Rehabilitation of St. Marys Wycliffe Bridge in British Columbia, Canada

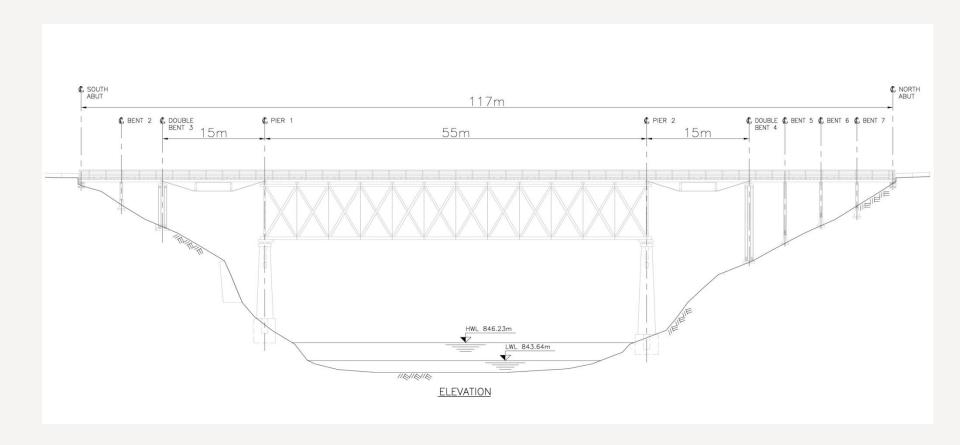
2nd International Conference on Timber Bridges

Las Vegas, Nevada 2013 Sep 30 - Oct 02

Murray M. Johnson, P.Eng., PE Buckland & Taylor Ltd.



