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7.1 Introduction

Disclaimer:

This chapter is in the early stages of development. The information is limited and will develop over time. The intent of this chapter is to provide guidance to designers, but is far from all-inclusive.

The purpose of the Accelerated Bridge Construction (ABC) Chapter is to provide guidance for the planning and implementation of projects that may benefit from the application of rapid bridge construction technologies and methods. This chapter was prepared to provide planners and engineers with a basic understanding of different ABC methods available, help guide project specific selection of ABC methods, and to encourage the use of the ABC methods described in this chapter.

7.1.1 WisDOT ABC Initiative

The Department's mission is to provide leadership in the development and operation of a safe and efficient transportation system. One of our values relates to Improvement - Finding innovative and visionary ways to provide better products and services and measure our success. The application of Accelerated Bridge Construction (ABC) is consistent with our Mission and Values in promoting efficient development and operation of the transportation system through innovative bridge construction techniques that better serve the public. This service may manifest as safer projects with shorter and less disruptive impacts to the traveling public, and potential cost savings.

WisDOT is following the Federal Highway Administration's (FHWA) Every Day Counts initiative "aimed at shortening project delivery, enhancing the safety of our roadways, and protecting the environment." Two of the five major methods that the FHWA has emphasized as accelerating technologies are Prefabricated Bridge Elements and Systems (PBES) and Geosynthetic Reinforced Soil – Integrated Bridge Systems (GRS-IBS). These accelerating technologies are incorporated in the following sections in this chapter, namely: Prefabricated Bridge Elements, Geosynthetic Reinforced Soil – Integrated Bridge Systems (GRS-IBS), Self Propelled Modular Transporters (SPMTs) and Lateral Sliding (both SPMTs and Lateral Sliding are classified as Prefabricated Bridge Systems). WisDOT has had success using GRS-IBS and Prefabricated Bridge Elements, and is always looking for new technologies to improve construction and reduce impacts to traffic. For more information on the Every Day Counts Initiative, refer to www.fhwa.dot.gov/everydaycounts.

7.1.2 ABC Overview

In essence, ABC uses different methods of project delivery and construction to reduce the project schedule, on-site construction time, and public impact. With the ever increasing demand on transportation infrastructure, and the number of bridges that are approaching the end of their service lives, the need for ABC becomes more apparent.

Three main benefits of using ABC methods include minimized impact to traffic, increased safety during construction, and minimized impacts in environmentally sensitive areas. Where conventional bridge construction takes months or years, a bridge utilizing ABC may be placed



in a matter of weeks, days, or even a few hours depending on the methods used. ABC methods are generally safer than conventional construction methods because much of the construction can be done offsite, away from traffic. Quality can also be improved because the construction is often completed in a more controlled environment compared to on-site conditions. On the other hand, as with the implementation of all new technologies, the use of ABC comes with challenges that need to be overcome on a project-specific basis.

Oftentimes accelerating the schedule increases the cost of the project. This increased project delivery cost can be offset by reductions in road user costs. In some states, it has been shown that a high percentage of the public approves the use of ABC knowing that the cost can be significantly higher.

WisDOT policy item:
Prior to the implementation of ABC methods on a project, contact the Bureau of Structures Development Section Chief for discussion, resources, and approval.

7.1.3 Accelerated Bridge Construction Technology

Acronym/Term	Definition
ABC (Accelerated Bridge Construction)	Bridge construction methods that use innovative planning, design, materials, and construction techniques in a safe and cost-effective manner to reduce the onsite construction time that occurs when building new bridges or replacing and rehabilitating existing bridges.
AC (Alternative Contracting)	Nontraditional project delivery systems, bidding practices, and specifications that may be used to reduce life-cycle costs, improve quality, and accelerate the delivery of construction projects.
BSA (Bridge Staging Area)	Location where a bridge is constructed near the final location for the bridge, where the traveling public is not affected. The bridge can be moved from the staging area to the final location with SPMTs or by sliding.
CM/GC (Construction Manager/General Contractor)	Hybrid of the DBB and D/B processes that allows the owner to remain active in the design process, while the risk is still taken by the general contractor. This method is not an option for WisDOT administered projects.
D/B (Design/Build)	Accelerated project delivery method where one entity (the “designer-builder”) assumes responsibility for both the design and construction of a project. This method is not an option for WisDOT administered projects.



DBB (Design-Bid-Build)	Traditional project delivery method where the owner contracts out the design and construction of a project to two different entities.
EDC (Every Day Counts)	Initiative put forth by FHWA designed to identify and deploy innovation aimed at shortening project delivery, enhancing the safety of our roadways, and protecting the environment.
GRS-IBS (Geosynthetic Reinforced Soil – Integrated Bridge System)	An ABC technology that uses alternating layers of compacted granular fill material and fabric sheets of geotextile reinforcement to provide support for the bridge in place of a traditional abutment.
LBDB (Low Bid Design Build)	A type of D/B where the design and construction service is bundled into a single contract awarded to the lowest competent and responsible bidder.
PBES (Prefabricated Bridge Elements and Systems)	Structural components of a bridge or bridge system that are constructed offsite, or near-site of a bridge that reduce the onsite construction time and impact to the traveling public relative to conventional construction methods.
Pick Points	Locations where the SPMTs will lift and carry the bridge.
Program Initiative	The use of ABC methods to facilitate research, investigate technology, develop familiarity, or address other stakeholder needs.
Road User Costs	Costs pertaining to a project alternative borne by motorists and the community at-large as a result of work zone activity. (FDM 11-50-32)
SPMTs (Self Propelled Modular Transporters)	Remote-controlled, multi-axle platform vehicles capable of transporting several thousand tons of weight.
Stroke	Distance an SPMT can raise or lower its platform.
TMP (Transportation Management Plan)	A set of coordinated transportation management strategies that describes how they will be used to manage work zone impacts of a road project. (FDM 11-50-5)
TP (Travel Path)	Course that the SPMTs travel to carry the completed structure from the staging area to the final location.

Table 7.1-1
ABC Terminology

7.1.4 ABC Methods

7.1.4.1 Prefabricated Bridge Elements

Prefabricated bridge elements are a commonly used ABC method and can be incorporated into most bridge projects as a form of accelerated construction. Concrete bridge elements are prefabricated, transported to the construction site, placed in the final location, and tied into the structure. An entire bridge can be composed of prefabricated elements, or single bridge elements can be prefabricated as the need arises. Prefabricated bridge elements can also be used in combination with other accelerated bridge construction methods. Commonly used prefabricated bridge elements are prestressed concrete girders (including I-girders, adjacent inverted T-beams, and boxes), full depth and partial depth deck panels, abutments, pier caps, pier columns, and footings, as well as precast three-sided and four-sided box culverts.

For all prefabricated bridge elements, shop drawings shall be submitted by email to the Bureau of Structures Development Section Chief.



Figure 7.1-1
Prefabricated Pier Cap



Figure 7.1-2
Prefabricated Abutment

Prefabricated bridge elements are used to mitigate the on-site time required for concrete forming, rebar tying and concrete curing, saving weeks to months of construction time. Deck beam elements eliminate conventional onsite deck forming activities. To reduce onsite deck forming operations, deck beam elements are typically placed in an abutting manner. Prefabricated elements are often of higher quality than conventional field-constructed elements, because the concrete is cast and cured in a controlled environment. The elements are often connected using high strength grout, and post-tensioning or pretensioning. Because some previous prefabricated bridge element connections have had problems, close attention should be given to these connections.

7.1.4.1.1 Precast Piers

Precast concrete piers are optimally used when constructed adjacent to traffic. This application can be best visualized for a two span bridge with a pier located between median barriers. The use of precast piers minimizes traffic disruptions and construction work near traffic.

7.1.4.1.2 Application

Precast concrete piers have successfully been used on past projects. However, these projects did not allow the use of cast-in-place concrete piers which is currently not practical for most projects. An approach that allows for either cast-in-place or precast construction (or a combination thereof) after the contract has been awarded provides contractors greater flexibility to meet schedule demands, provides a safer work environment, and has the potential to reduce costs.



Optional precast concrete pier elements are currently being used on the I-39/90 Project. To aid in the continued development of precast piers, several bridges on the I-39/90 Project required the use of precast pier elements. These mandatory locations will follow the optional precast pier requirements, but prohibit cast-in-place construction. The remaining I-39/90 Project bridges, unless provided an exception, are being delivered as traditional cast-in-place piers with a noted allowance for the contractor to select a precast option. The precast option provides the Project Team and contractors with more flexibility while requiring minimal coordination with designers and the Bureau of Structures.

WisDOT policy item:

Pier configurations shall be determined by providing the most efficient cast-in-place concrete pier design, unless approved otherwise. When the cast-in-place design can accommodate a precast option, include a noted allowance. See Standards for Precast Pier (Optional) Cap and Columns. Contact the Bureau of Structures Development Section for further guidance.

In some cases, optional precast piers may not be suitable for a particular bridge location and there are specific limitations that can cause concern. The designer shall investigate the potential viability of precast pier elements for any proposed bridge. The designer should be aware of the common criteria for use and the limitations of the pier system. Some specific limitations for the optional precast pier element usage are the following:

- Piers shall be designed to allow either cast-in-place or precast concrete construction, but with only cast-in-place detailed on the plans. Differences between construction methods shall be limited to pier column connections, beam seats details, and diaphragm details. If the pier configuration is not able to reasonably accommodate interchangeability between the two construction types, optional piers may be exempt from the precast option.
- Multi-column piers (3x4 ft rectangular) grade separations over roadways only.
- Fixed piers supporting prestressed concrete girders only.
- Precast elements shall be limited to 90 kips.
- Deep foundations are recommended when multiple pier caps are used. Shallow foundations may be considered if differential settlement is not expected.
- Integral barriers or crashwalls are currently excluded from the precast option.
- Applications where the top of the footing may become submerged are prohibited.

