



PROJECT OVERVIEW

The Dallas District's Accelerated Bridge Construction (ABC) project will be the first of its kind ever done in Texas. The location of the existing bridge beams and decks that require replacement (Interstate 635 over Seagoville Rd.) does not lend itself to logical detours. The extensive phasing that would have been required to accomplish the same replacement helped steer the focus on a quick and intensive effort. Further, with the confluence of I-20, I-635 and US 175 in the immediate area, the impacts would have been extensive over a long amount of time.

This project is primarily a safety and maintenance project. In this area, I-635 carries between 142,000 and 154,000 vehicles per day, and 11 percent of the traffic on the roadway are large trucks. The interstate in this area is about 60 years old, and the pavement and steel bridge beams are worn out and need replacing.

PROJECT DETAILS

- CSJ: 2374-02-147
- Limits: I-635 at Seagoville Rd.
- Description: Replace the NB and SB bridge decks
- Project Let: July 2018
- Length of Project: 0.164 mile
- Contractor: Sema Construction, Inc.
- Est. Construction Cost: \$9.21 M
- Est. Completion for entire project including I-20 is January 12, 2021.
- Est. Completion for I-635 location is approximately October 7, 2020

BRIDGE UNIT CONSTRUCTION

Beams were delivered in early May (north-bound) and mid-June (southbound). The first step during the fabrication process will be to set the bridge abutments and caps on the ground in the fabrication yard. Next, the beams are set on top of abutments and caps. The deck is then installed on top of beams. Finally, the concrete is poured to finish the unit.

DEMOLITION OF EXISTING BRIDGE

During demolition: Numerous haul trucks to be used; four excavators with hammers; crane to lift old beams off columns and caps off the short spans.

Crane size: 550 tons (two total), delivered from Houston and from Colorado.

One crane will lift the pieces in the fabrication yard onto trucks, which will drive 900 feet down Seagoville Road to where the second crane will lift into place.

Finishing pours to complete the concrete surface will take place after all pieces are in place. Concrete has special fibers to ensure strength.

FABRICATION ADDRESS:

