



RAILROAD BRIDGE REPLACEMENT

FORT LEONARD WOOD, MISSOURI

U.S. ARMY CORPS OF ENGINEERS

BUILDING STRONG



Fort Leonard Wood has an Army owned spur railroad line used for overseas deployment of shipping and receiving heavy equipment without having to use roadways. A spur is a railroad track on which cars are left for loading and unloading. Spurs are also used sometimes for railroad car storage. Wooden trestle bridges were built as part of the original construction of Fort Leonard Wood in 1940 and are being replaced with new concrete and steel bridges.

Each bridge is located in a floodplain and requires special permits for construction. The work includes dismantling existing railroad bridges and construction of new bridges, environmental and erosion control measures, topsoil stripping, excavation, embankment, sub-ballast installation, industrial railroad track construction, grading and drainage, re-establishment of vegetation and railroad signage. Each bridge differs in size and length. The total cost for replacement of these bridges at Fort Leonard Wood is approximately \$19 million.



Key Messages

- Design bid build effort included customer involvement during design and construction to ensure a high quality product
- Design incorporated current railroad standards for construction

Facts & Figures

- Each railroad bridge
 - 3,149 linear feet of construction
 - 1,529 linear feet is longest span
 - 48 feet is tallest span in height
- Each bridge is located in isolated area
- Approximate cost for these 9 bridge replacements is \$19M

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