Kings Covered Bridge Rehabilitation

Somerset County, Pennsylvania

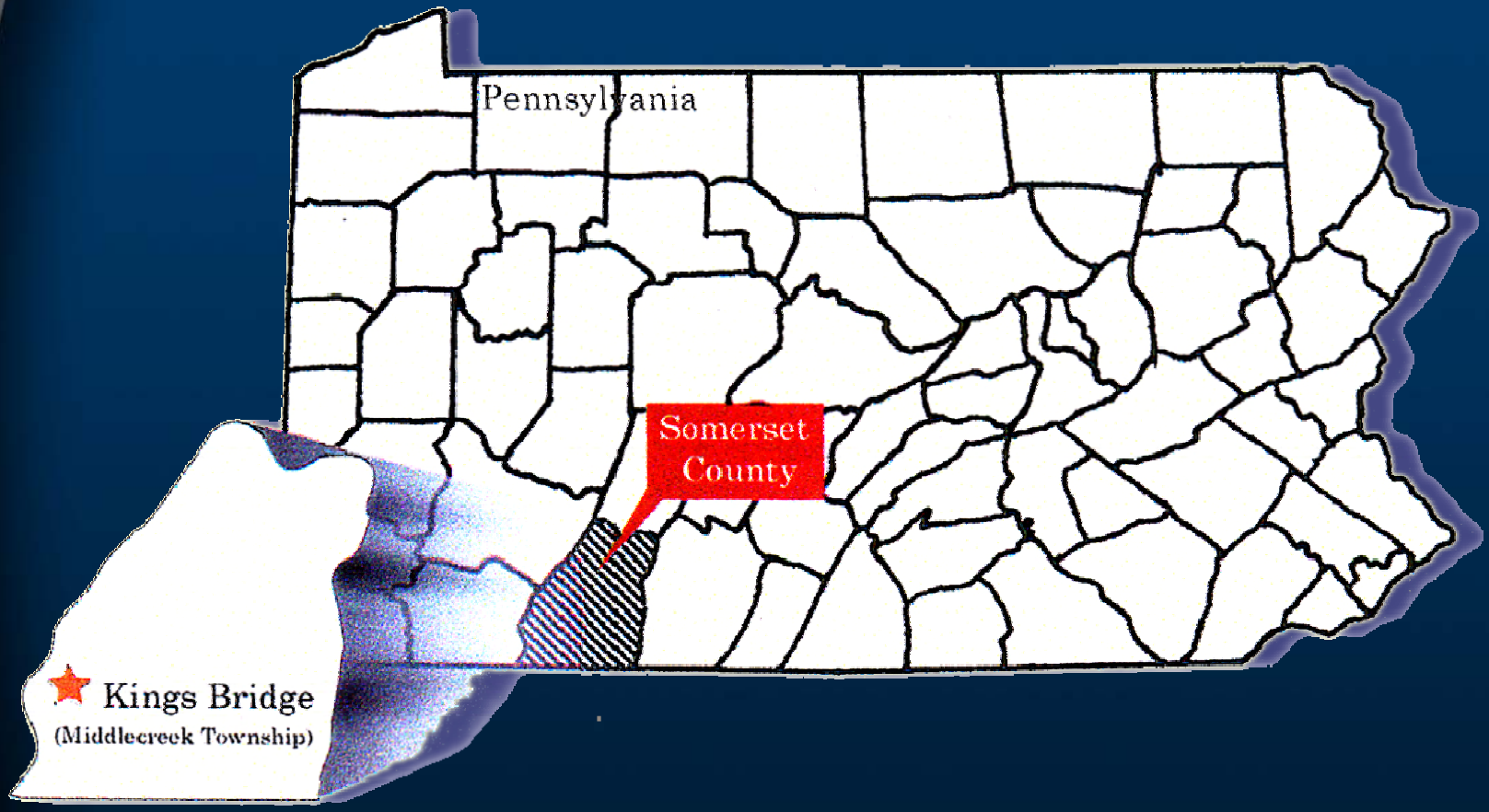
SIMONE LANDSCAPE ARCHITECTURE COLLINS

William Collins, RLA

HRG Herbert, Rowland & Grubic, Inc. Engineering & Related Services

Samer Petro, P.E

Location



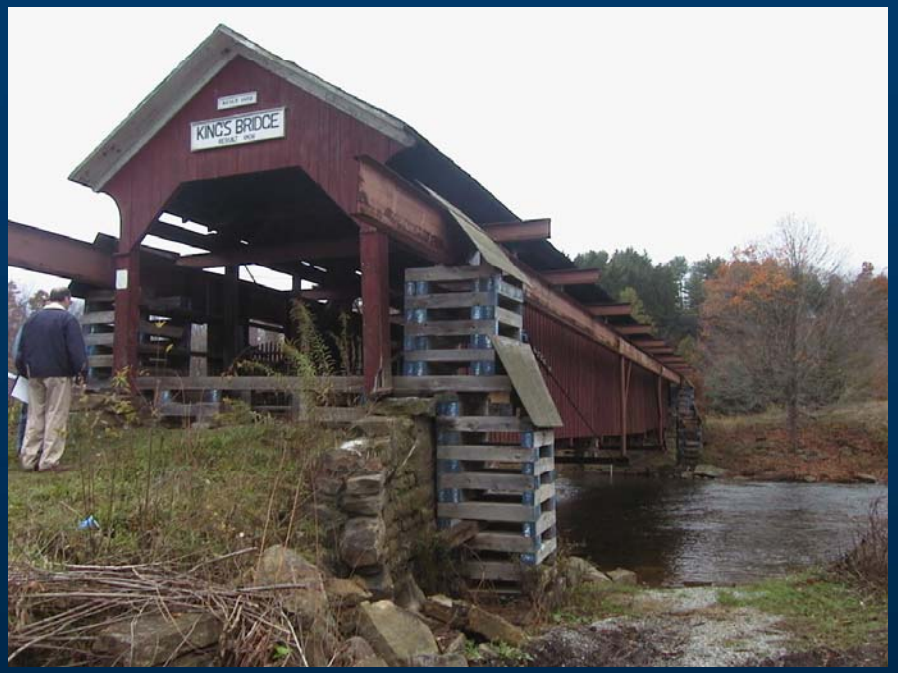
Middlecreek Township, Somerset County, Pennsylvania

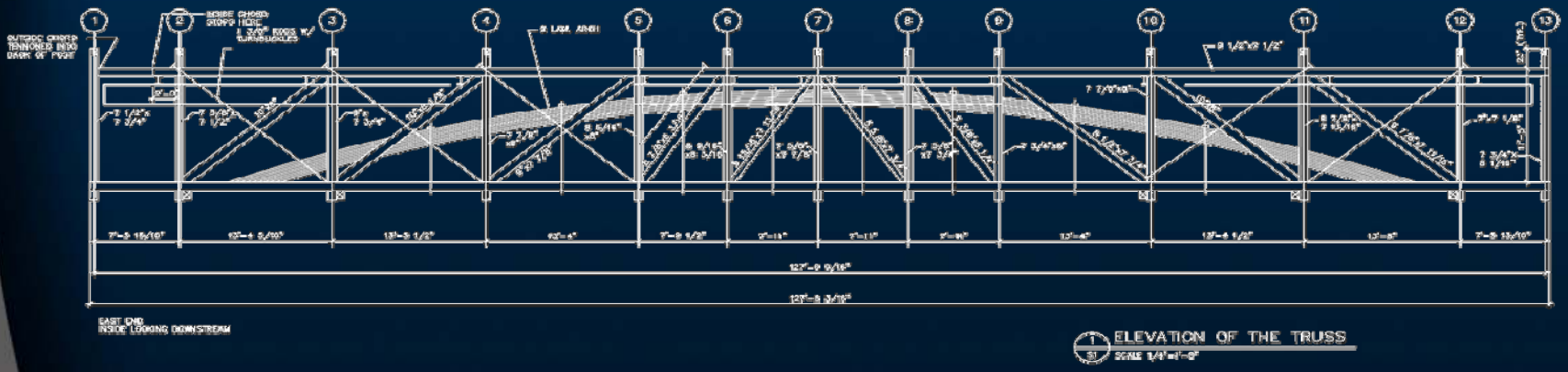
History

1803	"Built" date on bridge (incorrect)
mid-1800's	probable construction period
1906	"Rebuilt" date on bridge - likely
1930's	bypassed with steel highway bridge
1930's-2002	used as a King Family farm building
1996	PA funding for stabilization
Fall 2000	stabilization in place
2002	Saved by S. Alleghenies Conservancy
2008	Acquired – Middlecreek Township
2009	Completed – bridge and site

