U.S. Department of Transportation
Federal Highway Administration

GEOSYNTHETIC REINFORCED SOIL INTEGRATED BRIDGE SYSTEM

Michael Adams, Daniel Alzamora, Jennifer Nicks

The Current Bridge Situation

- Approximately 600,000 bridges in the U.S.
- Many have functional or structural deficiencies
- Most are small single span
- Budgets don’t meet demand – Build more bridges for your dollar

EDC

- Taking effective, proven and market–ready technologies and getting them into widespread use

www.fhwa.dot.gov/everydaycounts

2012 Deployment Goals

- December 2012:
  - 30 bridges have been designed and/or constructed using GRS-IBS on the NHS within 20 states
  - 75 bridges have been designed and/or constructed using GRS-IBS off the NHS

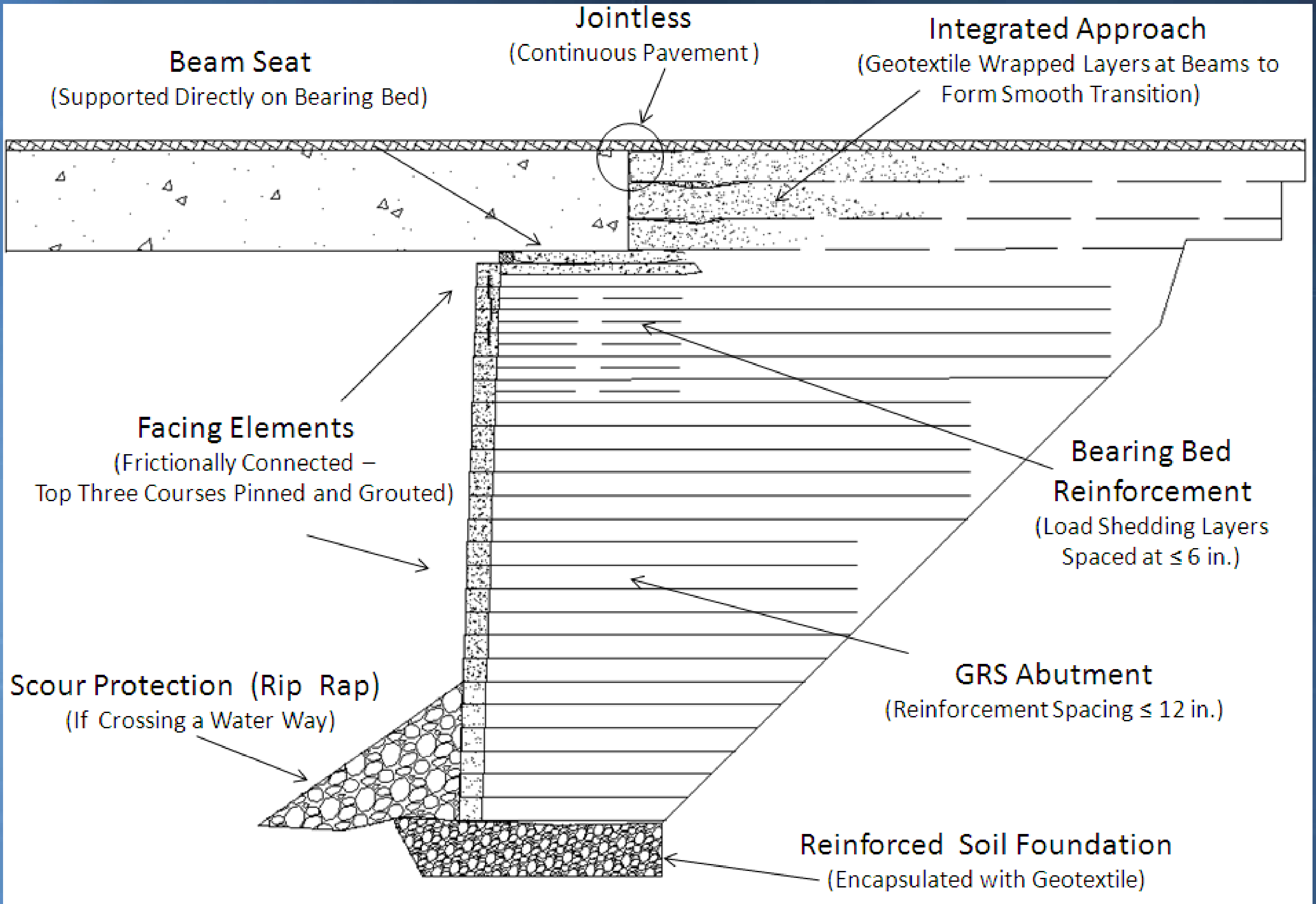
Summary of Benefits

- Reduced construction cost (25 - 60%)
- Reduced construction time
- Construction less dependent on weather conditions
- Flexible design - easily field modified for unforeseen site conditions (e.g. obstructions, utilities, different site conditions)
- Easier to maintain (fewer bridge parts)
- QA/QC Advantages

Definitions

- GRS - Geosynthetic Reinforced Soil
  - An engineered fill of closely spaced (< 12") alternating layers of compacted granular fill material and geosynthetic reinforcement
- IBS - Integrated Bridge System
  - A fast, cost-effective method of bridge support that blends the roadway into the superstructure using GRS technology

Cross-Section of GRS-IBS



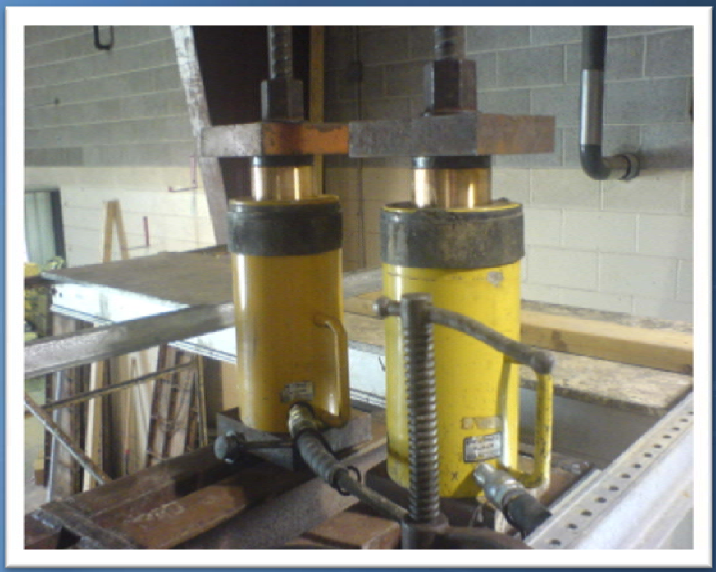
Site Selection

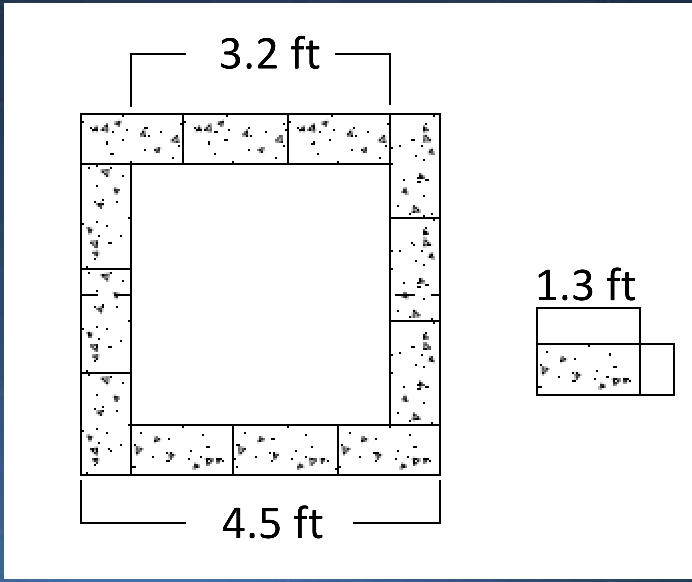
- Single span (currently 140 ft)
- 30 ft abutment height
- Grade separation
- Water crossings with low scour potential
- Steel or concrete superstructures
- New or replacement structures

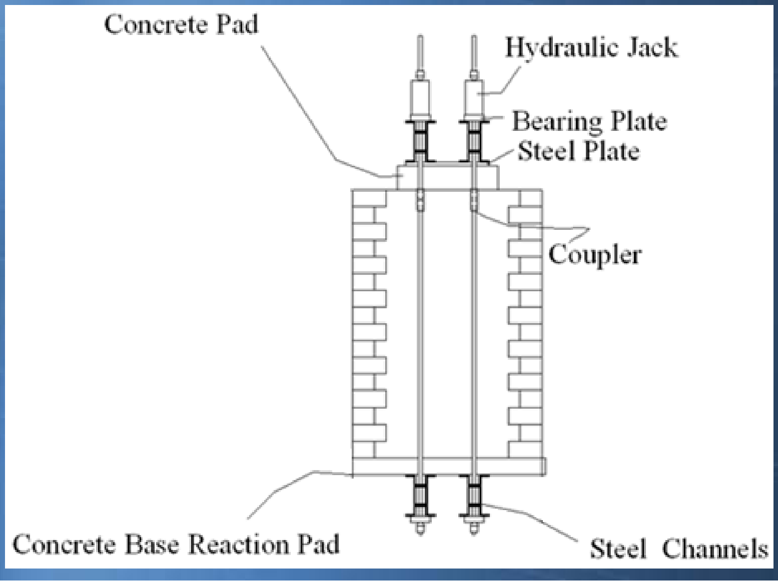
Performance Tests

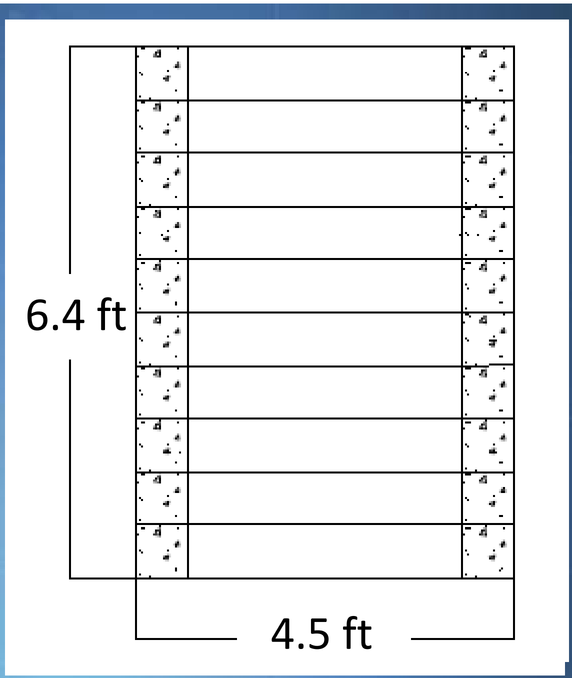
- Also known as “Mini-Pier” experiments
- Provides material strength properties of a particular GRS composite
- Procedure involves axially loading the GRS mass to measure lateral and vertical deformation

