Hood Canal Bridge

East and West Approach Span Replacement

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Washington State Department of Transportation

Overview

- Introduction
- Current Project
- Approach Design
- Approach Construction
- Challenges

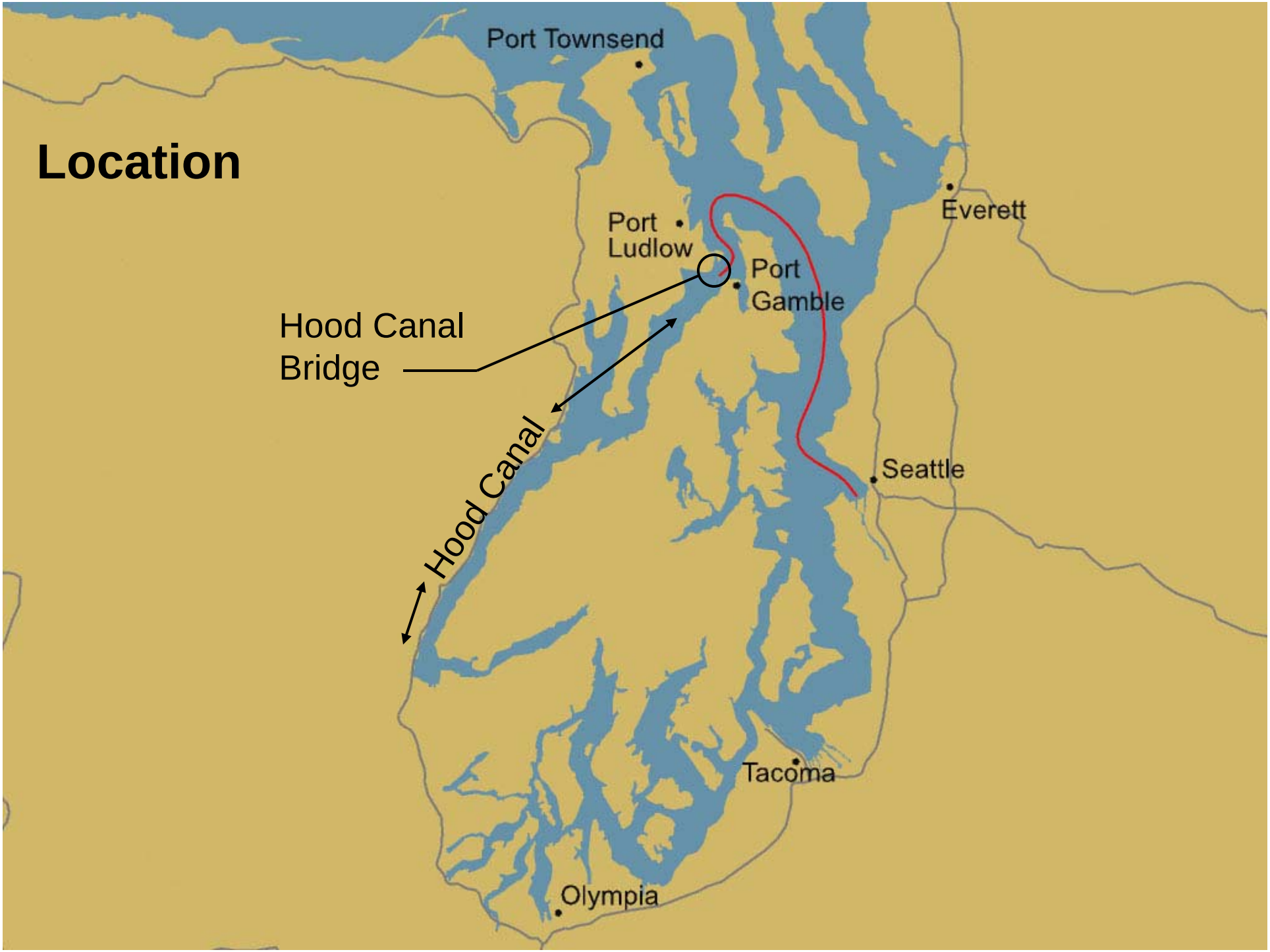
East Approach

Floating Structure

West Approach

Location

Hood Canal Bridge


Location
Port Townsend
Port Ludlow
Port Gamble
Everett
Hood Canal Bridge
Hood Canal
Seattle
Tacoma
Olympia


Port Townsend
Port Ludlow
Port Gamble
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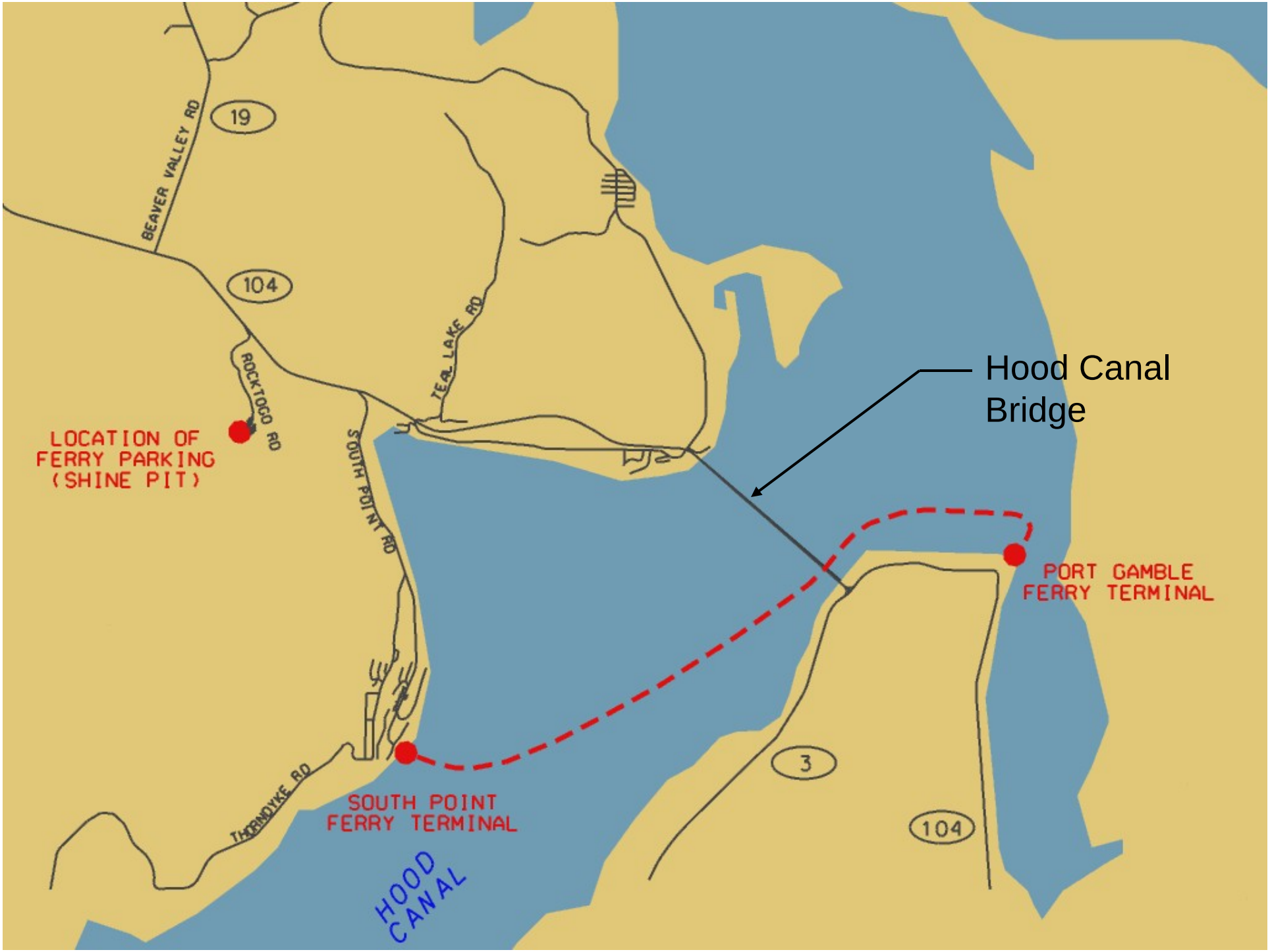
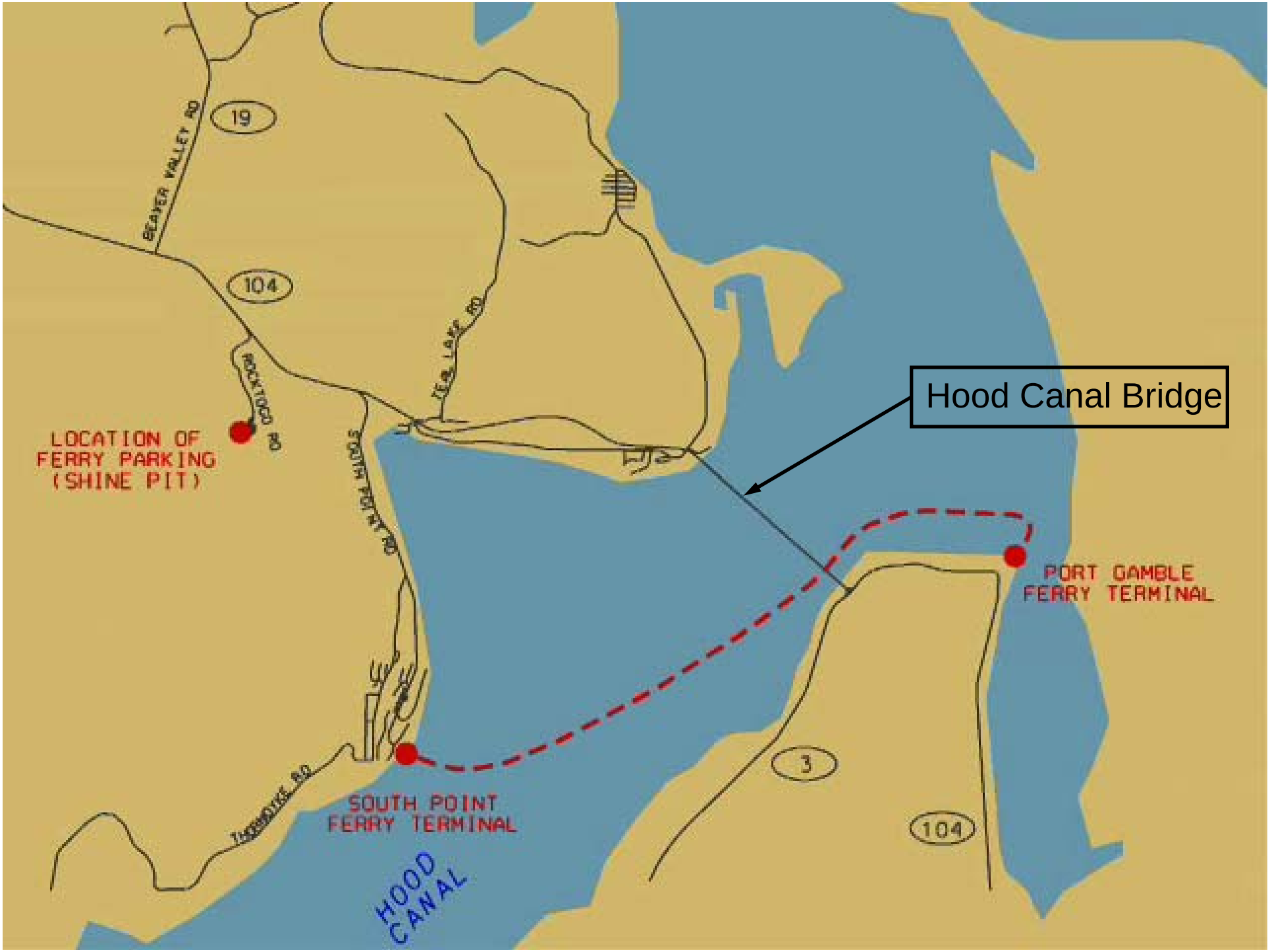

BEAVER VALLEY RD
19
104
ROCKTOGO RD
LOCATION OF
FERRY PARKING
(SHINE PIT)
SOUTH POINT RD
TEAL LAKE RD
Hood Canal
Bridge
PORT GAMBLE
FERRY TERMINAL
THORNDYKE RD
SOUTH POINT
FERRY TERMINAL
HOOD
CANAL
3
104


Hood Canal Bridge
LOCATION OF FERRY PARKING (SHINE PIT)
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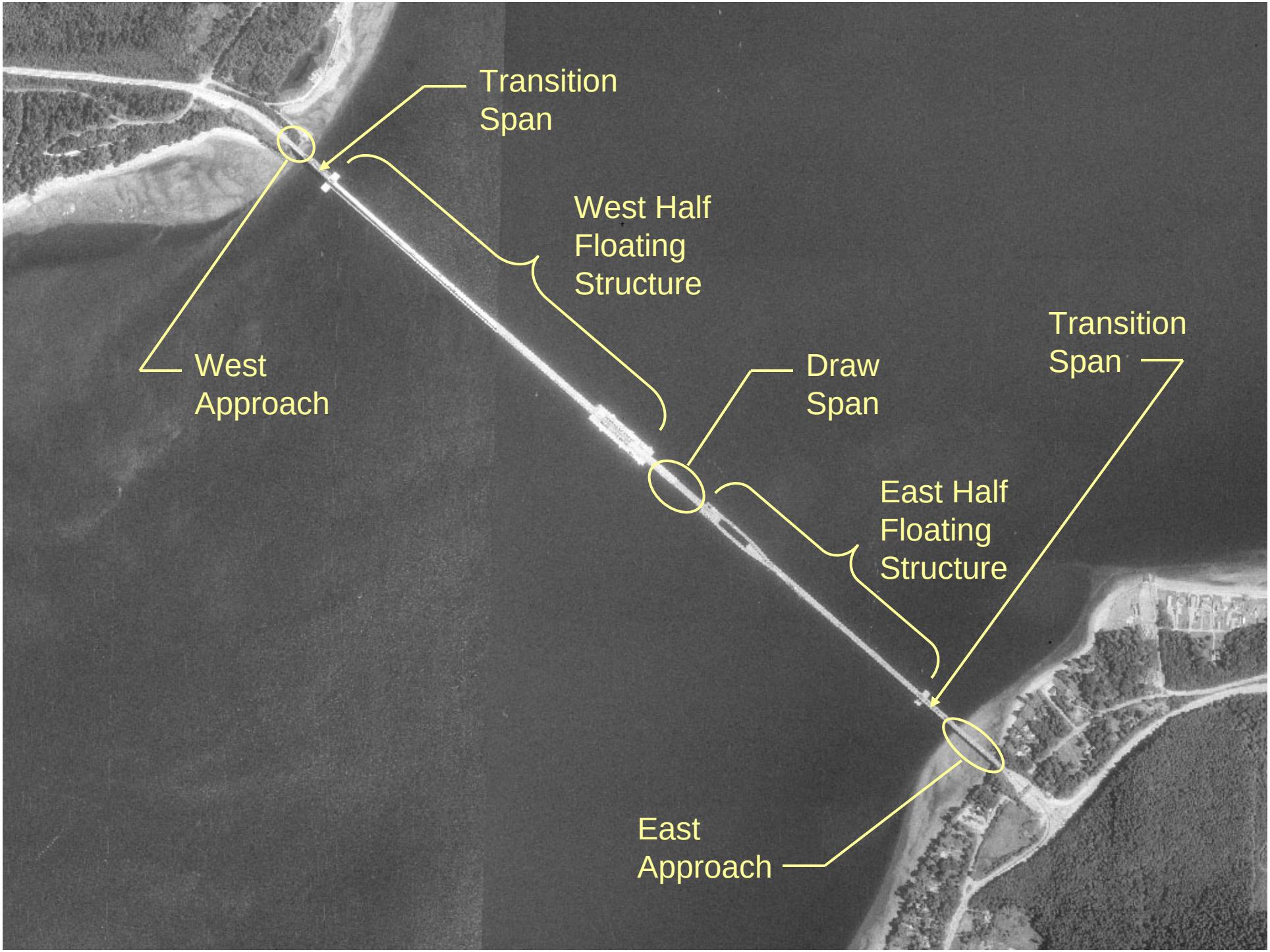
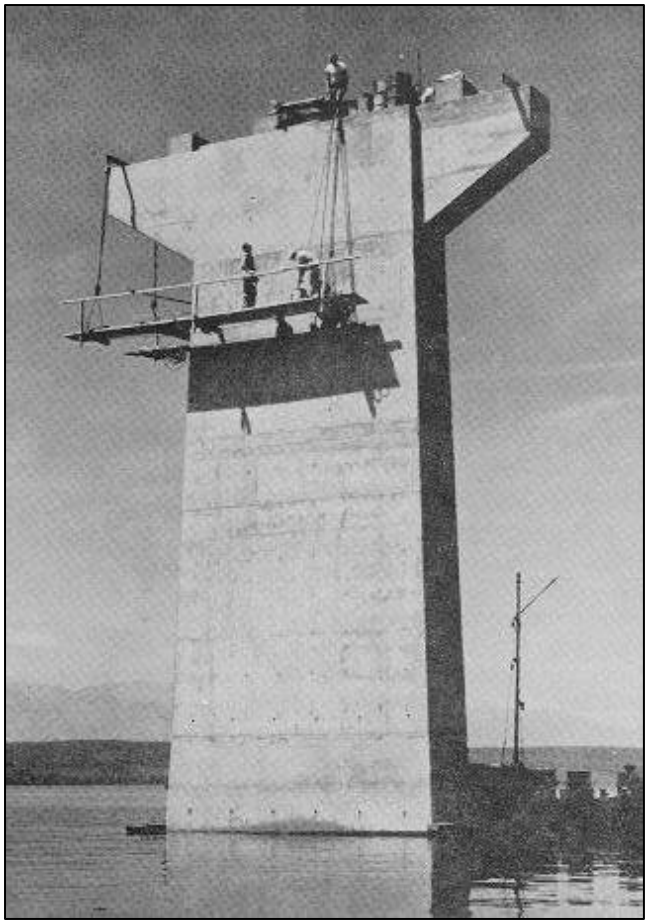

Transition Span
West Half Floating Structure
West Approach
Draw Span
Transition Span
East Half Floating Structure
East Approach

Bridge Facts

- Length – 7869 feet
  (Longest floating bridge over salt water)
- Floating portion – 6530 feet
- Max water depth – 340 feet
- Tidal Variation – 16.5 feet
- Center draw span opening – 600 feet

Bridge History

- Original Construction – January 1958
- Open to traffic – 12 August 1961

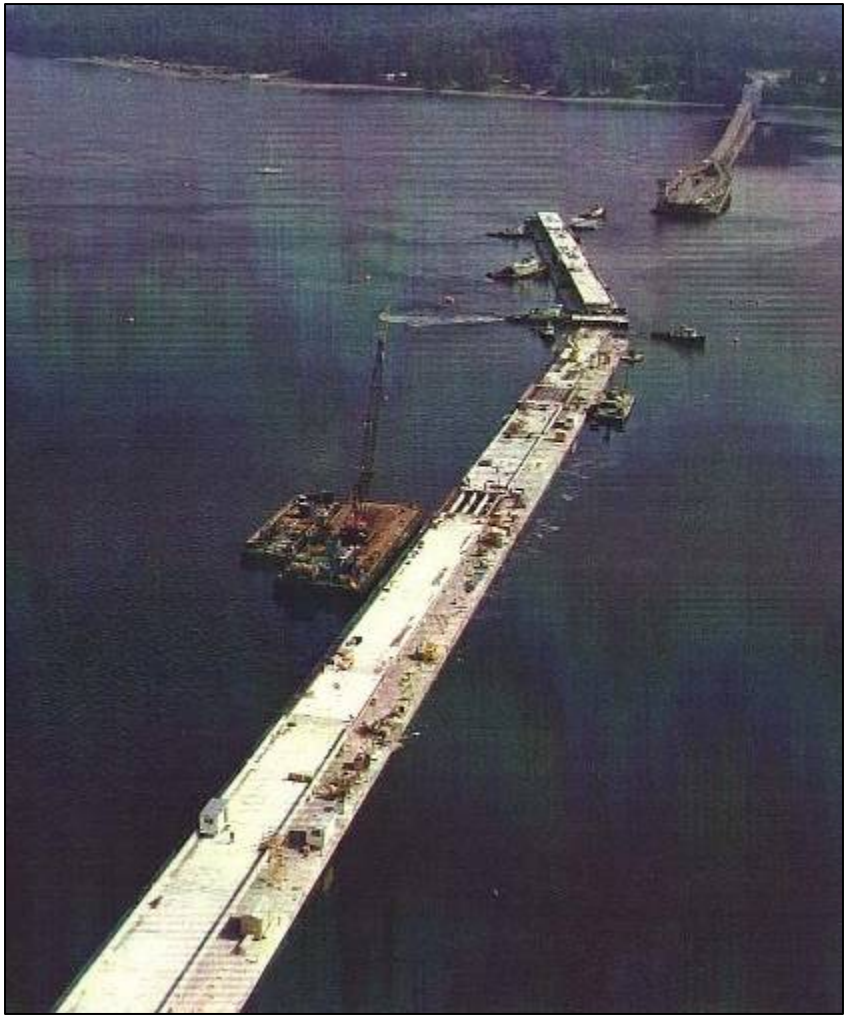


West Half Fails

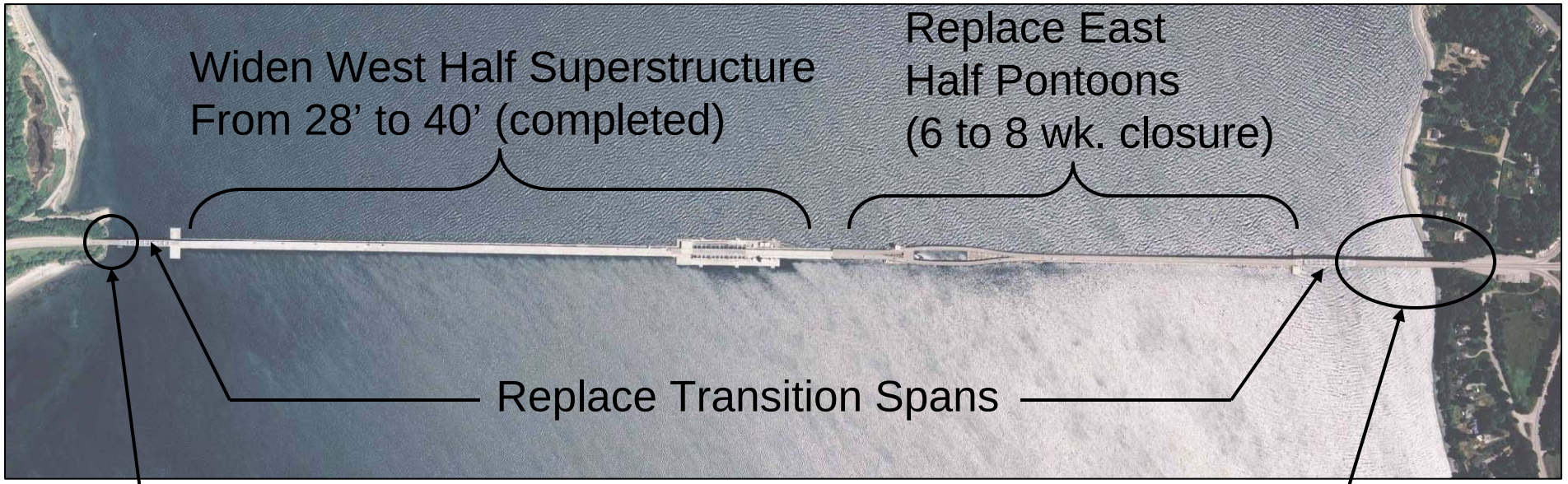
- February 13, 1979
- Sustained winds of 85mph
- 120mph gusts

