

Structures Congress 2018

**Bridges, Transportation
Structures, and
Nonbuilding Structures**



Proceedings of the Structures Congress 2018

- Fort Worth, Texas
- April 19–21, 2018

ASCE

EDITED BY

James Gregory Soules, P.E., S.E., PEng.

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**STRUCTURAL
ENGINEERING
INSTITUTE**

Structures Congress 2018

Bridges, Transportation Structures, and Nonbuilding Structures

SELECTED PAPERS FROM THE STRUCTURES CONGRESS 2018

April 19–21, 2018
Fort Worth, Texas

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The Structural Engineering Institute (SEI)
of the American Society of Civil Engineers

EDITED BY
James Gregory Soules, P.E., S.E., P.Eng



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Preface

The Structures Congress has a robust technical program focusing on topics important to Structural Engineers.

The papers in the proceeding are on the following topics

- Advances in Structural Engineering Research
- Analysis, Design & Performance
- Avoiding Disproportionate Collapse
- Bridge Analysis, Design and Repair
- Bridge Management, Inspection and Sustainability
- Building Structures- Case Studies & Concepts
- Buildings - Special Topics in Structures
- Business and Professional Practice
- Codes and Standards - Learn from the Experts
- Design for Lateral Loads/Systems
- Extreme Bridge Loads
- Forensic Investigation
- Long Span Bridges & Vibrations
- Materials- Design & Construction
- Natural Disasters - Moving Toward Improved Resilience
- Nonbuilding Structures and Nonstructural Components
- Special Topics in Structures
- Transformation in SE Education

Acknowledgments

Preparation for the Structures Congress required significant time and effort from the members of the National Technical Program Committee, the Local Planning Committee and staff. Much of the success of the conference reflects the dedication and hard work by these volunteers.

The National Technical Program Committee, the Local Planning Committee and staff would like to acknowledge the critical support of the sponsors, exhibitors, presenters, and moderators who contributed to the success of the conference through their participation.

Thank you for spending your valuable time attending the Structures Congress. It is our hope that you and your colleagues will benefit greatly from the information provided, learn things you can implement and make professional connections that last for years.

Sincerely,

J. G. (Greg) Soules, P.E., S.E., P.Eng, SECB, F.SEI, F.ASCE
CB&I, LLC
Chair, National Technical Program Committee

Contents

Dallas Horseshoe Project—Spliced Concrete Girder Design and Construction Overview.....	1
David B. Spires, Yingqin (Elaine) Jin, Bryce Binney, Victor Ryzhikov, and Patrick Hays	
Optimized Fatigue Analysis of Steel Bridges Using Finite Element Method	12
Samir Bougacha and Hongwei Cai	
Impact Treatment of Highway Bridge Welds to Enhance Durability of Steel Bridges: Mechanism, Limitations, and Design	24
K. Ghahremani, S. Walbridge, and T. Topper	
A Soil-Structure Interaction Procedure for the Design of Bridges on Drilled Shafts.....	35
Andrew R. Kimmle and Carlos G. Matos	
Recommendations for Improving Fire Performance of Steel Bridge Girders	48
Reeves Whitney, Nicole Leo Braxtan, and Halima Alsayed	
Investigation of Eliminating Prestress in Bridge Girders with the Use of Non-Prestressed Ultra-High-Performance Fiber-Reinforced Concrete Girders	65
Venkatesh Babu Kaka and Shih-Ho Chao	
A Hybrid Composite System for Strengthening Concrete Columns.....	81
Pedram Sadeghian and Brandon Fillmore	
Multi-Scale Finite Element Model Development for Long-Term Condition Assessment of Vertical Lift Bridge.....	90
Maryam Mashayekhizadeh, Milad Mehrkash, Vahid Shahsavari, and Erin Santini-Bell	
Effect of Soil Conditions on the Seismic Response of Three-Span Integral Abutment Bridges	100
D. L. Kozak, L. A. Fahnestock, and J. M. LaFave	
Corrosion in the Substructure of a Pedestrian Bridge at YSU: A Case Study	111
A. K. M. Anwarul Islam and Bhishan Poudel	
Mitigation of Shrinkage Cracking in Bridge Decks Using Type-K Cement	125
Mohammad Rahman, Ying Chen, Will Lindquist, Ahmed Ibrahim, and Riyadh Hindi	