Superstructure

Note
bay spacing and repair rods





Multiple Kingpost Truss w/ Retrofitted Tied Arch

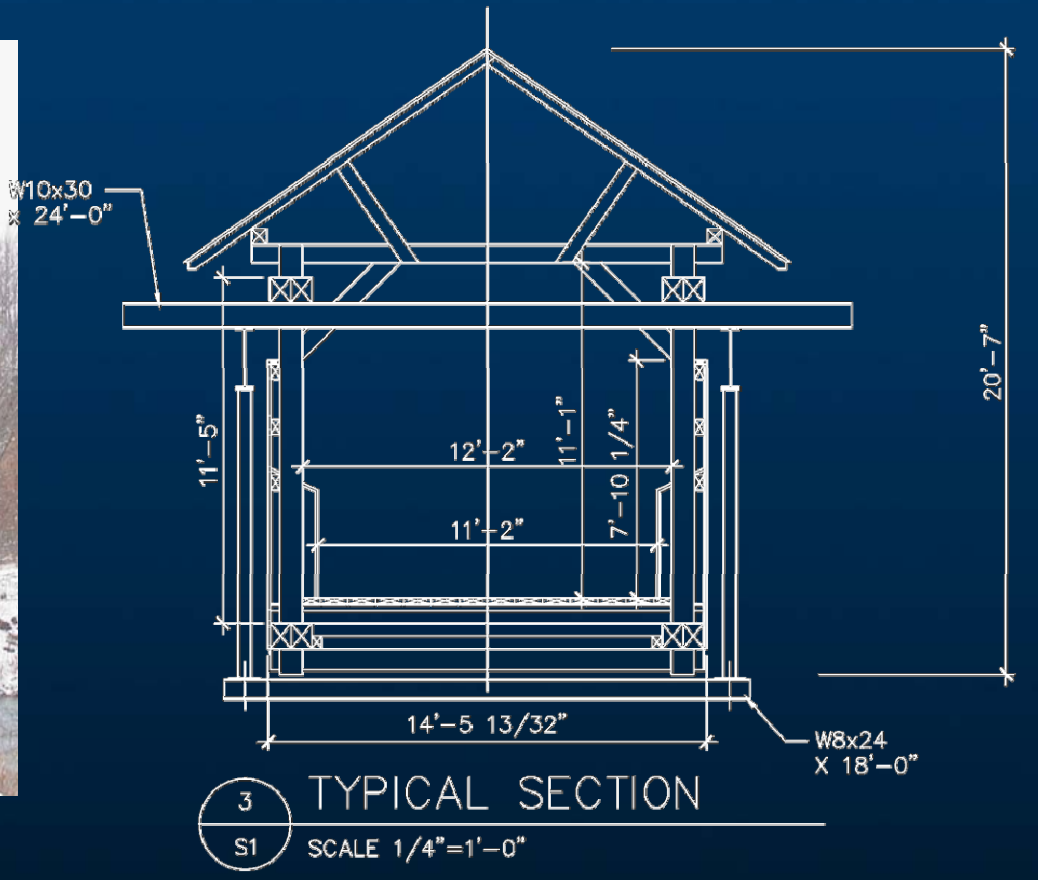
Multiple Kingpost Truss with arch added

- Retrofitted 1906 with nail-laminated arches creating “Arch-Truss”
- Arches “tied” to bottom chord

Bridge data

Length:	114 feet clear span
Width:	14’-6” out to out
Superstructure form:	Multiple Kingpost with retrofitted arches (1906)
Primary Species:	White Oak
Timbers members:	hewn, circular, up & down
Substructure:	local limestone
Hardware:	round nails