West Half Replacement

- Reopened Oct. 25th, 1982
- Post-tensioned pontoons
- Increased anchor size

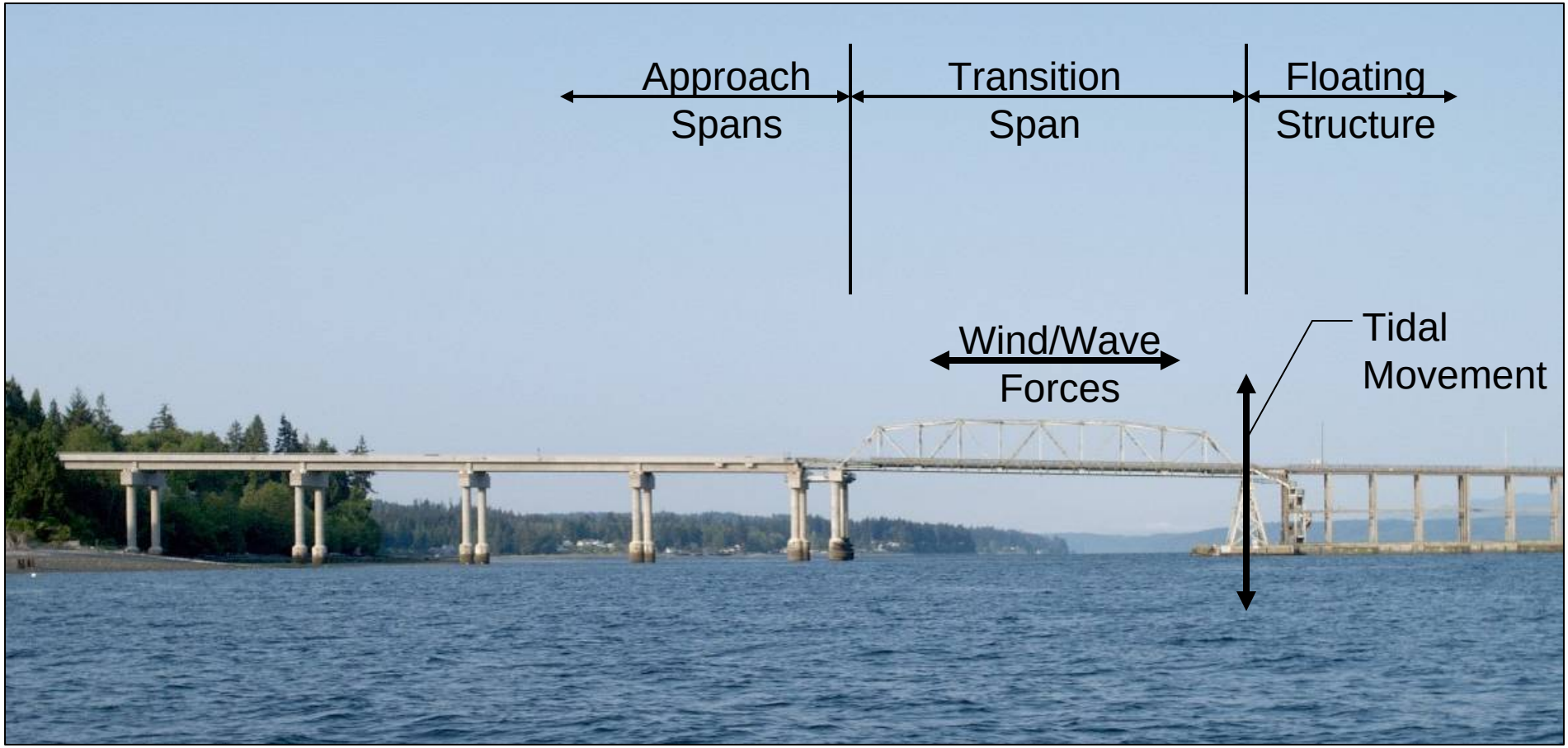


Current Project



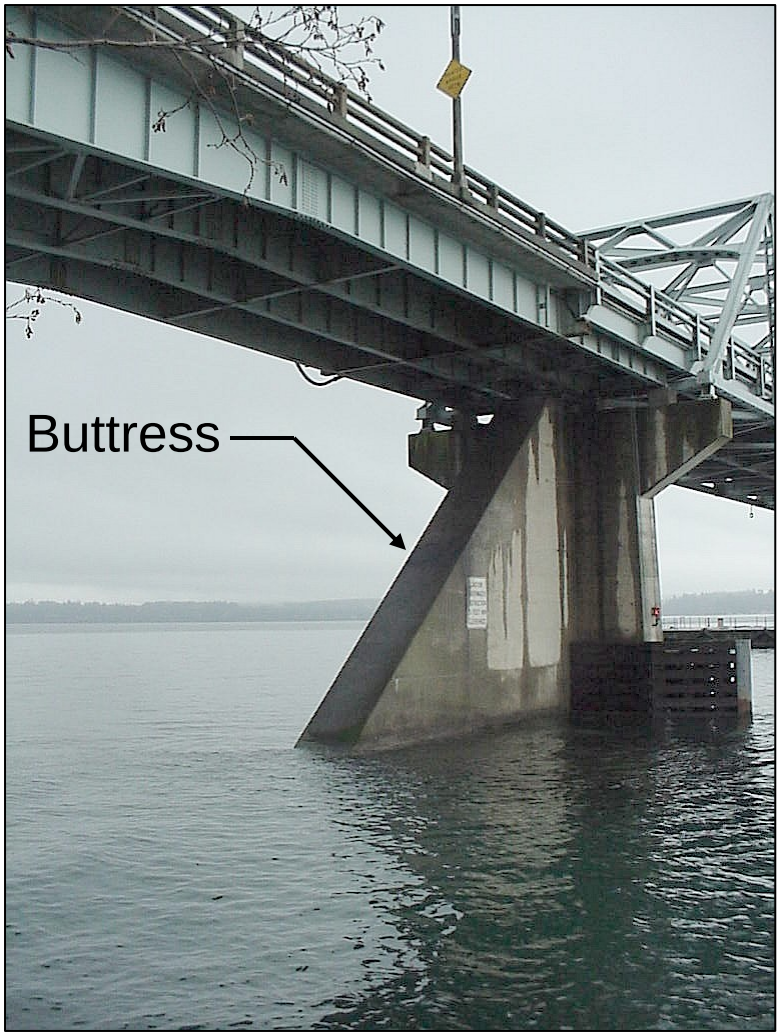
Approaches

- Provide fixed link from shore to floating structure
- Help resist longitudinal wind and wave forces from the floating structure



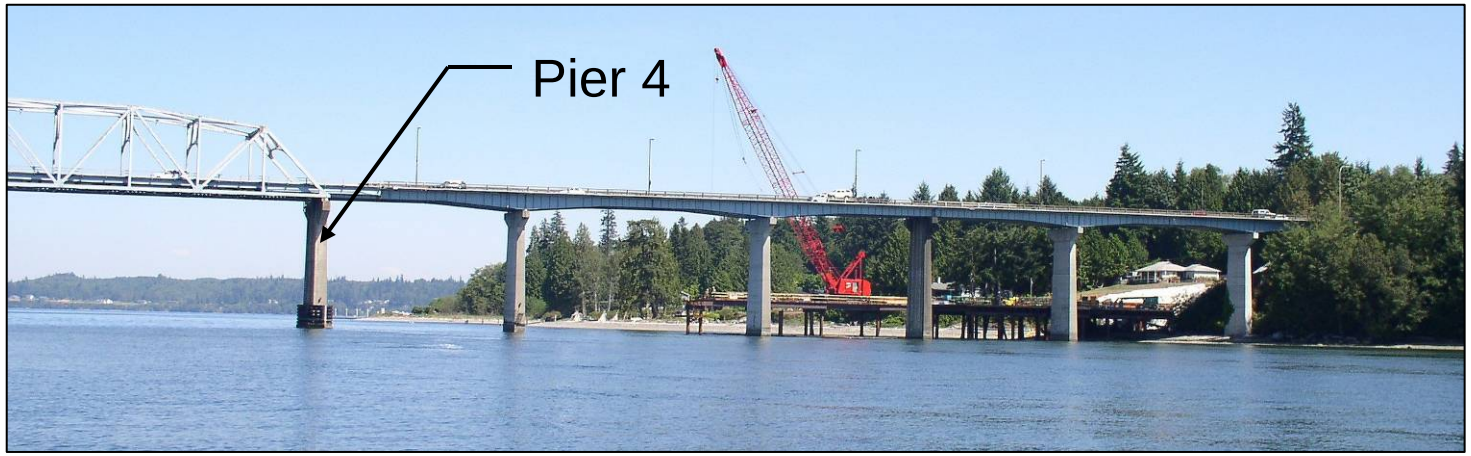
Original West Approach

- 2 – span haunched steel PL Girder
- 190’ length
- Buttress added for West half replacement



Original East Approach

- 6 – span haunched steel PL Girder
- 643’ length
- Wind/Wave forces – Pier 4



Approach Retrofit

- Original Retrofit Requirement
  - Deck Replacement
  - Seismic Retrofit
  - Pier 4 retrofit (add buttress wall)
- Required 6-8 week closure

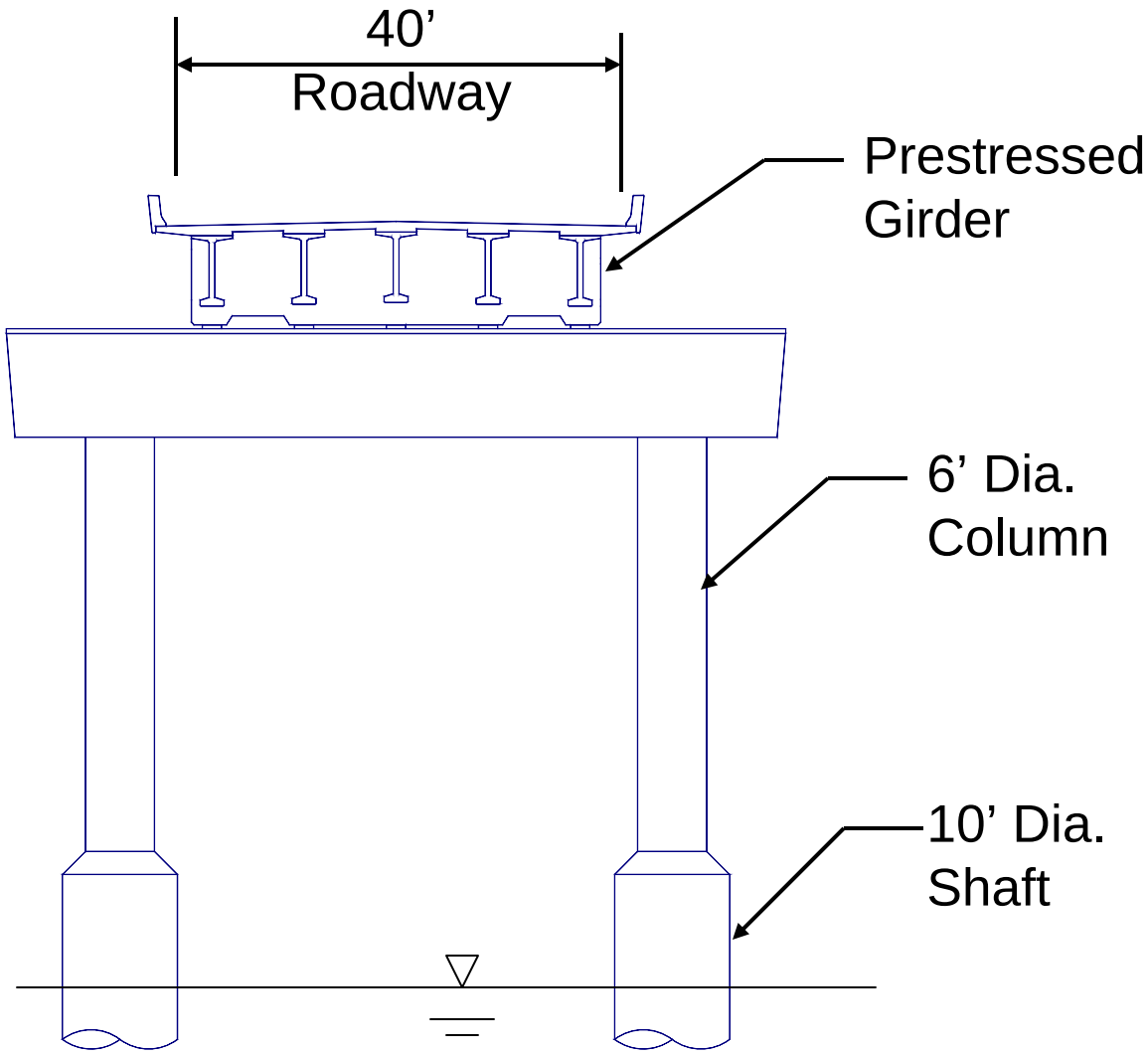
West

East

Approach Replacement

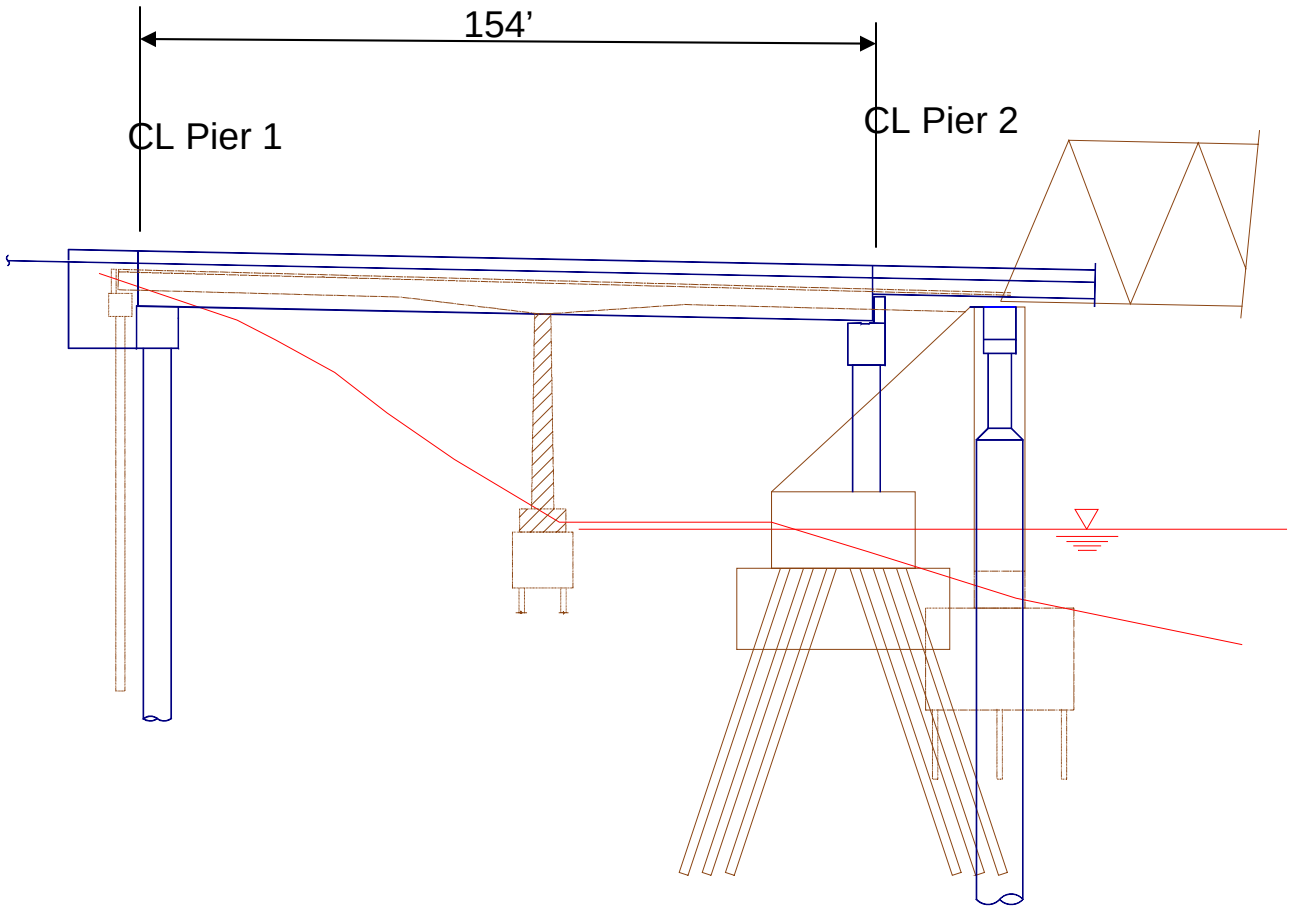
- Replace entire approaches (superstructure/substructure)
- Build to current standards – 40’ roadway, seismic
- Ability to widen to 4 lanes (60’) in the future

Typical Section



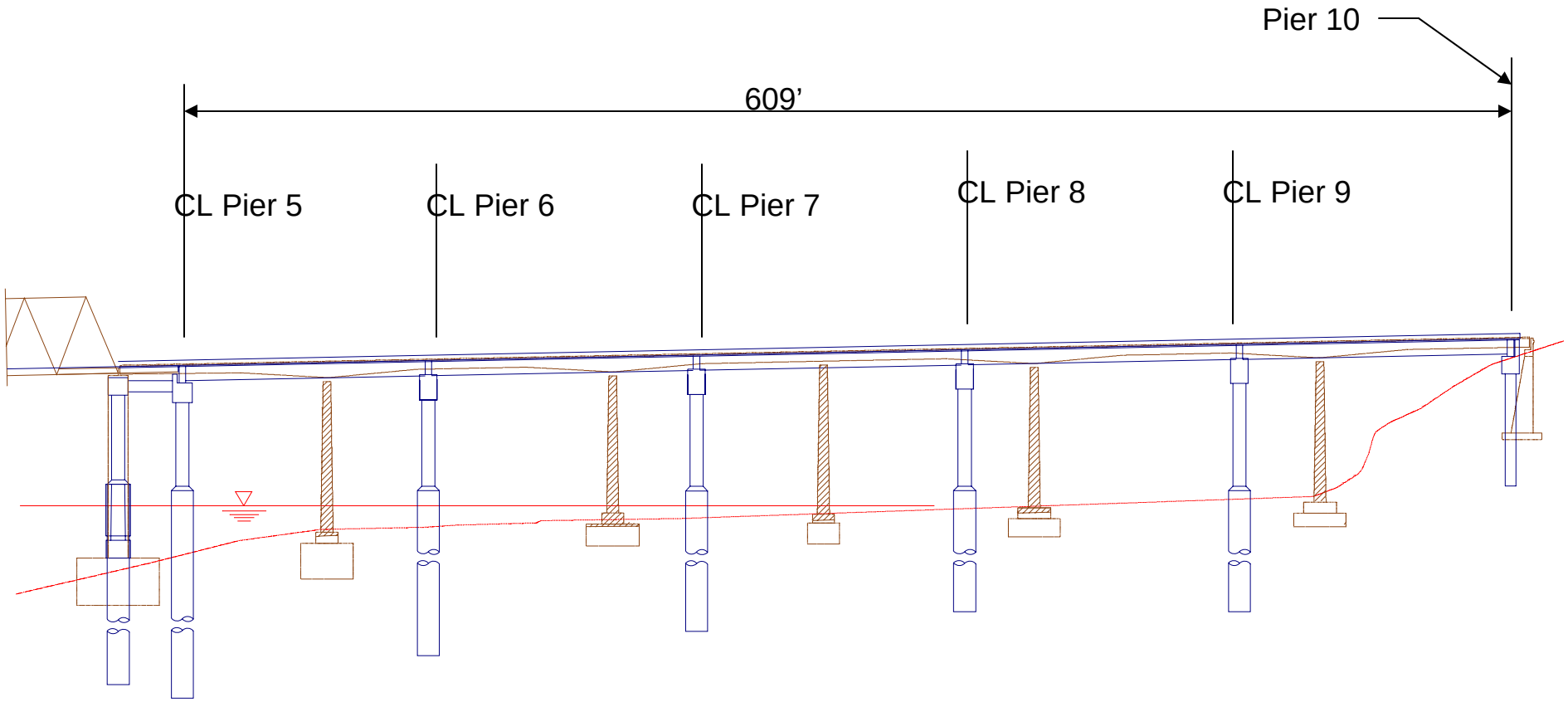
West Approach Elevation

- 1 span (W83G Girders)
- 154’ total length



East Approach Elevation

- 5 spans (W74G Girders)
- 609’ total length

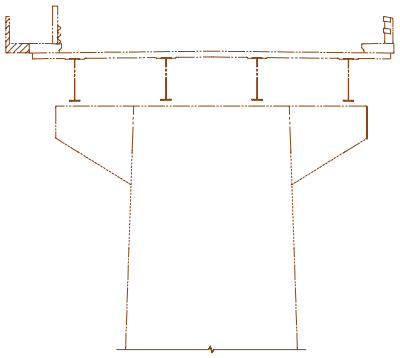


Replacement Challenges

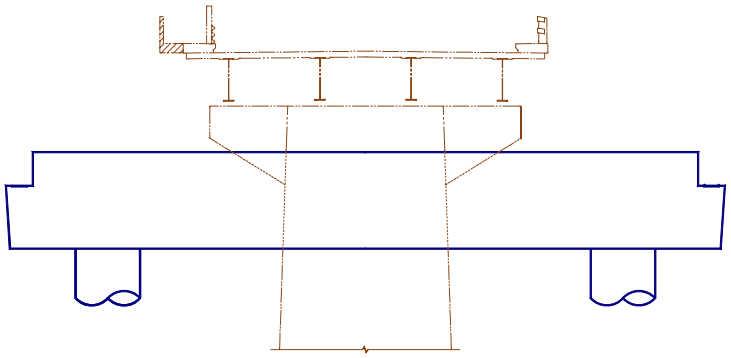
- Limited closure – extended weekend
  - Construct superstructure adjacent to existing approach
- Distribute wind/wave forces into East Approach

Rolling Scheme

Rolling Scheme
Prior to Rollover



Rolling Scheme
Prior to Rollover



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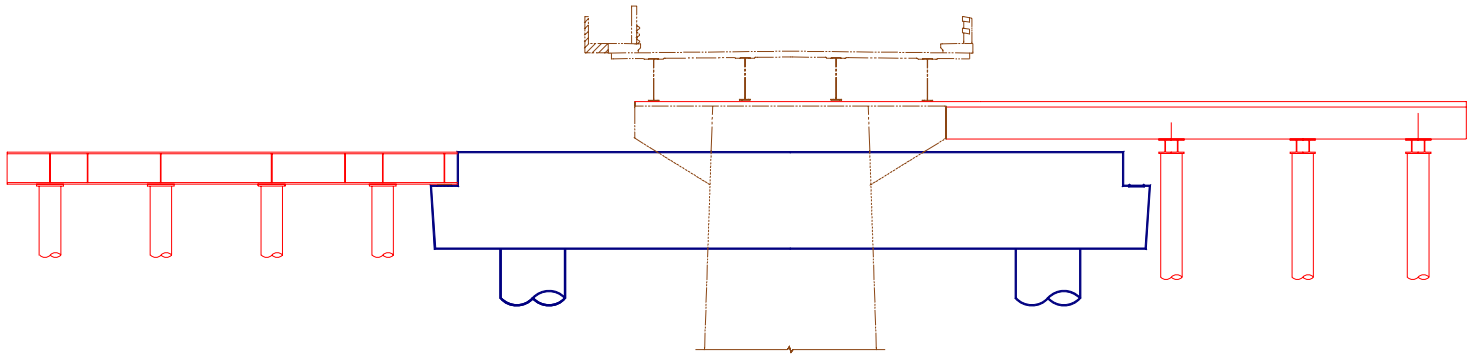