Performance Tests









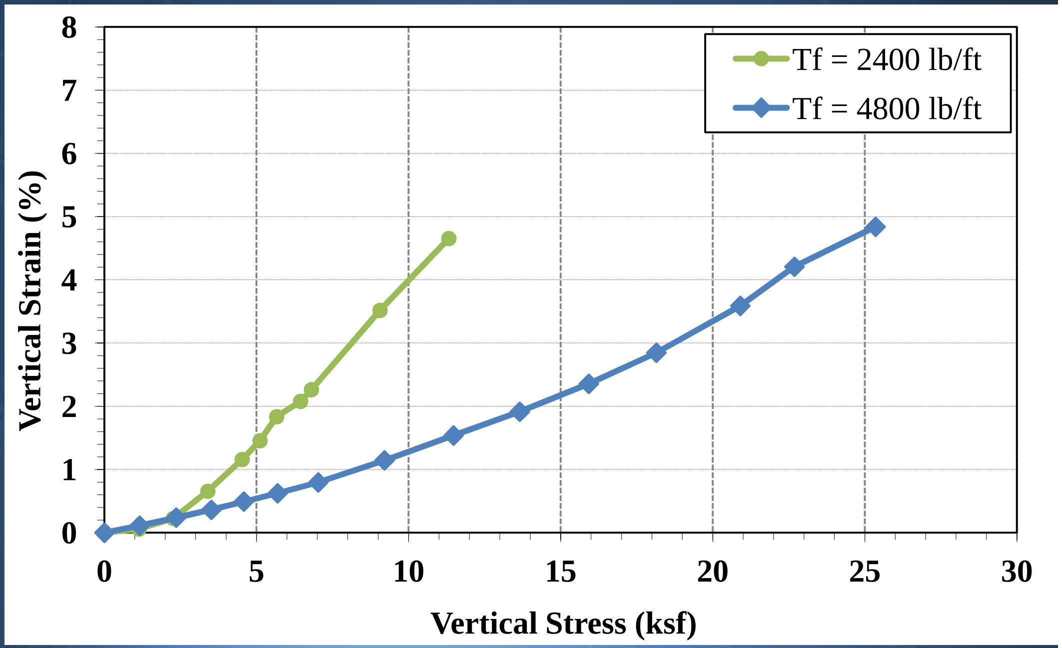
Performance Tests *Continued*

Before

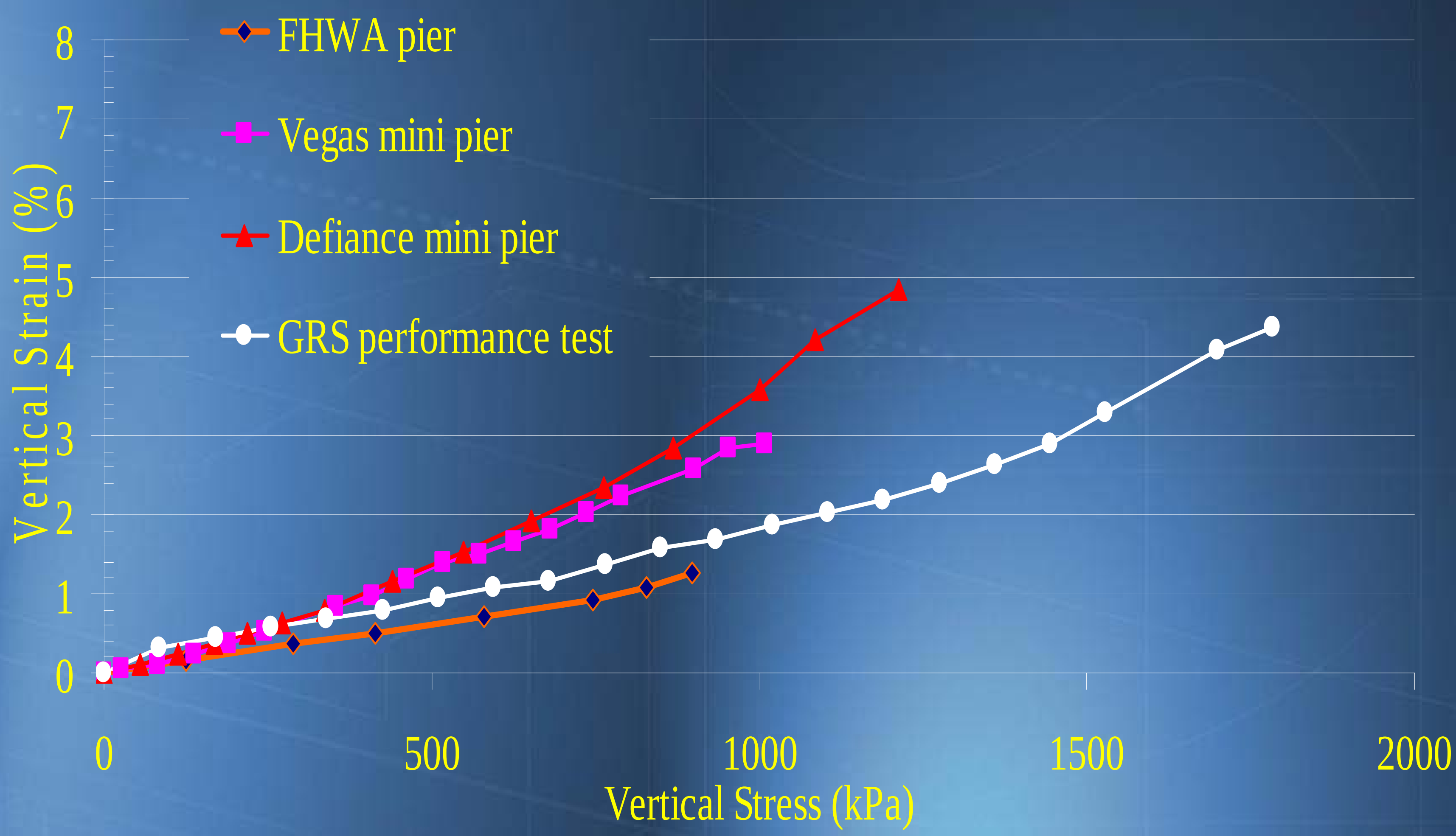
After

Performance Test Results

- S_v = 8”
- AASHTO No. 89
  - C = 0
  - ϕ = 48º
- For T_f = 2400 lb/ft
  - q_{ult} = 11,000 psf
- For Tf = 4800 lb/ft
  - q_{ult} = 25,000 psf



Performance Test Results

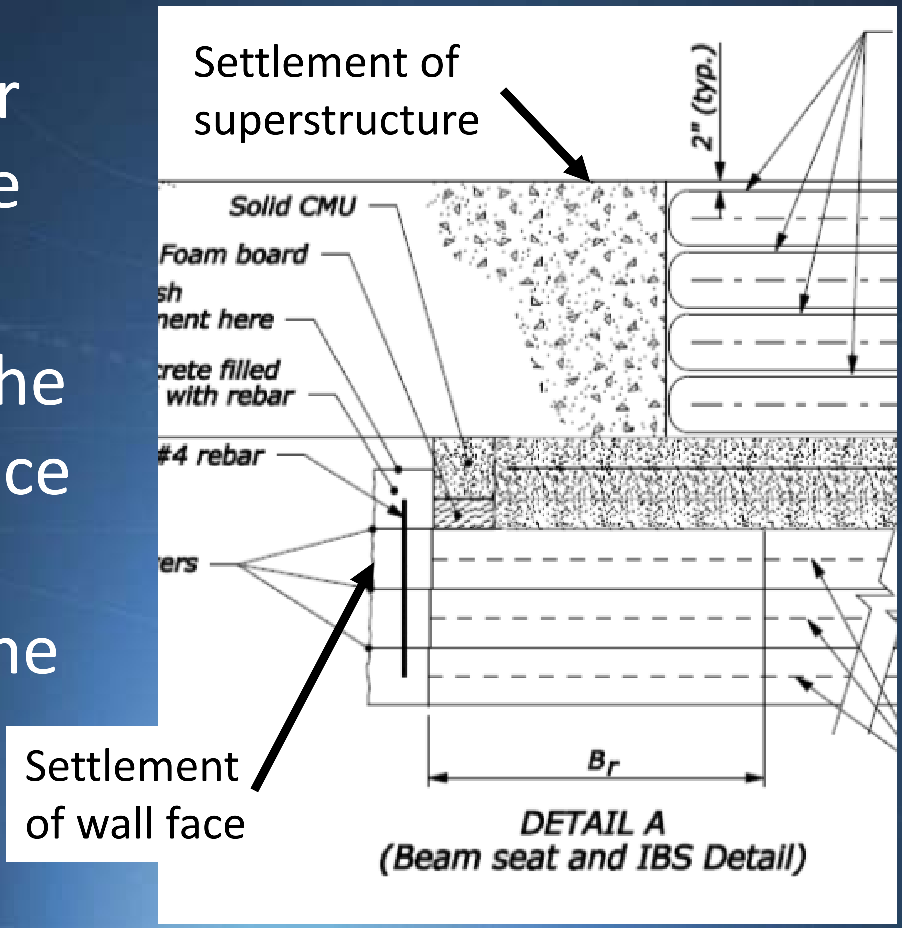


PERFORMANCE MONITORING

Settlement Monitoring *Continued*

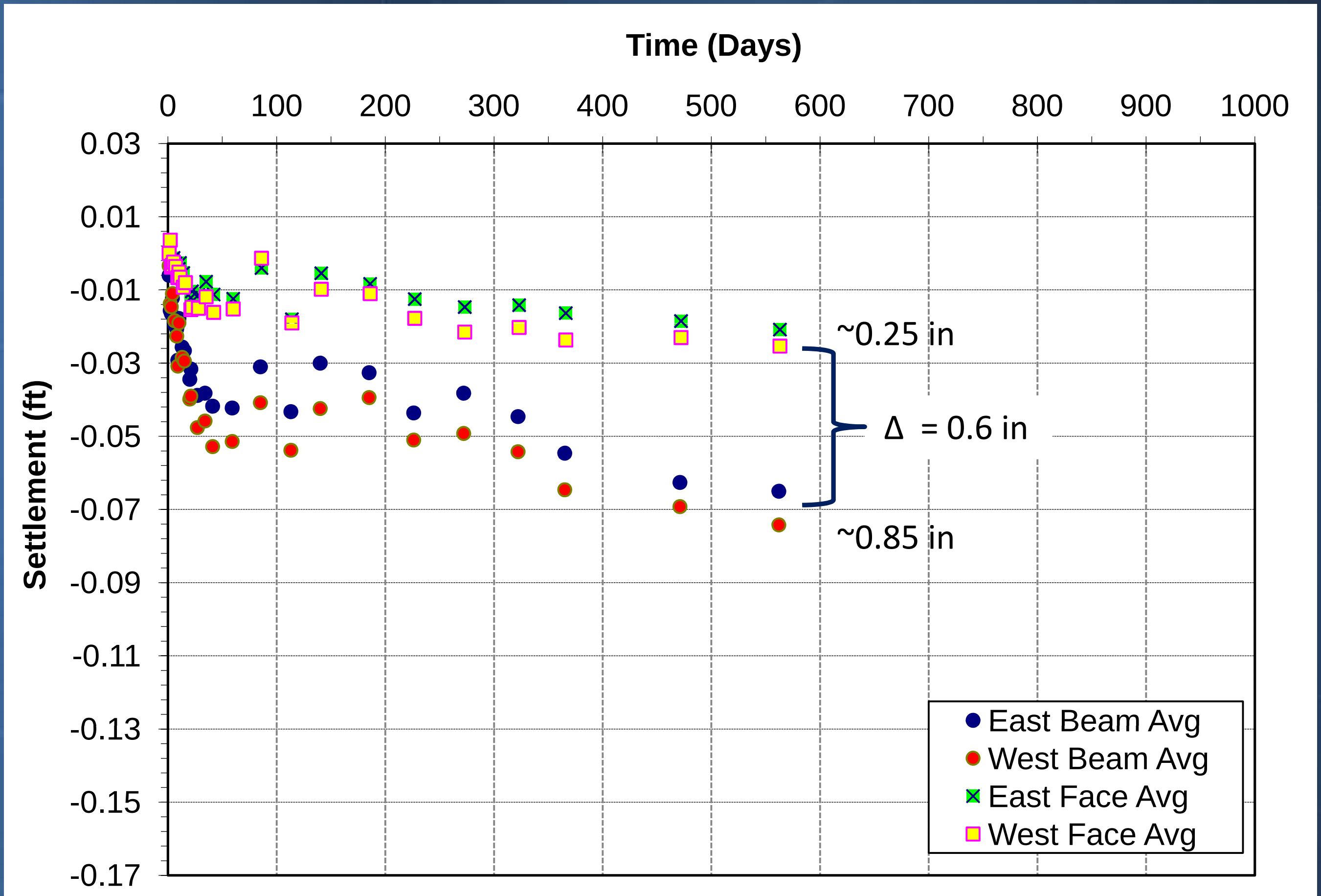
Settlement Monitoring *Continued*

- Settlement is recorded for both the wall face and the superstructure
- The difference between the settlement on the wall face and the superstructure is the compression within the GRS mass



