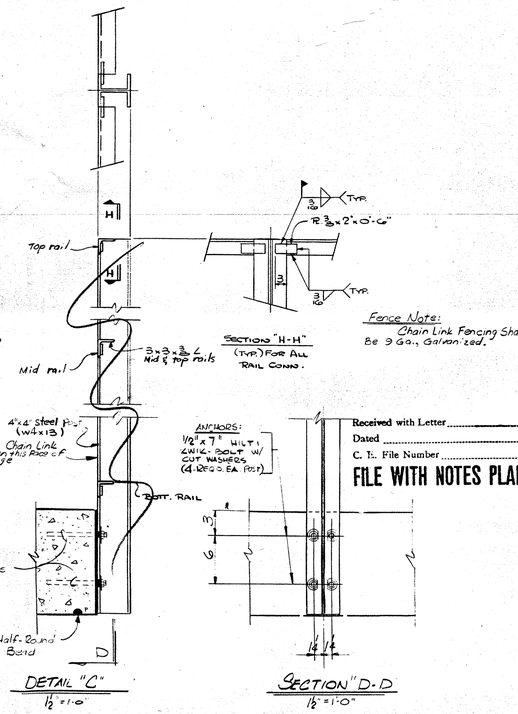


SECTION "B-B"
Scale: 1/4"=1'-0"

NOTE: SEE SHEET Nº 4 FOR ANCHOR BOLT AND STEEL DETAILS



SECTION "F-F"



SECTION "H-H" (TYP.) FOR ALL RAIL CONN.

DETAIL "C"
1/2"=1'-0"

SECTION "D-D"
1/2"=1'-0"

Received with Letter .....
Dated .....
C. I. File Number .....
FILE WITH NOTES PLAN SY-345

STATE OF OHIO
M. J. PLUMB
20992
REGISTERED PROFESSIONAL ENGINEER
Malcolm J. Plumb

PTBHB

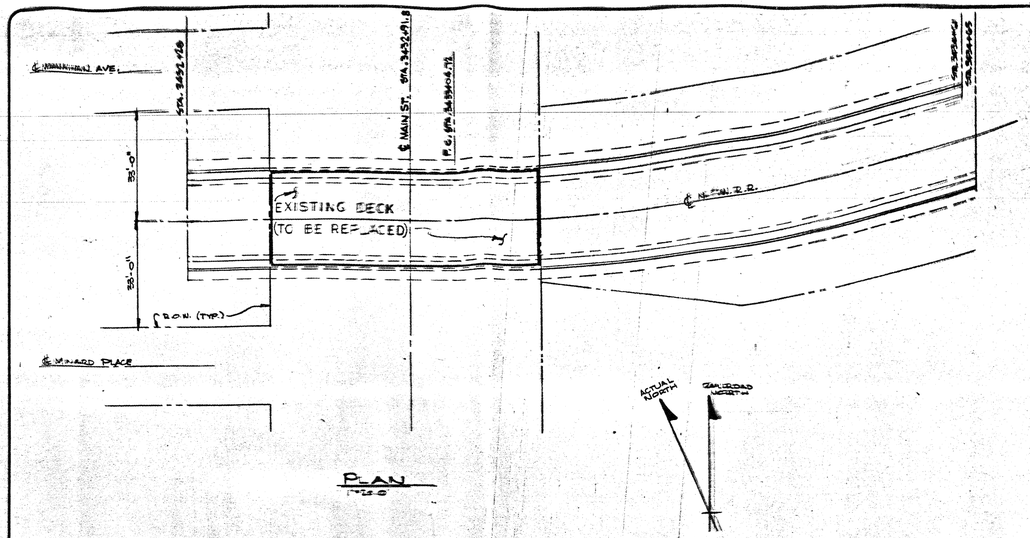
Norfolk & Western Railway Co.
Bridge Nº 65.02
Main Street over N.&W. Tracks
Norwalk, Ohio