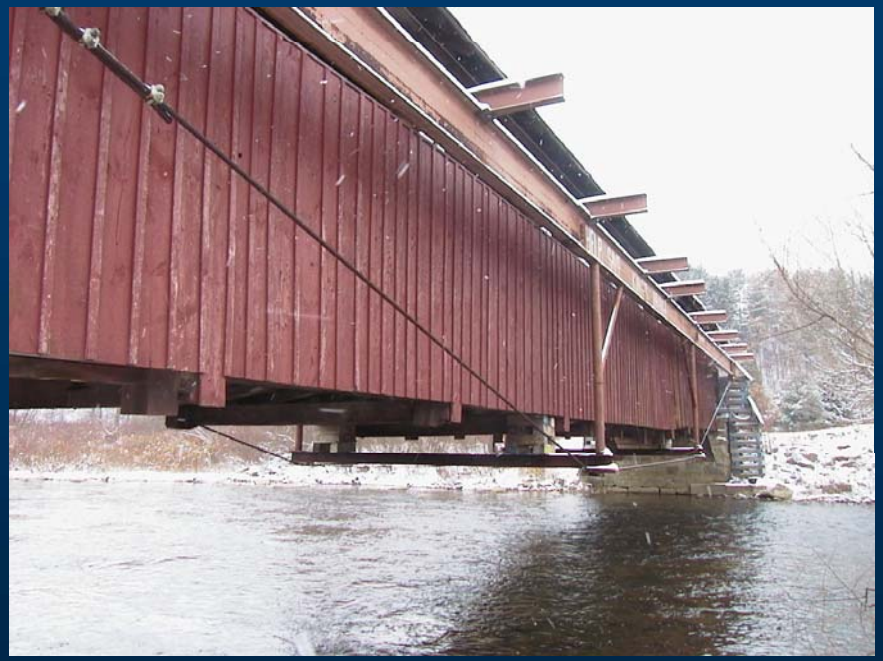
Stabilization

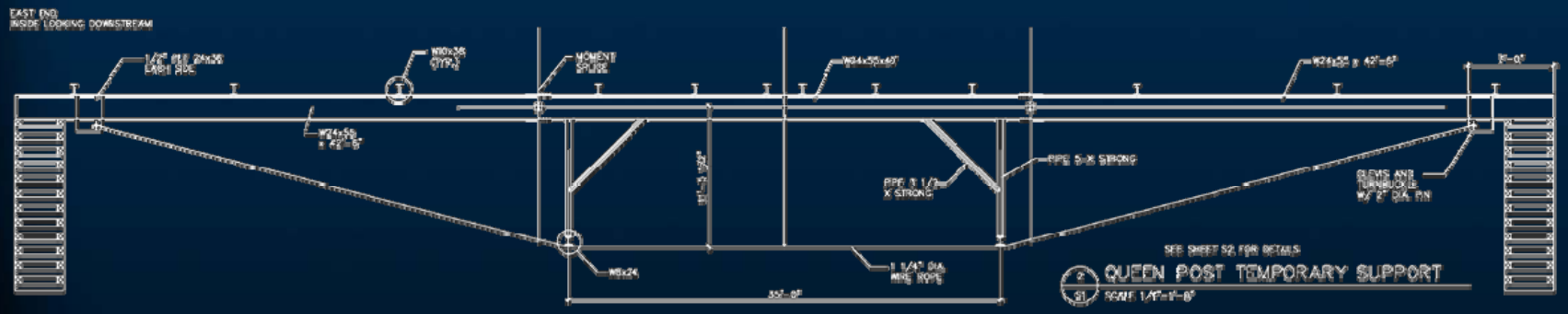


Engineering – DCF Engineering Inc, Cary, NC

Construction – Arnold M. Graton Associates Inc

Temporary Superstructure





Queenpost-tensioned trusses w/ needle beams

Interior

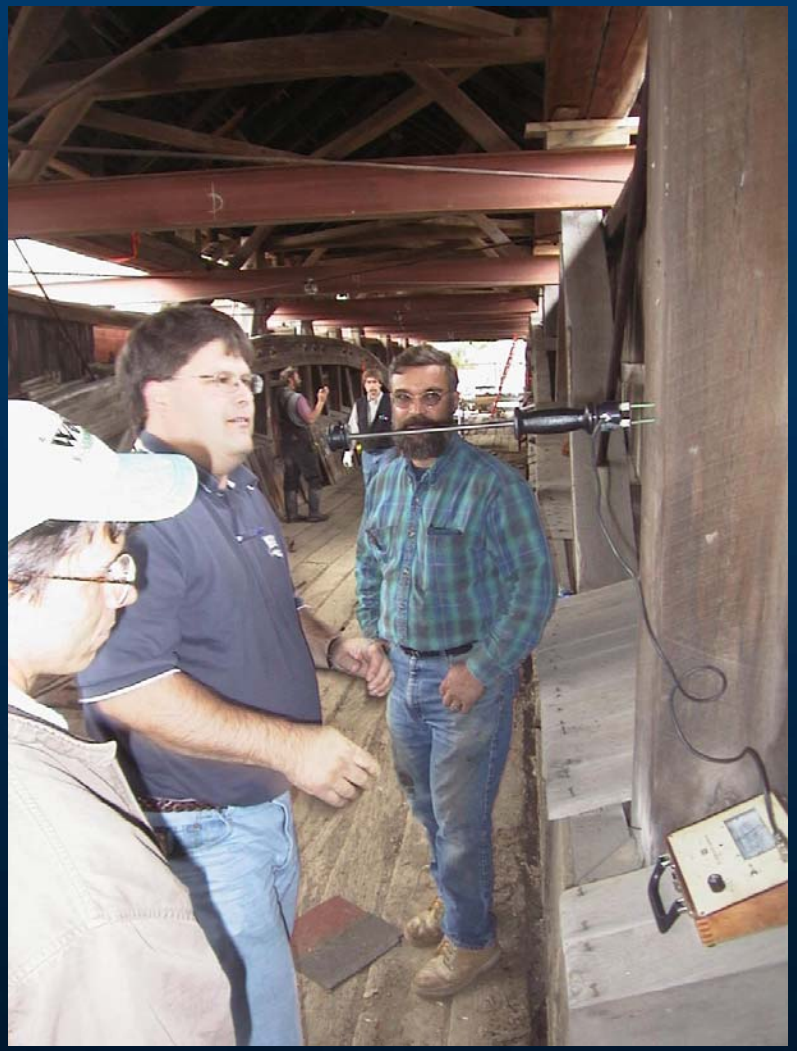
Used as a barn after bypass

Failures

Both lower chords, some posts, some tie beams

Non-destructive Field Testing

