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OF STATE HIGHWAY AND
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AASHTO LRFD Bridge Design Specifications



8th Edition
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FOREWORD

The first broadly recognized national standard for the design and construction of bridges in the United States was published in 1931 by the American Association of State Highway Officials (AASHO), the predecessor to AASHTO. With the advent of the automobile and the establishment of highway departments in all of the American states dating back to just before the turn of the century, the design, construction, and maintenance of most U.S. bridges was the responsibility of these departments and, more specifically, the chief bridge engineer within each department. It was natural, therefore, that these engineers, acting collectively as the AASHTO Highway Subcommittee on Bridges and Structures, would become the author and guardian of this first bridge standard.

This first publication was entitled *Standard Specifications for Highway Bridges and Incidental Structures*. It quickly became the *de facto* national standard and, as such, was adopted and used by not only the state highway departments but also other bridge-owning authorities and agencies in the United States and abroad. Rather early on, the last three words of the original title were dropped and it has been reissued in consecutive editions at approximately four-year intervals ever since as *Standard Specifications for Highway Bridges*, with the final 17th edition appearing in 2002.

The body of knowledge related to the design of highway bridges has grown enormously since 1931 and continues to do so. Theory and practice have evolved greatly, reflecting advances through research in understanding the properties of materials, in improved materials, in more rational and accurate analysis of structural behavior, in the advent of computers and rapidly advancing computer technology, in the study of external events representing particular hazards to bridges such as seismic events and stream scour, and in many other areas. The pace of advances in these areas has, if anything, stepped up in recent years.

In 1986, the Subcommittee submitted a request to the AASHTO Standing Committee on Research to undertake an assessment of U.S. bridge design specifications, to review foreign design specifications and codes, to consider design philosophies alternative to those underlying the Standard Specifications, and to render recommendations based on these investigations. This work was accomplished under the National Cooperative Highway Research Program (NCHRP), an applied research program directed by the AASHTO Standing Committee on Research and administered on behalf of AASHTO by the Transportation Research Board (TRB). The work was completed in 1987, and, as might be expected with a standard incrementally adjusted over the years, the Standard Specifications were judged to include discernible gaps, inconsistencies, and even some conflicts. Beyond this, the specification did not reflect or incorporate the most recently developing design philosophy, load-and-resistance factor design (LRFD), a philosophy which has been gaining ground in other areas of structural engineering and in other parts of the world such as Canada and Europe.

From its inception until the early 1970s, the sole design philosophy embedded within the Standard Specifications was one known as working stress design (WSD). WSD establishes allowable stresses as a fraction or percentage of a given material's load-carrying capacity, and requires that calculated design stresses not exceed those allowable stresses. Beginning in the early 1970s, WSD began to be adjusted to reflect the variable predictability of certain load types, such as vehicular loads and wind forces, through adjusting design factors, a design philosophy referred to as load factor design (LFD).

A further philosophical extension results from considering the variability in the properties of structural elements, in similar fashion to load variabilities. While considered to a limited extent in LFD, the design philosophy of load-and-resistance factor design (LRFD) takes variability in the behavior of structural elements into account in an explicit manner. LRFD relies on extensive use of statistical methods, but sets forth the results in a manner readily usable by bridge designers and analysts.

With this edition, the eighth, of the AASHTO LRFD Bridge Design Specifications, Interim Specifications will no longer be issued. Instead, changes balloted and approved by at least two-thirds of the members of the Subcommittee will be published in the next full edition of the Specifications, to be published on a three-year cycle. AASHTO members include the 50 State Highway or Transportation Departments, the District of Columbia, and Puerto Rico. Each member has one vote. The U.S. Department of Transportation is a non-voting member.

Orders for Specifications may be placed by visiting our web site, bookstore.transportation.org; calling the AASHTO Publication Sales Office toll free (within the U.S. and Canada), 1-800-231-3475; or mailing to P.O. Box 933538, Atlanta, GA 31193-3538. A free copy of the current publication catalog can be downloaded from our website or requested from the Publications Sales Office.

Attention is also directed to the following publications prepared and published by the Subcommittee on Bridges and Structures:

AASHTO Guide for Commonly Recognized (CoRe) Structural Elements. 1998.

AASHTO Guide Manual for Bridge Element Inspection. 2011.

AASHTO Guide Specifications for Horizontally Curved Steel Girder Highway Bridges with Design Examples for I-Girder and Box-Girder Bridges. 2003. Archived.

AASHTO Guide Specifications—Thermal Effects in Concrete Bridge Superstructures. 1989. Archived but download available.

AASHTO LRFD Bridge Construction Specifications. 2010.

AASHTO LRFD Bridge Design Guide Specifications for GFRP-Reinforced Concrete Bridge Decks and Traffic Railings. 2009.

AASHTO LRFD Movable Highway Bridge Design Specifications. 2007.

Bridge Data Exchange (BDX) Technical Data Guide. 1995. Archived.

Bridge Security Guidelines, 2011.

Bridge Welding Code: AASHTO/AWS D1.5M/D1.5:2010, an American National Standard. 2015.

Construction Handbook for Bridge Temporary Works. 2017.

Guide Design Specifications for Bridge Temporary Works. 2017.

Guide for Painting Steel Structures. 1997. Archived.

Guide Manual for Condition Evaluation and Load and Resistance Factor Rating (LRFR) of Highway Bridges. 2003. Archived but download available.

Guide Specifications and Commentary for Vessel Collision Design of Highway Bridges. 2009. Archived, download available.

Guide Specifications for Alternate Load Factor Design Procedures for Steel Beam Bridges Using Braced Compact Sections. 1991. Archived.

Guide Specifications for Aluminum Highway Bridges. 1991. Archived.

Guide Specifications for Bridge Railings. 1989. Archived.

Guide Specifications for Design and Construction of Segmental Concrete Bridges. 1999.

Guide Specifications for Fatigue Evaluation of Existing Steel Bridges. 1990. Archived but download available.

Guide Specifications for Highway Bridge Fabrication with HPS 70W (HPS 485W) Steel. 2003. Archived but download available.

Guide Specifications for Seismic Isolation Design. 2014.

Guide Specifications for Strength Design of Truss Bridges (Load Factor Design). 1986. Archived but download available.

Guide Specifications for Strength Evaluation of Existing Steel and Concrete Bridges. 1989. Archived but download available.

Guide Specifications for Structural Design of Sound Barriers. 1989. Archived but download available.

Guide Specifications for the Design of Stress-Laminated Wood Decks. 1991. Archived but download available.

Guidelines for Bridge Management Systems. 1993. Archived but download available.

LRFD Guide Specifications for Design of Pedestrian Bridges. 2009.

The Manual for Bridge Evaluation. 2011.

Movable Bridge Inspection, Evaluation, and Maintenance Manual. 2017.

Standard Specifications for Movable Highway Bridges. 1988. Archived but download available.

Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals. 2009.

Technical Manual for Design and Construction of Road Tunnels—Civil Elements. 2010.

Additional bridges and structures publications prepared and published by other AASHTO committees and task forces are as follows:

AASHTO Maintenance Manual: The Maintenance and Management of Roadways and Bridges. 2007.

Guide Specifications for Cathodic Protection of Concrete Bridge Decks. 1994. Archived but download available.

Guide Specifications for Concrete Overlay of Pavements and Bridge Decks. 1990. Archived but download available.

Guide Specifications for Polymer Concrete Bridge Deck Overlays. 1995.

Guide Specifications for Shotcrete Repair of Highway Bridges. 1998. Archived but download available.

Inspector's Guide for Shotcrete Repair of Bridges. 1999. Archived but download available.

Manual for Corrosion Protection of Concrete Components in Bridges. 1992. Archived but download available.

The following bridges and structures titles are the result of the AASHTO–NSBA Steel Bridge Collaboration and are available for free download from the AASHTO web site, bookstore.transportation.org:

Design Drawing Presentation Guidelines, G 1.2. 2003.

Guidelines for Design Constructability, G 12.1. 2016.

Guidelines for Design Details, G 1.4. 2006.

Guidelines for Resolution of Steel Bridge Fabrications Errors, G 2.2. 2016.

Guidelines for Steel Girder Bridge Analysis, G 13.1. 2011.

Guide Specification for Application of Coating Systems with Zinc-Rich Primers to Steel Bridges, S 8.1. 2006.

Recommendations for the Qualification of Structural Bolting Inspectors, G 4.2. 2006.

Sample Owners Quality Assurance Manual, G 4.4. 2006.

Shop Detail Drawing Presentation Guidelines, G 1.3. 2003.

Shop Detail Drawing Review/Approval Guidelines, G1.1. 2000.

Steel Bridge Bearing Design and Detailing Guidelines, 1st Edition, G 9.1. 2004.

Steel Bridge Erection Guide Specification, S 10.1. 2014.

Steel Bridge Fabrication Guide Specification, S 2.1. 2016.

Steel Bridge Fabrication QC/QA Guide Specification, S 4.1. 2002.

The following have served as chairmen of the Subcommittee on Bridges and Structures since its inception in 1921: Messrs. E. F. Kelley, who pioneered the work of the Subcommittee; Albin L. Gemeny; R. B. McMinn; Raymond Archiband; G. S. Paxson; E. M. Johnson; Ward Goodman; Charles Matlock; Joseph S. Jones; Sidney Poleynard; Jack Freidenrich; Henry W. Derthick; Robert C. Cassano; Clellon Loveall; James E. Siebels; David Pope; Tom Lulay; and Malcolm T. Kerley. The Subcommittee expresses its sincere appreciation of the work of these men and of those active members of the past, whose names, because of retirement, are no longer on the roll.

The Subcommittee would also like to thank Mr. John M. Kulicki, Ph.D., and his associates at Modjeski and Masters for their valuable assistance in the preparation of the LRFD Specifications.

Suggestions for the improvement of the LRFD Specifications are welcomed, just as they were for the Standard Specifications before them. They should be sent to the Chairman, Subcommittee on Bridges and Structures, AASHTO, 444 North Capitol Street, N.W., Suite 249, Washington, DC 20001. Inquiries as to intent or application of the specifications should be sent to the same address.

PREFACE AND ABBREVIATED TABLE OF CONTENTS

The *AASHTO LRFD Bridge Design Specifications*, Eighth Edition contains the following 15 sections and an index:

1. Introduction
 2. General Design and Location Features
 3. Loads and Load Factors
 4. Structural Analysis and Evaluation
 5. Concrete Structures
 6. Steel Structures
 7. Aluminum Structures
 8. Wood Structures
 9. Decks and Deck Systems
 10. Foundations
 11. Abutments, Piers, and Walls
 12. Buried Structures and Tunnel Liners
 13. Railings
 14. Joints and Bearings
 15. Design of Sound Barriers
- Index

Detailed Tables of Contents precede each section. The last article of each section is a list of references displayed alphabetically by author.

Figures, tables, and equations are denoted by their home article number and an extension, for example 1.2.3.4.5-1 wherever they are cited. In early editions, when they were referenced in their home article or its commentary, these objects were identified only by the extension. For example, in Article 1.2.3.4.5, Eq. 1.2.3.4.5-2 would simply have been called “Eq. 2.” The same convention applies to figures and tables. Starting with this edition, these objects are identified by their whole nomenclature throughout the text, even within their home articles. This change was to increase the speed and accuracy of electronic production (i.e., CDs and downloadable files) with regard to linking citations to objects.

Please note that the AASHTO materials standards (starting with M or T) cited throughout the LRFD Specifications can be found in *Standard Specifications for Transportation Materials and Methods of Sampling and Testing*, adopted by the AASHTO Highway Subcommittee on Materials. The individual standards are also available as downloads on the AASHTO Bookstore, <https://bookstore.transportation.org>. Unless otherwise indicated, these citations refer to the current edition. ASTM materials specifications are also cited and have been updated to reflect ASTM’s revised coding system, e.g., spaces removed between the letter and number.

CHANGED AND DELETED ARTICLES, 2017

SUMMARY OF AFFECTED SECTIONS

The revisions included in the *AASHTO LRFD Bridge Design Specifications*, Eighth Edition affect the following sections:

1. Introduction
2. General Design and Location Features
3. Loads and Load Factors
4. Structural Analysis and Evaluation
5. Concrete Structures
6. Steel Structures
7. Aluminum Structures
8. Wood Structures
9. Decks and Deck Systems
10. Foundations
11. Walls, Abutments, and Piers
12. Buried Structures and Tunnel Liners
14. Joints and Bearings

SECTION 1 REVISIONS

Changed Articles

The following Articles in Section 1 contain changes or additions to the specifications, the commentary, or both:

1.3.2.5

Deleted Articles

No Articles were deleted from Section 1.

SECTION 2 REVISIONS

Changed Articles

The following Articles in Section 2 contain changes or additions to the specifications, the commentary, or both:

2.5.1 2.5.1.1 2.5.1.2 2.5.1.3 2.5.2.6.2

Deleted Articles

No Articles were deleted from Section 2.

SECTION 3 REVISIONS

Changed Articles

The following Articles in Section 3 contain changes or additions to the specifications, the commentary, or both:

3.3.1 3.6.1.2.6a 3.11.5.3 3.11.5.8.1 3.16
3.4.1 3.8.1.2.1 3.11.5.6 3.11.6.2

Deleted Articles

No Articles were deleted from Section 3.

SECTION 4 REVISIONS

Changed Articles

The following Articles in Section 4 contain changes or additions to the specifications, the commentary, or both:

4.6.1.2.4b 4.6.1.2.4c 4.6.2.10.4 4.9

Deleted Articles

No Articles were deleted from Section 4.

SECTION 5 REVISIONS

Changed Articles

Section 5 has been reorganized and replaced in its entirety.

SECTION 6 REVISIONS

Changed Articles

The following Articles in Section 6 contain changes or additions to the specifications, the commentary, or both:

6.2	6.6.1.3.1	6.9.4.2.2a	6.11.4	6.13.6.1.3a
6.3	6.6.1.3.2	6.9.4.2.2b	6.11.6.2.1	6.13.6.1.3b
6.4.1	6.6.2	6.9.4.3.1	6.13.1	6.13.6.1.3c
6.4.3.1	6.6.2.1	6.9.4.3.2	6.13.2.1.1	6.13.6.1.4
6.4.3.1.1	6.6.2.2	6.10.1.1.1b	6.13.2.3.2	6.13.6.2
6.4.3.1.2	6.7.2	6.10.1.8	6.13.2.4.2	6.14.2.8.1
6.4.3.1.3	6.7.4.1	6.10.3.4.1	6.13.2.7	6.14.2.8.3
6.4.3.1.4	6.7.4.2	6.10.3.4.2	6.13.2.8	6.14.2.8.6
6.4.3.2	6.7.5.1	6.10.6.2.1	6.13.2.10.3	6.14.3.2.2
6.4.3.3	6.7.7.2	6.10.8.2.2	6.13.2.12	6.14.3.2.3
6.4.3.3.1	6.7.8	6.10.8.2.3	6.13.3.1	6.16.1
6.4.3.3.2	6.8.4	6.10.9.1	6.13.3.2.1	6.16.4.1
6.4.4	6.9.3	6.10.9.3.3	6.13.3.2.3a	6.16.4.2
6.5.4.1	6.9.4.1.1	6.10.10.1.2	6.13.3.2.4	6.17
6.5.4.2	6.9.4.1.2	6.10.11.1.1	6.13.3.6	A6.3.2
6.5.5	6.9.4.1.3	6.10.11.1.3	6.13.3.7	D6.2.3
6.6.1.2.3	6.9.4.2	6.10.11.2.1	6.13.6.1.1	
6.6.1.2.4	6.9.4.2.1	6.10.11.3.1	6.13.6.1.2	
6.6.1.2.5	6.9.4.2.2	6.11.3.2	6.13.6.1.3	

Deleted Articles

6.4.3.4 6.4.3.5

SECTION 7 REVISIONS

Changed Articles

The following Articles in Section 7 contain changes or additions to the specifications, the commentary, or both:

7.1	7.5.4.4.4	7.5.4.6.3	7.9.2.2.2	7.12.3.3
7.2	7.5.4.4.5	7.5.4.6.4	7.9.2.2.3	7.12.4
7.4.1	7.5.4.4.6	7.5.4.7	7.9.2.3	7.12.7
7.4.3.1	7.5.4.4.7	7.6.2.3	7.9.4	7.12.7.1
7.4.3.2	7.5.4.5.1	7.6.2.5	7.10*	7.12.7.2
7.4.3.3	7.5.4.5.2	7.8.2.1	7.11*	7.12.7.3
7.4.3.4	7.5.4.5.3	7.8.2.2	7.12.1	7.12.7.4
7.4.5	7.5.4.5.4	7.8.2.3	7.12.2.1	7.12.7.5
7.5.4.2	7.5.4.5.5	7.9.2	7.12.2.6.1	7.12.7.6
7.5.4.3	7.5.4.5.6	7.9.2.1.1	7.12.2.6.2	7.12.7.7
7.5.4.4.1	7.5.4.6	7.9.2.1.2	7.12.2.8	7.14
7.5.4.4.2	7.5.4.6.1	7.9.2.1.3	7.12.2.9	
7.5.4.4.3	7.5.4.6.2	7.9.2.2.1	7.12.3.2.1	

*Article has been replaced in its entirety.

Deleted Articles

7.4.3.5	7.7.6	7.7.6.1	7.7.6.2	7.7.6.2.1
7.7.6.3				

SECTION 8 REVISIONS

Changed Articles

The following Articles in Section 8 contain changes or additions to the specifications, the commentary, or both:

8.4.1.1.4	8.4.1.4
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Deleted Articles

No Articles were deleted from Section 8.

SECTION 9 REVISIONS

Changed Articles

The following Articles in Section 9 contain changes or additions to the specifications, the commentary, or both:

9.8.3.6.2	9.10
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Deleted Articles

No Articles were deleted from Section 9.

SECTION 10 REVISIONS

Changed Articles

The following Articles in Section 10 contain changes or additions to the specifications, the commentary, or both:

10.3	10.6.3.1.2c	10.6.3.4	10.10
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Deleted Articles

No Articles were deleted from Section 10.

SECTION 11 REVISIONS

Changed Articles

The following Articles in Section 11 contain changes or additions to the specifications, the commentary, or both:

11.10.5.2	11.8.4.1	11.6.5.6	11.11.6
11.10.7.1	11.5.4.2	11.10.7.4	

Deleted Articles

No Articles were deleted from Section 11.

SECTION 12 REVISIONS

Changed Articles

The following Articles in Section 12 contain changes or additions to the specifications, the commentary, or both:

12.4.2.7	12.10.4.2.4	12.10.4.2.4c	12.11.4
12.10.1	12.10.4.2.4a	12.11.2.1	12.14.5.6
12.10.4.2.2	12.10.4.2.4b	12.11.3	12.16

Deleted Articles

No Articles were deleted from Section 12.

SECTION 14 REVISIONS

Changed Articles

The following Articles in Section 14 contain changes or additions to the specifications, the commentary, or both:

14.5.6.9.7a	14.5.6.9.7b
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Deleted Articles

No Articles were deleted from Section 14.

AASHTO Publications Staff
September 2017

SECTION 1: INTRODUCTION

TABLE OF CONTENTS

1.1—SCOPE OF THE SPECIFICATIONS 1-1
1.2—DEFINITIONS..... 1-2
1.3—DESIGN PHILOSOPHY 1-3
 1.3.1—General..... 1-3
 1.3.2—Limit States 1-3
 1.3.2.1—General..... 1-3
 1.3.2.2—Service Limit State..... 1-4
 1.3.2.3—Fatigue and Fracture Limit State..... 1-4
 1.3.2.4—Strength Limit State 1-4
 1.3.2.5—Extreme Event Limit States 1-5
 1.3.3—Ductility 1-5
 1.3.4—Redundancy 1-6
 1.3.5—Operational Importance..... 1-7
1.4—REFERENCES..... 1-7

SECTION 1

INTRODUCTION

1.1—SCOPE OF THE SPECIFICATIONS

The provisions of these Specifications are intended for the design, evaluation, and rehabilitation of both fixed and movable highway bridges. Mechanical, electrical, and special vehicular and pedestrian safety aspects of movable bridges, however, are not covered. Provisions are not included for bridges used solely for railway, rail-transit, or public utilities. For bridges not fully covered herein, the provisions of these Specifications may be applied, as augmented with additional design criteria where required.

These Specifications are not intended to supplant proper training or the exercise of judgment by the Designer, and state only the minimum requirements necessary to provide for public safety. The Owner or the Designer may require the sophistication of design or the quality of materials and construction to be higher than the minimum requirements.

The concepts of safety through redundancy and ductility and of protection against scour and collision are emphasized.

The design provisions of these Specifications employ the Load and Resistance Factor Design (LRFD) methodology. The factors have been developed from the theory of reliability based on current statistical knowledge of loads and structural performance.

Methods of analysis other than those included in previous Specifications and the modeling techniques inherent in them are included, and their use is encouraged.

Seismic design shall be in accordance with either the provisions in these Specifications or those given in the *AASHTO Guide Specifications for LRFD Seismic Bridge Design*.

The commentary is not intended to provide a complete historical background concerning the development of these or previous Specifications, nor is it intended to provide a detailed summary of the studies and research data reviewed in formulating the provisions of the Specifications. However, references to some of the research data are provided for those who wish to study the background material in depth.

The commentary directs attention to other documents that provide suggestions for carrying out the requirements and intent of these Specifications. However, those documents and this commentary are not intended to be a part of these Specifications.

Construction specifications consistent with these design specifications are the *AASHTO LRFD Bridge Construction Specifications*. Unless otherwise specified, the Materials Specifications referenced herein are the *AASHTO Standard Specifications for Transportation Materials and Methods of Sampling and Testing*.

C1.1

The term “notional” is often used in these Specifications to indicate an idealization of a physical phenomenon, as in “notional load” or “notional resistance.” Use of this term strengthens the separation of an engineer's “notion” or perception of the physical world in the context of design from the physical reality itself.

The term “shall” denotes a requirement for compliance with these Specifications.

The term “should” indicates a strong preference for a given criterion.

The term “may” indicates a criterion that is usable, but other local and suitably documented, verified, and approved criterion may also be used in a manner consistent with the LRFD approach to bridge design.

1.2—DEFINITIONS

Bridge—Any structure having an opening not less than 20.0 ft that forms part of a highway or that is located over or under a highway.

Collapse—A major change in the geometry of the bridge rendering it unfit for use.

Component—Either a discrete element of the bridge or a combination of elements requiring individual design consideration.

Design—Proportioning and detailing the components and connections of a bridge.

Design Life—Period of time on which the statistical derivation of transient loads is based: 75 years for these Specifications.

Ductility—Property of a component or connection that allows inelastic response.

Engineer—Person responsible for the design of the bridge and/or review of design-related field submittals such as erection plans.

Evaluation—Determination of load-carrying capacity of an existing bridge.

Extreme Event Limit States—Limit states relating to events such as earthquakes, ice load, and vehicle and vessel collision, with return periods in excess of the design life of the bridge.

Factored Load—The nominal loads multiplied by the appropriate load factors specified for the load combination under consideration.

Factored Resistance—The nominal resistance multiplied by a resistance factor.

Fixed Bridge—A bridge with a fixed vehicular or navigational clearance.

Force Effect—A deformation, stress, or stress resultant (i.e., axial force, shear force, torsional, or flexural moment) caused by applied loads, imposed deformations, or volumetric changes.

Limit State—A condition beyond which the bridge or component ceases to satisfy the provisions for which it was designed.

Load and Resistance Factor Design (LRFD)—A reliability-based design methodology in which force effects caused by factored loads are not permitted to exceed the factored resistance of the components.

Load Factor—A statistically-based multiplier applied to force effects accounting primarily for the variability of loads, the lack of accuracy in analysis, and the probability of simultaneous occurrence of different loads, but also related to the statistics of the resistance through the calibration process.

Load Modifier—A factor accounting for ductility, redundancy, and the operational classification of the bridge.

Model—An idealization of a structure for the purpose of analysis.

Movable Bridge—A bridge with a variable vehicular or navigational clearance.

Multiple-Load-Path Structure—A structure capable of supporting the specified loads following loss of a main load-carrying component or connection.

Nominal Resistance—Resistance of a component or connection to force effects, as indicated by the dimensions specified in the contract documents and by permissible stresses, deformations, or specified strength of materials.

Owner—Person or agency having jurisdiction over the bridge.

Regular Service—Condition excluding the presence of special permit vehicles, wind exceeding 55 mph, and extreme events, including scour.

Rehabilitation—A process in which the resistance of the bridge is either restored or increased.

Resistance Factor—A statistically-based multiplier applied to nominal resistance accounting primarily for variability of material properties, structural dimensions and workmanship, and uncertainty in the prediction of resistance, but also related to the statistics of the loads through the calibration process.

Service Life—The period of time that the bridge is expected to be in operation.

Service Limit States—Limit states relating to stress, deformation, and cracking under regular operating conditions.

Strength Limit States—Limit states relating to strength and stability during the design life.

1.3—DESIGN PHILOSOPHY

1.3.1—General

Bridges shall be designed for specified limit states to achieve the objectives of constructibility, safety, and serviceability, with due regard to issues of inspectability, economy, and aesthetics, as specified in Article 2.5.

