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Design of the new extra-dosed bridge over the Kelani River

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Abstract: An extra-dosed post-tensioned pre-stressed concrete box girder bridge over the Kelani River is scheduled to be built as part of an elevated roadway project in Colombo, Sri Lanka. This three-span structure will be 380m long, with a 180m main span. The box-girder will be 5.6m high at the pylon locations and 3.3m at mid-span and the ends. The two U-shaped pylon structures with a twin tower configuration will support a fan-type stay-cable arrangement with 24 stay-cables emanating from each tower. The towers which are 29m high, rise from the piers starting at the level of the under-side of the pot-bearings supporting the box girder. The stay-cables are attached to the 30.4m wide bridge deck at the sides and are proposed to be ECF cables. The detailed design of the bridge was carried out taking into consideration the in-situ balanced cantilever method of construction, which will be used for this bridge, through a staged analysis. The design was carried out in conformance with BS5400. Structural modelling and analysis was carried out using the CSiBridge2015 software. This paper presents and discusses the detailed design procedure of the main bridge elements, the load-cases considered, key results and the planned construction procedure of the proposed bridge

Keywords: balanced-cantilever, extra-dosed, Staged construction analysis

1. Introduction

A new bridge over the Kelani river is scheduled to be built as part of the New Kelani Bridge Construction Project (NKBCP) which is a proposed roadway project which will connect the Colombo Katunayaka Expressway (CKE), which is the expressway connecting the international airport to the city, to one of the main arteries in Colombo, the Baseline road, and to the main access road to the Colombo port through an elevated roadway [1]. This bridge, which will be an Extra-dosed pre-stressed-concrete (PC) box girder bridge and is the centrepiece of the proposed development, will also be a landmark structure for Colombo and the first of its type in Sri Lanka.

2. 'Extra-dosed' Structural concept

In 1988, a French Engineer Jacques Mathivat, proposed a new form of pre-stressed post-tensioned concrete bridge [2] in which he proposed a system of external pre-stressing with the pre-stressing component located outside of the main girder boundaries. The internal pre-stressing of the upper section of the beam was replaced by external cables arranged over a small-sized mast located atop of the pier of the bridge he proposed (Figure 1).

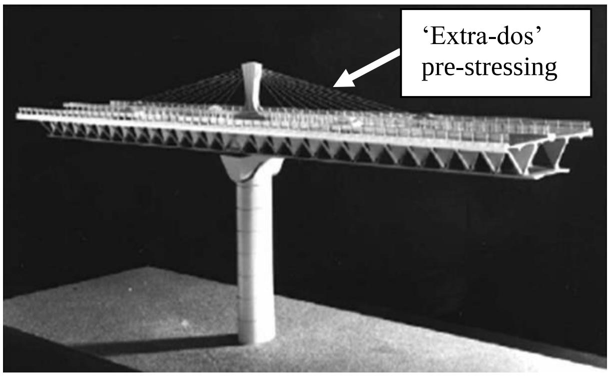

Figure 1: Proposed Viaduct for Arrêt Darré [2]

Since the external pre-stressing arranged by Mathivat was akin to the 'extra-dos', which is the upper curve of an arch, this new form of PC bridge was referred to as the 'Extra-dosed' type. Extra-dosed PC bridges are a hybrid form of bridge incorporating the structural features of PC girder bridges and those of cable-stayed bridges. While in a cable stayed bridge the vertical load is taken exclusively by the stay cables, in an extra-dosed bridge only a proportion of the vertical load is taken by the external cables (cable stays), while the girder itself takes a significant proportion of the vertical load resulting in larger girder depths than for cable stayed bridges of the same span.

The cable stays of an extra-dosed bridge essentially act as external pre-stressing but with a higher effective eccentricity than for conventional external pre-stressing which lie within the confines of the girder structure, resulting in a reduction of girder size compared to girder bridges of the same span. Due to the cable stays acting as external pre-stressing supporting only a proportion of the live load, the cable stays (external pre-stressing) can be stressed to higher stresses than those allowed in cable-stayed bridges [3] as the cables will be less severely loaded for fatigue considerations. In summary, the structural concept of extra-dosed bridges can be described as a PC box girder bridge with external pre-stressing through stay cables which also carry a portion of the vertical load.

3. General design outline

The proposed extra-dosed bridge is a 3-span structure with a 180m main span and two 100m long side spans. The main span length was determined by the design constraint of the need to avoid locating piers within the river limits. The side span lengths were constrained by the need to avoid locating piers on existing roads and the need to keep sufficient head-room over the said roads. An acceptable ratio of main span to side span length was also required in order to minimise out-of-plane forces on the pylon structure. Hence a main span to side span ratio of 1.8 was chosen. The bridge spans from P19 at station 800m to P22 at station 1180m, with pylons P20 and P21 located at stations 900m and 1080m respectively. This notation will be used throughout this paper. The layout of the proposed bridge with respect to the existing roads and bridge is shown in Figure 2.