An exception to the precast pier option may be given by the Bureau of Structures.

7.1.4.1.3 Design Considerations

Precast concrete piers shall be designed in conformance with the current *AASHTO LRFD*, in accordance with the WisDOT Bridge Manual, and as given in the Special Provisions.

The optional precast pier allowance shall be established as prescribed in the optional precast pier details and specifications to envelope design requirements between precast and cast-in-place concrete construction. Contract plans shall follow a traditional cast-in-place delivery, with the exception of a noted allowance for precast piers. If the contractor selects the precast option, the contractor shall submit shop drawings, sealed by a professional engineer, to the Bureau of Structures. The fabrication shall be in conformance with the current *AASHTO LRFD*, in accordance to the Bridge Manual, and as given in the Special Provisions. Payment for the precast option will be paid using the cast-in-place concrete bid items.

Refer to Chapter 7 Standards for additional design considerations.

7.1.4.2 Geosynthetic Reinforced Soil – Integrated Bridge Systems (GRS-IBS)

Geosynthetic Reinforced Soil-Integrated Bridge Systems (GRS-IBS) are composed of two main components: Geosynthetic Reinforced Soil (GRS) and Integrated Bridge Systems (IBS). GRS is an engineered fill of closely spaced alternating layers of compacted fill and geosynthetic reinforcement that eliminates the need for traditional concrete abutments. IBS is a quickly-built, potentially cost-effective method of bridge support that blends the roadway into the superstructure using GRS technology. This integration system creates a transition area that allows for uniform settlement between the bridge substructure and the roadway approach, alleviating the “bump at the bridge” problem caused from uneven settlement. The result of this system is a smoother bridge approach.

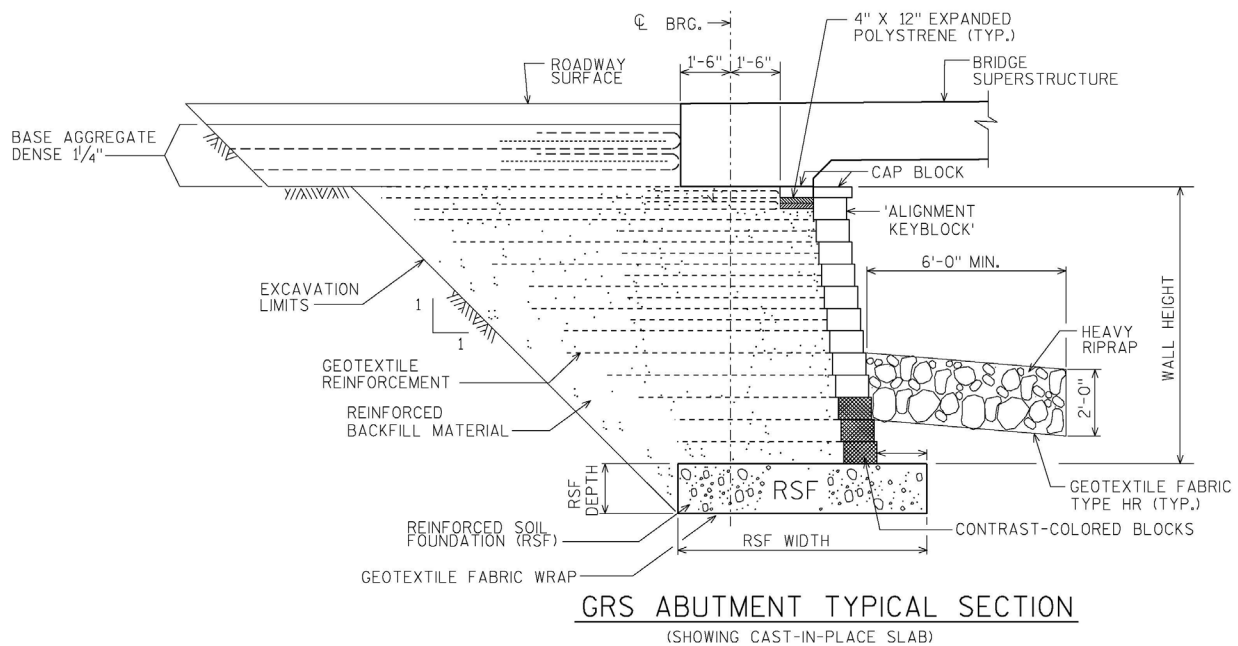


Figure 7.1-3
GRS-IBS Typical Cross Section



Figure 7.1-4
GRS-IBS Structure



Figure 7.1-5
GRS Abutment Layer During Construction

FHWA initially developed this accelerated construction technology, and the first bridge constructed in Wisconsin using the GRS-IBS technology was built in the spring of 2012. This



structure (including structure numbers B-9-380, R-9-13, and R-9-14) is located on State Highway 40 in Chippewa County. This structure utilized a single-span cast-in-place concrete slab, which is the first of its kind in the nation. This structure was closely monitored for two years to assess its performance.

This technology has several advantages over traditional bridge construction methods. A summary of the benefits of using GRS-IBS technology include the following:

1. **Reduced Construction Time:** Due to the simplicity of the design, low number of components, and only requiring common construction equipment to construct, the abutments can be rapidly built.
2. **Potential Reduced Construction Costs:** Compared to typical bridge construction in Wisconsin, GRS-IBS abutments can achieve significant cost savings. Nationwide, the potential cost savings is reported to be between 25 to 60% over traditional methods. The savings comes largely from the reduced number of construction steps, readily available and economical materials, and the need of only basic tools and equipment for construction.
3. **Lower Weather Dependency:** GRS-IBS abutments utilize only precast modular concrete facing blocks, open-graded backfill, and geotextile reinforcement in the basic design. The abutments can be constructed in poor weather conditions, unlike cast-in-place concrete, reducing construction delays.
4. **Flexible Design:** The abutment designs are simplistic and can be easily field-modified where needed to accommodate a variety of field conditions.
5. **Potential Reduced Maintenance Cost:** Since there are fewer parts to GRS-IBS abutments, overall maintenance is reduced. In addition, when repairs are needed, the materials are typically readily available and the work can be completed by maintenance staff or a variety of contractors.
6. **Simpler Construction:** The basic nature of the design demands less specialized construction equipment and the materials are usually readily available. Contractor capability and capacity demands are also reduced, allowing smaller and more diverse contractors to bid and complete the work.
7. **Less Dependent on Quality Control:** GRS-IBS systems are simple and basic in both their design and construction. Lack of technically challenging components and construction methods results in higher overall quality, reducing the probability of quality control related problems.
8. **Minimized Differential Settlement:** The GRS-IBS system is designed to integrate the structure with the approach pavement. Even though settlements can accumulate, differential settlement between the superstructure and the transition pavement is small. This can substantially reduce the common “bump at the bridge” that can be felt when traveling over traditional bridge transitions.



For more information, see [Section 7.3](#), WisDOT Standard Details 7.01 and 7.02, and the Department's specification.

7.1.4.2.1 Design Standards

GRS Abutments shall be designed in conformance with the current *AASHTO Load and Resistance Factor Design Specifications* (AASHTO LRFD) and in accordance with the WisDOT Bridge Manual and the *FHWA Geosynthetic Reinforced Soil Integrated Bridge System Interim Implementation Guide*.

7.1.4.2.2 Application

In some cases GRS-IBS abutments may not be suitable for a particular bridge location and there are specific limitations that can cause concern. As with any preliminary bridge planning, the site should be thoroughly investigated for adequacy. The designer shall investigate the potential viability of using of GRS-IBS for any proposed bridge. The designer should be aware of the common criteria for use and the limitations of GRS-IBS systems. Some of the common criteria for usage of GRS-IBS are the following:

1. Scour potential at the abutment locations has been evaluated and is within acceptable limits
2. Water velocities are less than 5 ft/s
3. Adequate freeboard is provided (See Bridge Manual Chapter 8.3.1.5)
4. Soil conditions permit shallow foundations.
5. Low-volume roadways
6. Single span structure with a span length less than 90 feet
7. Abutment wall height less than 22 feet (measured at the maximum wall height, from the top of the RSF to the top of the wall)
8. Wingwalls are parallel to roadway
9. Maximum skew angle of 15°
10. Short and long term settlements are tolerable
11. Differential settlement along the length of the abutment is tolerable to avoid twisting of the superstructure
12. Suitable construction materials available



7.1.4.2.3 Design Considerations

7.1.4.2.3.1 Hydraulics

Similar to any bridge spanning a waterway, the hydraulic conditions must be evaluated. The integrity of this system is very susceptible to scouring and undercutting of the Reinforced Soil Foundation (RSF) which could lead to further erosion and movement of the backfill in the GRS mass, causing settlement and possible structural failure.

WisDOT policy item:

The use of GRS-IBS is subject to prior-approval by the Bureau of Structures for hydraulic design. Evaluation of scour vulnerability will include assessment of long-term aggradation and degradation, potential for lateral migration of the stream, and calculation of contraction scour and abutment scour. The conservative nature of abutment scour calculations is acknowledged. Placement of adequately designed permanent scour countermeasures will be required to resist calculated scour.

In some cases of bridge replacement, the new GRS-IBS abutments can be constructed behind old abutments which can be left partially in place to promote scour protection for the RSF and GRS mass. Rip-rap, gabion mattresses and other traditional permanent counter measures can also be used.