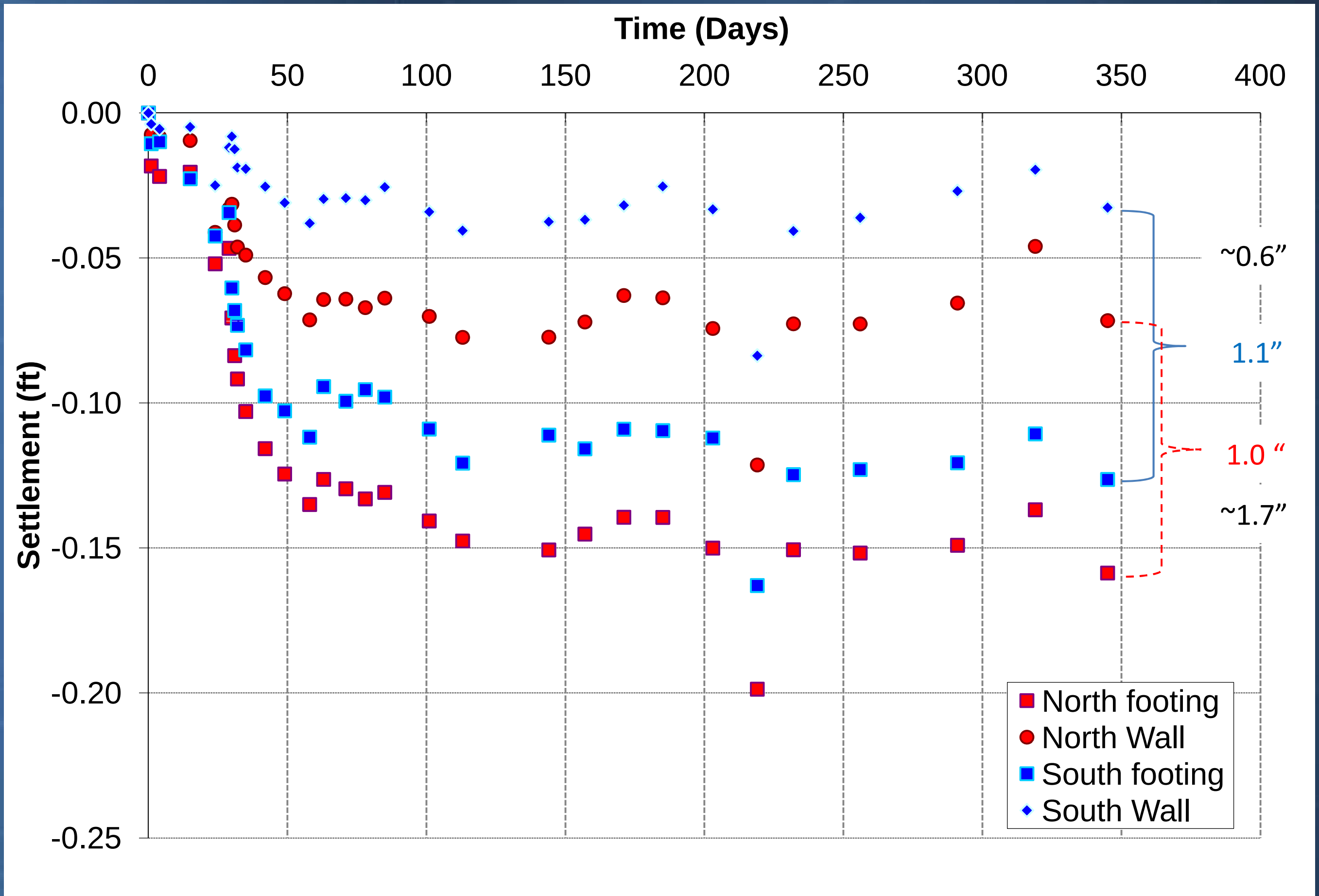
Settlement Monitoring *Continued*

- EDM survey
  - Bowman Road

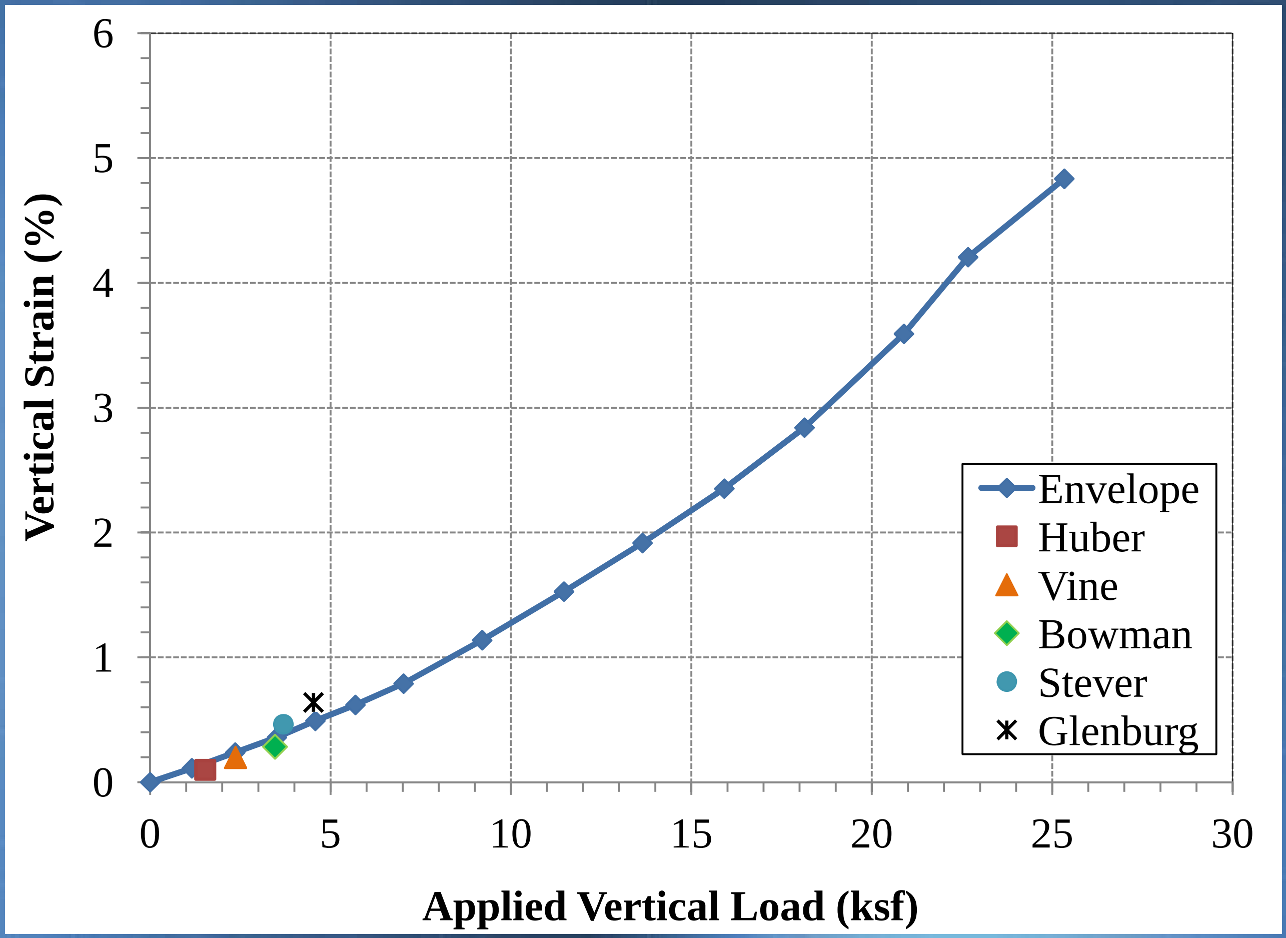


Settlement Monitoring *Continued*

- EDM survey
  - Tiffin River



Vertical Deformation *Continued*



Construction Video

Standard Plans

STATE	PROJECT	SHEET NUMBER
	FHWA GRS-IBS	A

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GRS-IBS
DESIGN DRAWINGS
2011

INDEX TO SHEETS

A. COVER SHEET AND NOTES

B. QUANTITIES & DESIGN DIMENSIONS

C. PLAN AND ELEVATION FACING BLOCK SCHEDULE

D. GRS-IBS ABUTMENT DETAILS

GENERAL NOTES

PURPOSE: These example plan Sheets A through D were prepared to illustrate the typical contents of a set of drawings necessary for a GRS-IBS project. Presented in these plans are the assumptions for the bridge and GRS-IBS systems with typical wall heights (H) ranging from 10 to 24 feet. Two conditions were prepared for the quantity estimate Sheet B: "poor soil conditions" and "favorable soil conditions".
INTENDED USE: These plans are not associated with a specific project. All dimensions and properties should be confirmed and/or revised by the Engineer of Record prior to use. Project specifications should be prepared to supplement this plan set.

DESIGN

DESIGN LOADS AND SOIL PROPERTIES

Combined load: Superstructure (qLL + qB) 2 TSF maximum (service load, allowable stress design). Roadway live load surcharge: 250 psf uniform vertical

Road Base unit weight = 140 pcf, thickness = 34-inches

"Poor" Soil Conditions:
- Retained backfill: Unit weight= 125 pcf, friction angle= 34°, cohesion = 0 psf, (Cohesion ≥ 200 psf assumed for temporary back slope cut conditions during construction.)
- $d_{max} \geq 1.0$ inches
- Reinforced fill: Unit weight=115 pcf, friction angle = 38°, cohesion = 0 psf
- RSF backfill: Unit weight = 140 pcf, friction angle = 38°, cohesion = 0 psf
- Foundation soil: Unit weight = 125 pcf, friction angle = 30°, cohesion = 0 psf

"Favorable" Soil Conditions:
- Retained backfill: Unit weight = 125 pcf, friction angle = 40°, cohesion = 100 psf
- $d_{max} \geq 0.5$-inches
- Foundation soil: Unit weight = 125 pcf, friction angle = 40°, cohesion = 100 psf
- Reinforced fill: Unit weight = 120 pcf, friction angle = 42°, cohesion =0 psf
- RSF backfill: Unit weight = 120 pcf, friction angle = 42°, cohesion = 0 psf

DESIGN SPECIFICATIONS

1. Geosynthetic Reinforced Soil Integrated Bridge System Interim Implementation Guide, FHWA-HRT-11-026, January 2011.
2. Design methods follow the ASD design methods presented in Chapter 4 of the reference Manual. No seismic design assumed.
3. Conduct a subsurface investigation in accordance with "Soils and Foundations", FHWA-NHI-06-088 (2006) and "Subsurface Investigations", FHWA-NHI-01-031, (2006).
4. Design factor of safety against sliding is ≥ 1.5; Factor of safety against bearing failure is ≥ 2.5.
5. A global stability analysis must be performed for each site. Factor of safety against global failure is to be ≥ 1.5.
6. Performance criteria: tolerable vertical strain = 0.5% of wall height (H): tolerable lateral strain = 1.0% of b and a_b (bearing width and setback)
7. Settlement below the RSF is assumed to be negligible. No differential settlement between abutments is assumed.
8. Sliding checks were conducted at the top and bottom of the RSF to meet the minimum factors of safety in the reference manual.
9. Road base thickness (h_{rb}) assumes a 32-inch structure and 2-inch pavement thickness.