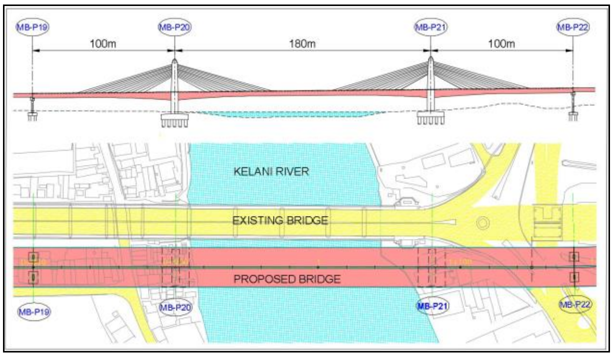

Figure 2: Layout of bridge – plan and elevation

A three cell box girder was chosen as the cross section for the main girder of the bridge. This cross section was chosen based on its high torsional rigidity as well as due to the wide nature of the deck which was designed to support 6 lanes of traffic. The cross sections of the girder at the pylon locations and at mid-span are given in Figure 3.

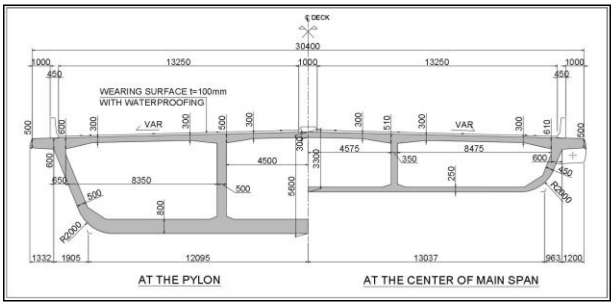

Figure 3: Cross section of main girder

The cross section heights are 5.6m at the pylon locations and 3.3m at mid span and side span ends. As per published literature [3] for extra-dosed bridges, the girder height is usually in the order of L/35~L/45 at the pylon and L/50~L/60 at mid-span, where L is the main span length. For a 180m span this translates into a height of 4~5.1m at the pylon and 3~3.6m at mid-span. A slightly larger value of girder height was chosen for the proposed bridge in order to minimise the size of the stay cables that would be required. In Table 1 typical extra-dosed bridge girder heights are compared to typical values of cable-stayed bridges and PC box girder bridges for the same span.

Table 1: Girder heights for three bridge types

Type of bridge	At pylon	At mid-span
Extra-dosed bridge	L/35 ~ L/45	L/50~L/60
Cable stayed bridge	L/80 ~ L/100 (constant)	
Box girder bridge	L/8 ~ L/16	L/35 ~ L/40

The girder height varies parabolically from 5.6m at the pylon location to 3.3m, 61m either side of the pylon centreline. The girder height is constant from Station 800-839m, for the middle 58m of the main span and also from station 1141-1180m. The top slab is 300mm thick throughout the length of the bridge while the bottom slab thickness and web thickness varies along the length of the bridge as shown in Figure 4.

The girder is supported at the pylon locations and at the end piers on 4 pot bearings each which are located near or directly beneath the web walls. The bearings, which provide no rotational restraint, are fixed in translation in the direction transverse to the bridge axis at all piers, and are free in the longitudinal direction at all piers except at P21.

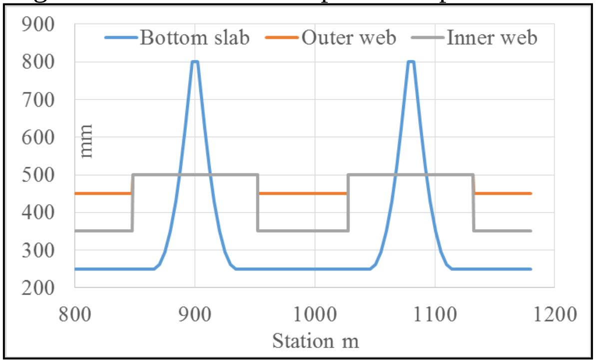

Figure 4: Thickness variation of slabs and webs

Providing longitudinal fixity only at a single pier is not usual in long-span bridge design. This layout was adopted since the design longitudinal load-effects due to wind, temperature and seismic loading in Sri Lanka were relatively minor. The girder is also supported by a system of stay cables emanating from two U-shaped pylons with a twin tower configuration. The twin towers are approximately 20m high above the top surface of the box girder and are inclined 5^0 to the vertical for aesthetic reasons. Each tower supports two planes of stay cables composed of 12 stay cables each. Hence 24 stays emanate out from each pylon. The design resulted in the shortest six cables in each plane being 27 tendon cables while the longest six were 37 tendon cables. The layout of the pylons and stay cables are shown in Figures 5 and 6. The twin towers are rigidly connected to the pylon pier while the connection between the girder and pylon pier is through pot bearings as described.

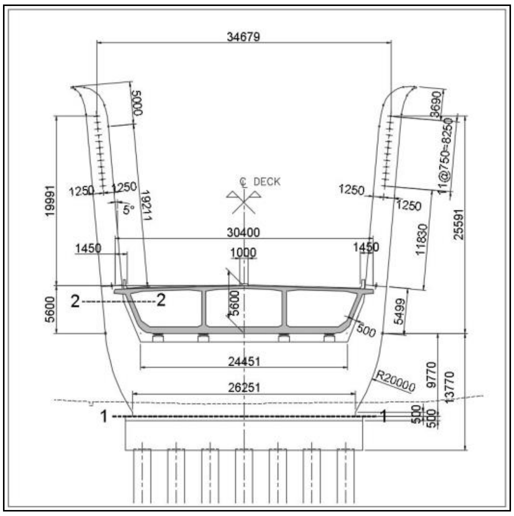

Figure 5: Pylon layout

General design guidance [3] states that for an extra-dosed bridge the tower height above the girder level is of the order of L/8~L/15 which for a 180m span gives a tower height of 12~22.5m. . Hence the tower height of 20m that was chosen falls within the general design guidance. For comparison, a cable–stayed bridge tower would be approximately 36~60m high for the same span. A double plane stay cable arrangement as described was chosen given the need to incorporate a 30.4m wide deck and due to the increase in torsional stiffness a double plane stay arrangement offers. A fan-type arrangement of stay cables was chosen out of the types commonly used (Figure 7).