Minimizing Ends' Cracks of Skewed Pre-Tensioned Box Beam Concrete Girders	133
Rana Mutashar, Shad Sargand, Anwer Al-Jhayyish, and Issam Khoury	
Precast Prestressed Concrete Through-Girder System for Shallow Bridge Structures.....	145
C. Shawn Sun	
Diaphragms to Girders Connection Effect on the Rotation of Exterior Girders during Construction	154
Farees Hraib, Li Hui, and Riyadh Hindi	
Analysis of Cracking Caused by Hydration Heat in Bridge Seals Utilizing Innovative Massive Concrete Mixtures	167
Mi G. Chorzepa, Hiwa Hamid, Stephan A. Durham, and Lewis Goode	
Preservation of a Historical Timber Bridge in California	176
A. Astaneh-Asl	
Timber Bridge Inspection Using UAV	186
Luis Duque, Junwon Seo, and James Wacker	
Expanding the Case for Structural Health Monitoring: A Focus on Its Role in Maintenance and Operations and Asset Management Systems.....	197
Nathaniel C. Dubbs	
Small Unmanned Aerial Vehicle (sUAV) Inspections in GPS Denied Area beneath Bridges	205
Andrew P. Tomiczek, Jennifer A. Bridge, Peter G. Ifju, Travis J. Whitley, Chad S. Tripp, Andrew E. Ortega, Jeroen J. Poelstra, and Stephen A. Gonzalez	
Bridge Inspection and Condition Assessment Using Image-Based Technologies with UAVs.....	217
Shuhei Hiasa, Enes Karaaslan, Wesley Shattenkirk, Chase Mildner, and F. Necati Catbas	
Friction's Contribution to Maximizing the Life-Cycle of Structures	229
M. Sarkisian, N. Mathias, R. Garai, and C. Horiuchi	
Maintenance Optimization for Deteriorating Bridges under Uncertainty	242
O. Khandel and M. Soliman	
Extending the Life-Cycle of Reinforced Concrete Columns by FRP Strengthening	252
Juscelina R. Ferreira, Peterson A. Quadros, and Sofia M. C. Diniz	
Automating Refined Load Ratings for Girder Bridges.....	261
Thomas F. Golecki and Jeffrey S. Weidner	

Application of a Sequence-Free Iterative Structural Identification Framework for Reserve Capacity Estimation of a Steel-Concrete Composite Bridge.....	275
Sai Ganesh S. Pai and Ian F. C. Smith	
Design Phase of Life in Coastal Bridges to Minimize Environmental Impacts and Improve Resiliency	287
Mi G. Chorzepa, Jason K. Christian, and Stephan A. Durham	
Analytical Models for Seismic Repair of Bridge Columns Using Plastic Hinge Relocation	296
Ruo-Yang Wu and Chris P. Pantelides	
Fragility Curve Development for the Seismic Vulnerability Assessment of Retrofitted RC Bridges under Mainshock-Aftershock Seismic Sequences	308
Ehsan Omranian, Adel Abdelnaby, Gholamreza Abdollahzadeh, Mehdi Rostamian, and Farid Hosseinpour	
Numerical Analysis of AFRP Reinforced Concrete Columns with Replaceable Structural Fuses as Energy Dissipaters under Cyclic Loading	317
Steve Efe, Mehdi Shokouhian, and Monique Head	
Moment-Curvature Analysis of Hybrid Concrete-Filled Fiber Reinforced Polymer Tube Columns	338
Alexandra Hain, Arash Esmaili Zaghi, and Angela Lanning	
The Dynamics of Precast Post-Tensioned Rocking Columns	349
Qi Zhang and M. Shahria Alam	
Enhancing Fatigue Performance of Rib-to-Deck Joints in Orthotropic Steel Decks Using Thickened Edge U-Ribs.....	359
Junlin Heng, Kaifeng Zheng, Yu Zhang, and Yawei Wang	
Repairing the Yullajung Pedestrian Suspension Bridge: Service Learning in the Nepal Himalaya.....	370
Marc J. Veletzos, Robert K. Dowell, and Cynthia Carlson	
Analysis and Design of Flame Ducts	380
Yousef Alostaz, Bunti Patel, and Peter Feenstra	
Dynamic Evaluation of ID Fan Foundation System	392
Xuan Wang	
Selection of Concrete Mix Design Types for Petrochemical Structures	400
Eric Wey and Nam Do	
Sustainability Methods in the Design of Industrial Structures	408
Eric Wey and Emily Horton	

