



## 2011 – UPRR Bridge 126.31

### Description

#### Meta Fields

**Construction Schedule 1 Construction Schedule File :** 1960

**Construction Schedule 0 Construction Schedule File :** 2460

**Abc Construction Equipment :** High-capacity crane(s)

**Miscellaneous Prefabricated :** Prefabricated railing

**Prefabricated Bridge Elements :** Adjacent box beams; Precast pile caps; Precast abutment cap w/backwall; Precast wingwalls

**Contracting :** Full lane closure (i.e., full track closure)

**Project Delivery :** Design-Bid-Build

**Longitude :** -96.7470703

**Latitude :** 39.2256012

**Construction Equipment :** Other ABC Method

**Total Bridge Length Ft :** 150

**Max Span Length Ft :** 29.83

**Beam Material :** Concrete

**Spans :** > Three-span

**Location :** Rural

**Owner :** Union Pacific Railroad (UPRR)

**State :** KS

**Year Abc Built :** 2011

**Construction Schedule :** 2

**Contract Plans :** 2

**Funding Source :** Federal and State

**Costs :** The low bid was \$364,000. There were seven bidders.

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**Construction Method :** Prior to bridge closure, abutment piles were driven through the existing fill and track ties were removed and replaced as needed to access pile locations. The piles were driven to the required capacity and cut off at ground line or plan cutoff. Pile driving was completed without train delays by coordinating with the UPRR operations center and driving the piles between train runs. The bridge was then closed. The contractor excavated as needed and removed the bridge. Crews cut and ground the piles to the proper cutoff elevation, set the precast abutment and pile caps over the steel

piles with a crane, and welded the cap-to-pile connections. Wingwalls were bolted onto the abutments. Sway and sash braces were welded on all bents. Backfill and compact granular fill were placed behind abutments. Rock riprap was placed and graded on slopes. Precast box girders were erected with the crane. Girder stops were welded to anchor the girders, and steel cover plates at girder joints were installed and welded. Track panels and ballast were placed. Precast ties were installed and track was raised. Track was released to run trains.

**Replacement Or New Bridge :** The replacement bridge has one rail track and a maintenance walkway. The cross-section consists of two 7-ft-wide 30-inch-deep adjacent two-cell precast prestressed box girders, topped with ballast and rails. The outside girder on one side was cast complete with walkway. The precast abutments, wingwalls, and pile caps were founded on braced steel H-piles.

**Existing Bridge Description :** In 2011 the Kansas Department of Transportation (KDOT) went to contract to construct a four-lane highway facility to increase user capacity. The project required significant drainage improvements to the Eureka Valley Tributary (EVT). Critical to the hydraulic capacity was the replacement of the downstream Union Pacific Railroad Bridge 126.31. The 28-ft-long two-span timber trestle railroad bridge had to be replaced to increase the conveyance before the EVT could be operational. This was critical to the highway project schedule.

**Traffic Management :** Traffic management alternative, if constructed conventionally: railroads require ABC, to limit downtime

**Dimensions :** 150-ft long and 18.5-ft wide five-span precast prestressed concrete box girder railroad bridge (typical 29.83-ft-long spans)

**Primary Drivers :** reduced traffic impacts “ The UPRR replaces bridges on active tracks using a very narrow window of closure time - to replace this specific bridge, the UPRR could only allow a 24-hour window of closure before the track must be active again; reduced onsite construction time

**Impact Category :** Tier 1 (within 1 day)

**Mobility Impact Time :** ABC: 24-hr maximum closure allowed; 18-hr actual closure; Conventional: ABC is conventional for railroads

**Project Location :**

Riley County, 8 miles west of the city of Manhattan in northeastern Kansas