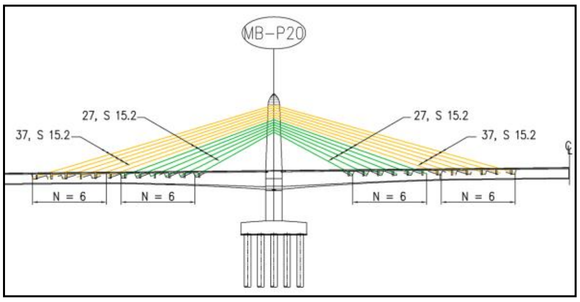

Figure 6: Stay cable layout (P20/P21)

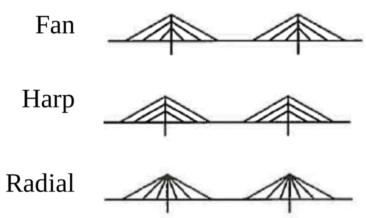

Figure 7: Types of stay cable arrangement

The fan type, which is a hybrid arrangement in between the radial and harp types, utilises cable stays more efficiently than the other types while keeping the sectional forces in the pylon at an acceptable level especially compared to those resulting from the radial type arrangement. The stay cables are located at 4.5m intervals along the suspended length of the girder and spaced at 0.75m intervals at the towers. At the tower a saddle type anchoring system (Figure 8) was chosen since it results in a smaller tower width and smaller spacing of stay cables at the towers than alternative anchorage systems. The 4.5m interval along the girder corresponds to the segment length considered for the girder construction.

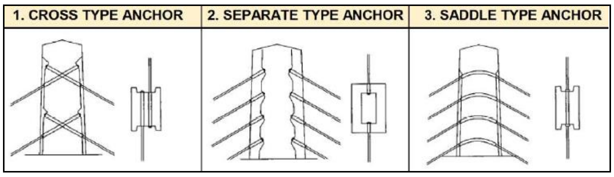

Figure 8: Anchorage systems at pylons

A double tube saddle type tower anchorage system (Figure 9) which allows for the replacement of stay cables was chosen.

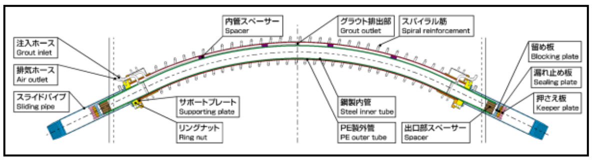

Figure 9: Double-tube saddle anchorage (typical) [4]

Usually, the suspended length of the girder, which is the length supported by stay cables, is of the order of 0.2L. However for this bridge the suspended length was increased to 0.28L, taking into account the deck size as well as to keep the stay cable size to a minimum (Figure 10)

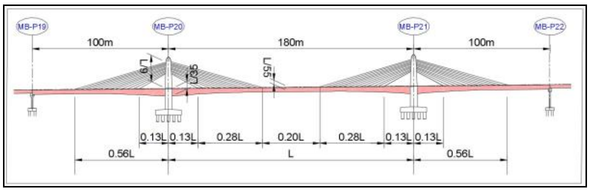

Figure 10: Stay cable layout along the bridge

At the girder level each stay cable is anchored to the girder through anchorages (Figure 11) located on the sides of the bridge deck.

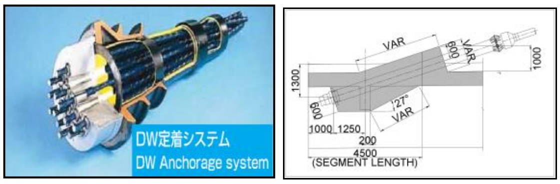

Figure 11: Stay cable anchorage (typical) [4]

The segments of the bridge which contain stay cable anchorages also consist of 400mm thick full width cross beams which are 1750mm high as seen in Figure 12. The structural effect of the cross beams is to improve the load-distribution within the girder cross section of the stay cable forces and to improve the transverse resistance of the girder.

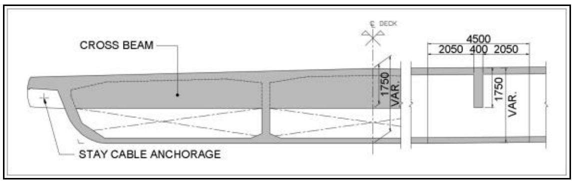

Figure 12: Cross beam layout

Taking into account its excellent corrosion resistance as well as relative ease of construction, epoxy coated and filled (ECF) tendons (Figure 13) will be used for the stay cables of the proposed bridge. In addition to the epoxy coating, the tendon also has a polyethylene (PE) covering and the stay cable itself has a protective PE pipe in which all the tendons are enclosed. ECF tendons also offer superior fretting fatigue resistance compared to other alternatives which is advantageous since the tendons will be susceptible to fretting fatigue due to the saddle type anchorage used at the towers.