Regardless of the type of analysis used, Eq. 1.3.2.1-1 shall be satisfied for all specified force effects and combinations thereof.

1.3.2—Limit States

1.3.2.1—General

Each component and connection shall satisfy Eq. 1.3.2.1-1 for each limit state, unless otherwise specified. For service and extreme event limit states, resistance factors shall be taken as 1.0, except for bolts, for which the provisions of Article 6.5.5 shall apply, and for concrete columns in Seismic Zones 2, 3, and 4, for which the provisions of Articles 5.11.3 and 5.11.4.1.2 shall apply. All limit states shall be considered of equal importance.

$$\sum \eta_i \gamma_i Q_i \leq \phi R_n = R_r \quad (1.3.2.1-1)$$

in which:

For loads for which a maximum value of γ_i is appropriate:

$$\eta_i = \eta_D \eta_R \eta_I \geq 0.95 \quad (1.3.2.1-2)$$

For loads for which a minimum value of γ_i is appropriate:

$$\eta_i = \frac{1}{\eta_D \eta_R \eta_I} \leq 1.0 \quad (1.3.2.1-3)$$

C1.3.1

The limit states specified herein are intended to provide for a buildable, serviceable bridge, capable of safely carrying design loads for a specified lifetime.

The resistance of components and connections is determined, in many cases, on the basis of inelastic behavior, although the force effects are determined by using elastic analysis. This inconsistency is common to most current bridge specifications as a result of incomplete knowledge of inelastic structural action.

C1.3.2.1

Eq. 1.3.2.1-1 is the basis of LRFD methodology.

Assigning resistance factor $\phi = 1.0$ to all nonstrength limit states is a default, and may be overridden by provisions in other Sections.

Ductility, redundancy, and operational classification are considered in the load modifier η . Whereas the first two directly relate to physical strength, the last concerns the consequences of the bridge being out of service. The grouping of these aspects on the load side of Eq. 1.3.2.1-1 is, therefore, arbitrary. However, it constitutes a first effort at codification. In the absence of more precise information, each effect, except that for fatigue and fracture, is estimated as ± 5 percent, accumulated geometrically, a clearly subjective approach. A rearrangement of Eq. 1.3.2.1-1 may be attained with time. Such a rearrangement might account for improved quantification of ductility, redundancy, and operational classification, and their interaction with system reliability in such an equation.

where:

- γ_i = load factor: a statistically based multiplier applied to force effects
- ϕ = resistance factor: a statistically based multiplier applied to nominal resistance, as specified in Sections 5, 6, 7, 8, 10, 11, and 12
- η_i = load modifier: a factor relating to ductility, redundancy, and operational classification
- η_D = a factor relating to ductility, as specified in Article 1.3.3
- η_R = a factor relating to redundancy as specified in Article 1.3.4
- η_I = a factor relating to operational classification as specified in Article 1.3.5
- Q_i = force effect
- R_n = nominal resistance
- R_r = factored resistance: ϕR_n

The influence of η on the girder reliability index, β , can be estimated by observing its effect on the minimum values of β calculated in a database of girder-type bridges. Cellular structures and foundations were not a part of the database; only individual member reliability was considered. For discussion purposes, the girder bridge data used in the calibration of these Specifications was modified by multiplying the total factored loads by $\eta = 0.95, 1.0, 1.05, \text{ and } 1.10$. The resulting minimum values of β for 95 combinations of span, spacing, and type of construction were determined to be approximately 3.0, 3.5, 3.8, and 4.0, respectively. In other words, using $\eta > 1.0$ relates to a β higher than 3.5.

A further approximate representation of the effect of η values can be obtained by considering the percent of random normal data less than or equal to the mean value plus $\lambda \sigma$, where λ is a multiplier, and σ is the standard deviation of the data. If λ is taken as 3.0, 3.5, 3.8, and 4.0, the percent of values less than or equal to the mean value plus $\lambda \sigma$ would be about 99.865 percent, 99.977 percent, 99.993 percent, and 99.997 percent, respectively.

The Strength I Limit State in the *AASHTO LRFD Design Specifications* has been calibrated for a target reliability index of 3.5 with a corresponding probability of exceedance of $2.0E-04$ during the 75-year design life of the bridge. This 75-year reliability is equivalent to an annual probability of exceedance of $2.7E-06$ with a corresponding annual target reliability index of 4.6. Similar calibration efforts for the Service Limit States are underway. Return periods for extreme events are often based on annual probability of exceedance and caution must be used when comparing reliability indices of various limit states.

1.3.2.2—Service Limit State

The service limit state shall be taken as restrictions on stress, deformation, and crack width under regular service conditions.

1.3.2.3—Fatigue and Fracture Limit State

The fatigue limit state shall be taken as restrictions on stress range as a result of a single design truck occurring at the number of expected stress range cycles.

The fracture limit state shall be taken as a set of material toughness requirements of the *AASHTO Materials Specifications*.

1.3.2.4—Strength Limit State

Strength limit state shall be taken to ensure that strength and stability, both local and global, are provided to resist the specified statistically significant load combinations that a bridge is expected to experience in its design life.

C1.3.2.2

The service limit state provides certain experience-related provisions that cannot always be derived solely from strength or statistical considerations.

C1.3.2.3

The fatigue limit state is intended to limit crack growth under repetitive loads to prevent fracture during the design life of the bridge.

C1.3.2.4

The strength limit state considers stability or yielding of each structural element. If the resistance of any element, including splices and connections, is exceeded, it is assumed that the bridge resistance has been exceeded. In fact, in multigirder cross-sections there is significant elastic reserve capacity in almost all such bridges beyond such a load level. The live load cannot be positioned to

1.3.2.5—Extreme Event Limit States

The extreme event limit state shall be taken to ensure the structural survival of a bridge during a major earthquake or flood, or when collided with a vessel, vehicle, or ice floe, possibly under scoured conditions.

1.3.3—Ductility

The structural system of a bridge shall be proportioned and detailed to ensure the development of significant and visible inelastic deformations at the strength and extreme event limit states before failure.

Energy-dissipating devices may be substituted for conventional ductile earthquake resisting systems and the associated methodology addressed in these Specifications or in the *AASHTO Guide Specifications for Seismic Design of Bridges*.

For the strength limit state:

$$\begin{aligned} \eta_D &\geq 1.05 \text{ for nonductile components and connections} \\ &= 1.00 \text{ for conventional designs and details} \\ &\quad \text{complying with these Specifications} \\ &\geq 0.95 \text{ for components and connections for which} \\ &\quad \text{additional ductility-enhancing measures have} \\ &\quad \text{been specified beyond those required by these} \\ &\quad \text{Specifications} \end{aligned}$$

For all other limit states:

$$\eta_D = 1.00$$

maximize the force effects on all parts of the cross-section simultaneously. Thus, the flexural resistance of the bridge cross-section typically exceeds the resistance required for the total live load that can be applied in the number of lanes available. Extensive distress and structural damage may occur under strength limit state, but overall structural integrity is expected to be maintained.

C1.3.2.5

Extreme event limit states are considered to be unique occurrences that may have severe operational impact and whose return period may be significantly greater than the design life of the bridge.

The Owner may choose to require that the extreme event limit state provide restricted or immediate serviceability in special cases of operational importance of the bridge or transportation corridor.

C1.3.3

The response of structural components or connections beyond the elastic limit can be characterized by either brittle or ductile behavior. Brittle behavior is undesirable because it implies the sudden loss of load-carrying capacity immediately when the elastic limit is exceeded. Ductile behavior is characterized by significant inelastic deformations before any loss of load-carrying capacity occurs. Ductile behavior provides warning of structural failure by large inelastic deformations. Under repeated seismic loading, large reversed cycles of inelastic deformation dissipate energy and have a beneficial effect on structural survival.

If, by means of confinement or other measures, a structural component or connection made of brittle materials can sustain inelastic deformations without significant loss of load-carrying capacity, this component can be considered ductile. Such ductile performance shall be verified by testing.

In order to achieve adequate inelastic behavior the system should have a sufficient number of ductile members and either:

- joints and connections that are also ductile and can provide energy dissipation without loss of capacity; or
- joints and connections that have sufficient excess strength so as to assure that the inelastic response occurs at the locations designed to provide ductile, energy absorbing response.

Statically ductile, but dynamically nonductile response characteristics should be avoided. Examples of this behavior are shear and bond failures in concrete members and loss of composite action in flexural components.

Past experience indicates that typical components designed in accordance with these provisions generally exhibit adequate ductility. Connection and joints require special attention to detailing and the provision of load paths.

The Owner may specify a minimum ductility factor as an assurance that ductile failure modes will be obtained. The factor may be defined as:

$$\mu = \frac{\Delta_u}{\Delta_y} \quad (\text{C1.3.3-1})$$

where:

Δ_u = deformation at ultimate

Δ_y = deformation at the elastic limit

The ductility capacity of structural components or connections may either be established by full- or large-scale testing or with analytical models based on documented material behavior. The ductility capacity for a structural system may be determined by integrating local deformations over the entire structural system.

The special requirements for energy dissipating devices are imposed because of the rigorous demands placed on these components.

1.3.4—Redundancy

Multiple-load-path and continuous structures should be used unless there are compelling reasons not to use them.

For the strength limit state:

$$\begin{aligned} \eta_R &\geq 1.05 \text{ for nonredundant members} \\ &= 1.00 \text{ for conventional levels of redundancy,} \\ &\quad \text{foundation elements where } \phi \text{ already accounts for} \\ &\quad \text{redundancy as specified in Article 10.5} \\ &\geq 0.95 \text{ for exceptional levels of redundancy beyond} \\ &\quad \text{girder continuity and a torsionally-closed cross-} \\ &\quad \text{section} \end{aligned}$$

C1.3.4

For each load combination and limit state under consideration, member redundancy classification (redundant or nonredundant) should be based upon the member contribution to the bridge safety. Several redundancy measures have been proposed (Frangopol and Nakib, 1991).

Single-cell boxes and single-column bents may be considered nonredundant at the Owner's discretion. For prestressed concrete boxes, the number of tendons in each web should be taken into consideration. For steel cross-sections and fracture-critical considerations, see Section 6.

The Manual for Bridge Evaluation (2008) defines bridge redundancy as "the capability of a bridge structural system to carry loads after damage to or the failure of one or more of its members." System factors are provided for post-tensioned segmental concrete box girder bridges in Appendix E of the Guide Manual.

System reliability encompasses redundancy by considering the system of interconnected components and members. Rupture or yielding of an individual component may or may not mean collapse or failure of the whole structure or system (Nowak, 2000). Reliability indexes for entire systems are a subject of ongoing research and are

anticipated to encompass ductility, redundancy, and member correlation.

For all other limit states:

$$\eta_R = 1.00$$

1.3.5—Operational Importance

This Article shall apply to the strength and extreme event limit states only.

The Owner may declare a bridge or any structural component and connection thereof to be of operational priority.

C1.3.5

Such classification should be done by personnel responsible for the affected transportation network and knowledgeable of its operational needs. The definition of operational priority may differ from Owner to Owner and network to network. Guidelines for classifying critical or essential bridges are as follows:

- Bridges that are required to be open to all traffic once inspected after the design event and are usable by emergency vehicles and for security, defense, economic, or secondary life safety purposes immediately after the design event.
- Bridges that should, as a minimum, be open to emergency vehicles and for security, defense, or economic purposes after the design event, and open to all traffic within days after that event.

For the strength limit state:

$$\begin{aligned} \eta_I &\geq 1.05 \text{ for critical or essential bridges} \\ &= 1.00 \text{ for typical bridges} \\ &\geq 0.95 \text{ for relatively less important bridges.} \end{aligned}$$

Owner-classified bridges may use a value for $\eta < 1.0$ based on ADTT, span length, available detour length, or other rationale to use less stringent criteria.

For all other limit states:

$$\eta_I = 1.00$$

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SECTION 2: GENERAL DESIGN AND LOCATION FEATURES

TABLE OF CONTENTS

2.1—SCOPE 2-1

2.2—DEFINITIONS 2-1

2.3—LOCATION FEATURES 2-3

 2.3.1—Route Location 2-3

 2.3.1.1—General 2-3

 2.3.1.2—Waterway and Floodplain Crossings 2-3

 2.3.2—Bridge Site Arrangement 2-4

 2.3.2.1—General 2-4

 2.3.2.2—Traffic Safety 2-4

 2.3.2.2.1—Protection of Structures 2-4

 2.3.2.2.2—Protection of Users 2-5

 2.3.2.2.3—Geometric Standards 2-5

 2.3.2.2.4—Road Surfaces 2-5

 2.3.2.2.5—Vessel Collisions 2-5

 2.3.3—Clearances 2-5

 2.3.3.1—Navigational 2-5

 2.3.3.2—Highway Vertical 2-6

 2.3.3.3—Highway Horizontal 2-6

 2.3.3.4—Railroad Overpass 2-6

 2.3.4—Environment 2-7

2.4—FOUNDATION INVESTIGATION 2-7

 2.4.1—General 2-7

 2.4.2—Topographic Studies 2-7

2.5—DESIGN OBJECTIVES 2-7

 2.5.1—Safety 2-7

 2.5.1.1—Structural Survival 2-7

 2.5.1.2—Limited Serviceability 2-7

 2.5.1.3—Immediate Use 2-8

 2.5.2—Serviceability 2-8

 2.5.2.1—Durability 2-8

 2.5.2.1.1—Materials 2-8

 2.5.2.1.2—Self-Protecting Measures 2-8

 2.5.2.2—Inspectability 2-9

 2.5.2.3—Maintainability 2-9

 2.5.2.4—Rideability 2-9

 2.5.2.5—Utilities 2-10

 2.5.2.6—Deformations 2-10

 2.5.2.6.1—General 2-10

 2.5.2.6.2—Criteria for Deflection 2-11

 2.5.2.6.3—Optional Criteria for Span-to-Depth Ratios 2-13

 2.5.2.7—Consideration of Future Widening 2-14

 2.5.2.7.1—Exterior Beams on Girder System Bridges 2-14

 2.5.2.7.2—Substructure 2-14

 2.5.3—Constructibility 2-14

 2.5.4—Economy 2-15

 2.5.4.1—General 2-15

 2.5.4.2—Alternative Plans 2-15

 2.5.5—Bridge Aesthetics 2-15

2.6—HYDROLOGY AND HYDRAULICS 2-17

 2.6.1—General 2-17

 2.6.2—Site Data 2-18

 2.6.3—Hydrologic Analysis 2-18

 2.6.4—Hydraulic Analysis 2-19

 2.6.4.1—General 2-19

2.6.4.2—Stream Stability	2-19
2.6.4.3—Bridge Waterway	2-20
2.6.4.4—Bridge Foundations	2-20
2.6.4.4.1—General.....	2-20
2.6.4.4.2—Bridge Scour	2-21
2.6.4.5—Roadway Approaches to Bridge.....	2-22
2.6.5—Culvert Location, Length, and Waterway Area.....	2-23
2.6.6—Roadway Drainage	2-23
2.6.6.1—General.....	2-23
2.6.6.2—Design Storm.....	2-23
2.6.6.3—Type, Size, and Number of Drains	2-23
2.6.6.4—Discharge from Deck Drains	2-24
2.6.6.5—Drainage of Structures.....	2-24
2.7—BRIDGE SECURITY	2-24
2.7.1—General	2-24
2.7.2—Design Demand	2-25
2.8—REFERENCES.....	2-25

SECTION 3: LOADS AND LOAD FACTORS

TABLE OF CONTENTS

3.1—SCOPE	3-1
3.2—DEFINITIONS	3-1
3.3—NOTATION	3-3
3.3.1—General	3-3
3.3.2—Load and Load Designation	3-8
3.4—LOAD FACTORS AND COMBINATIONS	3-8
3.4.1—Load Factors and Load Combinations	3-8
3.4.2—Load Factors for Construction Loads	3-17
3.4.2.1—Evaluation at the Strength Limit State	3-17
3.4.2.2—Evaluation of Deflection at the Service Limit State	3-18
3.4.3—Load Factors for Jacking and Post-Tensioning Forces	3-18
3.4.3.1—Jacking Forces	3-18
3.4.3.2—Force for Post-Tensioning Anchorage Zones	3-18
3.4.4—Load Factors for Orthotropic Decks	3-18
3.5—PERMANENT LOADS	3-19
3.5.1—Dead Loads: <i>DC</i> , <i>DW</i> , and <i>EV</i>	3-19
3.5.2—Earth Loads: <i>EH</i> , <i>ES</i> , and <i>DD</i>	3-19
3.6—LIVE LOADS	3-20
3.6.1—Gravity Loads: <i>LL</i> and <i>PL</i>	3-20
3.6.1.1—Vehicular Live Load	3-20
3.6.1.1.1—Number of Design Lanes	3-20
3.6.1.1.2—Multiple Presence of Live Load	3-20
3.6.1.2—Design Vehicular Live Load	3-21
3.6.1.2.1—General	3-21
3.6.1.2.2—Design Truck	3-22
3.6.1.2.3—Design Tandem	3-22
3.6.1.2.4—Design Lane Load	3-23
3.6.1.2.5—Tire Contact Area	3-23
3.6.1.2.6—Distribution of Wheel Load through Earth Fills	3-23
3.6.1.2.6a—General	3-23
3.6.1.2.6b—Traffic Parallel to the Culvert Span	3-24
3.6.1.2.6c—Traffic Perpendicular to the Culvert Span	3-26
3.6.1.3—Application of Design Vehicular Live Loads	3-26
3.6.1.3.1—General	3-26
3.6.1.3.2—Loading for Optional Live Load Deflection Evaluation	3-27
3.6.1.3.3—Design Loads for Decks, Deck Systems, and the Top Slabs of Box Culverts	3-27
3.6.1.3.4—Deck Overhang Load	3-28
3.6.1.4—Fatigue Load	3-28
3.6.1.4.1—Magnitude and Configuration	3-28
3.6.1.4.2—Frequency	3-29
3.6.1.4.3—Load Distribution for Fatigue	3-30
3.6.1.4.3a—Refined Methods	3-30
3.6.1.4.3b—Approximate Methods	3-30
3.6.1.5—Rail Transit Load	3-30
3.6.1.6—Pedestrian Loads	3-30
3.6.1.7—Loads on Railings	3-31
3.6.2—Dynamic Load Allowance: <i>IM</i>	3-31
3.6.2.1—General	3-31
3.6.2.2—Buried Components	3-32
3.6.2.3—Wood Components	3-32
3.6.3—Centrifugal Forces: <i>CE</i>	3-32
3.6.4—Braking Force: <i>BR</i>	3-33
3.6.5—Vehicular Collision Force: <i>CT</i>	3-35
3.6.5.1—Protection of Structures	3-35

3.6.5.2—Vehicle Collision with Barriers	3-37
3.7—WATER LOADS: <i>WA</i>	3-37
3.7.1—Static Pressure	3-37
3.7.2—Buoyancy	3-37
3.7.3—Stream Pressure	3-37
3.7.3.1—Longitudinal	3-37
3.7.3.2—Lateral	3-39
3.7.4—Wave Load	3-39
3.7.5—Change in Foundations Due to Limit State for Scour	3-40
3.8—WIND LOAD: <i>WL</i> AND <i>WS</i>	3-40
3.8.1—Horizontal Wind Load	3-40
3.8.1.1—Exposure Conditions	3-40
3.8.1.1.1—General	3-40
3.8.1.1.2—Wind Speed	3-40
3.8.1.1.3—Wind Direction for Determining Wind Exposure Category	3-44
3.8.1.1.4—Ground Surface Roughness Categories	3-44
3.8.1.1.5—Wind Exposure Categories	3-45
3.8.1.2—Wind Load on Structures: <i>WS</i>	3-45
3.8.1.2.1—General	3-45
3.8.1.2.2—Loads on the Superstructure	3-48
3.8.1.2.3—Loads on the Substructure	3-49
3.8.1.2.3a—Loads from the Superstructure	3-49
3.8.1.2.3b—Loads Applied Directly to the Substructure	3-49
3.8.1.2.4—Wind Loads on Sound Barriers	3-50
3.8.1.3—Wind Load on Live Load: <i>WL</i>	3-51
3.8.2—Vertical Wind Load	3-51
3.8.3—Wind-Induced Bridge Motions	3-52
3.8.3.1—General	3-52
3.8.3.2—Wind-Induced Motions	3-52
3.8.3.3—Control of Dynamic Responses	3-53
3.8.4—Site-Specific and Structure-Specific Studies	3-53
3.9—ICE LOADS: <i>IC</i>	3-54
3.9.1—General	3-54
3.9.2—Dynamic Ice Forces on Piers	3-55
3.9.2.1—Effective Ice Strength	3-55
3.9.2.2—Crushing and Flexing	3-56
3.9.2.3—Small Streams	3-57
3.9.2.4—Combination of Longitudinal and Transverse Forces	3-58
3.9.2.4.1—Piers Parallel to Flow	3-58
3.9.2.4.2—Piers Skewed to Flow	3-59
3.9.2.5—Slender and Flexible Piers	3-59
3.9.3—Static Ice Loads on Piers	3-59
3.9.4—Hanging Dams and Ice Jams	3-59
3.9.5—Vertical Forces Due to Ice Adhesion	3-59
3.9.6—Ice Accretion and Snow Loads on Superstructures	3-60
3.10—EARTHQUAKE EFFECTS: <i>EQ</i>	3-62
3.10.1—General	3-62
3.10.2—Seismic Hazard	3-63
3.10.2.1—General Procedure	3-63
3.10.2.2—Site-Specific Procedure	3-92
3.10.3—Site Effects	3-93
3.10.3.1—Site Class Definitions	3-93
3.10.3.2—Site Factors	3-97
3.10.4—Seismic Hazard Characterization	3-98
3.10.4.1—Design Response Spectrum	3-98
3.10.4.2—Elastic Seismic Response Coefficient	3-99
3.10.5—Operational Classification	3-99

3.10.6—Seismic Performance Zones	3-100
3.10.7—Response Modification Factors	3-100
3.10.7.1—General	3-100
3.10.7.2—Application	3-101
3.10.8—Combination of Seismic Force Effects	3-101
3.10.9—Calculation of Design Forces	3-102
3.10.9.1—General	3-102
3.10.9.2—Seismic Zone 1	3-102
3.10.9.3—Seismic Zone 2	3-104
3.10.9.4—Seismic Zones 3 and 4	3-104
3.10.9.4.1—General	3-104
3.10.9.4.2—Modified Design Forces	3-105
3.10.9.4.3—Inelastic Hinging Forces	3-105
3.10.9.4.3a—General	3-105
3.10.9.4.3b—Single Columns and Piers	3-105
3.10.9.4.3c—Piers with Two or More Columns	3-106
3.10.9.4.3d—Column and Pile Bent Design Forces	3-107
3.10.9.4.3e—Pier Design Forces	3-107
3.10.9.4.3f—Foundation Design Forces	3-107
3.10.9.5—Longitudinal Restrainers	3-108
3.10.9.6—Hold-Down Devices	3-108
3.10.10—Requirements for Temporary Bridges and Stage Construction	3-109
3.11—EARTH PRESSURE: <i>EH</i> , <i>ES</i> , <i>LS</i> , AND <i>DD</i>	3-109
3.11.1—General	3-109
3.11.2—Compaction	3-110
3.11.3—Presence of Water	3-110
3.11.4—Effect of Earthquake	3-111
3.11.5—Earth Pressure: <i>EH</i>	3-111
3.11.5.1—Lateral Earth Pressure	3-111
3.11.5.2—At-Rest Lateral Earth Pressure Coefficient, k_o	3-112
3.11.5.3—Active Lateral Earth Pressure Coefficient, k_a	3-113
3.11.5.4—Passive Lateral Earth Pressure Coefficient, k_p	3-116
3.11.5.5—Equivalent-fluid Method of Estimating Rankine Lateral Earth Pressures	3-118
3.11.5.6—Lateral Earth Pressures for Nongravity Cantilevered Walls	3-120
3.11.5.7—Apparent Earth Pressure (<i>AEP</i>) for Anchored Walls	3-124
3.11.5.7.1—Cohesionless Soils	3-125
3.11.5.7.2—Cohesive Soils	3-126
3.11.5.7.2a—Stiff to Hard	3-126
3.11.5.7.2b—Soft to Medium Stiff	3-127
3.11.5.8—Lateral Earth Pressures for Mechanically Stabilized Earth Walls	3-128
3.11.5.8.1—General	3-128
3.11.5.8.2—Internal Stability	3-129
3.11.5.9—Lateral Earth Pressures for Prefabricated Modular Walls	3-129
3.11.5.10—Lateral Earth Pressures for Sound Barriers Supported on Discrete and Continuous Vertical Embedded Elements	3-131
3.11.6—Surcharge Loads: <i>ES</i> and <i>LS</i>	3-134
3.11.6.1—Uniform Surcharge Loads (<i>ES</i>)	3-135
3.11.6.2—Point, Line, and Strip Loads (<i>ES</i>): Walls Restrained from Movement	3-135
3.11.6.3—Strip Loads (<i>ES</i>): Flexible Walls	3-139
3.11.6.4—Live Load Surcharge (<i>LS</i>)	3-141
3.11.6.5—Reduction of Surcharge	3-142
3.11.7—Reduction Due to Earth Pressure	3-143
3.11.8—Downdrag	3-143
3.12—FORCE EFFECTS DUE TO SUPERIMPOSED DEFORMATIONS: <i>TU</i> , <i>TG</i> , <i>SH</i> , <i>CR</i> , <i>SE</i> , <i>PS</i>	3-145
3.12.1—General	3-145
3.12.2—Uniform Temperature	3-145
3.12.2.1—Temperature Range for Procedure A	3-145