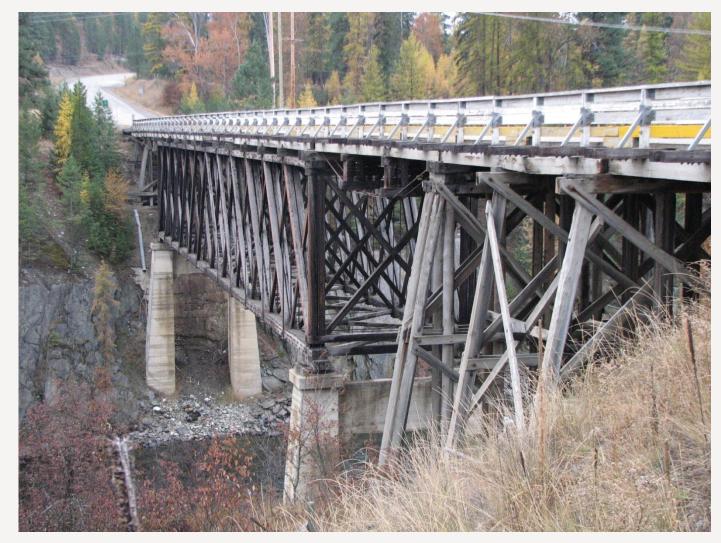












Howe Truss Detail

























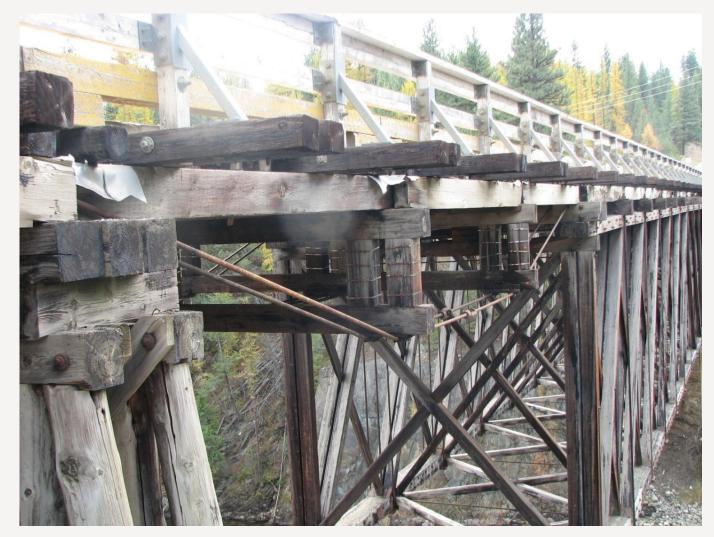








Inspection: Queenpost Truss Deterioration



Inspection: Queenpost Truss Deterioration





Inspection: Queenpost Truss Deterioration

















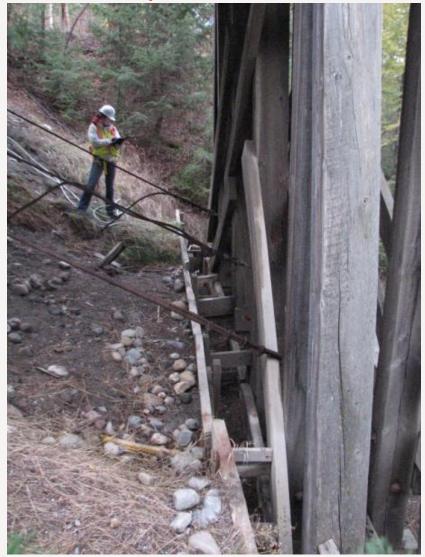


Inspection: South Slope Movement



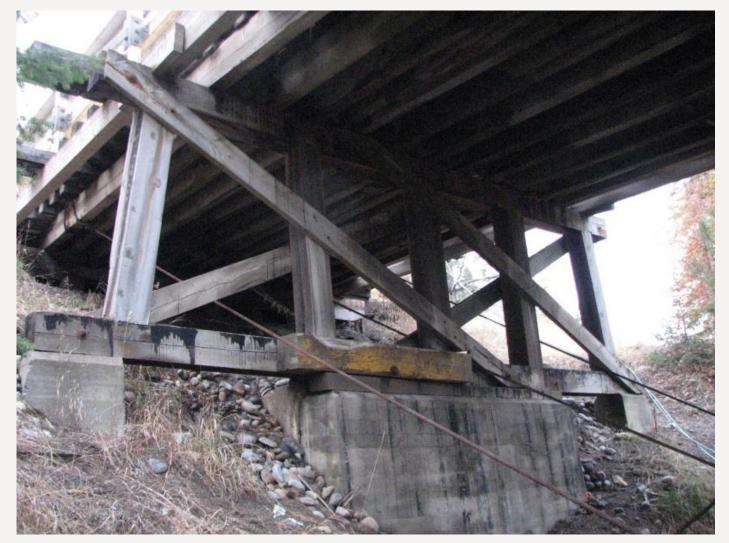


Inspection: South Slope Movement





Inspection: South Slope Movement





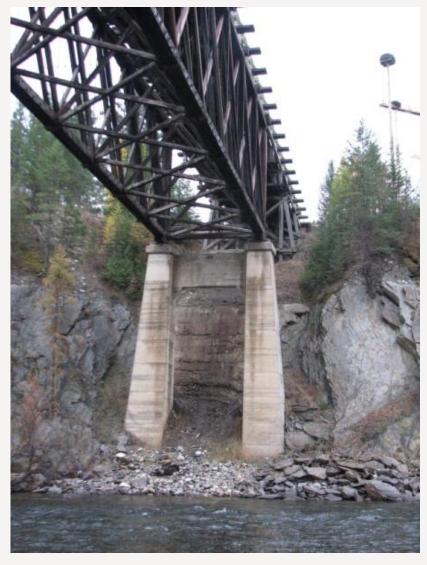
Inspection: Howe Truss



Inspection: Howe Truss



Inspection: Main Piers





Inspection: Main Piers





Bridge Rehabilitation Design

Required:

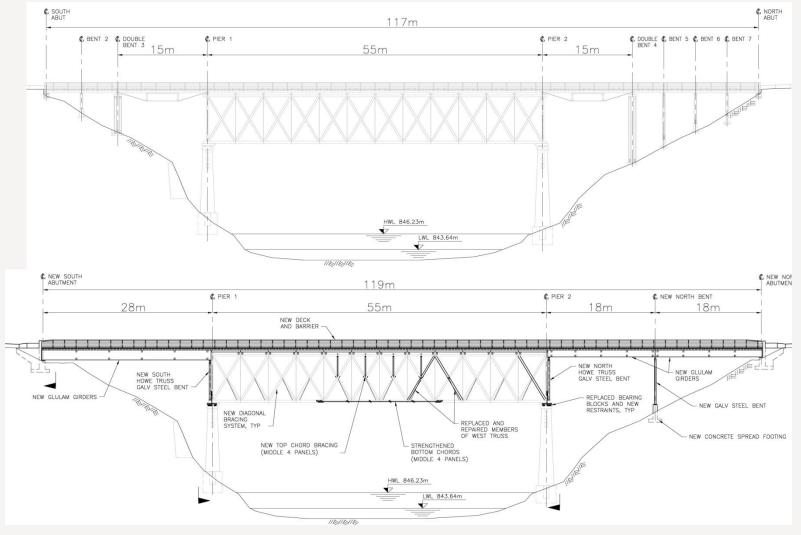
- Double load limit to 36 tonnes
- Pedestrians and cyclists to share roadway
- Drastically reduce maintenance requirements
- Mitigate south slope movement problem

Solution:

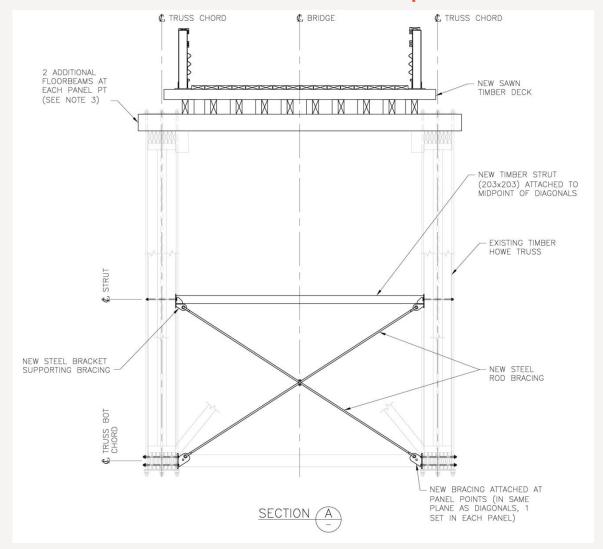
- Remove entire deck and barrier system
- Keep main Howe truss span (55m), from floorbeams down
- Keep existing concrete piers
- Remove both queenpost spans and all trestle spans
- Build new concrete abutments and new north bent
- New 28 m and 18m/18m glulam girder spans
- Select truss strengthening
- Complete new deck system and crash-rated barriers, cyclist height