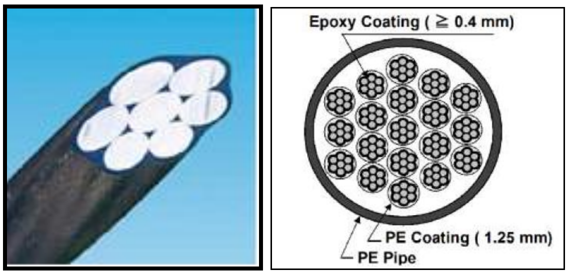

Figure 13: Typical ECF tendon [4] and Stay cable

The sub-surface soil profile at the locations of the proposed piers consist of a thick alluvium layer composed of layers of peat, clay and sand overlaying the bedrock layer. The rock layer consisted of highly to moderately weathered gneiss and was located approximately 25~30m below mean sea level. The allowable bearing capacity for the design of piles socketed in rock was recommended to be 3000kPa together with an ultimate socket friction of ~200kPa. The decision to locate the fixed bearing condition in P20 was made since fixing the girder at P20 resulted in larger lateral forces at P21 (governed by creep and shrinkage effects) and since the ground conditions at P21 were more favourable than at P20.

Table 2: Construction sequence (time in months)

Construction activity	Time
Pile cap, pylon pier and pier head	13
Girder segments without stay cables and part construction of towers	+3.5
Girder segments with stay cables and completion of tower construction	+7.5
Completion of cantilevers	+ 1

Construction of side spans	+ 3
Construction of closure segment at mid span	+1.5
Parapet construction and surfacing	+2

The construction of the proposed extra-dosed bridge will be carried out using the balanced cantilever method with two cantilevers on either side being constructed from each pylon. Table 2 outlines the general planned sequence of construction and approximate timelines. An assumed construction schedule was considered for the structural analysis which is described in the next section.

4. Structural modelling and analysis

The structural modelling for the design of the extra-dosed bridge was done using the CsiBridge2015 analysis software. For the consideration of global effects, a three-dimensional finite element (FE) model consisting of 1-D elements was used. The box girder, pylons, piers and cables were modelled using 1-D frame elements with equivalent stiffness properties. A screen-shot of the finite element model is given in Figure 14.

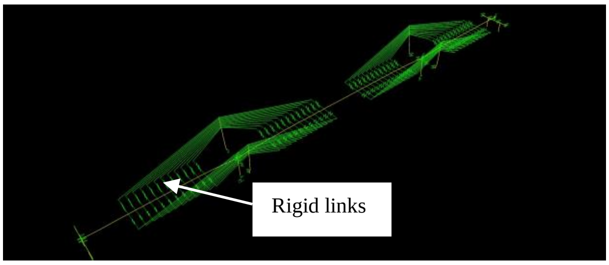

Figure 14: FE analysis model (tendons not shown)

The elements were modelled along the locations of their centroids and the connections between the stay cables and girder were made through rigid links as shown. Since the girder was modelled using frame elements the cross beams were not explicitly modelled. The effects of the cross beams were considered by the use of rigid links as described above. The stay cable anchorage points considered in the model corresponded to their locations in the actual structure. The pylon support foundations were modelled using coupled translational and rotational springs and was updated throughout the analysis to reflect the actual foundation configuration designed. The pot bearings supporting the main girder were modelled using springs with very high translational stiffness with releases specified as appropriate. Hence the connection between the girder elements and the pylon elements in the model was through these spring elements. The 'pier table' of the pylon was modelled by constraining the joints corresponding to the bottom of the pot bearings and the bottom of the towers to act as a rigid body. The stay cables were rigidly connected to the towers at the pylons.

Initially the analysis was done without including the internal pre-stressing tendons within the model. This was done in order to obtain the load-effects of the girder to estimate the required number of internal pre-stressing tendons. The number of internal tendons were then estimated, with an allowance of approximately 2MPa for secondary effects of pre-stressing for the girder. The pre-stressing tendon layout thus designed was then explicitly modelled as elements in the FE model (Figure 15).

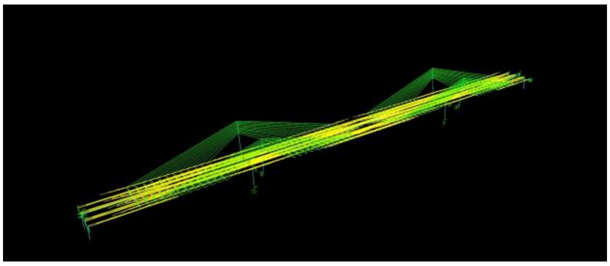

Figure 15: FE model with tendons (in yellow)

The jacking stress for the tendons was specified to be $0.72f_{pu}$. All pre-stress losses were calculated through the software using the following loss parameters. Jacking from both ends was assumed for all internal tendons.

- Friction coefficient 0.3 /rad
- Wobble coefficient 0.004 rad/m
- Wedge draw in 5 mm

The following main loads were considered in the analysis;

1. Dead load and super-dead loads
2. Live loading due to HA and HB loads
3. Wind loading
4. Temperature loading
5. Creep and shrinkage
6. Differential settlement of piers (10mm)
7. Cable and tendon pre-stressing effects
8. Secondary live loading
9. Frictional restraint effects

All loads were considered in accordance with BS5400:2 [5] with traffic loading being taken from BS5400:2(1978). 45 units of HB loading were considered for the analysis. In addition to the aforementioned loads the following special loading conditions were also considered.