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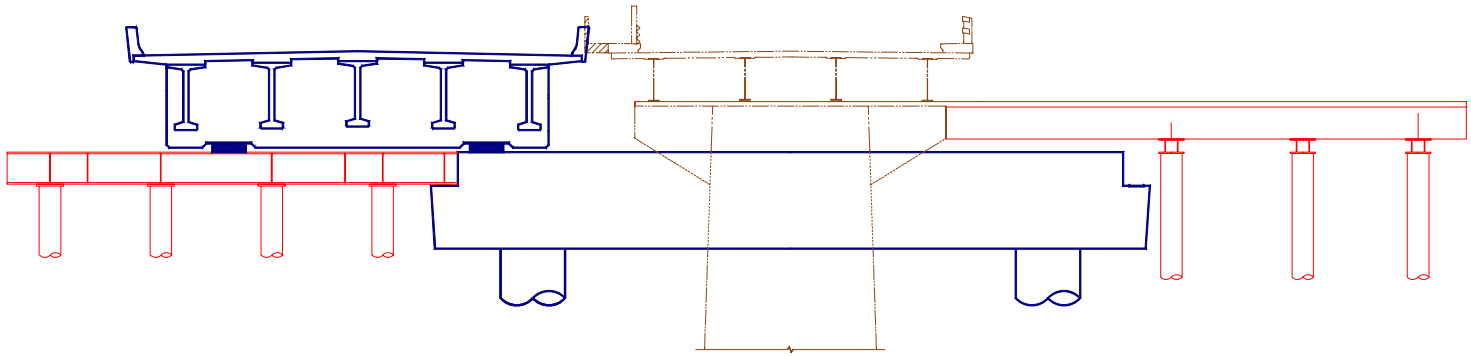
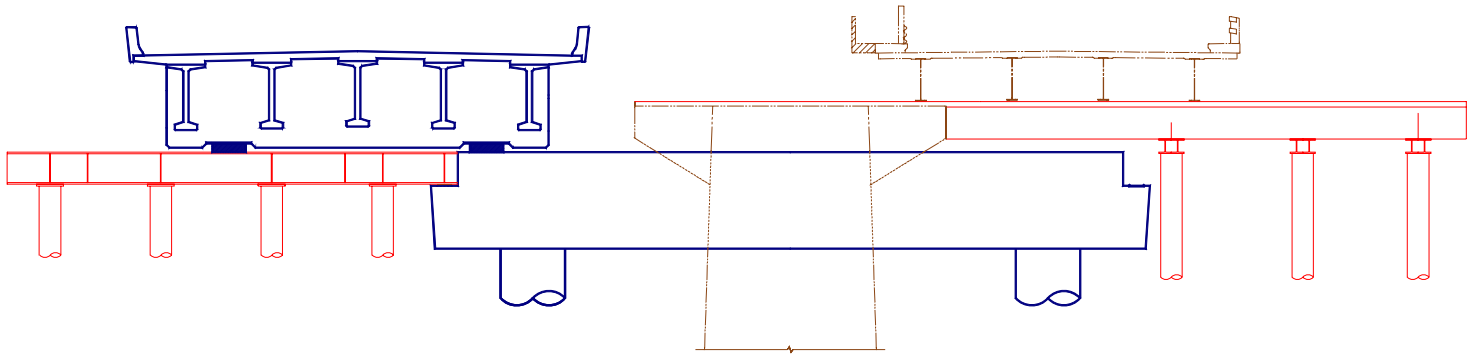


Rolling Scheme
During Rollover



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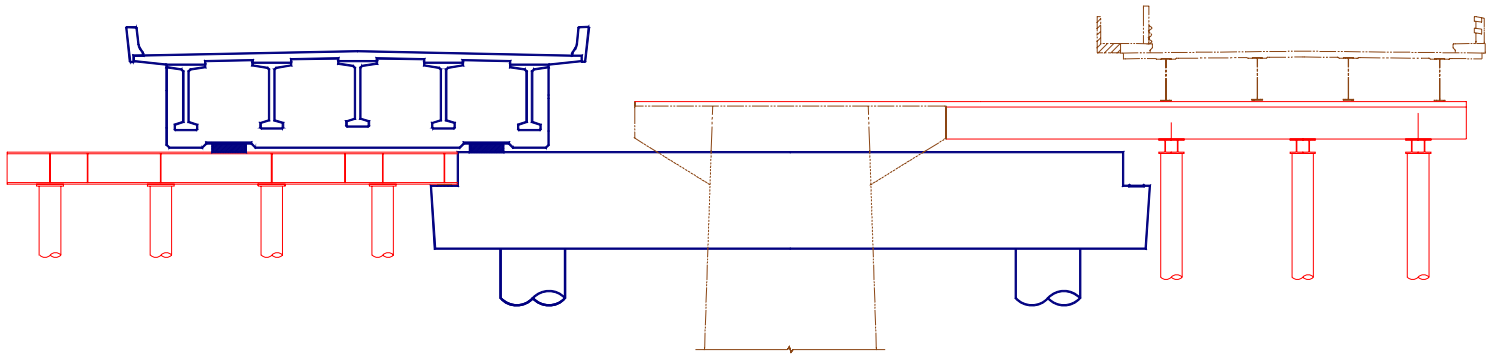
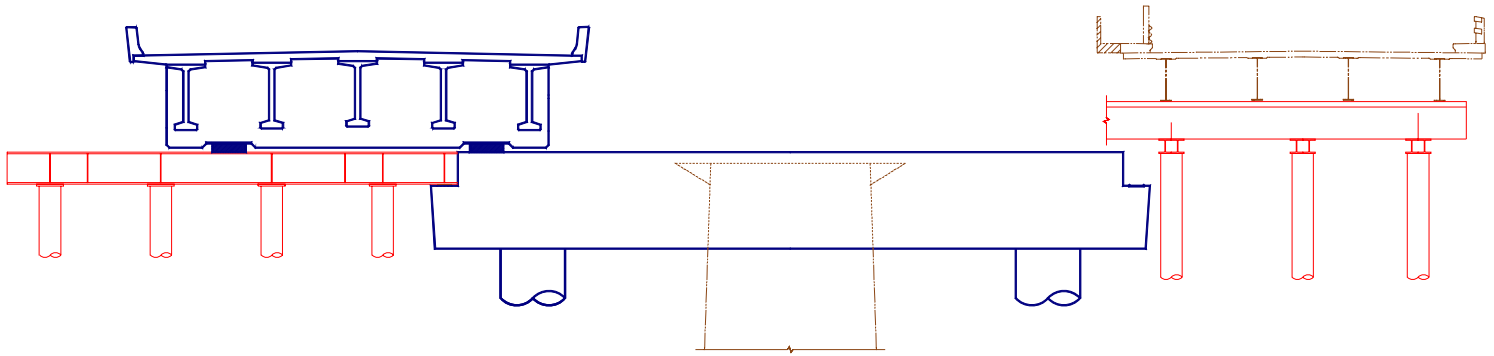


Rolling Scheme
During Rollover



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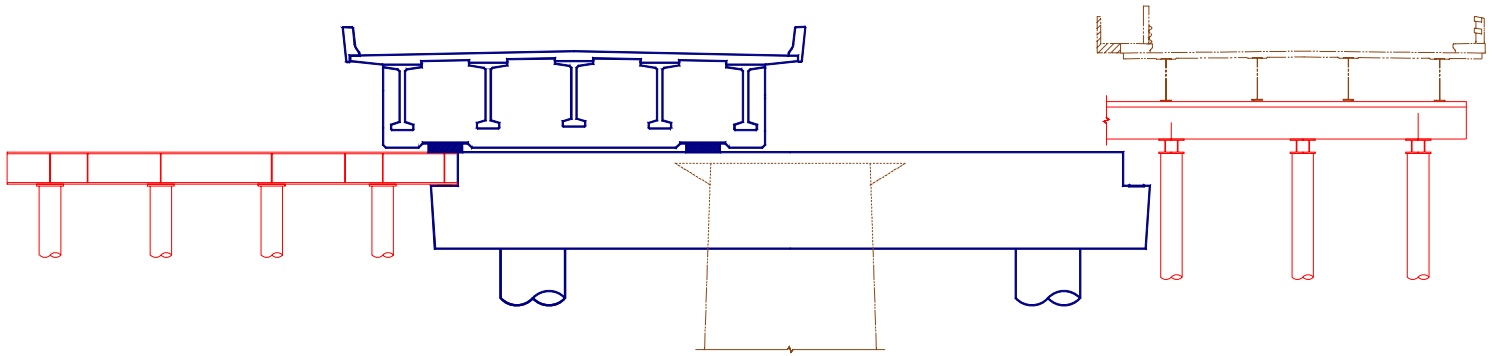
During Rollover



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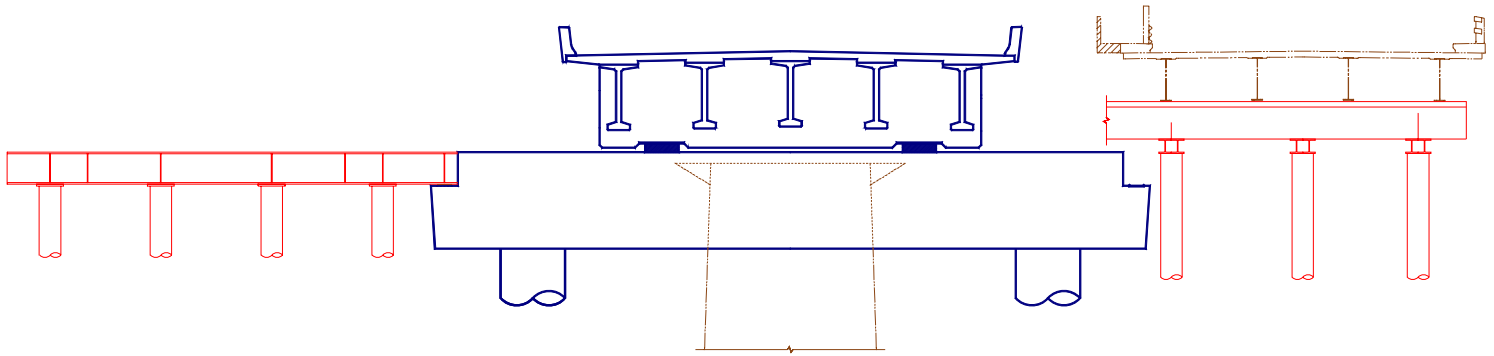
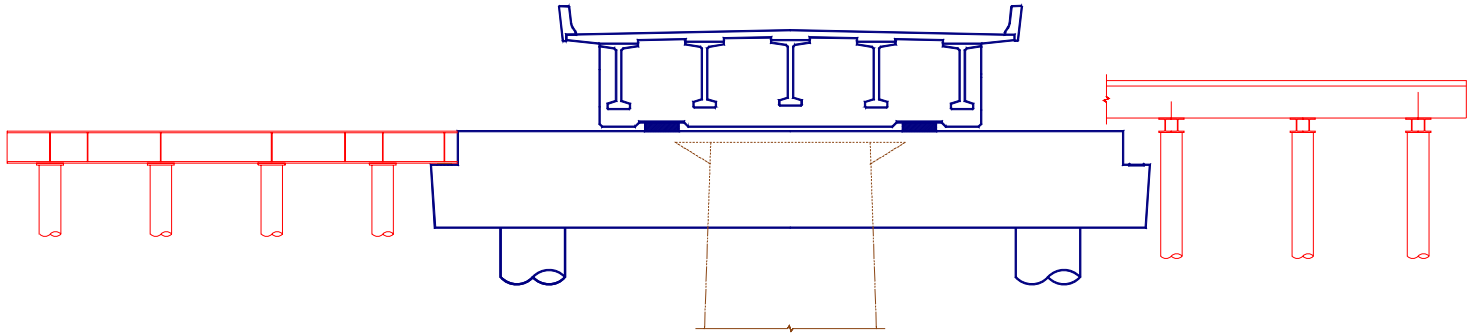
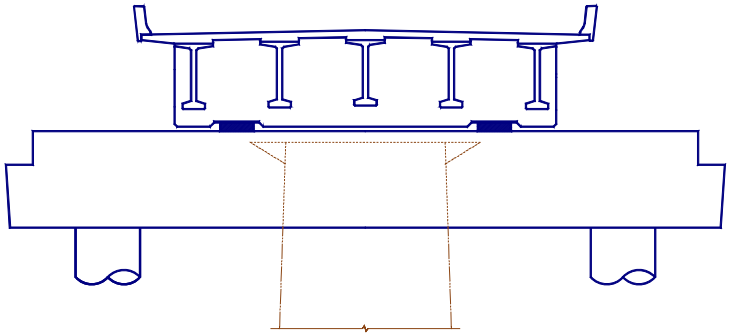


Rolling Scheme
After Rollover



Rolling Scheme
After Rollover



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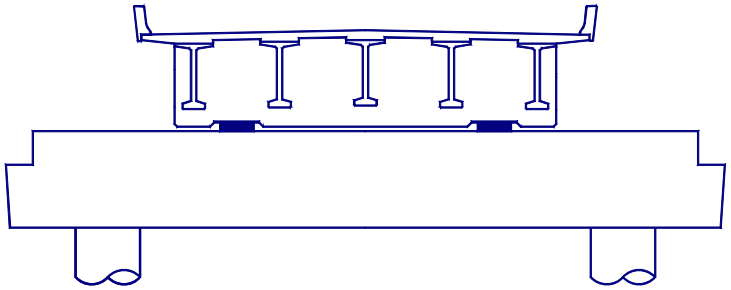
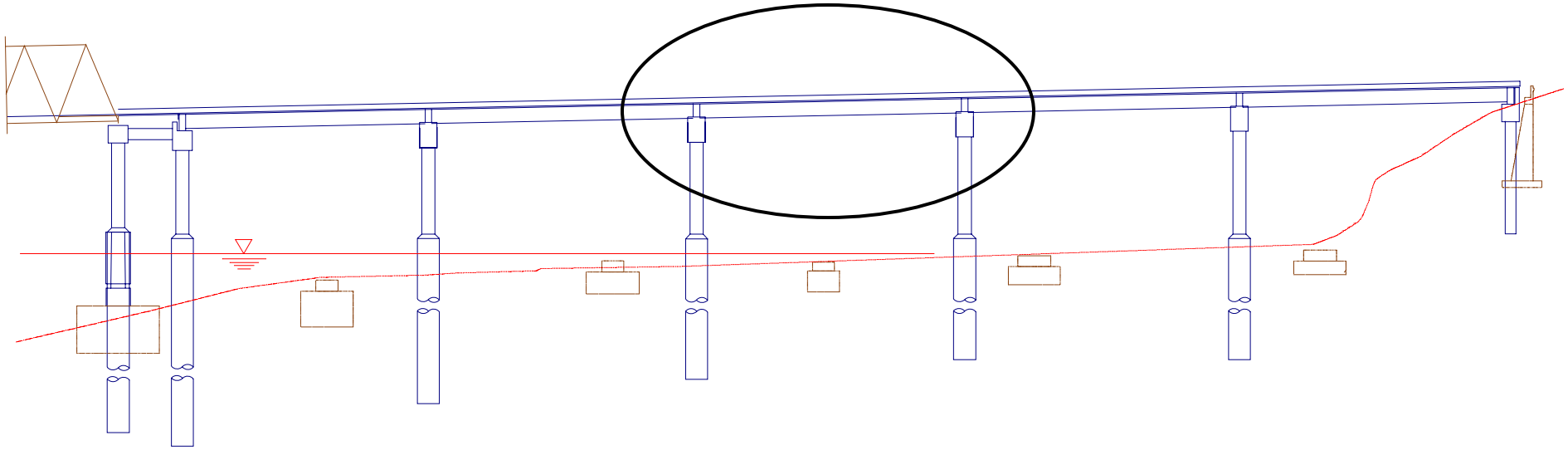
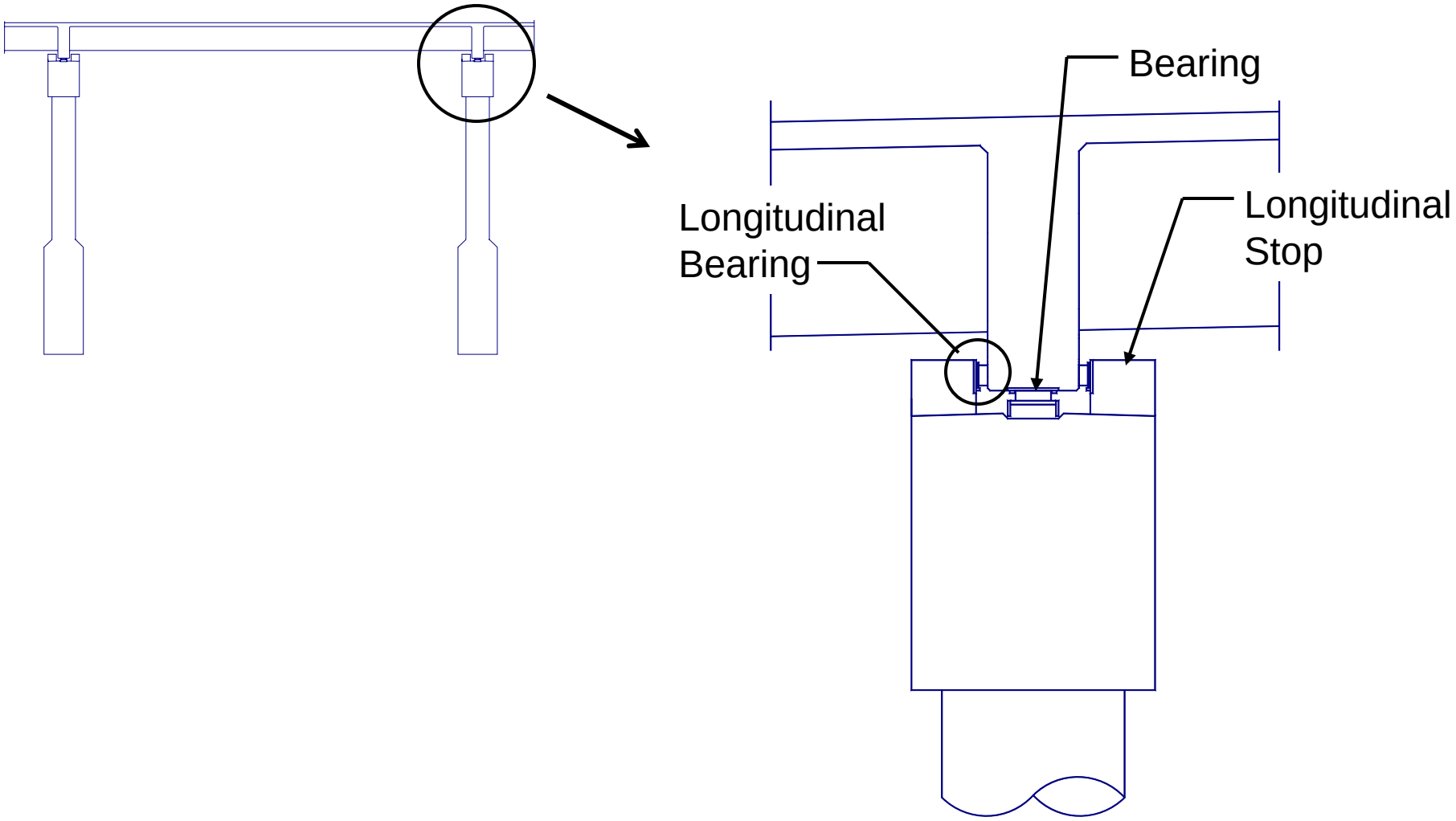
After Rollover



Wind/Wave Forces



Hinge Diaphragm



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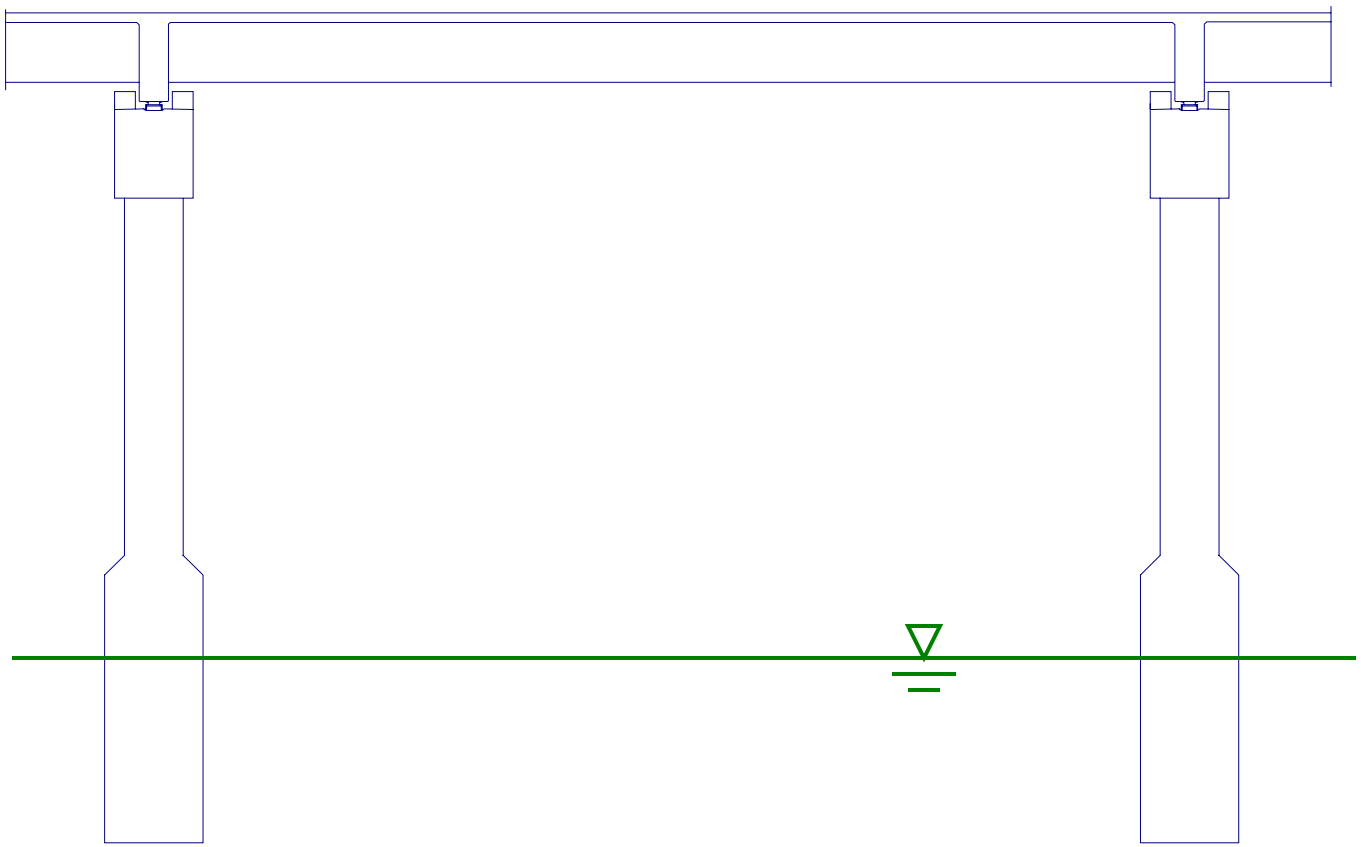