To help bridge inspectors with scour detection, the lower rows of facing block below proposed grade should have an accent color (typically red, either integral or stained color treatment) that will become visible if scour is occurring. The accented colors provide a visual cue to inspectors that movement of soils has occurred. The top of the contrast-colored blocks shall be placed 2-3 block courses below the top of riprap elevation.

7.1.4.2.3.2 Reinforced Soil Foundation (RSF) and Reinforced Soil Mass

In the GRS-IBS system, bridge seat loads (including dead loads, live loads, etc.) and the weight of the GRS mass and facing blocks comprise the vertical loads that are carried by the RSF and ultimately transmitted to the soil. The vertical bridge seat loads are transferred to the RSF via the GRS mass. The facing blocks only carry their self-weight. Horizontal earth pressure forces are resisted by the GRS mass and little horizontal forces are carried by the facing blocks.

As with any bridge design, proper subsurface exploration should be conducted to ascertain the soil types and layer thicknesses in the vicinity of the proposed site. Laboratory testing may also be necessary to help determine the soil properties and provide the magnitude and time rate of total and differential settlements that may occur.

The external stability of the RSF and reinforced soil mass should be checked for failure against sliding, bearing capacity, and global stability. Due to the behavior of the reinforcement within the soil mass, overturning is an unlikely failure mode, but needs to be checked. The internal stability of the GRS mass should also be checked for bearing capacity, deformations, and the required reinforcement strength. FHWA (1) has provided general guidelines for GRS-IBS



ultimate bearing capacities and the predicted deformations when using the prescribed material properties (geotextile, backfill, etc.) and geometry (layer spacings, wall height, etc.). In addition, anticipated settlements should be included when designing for vertical clearance. Under the conditions recommended by FHWA (1), creep in the geotextile reinforcement is typically negligible since the sustained stresses are redistributed and relatively low and reduction factors for creep are not required. Creep testing and evaluation should be conducted when the loading conditions and backfill and reinforcement conditions prescribed by FHWA (1) are exceeded.

The wall facing is composed of precast modular concrete blocks, which have a height of 8-inches. These types of blocks are readily available and need to conform to the same physical and chemical requirements as WisDOT MSE Wall Modular Blocks.

Special consideration should be given to the degree of batter of the various facing block systems. The amount of batter integrated into the wall systems can vary between manufacturers. Batter that is greater than expected will result in a decreased width between abutments when the span distance is held constant. The designer should be familiar with typical batter ranges for suppliers, and plan for variations in batter.

The wall facing blocks only support their self-weight and are held in place by the friction generated from their self-weight, the mechanical block interlocks, and the geotextile reinforcing fabric placed between each block layer. The upper layers of block will be less stable than the lower layers and they should be bonded in accordance with the specifications. This prevents movement of the blocks from expansion and contraction, freeze-thaw forces, settlement forces and vandalism.

The backfill should be an open graded material with an assumed internal angle of friction of 38 degrees. Generally this will limit the material to a crushed aggregate product. The RSF and integrated approach should generally use a wrapped dense graded aggregate.

The RSF and GRS mass should utilize a biaxial woven geotextile reinforcement fabric from the same manufacturer and of the same type and strength. Using biaxial geotextiles reduces the possibility of construction placement errors.

7.1.4.2.3.3 Superstructure

Typically, the bridge superstructure is placed directly on the reinforced soil abutment. Prestressed girders are often placed on top of the GRS substructure, followed by a traditional cast-in-place deck or precast deck panels. Other methods include the use of a cast-in-place concrete slab capable of spanning between the abutments or precast box girders. Both of these superstructure alternatives should be placed directly on the GRS abutment. The bearing area should contain additional geotextile reinforcement layers, which ensures that the superstructure bears on the GRS mass and not the facing blocks. The clear space between the facing block and the superstructure should be a minimum of 3-inches or 2 percent of the wall height, whichever is greater.

If steel or concrete I-girders are used, a precast or cast-in-place beam seat should be used to help distribute the girder reactions to the GRS abutment. Since there is open space between



I-girders, the beam seat can be used to support a backwall between the girders to retain the soil behind the girder ends.

7.1.4.2.3.4 Approach Integration

The approach construction that ties the roadway to the superstructure is essential for minimizing approach settlement and minimizing the bump at each end of the bridge. With a GRS abutment, this is accomplished by compacting and reinforcing the approach fill in wrapped geotextile layers and blending the integration zone with the approach pavement structure.

The integrated approach is constructed in a similar manner as the GRS mass, using layers of geotextile reinforcement and aggregate backfill. However, the integrated approach uses thinner layers until approximately 2 inches from the bottom of the pavement structure. The lift thicknesses should not exceed 6-inches and should be adjusted to accommodate the beam depths.

7.1.4.2.3.5 Design Details

Many of the typical detailing requirements for traditional bridges are still required on GRS-IBS bridges such as railings, parapets, guardrail end treatments, and drainage. Steel posts should be used for guardrail systems within the GRS and integrated approach areas, which can more easily penetrate the layers of geotextile than timber posts.

Penetrations and disturbances through the geotextile layers should be kept to a minimum and only used when absolutely necessary. Planning the locations of utilities and future utilities should be considered to avoid disturbing these layers. If utilities must be installed through a GRS-IBS abutment, all affected layers of geotextile should be overlapped/spliced according to the manufacturer's recommendations.

The backfill used for GRS-IBS is usually comprised of free draining, open graded material. The designer should give consideration to providing additional drainage if warranted. Surface drainage should be directed away from the wall face and the reinforced soil mass.

7.1.4.2.4 Design Steps

The design of GRS-IBS abutments should follow a systematic process and is summarized below:

1. Establish Project Requirements
 - Determine geometry of abutment and wing walls (height, length, batter, back slope and toe slope, skew, grade, superelevation)
 - Ensure construction requirements are reasonable and economical
 - Determine the loading conditions (soil surcharge, dead load, live load, impact load, load from adjacent structures)
 - Determine performance criteria (tolerable settlements, displacements, and distortions, design life, constraints)



2. Perform a Site Evaluation
 - Study the existing topography
 - Check any existing structures/roads for problems
 - Conduct a subsurface investigation (foundation soil properties, groundwater conditions)
 - Evaluate soil properties for retained earth and reinforced backfill
 - Evaluate foundation soil properties to determine if shallow foundations are feasible at the site
 - Evaluate hydraulic conditions
 - Evaluate scour conditions to ensure shallow foundations are feasible at the site
3. Determine Layout of GRS-IBS
 - Define the geometry of the abutment face wall and wing walls
 - Lay out the abutment with respect to the superstructure (skew, superelevations, grade)
 - Account for setback and clear space to calculate the elevation of the abutment face wall and the span length of the bridge
 - Determine the depth and volume of excavation necessary for construction. A GRS abutment can be built with a truncated base to reduce the excavation. Truncation also reduces the requirements for backfill and reinforcement.
 - Determine the length of the reinforcement for the abutment
 - Add a bearing reinforcement zone underneath the bridge seat to support the increased loads due to the bridge
 - Blend the reinforcement layers in the integration zone to create a smooth transition
4. Calculate Applicable Loads
 - Lateral Pressures and Stresses

 - Dead Loads
 - Adjacent box beams can have the superstructure bearing directly on the GRS abutment
 - Dead load pressure includes bridge beams, overlay, railing, and any other applicable permanent loads related to the superstructure
 - Live Loads
 - Design Pressure

Adding LL on the superstructure and the bridge DL per abutment will give the total load that the bridge seat must support. Dividing this total load by the area of the bridge seat will give the bearing pressure. For abutment applications, the bearing pressure should be targeted to approximately 4,000 lbs/ft². If this is exceeded, the width of the bridge seat should be increased.
5. Conduct an External Stability Analysis [If requirements not met, go back to Step 3]
 - Direct Sliding
 - Bearing Capacity
 - Global Stability



6. Conduct Internal Stability Analysis [If requirements not met, go back to Step 3]
 - Ultimate Capacity
 - Deformations
 - Required Reinforcement Strength

7. Implement Design Details
 - Conduct a hydraulic analysis (if necessary)
 - Ensure face of the abutment is wide enough to accommodate guardrail installation, including enough length for guardrail to lie down. Consider using native soil behind the reinforced backfill material at the abutment and two adjacent wing walls.
 - Determine whether to build wing walls with either a full face or a stepped face that leads into the cut slope
 - Check special requirements for skew, superelevation, and grade
 - Determine necessary construction compaction requirements and density testing methods for GRS and RSF granular backfill materials
 - Contain the GRS integrated approach fill by wrapping the geotextile layers adjacent to the beam ends to prevent lateral spreading
 - Avoid any abrupt transition of soil type from the roadway to the bridge
 - Locate and plan to accommodate existing and potential future utilities

7.1.4.3 Lateral Sliding

Bridge placement using lateral sliding is another type of ABC where the entire superstructure is constructed in a temporary location and is moved into place over a night or weekend. This method is typically used for bridge replacement of a primary roadway where the new superstructure is constructed on temporary supports adjacent and parallel to the bridge being replaced. Once the superstructure is fully constructed, the existing bridge structure is demolished, and the new bridge is moved transversely into place. In some instances, a more complicated method known as a bridge launch has been used, which involves longitudinally moving a bridge into place.



Figure 7.1-6
Lateral Sliding

Several different methods have been used to slide a bridge into place. One common method is to push the bridge using a hydraulic ram while the bridge slides on a smooth surface and Teflon coated elastomeric bearing pads. Other methods have also been used, such as using rollers instead of sliding pads, and winches in place of a hydraulic ram. The bridge can also be built on a temporary support frame equipped with rails and pushed or pulled into place along those rails. Many DOTs have successfully replaced bridges overnight using lateral sliding.

