



2012 I-95 Bridge over Hermitage Road

Description

Meta Fields

Project Location :

Interstate 95 over Hermitage Road in the city of Richmond

Mobility Impact Time : ABC: 40 nights of restricted traffic ; Conventional: not an option due to high traffic volumes

Impact Category : Tier 1 (within 1 day)

Dimensions : Two adjacent four-span modular-beam-with-deck bridges, each 207-ft long and 54.33-ft wide (34 ft - 66 ft $\hat{=}$ 66 ft - 41 ft); 46° skew

Average Daily Traffic At Time Of Construction : 152000

Traffic Management : Traffic management alternative, if constructed conventionally: extended use of 5-mile or less detours

Existing Bridge Description : The two adjacent existing steel girder bridges were each 54-ft wide with concrete substructures. Each had three 12-ft-wide traffic lanes, a 5.71-ft-wide inside shoulder, and an 8-ft-wide outside shoulder. Built in 1958, the bridge was deteriorated and required superstructure replacement and substructure repairs.

Replacement Or New Bridge : Each of the two adjacent replacement superstructures has three 12-ft-wide traffic lanes, a 5.63-ft-wide inside shoulder, and a 9.67-ft-wide outside shoulder. Each cross-section consists of three preconstructed composite units. Each unit consists of two or three 27- to 34-inch-deep plate girders spaced at 8.08 ft with a 9-inch-thick, 13.67- to 21.33-ft-wide composite concrete deck complete with parapets on the edge units. The units each weigh from 45 to 120 tons. This bridge is one of eleven bridges that VDOT is rehabilitating along a seven-mile section of I-95 through Richmond from fall 2011 to fall 2014.

Construction Method : The contract required that work be done overnight from 8 pm to 6 am and on occasional weekends, in addition to daytime work with allowable single-lane closures from 8:30 am to 3:00 pm. One I-95 travel lane is maintained in each direction during overnight and weekend lane closures. VDOT held a pre-bid meeting which all contractors bidding on the project were required to attend to ensure they knew project requirements. The contractor built the preconstructed composite units in a nearby staging area using shored construction methods. The units were match-cast transversely and longitudinally with continuity bars in place to ensure proper fit of the continuity joint. Steel diaphragms within a unit were placed before the deck was cast. The steel diaphragms under the joints that transversely connect the units in a span were temporarily installed during fabrication to ensure proper alignment of the girders. Solid stainless steel reinforcement bars were used in the decks on all bridges with closure joints. The units have a 1½-inch-thick milling allowance for correcting uneven roadway surfaces that could occur at longitudinal joints between units and at ends of units. At 8 pm, the bridge was closed and its traffic diverted to the adjacent existing bridge. Working from one abutment, the existing superstructure span was cut longitudinally to allow Stage 1A installation of the 3-girder unit closest to the adjacent bridge, then the Stage 1B installation of the 2-girder unit next to the unit just installed, and finally the Stage 1C installation of the outside 2-girder unit with parapet. During the replacement, an old segment was removed using high-capacity cranes and a special multi-axle flatbed trailer which had an extensive hydraulics system. The substructure was repaired and cranes then installed the replacement unit. The process was repeated. Two layers of threaded couplers allowed for lap splices in the 2.5-ft. wide longitudinal closure joints that connected the units to each other. If all three units per span could not be completed during a nighttime closure, the contractor placed and secured a temporary steel grid deck over the opening between the new unit and the existing deck to allow traffic to resume in the morning. After the three units per span were in place, the closure joints were cast with non-shrink rapid-set concrete. After two consecutive spans were completed, they were connected together longitudinally with hand-tightened bars running through pockets cast into the ends of the units. The pockets were then grouted. After the units were set in place and deck joints were cured, the deck surface was prepared using a self-propelled diamond grinding machine to remove irregularities, milling 1¼-inch minimum and 1½-inch maximum. Once the milling was completed, the contractor grooved the surface to provide a texture suitable for the riding surface. No overlay was applied. Finish work was completed and the bridge was opened to traffic by 6 am. The