CONSTRUCTION SPECIFICATIONS

1. Site Layout/Survey: Construct the base of the GRS abutment and wingwalls within 1.0 inch of the staked elevations. Construct the external GRS abutment and wingwalls to within ±0.5 inches of the surveyed stake dimensions.
2. Excavation: Comply with Occupational Safety and Health Administration (OSHA) for all excavations.
3. Compaction: Compact backfill to a minimum of 95 percent of the maximum dry density according to AASHTO-T-99 and ± 2 percent optimum moisture content In the bearing reinforcement zone, compact to 100 percent of the maximum dry density according to AASHTO-T-99. Only hand-operated compaction equipment is allowed within 3-feet of the wall face. Reinforcement extends directly beneath each layer of CMU blocks, covering ≥ 85% of the full width of the block to the front face of the wall.
4. Geosynthetic Reinforcement Placement: Pull the geosynthetic taught to remove any wrinkles and lay flat prior to placing and compacting the backfill material. Splices should be staggered at least 24-inches apart and splices are not allowed in the bearing reinforcement zone. No equipment is allowed directly on the geosynthetic. Place a minimum 6-inch layer of granular fill prior to operating only rubber-tired equipment over the geosynthetic at speeds less than 5 miles per hour with no sudden braking or sharp turning.
5. RSF Construction: The RSF should be encapsulated in geotextile reinforcement on all sides with minimum overlaps of 3.0 feet to prevent water infiltration. Wrapped corners need to be tight without exposed soil. Compact backfill material in lifts less than 6-inches in compacted height. Grade and level the top of the RSF prior to final encapsulation, as this will serve as the leveling pad for the CMU blocks of the GRS abutment.
6. GRS Wall Face Alignment: Check for level alignment of the CMU block row at least every other layer of the GRS abutment. Correct any alignment deviations greater than 0.25 inches.
7. Beam Seat Placement: Generally, the thickness of the beam seat is approximately 8 to 12 inches and consists of a minimum of two 4-inch lifts of wrapped-face GRS. Place precut 4-inch thick foam board on the top of the bearing bed reinforcement butt against the back face of the CMU block. Set half-height or full height (depending on wall height and required clear space) solid CMU blocks on top of the foam board. Wrap two approximately 4-inch lifts across the beam seat. Before folding the final wrap, it may be necessary to grade the surface aggregate of the beam seat slightly high, to about 0.5 inches, to aid in seating the superstructure and to maximize contact with the bearing area.
8. Superstructure Placement: The crane used for the placement of the superstructure can be positioned on the GRS abutment provided the outrigger pads are sized for less than 4,000 psf near the face of the abutment wall. Greater loads could be supported with increasing distance from the abutment face if checked by the Engineer of Record. An additional layout of geosynthetic reinforcement can be placed between the beam seat and the concrete or steel beams to provide additional protection of the beam seat. Set beams square and level without dragging across the beam seat surface.
9. Integrated Approach Placement: Following the placement of the superstructure, geotextile reinforcement layers are placed along the back of the superstructure, built in maximum lift heights of 6-inches (maximum vertical spacing of reinforcement ≤ 6-inches). The top of the final wrap should be approximately 2-inches below the top of the superstructure to allow at least 2-inches of aggregate base cover over the geosynthetic to protect it from hot mix asphalt.

REINFORCING STEEL

Provide reinforcing steel conforming to ASTM A615, GR. 60.

CMU BLOCK

In colder climates, freeze-thaw test (ASTM C1262-10) should be concluded to assess the durability of the CMU and ensure it follows the standard specification (ASTM C1372). Additives can be used to reduce efflorescence at the face of the blocks if they are at locations subject to de-icing chemicals.

Compresive strength = 4,000 psi minimum
Water absorption limit = 5 %
H_{block} = 7⅝" L_{block} = 15⅝" b_{block} = 7⅝"
Note: In many construction applications CMU blocks are placed with a ⅜" mortar joint to create an in place nominal dimension of 8" x 8" x 16".

REINFORCED BACKFILL GRADATION

Reinforced Backfill Gradation = See Geosynthetic Reinforced Soil Integrated Bridge System Interim Implementation Guide, Table 1 or Table 2. Consider GRS CMU minimal dimensions to be the same.

GEOSYNTHETIC REINFORCEMENT TENSILE PROPERTIES

Required ultimate tensile strength = 4,800 lb/ft by (ASTM D 4595 (geotextiles) or ASTM D 6637 (geogrids))
Tensile strength at 2% strain = 1,370 lb/ft

POLYSTYRENE FOAM BOARD

Provide polystyrene foam board conforming to AASHTO M230, type VI.

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GRS-IBS

COVER SHEET

NO.	DATE	BY	REVISIONS	NO.	DATE	BY	REVISIONS	DESIGNED BY	DRAWN BY	CHECKED BY	SCALE	PROJECT TEAM LEADER	BRIDGE DRAWING	DATE	DRAWING NO.
	03/25/11		Rev. 0		04/04/11		Rev. 1	FHWA	C. TUTTLE	R. BARROWS, B. COLLINS, M. DODSON, M. ELIAS A. ALZAMORA, J. NICKS	NTS	M. ADAMS	1 of 4	04/2011	
	03/29/11														

STATE	PROJECT	SHEET NUMBER
	FHWA GRS-IBS	B

GRS-IBS Poor Soil Condition Quantites Per Abutment [1/]

HEIGHT (H) (FT)	ROAD BASE h_{rb} THICKNESS (IN)	GEOSYNTHETIC [6/] REINFROCEMENT (SQYD)	CMU BLOCK HOLLOW (EA)	CMU BLOCK SOLID (EAC H)	#4 REBAR (FT)	GRS BACKFILL (CUYD)	RSF FILL (CUYD)	FOAM [2/] BOARD (SQFT)	ROAD BASE AGGREGATE (CUYD)	CONCRETE BLOCK WALL FILL (CUYD)
10.42	34	1200	710	349	652	287	52	18	54	1.4
12.32	34	1700	950	365	698	399	73	18	63	1.5
14.31	34	2100	1165	373	721	509	94	18	68	1.6
16.22	34	2700	1455	389	766	655	123	18	77	1.7
18.21	34	3200	1700	397	789	793	154	36	82	1.7
20.12	34	4000	2030	413	835	973	187	36	92	1.8
22.1	34	4600	2305	421	858	1139	220	36	96	1.9
24.01	34	5600	3280	437	904	1354	267	36	106	2

GRS-IBS ABUTMENT Favorable Soil Condition Quantities Per Abutment [1/]

HEIGHT (H) (FEET)	ROAD BASE h_{rb} THICKNESS (IN)	GEOSYNTHETIC [6/] REINFROCEMENT (SQYD)	CMU BLOCK HOLLOW (EACH)	CMU BLOCK SOLID (EACH)	#4 REBAR (FEET)	GRS BACKFILL (CUYD)	RSF FILL (CUYD)	FOAM [2/] BOARD (SQFT)	ROAD BASE AGGREGATE (CUYD)	CONCRETE BLOCK WALL FILL (CUYD)
10.42	34	1000	710	349	652	176	24	18	54	1.4
12.32	34	1400	950	365	698	242	26	18	63	1.5
14.31	34	1700	1165	373	721	305	27	18	68	1.6
16.22	34	2200	1455	389	766	394	29	18	77	1.7
18.21	34	2700	1700	397	789	483	35	36	82	1.7
20.12	34	3400	2030	413	835	606	43	36	92	1.8
22.1	34	4000	2305	421	858	715	50	36	96	1.9
24.01	34	4800	3280	437	904	865	60	36	106	2

GRS-IBS Poor Soil Condition DESIGN DIMENSIONS

WALL HEIGHT (H)	WINGWALL LENGTH, L_{ww}	[7/] d_e	a_b	b	b_r	B_{total}	B	B_{RSF}	D_{RSF}	x_{RSF}	ABUT WIDTH	WINGWAL L HEIGHT
(FT)	(FT)	(IN)	(IN)	(FT)	(FT)	(FT)	(FT)	(FT)	(FT)	(FT)	(FT)	(FT)
10.42	15.63	3	7.6	2.5	3.83	9.5	8.86	11.88	2.38	2.38	37.76	14.00
12.32	18.23	3	7.6	2.5	3.83	11.0	10.36	13.75	2.75	2.75	37.76	15.89
14.31	19.53	4	7.6	2.5	3.83	12.5	11.86	15.63	3.13	3.13	37.76	17.79
16.22	22.14	4	7.6	2.5	3.83	14.0	13.36	17.50	3.50	3.50	37.76	19.70
18.21	23.44	5	7.6	2.5	3.83	15.5	14.86	19.38	4.00	3.88	37.76	21.60
20.11	26.04	5	7.6	2.5	3.83	17.0	16.36	21.25	4.25	4.25	37.76	23.51
22.10	27.34	6	7.6	2.5	3.83	18.5	17.86	23.13	4.63	4.63	37.76	25.42
24.01	29.95	6	7.6	2.5	3.83	20.0	19.36	25.00	5.00	5.00	37.76	27.83

GRS-IBS Favorable Soil Condition DESIGN DIMENSIONS

WALL HEIGHT (H)	WINGWALL LENGTH, L_{ww}	[7/] d_e	a_b	b	b_r	B_{total}	B	B_{RSF}	D_{RSF}	x_{RSF}	ABUT WIDTH	WINGWALL HEIGHT
(FT)	(FT)	(IN)	(IN)	(FT)	(FT)	(FT)	(FT)	(FT)	(FT)	(FT)	(FT)	(FT)
10.42	15.63	3	7.6	2.5	3.83	6.0	5.36	7.50	1.50	1.50	37.76	14.00
12.32	18.23	3	7.6	2.5	3.83	6.0	5.36	7.50	1.50	1.50	37.76	15.89
14.31	19.53	4	7.6	2.5	3.83	6.0	5.36	7.50	1.50	1.50	37.76	17.79
16.22	22.14	4	7.6	2.5	3.83	6.0	5.36	7.50	1.50	1.50	37.76	19.70
18.21	23.44	5	7.6	2.5	3.83	6.5	5.86	8.13	1.63	1.63	37.76	21.60
20.11	26.04	5	7.6	2.5	3.83	7.0	6.36	8.75	1.75	1.75	37.76	23.51
22.10	27.34	6	7.6	2.5	3.83	7.5	6.86	9.38	1.88	1.88	37.76	25.42
24.01	29.95	6	7.6	2.5	3.83	8.0	7.36	10.00	2.00	2.00	37.76	27.83

FOOTNOTES:

1/ The estimated materials quantities correspond to the dimensions on the accompanying plan sheets. Deviation from the dimensions on the plan sheets will void the quantities.

2/ Foam board thickness is 4-inches (typ.).

3/ Wingwall length = B total + H + 3-feet.

4/ CMU block assumptions: solid blocks at the base of the GRS abutment from estimated scour elevation to 100-year flood event elevation (5-feet assumed here): solid blocks in setback location to beam seat (1-row assumed): hollow blocks for remaining wall height and guardrail height: concrete-filled blocks assumed 3 rows deep below bearing pad and at the top of the wall of guardwall and at all corners: wet cast coping at the top row of exposed CMU at abutment wall and wingwall: flush concrete fill in the CMU's at the top of the abutment wall under the beam seat below the clear zone. See Sheet C and D for illustrations of these details.

5/ Maximum vertical spacing of reinforcement = height of 1 CMU block (H_{block}) in reinforced backfill zone. Maximum vertical spacing of reinforcement ≤ 6-inches in bearing bed zone and integrated approach.

6/ No overlaps in geosynthetics measured for quantities.

7/ Design clear space (d_e) rounded up to the nearest 1.0 inch.

8/ Geosynthetic reinforcement quantity includes RSF and IBS geotextile quantities.