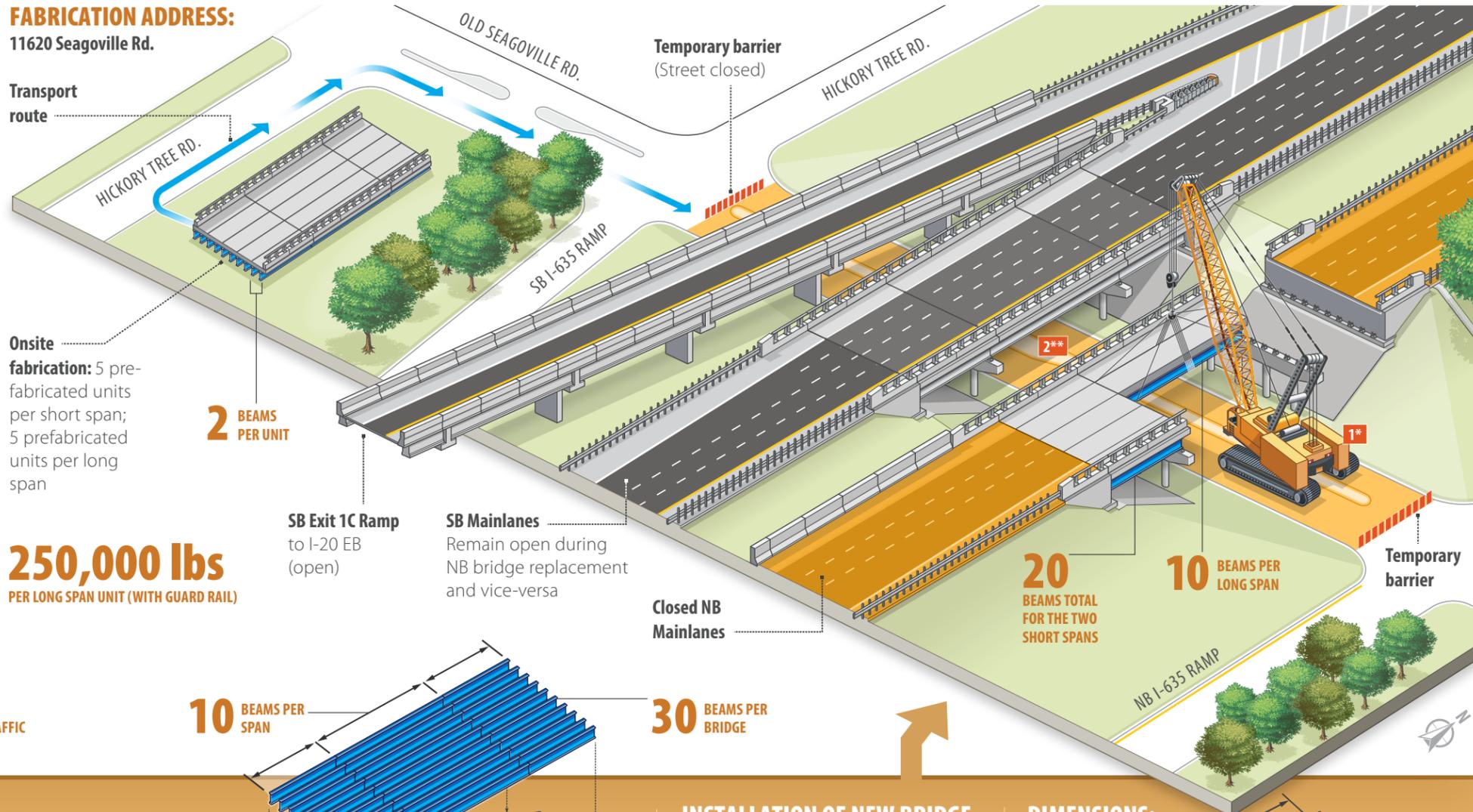
11620 Seagoville Rd.

Transport route

Onsite

fabrication: 5 pre-fabricated units per short span; 5 prefabricated units per long span

250,000 lbs
PER LONG SPAN UNIT (WITH GUARD RAIL)



150,000 VEHICLES PER DAY

11% OF THAT IS TRUCK TRAFFIC

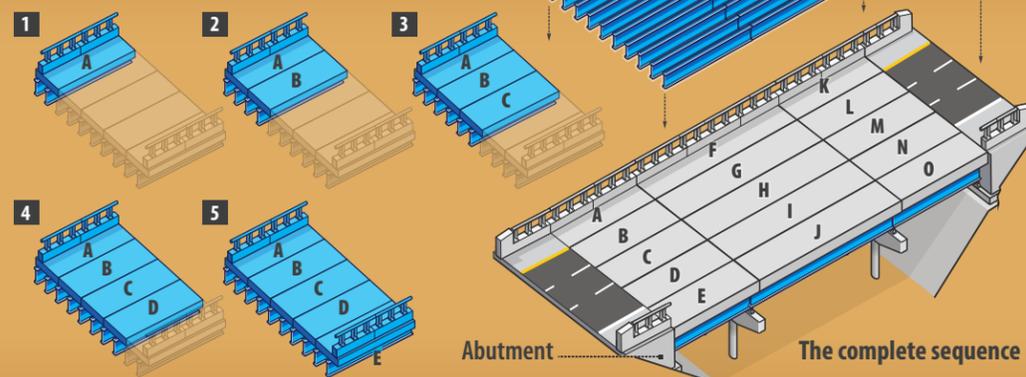
10 BEAMS PER SPAN

30 BEAMS PER BRIDGE

BRIDGE UNIT INSTALL

The pre-fabricated units of five per span will be installed in sequences. They will be taken by truck from the pre-fabrication assembly yard to the job site (900 feet away) and be assembled in the order illustrated here.