This ABC method is used to replace bridges that are part of a main transportation artery traversing a minor road, waterway, or other geographic feature. The limiting factor with using lateral slide is having sufficient right-of-way, and space adjacent to the existing bridge to construct the new superstructure.

7.1.4.4 ABC Using Self Propelled Modular Transporter (SPMT)

7.1.4.4.1 Introduction

SPMTs are remote-controlled, self-leveling (each axle has its own hydraulic cylinder), multi-axle platform vehicles capable of transporting several thousand tons of weight. SPMTs have the ability to move laterally, rotate 360° with carousel steering, and typically have a jack stroke of 18 to 24 inches. They have traditionally been used to move heavy equipment that is too large for standard trucks to carry. SPMTs have been used for bridge placement in Europe for more than 30 years. Over the past decade, the United States has implemented SPMTs for rapid bridge replacement following the FHWA's recommendation in 2004 to learn how other countries have used prefabricated bridge components to minimize traffic disruption, improve work zone safety, reduce environmental impact, improve constructability, enhance quality, and lower life-cycle costs. The benefits of ABC using SPMTs include the following:



1. Minimize traffic disruption: Building or replacing a bridge using traditional construction methods can require the bridge to be closed for months to years, with lane restrictions, crossovers, and traffic slowing for the duration of the closure. Using SPMTs, a bridge can be placed in a matter of hours, usually requiring only a single night or weekend of full road closure and traffic divergence.
2. Improve work zone safety: The bridge superstructure is constructed in an off-site location called a bridge staging area (BSA). This allows construction of the entire superstructure away from live traffic, which improves the safety of both the construction workers and the traveling public.
3. Improve constructability: The BSA typically offers better construction access than traditional construction by keeping workspaces away from live traffic, environmentally sensitive areas, and over existing roadways.
4. Enhance quality: Bridge construction takes place off-site at the BSA where conditions can be more easily controlled, resulting in a better product. There is an opportunity to provide optimal concrete cure time in the BSA because the roadway in the temporary location does not have traffic pressures to open early.
5. Lower life-cycle costs: Because the quality of the bridge is increased, the overall durability and life of the bridge is also increased. This reduces the life-cycle cost of the structure.
6. Provide opportunities to include other ABC technologies: Multiple ABC technologies can be used on the same project, for example, a project could utilize prefabricated bridge elements, and also be moved into place using SPMTs.
7. Reduce environmental impacts: SPMT bridge moves have significantly shorter on-site construction durations than traditional construction, which is particularly advantageous for areas that are environmentally sensitive. These areas may restrict on-site construction durations due to noise, light, or night work.



Figure 7.1-7
Self Propelled Modular Transporters Moving a Bridge

When replacing a bridge using SPMTs the new superstructure is built on temporary supports off-site in a designated BSA near the bridge site. Once the new superstructure is constructed, the existing structure can be removed quickly with SPMTs or can be demolished in conventional time frames, depending on the project-specific needs. Once the existing structure is removed, the new superstructure is moved from the staging area to the final location using two or more lines of SPMT units. The SPMTs lift the superstructure off of the temporary abutments and transport it to the permanent substructure. The placement of a bridge superstructure using SPMTs often requires only one night of full road closure, and many bridges in the United States have been placed successfully in a matter of hours.



When using SPMTs for bridge replacement a new substructure may be constructed, or the existing substructure may be reused. If the existing substructure is in good condition and meets current design requirements, it may be reused, or it may be rehabilitated. When constructing a new substructure, the new abutments are often built below the superstructure in front of the existing abutments, so the construction can advance before deconstruction of the existing structure begins. Because the superstructure is constructed in the BSA, the new superstructure can be constructed at the same time as the substructure.

SPMTs are typically used to replace bridges that carry or span major roadways. Time limitations or impacts to traffic govern the need for a quick replacement. Locating an off-site BSA to build the superstructure is a critical component for using SPMTs. There needs to be a clearly defined travel path (TP) between the staging area and the final bridge location that can support the SPMT movements (vertical clearances, horizontal clearances, turning radii, soil conditions, utility conflicts, etc.). See sections [7.1.4.4.6.1](#) and [7.1.4.4.6.2](#) for additional discussion of the BSA and TP.

SPMTs can also be used to place a bridge over a waterway. In this case, the bridge superstructure is constructed offsite, and then SPMTs transport the superstructure from the BSA onto a barge which travels the waterway to the final bridge site.

To date, mostly single-span bridges or individual spans of multi-span bridges with lengths ranging from approximately 100 to 200 feet have been moved with SPMTs. There have been a few two-span bridge moves with SPMTs in the United States. The most common structures that have been moved successfully are prestressed I-girder or steel plate girder bridges.

The following sections discuss key items for bridge placement using SPMT in the State of Wisconsin. For additional information on the use of SPMTs for the movement of bridges consult FHWA's *Manual on Use of Self Propelled Modular Transporters to Remove and Replace Bridges*, and UDOT's *SPMT Manual*. Contact the WisDOT Bureau of Structures Design Section as an additional resource.

7.1.4.4.2 Application

For guidance on whether SPMT bridge placement or another ABC technology should be used for a project, first refer to the WisDOT ABC decision making guidance spreadsheet and flowchart in [Section 7.2](#). Some of the common criteria that govern the use of SPMTs are the following:

1. There is a need to minimize the out-of-service window for the roadway(s) on or under the structure
2. There is a major railroad track on or under the bridge
3. There is a major navigation channel under the bridge
4. The bridge is an emergency replacement
5. The road on or under the bridge has a high ADT and/or ADTT



6. There are no good alternatives for staged construction or detours
7. There is a sensitive environmental issue

Along with the use of this technology, the specifications need to include incentives and disincentives to employ for the project.

7.1.4.4.3 Special Provision

When writing a special provision for a project using SPMTs, consider the following items that may need to be included in the special provision text:

1. Drainage – Define areas (bridge site, BSA, TP, etc.) where drainage needs to be maintained throughout construction and indicate areas where temporary culvert pipes will be required. In the special provision text, clearly indicate if the temporary culvert pipes are to be included with the “SPMT Bridge Construction B-XX-XXX”.
2. Temporary Concrete Barrier – define areas where temporary concrete barrier is required. Clearly indicate which barriers (temporary or permanent) are paid for with the roadway bid items, and which barriers are paid for with the item “SPMT Bridge Construction B-XX-XXX”.
3. Bearing Pads – Indicate if bearing pads need to be adhered to the bottoms of girders prior to the bridge move or if temporary bearing pads are required on the temporary supports. Clearly indicate how the bearing pads are to be paid.

7.1.4.4.4 Roles and Responsibilities

The following sections outline the roles and responsibilities for the parties involved in the project using the design-bid-build delivery method. These roles apply if WisDOT specifies that the bridge will be placed using SPMTs. If SPMT use is not a stated requirement for the project, the Contractor may have the option to use them as long as the project specifications are met. If this occurs, the contractor would assume the responsibilities for certain items in [Table 7.1-2](#) as described in [7.1.4.4.3](#).



Category	Responsibility Description	Responsible Party
Scoping	Decision to Use SPMTs	WisDOT Region & BOS
	Bridge Type Selection	Designer
	Provide Resources to Design Team	WisDOT BOS
Superstructure	Superstructure Design	Designer
Pick Points	Location and Tolerances	Designer
	Analyze Bridge for Effects from Lifting and Travel	Designer
Deflections	Set Stress, Deflection, and Twist Limits	WisDOT & Designer
	Monitoring Plan (Specifications)	Designer
	Monitoring Plan (Execution)	Contractor
BSA and TP	Location of BSA	Designer
	Geometry of TP	Designer
Utilities	Utility Agreements	WisDOT
	Mitigation Concepts	Designer
	Mitigation Execution	Contractor
Site Conditions	Structural Analysis of Bridge Along TP	Designer
	Set Allowable Stress Limits on BSA and TP	Designer
	Mitigation of Affected Areas at BSA and TP	Contractor
	Protection of Structure Along TP	Contractor
Heavy Lifter Equipment	SPMT	Contractor
	Heavy Lifter Equipment to Raise Bridge	Contractor
	Contingency Plan For Equipment Failure	Contractor
Support Structures	Permanent Substructure Design	Designer
	Temporary Support Design	Contractor

Table 7.1-2
SPMT Roles and Responsibilities

7.1.4.4.4.1 WisDOT

The WisDOT Region and the Bureau of Structures shall make the final decision to use SPMTs on a project, considering user costs. WisDOT either specifies to the designer that SPMTs will be used for the project, or they allow the contractor to propose an ABC method. If the latter is chosen, the project parameters, specification, schedule, and proposal should be defined in a way that ensures the requirements are met if the contractor decides that an SPMT move is the best solution.



7.1.4.4.4.2 Designer

The Designer includes any traffic, structural, or geotechnical engineers engaged by WisDOT in the design of the project. Final drawings and calculations should be stamped by a Professional Engineer licensed in the State of Wisconsin. The permanent substructure and superstructure should be designed in accordance with AASHTO LRFD Specifications and WisDOT Bridge Manual requirements. The superstructure should be designed to withstand induced forces from lifting off of temporary supports, transportation along TP, and lowering onto permanent bearings.

The Designer determines the feasibility of a BSA and TP, considering the following items at a minimum: geotechnical concerns, conflicting utilities, real estate and conflicting obstacles. The Designer also specifies the monitoring plan and maximum bearing pressure along travel path.