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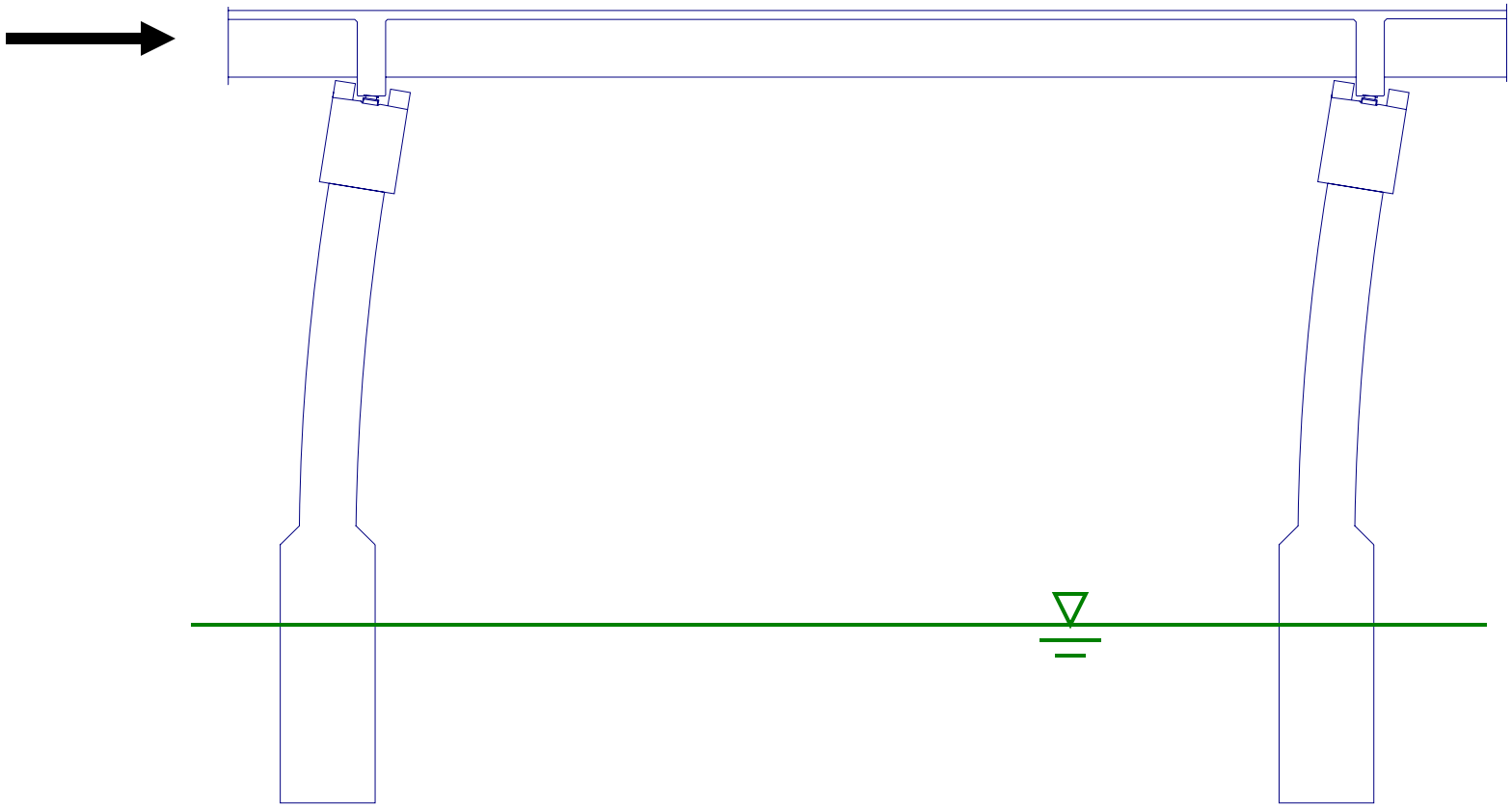

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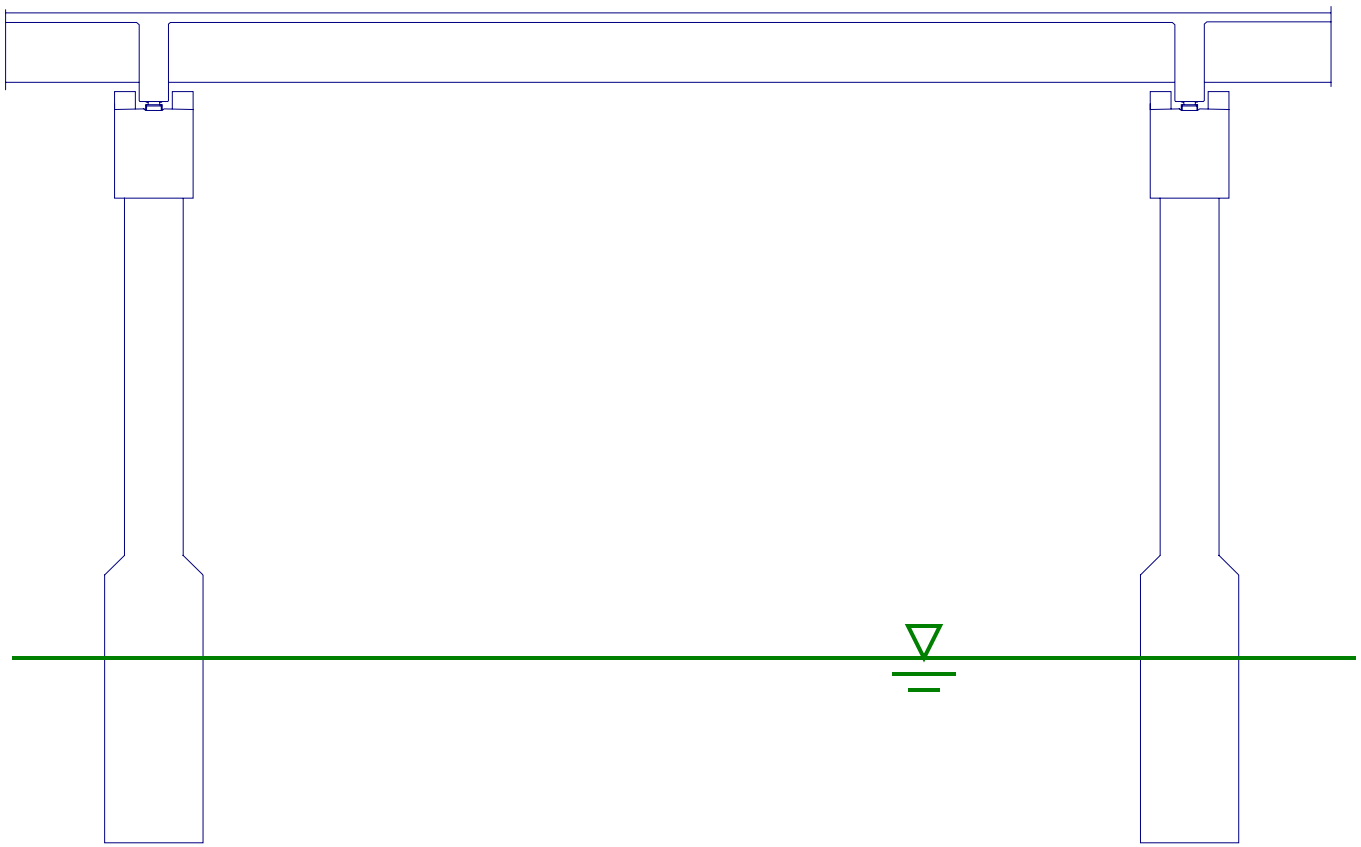

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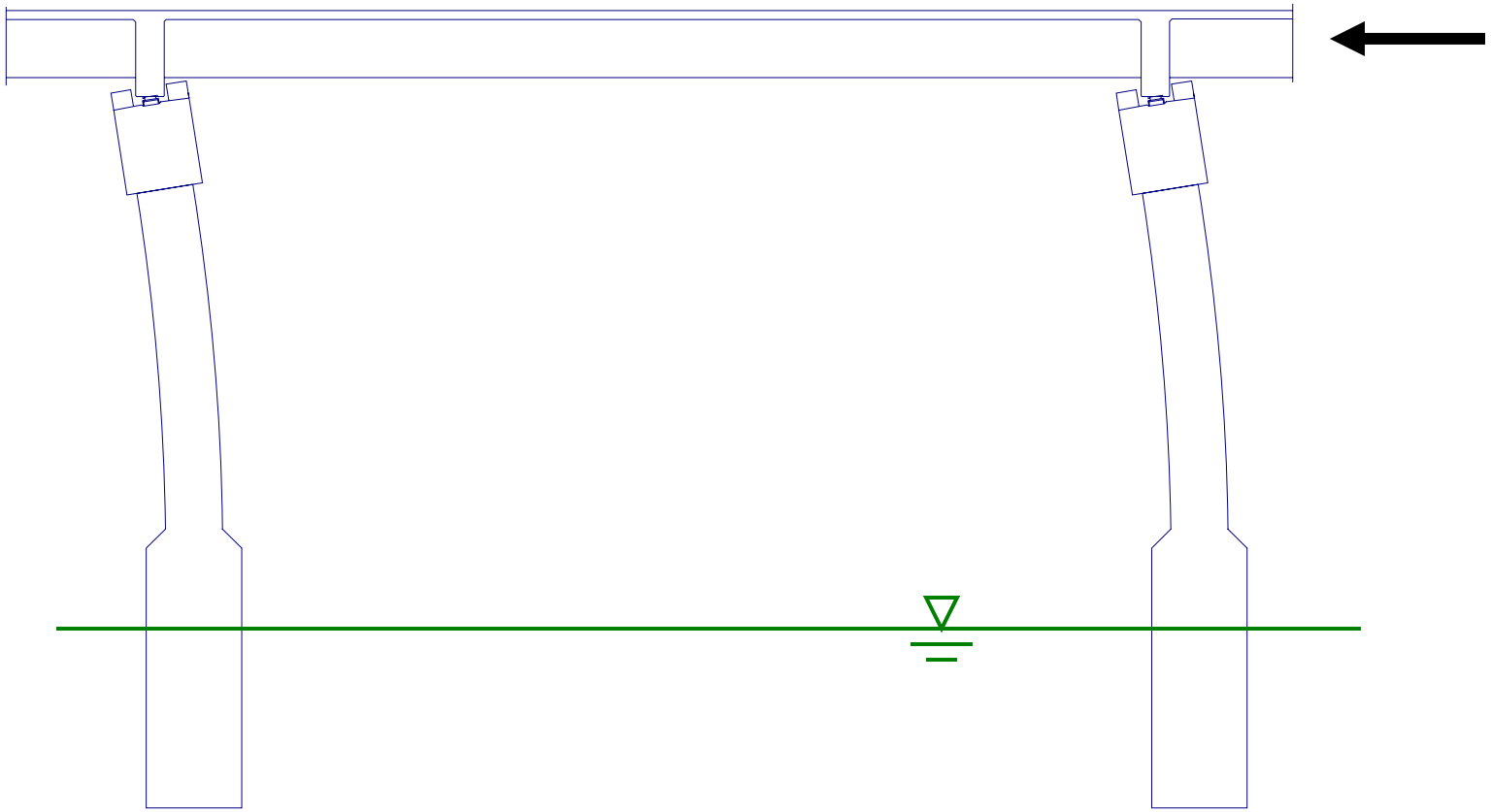

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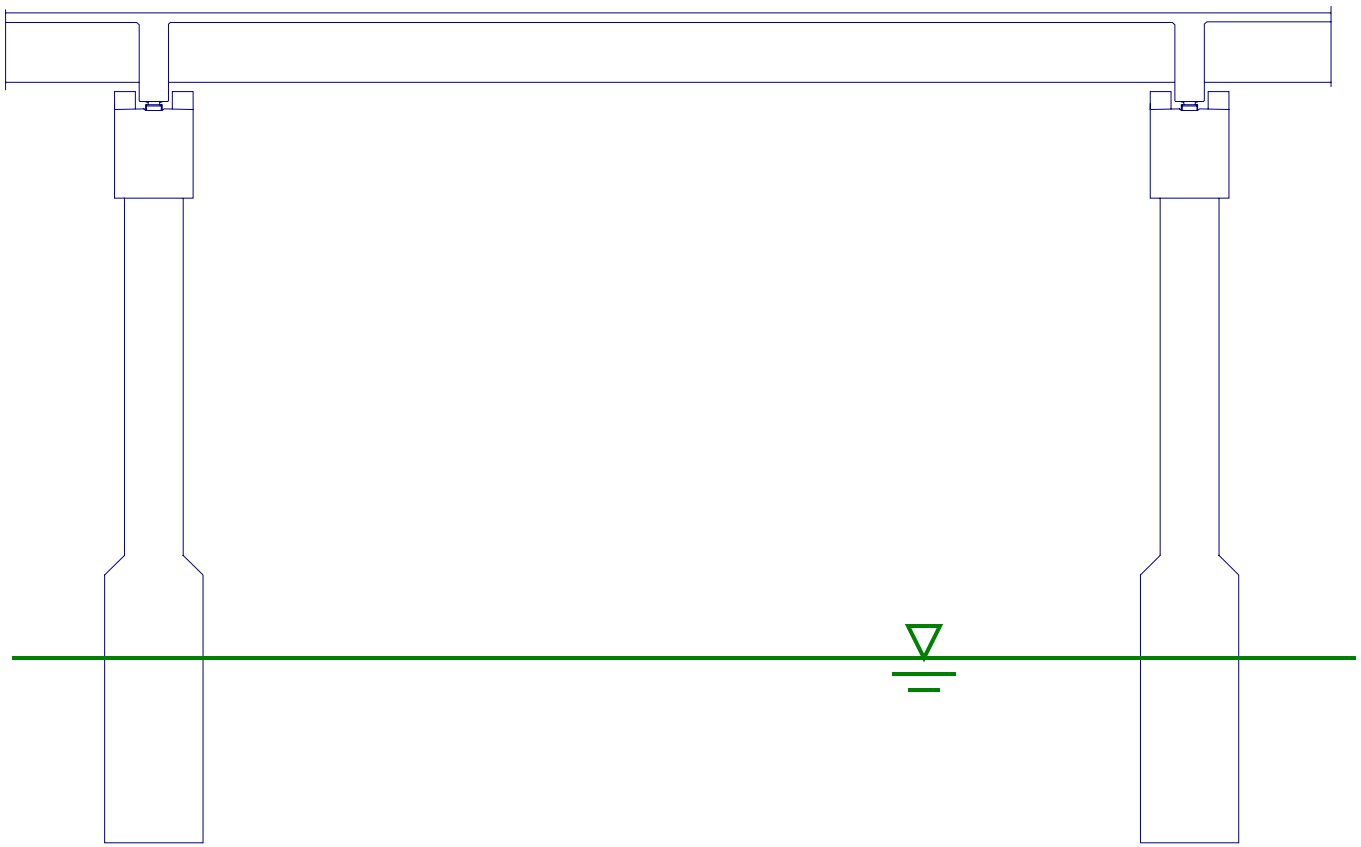
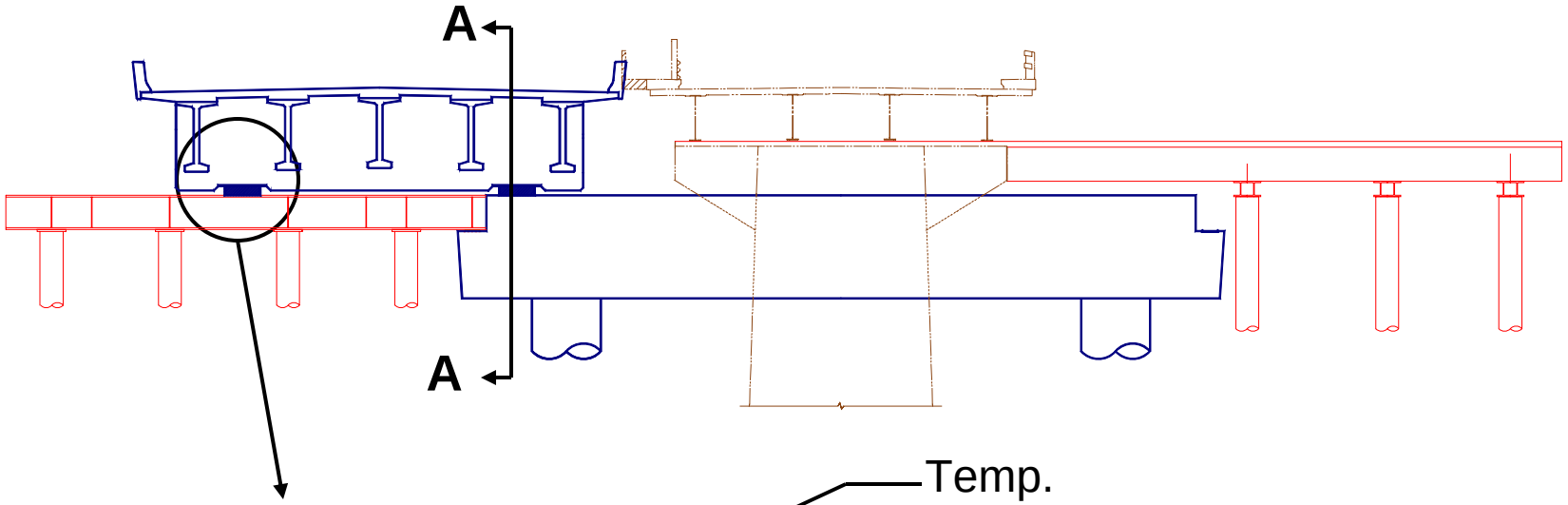
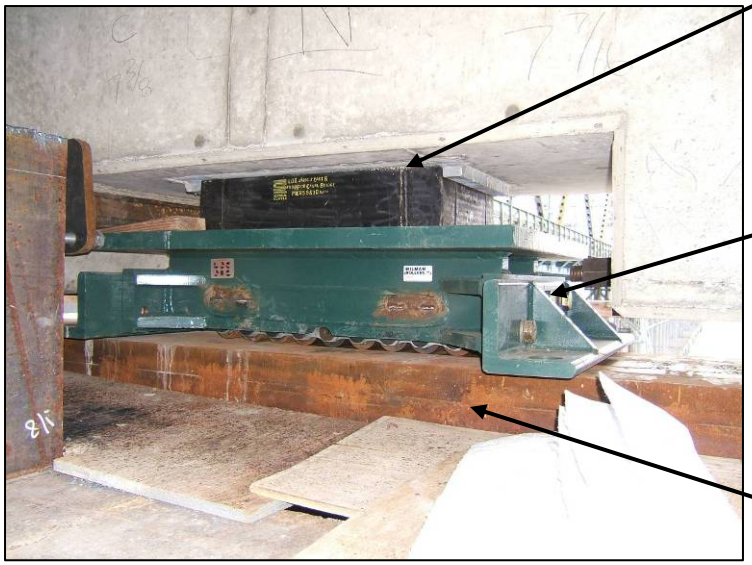


Rolling Assembly



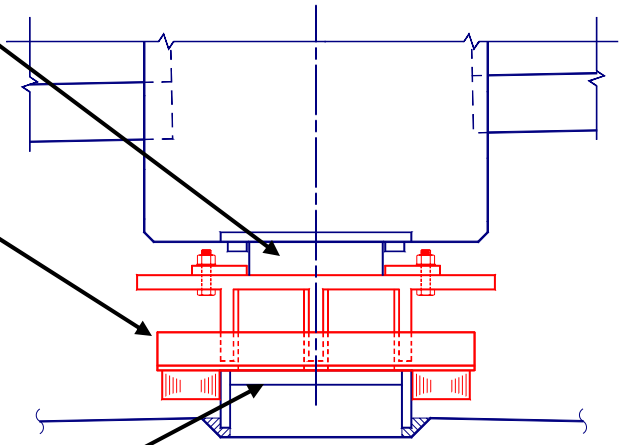


Hilman Roller

Temp.
Elast.
Brg.