ABREVIATIONS:

- a_b = Set back distance between back of facing element and beam seat
- B = Base length of reinforcement not including the wall face
- b = Bearing width for bridge, beam seat
- B_b = Width of the bridge
- b_{block} = Width of CMU
- b_r = Length of bearing bed reinforcement
- B_{RSF} = Width of RSF
- B_{total} = Total width at base of GRS abutment including the wall facing
- CMU = Concrete masonry unit
- d_e = Clear space from top of wall to bottom of superstructure.
- d_{max} = Maximum partical diameter in reinforced backfill
- D_{RSF} = Depth of RSF below bottom of wall elevation
- GRS = Geosynthetic Reinforced Soil
- H = Wall height measured from top of RSF to top of beam seat
- H_{block} = Height of CMU
- h_{rb} = Height of road base (equals height of super structure and pavement thickness)
- IBS = Integrated Bridge System
- L = Length of geosynthetic reinforcement
- L_{abut} = Abutment width
- L_{block} = Length of CMU
- L_{ww} = Wingwall length.
- RSF = Reinforced soil foundation
- X_{RSF} = Length of RSF in front of the abutment wall face

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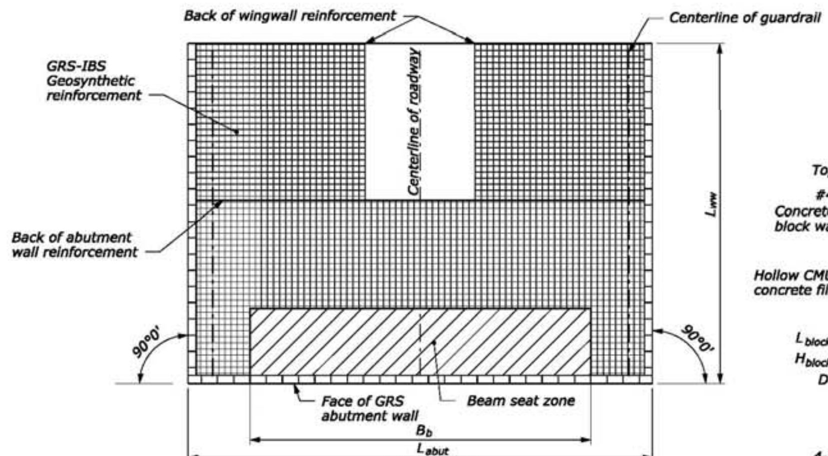
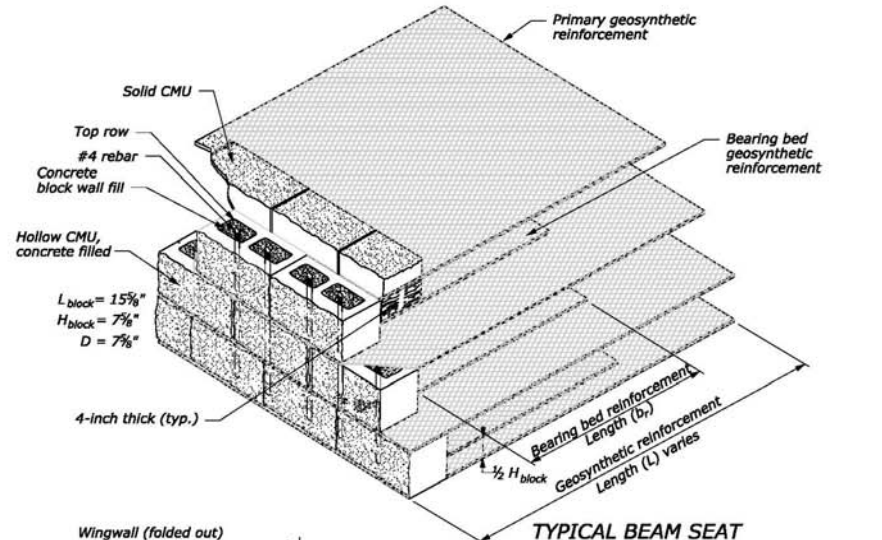
DESIGN DIMENSION QUANTITIES

NO.	DATE	BY	REVISIONS	NO.	DATE	BY	REVISIONS	DESIGNED BY	DRAWN BY	CHECKED BY	SCALE	PROJECT TEAM LEADER	BRIDGE DRAWING	DATE	DRAWING NO.
	03/25/11		Rev. 0					FHWA	C. TUTTLE	R. BARROWS, B. COLLINS, M. DODSON, M. ELIAS A. ALZAMORA, J. NICKS	NTS	M. ADAMS	2 of 4	04/2011	
	03/29/11														

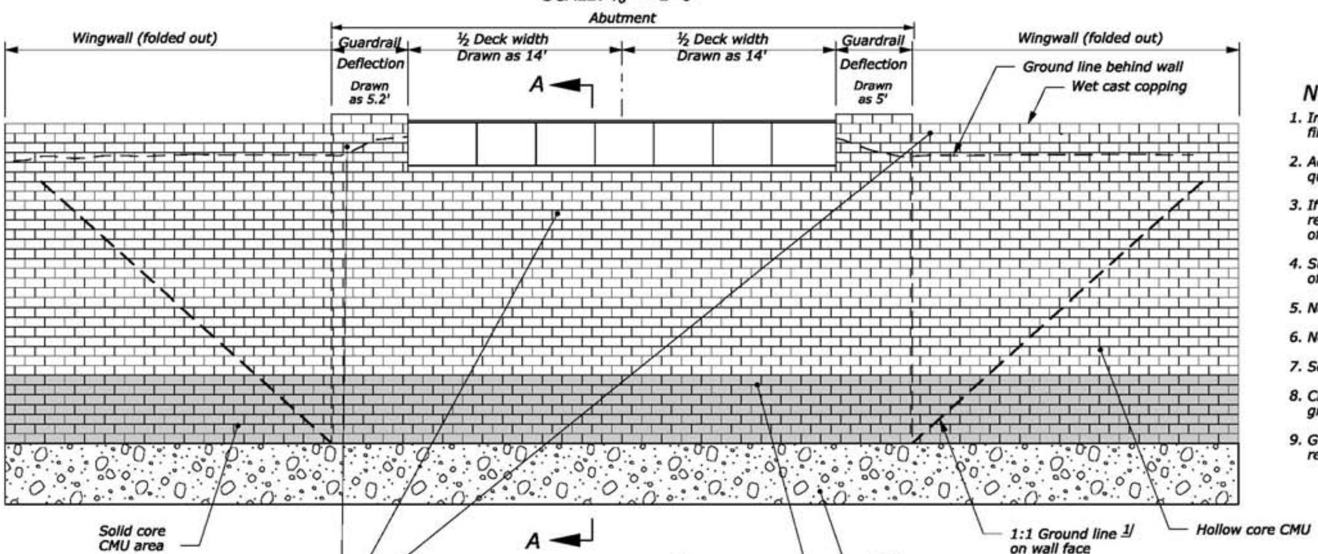
STATE	PROJECT	SHEET NUMBER
	FHWA GRS-IBS	C



PLAN VIEW
GRS-IBS ABUTMENT
Facing Block Schedule
SCALE: ⅛" = 1'-0"



TYPICAL BEAM SEAT
(ISOMETRIC VIEW)



ELEVATION VIEW 2/
GRS-IBS ABUTMENT
Facing Block Schedule
SCALE: ⅛" = 1'-0"

NOTE:

1. Insert #4 rebars into the top 3 rows of CMU's and corner CMU's and fill with concrete.
2. Adjust length and angle of wingwalls for site specific conditions and quantities in Sheet B accordingly.
3. If RSF is not used beneath the wingwalls, then additional independent retaining wall calculations should be performed to determine the stability of the wingwalls.
4. Superelevation of the roadway is assumed to have a crest at the centerline of the roadway, which corresponds to the maximum design clear space (d).
5. No skew angle of the bridge to the stream channel is assumed.
6. No angular distortion between abutments is assumed.
7. Solid core CMU's placed up to the riprap height (5 feet typ.).
8. CMU blocks are staggered, including corners, so there are no vertical joints greater than 1 CMU block height.
9. Guardrail type and location to be designed by others in accordance with required safety standards.

FOOTNOTE:

1/ Bench wingwall as necessary.

2/ Wingwalls folded out for elevation view.

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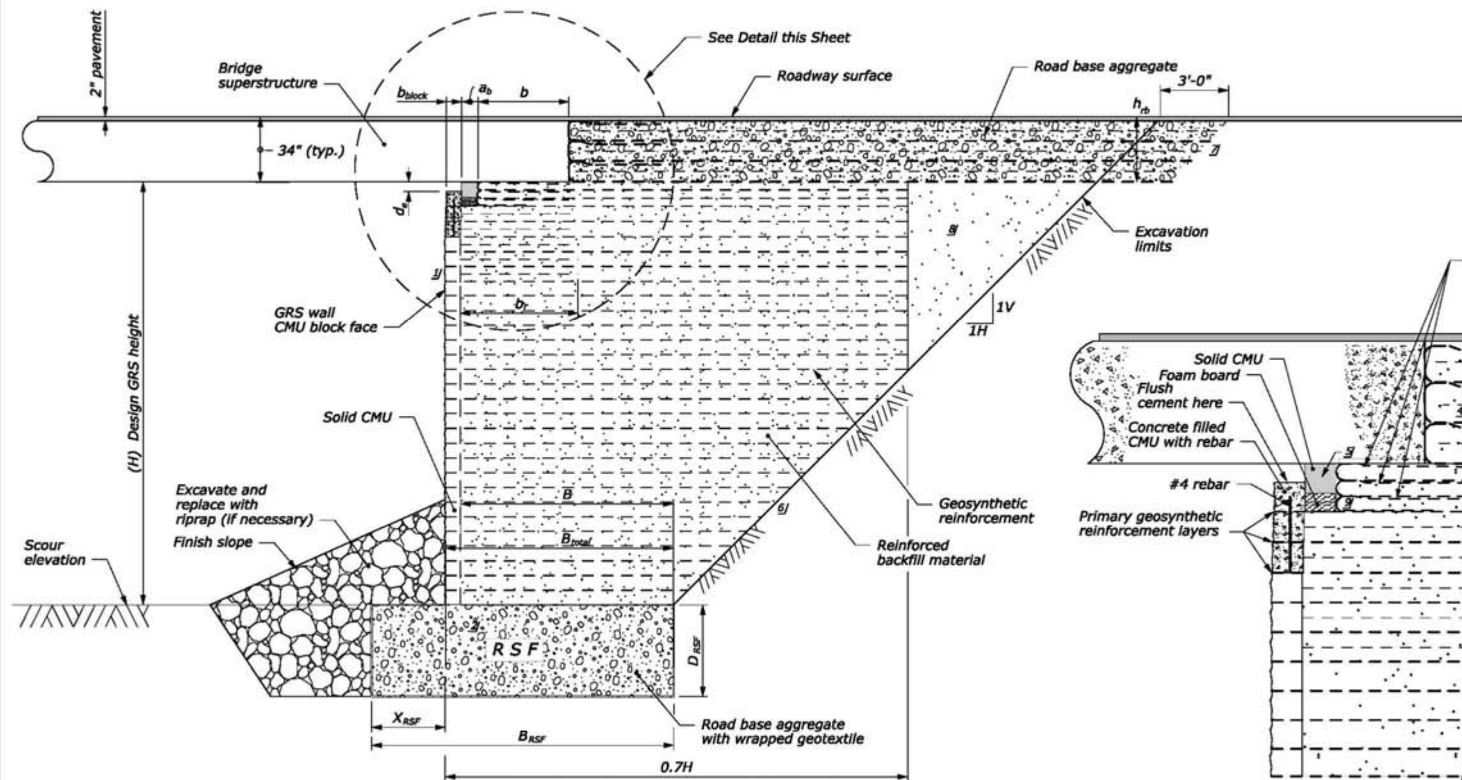
PLAN AND ELEVATION

FACING BLOCK SCHEDULE

NO.	DATE	BY	REVISIONS	NO.	DATE	BY	REVISIONS	DESIGNED BY	DRAWN BY	CHECKED BY	SCALE	PROJECT TEAM LEADER	BRIDGE DRAWING	DATE	DRAWING NO.
	03/25/11		Rev. 0		04/04/11		Rev. 1	FHWA	C. TUTTLE	R. BARROWS, B. COLLINS, M. DODSON, M. ELIAS A. ALZAMORA, J. NICKS	AS SHOWN	M. ADAMS	3 of 4	04/2011	
	03/29/11														