The Designer should deliver a project that can accommodate travel conditions during transportation of the structure on the SPMT units. Braking forces while the bridge is on the SPMTs shall be accounted for. Consider placing diaphragms at the pick points for additional lateral support.

7.1.4.4.4.3 Contractor

The Contractor may include the General Contractor, Heavy Lifter or SPMT Contractor, any bridge specialty engineers, and/or any other subcontractor employed by the General Contractor for the construction of the project.

The Contractor is responsible for:

1. The design of all temporary structures.
2. The construction of all structures, permanent or otherwise.
3. The design of the support system between the SPMT units and the bridge at final position.
4. The redesign and changes to plans to adjust for constructability issues based on the transport system chosen.
5. The design of the blocking or structure that supports the bridge during transport.
6. The safe transport of the bridge from the BSA to the final bridge location, ensuring that no maximum stresses or deflections are exceeded.

The Contractor is required to:

1. Provide all required plans, calculations, etc. in accordance with the specifications.
2. Identify, design and implement any required ground improvements in the BSA and TP.



3. Provide a contingency plan in the case of equipment malfunction or failure.

If the Contractor requests and is granted departmental approval to use SPMTs on a project that has not been designed for SPMT use, the following responsibilities (Refer to [Table 7.1-2](#)) that others are typically responsible for would be assumed by the Contractor:

1. Utilities – Mitigation Concepts
2. Site Conditions – Structural Analysis of Bridge Along TP
3. Site Conditions – Set allowable stress limits on BSA and TP
4. All Items under the category of Pick Points, Deflections (analysis), BSA and TP
5. Acquiring real estate

7.1.4.4.5 Temporary Supports

Temporary supports include temporary shoring and abutments that support the superstructure in the BSA and on the SPMTs during transport. The contractor is responsible for the design and construction of temporary supports. Temporary structures should be designed using *AASHTO Guide Design Specifications for Bridge Temporary Works*.

Design the temporary supports in the BSA to withstand a minimum lateral load equal to 10% of the superstructure dead load. Other lateral loads, such as wind, need not be included with this loading scenario.

These structures should provide bearing support conditions similar to the permanent bearings. The bridge superstructure is typically constructed in the temporary location with the same vertical clearance under the structure as the permanent location. The bridge may be constructed at a lower elevation for ease of construction; however this requires jacking the superstructure up to the correct elevation prior to transport.

SPMT blocking is the temporary support during transport that supports the superstructure at the pick point and connects to the SPMT units. Design SPMT blocking to withstand the forces induced during transport such as braking, turning, elevation changes, and wind loads.

7.1.4.4.6 Design Considerations

7.1.4.4.6.1 Bridge Staging Area

The BSA is the temporary location where the bridge superstructure will be constructed. The BSA is an area within the right of way, an offsite location, or an area acquired by the contractor. If an existing bridge is being removed using SPMTs, the BSA should provide adequate space for the superstructure to be removed. For projects with multiple bridges or one bridge with multiple simple spans, one or more bridges may occupy a single BSA. [Figure 7.1-8](#) shows an example BSA that accommodated several structures.



Figure 7.1-8
Example Bridge Staging Area (BSA)

The BSA soil must have enough capacity to support the SPMTs carrying the superstructure. This requires a geotechnical investigation of the soils with possible additional measures such as ground improvements, soft soil mitigation, and utility protection. The contractor may need to address the bearing capacity of the soil in different manners based on the particular SPMT equipment that is selected. The BSA must be clear of all obstacles during bridge construction.

The designer specifies the maximum soil pressure in the BSA and TP based on the actual weight of the structure, anticipated SPMT weight, and temporary blocking. SPMT and temporary blocking weights need to be assumed. The design shall include a 5% dead load increase to cover miscellaneous loads (concrete tolerances, miscellaneous items, equipment during the move, etc.).

7.1.4.4.6.2 Travel Path

The TP is the path that the SPMTs use to transport the bridge(s) from the BSA to the final bridge location. The TP has similar requirements as the BSA. A geotechnical investigation is required to determine the need for ground improvements, soft soil mitigation, and utility protection. Steel plates, spreader beams, temporary pavement, and soft soil replacement are different methods used to help distribute the load and control settlement over these sensitive areas. Even a small area of soft soil can be detrimental during a superstructure transport. If the soil collapses under an SPMT tire, it can be extremely difficult to continue the bridge transport.

SPMT units are capable of traveling on uneven surfaces, however, it is preferred to keep the surface of the TP as level as possible with gradual elevation changes to minimize deflection



and twist in the superstructure. Contact the WisDOT Bureau of Structures Design Section for approval of an uneven TP surface.

7.1.4.4.6.3 Allowable Stresses

During the process of lifting, transporting, and placing a bridge using SPMTs, the superstructure will undergo stresses different than those induced with traditional cast in place bridge construction. These stresses include stress reversals as described in 7.1.4.4.6.4. For calculation of the stresses in the superstructure when supported on the SPMTs, an impact factor of 1.15 applied to the dead load shall be used.

The Designer calculates the allowable stresses in the deck and in the girders. The bridge should be designed so that the reinforcement in the deck and parapet will not yield during transport of the bridge.

7.1.4.4.6.4 Pick Points

Pick points are the bearing locations where the superstructure is lifted off the temporary supports by the SPMTs and transported to the permanent location. Pick points should be located within 20% of the span length from the ends of the superstructure. This minimizes the cantilevered portion and negative forces induced on the superstructure. During the lifting of the superstructure off the temporary supports, the bridge undergoes a stress reversal. When the girders are placed and the deck is poured, the girders deflect under the wet concrete weight, inducing stresses in the girder. When the deck is cured, the stresses in the girders induced by the deck are locked in, and the superstructure is in a state of equilibrium. Changing the support locations causes a stress reversal in the superstructure, which must be considered in the design of the bridge.

Figure 7.1-9 illustrates the stress reversal that the superstructure undergoes when the bearing locations are changed. The easiest way to visualize this change is through the moment diagrams in the figure. The first diagram in the figure illustrates the moment on the superstructure due to dead loads with the support system at the ends similar to the final bearing system. The moment, M_a , is the moment at the pick point location. The second moment diagram shows the moments when the superstructure is supported at the pick points. Again, the moment, M_b , is the moment at the pick point location. The third diagram in the figure shows the two moments superimposed. The total stress that the superstructure sees at the pick point location, M_c , is from the two moments combined. Please note that this illustration is very simplified, and more in depth calculations and/or finite element modeling is required in order to calculate the actual stresses on the deck.

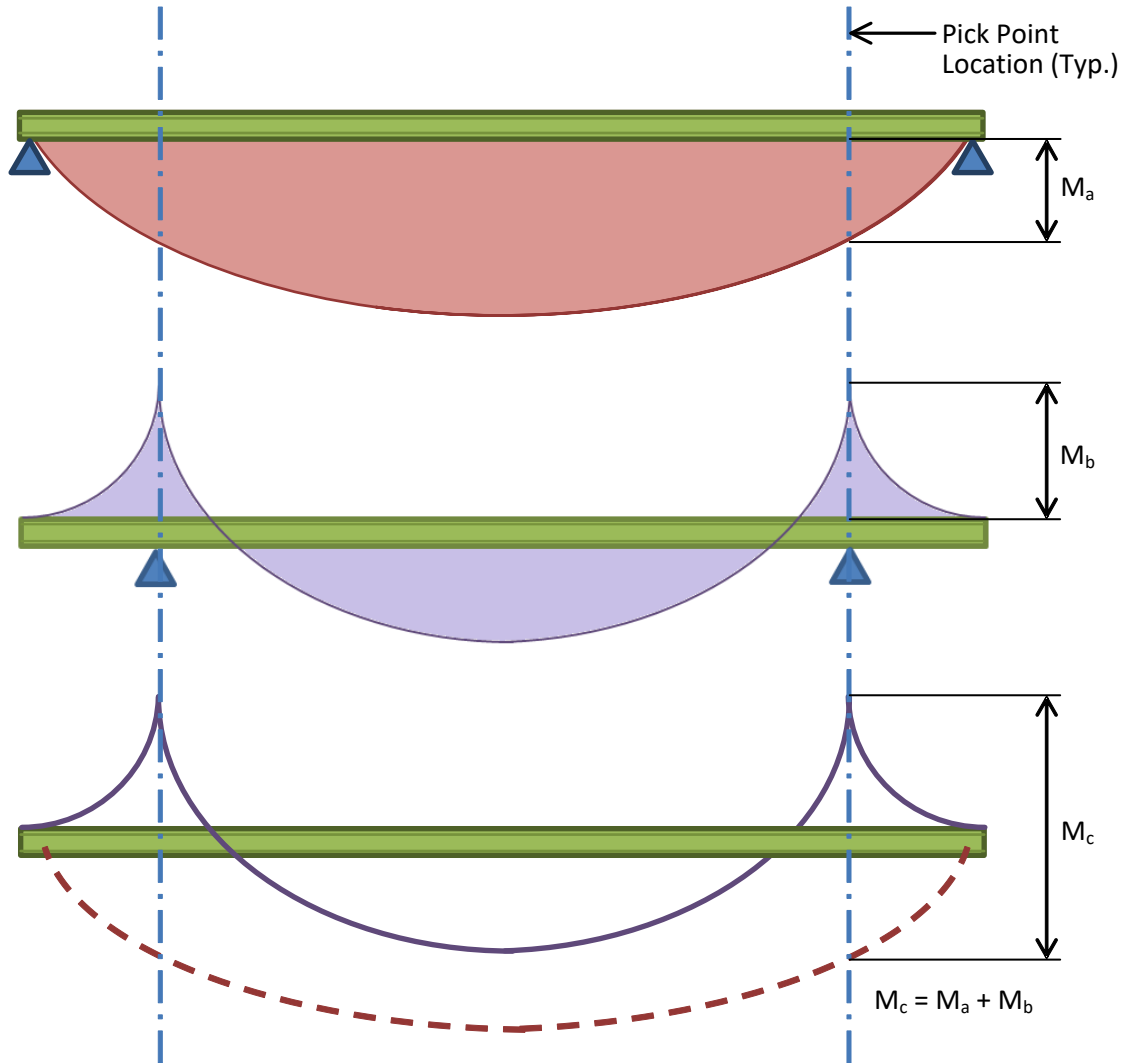


Figure 7.1-9
Support Change Moment Diagram (Illustrating Stress Reversal)

The construction sequence also complicates stress considerations. In the construction sequence, the girders are placed and the concrete is poured for the deck. The deck cures with essentially no stress, but the stress in the girders due to the deck pour is locked in when the girder and deck become composite. When the SPMTs engage the superstructure at the pick points, the girders go from positive bending at the pick points to negative bending. The deck at the pick point locations transitions from a state of zero bending (zero stress) to a state of negative bending. The stress calculations for the deck will be based on the composite moment of inertia.