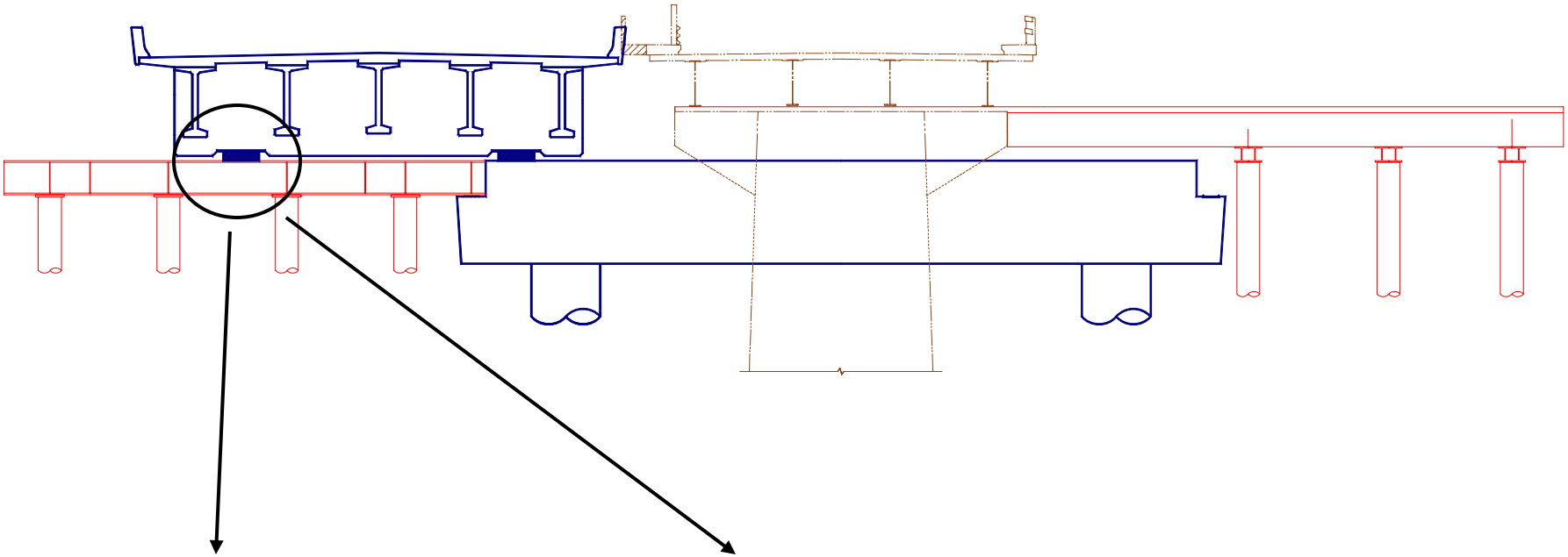
Hilman
Roller

Rolling
Plate



Section A-A

Hilman Rollers



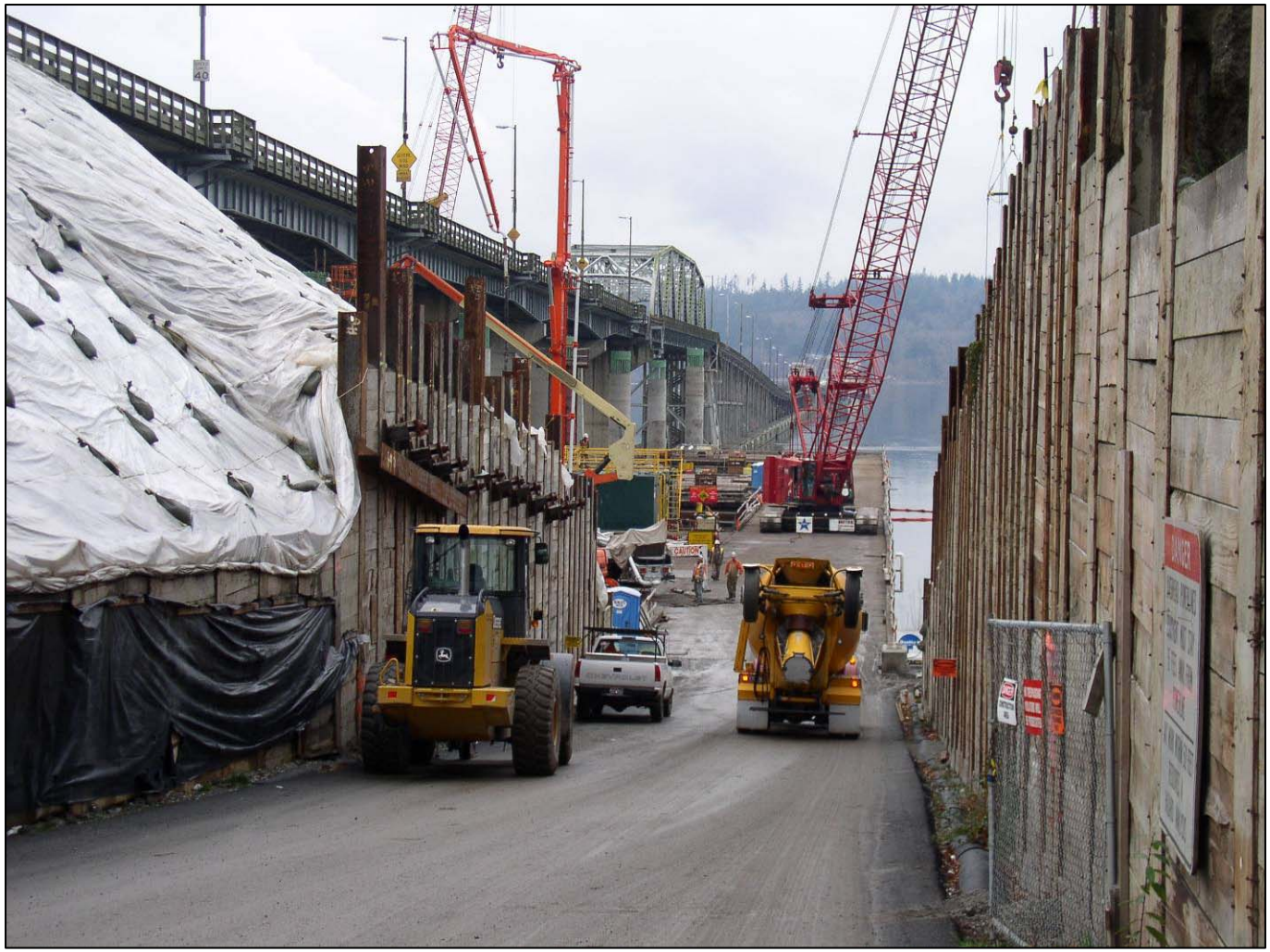
West Approach

- 1 span
- 1000 kip DL/Pier
- 2000 kips Total
- 2 Hilman rollers/span (300 ton capacity)

East Approach

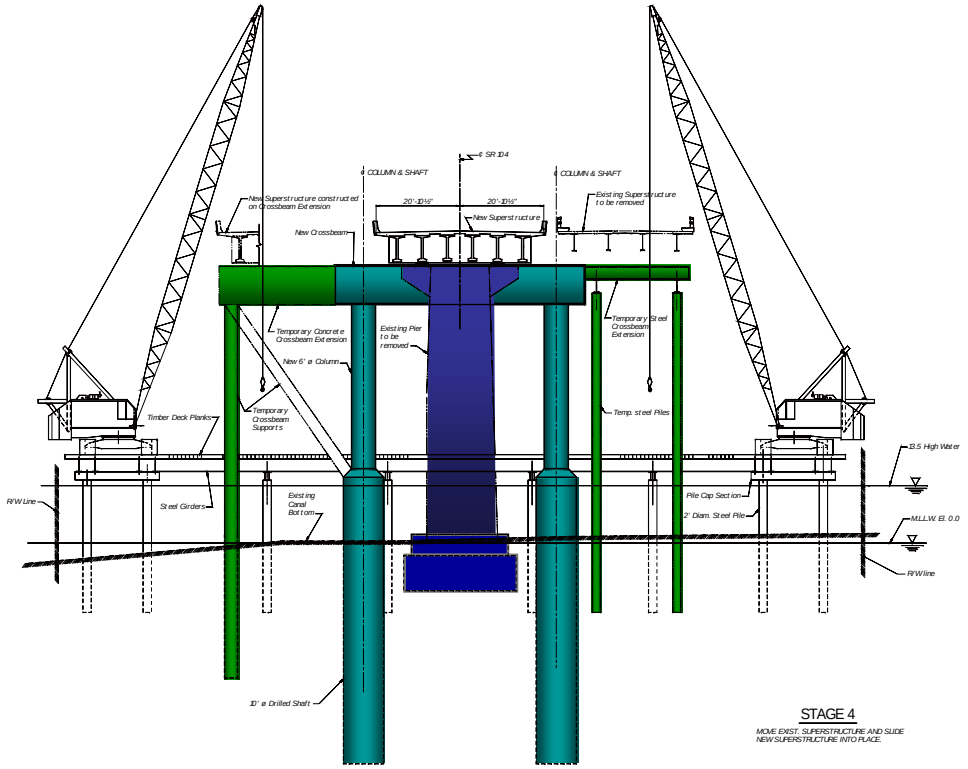
- 5 spans
- 800 to 1500 kips DL/Pier
- 7600 kips Total
- 2 Hilman rollers/span (300 or 500 ton capacity)

Construction



Work Trestle

- Trestle and Falsework scheme included in Contract
- Contractor required to submit for review and approval
- Falsework system designed for ½ seismic acceleration (0.15g)



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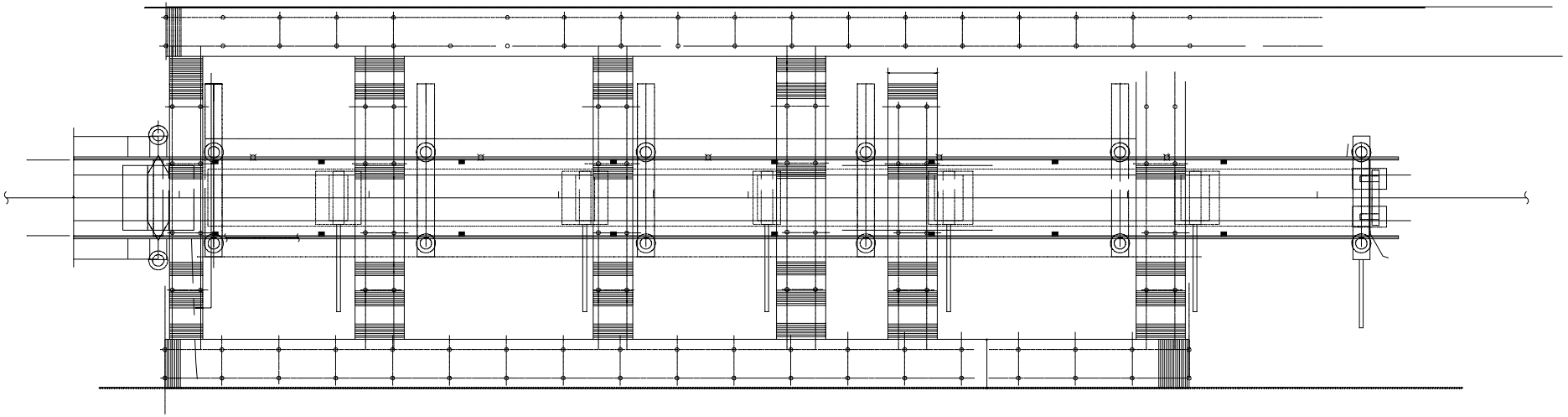
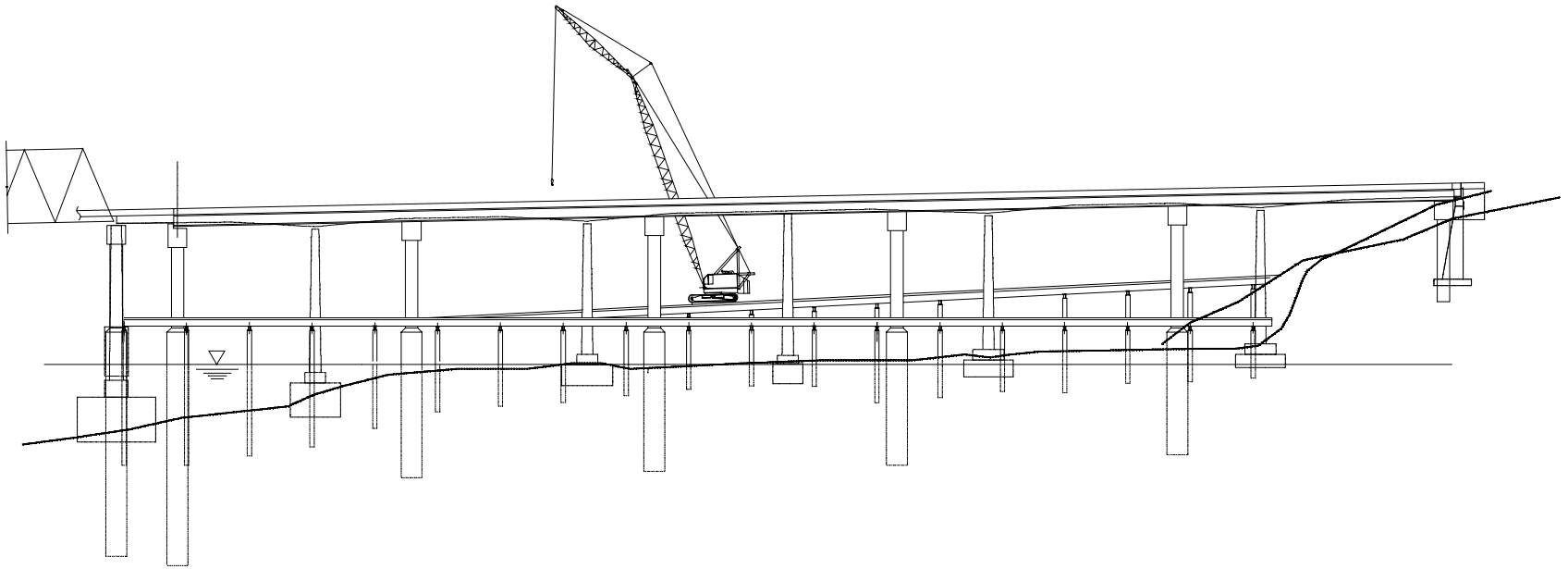
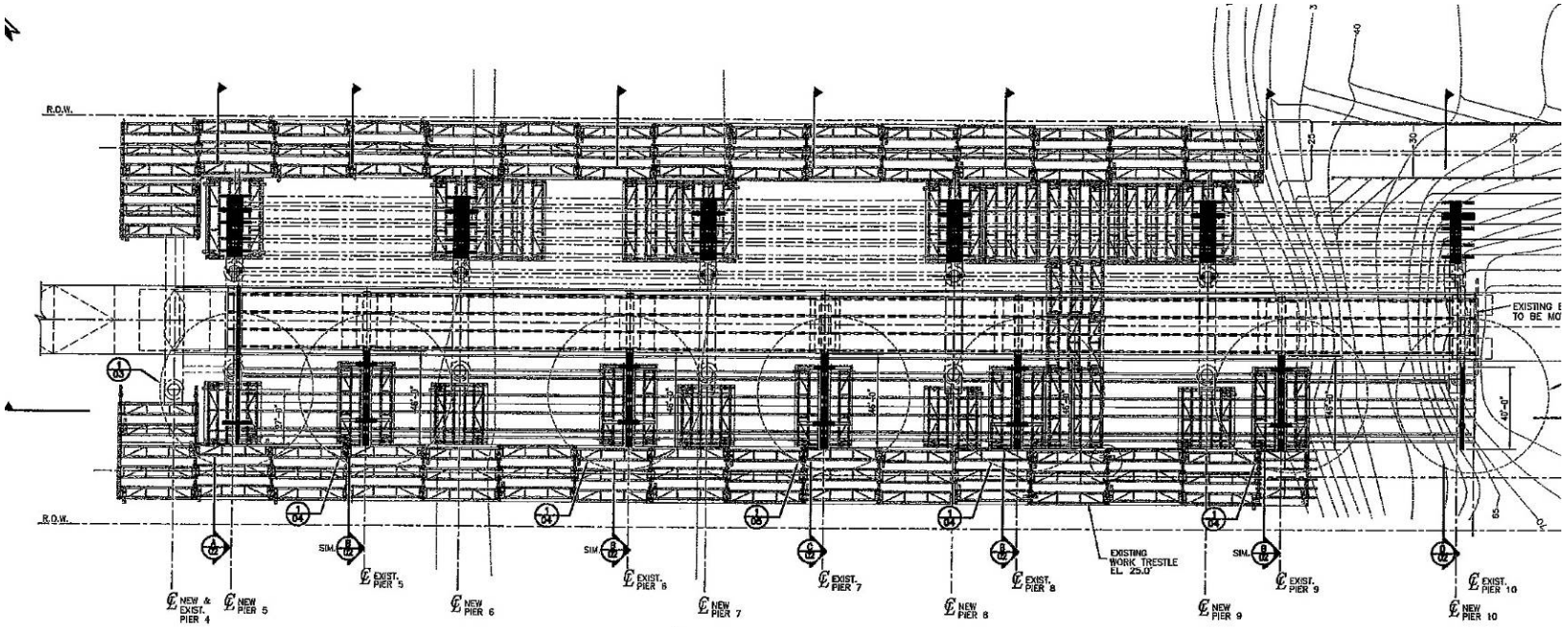
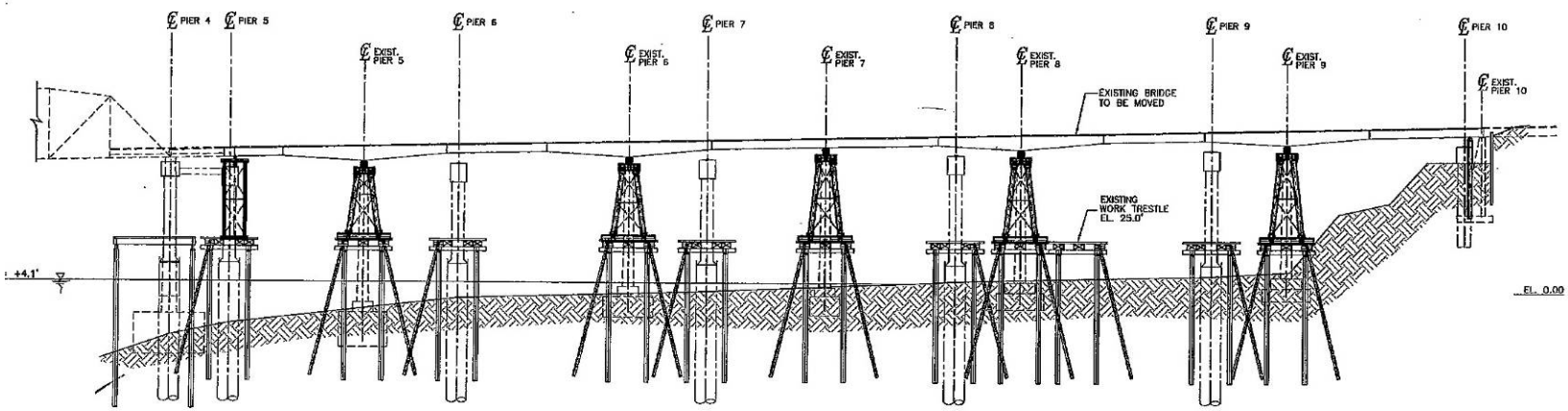




Work Trestle – Contractor Design



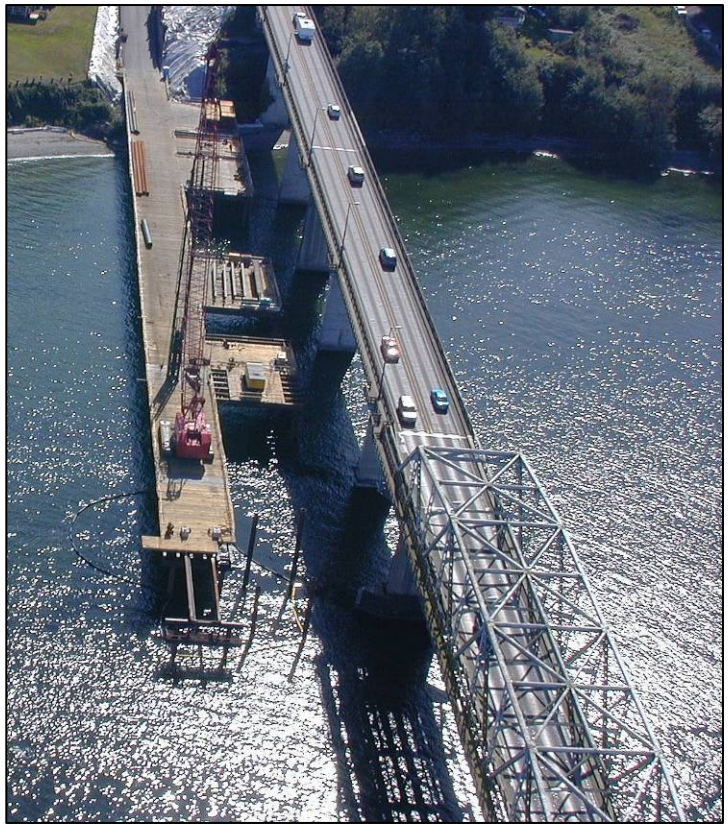
EXISTING SUPERSTRUCTURE REMOVAL FALSEWORK PLAN VIEW
SCALE: 1" = 30'-0"



Work Trestle

- 58,000 ft^2
- 260 – 2’ Diameter Piles
- 4 months to construct

} East Approach



Substructure

- 12 – 10’ Diameter Shafts
- 5 ½ Months Construction
- Epoxy Coated Rebar – Entire Structure

