

CASE STUDY: UMA built 15 soil nail walls and installed 35 rock anchors as a subcontractor for a Fluor-led joint venture (JV) with United Infrastructure Group, Inc. to support the NCDOT I-26 Exit 40 to I-40 Interstate Expansion Project.

EARTH RETENTION

THE PROJECT

The project, formally known as NCDOT I-26 Exit 40 to I-40 Interstate Expansion Project, helped to alleviate traffic congestion and improve the safety and operational efficiency of this vital 16.9-mile stretch of interstate in the Asheville area. Construction began in the fall of 2019, when sections of I-26 experienced heavy congestion, creating unpredictable traffic slow-downs. The widening project also required a wider, taller, and more aesthetically pleasing Blue Ridge Parkway Bridge over I-26.

THE CHALLENGE

This project required 115,610 square feet of soil nail walls to support the highway widening, in addition to rock anchors to support a new three-span precast segmental bridge.

The Customer

A Fluor-led joint venture (JV) with United Infrastructure Group, Inc.

Location

Asheville,
North Carolina

Type

Infrastructure

Date of Project Completion

April 2022

Interesting Fact

This became the largest square footage of soil nail walls done under a single contract in NCDOT history.



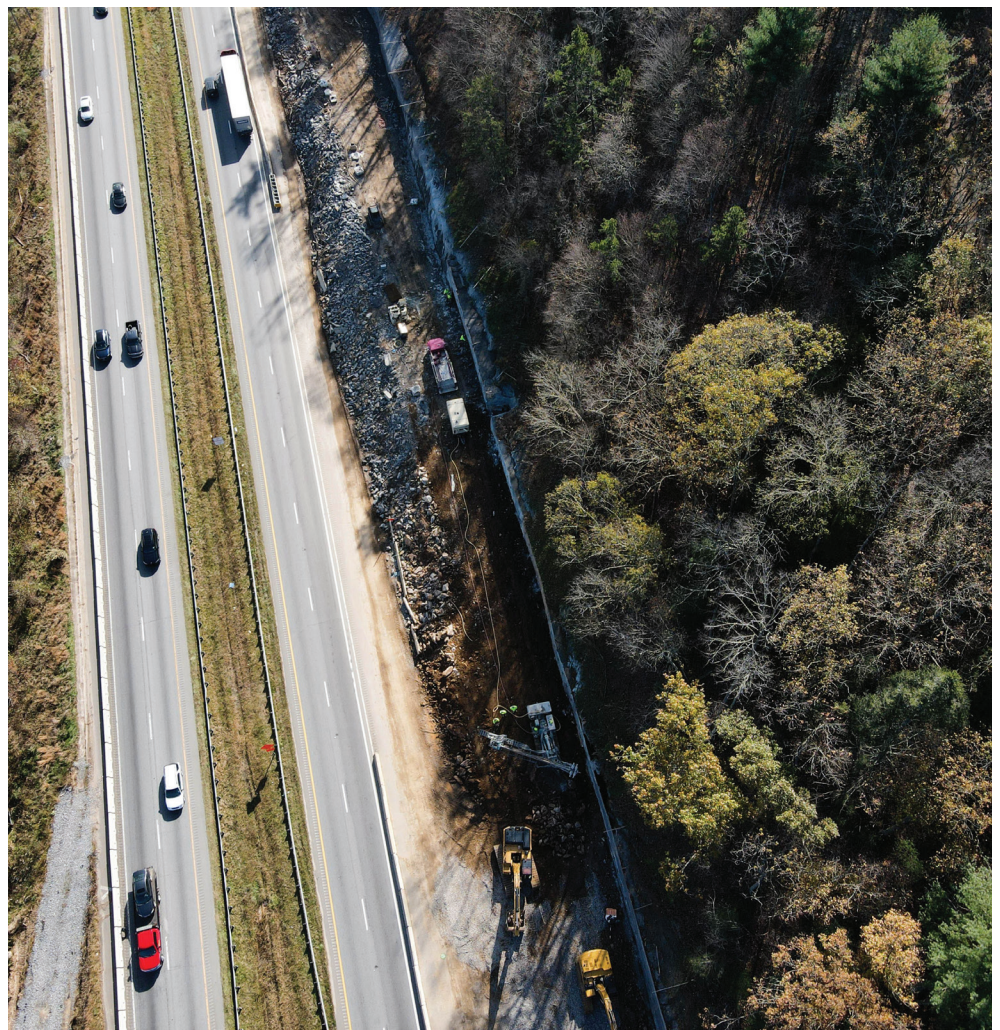
CASE STUDY

THE SOLUTION

UMA constructed 15 soil nail walls of varying heights, ranging in square footage from less than 1,000 to more than 25,000, by April of 2022. All were permanent walls consisting of epoxy-coated soil nails, bearing plates, and a decorative cast-in-place concrete finish. UMA also installed 35 rock anchors for the new three-span precast segmental bridge.

THE RESULTS

UMA's work on the NCDOT I-26 Exit 40 to I-40 Interstate Expansion Project became the largest square footage of soil nail walls done under a single contract in NCDOT history. UMA also installed 35 rock anchors that not only supported the widening, but also allowed for a wider, taller, and more aesthetically pleasing Blue Ridge Parkway Bridge over I-26.



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