Moisture testing



Technical Assistance

USDA Forest Service

Morgantown, WV

Forest Products Lab,

Madison, WI

Non-destructive Field Investigation / Testing

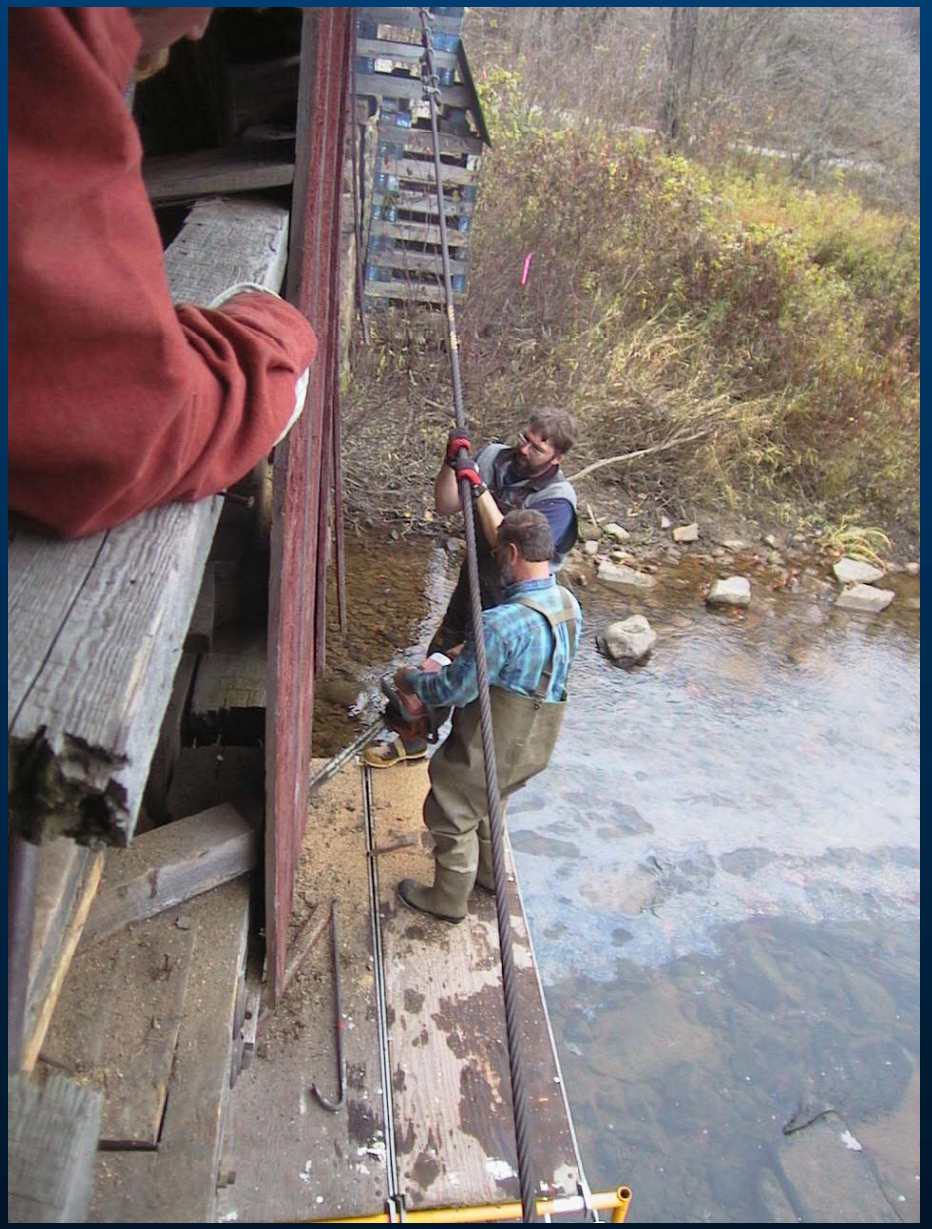
Resistance Drilling

Stress Wave Timer

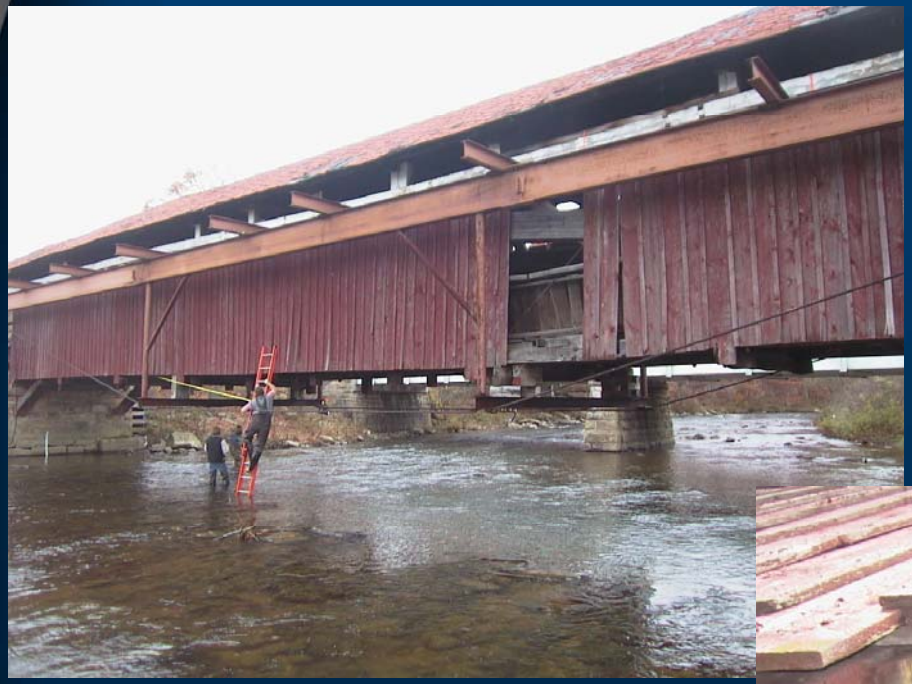
Both chords had relative drilling resistance below 15%

Destructive Testing

4-foot lower chord segment removed for species analysis by Forest Products Laboratory