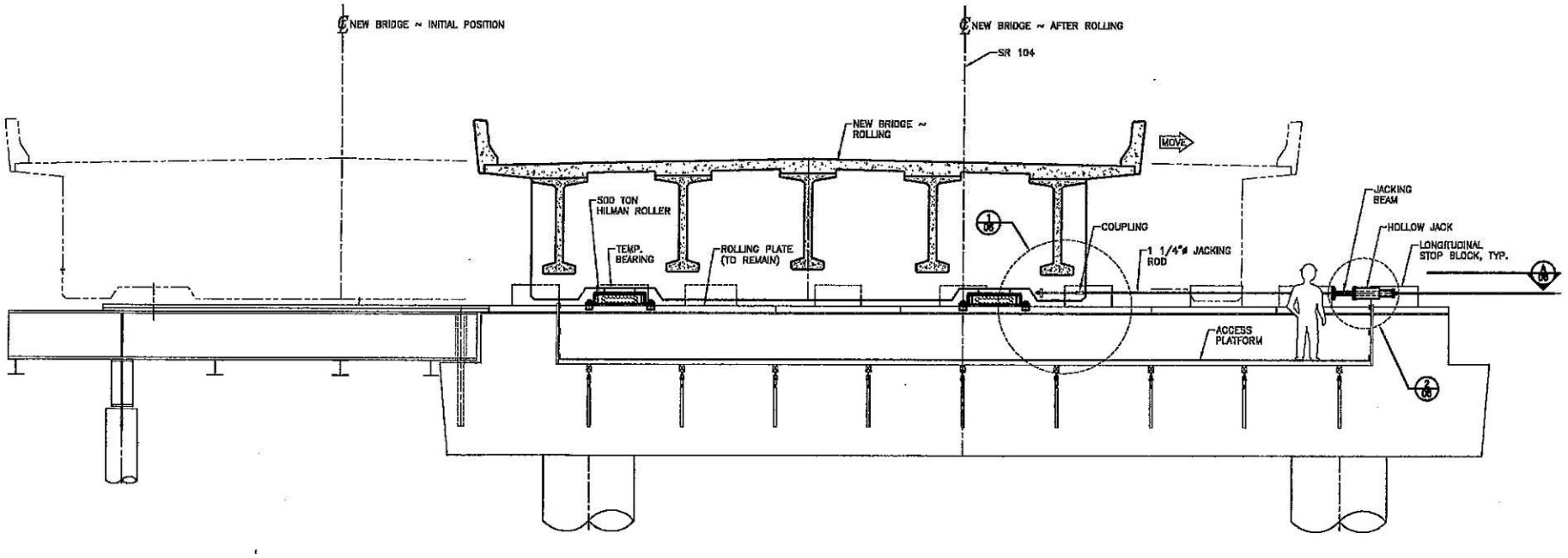
} East Approach

Superstructure

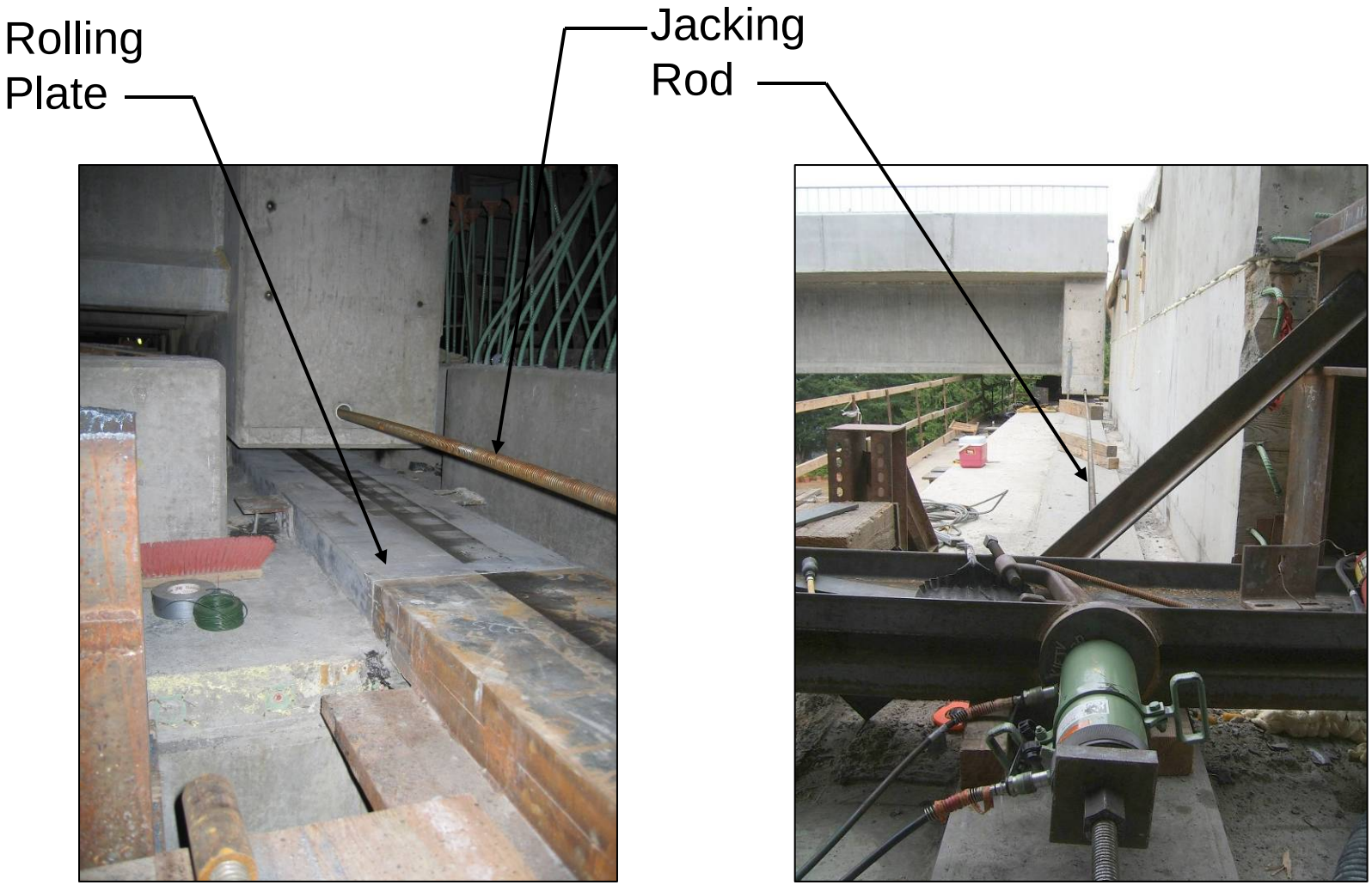
The Rollover

Hydraulic Jacking – Horizontal

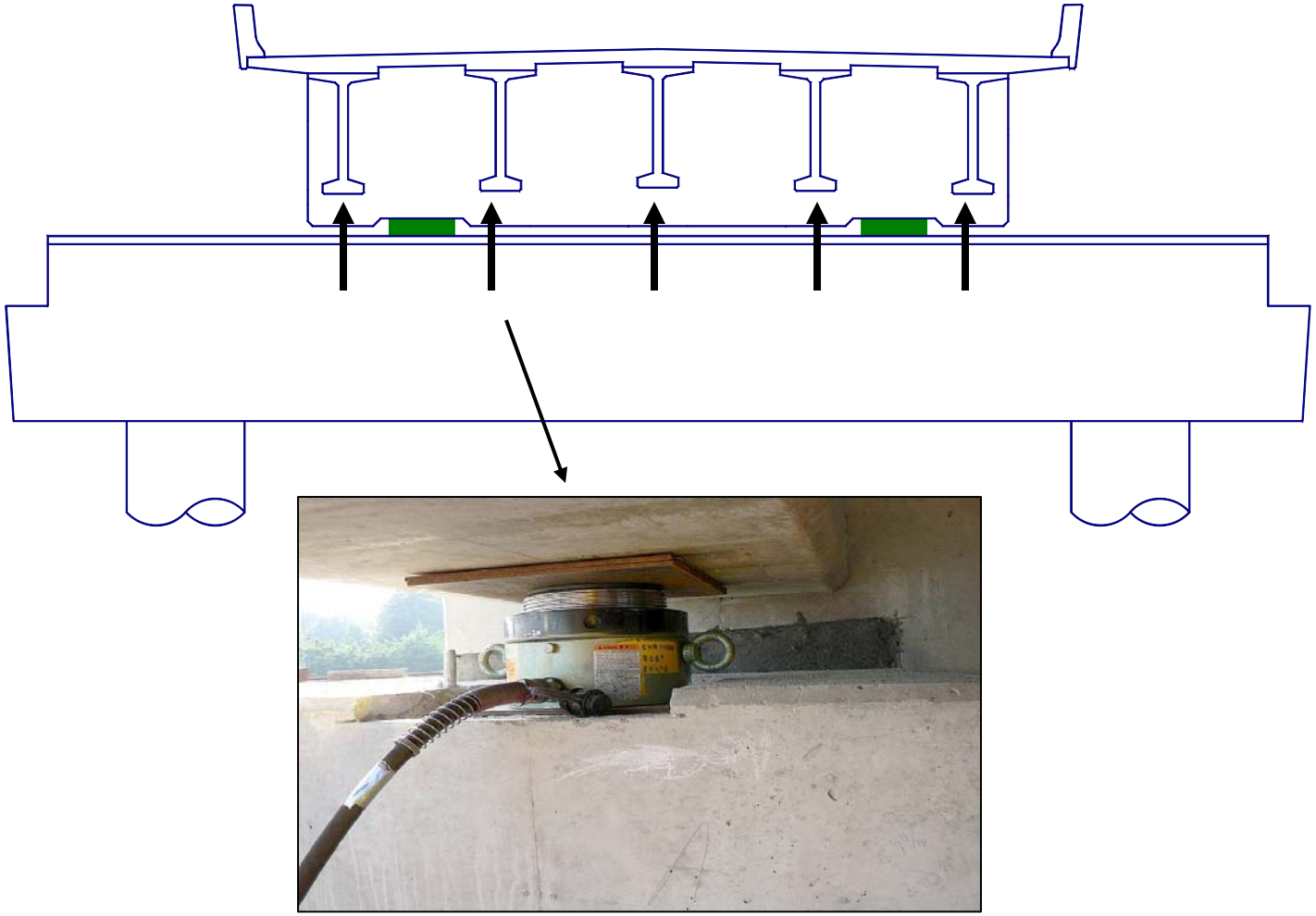
- West Approach – 2 synchronized jacks
- East Approach – 6 synchronized jacks
- Max horizontal force/jack – 30 to 80 kips
- Max ¼" differential horizontal movement between adjacent piers during rolling



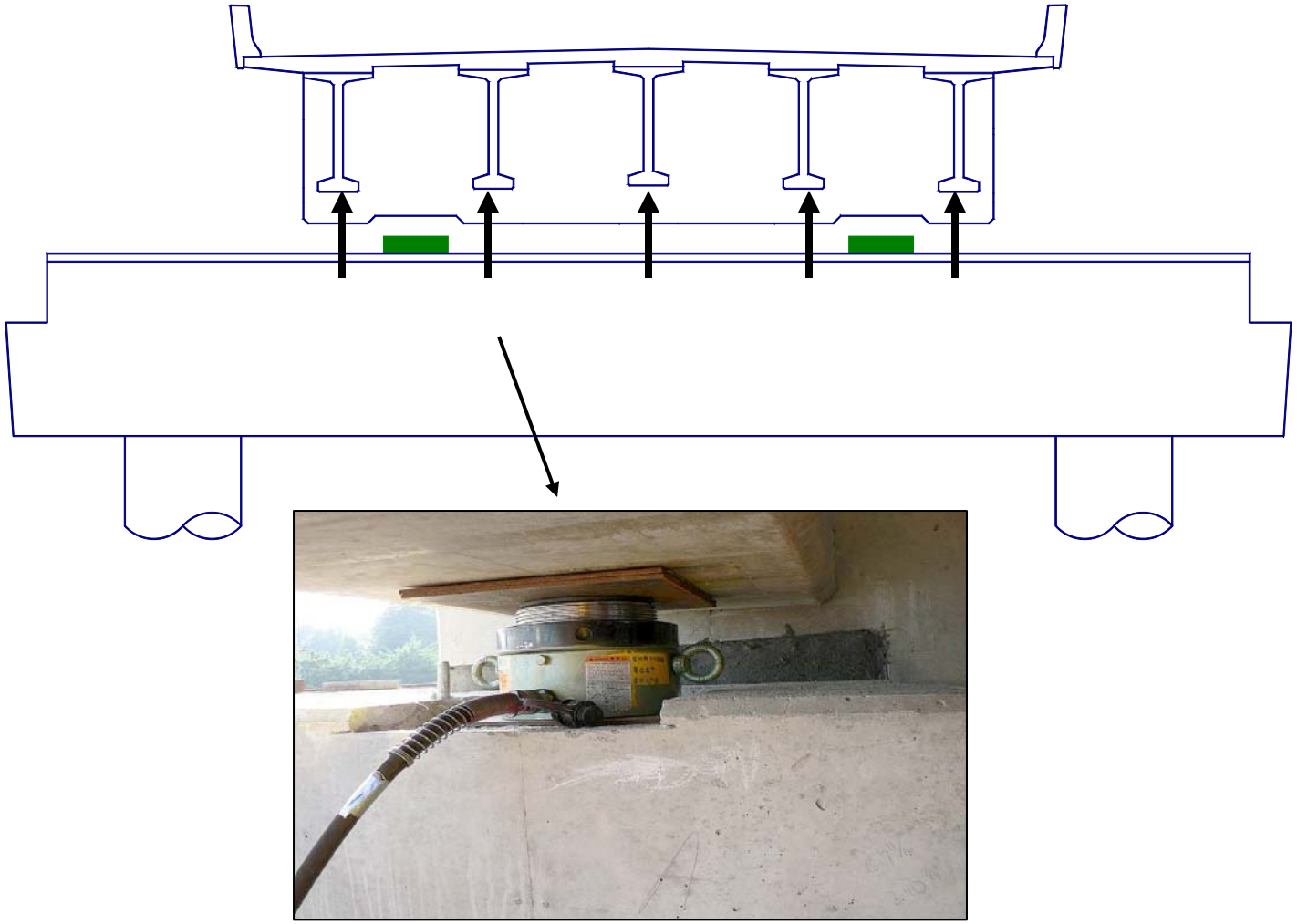
Hydraulic Jacking – Horizontal



Hydraulic Jacking – Vertical



Hydraulic Jacking – Vertical



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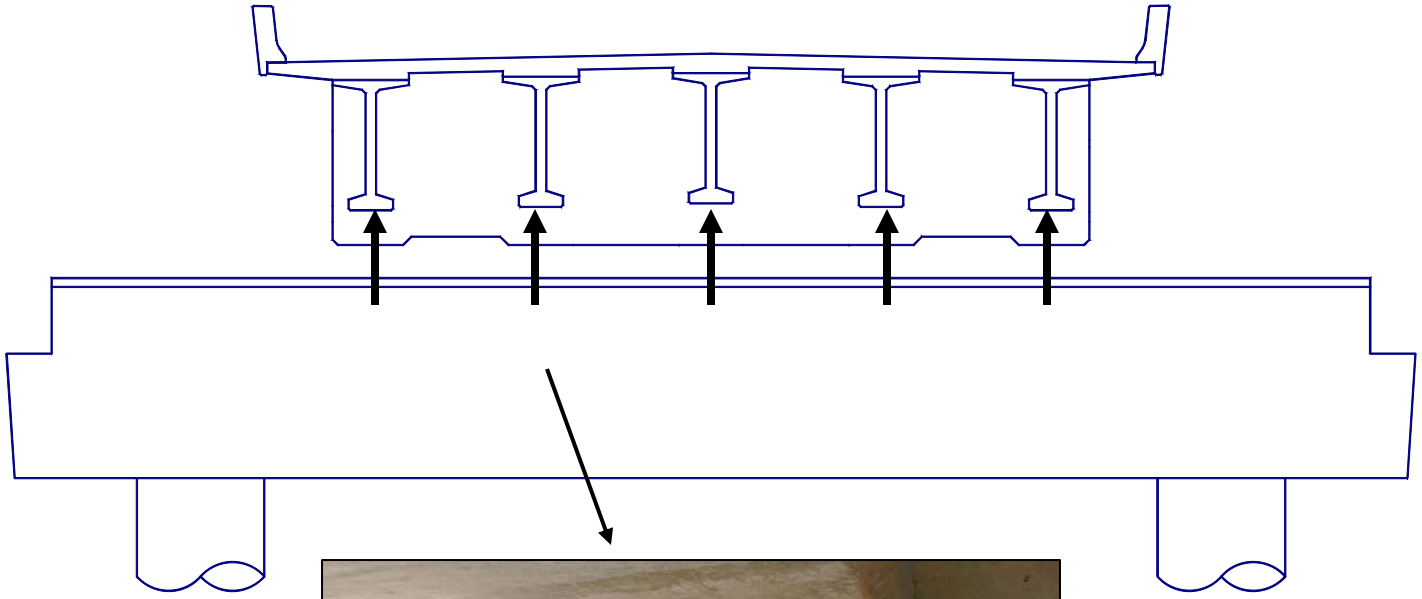
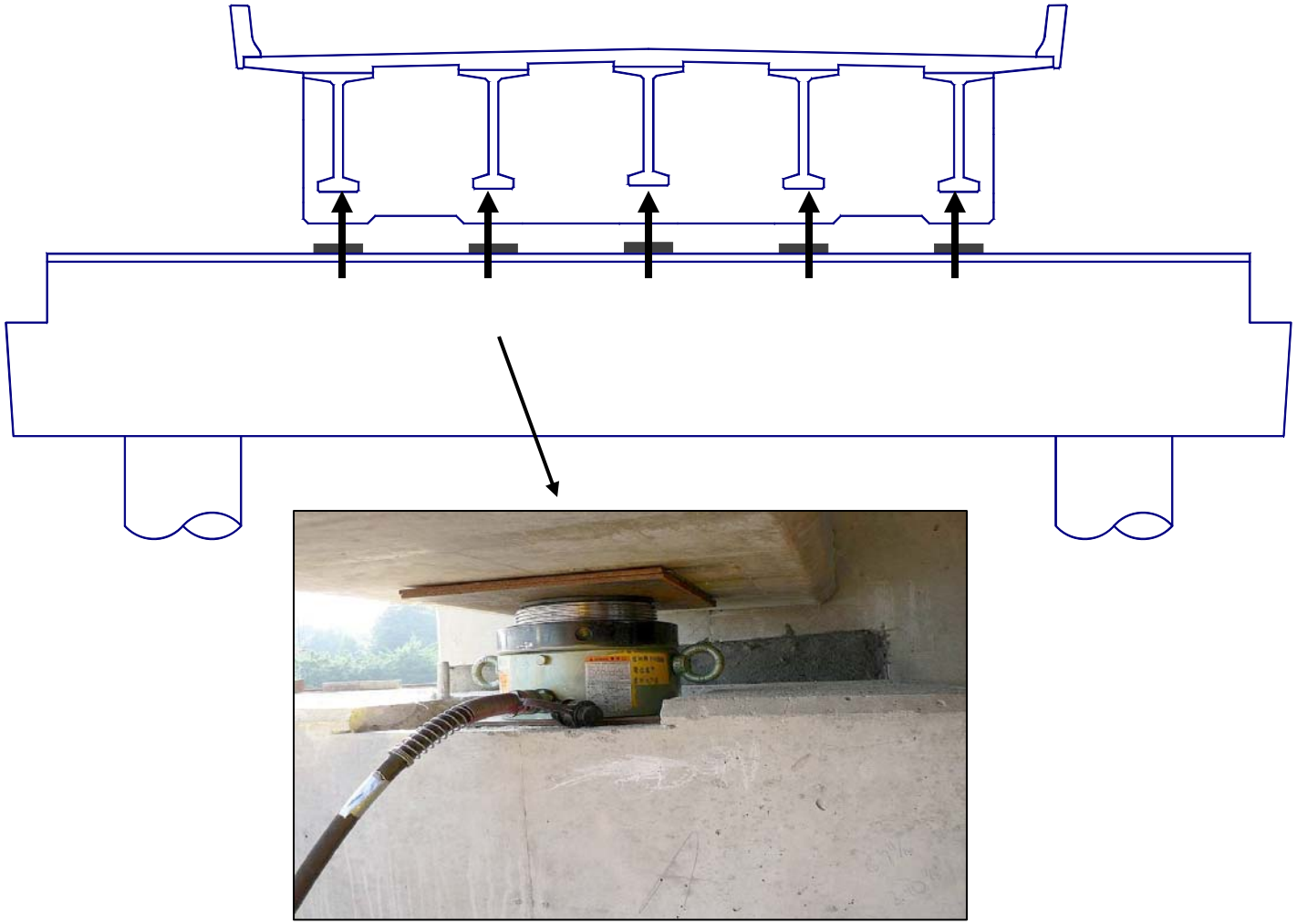
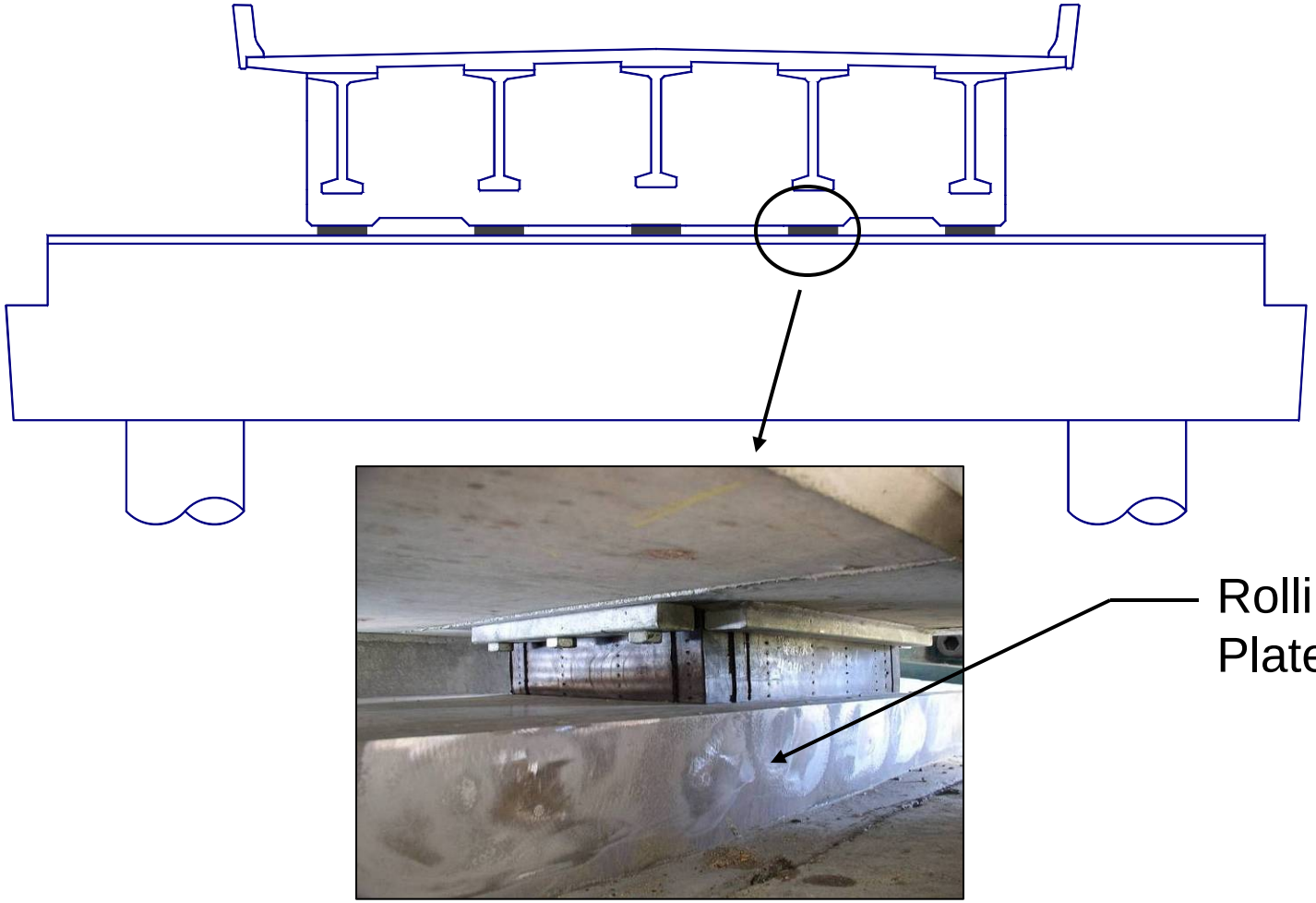


Hydraulic Jacking – Vertical

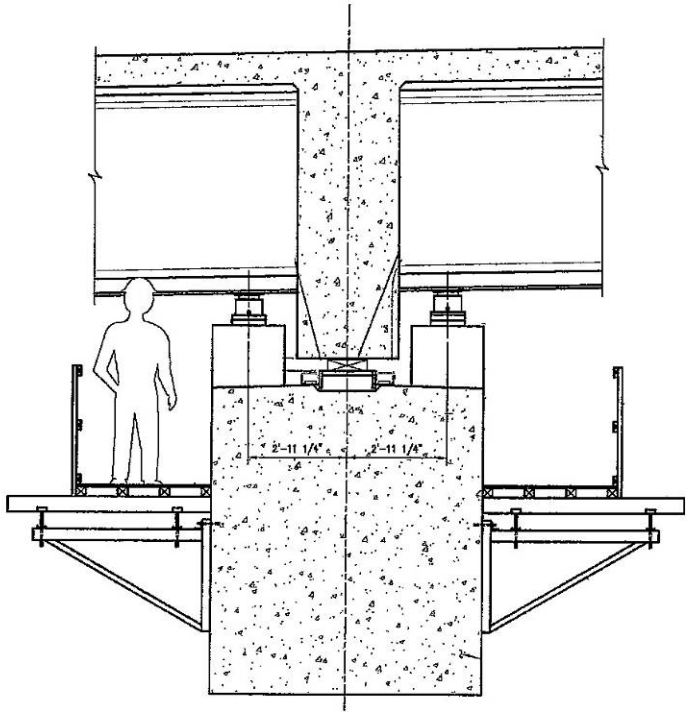


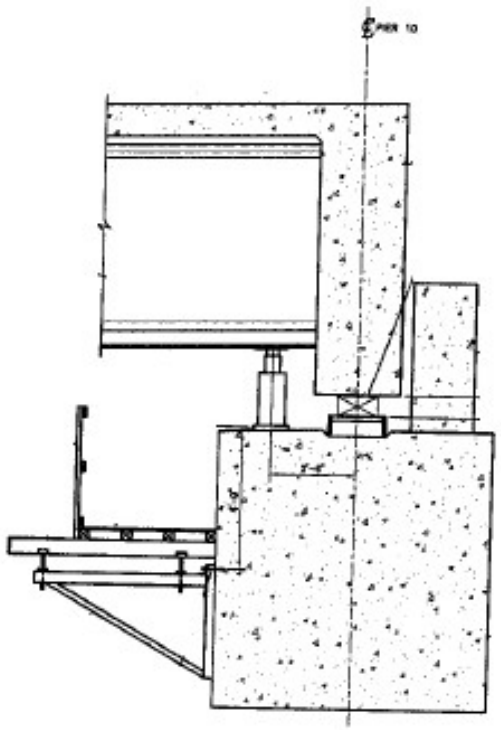
Hydraulic Jacking – Vertical



Hydraulic Jacking – Vertical

- Jacking performed pier by pier
- 10 synchronized jacks interior piers, 5 at end piers
- Max relative differential movement between jacks = ¼”
- Max relative differential movement between piers = 2”
- Pressure system used for vertical jacking