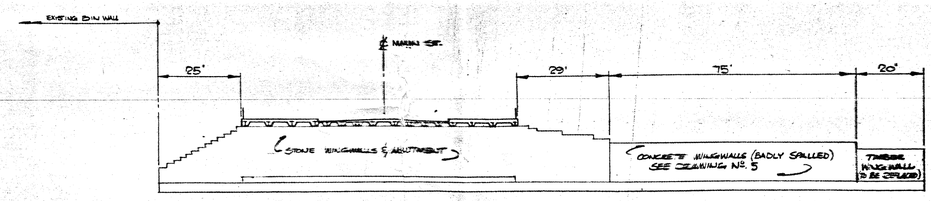
PLUMB, TUCKETT, BOOK, HEWITSON, AND BIGELOW, INC.
ENGINEERS · ARCHITECTS · SURVEYORS
MERRILLVILLE, INDIANA 46410

NEW DECK
PLAN & CROSS SECTION

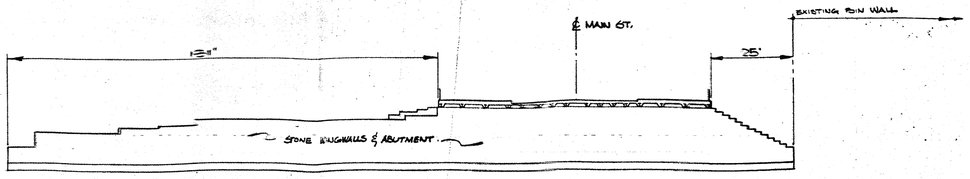
DRAWN	W.B.W.	DATE	4-2-82
CHECKED	RS	DATE	5-25-82
SCALE	AS NOTED	DRAWING NUMBER	3
JOB NO.	5-81-106		
REVISED			


0+50
1+00
1+50
2+00
2+50
3+00
Gutter Line
End Of New Pavement Sta. 1+35
Edge Of New Pavement
End Of New Pavement
End Of New Pavement Sta. 2+65
P.C. Sta. 3433+04.72
℄ Main Street
Nail Fnd.
PK Fnd.
℄ Sta. 3432+31.8 (N&W Ry)
PK Set
See Sht. #3
Edge Of New Pavement
℄ 16"φ Water Main & Pipe Bridge
Existing Elevs.
Proposed Elevs.
N
Existing Profile
Proposed ℄ Profile
El. 100.25
El. 101.02
El. 100.43
-0.92% Slope
El. 98.69 East
El. 98.55 West
El. 98.65 East
El. 98.58 West
Proposed Low Steel El. = 98.75 East
Proposed Low Steel El. = 98.67 West
Construction Limits
T/Rail El = 78.04
102.5
100
97.5
95
92.5
90
87.5
85
82.5
Plan Scale: 1" = 10.0'
Profile Scale:
Horiz. 1" = 10.0'
Vert. 1" = 2.5'
Norfolk & Western Railway Co.
Bridge No 65.02
Main Street Over N & W Tracks
Norwalk, Ohio
PLUMB, TUCKETT, BOOK, HEWITSON, AND BIGELOW, INC.
ENGINEERS - ARCHITECTS - SURVEYORS
MERRILLVILLE, INDIANA
Plan & Profile
Drawn W.B.W.
Scale As Noted
Job No 5-84106
Drawing Number 2
State of Ohio
Registered Professional Engineer
PLAN
PROFILE
Note Book No.
Surveyed
Plotted
By
Date
PLATE 1 - PLAN - PROFILE - F.A.S.
CLEARPRINT PAPER CO., S. F. CAL.
NO. 1000H-1