3.12.2.2—Temperature Range for Procedure B	3-146
3.12.2.3—Design Thermal Movements	3-148
3.12.3—Temperature Gradient	3-148
3.12.4—Differential Shrinkage	3-149
3.12.5—Creep	3-149
3.12.6—Settlement	3-150
3.12.7—Secondary Forces from Post-Tensioning, <i>PS</i>	3-150
3.13—FRICTION FORCES: <i>FR</i>	3-150
3.14—VESSEL COLLISION: <i>CV</i>	3-150
3.14.1—General	3-150
3.14.2—Owner’s Responsibility	3-152
3.14.3—Operational Classification	3-152
3.14.4—Design Vessel	3-152
3.14.5—Annual Frequency of Collapse	3-153
3.14.5.1—Vessel Frequency Distribution	3-154
3.14.5.2—Probability of Aberrancy	3-155
3.14.5.2.1—General	3-155
3.14.5.2.2—Statistical Method	3-155
3.14.5.2.3—Approximate Method	3-155
3.14.5.3—Geometric Probability	3-158
3.14.5.4—Probability of Collapse	3-159
3.14.5.5 Protection Factor	3-159
3.14.6—Design Collision Velocity	3-161
3.14.7—Vessel Collision Energy	3-161
3.14.8—Ship Collision Force on Pier	3-162
3.14.9—Ship Bow Damage Length	3-164
3.14.10—Ship Collision Force on Superstructure	3-164
3.14.10.1—Collision with Bow	3-164
3.14.10.2—Collision with Deck House	3-164
3.14.10.3—Collision with Mast	3-165
3.14.11—Barge Collision Force on Pier	3-165
3.14.12—Barge Bow Damage Length	3-166
3.14.13—Damage at the Extreme Limit State	3-166
3.14.14—Application of Impact Force	3-167
3.14.14.1—Substructure Design	3-167
3.14.14.2—Superstructure Design	3-168
3.14.15—Protection of Substructures	3-168
3.14.16—Security Considerations	3-169
3.15—BLAST LOADING: <i>BL</i>	3-170
3.15.1—Introduction	3-170
3.16—REFERENCES	3-170
APPENDIX A3—SEISMIC DESIGN FLOWCHARTS	3-177
APPENDIX B3—OVERSTRENGTH RESISTANCE	3-179

SECTION 4: STRUCTURAL ANALYSIS AND EVALUATION

TABLE OF CONTENTS

4.1—SCOPE	4-1
4.2—DEFINITIONS.....	4-2
4.3—NOTATION.....	4-7
4.4—ACCEPTABLE METHODS OF STRUCTURAL ANALYSIS.....	4-10
4.5—MATHEMATICAL MODELING	4-11
4.5.1—General.....	4-11
4.5.2—Structural Material Behavior.....	4-11
4.5.2.1—Elastic Versus Inelastic Behavior	4-11
4.5.2.2—Elastic Behavior.....	4-11
4.5.2.3—Inelastic Behavior	4-12
4.5.3—Geometry	4-12
4.5.3.1—Small Deflection Theory.....	4-12
4.5.3.2—Large Deflection Theory.....	4-13
4.5.3.2.1—General	4-13
4.5.3.2.2—Approximate Methods	4-14
4.5.3.2.2a—General	4-14
4.5.3.2.2b—Moment Magnification—Beam Columns	4-14
4.5.3.2.2c—Moment Magnification—Arches.....	4-16
4.5.3.2.3—Refined Methods	4-16
4.5.4—Modeling Boundary Conditions.....	4-16
4.5.5—Equivalent Members	4-17
4.6—STATIC ANALYSIS.....	4-17
4.6.1—Influence of Plan Geometry	4-17
4.6.1.1—Plan Aspect Ratio	4-17
4.6.1.2—Structures Curved in Plan	4-17
4.6.1.2.1—General	4-17
4.6.1.2.2—Single-Girder Torsionally Stiff Superstructures	4-18
4.6.1.2.3—Concrete Box Girder Bridges	4-18
4.6.1.2.4—Steel Multiple-Beam Superstructures	4-20
4.6.1.2.4a—General	4-20
4.6.1.2.4b—I-Girders	4-20
4.6.1.2.4c—Closed Box and Tub Girders	4-22
4.6.2—Approximate Methods of Analysis	4-22
4.6.2.1—Decks	4-22
4.6.2.1.1—General	4-22
4.6.2.1.2—Applicability	4-23
4.6.2.1.3—Width of Equivalent Interior Strips	4-23
4.6.2.1.4—Width of Equivalent Strips at Edges of Slabs.....	4-25
4.6.2.1.4a—General	4-25
4.6.2.1.4b—Longitudinal Edges.....	4-25
4.6.2.1.4c—Transverse Edges.....	4-25
4.6.2.1.5—Distribution of Wheel Loads	4-26
4.6.2.1.6—Calculation of Force Effects	4-26
4.6.2.1.7—Cross-Sectional Frame Action.....	4-27
4.6.2.1.8—Live Load Force Effects for Fully and Partially Filled Grids and for Unfilled Grid Decks Composite with Reinforced Concrete Slabs.....	4-27
4.6.2.1.9—Inelastic Analysis.....	4-29
4.6.2.2—Beam-Slab Bridges	4-29
4.6.2.2.1—Application	4-29
4.6.2.2.2—Distribution Factor Method for Moment and Shear.....	4-35
4.6.2.2.2a—Interior Beams with Wood Decks.....	4-35
4.6.2.2.2b—Interior Beams with Concrete Decks.....	4-36
4.6.2.2.2c—Interior Beams with Corrugated Steel Decks.....	4-38
4.6.2.2.2d—Exterior Beams	4-39
4.6.2.2.2e—Skewed Bridges	4-40

4.6.2.2.2f—Flexural Moments and Shear in Transverse Floorbeams.....	4-41
4.6.2.2.3—Distribution Factor Method for Shear.....	4-42
4.6.2.2.3a—Interior Beams.....	4-42
4.6.2.2.3b—Exterior Beams.....	4-44
4.6.2.2.3c—Skewed Bridges.....	4-46
4.6.2.2.4—Curved Steel Bridges.....	4-47
4.6.2.2.5—Special Loads with Other Traffic.....	4-47
4.6.2.3—Equivalent Strip Widths for Slab-Type Bridges.....	4-48
4.6.2.4—Truss and Arch Bridges.....	4-49
4.6.2.5—Effective Length Factor, K	4-49
4.6.2.6—Effective Flange Width.....	4-54
4.6.2.6.1—General.....	4-54
4.6.2.6.2—Segmental Concrete Box Beams and Single-Cell, Cast-in-Place Box Beams.....	4-55
4.6.2.6.3—Cast-in-Place Multicell Superstructures.....	4-59
4.6.2.6.4—Orthotropic Steel Decks.....	4-59
4.6.2.6.5—Transverse Floorbeams and Integral Bent Caps.....	4-60
4.6.2.7—Lateral Wind Load Distribution in Girder System Bridges.....	4-60
4.6.2.7.1—I-Sections.....	4-60
4.6.2.7.2—Box Sections.....	4-62
4.6.2.7.3—Construction.....	4-62
4.6.2.8—Seismic Lateral Load Distribution.....	4-62
4.6.2.8.1—Applicability.....	4-62
4.6.2.8.2—Design Criteria.....	4-62
4.6.2.8.3—Load Distribution.....	4-63
4.6.2.9—Analysis of Segmental Concrete Bridges.....	4-63
4.6.2.9.1—General.....	4-63
4.6.2.9.2—Strut-and-Tie Models.....	4-64
4.6.2.9.3—Effective Flange Width.....	4-64
4.6.2.9.4—Transverse Analysis.....	4-64
4.6.2.9.5—Longitudinal Analysis.....	4-64
4.6.2.9.5a—General.....	4-65
4.6.2.9.5b—Erection Analysis.....	4-65
4.6.2.9.5c—Analysis of the Final Structural System.....	4-65
4.6.2.10—Equivalent Strip Widths for Box Culverts.....	4-65
4.6.2.10.1—General.....	4-65
4.6.2.10.2—Case 1: Traffic Travels Parallel to Span.....	4-65
4.6.2.10.3—Case 2: Traffic Travels Perpendicular to Span.....	4-66
4.6.2.10.4—Precast Box Culverts.....	4-66
4.6.3—Refined Methods of Analysis.....	4-67
4.6.3.1—General.....	4-67
4.6.3.2—Decks.....	4-67
4.6.3.2.1—General.....	4-67
4.6.3.2.2—Isotropic Plate Model.....	4-68
4.6.3.2.3—Orthotropic Plate Model.....	4-68
4.6.3.2.4—Refined Orthotropic Deck Model.....	4-68
4.6.3.3—Beam-Slab Bridges.....	4-69
4.6.3.3.1—General.....	4-69
4.6.3.3.2—Grid and Plate and Eccentric Beam Analyses of Curved and/or Skewed Steel I-Girder Bridges.....	4-70
4.6.3.3.3—Curved Steel Bridges.....	4-70
4.6.3.3.4—Cross-Frames and Diaphragms.....	4-71
4.6.3.4—Cellular and Box Bridges.....	4-72
4.6.3.5—Truss Bridges.....	4-72
4.6.3.6—Arch Bridges.....	4-73
4.6.3.7—Cable-Stayed Bridges.....	4-73
4.6.3.8—Suspension Bridges.....	4-74
4.6.4—Redistribution of Negative Moments in Continuous Beam Bridges.....	4-74

4.6.4.1—General	4-74
4.6.4.2—Refined Method	4-75
4.6.4.3—Approximate Procedure	4-75
4.6.5—Stability	4-75
4.6.6—Analysis for Temperature Gradient.....	4-75
4.7—DYNAMIC ANALYSIS.....	4-77
4.7.1—Basic Requirements of Structural Dynamics	4-77
4.7.1.1—General	4-77
4.7.1.2—Distribution of Masses	4-77
4.7.1.3—Stiffness	4-78
4.7.1.4—Damping	4-78
4.7.1.5—Natural Frequencies	4-78
4.7.2—Elastic Dynamic Responses	4-78
4.7.2.1—Vehicle-Induced Vibration	4-78
4.7.2.2—Wind-Induced Vibration.....	4-79
4.7.2.2.1—Wind Velocities	4-79
4.7.2.2.2—Dynamic Effects	4-79
4.7.2.2.3—Design Considerations.....	4-79
4.7.3—Inelastic Dynamic Responses	4-79
4.7.3.1—General	4-79
4.7.3.2—Plastic Hinges and Yield Lines.....	4-80
4.7.4—Analysis for Earthquake Loads	4-80
4.7.4.1—General	4-80
4.7.4.2—Single-Span Bridges	4-80
4.7.4.3—Multispan Bridges.....	4-80
4.7.4.3.1—Selection of Method.....	4-80
4.7.4.3.2—Single-Mode Methods of Analysis	4-81
4.7.4.3.2a—General	4-81
4.7.4.3.2b—Single-Mode Spectral Method.....	4-81
4.7.4.3.2c—Uniform Load Method.....	4-83
4.7.4.3.3—Multimode Spectral Method.....	4-84
4.7.4.3.4—Time-History Method	4-85
4.7.4.3.4a—General	4-85
4.7.4.3.4b—Acceleration Time Histories.....	4-85
4.7.4.4—Minimum Support Length Requirements	4-87
4.7.4.5 <i>P</i> - Δ Requirements.....	4-88
4.7.5—Analysis for Collision Loads	4-89
4.7.6—Analysis of Blast Effects.....	4-89
4.8—ANALYSIS BY PHYSICAL MODELS	4-90
4.8.1—Scale Model Testing	4-90
4.8.2—Bridge Testing	4-90
4.9—REFERENCES	4-90
APPENDIX A4—DECK SLAB DESIGN TABLE.....	4-97

SECTION 5: CONCRETE STRUCTURES

TABLE OF CONTENTS

5.1—SCOPE 5-1

5.2—DEFINITIONS..... 5-1

5.3—NOTATION..... 5-6

5.4—MATERIAL PROPERTIES 5-15

 5.4.1—General..... 5-15

 5.4.2—Normal Weight and Lightweight Concrete 5-15

 5.4.2.1—Compressive Strength..... 5-15

 5.4.2.2—Coefficient of Thermal Expansion..... 5-16

 5.4.2.3—Creep and Shrinkage..... 5-17

 5.4.2.3.1—General 5-17

 5.4.2.3.2—Creep 5-17

 5.4.2.3.3—Shrinkage..... 5-19

 5.4.2.4—Modulus of Elasticity..... 5-19

 5.4.2.5—Poisson’s Ratio 5-20

 5.4.2.6—Modulus of Rupture..... 5-20

 5.4.2.7—Tensile Strength..... 5-21

 5.4.2.8—Concrete Density Modification Factor..... 5-21

 5.4.3—Reinforcing Steel 5-21

 5.4.3.1—General 5-21

 5.4.3.2—Modulus of Elasticity..... 5-22

 5.4.3.3—Special Applications..... 5-22

 5.4.4—Prestressing Steel 5-22

 5.4.4.1—General 5-22

 5.4.4.2—Modulus of Elasticity..... 5-23

 5.4.5—Post-Tensioning Anchorages and Couplers 5-23

 5.4.6—Post-Tensioning Ducts 5-23

 5.4.6.1—General 5-23

 5.4.6.2—Size of Ducts..... 5-24

 5.4.6.3—Ducts at Deviation Saddles..... 5-24

5.5—LIMIT STATES AND DESIGN METHODOLOGIES..... 5-24

 5.5.1—General..... 5-24

 5.5.1.1—Limit-State Applicability 5-24

 5.5.1.2—Design Methodologies 5-24

 5.5.1.2.1—General 5-24

 5.5.1.2.2—B-Regions 5-25

 5.5.1.2.3—D-Regions..... 5-25

 5.5.2—Service Limit State..... 5-26

 5.5.3—Fatigue Limit State..... 5-26

 5.5.3.1—General 5-26

 5.5.3.2—Reinforcing Bars and Welded Wire Reinforcement 5-27

 5.5.3.3—Prestressing Steel..... 5-28

 5.5.3.4—Welded or Mechanical Splices of Reinforcement..... 5-28

 5.5.4—Strength Limit State 5-29

 5.5.4.1—General 5-29

 5.5.4.2—Resistance Factors 5-29

 5.5.4.3—Stability..... 5-31

 5.5.5—Extreme Event Limit State..... 5-32

 5.5.5.1—General 5-32

 5.5.5.2—Special Requirements for Seismic Zones 2, 3, and 4..... 5-32

5.6—DESIGN FOR FLEXURAL AND AXIAL FORCE EFFECTS – B REGIONS 5-32

 5.6.1—Assumptions for Service and Fatigue Limit States 5-32

 5.6.2—Assumptions for Strength and Extreme Event Limit States..... 5-33

 5.6.2.1—General 5-33

 5.6.2.2—Rectangular Stress Distribution 5-35

 5.6.3—Flexural Members 5-36

5.6.3.1—Stress in Prestressing Steel at Nominal Flexural Resistance	5-36
5.6.3.1.1—Components with Bonded Tendons	5-36
5.6.3.1.2—Components with Unbonded Tendons	5-37
5.6.3.1.3—Components with Both Bonded and Unbonded Tendons	5-38
5.6.3.1.3a—Detailed Analysis	5-38
5.6.3.1.3b—Simplified Analysis	5-39
5.6.3.2—Flexural Resistance	5-39
5.6.3.2.1—Factored Flexural Resistance	5-39
5.6.3.2.2—Flanged Sections	5-39
5.6.3.2.3—Rectangular Sections	5-40
5.6.3.2.4—Other Cross-Sections	5-40
5.6.3.2.5—Strain Compatibility Approach	5-41
5.6.3.2.6—Composite Girder Sections	5-41
5.6.3.3—Minimum Reinforcement	5-41
5.6.3.4—Moment Redistribution	5-42
5.6.3.5—Deformations	5-43
5.6.3.5.1—General	5-43
5.6.3.5.2—Deflection and Camber	5-43
5.6.3.5.3—Axial Deformation	5-44
5.6.4—Compression Members	5-44
5.6.4.1—General	5-44
5.6.4.2—Limits for Reinforcement	5-45
5.6.4.3—Approximate Evaluation of Slenderness Effects	5-46
5.6.4.4—Factored Axial Resistance	5-47
5.6.4.5—Biaxial Flexure	5-48
5.6.4.6—Spirals, Hoops, and Ties	5-49
5.6.4.7—Hollow Rectangular Compression Members	5-50
5.6.4.7.1—Wall Slenderness Ratio	5-50
5.6.4.7.2—Limitations on the Use of the Rectangular Stress Block Method	5-51
5.6.4.7.2a—General	5-51
5.6.4.7.2b—Refined Method for Adjusting Maximum Usable Strain Limit	5-51
5.6.4.7.2c—Approximate Method for Adjusting Factored Resistance	5-51
5.6.5—Bearing	5-52
5.6.6—Tension Members	5-54
5.6.6.1—Resistance to Tension	5-54
5.6.6.2—Resistance to Combined Tension and Flexure	5-54
5.6.7—Control of Cracking by Distribution of Reinforcement	5-54
5.7—DESIGN FOR SHEAR AND TORSION – B-REGIONS	5-57
5.7.1—Design Procedures	5-57
5.7.1.1—Flexural Regions	5-57
5.7.1.2—Regions Near Discontinuities	5-57
5.7.1.3—Interface Regions	5-57
5.7.1.4—Slabs and Footings	5-57
5.7.1.5—Webs of Curved Post-Tensioned Box Girder Bridges	5-57
5.7.2—General Requirements	5-58
5.7.2.1—General	5-58
5.7.2.2—Transfer and Development Lengths	5-60
5.7.2.3—Regions Requiring Transverse Reinforcement	5-60
5.7.2.4—Types of Transverse Reinforcement	5-60
5.7.2.5—Minimum Transverse Reinforcement	5-61
5.7.2.6—Maximum Spacing of Transverse Reinforcement	5-62
5.7.2.7—Design and Detailing Requirements	5-63
5.7.2.8—Shear Stress on Concrete	5-63
5.7.3—Sectional Design Model	5-65
5.7.3.1—General	5-65
5.7.3.2—Sections Near Supports	5-65
5.7.3.3—Nominal Shear Resistance	5-66

5.7.3.4—Procedures for Determining Shear Resistance Parameters β and θ	5-68
5.7.3.4.1—Simplified Procedure for Nonprestressed Sections.....	5-68
5.7.3.4.2—General Procedure	5-69
5.7.3.5—Longitudinal Reinforcement	5-73
5.7.3.6—Sections Subjected to Combined Shear and Torsion	5-75
5.7.3.6.1—Transverse Reinforcement.....	5-75
5.7.3.6.2—Torsional Resistance.....	5-75
5.7.3.6.3—Longitudinal Reinforcement.....	5-76
5.7.4—Interface Shear Transfer—Shear Friction	5-77
5.7.4.1—General	5-77
5.7.4.2—Minimum Area of Interface Shear Reinforcement.....	5-77
5.7.4.3—Interface Shear Resistance.....	5-78
5.7.4.4—Cohesion and Friction Factors	5-79
5.7.4.5—Computation of the Factored Interface Shear Force for Girder/Slab Bridges.....	5-81
5.7.4.6—Interface Shear in Box Girder Bridges.....	5-83
5.8—DESIGN OF D-REGIONS	5-83
5.8.1—General.....	5-83
5.8.2—Strut-and-Tie Method (STM).....	5-83
5.8.2.1—General	5-83
5.8.2.2—Structural Modeling	5-85
5.8.2.3—Factored Resistance	5-91
5.8.2.4—Proportioning of Ties.....	5-91
5.8.2.4.1—Strength of Tie.....	5-91
5.8.2.4.2—Anchorage of Tie.....	5-91
5.8.2.5—Proportioning of Node Regions	5-92
5.8.2.5.1—Strength of a Node Face	5-92
5.8.2.5.2—Effective Cross-Sectional Area of the Node Face	5-92
5.8.2.5.3—Limiting Compressive Stress at the Node Face	5-93
5.8.2.5.3a—General	5-93
5.8.2.5.3b—Back Face of a CCT Node.....	5-94
5.8.2.6—Crack Control Reinforcement.....	5-95
5.8.2.7—Application to the Design of the General Zones of Post-Tensioning Anchorages.....	5-96
5.8.2.7.1—General	5-96
5.8.2.7.2—Nodes.....	5-98
5.8.2.7.3—Struts.....	5-98
5.8.2.7.4—Ties	5-99
5.8.2.8—Application to the Design of Pier Diaphragms	5-99
5.8.2.9—Application to the Design of Brackets and Corbels.....	5-100
5.8.3—Elastic Stress Analysis	5-101
5.8.3.1—General	5-101
5.8.3.2—General Zones of Post-Tensioning Anchorages.....	5-101
5.8.4—Approximate Stress Analysis and Design.....	5-101
5.8.4.1—Deep Components.....	5-101
5.8.4.2—Brackets and Corbels	5-102
5.8.4.2.1—General	5-102
5.8.4.2.2—Alternative to Strut-and-Tie Model	5-103
5.8.4.3—Beam Ledges	5-104
5.8.4.3.1—General	5-104
5.8.4.3.2—Design for Shear	5-105
5.8.4.3.3—Design for Flexure and Horizontal Force	5-106
5.8.4.3.4—Design for Punching Shear	5-106
5.8.4.3.5—Design of Hanger Reinforcement	5-108
5.8.4.3.6—Design for Bearing.....	5-110
5.8.4.4—Local Zones	5-110
5.8.4.4.1—Dimensions of Local Zone	5-110
5.8.4.4.2—Bearing Resistance	5-111
5.8.4.4.3—Special Anchorage Devices	5-112

5.8.4.5—General Zone of Post-Tensioning Anchorages	5-113
5.8.4.5.1—Limitations of Application	5-113
5.8.4.5.2—Compressive Stresses	5-114
5.8.4.5.3—Bursting Forces	5-116
5.8.4.5.4—Edge Tension Forces	5-117
5.8.4.5.5—Multiple Slab Anchorages	5-117
5.9—PRESTRESSING	5-118
5.9.1—General Design Considerations	5-118
5.9.1.1—General	5-118
5.9.1.2—Design Concrete Strengths	5-118
5.9.1.3—Section Properties	5-119
5.9.1.4—Crack Control	5-119
5.9.1.5—Buckling	5-119
5.9.1.6—Tendons with Angle Points or Curves	5-119
5.9.2—Stress Limitations	5-119
5.9.2.1—Stresses Due to Imposed Deformation	5-119
5.9.2.2—Stress Limitations for Prestressing Steel	5-120
5.9.2.3—Stress Limits for Concrete	5-121
5.9.2.3.1—For Temporary Stresses before Losses	5-121
5.9.2.3.1a—Compressive Stresses	5-121
5.9.2.3.1b—Tensile Stresses	5-121
5.9.2.3.2—For Stresses at Service Limit State after Losses	5-123
5.9.2.3.2a—Compressive Stresses	5-123
5.9.2.3.2b—Tensile Stresses	5-124
5.9.2.3.3—Principal Tensile Stresses in Webs	5-125
5.9.3—Prestress Losses	5-127
5.9.3.1—Total Prestress Loss	5-127
5.9.3.2—Instantaneous Losses	5-128
5.9.3.2.1—Anchorage Set	5-128
5.9.3.2.2—Friction	5-128
5.9.3.2.2a—Pretensioned Members	5-128
5.9.3.2.2b—Post-Tensioned Members	5-128
5.9.3.2.3—Elastic Shortening	5-130
5.9.3.2.3a—Pretensioned Members	5-130
5.9.3.2.3b—Post-Tensioned Members	5-132
5.9.3.2.3c—Combined Pretensioning and Post-Tensioning	5-133
5.9.3.3—Approximate Estimate of Time-Dependent Losses	5-133
5.9.3.4—Refined Estimates of Time-Dependent Losses	5-134
5.9.3.4.1—General	5-134
5.9.3.4.2—Losses: Time of Transfer to Time of Deck Placement	5-135
5.9.3.4.2a—Shrinkage of Girder Concrete	5-135
5.9.3.4.2b—Creep of Girder Concrete	5-136
5.9.3.4.2c—Relaxation of Prestressing Strands	5-136
5.9.3.4.3—Losses: Time of Deck Placement to Final Time	5-137
5.9.3.4.3a—Shrinkage of Girder Concrete	5-137
5.9.3.4.3b—Creep of Girder Concrete	5-137
5.9.3.4.3c—Relaxation of Prestressing Strands	5-138
5.9.3.4.3d—Shrinkage of Deck Concrete	5-138
5.9.3.4.4—Precast Pretensioned Girders without Composite Topping	5-139
5.9.3.4.5—Post-Tensioned Nonsegmental Girders	5-139
5.9.3.5—Losses in Multi-Stage Prestressing	5-139
5.9.3.6—Losses for Deflection Calculations	5-139
5.9.4—Details for Pretensioning	5-140
5.9.4.1—Minimum Spacing of Pretensioning Strand	5-140
5.9.4.2—Maximum Spacing of Pretensioning Strand in Slabs	5-140
5.9.4.3—Development of Pretensioning Strand	5-141
5.9.4.3.1—General	5-141