East Approach Aerial Photos

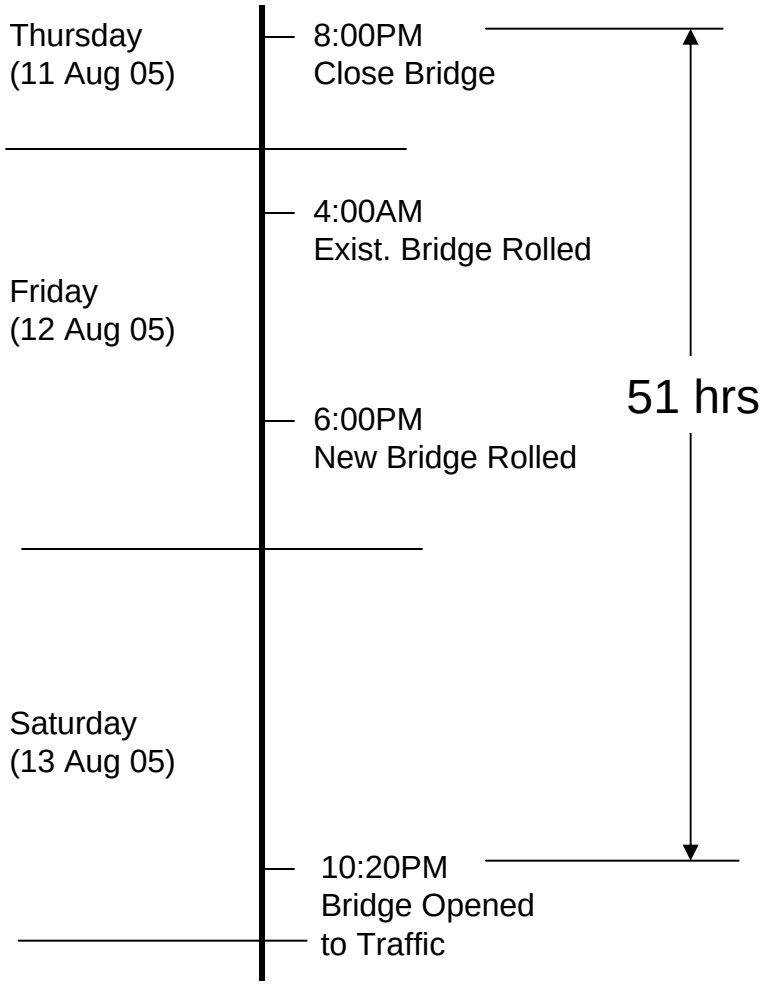
Before

During

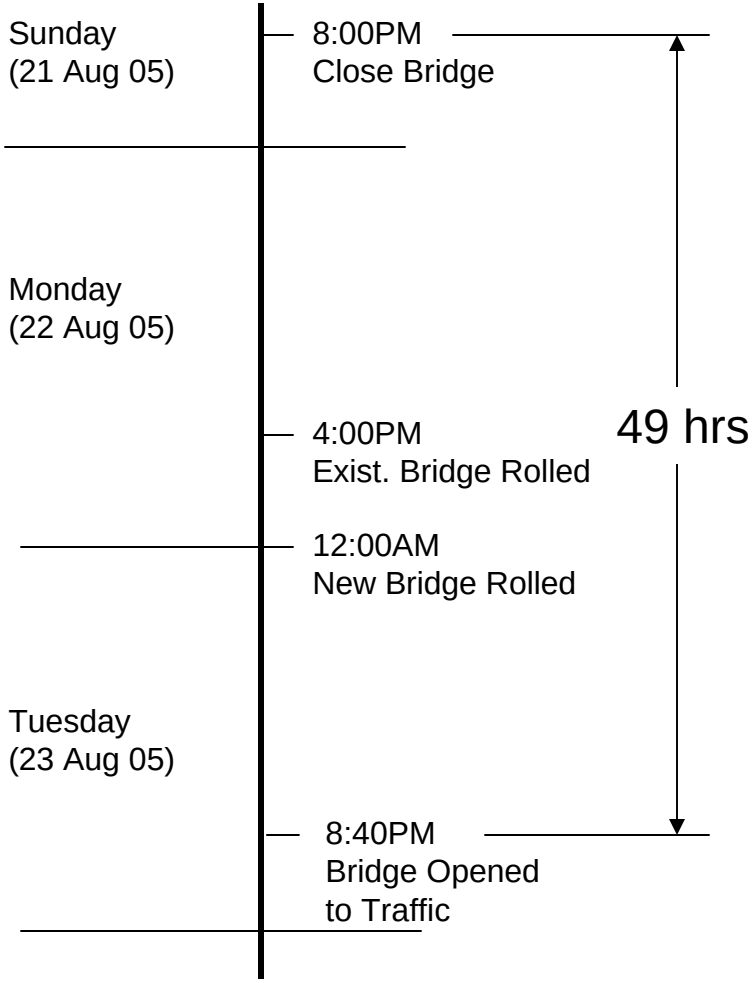
After

Approach Closure Schedule

West Approach



East Approach

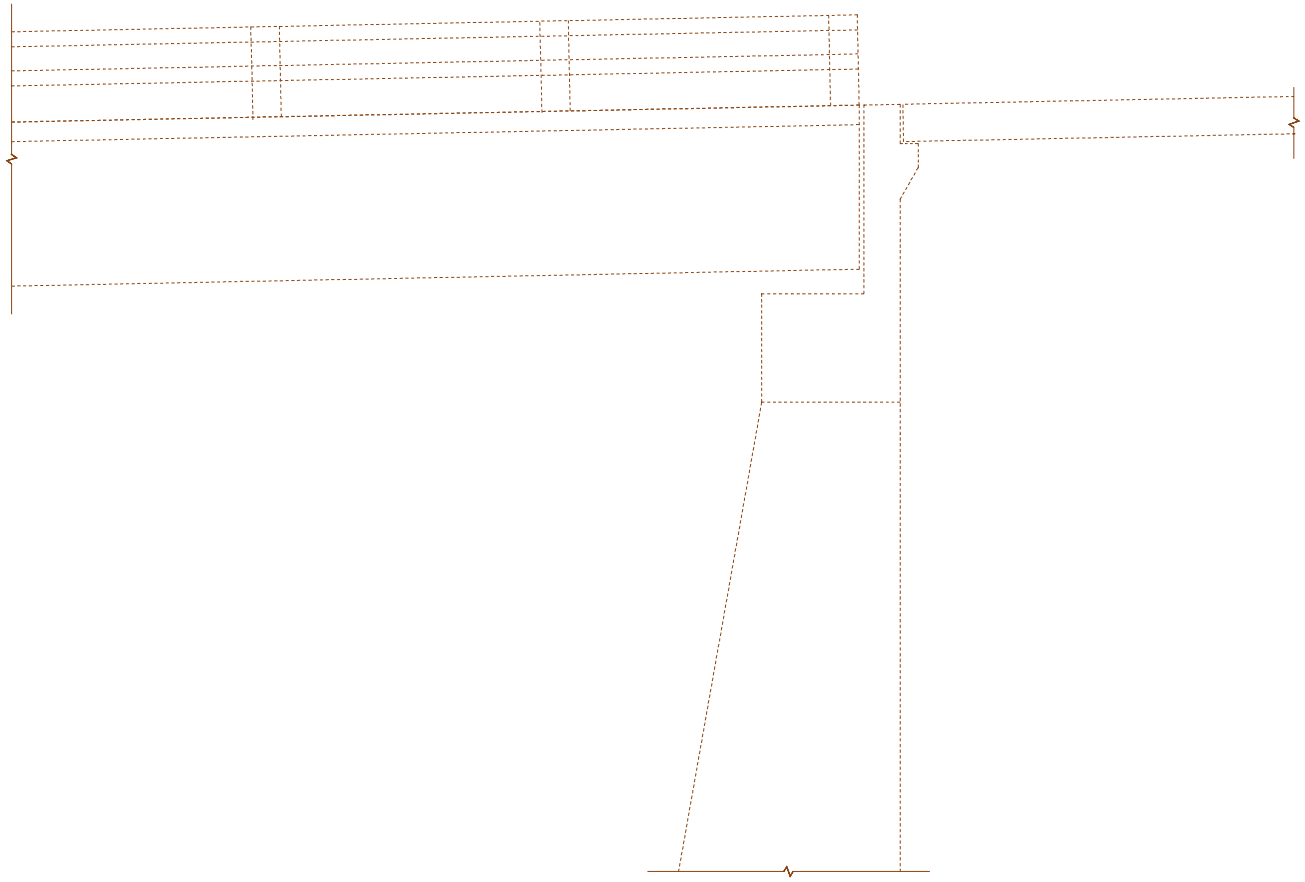


Closure Challenges

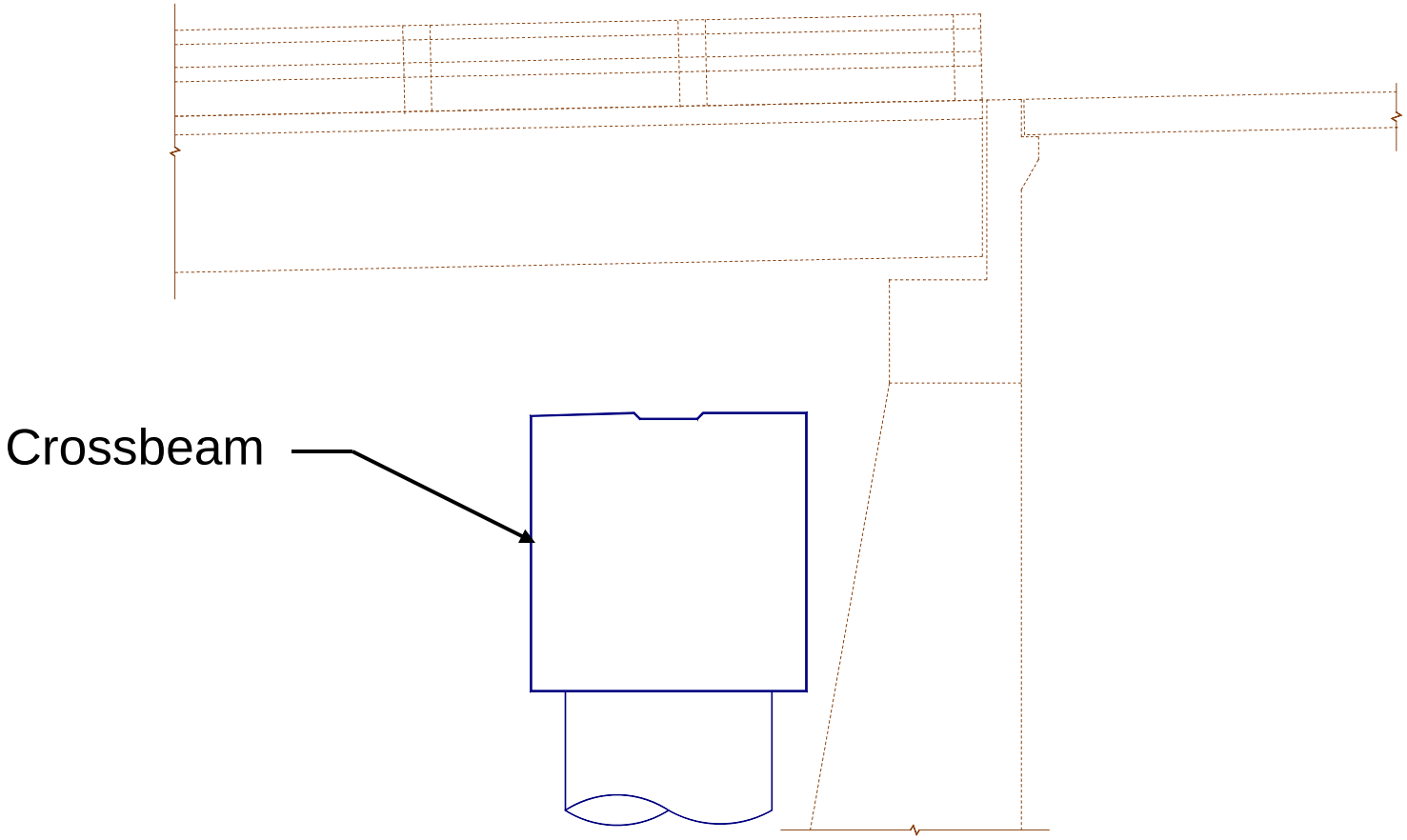
Abutment and Approach Slabs

- Precast Abutment Endwall
- Precast Approach Slabs

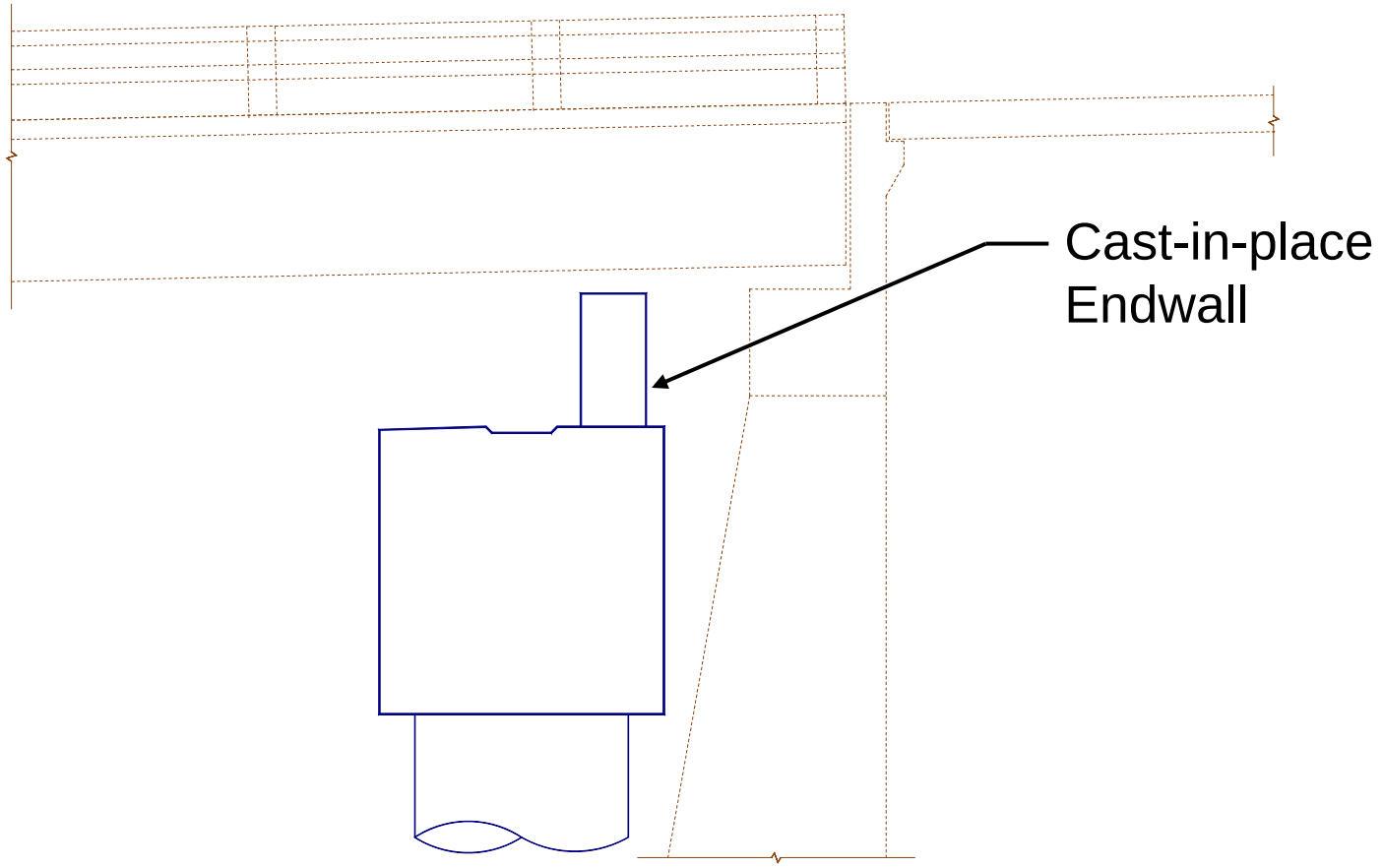
Abutments



Abutments



Abutments



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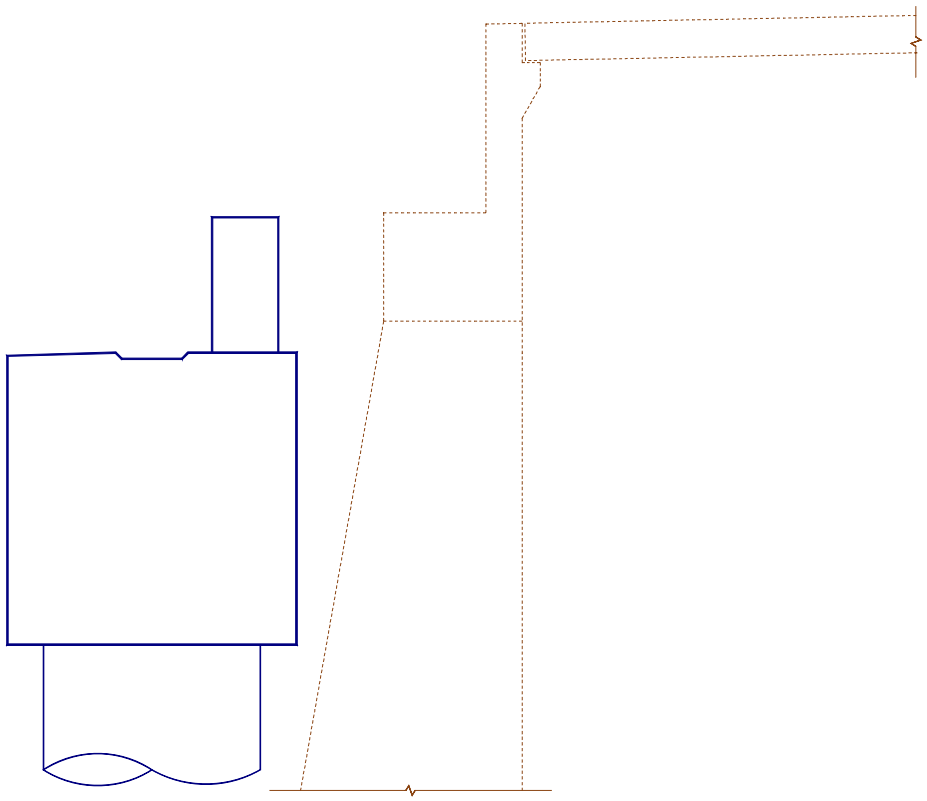

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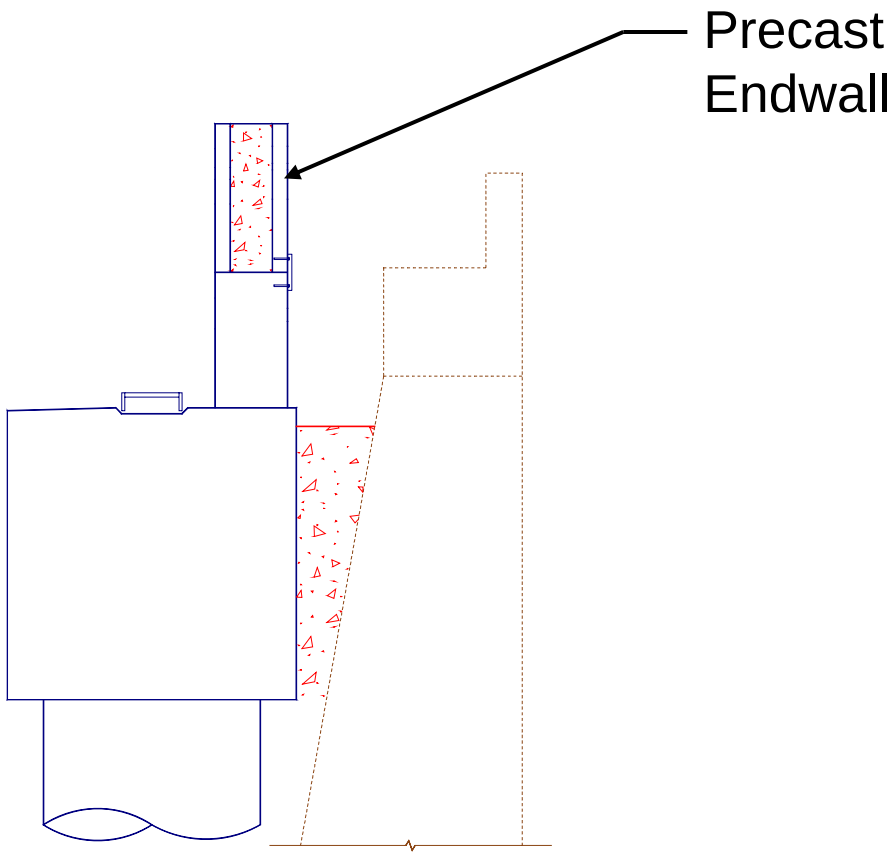

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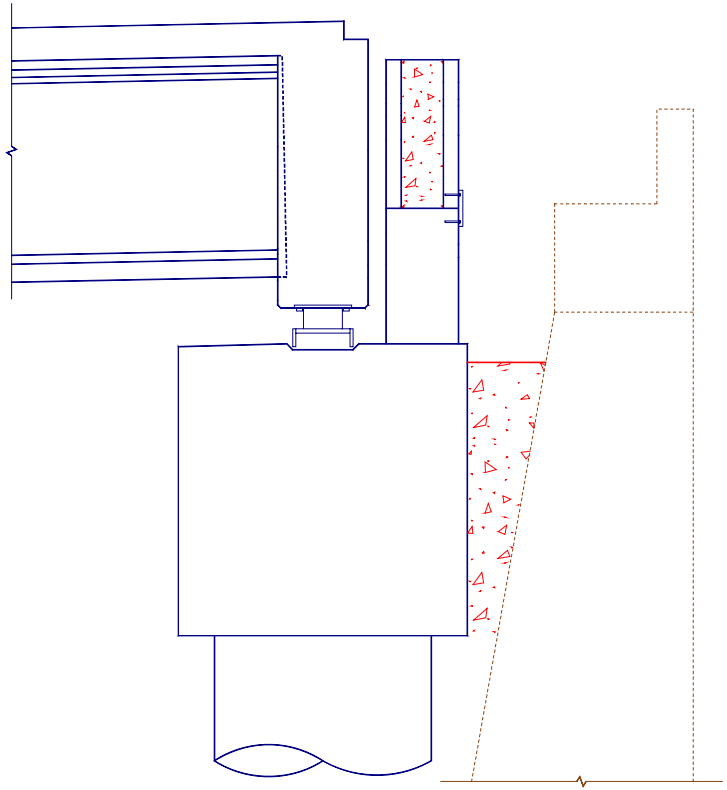
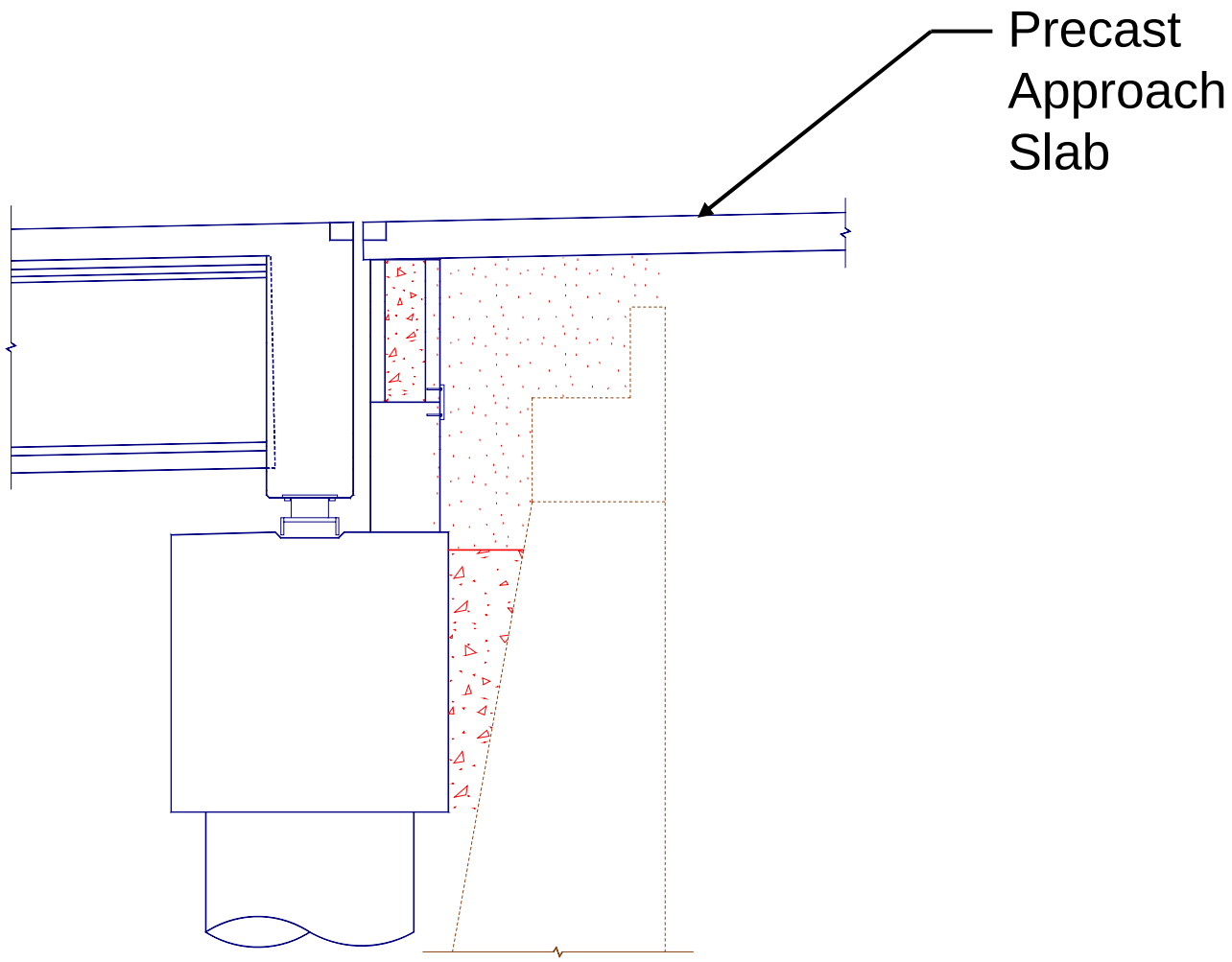