1. Sudden loss / replacement of any one stay
2. Replacement of any one bearing

The sudden loss of any one stay was modelled by removing the cable element from the model and re-running the analysis, with equal and opposite forces applied to the girder and tower locations to which the cable was connected to, equal in value to the force in the particular cable at the ULS obtained from the original model (with all load factors set to 1.0). A 1.8 impact factor was applied to take into account dynamic effects. A similar approach was used for the stay and bearing replacement conditions (without the impact factor).

As the bridge will be constructed using the balanced cantilever method a staged analysis was done in order to realistically model dead load effects and effects due to creep and shrinkage. An assumed construction schedule was used for the staged analysis. A 15 day cycle was considered for the construction of girder segments without stay cable anchorages and an 18 day cycle was considered for segments with stay cable anchorages. For each stage, the respective girder segments were added after which the dead load and internal pre-stressing were applied and stay cable pre-stressing applied thereafter where appropriate. During construction of the cantilevers the springs modelling the pot-bearings at the pylons were temporarily assigned to provide full restraint. In reality too, a temporary fixing arrangement will be constructed at the pylon locations to facilitate balanced cantilever construction. When adding the respective segments in the analysis model, segments on either side of the pylon were added at the same time, mimicking the proposed actual construction sequence. Once the cantilever construction was completed, the side-spans were added to the model after which the rotational restraints temporarily assigned to the pylon bearing springs were released. The closure segment at mid-span was then added and the final translational releases were assigned to the bearing-springs, prior to stressing the bottom tendons of the closure segment. The super-dead loads were then added and the effects of long term creep and shrinkage were assessed through time-lapse load-stages which calculated effects up-to 30 years (T=∞) after completion of the bridge (T=0). The creep and shrinkage calculation was done through the software which followed the procedure specified in the CEB-FIP 1990 model code [6]. The creep and shrinkage effects were considered not only for the long term but throughout the construction period. Figure 16 shows a screen-shot of the stage at which the cantilevers emanating out of P20 have been completed.

The effects of all other loads were calculated using the staged analysis model (and associated stiffness) at T=0. The HA and HB live load effects were calculated through influence line analysis using the in-built function of the analysis software. For the wind loading a basic wind speed of 33.5 ms^{-1} was considered [7] while for temperature loading effects, a uniform temperature difference of +/- 7^0C was considered with an installation temperature of 32^0C [8]. A temperature difference +/- 8^0C was considered between steel and concrete elements of the bridge. The re-distribution of load effects due to the change of support fixities was calculated through the software itself. During the staged analysis, the loading from the form traveller was considered as a point load of 160T while a construction live load of 14.6 kN/m on one cantilever and half the load on the other was also considered. The main material parameters considered in the analysis are tabulated in Table 3.

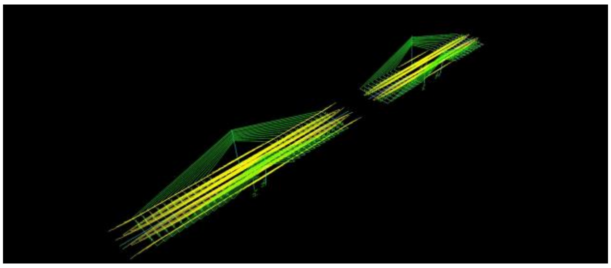

Figure 16: Model at completion of P20 cantilevers

Table 3: Main material parameters considered

Parameter	Value
E (Young's Modulus) of girder (1.15 x 34 – taking into account effect of rebar and tendons) - G50 concrete	39.1 GPa
E of tower - G50 concrete	34 GPa
E of pier (pylon piers included) – G40	31 GPa
E of pre-stressing tendons/cable stays	200 GPa
Shrinkage start date as per [6]	3 days
UTS of tendons f_{pu}	1850 MPa
Relative humidity	70%
Shrinkage coefficient as per [6] β_{sc}	5
Relaxation class as per [6]	2

The full sectional stiffness was considered for the girder elements in the analysis while the sectional stiffness of the pylons and piers were reduced by 50% to account for the fact that these will be cracked at SLS. The same analysis model was used for SLS and ULS, in line with limit state theory. For the stay cables no 'apparent modulus' effects

[9] were considered, since even for the longest cable, the change in modulus was negligible.

Initially the analysis was run with all stay cables considered as 27 tendon cables. However it was ascertained that the cable capacity was not sufficient to meet the design criteria upon which the longest six stay cables emanating from each tower was changed to 37 tendon cables. The stay cable pre-stress was applied through the software at each relevant analysis stage as a 'target-force' load-case in which the software increased the strain of the cable until it achieved the specified force. The amount of stay cable pre-stress was initially determined considering the remaining allowable force increase in the cables after the resulting SLS loads in the cables without pre-stress were deducted. Since staged analysis is a type of non-linear analysis, the maximum amount of pre-stress was finalised through iteration.

Creep and shrinkage loss of internal pre-stress was accounted for in the analysis itself as the tendons were modelled explicitly and deformed compatibly with the elements they were embedded to.