The pick points must be located on the bridge in a manner to limit the tension in the deck. Clearly show pick points in the plans, and ensure that stresses induced from lifting and transporting the superstructure are within the allowable stresses shown in plans.

7.1.4.4.6.5 Deflection and Twist

During transport of the bridge from the BSA to its final position, the bridge will deflect and twist. Minor deflection and twist is to be expected during the movement of the bridge, but excessive deflections induce unwanted stresses in the deck that can cause cracking or other permanent damage to the superstructure. The bridge should be monitored during transport to keep the deflection and twist within specified limits. The specifications should outline the allowable deflections for the specific circumstances and structure(s). A critical point in the movement of the bridge is when the bridge is initially lifted off of the temporary supports. The stress reversal discussed in 7.1.4.4.6.4 will occur during this initial lift.

Warping and/or twisting of the bridge occurs when uneven bearing supports cause the slope of the bearing lines to be different from each other at each end of the span. Figure 7.1-10 shows an illustration of bridge warping. The blue solid square shows the as-constructed plane of the bridge. The red lines show the warped bridge plane and the dashed red lines represent the relative deflection from the as-constructed position.

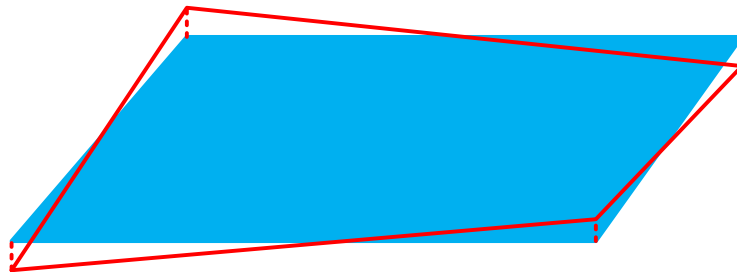


Figure 7.1-10
Bridge Warping Diagram

A monitoring plan should be developed by the Designer to monitor deflection and twist of the superstructure. Survey of critical points should be taken after construction of the superstructure and immediately after lifting it off of the temporary supports. A system should be established to monitor the relative deflections of each corner of the bridge during the transportation of the bridge. An example of bridge monitoring for deflection and twist can be found in UDOT’s *Manual for the Moving of Utah Bridges Using Self Propelled Modular Transporters (SPMTs)*.

Accurate deflection calculations are very important when considering the SPMT unit jack stroke. For example, if the superstructure needs to be jacked 6 inches in order to lift the bridge off the temporary supports at the pick points, one quarter of the SPMT jack stroke would be used solely to lift the superstructure (assuming a typical jack stroke maximum of 24 inches).

Figure 7.1-11 illustrates how the deflection is accounted for in raising the superstructure off the temporary supports. Deflection, Δ_a , is the dead load deflection of the superstructure at the pick point location relative to the ends when the bridge is supported at the ends. Deflection, Δ_b , is the dead load deflection of the composite structure between the pick point location and the end support location when the bridge is supported at the pick point locations. Deflection, Δ_c , is the distance required to raise the structure off the temporary support.

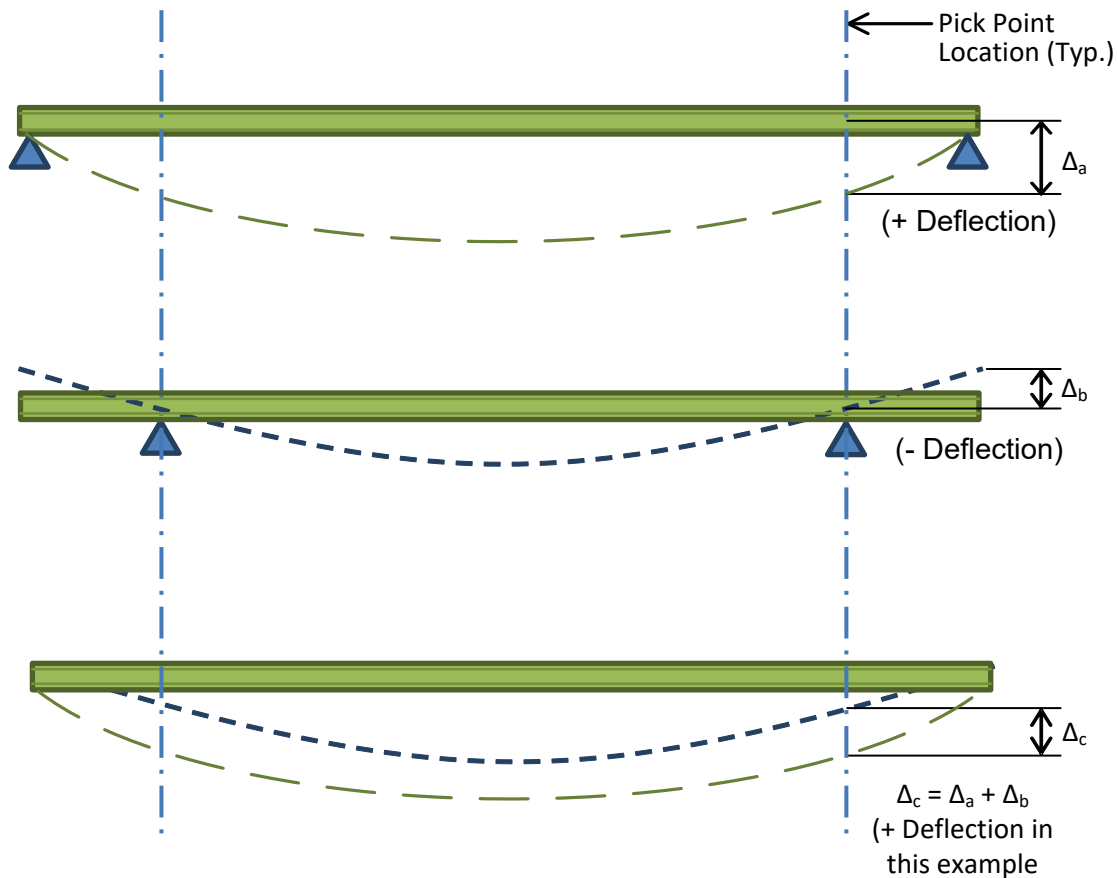


Figure 7.1-11
Support Change Deflection Diagram

Note: For this example, assume positive deflections are downward.

7.1.4.4.7 Structure Removal Using SPMT

When using SPMTs for bridge replacement, an alternative to onsite demolition of the existing bridge superstructure is removing the bridge using SPMTs. The existing superstructure can be removed and transported to the BSA where it is placed on temporary abutments until it can be demolished or salvaged. This method eliminates the need for protection of the underlying roadway and substructure elements.

All TP and BSA considerations, covered in [7.1.4.4.6.2](#) and [7.1.4.4.6.1](#) respectively, must be addressed for the movement of the existing superstructure. Follow guidelines in [7.1.4.4.5](#) for the design of temporary supports for existing superstructure.

7.1.5 Project Delivery Methods/Bidding Process

In addition to the accelerating technologies discussed in this chapter, the Every Day Counts initiative includes accelerated project delivery methods as a way to shorten the project



duration. Traditionally, the Design-Bid-Build (DBB) method has been used for project delivery. This involves the design and construction to be completed by two different entities. Project schedules using the DBB method are elongated because the design and construction cannot be completed concurrently. The entire design process must be completed before the bidding process begins. Finally, after the bidding process is completed, the construction can begin.

Other state DOT's have used project delivery methods that can allow for more accelerated overall project delivery. These include Design/Build (D/B) and Construction Manager/General Contractor (CM/GC). The D/B process requires the designer-builder to assume responsibility for both the design and construction of the project. This method increases the risk for the design-builder, and reduces the risk for the owner. Project delivery time can be reduced, since the D/B process allows for the design and construction phases to overlap, unlike the DBB process. There is a specific type of D/B called Low Bid Design Build (LBDB) which has the same structure as the traditional D/B process, except that the lowest bidder wins the project (rather than having a quality component as with the traditional D/B process). Refer to the Facilities Development Manual (FDM) for further discussion on LBDB.