5.9.4.3.2—Bonded Strand	5-141
5.9.4.3.3—Debonded Strands	5-142
5.9.4.4—Pretensioned Anchorage Zones	5-143
5.9.4.4.1—Splitting Resistance	5-143
5.9.4.4.2—Confinement Reinforcement	5-144
5.9.5—Details for Post-Tensioning	5-144
5.9.5.1—Minimum Spacing of Post-Tensioning Tendons and Ducts	5-144
5.9.5.1.1—Post-Tensioning Ducts—Girders Straight in Plan	5-144
5.9.5.1.2—Post-Tensioning Ducts—Girders Curved in Plan	5-145
5.9.5.2—Maximum Spacing of Post-Tensioning Ducts in Slabs	5-145
5.9.5.3—Couplers in Post-Tensioning Tendons	5-145
5.9.5.4—Tendon Confinement	5-146
5.9.5.4.1—General	5-146
5.9.5.4.2—Wobble Effect in Slabs	5-146
5.9.5.4.3—Effects of Curved Tendons	5-147
5.9.5.4.4—Design for In-Plane Force Effects	5-147
5.9.5.4.4a—In-Plane Force Effects	5-147
5.9.5.4.4b—Shear Resistance to Pull-Out	5-149
5.9.5.4.4c—Cracking of Cover Concrete	5-150
5.9.5.4.4d—Regional Bending	5-151
5.9.5.4.5—Out-of-Plane Force Effects	5-152
5.9.5.5—External Tendon Supports	5-153
5.9.5.6—Post-Tensioned Anchorage Zones	5-153
5.9.5.6.1—General	5-153
5.9.5.6.2—General Zone	5-155
5.9.5.6.3—Local Zone	5-155
5.9.5.6.4—Responsibilities	5-156
5.9.5.6.5—Design of the General Zone	5-156
5.9.5.6.5a—Design Methods	5-156
5.9.5.6.5b—Design Principles	5-157
5.9.5.6.6—Special Anchorage Devices	5-160
5.9.5.6.7—Intermediate Anchorages	5-160
5.9.5.6.7a—General	5-160
5.9.5.6.7b—Crack Control Behind Intermediate Anchors	5-161
5.9.5.6.7c—Blister and Rib Reinforcement	5-163
5.9.5.6.8—Diaphragms	5-163
5.9.5.6.9—Deviation Saddles	5-163
5.10—REINFORCEMENT	5-164
5.10.1—Concrete Cover	5-164
5.10.2—Hooks and Bends	5-165
5.10.2.1—Standard Hooks	5-165
5.10.2.2—Seismic Hooks	5-166
5.10.2.3—Minimum Bend Diameters	5-166
5.10.3—Spacing of Reinforcement	5-167
5.10.3.1—Minimum Spacing of Reinforcing Bars	5-167
5.10.3.1.1—Cast-in-Place Concrete	5-167
5.10.3.1.2—Precast Concrete	5-167
5.10.3.1.3—Multilayers	5-167
5.10.3.1.4—Splices	5-167
5.10.3.1.5—Bundled Bars	5-167
5.10.3.2—Maximum Spacing of Reinforcing Bars	5-168
5.10.4—Transverse Reinforcement for Compression Members	5-168
5.10.4.1—General	5-168
5.10.4.2—Spirals	5-168
5.10.4.3—Ties	5-169
5.10.5—Transverse Reinforcement for Flexural Members	5-170
5.10.6—Shrinkage and Temperature Reinforcement	5-170

5.10.7—Reinforcement for Hollow Rectangular Compression Members	5-171
5.10.7.1—General	5-171
5.10.7.2—Spacing of Reinforcement	5-171
5.10.7.3—Ties	5-171
5.10.7.4—Splices	5-172
5.10.7.5—Hoops	5-172
5.10.8—Development and Splices of Reinforcement	5-172
5.10.8.1—General	5-172
5.10.8.1.1—Basic Requirements	5-172
5.10.8.1.2—Flexural Reinforcement	5-172
5.10.8.1.2a—General	5-172
5.10.8.1.2b—Positive Moment Reinforcement	5-174
5.10.8.1.2c—Negative Moment Reinforcement	5-175
5.10.8.1.2d—Moment Resisting Joints	5-175
5.10.8.2—Development of Reinforcement	5-175
5.10.8.2.1—Deformed Bars and Deformed Wire in Tension	5-176
5.10.8.2.1a—Tension Development Length	5-176
5.10.8.2.1b—Modification Factors which Increase ℓ_d	5-177
5.10.8.2.1c—Modification Factors which Decrease ℓ_d	5-177
5.10.8.2.2—Deformed Bars in Compression	5-178
5.10.8.2.2a—Compressive Development Length	5-178
5.10.8.2.2b—Modification Factors	5-179
5.10.8.2.3—Bundled Bars	5-179
5.10.8.2.4—Standard Hooks in Tension	5-179
5.10.8.2.4a—Basic Hook Development Length	5-180
5.10.8.2.4b—Modification Factors	5-181
5.10.8.2.4c—Hooked-Bar Tie Requirements	5-181
5.10.8.2.5—Welded Wire Reinforcement	5-182
5.10.8.2.5a—Welded Deformed Wire Reinforcement	5-182
5.10.8.2.5b—Welded Plain Wire Reinforcement	5-183
5.10.8.2.6—Shear Reinforcement	5-183
5.10.8.2.6a—General	5-183
5.10.8.2.6b—Anchorage of Deformed Reinforcement	5-184
5.10.8.2.6c—Anchorage of Wire Fabric Reinforcement	5-184
5.10.8.2.6d—Closed Stirrups	5-185
5.10.8.3—Development by Mechanical Anchorages	5-185
5.10.8.4—Splices of Bar Reinforcement	5-185
5.10.8.4.1—Detailing	5-186
5.10.8.4.2—General Requirements	5-186
5.10.8.4.2a—Lap Splices	5-186
5.10.8.4.2b—Mechanical Connections	5-187
5.10.8.4.2c—Welded Splices	5-187
5.10.8.4.3—Splices of Reinforcement in Tension	5-187
5.10.8.4.3a—Lap Splices in Tension	5-187
5.10.8.4.3b—Mechanical Connections or Welded Splices in Tension	5-188
5.10.8.4.4—Splices in Tie Members	5-188
5.10.8.4.5—Splices of Bars in Compression	5-188
5.10.8.4.5a—Lap Splices in Compression	5-188
5.10.8.4.5b—Mechanical Connections or Welded Splices in Compression	5-189
5.10.8.4.5c—End-Bearing Splices	5-189
5.10.8.5—Splices of Welded Wire Reinforcement	5-190
5.10.8.5.1—Splices of Welded Deformed Wire Reinforcement in Tension	5-190
5.10.8.5.2—Splices of Welded Smooth Wire Reinforcement in Tension	5-190
5.11—SEISMIC DESIGN AND DETAILS	5-190
5.11.1—General	5-190
5.11.2—Seismic Zone 1	5-191
5.11.3—Seismic Zone 2	5-191

5.11.3.1—General.....	5-191
5.11.3.2—Concrete Piles	5-192
5.11.3.2.1—General	5-192
5.11.3.2.2—Cast-in-Place Piles.....	5-192
5.11.3.2.3—Precast Reinforced Piles	5-193
5.11.3.2.4—Precast Prestressed Piles	5-193
5.11.4—Seismic Zones 3 and 4	5-193
5.11.4.1—Column Requirements	5-193
5.11.4.1.1—Longitudinal Reinforcement.....	5-193
5.11.4.1.2—Flexural Resistance.....	5-194
5.11.4.1.3—Column Shear and Transverse Reinforcement	5-194
5.11.4.1.4—Transverse Reinforcement for Confinement at Plastic Hinges.....	5-195
5.11.4.1.5—Spacing of Transverse Reinforcement for Confinement.....	5-197
5.11.4.1.6—Splices.....	5-197
5.11.4.2—Requirements for Wall-Type Piers	5-198
5.11.4.3—Column Connections	5-199
5.11.4.4—Construction Joints in Piers and Columns	5-200
5.11.4.5—Concrete Piles	5-200
5.11.4.5.1—General	5-200
5.11.4.5.2—Confinement Length.....	5-200
5.11.4.5.3—Volumetric Ratio for Confinement.....	5-200
5.11.4.5.4—Cast-in-Place Piles.....	5-201
5.11.4.5.5—Precast Piles.....	5-201
5.12—PROVISIONS FOR STRUCTURE COMPONENTS AND TYPES.....	5-201
5.12.1—Deck Slabs	5-201
5.12.2—Slab Superstructures	5-201
5.12.2.1—Cast-in-Place Solid Slab Superstructures.....	5-201
5.12.2.2—Cast-in-Place Voids Slab Superstructures	5-202
5.12.2.2.1—Cross-Section Dimensions.....	5-202
5.12.2.2.2—Minimum Number of Bearings.....	5-203
5.12.2.2.3—Solid End Sections.....	5-203
5.12.2.2.4—General Design Requirements	5-203
5.12.2.2.5—Compressive Zones in Negative Moment Area	5-203
5.12.2.2.6—Drainage of Voids.....	5-204
5.12.2.3—Precast Deck Bridges.....	5-204
5.12.2.3.1—General	5-204
5.12.2.3.2—Shear Transfer Joints	5-204
5.12.2.3.3—Shear-Flexure Transfer Joints.....	5-204
5.12.2.3.3a—General.....	5-204
5.12.2.3.3b—Design.....	5-204
5.12.2.3.3c—Post-Tensioning.....	5-205
5.12.2.3.3d—Longitudinal Construction Joints.....	5-205
5.12.2.3.3e—Cast-in-Place Closure Joints	5-205
5.12.2.3.3f—Structural Overlay	5-205
5.12.3—Beams and Girders.....	5-206
5.12.3.1—General.....	5-206
5.12.3.2—Precast Beams.....	5-206
5.12.3.2.1—Preservice Conditions	5-206
5.12.3.2.2—Extreme Dimensions.....	5-206
5.12.3.2.3—Lifting Devices	5-206
5.12.3.2.4—Detail Design	5-207
5.12.3.2.5—Concrete Strength	5-207
5.12.3.3—Bridges Composed of Simple Span Precast Girders Made Continuous.....	5-207
5.12.3.3.1—General	5-207
5.12.3.3.2—Restraint Moments.....	5-208
5.12.3.3.3—Material Properties	5-208
5.12.3.3.4—Age of Girder When Continuity Is Established	5-209

5.12.3.3.5—Degree of Continuity at Various Limit States.....	5-210
5.12.3.3.6—Service Limit State.....	5-211
5.12.3.3.7—Strength Limit State.....	5-211
5.12.3.3.8—Negative Moment Connections.....	5-212
5.12.3.3.9—Positive Moment Connections.....	5-212
5.12.3.3.9a—General.....	5-212
5.12.3.3.9b—Positive Moment Connection Using Nonprestressed Reinforcement.....	5-213
5.12.3.3.9c—Positive Moment Connection Using Prestressing Strand.....	5-213
5.12.3.3.9d—Details of Positive Moment Connection.....	5-214
5.12.3.3.10—Continuity Diaphragms.....	5-214
5.12.3.4—Spliced Precast Girders.....	5-216
5.12.3.4.1—General.....	5-216
5.12.3.4.2—Joints Between Spliced Girders.....	5-217
5.12.3.4.2a—General.....	5-217
5.12.3.4.2b—Details of Closure Joints.....	5-217
5.12.3.4.2c—Details of Match-Cast Joints.....	5-217
5.12.3.4.2d—Joint Design.....	5-218
5.12.3.4.3—Girder Segment Design.....	5-218
5.12.3.4.4—Post-Tensioning.....	5-218
5.12.3.5—Cast-in-Place Box Girders and T-Beams.....	5-219
5.12.3.5.1—Flange and Web Thickness.....	5-219
5.12.3.5.1a—Top Flange.....	5-219
5.12.3.5.1b—Bottom Flange.....	5-219
5.12.3.5.1c—Web.....	5-219
5.12.3.5.2—Reinforcement.....	5-220
5.12.3.5.2a—Deck Slab Reinforcement Cast-in-Place in T-Beams and Box Girders.....	5-220
5.12.3.5.2b—Bottom Slab Reinforcement in Cast-in-Place Box Girders.....	5-220
5.12.4—Diaphragms.....	5-220
5.12.5—Segmental Concrete Bridges.....	5-221
5.12.5.1—General.....	5-221
5.12.5.2—Analysis of Segmental Bridges.....	5-221
5.12.5.2.1—General.....	5-221
5.12.5.2.2—Construction Analysis.....	5-221
5.12.5.2.3—Analysis of the Final Structural System.....	5-222
5.12.5.3—Design.....	5-222
5.12.5.3.1—Loads.....	5-222
5.12.5.3.2—Construction Loads.....	5-222
5.12.5.3.3—Construction Load Combinations at the Service Limit State.....	5-224
5.12.5.3.4—Construction Load Combinations at Strength Limit States.....	5-226
5.12.5.3.4a—Superstructure Load Effects and Structural Stability.....	5-226
5.12.5.3.4b—Substructures.....	5-226
5.12.5.3.5—Thermal Effects During Construction.....	5-226
5.12.5.3.6—Creep and Shrinkage.....	5-226
5.12.5.3.7—Prestress Losses.....	5-227
5.12.5.3.8—Alternative Shear Design Procedure.....	5-228
5.12.5.3.8a—General.....	5-228
5.12.5.3.8b—Loading.....	5-228
5.12.5.3.8c—Nominal Shear Resistance.....	5-228
5.12.5.3.8d—Torsional Reinforcement.....	5-230
5.12.5.3.8e—Reinforcement Details.....	5-231
5.12.5.3.9—Provisional Post-Tensioning Ducts and Anchorages.....	5-231
5.12.5.3.9a—General.....	5-231
5.12.5.3.9b—Bridges with Internal Ducts.....	5-232
5.12.5.3.9c—Provision for Future Dead Load or Deflection Adjustment.....	5-232
5.12.5.3.10—Plan Presentation.....	5-232
5.12.5.3.11—Box Girder Cross-Section Dimensions and Details.....	5-233
5.12.5.3.11a—Minimum Flange Thickness.....	5-233

5.12.5.3.11b—Minimum Web Thickness	5-233
5.12.5.3.11c—Length of Top Flange Cantilever	5-234
5.12.5.3.11d—Overall Cross-Section Dimensions	5-234
5.12.5.3.12—Seismic Design	5-235
5.12.5.4—Types of Segmental Bridges	5-235
5.12.5.4.1—General	5-235
5.12.5.4.2—Details for Precast Construction	5-236
5.12.5.4.3—Details for Cast-in-Place Construction	5-237
5.12.5.4.4—Cantilever Construction	5-237
5.12.5.4.5—Span-by-Span Construction	5-238
5.12.5.4.6—Incrementally Launched Construction	5-238
5.12.5.4.6a—General	5-238
5.12.5.4.6b—Force Effects Due to Construction Tolerances	5-238
5.12.5.4.6c—Design Details	5-239
5.12.5.4.6d—Design of Construction Equipment	5-240
5.12.5.5—Use of Alternative Construction Methods	5-241
5.12.5.6—Segmentally Constructed Bridge Substructures	5-243
5.12.5.6.1—General	5-243
5.12.5.6.2—Construction Load Combinations	5-243
5.12.5.6.3—Longitudinal Reinforcement of Hollow, Rectangular Precast Segmental Piers	5-243
5.12.6—Arches	5-243
5.12.6.1—General	5-243
5.12.6.2—Arch Ribs	5-243
5.12.7—Culverts	5-244
5.12.7.1—General	5-244
5.12.7.2—Design for Flexure	5-244
5.12.7.3—Design for Shear in Slabs of Box Culverts	5-244
5.12.8—Footings	5-245
5.12.8.1—General	5-245
5.12.8.2—Loads and Reactions	5-245
5.12.8.3—Resistance Factors	5-246
5.12.8.4—Moment in Footings	5-246
5.12.8.5—Distribution of Moment Reinforcement	5-246
5.12.8.6—Shear in Slabs and Footings	5-247
5.12.8.6.1—Critical Sections for Shear	5-247
5.12.8.6.2—One-Way Action	5-247
5.12.8.6.3—Two-Way Action	5-247
5.12.8.7—Development of Reinforcement	5-248
5.12.8.8—Transfer of Force at Base of Column	5-248
5.12.9—Concrete Piles	5-249
5.12.9.1—General	5-249
5.12.9.2—Splices	5-250
5.12.9.3—Precast Reinforced Piles	5-250
5.12.9.3.1—Pile Dimensions	5-250
5.12.9.3.2—Reinforcement	5-250
5.12.9.4—Precast Prestressed Piles	5-250
5.12.9.4.1—Pile Dimensions	5-250
5.12.9.4.2—Concrete Quality	5-251
5.12.9.4.3—Reinforcement	5-251
5.12.9.5—Cast-in-Place Piles	5-251
5.12.9.5.1—Pile Dimensions	5-252
5.12.9.5.2—Reinforcement	5-252
5.13—ANCHORS	5-252
5.13.1—General	5-252
5.13.2—General Strength Requirements	5-254
5.13.2.1—Failure Modes to be Considered	5-254
5.13.2.2—Resistance Factors	5-254

5.13.2.3—Determination of Anchor Resistance	5-255
5.13.3—Seismic Design Requirements.....	5-255
5.13.4—Installation.....	5-256
5.14—DURABILITY	5-256
5.14.1—Design Concepts	5-256
5.14.2—Major Chemical and Mechanical Factors Affecting Durability	5-257
5.14.2.1—General.....	5-257
5.14.2.2—Corrosion Resistance.....	5-259
5.14.2.3—Freeze-Thaw Resistance	5-259
5.14.2.4—External Sulfate Attack	5-260
5.14.2.5—Delayed Ettringite Formation.....	5-260
5.14.2.6—Alkali-Silica Reactive Aggregates	5-260
5.14.2.7—Alkali-Carbonate Reactive Aggregates.....	5-260
5.14.3—Concrete Cover	5-261
5.14.4—Protective Coatings	5-261
5.14.5—Deck Protection Systems.....	5-261
5.14.6—Protection for Prestressing Tendons.....	5-261
5.15—REFERENCES.....	5-262
APPENDIX A5—BASIC STEPS FOR CONCRETE BRIDGES	5-275
A5.1—GENERAL	5-275
A5.2—GENERAL CONSIDERATIONS.....	5-275
A5.3—BEAM AND GIRDER SUPERSTRUCTURE DESIGN.....	5-275
A5.4—SLAB BRIDGES.....	5-276
A5.5—SUBSTRUCTURE DESIGN	5-277
APPENDIX B5—GENERAL PROCEDURE FOR SHEAR DESIGN WITH TABLES.....	5-279
B5.1—BACKGROUND	5-279
B5.2—SECTIONAL DESIGN MODEL—GENERAL PROCEDURE	5-279
APPENDIX C5—UPPER LIMITS FOR ARTICLES AFFECTED BY CONCRETE COMPRESSIVE STRENGTH.....	5-287
APPENDIX D5—ARTICLES MODIFIED TO ALLOW THE USE OF REINFORCEMENT WITH A SPECIFIED MINIMUM YIELD STRENGTH UP TO 100 KSI.....	5-289
APPENDIX E5—CROSSWALK BETWEEN 7 TH AND 8 TH EDITIONS	5-293

SECTION 6: STEEL STRUCTURES

TABLE OF CONTENTS

6.1—SCOPE 6-1

6.2—DEFINITIONS 6-1

6.3—NOTATION 6-11

6.4—MATERIALS 6-24

 6.4.1—Structural Steels 6-24

 6.4.2—Pins, Rollers, and Rockers 6-26

 6.4.3—Bolts, Nuts, and Washers 6-27

 6.4.3.1—High-Strength Structural Fasteners 6-27

 6.4.3.1.1—High-Strength Bolts 6-27

 6.4.3.1.2—Nuts Used with ASTM F3125 Bolts 6-27

 6.4.3.1.3—Washers Used with ASTM F3125 Bolts 6-27

 6.4.3.1.4—Direct Tension Indicators 6-27

 6.4.3.2—Low-Strength Steel Bolts 6-27

 6.4.3.3—Fasteners for Structural Anchorage 6-28

 6.4.3.3.1—Anchor Rods 6-28

 6.4.3.3.2—Nuts Used with Anchor Rods 6-28

 6.4.4—Stud Shear Connectors 6-28

 6.4.5—Weld Metal 6-28

 6.4.6—Cast Metal 6-28

 6.4.6.1—Cast Steel and Ductile Iron 6-28

 6.4.6.2—Malleable Castings 6-29

 6.4.6.3—Cast Iron 6-29

 6.4.7—Stainless Steel 6-29

 6.4.8—Cables 6-29

 6.4.8.1—Bright Wire 6-29

 6.4.8.2—Galvanized Wire 6-29

 6.4.8.3—Epoxy-Coated Wire 6-29

 6.4.8.4—Bridge Strand 6-29

 6.4.9—Dissimilar Metals 6-29

6.5—LIMIT STATES 6-30

 6.5.1—General 6-30

 6.5.2—Service Limit State 6-30

 6.5.3—Fatigue and Fracture Limit State 6-30

 6.5.4—Strength Limit State 6-30

 6.5.4.1—General 6-30

 6.5.4.2—Resistance Factors 6-30

 6.5.5—Extreme Event Limit State 6-32

6.6—FATIGUE AND FRACTURE CONSIDERATIONS 6-32

 6.6.1—Fatigue 6-32

 6.6.1.1—General 6-32

 6.6.1.2—Load-Induced Fatigue 6-33

 6.6.1.2.1—Application 6-33

 6.6.1.2.2—Design Criteria 6-34

 6.6.1.2.3—Detail Categories 6-34

 6.6.1.2.4—Detailing to Reduce Constraint 6-46

 6.6.1.2.5—Fatigue Resistance 6-50

 6.6.1.3—Distortion-Induced Fatigue 6-53

 6.6.1.3.1—Transverse Connection Plates 6-53

 6.6.1.3.2—Lateral Connection Plates 6-54

 6.6.1.3.3—Orthotropic Decks 6-55

 6.6.2—Fracture 6-55

 6.6.2.1—Member or Component Designations and Charpy V-Notch Testing Requirements 6-55

 6.6.2.2—Fracture-Critical Members 6-58

6.7—GENERAL DIMENSION AND DETAIL REQUIREMENTS 6-59

 6.7.1—Effective Length of Span 6-59

6.7.2—Dead Load Camber and Detailing of Structural Components	6-59
6.7.3—Minimum Thickness of Steel.....	6-64
6.7.4—Diaphragms and Cross-Frames.....	6-64
6.7.4.1—General.....	6-64
6.7.4.2—I-Section Members	6-66
6.7.4.3—Box Section Members	6-69
6.7.4.4—Trusses and Arches	6-71
6.7.5—Lateral Bracing.....	6-71
6.7.5.1—General.....	6-71
6.7.5.2—I-Section Members	6-72
6.7.5.3—Tub Section Members	6-73
6.7.5.4—Trusses	6-75
6.7.6—Pins.....	6-76
6.7.6.1—Location	6-76
6.7.6.2—Resistance	6-76
6.7.6.2.1—Combined Flexure and Shear	6-76
6.7.6.2.2—Bearing.....	6-76
6.7.6.3—Minimum Size Pin for Eyebars	6-76
6.7.6.4—Pins and Pin Nuts	6-77
6.7.7—Heat-Curved Rolled Beams and Welded Plate Girders	6-77
6.7.7.1—Scope.....	6-77
6.7.7.2—Geometric Limitations.....	6-77
6.7.8—Bent Plates.....	6-78
6.8—TENSION MEMBERS	6-78
6.8.1—General	6-78
6.8.2—Tensile Resistance.....	6-79
6.8.2.1—General.....	6-79
6.8.2.2—Reduction Factor, U	6-79
6.8.2.3—Combined Tension and Flexure	6-82
6.8.3—Net Area	6-83
6.8.4—Limiting Slenderness Ratio for Tension Members	6-83
6.8.5—Builtup Members.....	6-84
6.8.5.1—General.....	6-84
6.8.5.2—Perforated Plates	6-84
6.8.6—Eyebars.....	6-84
6.8.6.1—Factored Resistance.....	6-84
6.8.6.2—Proportions	6-84
6.8.6.3—Packing.....	6-85
6.8.7—Pin-Connected Plates.....	6-85
6.8.7.1—General.....	6-85
6.8.7.2—Pin Plates.....	6-85
6.8.7.3—Proportions.....	6-86
6.8.7.4—Packing.....	6-86
6.9—COMPRESSION MEMBERS.....	6-86
6.9.1—General	6-86
6.9.2—Compressive Resistance.....	6-87
6.9.2.1—Axial Compression.....	6-87
6.9.2.2—Combined Axial Compression and Flexure.....	6-87
6.9.3—Limiting Slenderness Ratio for Compression Members	6-88
6.9.4—Noncomposite Members.....	6-88
6.9.4.1—Nominal Compressive Resistance	6-88
6.9.4.1.1—General.....	6-88
6.9.4.1.2—Elastic Flexural Buckling Resistance	6-92
6.9.4.1.3—Elastic Torsional Buckling and Flexural-Torsional Buckling Resistance	6-92
6.9.4.2—Nonslender and Slender Element Cross-Sections	6-94
6.9.4.2.1—Nonslender Element Cross-Sections	6-94
6.9.4.2.2—Slender Element Cross-Sections	6-94
6.9.4.2.2a—Effective Width of Slender Elements	6-98