5. Detailed design of box girder

Using the load-effects from the global analysis, the SLS and ULS design of the main box girder for longitudinal effects was carried out. The steps described in sections 5.1 to 5.3 were followed in the design. In the longitudinal direction, the main box girder was designed as a Class 2 pre-stressed concrete member as per BS5400-4 [5]. The internal pre-stressing layouts that were designed for the top and bottom slabs of the main box girder are shown in Figures 17a-c. The arrangement is symmetric about the centreline of the girder cross section.

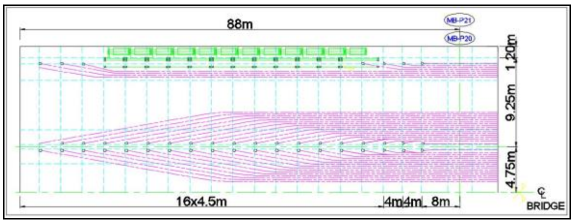

Figure 17a: Top slab pre-stressing (for P20/P21 cantilever spans) – 88 x 15ø15.2mm tendons

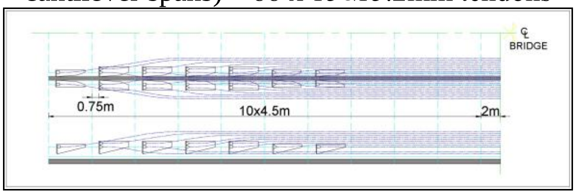

Figure 17b: Bottom slab pre-stressing (mid-span) 66 x 15ø15.2mm tendons

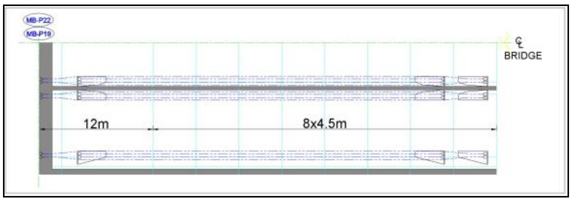

Figure 17c: Bottom slab pre-stressing (side-spans) – 24 x 15ø15.2mm tendons

5.1 Stress check for completed bridge

The extreme fibre stresses of the main girder cross section due to the critical load combinations were calculated for the bridge at and after completion. The resulting stresses were then checked with the relevant stress limitations, which as per BS5400-4 Section 6.3.2 [5] were 2.55 MPa in tension and 20 MPa in compression for grade 50 concrete. The calculated extreme fibre stresses along the bridge are shown in Figure 18. When calculating the stresses, for contributions from the axial forces applied on the girder by the stay cables and internal tendons, a distribution angle of 33^0 was considered [10], since the axial forces are not immediately effective across the whole cross section (Figure 19). This resulted in an effective distribution length behind the anchorage of approximately 7.5m. In the calculation of stresses the contribution from the aforesaid axial forces was only considered effective after this length.

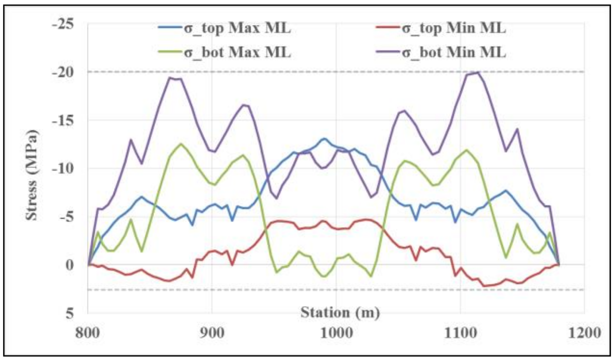

Figure 18: Extreme SLS fibre stresses (T = 0 to ∞) (Tension positive, sagging moment positive)

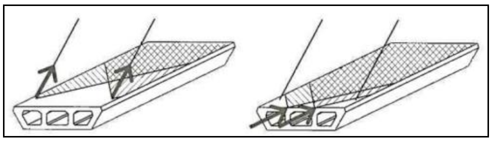

Figure 19: Distribution of applied axial forces

5.2 Stress check during construction

Similar to 5.1, stresses were also calculated for load-effects during construction. It was confirmed that the maximum and minimum stresses during construction were also within the required limits.

5.3 Ultimate capacity checks

In addition to the SLS design, the ULS moment, shear and torsion capacities were also checked. For the longitudinal moment capacity in order to obtain the required capacity above the applied ULS moment it was necessary to design and consider the capacity contributions from the reinforcement of the top and bottom slabs. The longitudinal reinforcement thus designed is tabulated in Table 4. The moment capacity was calculated taking into account the co-existing axial force in the section. Figure 20 shows the variation of maximum and minimum ULS longitudinal moments and the calculated ULS capacities.

Table 4: Slab rebar (top and bottom surfaces)

Slab	Rebar (c/c in mm)	Length along bridge
Top slab	H12@150 c/c	Full length
Bottom slab	H12@150 c/c	P20/21 to P20/21 +/- 12m, P20/21 +/- 54m to +/-90m and side span ends
	H25@150 c/c	P20/21 +/- 12m to +/- 36m
	H20@150 c/c	P20/21 +/- 36m to +/- 54m