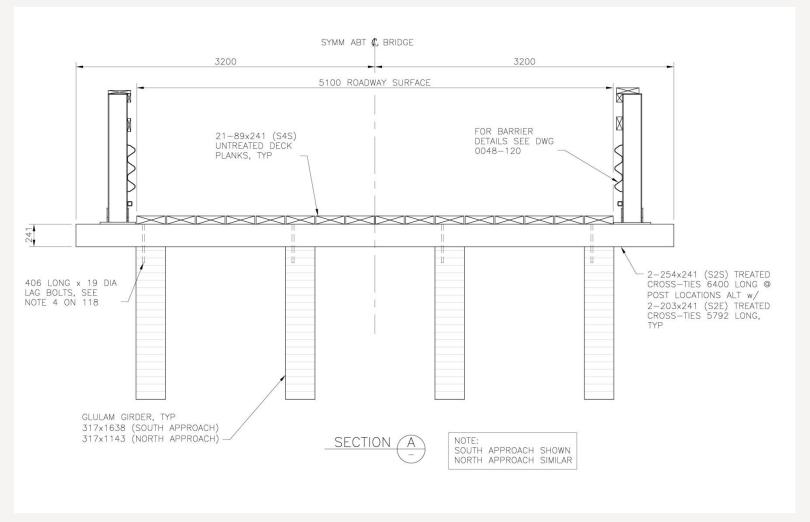
Bridge Rehabilitation Design



New Cross-section: Howe Truss Span

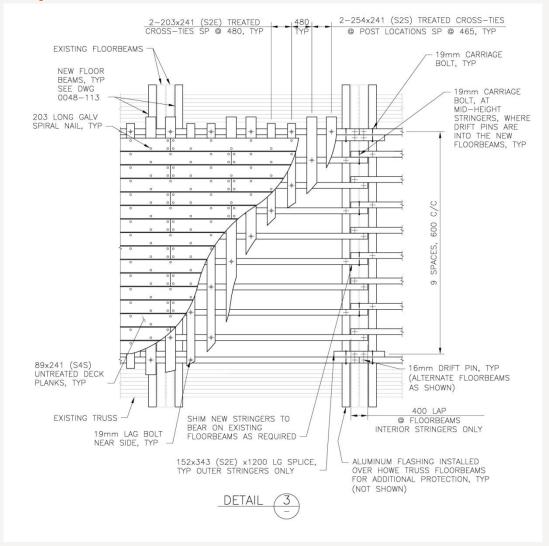


New Cross-section: Glulam Girder Approach Spans



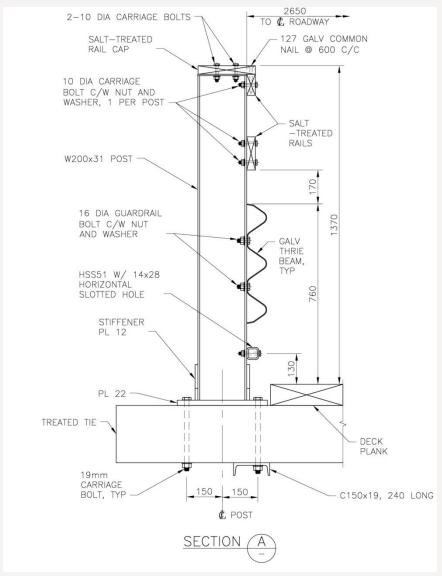


New Deck System



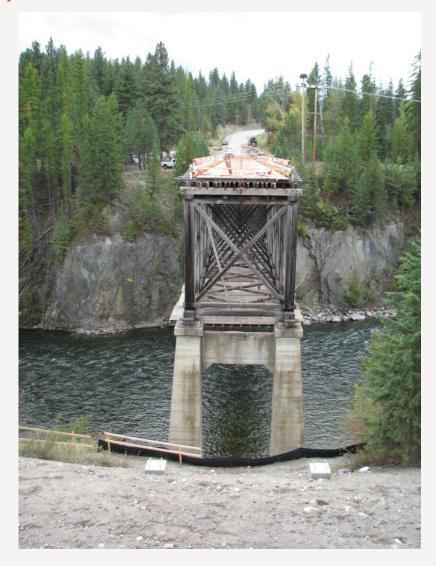


New Crash-rated Barrier (cyclist height)





Construction





Construction





Supplemental Floorbeams





Ready for Deck





North Glulam Spans





Construction



Stringer Installation





Decking





Glulam Girders

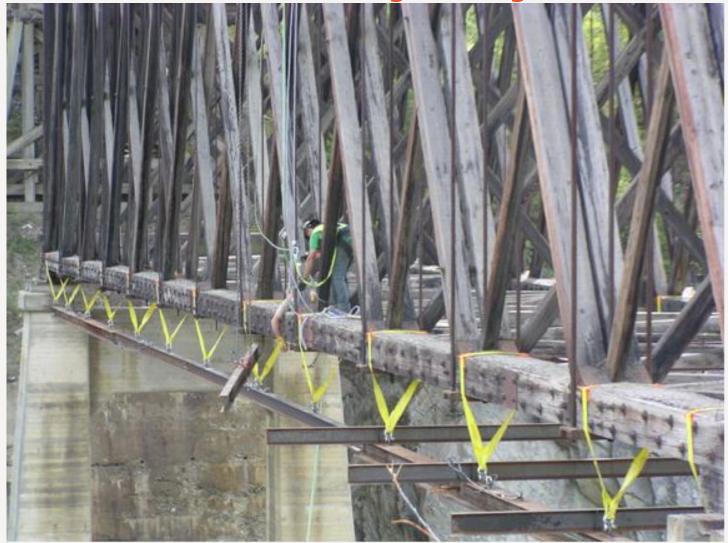




Glulam Spans





























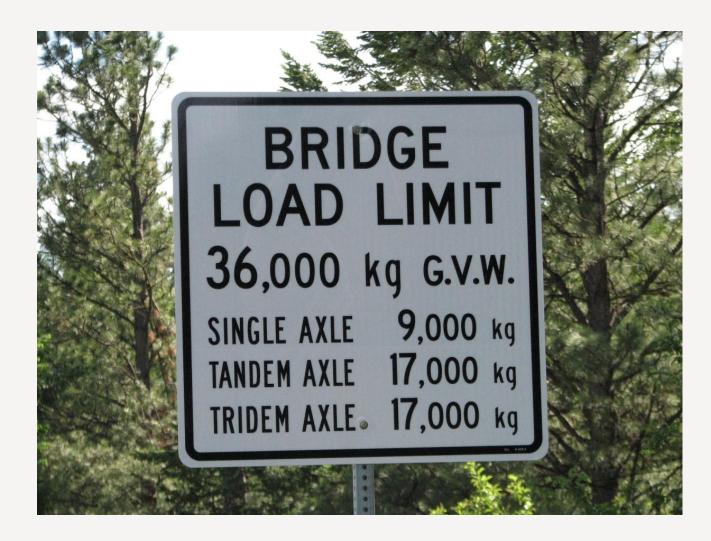


Completed Bridge: Barriers

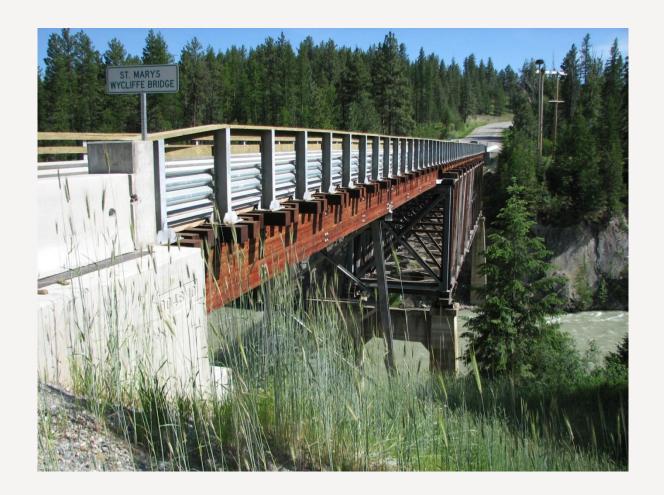












Thank You For Your Attention Questions?