Turbine Generator Foundations—State-of-Practice Review	418
Hongchun Liu	
A Case Study on the Dynamic Analysis of a Combustion Turbine Generator Foundation Using Different Soil Modeling Approaches	432
J. Bose, J. S. Saini, H. Liu, T. Elkhoraibi, and F. Ostadan	
Seismic Design and Analysis of Concrete Liquid-Containing Tanks.....	444
Zhong (John) Liu	
Deflection Analysis of High Performance, Exterior Wall Systems	455
James H. Larkin	
Design of Industrial Equipment Support Structures—Considering Interactions between Equipment and Structures	462
Xiapin Hua and Ron Mase	
Arctic Engineering: Structural Evaluation on the North Slope of Alaska	476
Nicholas Triandafilou, Tom Brindley, and Mustafa Mahamid	
Industrial Structure Repair Case Study: Structural Assessment and Repair Prioritization	489
Nicholas Triandafilou, Mustafa Mahamid, and Tom Brindley	
Restoration of Coker Structures.....	501
Jaya Yerubandi and O. S. Ali Ahmed	
Extending Building Façade Performance Requirements for Blast: Hazard and Injury Assessment Investigations.....	509
Kirk A. Marchand, William R. Earl, Carrie E. Davis, Edward J. Conrath, and Michalis Hadjioannou	
Dynamic Response of a Four-Cylinder Compressor Foundation Considering the Effect of Soil-Foundation Interaction—A Case Study	518
O. S. Ali and Mustafa Mahamid	
Dynamic Buckling of Aboveground Storage Tanks Subjected to Hurricane-Induced Waves	530
Carl Bernier and Jamie E. Padgett	
Integrated Vibration Control and Energy Harvesting of Offshore Wind Turbines Subjected to Misaligned Wind and Wave Loading	541
Chao Sun and Vahid Jahangiri	

Dallas Horseshoe Project—Spliced Concrete Girder Design and Construction Overview

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ABSTRACT

Being only the third installation of spliced concrete girders in North Texas, the authors will highlight the unique aspects of these systems, and share some of the knowledge gained and experiences learned from involvement with this high-profile, complex long-span bridge design and construction project. Six long-span continuous concrete post-tensioned spliced girder bridges cross the Trinity River within the Horseshoe project, each with multiple spans of least 250 feet. These bridges span a long-planned, but as-yet unrealized chain of recreational lakes within the river levees, as well as many bike and pedestrian trails. The interrelationship of design and construction for these girder systems are explored and explained.

BACKGROUND

In 2012, TxDOT solicited design-build delivery proposals for the Dallas Horseshoe project, due to the complexity, scope, and context, and awarded a contract to Pegasus Link Constructors, LLC (PLC), a joint venture between Fluor Enterprises, Inc. and Balfour Beatty Infrastructure, Inc. PLC teamed with WSP USA, serving as lead designer, partnered with AECOM. The \$800 million Horseshoe project earned its name from its U-shaped overall layout, with IH-30 forming one leg, IH-35E the other, and the downtown Dallas “Mixmaster” forming the apex (see Figure 1); some 450,000 to 500,000 vehicles each day pass through the various alignments.

TxDOT’s goals were to replace the critical but obsolete IH-30 and IH-35E Trinity River bridges, and to improve traffic through all of downtown. Other improvements included numerous conventional bridges, many large retaining walls, and some 73 lane-miles of new roadway – along with construction of two “signature” steel arch pedestrian bridges, designed by Santiago Calatrava and Huitt-Zollars. In April 2017, the project achieved substantial completion, allowing drivers to experience improved safety, increased capacity, and improved mobility through the heart of Dallas.