Mapping



Lower chord segments

Lower tie beam / tail of truss Post

Failure from compression force of truss brace

Lower Chord

Location of failure

Substructure

Horizontal thrust from broken chords, struts ceased to work

Bed timbers

Note deformation

Retrofitted Struts

Typical failure at seats

Arches

Nail-laminated retrofits

Arches

Deformation and previous interventions

Thrust Block at Portal Post

Bearing

Chord – abutment seat

Roof assembly

Mortised, pinned, and wedged horizontal X-bracing

Post - upper tie beam, rafter sill

Cantilevered tie beams failed where leaks occurred

Truss Bracing

water damage
at truss post

Preservation Philosophy

Resource eligible for National Historic Register

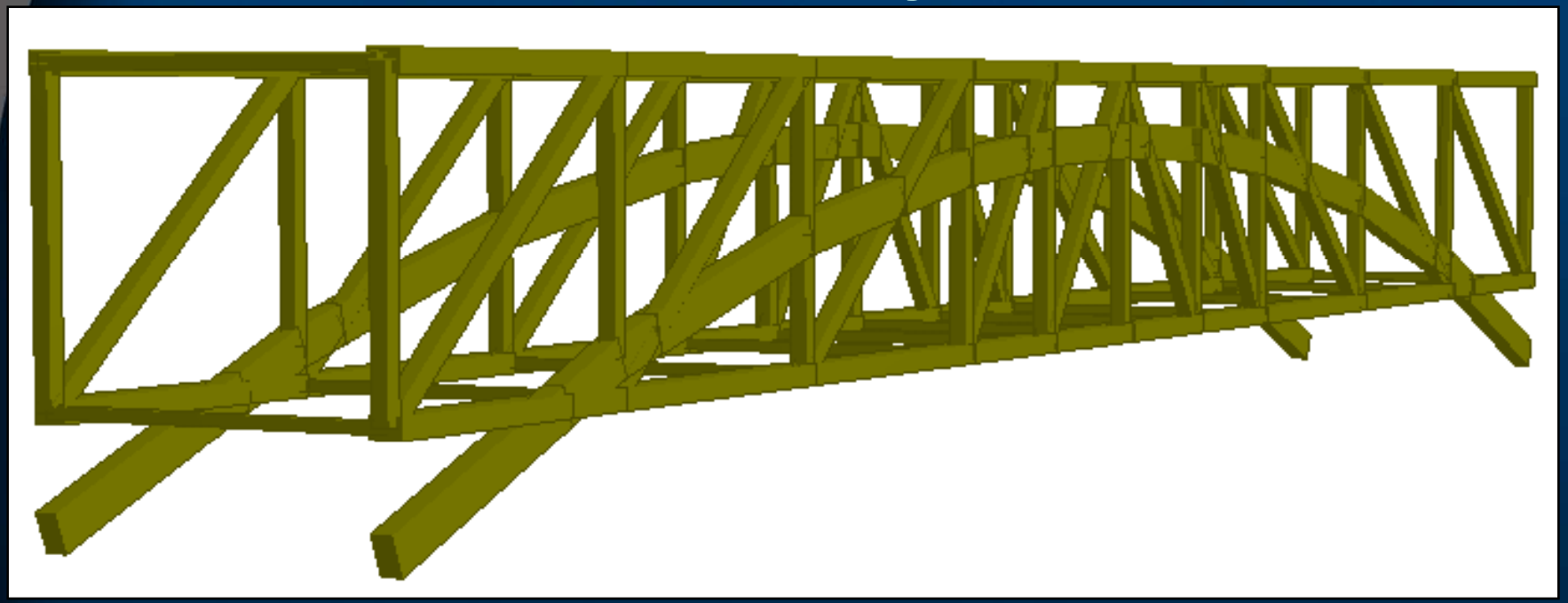
Rehabilitate for pedestrian use

Retain historic fabric as much as possible

Replace with in-kind materials

Meet the Secretary's standards

Structural Analysis



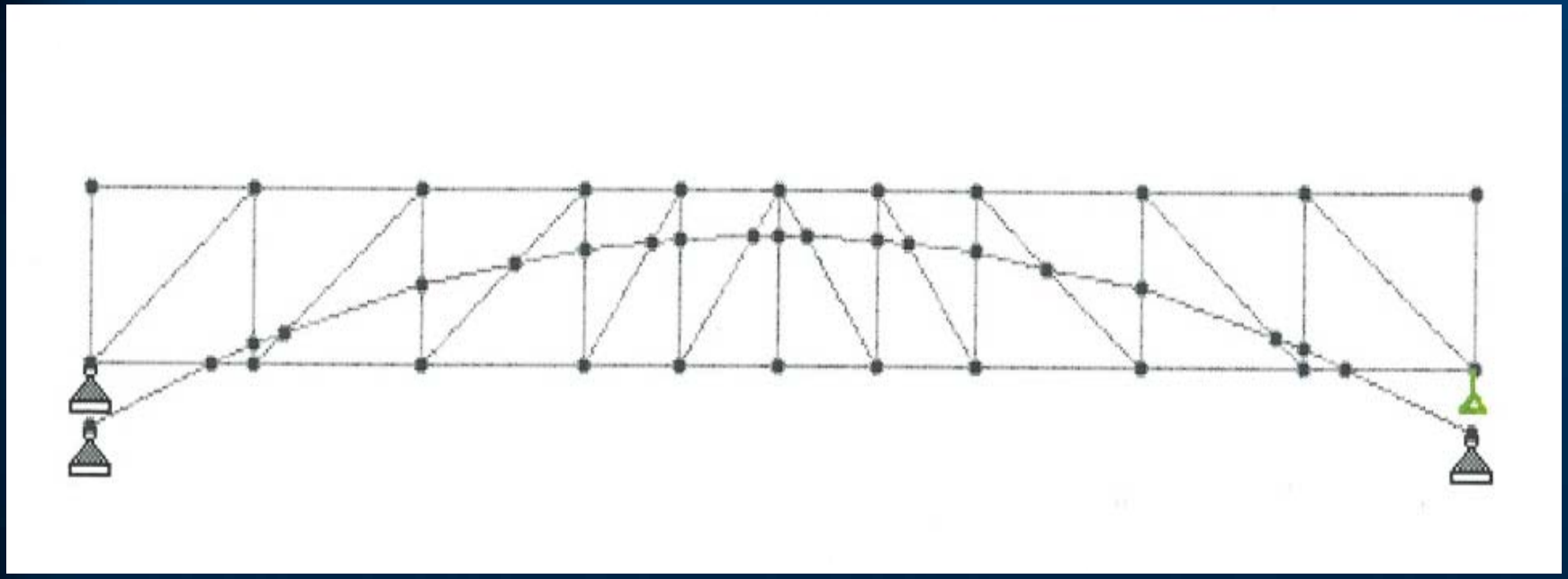
3-D rendering (STAAD Model) – **Samer Petro, P.E.**