Abutments



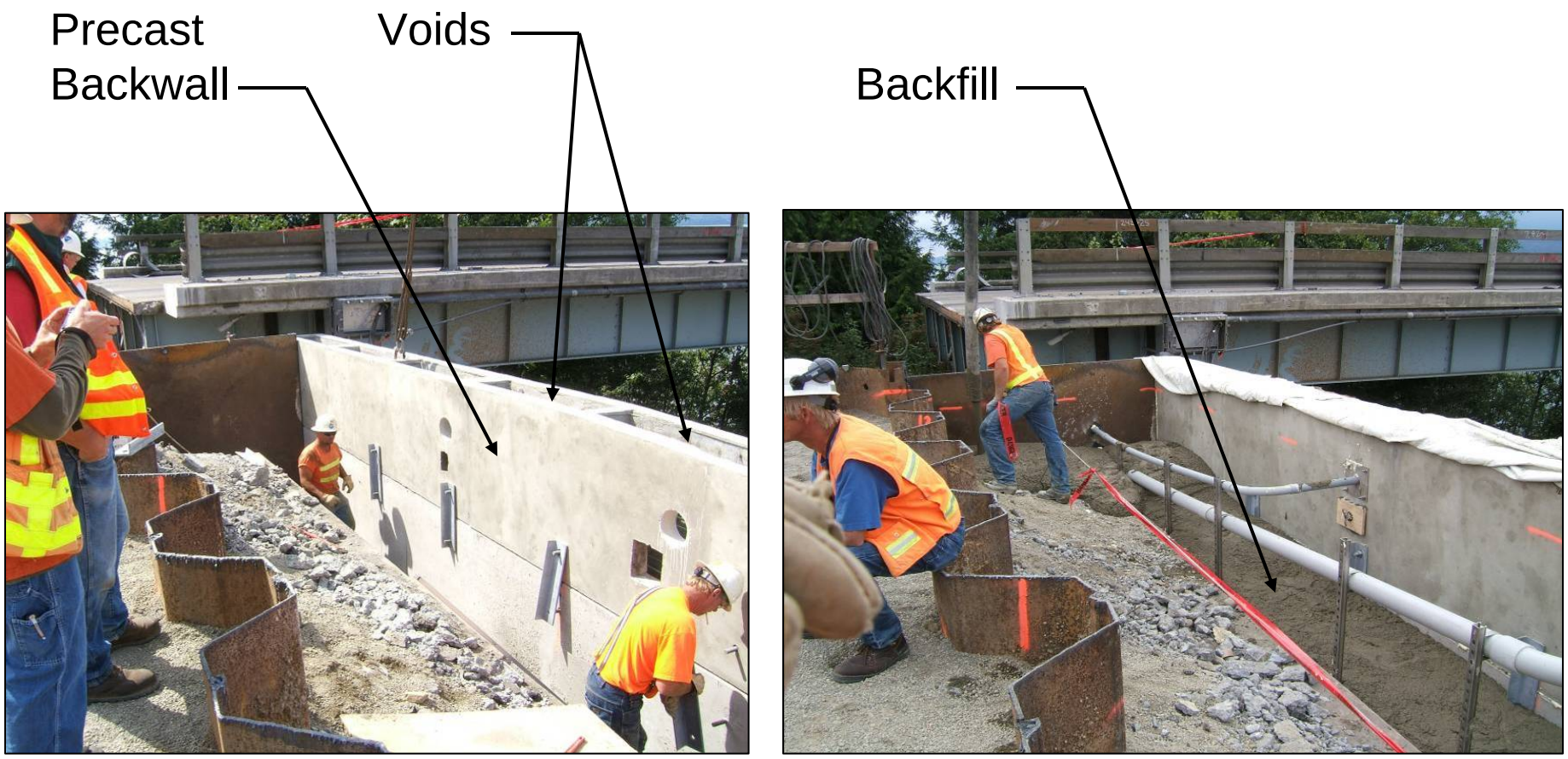
Existing Abutment Endwall Demo

Precast Abutment Endwall Construction

Cast-in-Place Endwall

Precast Endwall

Precast Abutment Endwall Construction



Precast Approach Slab

- 6 Sections
- 25’ x 8’ x 1’-1”

Precast Approach Slab

West Approach Pier Demo

Remove top
of Pier 2

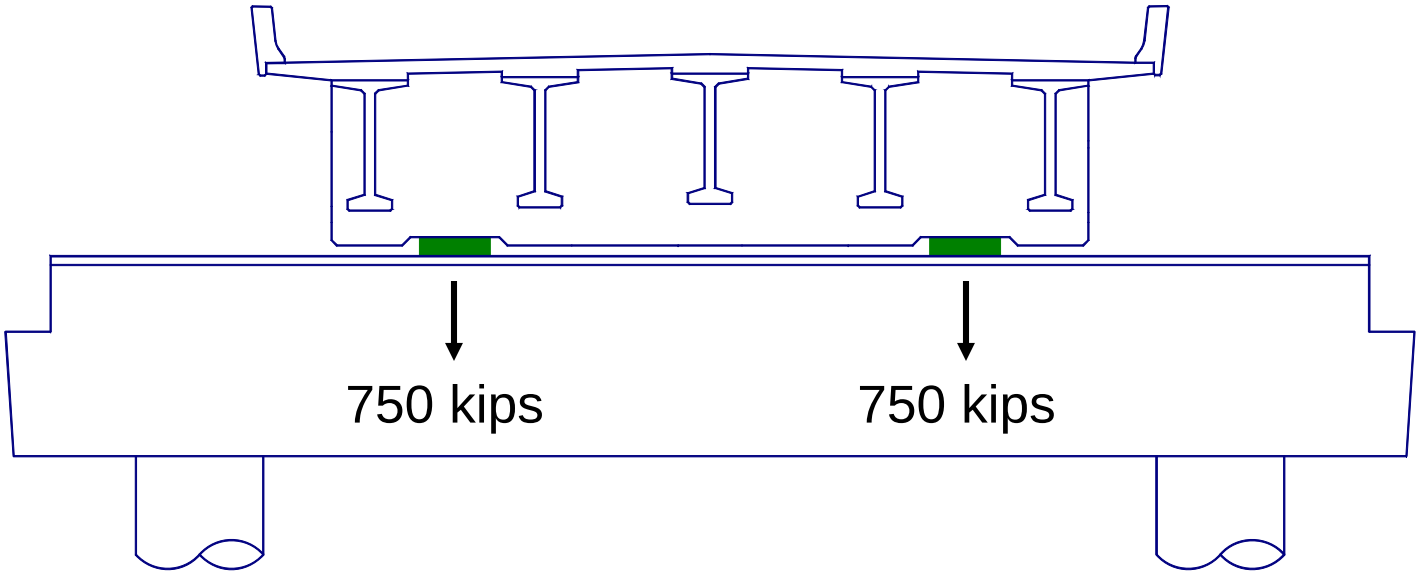
West Approach Rolled

East Approach Pier Demo

- Remove top 3’ of Pier 7
- Sawcut horizontally and vertically
- Partially sawcut prior to closure

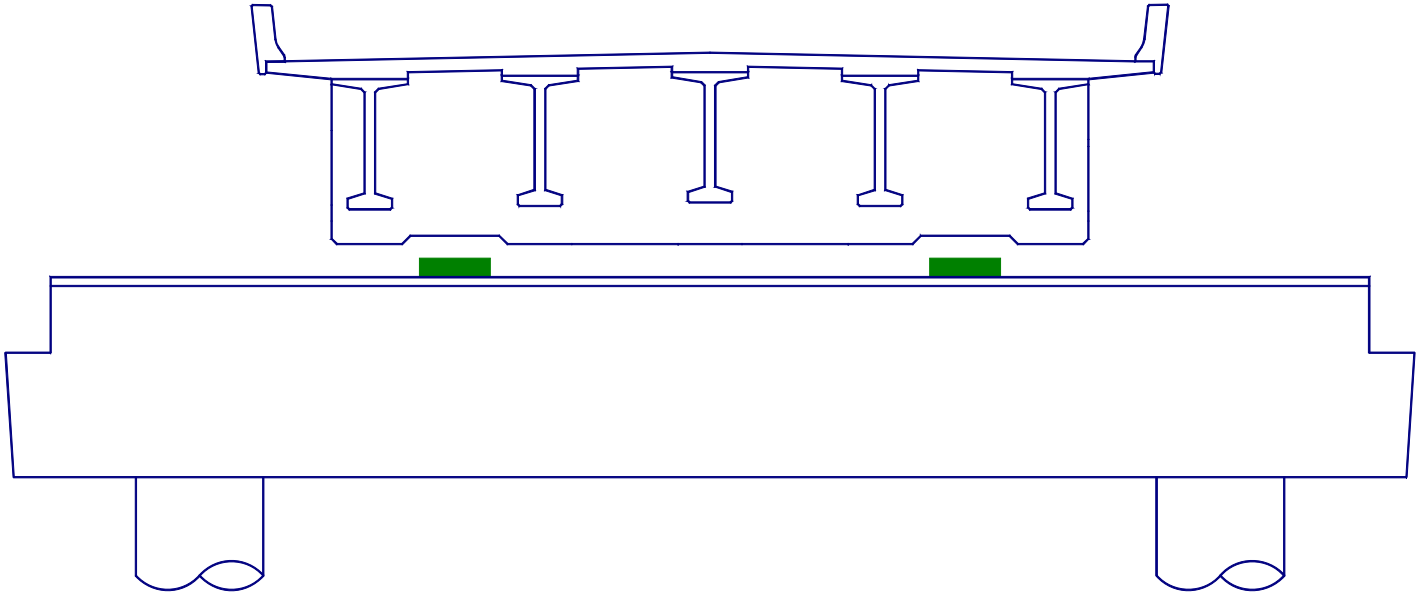
Lessons Learned

Unequal Bearing Loads



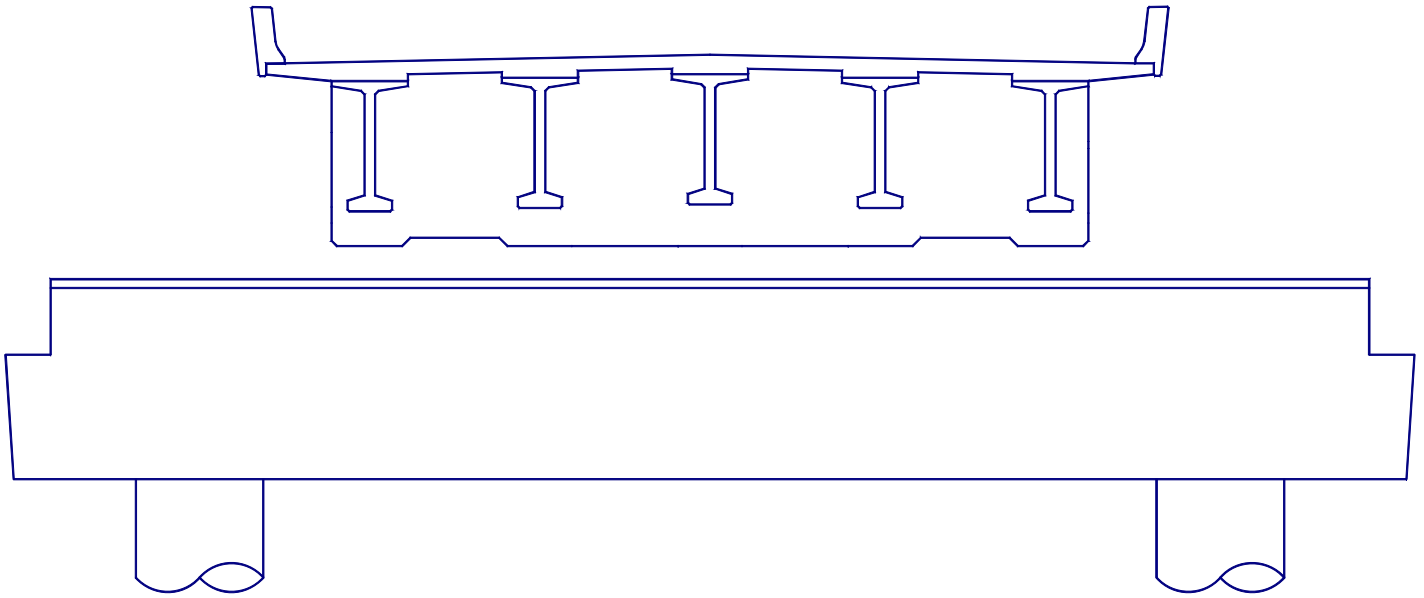
Lessons Learned

Unequal Bearing Loads



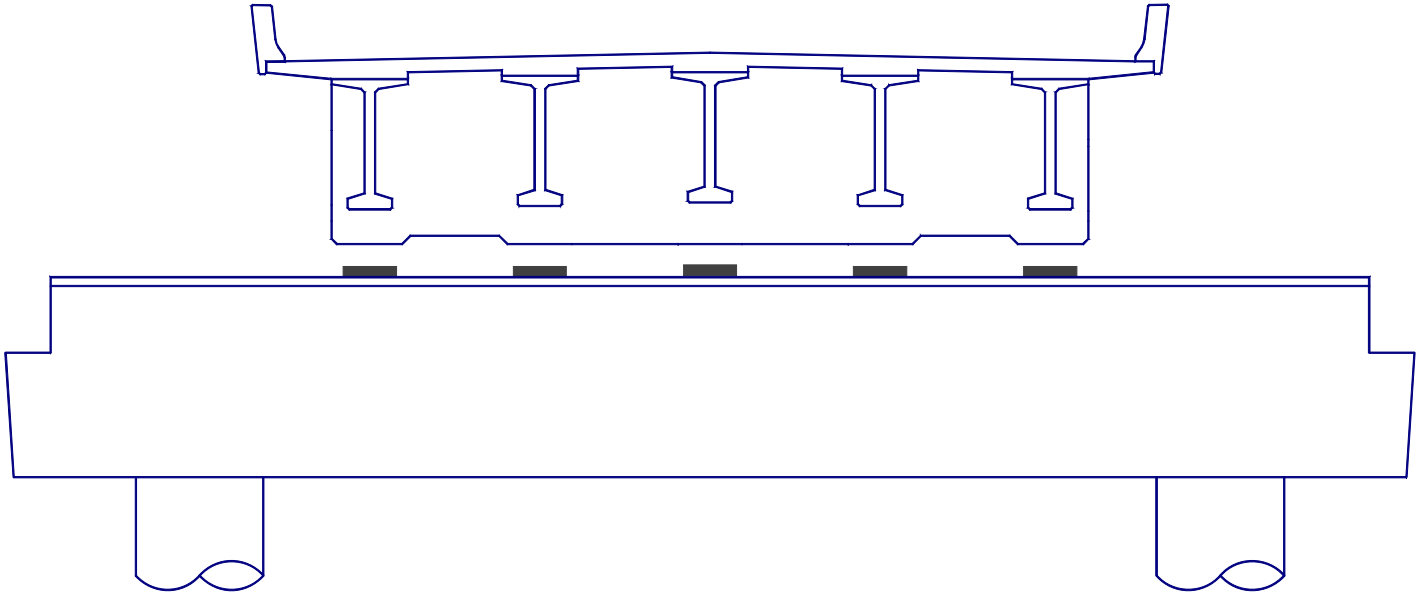
Lessons Learned

Unequal Bearing Loads



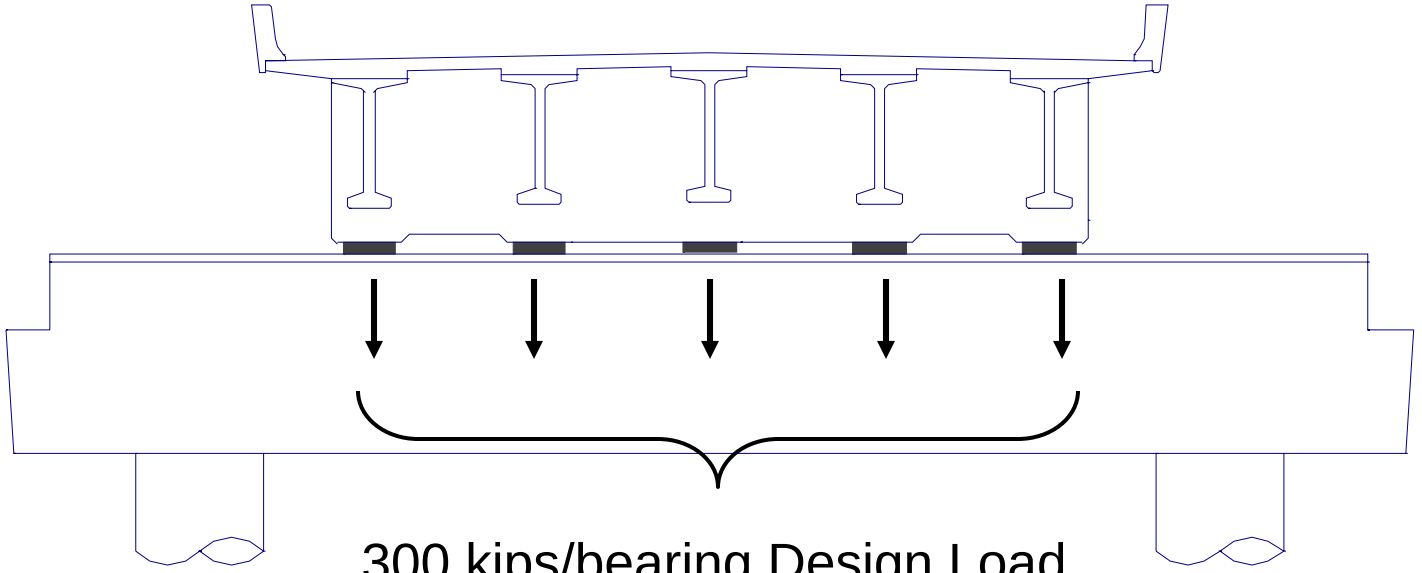
Lessons Learned

Unequal Bearing Loads



Lessons Learned

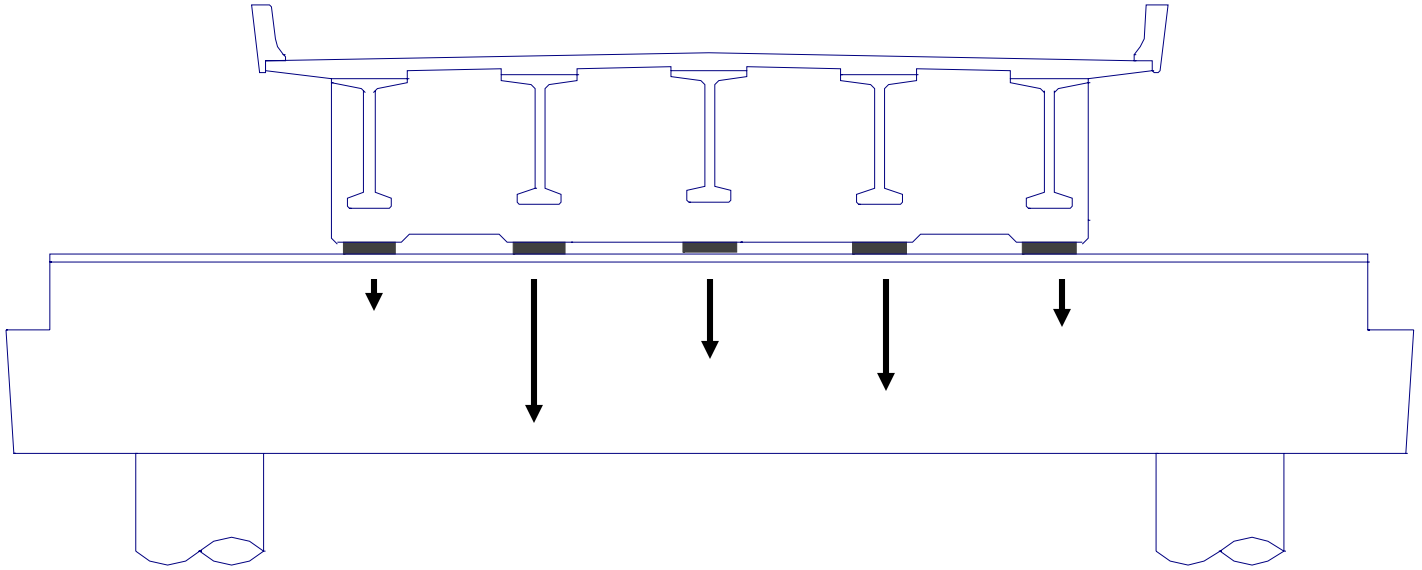
Unequal Bearing Loads



300 kips/bearing Design Load.

Lessons Learned

Unequal Bearing Loads



Lessons Learned

- Unequal Bearing Loads
- Jacking and shimming required

After Shimming

Design DL = 300 kips
Estimated DL = 500 kips

Prior to Shimming