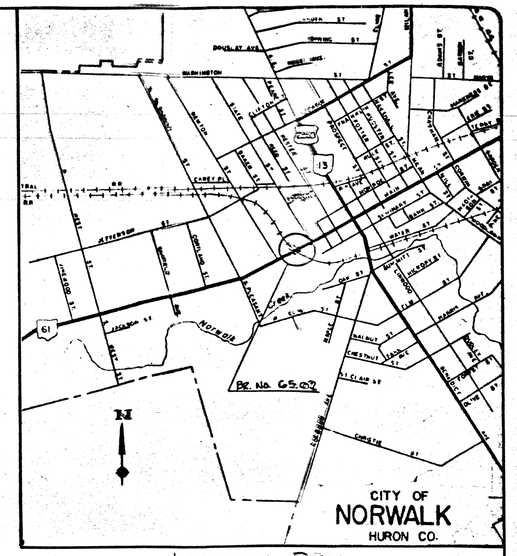




NORTH ELEVATION (LOOKING NORTHEAST)
1"=20'-0"



SOUTH ELEVATION (LOOKING SOUTHWEST)
1"=20'-0"



LOCATION PLAN
(NO SCALE)

REPAIR TYPES

TYPE-1	CAST-IN-PLACE CONCRETE
TYPE-2	SHOTCRETE*
TYPE-3	PRESSURE INJECTED EPOXY ADHESIVE
TYPE-4	CONCRETE SURFACE SEALER
TYPE-5	TUCKPOINTING
TYPE-7	STONE RESETTING

* IF DEPTH OF SHOTCRETE REPAIR CAVITY EXCEEDS 8" TYPE 1 REPAIR MAY BE USED AS AN ALTERNATE, IF AGREED UPON BY THE CONTRACTOR AND COMPANY.

NOTE: TYPE 4 REPAIR SHALL BE PERFORMED ON ALL EXPOSED CONCRETE SURFACES AFTER COMPLETION OF ALL OTHER REPAIR TYPES.

DRAWING LIST

Received with Letter Plumb Tuckett
Dated Not dated
C. & File Number
FILE WITH NOTES PLAN SY-345