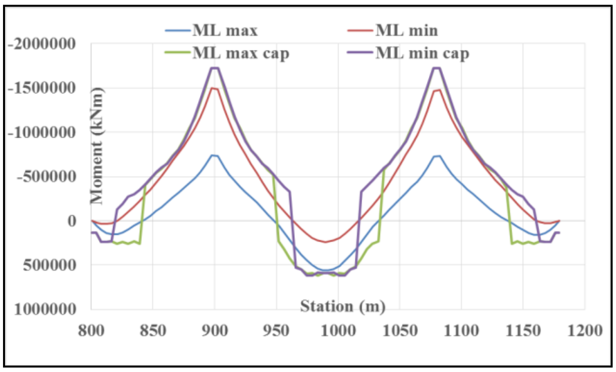

Figure 20: ULS moments and capacities (Sagging moments positive)

The ULS shear and torsion effects were also assessed. The distribution of shear between the outer and inner webs was obtained through an additional finite element model which modelled each web and associated top and bottom slabs as separate elements along with the cross beams. For the outer and inner webs maximum distribution ratios of 0.37 and 0.20 were obtained. These ratios together with the obtained load-effects from the main analysis model was used for ULS shear design of the girder.

5.4 Displacement of girder

The displaced shape of the bridge due to dead and super dead loads (including pre-stress) at the end of creep and shrinkage is shown in Figure 21. A maximum displacement of 423mm (~ L/425) was calculated from the analysis at mid-span. During construction this long term deflection needs to be taken into account in order to ensure that the road alignment of the structure achieves the design requirement in the long term.

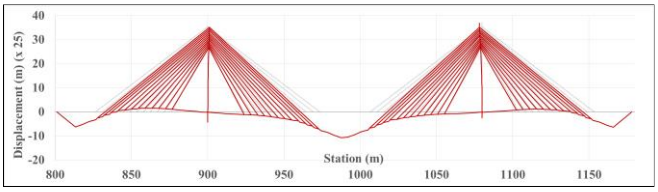

Figure 21: Long term bridge displacement

6. Detailed design of stay cables

The stay cables were designed ensuring that SLS loads in the cables did not exceed $0.6f_{pu}$. For the load-cases of sudden loss of one stay and stay replacement, a stress of $0.65f_{pu}$ was permitted while during construction a maximum stress of $0.7f_{pu}$ was considered permissible. The resulting maximum SLS cable loads for cables emanating from P20 and P21 are shown in Figure 22. Results are presented for cables of one tower of each pylon (as effects are nearly symmetric). As can be seen the maximum cable loads are less than the allowable for all cables. Since the loads in the cables vary due to the live load, fatigue of the cables was also considered. The allowable stress for fatigue is a function of the maximum allowable SLS stress [3] as shown in Figure 23.

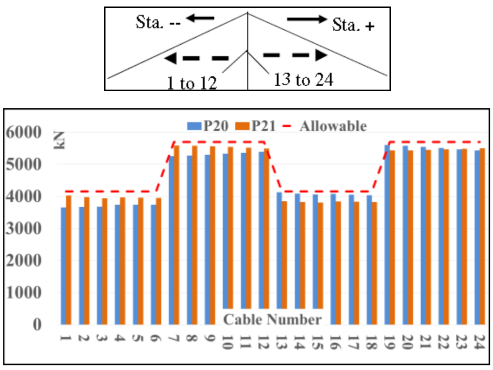

Figure 22: Maximum SLS cable loads (P20/P21)

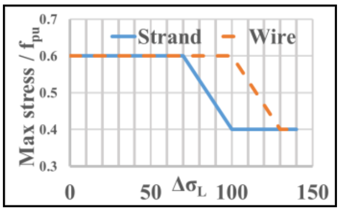

Figure 23: Allowable fatigue stress range ($\Delta\sigma_L$) [3]

For an allowable stress of $0.6f_{pu}$, the allowable stress range is 70 MPa. The calculated cable stress ranges due to live load (HA loading only) are shown in Figure 24. Using HA loading to assess fatigue stress ranges may seem overly conservative. However this method is acceptable since additional bending stresses induced in the cables near anchorages [11] are not explicitly taken into account in the analysis.

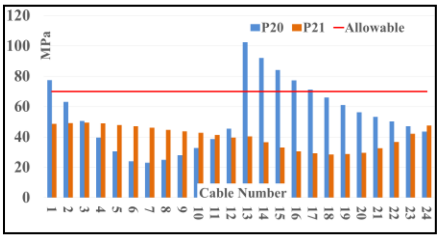

Figure 24: Stay Cable stresses due to HA loading

The shortest five cables of P20 were observed to have stress ranges above the limiting value. This was mitigated by increasing the number of tendons used for these stays. Cable vibrations due to wind/rain will be monitored during construction and damping devices will be designed and installed as required.

7. Detailed design of pylons

The towers of the pylon vary from a 2.5m x 3.5m section at the top to a 2.5m x 5m section at the level of the top of the girder, after which the section increases in width until the level of the 'pier-table', as shown in Figure 25. Below the level of the pier table the pylon 'pier' is a cellular box structure with the typical section as shown in Figure 26. The overall width of the pier varies from 32.71m at level of the bearings to 26.25m at level of the top of the pile cap.