The CM/GC process is a hybrid of the DBB and D/B processes. In CM/GC, both the designer and the contractor have contracts with the owner, and the owner is part of the design team. In this process, a construction manager is selected, and is able to provide input regarding schedule, pricing, and phasing during the design phase. Around the 60% or 90% design completion, the owner and construction manager negotiate a "guaranteed maximum price" for the construction of the project based on the defined scope and schedule. CM/GC allows the owner to remain active in the design process, while the risk is still taken by the general contractor.

Generally, in Wisconsin, projects administered by the Department have been Design Bid Build with minimal use of the Low Bid Design Build method. Refer to the FDM 11-2 for additional discussion on Alternative Contracting (AC) methods.

WisDOT policy item:

Each state has different preferences and constraints to which project delivery method they use, and due to current legislation, CM/GC and traditional D/B are not viable options for the state of Wisconsin. To implement ABC using the DBB process, the contract should either specify to use the ABC method required by the owner, and/or provide opportunity for the contractor to propose ABC alternatives that meet contract requirements.



7.2 ABC Decision-Making Guidance

This section is intended to provide guidance on when to use ABC versus conventional construction. When ABC methods are appropriate, this section will also help determine which ABC method(s) are most practical for a particular project.

Figure 7.2-1 is a Decision Matrix that can be used to determine how applicable an ABC method is for a particular project. Each item in Figure 7.2-1 is described further in Table 7.2-1. Once a total score is obtained from the Decision Matrix, the score is used to enter the Decision Flowchart (Figure 7.2-2). After entering the Flowchart, the user could be directed to the question “Do the benefits of ABC outweigh any additional costs?” This question needs to be evaluated on a project-specific basis, using available project information and engineering judgment. This item is intended to force the user to step back, think about the project as a whole, and decide if an ABC method really makes sense with all the project-specific information considered. The remainder of the flow chart questions will help guide the user toward the ABC method(s) that are most appropriate for the project.

There is an acknowledged level of subjectivity in both the Decision Matrix and in the Flowchart. These tools are intended to provide general guidance, not to provide a specific answer for all projects. The tools present different types of considerations that should be taken into account to help guide the user in the right direction and are not intended to provide a “black and white” answer.

The flowchart item “Program Initiative” can encompass a variety of initiatives, including (but not limited to) research needs, public input, local initiatives, stakeholder requests, or structure showcases. These items should be considered on a project-specific basis.

The flowchart guides users towards specific ABC technologies. However, the user should also recognize the ability and opportunity to combine various ABC technologies. For example, the combination of PBES with GRS-IBS could be utilized.

For additional guidance or questions, contact the Bureau of Structures Development Section Chief.



% Weight	Category	Decision-Making Item	Possible Points	Points Allocated	Scoring Guidance
17%	Disruptions (on/under Bridge)	Railroad on Bridge?	8	<input type="text"/>	0 No railroad track on bridge 4 Minor railroad track on bridge 8 Major railroad track on bridge
		Railroad under Bridge?	3	<input type="text"/>	0 No railroad track under bridge 1 Minor railroad track under bridge 3 Major railroad track(s) under Bridge
		Over Navigation Channel that needs to remain open?	6	<input type="text"/>	0 No navigation channel that needs to remain open 3 Minor navigation channel that needs to remain open 6 Major navigation channel that needs to remain open
8%	Urgency	Emergency Replacement?	8	<input type="text"/>	0 Not emergency replacement 4 Emergency replacement on minor roadway 8 Emergency replacement on major roadway
23%	User Costs and Delays	ADT and/or ADTT (Combined Construction Year ADT on and under bridge)	6	<input type="text"/>	0 No traffic impacts 1 ADT under 10,000 2 ADT 10,000 to 25,000 3 ADT 25,000 to 50,000 4 ADT 50,000 to 75,000 5 ADT 75,000 to 100,000 6 ADT 100,000+
		Required Lane Closures/Detours? (Length of Delay to Traveling Public)	6	<input type="text"/>	0 Delay 0-5 minutes 1 Delay 5-15 minutes 2 Delay 15-25 minutes 3 Delay 25-35 minutes 4 Delay 35-45 minutes 5 Delay 45-55 minutes 6 Delay 55+ minutes
		Are only Short Term Closures Allowable?	5	<input type="text"/>	0 Alternatives available for staged construction 3 Alternatives available for staged construction, but undesirable 5 No alternatives available for staged construction
		Impact to Economy (Local business access, impact to manufacturing etc.)	6	<input type="text"/>	0 Minor or no impact to economy 3 Moderate impact to economy 6 Major impact to economy
14%	Construction Time	Impacts Critical Path of the Total Project?	6	<input type="text"/>	0 Minor or no impact to critical path of the total project 3 Moderate impact to critical path of the total project 6 Major impact to critical path of the total project
		Restricted Construction Time (Environmental schedules, Economic Impact – e.g. local business access, Holiday schedules, special events, etc.)	8	<input type="text"/>	0 No construction time restrictions 3 Minor construction time restrictions 6 Moderate construction time restrictions 8 Major construction time restrictions
5%	Environment	Does ABC mitigate a critical environmental impact or sensitive environmental issue?	5	<input type="text"/>	0 ABC does not mitigate an environmental issue 2 ABC mitigates a minor environmental issue 3 ABC mitigates several minor environmental issues 4 ABC mitigates a major environmental issue 5 ABC mitigates several major environmental issues
3%	Cost	Compare Comprehensive Construction Costs (Compare conventional vs. prefabrication)	3	<input type="text"/>	0 ABC costs are 25%+ higher than conventional costs 1 ABC costs are 1% to 25% higher than conventional costs 2 ABC costs are equal to conventional costs 3 ABC costs are lower than conventional costs
18%	Risk Management	Does ABC allow management of a particular risk?	6	<input type="text"/>	0-6 Use judgment to determine if risks can be managed through ABC that aren't covered in other topics
		Safety (Worker Concerns)	6	<input type="text"/>	0 Short duration impact with TMP Type 1 3 Normal duration impact with TMP Type 2 6 Extended duration impact with TMP Type 3-4
		Safety (Traveling Public Concerns)	6	<input type="text"/>	0 Short duration impact with TMP Type 1 3 Normal duration impact with TMP Type 2 6 Extended duration impact with TMP Type 3-4
12%	Other	Economy of Scale (repetition of components in a bridge or bridges in a project) (Total spans = sum of all spans on all bridges on the project)	5	<input type="text"/>	0 1 total span 1 2 total spans 2 3 total spans 3 4 total spans 4 5 total spans 5 6+ total spans
		Weather Limitations for conventional construction?	2	<input type="text"/>	0 No weather limitations for conventional construction 1 Moderate limitations for conventional construction 2 Severe limitations for conventional construction
		Use of Typical Standard Details (Complexity)	5	<input type="text"/>	0 No typical standard details will be used 3 Some typical standard details will be used 5 All typical standard details will be used
			Sum of Points:	0	(100 Possible Points)

Figure 7.2-1
ABC Decision-Making Matrix



7.2.1 Descriptions of Terms in ABC Decision-Making Matrix

The following text describes each item in the ABC Decision-Making Matrix (Figure 7.2-1). The points associated with the scoring guidance in the matrix and in the text below are simply *guidance*. Use engineering judgment and interpolate between the point ranges as necessary.

Decision-Making Item	Scoring Guidance Description
Railroad on Bridge?	This is a measure of how railroad traffic on the bridge will be affected by the project. If a major railroad line runs over the bridge that requires minimum closures and a shoo fly (a temporary railroad bridge bypass) cannot be used, provide a high score here. If a railroad line that is rarely used runs over the bridge, consider providing a mid-range or low score here. If there is no railroad on the bridge, assign a value of zero here.
Railroad under Bridge?	This is a measure of how railroad traffic under the bridge will be affected by the project. If a major railroad line runs under the bridge that would disrupt construction progress significantly, provide a high score here. If a railroad track runs under the structure, but it is used rarely enough that it will not disrupt construction progress significantly, provide a low score here. Consider if the railroad traffic is able to be suspended long enough to move a new bridge into place. If there is not a large enough window to move a new bridge into place, SPMT could be eliminated as an alternative for this project. For this case, PBES may be a more applicable alternative. If there is no railroad under the bridge, assign a value of zero here.
Over Navigation Channel that needs to remain open?	This is a measure of how a navigation channel under a bridge will be affected by the project. If a navigation channel is highly traveled and needs to remain open for shipments, provide a high score here. If a navigation channel is rarely traveled and there are not requirements for it to remain open at certain time periods, provide a low score here. If there is no navigation channel under the bridge, assign a value of zero here.
Emergency Replacement?	This is a measure of the urgency of the bridge replacement. A more urgent replacement supports the use of accelerated bridge construction methods, since demolition and construction can be progressing concurrently. Depending on the particular project, accelerated bridge construction methods can also allow multiple components of the bridge to be constructed concurrently. If the bridge replacement is extremely urgent and the bridge can be replaced quicker by using accelerated construction methods, provide a high score here.