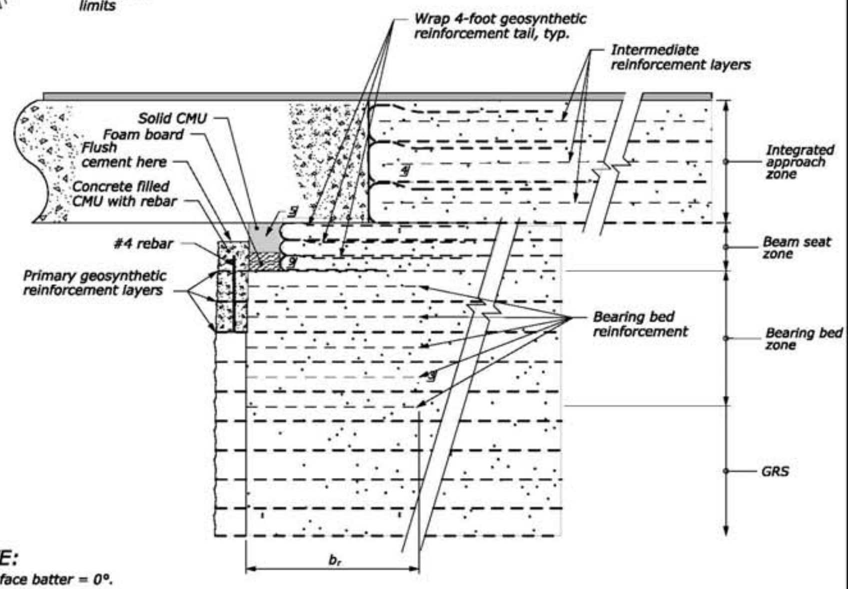
STATE	PROJECT	SHEET NUMBER
	FHWA GRS-IBS	D



SECTION A-A

Vertical Scale: $\frac{3}{16}$" = 1'-0"

Horizontal Scale: NTS



DETAIL

(Beam seat and integrated approach Detail)

Vertical Scale: $\frac{3}{8}$" = 1'-0"

Horizontal Scale: NTS

LEGEND:

- Reinforced backfill material
- Road base aggregate
- Pavement
- Riprap
- Hollow concrete masonry unit (CMU)
- Colored solid concrete masonry unit (CMU)
- Concrete filled concrete masonry unit (CMU)

NOTE:

1. Insert #4 rebars in to the top 3 rows of CMU's and corner CMU's and fill with concrete.
2. Strike CMU concrete fill flush with top of CMU's under bridge girders slope to drain.
3. On the top row of CMU's create a mortar capping approx. $\frac{3}{4}$-inch thick.
4. Typical sections represent a wall height (H) equal to 18.21-feet.

FOOTNOTE:

1. Vertical wall face batter = 0°.
2. Solid CMU's behind riprap.
3. Minimum of 5 layers of bearing bed reinforcement.
4. Primary wrap reinforcement vertical spacing for the integrated approach is a maximum of 12-inches.
5. Full height block is typical in front of bearing seat but a half height block and a special foam board thickness may be required in some applications.
6. Short term back slope ratio per OSHA Safety Regulations (29CFR, Part 1926, Subpart P, excavation). Shoring may be required if the short term back slope will be open more than 30 days or if the required short term back slope ratio specified cannot be obtained.
7. Extend integration zone layers past cut slope.
8. Insure that high quality fill is placed in this area.
9. The first beam seat reinforcement layer length is a maximum of 6-feet with a conventional 4-foot tail.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WESTERN FEDERAL LANDS HIGHWAY DIVISION

GRS-IBS

DETAILS

NO.	DATE	BY	REVISIONS	NO.	DATE	BY	REVISIONS	DESIGNED BY	DRAWN BY	CHECKED BY	SCALE	PROJECT TEAM LEADER	BRIDGE DRAWING	DATE	DRAWING NO.
	03/25/11		Rev. 0		04/04/11		Rev. 1	FHWA	C. TUTTLE	R. BARROWS, B. COLLINS, M. DODSON, M. ELIAS A. ALZAMORA, J. NICKS	AS SHOWN	M. ADAMS	4 of 4	04/2011	
	03/29/11														

User Perspective

Defiance County, Ohio


Open to Traffic:
47 days
Construction Costs:
80’x32’-$266,000 - 2005


Construction Costs:
28’x20’-$68,000 - 2008


Construction Costs
28’x20’-$88,000 - 2

Construction Costs:
32’x10’-$51,000 - 2010


201
Construction Costs:
28’x20’-$70,000 - 2010


Construction Costs:
28’x20’-$65,000 - 2010


201
Construction Costs:
28’x32’-$85,000 - 2010


Construction Costs:
36’x20’-$71,000 - 2010


GROVE
Crane loading
right against
beam ends


Construction Cost:
140’x40’-$620,000 - 2009

User Perspective
St. Lawrence County, NY

CR 12 - 40’x33’- Material Cost $160,000
Construction costs $240,000

CR 24 - 47’x33’- Material Cost $110,500

CR 31 - 56’x33’- Material Cost $165,000

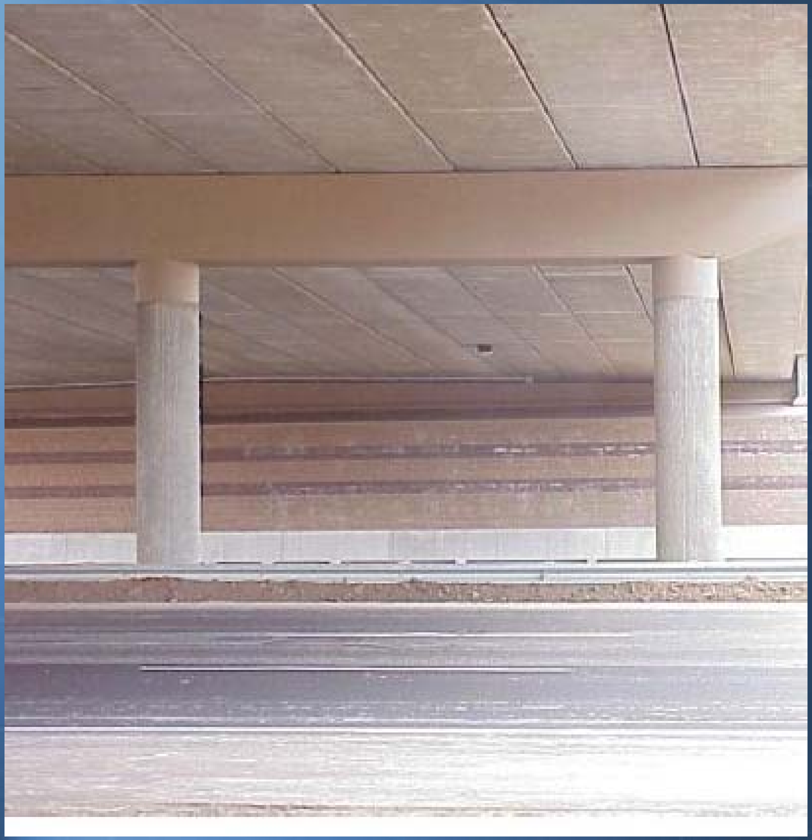

CR 35 - 67’x33’- Material Cost $180,500
Construction Cost $310,000

CR 38 - 63’x32’- Material Cost $175,000

U.S. Department of Transportation
Federal Highway Administration

PROGRESS TOWARD 2012 EDC GRS IBD GOALS

Founders Meadows Bridge Over I-25 – Castle Rock, CO Constructed in 1999



2012 Deployment Goals

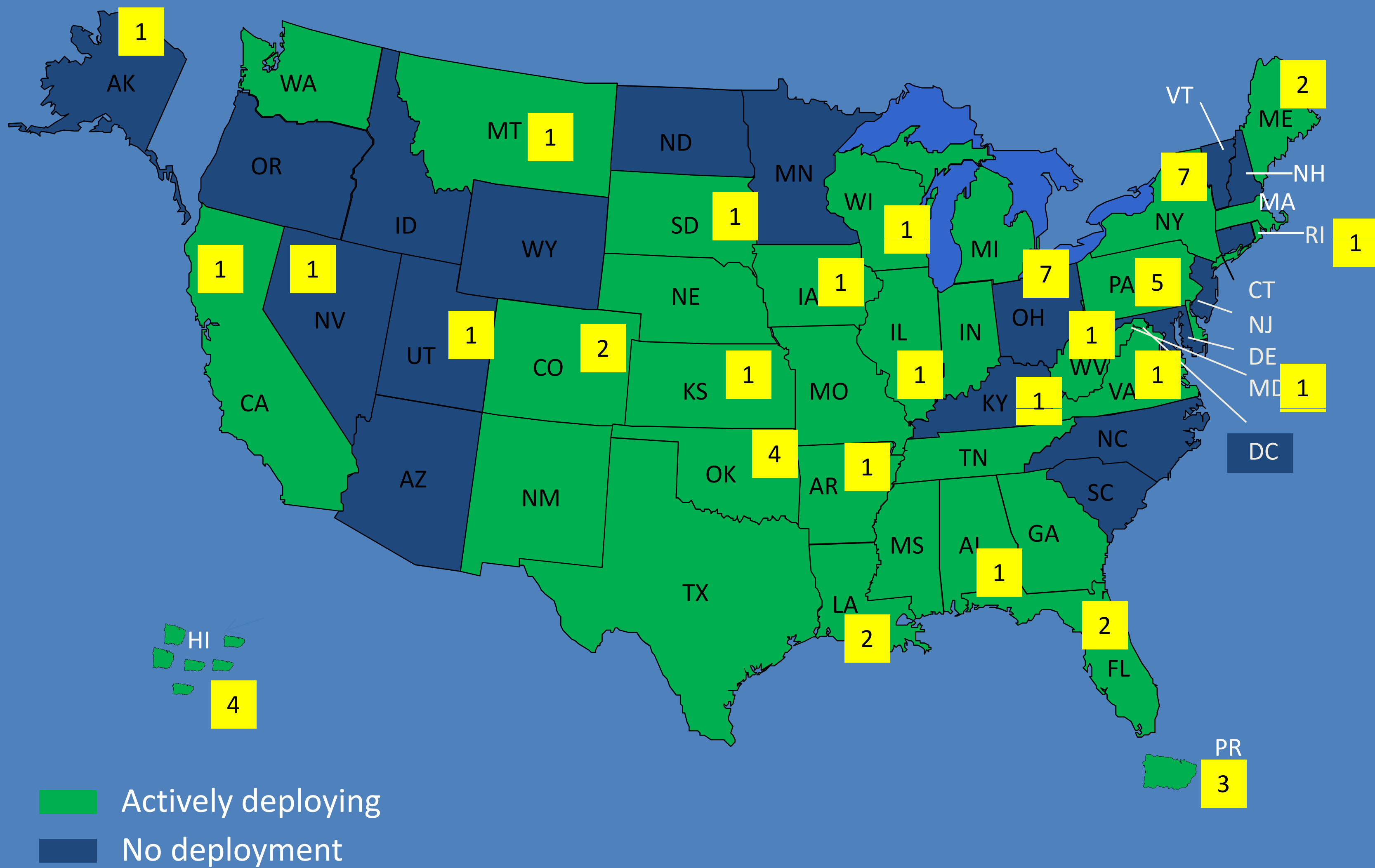
- December 2012:
  - 30 bridges have been designed and/or constructed using GRS-IBS on the NHS within 20 states
  - 75 bridges have been designed and/or constructed using GRS-IBS off the NHS

Research and IBRD Projects

- 2010 IBRD projects, 5 projects = $1.6 million
- 2011 IBRD projects, 8 projects = $2.0 million
- IRT Research
  - Research on effects of spacing, material and backfill type on the design of reinforced soil walls and abutments
  - Geosynthetic Reinforced Soil (GRS) Design
- Validation of new projects

State DOT Deployment

Total of 55 project in 26 states at some stage of development from conceptual to construction



GRS IBS Implementation policy memos

Florida DOT

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

OFFICE OF THE
SECRETARY

FROM: Robert V. Robertson, P. E., State Structures De

COPIES: Brian Blanchard, David Sadler, David O'Hagan
Charles Boyd, Tom Andres, Sam Fallaha, Denn
Jonathan Van Hook, Garry Roufa, Peter Lai, Rc
Chris Richter (FHWA), Jeffrey Ger (FHWA), E

SUBJECT: Mandatory Evaluation of Suitability of Geosynt
Abutments for Single Span Bridges

DESIGN REQUIREMENTS

1. Section 3.12 of the **January 2011 Structures Design Guideline**
   3.12.12 Geosynthetic Reinforced Soil (GRS) Walls and Abutme
   A. GRS abutments are a shallow foundation and retaining wall
   significantly reduce the construction time and cost of single
   B. GRS walls and abutments, like MSE walls, are very adaptabl
   conditions and can tolerate a greater degree of differential settlement than CIP walls.
   GRS walls, however, are also not appropriate for all sites.

foundations and/or other wall types may be required.

