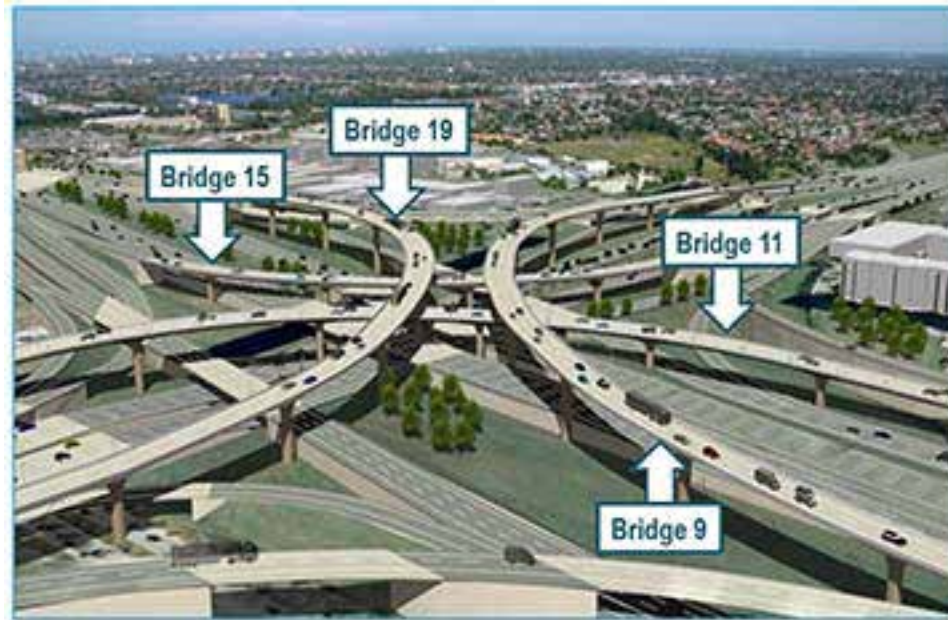


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Bridge lengths: Bridge 9 (N-W) – 2,310'; Bridge 11 (E-N) – 1,785'; Bridge 15 (W-S) – 1,100'; Bridge 19 (S-E) – 2,540' long. The Community/Condotte/de Moya Joint Venture earned the top score for its preferred alternative, but also finished first in terms of technical approach and shortest construction schedule (five years). Rendering: Touchstone Architecture.

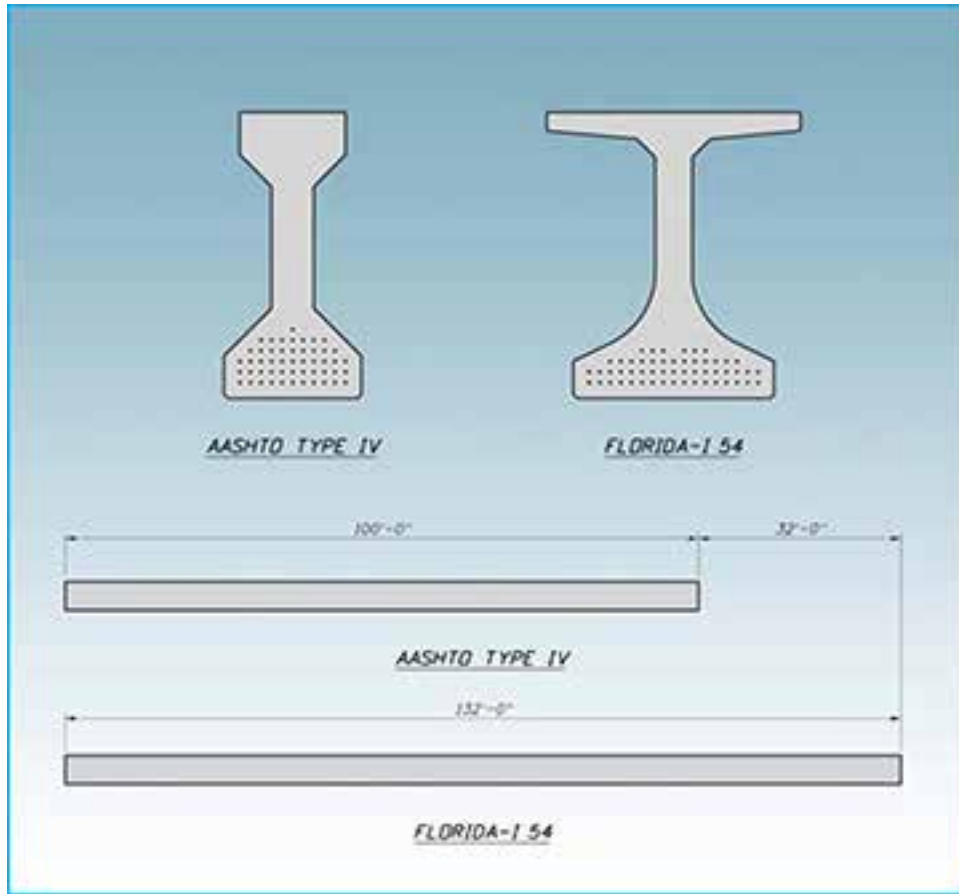


The transportation time of the segments ranged from 30 to 90 minutes, depending on the route and time of day. Photo: Rizzani De Eccher.



Florida I-beam allows for longer spans, lower profiles and/or elimination of beam lines compared to their AASHTO counterparts. Photo: BCC Engineering.

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Florida I-beam was introduced to the Florida Department of Transportation standards in 2009.
Figure: BCC Engineering.



er cap / temporary erection jacks used on the Palmetto Interchange. Photo: Finley Engineering Group, Inc.



The use of external tendons also reduced maintenance costs by allowing improved access for future tendon replacement, upgrades and stressing of any single strand inside the box. Photo: Finley Engineering Group, Inc.

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The diabolos eliminated the need for schedule 40 pipe, reduced the segment weight, and allowed for variable tendon geometry and continuous external tendon ducts. Photo: Finley Engineering Group, Inc.



Polystyrene was used in the hollow pier columns except at the base and caps, which are solid. This eliminated the need for interior formwork and reduced the overall mass of the structure and the amount of concrete required. Photo: Finley Engineering Group, Inc.