



Safe, Cost-Effective Detour Solutions from Acrow Improve Indiana Highway Projects

Modular steel structures minimize traffic disruptions on key routes in Clark and Floyd Counties

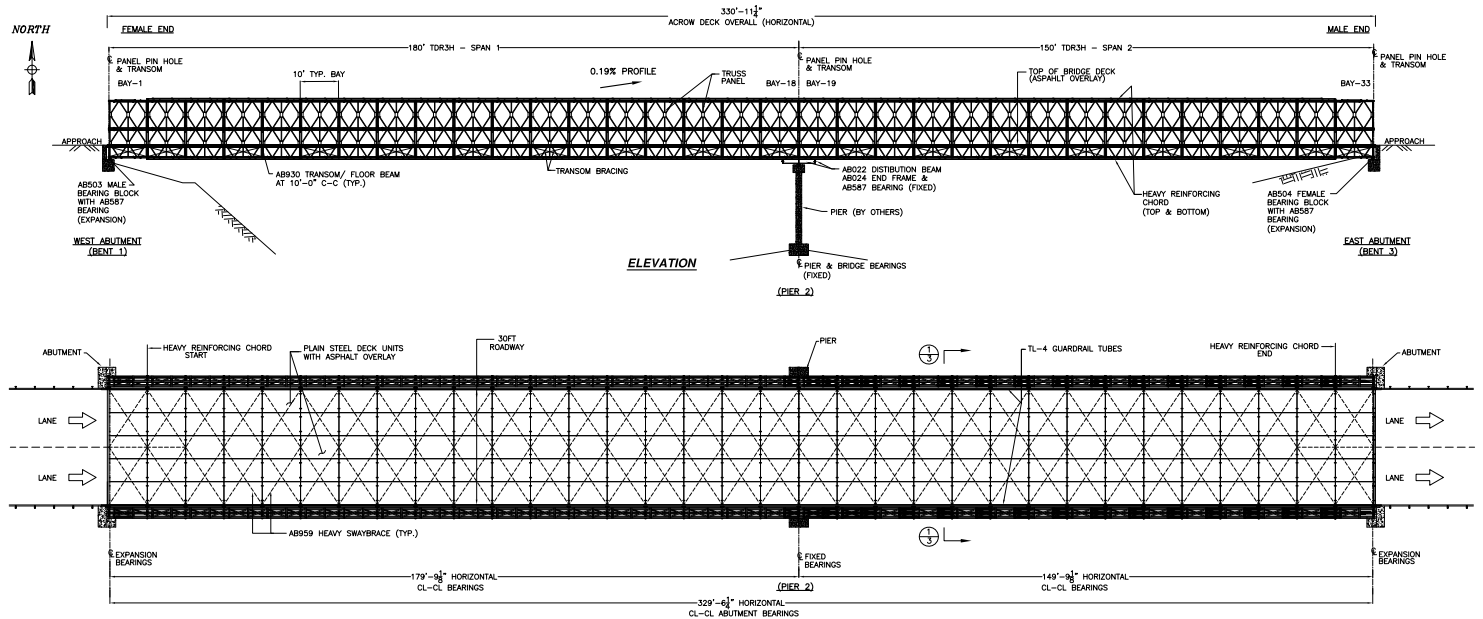
In Southern Indiana, two bridges on major highways were designated for superstructure reconstruction. Both locations handle heavy traffic and provide direct access to nearby Louisville, Kentucky. The first spans Silver Creek on Interstate 265 between the cities of New Albany and Clarksville, and the second is on U.S. Route 150 over Little Indian Creek in the town of Floyds Knobs. Acrow's temporary detour solutions were selected over phased construction to improve safety and reduce overall project timelines. In addition, this option would enable full-width construction and eliminate the phase lines associated with staged construction.

The Silver Creek bridge is adjacent to an interstate interchange that serves as a major diversion route for high-volume traffic bypassing downtown Louisville tolls, and limiting traffic impacts during the project was a key objective. The two-span Acrow bridge installed is 330 feet (100.58m) long, with a two-lane, 30-foot (9.15m) width. The site is within a seismic zone, necessitating specially engineered foundations and bearing retainers.

As Silver Creek is susceptible to severe flooding, the project had a very tight schedule from design through implementation.

The Little Indian Creek bridge forms part of the ramp system serving the I-64 interchange, so preventing traffic backups was critical. The Acrow bridge installed is 150 feet (45.72m) long and has a two-lane width of 24 feet (7.35m). Assembly and installation took place in the median separating two existing bridges, where limited clearance posed considerable challenges.

Both structures were rented to project contractor E&B Paving. Assembly of the Silver Creek bridge, which was installed with a cantilever launch, started in March 2025. Two months later, work on the Little Indian Creek detour bridge began, and it was installed with the assistance of a crane. Traffic was rerouted to both detour bridges in May. The temporary bridges remained in service until construction work completed in late 2025.



Specifications

Bridge length:

Silver Creek: 330' (100.58m)
Little Indian Creek: 150' (45.72m)

Roadway width:

Silver Creek: 30' (9.15m)
Little Indian Creek: 24' (7.35m)

Guide rails:

TL-4

Deck surface:

Asphalt overlay

Bridge erection method:

Full cantilever launch and crane-assisted launch

Design load:

HL-93

Standard Acrow bridge finish:

- All major components galvanized to AASHTO M111-ASTM A123
- All bolts are hot-dip galvanized
- All pins are electrogalvanized

Standard Acrow bridge specification:

- (A) Panel chords, diagonals, verticals, reinforcing chords, rakers to AASHTO M223 GD 65
- (B) Raker braces, transoms, top chord braces, swaybraces, transom braces, diagonal chord braces, decking to AASHTO M223 GD 50
- (C) Panel pins to ASTM A 193 GD B7
- (D) Bolts to AASHTO M164M - A325