2. Section 3.13.2 of the **January 2011 Structures Design Guidelines** is expanded as follows:
   P. GRS Walls and Abutments
   Commentary: **FHWA Publication No.** FHWA-HRT-11-026 "Geosynthetic Reinforced Soil Integrated Bridge System Interim Implementation Guide" (GRS Guide) contains background information and design steps for GRS walls and abutments. (Refer to this guide for Figures referenced below)

Colorado DOT

COLORADO DEPARTMENT OF TRANSPORTATION STAFF BRIDGE BRIDGE DESIGN MANUAL	Subsection: 7.4 Effective: May 15, 2011 Supersedes: New
GEOSYNTHETIC REINFORCED SOIL (GRS) ABUTMENTS	
POLICY	COMMENTARY

7.4.1 GENERAL

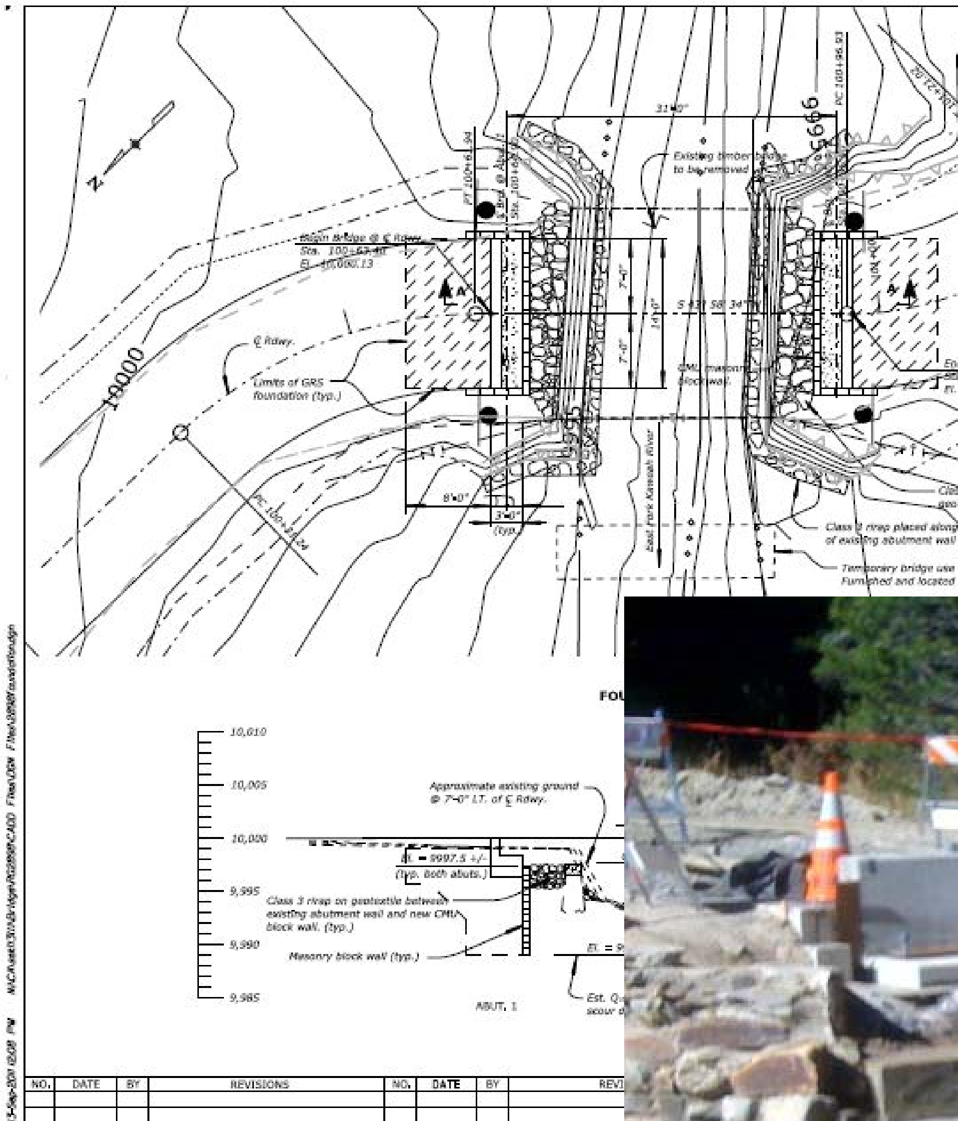
Mechanically Stabilized Earth (MSE) or Geosynthetic Reinforced Soil (GRS) abutments are acceptable alternatives for deep foundations and are required by Item 5 in subsection 19.1.3B to be considered in the structure type selection report. See Figure 7.4-1 for an illustration of a GRS abutment. (C1)

- Both single or continuous span bridges where competent foundation is near the surface

n alternative to

- Both single or continuous span bridges where competent foundation is near the surface
- Single span bridges where foundation short-term settlement from sandy gravel can be calculated and compensated for by adjusting the girder seat elevation to meet vertical clearance requirement
- Single span bridges where

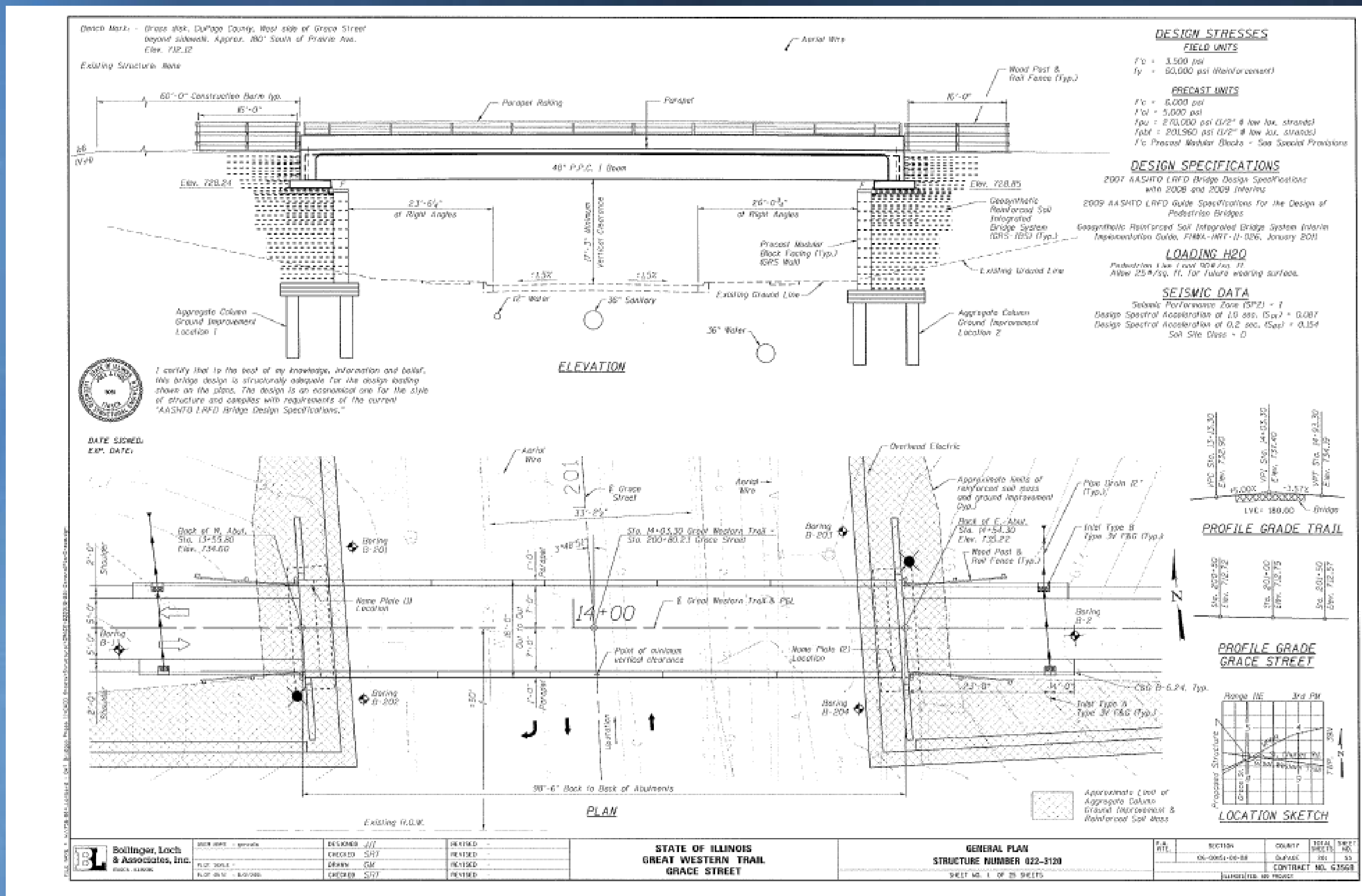
To assure the clearance for bridge underpass meets the minimum requirement, avoid lengthy interaction processes between structural depths, roadway vertical profile, and hydraulic freeboard and anticipate allowable long-term settlement from geotechnical engineer, deep foundation is usually utilized. In general deep foundation is straight forward in design process than spread footing. Deep foundation such as caissons at pier for water crossing is more economic and easier than shallow