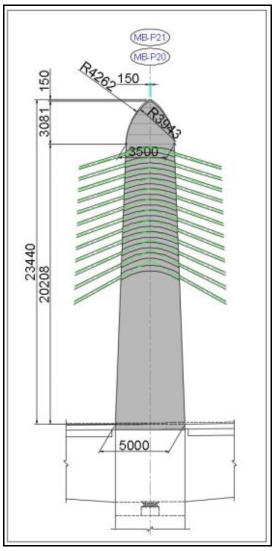

Figure 25: Pylon tower section variation

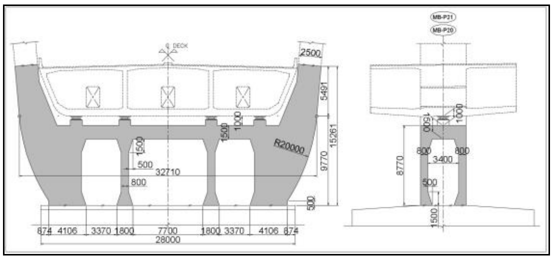

Figure 26: Pylon pier typical cross sections

The tower and pier sections were designed as bi-axially loaded reinforced concrete columns at the ULS and the crack widths were checked at the SLS. The ULS maximum axial force and sectional moments for Sections 1-1 and 2-2 as defined in Figure 5, are given in Table 5 for pylon P20, along with the designed perimeter axial reinforcement. The design of the end piers is not explicitly described in this paper as its design depends on the loadings from the approach bridge as well. However the design philosophy of the piers is the same as that of the pylons.

Table 5: ULS load-effects for pylon P20

Load-effect	Sect 1-1	Sect 2-2
Max compression kN	257606	34818
Min compression kN	185037	53357
Max moment about longitudinal axis	106814	37936
Max moment about transverse axis	501642	120504
Max shear in longitudinal dir.	14955	7365
Max shear in transverse dir.	2944	1998
Max torsion	39439	4
Designed axial rebar	H32@150 mm c/c	H32+H40 @150mm

8. Detailed design of foundations

The designed pile layout for pylons P20 and P21 is shown in Figure 27 while the corresponding pile cap section is shown in Figure 28. 2m diameter piles were considered in the design.

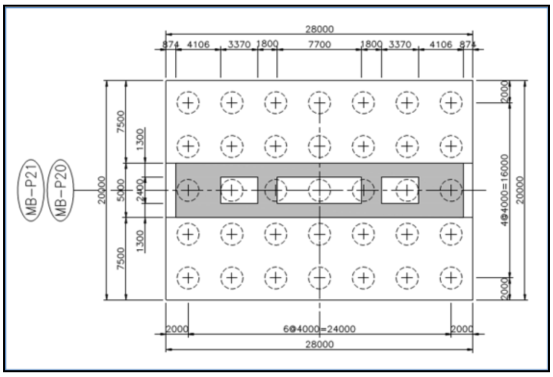

Figure 27: Pile layout of P20/P21 foundations

The design of piles was carried out by using the reactions of the pylon support springs which modelled the effect of the pile foundations in the global analysis model, and applying the said reactions as input loads to a separate finite element model of the pile system. This finite element model is shown in Figure 29.

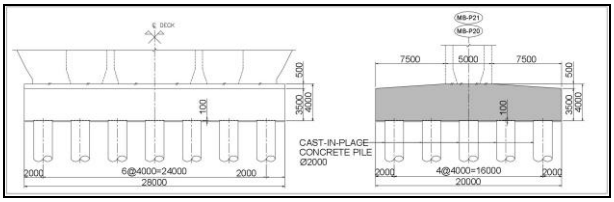

Figure 28: Pile cap dimensions P20/P21

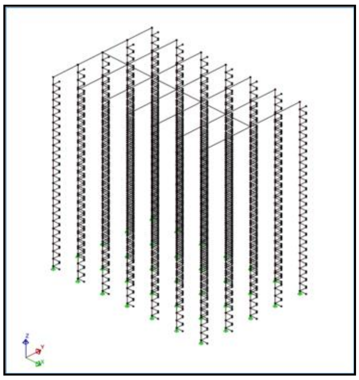

Figure 29 – FE model used for pile design

The top of the piles in the above model was joined together by rigid elements as the 4m high pile cap was considered to be rigid. The piles were supported by springs spaced at 1m intervals which modelled the varying stiffness of the soil layers. The bearing stress from the pile acting on the bearing layer was calculated using the SLS axial force at the bottom of the pile. The pile reinforcement was designed for the ULS condition by considered the pile as a bi-axially loaded reinforced concrete column. The maximum load-effects used for the design of piles in P20 and P21 are tabulated in Table 6. The pile caps of both P20 and P21 pylons are 28m long, 20m wide and 4m high. The pile cap reinforcement was designed based on the moments in the 28m x 4m sections at the face of the pylon pier. This resulted in bottom main reinforcement of 2 x 2H32@150mm c/c. Due to the arrangement of the pylons, the 20m x 4m sections were not critical for the pile cap design.

9. Conclusion and further work

This paper has presented and discussed the detailed design of the main structural elements of the proposed new extra-dosed bridge over the Kelani River, which will be the first of its kind in the country. At the time of writing this paper the detailed design work is ongoing, especially with regard to bearing design, anchorage design and transverse design of the box girder and cross-beams. It is hoped that more details of the design will be the subject of a separate paper in the future.

Table 6: Pile load-effects (kN/kNm)

Load effect	P20	P21
Max SLS axial compression	11618	12122
Max ULS axial compression	15040	15604
Min ULS axial compression	4740	3978
Max ULS moment (moment about ppclr. dir in brackets)	1357 (43) 1027 (541)	1266 (20) 1122 (603)
Axial rebar	40H25 @ upper part 40H20 @ lower part	

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