A key part of the success of the Horseshoe stemmed from the PLC team’s selection of continuous concrete post-tensioned spliced girders for the river crossings. The team considered continuous steel plate girders; instead, to minimize initial costs, reduce risk to the schedule from fabrication delays, to minimize life-cycle maintenance costs, and to eliminate environmental risk from later steel coating removal and replacement, the team elected to use spliced concrete girders. Fabricated in segments offsite, these girders are supported on temporary shoring and permanent bents, and stitched together on site with high-strength strands, to make them behave as single assemblies.

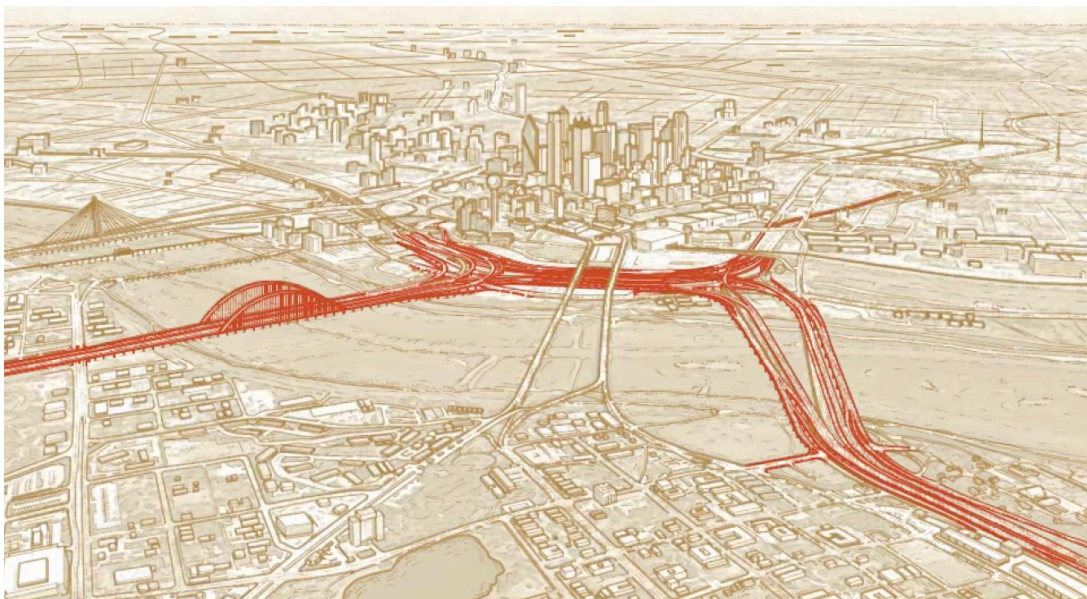


Figure 1 – Rendering of the overall Dallas Horseshoe project, looking northeast from Oak Cliff (image courtesy of TxDOT).

Being only the third installation of spliced concrete girders in North Texas, this paper will highlight the unique aspects of these systems, and relate some of the knowledge gained and experiences learned from involvement with this high-profile, complex long-span bridge design and construction project.

DESIGN

Six long-span continuous concrete post-tensioned spliced girder bridges cross the river within the Horseshoe project, each with multiple spans of 250 to 260 feet, forming units (sections of bridge between expansion joints) of 1000 feet or more.

Of particular importance in the design of spliced concrete girders, is construction (or erection) sequencing and the companion analyses. Due to these stages, the analysis model must be performed in steps, considering the conditions of support, continuity, the boundary conditions, and the temporary loading. The member forces and element stresses are not identical to those predicted by a classical, continuous analysis, in which continuity and loading are known from the outset, and do not change over the course of the analysis.

Although one could perform the analyses of these structures without the use of specially-adapted software, the authors recommend using a program that can account for the following:

- Time-dependency,
- Incremental summation of construction staging,
- Accommodation to changes in the static system,
- Ability to place and remove temporary supports,
- Field post-tensioning effects and secondary forces,
- The ability to place the bridge deck in stages, and
- Non-linear temperature gradients.

Not long ago, there were few commercially-available software programs capable of such analyses. However, today there are multiple programs on the market with such capabilities.

The AASHTO LRFD Bridge Design Specifications have made significant progress in the last