

PROJECT / TAMPA TAXIWAY



The bridge was constructed in three phases, with two construction joints running longitudinally down the bridge. The center phase to the left was constructed first.



Pier 3, which is pinned to the superstructure, was designed as a continuous 3-ft-wide wall also supported by drilled shafts. The rigid wall allows the longitudinal forces to be distributed to all of the drilled shafts, minimizing the number of shafts required.



The abutment and main pier were integrally connected with the post-tensioned superstructure to better handle the large longitudinal loads and provide the most efficient use of the entire bridge substructure.