Belmont Bridge Replacement Whitman County, WA 2021

By: W. Mark Storey, PE

Belmont Bridge, Black Road, Whitman County, WA

Fabricator: Contractor: Design Engineer: True North Steel – Missoula, MT Whitman County Crew Mark Storey, County Engineer

Existing Structure – 19 ft Span, 22 ft Wide

Built/Rebuilt 1921/2002 Wood Deck/Stringers with Wood Piles & Wood Backwalls Wood Deterioration & Susceptibility to Flooding

Replacement Structure Requirements

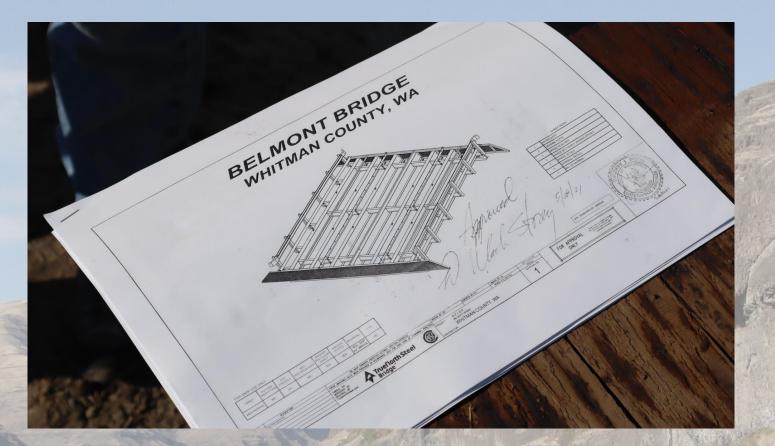
- Increase Hydraulic opening 30 ft Channel
- 32 ft long by 28 ft wide
- Raise Clearance for 100 yr Flood, longer span
- Gravel Roadway
- Piles to rock through alluvial soils



Fabricator: True North Steel Missoula, MT

Superstructure Design: True North Steel

Substructure Design: Whitman County



Bridge Demolition, Surveying, Erosion Control, Permit Requirements



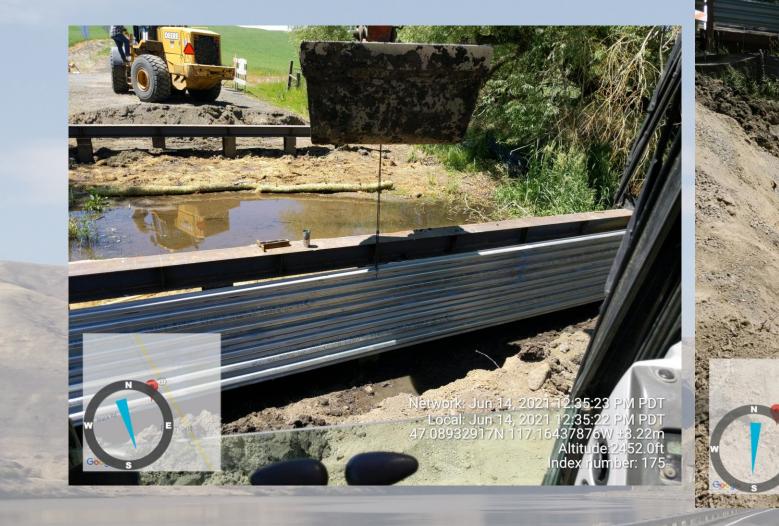


Foundation and Abutment: County Owned Pile Driver (44 ton/pile capacity) HP12x53 Piles HP12x53 Pile Cap





Pre-Fabricated Modular Beam Bridge Abutment top plate, backwall, and backfill



PM PDT

Completed Abutment & Rip Rap



Modular Components Delivered And set on abutments.

Modular Bridge units Assembled



Nearly finished Bridge





Nearly finished Bridge





Temp Bridge, Bridge Demolition, Excavation, Stream Restoration, Road

Building & Bridge Installation ~ 4 Weeks

Costs

Steel Superstructure Labor & Equipment Pile Foundations Road Building Permitting

\$ 50,000 \$ 75,000 \$ 20,000 \$ 15,000 \$ 8,000 Total \$168,000

THE PRIME



Concrete Superstructure Alternative

\$ 85,000

Take-Aways – Steel Bridges

Economical Lighter Superstructure **Lighter Equipment Lighter Abutments** Ease of Erection Modular **Accelerated Bridge** Construction **Match-Fit Fabrication Sustainability** Recyclable Reusable / Movable

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Thank You

QUESTIONSE

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