Disney Bridge in Sequoia NP

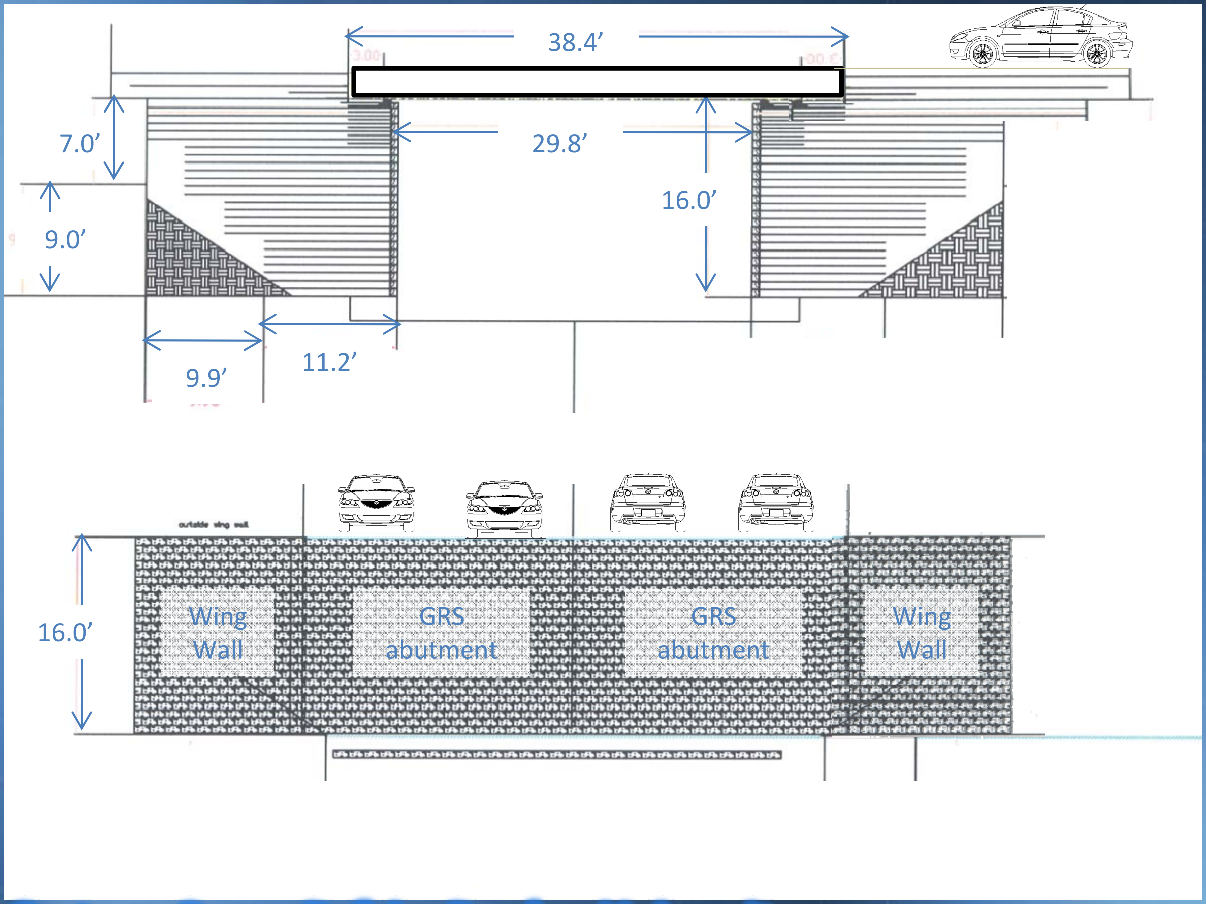

Strawberry Creek
Great Basin National Park - NV

ILLINOIS



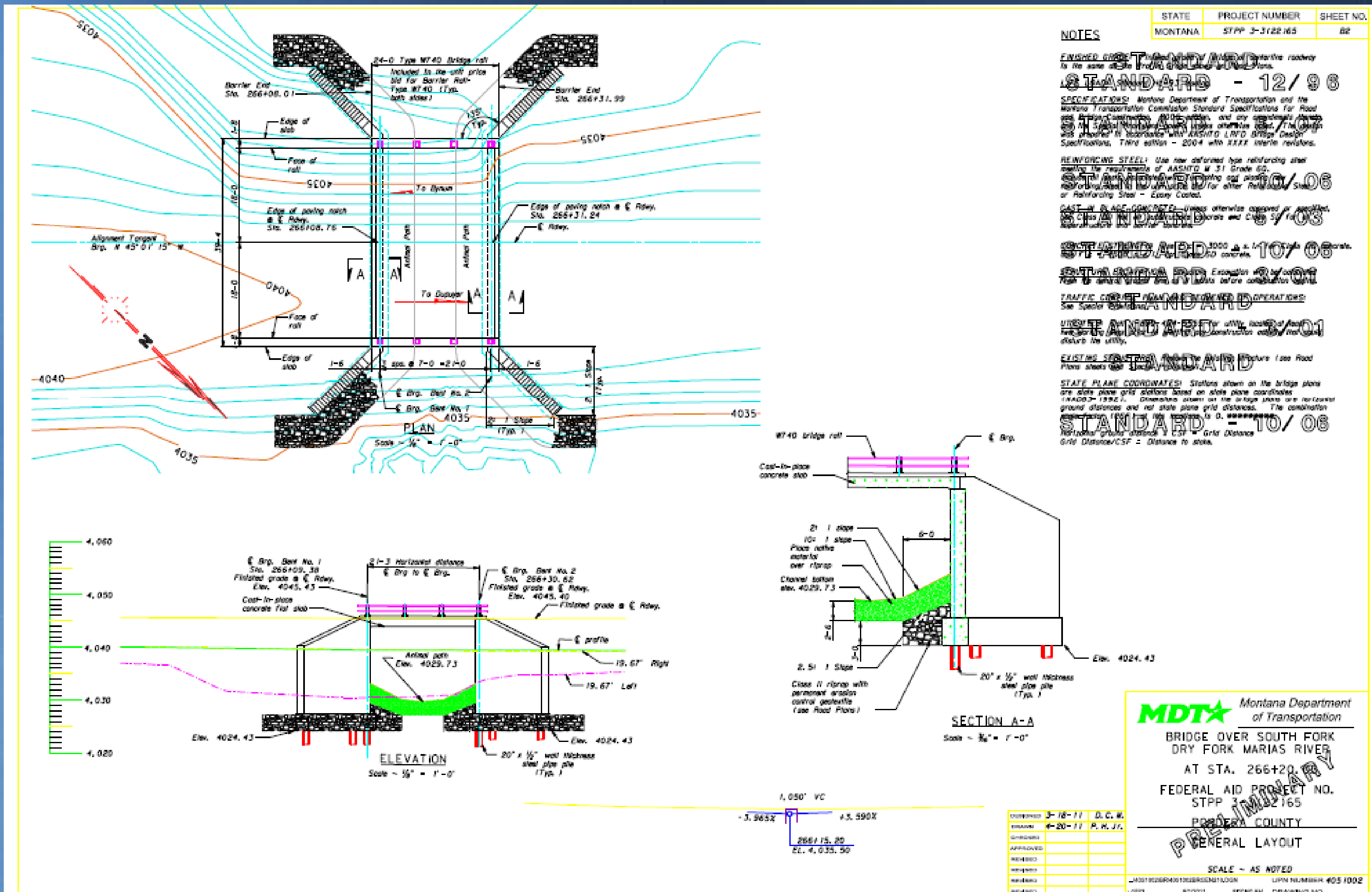
DESIGN STRESSES
FIELD UNITS
PRECAST UNITS
DESIGN SPECIFICATIONS
LOADING H20
SEISMIC DATA
ELEVATION
PLAN
PROFILE GRADE TRAIL
PROFILE GRADE GRACE STREET
LOCATION SKETCH
40" P.P.C. I Beam
Parapet Railing
Parapet
60'-0" Construction Berm typ.
Aggregate Column Ground Improvement Location 1
Aggregate Column Ground Improvement Location 2
Existing Ground Line
90'-6" Back to Back of Abutments
Existing R.O.W.
Overhead Electric
Bollinger, Lach & Associates, Inc.
STATE OF ILLINOIS
GREAT WESTERN TRAIL
GRACE STREET
GENERAL PLAN
STRUCTURE NUMBER 022-3120

Puerto Rico



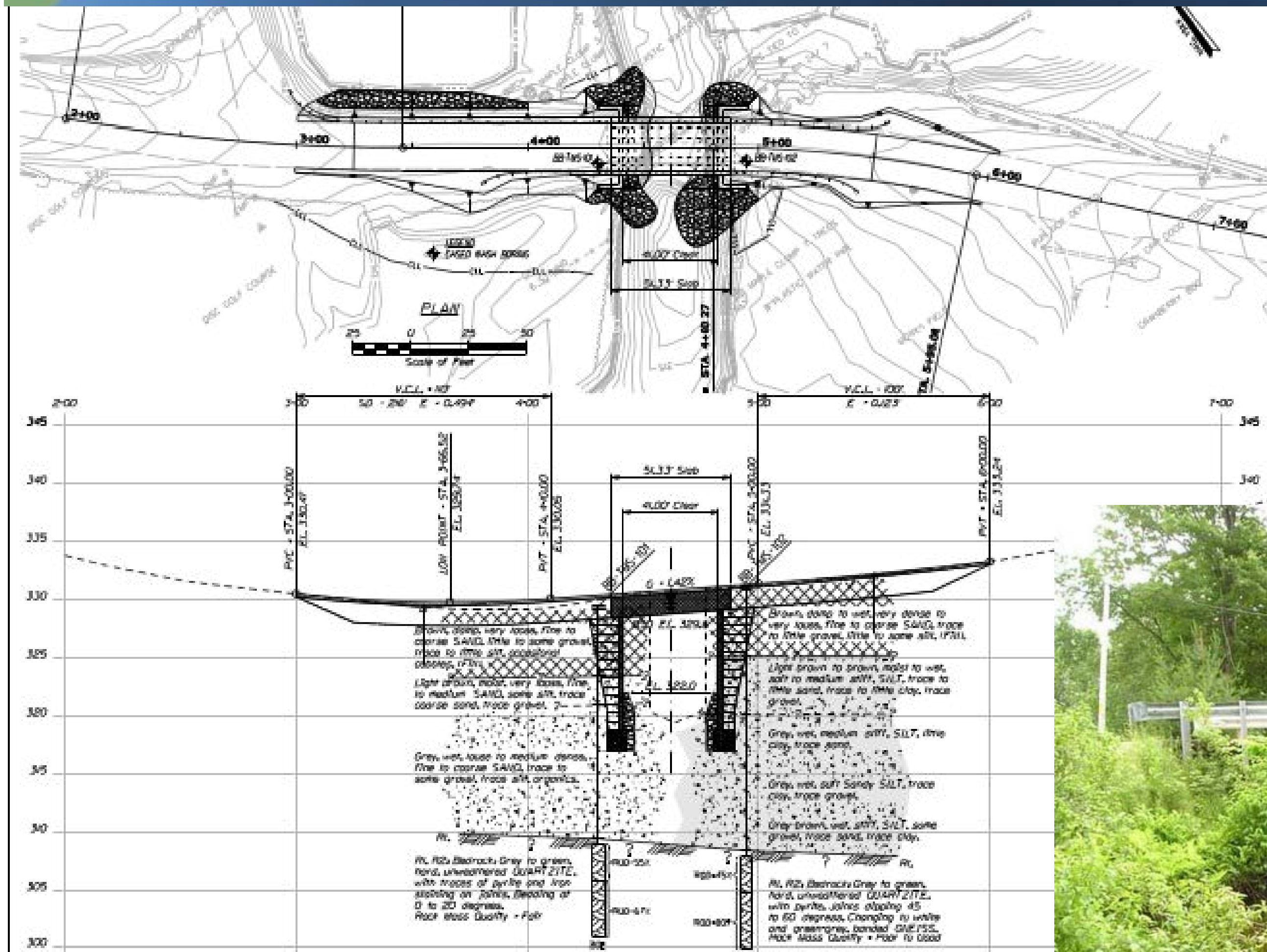
Curtesy: Susan Refai - Purdue University

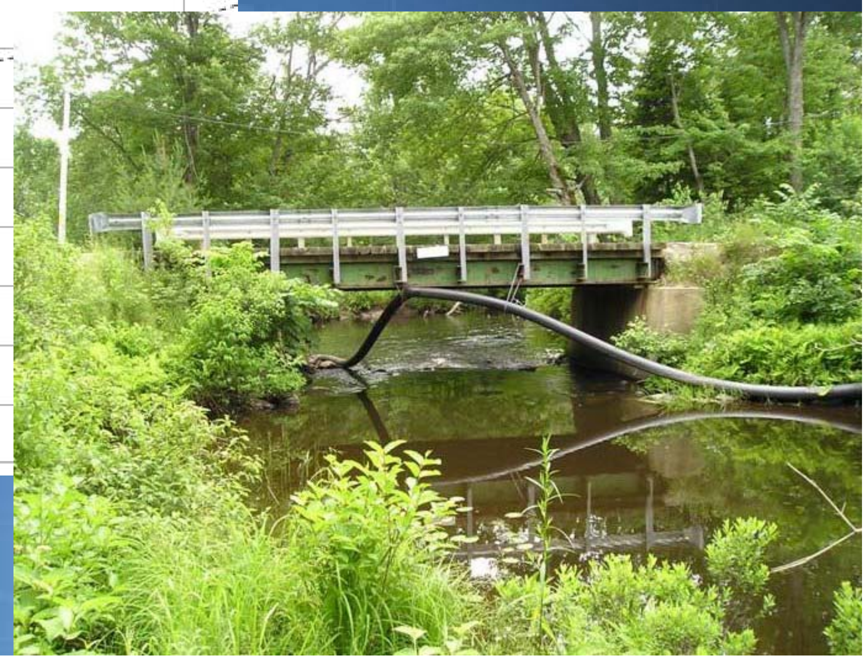
Montana



NOTES
PLAN
ELEVATION
SECTION A-A
STATE | PROJECT NUMBER | SHEET NO.
MONTANA
MDT
Montana Department of Transportation
BRIDGE OVER SOUTH FORK
DRY FORK MARIAS RIVER
AT STA. 266+20
FEDERAL AID PROJECT NO.
PONDERA COUNTY
GENERAL LAYOUT
PRELIMINARY

Maine





Pennsilvania

Custer, SD
8th Street over French Creek

U.S. Department of Transportation

Federal Highway Administration

innovation ingenuity invention imagination

Every Day Counts