- 3-D Model STAAD
- Provides member forces, moments, and deflections

Goal of Analysis:

1. Compare stresses to allowable stresses based on (NDS)
2. Understand arch-truss system

Modeling

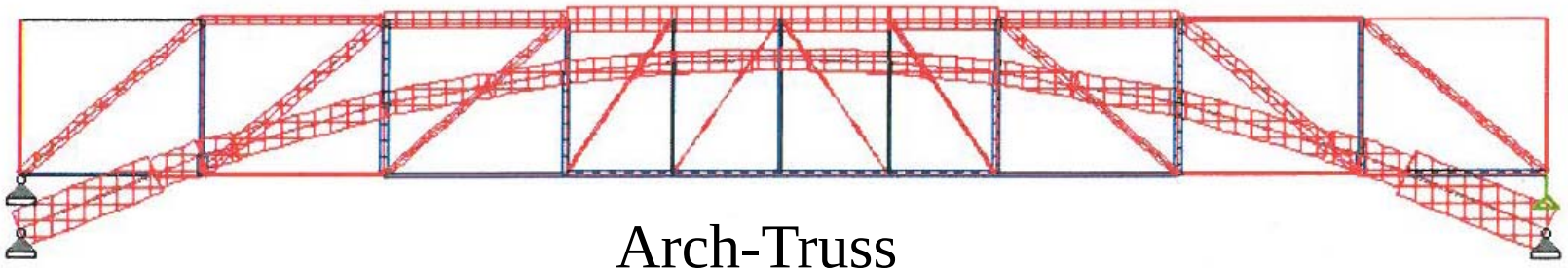


- Ends of diagonals and ends of posts pinned (free to rotate)
- Chord members and arches continuous
- Multiple king post modeled as pinned

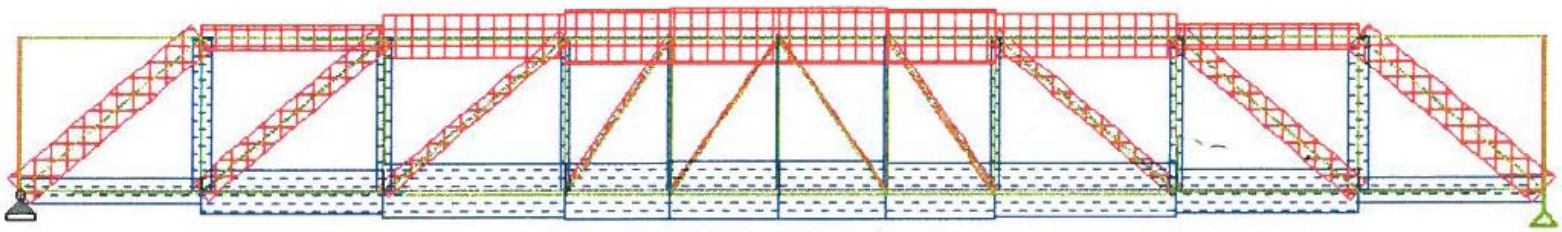
Loads

- **Dead loads:** approximated by field measurements and using white oak density of 43 pcf (MOE 1.4M psi)
- **Live load:** Pedestrian load of 85 psf (AASHTO)
- **Snow Load:** 35 psf
- **Wind Load:** 12.5 psf based on wind velocity on 100 mph (ASCE 7)
- **Load Combination:** [dead load + (wind+live+snow)*0.75] (ASCE 7)