EXAMPLE: South short span:

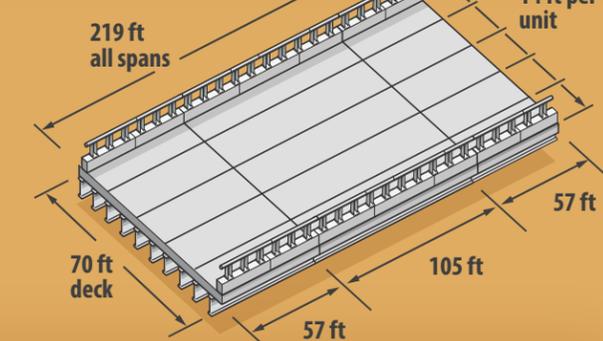


INSTALLATION OF NEW BRIDGE

1 Installation (Northbound, 8/21-23): Crane sits on outside of northbound lanes and will lift and install pieces starting from the inside to the outside.

2 Installation (Southbound, 8/28-30): Crane sits between northbound and southbound and will lift and install pieces starting from outside to inside.

DIMENSIONS:



*** See description at page bottom titled: "Installation of New Bridge" for crane location details. | SOURCE: Texas Department of Transportation

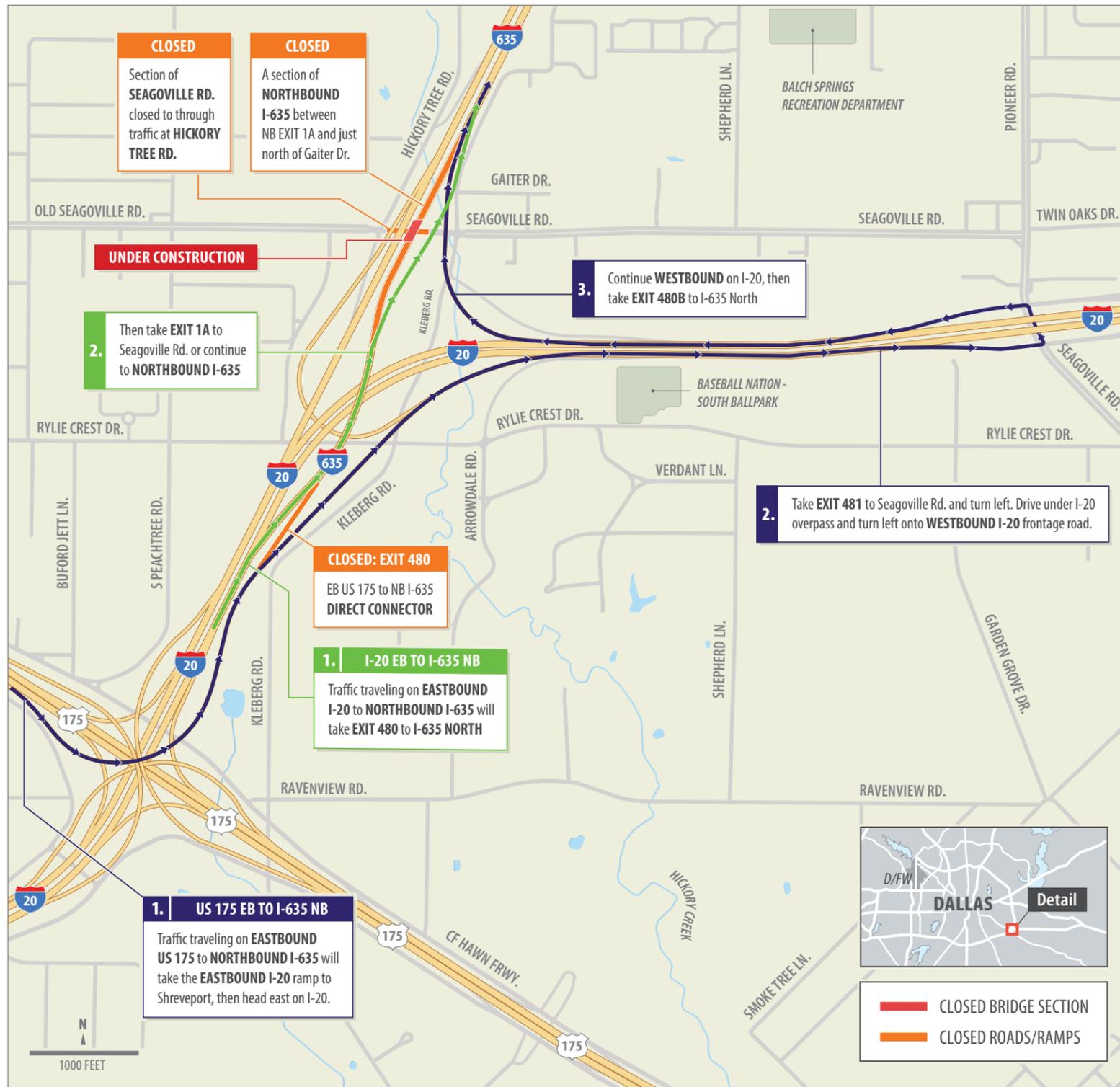
DEAN HOLLINGSWORTH/TxDOT Information Specialist

