



2008 – MD 28 Bridge over Washington Run

Description

Meta Fields

Specifications 0 Spec File : 2421

Abc Construction Equipment : Conventional

Miscellaneous Prefabricated : Grouted key closure joints; PT ducts/bonded; Standard concrete overlay

Prefabricated Bridge Elements : Adjacent slab beams

Contracting : Full lane closure; Incentive / disincentive clauses

Project Delivery : Design-bid-build

Longitude : -77.5228577

Latitude : 39.275322

Nbi # : 1E+14

State Id # : 10016

Construction Equipment : Conventional

Total Bridge Length Ft : 40

Max Span Length Ft : 40

Beam Material : Concrete

Spans : One-span

Location : Rural

Owner : State

State : MD

Year Abc Built : 2008

Construction Schedule : 1

Contract Plans : 1

Incentive Program : HfL (Highways for Life): \$717,157 (20%); includes MD 450

Funding Source : Federal Only

Costs : The engineer's estimate for the project was \$ 3.7 million. The low bid was \$ 3.5 million for the two bridges (\$200,000 = 5% lower than engineer's estimate). There were 7 bidders. ABC techniques saved an estimated \$45,000 in delay-related user costs. The net savings on the project totaled \$61,000.

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Stakeholder Feedback : Contract administration was a challenge because MDSHA construction

projects are administered by the local district offices and the projects were located in different districts. Decisions varied between the two districts, requiring the contractor to administer the projects as two independent projects and resulting in duplication of effort.

Construction Method : The construction contract was the first Maryland State Highway Administration (MDSHA) project to include more than one significant bridge awarded to one contractor. It included two bridges that were designed as similar as possible: the MD 28 Bridge over Washington Run and the MD 450 Bridge over Bacon Ridge Branch. The bridges are in different districts of the state. The slab beams were fabricated at a precast plant. MDSHA required the contractor to assemble the slab beams at the plant prior to shipment to ensure proper alignment of the transverse ducts. The contractor demolished the existing bridge and constructed the abutments using conventional construction techniques. Cranes were used to place the slab beams on elastomeric bearing pads. The construction crew then tensioned the transverse tie-rods, grouted the shear keys between beams, and placed reinforcement for the cast-in-place overlay. The contractor was required to place the reinforcing mat such that it could be lifted off the bridge just prior to placement of the overlay to permit the entire deck to be cleaned. Prior to beginning the overlay placement, the contractor was then required to float a cement slurry across the bridge deck and work it into the top of the slab beams. Keeping the slurry moist with a misting operation, the contractor then placed the reinforcing mat back into position and cast the special-mix Portland cement concrete overlay and integral abutment backwalls as a continuous placement while the slurry was in a non-set condition. During the seven days that the overlay cured, the contractor installed the bridge railing and did other finish work prior to opening the bridge to traffic. The contract included an incentive of \$9,000 per day the bridge was opened earlier than 67 days, with a maximum of \$63,000. The disincentive was \$9,000 per day the bridge was closed longer than 67 days, with no maximum.

Replacement Or New Bridge : The replacement bridge has two 12-ft-wide traffic lanes, a 9-ft-wide shoulder, and a 4-ft-wide shoulder. The cross-section consists of ten 4-ft-wide 1.75-ft-deep slab beams that are post-tensioned together transversely, with a cast-in-place 4,000 psi reinforced concrete overlay that increases from the 5-inch-thick minimum at the edges to accommodate a two percent cross-slope from baseline. The outside beams were precast with curbs and embedded anchor bolts to connect the steel traffic railing. The integral abutments were cast in place over steel H-piles.

Existing Bridge Description : The existing bridge was a 37-ft-long, 30.67-ft-wide two-span concrete slab bridge with concrete substructure. It had two 12-ft-wide traffic lanes and two 1.5-ft-wide shoulders. Built in 1932, the bridge was rated as structurally deficient and functionally obsolete and required replacement.

Traffic Management : Traffic management alternative, if constructed conventionally: extended use of a seven mile detour

Average Daily Traffic At Time Of Construction : 6300

Dimensions : 40-ft-long and 41-ft-wide single-span prestressed concrete slab beam bridge; 14° skew

Primary Drivers : reduced traffic impacts, improved work-zone safety, reduced onsite construction time to open the bridge in time for school in the fall, improved site constructability, improved material quality and product durability, reduced life-cycle cost

Impact Category : Tier 5 (within 3 months)

Mobility Impact Time : ABC: 67-day closure to complete both bridges; Conventional: 3 additional weeks per bridge

Project Location :

on MD Route 28 over Washington Run along the Potomac River in southern Frederick County near the

community of Point of Rocks