Stress Distribution



Arch-Truss

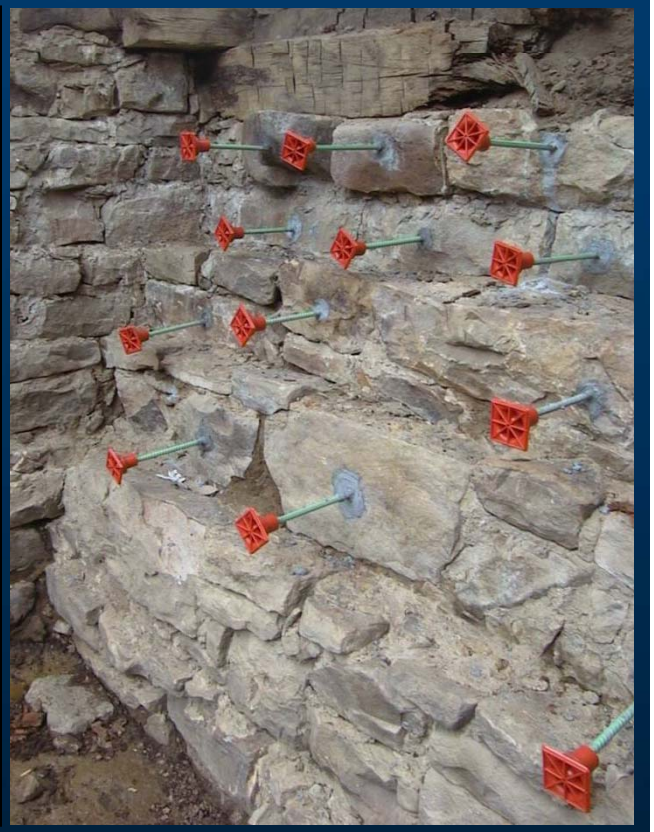


Truss

Repair / Solutions

Dapped lower chords to permit laminated arches to extend forces into the abutment

Abutment Repairs



Excavate abutments, buttress with flowable backfill

Repairs

Post splices and replacement

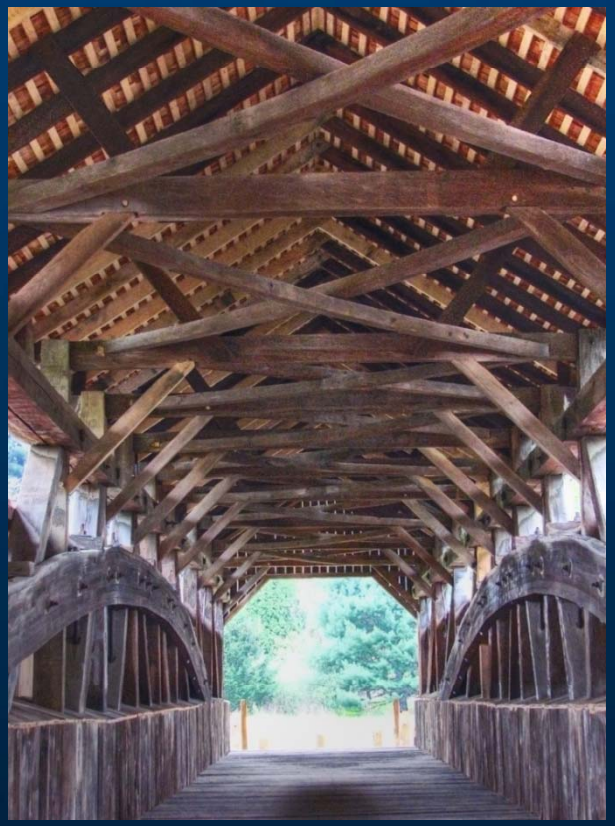
Repairs

Post splice

Innovative GFRP rods embedded in epoxy

Traditional Chord “joggle” white oak

Engineering Results



- Arch structurally dominant
- Trusses: lower chord in tension and max @ mid-span (expected)
- Arch-truss system: maximum compressive forces in arches at ends
- All member stresses well below allowable values
- Deflections due to dead and live loads below AASHTO limits

Completion

Before – *stabilized*

After – *restored*

First Annual Modjeski Award for Historic Preservation
Preservation Pennsylvania

Completion

Budget

$ 90,000	**Stabilization - 1996** (Source – PA DCED)
	Engineering, construction, funding strategy
$945,000	**Rehabilitation**
	Engineering, construction, environmental
	(Sources)
	$595,000 FHWA Enhancements
	$340,000 FHWA National Covered Bridge
	$ 10,000 Rockwood Area Historic Society
$1.035 M	**TOTAL**

Technical Team

Prime Consultant – Simone Collins Inc.

Structural Engineer – Samer Petro *(formerly at Gannett Fleming Inc. now at Herbert Rowland Grubic)*

Historic Consultant – Dr. Emory Kemp

Stabilization Engineer – DCF Engineering Inc.

Scientific Investigation – Forest Products Laboratory

Stabilization Contractor – Arnold M. Graton Assoc.

Rehabilitation Contractor – Allegheny Restoration

Surveyor – Paul C. Rizzo Inc.

Permit Assistance - Somerset Conservation District.

Project Partners

Client – Southern Alleghenies Conservancy

Funding Partner – Federal Highway Administration

Funding Partner – Pennsylvania Commonwealth (PennDOT and DCNR)

Funding Partner – Rockwood Area Historic Society

Funding Partner – Somerset County

Project Administration – PennDOT

Ultimate Owner – Middlecreek Township

Steward / Donor – King Family

Contact

William Collins, RLA
Simone Collins Landscape Architecture
119 East Lafayette Street
Norristown, PA 19401
610 239 7601
wcollins@simonecollins.com

Samer H. Petro, P.E.
Herbert, Rowland & Grubic, Inc.
829 Fairmont Road, Suite 201
Morgantown, WV 26501
304 284 9222
spetro@hrg-inc.com