FOR DETOUR ROUTES DURING CONSTRUCTION WEEKENDS: SEE PAGE 2 »





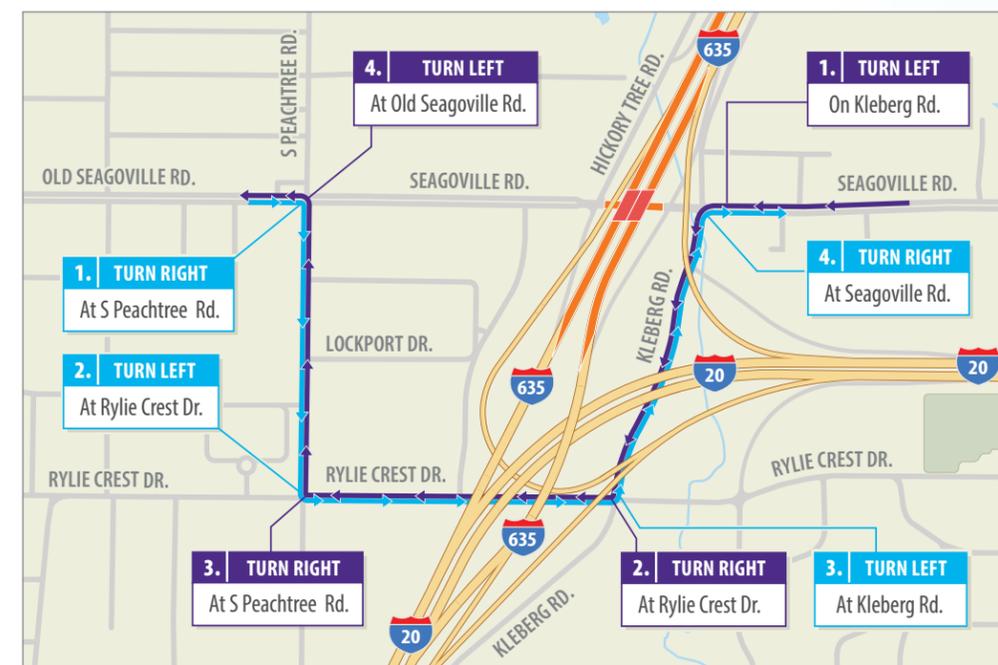
DETOUR ROUTES: US 175 EASTBOUND TO I-635 NORTHBOUND; I-20 EASTBOUND TO I-635 NORTHBOUND



DETOUR ROUTE: I-635 SOUTHBOUND



DETOUR ROUTES: EASTBOUND/WESTBOUND SEAGOVILLE RD.



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TxDOT graphics

SOURCE: Texas Department of Transportation