<p>ADT and/or ADTT (Construction Year)</p>	<p>This is a measure of the total amount of traffic crossing the bridge site. A higher ADT value at a site will help support the use of accelerated bridge construction methods. Use a construction year ADT value equal to the sum of the traffic on the structure and under the structure. For cases where there is a very high ADT on the bridge and very low or no ADT under the bridge, consider using a “slide” method (on rollers or Polytetrafluorethylene (PTFE)/Elastomeric pads) or SPMT’s, which can be very cost effective ABC techniques for this situation. For structures with a higher-than-average percentage of truck traffic, consider providing a higher score than indicated solely by the ADT values in the table.</p>
<p>Required Lane Closures/Detours?</p>	<p>This is a measure of the delay time imposed on the traveling public. If conventional construction methods will provide significant delays to the traveling public, provide a high score here. If conventional construction methods will provide minimal delays to the traveling public, provide a low score here. Use the delay times provided in the table as guidance for scoring.</p>
<p>Are only Short Term Closures Allowable?</p>	<p>This is a measure of what other alternatives are available besides accelerated bridge construction. If staged construction is not an alternative at a particular site, the only alternative may be to completely shut down the bridge for an SPMT move, and therefore a high score should be provided here. If there is a good alternative available for staged construction that works at the site, a low score should be provided here.</p>
<p>Impact to Economy</p>	<p>This is a measure of the impact to the local businesses around the project location. Consider how the construction staging, road closures, etc. will impact local businesses (public access, employee access, etc.) A high impact to the economy equates to a high score here. A low impact to the economy equates to a low score here.</p>
<p>Impacts Critical Path of Total Project?</p>	<p>This is a measure of how the construction schedule of the structure impacts the construction schedule of the entire project. If the construction of the structure impacts the critical path of the entire project, and utilizing ABC methods provides shorter overall project duration, provide a high score here. If other project factors are more critical for the overall project schedule and utilizing ABC methods will not affect the overall project duration, provide a low score here.</p>
<p>Restricted Construction Time</p>	<p>This is a measure of how the construction schedule is impacted by environmental and community concerns or requirements. Items to consider are local business access windows, holiday schedules and traffic, special event traffic, etc. If there are significant restrictions on construction schedule, provide a high score here. If there are little to no restrictions on the construction schedule, provide a low score here.</p>



<p>Does ABC mitigate a critical environmental impact or sensitive environmental issue?</p>	<p>This is a measure of how using accelerated bridge construction methods can help mitigate impacts to the environment surrounding the project. Since accelerated methods allow a shorter on-site construction time, the impacts to the environment can be reduced. If the reduced on-site construction time provided by accelerated bridge construction methods mitigates a significant or critical environmental concern or issue, provide a high score here. If there are no environmental concerns that can be mitigated with accelerated construction methods, provide a low score here.</p>
<p>Compare Comprehensive Construction Costs</p>	<p>This is a measure of the complete comprehensive cost difference between conventional construction methods versus using an accelerated bridge construction method. Some costs will increase with the use of accelerated construction methods, such as the cost of the SPMT equipment and the learning curve that will be incorporated into using new technologies. However, some costs will decrease with the use of accelerated construction methods, such as the reduced cost for traffic control, equipment rentals, inspector wages, etc. Many of the reduced costs are a direct result of completing the project in less time. Use the cost comparisons in the table as guidance for scoring here.</p>
<p>Does ABC allow management of a particular risk?</p>	<p>This is an opportunity to add any project-specific items or unique issues that have risk associated with them that are not incorporated into another section in this text. Consider how ABC may or may not manage those particular risks.</p>
<p>Safety (Worker Concerns)</p>	<p>This is a measure of the relative safety of the construction workers between conventional construction methods and accelerated construction methods. The reduced on-site construction time from using accelerated bridge construction methods reduces the exposure time of workers in a construction zone, thus increasing safety. If a significant increase in safety can be seen by utilizing accelerated construction methods, provide a high score here. If utilizing accelerated construction methods does not provide additional safety, provide a low score here. Refer to the FDM for definitions of TMP Types.</p>
<p>Safety (Traveling Public Concerns)</p>	<p>This is a measure of the relative safety of the traveling public between conventional construction methods and accelerated construction methods. The reduced on-site construction time from using accelerated bridge construction methods reduces the exposure time of the traveling public in a construction zone, thus increasing safety. If a significant increase in safety can be seen by utilizing accelerated construction methods, provide a high score here. If utilizing accelerated construction methods does not provide additional safety, provide a low score here. Refer to the FDM for definitions of TMP Types.</p>
<p>Economy of Scale</p>	<p>This is a measure of how much repetition is used for elements on the project, which can help keep costs down. Repetition can be used on both substructure and superstructure elements. To measure the economy of scale, sum the total number of spans that will be constructed on the project. For example, if there are 2 bridges on the project that each have 2 spans, the total number of spans on the project is equal to 4. Use the notes in the table for scoring guidance here.</p>



<p>Weather Limitations for Conventional Construction?</p>	<p>This is a measure of the restrictions that the local weather causes for on-site construction progress. Accelerated bridge construction methods may allow a large portion of the construction to be done in a controlled facility, which helps reduce delays caused by inclement weather (rain, snow, etc.). Depending on the location and the season, faster construction progress could be obtained by minimizing the on-site construction time.</p>
<p>Use of Typical Standard Details (Complexity)</p>	<p>This is a measure of the efficiency that can be gained by using standard details that have already been developed and approved. If standard details are used, some errors in the field can be prevented. If new details are going to be created for a project, the contractors will be less familiar with the details and problems may arise during construction that were not considered in the design phase. Use the notes in the table for scoring guidance here.</p>

Table 7.2-1
ABC Decision-Making Matrix Terms

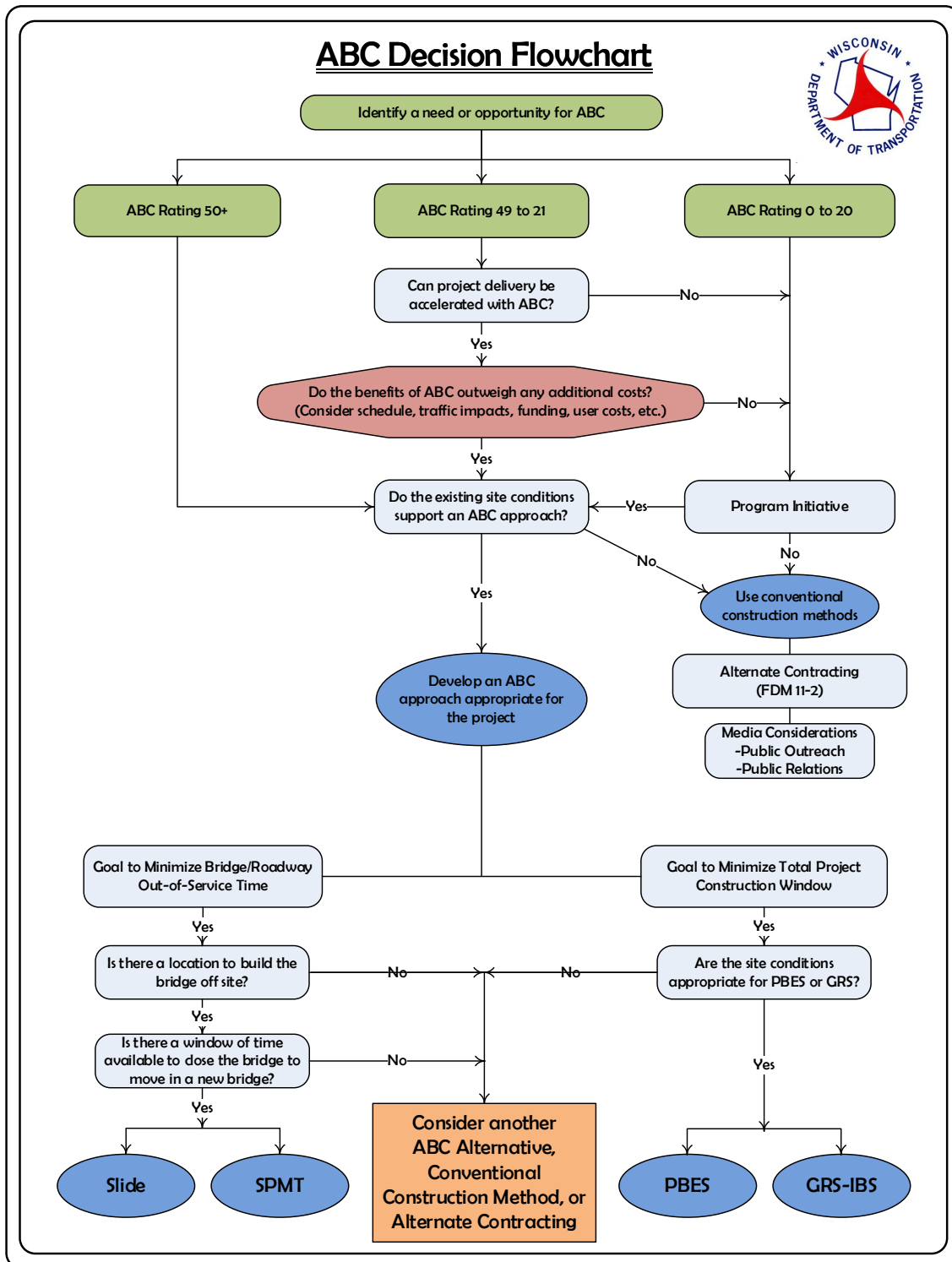


Figure 7.2-2
ABC Decision-Making Flowchart



7.3 References

1. Every Day Counts Initiative. Federal Highway Administration. 23 May. 2012. <http://www.fhwa.dot.gov/everydaycounts/>
2. Federal Highway Administration. Geosynthetic Reinforced Soil Integrated Bridge System Interim Implementation Guide. U.S. Department of Transportation. McLean, VA: Turner-Fairbank Highway Research Center, 2011. FHWA-HRT-11-026
3. Federal Highway Administration. Geosynthetic Reinforced Soil Integrated Bridge System Synthesis Report. U.S. Department of Transportation. McLean, VA: Turner-Fairbank Highway Research Center, 2011. FHWA-HRT-11-027.



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