6.9.4.2b—Effective Area of Circular Tubes and Round HSS	6-99
6.9.4.3—Built-Up Members	6-99
6.9.4.3.1—General	6-99
6.9.4.3.2—Perforated Plates	6-100
6.9.4.4—Single-Angle Members	6-101
6.9.5—Composite Members	6-104
6.9.5.1—Nominal Compressive Resistance	6-104
6.9.5.2—Limitations	6-105
6.9.5.2.1—General	6-105
6.9.5.2.2—Concrete-Filled Tubes	6-105
6.9.5.2.3—Concrete-Encased Shapes	6-105
6.9.6—Composite Concrete-Filled Steel Tubes (CFSTs)	6-106
6.9.6.1—General	6-106
6.9.6.2—Limitations	6-106
6.9.6.3—Combined Axial Compression and Flexure	6-107
6.9.6.3.1—General	6-107
6.9.6.3.2—Axial Compressive Resistance	6-108
6.9.6.3.3—Nominal Flexural Composite Resistance	6-109
6.9.6.3.4—Nominal Stability-Based Interaction Curve	6-109
6.10—I-SECTION FLEXURAL MEMBERS	6-110
6.10.1—General	6-110
6.10.1.1—Composite Sections	6-112
6.10.1.1.1—Stresses	6-112
6.10.1.1.1a—Sequence of Loading	6-112
6.10.1.1.1b—Stresses for Sections in Positive Flexure	6-113
6.10.1.1.1c—Stresses for Sections in Negative Flexure	6-113
6.10.1.1.1d—Concrete Deck Stresses	6-113
6.10.1.1.1e—Effective Width of Concrete Deck	6-114
6.10.1.2—Noncomposite Sections	6-114
6.10.1.3—Hybrid Sections	6-114
6.10.1.4—Variable Web Depth Members	6-115
6.10.1.5—Stiffness	6-116
6.10.1.6—Flange Stresses and Member Bending Moments	6-116
6.10.1.7—Minimum Negative Flexure Concrete Deck Reinforcement	6-119
6.10.1.8—Tension Flanges with Holes	6-121
6.10.1.9—Web Bend-Buckling Resistance	6-121
6.10.1.9.1—Webs without Longitudinal Stiffeners	6-121
6.10.1.9.2—Webs with Longitudinal Stiffeners	6-123
6.10.1.10—Flange-Strength Reduction Factors	6-125
6.10.1.10.1—Hybrid Factor, R_h	6-125
6.10.1.10.2—Web Load-Shedding Factor, R_b	6-125
6.10.2—Cross-Section Proportion Limits	6-129
6.10.2.1—Web Proportions	6-129
6.10.2.1.1—Webs without Longitudinal Stiffeners	6-129
6.10.2.1.2—Webs with Longitudinal Stiffeners	6-130
6.10.2.2—Flange Proportions	6-130
6.10.3—Constructibility	6-131
6.10.3.1—General	6-131
6.10.3.2—Flexure	6-132
6.10.3.2.1—Discretely Braced Flanges in Compression	6-132
6.10.3.2.2—Discretely Braced Flanges in Tension	6-134
6.10.3.2.3—Continuously Braced Flanges in Tension or Compression	6-134
6.10.3.2.4—Concrete Deck	6-134
6.10.3.3—Shear	6-135
6.10.3.4—Deck Placement	6-135
6.10.3.4.1—General	6-135
6.10.3.4.2—Global Displacement Amplification in Narrow I-Girder Bridge Units	6-138
6.10.3.5—Dead Load Deflections	6-139

6.10.4—Service Limit State	6-139
6.10.4.1—Elastic Deformations	6-139
6.10.4.2—Permanent Deformations	6-140
6.10.4.2.1—General	6-140
6.10.4.2.2—Flexure	6-140
6.10.5—Fatigue and Fracture Limit State	6-143
6.10.5.1—Fatigue	6-143
6.10.5.2—Fracture	6-143
6.10.5.3—Special Fatigue Requirement for Webs	6-143
6.10.6—Strength Limit State	6-144
6.10.6.1—General	6-144
6.10.6.2—Flexure	6-146
6.10.6.2.1—General	6-146
6.10.6.2.2—Composite Sections in Positive Flexure	6-146
6.10.6.2.3—Composite Sections in Negative Flexure and Noncomposite Sections	6-147
6.10.6.3—Shear	6-150
6.10.6.4—Shear Connectors	6-150
6.10.7—Flexural Resistance—Composite Sections in Positive Flexure	6-150
6.10.7.1—Compact Sections	6-150
6.10.7.1.1—General	6-150
6.10.7.1.2—Nominal Flexural Resistance	6-150
6.10.7.2—Noncompact Sections	6-153
6.10.7.2.1—General	6-153
6.10.7.2.2—Nominal Flexural Resistance	6-153
6.10.7.3—Ductility Requirement	6-154
6.10.8—Flexural Resistance—Composite Sections in Negative Flexure and Noncomposite Sections	6-154
6.10.8.1—General	6-154
6.10.8.1.1—Discretely Braced Flanges in Compression	6-154
6.10.8.1.2—Discretely Braced Flanges in Tension	6-155
6.10.8.1.3—Continuously Braced Flanges in Tension or Compression	6-155
6.10.8.2—Compression-Flange Flexural Resistance	6-155
6.10.8.2.1—General	6-155
6.10.8.2.2—Local Buckling Resistance	6-156
6.10.8.2.3—Lateral Torsional Buckling Resistance	6-157
6.10.8.3—Tension-Flange Flexural Resistance	6-164
6.10.9—Shear Resistance	6-164
6.10.9.1—General	6-164
6.10.9.2—Nominal Resistance of Unstiffened Webs	6-167
6.10.9.3—Nominal Resistance of Stiffened Webs	6-167
6.10.9.3.1—General	6-167
6.10.9.3.2—Interior Panels	6-167
6.10.9.3.3—End Panels	6-169
6.10.10—Shear Connectors	6-169
6.10.10.1—General	6-169
6.10.10.1.1—Types	6-170
6.10.10.1.2—Pitch	6-170
6.10.10.1.3—Transverse Spacing	6-172
6.10.10.1.4—Cover and Penetration	6-172
6.10.10.2—Fatigue Resistance	6-172
6.10.10.3—Special Requirements for Points of Permanent Load Contraflexure	6-173
6.10.10.4—Strength Limit State	6-174
6.10.10.4.1—General	6-174
6.10.10.4.2—Nominal Shear Force	6-174
6.10.10.4.3—Nominal Shear Resistance	6-176
6.10.11—Stiffeners	6-177
6.10.11.1—Transverse Stiffeners	6-177
6.10.11.1.1—General	6-177
6.10.11.1.2—Projecting Width	6-177

6.10.11.1.3—Moment of Inertia	6-178
6.10.11.2—Bearing Stiffeners	6-181
6.10.11.2.1—General	6-181
6.10.11.2.2—Projecting Width.....	6-181
6.10.11.2.3—Bearing Resistance.....	6-181
6.10.11.2.4—Axial Resistance of Bearing Stiffeners	6-182
6.10.11.2.4a—General.....	6-182
6.10.11.2.4b—Effective Section.....	6-182
6.10.11.3—Longitudinal Stiffeners	6-182
6.10.11.3.1—General	6-182
6.10.11.3.2—Projecting Width.....	6-185
6.10.11.3.3—Moment of Inertia and Radius of Gyration	6-185
6.10.12—Cover Plates	6-186
6.10.12.1—General.....	6-186
6.10.12.2—End Requirements.....	6-186
6.10.12.2.1—General	6-186
6.10.12.2.2—Welded Ends.....	6-187
6.10.12.2.3—Bolted Ends.....	6-187
6.11—BOX-SECTION FLEXURAL MEMBERS	6-187
6.11.1—General.....	6-187
6.11.1.1—Stress Determinations	6-190
6.11.1.2—Bearings	6-193
6.11.1.3—Flange-to-Web Connections	6-193
6.11.1.4—Access and Drainage.....	6-193
6.11.2—Cross-Section Proportion Limits	6-194
6.11.2.1—Web Proportions	6-194
6.11.2.1.1—General	6-194
6.11.2.1.2—Webs without Longitudinal Stiffeners	6-194
6.11.2.1.3—Webs with Longitudinal Stiffeners	6-194
6.11.2.2—Flange Proportions	6-194
6.11.2.3—Special Restrictions on Use of Live Load Distribution Factor for Multiple Box Sections	6-195
6.11.3—Constructibility	6-196
6.11.3.1—General.....	6-196
6.11.3.2—Flexure	6-196
6.11.3.3—Shear	6-198
6.11.4—Service Limit State.....	6-198
6.11.5—Fatigue and Fracture Limit State.....	6-199
6.11.6—Strength Limit State	6-201
6.11.6.1—General.....	6-201
6.11.6.2—Flexure.....	6-201
6.11.6.2.1—General	6-201
6.11.6.2.2—Sections in Positive Flexure.....	6-202
6.11.6.2.3—Sections in Negative Flexure	6-203
6.11.6.3—Shear	6-203
6.11.6.4—Shear Connectors	6-203
6.11.7—Flexural Resistance—Sections in Positive Flexure.....	6-203
6.11.7.1—Compact Sections	6-203
6.11.7.1.1—General	6-203
6.11.7.1.2—Nominal Flexural Resistance	6-204
6.11.7.2—Noncompact Sections.....	6-204
6.11.7.2.1—General	6-204
6.11.7.2.2—Nominal Flexural Resistance	6-204
6.11.8—Flexural Resistance—Sections in Negative Flexure	6-205
6.11.8.1—General.....	6-205
6.11.8.1.1—Box Flanges in Compression	6-205
6.11.8.1.2—Continuously Braced Flanges in Tension	6-207
6.11.8.2—Flexural Resistance of Box Flanges in Compression.....	6-207
6.11.8.2.1—General	6-207

6.11.8.2.2—Unstiffened Flanges	6-207
6.11.8.2.3—Longitudinally Stiffened Flanges	6-209
6.11.8.3—Tension-Flange Flexural Resistance	6-210
6.11.9—Shear Resistance.....	6-210
6.11.10—Shear Connectors.....	6-211
6.11.11—Stiffeners	6-212
6.11.11.1—Web Stiffeners.....	6-212
6.11.11.2—Longitudinal Compression-Flange Stiffeners.....	6-212
6.12—MISCELLANEOUS FLEXURAL MEMBERS.....	6-215
6.12.1—General.....	6-215
6.12.1.1—Scope.....	6-215
6.12.1.2—Strength Limit State	6-216
6.12.1.2.1—Flexure	6-216
6.12.1.2.2—Combined Flexure and Axial Load	6-216
6.12.1.2.3—Shear	6-216
6.12.1.2.3a—General.....	6-216
6.12.1.2.3b—Square and Rectangular HSS	6-217
6.12.1.2.3c—Circular Tubes.....	6-217
6.12.2—Nominal Flexural Resistance.....	6-218
6.12.2.1—General.....	6-218
6.12.2.2—Noncomposite Members	6-218
6.12.2.2.1—I- and H-Shaped Members	6-218
6.12.2.2.2—Box-Shaped Members.....	6-219
6.12.2.2.3—Circular Tubes.....	6-221
6.12.2.2.4—Tees and Double Angles	6-222
6.12.2.2.5—Channels.....	6-224
6.12.2.2.6—Single Angles	6-226
6.12.2.2.7—Rectangular Bars and Solid Rounds.....	6-227
6.12.2.3—Composite Members	6-228
6.12.2.3.1—Concrete-Encased Shapes	6-228
6.12.2.3.2—Concrete-Filled Tubes.....	6-229
6.12.2.3.3—Composite Concrete-Filled Steel Tubes (CFSTs)	6-229
6.12.3—Nominal Shear Resistance of Composite Members	6-233
6.12.3.1—Concrete-Encased Shapes	6-233
6.12.3.2—Concrete-Filled Tubes.....	6-233
6.12.3.2.1—Rectangular Tubes	6-233
6.12.3.2.2—Circular Tubes.....	6-233
6.13—CONNECTIONS AND SPLICES.....	6-234
6.13.1—General.....	6-234
6.13.2—Bolted Connections	6-235
6.13.2.1—General.....	6-235
6.13.2.1.1—Slip-Critical Connections	6-235
6.13.2.1.2—Bearing-type Connections.....	6-236
6.13.2.2—Factored Resistance.....	6-236
6.13.2.3—Bolts, Nuts, and Washers	6-237
6.13.2.3.1—Bolts and Nuts.....	6-237
6.13.2.3.2—Washers.....	6-237
6.13.2.4—Holes	6-237
6.13.2.4.1—Type	6-237
6.13.2.4.1a—General.....	6-237
6.13.2.4.1b—Oversize Holes.....	6-237
6.13.2.4.1c—Short-Slotted Holes	6-237
6.13.2.4.1d—Long-Slotted Holes	6-238
6.13.2.4.2—Size	6-238
6.13.2.5—Size of Bolts	6-238
6.13.2.6—Spacing of Bolts	6-238
6.13.2.6.1—Minimum Spacing and Clear Distance.....	6-238
6.13.2.6.2—Maximum Spacing for Sealing Bolts	6-239

6.13.2.6.3—Maximum Pitch for Stitch Bolts	6-239
6.13.2.6.4—Maximum Pitch for Stitch Bolts at the End of Compression Members	6-239
6.13.2.6.5—End Distance.....	6-240
6.13.2.6.6—Edge Distances	6-240
6.13.2.7—Shear Resistance	6-240
6.13.2.8—Slip Resistance.....	6-241
6.13.2.9—Bearing Resistance at Bolt Holes.....	6-245
6.13.2.10—Tensile Resistance.....	6-246
6.13.2.10.1—General	6-246
6.13.2.10.2—Nominal Tensile Resistance.....	6-246
6.13.2.10.3—Fatigue Resistance	6-246
6.13.2.10.4—Prying Action.....	6-246
6.13.2.11—Combined Tension and Shear	6-247
6.13.2.12—Shear Resistance of Anchor Rods	6-247
6.13.3—Welded Connections	6-248
6.13.3.1—General.....	6-248
6.13.3.2—Factored Resistance	6-248
6.13.3.2.1—General	6-248
6.13.3.2.2—Complete Penetration Groove-Welded Connections	6-248
6.13.3.2.2a—Tension and Compression.....	6-248
6.13.3.2.2b—Shear.....	6-249
6.13.3.2.3—Partial Penetration Groove-welded Connections	6-249
6.13.3.2.3a—Tension or Compression.....	6-249
6.13.3.2.3b—Shear.....	6-249
6.13.3.2.4—Fillet-Welded Connections	6-250
6.13.3.3—Effective Area.....	6-250
6.13.3.4—Size of Fillet Welds.....	6-250
6.13.3.5—Minimum Effective Length of Fillet Welds.....	6-251
6.13.3.6—Fillet Weld End Returns.....	6-251
6.13.3.7—Fillet Welds for Sealing	6-251
6.13.4—Block Shear Rupture Resistance	6-252
6.13.5—Connection Elements	6-253
6.13.5.1—General.....	6-253
6.13.5.2—Tension	6-253
6.13.5.3—Shear	6-253
6.13.6—Splices.....	6-254
6.13.6.1—Bolted Splices	6-254
6.13.6.1.1—Tension Members	6-254
6.13.6.1.2—Compression Members	6-254
6.13.6.1.3—Flexural Members.....	6-254
6.13.6.1.3a—General.....	6-254
6.13.6.1.3b—Flange Splices.....	6-255
6.13.6.1.3c—Web Splices	6-258
6.13.6.1.4—Fillers.....	6-260
6.13.6.2—Welded Splices	6-261
6.13.7—Rigid Frame Connections.....	6-262
6.13.7.1—General.....	6-262
6.13.7.2—Webs	6-262
6.14—PROVISIONS FOR STRUCTURE TYPES	6-263
6.14.1—Through-Girder Spans.....	6-263
6.14.2—Trusses	6-264
6.14.2.1—General.....	6-264
6.14.2.2—Truss Members	6-264
6.14.2.3—Secondary Stresses.....	6-264
6.14.2.4—Diaphragms.....	6-264
6.14.2.5—Camber.....	6-264
6.14.2.6—Working Lines and Gravity Axes	6-265
6.14.2.7—Portal and Sway Bracing.....	6-265

6.14.2.7.1—General.....	6-265
6.14.2.7.2—Through-Truss Spans	6-265
6.14.2.7.3—Deck Truss Spans.....	6-265
6.14.2.8—Gusset Plates	6-266
6.14.2.8.1—General.....	6-266
6.14.2.8.2—Multilayered Gusset and Splice Plates	6-266
6.14.2.8.3—Shear Resistance	6-266
6.14.2.8.4—Compressive Resistance.....	6-268
6.14.2.8.5—Tensile Resistance.....	6-269
6.14.2.8.6—Chord Splices	6-270
6.14.2.8.7—Edge Slenderness	6-272
6.14.2.9—Half Through-Trusses	6-272
6.14.2.10—Factored Resistance.....	6-272
6.14.3—Orthotropic Deck Superstructures	6-272
6.14.3.1—General.....	6-272
6.14.3.2—Decks in Global Compression.....	6-273
6.14.3.2.1—General.....	6-273
6.14.3.2.2—Local Buckling.....	6-273
6.14.3.2.3—Panel Buckling.....	6-273
6.14.3.3—Effective Width of Deck	6-274
6.14.3.4—Superposition of Global and Local Effects	6-274
6.14.4—Solid Web Arches	6-274
6.14.4.1—Moment Amplification for Deflection.....	6-274
6.14.4.2—Web Slenderness	6-274
6.14.4.3—Flange Stability	6-275
6.15—PILES.....	6-275
6.15.1—General.....	6-275
6.15.2—Structural Resistance	6-275
6.15.3—Compressive Resistance.....	6-277
6.15.3.1—Axial Compression.....	6-277
6.15.3.2—Combined Axial Compression and Flexure.....	6-277
6.15.3.3—Buckling.....	6-277
6.15.4—Maximum Permissible Driving Stresses.....	6-278
6.16—PROVISIONS FOR SEISMIC DESIGN.....	6-278
6.16.1—General.....	6-278
6.16.2—Materials.....	6-279
6.16.3—Design Requirements for Seismic Zone 1	6-280
6.16.4—Design Requirements for Seismic Zones 2, 3, or 4	6-280
6.16.4.1—General.....	6-280
6.16.4.2—Deck.....	6-281
6.16.4.3—Shear Connectors	6-282
6.16.4.4—Elastic Superstructures	6-285
6.17—REFERENCES.....	6-285
APPENDIX A6—FLEXURAL RESISTANCE OF STRAIGHT COMPOSITE I-SECTIONS IN NEGATIVE FLEXURE AND STRAIGHT NONCOMPOSITE I-SECTIONS WITH COMPACT OR NONCOMPACT WEBS.....	6-299
A6.1—GENERAL	6-299
A6.1.1—Sections with Discretely Braced Compression Flanges.....	6-300
A6.1.2—Sections with Discretely Braced Tension Flanges.....	6-301
A6.1.3 Sections with Continuously Braced Compression Flanges	6-302
A6.1.4 Sections with Continuously Braced Tension Flanges.....	6-302
A6.2—WEB PLASTIFICATION FACTORS	6-302
A6.2.1—Compact Web Sections	6-302
A6.2.2—Noncompact Web Sections.....	6-303
A6.3—FLEXURAL RESISTANCE BASED ON THE COMPRESSION FLANGE.....	6-305
A6.3.1—General	6-305
A6.3.2—Local Buckling Resistance	6-306
A6.3.3—Lateral Torsional Buckling Resistance.....	6-307

A6.4—FLEXURAL RESISTANCE BASED ON TENSION FLANGE YIELDING	6-310
APPENDIX B6—MOMENT REDISTRIBUTION FROM INTERIOR-PIER I-SECTIONS IN STRAIGHT CONTINUOUS-SPAN BRIDGES	6-311
B6.1—GENERAL	6-311
B6.2—SCOPE	6-311
B6.2.1—Web Proportions.....	6-312
B6.2.2—Compression Flange Proportions.....	6-312
B6.2.3—Section Transitions.....	6-313
B6.2.4—Compression Flange Bracing	6-313
B6.2.5—Shear.....	6-313
B6.2.6—Bearing Stiffeners.....	6-314
B6.3—SERVICE LIMIT STATE	6-314
B6.3.1—General	6-314
B6.3.2—Flexure	6-314
B6.3.2.1—Adjacent to Interior-Pier Sections	6-314
B6.3.2.2—At All Other Locations	6-314
B6.3.3—Redistribution Moments	6-315
B6.3.3.1—At Interior-Pier Sections.....	6-315
B6.3.3.2—At All Other Locations	6-315
B6.4—STRENGTH LIMIT STATE.....	6-316
B6.4.1—Flexural Resistance	6-316
B6.4.1.1—Adjacent to Interior-Pier Sections	6-316
B6.4.1.2—At All Other Locations	6-316
B6.4.2—Redistribution Moments	6-316
B6.4.2.1—At Interior-Pier Sections.....	6-316
B6.4.2.2—At All Other Sections	6-317
B6.5—EFFECTIVE PLASTIC MOMENT	6-317
B6.5.1—Interior-Pier Sections with Enhanced Moment-Rotation Characteristics	6-317
B6.5.2—All Other Interior-Pier Sections.....	6-318
B6.6—REFINED METHOD	6-318
B6.6.1—General	6-318
B6.6.2—Nominal Moment-Rotation Curves	6-320
APPENDIX C6—BASIC STEPS FOR STEEL BRIDGE SUPERSTRUCTURES	6-323
C6.1—GENERAL	6-323
C6.2—GENERAL CONSIDERATIONS	6-323
C6.3—SUPERSTRUCTURE DESIGN.....	6-323
C6.4—FLOWCHARTS FOR FLEXURAL DESIGN OF I-SECTIONS.....	6-326
C6.4.1—Flowchart for LRFD Article 6.10.3	6-326
C6.4.2—Flowchart for LRFD Article 6.10.4	6-327
C6.4.3—Flowchart for LRFD Article 6.10.5	6-328
C6.4.4—Flowchart for LRFD Article 6.10.6.....	6-329
C6.4.5—Flowchart for LRFD Article 6.10.7	6-330
C6.4.6—Flowchart for LRFD Article 6.10.8.....	6-331
C6.4.7—Flowchart for Appendix A6.....	6-333
C6.4.8—Flowchart for Article D6.4.1	6-335
C6.4.9—Flowchart for Article D6.4.2	6-336
C6.4.10—Moment Gradient Modifier, C_b (Sample Cases).....	6-337
APPENDIX D6—FUNDAMENTAL CALCULATIONS FOR FLEXURAL MEMBERS.....	6-339
D6.1—PLASTIC MOMENT	6-339
D6.2—YIELD MOMENT	6-341
D6.2.1—Noncomposite Sections	6-341
D6.2.2—Composite Sections in Positive Flexure	6-342
D6.2.3—Composite Sections in Negative Flexure	6-342
D6.2.4—Sections with Cover Plates.....	6-343
D6.3—DEPTH OF THE WEB IN COMPRESSION	6-343
D6.3.1—In the Elastic Range (D_c).....	6-343
D6.3.2—At Plastic Moment (D_{cp}).....	6-344

D6.4—LATERAL TORSIONAL BUCKLING EQUATIONS FOR $C_B > 1.0$, WITH EMPHASIS ON UNBRACED LENGTH REQUIREMENTS FOR DEVELOPMENT OF THE MAXIMUM FLEXURAL RESISTANCE.....	6-345
D6.4.1—By the Provisions of Article 6.10.8.2.3	6-345
D6.4.2—By the Provisions of Article A6.3.3	6-346
D6.5—CONCENTRATED LOADS APPLIED TO WEBS WITHOUT BEARING STIFFENERS	6-346
D6.5.1—General	6-346
D6.5.2—Web Local Yielding	6-347
D6.5.3—Web Crippling	6-347

