

PROJECT / JEREMIAH MORROW BRIDGE



The box girder is cast without the use of scaffolding or falsework using overhead form travelers. Photo: Jeff Weiler, OmniPro Services.



Acting as a fuse element, flexible 65-ft-tall twin-wall piers limit transmitted forces to the substructure below, and are designed to dissipate creep, shrinkage, and thermal effects while providing adequate capacity for external loads. Photo: Jeff Weiler, OmniPro Services.



The closure strong-back beams were sized to accommodate forces associated with vertical alignment, and also were required to slide longitudinally during the horizontal jacking procedure while keeping the cantilever tips at the proper elevation. Photo: Jeff Weiler, OmniPro Services.



The southbound pier 1 completed cantilever shows the steep terrain conditions necessitating pier column clear heights ranging from 36 to 194 ft. Photo: Jeff Weiler, OmniPro Services.



Hydraulic jacks simultaneously pushed grout in-filled steel pipe struts to achieve the specified displacement during the horizontal jacking procedure. The pipe struts were sacrificed within the section, while the jacks were removed following casting of the first-stage 8-ft closure segment. Photo: Jeff Weiler, OmniPro Services.

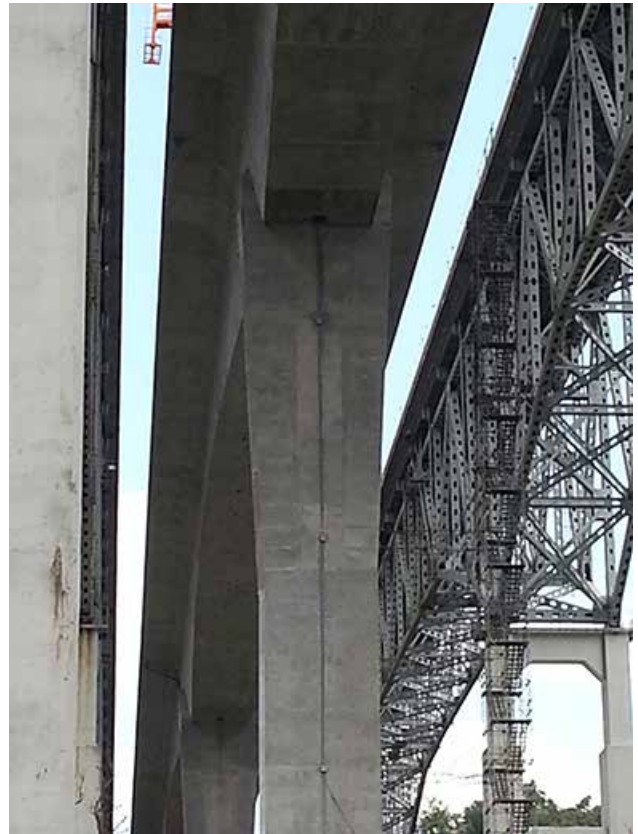
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The first of the two new bridges was constructed between the two existing bridges. Traffic is maintained in both directions during all construction operations. Photo: Jeff Weiler, OmniPro Services.



The 40-ft long pier table was cast a half-segment out-of-balance on the down station side of the column. Subsequent placement of twelve full segments each side, and one half-segment additional on the upstation side, produced a balanced 216-ft long cantilever over the pier column. Photo: Jeff Weiler, OmniPro Services.



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