OFFICE COPY

STATE OF OHIO
M. J. PLUMB
20992
REGISTERED PROFESSIONAL ENGINEER
Mallon J. Plumb

PTBHB

NORFOLK & WESTERN RAILWAY CO.
BRIDGE Nº 65.02
MAIN ST. (ROUTE 61) OVER N. & W. TRACKS
NORWALK, OHIO

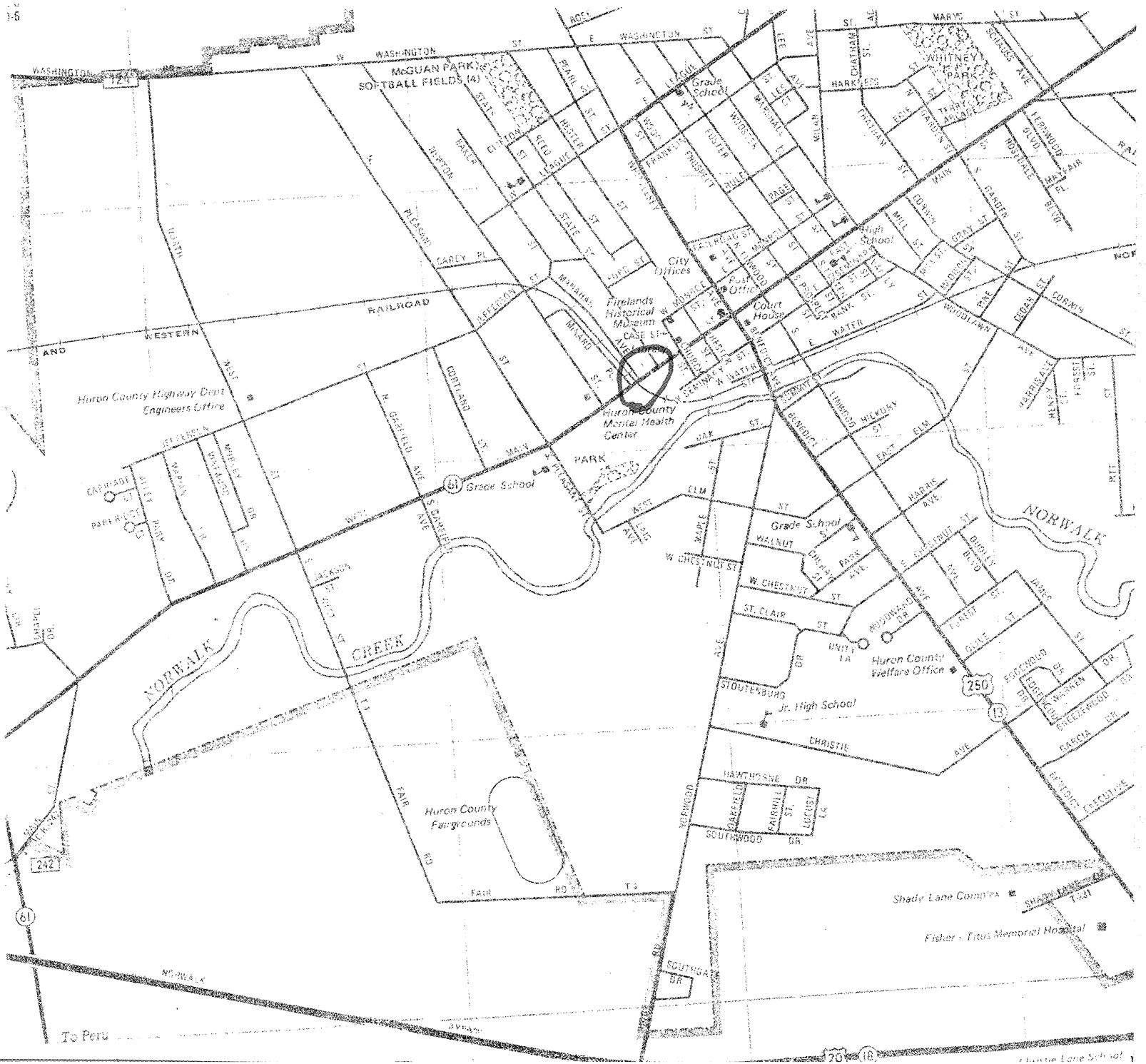
PLUMB, TUCKETT, BOOK, HEWITSON, AND BIGELOW, INC.
ENGINEERS · ARCHITECTS · SURVEYORS
MERRILLVILLE, INDIANA 46410

GENERAL PLAN

DRAWN WBW.	DATE 3-1-82
CHECKED RBT	DATE 5/25/82
SCALE AS NOTED	DRAWING NUMBER
JOB NO. 5-81-106	1
REVISED	

cc:
Mr. J. B. Kerstetter
Design and Planning Engineer
Ohio Department of Transportation
North Clark Street
Ashland, Ohio 44805

- Your comments in arranging the traffic detour would be appreciated.



NW

SUBJECT: Norwalk, Ohio - Main Street (State Route 61) Overpass, Bridge No. 65.02

July 14, 1982

SCE-1424

Mr. James A. Crowl, P.E.
City Engineer
38 Whittlesey Avenue
Norwalk, Ohio 44857

Dear Mr. Crowl:

Under separate cover, being forwarded to you are two sets of plans and specifications covering repairs NW is proposing for the West Main Street overpass. We would appreciate your comments on them.

As can be seen from the plans, the work under consideration is extensive, consisting of erecting a new superstructure, as well as masonry and retaining wall work, all at NW expense. In return, insofar that this bridge carries a city street, it is our request that the City assume future maintenance responsibilities.

We estimate that the work contemplated would require the bridge to be closed to traffic for roughly one to three months. The City's cooperation in closing the street and erecting detour signs would also be appreciated. Much of the through traffic could possibly be detoured on the U.S. 20 bypass, completely around Norwalk. A copy of this letter is also being sent to the Ohio Department of Transportation asking for their cooperation.

We would appreciate receiving your comments as soon as possible so that we may continue with this work, which we have tentatively scheduled for late this year or early next year.

Yours very truly,

G. R. Janosko
Chief Engineer

1/T15/RCS

cc Cox ~
Stormer
HHR

Norfolk and Western Railway Company
8 North Jefferson Street
Roanoke, Virginia 24042