SECTION 7: ALUMINUM STRUCTURES

TABLE OF CONTENTS

7.1—SCOPE	7-1
7.2—DEFINITIONS	7-1
7.3—NOTATION	7-1
7.4—MATERIALS	7-5
7.4.1—Aluminum Alloys	7-5
7.4.2—Pins, Rollers, and Rockers	7-6
7.4.3—Bolts, Nuts, and Washers	7-7
7.4.3.1—Bolts	7-7
7.4.3.2—Nuts Used with ASTM F3125 Bolts	7-7
7.4.3.3—Washers Used with ASTM F3125 Bolts	7-7
7.4.3.4—Direct Tension Indicators	7-7
7.4.4—Shear Connectors	7-7
7.4.5—Weld Metal	7-7
7.5—LIMIT STATES	7-8
7.5.1—General	7-8
7.5.2—Service Limit State	7-8
7.5.3—Fatigue Limit State	7-8
7.5.4—Strength Limit State	7-8
7.5.4.1—General	7-8
7.5.4.2—Resistance Factors	7-8
7.5.4.3—Buckling Constants	7-9
7.5.4.4—Nominal Resistance of Elements in Uniform Compression	7-10
7.5.4.4.1—General	7-10
7.5.4.4.2—Flat Elements Supported on One Edge	7-11
7.5.4.4.3—Flat Elements Supported on Both Edges	7-11
7.5.4.4.4—Flat Elements Supported on One Edge and with a Stiffener on the Other Edge	7-12
7.5.4.4.5—Flat Elements Supported on Both Edges and with an Intermediate Stiffener	7-13
7.5.4.4.6—Round Hollow Elements and Curved Elements Supported on Both Edges	7-14
7.5.4.4.7—Alternative Method for Flat Elements	7-15
7.5.4.5—Nominal Resistance of Elements in Flexural Compression	7-15
7.5.4.5.1—General	7-15
7.5.4.5.2—Flat Elements Supported on Both Edges	7-16
7.5.4.5.3—Flat Elements Supported on Tension Edge, Compression Edge Free	7-17
7.5.4.5.4—Flat Elements Supported on Both Edges and with a Longitudinal Stiffener	7-17
7.5.4.5.5—Pipes and Round Tubes	7-18
7.5.4.5.6—Alternative Method for Flat Elements	7-18
7.5.4.6—Nominal Resistance of Elements in Shear	7-19
7.5.4.6.1—General	7-19
7.5.4.6.2—Flat Elements Supported on Both Edges	7-19
7.5.4.6.3—Flat Elements Supported on One Edge	7-21
7.5.4.6.4—Pipes and Round or Oval Tubes	7-22
7.5.4.7—Elastic Buckling Stress of Elements	7-23
7.5.5—Extreme Event Limit State	7-23
7.6—FATIGUE	7-24
7.6.1—General	7-24
7.6.2—Load-Induced Fatigue	7-24
7.6.2.1—Application	7-24
7.6.2.2—Design Criteria	7-24
7.6.2.3—Detail Categories	7-24
7.6.2.4—Detailing to Reduce Constraint	7-30
7.6.2.5—Fatigue Resistance	7-30
7.6.3—Distortion-Induced Fatigue	7-31
7.6.3.1—Transverse Connection Plates	7-31
7.6.3.2—Lateral Connection Plates	7-31
7.7—GENERAL DIMENSION AND DETAIL REQUIREMENTS	7-31

7.7.1—Effective Length of Span	7-31
7.7.2—Dead Load Camber	7-31
7.7.3—Minimum Thickness.....	7-31
7.7.4—Diaphragms and Cross-Frames	7-32
7.7.5—Lateral Bracing.....	7-32
7.8—TENSION MEMBERS	7-32
7.8.1—General.....	7-32
7.8.2—Tensile Resistance.....	7-32
7.8.2.1—General.....	7-32
7.8.2.2—Effective Net Area	7-33
7.8.2.3—Combined Tension and Flexure	7-33
7.8.3—Net Area.....	7-34
7.8.4—Limiting Slenderness Ratio	7-34
7.8.5—Built-Up Members	7-35
7.9—COMPRESSION MEMBERS	7-35
7.9.1—General.....	7-35
7.9.2—Axial Compression Resistance.....	7-35
7.9.2.1—Member Buckling	7-35
7.9.2.1.1—General.....	7-35
7.9.2.1.2—Flexural Buckling	7-36
7.9.2.1.3—Torsional and Flexural-Torsional Buckling	7-37
7.9.2.2—Local Buckling.....	7-38
7.9.2.2.1—General.....	7-38
7.9.2.2.2—Weighted Average Local Buckling Resistance.....	7-38
7.9.2.2.3—Alternative Local Buckling Resistance.....	7-38
7.9.2.3—Interaction Between Member Buckling and Local Buckling	7-38
7.9.3—Limiting Slenderness Ratio	7-39
7.9.4—Combined Axial Compression and Flexure	7-39
7.10—FLEXURAL MEMBERS	7-40
7.10.1—General.....	7-40
7.10.2—Yielding and Rupture	7-40
7.10.3—Local Buckling	7-41
7.10.3.1—Weighted Average Method	7-41
7.10.3.2—Direct Strength Method.....	7-42
7.10.3.3—Limiting Element Method.....	7-42
7.10.4—Lateral-Torsional Buckling	7-42
7.10.4.1—Bending Coefficient C_b	7-43
7.10.4.1.1—Doubly Symmetric Shapes.....	7-43
7.10.4.1.2—Singly Symmetric Shapes	7-44
7.10.4.2—Slenderness for Lateral-Torsional Buckling	7-44
7.10.4.2.1—Shapes Symmetric About the Bending Axis.....	7-44
7.10.4.2.2—Singly Symmetric Open Shapes Unsymmetric About the Bending Axis	7-45
7.10.4.2.3—Closed Shapes.....	7-45
7.10.4.2.4—Rectangular Bars.....	7-45
7.10.4.2.5—Any Shape.....	7-45
7.10.4.3—Interaction Between Local Buckling and Lateral-Torsional Buckling.....	7-46
7.11—MEMBERS IN SHEAR	7-47
7.11.1—General.....	7-47
7.11.2—Stiffeners	7-47
7.11.2.1—Crippling of Flat Webs.....	7-47
7.11.2.2—Bearing Stiffeners	7-48
7.11.2.3—Combined Crippling and Bending of Flat Webs	7-48
7.12—CONNECTIONS AND SPLICES.....	7-49
7.12.1—General.....	7-49
7.12.2—Bolted Connections	7-49
7.12.2.1—General.....	7-49
7.12.2.2—Factored Resistance.....	7-49

7.12.2.3—Washers	7-50
7.12.2.4—Holes.....	7-50
7.12.2.5—Size of Bolts.....	7-50
7.12.2.6—Spacing of Bolts.....	7-51
7.12.2.6.1—Minimum Spacing and Clear Distance	7-51
7.12.2.6.2—Minimum Edge Distance	7-51
7.12.2.7—Shear Resistance	7-51
7.12.2.8—Slip Resistance.....	7-51
7.12.2.9—Bearing Resistance at Holes and Slots.....	7-51
7.12.2.10—Tensile Resistance	7-52
7.12.2.11—Combined Tension and Shear	7-52
7.12.2.12—Shear Resistance of Anchor Bolts.....	7-52
7.12.3—Welded Connections	7-52
7.12.3.1—General.....	7-52
7.12.3.2—Factored Resistance	7-52
7.12.3.2.1—General	7-52
7.12.3.2.2—Complete Penetration Groove-Welded Connections	7-53
7.12.3.2.2a—Tension and Compression.....	7-53
7.12.3.2.2b—Shear.....	7-53
7.12.3.2.3—Partial Penetration Groove-Welded Connections	7-53
7.12.3.2.3a—Tension and Compression.....	7-53
7.12.3.2.3b—Shear.....	7-54
7.12.3.2.4—Fillet-Welded Connections	7-54
7.12.3.3—Effective Area.....	7-55
7.12.3.4—Size of Fillet Welds	7-55
7.12.3.5—Fillet Weld End Returns	7-56
7.12.4—Block Shear Rupture Resistance	7-56
7.12.5—Connection Elements	7-56
7.12.5.1—General.....	7-56
7.12.5.2—Tension	7-57
7.12.5.3—Shear	7-57
7.12.6—Splices.....	7-57
7.12.7—Pins	7-58
7.12.7.1—Factored Resistance	7-58
7.12.7.2—Minimum Edge Distance	7-58
7.12.7.3—Holes.....	7-59
7.12.7.4—Shear Resistance	7-59
7.12.7.5—Flexural Resistance.....	7-59
7.12.7.6—Bearing Resistance.....	7-60
7.12.7.7—Combined Shear and Flexure.....	7-60
7.13—PROVISIONS FOR STRUCTURE TYPES	7-60
7.13.1—Deck Superstructures	7-60
7.13.1.1—General.....	7-60
7.13.1.2—Equivalent Strips.....	7-61
7.14—REFERENCES	7-61

SECTION 8: WOOD STRUCTURES

TABLE OF CONTENTS

8.1—SCOPE	8-1
8.2—DEFINITIONS	8-1
8.3—NOTATION	8-4
8.4—MATERIALS	8-5
8.4.1—Wood Products	8-5
8.4.1.1—Sawn Lumber	8-5
8.4.1.1.1—General	8-5
8.4.1.1.2—Dimensions	8-6
8.4.1.1.3—Moisture Content	8-6
8.4.1.1.4—Reference Design Values	8-6
8.4.1.2—Structural Glued Laminated Timber (Glulam)	8-12
8.4.1.2.1—General	8-12
8.4.1.2.2—Dimensions	8-13
8.4.1.2.3—Reference Design Values	8-14
8.4.1.3—Tension-Reinforced Glulams	8-18
8.4.1.3.1—General	8-18
8.4.1.3.2—Dimensions	8-18
8.4.1.3.3—Fatigue	8-19
8.4.1.3.4—Reference Design Values for Tension-Reinforced Glulams	8-19
8.4.1.3.5—Volume Effect	8-20
8.4.1.3.6—Preservative Treatment	8-21
8.4.1.4—Piles	8-21
8.4.2—Metal Fasteners and Hardware	8-21
8.4.2.1—General	8-21
8.4.2.2—Minimum Requirements	8-21
8.4.2.2.1—Fasteners	8-21
8.4.2.2.2—Prestressing Bars	8-22
8.4.2.2.3—Split Ring Connectors	8-22
8.4.2.2.4—Shear Plate Connectors	8-22
8.4.2.2.5—Nails and Spikes	8-22
8.4.2.2.6—Drift Pins and Bolts	8-22
8.4.2.2.7—Spike Grids	8-22
8.4.2.2.8—Toothed Metal Plate Connectors	8-22
8.4.2.3—Corrosion Protection	8-23
8.4.2.3.1—Metallic Coating	8-23
8.4.2.3.2—Alternative Coating	8-23
8.4.3—Preservative Treatment	8-23
8.4.3.1—Requirement for Treatment	8-23
8.4.3.2—Treatment Chemicals	8-23
8.4.3.3—Inspection and Marking	8-24
8.4.3.4—Fire Retardant Treatment	8-24
8.4.4—Adjustment Factors for Reference Design Values	8-24
8.4.4.1—General	8-24
8.4.4.2—Format Conversion Factor, C_{KF}	8-25
8.4.4.3—Wet Service Factor, C_M	8-26
8.4.4.4—Size Factor, C_F , for Sawn Lumber	8-26
8.4.4.5—Volume Factor, C_V , (Glulam)	8-27
8.4.4.6—Flat-Use Factor, C_{fu}	8-28
8.4.4.7—Incising Factor, C_i	8-29
8.4.4.8—Deck Factor, C_d	8-29
8.4.4.9—Time Effect Factor, C_λ	8-30
8.5—LIMIT STATES	8-30
8.5.1—Service Limit State	8-30
8.5.2—Strength Limit State	8-30
8.5.2.1—General	8-30
8.5.2.2—Resistance Factors	8-31

8.5.2.3—Stability	8-31
8.5.3—Extreme Event Limit State	8-31
8.6—COMPONENTS IN FLEXURE	8-31
8.6.1—General	8-31
8.6.2—Rectangular Section.....	8-31
8.6.3—Circular Section.....	8-32
8.7—COMPONENTS UNDER SHEAR	8-33
8.8—COMPONENTS IN COMPRESSION	8-33
8.8.1—General	8-33
8.8.2—Compression Parallel to Grain.....	8-33
8.8.3—Compression Perpendicular to Grain.....	8-34
8.9—COMPONENTS IN TENSION PARALLEL TO GRAIN.....	8-34
8.10—COMPONENTS IN COMBINED FLEXURE AND AXIAL LOADING	8-35
8.10.1—Components in Combined Flexure and Tension.....	8-35
8.10.2—Components in Combined Flexure and Compression Parallel to Grain	8-35
8.11—BRACING REQUIREMENTS	8-36
8.11.1—General.....	8-36
8.11.2—Sawn Wood Beams	8-36
8.11.3—Glued Laminated Timber Girders.....	8-36
8.11.4—Bracing of Trusses.....	8-36
8.12—CAMBER REQUIREMENTS	8-37
8.12.1—Glued Laminated Timber Girders.....	8-37
8.12.2—Trusses	8-37
8.12.3—Stress Laminated Timber Deck Bridge.....	8-37
8.13—CONNECTION DESIGN	8-37
8.14—REFERENCES.....	8-37

SECTION 9: DECKS AND DECK SYSTEMS

TABLE OF CONTENTS

9.1—SCOPE 9-1

9.2—DEFINITIONS 9-1

9.3—NOTATION 9-4

9.4—GENERAL DESIGN REQUIREMENTS 9-4

 9.4.1—Interface Action 9-4

 9.4.2—Deck Drainage 9-4

 9.4.3—Concrete Appurtenances 9-5

 9.4.4—Edge Supports 9-5

 9.4.5—Stay-in-Place Formwork for Overhangs..... 9-5

9.5—LIMIT STATES 9-5

 9.5.1—General..... 9-5

 9.5.2—Service Limit States 9-5

 9.5.3—Fatigue and Fracture Limit State 9-6

 9.5.4—Strength Limit States..... 9-6

 9.5.5—Extreme Event Limit States 9-6

9.6—ANALYSIS 9-6

 9.6.1—Methods of Analysis 9-6

 9.6.2—Loading 9-6

9.7—CONCRETE DECK SLABS 9-7

 9.7.1—General..... 9-7

 9.7.1.1—Minimum Depth and Cover 9-7

 9.7.1.2—Composite Action 9-7

 9.7.1.3—Skewed Decks..... 9-7

 9.7.1.4—Edge Support 9-8

 9.7.1.5—Design of Cantilever Slabs..... 9-8

 9.7.2—Empirical Design 9-8

 9.7.2.1—General..... 9-8

 9.7.2.2—Application 9-9

 9.7.2.3—Effective Length 9-9

 9.7.2.4—Design Conditions..... 9-10

 9.7.2.5—Reinforcement Requirements..... 9-11

 9.7.2.6—Deck with Stay-in-Place Formwork 9-12

 9.7.3—Traditional Design 9-12

 9.7.3.1—General..... 9-12

 9.7.3.2—Distribution Reinforcement..... 9-12

 9.7.4—Stay-in-Place Formwork 9-13

 9.7.4.1—General..... 9-13

 9.7.4.2—Steel Formwork..... 9-13

 9.7.4.3—Concrete Formwork 9-13

 9.7.4.3.1—Depth 9-13

 9.7.4.3.2—Reinforcement..... 9-13

 9.7.4.3.3—Creep and Shrinkage Control..... 9-14

 9.7.4.3.4—Bedding of Panels 9-14

 9.7.5—Precast Deck Slabs on Girders 9-14

 9.7.5.1—General..... 9-14

 9.7.5.2—Transversely Joined Precast Decks 9-14

 9.7.5.3—Longitudinally Post-Tensioned Precast Decks..... 9-15

 9.7.6—Deck Slabs in Segmental Construction 9-15

 9.7.6.1—General..... 9-15

 9.7.6.2—Joints in Decks 9-15

9.8—METAL DECKS 9-15

 9.8.1—General..... 9-15

 9.8.2—Metal Grid Decks 9-16

 9.8.2.1—General..... 9-16

 9.8.2.2—Open Grid Floors 9-16

 9.8.2.3—Filled and Partially Filled Grid Decks 9-17

9.8.2.3.1—General.....	9-17
9.8.2.3.2—Design Requirements.....	9-18
9.8.2.3.3—Fatigue and Fracture Limit State.....	9-18
9.8.2.4—Unfilled Grid Decks Composite with Reinforced Concrete Slabs.....	9-18
9.8.2.4.1—General.....	9-18
9.8.2.4.2—Design.....	9-19
9.8.2.4.3—Fatigue Limit State.....	9-19
9.8.3—Orthotropic Steel Decks.....	9-20
9.8.3.1—General.....	9-20
9.8.3.2—Wheel Load Distribution.....	9-20
9.8.3.3—Wearing Surface.....	9-20
9.8.3.4—Analysis of Orthotropic Decks.....	9-21
9.8.3.4.1—General.....	9-21
9.8.3.4.2—Level 1 Design.....	9-23
9.8.3.4.3—Level 2 Design.....	9-23
9.8.3.4.3a—General.....	9-23
9.8.3.4.3b—Decks with Open Ribs.....	9-24
9.8.3.4.3c—Decks with Closed Ribs.....	9-24
9.8.3.4.4—Level 3 Design.....	9-24
9.8.3.5—Design.....	9-25
9.8.3.5.1—Superposition of Local and Global Effects.....	9-25
9.8.3.5.2—Limit States.....	9-25
9.8.3.5.2a—General.....	9-25
9.8.3.5.2b—Service Limit State.....	9-25
9.8.3.5.2c—Strength Limit State.....	9-26
9.8.3.5.2d—Fatigue Limit State.....	9-26
9.8.3.6—Detailing Requirements.....	9-26
9.8.3.6.1—Minimum Plate Thickness.....	9-26
9.8.3.6.2—Closed Ribs.....	9-26
9.8.3.6.3—Welding to Orthotropic Decks.....	9-27
9.8.3.6.4—Deck and Rib Details.....	9-27
9.8.4—Orthotropic Aluminum Decks.....	9-28
9.8.4.1—General.....	9-28
9.8.4.2—Approximate Analysis.....	9-28
9.8.4.3—Limit States.....	9-28
9.8.5—Corrugated Metal Decks.....	9-29
9.8.5.1—General.....	9-29
9.8.5.2—Distribution of Wheel Loads.....	9-29
9.8.5.3—Composite Action.....	9-29
9.9—WOOD DECKS AND DECK SYSTEMS.....	9-29
9.9.1—Scope.....	9-29
9.9.2—General.....	9-30
9.9.3—Design Requirements.....	9-30
9.9.3.1—Load Distribution.....	9-30
9.9.3.2—Shear Design.....	9-30
9.9.3.3—Deformation.....	9-30
9.9.3.4—Thermal Expansion.....	9-31
9.9.3.5—Wearing Surfaces.....	9-31
9.9.3.6—Skewed Decks.....	9-31
9.9.4—Glued Laminated Decks.....	9-31
9.9.4.1—General.....	9-31
9.9.4.2—Deck Tie-Downs.....	9-31
9.9.4.3—Interconnected Decks.....	9-32
9.9.4.3.1—Panels Parallel to Traffic.....	9-32
9.9.4.3.2—Panels Perpendicular to Traffic.....	9-32
9.9.4.4—Noninterconnected Decks.....	9-32
9.9.5—Stress Laminated Decks.....	9-32
9.9.5.1—General.....	9-32

9.9.5.2—Nailing	9-33
9.9.5.3—Staggered Butt Joints	9-33
9.9.5.4—Holes in Laminations	9-33
9.9.5.5—Deck Tie-Downs	9-34
9.9.5.6—Stressing	9-34
9.9.5.6.1—Prestressing System	9-34
9.9.5.6.2—Prestressing Materials	9-36
9.9.5.6.3—Design Requirements	9-36
9.9.5.6.4—Corrosion Protection	9-37
9.9.5.6.5—Railings	9-37
9.9.6—Spike Laminated Decks	9-38
9.9.6.1—General	9-38
9.9.6.2—Deck Tie-Downs	9-38
9.9.6.3—Panel Decks	9-39
9.9.7—Plank Decks	9-39
9.9.7.1—General	9-39
9.9.7.2—Deck Tie-Downs	9-39
9.9.8—Wearing Surfaces for Wood Decks	9-39
9.9.8.1—General	9-39
9.9.8.2—Plant Mix Asphalt	9-40
9.9.8.3—Chip Seal	9-40
9.10—REFERENCES	9-40

SECTION 10: FOUNDATIONS

TABLE OF CONTENTS

10.1—SCOPE 10-1

10.2—DEFINITIONS..... 10-1

10.3—NOTATION..... 10-3

10.4—SOIL AND ROCK PROPERTIES..... 10-7

 10.4.1—Informational Needs 10-7

 10.4.2—Subsurface Exploration..... 10-8

 10.4.3—Laboratory Tests 10-11

 10.4.3.1—Soil Tests 10-11

 10.4.3.2—Rock Tests 10-11

 10.4.4—In-Situ Tests..... 10-11

 10.4.5—Geophysical Tests..... 10-12

 10.4.6—Selection of Design Properties..... 10-13

 10.4.6.1—General..... 10-13

 10.4.6.2—Soil Strength 10-15

 10.4.6.2.1—General 10-15

 10.4.6.2.2—Undrained Strength of Cohesive Soils..... 10-15

 10.4.6.2.3—Drained Strength of Cohesive Soils..... 10-16

 10.4.6.2.4—Drained Strength of Granular Soils 10-16

 10.4.6.3—Soil Deformation 10-18

 10.4.6.4—Rock Mass Strength..... 10-21

 10.4.6.5—Rock Mass Deformation..... 10-26

 10.4.6.6—Erodibility of Rock 10-29

10.5—LIMIT STATES AND RESISTANCE FACTORS 10-29

 10.5.1—General..... 10-29

 10.5.2—Service Limit States 10-29

 10.5.2.1—General..... 10-29

 10.5.2.2—Tolerable Movements and Movement Criteria 10-30

 10.5.2.3—Overall Stability..... 10-30

 10.5.2.4—Abutment Transitions 10-30

 10.5.3—Strength Limit States 10-31

 10.5.3.1—General..... 10-31

 10.5.3.2—Spread Footings 10-31

 10.5.3.3—Driven Piles 10-31

 10.5.3.4—Drilled Shafts..... 10-31

 10.5.3.5—Micropiles 10-32

 10.5.4—Extreme Events Limit States..... 10-32

 10.5.4.1—Extreme Events Design..... 10-32

 10.5.4.2—Liquefaction Design Requirements..... 10-32

 10.5.5—Resistance Factors..... 10-39

 10.5.5.1—Service Limit States 10-39

 10.5.5.2—Strength Limit States 10-39

 10.5.5.2.1—General 10-39

 10.5.5.2.2—Spread Footings 10-40

 10.5.5.2.3—Driven Piles 10-41

 10.5.5.2.4—Drilled Shafts..... 10-47

 10.5.5.2.5—Micropiles..... 10-49

 10.5.5.3—Extreme Limit States 10-50

 10.5.5.3.1—General 10-50

 10.5.5.3.2—Scour..... 10-50

 10.5.5.3.3—Other Extreme Limit States 10-51

10.6—SPREAD FOOTINGS 10-51

 10.6.1—General Considerations..... 10-51

 10.6.1.1—General..... 10-51

 10.6.1.2—Bearing Depth..... 10-51

 10.6.1.3—Effective Footing Dimensions 10-52

10.6.1.4—Bearing Stress Distributions.....	10-52
10.6.1.5—Anchorage of Inclined Footings.....	10-53
10.6.1.6—Groundwater	10-53
10.6.1.7—Uplift.....	10-53
10.6.1.8—Nearby Structures.....	10-53
10.6.2—Service Limit State Design.....	10-53
10.6.2.1—General.....	10-53
10.6.2.2—Tolerable Movements	10-53
10.6.2.3—Loads.....	10-54
10.6.2.4—Settlement Analyses	10-54
10.6.2.4.1—General.....	10-54
10.6.2.4.2—Settlement of Footings on Cohesionless Soils	10-55
10.6.2.4.3—Settlement of Footings on Cohesive Soils	10-58
10.6.2.4.4—Settlement of Footings on Rock.....	10-63
10.6.2.5—Overall Stability	10-64
10.6.2.6—Bearing Resistance at the Service Limit State.....	10-64
10.6.2.6.1—Presumptive Values for Bearing Resistance	10-64
10.6.2.6.2—Semiempirical Procedures for Bearing Resistance	10-65
10.6.3—Strength Limit State Design	10-66
10.6.3.1—Bearing Resistance of Soil	10-66
10.6.3.1.1—General.....	10-66
10.6.3.1.2—Theoretical Estimation.....	10-67
10.6.3.1.2a—Basic Formulation.....	10-67
10.6.3.1.2b—Considerations for Punching Shear.....	10-70
10.6.3.1.2c—Considerations for Footings on Slopes.....	10-71
10.6.3.1.2d—Considerations for Two-Layer Soil Systems—Critical Depth.....	10-76
10.6.3.1.2e—Two-Layered Soil System in Undrained Loading.....	10-76
10.6.3.1.2f—Two-Layered Soil System in Drained Loading	10-78
10.6.3.1.3—Semiempirical Procedures	10-78
10.6.3.1.4—Plate Load Tests.....	10-79
10.6.3.2—Bearing Resistance of Rock	10-80
10.6.3.2.1—General.....	10-80
10.6.3.2.2—Semiempirical Procedures	10-80
10.6.3.2.3—Analytic Method	10-80
10.6.3.2.4—Load Test	10-80
10.6.3.3—Eccentric Load Limitations.....	10-80
10.6.3.4—Failure by Sliding.....	10-81
10.6.4—Extreme Event Limit State Design.....	10-83
10.6.4.1—General.....	10-83
10.6.4.2—Eccentric Load Limitations	10-83
10.6.5—Structural Design.....	10-83
10.7—DRIVEN PILES	10-83
10.7.1—General.....	10-83
10.7.1.1—Application.....	10-83
10.7.1.2—Minimum Pile Spacing, Clearance, and Embedment into Cap	10-84
10.7.1.3—Piles through Embankment Fill.....	10-84
10.7.1.4—Batter Piles	10-84
10.7.1.5—Pile Design Requirements.....	10-84
10.7.1.6—Determination of Pile Loads	10-85
10.7.1.6.1—General.....	10-85
10.7.1.6.2—Downdrag	10-85
10.7.1.6.3—Uplift Due to Expansive Soils.....	10-86
10.7.1.6.4—Nearby Structures	10-86
10.7.2—Service Limit State Design.....	10-86
10.7.2.1—General.....	10-86
10.7.2.2—Tolerable Movements	10-86
10.7.2.3—Settlement	10-87
10.7.2.3.1—Equivalent Footing Analogy.....	10-87

10.7.2.3.2—Pile Groups in Cohesive Soil.....	10-89
10.7.2.4—Horizontal Pile Foundation Movement.....	10-90
10.7.2.5—Settlement Due to Downdrag.....	10-92
10.7.2.6—Lateral Squeeze.....	10-92
10.7.3—Strength Limit State Design.....	10-92
10.7.3.1—General.....	10-92
10.7.3.2—Point Bearing Piles on Rock.....	10-93
10.7.3.2.1—General.....	10-93
10.7.3.2.2—Piles Driven to Soft Rock.....	10-93
10.7.3.2.3—Piles Driven to Hard Rock.....	10-93
10.7.3.3—Pile Length Estimates for Contract Documents.....	10-94
10.7.3.4—Nominal Axial Resistance Change after Pile Driving.....	10-95
10.7.3.4.1—General.....	10-95
10.7.3.4.2—Relaxation.....	10-96
10.7.3.4.3—Setup.....	10-96
10.7.3.5—Groundwater Effects and Buoyancy.....	10-97
10.7.3.6—Scour.....	10-97
10.7.3.7—Downdrag.....	10-98
10.7.3.8—Determination of Nominal Bearing Resistance for Piles.....	10-99
10.7.3.8.1—General.....	10-99
10.7.3.8.2—Static Load Test.....	10-100
10.7.3.8.3—Dynamic Testing.....	10-101
10.7.3.8.4—Wave Equation Analysis.....	10-101
10.7.3.8.5—Dynamic Formula.....	10-102
10.7.3.8.6—Static Analysis.....	10-103
10.7.3.8.6a—General.....	10-103
10.7.3.8.6b— α -Method.....	10-104
10.7.3.8.6c— β -Method.....	10-105
10.7.3.8.6d— λ -Method.....	10-106
10.7.3.8.6e—Tip Resistance in Cohesive Soils.....	10-107
10.7.3.8.6f—Nordlund/Thurman Method in Cohesionless Soils.....	10-107
10.7.3.8.6g—Using SPT or CPT in Cohesionless Soils.....	10-112
10.7.3.9—Resistance of Pile Groups in Compression.....	10-115
10.7.3.10—Uplift Resistance of Single Piles.....	10-116
10.7.3.11—Uplift Resistance of Pile Groups.....	10-117
10.7.3.12—Nominal Lateral Resistance of Pile Foundations.....	10-119
10.7.3.13—Pile Structural Resistance.....	10-120
10.7.3.13.1—Steel Piles.....	10-120
10.7.3.13.2—Concrete Piles.....	10-120
10.7.3.13.3—Timber Piles.....	10-120
10.7.3.13.4—Buckling and Lateral Stability.....	10-120
10.7.4—Extreme Event Limit State.....	10-121
10.7.5—Corrosion and Deterioration.....	10-122
10.7.6—Determination of Minimum Pile Penetration.....	10-123
10.7.7—Determination of R_{ndr} Used to Establish Contract Driving Criteria for Nominal Bearing Resistance.....	10-123
10.7.8—Drivability Analysis.....	10-124
10.7.9—Probe Piles.....	10-125
10.8—DRILLED SHAFTS.....	10-126
10.8.1—General.....	10-126
10.8.1.1—Scope.....	10-126
10.8.1.2—Shaft Spacing, Clearance, and Embedment into Cap.....	10-126
10.8.1.3—Shaft Diameter and Enlarged Bases.....	10-126
10.8.1.4—Battered Shafts.....	10-127
10.8.1.5—Drilled Shaft Resistance.....	10-127
10.8.1.6—Determination of Shaft Loads.....	10-128
10.8.1.6.1—General.....	10-128
10.8.1.6.2—Downdrag.....	10-128

10.8.1.6.3—Uplift.....	10-129
10.8.2—Service Limit State Design.....	10-129
10.8.2.1—Tolerable Movements	10-129
10.8.2.2—Settlement	10-129
10.8.2.2.1—General.....	10-129
10.8.2.2.2—Settlement of Single-Drilled Shaft	10-129
10.8.2.2.3—Intermediate Geo Materials (IGMs).....	10-132
10.8.2.2.4—Group Settlement	10-132
10.8.2.3—Horizontal Movement of Shafts and Shaft Groups	10-132
10.8.2.4—Settlement Due to Downdrag.....	10-133
10.8.2.5—Lateral Squeeze.....	10-133
10.8.3—Strength Limit State Design.....	10-133
10.8.3.1—General.....	10-133
10.8.3.2—Groundwater Table and Buoyancy.....	10-133
10.8.3.3—Scour.....	10-133
10.8.3.4—Downdrag.....	10-133
10.8.3.5—Nominal Axial Compression Resistance of Single Drilled Shafts	10-134
10.8.3.5.1—Estimation of Drilled Shaft Resistance in Cohesive Soils	10-135
10.8.3.5.1a—General.....	10-135
10.8.3.5.1b—Side Resistance	10-135
10.8.3.5.1c—Tip Resistance.....	10-137
10.8.3.5.2—Estimation of Drilled Shaft Resistance in Cohesionless Soils	10-137
10.8.3.5.2a—General.....	10-137
10.8.3.5.2b—Side Resistance	10-138
10.8.3.5.2c—Tip Resistance.....	10-139
10.8.3.5.3—Shafts in Strong Soil Overlying Weaker Compressible Soil.....	10-139
10.8.3.5.4—Estimation of Drilled Shaft Resistance in Rock.....	10-140
10.8.3.5.4a—General.....	10-140
10.8.3.5.4b—Side Resistance	10-141
10.8.3.5.4c—Tip Resistance.....	10-142
10.8.3.5.4d—Combined Side and Tip Resistance	10-142
10.8.3.5.5—Estimation of Drilled Shaft Resistance in Intermediate Geo Materials (IGMs).....	10-143
10.8.3.5.6—Shaft Load Test.....	10-144
10.8.3.6—Shaft Group Resistance	10-144
10.8.3.6.1—General.....	10-144
10.8.3.6.2—Cohesive Soil	10-145
10.8.3.6.3—Cohesionless Soil.....	10-145
10.8.3.6.4—Shaft Groups in Strong Soil Overlying Weak Soil	10-146
10.8.3.7—Uplift Resistance.....	10-146
10.8.3.7.1—General.....	10-146
10.8.3.7.2—Uplift Resistance of Single Drilled Shaft.....	10-146
10.8.3.7.3—Group Uplift Resistance.....	10-147
10.8.3.7.4—Uplift Load Test.....	10-147
10.8.3.8—Nominal Horizontal Resistance of Shaft and Shaft Groups	10-147
10.8.3.9—Shaft Structural Resistance	10-147
10.8.3.9.1—General.....	10-147
10.8.3.9.2—Buckling and Lateral Stability	10-147
10.8.3.9.3—Reinforcement.....	10-147
10.8.3.9.4—Transverse Reinforcement	10-148
10.8.3.9.5—Concrete	10-148
10.8.3.9.6—Reinforcement into Superstructure	10-148
10.8.3.9.7—Enlarged Bases.....	10-148
10.8.4—Extreme Event Limit State	10-148
10.9—MICROPILES	10-149
10.9.1—General.....	10-149
10.9.1.1—Scope.....	10-149
10.9.1.2—Minimum Micropile Spacing, Clearance, and Embedment into Cap.....	10-150
10.9.1.3—Micropiles through Embankment Fill	10-150

10.9.1.4—Battered Micropiles	10-150
10.9.1.5—Micropile Design Requirements	10-150
10.9.1.6—Determination of Micropile Loads.....	10-150
10.9.1.6.1—Downdrag	10-150
10.9.1.6.2—Uplift Due to Expansive Soils	10-150
10.9.1.6.3—Nearby Structures	10-151
10.9.2—Service Limit State Design	10-151
10.9.2.1—General.....	10-151
10.9.2.2—Tolerable Movements	10-151
10.9.2.3—Settlement	10-151
10.9.2.3.1—Micropile Groups in Cohesive Soil	10-151
10.9.2.3.2—Micropile Groups in Cohesionless Soil	10-151
10.9.2.4—Horizontal Micropile Foundation Movement	10-151
10.9.2.5—Settlement Due to Downdrag.....	10-151
10.9.2.6—Lateral Squeeze.....	10-151
10.9.3—Strength Limit State Design.....	10-151
10.9.3.1—General.....	10-151
10.9.3.2—Ground Water Table and Bouyancy	10-152
10.9.3.3—Scour.....	10-152
10.9.3.4—Downdrag	10-152
10.9.3.5—Nominal Axial Compression Resistance of a Single Micropile.....	10-152
10.9.3.5.1—General	10-152
10.9.3.5.2—Estimation of Grout-to-Ground Bond Resistance	10-153
10.9.3.5.3—Estimation of Micropile Tip Resistance in Rock.....	10-154
10.9.3.5.4—Micropile Load Test	10-155
10.9.3.6—Resistance of Micropile Groups in Compression	10-155
10.9.3.7—Nominal Uplift Resistance of a Single Micropile.....	10-155
10.9.3.8—Nominal Uplift Resistance of Micropile Groups	10-155
10.9.3.9—Nominal Horizontal Resistance of Micropiles and Micropile Groups.....	10-156
10.9.3.10—Structural Resistance	10-156
10.9.3.10.1—General	10-156
10.9.3.10.2—Axial Compressive Resistance	10-156
10.9.3.10.2a—Cased Length	10-157
10.9.3.10.2b—Uncased Length.....	10-157
10.9.3.10.3—Axial Tension Resistance	10-158
10.9.3.10.3a—Cased Length	10-158
10.9.3.10.3b—Uncased Length.....	10-159
10.9.3.10.4—Plunge Length Transfer Load	10-159
10.9.3.10.5—Grout-to-Steel Bond	10-160
10.9.3.10.6—Buckling and Lateral Stability	10-160
10.9.3.10.7—Reinforcement into Superstructure	10-160
10.9.4—Extreme Event Limit State.....	10-160
10.9.5—Corrosion and Deterioration	10-160
10.10—REFERENCES	10-160
APPENDIX A10—SEISMIC ANALYSIS AND DESIGN OF FOUNDATIONS	10-168
A10.1—INVESTIGATION.....	10-168
A10.2—FOUNDATION DESIGN.....	10-168
A10.3—SPECIAL PILE REQUIREMENTS	10-172

SECTION 11: WALLS, ABUTMENTS, AND PIERS

TABLE OF CONTENTS

11.1—SCOPE.....	11-1
11.2—DEFINITIONS.....	11-1
11.3—NOTATION.....	11-2
11.3.1—General.....	11-2
11.4—SOIL PROPERTIES AND MATERIALS.....	11-5
11.4.1—General.....	11-5
11.4.2—Determination of Soil Properties.....	11-5
11.5—LIMIT STATES AND RESISTANCE FACTORS.....	11-6
11.5.1—General.....	11-6
11.5.2—Service Limit States.....	11-6
11.5.3—Strength Limit State.....	11-7
11.5.4—Extreme Event Limit State.....	11-7
11.5.4.1—General Requirements.....	11-7
11.5.4.2—Extreme Event I, No Analysis.....	11-8
11.5.5—Resistance Requirement.....	11-10
11.5.6—Load Combinations and Load Factors.....	11-10
11.5.7—Resistance Factors—Service and Strength.....	11-13
11.5.8—Resistance Factors—Extreme Event Limit State.....	11-16
11.6—ABUTMENTS AND CONVENTIONAL RETAINING WALLS.....	11-16
11.6.1—General Considerations.....	11-16
11.6.1.1—General.....	11-16
11.6.1.2—Loading.....	11-17
11.6.1.3—Integral Abutments.....	11-18
11.6.1.4—Wingwalls.....	11-18
11.6.1.5—Reinforcement.....	11-18
11.6.1.5.1—Conventional Walls and Abutments.....	11-18
11.6.1.5.2—Wingwalls.....	11-18
11.6.1.6—Expansion and Contraction Joints.....	11-18
11.6.2—Movement and Stability at the Service Limit State.....	11-19
11.6.2.1—Abutments.....	11-19
11.6.2.2—Conventional Retaining Walls.....	11-19
11.6.2.3—Overall Stability.....	11-19
11.6.3—Bearing Resistance and Stability at the Strength Limit State.....	11-20
11.6.3.1—General.....	11-20
11.6.3.2—Bearing Resistance.....	11-20
11.6.3.3—Eccentricity Limits.....	11-22
11.6.3.4—Subsurface Erosion.....	11-22
11.6.3.5—Passive Resistance.....	11-22
11.6.3.6—Sliding.....	11-22
11.6.4—Safety against Structural Failure.....	11-22
11.6.5—Seismic Design for Abutments and Conventional Retaining Walls.....	11-23
11.6.5.1—General.....	11-23
11.6.5.2—Calculation of Seismic Acceleration Coefficients for Wall Design.....	11-25
11.6.5.2.1—Characterization of Acceleration at Wall Base.....	11-25
11.6.5.2.2—Estimation of Acceleration Acting on Wall Mass.....	11-26
11.6.5.3—Calculation of Seismic Active Earth Pressures.....	11-27
11.6.5.4—Calculation of Seismic Earth Pressure for Nonyielding Abutments and Walls.....	11-30
11.6.5.5—Calculation of Seismic Passive Earth Pressure.....	11-30
11.6.5.6—Wall Details for Improved Seismic Performance.....	11-31
11.6.6—Drainage.....	11-33
11.7—PIERS.....	11-33
11.7.1—Load Effects in Piers.....	11-33
11.7.2—Pier Protection.....	11-33
11.7.2.1—Collision.....	11-33
11.7.2.2—Collision Walls.....	11-33
11.7.2.3—Scour.....	11-34

11.7.2.4—Facing.....	11-34
11.8—NONGRAVITY CANTILEVERED WALLS	11-34
11.8.1—General.....	11-34
11.8.2—Loading	11-34
11.8.3—Movement and Stability at the Service Limit State.....	11-34
11.8.3.1—Movement	11-34
11.8.3.2—Overall Stability	11-34
11.8.4—Safety against Soil Failure at the Strength Limit State.....	11-34
11.8.4.1—Overall Stability	11-34
11.8.5—Safety against Structural Failure	11-36
11.8.5.1—Vertical Wall Elements	11-36
11.8.5.2—Facing.....	11-36
11.8.6—Seismic Design of Nongravity Cantilever Walls.....	11-37
11.8.6.1—General.....	11-37
11.8.6.2—Seismic Active Lateral Earth Pressure.....	11-38
11.8.6.3—Seismic Passive Lateral Earth Pressure.....	11-39
11.8.6.4—Wall Displacement Analyses to Determine Earth Pressures.....	11-40
11.8.7—Corrosion Protection	11-42
11.8.8—Drainage.....	11-42
11.9—ANCHORED WALLS.....	11-42
11.9.1—General.....	11-42
11.9.2—Loading	11-43
11.9.3—Movement and Stability at the Service Limit State.....	11-43
11.9.3.1—Movement	11-43
11.9.3.2—Overall Stability	11-44
11.9.4—Safety against Soil Failure.....	11-44
11.9.4.1—Bearing Resistance.....	11-44
11.9.4.2—Anchor Pullout Capacity.....	11-45
11.9.4.3—Passive Resistance	11-48
11.9.5—Safety Against Structural Failure	11-48
11.9.5.1—Anchors.....	11-48
11.9.5.2—Vertical Wall Elements	11-50
11.9.5.3—Facing.....	11-50
11.9.6—Seismic Design.....	11-50
11.9.7—Corrosion Protection	11-51
11.9.8—Construction and Installation	11-52
11.9.8.1—Anchor Stressing and Testing	11-52
11.9.9—Drainage.....	11-53
11.10—MECHANICALLY STABILIZED EARTH WALLS	11-53
11.10.1—General.....	11-53
11.10.2—Structure Dimensions.....	11-55
11.10.2.1—Minimum Length of Soil Reinforcement.....	11-56
11.10.2.2—Minimum Front Face Embedment	11-56
11.10.2.3—Facing.....	11-57
11.10.2.3.1—Stiff or Rigid Concrete, Steel, and Timber Facings	11-58
11.10.2.3.2—Flexible Wall Facings	11-58
11.10.2.3.3—Corrosion Issues for MSE Facing	11-59
11.10.3—Loading	11-59
11.10.4—Movement and Stability at the Service Limit State.....	11-59
11.10.4.1—Settlement	11-59
11.10.4.2—Lateral Displacement	11-60
11.10.4.3—Overall Stability	11-60
11.10.5—Safety Against Soil Failure (External Stability).....	11-61
11.10.5.1—General.....	11-61
11.10.5.2—Loading	11-61
11.10.5.3—Sliding.....	11-62
11.10.5.4—Bearing Resistance.....	11-63
11.10.5.5—Overturning.....	11-63
11.10.6—Safety against Structural Failure (Internal Stability).....	11-64

11.10.6.1—General.....	11-64
11.10.6.2—Loading.....	11-64
11.10.6.2.1—Maximum Reinforcement Loads	11-64
11.10.6.2.2—Reinforcement Loads at Connection to Wall Face	11-69
11.10.6.3—Reinforcement Pullout.....	11-69
11.10.6.3.1—Boundary between Active and Resistant Zones.....	11-69
11.10.6.3.2—Reinforcement Pullout Design.....	11-71
11.10.6.4—Reinforcement Strength	11-73
11.10.6.4.1—General	11-73
11.10.6.4.2—Design Life Considerations	11-76
11.10.6.4.2a—Steel Reinforcements	11-76
11.10.6.4.2b—Geosynthetic Reinforcements.....	11-78
11.10.6.4.3—Design Tensile Resistance	11-80
11.10.6.4.3a—Steel Reinforcements	11-80
11.10.6.4.3b—Geosynthetic Reinforcements.....	11-80
11.10.6.4.4—Reinforcement/Facing Connection Design Strength.....	11-82
11.10.6.4.4a—Steel Reinforcements	11-82
11.10.6.4.4b—Geosynthetic Reinforcements.....	11-82
11.10.7—Seismic Design of MSE Walls.....	11-85
11.10.7.1—External Stability	11-85
11.10.7.2—Internal Stability	11-87
11.10.7.3—Facing Reinforcement Connections.....	11-91
11.10.7.4—Wall Details for Improved Seismic Performance	11-92
11.10.8—Drainage.....	11-94
11.10.9—Subsurface Erosion	11-94
11.10.10—Special Loading Conditions.....	11-94
11.10.10.1—Concentrated Dead Loads.....	11-94
11.10.10.2—Traffic Loads and Barriers.....	11-96
11.10.10.3—Hydrostatic Pressures.....	11-97
11.10.10.4—Obstructions in the Reinforced Soil Zone.....	11-98
11.10.11—MSE Abutments.....	11-99
11.11—PREFABRICATED MODULAR WALLS	11-101
11.11.1—General.....	11-101
11.11.2—Loading	11-102
11.11.3—Movement at the Service Limit State.....	11-102
11.11.4—Safety Against Soil Failure	11-102
11.11.4.1—General.....	11-102
11.11.4.2—Sliding.....	11-102
11.11.4.3—Bearing Resistance.....	11-102
11.11.4.4—Overturning.....	11-103
11.11.4.5—Subsurface Erosion	11-103
11.11.4.6—Overall Stability.....	11-103
11.11.4.7—Passive Resistance and Sliding.....	11-103
11.11.5—Safety against Structural Failure.....	11-103
11.11.5.1—Module Members.....	11-103
11.11.6—Seismic Design for Prefabricated Modular Walls.....	11-104
11.11.7—Abutments.....	11-104
11.11.8—Drainage.....	11-105
11.12—REFERENCES	11-105
APPENDIX A11—SEISMIC DESIGN OF RETAINING STRUCTURES.....	11-109
A11.1—GENERAL.....	11-109
A11.2—PERFORMANCE OF WALLS IN PAST EARTHQUAKES	11-109
A11.3—CALCULATION OF SEISMIC ACTIVE PRESSURE	11-110
A11.3.1—Mononobe-Okabe Method	11-110
A11.3.2—Modification of Mononobe-Okabe Method to Consider Cohesion.....	11-112
A11.3.3—Generalized Limit Equilibrium (GLE) Method.....	11-115
A11.4—SEISMIC PASSIVE PRESSURE	11-115
A11.5—ESTIMATING WALL SEISMIC ACCELERATION CONSIDERING WAVE SCATTERING AND WALL DISPLACEMENT	11-120

A11.5.1—Kavazanjian et al., (1997).....	11-121
A11.5.2—NCHRP Report 611—Anderson et al. (2008).....	11-121
A11.5.3—Bray et al. (2010), and Bray and Travasarou (2009).....	11-124
A11.6—APPENDIX REFERENCES	11-124

SECTION 12: BURIED STRUCTURES AND TUNNEL LINERS

TABLE OF CONTENTS

12.1—SCOPE	12-1
12.2—DEFINITIONS.....	12-1
12.3—NOTATION.....	12-2
12.3.1—Abbreviations.....	12-6
12.4—SOIL AND MATERIAL PROPERTIES	12-6
12.4.1—Determination of Soil Properties.....	12-6
12.4.1.1—General.....	12-6
12.4.1.2—Foundation Soils	12-6
12.4.1.3—Envelope Backfill Soils	12-6
12.4.2—Materials	12-7
12.4.2.1—Aluminum Pipe and Structural Plate Structures	12-7
12.4.2.2—Concrete.....	12-7
12.4.2.3—Precast Concrete Pipe	12-8
12.4.2.4—Precast Concrete Structures	12-8
12.4.2.5—Steel Pipe and Structural Plate Structures	12-8
12.4.2.6—Deep Corrugated Structures.....	12-8
12.4.2.7—Steel Reinforcement.....	12-8
12.4.2.8—Thermoplastic Pipe	12-8
12.4.2.9—Fiberglass Pipe.....	12-9
12.4.2.10—Steel-Reinforced Thermoplastic Culverts.....	12-9
12.5—LIMIT STATES AND RESISTANCE FACTORS	12-9
12.5.1—General.....	12-9
12.5.2—Service Limit State.....	12-9
12.5.3—Strength Limit State	12-9
12.5.4—Load Modifiers and Load Factors.....	12-10
12.5.5—Resistance Factors.....	12-11
12.5.6—Flexibility Limits and Construction Stiffness	12-13
12.5.6.1—Corrugated Metal Pipe and Structural Plate Structures.....	12-13
12.5.6.2—Spiral Rib Metal Pipe and Pipe Arches.....	12-13
12.5.6.3—Flexibility Limits and Construction Stiffness—Thermoplastic and Fiberglass Pipe	12-14
12.5.6.4—Steel Tunnel Liner Plate	12-14
12.6—GENERAL DESIGN FEATURES	12-14
12.6.1—Loading	12-14
12.6.2—Service Limit State.....	12-15
12.6.2.1—Tolerable Movement.....	12-15
12.6.2.2—Settlement	12-15
12.6.2.2.1—General	12-15
12.6.2.2.2—Longitudinal Differential Settlement	12-15
12.6.2.2.3—Differential Settlement between Structure and Backfill	12-15
12.6.2.2.4—Footing Settlement.....	12-15
12.6.2.2.5—Unbalanced Loading.....	12-16
12.6.2.3—Uplift.....	12-19
12.6.3—Safety Against Soil Failure	12-19
12.6.3.1—Bearing Resistance and Stability	12-19
12.6.3.2—Corner Backfill for Metal Pipe Arches	12-20
12.6.4—Hydraulic Design	12-20
12.6.5—Scour	12-20
12.6.6—Soil Envelope.....	12-20
12.6.6.1—Trench Installations	12-20
12.6.6.2—Embankment Installations.....	12-21
12.6.6.3—Minimum Cover.....	12-21
12.6.7—Minimum Spacing between Multiple Lines of Pipe.....	12-22
12.6.8—End Treatment.....	12-23
12.6.8.1—General.....	12-23
12.6.8.2—Flexible Culverts Constructed on Skew.....	12-23

12.6.9—Corrosive and Abrasive Conditions	12-24
12.7—METAL PIPE, PIPE ARCH, ARCH STRUCTURES, AND STEEL-REINFORCED THERMOPLASTIC CULVERTS	12-24
12.7.1—General	12-24
12.7.2—Safety Against Structural Failure	12-24
12.7.2.1—Section Properties	12-24
12.7.2.2—Thrust	12-25
12.7.2.3—Wall Resistance	12-25
12.7.2.4—Resistance to Buckling	12-26
12.7.2.5—Seam Resistance	12-26
12.7.2.6—Handling and Installation Requirements	12-26
12.7.2.7—Profile Evaluation for Steel-Reinforced Thermoplastic Culverts	12-27
12.7.3—Smooth Lined Pipe	12-27
12.7.4—Stiffening Elements for Structural Plate Structures	12-27
12.7.5—Construction and Installation	12-28
12.8—LONG-SPAN STRUCTURAL PLATE STRUCTURES	12-28
12.8.1—General	12-28
12.8.2—Service Limit State	12-29
12.8.3—Safety Against Structural Failure	12-29
12.8.3.1—Section Properties	12-29
12.8.3.1.1—Cross-Section	12-29
12.8.3.1.2—Shape Control	12-30
12.8.3.1.3—Mechanical and Chemical Requirements	12-30
12.8.3.2—Thrust	12-30
12.8.3.3—Wall Area	12-30
12.8.3.4—Seam Strength	12-30
12.8.3.5—Acceptable Special Features	12-31
12.8.3.5.1—Continuous Longitudinal Stiffeners	12-31
12.8.3.5.2—Reinforcing Ribs	12-31
12.8.4—Safety Against Structural Failure—Foundation Design	12-31
12.8.4.1—Settlement Limits	12-31
12.8.4.2—Footing Reactions in Arch Structures	12-32
12.8.4.3—Footing Design	12-33
12.8.5—Safety Against Structural Failure—Soil Envelope Design	12-33
12.8.5.1—General	12-33
12.8.5.2—Construction Requirements	12-33
12.8.5.3—Service Requirements	12-33
12.8.6—Safety Against Structural Failure—End Treatment Design	12-34
12.8.6.1—General	12-34
12.8.6.2—Standard Shell End Types	12-34
12.8.6.3—Balanced Support	12-36
12.8.6.4—Hydraulic Protection	12-36
12.8.6.4.1—General	12-36
12.8.6.4.2—Backfill Protection	12-37
12.8.6.4.3—Cut-Off (Toe) Walls	12-37
12.8.6.4.4—Hydraulic Uplift	12-37
12.8.6.4.5—Scour	12-37
12.8.7—Concrete Relieving Slabs	12-37
12.8.8—Construction and Installation	12-38
12.8.9—Deep Corrugated Structural Plate Structures	12-38
12.8.9.1—General	12-38
12.8.9.2—Width of Structural Backfill	12-38
12.8.9.2.1—Deep Corrugated Structures with Ratio of Crown Radius to Haunch Radius ≤ 5	12-38
12.8.9.2.2—Deep Corrugated Structures with Ratio of Crown Radius to Haunch Radius > 5	12-38
12.8.9.3—Safety Against Structural Failure	12-39
12.8.9.3.1—Structural Plate Requirements	12-39
12.8.9.3.2—Structural Analysis	12-39

12.8.9.4—Minimum Depth of Fill.....	12-40
12.8.9.5—Combined Thrust and Moment.....	12-41
12.8.9.6—Global Buckling.....	12-42
12.8.9.7—Connections.....	12-42
12.9—STRUCTURAL PLATE BOX STRUCTURES.....	12-42
12.9.1—General.....	12-42
12.9.2—Loading.....	12-43
12.9.3—Service Limit State.....	12-43
12.9.4—Safety Against Structural Failure.....	12-43
12.9.4.1—General.....	12-43
12.9.4.2—Moments Due to Factored Loads.....	12-44
12.9.4.3—Plastic Moment Resistance.....	12-46
12.9.4.4—Crown Soil Cover Factor, C_H	12-47
12.9.4.5—Footing Reactions.....	12-47
12.9.4.6—Concrete Relieving Slabs.....	12-48
12.9.5—Construction and Installation.....	12-49
12.10—REINFORCED CONCRETE PIPE.....	12-49
12.10.1—General.....	12-49
12.10.2 Loading.....	12-50
12.10.2.1 Standard Installations.....	12-50
12.10.2.2 Pipe Fluid Weight.....	12-54
12.10.2.3—Live Loads.....	12-54
12.10.3—Service Limit State.....	12-54
12.10.4—Safety Against Structural Failure.....	12-55
12.10.4.1—General.....	12-55
12.10.4.2—Direct Design Method.....	12-55
12.10.4.2.1—Loads and Pressure Distribution.....	12-55
12.10.4.2.2—Analysis for Force Effects with the Pipe Ring.....	12-57
12.10.4.2.3—Process and Material Factors.....	12-57
12.10.4.2.4—Flexural Resistance at the Strength Limit State.....	12-57
12.10.4.2.4a—Circumferential Reinforcement.....	12-57
12.10.4.2.4b—Minimum Reinforcement.....	12-58
12.10.4.2.4c—Maximum Flexural Reinforcement without Stirrups.....	12-58
12.10.4.2.4d—Reinforcement for Crack Width Control.....	12-59
12.10.4.2.4e—Minimum Concrete Cover.....	12-61
12.10.4.2.5—Shear Resistance without Stirrups.....	12-61
12.10.4.2.6—Shear Resistance with Radial Stirrups.....	12-62
12.10.4.2.7—Stirrup Reinforcement Anchorage.....	12-63
12.10.4.2.7a—Radial Tension Stirrup Anchorage.....	12-63
12.10.4.2.7b—Shear Stirrup Anchorage.....	12-63
12.10.4.2.7c—Stirrup Embedment.....	12-63
12.10.4.3—Indirect Design Method.....	12-64
12.10.4.3.1—Bearing Resistance.....	12-64
12.10.4.3.2—Bedding Factor.....	12-64
12.10.4.3.2a—Earth Load Bedding Factor for Circular Pipe.....	12-64
12.10.4.3.2b—Earth Load Bedding Factor for Arch and Elliptical Pipe.....	12-65
12.10.4.3.2c—Live Load Bedding Factors.....	12-66
12.10.4.4—Development of Quadrant Mat Reinforcement.....	12-66
12.10.4.4.1—Minimum Cage Reinforcement.....	12-66
12.10.4.4.2—Development Length of Welded Wire Fabric.....	12-66
12.10.4.4.3—Development of Quadrant Mat Reinforcement Consisting of Welded Plain Wire Fabric.....	12-67
12.10.4.4.4—Development of Quadrant Mat Reinforcement Consisting of Deformed Bars, Deformed Wire, or Deformed Wire Fabric.....	12-67
12.10.5—Construction and Installation.....	12-67
12.11—REINFORCED CONCRETE CAST-IN-PLACE AND PRECAST BOX CULVERTS AND REINFORCED CAST-IN-PLACE ARCHES.....	12-68
12.11.1—General.....	12-68

12.11.2—Loads and Live Load Distribution	12-67
12.11.2.1—General.....	12-67
12.11.2.2—Modification of Earth Loads for Soil-Structure Interaction	12-68
12.11.2.2.1—Embankment and Trench Conditions.....	12-68
12.11.2.2.2—Other Installations.....	12-70
12.11.2.3—Distribution of Concentrated Loads to Bottom Slab of Box Culvert	12-70
12.11.2.4—Distribution of Concentrated Loads in Skewed Box Culverts	12-71
12.11.3—Strength Limit State	12-71
12.11.4—Service Limit State	12-71
12.11.5—Safety Against Structural Failure	12-72
12.11.5.1—General.....	12-72
12.11.5.2—Design Moment for Box Culverts	12-72
12.11.5.3—Minimum Reinforcement.....	12-72
12.11.5.3.1—Cast-in-Place Structures.....	12-72
12.11.5.3.2—Precast Box Structures	12-72
12.11.5.4—Minimum Cover for Precast Box Structures	12-72
12.11.6—Construction and Installation	12-73
12.12—THERMOPLASTIC PIPES	12-73
12.12.1—General.....	12-73
12.12.2—Service Limit States	12-73
12.12.2.1—General.....	12-73
12.12.2.2—Deflection Requirement	12-73
12.12.3—Safety Against Structural Failure	12-74
12.12.3.1—General.....	12-74
12.12.3.2—Section Properties	12-74
12.12.3.3—Chemical and Mechanical Requirements.....	12-75
12.12.3.4—Thrust.....	12-76
12.12.3.5—Factored and Service Loads	12-77
12.12.3.6—Handling and Installation Requirements	12-81
12.12.3.7—Soil Prism.....	12-81
12.12.3.8—Hydrostatic Pressure	12-82
12.12.3.9—Live Load.....	12-82
12.12.3.10—Wall Resistance.....	12-82
12.12.3.10.1—Resistance to Axial Thrust.....	12-82
12.12.3.10.1a—General.....	12-82
12.12.3.10.1b—Local Buckling Effective Area	12-83
12.12.3.10.1c—Compression Strain.....	12-84
12.12.3.10.1d—Thrust Strain Limits.....	12-85
12.12.3.10.1e—General Buckling Strain Limits	12-85
12.12.3.10.2—Bending and Thrust Strain Limits.....	12-86
12.12.3.10.2a—General.....	12-86
12.12.3.10.2b—Combined Strain	12-86
12.12.4—Construction and Installation	12-88
12.13—STEEL TUNNEL LINER PLATE	12-88
12.13.1—General.....	12-88
12.13.2—Loading	12-88
12.13.2.1—Earth Loads.....	12-88
12.13.2.2—Live Loads	12-91
12.13.2.3—Grouting Pressure.....	12-91
12.13.3—Safety Against Structural Failure	12-91
12.13.3.1—Section Properties	12-91
12.13.3.2—Wall Area.....	12-91
12.13.3.3—Buckling.....	12-91
12.13.3.4—Seam Strength	12-91
12.13.3.5—Construction Stiffness.....	12-91
12.14—PRECAST REINFORCED CONCRETE THREE-SIDED STRUCTURES	12-93
12.14.1—General.....	12-93

12.14.2—Materials	12-93
12.14.2.1—Concrete.....	12-93
12.14.2.2—Reinforcement.....	12-93
12.14.3—Concrete Cover for Reinforcement	12-93
12.14.4—Geometric Properties	12-93
12.14.5—Design.....	12-93
12.14.5.1—General.....	12-93
12.14.5.2—Distribution of Concentrated Load Effects in Top Slab and Sides	12-94
12.14.5.3—Distribution of Concentrated Loads in Skewed Culverts.....	12-94
12.14.5.4—Shear Transfer in Transverse Joints between Culvert Sections	12-94
12.14.5.5—Span Length.....	12-94
12.14.5.6—Resistance Factors	12-95
12.14.5.7—Crack Control.....	12-95
12.14.5.8—Minimum Reinforcement.....	12-95
12.14.5.9—Deflection Control at the Service Limit State	12-95
12.14.5.10—Footing Design.....	12-95
12.14.5.11—Structural Backfill.....	12-95
12.14.5.12—Scour Protection and Waterway Considerations.....	12-95
12.15—FIBERGLASS PIPE	12-96
12.15.1—General.....	12-96
12.15.2—Section Properties	12-96
12.15.3—Mechanical Requirements.....	12-96
12.15.3.1—Circumferential Flexural Modulus.....	12-96
12.15.3.2—Long-Term Ring-Bending Strain.....	12-96
12.15.4—Total Allowable Deflection.....	12-96
12.15.5—Service Limit States	12-97
12.15.5.1—General.....	12-97
12.15.5.2—Deflection Requirement.....	12-97
12.15.6—Safety Against Structural Failure	12-98
12.15.6.1—General.....	12-98
12.15.6.2—Flexure.....	12-98
12.15.6.3—Global Buckling.....	12-98
12.15.6.4—Flexibility Limit.....	12-99
12.15.7—Construction and Installation	12-99
12.16—REFERENCES	12-99
APPENDIX A12—PLATE, PIPE, AND PIPE ARCH PROPERTIES	12-103

SECTION 13: RAILINGS

TABLE OF CONTENTS

13.1—SCOPE	13-1
13.2—DEFINITIONS	13-1
13.3—NOTATION	13-2
13.4—GENERAL	13-4
13.5—MATERIALS	13-5
13.6—LIMIT STATES AND RESISTANCE FACTORS	13-5
13.6.1—Strength Limit State	13-5
13.6.2—Extreme Event Limit State	13-5
13.7—TRAFFIC RAILING	13-5
13.7.1—Railing System	13-5
13.7.1.1—General	13-5
13.7.1.2—Approach Railings	13-6
13.7.1.3—End Treatment	13-6
13.7.2—Test Level Selection Criteria	13-7
13.7.3—Railing Design	13-8
13.7.3.1—General	13-8
13.7.3.1.1—Application of Previously Tested Systems	13-8
13.7.3.1.2—New Systems	13-9
13.7.3.2—Height of Traffic Parapet or Railing	13-9
13.8—PEDESTRIAN RAILING	13-9
13.8.1—Geometry	13-9
13.8.2—Design Loads	13-10
13.9—BICYCLE RAILINGS	13-11
13.9.1—General	13-11
13.9.2—Geometry	13-11
13.9.3—Design Live Loads	13-11
13.10—COMBINATION RAILINGS	13-12
13.10.1—General	13-12
13.10.2—Geometry	13-12
13.10.3—Design Live Loads	13-12
13.11—CURBS AND SIDEWALKS	13-12
13.11.1—General	13-12
13.11.2—Sidewalks	13-13
13.11.3—End Treatment of Separation Railing	13-13
13.12—REFERENCES	13-13
APPENDIX A13	13-15
A13.1—GEOMETRY AND ANCHORAGES	13-15
A13.1.1—Separation of Rail Elements	13-15
A13.1.2—Anchorage	13-17
A13.2—TRAFFIC RAILING DESIGN FORCES	13-17
A13.3—DESIGN PROCEDURE FOR RAILING TEST SPECIMENS	13-19
A13.3.1—Concrete Railings	13-19
A13.3.2—Post-and-Beam Railings	13-21
A13.3.3—Concrete Parapet and Metal Rail	13-22
A13.3.4—Wood Barriers	13-24
A13.4—DECK OVERHANG DESIGN	13-25
A13.4.1—Design Cases	13-25
A13.4.2—Decks Supporting Concrete Parapet Railings	13-25
A13.4.3—Decks Supporting Post-and-Beam Railings	13-26
A13.4.3.1—Overhang Design	13-26
A13.4.3.2—Resistance to Punching Shear	13-27

SECTION 14: JOINTS AND BEARINGS

TABLE OF CONTENTS

14.1—SCOPE	14-1
14.2—DEFINITIONS	14-1
14.3—NOTATION	14-3
14.4—MOVEMENTS AND LOADS.....	14-6
14.4.1—General.....	14-6
14.4.2—Design Requirements	14-10
14.4.2.1—Elastomeric Pads and Steel Reinforced Elastomeric Bearings.....	14-11
14.4.2.2—High Load Multirotational (HLMR) Bearings.....	14-12
14.4.2.2.1—Pot Bearings and Curved Sliding Surface Bearings.....	14-12
14.4.2.2.2—Disc Bearings.....	14-12
14.5—BRIDGE JOINTS	14-12
14.5.1—Requirements	14-12
14.5.1.1—General.....	14-12
14.5.1.2—Structural Design	14-13
14.5.1.3—Geometry	14-14
14.5.1.4—Materials	14-14
14.5.1.5—Maintenance.....	14-14
14.5.2—Selection.....	14-15
14.5.2.1—Number of Joints.....	14-15
14.5.2.2—Location of Joints.....	14-15
14.5.3—Design Requirements	14-16
14.5.3.1—Movements during Construction.....	14-16
14.5.3.2—Design Movements	14-16
14.5.3.3—Protection.....	14-17
14.5.3.4—Bridging Plates.....	14-17
14.5.3.5—Armor.....	14-17
14.5.3.6—Anchors.....	14-18
14.5.3.7—Bolts.....	14-18
14.5.4—Fabrication	14-18
14.5.5—Installation	14-18
14.5.5.1—Adjustment.....	14-18
14.5.5.2—Temporary Supports.....	14-19
14.5.5.3—Field Splices.....	14-19
14.5.6—Considerations for Specific Joint Types.....	14-20
14.5.6.1—Open Joints	14-20
14.5.6.2—Closed Joints.....	14-20
14.5.6.3—Waterproofed Joints.....	14-20
14.5.6.4—Joint Seals	14-21
14.5.6.5—Poured Seals.....	14-21
14.5.6.6—Compression and Cellular Seals	14-21
14.5.6.7—Sheet and Strip Seals.....	14-22
14.5.6.8—Plank Seals.....	14-22
14.5.6.9—Modular Bridge Joint Systems (MBS)	14-22
14.5.6.9.1—General	14-22
14.5.6.9.2—Performance Requirements.....	14-24
14.5.6.9.3—Testing and Calculation Requirements	14-25
14.5.6.9.4—Loads and Load Factors.....	14-25
14.5.6.9.5—Distribution of Wheel Loads.....	14-27
14.5.6.9.6—Strength Limit State Design Requirements	14-28
14.5.6.9.7—Fatigue Limit State Design Requirements	14-29
14.5.6.9.7a—General.....	14-29
14.5.6.9.7b—Design Stress Range	14-31
14.6—REQUIREMENTS FOR BEARINGS	14-35
14.6.1—General.....	14-35
14.6.2—Characteristics.....	14-36

14.6.3—Force Effects Resulting from Restraint of Movement at the Bearing.....	14-37
14.6.3.1—Horizontal Force and Movement.....	14-37
14.6.3.2—Moment.....	14-38
14.6.4—Fabrication, Installation, Testing, and Shipping.....	14-40
14.6.5—Seismic and Other Extreme Event Provisions for Bearings.....	14-40
14.6.5.1—General.....	14-40
14.6.5.2—Applicability.....	14-40
14.6.5.3—Design Criteria.....	14-40
14.7—SPECIAL DESIGN PROVISIONS FOR BEARINGS.....	14-42
14.7.1—Metal Rocker and Roller Bearings.....	14-42
14.7.1.1—General.....	14-42
14.7.1.2—Materials.....	14-43
14.7.1.3—Geometric Requirements.....	14-43
14.7.1.4—Contact Stresses.....	14-43
14.7.2—PTFE Sliding Surfaces.....	14-44
14.7.2.1—PTFE Surface.....	14-44
14.7.2.2—Mating Surface.....	14-45
14.7.2.3—Minimum Thickness.....	14-45
14.7.2.3.1—PTFE.....	14-45
14.7.2.3.2—Stainless Steel Mating Surfaces.....	14-46
14.7.2.4—Contact Pressure.....	14-46
14.7.2.5—Coefficient of Friction.....	14-47
14.7.2.6—Attachment.....	14-48
14.7.2.6.1—PTFE.....	14-48
14.7.2.6.2—Mating Surface.....	14-48
14.7.3—Bearings with Curved Sliding Surfaces.....	14-49
14.7.3.1—General.....	14-49
14.7.3.2—Bearing Resistance.....	14-49
14.7.3.3—Resistance to Lateral Load.....	14-50
14.7.4—Pot Bearings.....	14-51
14.7.4.1—General.....	14-51
14.7.4.2—Materials.....	14-51
14.7.4.3—Geometric Requirements.....	14-51
14.7.4.4—Elastomeric Disc.....	14-53
14.7.4.5—Sealing Rings.....	14-53
14.7.4.5.1—General.....	14-53
14.7.4.5.2—Rings with Rectangular Cross-Sections.....	14-54
14.7.4.5.3—Rings with Circular Cross-Sections.....	14-54
14.7.4.6—Pot.....	14-54
14.7.4.7—Piston.....	14-55
14.7.5—Steel-reinforced Elastomeric Bearings—Method B.....	14-56
14.7.5.1—General.....	14-56
14.7.5.2—Material Properties.....	14-57
14.7.5.3—Design Requirements.....	14-59
14.7.5.3.1—Scope.....	14-59
14.7.5.3.2—Shear Deformations.....	14-59
14.7.5.3.3—Combined Compression, Rotation, and Shear.....	14-60
14.7.5.3.4—Stability of Elastomeric Bearings.....	14-63
14.7.5.3.5—Reinforcement.....	14-64
14.7.5.3.6—Compressive Deflection.....	14-65
14.7.5.3.7—Seismic and Other Extreme Event Provisions.....	14-66
14.7.5.4—Anchorage for Bearings without Bonded External Plates.....	14-66
14.7.6—Elastomeric Pads and Steel-Reinforced Elastomeric Bearings—Method A.....	14-67
14.7.6.1—General.....	14-67
14.7.6.2—Material Properties.....	14-68
14.7.6.3—Design Requirements.....	14-69
14.7.6.3.1—Scope.....	14-69

14.7.6.3.2—Compressive Stress	14-70
14.7.6.3.3—Compressive Deflection.....	14-71
14.7.6.3.4—Shear	14-73
14.7.6.3.5—Rotation	14-73
14.7.6.3.5a—General.....	14-73
14.7.6.3.5b—Rotation of CDP	14-74
14.7.6.3.6—Stability.....	14-75
14.7.6.3.7—Reinforcement.....	14-75
14.7.6.3.8—Seismic and Other Extreme Event Provisions.....	14-75
14.7.7—Bronze or Copper Alloy Sliding Surfaces.....	14-76
14.7.7.1—Materials	14-76
14.7.7.2—Coefficient of Friction.....	14-77
14.7.7.3—Limit on Load	14-77
14.7.7.4—Clearances and Mating Surfaces	14-77
14.7.8—Disc Bearings	14-77
14.7.8.1—General.....	14-77
14.7.8.2—Materials	14-78
14.7.8.3—Elastomeric Disc	14-78
14.7.8.4—Shear Resisting Mechanism.....	14-79
14.7.8.5—Steel Plates.....	14-79
14.7.9—Guides and Restraints	14-79
14.7.9.1—General.....	14-79
14.7.9.2—Design Loads	14-80
14.7.9.3—Materials	14-80
14.7.9.4—Geometric Requirements.....	14-80
14.7.9.5—Design Basis	14-80
14.7.9.5.1—Load Location.....	14-80
14.7.9.5.2—Contact Stress	14-81
14.7.9.6—Attachment of Low-Friction Material	14-81
14.7.10—Other Bearing Systems.....	14-81
14.8—LOAD PLATES AND ANCHORAGE FOR BEARINGS	14-82
14.8.1—Plates for Load Distribution	14-82
14.8.2—Tapered Plates	14-83
14.8.3—Anchorage and Anchor Bolts	14-83
14.8.3.1—General.....	14-83
14.8.3.2—Seismic and Other Extreme Event Design and Detailing Requirements.....	14-84
14.9—CORROSION PROTECTION	14-84
14.10—REFERENCES.....	14-85

SECTION 15: DESIGN OF SOUND BARRIERS

TABLE OF CONTENTS

15.1—SCOPE	15-1
15.2—DEFINITIONS.....	15-1
15.3—NOTATION.....	15-1
15.4—GENERAL FEATURES.....	15-2
15.4.1—Functional Requirements	15-2
15.4.1.1—General.....	15-2
15.4.1.2—Lateral Clearance	15-2
15.4.2—Drainage.....	15-2
15.4.3—Emergency Responders and Maintenance Access	15-2
15.4.4—Differential Settlement of Foundations.....	15-3
15.5—LIMIT STATES AND RESISTANCE FACTORS	15-3
15.5.1—General.....	15-3
15.5.2—Service Limit State.....	15-3
15.5.3—Strength Limit State	15-3
15.5.4—Extreme Event Limit State.....	15-4
15.6—EXPANSION DEVICES	15-4
15.6.1—General.....	15-4
15.6.2—Structure-mounted Sound Barriers.....	15-4
15.6.3—Ground-mounted Sound Barriers	15-5
15.7—SOUND BARRIERS INSTALLED ON EXISTING BRIDGES	15-5
15.8—LOADS	15-5
15.8.1—General.....	15-5
15.8.2—Wind Load	15-5
15.8.3—Earth Load	15-6
15.8.4—Vehicular Collision Forces	15-6
15.9—FOUNDATION DESIGN.....	15-9
15.9.1—General.....	15-9
15.9.2—Determination of Soil and Rock Properties	15-9
15.9.3—Limit States	15-9
15.9.4—Resistance Requirements	15-9
15.9.5—Resistance Factors.....	15-10
15.9.6—Loading	15-10
15.9.7—Movement and Stability at the Service Limit State.....	15-10
15.9.7.1—Movement.....	15-10
15.9.7.2—Overall Stability.....	15-10
15.9.8—Safety against Geotechnical Failure at the Strength Limit State.....	15-10
15.9.9—Seismic Design	15-10
15.9.10—Corrosion Protection	15-10
15.9.11—Drainage.....	15-11
15.10—REFERENCES	15-11